

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

Meeting #8

September 28, 2005

6:00-9:00 p.m.

Red Lion Hotel

3500 NE Cornell Road

Meeting Summary

Attendance:

PAC Members:

Wink Brooks, City of Hillsboro
Ken Dyar, Hillsboro Airport Business
Association
Bernadette Hahn, Citizen-at-large
Thomas Little, Citizen-at-large
Henry Oberhelman, Washington County
Residents for Safe and Quiet Skies
Mary Olson, Port of Portland
Commissioner
Don Suhrbier, Greater Hillsboro
Chamber of Commerce
Steve Walti, HIO Recreational User

PAC Members not in attendance:

Jim Elam, Citizen-at-large
Perry Gruber, Intel
Lyle Johnson, HIO Tower Operations
Tate Johnson, Red Lion
Charlie Riordan, Oregon Department of
Aviation
Andrea Vannelli, Washington County
Ray Valone, Metro
Bert Zimmerly, HIO Business User

Port of Portland Staff:

Chris Corich
Duane Decker
Lise Glancy
Daren Griffin
Mary Maxwell
Steve Nagy
Kama Simonds

Steve Twohey
Christine White

Consultant Staff:

Vaughn Brown, JLA
Amanda Garcia-Snell, JLA
Jim Harrison, Coffman Associates, Inc.
Chris Hugunin, Coffman Associates, Inc.

Guests:

Larry Atree
Tyler Anderson
Chase Bacon
Miki Barns
Katelin Brewer-Colie
Art Broughton
John Campbell
Lindsey Chamberlin
Rubin Clark
Gabriel Conver
Sarrah Dadfarma
Dustin Daniels
Jason Dyer
Luke Fery
Doug Fery
Jason Fitch
Emery Frazier
Nathan Gisby
Almon Goldman
Martin Granum
Andrew Harding
Jeff Hoffman
Zach Holden
Jeff Holmes

Guests (cont):

Andrew Johnson
James Keeling
Eric Kemnitzer
Lars Lindquist
Dan Logan
Adam McBride
Cameron McKellar
Devin McRae
Drew Mitchell
Mike Murphy
Rocky Regular
Nancy Reynolds

Chris Rhodes
James Rippy
Max Roslor
Adam Russell
Shasta Sevak
Bob Star
Bill Stone
Kevin Vincent
Gary Warren
Ruth Warren

Welcome and introductions

Vaughn Brown called the meeting to order at 6:00 p.m. He began by asking committee members to introduce themselves and then introduced key consultants and staff people in attendance.

Vaughn reviewed the agenda and explained that the purpose of the meeting was to:

- Update PAC members on draft Compatibility Study measures
- Describe evaluation and selection process
- Collect input on the draft Compatibility Study

He reported on the project progress to date and noted that this is the last planned PAC meeting. He explained that the PAC has been meeting along through the Hillsboro Airport Master Plan development process. He clarified that the primary purpose of the meetings is for the PAC to provide feedback and input to the team of consultants and Port staff conducting the Compatibility Study which will serve as a companion document to the adopted Master Plan. The meeting focus is for PAC members to provide input but that there would also be time for public comment towards the end of the meeting.

Update on draft compatibility study components

Chris Hugunin began by providing a brief overview of the compatibility study components. The Compatibility Study is a companion document to the master plan which will help consider the future needs of the airport, protect for the future development of the airport, and try to alleviate some of the existing concerns that are happening at the airport. The document has four major chapters: Introduction & Background, Aviation Operational Measures, Land Use Measures, and Program Elements.

Highlights from the Introduction and Background include the discussion of the unique state rules and statutes in Oregon that try to achieve compatibility between airports and the community along with a discussion and comparison of noise compatibility and abatement programs at other airports. Hillsboro Airport does already have a mature noise abatement program.

The two major areas that were focused on in the compatibility study were aviation operational measures and land use measures. A lot of attention is given to land use due to the amount of existing development in the Hillsboro area. The study looked into the planning and potential in the future for airport compatibility based on available plans and zoning. It was noted that there are less than 500 acres of UGB land within the study area currently available for development. Only about 46 of those acres are earmarked for possible residential development. As a result, this study does not anticipate there to be a lot of change in residential land uses within the City of Hillsboro. The focus was the potential for development north of the current Urban Growth Boundary (UGB). Most of Chris's presentation was devoted to the fourth part of the Compatibility Study which contains the specific program elements and the specific recommendations for implementation that have been developed through the study process.

The Port established two Technical Advisory Groups (TAGs) to help with the development of the Compatibility Study - a land use group with local jurisdictional planners and members from the City of Hillsboro and Washington County and an airport operations group focused specifically on how and where airplanes fly. The TAGs helped with the development of the Compatibility Study's findings. They assisted in identifying screening criterion and applying them to 22 different aviation operational measures and 19 different land use measures. They also proposed additional measures and helped refine measures during the process. The TAG screening and rating of the measures helped develop the study's recommendations. One key thought that came to fruition during the process was the importance of coordination between jurisdictions.

Chris provided a brief example of the screening criteria for both aviation operational measures and land use measures. Four general categories were applied to the possible airport operational measures: financing/value; feasibility/acceptability; safety or capacity; and, balancing the needs of the airport with the quality of life in the community. A fifth category was added to the possible land use measures criteria – that of consistency, coordination and proactive management.

Chris reviewed the Airport Noise and Capacity Act (ANCA) which governs how noise management and abatement is done at airports. It is legislation from Congress that:

- Defines and phases-out older/noisier jet aircraft
- Grandfathers in all airport noise and access restrictions that existed prior to November 1990
- Severely limits an airport proprietor's ability to enact restrictions of aircraft operations
- States that airport proprietor-imposed restrictions must be considered as a last resort when all other compatibility efforts have failed

Aviation Operational Management Procedures

More than thirty different recommendations were eventually included in the recommendations. The measures are voluntary and most can be implemented by working them into a Fly-Friendly, pilot education program for the airport. The Port,

through their Noise Management Office, would be the lead agency on this. The following recommendations were described:

- Encourage thrust cutbacks after departure for jet aircraft
- Avoid unnecessary overflights of urban residential areas
- Construct high-speed exit taxiways to encourage pilots to limit the use of reverse thrust
- Continue use of Runway 30 as preferred departure runway
- Continue to limit Runway 12 for jet departures
- Continued limit use of Runway 2-20 for departures and Runway 2 for arrivals
- Designate Runway 12-30 as preferred runway for jet use
- Retain touch-and-go limitations of Runway 2-20 at night
- Maintain priority use of helicopter training patterns
- Relocate Charlie pattern and landing area after parallel runway construction
- Develop helicopter arrival and departure routes
- Establish departure turn limitations for Runway 30 and Runway 2
- New departure procedures for Runway 12 and Runway 20
- Continue right traffic patterns
- Encourage close-in final approaches for Runway 30 and Runway 2
- Establish instrument approach to Runway 30
- Limit intersection departures (except at runway end)

These recommendations have a short-term (2006-2010) implementation timeframe except for:

- Charlie pattern relocation which would happen after the parallel runway is constructed and has an intermediate (2011-2015) timeframe.
- instrument approach to Runway 30 which requires FAA approved changes to the arrival procedure and has a long-term (2016-2025) timeframe.

The recommendations for facilities development are:

- Establish maintenance run-up policy (short-term timeframe)
- Relocate maintenance run-up area (intermediate timeframe)

The Port, through their Noise Management Office, will be the lead agency for both of these recommendations.

The implementation strategies are:

- Install radar coverage
- Promote AOPA Noise Awareness Steps
- Monitor noise abatement compliance
- Maintain system for tracking and responding to noise complaints
- Continue "Fly Friendly" Program
- Establish a permanent Hillsboro Airport advisory committee
- Establish public outreach program

All of these strategies are short-term (2006-2010) except for radar coverage which is intermediate-term (2011-2015). The Port, through their Noise Management Office, will be the lead agency on all but the radar coverage which will require FAA approval.

PAC Questions and Comments

This concluded the airport operational recommendations. Vaughn then opened the floor to the committee for questions and comments.

Q - Don Suhrbier - How soon would the high-speed exits be put in?

A - We had that programmed for 2008 in the Master Plan. It is a high priority in the Master Plan.

Q - Thomas Little – In the 1993 compatibility study, the off-airport helicopter training area description reads “determine the feasibility for creating a facility for helicopter training over a relatively unpopulated area at a site distinctly separate and remote from the Hillsboro Airport” the implementation status was that “analysis for this measure has not commenced” Did not see that explicitly included in any of the recommendations that appeared in chapter 4 (program element). It did not appear as a distinct recommendation as it had in the 1993 version.

A – It was not part of the recommendations in Chapter 4. We looked at it in Chapter 2 as a potential measure. The conclusions were that the potential for funding of this site was very low from a federal standpoint and the Port could not compel or force people to use it. About 60% of helicopter activities today are conducted off-site because only four helicopters can be accommodated at one time at the Airport.

Q/C – Steve Walti – Suggested a modification to the intersection take-off limitation so that a northbound departure should be ok and south should be the only limitations.

A – Good clarification. The northbound takeoffs are not a problem.

Q - Henry Oberhelman – What is the purpose of the 65 DNL noise contour?

A – It's established by federal regulations for defining thresholds of incompatibility in terms of environmental (NEPA) and Part 150 compatibility studies for the FAA. The FAA uses it for establishing federal participation and rules for determining impacts from the operation of an airport. It is recognized by HUD, DOD, EPA and the State of Oregon Department of Environmental Quality (DEQ).

Q - Henry Oberhelman – Is there any relationship between the 65 DNL noise contour and the concept of voluntary compliance? If the person were living in a 55 DNL noise contour area would voluntary compliance noise remediation still apply? Is there any reason that a noise level of lower than 65 DNL would preclude the use of voluntary compliance to say that this is a problem and something needs to be done about it?

A – If we specifically went with just FAA and DEQ thresholds we wouldn't have to come up with any of these recommendations. We are recognizing that there are potential overflights and there are noise concerns for areas outside the 65 DNL. The Port is exploring many avenues in its attempt to improve the airport's compatibility with the surrounding community. Primarily any differences that are going to be made are going

to be made in lower DNL. That's where the focus of these changes is going to be. The Port will ask for voluntary compliance with these measures in areas outside the 65 DNL.

Q – Henry Oberhelman - Was there public input for developing the Memorandum of Understanding (MOU), between Hillsboro Aviation, The FAA, and the Port of Portland, for establishing a Charlie pattern and a priority for usage.

A – An MOU is a standard for the FAA and airport operators to use in defining procedures for how airspace is going to be used around an airport. We did not actually sit down with members of the public and take input on how that airspace should be used. The three principles looked at the available airspace, existing infrastructure, and how they could be used in the most compatible way. That made up the content of the MOU. Although there were multiple public meetings at which the topic was discussed, the document itself was not created in a public forum.

C - Henry Oberhelman – That MOU, in some way, effectively precludes us from saying voluntary compliance is a way to address the inequity in the Charlie pattern and priority of use. There is helicopter, fixed wing, and take-off noise under the Charlie pattern. I don't know if that is addressed with the Charlie pattern priority of uses.

A – That is why we have the departure times where we are trying to get the pilots to continue out before they return over residential development. We are trying to address the fixed-wing portion of it by taking them out farther.

C – I think that has been affected because development of newer jets with lower noise level is achieving that also.

A – There are a lot of newer airplanes at this airport with quite a bit less noise emissions.

Q - Don Suhrbier – How long will it take the FAA to implement changing the departure procedure?

A – It is hard to say how long it would be. The Port will initiate this change with the FAA fairly quickly.

Q – Ken Dyar – Since the Port is the lead agency on all of these recommendations, how will this committee, the public, or the advisory committee know when the Port is initiating the activity, its progress, and its conclusion?

A – The follow-up to this compatibility study is going to be one of the main themes in the advisory committee. We will be reporting to that committee on specific initiatives. We will be reporting to that committee as we're rolling things out and as we are evaluating the particular effectiveness of the measures.

Q - Henry Oberhelman – Is there going to be a one page summary at the conclusion of this process?

A – Yes, the Port will make it available on the web or in hard copy.

Land Use Management Measures

Frank Angelo began by briefly describing Oregon's unique airport planning regulations.

Oregon revised statute 836.600 guides and directs jurisdictions to conduct airport planning. It directs the Land Conservation and Development Commission (LCDC) to work with local governments as they develop airport plans. It also requires local governments to adopt the airport planning rule with requirements related to broad airport planning, airport safety, airport compatibility and airport uses. For Hillsboro Airport, the first three topics are required. He also described the two administrative rules that implement the airport planning aspects -- the state Transportation Planning Rule (TPR) and the state Airport Planning Rule (APR). Both rules are intended to implement the overall state statute through local jurisdictions.

Frank explained that the 19 specific land use management techniques have been summarized down to nine measures. All of these are in the short-term (2006-2010) timeframe. The general philosophy in developing the land use management techniques is derived from the Oregon state statute which states that it is always better to prevent the establishment of incompatible land uses than to correct them after the fact. Therefore, the purpose of the land use management techniques is to prevent or reduce the potential for airport noise, safety impacts and ensuring land use compatibility.

The recommendations for land use management techniques are:

- Update Comprehensive Plan: Update Hillsboro and Washington County comprehensive plans to reflect the projected Long Term 55 DNL contour and study area in the Airport Compatibility Study as the basis for noise compatibility planning. Lead agencies will be City of Hillsboro and Washington County
- Plan Adoption: Adopt elements required by OAR 660-13-0040, such as policies, maps and needs analysis into City of Hillsboro and Washington County Transportation System Plans. Adopt the Hillsboro Airport Master Plan through a separate legislative process as a supporting document. The City of Hillsboro, Washington County and Port of Portland will be lead agencies for these.
- Coordination Agreement: Establish a Coordination Agreement between Hillsboro, Washington County, Metro, and the Port to formally establish and preserve airport land compatibility measures for Hillsboro Airport and identify responsibilities for implementation of compatibility measures. A coordination agreement would also require certain airport-related compatibility issues to be addressed when UGB expansion is being considered. Port of Portland will be the lead agency for this.
- Airport-Related Review Guidelines: Establish specific review guidelines for development with discretionary review processes such as plan amendments and zone changes that address airport land use compatibility needs. Determine a boundary within which such review guidelines would apply. A boundary for the applicability of such guidelines may include the entire Chapter 1 study area, or the area of a future Airport Safety and Compatibility Overlay Zone. The Port of Portland will be the lead agency for this.
- Address Future Airport Land Use Compatibility in Areas outside the UGB: Determine future compatible land use designations for areas of Washington County north of Evergreen Road that will apply upon annexation into the UGB. Should the UGB take in areas north of Evergreen Road, it is imperative that land use compatibility be considered, as at least 95% of departures occur north or northwest of Hillsboro

Airport. City of Hillsboro, Washington County and Metro will be lead agencies for this.

- Airport Safety and Compatibility Overlay Zone: The Airport Planning Rule and the Transportation Planning Rule require an airport overlay zone that promotes safety and land use compatibility in a specified vicinity of an airport. Washington County has such an overlay, but it does not apply to the Hillsboro Airport. An airport overlay zone would restrict incompatible land uses and allow for the application of conditions of approval and/or airport-related guidelines to projects. A model *Airport Safety and Compatibility Overlay Zone* consistent with federal and state law is included in the Department of Aviation's *Airport Land Use Compatibility Handbook*. City of Hillsboro and Washington County will be lead agencies for this.
- "On-Site" Airport Use Zone: An airport use zone would regulate *on-site* airport uses and airport-related industrial, commercial and other uses that may occur within and beyond the 2025 planning horizon. A model *Airport Use Zone* consistent with federal and state law is included in the Oregon Department of Aviation's *Airport Land Use Compatibility Handbook*. City of Hillsboro and Washington County will be lead agencies for this.
- Noise Disclosure Requirements & Easements: Amend local land use regulations to establish noise disclosure requirements, as well as avigation, noise and overflight easements. The Hillsboro Comprehensive Plan currently requires disclosure of noise impacts within the DNL 55 and 60 contours. If these requirements are implemented through a potential Airport Safety and Compatibility Overlay zone, duplicative amendments to land use regulations would not be required. City of Hillsboro and Washington County will be lead agencies for this.
- Building Height Limitations: The City of Hillsboro and Washington County both currently implement height restrictions that meet FAA safety requirements. However, height limitations should be located in the Airport Safety and Compatibility Overlay zone and each zone where the height limitations are currently located should be amended to cross-reference the Airport Overlay zone. The City and County should adopt the revised 2005 Hillsboro Airport Airspace drawing as the basis for determining the location of future height restrictions. City of Hillsboro and Washington County will be lead agencies for this.
- Noise, Avigation and Overflight Easements: Easements are an important part of ensuring land use compatibility. They might be used to compensate a property owner for noise impacts, gain access to a site to remove obstructions, or allow flights over property. The Port has obtained some avigation easements for Hillsboro Airport and should continue to acquire other types of easements as needed. The Port of Portland will be the lead agency for this.

PAC Questions and Comments

This concluded the land use management techniques recommendations. Vaughn then opened the floor to the committee for questions and comments.

Q - Ken Dyar – Are there any funds available from the state?

A – Frank Angelo –The state does offer land use planning grants to look at zoning codes. That could be one source. The city could apply for a grant but normally zoning code changes are undertaken by local jurisdictions using their revenue.

A - Wink Brooks – It depends on what recommendation is chosen from the list. There are some things that are relatively simple and can be self-funded with existing resources. For more complex items, it will become necessary to seek additional funds. There are also technical assistance grants and things like that out there. Hillsboro is looking at rewriting its zoning code anyway. Much of this work can be done at that time.

C – Ken Dyar – When we discussed the ordinance and overlay, long after the 1993 study, one of the problems was that the City did not have the funds available to commit to implementing the various recommended measures. There was no money available for people to undertake the job.

A – Wink Brooks – That’s correct but given that situation, if you look at a map of the airport and the land use around the airport, it’s actually a pretty compatible land use pattern. For the most part you will not see any residential adjacent to the airport. We have also worked very closely with the Port with respect to compatibility for noise. We have gone beyond the 55 DNL to require noise disclosures as well.

Q - Steve Walti – Have we ever really addressed Measure 37?

A – It’s addressed in the report, although it is difficult to clearly specify its impact because we don’t really know what is going to happen. We don’t know if claims will be filed or how the local jurisdiction will respond to those claims. There is the potential to have incompatible use and development protected by Measure 37 but it is somewhat of an unknown.

Q – Steve Walti – On the consideration by Metro of adding 350 acres to the UGB, is that strictly industrial?

A – Yes. The property does not go all the way to Jackson School Rd. and is south of Wiebel Creek.

Q – Henry Oberhelman – What is the status of the master plan adoption with Washington County?

A – There is no current plan to have Washington County officially adopt the Master Plan. We are going to present it and its findings to them and get their feedback. We will see if at that time they are interested in doing that. Normally the airport sponsor is the entity that adopts the plan (Port of Portland Commissioners did adopt the Master Plan in June 2005)

Q - Henry Oberhelman – What other avenues for citizen input are there aside from the Metro meetings on UGB expansion and the public hearing?

A – You can write directly to the Metro Council stating your opinion on what the recommendation is. Maybe go to the Metro website to comment online as well.

This concluded the PAC question and comment regarding the land use management techniques recommendations. Vaughn then opened the floor for PAC members’ general

questions and comments concerning the Draft Compatibility Study. He reminded the group that the minutes will be distributed via email as this is the last PAC meeting. The minutes will be posted on the website once approved by the PAC.

C – Steve Walti – Wanted to comment that he is pretty proud of the work that the PAC has done. He respects the Port and all of its diverse panel members. However, he feels that this is more reactionary than proactive. The noise seems to be the primary focus. He looks at this as a public-use facility. As a public-use facility, there currently are no public gathering places like a park. He feels that this was a missed opportunity.

With security in mind, pilots are very proud of what we do. We focus on safety and try to operate safely within the community. Steve believes that adoption of voluntary measures should be highly recommended. Most pilots would be glad to abide by them because we don't want to disturb the neighbors and our friends. He is also looking forward to seeing the outcome of this process.

Q - Don Suhrbier – Has there been any efforts to talk to our congressman to encourage them to try to get the necessary monies to improve radar coverage?

A – Yes, almost two years ago the Port met with the congressional delegation to educate them on the need for radar at the Hillsboro Airport. Right now all of the radars that are funded by the FAA are spoken for. In Oregon, the Redmond Airport is in dire need of radar and has been lobbying for ten years. The congressional delegation is very aware of Redmond and Hillsboro's need. We hope that Redmond will get their radar soon and Hillsboro will follow that.

C – Ken Dyar – The airport businesses have met with congressional delegation and their staff on several occasions emphasizing the need for a terminal radar facility and the reasons for it. We will continue that effort working with the Port on that as well. He also thanked Vaughn and Chris for the effort.

This concluded the PAC comment and question period. Vaughn then opened the floor for public comment.

Public Comment

Q - Miki Barnes – Why the increase, in the executive summary, in military operations at the airport? What is the plan for Hillsboro? Is there a plan to move the Air National Guard to Hillsboro?

A – No, there is not. The increase is related to the fact that the base year was down in operations. The jump in numbers brings it back up to the average of five or ten years ago.

C- Miki Barnes – I do appreciate all the work that went into this but I do feel that the approval for the Master Plan should wait until there is a citizen advisory committee. I think this group does benefit, in large part economically, from the decisions made here with the Master Plan. However, the people are bearing the brunt of not just the noise but the pollution going into the farmland, waterways and over our homes and into our neighborhoods. It is important to consider that one PCC student who needs 250 hours of flight time for licensure equates to ten solid days of noise and untold amounts of

pollution. That is just one student. If you multiply that by 100 or factor in a student who is going for a commercial license who needs to gather 1500 hours equates to a lot of noise. I think that the citizens who are bearing the brunt, paying the taxes, and footing the bill ought to have the final say. I know that the Port Commissioners have approved it but essentially they're job is to promote aviation. In my reading of the statutes, the words "livability", "quality of life" and "environmental concerns" don't even appear. I think that the citizens are the ones who are going to be more aware of that and what they are willing to give on behalf of this airport. I want to thank you for your hard work but I would ask you to wait.

Q – Miki Barnes - How will the advisory committee be formed? Who will choose the citizens? What percentage will be from community groups? What percentage will be representing aviation interests?

A – The formation of the advisory group is still being worked out but community interests, local government and other stakeholders will be represented.

C – Miki Barnes – I want to make it clear that rural communities are not the dumping ground for urban excesses. It's a low ambient noise level out there and this notion that you just send the air traffic out there to less congested areas as those rural people are somehow sub-human and that they are not impacted by it. That is an erroneous and false notion. It is important to include on this citizen advisory committee people from the outlying areas that are being impacted, so very heavily, from flight training and other aviation activity being generated by the Hillsboro Airport.

C – Linda – I just wanted to echo what Miki said. This is the first time I have seen this study. I asked for a draft copy and it was not available. It is a lot to take in all at once and to have it presented in a PowerPoint and very well explained. I would appreciate the opportunity to read through it, look at it, and be able to formulate some questions. My neighborhood in downtown Hillsboro has experienced a large amount of both fixed-winged and helicopter traffic recently. Our area was subdivided in 1936. My house was built in 1930. I understand the plight of the airport and having a lot of high-density housing encroaching upon it. Ultimately, that was the decision of the City of Hillsboro and Washington County. Now it's very much impacting my neighborhood and my neighbors and we would like to have the opportunity to review the document before it's adopted.

A – The Master Plan and Compatibility Study are on the Port website. You will be able to make comments concerning the Compatibility Study until October 12 via email to Christine.White@portofportland.com.

C - Linda – I would appreciate the opportunity and for everyone here to go through the Compatibility Study and have a citizen's advisory that would look at it. We are the people who are being impacted. We understand that you have put a lot of work into all of this. However, I don't see a lot of Hillsboro citizen's represented on this group. We are the people being impacted. I understand that the airport is here to stay I would just like for citizens to be able to go through the compatibility study. I would like to look at and review what is being proposed.

Vaughn asked Daren to explain what a Compatibility Study is and its capability of being changed and modified over time.

Daren – The Compatibility Study is more of a document that helped us identify how to use the airport. It is not as formal or structured as the Master Plan document which went before the Port of Portland Commission and was adopted by them. This document does not go before the Port of Portland Commission for adoption. It is more of a guidance document that can be altered or changed over time formally or informally. I understand what you are saying. We did put together technical advisory groups with citizen and technical representation to help us look at the compatibility measures themselves from both an airport and land use standpoint. We included people on those committees and advertised that. I do feel like we included representation from the community just so we could get that input.

C - Linda – It does seem that a lot of the members on the committee were appointed by the Port of Portland, and Hillsboro Aviation, and other stakeholders of the airport, instead of looking to people who are from the adjacent and affected communities. To me I don't know if that is as representative of the Hillsboro citizenry as I would like it to be for something of this magnitude.

A – The City of Hillsboro, Washington County, Metro, and the Port were each asked to appoint 3 members.

Q - Rocky Regulan – Is there a contingency plan if Congress defers money for Hurricanes along the Gulf?

A – That is something that could affect the implementation plan that was in the master Plan. That has already happened this year. They have put a hold on monies that would have been left over at the end of this year to distribute to airports.

Q - Rocky Regulan – If they defer the funding for one year, how would that notification come out that you are going to carry out the Master Plan but everything has been moved back?

A – It is important to remember that there was no funding guaranteed. All of the money to implement the projects in the Master Plan was discretionary, by the FAA, already.

Q – Rocky Regulan – So there are no funds locked up at this point?

A – No, the FAA makes decisions year-by-year. The Port and the FAA try to do five year planning so they know what is coming up and how much money to program, but it is year-by-year and the strategies might change year after year.

Q - Martin Graham – The Master Plan seems like a good opportunity to make a plan for a contingency such as an Earthquake.

A – Master Plans typically are more facility needs intensive and look less at emergency or disaster planning. However, the Port of Portland does participate in coordinated regional disaster planning for all of our facilities. We have worked with Washington County and the City on planning for events that could occur and what resources the airport would provide in those situations.

Q – Jeff Holmes – How big of an area would the radar cover? Out to what distance?

A – Surveillance radar is typically 30 mile coverage. However, 60 mile coverage is available right now.

Q – Jeff Holmes - Is there a minimum altitude criteria?

A – No.

Q – Jeff Holmes – How do you identify the “bad” pilots? If you can get a number of these planes, you still can’t get in touch with the flight standards office. It would be wonderful to be able to identify the pilots that are dive-bombing houses. Voluntary compliance keeps honest people honest. In the suggested operations you could ask pilots to fly higher at say 2,000 feet.

Q - Bill Stone – How come the Port of Portland can’t manage to maintain the property that they own north of Evergreen Road? Some of the agricultural permitted uses may cause a problem for some of the low-flying aircraft. The Port of Portland is the worst neighbor ever.

A - We have spoken to Mr. Stone previously regarding a maintenance issue on Port property adjacent to his land and we are working on that.

Thanks and Adjournment

Mary Maxwell, Director of Aviation from the Port of Portland, thanked PAC members for their time and effort over the last 2.5 years. It is very much appreciated when citizens participate in a multiyear project.

Daren passed out the book *Airports and the First 100 Years of Flight* to all PAC members. He also thanked each PAC member for their efforts.

Vaughn adjourned the meeting at 9:00 p.m.