Transcript

Port of Portland Fall HIO Community Forum, October 27, 2026
https://youtu.be/p2UAI4f0lAU

Sky Harbour Update

1:36:07 **Q:** Can you give us an update on what the current status of the Sky Harbour project is:

A: (Steve Winkle) Thank you. That's a thoughtful question and judging by how many people asked and made comments about Sky Harbor, I realize that this is an important one for folks. As a status update, the applicant Sky Harbor did pull back their application. I think most people know that. They do have an intent to resubmit at some point in the future. What they are reworking is their design to become fully compliant cuz what they had also heard from the community and the process was asking for variances to their land use and their build was not okay. So they're pulling that back. They're working on a new design that's fully compliant.

We haven't seen their next application. So we don't have any special information to share just that we understand that they do intend to resubmit at some point. I do believe it's a variation of a previous proposal. So it's five and a half small or excuse me five half sized hangers and two fulls size hangers which that matters because that drives the number of aircraft that will be in the hangers. So heard big numbers. I heard 30 aircraft. I think that would be a phenomenally large amount that likely doesn't quite fully fit unless these aircraft are very small in these hangers. So there is a size limitation with those hangers. So I think depending on, and a principle I hope people keep in mind is when we talk about business jets, the bigger the business jet, the less of those jets fit in these hangers. So the count goes way down depending on the size of the aircraft. I think that that's probably what I could share. And also I do want to comment, we talked about the fuel. Again, can't say it enough. No lead in this fuel. It's Jet A only. So, no lead. Thank you.

CATEX Accuracy

1:50:26 **Q:** If Sky Harbour resubmits a new application, what is the Port doing to make sure that the answers submitted on the CATEX form are true and accurate? And since there is a little bit of like knowledge about acronyms, maybe there could also be some explanation of what that is. I gave you a tough one. I'm sorry.

A: (Steve Winkle) Yeah, this one has a little bit of overlap, but I think I can answer it generally. This is a question specifically about the NEPA process. So the process that we engage with so the environmental review that we do for developments, and there are various types of reviews that are prescribed and it's prescribed by the FAA and you know there's a higher level, there's a medium level, and there's CATEX level, and the FAA selected this CATEX. I think in the statements. We completed that process and so we have a completed NEPA process. I think the statement that had been questioned in public in a public forums previously, I'm aware of it, was stating that we didn't accurately describe the flight volumes associated with the development. Kind of hailing towards what our planner has also described is that is in a context of the master planning. So there's a number that was set, kind of a baseline for projected flight volumes, our actual volumes are significantly lower these days. And so when we're having this conversation with the FAA, our answer is that, you know, we're not adding to the volume of flights because we're well below the threshold. So that's the context there. I don't believe that we would need to resubmit on our FAA CATEX.

A: (Jen Bies) This is Jen Bies, Director of Environmental. Thank you for handling that. That was really good. Yeah. I will say though what we learned in this process is how important it is when we're really really busy to slow down and really connect the dots and make sure that the description is sufficient enough that anybody looking at it could understand what Steve said. What was the foundational data that we used? How did we come to these projections? So, we still stand behind the analysis, but I think we could have described it in a way that was a little more accessible and we'll learn from that and do a little different moving forward.

(Audience) Is that okay? (Moderator) We're we're just going to do it this once because it does seem important. You're the only one.

Q: (Audience) So because you overestimated the amount of flights, you don't have to report it as a new source because the estimation was incorrect. Is that clear? That the case?

(Moderator) You're stumping them. I think there's a little bit of like who's going to take this one.

A: (Steve Winkle): I mean it's a really good question. I would say that we can't go back in time you know to 2019 and project. We do do these master plans about you know on a cadence of every 10 - 15 years or so, and so we update the numbers then, as Jen had described, we wished we had you know had more of a complete sentence, said compared to the master plan, so that people could see that frame of reference and and better understand it.