

**Hillsboro Airport Roundtable Exchange Noise Working Group
January 30, 2013: Hillsboro Airport Conference Room, 5:30 – 7:30 p.m.**

Meeting Summary

MEMBERS PRESENT

Clint Bedwell, 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 Culbertson, CPO 9
Henry Oberhelman, CPO 8
Fred Hostetler, 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

Fred started the discussion by talking about the Hillsboro Tribune article that talked about the airport. He stated that he would like to see the HARE generating some more positive stories in this new newspaper about the airport.

Issue Identification

Chris Blair presented some information about the nature of complaints for HIO. A significant number of complaints over the past three years have been from jet aircraft.

The committee asked that the noise office put together an analysis about where the complaints are coming from for both day and night (what the operation is that is generating the complaint as well as time of day).

Henry asked how people who submit large numbers of reports in a short period of time are categorized. Chris explained that people providing several complaints at a time were excluded from the spreadsheet provided to the working group, per Noise Management Department policy, as it skews the data. Henry suggested that the committee look at other ways of putting together the list, in addition to the noise complaints, because there could be data that isn't captured. Just because people are not complaining, it doesn't mean that they are not impacted by airport operations.

The group discussed looking at the following areas as possible further research:

1. Jet departures/arrivals (Ken asked Chris to look into if the majority of the complaints are occurring during nighttime hours)
2. Helicopter training flights
3. Nighttime operations
4. Early morning run-ups

Brooke agreed with Henry that the committee should be looking beyond just where the complaints are coming from; the committee should be looking at a more holistic approach. Brooke also stated someone complaining about standard training operations may be impacted by them even if they are not irregular.

Difference between HIO and PDX

Fred wanted to clarify that even though Hillsboro is similar in the number of operations to PDX, the environment at HIO is quite different. There are a lot of smaller planes, staying close to the airport, doing repetitive approaches, and representing different problems than PDX. At PDX, the approach to problems with noise is to mainly go through the FAA. Fred said that he showed at the last meeting that going through the FAA isn't going to solve the problems at HIO. Fred said that it is his impression that the majority of the issues are from flight training operations both from helicopters and fixed wing operations.

Henry asked why it is important to distinguish the difference between HIO and PDX. Fred said he feels that the majority of the changes made for PDX are done through the FAA, as opposed to HIO where there could be other options outside the FAA.

Stakeholder Involvement & Solutions

Kimberly asked how frequently noise complaint information is provided to Hillsboro Aviation (HAI). Chris said that they do regular briefings with the flight instructors at HAI about noise abatement procedures for HIO. These are done every quarter at a minimum at. He also stated we reach out to flight students at Portland Community College regularly.

Kimberly also asked how often they get feedback from Hillsboro Aviation. Chris said quite frequently. Kimberly said that they don't have a seat on the HARE and Fred said that they have been offered a position, but have declined. Kimberly asked if we could have Gregg Maxwell provide a report back to the HARE on how the meeting with the flight instructors went.

The group discussed possible stakeholders for addressing issues related to noise at Hillsboro. They included:

- City of Hillsboro
- Washington County
- Port of Portland
- FAA
- Airport Businesses
- Community- at-large
- HARE committee members
- State of Oregon

Follow-up Tasks

- Jack will continue to add airports to his research list of what other airports throughout the nation are doing in relationship to noise
- Kimberly will work with Chris to look at the sound insulation program brochure that is being developed for PDX
- Committee members will begin to look at other airports throughout the nation that have implemented Fly Friendly programs for ideas to supplement Jack's research

Next meeting: February 21st, 5:30 – 7:30 p.m.