Hillsboro Airport Roundtable Exchange Noise Working Group
January 16, 2013: Hillsboro Airport Conference Room, 5:30 – 8:30 p.m.

Meeting Summary

MEMBERS PRESENT
Clint Bidwell, Federal Aviation Administration Hillsboro Airport Control Tower
Joe Fiala, Federal Aviation Administration Hillsboro Airport Control Tower
Brian Lockhart, Global Aviation (alternate for Ken Dyar)
Bob Flansberg, Aircraft Owners and Pilots Association (Oregon Chapter)
Kimberly Culberston, CPO 9
Henry Oberhelman, CPO 8
Fred Hochstetler, Chair of HARE
Jack Lettieri, Community-at-large representative

PORT STAFF
Brooke Berglund, Community Affairs Outreach Manager
Chris Blair, Noise Analyst

AUDIENCE
Patrick Dunn
Connie Rosson

SUMMARY
Approval of minutes
The committee reviewed the draft meeting minutes from the prior subcommittee meeting. Jack noted a misspelling to his last name which was corrected. Jack moved to approve the meeting minutes with changes and Henry seconded the motion. All approved.

Mission Statement Revision
A discussion about the group's mission statement occurred and it was revised to read as such:
Engage in a collaborative and comprehensive analysis of aviation noise issues to provide workable recommendations to the HARE committee to reduce associated impacts to the Hillsboro community.

Noise Presentation by Chris Blair
Chris talked about the different types of tools that have been used to measure or model noise in the vicinity of Hillsboro Airport. The Integrated Noise Model (INM) models noise conditions based on what aircraft types use the airport, at what time of day, and how often they operate. The model can produce outputs, often expressed as noise contours, that look at the total time during a 24-hour period where the sound level is above 70 dB, or the number of times during a 24-hour period that noise levels exceed 70 dB. This type of analysis is best used for planning such as with the Hillsboro Master Plan.

The second tool is the Airport Noise and Operations Monitoring System (ANOMS). This tool is actual data, not modeled or forecasted data. ANOMS is a system of databases that includes radar data that shows the flight tracks of individual aircraft. The database inputs are flight tracks, noise monitor data throughout the Portland Metropolitan area and weather data. This tool is used to investigate noise complaints from citizens as well as in looking at overall trends of data to see if there are changes from what a certain area may have experienced previously.

Chris discussed the differences in performance of the ANOMS system between PDX and HIO. At HIO terrain hinders the ability of radar to track aircraft to the ground, often requiring a manual process by staff to look and identify what aircraft potentially has caused a specific noise event.

Jack and Henry asked if the tower has the ability to track the individual number of operations from fixed wing, helicopters, etc. Joe said that they don't track it individually like shown in the INM input model in the presentation. They do count the number of helicopters in the training patterns, but they do not count any helicopters that leave the airport training patterns to train in other areas as separate from fixed wing aircraft.

Henry clarified that all the noise at 65 dB DNL or higher is within the airport's fence, not just Port property (which would include the property across Cornell adjacent to the fairgrounds property). Brooke said she thought that was the case, but would get back to the group.

General Discussion
Fred said that he wants the committee to think about addressing issues that are causing people to call the noise hotline, rather than just loud noise events. What can Hillsboro do to improve and reduce noise activity that isn't necessarily averaged over a whole year while keeping in mind that the group's solutions need to be reasonable and fair and meet certain guidelines that are provided by the FAA?

Fred mentioned he had a discussion with Hillsboro Aviation this week. He asked them what they did to educate their students to help them understand about flying in Hillsboro and the surrounding community. He reported they give all their students the Fly Friendly brochure and they feel that they are doing more than what they are required to do by the FAA. They are trying to instill in their students an understanding that there are issues related to noise.

Approach and Departure Procedure Documentation Discussion
Fred passed out the different approach plans and departure procedures for HIO. They outline the different general procedures for flying in and out of Hillsboro. Fred also brought up that there needs to be some updates to the appropriate contact numbers in the FAA Facility Directory for calling for noise abatement procedures. Joe said that he can get the numbers updated. He brought this up as a way to look at how operations could be modified to reduce the number of people impacted.

Areas of Focus
The committee then discussed how they can start looking at specific areas of focus to guide their recommendations. The three areas of focus thus far as listed below:
- Airport Research
- Operations
- Noise Complaint data based on the different types of aircraft

The committee decided to research what other airports are doing in noise programs to determine if there are additional things that could be applied at HIO.

Next Steps

- Jack will look up Part 149s to see if there are other airports that could be useful in doing research about.
- Brooke will send a reminder email about the next subcommittee meeting (January 30 at 5:30 p.m.)
- The Noise department will provide information to the subcommittee with some starting airports to begin their research.
- Joe will provide contact information for the FAA offices who can provide a list of airports that have gone through a Part 150 or a Part 161.