



Hillsboro Airport Roundtable Exchange
November 6, 2013: 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)
Deanna Palm	Hillsboro Chamber of Commerce (Business)
Debbie Raber	City of Hillsboro (Alternate for Mayor Willey)
Henry Oberhelman	CPO 8 (Citizen)
Jack Lettieri	Citizen
Judy Willey	Oregon International Airshow (Alternate for Mike Warrens)
Ken Dyar	Hillsboro Airport Business Association (Airport Business)
Kimberly Culbertson	CPO 9 (Citizen)
Mike Gallagher	Citizen
Rudi Resnick	Alternate for Senate District 15 (Jurisdictional)
Steve Nagy	Port of Portland

MEMBERS ABSENT

Cathy Stanton	Westside Economic Alliance (Business)
Fred Hostetler	Citizen (Land owner adjacent to HIO)
Joe Fiala	Federal Aviation Administration (Technical)
Stephen Roberts	Alternate for Washington County Commission (Jurisdictional)

CURRENT MEMBERSHIP VACANCIES

Airport Business
Environmental group (Citizen)
Citizen at Large

SUMMARY

Introductions and Welcome

Steve Nagy, filling in for Chair Fred Hostetler, called the meeting to order at 5:31 p.m. He reviewed the agenda and the minutes from the February 2013 meeting. The minutes were approved unanimously.

Announcements

Steve made the announcement that Fred Hostetler is resigning his position as a chairperson. The committee received a copy of Fred's resignation letter. He would like to stay on the board in his citizen at large position, but would like to provide someone else on the committee the opportunity to be the chair. Steve offered to provide information to any member who was interested in possibly taking on the chair position. Mike asked if Steve would be acting chair until a chair was chosen and he said yes. Henry asked that a copy of the HARE bylaws be sent out to everyone again as a reminder so that committee members could see the requirements of the chair position. Brooke said that she would pass along.

Henry made an announcement about the CPO 9 Airport Lead Discussion Forum that will be held on Tuesday, November 12 at the Brookwood Library. The forum will bring together a variety of different professionals to discuss the use of leaded fuel at Hillsboro Airport including representatives from the regulatory agencies, health department and the airport.

The Port received applications for the citizen at large position that closed in the middle of October. The applications are currently being reviewed by the Port, City and the County. The goal is to have the new member on board by the February meeting.

Steve welcomed Larry Atree to the committee and stated that he would be filling the aviation business position that was vacant on the committee. Larry is the Department Chair of PCC's Aviation Science Program.

There are currently two hangar developments that are starting construction at the airport. The information was sent via email to the committee, but Steve wanted to follow up to make sure that no one had any additional questions. One is an expansion by Global Aviation on the west side of the airport. The other hangar development is by Ochoco Administrative Services and is on the east side of the airport by Nike's existing hangar. No one had any questions.

Copies of the noise report for the quarters two and three of 2013 were also included in everyone's packets. Steve highlighted some key areas in the report.

Crosswind Runway Project Update

Nathan Grimes gave an update on the Runway 2/20 and Taxiway C Rehab project that occurred in the summer. The runway was shortened from 4050' to 3821' and narrowed from 100' to 75' in width based on the analysis of the aircraft that use the runway. The runway was completely rebuilt due to the age of the asphalt that existed. In addition to the runway and taxiway work, the perimeter fence was expanded to encompass all the airport property which included a

critter fence component. The critter fence prohibits coyotes from getting underneath the fence and onto the airfield. The summer construction work also included the repaving of the apron in front of the airport.

The final piece of the summer work to be completed is the FAA's installation of the Precision Approach Path Indicator (PAPI) system which is utilized by pilots for visual guideslope guidance when arriving in to Hillsboro. This system replaced the previous VASI system.

The total project cost was \$9.3 million. Of the total cost, \$2.3 was spent on the design of the project and the remaining work was spent on the project. Rudi said thank you to Nathan for the hard work on the project as he knows how complex it was. Steve mentioned that Rudi had asked if there would be any additional costs for the FAA's work due to the government shutdown. He said that there will not be any additional costs incurred as the project had a fixed price and the Port had already paid for the work to be done prior to the government shutdown.

Introduction to Phil Stenstrom

The committee and audience were introduced to Phil Stenstrom, the new Noise Management Office Manager. Phil has been at the Port for 9 years in a variety of IT related positions. He is interested in bringing together his environmental science program background along with his love of technical knowledge. He volunteers in his personal life as a mediator for a local mediation center. (Note: Phil can be reached at phil.stenstrom@portofportland.com or 503-415-6063).

Noise Subcommittee Working Group Update

Steve Nagy filled in for Fred Hostetler in reporting out on the noise subcommittee and their recommendations to move forward. Steve reviewed the noise subcommittee's work and what they have covered. The working group came up with recommendations in the following categories: communication, operational, land use compatibility, noise science technology and legal. The committee discussed some of the components that have already been implemented as part of the working group's recommendations under the communication category. Steve shared that in addition to providing the fly friendly brochures to all the tenants, the Port has also distributed nearly 300 flyers to 16 flight schools in the area. Larry said the noise office is doing a great job in getting information to PCC and his students are getting the information.

As part of the communication subject which included a recommendation to continue to expand the Air Fair, Steve also briefly gave a recap of this year's event. The event was a huge success and there were over 1100 attendees, which is about double what we have had in the past. Mike said that would like to see more representation from the FBOs at the open house to talk about their dependency on the airport. Brian said that Global Aviation had 9 busloads of people talking about their operations as part of the airfield tours that were provided as part of the event.

Another component listed in the communication recommendations was exploring the idea of a "good neighbor" pledge. Jack noted that "good neighbor" pledges were an attempt by

Scottsdale airport to get the flying community to voluntarily abide by the noise abatement procedures. He said based on his research, virtually all the airports he looked at had a voluntary program to inform the pilots of the noise work. Henry asked if there is a way to look at whether or not the outreach work being done by the noise office is working. Steve said the Port could explore it further to see if there is a way to track the information. Henry also stated he would like to suggest there is some more fly friendly training needed for the helicopters flying in the Charlie pattern as it is not being flown as it was originally intended.

Mike asked that the Port specifically ask Hillsboro Aviation to sit on the committee as they have a large impact on the community. Steve said that one of the goals of inviting PCC to be on the committee was to provide that direct link to flight training operations. Larry said that PCC contracts with Hillsboro Aviation for the flight training operations for their students. He thinks that it is still a good idea to invite them, but he is happy to be an intermediary to Hillsboro Aviation as well. Henry said that he also agrees that it would be a good idea to invite them to participate. Jack said that he thinks they have been invited previously and they did not want to participate due to the hostile environment. He thinks they won't participate until the meeting environment is no longer hostile.

Henry mentioned that he feels that there is a serious flaw in the noise brochures. He said he feels that by not identifying the areas north of the airport as noise sensitive (even though folks live here), makes it a target for pilots. He asked that the Port explore making a change to the brochure to reflect that all residential areas near the airport are noise sensitive.

In looking at the operational category, Mike said he thinks that the airport should work on getting the most updated ATIS equipment to provide information to the tenant. He thinks noise abatement procedures should be recorded on there and if newer equipment is available, it will be less of a burden for the tower staff. Bob Braze (who is retired from the FAA) said what goes on the ATIS is directed by the national office and the local tower can't choose what they want to share. Steve added updated ATIS equipment would need to be purchased by the FAA as the Port does not have any authority to purchase new FAA equipment for the tower.

Hillsboro Airport Environmental Program Overview: Phil Ralston, General Manager of Environmental Operations

Phil Ralston provided a presentation with the goal of giving a quick overview of the environmental programs that the Port has and then seeing if there are specific areas of interest that the committee would like someone from the Port Environmental department to come back and provide a more detailed report on.

He began the presentation by providing the committee with an understanding of all the various committees he is involved in that range from local to national levels. He sees this as an opportunity to share concerns of the community and the committee with others outside the Port. Of particular note is the work that is being done with the Transportation Research Board which looks at how research funding can be used to explore environmental impacts of aviation.

The Port has an Environmental Management System that is utilized in all decision making for day to day operations. The Port is currently looking at getting ISO 14001 certified as well. Every three years, an outside auditor comes to Hillsboro Airport. The last audit that was done was recent and only found a few minor issues for things such as record keeping. Those have all been addressed. Phil also briefly mentioned The FAA should have their decision on the Parallel Runway Supplemental EA in the next few business days. That then triggers a 60-day period by the public to appeal the decision either to the 9th circuit court or to the FAA.

Phil talked about four distinct areas in which the Port has programs. They include air quality, land quality, natural resources and water quality. He briefly gave information on each of the programs and key areas of focus.

Air quality focuses on criteria pollutants, hazardous air pollutants, climate change and visibility and aesthetics. The Port has an air quality policy as well as targets that help the Port to further reduce our impact on air quality. Hillsboro Airport accounts for less than 1% of the greenhouse gas emissions of the Port's total portfolio of greenhouse gas emissions.

The land quality program for Hillsboro is focused on emergency preparedness, site investigation and remediation, hazardous substances, waste minimization and recycling. This is mainly focused on our tenants and having a plan for fuels, hazardous, built-in materials and solid waste. There have been new spill response measures that have been added to the operating procedures at HIO. These programs are regulated by local, state and federal agencies. The Port itself has had no reportable spills in over 5 years at Hillsboro Airport.

The natural resources program includes maintaining inventories and databases; landscape and habitat management; mitigation and conservation; and the implementation of the Wildlife Hazard Management. This program is heavily regulated on the federal, state and local level. The Port's overall natural resources policy is to minimize ecological impacts where possible while ensuring that aviation safety and security is the primary goal. Hillsboro has its own Wildlife Hazard Management Plan. The program is currently being revised and in its final draft. The update has identified two key wildlife hazards which are the Runway 13 Safety Area and stormwater & vegetation management. The overall goal of the program is use science to make decisions on what will work best for wildlife management.

Water quality at HIO includes stormwater quality and deicing. The Port has an industrial stormwater permit. In 2013, the permit included the addition of deicing. In order to stay in compliance with the permit, there is regular monitoring and sampling of the stormwater drains. If the Port has an exceedance in a specific area, they are required to do a more thorough study to determine the source of the exceedance. The Port currently has an exceedance in zinc and possible sources include tires, roofs and galvanized metal surfaces. The Port is currently conducting a source evaluation study to determine how to address the exceedance. The new addition of deicing on the stormwater permit allows for Port tenants to deice their aircraft if they follow best management practices and have a signed deicing plan from the Port. As of right now, only one tenant has approval to perform deicing activities.

AvGas Working Group Report

Henry gave an overview of the AvGas Working Group committee and the goal of the committee. The purpose is to compile a fact based summary of the issues affecting the use of leaded aviation fuel at HIO. The group will look at the leaded fuel replacement schedule; cost impacts to leaded fuel; health impacts on individuals; HIO and airport uses; and lead emission modeling. Next steps include another meeting in November; continued research; assessing the scope of work and feasibility from current research; evaluating the plan of work against comments from attendees at the November 6 HARE meeting; and preparing the draft outline. The committee received a large stack of documents that the working group is using as the source of some of their research. Brooke noted that the links to all the documents that the AvGas working group will be available on the Port's website.

PUBLIC COMMENT

Wayne Vanderzanden referred to an article in the Oregonian that stated that there was a coyote problem. He wants to know why the Port is spending thousands and thousands of dollars on removing coyotes and they are ignoring all the geese that fly in flocks. He wants to know why the Port doesn't just call a federal trapper to remove them.

Dale Feik is a pilot and has traveled in and out of Hillsboro Airport as well as other regional airports. He appreciated Phil's presentation. He said Phil said 3-5% of the airports create the global warming and it will increase. He feels less is better in his opinion. He said the air show is for fun. We need to cut back on carbon dioxide. Less is better is if we are stewards of the earth and saving the earth for the future. DEQ isn't a good enforcer and their standards are not good. The EPA is also not a good regulator. After reading the draft supplemental EA, he is not in support of the addition of the parallel runway. He thinks it increases the problem and increases the air quality issues including lead, which is a concern for him. He said that limiting the number of student pilots would help to address this problem.

Jim Lubsicher asked if there is any way to know the altitudes of aircraft that are flying within a 3 mile radius. He also asked when the minutes of the May HARE meeting including public comment and response would be posted on the website since they are not yet there. He requested that tonight's meeting minutes with responses to public response be posted on the website within 2-3 weeks. He also stated that lead is still a concern and he feels that the Port and the City of Hillsboro are responsible for prohibiting the flight training activity.

Miki Barnes testified the noise complaint map shows a 20 mile radius and the aircraft training operations goes over houses outside the radius, mainly in western Washington County. The document is deceptive because it doesn't include western Washington County which is where there are lots of complaints coming from. ODOT did a study of greenhouse gasses this summer and did not include the general aviation airports. ODOT stated that they weren't included because training activities don't go anywhere. She thinks flight schools need to get an industry permit then for emissions. Instead of percentages of greenhouse gas emissions, she would like to have emissions numbers in tons for Hillsboro Airport, Hillsboro Aviation and PCC students. She also said that since Phil is in such key positions that have access to funding, he should get

some of that money have a monitor placed at Hillsboro to measure lead. The DEQ monitor that is currently measuring lead doesn't actually work as it doesn't account for prevailing winds. It isn't in the right spot. There are other studies, such as the Santa Monica study, that outlines where the monitors should be placed.

Blaine Ackely lives about 1.2 miles from the airport. He is on the approach pattern. He said he only calls when planes are very low or backfire. He said he gets a response from the noise office asking him what he expects when he lives under the approach pattern. He doesn't think that making phone calls makes any difference. He appreciates the AvGas study committee and he knows that we have a difficult task to do. He thinks one of the things that the group will find that he found while researching is the EPA had a maximum standard for lead. When they set the limit, they stated that if you go over that maximum standard, it would be dangerous. Last year, they said lead is so dangerous that in any amount is dangerous. The group is really going to be looking at how quickly they can replace the leaded fuel.

Henry asked as a follow-up if there is any mechanism within the Port to look and see if flight training were curtailed, if the parallel runway would still be needed. Steve responded that it isn't looked at as part of the environmental assessment for the parallel runway because it isn't something that the FAA looks to the airport to do. They don't want to go down the road of looking at shifting the demand someplace else.

The meeting adjourned at 7:40 p.m.

Public Comment Response

Airport Operations

Comment/Question

After reading the draft supplemental EA, he is not in support of the addition of the parallel runway. He thinks it increases the problem and increases the air quality issues including lead, which is a concern for him. He said that limiting the number of student pilots would help to address this problem (Dale Feik).

Jim Lubischer asked if there is any way to know the altitudes of aircraft that are flying within a 3 mile radius (Jim Lubischer).

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 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.

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.

Noise Management

Comment/Question

Miki Barnes testified the noise complaint map shows a 20 mile radius and the aircraft training operations goes over houses outside the radius, mainly in western Washington County. The document is deceptive because it doesn't include western Washington County which is where there are lots of complaints coming from (Miki Barnes).

He is on the approach pattern. He said he only calls when planes are very low or backfire. He said he gets a response from the noise office asking him what he expects when he lives under the approach pattern. He doesn't think that making phone calls makes any difference (Blaine Ackley).

Answer

The noise complaint map is intended to provide a geographic representation of the majority of submissions received during the reporting period. It is a supplement to the rest of the information provided in the complaint report. The map is only intended to help readers, specifically the HARE committee who the report was originally designed for, understand the geographic distribution of the complaint submissions and to enable identification of trends or "clusters" of complaints relative to the airport and flight patterns (e.g. arrivals, departures,

ingress/egress, touch-and-goes, etc.). The location and total area covered by the map is adjusted for each report, in an effort to provide meaningful information. The complaint map is not necessarily intended to depict every complainant within the reporting period and they tend to focus on submissions closer-in to the airport where clusters are common. Total submissions quantifying all complaints is included in the report but may not be depicted on the complaint map for the reasons described above. Additionally, the maps do not include submissions we were unable to specifically match to an HIO-related flight track. Again, these are included in the complaint statistics for the reporting period, but the map shows only complaints attributed to HIO-confirmed operations.

The noise office exists to manage noise impacts to the community. We make every effort to be effective in our mission by giving accurate and respectful responses to citizens. In this specific case our database notes for Mr. Ackley's August 5 contact at 8:49 AM say "Phoned resident and explained that he would be overflown consistently by HIO training traffic since his residence is directly below where aircraft will turn downwind to base for runway 31. He believes what he was experiencing did not fit that description, but I could not find anything unusual. I suggested he contact us again if he experiences something that does not fit to standard operations." Sometimes callers hear our answers differently than we intended and we apologize if the caller felt offended.

Lead Emissions and Use of Leaded Fuel at Hillsboro Airport

Comment/Question

She also said that since Phil is in such key positions that have access to funding, he should get some of that money have a monitor placed at Hillsboro to measure lead. The DEQ monitor that is currently measuring lead doesn't actually work as it doesn't account for prevailing winds. It isn't in the right spot. There are other studies, such as the Santa Monica study, that outlines where the monitors should be placed (Miki Barnes).

He appreciates the AvGas study committee and he knows that we have a difficult task to do. He thinks one of the things that the group will find that he found while researching is the EPA had a maximum standard for lead. When they set the limit, they stated that if you go over that maximum standard, it would be dangerous. Last year, they said lead is so dangerous that in any amount is dangerous. The group is really going to be looking at how quickly they can replace the leaded fuel (Blaine Ackley).

He also stated that lead is still a concern and he feels that the Port and the City of Hillsboro are responsible for prohibiting the flight training activity (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

Wayne Vanderzanden referred to an article in the Oregonian that stated that there was a coyote problem. He wants to know why the Port is spending thousands and thousands of dollars on removing coyotes and they are ignoring all the geese that fly in flocks. He wants to know why the Port doesn't just call a federal trapper to remove them (Wayne Vanderzanden).

ODOT did a study of greenhouse gasses this summer and did not include the general aviation airports. ODOT stated that they weren't included because training activities don't go anywhere. She thinks flight schools need to get an industry permit then for emissions. Instead of percentages of greenhouse gas emissions, she would like to have emissions numbers in tons for Hillsboro Airport, Hillsboro Aviation and PCC students (Miki Barnes).

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. 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.

The state is not authorized to regulate or issue permits for emissions from aircraft. Aircraft engines and the fuels used in aircraft engines are regulated and certified at the national level by EPA and FAA, and the Clean Air Act specifically prohibits states from developing standards for aircraft emissions.

A 2009 study of greenhouse gas emissions at HIO shows approximately 36,004 metric tons of CO2 equivalent emissions of greenhouse gases from all aircraft activity at HIO. This is about 0.048% of the state's 74,700,000 metric tons of CO2 equivalent greenhouse gas emissions.

General

Comment/Question

He also asked when the minutes of the May HARE meeting including public comment and response would be posted on the website since they are not yet there. He requested that tonight's meeting minutes with responses to public response be posted on the website within 2-3 weeks (Jim Lubischer).

Answer

Several of the questions/comments that were provided at the May meeting related to the parallel runway. As the FAA was still reviewing the supplemental work, the Port is not able to provide answers to those questions until the answers to the public comment period for the parallel runway are complete. All other answers to questions asked at the meeting are now posted on the website.

DRAFT