

Portland-Hillsboro Airport

IATA/ICAO CODE: HIO/KHIO
 CITY: Portland
 STATE: OR
 COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport 3/2011

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ELEVATION: 208 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
02/20	4050	-	3	100
12/30	6600	-	3	150

Runway 02/20 is closed to touch and go operations between 2200-0600 LCL
[Check FAA Airport Diagrams for current information.](#)

NOISE ABATEMENT PROCEDURES

The brochures below were provided by the airport and are intended for quad-fold, using 11x17 paper. The brochures are used as part of their pilot outreach campaign plus noise presentations for flight school students as well as flight instructors. The airport has also worked with the FAA to implement RNAV departure procedures that met the needs of local operators while minimizing noise impacts to the extent possible.

[Jet Brochure](#)

[Prop Brochure](#)

[Helicopter Brochure](#)

Propeller Aircraft Operations

Safety permitting, avoid flying over nearby residential areas when arriving or departing Hillsboro Airport. Please follow these procedures when safety, weather and ATC instructions permit:

- When able aircraft should avoid unnecessary over flight of the urban residential areas to the south and west.
- Maintain runway heading after departure until reaching the highest practicable altitude before turning.
- Whenever possible, turn base to final within one nautical mile of the runway end.
- Runway 30 is the designated calm wind runway (winds of 3 knots or less, irrespective of direction) and is the preferred departure runway; 12 is the preferred runway for arrivals.
- Runway 2/20 is highly noise sensitive. Use of runway 20 for takeoffs and runway 2 for landings unless wind or operational conditions necessitate its use.
- Please avoid low approaches, pattern work, and touch-and-go operations on runway 2/20 between 10:00 pm and 6:00 am local time.
- For closed traffic patterns (touch-and-go operations), Runways 30 and 02 shall use right traffic patterns; standard left traffic patterns shall be used on Runways 12 and 20.
- Become familiar with, and use to the greatest extent possible, noise reduction recommendations from the Aircraft Owners and Pilots Association (AOPA).

Turbojet Aircraft Operations

- BERNI 1 or CHISM 2 are the preferred IFR departure procedures for runway 12/30.
- RNAV approaches to runway 12/30 are the preferred IFR arrival procedures; landing on runway 12 is the best alternative for noise reduction when safety, weather, and ATC instructions permit.
- Alternatively, use CANBY NINE or SCAPO FIVE VOR departure procedures if RNAV is not available.
- Use National Business Aviation Association (NBAA) Standard Departure Procedure for runway 30.
- Use NBAA Close-In Departure Procedure for runway 12.
- Become familiar with, and use to the greatest extent possible, noise reduction recommendations from NBAA.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

See Noise Abatement Procedures.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

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

HIO Noise Management:

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

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)	-	none- 65 DNL is on airport property
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	none
Avigation Easements	-	none
Zoning Laws	-	yes
Real Estate/Property Disclosure Laws	-	yes
Acquire Land for Noise Compatibility to date	-	none - 65 DNL is on airport property
Population within each noise contour level relative to aircraft operations	-	0
Airport Noise Contour Overlay Maps	-	Noise Contour Map
Total Cost of Noise Mitigation Programs to Date	-	N/A
Source of Noise Mitigation Program Funding for Aircraft Noise	-	N/A

NOISE MONITORING SYSTEM

[Map of Noise Monitoring System](#)

The HIO system consists primarily of four 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. Rising terrain between HIO and the radar assembly at PDX limits flight tracking in each application to altitudes above 700' AGL.

FLIGHT TRACK MONITORING SYSTEM

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

COMMENTS

Hillsboro Airport is located on the west side of the Portland Metropolitan region, in an area known as the Sunset Corridor. With more than 200,000 operations annually, Hillsboro Airport is Oregon's second busiest airport, trailing only Portland International. Hillsboro Airport is an executive airport, which supports all facets of general aviation activity. With its 6,600 and 4,049 foot runways, FAA control tower and three full service fixed base operators, the airport provides all the facilities necessary to support jet and propeller driven aircraft and helicopters. The Port of Portland acquired the airport from the City of Hillsboro in 1966.