



## MEETING AGENDA

**Hillsboro Airport Roundtable Exchange**  
**Wednesday November 5, 5:30 – 7:30 p.m.**  
 City of Hillsboro Civic Center, 150 E. Main Street

<b>5:30</b>	Brian Lockhart	<b>Welcome</b> <ul style="list-style-type: none"> <li>• Announcements</li> <li>• Approval of previous meeting minutes</li> </ul>
<b>5:35</b>	Fred Hostetler/Brian Lockhart	<b>Subcommittee Reporting</b> Recommendation of how subcommittees will report out to the larger HARE committee
<b>5:45</b>	Fred Hostetler	<b>Noise subcommittee report</b> Status update on work group progress
<b>5:55</b>	Henry Oberhelman	<b>Avgas/leaded-fuel subcommittee report</b> Status update on work group progress
<b>6:05</b>	Steve Nagy David Breen	<b>Mogas Sales at HIO</b> Review of process required for unleaded fuel sales at HIO to occur
<b>6:20</b>	Steve Nagy	<b>Parallel Runway Construction Update</b>
<b>6:30</b>	Clint Bedwell, FAA	<b>Parallel Runway Flight Pattern Changes</b> Update on process looking at the changes in flight patterns that will occur when the parallel runway is in operation
<b>6:45</b>	Brooke Berglund	<b>14<sup>th</sup> Annual Hillsboro Air Fair</b> Report out on the 14 <sup>th</sup> annual Hillsboro Airport Air Fair
<b>6:55</b>	Brooke Berglund	<b>Citizen Positions on the HARE</b> Decision on how the committee will handle the CPO 8 and 9 positions as those CPOs are now inactive
<b>7:05</b>		<b>Break</b> Check in with presenters and ask questions informally
<b>7:15</b>		<b>Public Comment</b>
<b>7:30</b>		<b>Adjourn</b>



**Hillsboro Airport Roundtable Exchange**  
**September 3, 2014: Hillsboro Civic Center, 5:30 p.m. – 7:30 p.m.**

Draft Meeting Summary

MEMBERS PRESENT

Annette Campista	Latino Business Community
Bert Zimmerly	Hillsboro Airport Historian
Bob Braze	Alternate for House District 29 (Jurisdictional)
Bob Flansberg	Alternate for House District 30 (Jurisdictional)
Brian Lockhart	Global Aviation (Airport Business)
Clint Bedwell	FAA (Technical Alternate)
Deanna Palm	Hillsboro Chamber of Commerce (Business)
Debbie Raber	City of Hillsboro (Alternate for Mayor Willey)
Fred Hostetler	Citizen (Land owner adjacent to HIO)
Henry Oberhelman	CPO 8 (Citizen)
Jack Lettieri	Citizen
Ken Dyar	Hillsboro Airport Business Association (Airport Business)
Kimberly Culbertson	CPO 9 (Citizen)
Mike Gallagher	Citizen
Rudi Resnick	Alternate for Senate District 15 (Jurisdictional)
Stephen Roberts	Alternate for Washington County Commission (Jurisdictional)
Steve Nagy	Port of Portland

MEMBERS ABSENT

Cathy Stanton	Westside Economic Alliance (Business)
Joe Fiala	Federal Aviation Administration (Technical)
Larry Altree	Portland Community College (Airport Related Business)
Mike Warrens	Oregon International Airshow

CURRENT MEMBERSHIP VACANCIES

Citizen  
Environmental group (Citizen)  
Hillsboro Airport Business Association

## SUMMARY

### *Introductions and Welcome*

Brian called the meeting to order at 5:31 p.m. and welcomed everyone to the meeting.

### *Avgas/leaded-fuel subcommittee report (Henry Oberhelman)*

Henry Oberhelman gave an update on the lead subcommittee's work. The consultant examining offering mogas (unleaded aviation fuel) hired by the Port will have a draft report available for the working group's review in November. David Breen, who works for the Port, will be giving the committee an update on the progress of the FAA's look at the development of alternate fuel.

Henry asked Mike Gallagher to share his concerns about the lack of mogas availability at Hillsboro Airport. Mike said he learned at the leaded fuel subcommittee meeting that there was a company that was available and willing to sell automotive fuel in an aviation use. He said the original charter was to determine if there was non-ethanol unleaded fuel that could be purchased and made available at the airport. Apparently it's pretty easy to find out. He said he thinks the issue is the Port. There are FBOs at the airport now and if they don't want to do it, then it doesn't make good business sense to not allow a business to do this. Henry then asked Steve to provide the Port's perspective. Steve said the Port is an eager partner in finding a solution to this as well. The Port did talk with the current FBOs as they have the infrastructure, the stormwater protections and the insurance to sell fuel among other requirements. The response back was that they wanted to see the research on whether or not there would be demand. There is one airport in Oregon that sells it and there are not any in California (which also has the most single engine aircraft in the US). The Port has hired a consultant to provide us with information on looking at the market (what would make pilots want to use the product, etc.) There is a subtenant at HIO who has identified that the fuel is available and that they could get it to the airport, but they don't have anything else that would allow them to sell it in a retail capacity. The consultant will be finishing their report in November and from that work, the Port will then will be able to reach out our current FBOs to see if they are interested in selling the fuel. If not, they will then open it up to the general public.

Jack said even though there is interest in dispensing mogas, it won't address all the aircraft that are flying in and out of the airport. Other aircraft would need to be certified first before they could use mogas as an alternate fuel.

Fred said it is legal to sell mogas in Oregon as it is sold at Lebanon Airport, which is run by the State of Oregon. He said he would like to know from the Port what the requirements would be in order for a new company to come in and sell mogas.

Debbie Raber asked Steve Nagy if there are additional regulations for a new company to come in and sell the fuel that are in addition to what another airport fuel retailer would have to do. Brian Lockhart (whose company currently supplies fuel at HIO) answered that the regulators are the Fire Marshall, Clean Water Services and Oregon DEQ. Debbie suggested that the consultant include in their report what all the different rules/requirements are.

Mike said the bottom line is that there is fuel that is available and people want to use it. He encourages the Port to find the easiest way to get this dispensed at the Hillsboro Airport.

Henry suggested that the lead subcommittee get together to have a discussion on whether or not they wanted to write a letter to the Port with Mike's demands.

Rudi thanked Steve for providing some quantification about the information related to the leaded fuel.

Bert asked why there needs to be a big facility. In other areas of the US, there are just cardlock systems that people can swipe a card and pay.

Henry asked Steve to give an overview statement about how much it would cost to execute the alternate fuel. Jack said he thinks this path is taking the HARE down a road that it doesn't belong to.

Steve said he just wanted to conclude that the business that has expressed interest is part of the study. The company currently does not have the safety measures and the other things that are required in order to dispense fuel, so it will be a process once the consultant's research is complete.

#### *Fly Friendly Update*

Fred gave an update on the Fly Friendly signage that has been installed on the entry gates at the airport. Fred has requested that the Port make some bigger signs as well as add some signs in the T-hangar area. It might also be a good idea to see if one could be put by Hillsboro Aviation in the non-movement area.

Clint said the digital ATIS is currently being worked and he expects there will be an answer to that issue at the November meeting. He said the working committee is kind of at a standstill as many of the things the committee would like to do are trumped by FAA standards.

Henry asked if there is any quantifiable data that shows that a Fly Friendly program is effective. Steve said he isn't aware of anything, but he will ask and get back to the committee. Henry also said he would like to see the working group examine some of the major issues and provide recommendations via the Port to the FAA. He gave the example of the blade slap from the helicopters not being included in the Integrated Noise Model. That is feedback that could be given to the FAA. Fred said the working group has explored some of those things and the FAA has told them no. Fred asked Brian to call for a vote from the committee to pursue things like FAA regulations. Brian proposed that the noise working group select a date for the next committee meeting as well as create a secondary committee that will look at the governance of the working groups. Fred said he can send out a new date for the noise working group to meet.

Mike asked that the Port ask Hillsboro Aviation to be a part of the committee. Brooke mentioned that Larry Altree's position as the director of the aviation program at PCC was to be a conduit for that information as they have not been interested in participating in the past. Henry asked that the Port ask them again to be a part of the committee. Brian said they would invite Hillsboro Aviation again to participate.

#### *Parallel Runway Update*

Steve gave an update on the parallel runway project. The injunction request to halt construction was denied and construction has begun. The contractor began work on August 5. The current schedule has asphalt paving scheduled for early/mid-October. They are currently working 10 hour days, 6 days a week. The soil grading and the asphalt paint marking will be weather dependent. Steve showed some aerial photos of what construction currently looks like. Mike said he lives about a block and a half away from the airport and he isn't really aware of any construction impacts. He wanted to know if there were any construction impacts anticipated. Steve said there will continue to be truck traffic bringing material in as well as the taking of some material out.

Steve also mentioned there are some temporary changes to the helicopter flight patterns associated with the runway construction. Once the project is complete and the runway is operational, there will be some permanent changes to the helicopter flight patterns. The FAA has been working on what the new flight patterns will look like. Fred Hostetler attended the first meeting and there will hopefully be an update at the next HARE meeting on where they are in the process.

Steve concluded that the outreach dollars associated with the project will be spent once the runway is ready for commissioning and use as that will be the time when most people will notice the most changes.

#### *General Airport Issues: Airport hangar developments*

Global Aviation just completed their new hangar for aircraft maintenance and storage. The new Ochoco Services corporate hangar is also near complete. The level of business activity is increasing significantly. All the aircraft that will be using these new hangars will be business jets and not using the new parallel runway. Henry asked what the process someone would go through to build a new hangar. Secondly, is there anything anticipated in the next 90 days. A company would work with the Port to identify available land then negotiate a lease based on the land available. The Port is talking with interested parties on a regular basis, so something happening in the next 90 days is possible.

#### *General Airport Issues: Zoning Updates - Debbie Raber, City of Hillsboro*

The change of the community zoning was approved by the City of Hillsboro City Council on August 5. The zoning changes did not include the Airport Use Zoning or the Airport Safety Zoning. The city chose to call those out separately so that they can work on them. Those two zoning plans are on the list of to-dos and should start within 12-18 months. The good news is

that aviation use on Port property is now included in city code. Henry asked about what the public outreach plan for the Airport Safety Zoning will be. Debbie said there will an open house co-hosted with the Port, communication on their website and via their newsletter.

#### *General Airport Issues: Oregon International Airshow*

The representatives from the airshow were not in attendance, so Steve gave a quick update on what will be happening at the airshow this year. The big change this year is the 5K “Run on the Runway” that will happen on the Sunday of airshow weekend. The funds raised go to the Hillsboro School Foundation. Annette Campista is on the Hillsboro School Foundation and thanked Steve for the Port’s support.

Mike asked if there are any fees paid by the Port to the City or others for the nuisance impacts of the airport. He said he thinks it would be a good idea to discuss at a later meeting. Brian said all the leaseholders on the airport pay taxes which go directly into the local system. Debbie said this is a larger policy that all cities deal with. There are lots of other problems like sewage plants, landfills, train yards, etc. that all have complaints as a nuisance by some members of the community.

#### *General Airport Issues: Hillsboro Airport Open House*

Brooke announced the open house will be on October 25. The Port will do outreach to the schools as they have did last year. That seemed to help greatly in the increase in attendance from previous years. She asked that if anyone has any suggestions, they pass them along to her for consideration.

#### *General Airport Issues: Gliderport*

Mike reiterated his concerns about the gliderport that is to the north of the airport. He feels that there is a potential conflict with the gliders who don’t have transponders and the aircraft departing HIO. He said he was happy to hear that the Port has already reached out to the FAA’s Flight Standards District Office. Clint said they will be meeting with the gliderport and will provide an update at the November meeting. Steve said the Port will also update ATIS with the information about gliders in the area.

#### **Public Comment**

Wayne Vanderzanden said that he understood that the airport was still having the airshow. Last time he was at the meeting, he brought up the major epidemic of the coyotes. There are now major issues with cougars too. Jack asked Wayne if he is proposing that they shouldn’t have an airshow because of this issue. Wayne said there are parts of the nation that have big coyote events where you pay and then go shoot as many as you can.

Teresa Zee lives in Jones Farm. She has two complaints, lead pollution and noise pollution. Lead was phased about 20 years ago for cars. This impacts the people who live and work here. The second issue is noise pollution. The number of aircraft is not OK. Last week she had planes going over her house continually.

Miki Barnes said that she knows that Jim Lubischer provided a whole list of questions. She would like to add questions related to those questions already submitted. For private recreational pilots, what type of insurance are they required to carry. What about business jets, what type of insurance are they required to carry. What is optional to carry and what is required to carry. There are terrible stories of where people have been injured or killed on the ground. She wants to know the protections are for the people on the ground. She noted that Luke Hamill from the Oregonian was at the meeting. She said that he has written an article about the Intel facility and the community service fee that they pay. It shows that there was money paid to the Port. She would like to know how much money was received and how it is used. She would like to advocate that the money be used for environmental considerations such as lead monitoring and noise monitoring. She also understands that CPO 9 is shutting down. How does that affect the citizen representatives that are on the committee. Do they represent themselves or still represent the CPO? Kimberly Culbertson responded that she will still be providing information to the OSU extension office for the CPO 9 newsletter. She has a large network of contacts that she listens to and will represent as well. Henry said he is still the representative for CPO 8.

The meeting was adjourned by Brian Lockhart.

## Public Comment Response

### Airport Operations

#### Comment/Question

Teresa Zee lives in Jones Farm. She has two complaints, lead pollution and noise pollution. This impacts the people who live and work here. The second issue is noise pollution. The number of aircraft is not OK. Last week she had planes going over her house continually (Teresa Zee).

Low-flying aircraft questions submitted via email (Jim Lubischer - see attachment)

#### Answer

The Port of Portland does not have the authority to dictate what types of aircraft use the airport or where they can fly. Grant Assurances from the FAA prohibit an airport from discriminating against different types of aircraft operations, or different types of aviation businesses.

Information provided by the Hillsboro Airport Federal Aviation Administration Tower:  
It may be possible to determine an N-Number by analysis of voice and/or radar recordings after a Freedom of Information Act (FOIA) request has been received and associated fees have been paid. This issue is addressed in FAA Order JO 7210.3Y Facility Operation and Administration, Part 1. Chapter 2. Administration of Facilities, Section 1. General, Paragraph 2-1-5. Release of Information

Subparagraph **b.** states: "Except as provided in this and other FAA orders, or when specifically authorized to do so by the Secretary of Transportation or the Administrator, no agency employee must release information from any National Airspace System (NAS) database regarding the position, altitude, heading, flight plan, origination or destination of a single aircraft ("Flight Track Data") upon the oral request of an individual outside of the FAA."

Subparagraph **b. 4.** goes on to state: "**4.** If the request is from an individual and it is determined that the request, if granted, would not further aviation safety or efficiency, the employee must deny the request and may inform the requester that information may be sought under the Freedom of Information Act (FOIA). A FOIA request should be filed in writing with the FOIA Officer, ARC-40, 800 Independence Avenue, S.W., Washington, DC 20591, or by email to 7-AWA-ARC-FOIA@faa.gov."

HIO ATCT Note: An alternative method is [http://www.faa.gov/foia/foia\\_request/](http://www.faa.gov/foia/foia_request/)

It is difficult to determine real time altitude of "touch and go" aircraft at HIO due to poor radar coverage.



## **Environmental**

### Comment/Question

Wayne Vanderzanden said that he understood that the airport was still having the airshow. Last time he was at the meeting, he brought up the major epidemic of the coyotes. There are now major issues with cougars too. Wayne said there are parts of the nation that have big coyote events where you pay and then go shoot as many as you can (Wayne Vanderzanden).

### Answer

The Port is concerned with all wildlife species that pose a risk to aircraft safety. It is known that coyotes occasionally access the Hillsboro airfield and have disrupted aircraft operations. Our experience with exclusion fencing at PDX has resulted in a great reduction of coyote presence on the airfield and their operational impacts. This proactive approach has kept us from being in the constant reactive population management of coyotes. The Port is not currently pursuing the trapping, shooting or removal of coyotes from the HIO airfield. We first must exclude or limit their access to the airfield and apply science based decisions to avoid ongoing management issues. Aviation safety is a top priority at all Port owned airports and swift action to remove identified problem animals will be taken when warranted. Lethal removal of problem animals is a last resort after all other management strategies have proven to be ineffective. The Port is also aware of geese on and around the HIO airfield, in fact we are in final draft of the 2013 HIO Wildlife Hazard Management Plan update that addresses this issue.

## **Lead Emissions and Use of Leaded Fuel at Hillsboro Airport**

### Comment/Question

Teresa Zee lives in Jones Farm. She has two complaints, lead pollution and noise pollution. Lead was phased about 20 years ago for cars. This impacts the people who live and work here (Teresa Zee).

### Answer

The HARE's Leaded Fuel Discussion Working Group will be monitoring the efforts of the consultant that will be evaluating offering alternative fuels at HIO. All their meetings are open to the public and the work done by the consultant will be available for public comment.

The EPA is currently conducting a monitoring study of ambient lead concentrations at 17 general aviation airports. The airports in the study were selected based on a number of criteria, including the mass of lead emissions at the airports, prevailing wind patterns at the airports, predominant use of a single runway (concentration of emission sources into a smaller area) and the risk of public exposure to lead emissions from those airports. EPA chose the 17 airports that had the highest risk of generating emissions in quantities and spatial patterns that would create the greatest ambient lead concentrations.

After a minimum of three months of monitoring, monitors at only 2 of the 17 airports show lead levels above the National Ambient Air Quality Standards (NAAQS). The monitors at these

two airports were placed on the airfield, within a few meters of where most of the aircraft begin their takeoff. This is not representative of actual exposure to lead emissions that the public would experience. The results of other studies have demonstrated that “air lead concentrations decrease within short distances from the take-off areas” (EPA Publications “MONITORING THE AIR FOR LEAD NEAR THE SAN CARLOS AIRPORT, June 2013 and “MONITORING THE AIR FOR LEAD NEAR THE MCCLELLAN-PALOMAR AIRPORT AND GILLESPIE FIELD, June 2013). As such, the EPA, in coordination with local air quality agencies, is conducting supplemental studies at these two airports to better assess ambient lead concentrations in areas that are accessible to the public. The San Diego Air Pollution Control District maintains an independent monitor 4.2 km (2.6 miles) downwind of one of the two airports in question. This monitor shows a three-month average lead concentration of  $0.01\mu\text{g}/\text{m}^3$ , well below the NAAQS.

The EPA is currently analyzing the data and conducting additional monitoring and modeling efforts to complete the study. The results are expected to be available in 2015. These results will be used to make a determination whether emissions from leaded fuel in general aviation aircraft pose a health risk to the public (“Endangerment Finding”). If the EPA determines that emissions from leaded aviation fuel do pose a risk to public health, then they will begin a rulemaking process to create lead emissions standards from engines and to limit the lead content of aviation fuels.

However, concurrent to this study and any resulting action from the EPA, the FAA is moving forward with its plan to develop an alternative unleaded fuel that will be available by 2018.

The leaded fuel subcommittee will be responsible for monitoring the ongoing efforts and developments of the EPA to study public exposure impacts of general aviation’s use of leaded fuels, and FAA’s process for developing a non-leaded alternative fuel. In June of 2013 the FAA published a memorandum that includes a number of interim emission reduction strategies, and the subcommittee will be analyzing their effectiveness and potential for implementation at HIO. The subcommittee will make recommendations to the HARE committee, and the Port will support the implementation of those recommendations.

## **Insurance Requirements**

### Comment/Question

Liability questions submitted via email (Jim Lubischer - see attachment)

For private recreational pilots, what type of insurance are they required to carry. What about business jets, what type of insurance are they required to carry. What is optional to carry and what is required to carry (Miki Barnes).

### Answer

The Port’s own insurance applies only to Port liabilities and contractual obligations. Port liability insurance coverage varies by type of coverage and does not cover third parties, including aircraft at the airshow. Responsibility (liability) for accidents are commonly

determined by findings of fact (legal decision), not based upon each party's insurance coverages. In order to receive a full copy of the Port's insurance policies, a public records request must be made. Information about how to submit a public records request can be found on our website here: [http://www.portofportland.com/Public\\_Records\\_Request.aspx](http://www.portofportland.com/Public_Records_Request.aspx)

For those businesses that are a tenant of the Port or have a permit with the Port for an event, there are minimum insurance requirements that must be met. They are categorized by the type of business such as a Fixed Base Operator or an Aircraft Maintenance Operator. The full minimum standards for Hillsboro Airport can be found on our website here: [http://www2.portofportland.com/Content/PDF/GA\\_HIO\\_Mnm\\_Stndrds.pdf](http://www2.portofportland.com/Content/PDF/GA_HIO_Mnm_Stndrds.pdf) A copy of the minimum insurance requirements is included in these meeting minutes. Please note that these insurance standards can change.

For questions about the City of Hillsboro's liability insurance, you will need to contact the City of Hillsboro directly.

### **Community Funding Program**

#### Comment/Question

She noted that Luke Hamill from the Oregonian was at the meeting. She said that he has written an article about the Intel facility and the community service fee that they pay. It shows that there was money paid to the Port. She would like to know how much money was received and how it is used. She would like to advocate that the money be used for environmental considerations such as lead monitoring and noise monitoring (Miki Barnes).

#### Answer

Under the terms of the Intel Strategic Investment Program, the Port and six other organizations will receive a share of the Intel's Community Service Fee (CSF), which is an annual payment equal to 25% of the property taxes exempted each year, not to exceed \$2 million in any one year. Affected taxing jurisdictions include Washington County, City of Hillsboro, Tualatin Valley Fire & Rescue District, Enhanced Sheriff's Patrol District, Urban Road Maintenance District, Metro and the Port. Washington County and the City of Hillsboro will be the primary recipients of this fee. CSF shares are calculated based on each taxing jurisdiction's non-debt property tax levy in the two Intel project areas (Ronler and Aloha). The Port's portion of the CSF will be calculated at \$.07/\$1,000 taxable property, and is expected to be approximately \$100,000. This fee offsets the property tax abatement provided to Intel by each taxing jurisdiction. In the case of the Port, this fee is recorded in the Port's Bond Construction Fund where it is used to fund the Port's General Fund capital infrastructure, which includes General Aviation.

## **HARE Positions**

### Comment/Question

She also understands that CPO 9 is shutting down. How does that affect the citizen representatives that are on the committee? Do they represent themselves or still represent the CPO?

### Answer

The two CPO positions on the HARE committee are citizen positions that have been specifically designated to make sure representation from the neighboring CPOs were included on the HARE committee. The people who represent those two positions still report out and communicate with their neighbors, even though the CPO structure is no longer in place. The committee will discuss at their November meeting whether they would like to keep the positions specifically held for the CPOs, should they become active again, or if they will switch to be citizen-at-large positions.

From: [James Lubischer](#)  
To: [Berglund, Brooke](#)  
Cc: [Nagy, Stephen](#); [joseph.fiala@faa.gov](mailto:joseph.fiala@faa.gov)  
Subject: Questions for HARE  
Date: Wednesday, September 03, 2014 9:13:56 AM

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Brooke Bergland,

I will be unable to attend the HARE meeting tonight but I did have a number of questions that I hope you can submit to HARE for their consideration:

REGARDING LIABILITY INSURANCE:

- 1) What liability insurance is required for private pilots that practice "touch & goes" at Hillsboro Airport?
- 2) What liability insurance are student pilots required to have that practice "touch & goes" at Hillsboro Airport?
- 3) For foreign flight students, who is responsible in the event of an accident causing personal injury or property damage?
- 4) For flight students from other states who is responsible in the event of an accident causing personal injury or property damage?
- 5) What liability insurance are flight instructors (that instruct students as they do "touch & goes" at Hillsboro Airport) required to have ?
- 6) What liability insurance are flight training businesses which employ flight instructors (which instruct student pilots practicing "touch & goes" at Hillsboro Airport) required to have ?
- 7) What liability insurance does the Port of Portland have that would cover accidents by aircraft as they perform "touch & goes" at Hillsboro Airport?
- 8) What liability insurance does the Port of Portland have that would cover accidents by aircraft performing at the Oregon International Air Show?
- 9) What liability insurance does the City of Hillsboro have that would cover accidents by aircraft performing "touch & goes" at Hillsboro Airport?
- 10) What liability insurance does the City of Hillsboro have that would cover accidents by aircraft performing at the Oregon International Air Show?

[Please provide the limits of liability insurance for the above.]

REGARDING LOW FLYING AIRCRAFT:

11) The Flight Standards District Office request that low flying aircraft be identified by their N-Number. Could you please let me know how to obtain an aircraft's N-Number when the number cannot be read as the aircraft flies overhead? The air traffic controllers at the Hillsboro Airport have informed me that they are

prohibited from giving out N-Numbers of concerning aircraft.

12) What rule / regulation prohibits air traffic controllers from giving out an aircraft's N-Number when someone is trying to identify a suspected low flying aircraft?

13) Do air traffic controllers at Hillsboro Airport have the means, in real time, to know the altitude of aircraft as they practice "touch & goes" at Hillsboro Airport?

Thank you,

Jim Lubischer

## EXHIBIT A (MINIMUM INSURANCE REQUIREMENTS)

Class	Limit
SE Pilotage/Group I	\$1,000,000/\$100,000 sub limit per person
NE Pilotage/Group I	\$1,000,000/\$100,000 sub limit per person
Turkeydog/Group I & II	\$5,000,000/\$500,000 sub limit per person
Turkeydog/Group I	\$10,000,000
Turkeydog/Group II	\$10,000,000
Turkeydog/Group III	\$10,000,000

Class	Limit
SE Pilotage/Group I	\$1,000,000/\$100,000 sub limit per person
NE Pilotage/Group I	\$1,000,000/\$100,000 sub limit per person
Turkeydog/Group I & II	\$5,000,000/\$500,000 sub limit per person
Turkeydog/Group I	\$10,000,000
Turkeydog/Group II	\$10,000,000
Turkeydog/Group III	\$10,000,000



# Federal Aviation Administration

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## Memorandum

Date: November 4, 2014

To: Brian D. Lockhart, Chairman Hillsboro Airport Round Table Exchange

cc: Fred L. Hostetler, HARE Noise Subcommittee Chairman

From: Scott Burk, Acting Air Traffic Manager, Hillsboro Tower

Subject: Digital Automatic Terminal Information Service (ATIS)

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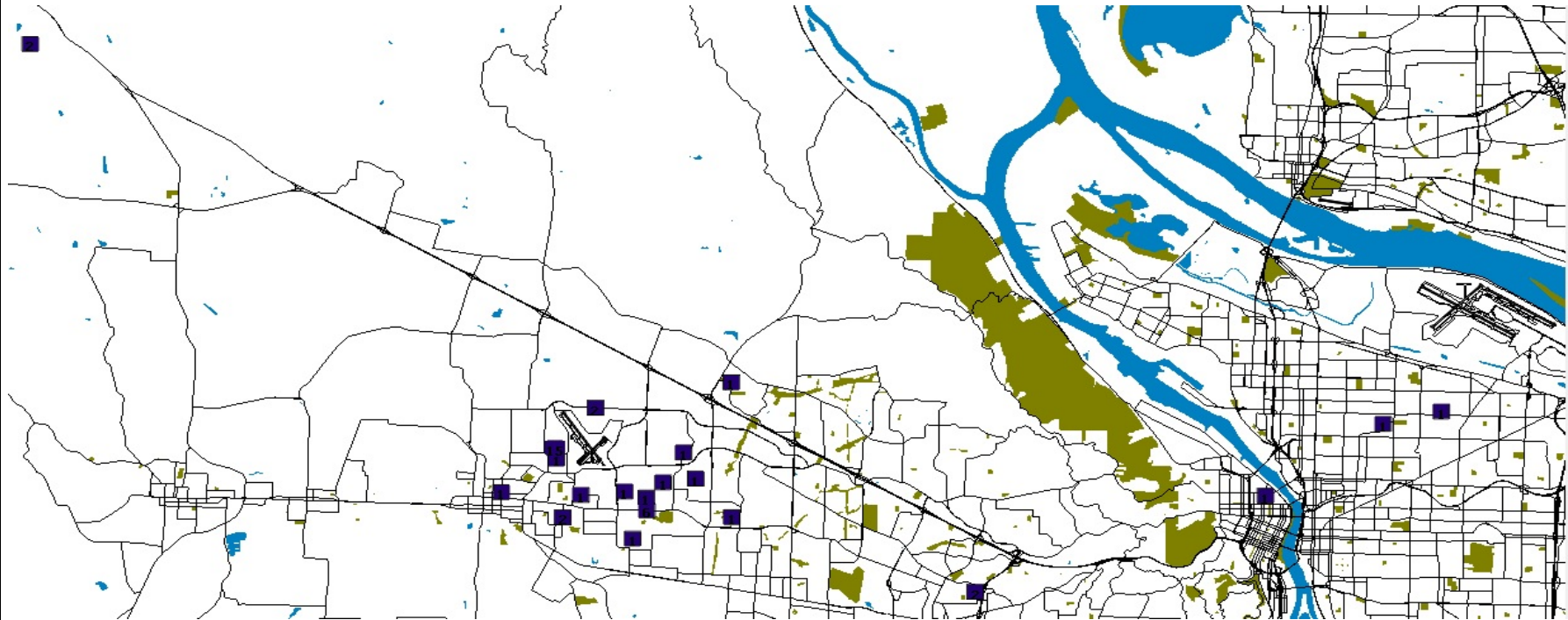
This memo is in response to your letter dated April 9, 2014 regarding the request to upgrade the current voice ATIS to a digital ATIS at Hillsboro Air Traffic Control Tower.

The digital ATIS is part of an equipment platform referred to as Tower Data Link Services (TDLS) which also includes Pre Departure Clearance (PDC) and Flight Data Input Output (FDIO). I have initiated a request via the Federal Aviation Administration's process for new equipment purchases and installation titled "Needs Assessment Program" or NAP. The NAP process is a means to analyze and determine the need and priority of various projects requested within our geographic region. As you are most likely aware the FAA's current fiscal resources are limited.

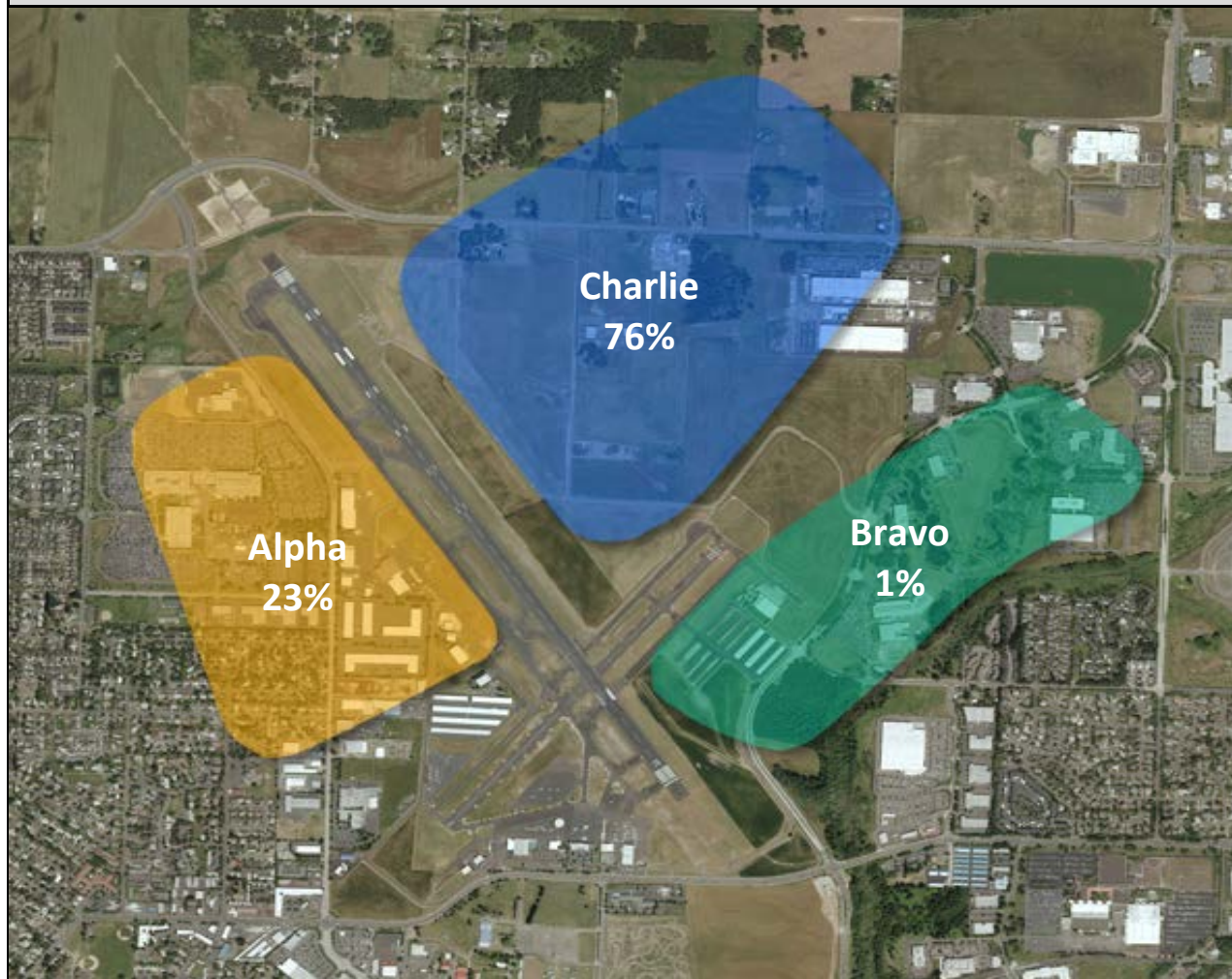
At this moment I am not able to provide you with a time frame for how long the NAP process may take, nor am I able to advise if the request will ultimately be accommodated. If further information or details are needed from the Hillsboro Airport Roundtable Exchange I will certainly be in contact with you. I will keep you informed about decisions made within the NAP process.



## Q3 - 2014 HIO NOISE COMPLAINTS



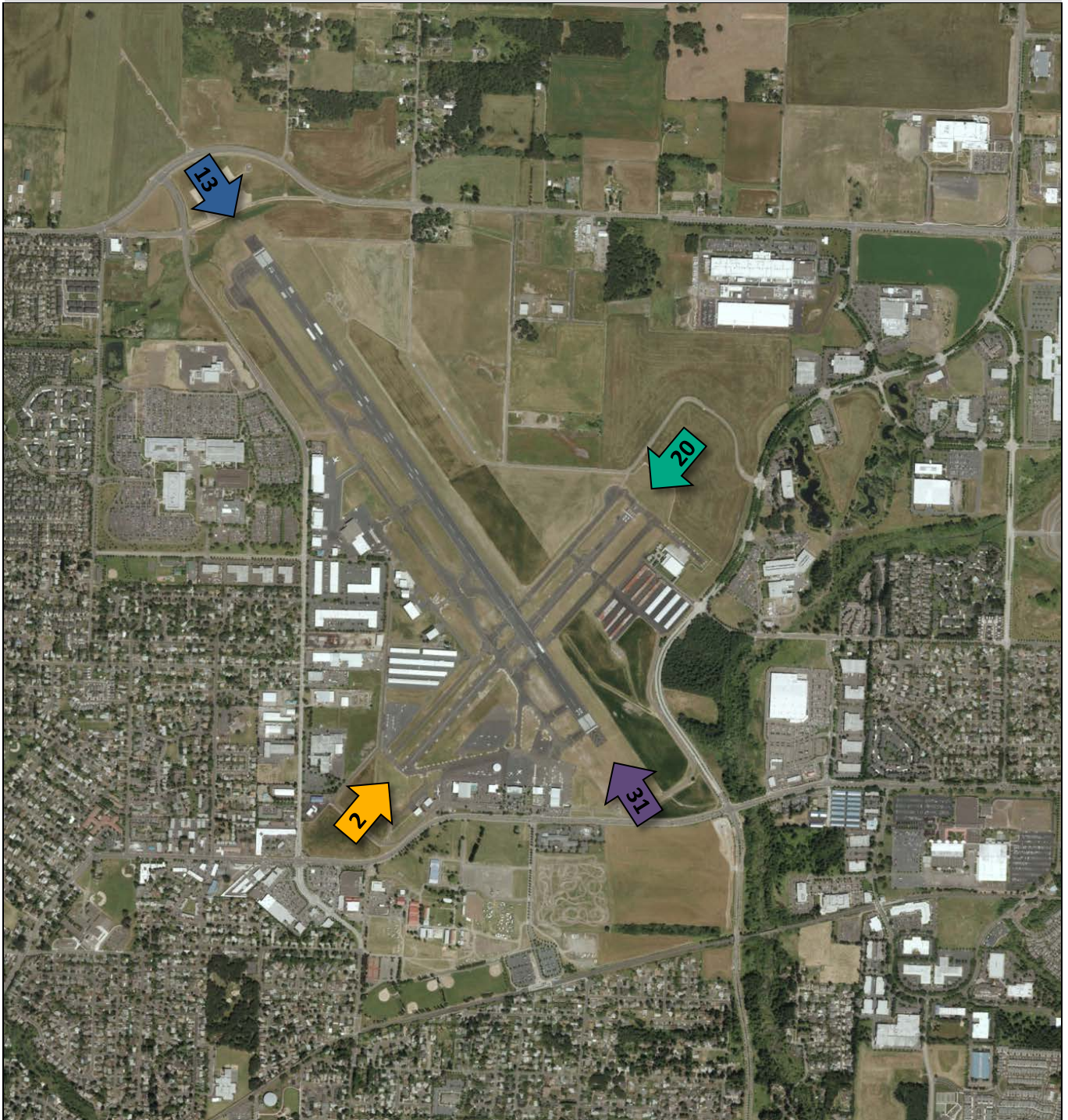
# HILLSBORO HELICOPTER PATTERN UTILIZATION - Q3, 2014



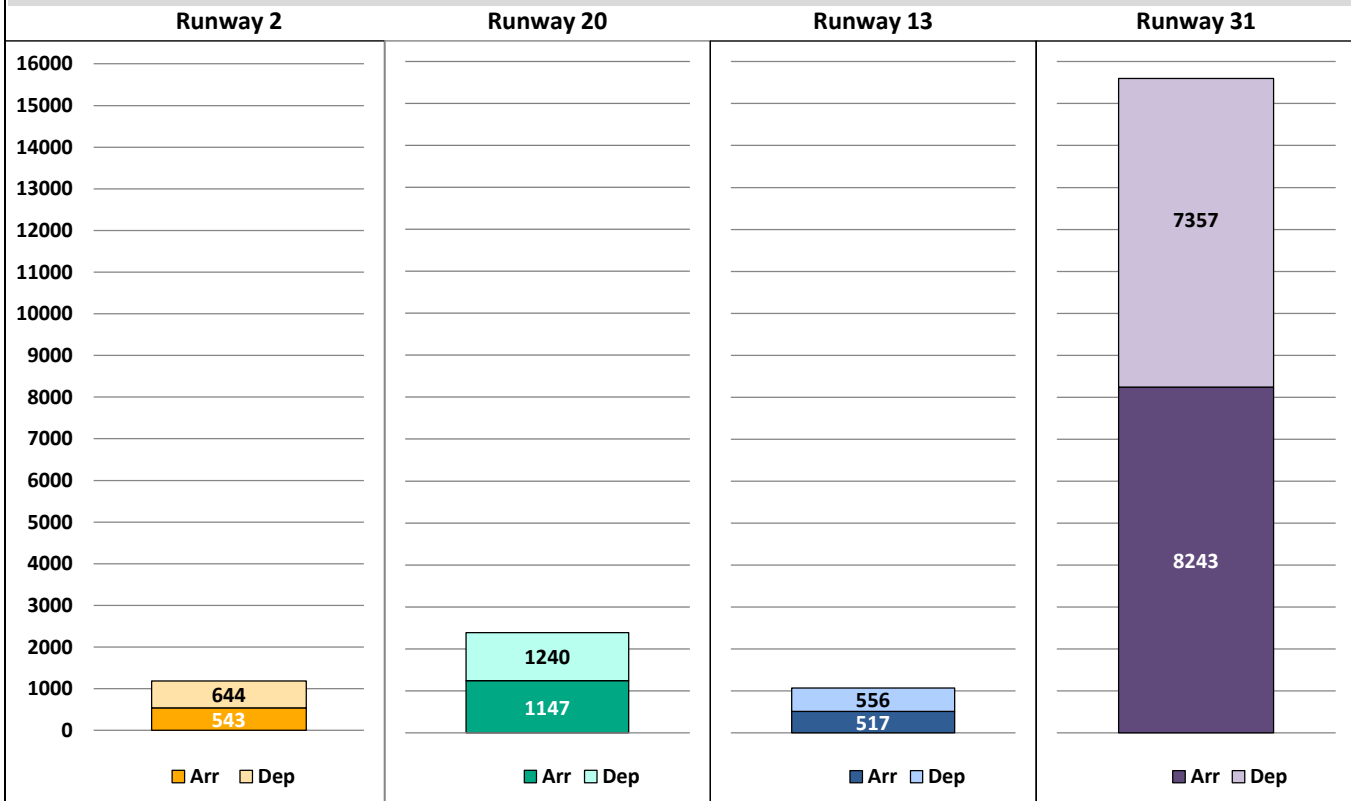
Month	Alpha		Bravo		Charlie		Golf		Total
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	
Jan	464	10%	148	3%	3940	86%	36	0%	4588
Feb	381	9%	198	5%	3465	86%	0	0%	4044
Mar	871	12%	367	5%	6011	83%	0	0%	7249
Q1	1716	11%	713	4%	13416	84%	36	0%	15881
Apr	544	6%	307	4%	7631	90%	0	0%	8482
May	613	7%	109	1%	8686	92%	0	0%	9408
Jun	318	5%	80	1%	6583	94%	0	0%	6981
Q2	1475	6%	496	2%	22900	92%	0	0%	24871
Jul	241	4%	66	1%	5147	94%	0	0%	5454
Aug	2061	35%	76	1%	3790	64%	0	0%	5927
Sep	1532	29%	58	1%	3614	69%	0	0%	5204
Q3	3834	23%	200	1%	12551	76%	0	0%	16585
Oct									
Nov									
Dec									
Q4									
YTD	7025	12%	1409	2%	48867	85%	36	0%	57337



## HILLSBORO AIRPORT RUNWAY LAYOUT



## Combined Runway Utilization, Q3 - 2014



		Jan	Feb	Mar	Q1	Apr	May	Jun	Q2	Jul	Aug	Sep	Q3	Oct	Nov	Dec	Q4	YTD
Runway 2	Arr	276	374	170	820	241	200	94	535	130	97	316	543					1898
	Dep	195	344	156	695	247	205	104	556	139	125	380	644					1895
	Total	471	718	326	1515	488	405	198	1091	269	222	696	1187					3793
	Percent	12%	22%	7%	12%	9%	6%	3%	6%	4%	3%	10%	6%					7%

Runway 20	Arr	214	147	332	693	563	706	662	1931	439	362	439	1240					3864
	Dep	222	192	390	804	508	652	626	1786	411	355	381	1147					3737
	Total	436	339	722	1497	1071	1358	1288	3717	850	717	820	2387					7601
	Percent	11%	10%	15%	12%	19%	20%	21%	20%	13%	10%	12%	12%					15%

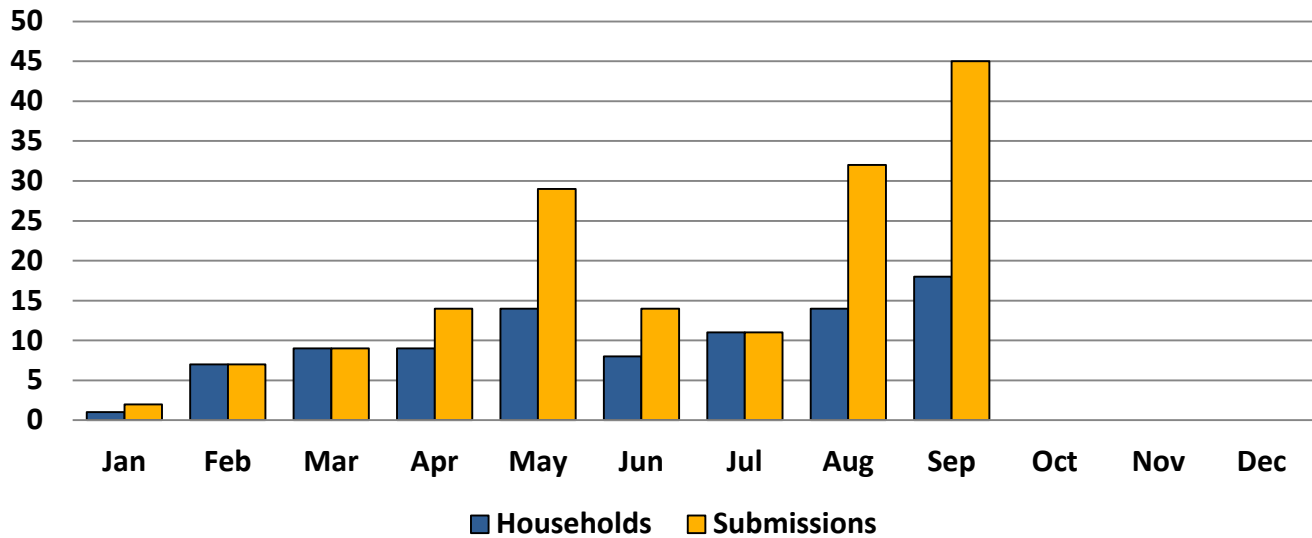
Runway 13	Arr	328	332	384	1044	340	276	176	792	112	111	294	517					2353
	Dep	260	300	344	904	340	271	174	785	121	122	313	556					2245
	Total	588	632	728	1948	680	547	350	1577	233	233	607	1073					4598
	Percent	15%	19%	15%	16%	12%	8%	6%	8%	4%	3%	9%	5%					9%

Runway 31	Arr	879	606	1219	2704	1821	2426	2289	6536	2750	3109	2384	8243					17483
	Dep	1477	1039	1971	4487	1594	2176	2030	5800	2386	2835	2136	7357					17644
	Total	2356	1645	3190	7191	3415	4602	4319	12336	5136	5944	4520	15600					35127
	Percent	61%	49%	64%	59%	60%	67%	70%	66%	79%	84%	68%	77%					69%

All Runways	Arr	1697	1459	2105	5261	2965	3608	3221	9794	3431	3679	3433	10543					25598
	Dep	2154	1875	2861	6890	2689	3304	2934	8927	3057	3437	3210	9704					25521
	Total	3851	3334	4966	12151	5654	6912	6155	18721	6488	7116	6643	20247					51119

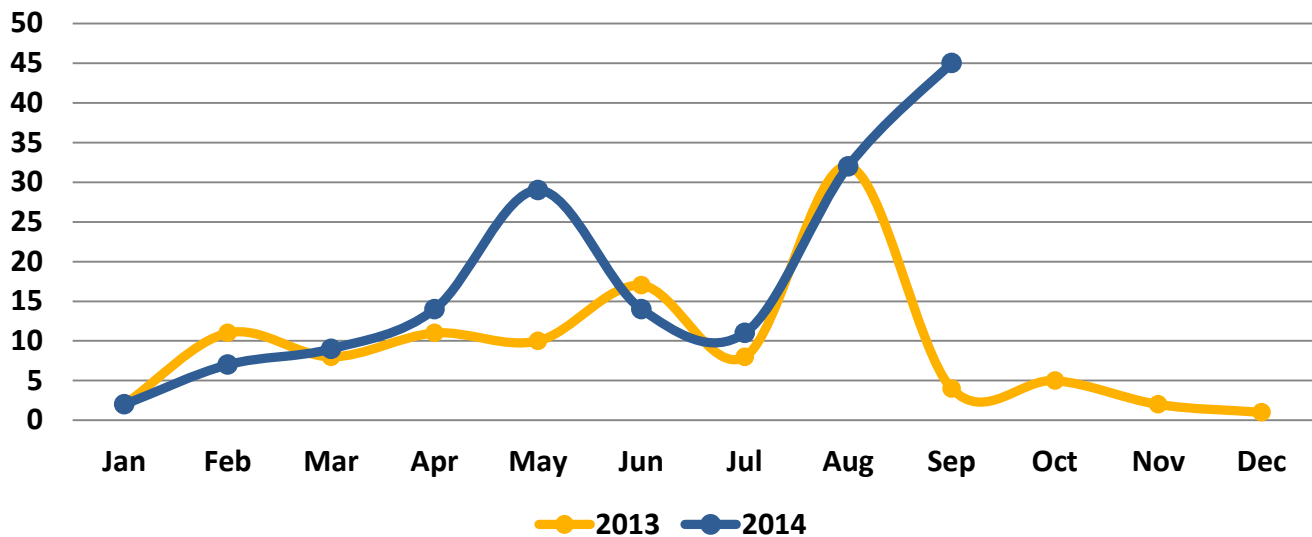
Note: There are two changes effective April 2014: 1) Runway usage data is compiled from a multilateration flight tracking system rather than FAA Radar due to a change in FAA policy. 2) Counts now reflect touch-and-go flight operations with each one counted as one arrival and one departure.

## HIO SUBMISSIONS TO HOUSEHOLD COMPARISON



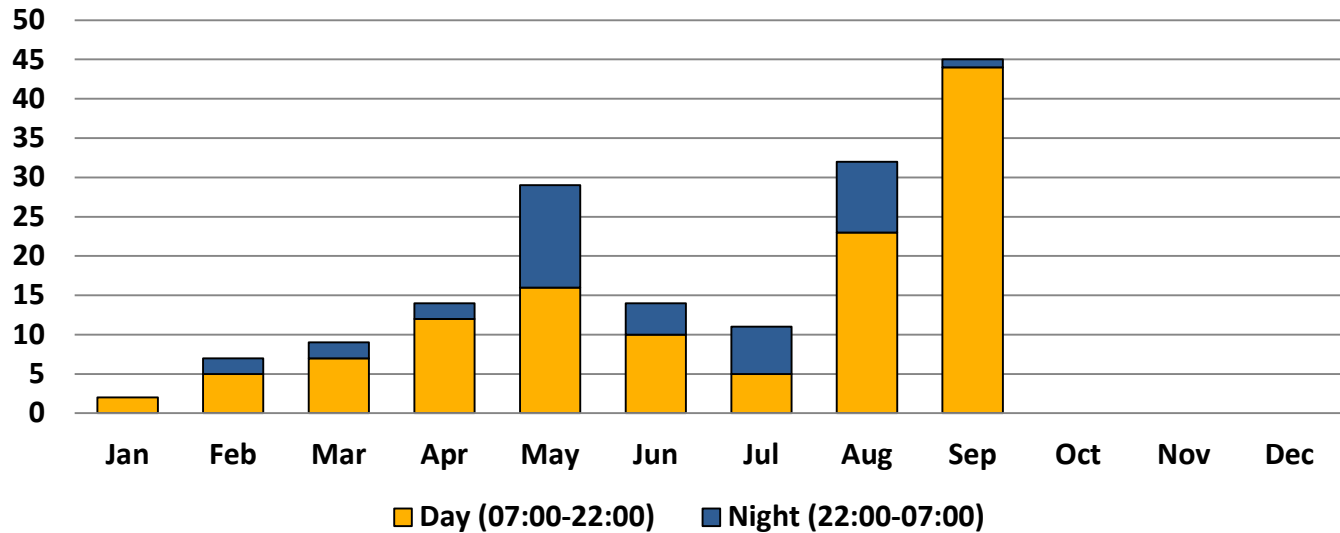
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Households	1	7	9	9	14	8	11	14	18			
Submissions	2	7	9	14	29	14	11	32	45			

## HIO ANNUAL SUBMISSIONS COMPARISON - YEAR TO DATE



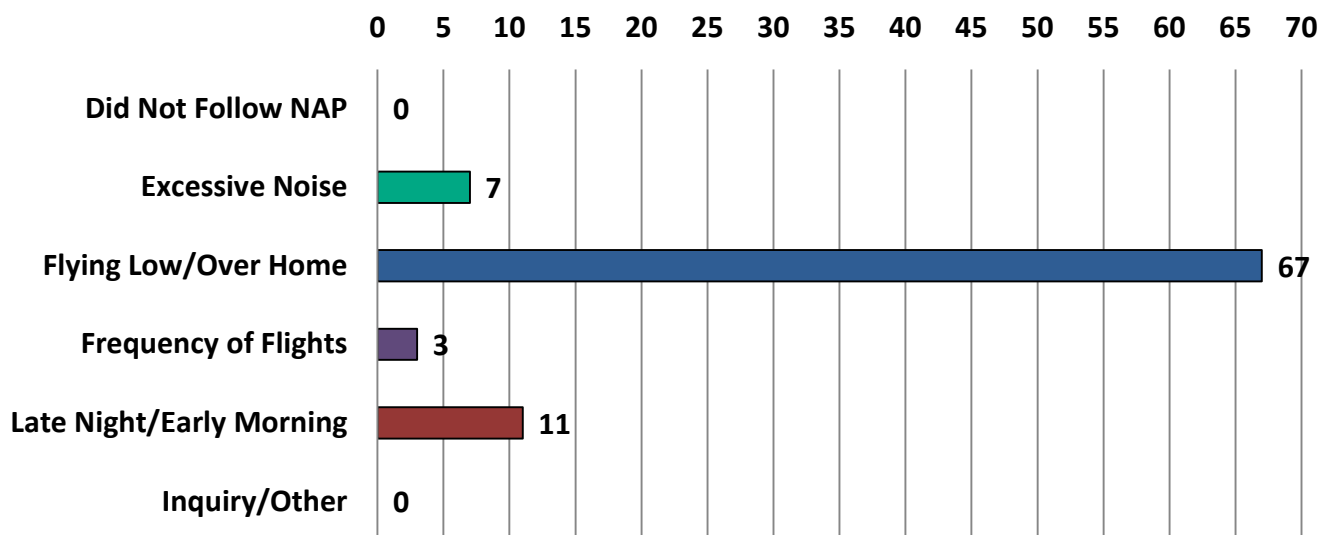
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2013	2	11	8	11	10	17	8	32	4	5	2	1
2014	2	7	9	14	29	14	11	32	45			

## HIO SUBMISSIONS BY TIME OF DAY



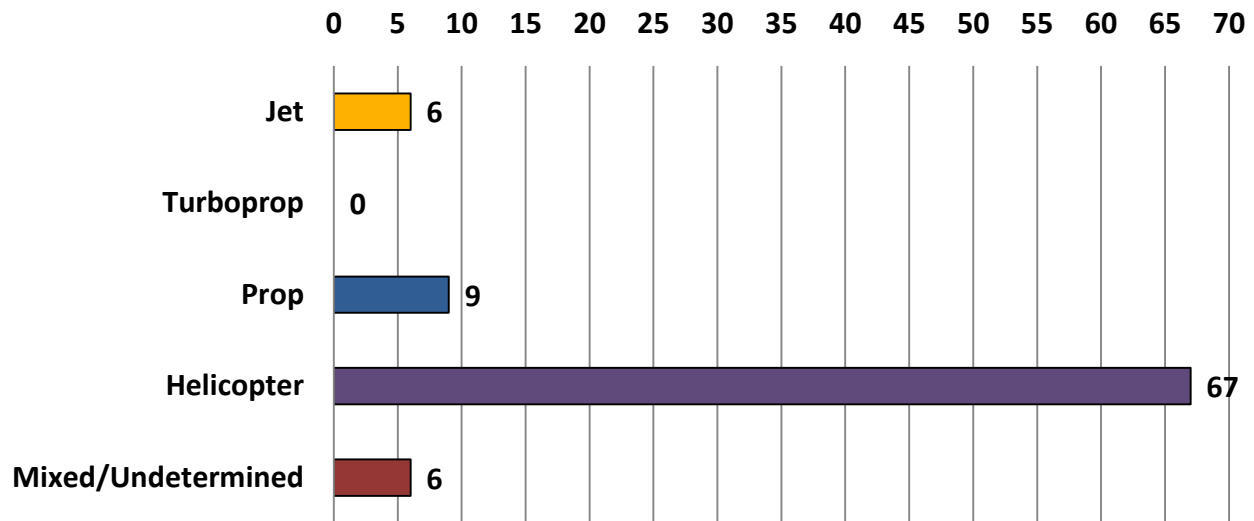
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Day (07:00-22:00)	2	5	7	12	16	10	5	23	44			
Night (22:00-07:00)	0	2	2	2	13	4	6	9	1			

## HIO SUBMISSIONS BY MAIN CONCERN Q3 - 2014



	Q1	Q2	Q3	Q4
Did Not Follow NAP	0	0	0	0
Excessive Noise	6	18	7	0
Flying Low/Over Home	6	18	67	0
Frequency of Flights	2	15	3	0
Late Night/Early Morning	4	4	11	0
Inquiry/Other	0	2	0	0

## HIO SUBMISSIONS BY AIRCRAFT CATEGORY Q3 - 2014



	Q1	Q2	Q3	Q4
Jet	2	2	6	
Turboprop	3	0	0	
Prop	5	11	9	
Helicopter	6	18	67	
Mixed/Undetermined	2	26	6	