



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

Meeting Summary

MEMBERS PRESENT

Bob Braze	Alternate for House District 29 (Jurisdictional)
Bob Flansberg	Alternate for House District 30 (Jurisdictional)
Brian Lockhart	Global Aviation (Airport Business)
Cathy Stanton	Westside Economic Alliance (Business)
Clint Bedwell	Federal Aviation Administration (Technical)
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
Kimberly Culbertson	CPO 9 (Citizen)
Larry Altree	Portland Community College (Airport Business)
Mike Gallagher	Citizen
Mike Warrens	Oregon International Airshow
Rudi Resnick	Alternate for Senate District 15 (Jurisdictional)
Stephen Roberts	Alternate for Washington County Commission (Jurisdictional)
Steve Nagy	Port of Portland

MEMBERS ABSENT

Annette Campista	Latino Business Community
Bert Zimmerly	Hillsboro Airport Historian
Deanna Palm	Hillsboro Chamber of Commerce (Business)

CURRENT MEMBERSHIP VACANCIES

- Environmental group (Citizen)
- Citizen at Large
- Hillsboro Airport Business Association (Airport Business)

## SUMMARY

### *Introductions and Welcome*

Fred Hostetler welcomed the committee and called the meeting to order at 5:43pm.

### *Announcements*

Steve Nagy made opening announcements to the committee. The flight check for the new Runway 2/20 PAPI instruments by the FAA is complete and the runway is back open. He directed the committee's attention to the 4<sup>th</sup> Quarter Noise Report and previous meeting minutes in their packets from May and November 2013. Both meeting minutes were approved unanimously without discussion.

Henry noted that the Noise Report indicated there has been a significant amount of noise coming from the Charlie pattern area. The Charlie pattern area includes low-density housing though there are other areas nearby that have no density. He requested that HARE be open to resolving the inequity caused in large part by helicopters making noise in the Charlie pattern area.

Fred stepped down from the HARE Chairperson position and this meeting marked his last meeting formally as chairman. He has served for 7 years in the chairperson capacity and will still remain on the committee in his role as a Citizen-at-Large. Brian Lockhart submitted his name to be considered as the new chair. There were no other members who indicated their interest in either the chair or vice-chair roles. Fred will run for vice-chair with the intention of providing support to the new chair.

Steve Nagy said he would send out an email Friday that will ask members to agree with the selection of Brian Lockhart as chair and Fred Hostetler as vice-chair or submit alternative committee member names for either position. The vote will take place until February 19<sup>th</sup>, which will be two weeks from the day of the committee meeting.

### *Avgas-Leaded Fuel Working Group Progress Report Out*

Henry Oberhelman, subcommittee chairman for the working group, updated HARE on their work progress from the November meeting. He said there are three areas to continue to look into: 1) trade-offs between achieving the necessary octane number and keeping other important fuel properties; 2) lead emissions models, and; 3) the health impacts of lead.

Fred, who is also on the subcommittee, mentioned that another area to continue to look into is in starting something like a pump on the field that would utilize car gas (non-ethanol, high-octane) for engines that do not require lead gas. Fred asked what they think about asking the Port to start something like that.

Committee members suggested asking the Port to take the lead with the Oregon Pilots Association to find out if non-ethanol, high-octane fuel were available, would there be users. Committee members indicated particular interest in finding out if there is a good business case

for it. Members noted it might be a win for everyone if there is a demand out there. Current data indicates that it could be needed. It was suggested that a consultant could do this work and develop a report.

Steve said the Port will be going forward with hiring a consultant for such a report. Debbie posed questions she would like to see answered by such a report, including if we did have a source of unleaded fuel that was safe to use, how many other airports would also have unleaded fuel? Would we become a destination for planes wanting to fuel up?

Bob Braze noted that the only other airport that has unleaded fuel service is Lebanon State Airport. He added that it is much easier for a pilot to taxi up and fill up their own tank and that method would be a preferable option.

Other committee considerations included whether it is the business of the Port to sell gas, if there would be availability for the quantities of unleaded fuel that would be needed, and if it might be at a price point that is too high for a lot of others to come to HIO just to fuel up.

Another suggested topic for the study was redbird diesel conversion. Committee members noted that studies are finding that aircraft do not use as much diesel fuel and it costs less than many other fuel choices.

Cathy suggested the inclusion of a substantial background piece in the report that covers what other airports are doing throughout the country.

Fred announced that the scope of work should include the comments board members have made during this discussion and then brought back to the committee to be reviewed.

One board member suggested that Port staff use Google to search within the aviation industry to see who else has already done a study similar to this, before spending the Port's money on a contractor to prepare a report from scratch.

Fred suggested that the Port appoint a member of HARE to work with the consultant as a liaison.

*CPO #9 Hillsboro Airport Lead Forum: Tom Black, Chairman, CPO #9*

Tom Black provided a Power Point presentation to recap the November 12, 2013 CPO #9 forum on lead exposure from aviation fuel. Tom said the experts told the CPO members and attendees what does exist and how lead is being monitored. The audience at the forum had a good knowledge about lead. He shared questions and answers asked at the forum. After highlighting the issues, presenters at the forum talked about modeling and the airport's decision to limit lead. Health professionals from the Oregon Health Authority and Washington County stated that there is no safe level of lead exposure and aviation fuel is the only fuel remaining that has lead content. The health experts stated that most lead exposure comes from previous use of

lead based paint. Tom talked about DEQ monitoring of lead. The Hillsboro airport emits more lead than any other airport in the state. It is in the top one percent and ranks 21<sup>st</sup> out of nearly 20,000 U.S. airports nationwide in lead emissions. Nevertheless, the airport is in compliance with Federal air quality standards. HARE is working to identify interim actions at HIO. Possible next steps include recommendations for additional monitoring, installing DEQ lead monitor stations at or near HIO, and increasing local lead testing of children 6 years and under. For next steps, Tom called on the public to contact their local and state representatives to help expedite the next generation Avgas changeover. The Port is exploring logistics and costs of implementing next generation Avgas in Oregon ahead of the EPA's 2018 target. Another next step is to educate the public and pilots of the EPA's planned next generation Avgas change. Tom called for the committee to lead the charge proactively.

Debbie noted that the monitoring station is an odd location and asked if there has been any discussion about moving the monitoring stations to be closer to Intel activities. Steve said the Port will report back with an answer about the monitoring station location.

#### *Noise Working Group Progress Report Out*

Fred Hostetler, subcommittee chairman, stated that the Port re-released the Fly Friendly program; however the committee felt that there were things that needed a little bit more information for pilots that use the airport. The committee felt that other airports are using the Augmented Terminal Information System (ATIS) to put out noise abatement information and procedures to pilots. The Port should work with the FAA to ensure that ATIS advises the pilots on how to follow noise abatement protocols when entering Hillsboro airspace. In addition, local flight training instructors may not be teaching pilots about noise abatement during pilot evaluation periods. Fred asked HARE to ask the Port to create signage in "non-movement areas" of the airfield that could be used to remind pilots to "Fly Friendly".

Committee members engaged in discussion on the topic. One member said he thinks it is important to note that the FAA is posting some noise information on the ATIS system today but what we need is better equipment. We should be asking the FAA to install some kind of new digital equipment that would enhance the current ATIS system. We should be reaching out to flight instructors to make sure they are aware of noise requirements.

Another member suggested the Port could explore as part of the business agreement to those who hire flight instructors that they have some level of noise training in their programs. The Port could provide the classes with the information.

Steve clarified that while it is not a requirement from the FAA that pilots have that training, the Port still does reach out to the flight schools through the Fly Friendly program. Students in the area are receiving this information. A committee member said it is possible in a business license renewal that the Port require noise education. Steve said that is part of the Fly Friendly program being pursued already.

Fred asked if there are objections about going to the FAA and adding anything to the ATIS recordings about noise abatement procedures, and asking the Port to install “Fly Friendly” signage in the “non-movement areas”.

One committee member said he thinks the Port should approach the FAA with the sole purpose of modernizing the equipment. Fred reminded the committee that the reason he is asking for the committee to make a decision is to make their intentions official -to make a firm request of the FAA and the Port and get firm answers in response.

Kimberly made a motion that HARE submit a request to the FAA to pay for new digital ATIS equipment; the Port to post “Fly Friendly” signage where appropriate. An amendment to the motion was added for the Port to move forward with the Avgas study.

Mike asked if Kimberly could drop the Fly Friendly part of the motion. It was rescinded.

Kimberly modified the motion to have the HARE ask the FAA to pay for additional digital equipment for the ATIS and for the Port Avgas study. The motion passed.

*HIO Parallel Runway Supplemental EA (SEA) update: Marla Harrison, Environmental Planning Manager*

Marla Harrison gave a presentation about action items following the FAA’s decision on the environmental findings of the Supplemental Environmental Assessment (SEA) for the parallel runway project. In accordance with their guidance, the FAA can do five different things and they have not yet made a decision. Marla reviewed the options: it could be determined to have a significant impact; with mitigation the action described would not have significant impact; there could be a Finding of No Significant Impact (FONSI); they could take the Original FONSI that they prepared in 2010 and say that those conditions stand (they probably will not do this because that original FONSI was challenged); or they could also tell the Port that our documentation is out of date because our information is not relevant today.

Cathy asked what the normal turnaround time is and Marla responded that there is no such thing as normal in this case, the turnarounds are extremely variable. With that said, Steve Nagy offered that they are expecting to hear something this spring from them. They are expecting it to take more than nine months and less than a year.

Debbie asked about the out of date documentation option and if the Port knows how long until their information could be considered out of date. Marla said that different data has different shelf lives so she could not say. Wetlands might have a 5-year shelf life, but induced demand is a pretty new concept and she does not think there is a standard for that yet.

*Hillsboro Airport Capital Improvement Plan (CIP): Terri Burk, Planning and Development Manager*

Terri Burk reviewed the 5-year capital improvement forecast and the capital improvements that have been made since the 2004 Master Plan. The Port does an annual review of the capital plan. The 2014-15 CIP has just been approved. They are seeking FAA funding for the projects that are eligible for funding. The FAA prioritizes their funding to towards certain projects. The Port tries to include the types of projects that are eligible and prioritizes what they can along the FAA's funding prioritization. Some things are not eligible for FAA funding. In addition to FAA dollars, the Port contributes to projects as well. Looking into the future, the Port is looking at potentially building the parallel runway. The Port doesn't do any project unless there is a demand for it. There were some recent investments in the terminal building and the Port will now be exploring what the best and highest use for the space will be.

Steve responded to a question about what a demand driven project is. It means that if there is new business, the Port does not building anything until there is an actual need for it. Steve also responded to a question about where non-FAA funding comes from. It comes from the Port's operating budget surplus that goes toward capital construction projects. If there is budget surplus in a given year, it goes into the General Fund and then projects compete for that funding.

PUBLIC COMMENT

Wayne Vanderzanden said it seems as though HARE had quite a discussion and it seems as though there is such a thing as rental agreements. You have rental buildings here at the airport, if you bring somebody on there, you're responsible for what he does, therefore the training schools are responsible for the pilot behavior. Mr. Vanderzanden also commented that coyotes will be out on airport grounds as long as there are geese on the airport grounds because they feed on the geese. He identified a conundrum about the amount of geese and that the City of Hillsboro changed their ordinance to disallow firearms for hunting around the airport grounds, noting that if someone were to disobey this, the Port would go into lock down.

Teresa has been with Jones Farm for 15 years. Lately she has been hearing low flying planes for hours and it is too loud. She asked the committee to tell flight instructors to fly their planes higher.

Miki Barnes, made a comment on Tom Black's presentation. During his presentation, there was some confusion about where a slide came from. Some of the data on the slide came from the Port and the DEQ, however the one with the large red cloud adjacent to it was created by her husband and is an amplification of the DEQ map. There were a number of maps that depicted lead over the Hillsboro airport. Mrs. Barnes said she will find those maps so that everyone can see them.

Jim Lubischer referred to a news article that said Hillsboro 5 year olds test below state average in the identification of letters and letter sounds. Hillsboro airport is also the number one in

Oregon for lead emissions. If the Hillsboro aviation fleet is not going to use next generation Avgas, it is not going to make a dent in lead levels. He asked what percentage of flight training operations are interstate because he is concerned about the safety of planes that are low-flying. Most all of the children that he has tested have detectable levels of lead in their blood and when they talk together about the sources of lead the children might be exposed to, and cannot come up with anything, sometimes it is because they live near the airport and there is nothing they can do about it to limit their exposure in that case. He provided written comments.

The meeting adjourned at 7:23 p.m.

Meeting notes respectfully submitted by [Voice Public Involvement](#)

## Public Comment Response

### **Airport Operations**

#### Comment/Question

Teresa has been with Jones Farm for 15 years. Lately she has been hearing low flying planes for hours and it is too loud. She asked the committee to tell flight instructors to fly their planes higher (Teresa).

Wayne Vanderzanden said it seems as though HARE had quite a discussion and it seems as though there is such a thing as rental agreements. You have rental buildings here at the airport, if you bring somebody on there, you're responsible for what he does, therefore the training schools are responsible for the pilot behavior (Wayne Vanderzanden).

#### Answer

The Port of Portland regularly presents "Fly Friendly" educational materials to flight students and pilots at Hillsboro Airport. This outreach includes students undergoing flight instruction through Portland Community College and Hillsboro Aviation. Information about the "Fly Friendly" program can be found at: [http://www.portofportland.com/HIO\\_Pilot\\_Guide.aspx](http://www.portofportland.com/HIO_Pilot_Guide.aspx)

The Airport Noise and Capacity Act of 1990 (ANCA) and FAA regulations known as "FAR Part 161," impose stringent limitations on the legal authority of airports to implement restrictions or rules on aircraft operations. The Port of Portland cannot unilaterally implement aircraft noise restrictions on businesses at Hillsboro Airport through the lease agreements with the individual businesses.

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

#### Comment/Question

He referred to a news article that said Hillsboro 5 year olds test below state average in the identification of letters and letter sounds. Hillsboro airport is also the number one in Oregon for lead emissions. If the Hillsboro aviation fleet is not going to use next generation Avgas, it is not going to make a dent in lead levels. He asked what percentage of flight training operations are interstate because he is concerned about the safety of planes that are low-flying. Most all of the children that he has tested have detectable levels of lead in their blood and when they talk together about the sources of lead the children might be exposed to, and cannot come up with anything, sometimes it is because they live near the airport and there is nothing they can do about it to limit their exposure in that case. (Jim Lubischer).

#### Answer

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.

The Port of Portland does not have the authority to dictate what types of aircraft use the airport nor whether or not flight training activity can occur. Grant Assurances from the FAA prohibit an airport from discriminating against different types of aircraft operations, or different types of aviation businesses.

## **Environmental**

### Comment/Question

Mr. Vanderzanden also commented that coyotes will be out on airport grounds as long as there are geese on the airport grounds because they feed on the geese. He identified a conundrum about the amount of geese and that the City of Hillsboro changed their ordinance to disallow firearms for hunting around the airport grounds, noting that if someone were to disobey this, the Port would go into lock down (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 currently not pursuing, trapping, shooting/removing 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.