Portland International Airport

IATA/ICAO CODE: PDX/KPDX
CITY: Portland
STATE: OR
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 3/2011

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Airport Web Site: www.flypdx.com

ELEVATION: 26 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
03/21	6000	680	3.30/3.66	150
10R/28L	11000	-	3/3	150
10L/28R	9825	1290/535	3/3	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

RNAV Departures East, Northeast – Use LAVAA FOUR. Aircraft using this departure procedure will intercept GPS waypoints, more precisely aligning the aircraft over the Columbia River, thus avoiding noise sensitive communities.

RNAV Departures South, Southeast – Use MINNE THREE, HRMNS TWO, or WHAMY TWO. Aircraft using these departure procedures will intercept GPS waypoints, more precisely aligning the aircraft over the Columbia River, thus avoiding noise sensitive communities.

VOR Departures:
10L/R: The published River Seven Standard Instrument Departure is the airport's non RNAV noise abatement procedure. This requires aircraft departing runways 10L/R to turn left, intercept, and proceed via the PDX R-085, keeping aircraft over the Columbia River thus avoiding noise sensitive communities.

28L/R: The published River Seven Standard Instrument Departure is the airport's non

RNAV noise abatement procedure. This requires aircraft departing runways 28L/R to turn, intercept, and proceed via the PDX R-277, keeping aircraft over the Columbia River thus avoiding noise sensitive communities.

Fly Quiet Program

The Port of Portland's Fly Quiet Program for PDX seeks to monitor and and recognize aircraft operators' efforts to reduce noise impacts to residents.

There are three elements to the program, weighted on the degree to which the individual flight crews or airline have direct control. They are: 1) the precision which the flight crews fly within the Columbia River Noise Abatement Corridor, 2) use of RNAV navigation departures, and 3) the fleet noise quality of their respective aircraft.

CONTINUOUS DESCENT ARRIVAL (CDA)

The airport is in partnership with FAA and Alaska and Horizon Airlines. PDX includes RNP procedures which include CDA components. These are currently SAARs but as other airlines adopt better navigation technologies, this will be expanded to other operators.

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

Although encouraged, the following recommendations are voluntary and their application shall be at the discretion of the FAA Air Traffic Control Tower and the pilot subject to weather, safety, and air traffic efficiency.

Between the hours of 10:00 pm and 7:00 am aircraft arriving from the east should use runway 10R; aircraft arriving west should use runway 28R. Departing aircraft continue to use both runways, but the south runway is preferred when conditions allow.

Side-Step Approach: When conditions allow, aircraft landing on runway 10L should approach aligned with the south runway (10R) then transition to 10Lat a point as far east as possible.

Between the hours of 11:00 pm and 5:00 am, and when traffic conditions permit, aircraft operations in Contra Flow (Head to Head) are possible; departures to the east, arrivals to the west. In this configuration aircraft may still land on 28L, but they must transition from the north parallel runway (28R) after passing the outer marker, LAKER / TOLOC, approximately 5.9 miles from the end of the runway.

The use of runway 3/21 is discouraged.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

All maintenance engine run-ups (except propeller aircraft less than 12,500 lbs. MTOW) must be performed within the ground run-up enclosure (GRE). Contact PDX Noise Management Department for information on procedures:

(503) 460-4100 or (800) 938-6647 during normal business hours (M-F, 0800L-1700L)
Outside business hours: (503) 720-6619

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

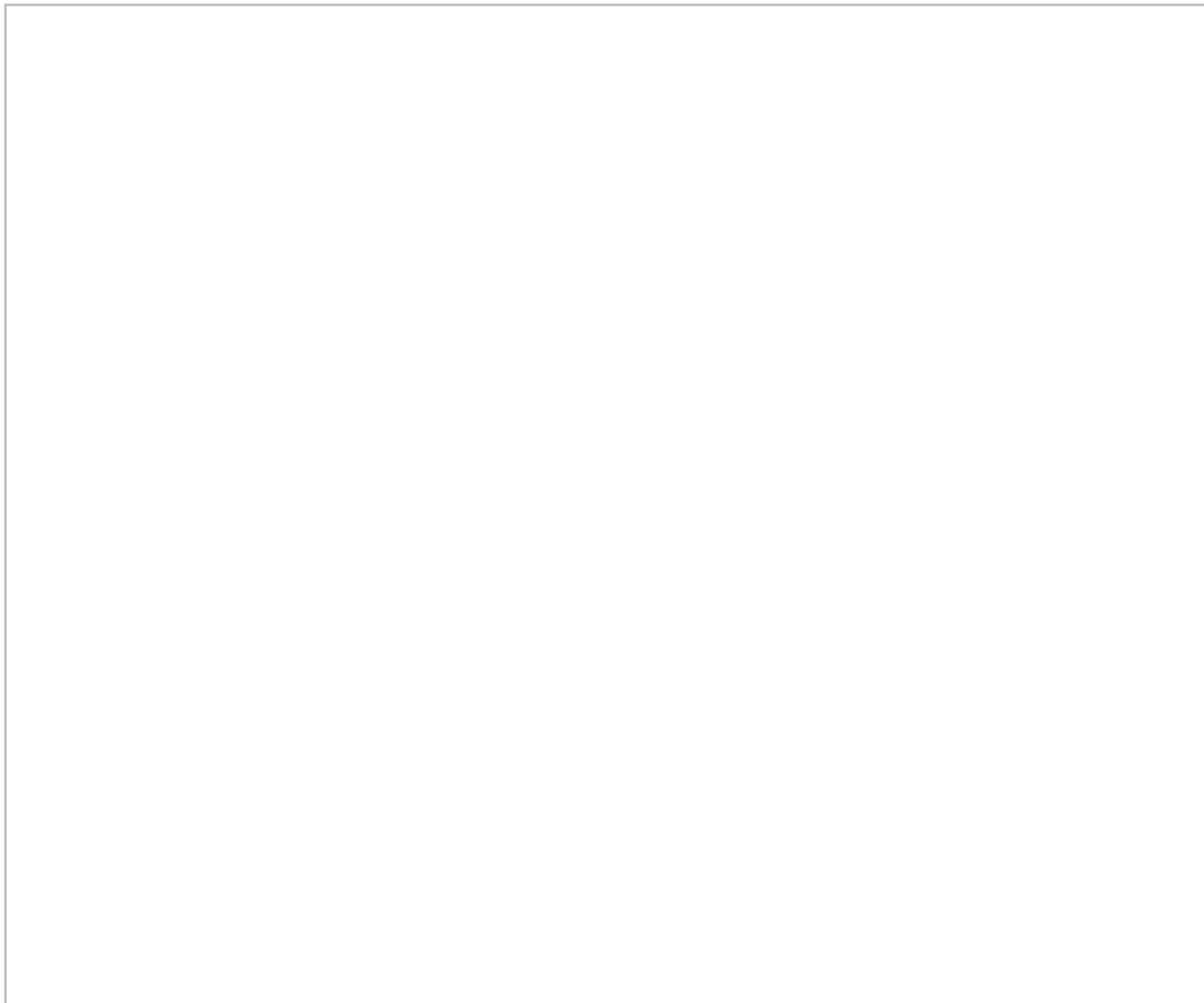NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1980's	Inactive
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	no
Avigation Easements	-	yes
Zoning Laws	-	yes
Real Estate/Property Disclosure Laws	-	yes
Acquire Land for Noise Compatibility to date	-	no
Population within each noise contour level relative to aircraft operations	-	None
Airport Noise Contour Overlay Maps	1983, 1990, 1996, 2005, 2010	NEMs updated in July 2010
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	Primarily AIP and airport revenue

NOISE MONITORING SYSTEM
Map of Noise Monitoring System

The airport installed a permanent noise and operations monitoring system in late 1993.
Recently upgraded, the system consists of ten permanent noise monitors in locations shown
in the map linked above, a flight tracking system based on radar data collected from the
FAA's TRACON facility at PDX, and an internet-based public flight tracking application.
Additionally, the airport uses portable noise monitors to perform monitoring in
neighborhoods outside the range of the fixed noise monitors.

FLIGHT TRACK MONITORING SYSTEM
Yes – See Noise Monitoring System.

NOISE LEVEL LIMITS - NONE

STAGE 2 RESTRICTIONS
Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

U.S. Stage 2 Phase out complete as of 12/31/1999 (CFR Part 91.801). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 3 RESTRICTIONS - NONE