

Hillsboro Airport Master Plan & Compatibility Study Update Project Advisory Committee (PAC)

Meeting #5

September 16, 2004

6:00-9:00 p.m.

Red Lion Hotel

3500 NE Cornell Road

FINAL Meeting Summary

Attendance:

PAC Members:

Wink Brooks, City of Hillsboro
Abdellah Choukri, Red Lion Hotel (Airport
tenant)
Ken Dyar, Hillsboro Airport Business
Association
Bernadette Hahn, Citizen-at-large
Thomas Little, Citizen-at-large
Charlie Riordan, Oregon Department of
Aviation
Don Suhrbier, Greater Hillsboro Chamber of
Commerce
Steve Walti, HIO Recreational User
Bert Zimmerly, HIO Business User
Ray Valone, Metro
Lyle Johnson, HIO Tower Operations

PAC Members not in attendance:

Gina Anhorn, Washington County
Consolidated Communications (911)

Keith Thomson, Port of Portland
Commissioner
Jim Elam, Citizen-at-large
Andrea Vannelli, Washington County
Perry Gruber, Intel
Henry Oberhelman, Washington County
Residents for Safe and Quiet Skies

Port of Portland Staff:

Duane Decker, Port of Portland
Daren Griffin, Port of Portland

Other Agency Staff:

Paul Schaefer, Washington County DLUT

Consultant Staff:

Rainse Anderson, W&H Pacific
Vaughn Brown, Jeanne Lawson Associates
Chris Hugunin, Coffman Associates, Inc.
Steve Wagner, Coffman Associates, Inc.
Laura DeGraw, Jeanne Lawson Associates

Welcome and Introductions

Vaughn Brown welcomed everyone to the meeting, described the format and presented the meeting agenda. The overall goal for this meeting is for the PAC to develop a firm understanding of the Aviation Demand Forecast and Facility Requirements - Chapters 3 and 4 of the draft Master Plan. The PAC needs to understand this information as clearly as possible because the next step in the process is to build alternatives which are based on the information contained in these chapters. He also let the public know that they will have a chance at the end of the meeting to ask any questions and/or provide any comments. Vaughn then asked PAC members to

introduce themselves. He then asked if anyone had any questions, comments or additions to the minutes from the last meeting; there were none (these will be posted to the project website when available).

Review of Aviation Demand Forecast

Chris Hugunin gave an update of the master planning and compatibility study process before discussing the aviation demand forecast data.

Chris displayed Exhibit 3G which represents Aviation demands for the entire planning period, in five year increments, to the year 2025. He described household, employment, and personal income growth rates specific to the metropolitan area and the Hillsboro community. The source for these projections was the 2002 economic report of the Metro Council. These growth rates provided a socio-economic baseline from which to compare the projections for the Hillsboro Airport.

Chris discussed the FAA-defined national aviation trends for the next 12-year period. He talked about changes in General Aviation (GA) aircraft shipments, corporate aircraft ownership, Fractional Jet programs, Sport pilots and Micro Jets. He made a key point that 9/11 was a major factor in decreases in some areas. The FAA projections for piston aircraft, single engine piston aircraft, turbine engine aircraft, turbojets, pilots, and student pilots all showed relatively large increases. Multi-engine piston aircraft were projected to decline.

Another part of the forecasting effort was a local pilot survey to get their perspectives about why they use Hillsboro Airport and the extent of the based aircraft service area there. Surveys were sent to 1,500 pilots and 168 were returned - about an 11% response rate. The survey's results revealed that the pilots' primary use of aircrafts was for pleasure, and their reasoning for basing at a particular airport was the convenience to home and work.

Chris then had the PAC look at the trends for aircraft ownership in the Portland Metro area and the increases in registered aircraft locally. The trends are in line with national trends with big increases in turboprop and turbojet ownership, moderate growth in single engine piston aircraft and minimal growth in multi-engine piston craft.

From this data, six independent forecasts were developed. The forecasts looked at a variety of different areas – based aircraft, socio-economic growth, national factors, and extrapolations of the historical growth rate. Chris explained that 2010 is the first forecast period to make sure that the next 5-6 years of development at the airport is ready to accommodate the 2010 demand.

Questions and Comments on Trending Forecasts:

Before any of the PAC members made any comments Vaughn had them refer to table 3G:

Steve Walti: His comment referred to General Aviation and single engine hangar space. He feels that single engine aircraft at Hillsboro are discriminated against. He sees the 107 single engine increase in Washington County totals, but an increase of only two (2) aircraft at Hillsboro

and is concerned that we are sending those operators away to the outlying airports. As a user his biggest concern is close proximity to work and home. He wanted to reiterate his comments to the Port about the fact that we need to have more hangar space for single engine aircraft owners and operators. He appreciates corporate aircraft and wants them to stay but wants to emphasize that we not leave single engine aircraft out of the equation.

Chris Hugunin: Responded by stating that the Master Plan does not leave out small general aviation aircraft. Development of hangars at other nearby airports has likely attracted some aircraft away from Hillsboro over the past few years.

Thomas Little: Doesn't necessarily agree or disagree with the final numbers but it seems interesting to him that they converge at the 2025 and that the regressions are all very weak. He noted that the 2003 trend is down with a quick inflection point and there is a reversal of the trend to the Year 2025.

Chris Hugunin: He agreed that regressions for any single forecast were somewhat weak so that is why several different forecasts were developed. When these forecasts start overlapping the projections start to gain confidence. In 2010 we do see a gradual turnaround, going back to what was experienced in 1996. The historical trend has been pretty up and down. The focus now is on the change over the master planning time horizon. The competition at other airports is a big deal and some of the shift in demand and growth come in when you put in new hangars.

Ken Dyar: Followed up on Steve's comment by saying that the increases in 1993-1995 forecast coincided with the new hangars facilities that were made available for single engine aircraft in Hillsboro.

Bert Zimmerly: Stated that one might assume that, the N.E "T" hangars were built in about 1960, and there has been no increase there. There was another section put in just to the N.E side of them (which had probably been about 20 years ago) along with the Tower T's. There was one addition to that group of hangars which added to one set of existing hangars out towards the road. Louisiana and Pacific has built 2 hangars aside from the one that they built in 1979. Then Aero Air's addition happened in the mid 1980's. There hasn't been that much hangar space built and in fact the airport lost some space when Hillsboro Aviation tore down some hangars that were old and had been built right after World War II. The public's comments that we are going to increase tremendously is dampened by the fact that no one is going to build hangars on land that is leased that you are going to have to end up buying the land, paying the interest and the insurance, and then 30 years later you give it back to the Port of Portland. Bert went through this when Aero Air was redeveloped in 1978, and again with Global. There isn't a guarantee from the Port they aren't going to run you out of the place in 30 years. If he would have a hangar built anywhere he would go over to Aurora, where he can build a hangar, own the land and you have an appreciable asset. When you build a hangar at Hillsboro you have a hangar that is a liability right from the beginning.

Ken Dyar: He raises this hangar space concern as a planning issue. He is worried that the planning theory based on the current or the past record of development of aircraft facilities at the airport will not provide the space needed.

Chris Hugunin: Responded by indicating that this is an unconstrained forecast. It is based on aircraft demand at this airport whether or not the facilities exist. After projecting the demand, we will be able to say how many and what kind of facilities we are going to need to meet that demand. All the trending shows that there is an increase in aircraft ownership. You have to have the hangar there to attract the airplane. We definitely show a need for T-hangar space for small airplanes, to conduct more maintenance operations, and for the business operators. At this point we are just trying to project what that change in demand might be.

Ken Dyar: He said that he already knew the answer to his previous question. Yes, there were two rows of T hangars built next to the condos back toward the main terminal area that Flightline built in the mid-1990s. Master Plan should be based on “build it and they will come.”

Fleet Mix:

Chris showed a graph of the Composition of Airplanes from 1995-2003 depicting six different categories - Single Engine Piston, Multi-Engine Piston, Turboprop, Turbojet, Helicopters, and an Other category which includes a number of different aircraft. The trend shows a decrease in the proportion of the fleet made up of single engine, multi-engine and turboprop planes and an increase in turbojet and helicopters. Using three different forecasting scenarios, it was projected that the fleet will grow at an annual average rate of 1.1%. That amounts to an increase of 102 aircraft - most of those being single engine and turbojets.

Annual Operations:

Chris went over some of the key terms he would be using.

- Local Operations: Training operations within the local traffic pattern or airplanes that fly within 20 miles of the airport or simulated approaches
- Itinerant Operations: All other aircraft arriving and departing from the airport.

He discussed the different categories of aircraft that are seen at/use the Hillsboro Airport (HIO):

- Air Carrier: Larger than 60 seats, not seen a lot at HIO.
- Air Taxi: “For Hire” charter services
- General Aviation: Over 90% of the activity here at HIO.
- Military

He showed the steady and consistent growth of air taxi at Hillsboro Airport which is driven by the business and corporate use of aircraft. He showed a graph of general aviation at the airport and talked about growth spurts at the airport. He presented forecasts from Exhibit 3F for both local and itinerant operations. Chris pointed out that over time itinerant aircraft use was going to grow a little bit more than local use based on changes in the business and corporate aviation market.

Questions and Comments on Annual Operations:

Ken Dyar: What is the percent increase in total operations, it doesn't seem like it is very much in a 15-year period in terms of gross numbers?

Chris Hungunin: It is a little less than 1% annually. That amounts to 53,000 operations on an annual basis.

Charlie Riordan: Wondered why the military operations show 503 operations in 2003 and then jumps to 900 and stays there?

Chris Hugunin: Pointed out that prior to 2001 Hillsboro Airport had a fairly steady number of annual military operations. It averaged around 900 over a 10-year period. In 2001 and 2002 we saw declines, based on the war effort. Eventually we will go back to the average you saw 10 years prior. It would be unwise to compare a low year; which is uncommon, and that is why you have the difference.

Charlie Riordan: On the exhibit GA decreases in 2003. Why?

Chris Hugunin: That's where we see the change from local to itinerant. The itinerant grows a little faster than the local. We are predicting and seeing a change in local and itinerant over the longer term. Over that term we also expect more flight training.

There were no other comments. Vaughn then invited PAC members to take a short break.

Review of Aviation Facility Requirements:

Vaughn reminded everyone that Chapters 3 and 4 and the meeting summaries are posted on the web after the PAC has had a chance to review them. They should be posted by the end of the next week at www.portofportland.com.

Before Chris began talking about facility requirements, he talked about planning horizons. Chris explained how the master planning process now starts looking at the demand over the planning period. The plan will look at demand-based planning to ensure that needs are being met not just building because the plan calls for development. There are 3 planning horizons:

- Short Term Planning Horizon: First 5 years of the 20 year planning program, which is going to be 2006-2010
- Intermediate Planning Horizon: the following 5 years (2011-2015).
- Long Term Planning Horizon: the remaining 10 years of the planning period (2016-2025).

We will use this to help focus on priorities and verify the forecast numbers for short term, intermediate and long term planning. Chris showed Table 4A that established the expected Planning Horizon activity levels.

Airfield Capacity: The Need for Runways:

Chris provided a summary of a computational model authored by the FAA that noted a wide variety of inputs considered when one attempts to best represent activity at an airport in the context of facility capacity and delay. Based on this computational model, the FAA, airport owners/operators and their consultants take into account the following variables:

- Runway Configuration: How many runways do you have? Are they intersecting or parallel? Parallel runways offer you the greatest capacity because airplanes can land simultaneously.
- Runway Use: What is the pattern of use at the airport? 90% of the use at Hillsboro Airport is on runway 30
- Number of Runway Exits: This is important because it determines capacity. The quicker the airplanes can get off the runway, the closer the separation distances on final approach and landing. This is an area of need for Hillsboro Airport based on the results of the capacity computations. Runway 12-30 doesn't have an adequate number of exits.
- Weather Conditions: Poor weather conditions require more reliance on air traffic control for separation and collision avoidance. Since airplanes cannot see each other in such conditions, greater distances must be established between aircraft. This in turn causes an airport's capacity to go way down. Poor weather conditions also affect radar coverage down to the ground. The lack of radar coverage at an airport diminishes capacity.
- Aircraft Mix: This is important because as airplanes get heavier and larger, airfield capacity diminishes. The larger and heavier airplanes get the faster they typically become. Therefore, greater separation is needed between large and small planes.

Chris explained that the FAA's capacity computational model is based on fixed wing operations, which include itinerant helicopters that use the runway. The FAA calls this the annual service volume or ASV. According to the calculations made for the Hillsboro Airport, currently the facility is operating beyond its capacity. Some areas that the airport is deficient include the following:

- Radar Coverage which should be added sometime around 2007-2008 by the FAA but won't have a big effect because the only time it helps is during poor weather.
- Exit Taxiways will add a significant amount of capacity to Hillsboro Airport. This by no means will be able to accommodate all the long-term demand.
- Parallel Runway would be able to accommodate the forecast growth of the airport and meet projected annual service volume needs.

Chris explained the ratio between demand and annual service volume. The analysis that the Port did between the annual service volume and fixed wing operations is an initial screening tool for purposes of the master plan. The master plan needs to ensure that over time facilities are developed in the right place so that they are not precluding further development.

Implementation of the runway is another major consideration. This really focuses on delay, which is a factor of more than one airplane trying to access a runway at one time. The delays increase exponentially as the demand for annual service volume ratios increase beyond 100.

Since the runway is really dependent on that demand, more detailed analysis is needed to assess when the need for an additional runway will happen. The Port has used this capacity model to confirm that the runway still needs to be included in the facility plan, and appropriately plan for the runway. Chris explained the average delay per aircraft on the runway, and what would happen if they did not make any improvements, and showed graphs to coincide with his information.

Lyle Johnson: How did you come up with the delay number?

Chris Hugunin: It is derived from the model. The FAA has calculated what the delay is, based on the ratio of demand to annual service volume.

Chris further explained that by adding taxiways, the Port could slow the growth in delay and the airport can continue to operate at its current delay time until around 2008. He also explained that by adding a parallel runway will significantly reduce delay because it can be used for the flight training operations and small airplanes. By segregating the small airplanes from the larger business aircraft the sequencing of operations will improve.

Ken Dyar: Are you talking about a new high-speed exit taxiway?

Chris Hugunin: Yes, it would be a high-speed exit taxiway.

Chris concluded his discussion of airfield capacity and a parallel runway. The runway still needs to be included in the facility plan. It has been in the previous two master plans and was evaluated most extensively in the 1996 master plan. The need for this runway is more of a timing factor – taking a look at the delay calculations and trying to assess the delay penalties on airplanes. From here we need to see if the fixed wing activity continues to increase. The Port also needs to conduct a more detailed analysis of delay which would be part of the FAA funding mechanisms for the runway. Even before the parallel runway is constructed there would be a number of environmental steps that would need to be taken as well. Building a new runway is a multi-year project. It is in the master plan as a short-term need.

Comments and Questions on Airfield Capacity and the Need for Runways:

Ken Dyar: I did not see a lot of discussion on how can you influence the issues of volume and delay by making better use of Runway 2-20 or even the extension of this runway. You had a minor extension of about 100 feet suggested. What about increasing it to 5,000 feet in length and stressing it to handle the smaller turboprop and turbojet aircraft based at the airport. Why was that not taken into account?

Chris Hugunin: The issue isn't really the corporate or the business airplanes that are driving the need; it is the smaller training airplanes that are driving the capacity need. One of the main considerations of the extension of Runway 2-20 is that it intersects Runway 12-30 so that is not a configuration that allows you to maximize capacity. When runways are parallel to each other you get two airplanes landing or two airplanes departing simultaneously. It is more a factor of

building a runway that segregates the training activity away from the runway that is primarily being used for business and corporate aircraft.

Ken Dyar: We make very little use of Runway 2-20 currently.

Lyle Johnson: It is a crosswind runway. Our wind here is primarily out of the northwest and once it hits 10 knots you do not want to use a crosswind runway especially with the student training. The other thing is, very rarely will you find an airport that runs crossing runways simultaneously. The reason is, especially in Hillsboro, our rate of coverage is really poor. We are not radar controllers. We are tower controllers and we do not have an approach control that allows sequencing on two different runways. If runway 30 had maybe 5,000 feet before it got to 2 and 20 then we could land on that one and at the same time we could land on 2 and 20 (this is referred to Land and Hold Short Operations or LAHSO). The problem there though is that it is so restricted anymore that it is really not even that viable of an option for landing Runway 12-30 and landing on 2 or 20 at the same time. It is a difficult thing to do anyway when you don't have that procedure available.

Thomas Little: I don't disagree with the conclusions Chris, but I was wondering if you could walk us through the FAA methodology on the annual service volume. What is this annual service volume that we are basing all of this on?

Chris Hugunin: Annual service volume is an estimate of the number of operations that theoretically could be accommodated at an airport. It does not mean that you cannot go above it; it is simply a level that has been determined based on years of examining how airports operate. The ASV is a screening tool that provides an initial look at how you look at ways to plan for an initial runway or if it is needed. What goes into the annual service volume are calculations that result in an hourly capacity weighted on how much and what time of the year it is used. It is a multi-step process based on data that the FAA has derived based on the observation of activity.

Thomas Little: If I understood you correctly, there is some sort of mathematical delay that gets figured into that.

Chris Hugunin: Yes there is delay. During a peak hour there may be three airplanes that are trying to land on one runway at the same time. The two airplanes behind are going to have to wait to land so they incur a delay.

Thomas Little: My point is that you show in 2025, the delay is something like 6.9 minutes, so my devil's advocate question is so what? So if I try to go from Hillsboro to Beaverton during rush hour, it takes me a lot longer than if I were to go at midnight. Does that mean that all the roads should be built as a 5-lane highway? Could you put it into perspective, how big of a deal is this? You say that in 2025 the delay time gets up to about 6-7 minutes. To me as a non-pilot, I say so what? I realize it is a fuel thing but it is the same thing as my car. I have to make sure that I have enough gas in my tank.

Chris Hugunin: You are talking about where the ramifications of delay are and the by products of delay. When airplanes stay in the air longer there are increased air emissions. There are

additional costs to the operator. If you are operating a Gulfstream V that costs several thousand dollars an hour to operate, those few minutes of delay are significant in terms of fuel costs on an annual basis. It is also an additional delay by products of airplanes extending outside of what the recommended noise abatement procedures and the recommended flight patterns. Because they have to fly around waiting for other aircraft to land they could be flying in areas that the pilot would not want to fly. It is also the operational things that happen to a pilot while they are in the pattern.

Lyle Johnson: That shows a 6.7 minute delay per aircraft, and the vast majority of aircraft don't get delayed. So if you take those that are getting delayed and split it up between them, the time is much greater than the numbers portrayed here.

Chris Hugunin: This is spread out between all aircraft operations at HIO. There are times when that delay is much greater, like you say, and the trigger really is to take a look at that. That is when all those other by products, of not having available capacity, affect an airport.

Lyle Johnson: You talked about the poor radar coverage. It is important to point out that if you add a parallel runway without improving radar coverage at Hillsboro, you are not going to improve the airport capacity much. Every aircraft that departs and lands does not get radar service until they are out of 2,000 feet which is not going to change by adding another runway. Your slide shows that if you add radar coverage it isn't going to improve on that 1.9, where I disagree. The largest impact for this airport in capacity is to improve the radar.

Chris Hugunin: It is part of the way that the model calculates that. If you had a lack of radar coverage and no ILS approach, it would be even lower than that but since you have the precision instrument approach you get more capacity.

Lyle Johnson: Another thing you said is that radar really only comes into play in the IFR weather and that is also not a precisely true statement. Lack of radar coverage affects every IFR aircraft that goes in and out of Hillsboro which is where all of the delay is. On a beautiful day, we can still encounter huge delays, because of traffic volume in Portland and our inability to launch an aircraft because of our poor radar coverage.

Chris Hugunin: I probably did not make my self clear, but according to the model, it affects the capacity during poor weather conditions.

Ken Dyar: They can put a terminal radar service system in Hillsboro, at any time they want, and your statement was that they couldn't do it because of the terrain. The issue about terrain is about 35 years old. They want radar coverage in Hillsboro that extends beyond the terminal area. They want to be able to pick up the whole valley, and yes there is a technical issue that arises when doing that, but the FAA could put in a terminal radar system, to give you the kind of radar coverage you are talking about.

Chris Hugunin: The important point about that is that it is totally an FAA decision. We can identify what the impact to capacity is at the airport but it is going to be the FAA alone that owns

and installs that system. The Port cannot do much about it, although everyone in this room and the capacity model show that radar coverage would be important to the airport.

Vaughn asked if anyone else had questions or comments and there were none.

Facility Design and Safety Standards:

Chris talked about taking a look at the design and safety standards that are appropriate for Hillsboro Airport. The way the FAA looks at the design and safety for the airport is to consider the type of airplanes that operate at the facility. The airplanes that have the highest approach speed and the largest wing span conducting 500 or more annual operations at the airport drive the analysis. Chris described the different planning categories that the FAA uses called an airport reference code. At Hillsboro Airport the most demanding airplanes are the heavier business aircraft.

The FAA has standards regarding when a crosswind runway is needed based on wind coverage. Chris explained that the crosswind runway is needed for the smaller airplanes and it is not needed for the bigger airplanes because they have a higher tolerance for crosswinds.

The proposed parallel runway is primarily needed for small, general aviation aircraft and that is how the Port will design and plan for that runway. Chris showed graphs and models to explain the length and width of the runways at Hillsboro. He talked about Runway 12-30 and that it meets all the design standards and changes to it are unnecessary. He then showed a graphic on the proposed parallel runway, based on the planning standard. That runway is expected to be about 3,600 feet long and 60 feet wide. Chris did point out that the crosswind runway is 151 feet short of the planning length the FAA looks at for that runway. The last master plan had said that you wouldn't gain a lot of operational capability by adding the additional 151 feet to the runway. Chris asked that if the PAC and public wished to comment on that the Port would certainly appreciate written comments.

Chris referred the PAC to an exhibit in their report showing what the safety requirements are for the Airport and what the boundaries are of those safety areas. He talked about how the safety areas surrounding the runways are in really good shape and in conformity with standards. At the ends of the runways are large trapezoidal areas that are called runway protection zones. These areas ideally are to be clear and owned by the Port. The only area that the Port does have a concern is the runway visibility zone. Right now that visibility zone is somewhat blocked by several T-hangars and the FAA's airport traffic control tower (ATCT). The master plan will keep looking at clearing this zone.

One of the things that Chris wanted the PAC to keep in mind is that the Port is trying to reduce the number of times an aircraft crosses a runway. As you cross the runway you increase the potential for runway incursions. This has been a focus of the FAA for the past few years. They are attempting to reduce the number of runway incursions nationwide. Chris showed the PAC a graphic depiction of the airport and talked about different areas where taxiways are needed. He also pointed out that Taxiway C is located too close to the runway and would need to be moved about 40 feet away in order to meet design standards. Chris then talked about existing, short,

intermediate and long-term plans of the runways and associated instrument approach procedures. He explained the lighting and marking needs on the runways according to the FAA standards. Hillsboro is in pretty good shape, but there are two main changes:

- Distance remaining signs
- Runway End Identifier Lights (REILs)

The next thing that Chris had the PAC look at was the other facility requirements, such as:

- Hangars: There is an increasing demand of airplanes to be in hangars. T-hangars are becoming very popular. There also is a need to increase the square footage of the corporate hangars. The big challenge and focus is where the hangars can be put. There isn't much available space for development left on the airport.
- Parking at the apron area.
- Landside facilities: Chris mentioned that the terminal building is not really needed for public, that the corporate and fractional airplanes use it more. There is less of a need for the terminal building.

Comments and Questions on Facility Design and Safety Standards:

Steve Walti: I think we have a unique situation, I feel that there is a great use of the terminal building. The car rental area uses a lot of space, and doesn't seem to be used as much, should we terminate the terminal building?

Chris Hugunin: The industry is changing and there are more commercial providers. The public use of the terminal building lessens.

Ken Dyar: I see the same thing happening with the hangars. The Port doesn't provide a place to park our planes and do our business. Just because it hasn't been done, doesn't mean that it shouldn't.

Chris Hugunin: I am not saying or judging that we do not need the public terminal building. We are looking at use and change in the economy. We are looking at rebuilding the area if it is not in use.

Facility Design and Safety Standards (continuedc):

Chris continued to show the PAC other facility requirements for Hillsboro Airport:

- Airport maintenance building: It is very ideally located, and according to the FAA standards, there aren't any changes that need to be made.
- Emergency Vehicles: These are not needed for this type airport.
- Revenue Enhancement: The FAA requires the use of land on the airport to be for primarily air, before building other uses for revenue.
- Security guidelines/fencing: The airport is in good shape for security

- **Ground access/transportation:** This area is to be closely examined both during and after preparation.

Additional Comments and Questions on Facility Design and Safety Standards:

Steve Walti: I don't see the parallel runway in design in the binder; can you please add it?

Chris Hugunin: The next chapter looks at where to put them, they will be added in the next chapter.

Issues and concerns about the terminal building, its use and its importance to the airport were again raised by PAC members.

Vaughn Brown: There seems to be some strong suggestions on the terminal building. The decision is not made yet, and there are many ways that they can do it. There should be a very good discussion of this in the future.

Ken Dyar: Not every area in the airport sells fuel. Global has very nice facilities. However, the location of fuel distribution facilities at the airport is not very efficient.

Wink Brooks: Expressed his interest in the multi-modal, should there be an intersection connection to transportation and the PDX airport?

Vaughn Brown: Let's go around the room and get a sense of group opinions. How well grounded do you feel about this information for future decisions?

Don Suhbier: The information given seems to be actual, as good as it gets. Please do not rush on the baby steps, do not say that it is a need in 20 years and then run out and do it.

Bert Zimmerly: The north side of the airport is key. What is done with that will determine where and when we put parallel runways in. I am worried about the projections. I would like it to be a first class facility, but I understand that takes money and time.

Ken Dyar: I am anxious to move along and I compliment Chris for his hard work. We now have a vision as to what our airport will look like in the future. We will deal with it whether it is a first class facility, or a "catch-all" situation.

Ray Valone: I am also anxious for the alternatives. When they come out we will be able to see what we are lacking and what needs to change. My interest is also with the multi-modal transportation; could there be a connection to the light rail or fairgrounds?

Charlie Riordan: I also want to thank Chris for working on this project. I believe we have a top notch airport and this plan will really take us farther.

Wink Brooks: Could we show absolute numbers on the graphs? I have questions about the sport pilot category.

Thomas Little: I too want to compliment Chris, and the written material. We need to look at the master plan study as multi-modal. Transportation around the airport needs to be considered.

Bernadette Hahn: I really appreciate the different perspective and the variety we have with the PAC members.

Abdellah Choukri: Main interest in the marketing of the airport.

Public Comment:

The public was asked for any comments or questions.

- **Herb Hirst - Representing the Fairgrounds:** The Port and the fair are complimentary of each other. The fairgrounds want to be a “step above on the food chain.” Instead of being used because there is nowhere else to go, we want to be used because there is a want or a need to use the fairground’s facilities.
- **Resident:** Question about security: what is TSA? Concerned about Homeland Security issues-Hillsboro airport helps foreigners get Visa’s. I am worried about illegitimate use of the airport; people can just walk around on the runway without anyone questioning their presence. Noise and wetlands are also an issue.
- **Resident:** Is there a way that there could be numbers on the bottom of the airplanes in order to track noise and possible inappropriate height problems, which may be happening over my house. (They only have the numbers on the side of the airplanes). Altitude is a problem; we should place planes higher to avoid risk of crashes and noises near houses. Commercial planes fly at about 30,000 feet, I don’t see why they cannot higher the altitude at Hillsboro. Having designated areas to fly, and not having them come from all directions would really restrict the noise level in developed areas.
- **Ken Dyar:** Addressed security: People may be able to walk around on the ramp, but getting near an airplane is another issue. Generally people are questioned or recognized. People who ride on airplanes are well known by the pilot, unlike PDX.
- **Lyle Johnson:** I have called 911 several times on people who aren’t supposed to be at the airport. The Port of Portland intersects people who don’t know taxiways from runways, etc. Airports do not just hand out Visa’s to foreigners; they are given to students who need to be trained, if 9/11 taught us anything.
- **Bert Zimmerly:** Before bringing strangers onto an airplane they need to be identified and then the pilot calls them in to be screened-this is all prior to entering the airplane and is mandatory.

Next Steps and Adjournment

Chris went over the next step: development of alternatives. The next meeting is December 2, 2004 from 6-9pm. We will also hold the first Open House on December 1, 2004 at the Hillsboro Airport terminal building.

Meeting Adjourned