



Hillsboro Airport Roundtable Exchange
February 6, 2013: Hillsboro Civic Center, 5:30 p.m. – 7:30 p.m.

Meeting Summary

MEMBERS PRESENT

Annette Campista	Latino Business Community (Business)
Bob Braze	Alternate for House District 29 (Jurisdictional)
Bob Flansberg	Alternate for House District 30 (Jurisdictional)
Brian Lockhart	Global Aviation (Airport Business)
Clint Bedwell	Alternate for Joe Fiala, 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
Ken Dyar	Hillsboro Airport Business Association (Airport Business)
Kimberly Culbertson	CPO 9 (Citizen)
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

Cathy Stanton	Westside Economic Alliance (Business)
Deanna Palm	Hillsboro Chamber of Commerce
Bert Zimmerly	Hillsboro Airport Historian
Judy Willey	Oregon International Airshow

CURRENT MEMBERSHIP VACANCIES

Citizen
Airport Business
Environmental group (Citizen)

SUMMARY

Introductions and Welcome

Fred called the meeting to order at 5:30 p.m. Everyone in attendance introduced themselves and what agency/interest that they represent.

Fred provided a couple of upcoming events that may be of interest to the committee and the audience. On February 16 is a presentation at the Evergreen Aviation Museum by the Experimental Aircraft Association. Jack noted that the guest speaker will be the co-pilot of the aircraft that made an emergency landing in the Hudson River. On February 19 at 7:00 p.m. at the Holiday Inn on Marine Drive, there will be an FAA presentation on safety. They will be talking about charts for instrument and visual flight rules.

Fred asked for approval of the previous meeting minutes. Kathy moved to approve the minutes, Jack seconded the motion. All members approved.

Construction Update: Nathan Grimes, General Aviation Operations Supervisor

Nathan Grimes gave an update on projects that will be happening at or around the airport in the upcoming year.

Project updates include:

- City of Hillsboro Veterans Drive project
- Farmhouse Restaurant Removal
- 5 Year Capital Improvement Plan for HIO which includes Taxiway D, the rehabilitation of the threshold for Runway 31 and the potential construction of Runway 13L-31R pending approval by the FAA.
- Rehabilitation of Runway 2-20 and Rehabilitation of Taxiway C: This project will be done this summer. The work that will be done will reconstruct the runway pavement, which is more than 20 years old, and to improve the Runway Visibility Zone at the intersection of the two existing runway at HIO.
- Rehabilitation of the existing Runway 13/31 Extension of Taxiway B
- Relocation of Taxiway AA
- Pavement Maintenance Program

Third Runway Supplemental Environmental Assessment Update

Steve Nagy gave an update on the work being done on the supplemental environmental assessment for the third runway at HIO. This additional work was required as part of a legal challenge. Steve said that the FAA will be ready to publish the study as early as next month. There will then be a 30 day public comment period and then a review of that information by the FAA. Based on everything that needs to be included, it is anticipated that it will be at least 6 months before the FAA provides their determination on the Supplemental EA.

Mike Gallagher asked who is responsible for the public hearing and responding to the public comment. Steve responded that the Port is responsible. Fred asked if that information would

be on the website and Brooke responded that at a minimum the link to where the document is available would be on the Port's website.

Mike noted that the extension of runway 2-20 would change the airport safety and compatibility overlay zones (as previously proposed by the City of Hillsboro). Debbie Raber noted that the City of Hillsboro is working with the Port to make sure that the overflight zone information is not inaccurate.

Noise Working Group Update

Fred gave an update to the committee on the noise working group's progress. He discussed the group's mission and then talked about what the goal of the working group was. Fred thanked Pat Dunn for passing along the Flight Track website that showed some of the overflights that can be experienced in a short period of time. Steve thanked Fred for the leadership in the group. He noted that one of the important things for the group is to develop a work plan. Jack mentioned the committee is looking at other airports similar to Hillsboro, seeing what they are doing that could potentially be brought to HIO.

Rudi said he feels that Fred knows and understands the importance of changing things for noise. Fred said he wants to come up with solutions rather than just acknowledging that there is noise, he also pointed to the committee discussion that there are significant differences between Hillsboro and PDX. He noted that while the number of operations between the two airports is different, CNAC worked with the FAA to adjust the flight paths to ensure that the smallest numbers of people were impacted by aircraft noise. He said that it worked at PDX because the FAA controls 99% of the flights that go in and out of Portland; PDX air traffic is highly controlled by the FAA. Hillsboro is not like PDX, it is mostly general aviation and the pilot directs where they go rather than the FAA. ; Visual approaches and departures at HIO are something that needs to be looked at going forward; and we can't depend on the FAA to do any more as they have already done what they can do.

Henry stated the ability to differentiate between Hillsboro and PDX is very important as the solutions that will be explored at HIO may be out of the box solutions that wouldn't necessarily work at PDX. He also said the group has identified a group of stakeholders that could help find a solution.

Ken said he thinks the committee, not just the noise subcommittee, really needs to think about good solutions as the airport is going to be here for a while. What should it look like five years from now, ten years from now, fifteen years from now? What does the community want at the airport? Do we want five more flight schools? Do we want only corporate flights? He feels the committee is getting so mired down in the details of this issue. They are still doing and saying the same kinds of things and wondering why they can't solve some noise problems when they missed the opportunity to do so. What is the mix of aircraft that the community wants or would like to see? No one is going to get their wish list, but that is one of the most fundamental ways to address our noise problems today by thinking about what we want it to look like in the future. He sees the group being focused on putting a Band-Aid on things rather than finding

long-term solutions. There are many pilots that use the airport from other airports that do not yet receive the Fly Friendly program. There is an assumption that all the problems are created by someone that is based at Hillsboro Airport and that's not the case. There are lots of other people that are using the airport.

Fred asked Steve when the next Master Plan update is scheduled to begin. Steve said that they are likely on a 2016/2017 schedule to begin that update. That is the timeframe for starting to kick something like that off. Fred said that he feels it is very difficult for the community to say this is what we want the airport to look like from a planning perspective. He said the FAA cannot dictate who can conduct operations at this airport so no one can know which fixed base operator will be at the airport next.

Steve said a Master Plan has some very prescribed guidelines for what it is supposed to achieve. An airport Master Plan looks at a current inventory of the airport, demand for aviation services, what is the future of aviation in the region (forecasts, economic conditions, number of pilots, etc.), and does the airport have the facilities to meet that demand. If the airport does not have a way to meet the future demand it looks at how it might be updated to meet that demand. The last Master Plan did look at whether or not this airport would be a commercial airport and it is pretty much going to be a general aviation airport in the 20 year planning horizon and beyond.

Mike said he is concerned about the process the committee is using. He said the noise issue needs to be managed by the noise management department and that the committee is trying to do work that should be done by the Port. He stated the Port should bring in a consultant and have them bring solutions to the group; additionally, that they need to remember that every day the committee delays on doing something is having an impact on the quality of life for their neighbors.

Jack responded that the Port is doing the outreach already. The Fly Friendly guides are already in existence and being used, PCC and Hillsboro Aviation have electronic versions that they can share with their flight students.

Rudi said that the working group is not doing the work that the Port should be doing. They are a group of folks who want to explore solutions and present them to the Port. Kathy said that she thinks that it is a good thing that they can bring solutions to the Port as options. She said that she feels it is only a benefit to the community.

Mike said he wanted to clarify that he thinks the Port should hire a consultant because it is their responsibility. He said he feels it is important for the committee to see what a consultant can put together.

Ken asked if they needed to make a formal request of the Port to reach out to other aircraft operators beyond the groups that are already communicated with. Steve said no, adding if there is a way to reach those pilots in large groups, they would be happy to do so. Ken said the

Port really needs to make a serious effort to do reach out to those groups. He said that they actually put notices on hangar doors for the first Fly Friendly program that was sponsored by HABA.

Bob Braze commented that the flight standards office at the FAA used to reach out to all pilots that fly. He asked if that resource was available to disseminate Fly Friendly information.

Annette asked Mike to clarify whether or not he wanted internal or external consultants to look at the other airports. Fred said that the Port's Fly Friendly program looks only at the 65 dB contours and he feels that it should be an outside consultant. Mike said he feels the fact that the Port hasn't reached out to every pilot that flies in to Hillsboro, and hasn't been given a Fly Friendly brochure at least on an annual basis, shows that the program isn't a priority to the Port. There are too many things that the committee talks about that goes into a black hole.

Fly Friendly Program: Isaac Barrow, Airside Property Manager

Isaac explained he teams with the Noise Management office in outreach events with PCC to explain the perspective of a flight instructor/pilot for the Fly Friendly program. He highlighted what the students are learning, the targeted information provided as part of the noise management briefings, and how it is perceived by the pilot community.

Steve offered if the group wanted to see the entire presentation given to flight students the Port would be happy to bring the presentation to another HARE meeting.

Debbie asked to what extent the Fly Friendly information applies to the helicopter pilots and students. Isaac said that while he is not a helicopter pilot, it is his understanding that the basic premise is the same. Chris said that the groups attending the Fly Friendly briefings for Hillsboro Aviation are so large that they are now separated into fixed wing flight instructors and helicopter flight instructors. Hillsboro Aviation has also helped to make the presentations even better to increase the understanding by their students/instructors.

Mike said that this presentation does not apply to jet operators. Chris said that Ken actually suggested that at the last noise subcommittee meeting and it is something that the Port will consider. Ken said that he suggested that it be the NBAA's presentation materials that should be considered.

Fred said that one thing that came up in the noise subcommittee is that the presentation that Isaac gave is based on the presentation that is for companies that have a set program for flight instructors to teach pilots how to fly. He said that the committee would like to reach out to other instructors that are not part of the flight schools that are doing training or retraining.

PUBLIC COMMENT

Ruth Warren provided testimony that she lives about a mile away from Hillsboro Airport. Her opinion is that the problem is real simple, it is flight training. She doesn't have any problem with Intel flying in and out of there. So far what the Port is doing is not working. They have a daily grind of run-ups. The clear days in the summer are unbearable. It is not appropriate for students to learn how to fly in the skies of Hillsboro. The Port, FAA and the City have had years to do something about it, but they don't do anything. She asked why there isn't a noise officer at Hillsboro. They could see what is going on and hear what is going on. There are flight training operations occurring over residential areas as well as evening flights. She ran into a contractor at Intel, he brought his Harley with no pipes into her neighborhood. Her neighbors said no. So, he doesn't bring it anymore. The same rule applies here.

Miki Barnes stated that she lives in unincorporated Washington County. Without any public input, it has become a training impact. They are under assault and attack. It is only days that they are locked in by fog that she feels like she can relax. Nice days have been destroyed. What a horrible thing to do to a community. She said there is a consultant that the City of Portland and the City of Vancouver agreed should be used for the Part 150. The noise consultant's name is George Williams. She feels that the Port cannot be trusted and there needs to be a third party consultant. She appreciates the group looking at the noise and she is grateful for that. She does not think that it is OK that the public is not allowed to attend the subcommittee meetings. She also has an issue with the mission statement. If the committee has a mission statement that is focused solely on the Hillsboro community when the master plan calls for training that goes 20 miles outside of the airport, they aren't focusing on all the communities impacted. The CNAC model looks at the entire impact of the airport where people from all over the region are included rather than just PDX. That model should be brought to the HARE committee. The last master plan made note the airport would grow through flight training operations which is disturbing to certain members of the community.

Fred noted that the mission was not notating the city of Hillsboro only, but rather the Hillsboro community.

Mike asked where specifically in Banks she lives. He said that he lives off of Highway 6 and he spends a lot of time outside and has not experienced training. He said he thinks he lives quite close to her so he is curious about what she is experiencing. She said that she lives at about 700 feet in elevation and can really hear it.

Jim Lubischer stated he lives about a mile and a quarter south of the airport right under the flight training. Over the last year or two, they have asked for statistics for flight training operations. He said you can't get it from the school and you can't get it from the Port. He says he thinks it is important that you have all the information in order to make decisions. The community has changed and it is not an area you should practice over. Not only for noise, but other factors critical for quality of life. Some people are more bothered than others. There has been no change in the noise for the last 25 years. Fly Friendly has been talked about for a long time, but there has been no change over his property. There has been no change in the lead

emissions over the years. HIO still ranks #21 in the nation with almost a ton of lead dispersed in the community every year. What has changed for him is what he looks at as a pediatrician with newer information. He said you can look at the level of lead in a child's blood and it influences IQs. What is disturbing to him is that he sees a lot of kids with ADHD and lead can contribute to that. No one is measuring lead levels in kids, but they are not being set low enough to detect the level of lead that would cause ADHD. There are standards and just because you are below the standards does not mean that you are not having an impact on kids. Finally, he submitted some questions about security measures at Hillsboro. He asked for answers at the August meeting and was told they were passed along to TSA. He is going to resubmit them. A lot of people were lost on 9/11 and the people that were responsible were flight students.

Fred noted the lead issue is something that is at the federal level. The HARE is a recommendation body and the government has already taken this issue up. There is nothing the committee can do. Jim said he feels the City of Hillsboro has the regulatory authority to limit or prohibit flight training operations. He said that the City of Hillsboro can prohibit flight training operations. Debbie said that if he has a legal opinion that would lend itself to his argument she would be interested in seeing it. She said that she will also work with the City's legal team to look into the argument.

Brooke welcomed Annette Campista to the committee. Annette represents the Latino Business Community.

The meeting was adjourned at 7:38 p.m.

Public Comment Response

Airport Operations

Comment/Question

It is not appropriate for students to learn how to fly in the skies of Hillsboro. The Port, FAA and the City have had years to do something about it, but they don't do anything. (Ruth Warren)

Jim Lubischer stated that he lives about a mile and a quarter south of the airport right under the flight training. Over the last year or two, they have asked for statistics for flight training operations. He said you can't get it from the school and you can't get it from the Port. He says he thinks it is important that you have all the information in order to make decisions.

Answer

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. The Port understands that flight training operations have an impact on neighbors that live near the airport. The Port manages an extensive noise management program (Fly Friendly) for HIO in an effort to minimize noise impacts to surrounding communities. In support of this, the Port's Noise Management Team meets with pilots, flight instructors, and flight students, on an ongoing basis to share the Port's Fly Friendly program to ensure that the impacts to the surrounding community are minimized to the extent possible. In addition, Port staff frequently meets with airport businesses to provide them community feedback on how their aircraft operations are perceived by the community.

The newly created Noise Working Group will be looking at recommendations on how community noise issues can be addressed as well. The public is welcome to provide suggestions to the group through Brooke Berglund, Community Affairs, at brooke.berglund@portofportland.com or via testimony at quarterly HARE meetings.

Most data about operations at HIO comes from the FAA tower located at Hillsboro. The level of data provided by the FAA does not provide the individual operators and the number of operations per company. The tower does not count individual flight training operations; therefore that level of detailed data is not available.

HARE Subcommittee Work

Comment/Question

She feels that the Port cannot be trusted and there needs to be a third party consultant. She appreciates the group looking at the noise and she is grateful for that. She does not think it is OK that the public is not allowed to attend the subcommittee meetings. (Miki Barnes)

Answer

Members of the public who would like to attend and listen to any of the subcommittee meetings are more than welcome to do so. The subcommittee work done by HARE members does not involve making any decisions, but rather provides suggestions for the larger group to

consider. All of the discussions with the larger group are part of the quarterly HARE meetings and open to the public. Minutes for all the meetings have also been posted on the Port's website and are available at the quarterly HARE meetings as well.

The Noise Working Group has decided to do the research themselves at this time. They will explore the possibility of involving a consultant at a later date should they feel that they are not able to get the information that they need in order to make recommendations to the larger committee for consideration.

Noise Management Hotline

Comment/Question

She asked why there isn't a noise officer at Hillsboro. (Ruth Warren)

Answer

The Port of Portland's Noise Management Office is based at the Port's headquarters located at Portland International Airport. From this office they manage noise programs and address community concerns for all three Port-operated airports (Portland International, Hillsboro, and Troutdale). Having a consolidated office allows all members of the noise team to work together in support of all three airports. Although they are not based in Hillsboro, members of the noise team are as committed to serving the Hillsboro community as they are Portland and Troutdale. Staff frequently visit HIO and the Hillsboro community to collaborate with residents, City staff, and airport users. Residents with questions or concerns about aircraft operations or noise are encouraged to contact the Noise Management Department at 503.460.4100. There is an Operations Supervisor based at HIO who monitors operations and supports the work of the Noise Team.

Lead Emissions and Use of Leaded Fuel at Hillsboro Airport

Comment/Question

HIO still ranks #21 in the nation with almost a ton of lead dispersed in the community every year. What has changed for him is what he looks at as a pediatrician with newer information. He said you can look at the level of lead in a child's blood and it influences IQs. What is disturbing to him is that he sees a lot of kids with ADHD and lead can contribute to that. No one is measuring lead levels in kids but they are not being set low enough to detect the level of lead that would cause ADHD. There are standards and just because you are below the standards does not mean that you are not having an impact on kids. (Jim Lubischer)

Answer

The use of leaded fuel by aircraft is not within the control of the Port of Portland. To the Port's knowledge, there is no known widely available alternative for piston engine aircraft, which require leaded fuel for safe flight operations. The FAA has recently created an office to oversee the research and development of an alternative to leaded fuel. Where possible, the Port will continue to engage with, and monitor, the efforts of national organizations as they address the issue of lead and aviation fuel.

Security at Hillsboro Airport

Comment/Question

He submitted some questions about security measures at Hillsboro. He asked for answers at the August meeting and was told they were passed along to TSA. He is going to resubmit them. A lot of people were lost on 9/11 and the people that were responsible were flight students. (Jim Lubsicher)

Answer

For security purposes, the Port of Portland does not comment on specific security measures. Hillsboro Airport meets or exceeds all standards for airport physical security for a General Aviation airport. Security of Flight Training Instructors and Flight Training Students is the responsibility of the TSA. Information about TSA programs can be found on TSA's website at: <http://www.tsa.gov/stakeholders/general-aviation> and <https://www.flightschoolcandidates.gov>.

HARE (formerly HAIR) 2-6-13 meeting.

Question:

- 1) At the HAIR meeting in I believe August 2012 the TSA representative gave a presentation regarding security. In the public comment section I submitted several questions related to security. In communications with the Port I was told that my questions had been given to the TSA. To date I have received no answers to those questions. I would again like to ask the following:
 - a) What are the exact security measures in place at HIO that a passenger must go through prior to stepping onto the airfield (area behind the gates) and any other security measures before boarding an aircraft?
 - b) What are the exact security measures in place at HIO that all pilots, with the exception of flight training instructors, must go through prior to stepping onto the airfield (area behind the gates) and any other security measures before boarding an aircraft? This question applies to pilots of air taxis, air carriers, private flights, emergency flights, TV aircraft, crop dusting, etc. but does not apply to flight training instructors.
 - c) What are the exact security measures in place at HIO that a flight training student must go through prior to stepping onto the airfield (area behind the gates) and any other security measures before boarding an aircraft, either fixed wing or rotary?
 - d) What are the exact security measures in place at HIO that a flight training instructor must go through prior to stepping onto the airfield (area behind the gates) and any other security measures before boarding an aircraft?
 - e) What are the security measures in place when the air traffic control tower is closed? This applies to incoming aircraft and their passengers / pilots as well as to flights originating at HIO. Specifically, include security measures for all pilots and passengers that gain access to the HIO airfield via flights into HIO.

Thank you,


Jim Lubischer

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