

KTTD**Portland Troutdale Airport**
Portland, Oregon, United StatesNoise
Sensitivity
Level: **MEDIUM**
**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**All Aircraft Categories / All Runways**

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

DEPARTURES**All Aircraft Categories / All Runways**

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

PATTERN ALTITUDES

ALL VALUES ARE MSL (FEET)

All Aircraft Categories / All Runways

Pattern Altitude: 1030 MSL

FLIGHT TRAINING

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

FLIGHT TRACK MONITORING

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

PILOT INFORMATION HOTLINE*Pilot Information Hotline*

A Pilot Information Hotline has been established to provide (prerecorded) operational information for pilots operating at PDX, HIO, and TTD. 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 TTD remain a good neighbor.

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

Name	Jason Schwartz
Title	Senior Noise Analyst
Noise Hotline	800-938-6647
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Fax	503-548-5895
Email	jason.schwartz@portofportland.com
Web Address	http://www.portofportland.com

Portland Troutdale Airport
7200 NE Airport Way
Portland OR 97218

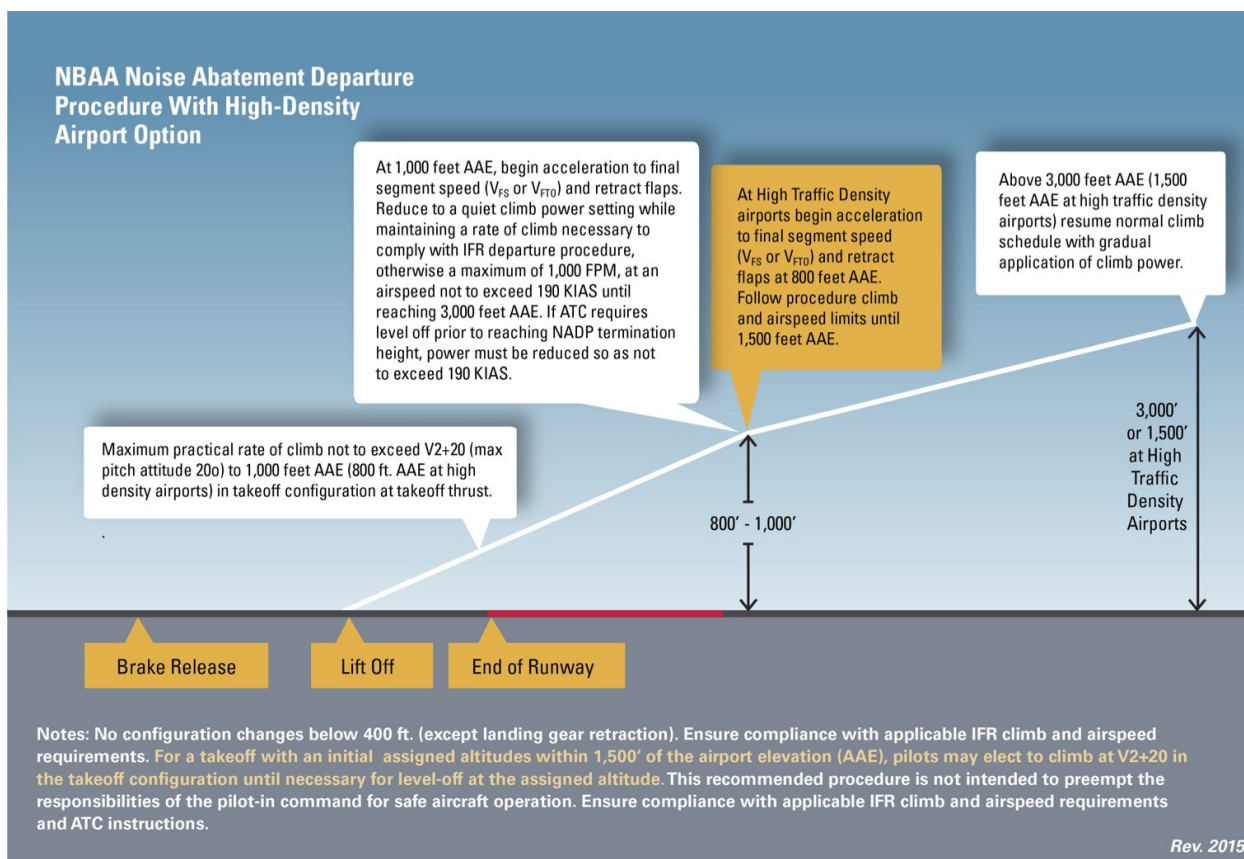
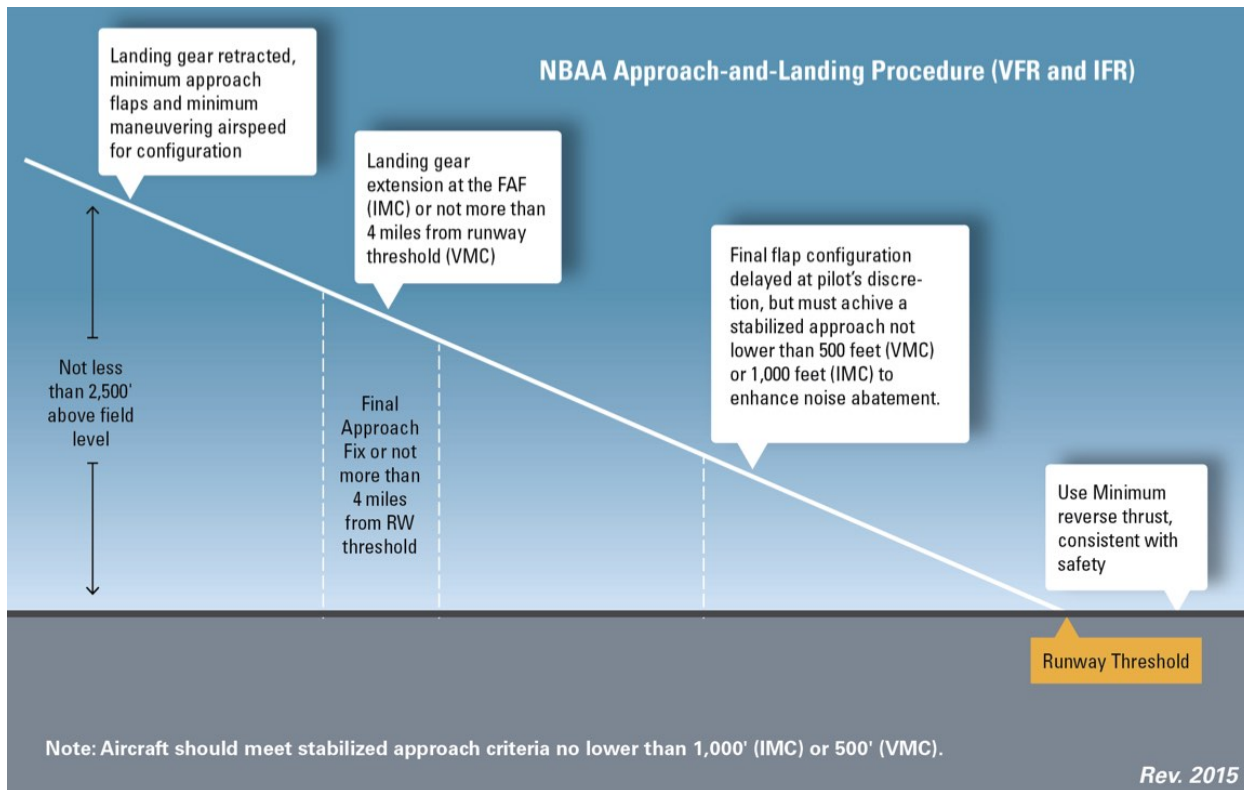
<div style="border: 1px solid black; padding: 5px; font-weight: bold; font-size: 24px;">KTTD</div>	<h2 style="margin: 0;">Portland Troutdale Airport</h2> <p style="margin: 0;">Portland, Oregon, United States</p>	<p>Noise Sensitivity Level: MEDIUM</p>
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ABOUT 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)
- PREFERENTIAL RUNWAYS (NO PREFERENCE)
- PREFERENTIAL INSTRUMENT PROCEDURES (NONE)
- REVERSE THRUST (NO RESTRICTIONS)
- INTERSECTION TAKEOFFS (NO RESTRICTIONS)
- APU USE (NO RESTRICTIONS)
- ENGINE RUNUP (NO RESTRICTIONS)
- COMMUNITY GROUPS/INFO (NONE)
- STAGE II (NO RESTRICTIONS)
- STAGE III (NO RESTRICTIONS)
- NOISE ORDINANCE (NONE)
- NOISE MONITORING (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.