

KHIO**Portland Hillsboro Airport**
Portland, Oregon, United StatesNoise
Sensitivity
Level:**HIGH****OVERVIEW**

Thank you for your interest in the Portland International Airport Noise Management Program. We appreciate your commitment to noise abatement and helping us remain good neighbors.

The Port of Portland owns and operates three airports: Portland International, Hillsboro, and Troutdale. While each airport has its own unique noise issues, all three are surrounded by noise sensitive communities. We ask that you do your best to minimize noise impacts to residents who live around these airports.

Visiting military operators should refer to the DoD Airport Facility Directory or contact the Oregon Air National Guard 142nd Fighter Wing at DSN 638-4390 for more information. For all other noise abatement questions, please contact the Port of Portland's Noise Management Department: at (503) 460-4100, toll free (800) 938-6647 or via email: pdxnoise@portofportland.com.

A Pilot Information Hotline is also available: (800) 938-5167

The information provided is not intended to preempt the authority or responsibility of the pilot-in-command, nor are they intended in any way to supersede or conflict with ATC instructions.

CURFEWS**All Aircraft Categories / All Runways**

Training operations including touch-and-go's and practice approaches are discouraged between 2200 and 0600 local time.

ARRIVALS**Aircraft Categories: A, B, C, D & E / Runway 13**

13 is the preferred arrival runway.

Aircraft should avoid unnecessary overflight of urban residential areas below 1,000 feet AGL.

DEPARTURES**Aircraft Categories: A, B, C, D & E / Runway 31**

Runway 31 is the designated calm wind runway (winds of 3 knots or less) and is the preferred departure runway.

Aircraft should avoid unnecessary overflight of urban residential areas below 1,000 feet AGL.

Aircraft Categories: C, D & E / Runways: 02, 13, 20 & 31

Use of the Standard NBAA close-in departure or aircraft manufacturer's suggested close-in (noise abatement) departure procedure is recommended.

Aircraft should avoid unnecessary overflight of urban residential areas below 1,000 feet AGL.

PREFERENTIAL RUNWAYS**Aircraft Categories: A, B, C, D & E**

Pilots are encouraged to use Runway 13 for arrivals and Runway 31 for departures (when conditions allow).

PREFERENTIAL INSTRUMENT PROCEDURES**Aircraft Categories: A, B, C, D & E / Runway 31**

Use of BERNI or CHISM RNAV departures is recommended as is use of NBAA's distant noise abatement departure profile.

PATTERN ALTITUDES

ALL VALUES ARE MSL (FEET)

Aircraft Categories: A, B, C, D & E / Runways: 02, 13, 20 & 31

Pattern Altitude: 1200 MSL

ENGINE RUNUP

Run-ups conducted as part of scheduled maintenance on turboprop and turbojet powered fixed wing aircraft are prohibited between 2200L to 0700L daily.

During all other times operators are required to use the designated run-up locations for run-ups above idle power.

For information contact Noise Management at (503) 460-4100 or (800) 938-6647 during normal business hours.

KHIO**Portland Hillsboro Airport**
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Training operations including touch-and-go's and practice approaches are discouraged between 2200 and 0600 local time.

COMMUNITY GROUPS/INFO

The Hillsboro Airport Issues Roundtable is the public forum for discussion of news, information, and concerns related to Hillsboro Airport. The Roundtable advises the Port on airport projects and plans.

Members of the roundtable include citizens from Hillsboro and Washington County, elected officials from local, county, regional, and state jurisdictions, airport tenants, partners, and adjacent businesses, and a representative from the Federal Aviation Administration.

For more information call: (503) 460-4100 or (800) 938-6647 or visit us online at: http://www.portofportland.com/HIO_HAIR_Home.aspx

FLIGHT TRACK MONITORING

HIO WebTrak: <http://webtrak.bksv.com/pdx>

Due to limitations associated with radar coverage around HIO, flight track monitoring is limited.

NOISE MONITORING

Noise monitoring is in effect 24/7.

The Port of Portland owns 10 permanent noise monitors surrounding PDX and 4 monitors surrounding the Hillsboro Airport.

PILOT INFORMATION HOTLINE*Pilot Information Hotline*

A Pilot Information Hotline has been established to provide (prerecorded) operational information for pilots operating at PDX or HIO. Please take a moment to review the information provided.

The hotline includes the option of speaking with a staff member.

Pilot Information Hotline: (800) 938-5167

Thank you again for helping HIO remain a good neighbor.

VISITING MILITARY

HIO is surrounded by residential communities. Use of afterburner is discouraged unless it is an operational requirement. Overhead approaches are discouraged. Training operations including touch-and-gos and practice approaches are discouraged between 2200 and 0600 local time.

Please refer to the DoD Airport Facility Directory or contact them directly at DSN 638-4390 for military-specific noise program information or call the Noise Management Department for more information: (503) 460-4100 or (800) 938-6647.

NBAA PROCEDURES

Our airport recommends use of NBAA procedures, please see the appendix.

AOPA NOISE AWARENESS STEPS

Our airport recommends use of AOPA procedures, please see the appendix.

AIRPORT CONTACT INFORMATION

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ABOUT AIRCRAFT CATEGORIES

A	B	C	D	E	HELI
< 91 kts	91-120 kts	121-140 kts	141-165 kts	>165 kts	Helicopters

Aircraft Approach Categories are based on FAA reference speeds.
See http://whispertrack.com/pdf/faa_handbook.pdf

$$V_{REF} = 1.3 \times V_{SO}$$

TEMPORARY INFORMATION (NONE)**MANDATORY RESTRICTIONS (NONE)****IMAGES / DIAGRAMS (NONE)****REVERSE THRUST (NO RESTRICTIONS)****INTERSECTION TAKEOFFS (NO RESTRICTIONS)**

	Portland Hillsboro Airport Portland, Oregon, United States	Noise Sensitivity Level: HIGH 
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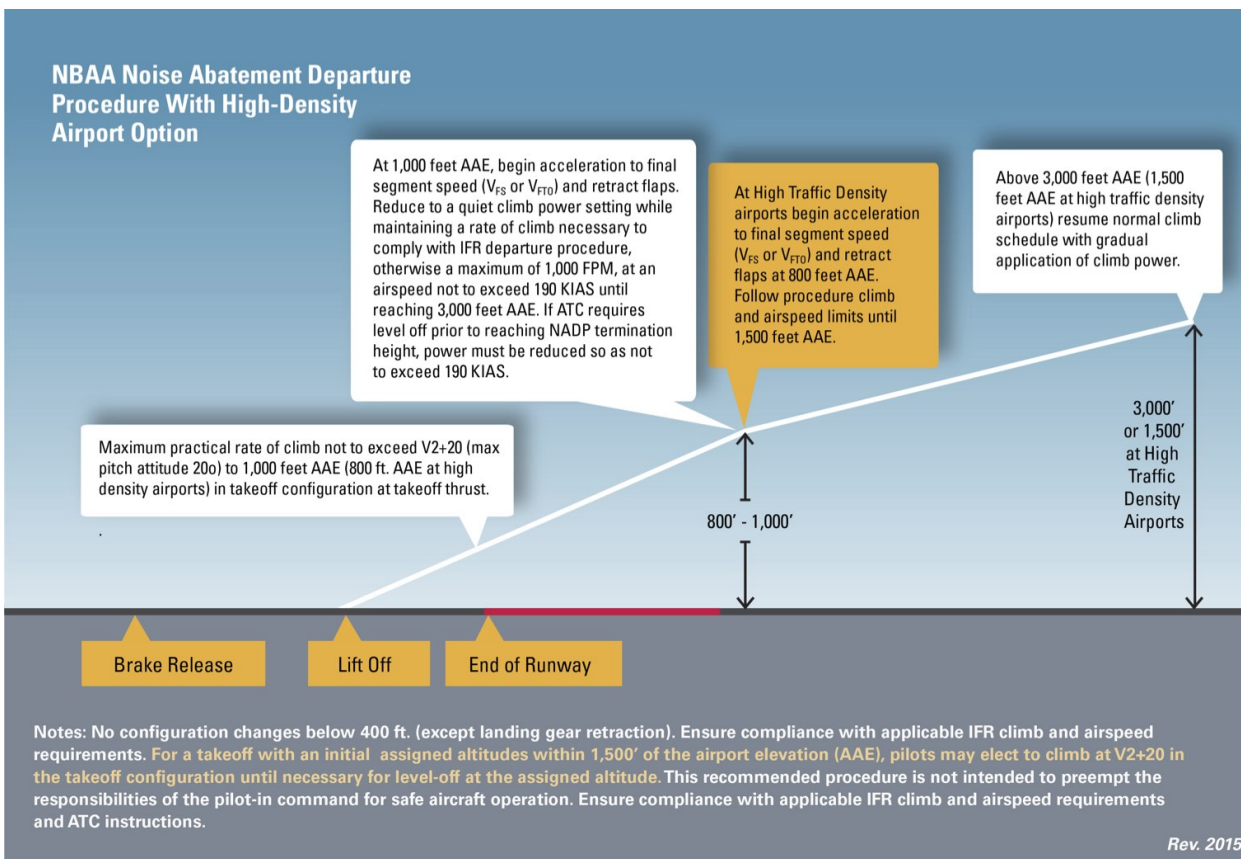
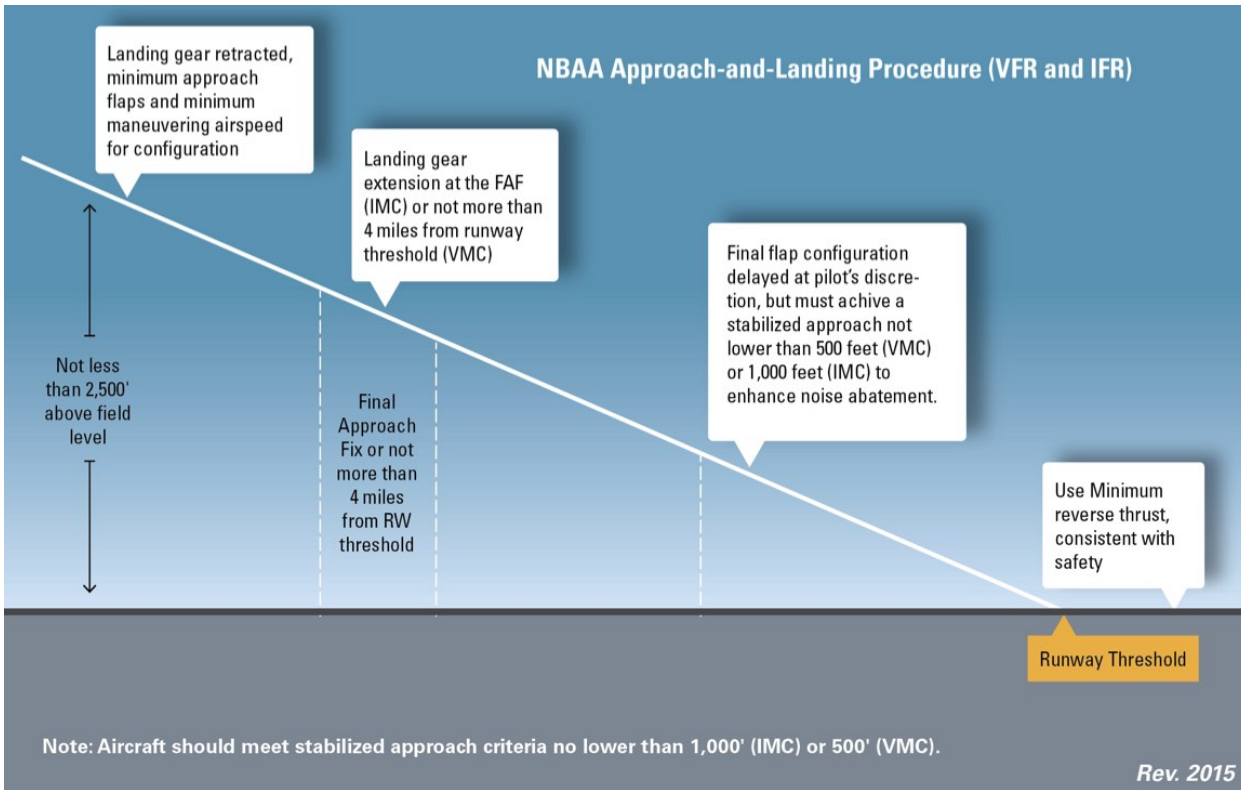
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STAGE II (NO RESTRICTIONS)

STAGE III (NO RESTRICTIONS)

NOISE ORDINANCE (NONE)

PRIOR PERMISSION (PPR) OPERATIONS (NONE)



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AOPA Noise Awareness Steps

Following are some general guidelines and techniques to minimize the noise impact produced by aircraft operating near the ground.

1. If practical, avoid noise-sensitive areas such as residential areas, open-air assemblies (e.g. sporting events and concerts), and national park areas. Make every effort to fly at or above 2,000 feet over the surface of such areas when overflight cannot be avoided.
2. Consider using a reduced power setting if flight must be low because of cloud cover or overlying controlled airspace or when approaching the airport of destination. Propellers generate more noise than engines; flying with the lowest practical rpm setting will reduce the aircraft's noise level substantially.
3. Perform stalls, spins, and other practice maneuvers over uninhabited terrain.
4. Many airports have established specific noise abatement procedures. Familiarize yourself and comply with these procedures.
5. To contain aircraft noise within airport boundaries, avoid performing engine runups at the ends of runways near housing developments. Instead, select a location for engine runup closer to the center of the field.
6. On takeoff, gain altitude as quickly as possible without compromising safety. Begin takeoffs at the start of a runway, not at an intersection.
7. Retract the landing gear either as soon as a landing straight ahead on the runway can no longer be accomplished or as soon as the aircraft achieves a positive rate of climb. If practical, maintain best-angle-of-climb airspeed until reaching 50 feet or an altitude that provides clearance from terrain or obstacles. Then accelerate to best-rate-of-climb airspeed. If consistent with safety, make the first power reduction at 500 feet.
8. Fly a tight landing pattern to keep noise as close to the airport as possible. Practice descent to the runway at low power settings and with as few power changes as possible.
9. If a VASI or other visual approach guidance system is available, use it. These devices will indicate a safe glidepath and allow a smooth, quiet descent to the runway.
10. If possible, do not adjust the propeller control for flat pitch on the downwind leg; instead, wait until short final. This practice not only provides a quieter approach, but also reduces stress on the engine and propeller governor.
11. Avoid low-level, high-power approaches, which not only create high noise impacts, but also limit options in the event of engine failure.
12. Flying between 11 p.m. and 7 a.m. should be avoided whenever possible. (Most aircraft noise complaints are registered by residents whose sleep has been disturbed by noisy, low-flying aircraft.)

Note: These recommendations are general in nature; some may not be advisable for every aircraft in every situation. No noise reduction procedure should be allowed to compromise safety.