

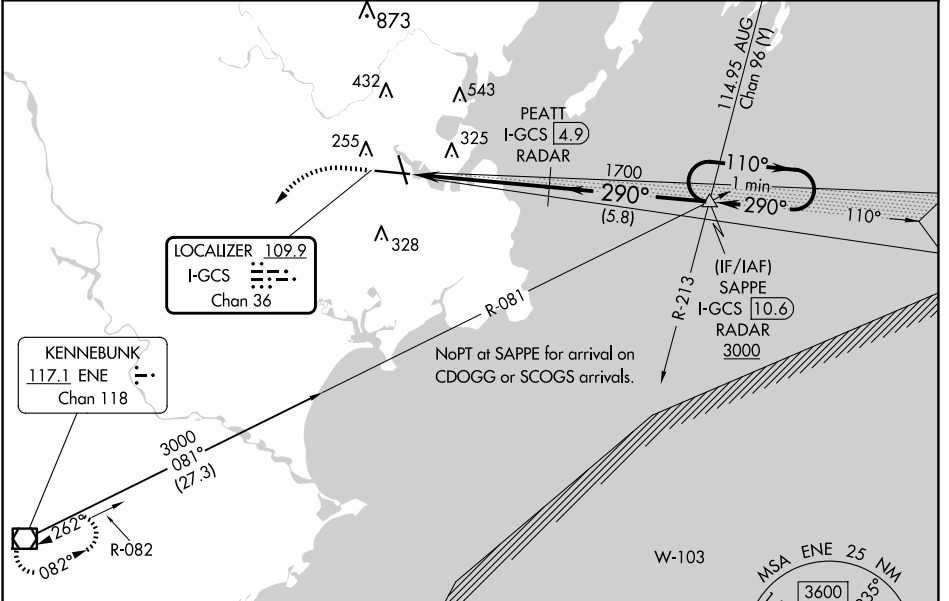
LOC/DME I-GCS <b>109.9</b> Chan <b>36</b>	APP CRS <b>290°</b>	Rwy Idg <b>7200</b> TDZE <b>56</b> Apt Elev <b>76</b>
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# ILS RWY 29 (SA CAT I & II)

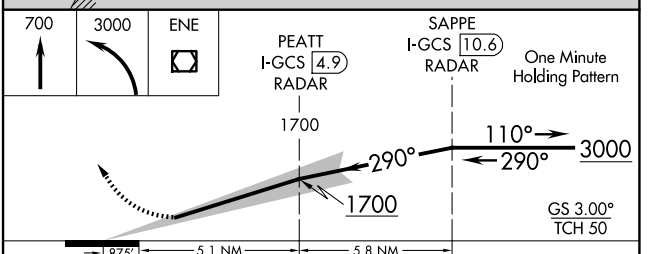
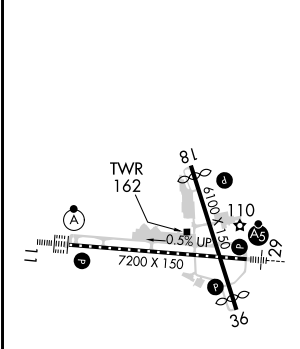
PORTLAND INTL JETPORT (PWM)

<p><b>▽</b> DME or RADAR required. DME required when Portland approach control closed.  <b>▲</b> Procedure NA when control tower closed.                  SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.                  SA CAT II: Reduced lighting requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.</p>	<p>MALSR  </p>	<p>MISSED APPROACH:                  Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.</p>
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ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 269.35</b>	PORTLAND TOWER ★ <b>120.9 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 76	<b>D</b>	TDZE 56
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CATEGORY	A	B	C	D
S-ILS 29	SA CAT I	RA 206/14	150 DA 206	
S-ILS 29	SA CAT II	RA 146/12	100 DA 156	

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

NE-1, 20 FEB 2025 to 20 MAR 2025

NE-1, 20 FEB 2025 to 20 MAR 2025