

Oregon Aviation Watch
PO Box 838
Banks, Oregon 97106
503-324-0291

April 19, 2013

Ms. Renee Dowlin
Senior Environmental Planner
Port of Portland
PO Box 3529
Portland, Oregon 97208

Dear Ms. Dowlin:

Re: Testimony opposing a third runway at the Hillsboro Airport

Oregon Aviation Watch would like to obtain answers to the following questions regarding current activities and future growth at the Hillsboro Airport.

1) The statement below is excerpted from a 9/13/10 brief submitted to the U.S. 9th Circuit Court of Appeals by the FAA in Case No. 10-70718, Barnes et al vs. the USDOT

Granted, some new runways, rather than being aimed at accommodating existing demand pressure, could be aimed at attracting new flights or be at an airport where that would be reasonably foreseeable, and those latter runways would require examining the impacts of those new flights. Cf. *Ocean Advocates*, 402 F.3d at 870 (distinguishing *Morongo* and *Seattle* because they dealt with airport arrival and departure routes rather than ground capacity). But that is not true here. The Hillsboro Airport is a general aviation airport serving private flights, not commercial airlines. Thus, whereas capacity enhancements at a major hub airport like Chicago OHare or Atlanta Hartsfield might enable airlines to schedule an increased number of connecting flights and thus increase demand for the airport, a new runway at a general aviation airport is quite unlikely to create or attract more private aircraft. Indeed, in the Master Plan, the Port considered but rejected the opportunity to significantly expand Hillsboro Airport or to position it to receive new types of commercial or cargo aircraft. SER 471, 474, 476. Instead, it chose to maintain Hillsboros [sic] role as a general aviation reliever airport for the region. SER 476. (Pg. 21)

The Port of Portland made a similar assertion in their 9/13/10 brief on the same case, "The FAA does not anticipate HIO changing from a reliever general aviation airport to a commercial service airport in the future." (Pg. 7.)

Keeping the above statements in mind and based on comments made by John Southgate on behalf of the Hillsboro Chamber of Commerce at the 4/17/13 hearing on the third runway, Oregon Aviation Watch is requesting a complete list of all 25 companies located at the airport and details about their Hillsboro Airport aviation activity including:

- How many based aircraft does each business have at HIO?

- If a third runway is constructed, does the business expect to add additional based aircraft?
- How many operations does each business log per year?
- How many additional operations does each business expect to log if a third runway is added?
- A statement on how each business anticipates a third runway would benefit them.
- Does the business plan to ship cargo, if so how much and for what purposes?
- Does the business currently ship cargo via their registered aircraft?
- Does the business contract with other businesses on the airport for this purpose?
- How many of their operations are for pleasure and recreational purposes rather than business?
- Are they aware that both the Port of Portland and the FAA, in their respective briefs, told the U.S. Ninth Circuit Court of Appeals that there are no plans to change HIO to a commercial service airport "or to position itself to receive new types of commercial or cargo aircraft?"
- Of these 25 businesses, which ones are providing flight training at HIO?
- Are any student pilots training in larger aircraft such as corporate or commercial jets?

2) At the 4/17/13 hearing on the third runway, Larry Altree, Chair of the Portland Community College Rock Creek Aviation Science program expressed support for an additional runway. OAW would like to obtain information on:

- How many PCC students are training at the Hillsboro Airport?
- How many are from within the U.S.
- How many are from outside the country.
- If from outside the U.S., please specify which countries they are from.
- Do any foreign state owned airlines or privately run airlines or businesses subsidize their education, if so please provide the names of these airlines or businesses?
- How many PCC students are helicopter students? How many are fixed wing?
- Are any student pilots training in larger aircraft such as corporate or commercial jets or commuter and air taxi aircraft? If so are they training out of HIO?
- How much flight time is each pilot required to accrue for certification purposes?
- How many hours of nighttime training is each student required to accrue for certification?
- How many inclement weather hours is each student required to accrue for certification?
- Do all pilots contract with Hillsboro Aviation for flight training?
- Does PCC contract with Applebee Aviation or any other company or private instructor in addition to Hillsboro Aviation for any flight training activity out of the Hillsboro Airport or other nearby airports?
- Do you expect an increase in student pilots in your program if a third runway is constructed? If so, how many?

3) At the 4/17/13 hearing, a number of community members expressed concern about Hillsboro Aviation's flight training business. OAW is requesting the following information regarding this company:

- How many Hillsboro Aviation students are from within the U.S.?
- How many are from outside the country? Please identify which countries they are from. OAW is not asking for individual names, just specific numbers.
- How many PCC students contract with Hillsboro Aviation for flight training? How many are from within the U.S.? How many are from outside the country?
- If from outside the U.S., please specify which countries they are from.

- Does Hillsboro Aviation contract with any foreign state owned airlines or privately run airlines or businesses to subsidize student pilot training with Hillsboro Aviation? If so please provide the names of these individual airlines or businesses.
- How many Hillsboro Aviation students are helicopter students? How many are fixed wing?
- Are any student pilots training in larger aircraft such as corporate or commercial jets or commuter and air taxi aircraft? If so, are they flying in and out of HIO?
- How much flight time is each pilot required to accrue for certification purposes?
- How many hours of nighttime training is each student required to accrue for certification?
- How many inclement weather hours is each student required to accrue for certification?
- Does Hillsboro Aviation contract with other companies or private instructors for flight training? If so, please name these business or individuals.
- Does Hillsboro Aviation anticipate an increase in student pilots if a third runway is constructed? If so, how many?
- Does Hillsboro Aviation anticipate an increase in other aspects of its business - charter, cargo, aircraft sales, fuel sales, maintenance, etc if a third runway is built?

4) On the subject of military operations:

- Are there any current or future plans to increase military activity at HIO between now and 2031? If so please provide specific data about these plans.
- What types of military flights currently occur at HIO?
- What types of future military operations are under consideration?
- Are there any military based aircraft currently at HIO? If so how many and for what purpose?
- Are there any plans to base additional military operations at HIO in the future?
- Does the Air National Guard or any other U.S. military organization have any plans to relocate or engage in operations at HIO?

Regarding the above questions, please provide actual annual and monthly data starting in 1999 and continuing to the present day. In addition please provide forecasting data extending out 20 years from 2013 onward.

Sincerely,

Miki Barnes, LCSW

This request is submitted by Miki Barnes, President of Oregon Aviation Watch, on behalf of Oregon Aviation Watch.

Attachments

- Oregonian article by Andrew Theen, [Standing Room Only Crowd Gives Public Testimony on Proposed Runway Project at Hillsboro Airport](#). (4/17/13 updated 4/18/13).
- FAA Answering Brief U.S. Circuit Court of Appeals. Case No. 10-70718. Michelle Barnes et al., v. U.S, Department of Transportation, et al. (9/13/13).
- Port of Portland Answering Brief U.S. Circuit Court of Appeals. Case No. 10-70718. Michelle Barnes et al., v. U.S, Department of Transportation, et al. (9/13/13).