



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

Meeting Summary

MEMBERS PRESENT

Bill Seibt	Citizen
Bob Braze	Alternate for House District 29 (Jurisdictional)
Bob Flansberg	Alternate for House District 30 (Jurisdictional)
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
Larry Atree	Portland Community College (Airport Business)
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

Annette Campista	Latino Business Community
Bert Zimmerly	Hillsboro Airport Historian
Brian Lockhart	Global Aviation (Airport Business)
Cathy Stanton	Westside Economic Alliance (Business)
Deanna Palm	Hillsboro Chamber of Commerce (Business)
Jack Lettieri	Citizen
Joe Fiala	Federal Aviation Administration (Technical)

CURRENT MEMBERSHIP VACANCIES

Environmental group (Citizen)
Hillsboro Airport Business Association

SUMMARY

Introductions and Welcome

Fred Hostetler, filling in for Chair Brian Lockhart, called the meeting to order at 5:36 p.m. Steve Nagy introduced Bill Seibt as the newest member of the HARE committee filling the citizen at large position. He served in the US Coast Guard and has a background in engineering. He works for Intel and is looking forward to giving back to the committee. Fred excused Brian's attendance as he is on vacation.

Fred asked for a motion to approve the minutes. Steve asked that the title next to Larry be changed from Airport Business to Portland Community College. Bob moved to approve the February meeting minutes and Kimberly seconded the motion. The motion passed. Fred then asked for the HARE retreat meeting minutes to be approved. Steve noted that if there is anything on the work plan for 2014 that needed to be added, to please let the committee know. Larry moved to approve the minutes, Henry seconded the motion. The motion passed. Brooke explained that the Port was recommending that the committee move the August meeting to September so that it did not conflict with summer travel schedules. Bob moved to change the August meeting to September 3. Henry seconded the motion, the motion passed.

2014 HARE Retreat

Fred reviewed some of the items that were proposed for the 2014 Work Plan. Rudi suggested that there be a column that shows questions raised and questions answered for each of the items included in the work plan. Mike said that he felt that the retreat was another meeting. He thinks that a subcommittee that could come together to identify what tasks need to be worked on and then report out to the larger HARE committee on progress updates. Steve wanted the committee members to make sure that everyone's suggestions were included in the 2014 Work Plan. Fred suggested that a subcommittee be formed to start identifying the work that needs to be done. Rudi thinks that the Port should provide some position statements and policy statements on certain issues that are important to the Port. Fred suggested that at the subcommittee meetings, the members focus on putting together more of an action plan. Fred recommended that at the September meeting, there be a discussion of what that plan was.

Parallel Runway FONSI Decision

Steve gave an update on the FAA's decision on the Parallel Runway project. The FAA has again approved the Port's proposal to build a parallel runway at Hillsboro Airport. After the first approval (in January, 2010), a group of local residents filed a lawsuit challenging the adequacy of FAA's environmental analysis. In August, 2011, The Ninth Circuit Court of Appeals remanded the decision to the FAA, with instructions that FAA consider the environmental impact, if any, of increased airport activity resulting from a new runway. The Port and FAA have complied with the Court's order and prepared a Supplemental Environmental Assessment. The FAA has again issued a "finding of no significant impact" and approved the project. The Port is now in the process of bidding the contract for the runway construction project. A group of local citizens has again filed a petition for review with the Ninth Circuit Court of Appeals. This action, by itself, does not prevent the Port from moving forward with construction. The Port will of course comply with any court orders issued as a result of this new lawsuit, including an order to

stop work. The likely date for construction to commence is mid-July 2014. Runway construction completion would occur this fall or spring 2015.

Mike Gallagher asked that if the pending legal action has an impact on the contracting and the contractor bid. Steve said that the contract will just reflect that there is a possibility that the project was delayed or cancelled.

Rudi said he asked for increased costs from the delay in construction. He would like to know how much these delay tactics are costing as far as legal fees and less than favorable construction seasons, etc.

Fred said he talked with the tower and that when/if the runway opens to aircraft, there should be outreach done to the community to discuss the changes that will occur. He would like to work with the FAA to understand the technical changes that will occur as a result of the new runway.

Mike Gallagher said he would like to have the committee write a letter that states the importance of the FAA being mindful of noise as they work to develop new flight patterns.

Rudi thinks that since this is a pending legal matter, he doesn't think the committee has anything to contribute. The committee has already reviewed the environmental assessment and the supplemental assessment and there isn't any new information.

Kimberly said that the committee should take the opportunity to talk with the FAA to share their concerns about being mindful of noise sensitive areas.

Steve mentioned that the supplemental EA and EA already identified flight patterns in order to determine what the potential impacts would be. He said he thinks that Mike and Kimberly are saying that they could provide input on the Fly Friendly maneuvers that the tower uses in directing traffic. Larry agreed and said that there are some good opportunities to still work with the FAA.

Kimberly said it is also important to be mindful of some of the City's zoning changes as well. There is an urban renewal area near 10th avenue that will be instituted to encourage more businesses in the area. Debbie said that the City is in the process of working on the zoning of property north of Evergreen. It will be zoned industrial. Henry said that even though the area north of Evergreen is going to eventually be industrial, there are still several property owners that live there, so it shouldn't be treated as industrial exclusively right now.

Bob clarified that the flight paths are federal plans. The tower can't make changes without some administrative law. They can ask users of the airport to enter a Memorandum of Understanding (MOU) to assist in helping with finding some of the solutions to the noise sensitive areas.

Parallel Runway Draft Community Outreach Plan

Brooke Berglund gave a presentation on the Parallel Runway Draft Community Outreach Plan based on the work done by the committee at their annual retreat. Mike Gallagher suggested changes to the Airport Facilities Directory to let pilots know about the project. He also suggested that there be an explanation for what type of noise people could experience and that the traffic patterns be available for people to take a look at to see if they are potentially going to be impacted by the new runway use. Debbie said one of the things the City has experienced is construction traffic. She recommended the Port look for best practices for construction traffic to minimize impacts to the neighboring communities (traffic patterns, timing of when work can be done, dust control, etc.) The City has identified hours of construction as well. Bob Braze asked if the project at the interchange work on Shute Road will impact construction at HIO as well. Henry said it is important to note how much dirt will be excavated and where it will go. Some of the people who have farm land north of the airport are interested in that type of information. That could be included in the newsletter content for the CPOs. Steve said once the Port has a contractor on board, we will be able to address some of those questions a bit better. Steve said he thinks that this will be a more net import project for construction rather than export of material. Rudi thinks that it is important to highlight the economic impact of all the work being done as well.

Working Group Updates

Fred gave an update on the work that has been done by the Noise Working Group. The working group sent a letter to the Hillsboro Tower asking that the ATIS reflect that noise abatement procedures are in effect. The Port has done a lot of work on the Fly Friendly procedures at the airport. The working group also asked the Port to add some signage in the non-movement area to reflect the basic Fly Friendly key points. Steve gave an update on the signage language. The Port's Noise Management office has taken all the major components of the Fly Friendly program and synthesized it down to four main points:

- Avoid low-level community overflights
- Operations on Runway 02-20 are discouraged
- Touch and goes are discouraged between 10 pm and 6 am
- Maintain runway heading until reaching the highest practicable altitude before turning.

Steve said that this information will now be passed along to the Port's Corporate Marketing department for consistency with other Port signage.

Steve then gave a presentation on the quarterly noise report. The report highlighted the runway usage as well as the use of each of the three helicopter training patterns (Alpha, Bravo and Charlie). Mike Gallagher said it is important to note that this report does not accurately reflect that there are lots of people that are impacted by the operations of the airport. It is something that is important for people to pay attention to and for the committee to continue work on the Fly Friendly efforts.

Bob Flansberg said that there will be more MD-80s going out of HIO and they are noisy. He recommends the noise office should send out a noise alert when they are going to be taking off

and landing, so people know. Steve said the work being done by Aero Air to convert aircraft for firefighting operations. Mike Gallagher said he thought they were changing out the engines so they may potentially be quieter. Mike Warrens thinks there is an opportunity to share that story of the conversion with the general public.

Fred said that the noise subcommittee has a lot of things to cover. They will be putting together a work plan and they look forward to sharing that information with the larger committee.

Henry gave an update on the Alternative Fuels Working Group. David Breen, from the Port of Portland, gave an update at their last meeting sharing that the Port has hired a consultant to look at the possibility of offering unleaded fuel at HIO. The working group will be continuing to monitor the work of the consultant and will also be following the research being done by the US EPA to see if leaded aircraft fuel is listed as an endangerment to human health.

Fred said the working groups have identified some key things to focus on for the next year. They would like to develop executive summaries and figure out a process on how to get the information out to the larger committee. Henry said he has come away with a better understanding and appreciation of the work involved in looking at complex topics like leaded fuel.

Rudy said he thought it was one of the best retreats they have ever had. He thinks that it is a going to be a good year. Fred said he still thinks it is important to work on what is important to the community.

Public Comment

Teresa Zee, lives in Jones Farm Neighborhood. Lately there have been a lot of low flying noisy planes flying over their homes. They were some planes flying on Easter Sunday and they were flying 1200 feet over the neighborhood. If they do have to fly over their neighborhood, they should be at least 2000 feet or not at all. She also speaks on behalf of a neighbor that lives at 14th & Lincoln. He said there have been planes flying so low over his neighborhood that he can read the numbers on the tail.

Wayne Vanderzanden said that he wanted to know about coyotes last meeting. He said that the notes show that there are less now, but how can the Port know that when they didn't know how many they had before. There is a major epidemic of coyotes. There are also geese. Maybe the Port should put up a goose fence.

Jeff Lewis lives in Mulino. He used to be an air traffic controller at several airports in the region. He is opposed to the proposed parallel runway. There is on average of \$17 that comes from the AIP for each takeoff or landing at HIO. None of that money is generated here or very little of it. The bulk comes from passenger taxes or taxes that are put on cargo. The funds that are collected are used to reelect elected officials, grease the palms of airport officials and build unneeded projects. The Port and the flight schools will benefit from this unneeded project. He thinks that people keep spending money that is not theirs and that they don't have. The Port is building a runway that they don't need for training operations. A lot of that is also for bringing

pilots from other countries. He asked that the committee to consider that if they can advocate for a digital ATIS, then they can advocate to not build a parallel runway at Hillsboro.

Miki Barnes is from Banks, Oregon. As a member of the public, she would like to have community voice on the report being done by the consultant before it is finalized. She asked if the tower had been privatized at the airport. Miki shares the concern about the cost about the delays for the project. She also asked the FOIA requested by Rudi include the cost of public subsidies for the PCC flight training program, the FAA tower, the cumulative cost of the property tax to the airport, and the cumulative cost for pollution costs. She said that we know that one in 38 children have lead poisoning. The Coalition for a Livable Future has stated that air toxics are 120 times higher than they should be which increases cancer rates and other health problems. She would like to see the cost of those issues.

Dale Feik, lives in Forrest Grove, but his daughter and her husband live next to the airport. His daughter is pregnant. He is concerned about the lead as a toxin for the child. The number of people that participate in flight training operations is a concern. The number of students who are allowed to train at HIO should be reduced, therefore reducing lead emissions in the area. The largest emitter of lead in the state of Oregon is the Hillsboro Airport. The airport should have to complete an environmental assessment. He is also concerned about diesel. He hopes that the benzene factor is considered when hiring contractors.

Fred said that in closing, he would like to remind people and the committee members that some of the things that have been brought forth during the public comment period are outside the scope of work for the committee. Rudi thanked Fred. Kimberly moved to adjourn and Bill seconded the motion. The meeting adjourned at 7:35 p.m.

Public Comment Response

Airport Operations

Comment/Question

They were some planes flying on Easter Sunday and they were flying 1200 feet over the neighborhood. If they do have to fly over their neighborhood, they should be at least 2000 feet or not at all (Teresa Zee).

The number of people that participate in flight training operations is a concern. The number of students who are allowed to train at HIO should be reduced, therefore reducing lead emissions in the area (Dale Feik).

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.

Today, the Port can reliably track aircraft altitudes down to approximately 1,000' within 3 miles of Hillsboro Airport. Due to limitations in radar technology, the Port has invested in supplemental tracking technology (multilateration) to improve coverage below, 1,000'. The Port is working on integrating the MLAT data in with the other flight tracking data sources. Flight tracking information including altitude is available to the public via PDX WebTrak available via the Port's website.

Aircraft conducting flight training typically operate at 1000' above ground level when they operate in a touch-and-go landing pattern. The established altitude for touch-and-go single-engine aircraft at HIO is 1000' above ground level. The Port regularly meets with the flight schools at Hillsboro Airport and reminds them of this training pattern altitude, as part of the Fly Friendly program.

The Port of Portland does not have the authority to prohibit flight training activity. Grant Assurances from the FAA prohibit an airport from discriminating against different types of aircraft operations, or different types of aviation businesses. The decision to limit the number of student pilots at Hillsboro would have to be a business decision by any of the private businesses at HIO.

Environmental

Comment/Question

Wayne Vanderzanden said that he wanted to know about coyotes last meeting. He said that the notes show that there are less now, but how can the Port know that when they didn't know how many they had before. There is a major epidemic of coyotes. There are also geese. Maybe the Port should put up a goose fence (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.

Parallel Runway at Hillsboro Airport

Comment/Question

The Port and the flight schools will benefit from this unneeded project. He thinks that people keep spending money that is not theirs and that they don't have. The Port is building a runway that they don't need for training operations. A lot of that is also for bringing pilots from other countries. He asked that the committee to consider that if they can advocate for a digital ATIS, then they can advocate to not build a parallel runway at Hillsboro (Jeff Lewis).

Miki shares the concern about the cost about the delays for the project. She also asked the FOIA requested by Rudi include the cost of public subsidies for the PCC flight training program, the FAA tower, the cumulative cost of the property tax to the airport, and the cumulative cost for pollution costs. She said that we know that one in 38 children have lead poisoning. The Coalition for a Livable Future has stated that air toxics are 120 times higher than they should be which increases cancer rates and other health problems. She would like to see the cost of those issues (Miki Barnes).

Answer

The runway was identified in the 2005 Hillsboro Airport Master Plan and Compatibility Study Update as a way to reduce congestion and delay while improving efficiency at HIO. The Port of Portland does not have the authority to prohibit flight training activity. Grant Assurances from the FAA prohibit an airport from discriminating against different types of aircraft operations, or different types of aviation businesses. The decision to limit the number of student pilots at Hillsboro would have to be a business decision by any of the private businesses at HIO.

For detailed costs of the parallel runway as well as costs directly related to HIO must be requested through a formal records request. This can be done on the Port's website here: http://www.portofportland.com/Public_Records_Request.aspx

Lead Emissions and Use of Leaded Fuel at Hillsboro Airport

Comment/Question

Miki Barnes is from Banks, Oregon. As a member of the public, she would like to have community voice on the report being done by the consultant before it is finalized (Miki Barnes).

His daughter is pregnant. He is concerned about the lead as a toxin for the child. The airport should have to complete an environmental assessment. He is also concerned about diesel. He hopes that the benzene factor is considered when hiring contractors (Dale Feik).

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.

The HIO Parallel Runway Project did complete an Environmental Assessment (EA) that looked at several alternatives to the runway proposal. In addition, the EA thoroughly analyzed potential environmental impacts including air emissions, noise, traffic, and effects on wetlands and wildlife. The environmental review process also included a 43-day public comment period and numerous public meetings.