SB1530 Testimony

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On 2/08/2020 we submitted testimony to the Senate Committee on Environment and Natural Resources strongly urging the removal of the aviation fuel exemption from the cap and trade bill. We also emphasized the urgency of taking immediate steps to reduce aviation activity in Oregon, especially flight training and recreational flying. Aviation is a fossil fuel reliant industry and as such is a major contributor to global warming. Addressing the climate change crisis will require a significant reduction in flights.

We have long been troubled by Oregon's business as usual approach to aviation activity. While extreme weather conditions are becoming common occurrences, Oregon continues to promote airport expansions and increased aviation activity. In fact, a number of Oregon's state subsidized general aviation airports have now become hubs for the training of foreign and out-of-state student pilots. This is occurring at the same time that those of us who drive cars and trucks are encouraged and incentivized via SB 1530 to reduce our reliance on fossil fuels by walking more, bicycling, using public transport, and carpooling. Given the many alarming reports about climate change, airports in Oregon should be significantly reducing their activities as well.

We are puzzled as to why general aviation, with its substantial carbon footprint, lead emissions, pollution and noise impact, is so assiduously protected by the Oregon legislature. In addition, we fail to see how Oregon's support for extending public subsidies to general aviation airports contributes to the carbon reduction goals identified in SB 1530.

We had hoped to show slides during our 2/8/2020 SB 1530 testimony presentation to better illustrate our concerns but were informed that this would not be permitted due to the limited time available. For this reason, we are sending the screenshots below to further supplement our testimony.

Please bear in mind that the great majority of training flights at the Hillsboro Airport and surrounding general aviation facilities use leaded fuel, a pernicious toxin that has been linked with miscarriages, ADHD, learning and behavior problems, conduct disorder, increased violence, kidney ailments, and a host of other health problems. Children are disproportionately impacted. Per the CDC, there is no safe level of lead in a child's blood. The data used by the EPA in identifying HIO as the largest facility source of lead emissions in Oregon focused on lead released only in the vicinity of the airport, primarily during the take-off, landing and taxiing phases of flight. The lead emitted during training exercises further from the airport has never been accurately measured or factored into the equation.

According to EPA data, in addition to carbon dioxide and lead emissions, airports are a significant source of a number of other toxins, including but not limited to acrolein, butadiene, benzene, carbon monoxide, and PM2.5.

Those of us impacted by frequent overflights are exposed to these toxins often multiple times throughout any given day. The unwelcome noise intrusions are also extremely disruptive and hazardous to the health and well-being of local residents. Sadly, excessive aviation activity in the vicinity of our home has destroyed our right to the enjoyment of our property and demolished any residual notion of home as a refuge. Moreover, the users of these airports, along with the airport owners and government officials who support them, appear to have declared all out war on local communities, both urban and rural, in light of global warming on the entire planet.

The slides that follow are from Sunday, 2/09/2020. February is considered a slow month for aviation, as the days are short. Aircraft operations tend to increase throughout the spring, peaking in the summer months of July and August. In fact, aviation activity at HIO has doubled in some years during the summer months compared to January and February levels.

The flight tracks shown in these screen images represent but a small fraction of the aviation activity that occurred in Washington County on Sunday, 2/09/2020. Unfortunately, this level of aviation activity depicted in the screen shots is a common occurrence. When viewing these flights, please try to imagine what it is like for those who are subjected to this level of noise and pollution on a routine basis.

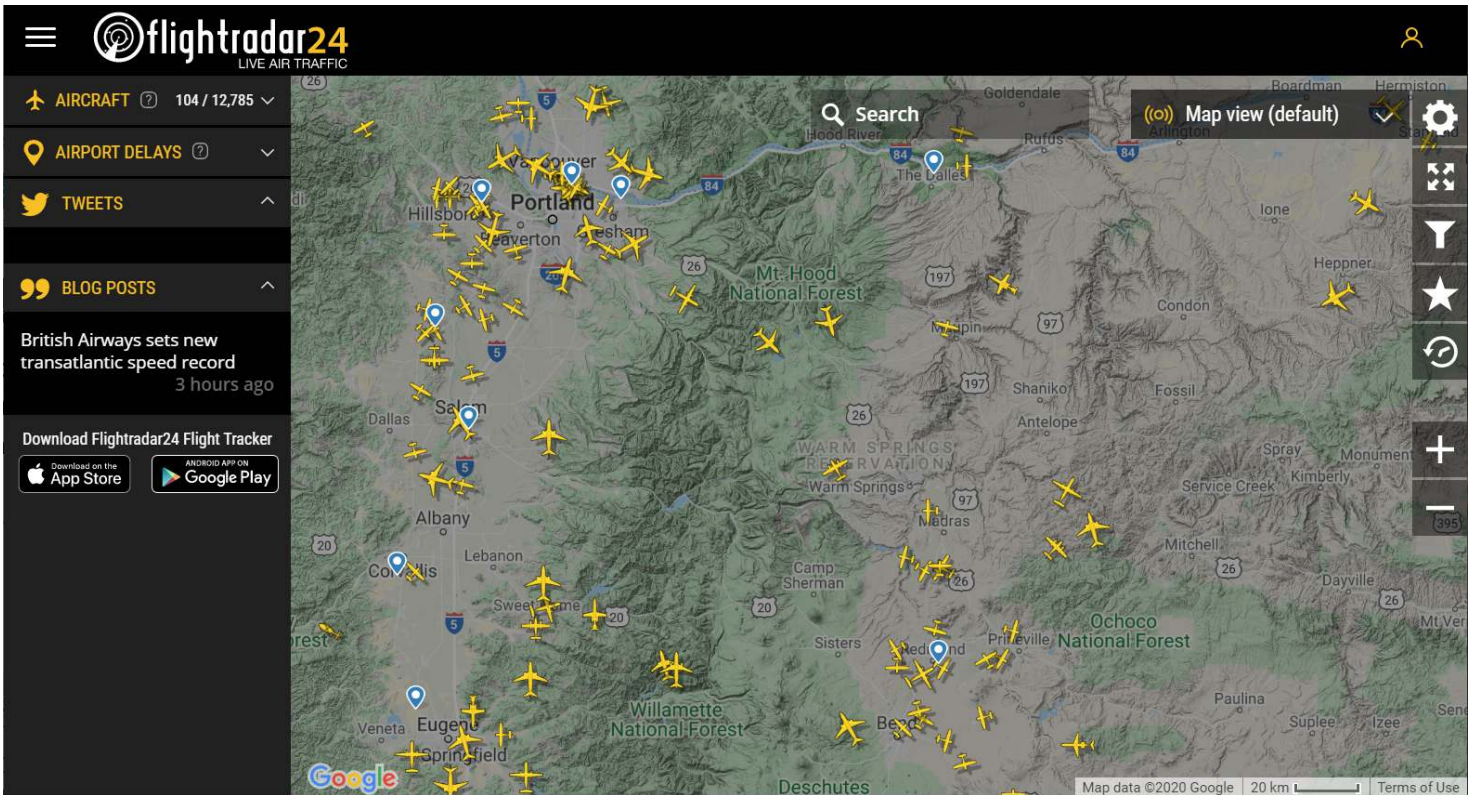
Each individual flight path shown was produced by a single aircraft.

Just as those of us who drive trucks and cars on roadways are expected to reduce our carbon emissions, so too should the users of Oregon's more than 460 airports.

Thank you.

Miki and David Barnes

Regional

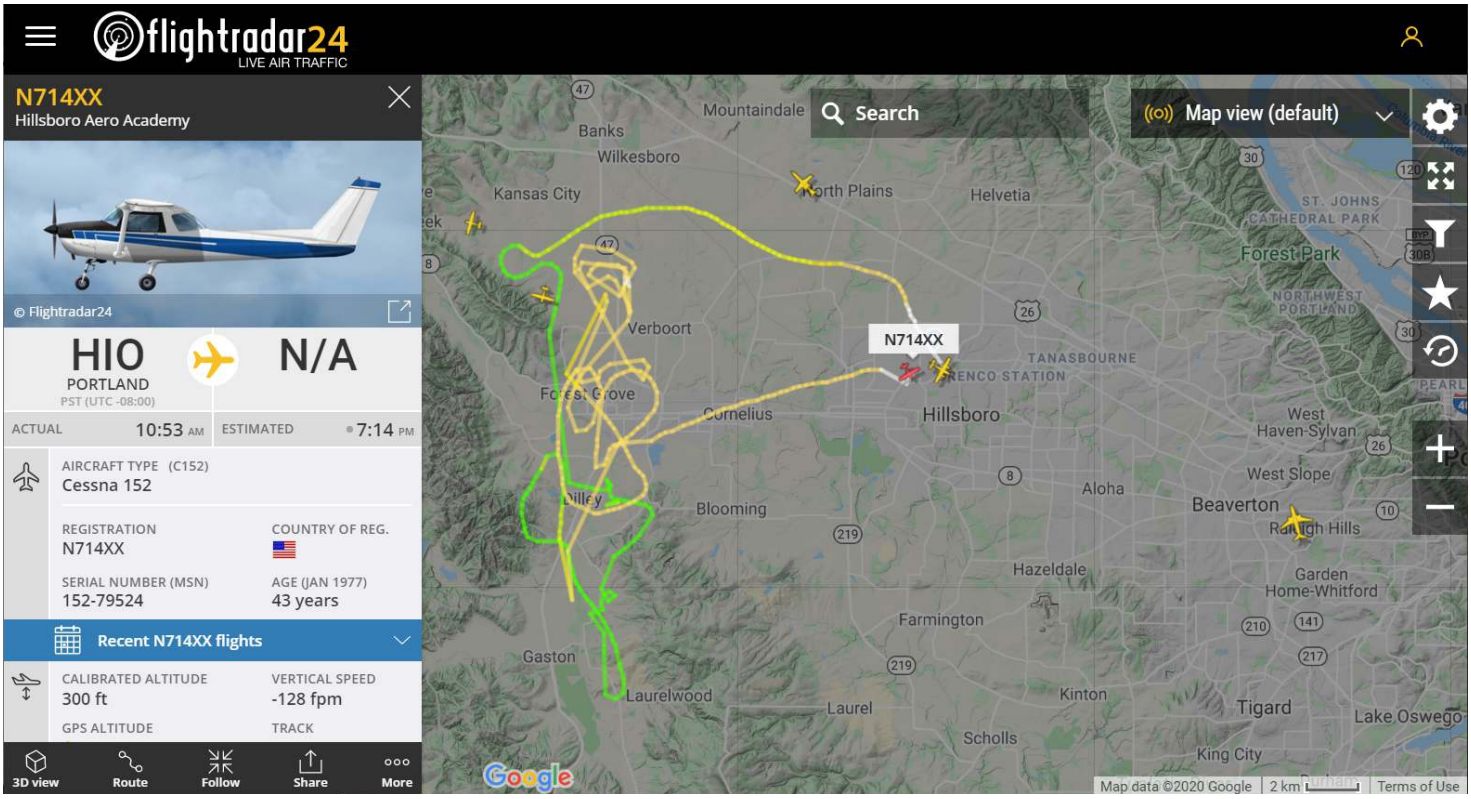


This screenshot was taken at 2:52 PM on Sunday, 2/09/2020. There are more than 80 aircraft visible at this time. The larger aircraft are often commercial or corporate/private jets while the smaller ones tend to be general aviation aircraft. Many of the smaller aircraft are training flights which fly repetitively over the same general area, often at low altitudes.

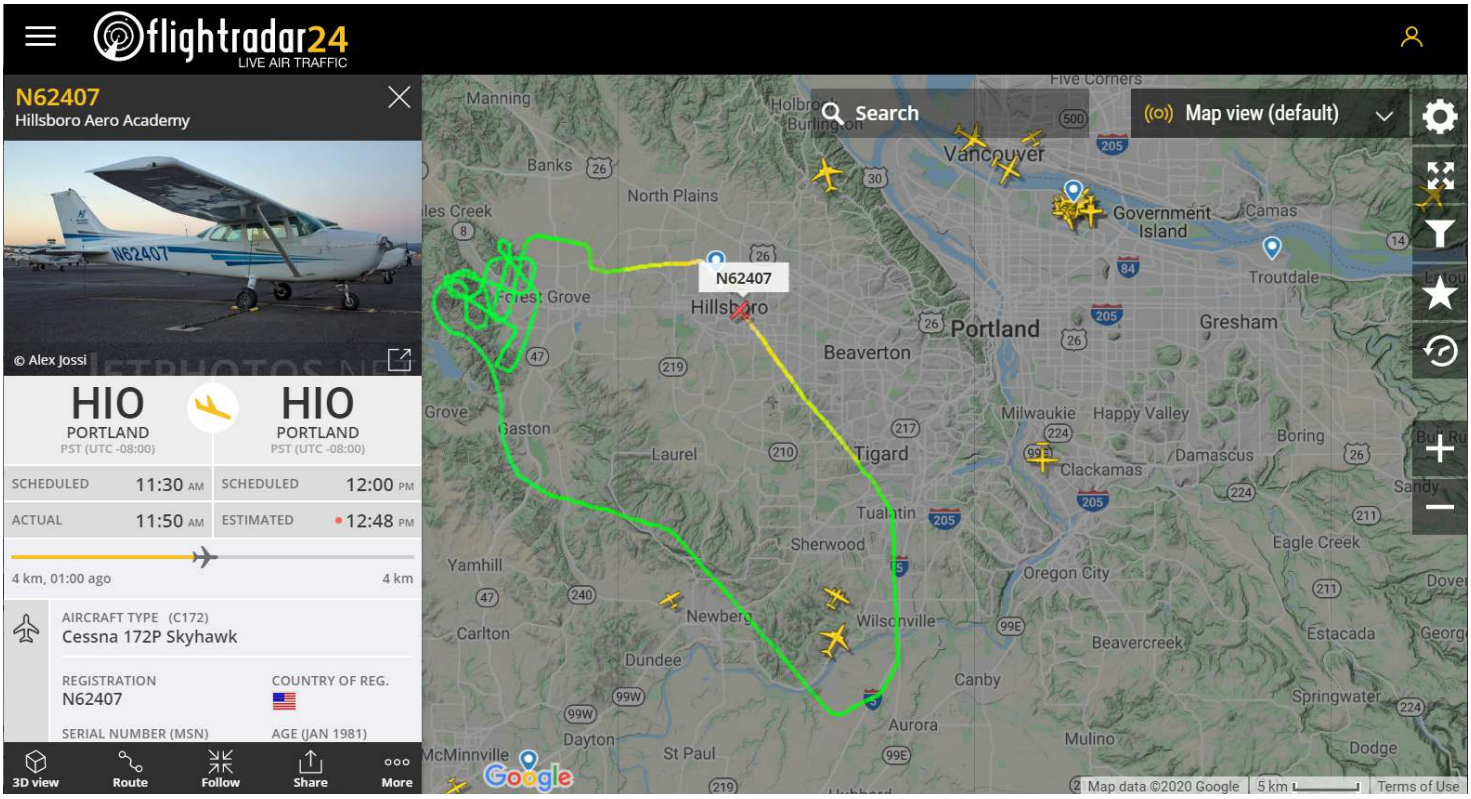
The majority of the flights over the Portland region on the upper left are commercial passenger aircraft departing and landing at PDX. To the west of Portland is the Hillsboro Airport (HIO) which is primarily a flight training facility where for-profit aviation businesses - including but not limited to Hillsboro Aero Academy, Hillsboro Aviation, Hagele Aviation, and Christenson Aviation – train student pilots. Twin Oaks, located 6 miles south of HIO, also engages in flight training as does McMinnville Airport in Yamhill County.

On the lower center part of the screen is a cluster of aircraft in the vicinity of the Redmond Airport. This is where Hillsboro Aero Academy trains pilots from China and other locations. Leading Edge Aviation is also highly active in this region.

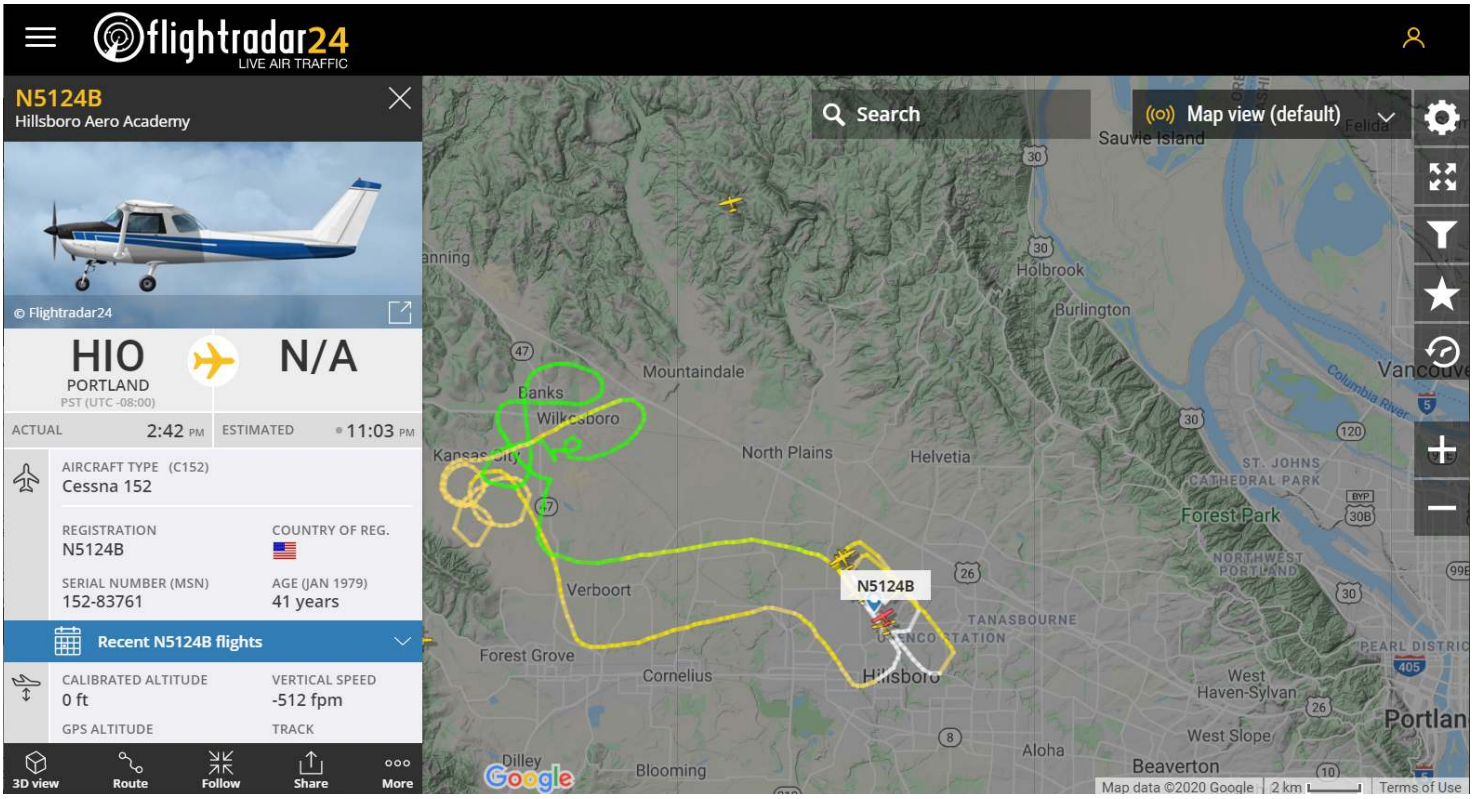
Hillsboro Aero Academy



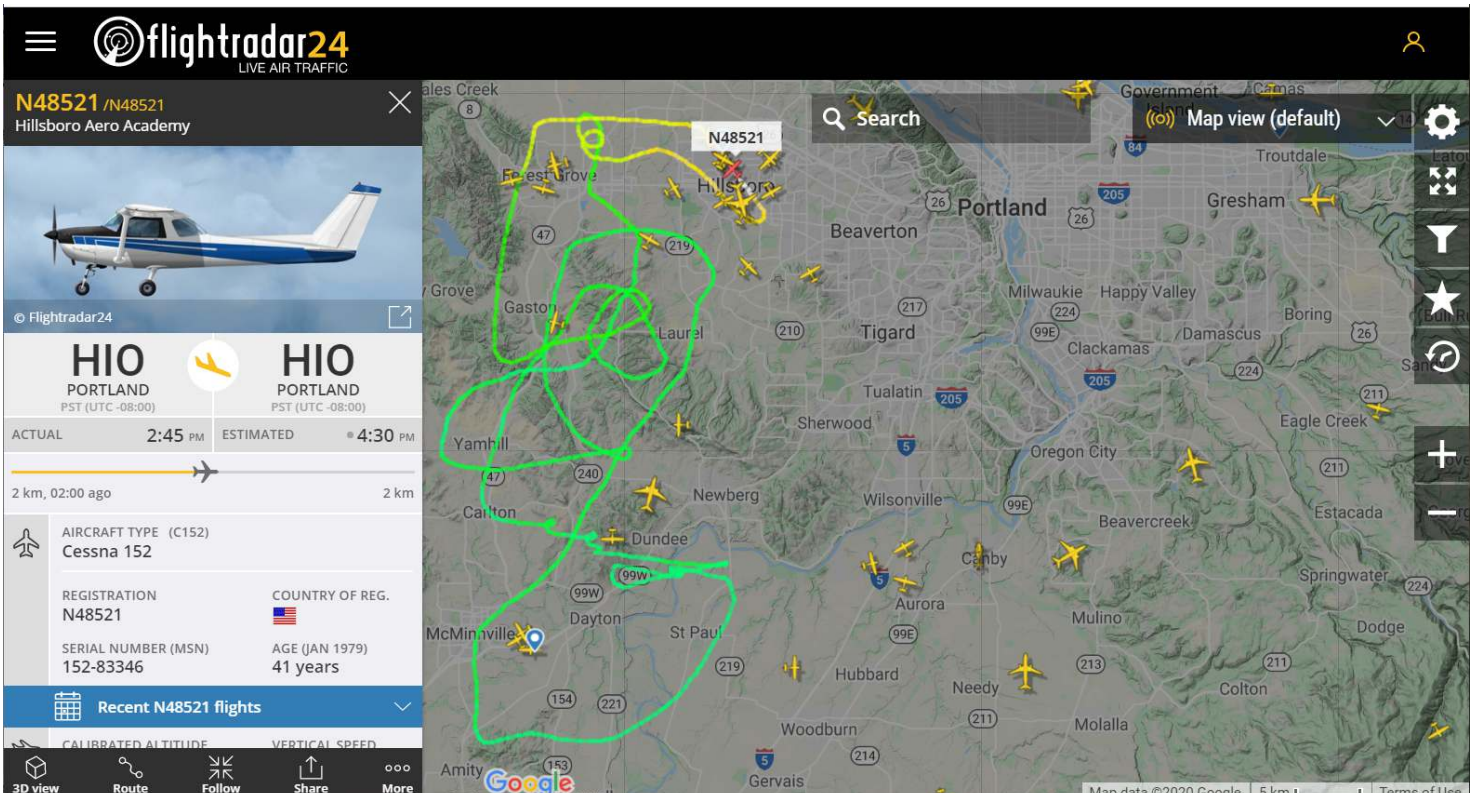
Hillsboro Aero Academy (HAA), which operates out of HIO, has trained pilots from over 75 countries. Many of its students are recruited from overseas and out of state. Currently the Hillsboro site is a hub for Taiwanese pilots. The helicopter training provided by HAA was recently moved to the Troutdale Airport. In addtion, HAA trains a contingent of Chinese and other student pilots at the Redmond Airport. This Hillsboro Aero Academy flight shows the pattern formed by a single aircraft engaged in repetitive training exercises over rural Washington County.



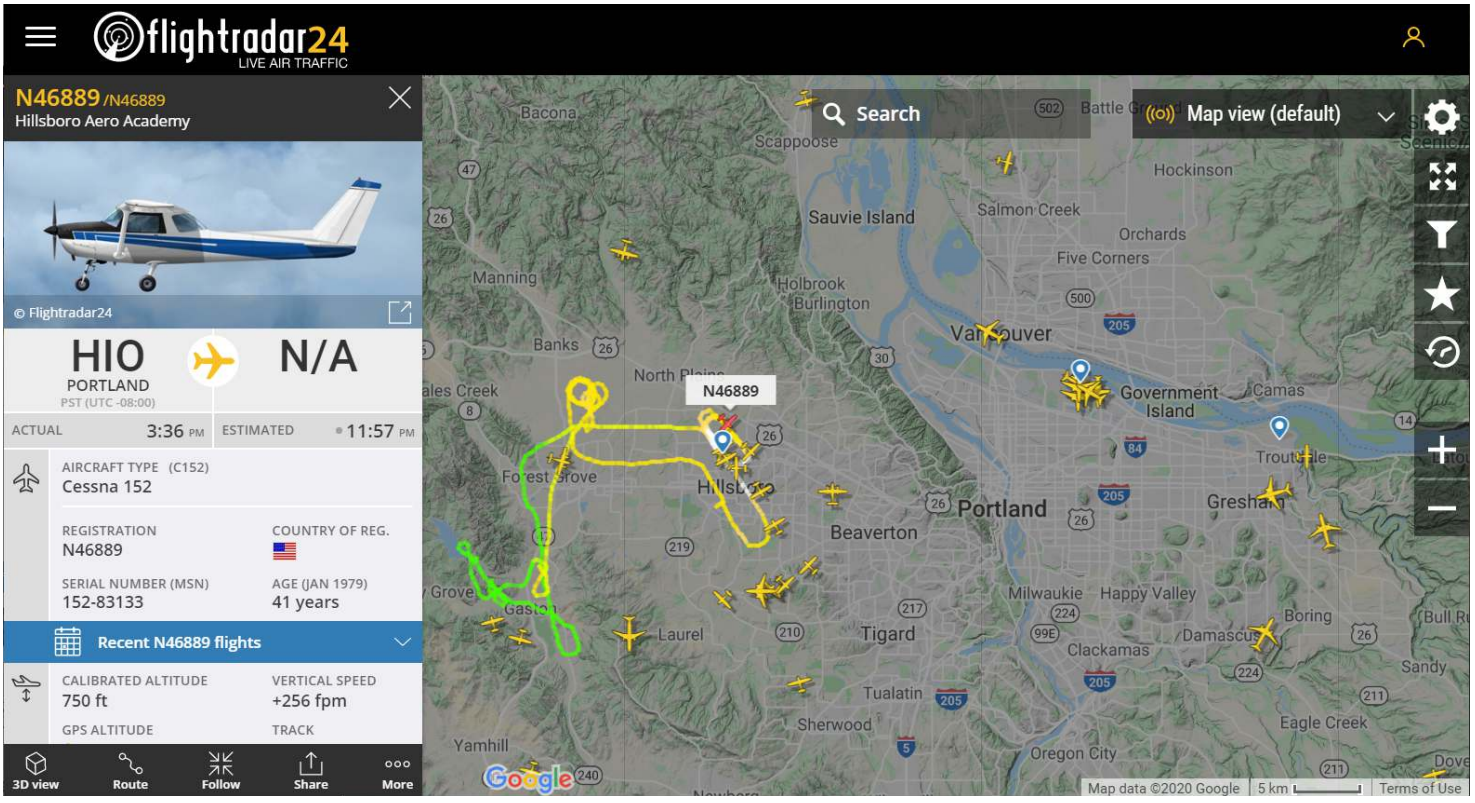
This Hillsboro Aero Academy flight departed HIO at 11:50 and circled repetitively over the Forest Grove area before returning to the airport.



This Hillsboro Aero Academy flight left HIO at 2:42 then looped around the Banks-Wilksboro-Kansas City area multiple times before returning to the HIO to engage in touch-and-go patterns. This image was captured at 3:37 when the aircraft had already been in the air for close to an hour.

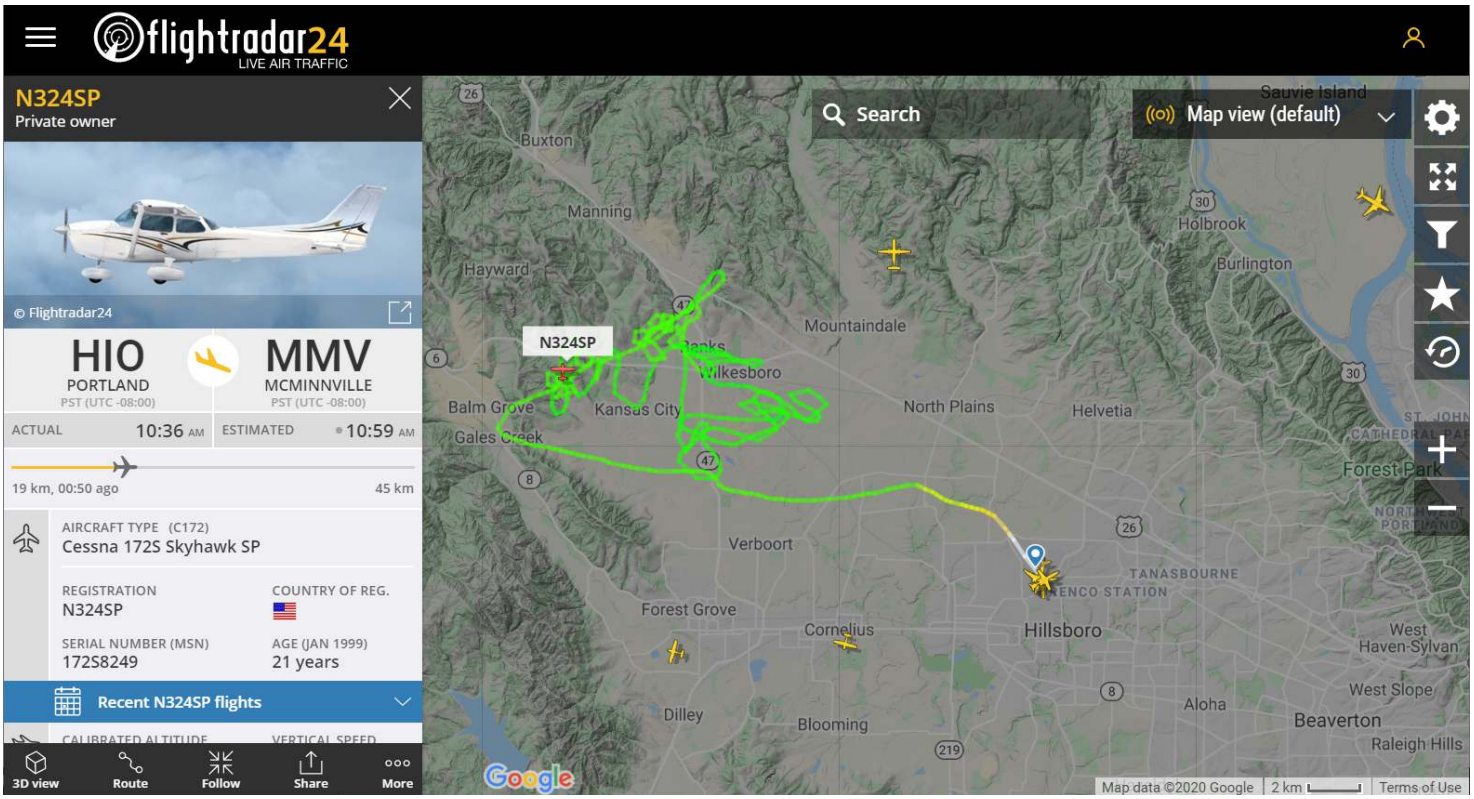


This Hillsboro Aero Academy flight flew repetitive patterns over rural homes and neighborhoods for 2 hours before returning to HIO. Note the numerous other aircraft clustered in the vicinity of HIO. Many are engaged in similar repetitive training exercises at the same time this flight is occurring.

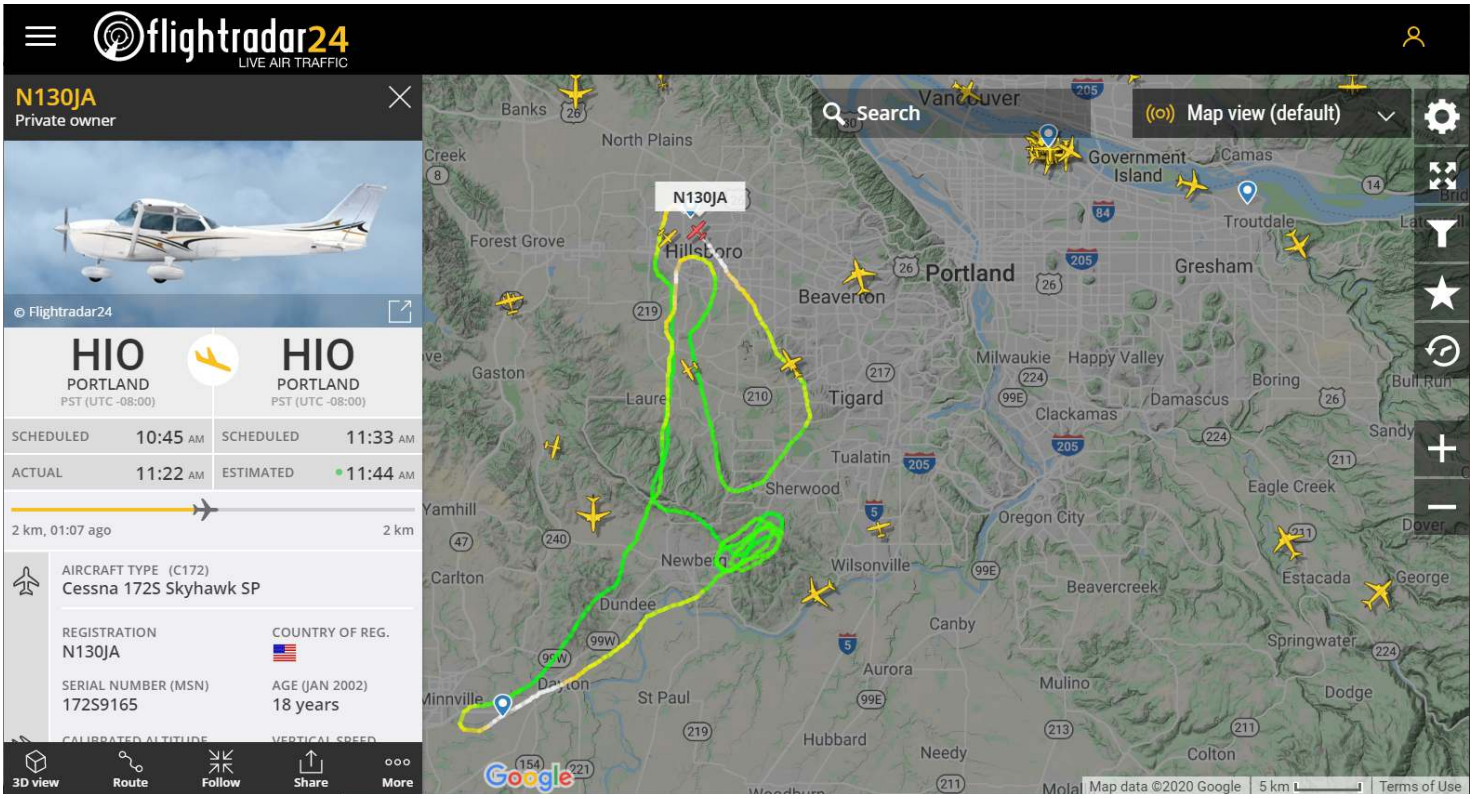


This Hillsboro Aero Academy flight circled throughout the area for over an hour then returned to HIO to practice touch-and-go manuevers. Shot captured around 4:45 PM.

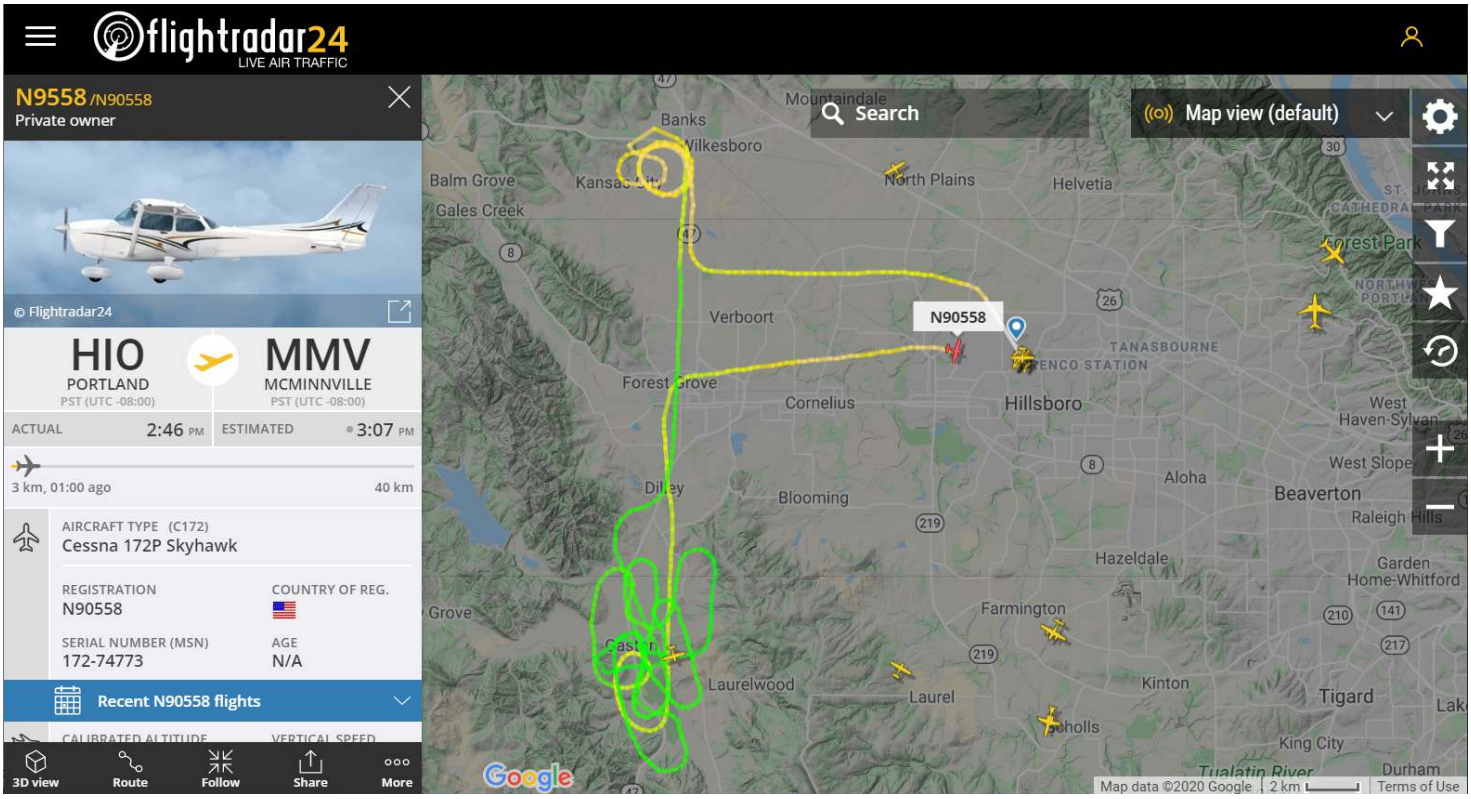
Hagele Aviation



Chuck Hagele is the Director of Aviation for Hillsboro Aero Academy. In 2018 he started his own aviation company, Hagele Aviation, which operates out of HIO. The Port of Portland appointed him to serve as a citizen-at-large on the last HIO Master Planning Advisory committee. It is abundantly clear from viewing this screen and other flight tracks generated by this company, that Chuck Hagele and his employer Hillsboro Aero Academy are far more committed to exploiting the local citizenry than in advocating on behalf of local residents who are being systematically poisoned by the air pollution and noise generated by this airport. This photo shows the aircraft flying repetitively over Banks and the surrounding area.

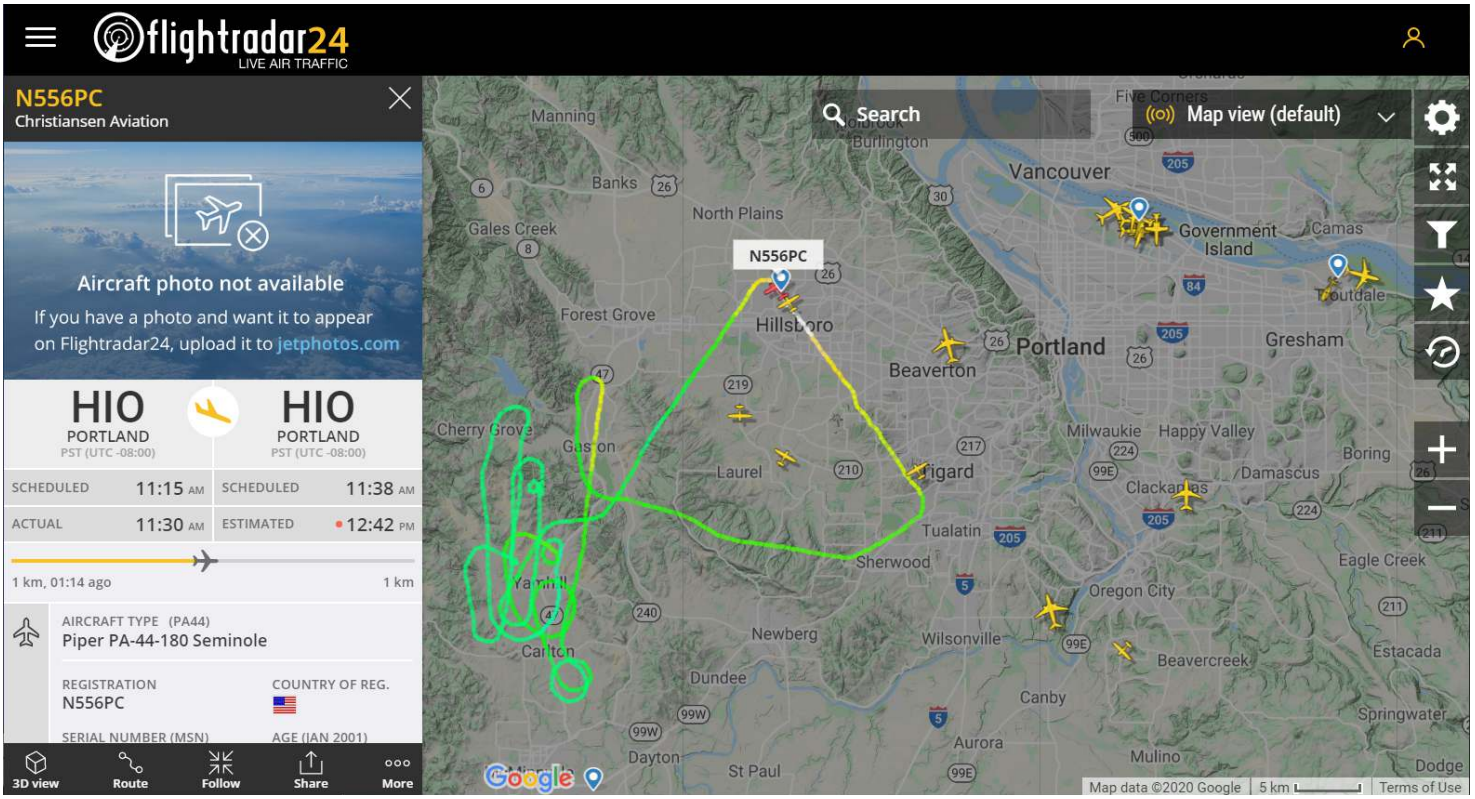


This is also a Hagele Aviation flight, in this case circling repetitively in the vicinity of Newberg.

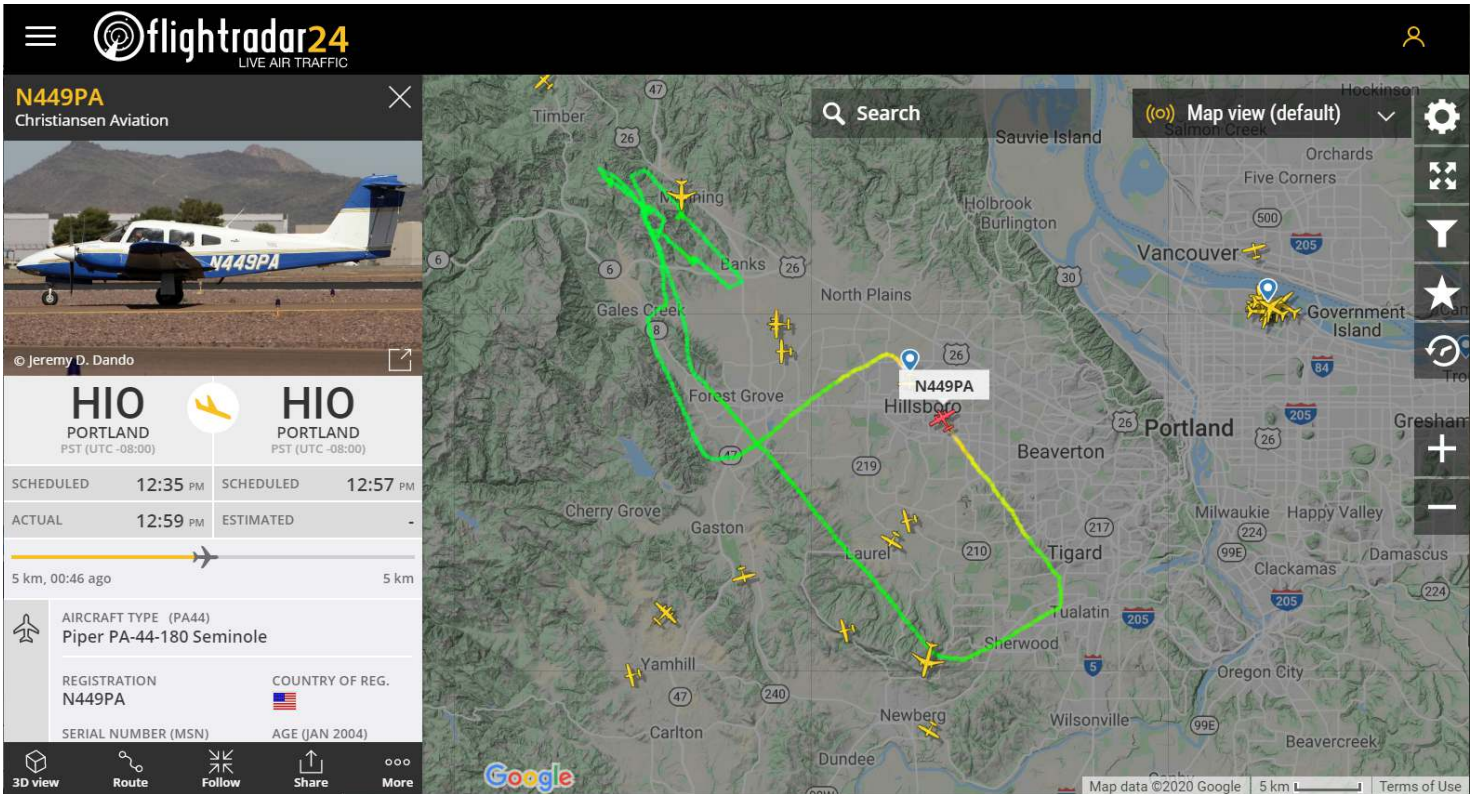


This aircraft, registered to Hagele Aviation, departed HIO at 2:46 PM on 2/09/2020 then proceeded to circle the area for an hour or more before returning to HIO. Cessna 172P Skyhawks use leaded fuel. Lead emissions from piston engine aircraft are responsible for more than 50 percent of airborne lead pollution in the U.S.

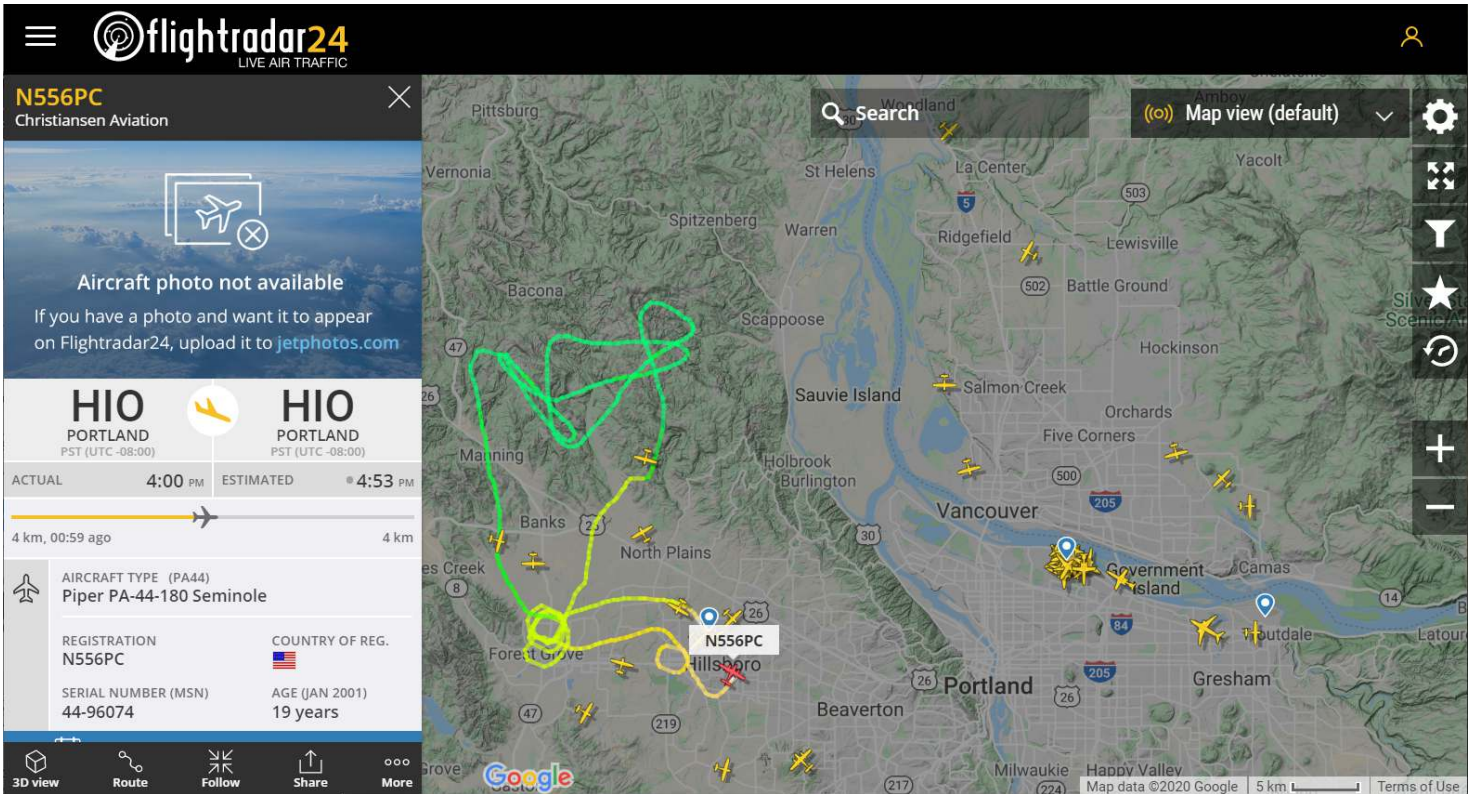
Christiansen Aviation



This slide shows a twin-engine Piper registered to Christiansen Aviation looping over Gaston and Cherry Grove before circling repetitively over Carlton and Yamhill as well as other locations in Washington and Yamhill counties. The aircraft remained in the air for approximately one hour and 15 minutes. Given the frequency of these types of flights, it is advisable to start testing Oregon's prized wineries and vineyards for possible lead contamination.

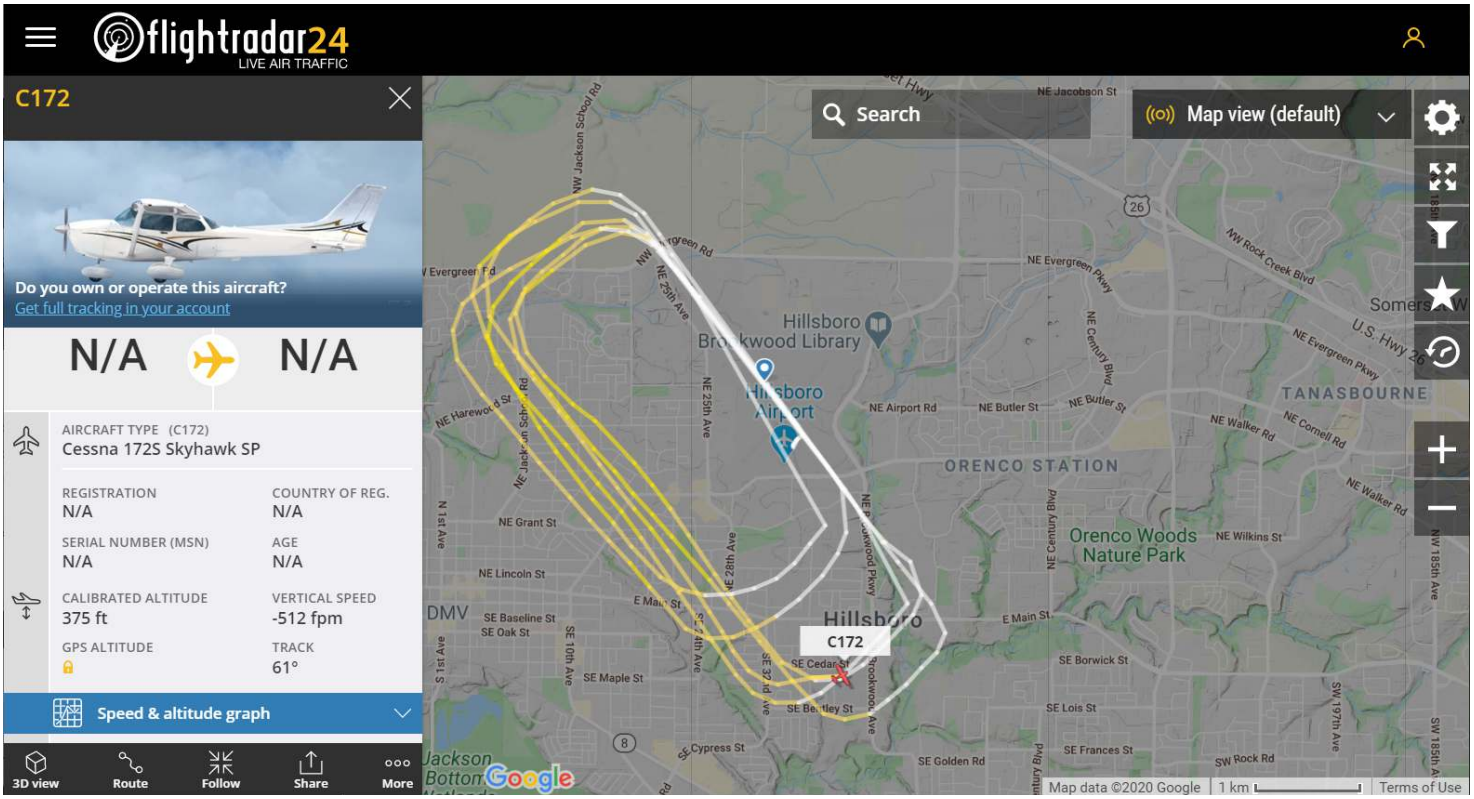


This twin-engine Piper Seminole registered to Christiansen Aviation departed from HIO at 12:59 PM and proceeded to loop around the Banks-Manning area. It then flew over Gales Creek and Forest Grove a second time before circling around the southeast part of the county. This aircraft remained in the air for around 50 minutes. Not only are twin engine planes louder than single engine, they also emit more carbon, lead and other pollutants during flight. There were 11 other aircraft in the air in Washington and Yamhill County at the time this screen shot was taken.



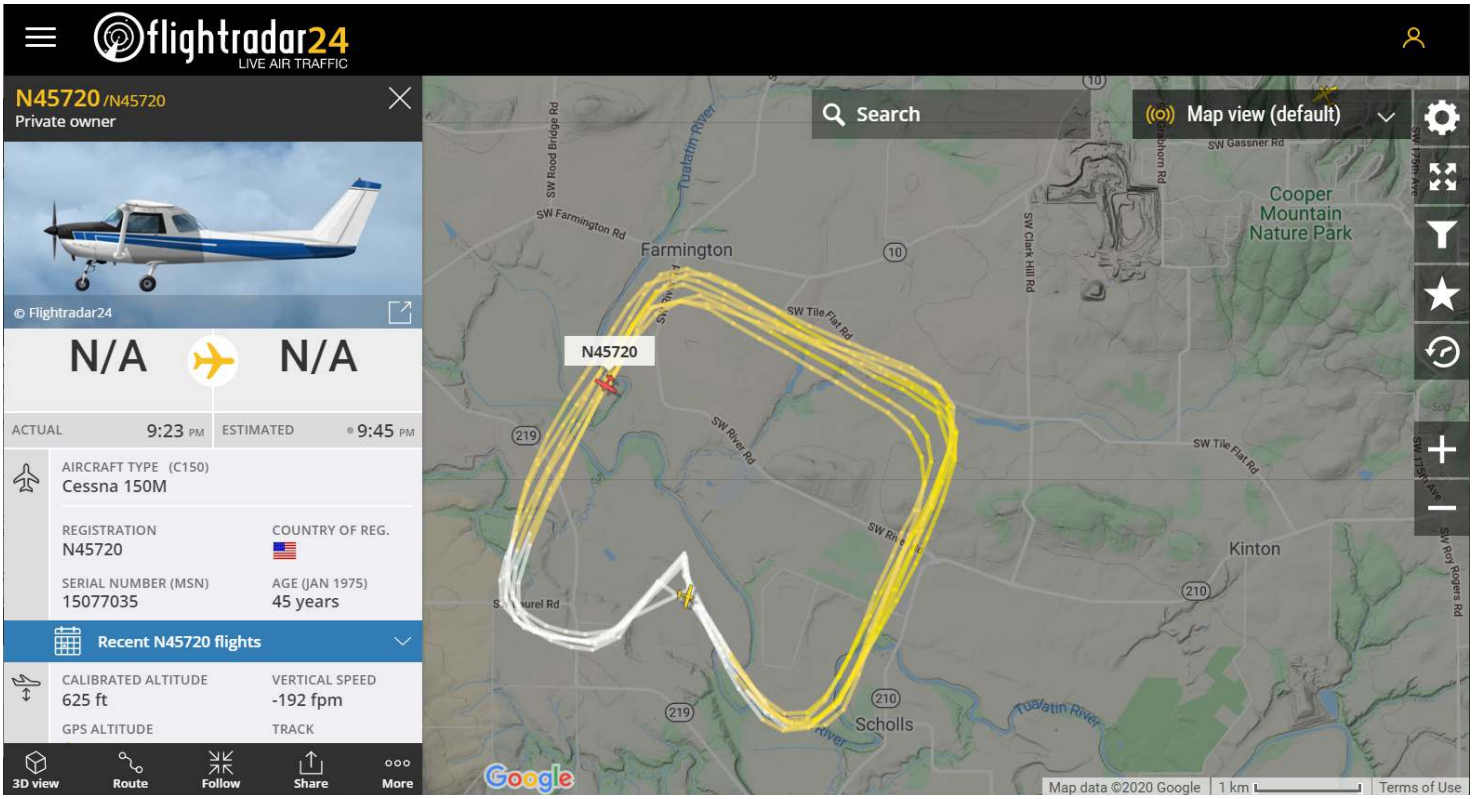
This twin-engine Piper Seminole registered to Christiansen Aviation circled over the Manning area multiple times before proceeding south where it looped over Forest Grove several times before returning to HIO around 5:00 PM. This twin-engine Piper Seminole was in the air for over an hour. There are at least 10 other aircraft hovering in the vicinity of HIO at the time the plane landed.

Hillsboro Touch and Go



This is an example of an aircraft flying a touch-and-go pattern at HIO. At the time this screenshot was taken on 2/09/2020, the pilot had already flown 6 loops. A touch-and-go is defined as an aircraft that flies at 2000 feet or below within 4-5 miles of the airport. They are categorized as local rather than itinerant flights.

Twin Oaks Touch and Go



This screen shot was captured around 2:30 PM on 2/9/2020. The aircraft appears to be engaged in repetitive touch-and-go patterns in an area south of HIO. This aircraft is registered to Twin Oaks, a general aviation airport located 6 miles from Hillsboro Airport. At the time this screenshot was taken, the aircraft had already circled the same area 8 times and was still continuing to fly. Please note that there is a second aircraft flying near this pattern at the same time, bringing adding to the noise and pollution.