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FINAL

Hillsboro Airport (HIO)

Documented Categorical Exclusion for

Sky Harbour Jet Hangars

—— MARKED UP COPY ——

February 26, 2026

Prepared by:

Port of Portland

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APPENDIX A. DOCUMENTED CATEX

Airport sponsors may use this form for projects eligible for a categorical exclusion (CATEX) that have greater potential for extraordinary circumstances or that otherwise require additional documentation, as described in the FAA Order 1050.1 (current version) and FAA Order 5050.4B (collectively, FAA Environmental Orders).

To request a CATEX determination from the FAA, the sponsor should review potentially affected environmental resources, review the requirements of the applicable special purpose laws, and consult with the Airports District Office or Regional Airports Division Office staff about the type of information needed. The form and supporting documentation should be completed in accordance with the provisions of FAA Order 5050.4B, paragraph 302b, and submitted to the appropriate FAA Airports District/Division Office. The CATEX cannot be approved until all information and documentation is received and all requirements have been fulfilled.

Name of Airport, LOC ID, location:

Hillsboro Airport (HIO)
3355 Cornell Rd
Hillsboro, Oregon 97124

Project Title:

HIO Sky Harbour Jet Hangars

Give a brief, but complete description of the proposed project, including all project components, justification, estimated start date, and duration of the project. Include connected actions necessary to implement the proposed project (including but not limited to moving NAVAIDs, change in flight procedures, haul routes, new material or expanded material sources, staging or disposal areas). Attach a sketch or plan of the proposed project. Photos can also be helpful.

The 934-acre Portland-Hillsboro Airport (Airport or HIO) is classified as a General Aviation – Reliever Airport in Washington County, Oregon. HIO is owned and operated by the Port of Portland (Port). As the second busiest airport in Oregon, the Airport is home to corporate flight departments, aircraft charter services for business travel, air ambulance services, TV news helicopters, flight schools, aircraft maintenance and repair operations, a corporate air shuttle service, and a U.S. Customs and Border Protection office for international flights. More than 25 businesses operate at HIO.

Sky Harbour, a Port tenant, is proposing a development project at HIO on land that is currently undeveloped. Sky Harbour provides facilities for the corporate aviation sector. The proposed development would utilize a parcel of land in the northeast portion of the airport. The development would include aircraft hangars with office space, aircraft ramp, above-ground fueling facilities, ground services equipment support, stormwater treatment and hydromodification mitigation, and personal vehicle facilities. The development would connect with two existing intersections on NE Brookwood

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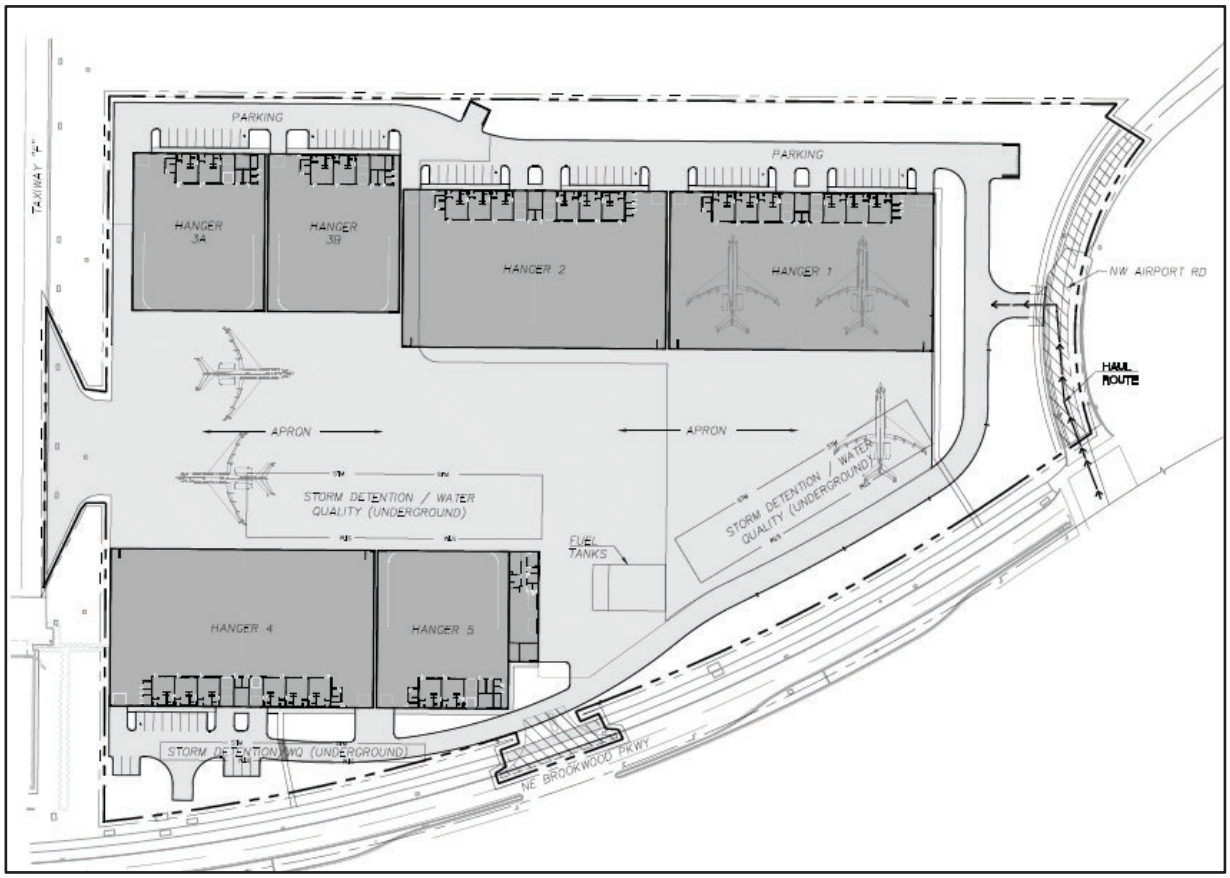
Parkway for landside access and utilize Taxiway F for its airfield connection by constructing a new taxiway connection.

In total, the HIO Sky Harbour Development project will construct 11.09 acres of new impervious surface of which 6.54 acres are pollution generating (PGIS) and 4.55 acres are non-pollution generating buildings. There will be 0.24 acres of impervious surface removal for a net increase of 6.30 acres of PGIS. The deepest excavation is expected to be 12 feet. The proposed improvements are shown below and in Appendix A.

Post-construction water quality treatment will be provided for new PGIS, through the use of vegetated filter strips and underground stormwater detention consistent with the Port's Stormwater Management Plan for HIO (Otak 2023), and with applicable regulations. The treated runoff will then flow overland, or via stormwater conveyance system, to Dawson Creek.



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Give a brief, but complete, description of the proposed project area. Include any unique or natural features within or surrounding airport property.

Hillsboro Airport is located in the City of Hillsboro, Washington County, Oregon. The Airport is bound by NE Evergreen Rd to the north, NE Cornell Rd to the south, NE 25th Ave to the west and NE Brookwood Parkway to the east. HIO is located approximately 2 miles northeast of the city center of Hillsboro, within the city limits. The airport, classified as an industrial land use, is surrounded by roads. Adjacent land uses include industrial, commercial, agriculture, and public uses. 01

Natural features in the project vicinity include Dawson Creek which is located across Brookwood Parkway, about 1,500 feet to the east. Flow ultimately drains to the Tualatin River, which is located approximately 3.5 miles south of the project site. The parcel to be developed was previously farmed for grass seed. Existing piped stormwater infrastructure is present adjacent to the parcel.

Identify the appropriate CATEX paragraph(s) from the current version of Order 1050.1 or 5050.4B (Tables 6-1 and 6-2) that apply to the project. Describe if the project differs in any way from the specific language of the CATEX or examples given as described in the Order.

B-2.4. Categorical Exclusions for Facility Siting, Construction, and Maintenance. **(F)** Federal financial assistance, licensing, or Airport Layout Plan (ALP) approval, or FAA construction or limited expansion of accessory on-site structures, including storage buildings, garages, hangars, t-hangars, small parking areas, signs, fences, and other essentially similar minor development items. **(u)** Approval of an ALP for installation of on-airport, aboveground storage tanks or underground storage tanks (USTs) on airport property where the FAA has authority to approve or disapprove an ALP or FAA installation, repair, or replacement of USTs and aboveground storage tanks at FAA facilities. These actions must comply with FAA Order 1050.15, Fuel Storage Tanks at FAA Facilities, and EPA regulations, 40 CFR parts 112, 280, and 281 as applicable. This CATEX includes the closure and removal of a fuel storage tank, and the remediation of contaminants resulting from a fuel storage tanks at an FAA facility or on an airport where the FAA has ALP approval or disapproval authority of the project, provided those actions occur in accordance with the order and the regulations noted above. The establishment of bulk fuel storage and associate distribution system is not within the scope of this CATEX. Those actions are subject to § 1.5(c)(5) of this Order. (ATO, ARP)

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The circumstances FAA must consider when documenting a CATEX are listed below along with each of the impact categories related to the circumstance. Use FAA Environmental Orders and the Desk Reference for Airports Actions, as well as other guidance documents to assist you in determining what information needs to be provided about these impact categories to address potential impacts. Keep in mind that FAA must analyze both construction and operational impacts. Indicate whether or not there would be any effects under the particular impact category and, if needed, cite available references to support these conclusions. Additional analyses and inventories can be attached or cited as needed.

5-2.b(1) National Historic Preservation Act (NHPA) resources

	YES	NO
Are there historic/cultural resources listed (or eligible for listing) on the National Register of Historic Places located in the Area of Potential Effect? If yes, provide a record of the historic/cultural resources located therein and check with your local Airports Division/District Office to determine if a Section 106 finding is required. Archaeological Investigations Northwest (AINW) conducted an archaeological survey of the project APE in October and December of 2025 which included background review, pedestrian survey and excavations of 24 shovel tests. AINW identified no archaeological resources, and no historic-period buildings or structures within the APE (AINW 2026, Attachment B). Based on the results of the cultural resource survey, AINW recommended a finding of "No Historic Properties Affected" for the Sky Harbour Development project. The FAA consulted with SHPO (Case No. 26-0320) and the Tribes regarding the project. No comments were received during the 30-day comment period.	☐	☒
Does the project have the potential to cause effects? If yes, describe the nature and extent of the effects.	☐	☒
Is the project area undisturbed? If not, provide information on the prior disturbance (including type and depth of disturbance, if available) The project area was farmland and disturbed regularly for the production of grass seed. Evidence of ground disturbance was reported by AINW (2026, Attachment B).	☐	☒
Will the project impact tribal land or land of interest to tribes? If yes, describe the nature and extent of the effects and provide information on the tribe affected. Consultation with their THPO or a tribal representative along with the SHPO may be required. The project would not impact tribal land. If human remains are uncovered due to excavations, all work will be stopped immediately, the project area would be secured and protected with a 300-foot buffer, remains would be covered, and the proper entities would be notified, in accordance with the IDP (Attachment C). Work would not resume in the buffered area until a plan was developed and carried out between SHPO, state police, the Legislative Commission on Indian Services (LCIS) and the appropriate Native American tribes.	☐	☒

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The FAA consulted with SHPO (Case No. 26-0320) and the Tribes regarding the project. No comments were received during the 30-day comment period.		

5-2.b(2) Department of Transportation Act Section 4(f) and 6(f) resources

	YES	NO
Are there any properties protected under Section 4(f) (as defined by FAA Order 1050.1) in or near the project area? This includes publicly owned parks, recreation areas, and wildlife or waterfowl refuges of national, state or local significance or land from a historic site of national, state or local significance. There are no Section 4(f) properties in or near the project footprint or the Port of Portland's property boundary.	☐	☒
Will project construction or operation physically or constructively "use" any Section 4(f) resource? If yes, describe the nature and extent of the use/impacts, and why there are no prudent and feasible alternatives. See 5050.4B Desk Reference Chapter 7.	☐	☒
Will the project affect any recreational or park land purchased with Section 6(f) Land and Water Conservation Funds? If so, please explain, if there will be impacts to those properties.	☐	☒

5-2.b(3) Threatened or Endangered Species

	YES	NO
Are there any federal or state listed endangered, threatened, or candidate species or designated critical habitat in or near the project area? This includes species protected by individual statute, such as the Bald Eagle. The USFWS IPaC database (USFWS 2024) was reviewed to determine endangered, threatened, or candidate species within the project area (see Attachment D, USFWS IPaC Resource List). Critical habitat for the following species has been designated but does not overlap with the project area, and no suitable habitat exists in the project area: Marbled Murrelet (*Brachyramphus marmoratus*), Northern Spotted Owl (*Strix occidentalis caurina*), Streaked Horned Lark (*Eremophila alpestris strigata*), Fender's Blue Butterfly (*Icaricia icarioides fenderi*), Kincaid's Lupine (*Lupinus sulphureus* ssp. *Kincaidii*), and Willamette Daisy (*Erigeron decumbens*). One species was listed where critical habitat has been proposed but does not overlap with the project area: Monarch Butterfly (*Danaus plexippus*); and one species was listed where no critical habitat has been designated: Northwestern Pond Turtle (*Actinemys marmorata*). No known presence, nesting areas, or critical habitat for these protected species are	☐	☒

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located within the project area (Attachment D). Dawson Creek, located approximately 1,500 feet east of the project area, is not designated Critical Habitat and there are no protected salmon species present. The nearest waterway with ESA listed fish is the Tualatin River located 3.5 miles to the south of the airport. Salmon species known to occur in the Tualatin River include Steelhead (*Oncorhynchus mykiss*) [Upper Willamette River DPS]. NOAA 2025.		
Does the project affect or have the potential to affect, directly or indirectly, any federal or state-listed, threatened, endangered or candidate species, or designated habitat under the Endangered Species Act? If yes, Section 7 consultation between the FAA and the US Fish & Wildlife Service, National Marine Fisheries Service, and the appropriate state agency will be necessary. Provide a description of the impacts and how impacts will be avoided, minimized, or mitigated. Provide the Biological Assessment and Biological Opinion, if required. Section 7 consultation between the FAA and NMFS (WCRO-2024-02704) was initiated in April 2024. The batched Biological Assessment (Batch #2) covered 12 projects including five at HIO and seven at PDX. NMFS issued a Biological Opinion for Batch #2 in April of 2025 (Attachment E) with a no-jeopardy conclusion. The Incidental Take Statement within the Biological Opinion requires that Reasonable and Prudent Measures are taken including Terms and Conditions meant to minimize incidental take. **02** All stormwater flowing from the project area would be treated before entering surrounding surface waters and would not alter floodplain elevations or flood storage within the project area. The nearest waterway with ESA listed fish is the Tualatin River located 3.5 miles to the south of the airport (NOAA 2025). The project will result in 6.54 acres of new PGIS. Water quality treatment will be provided for new PGIS, through vegetated filter strips and underground detention systems, subject to applicable regulations. The treated runoff will then flow overland, or via catch basin, to Dawson Creek.	☒	☐
Does the project have the potential to take birds protected by the Migratory Bird Treaty Act? Describe steps to avoid, minimize, or mitigate impacts (such as timing windows determined in consultation with the US Fish & Wildlife Service). No. The proposed hanger project will occur adjacent to existing airport infrastructure and is not expected to result in the potential take of birds protected by the MBTA. The Port's Wildlife Hazard Management program actively discourages nesting on and around the aircraft movement areas as outlined in the FAA Approved Wildlife Hazard Management Plan (HIO WHMP, Port of Portland 2015). Nests found on the airfield are removed following the conditions in the Port's Airport Depredation permit. All takes are reported to the US Fish & Wildlife Service in the annual permit report. Impacts to some nesting birds are avoided when appropriate based on the risk to aircraft safety. Appropriate timing of construction and site clearance by a qualified biologist will help to avoid and minimize impacts to migratory birds.	☐	☒

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5-2.b (4) Other Resources
Items to consider include:

a. Fish and Wildlife Coordination Act	**YES**	**NO**
Does the project area contain resources protected by the Fish and Wildlife Coordination Act? If yes, describe any impacts and steps taken to avoid, minimize or mitigate impacts.	☐	☒
b. Wetlands and Other Waters of the U.S.	**YES**	**NO**
Are there any wetlands or other waters of the U.S. in or near the project area? A wetland delineation conducted in April 2022 identified one roadside ditch that was found non-jurisdictional as per the Oregon Department of State Lands (DSL) concurrence letter WD # 2022-0508 and USACE AJD dated January 4, 2024 (see Attachment F, Agency Correspondence for Wetlands). Vegetated corridor (VC) is regulated by local jurisdiction Clean Water Services (CWS). CWS requirements for site development include enhancing remaining VCs on the development site to meet CWS standards for "good" VC condition whether they are impacted or not. All the VC in this project area have already been enhanced offsite and this project will not trigger additional enhancement.	☐	☒
Has wetland delineation been completed within the proposed project area? If yes, please provide U.S. Army Corps of Engineers (USACE) correspondence and jurisdictional determination. If delineation was not completed, was a field check done to confirm the presence/absence of wetlands or other waters of the U.S.? If no to both, please explain what methods were used to determine the presence/absence of wetlands. Yes, a wetland delineation was completed in April 2022. No wetlands or waters were identified in the project area. The USACE issued an AJD dated January 4, 2024 (see Attachment F, Agency Correspondence for Wetlands).	☒	☐
If wetlands are present, will the project result in impacts, directly or indirectly (including tree clearing)? Describe any steps taken to avoid, minimize or mitigate the impact. No wetlands or trees are present on the project site.	☐	☒
Is a USACE Clean Water Act Section 404 permit required? If yes, does the project fall within the parameters of a general permit? If so, which general permit? No wetlands will be impacted by the project.	☐	☒

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c. Floodplains	YES	NO
Will the project be located in, encroach upon or otherwise impact a floodplain? If yes, describe impacts and any agency coordination or public review completed including coordination with the local floodplain administrator. Attach the FEMA map if applicable and any documentation. No impacts to floodplains will result from this project. The project is located within FEMA FIRM map 41067C0337F in Flood Zone X (FEMA 2024), which is considered an "area of minimal flood hazard" (see Attachment G, FEMA FIRM Panel).	☐	☒

d. Coastal Resources	YES	NO
Will the project occur in or impact a coastal zone as defined by the State's Coastal Zone Management Plan? If yes, discuss the project's consistency with the State's CZMP. Attach the consistency determination if applicable. The proposed project is not located in a designated coastal zone. The Oregon Coastal Management Program identifies the nearest Coastal Zone Management Area as approximately 20 miles west of the airport (Oregon Coastal Management Program, 2025).	☐	☒
Will the project occur in or impact the Coastal Barrier Resource System as defined by the US Fish and Wildlife Service? The proposed project is not located near, nor will it impact, coastal barriers (USFWS 2025).	☐	☒
e. National Marine Sanctuaries	**YES**	**NO**
Is a National Marine Sanctuary located in the project area? If yes, discuss the potential for the project to impact that resource. There are no National Marine Sanctuaries located near the project site. The nearest sanctuary, the Olympic Coast National Marine Sanctuary, is located approximately 130 miles northwest of the project site (NOAA 2025).	☐	☒
f. Wilderness Areas	**YES**	**NO**
Is a Wilderness Area located in the project area? If yes, discuss the potential for the project to impact that resource. The proposed project is not located in or near a designated wilderness area. The nearest Wilderness Area is the Mark O. Hatfield Wilderness Area, which is approximately 40 miles east of the project area (Wilderness Connect 2025).	☐	☒

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g. Farmland	YES	NO
Is there prime, unique, state or locally important farmland in/near the project area? Describe any significant impacts from the project. The United States Department of Agricultural Natural Resources Conservation Service Web Soil Survey (NRCS 2024) identifies the presence of four different types of soil in the project area: Amity Silt Loam (prime farmland if drained), Dayton silt loam (farmland of statewide importance), Urban Land, and Woodburn silt loam, 0 to 3 percent slopes (all areas are prime farmland). See Attachment H, NRCS Farmland and Soils Maps. This project will convert prime farmland and expand airport infrastructure. However, according to the 2020 Census Urban Area Map, the project area falls within a designated Urban Area which is exempt from the Farmland Protection Policy Act (FPPA). See Attachment H, 2020 Census UA Map.	☒	☐
Does the project include the acquisition and conversion of farmland? If farmland will be converted, describe coordination with the US Natural Resources Conservation and attach the completed Form AD-1006. This project will convert prime farmland and expand airport infrastructure. However, as per the 2020 census data, the project area falls within a designated Urban Area (UA) which is exempt from the Farmland Protection Policy Act (FPPA). Lands identified as UA on Census Bureau maps are not subject to FPPA and the completion of the AD-1006 form is not required. See Attachment H.	☒	☐
h. Energy Supply and Natural Resources	**YES**	**NO**
Will the project change energy requirements or use consumable natural resources either during construction or operations? The project would temporarily change energy requirements and use consumable natural resources during construction. Energy and natural resources temporarily used during construction include water, fuel, electricity, concrete, asphalt, steel, and wood products. Water used for dust suppression during construction would either be trucked in or obtained from an on-site source. Fuel for construction equipment would be obtained from off-site sources. Once constructed the new facility would include aircraft hangers with office space, aircraft ramp, above-ground fueling facilities, ground service equipment support, stormwater treatment, and personal vehicle facilities.	☒	☐

Will the project change aircraft/vehicle traffic patterns that could alter fuel usage either during construction or operations? Vehicle traffic may temporarily increase at the airport during construction and personal vehicle parking is planned for the facility. These traffic disruptions are not expected to cause noticeable change in fuel consumption. **03** Since the project relocates existing services at HIO, fuel usage is not expected to change	☒	☐

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post-construction. Once the new facility is complete, vehicle traffic patterns will shift slightly at NE Brookwood Parkway and NW Airport Road as staff and clientelle access the facility during non-peak hours. Taxway F is already in use for existing, nearby hangars. Aircraft patterns will remain the same other than using Taxiway F to access the new hangars.		
i. Wild and Scenic Rivers	**YES**	**NO**
Is there a river on the Nationwide Rivers Inventory, a designated river in the National System, or river under State jurisdiction (including study or eligible segments) near the project? No wild or scenic rivers exist in or near HIO. The nearest designated Wild and Scenic Rivers include a segment of the Sandy River located approximately 28 miles east of the project area and would not be impacted by the proposed project (National Wild and Scenic Rivers System 2025). The closest river on the Nationwide Rivers Inventory is the Tualatin River located approximately 3.5 miles to the south (NPS 2025).	☐	☒
Will the project directly or indirectly affect the river or an area within ¼ mile of its ordinary high water mark? No rivers are located within ¼ mile of the project area. (Tualatin River located approximately 3.5 miles to the south of the project area and the Willamette River is located approximately 12 miles northeast of the project area).	☐	☒
j. Solid Waste Management	**YES**	**NO**
Does the project (either the construction activity or the completed, operational facility) have the potential to generate significant levels of solid waste? If so, discuss how these will be managed. The Port has a 90% or greater landfill waste diversion goal at all Port facilities. Solid waste produced during demolition and construction will be minimized, reused, and recycled according to the Port's Port-Wide Waste Management and Minimization Procedures (revised 2014). A significant portion of the waste from this project is expected to be pavement material which is easily recycled in the region. Hillsboro Landfill is located approximately 3.5 miles southwest of Airport property and has capacity for items that are not able to be recycled from this project.	☐	☒

5-2.b(5) Disruption of an Established Community

	YES	NO
Will the project disrupt a community, planned development or be inconsistent with plans or goals of the community? The proposed project is located entirely within Airport boundaries and is consistent with the 2020 HIO Master Plan Update. The project would not disrupt a community, planned development, or be inconsistent with area land use plans. 05	☐	☒ 04

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Are residents or businesses being relocated as part of the project?	☐	☒

5-2.b(6) Surface Transportation

	YES	NO
Will the project cause a significant increase in surface traffic congestion or cause a degradation of level of service provided? No. The total amount of traffic generated by the project will be minimal and will occur primarily during non-peak periods. Since the project relocates existing services at HIO, there will be no change in the number of trips generated. No degradation of level of service at the airport is anticipated during construction.	☐	☒
Will the project require a permanent road relocation or closure? If yes, describe the nature and extent of the relocation or closure and indicate if coordination with the agency responsible for the road and emergency services has occurred. The proposed project would not require a permanent road relocation or closure.	☐	☒

5-2.b(7) Noise

	YES	NO
Will the project result in an increase in aircraft operations, nighttime operations, or change aircraft fleet mix? This project would not increase aircraft operations, nighttime operations, or change the aircraft fleet mix at the airport.	☐	☒
Will the project cause a change in airfield configuration, runway use, or flight patterns either during construction or after the project is implemented? No. There will be no change to airfield configuration, runway use, or flight patterns during or after construction of the facilities.	☐	☒
Does the forecast exceed 90,000 annual propeller operations, 700 annual jet operations or 10 daily helicopter operations or a combination of the above? If yes, a noise analysis may be required if the project would result in a change in operations. There were over 150,000 total flight operations at HIO in 2022. Since this project relocates existing air services at HIO, the project would not result in a change in the number of or type of operations. Therefore, a noise analysis is not required.	☒	☐
Has a noise analysis been conducted, including but not limited to generated noise contours, a specific point analysis, area equivalent method analysis, or other screening method. If yes, provide that documentation. No noise analysis has been prepared for this proposed action because no change to aircraft fleet mix, number of operations, or flight paths are proposed.	☐	☒

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Could the project have a significant impact (DNL 1.5 dB or greater increase) on noise levels over noise sensitive areas within the 65+ DNL noise contour? 14 The proposed project would not affect aircraft noise exposure. Temporary construction related noise impacts may occur within airport boundaries. Operational noise would not change because of this project.	☐	☒ 13

5-2.b(8) Air Quality

	YES	NO
Is the project located in a Clean Air Act non-attainment or maintenance area? Currently, HIO is located in an airshed that meets all the NAAQS air quality standards and is in attainment. (United States EPA, Nonattainment Area Exposure Report, 2023).	☐	☒
If yes, is it listed as exempt, presumed to conform or will emissions (including construction emissions) from the project be below *de minimis* levels (provide the paragraph citation for the exemption or presumed to conform list below, if applicable) Is the project accounted for in the State Implementation Plan or specifically exempted? Attach documentation. The Oregon Department of Environmental Quality (DEQ), after consultation with EPA Region 10, informed the Port of Portland that conformity does not apply (Oregon DEQ, 2017 email to Port).	☐	☒
Does the project have the potential to increase landside or airside capacity, including an increase of surface vehicles? The landside and airside vehicles during construction and operation has been assessed and it's not anticipated that the proposed project would create temporary or permanent emissions that would violate local, State, Tribal, or Federal air quality standards. Additionally, the State of Oregon's indirect source rules are intended to prevent vehicular traffic from causing exceedances of the NAAQS by limiting parking spaces. The project includes a new surface parking lot which triggers a review of such activities. The Port of Portland will undergo a review to determine applicability to the Indirect Source Review and obtain a permit if needed.	☐	☒ 15
Could the project impact air quality or violate local, State, Tribal or Federal air quality standards under the Clean Air Act Amendments of 1990 either during construction or operations? The proposed development is not expected to create temporary or permanent emissions that would violate local, State, Tribal, or Federal air quality standards. Construction of the proposed project would result in temporary emissions increases associated with construction equipment and vehicles. Under General Conformity, if total net emissions of the proposed airport action or alternative analyzed are below de minimis thresholds, no further air quality assessment is needed. While the Portland/Vancouver airshed is in attainment with the NAAQS and General Conformity does not apply, the significance criteria stablished under the General Conformity	☐	☒ 16

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regulations of 100 tons per year (tons/year) for criteria pollutants/precursors serves as a comparative standard to evaluate the level of significance under NEPA. The FAA's Aviation Emissions and Air Quality Handbook (2024) provides guidance for assessing the environmental impact of NAAQS in relation to Federal actions at airports. According to this guidance, the FAA has identified key project parameters (screening criteria) that can serve as proxies for estimating emissions. If a project falls below these screening thresholds, the FAA may conclude that, for NEPA purposes, the action is not expected to cause a significant air quality impact, as it is unlikely to result in pollutant concentrations exceeding a NAAQS. This project was evaluated using those screening criteria, which were not exceeded; therefore, a more detailed emissions inventory was not required to demonstrate that the project's air quality impact is de minimis. 17 Therefore, it can be concluded that for NEPA purposes, the project will not cause a significant air quality impact since it is unlikely the pollutant concentrations would exceed the NAAQS.		

5-2.b (9) Water Quality

	YES	NO
Are there water resources within or near the project area? These include groundwater, surface water (lakes, rivers, etc.), sole source aquifers and public water supply. If yes, provide a description of the resource, including the location (distance from project site, etc.). No surface waters, sole source aquifers, or public water supplies are located within the project area. The nearest surface water is Dawson Creek, approximately 1,500 feet east of the grading limits. The flow from Dawson Creek ultimately drains to the Tualatin River located 3.5 miles south of the project site.	☐	☒ 18
Will the project impact any of the identified water resources either during construction or operations? Describe any steps that will be taken to protect water resources during and after construction. HIO's Stormwater Pollution Control Plan, part of its 1200-Z General NPDES Permit, was completed in August 2021 and updated in December 2021 (Port of Portland 2021). For erosion and sediment control, the project will implement the 1200-C Permit requirements and any applicable local agency rules and regulations related to construction activity. An Erosion and Sediment Control Plan will be implemented in accordance with the NPDES 1200-C stormwater discharge permit to prevent the release of pollutants during construction. BMPs, such as silt fencing and catch basin protection are incorporated into the current construction plans to address site-specific requirements for environmental protection. The project is required to meet the Clean Water Services Design and Construction Standards (CWS 2019) for post construction stormwater management of developed and redeveloped impervious surfaces. Post-construction water quality treatment and hydromodification mitigation will be provided for new impervious surface, through the use of vegetated filter strips and underground stormwater detention consistent with the Port's Stormwater Management Plan for HIO (Otak 2023), and with applicable regulations. The treated	☐	☒ 19

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runoff will then flow overland, or via stormwater conveyance system, to Dawson Creek.		
Will the project increase the amount or rate of stormwater runoff either during construction or operations? Describe any steps that will be taken to ensure it will not impact water quality. In total the HIO Sky Harbour Development project will construct 11.09 acres of new impervious surface of which 6.54 acres are pollution generating (PGIS) and 4.55 acres are non-pollution generating buildings. There will be 0.24 acres of impervious surface removal for a net increase of 6.30 acres of PGIS. Stormwater BMPs will be in place during construction to ensure runoff from the construction site does not pollute wetlands or streams near the project area. Post-construction water quality treatment will be provided for new PGIS, through the use of vegetated filter strips and underground stormwater detention consistent with the Port's Stormwater Management Plan for HIO (Otak 2023), and with applicable regulations. The treated runoff will then flow via catch basin, to Dawson Creek.	☒	☐
Does the project have the potential to violate federal, state, tribal or local water quality standards established under the Clean Water and Safe Drinking Water Acts? The project will comply with water quality guidelines which dictate design standards, erosion control practices, BMPs, and stormwater management requirements set forth by the Clean Water Services Design and Construction Standards (2019) to prevent violation of water quality standards under the Clean Water and Safe Drinking Water Acts.	☐	☒ 20
Are any water quality related permits required? If yes, list the appropriate permits. The project would be required to follow the National Pollutant Discharge Elimination System (NPDES) 1200-C permit for construction. Compliance with local stormwater regulations is also required for post-construction stormwater runoff treatment. A City of Hillsboro Grading and Erosion Control permit and a Clean Water Services Service Provider Letter are also required.	☒	☐

5-2.b(10) Highly Controversial on Environmental Grounds

	YES	NO
Is the project highly controversial? The term "highly controversial" means a substantial dispute exists as to the size, nature, or effect of a proposed federal action. The effects of an action are considered highly controversial when reasonable disagreement exists over the project's risks of causing environmental harm. Mere opposition to a project is not sufficient to be considered highly controversial on environmental grounds. Opposition on environmental grounds by a federal, state, or local government agency or by a tribe or a substantial number of the persons affected by the action should be considered in determining whether or not reasonable disagreement exists regarding the effects of a proposed action. 22 The proposed project is not expected to be controversial. The project is located within the Corporate General Aviation Reserve. The project was discussed at HIO Tenant	☐	☒ 21

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Meetings.		

5-2.b(11) Inconsistent with Federal, State, Tribal or Local Law

	YES	NO
Will the project be inconsistent with plans, goals, policy, zoning, or local controls that have been adopted for the area in which the airport is located? 24 The proposed project is consistent with the 2020 HIO Master Plan Update, Hillsboro's Comprehensive Plan Amended (2024) and local land use and zoning requirements (City of Hillsboro 2024).	☐	☒ 23
Is the project incompatible with surrounding land uses? 26 The project is consistent with surrounding land use and will not require a change in land use.	☐	☒ 25

5-2 .b (12) Light Emissions, Visual Effects, and Hazardous Materials

a. Light Emissions and Visual Effects	YES	NO
Will the proposed project produce light emission impacts? Some work for this project may be completed at night which would require temporary lighting for construction workers. The new hanger facility will require electrical and lighting, both indoors and outside. All new and temporary lighting is within the airport fence and will not produce significant additional light emission impacts to the surrounding community. Development standards for HIO require that outdoor lighting be shielded from adjoining properties.	☐	☒ 27
Will there be visual or aesthetic impacts as a result of the proposed project or have there been concerns expressed about visual/aesthetic impacts? The proposed project includes a new hanger with office space, aircraft ramp, fueling facilities, ground services equipment support, stormwater treatment, and personal vehicle facilities. The structure will be adjacent to NE Brookwood Parkway and is consistent with existing airport infrastructure. 29	☐	☒ 28

b. Hazardous Materials	YES	NO
Does the project involve or affect hazardous materials? 30 The proposed project includes installation of a new above ground fuel farm. Installation and operation of the fueling facilty will comply with State and local regulations which are governed by the Oregon Fire Code, the Oregon DEQ, and the City of Hillsboro. If hazardous materials are inadvertently encountered during construction, the Port would cease construction immediately and appropriately manage the hazardous	☒	☐

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materials.		
Will construction take place in an area that contains or previously contained hazardous materials? There will be no construction in areas known to contain hazardous materials. If hazardous materials are encountered during construction, the Port would cease construction immediately and remove the hazardous materials.	☐	☒
If the project involves land acquisition, is there a potential for this land to contain hazardous materials or contaminants? The proposed project does not involve land acquisition.	☐	☒
Will the proposed project produce hazardous or solid waste either during construction or after? If yes, how will the additional waste be handled? No known hazardous materials will be removed as part of this construction project. If unknown hazardous materials are encountered during demolition, the Port would cease construction immediately and oversee the removal the hazardous materials by a qualified contractor. Non-hazardous waste would be generated from demolition and site construction activities; this waste would be transported off-site for disposal or recycling. Solid waste that is generated during the project would be managed for off-site recycling and disposal.	☐	☒

5-2 .b (13) Public Involvement

	YES	NO
Was there any public notification or involvement? If yes, provide documentation. Corporate Aviation use of this area, and in particular hangar development, is included in the ALP and discussed in the 2020 Airport Master Plan for Portland-Hillsboro Airport. The plan and ALP drawings are available to the public on the Port of Portland website (Port of Portland 2020). In addition, this project was discussed during HIO Tenant Meetings.	☒	☐

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Permits

List any permits required for the proposed project which have not been previously discussed. Provide details on the status of permits.

- 1200-CA NPDES Permit
- CWS Service Provider Letter (SPL)
- City of Hillboro Grading and Erosion Control Permit

Environmental Commitments

List all measures and commitments made to avoid, minimize, mitigate, and compensate for impacts on the environment, which are needed for this project to qualify for a CATEX.

- NMFS Biological Opinion WCRO-2024-02704
- Inadvertent Discovery Plan
- HIO Stormwater Pollution Control Plan, updated December 2021
- Stormwater Commitment Letter to City of Hillsboro and Clean Water Services, Oct 2022
- Spill Prevention, Control, and Countermeasure Plan HIO 2020
- Spill Response Procedures HIO 2020
- Erosion and Sediment Control Plan
- Waste Minimization procedure (revised 2014)
- HIO Stormwater Master Plan (2023)

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Preparer Information

Point of Contact: Michelle Hollis		
Address: 7200 NE Airport Way		
City: Portland	**State:** Oregon	**Zip Code:** 97218
Phone: 503-415-6832	**Email Address:** michelle.hollis@portofportland.com	

Signature: Signed by: Michelle Hollis 1F3A925AE93344D... **Date:** 3/2/2026

Airport Sponsor Information and Certification (may not be delegated to consultant)

Provide contact information for the designated sponsor point of contact and any other individuals requiring notification of the FAA decision.

Point of Contact: Kristina Kelchner		
Address: 7200 NE Airport Way		
City: Portland	**State:** Oregon	**Zip Code:** 97218
Phone: 503-415-6043	**Email Address:** kristina.kelchner@portofportland.com	
Additional Name(s):	**Additional Email Address(es):**	

31 I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s) and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.

Signature: Signed by: kristina kelchner A1C8620F44C0444... **Date:** 3/2/2026

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FAA Decision

Having reviewed the above information, it is the FAA's decision that the proposed project (s) or development warrants environmental processing as indicated below.

Name of Airport, LOC ID, and location:

Hillsboro Airport (HIO)
3355 NE Cornell Road
Hillsboro, Oregon 97124

Project Title:

HIO Sky Harbour Jet Hangars

☑No further NEPA review required. Project is categorically excluded per (cite applicable FAA Order 1050.1 (current version) and CATEX that applies).

FAA Order 1050.1G, Appendix B, B-2.4.f.u.

☐An Environmental Assessment (EA) is required.

☐An Environmental Impact Statement (EIS) is required.

☐The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project.

Name: Laura Sample **Title:** Environmental Protection Specialist

Responsible FAA Official

Signature: Laura Sample **Date:** 3/6/2026