

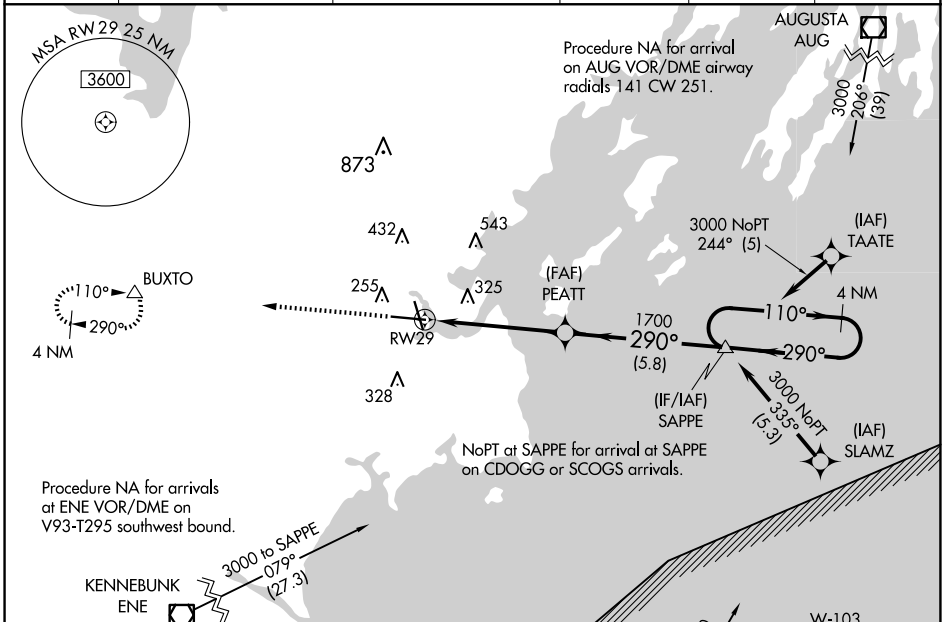
| | | |
|--|------------------------|---|
| WAAS CH 65626 W29A | APP CRS 290° | Rwy Idg 7200 TDZE 56 Apt Elev 76 |
|--|------------------------|---|

RNAV (GPS) RWY 29

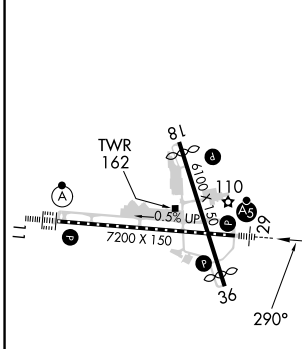
PORTLAND INTL JETPORT (PWM)

| | | | | | | |
|---|--|--|-------|--|---|--|
| RNP APCH | | | MALSR | | MISSED APPROACH: Climb to 3000 direct BUXTO and hold, continue climb-in-hold to 3000. | |
| <p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile, increase LNAV Cat C/D visibility to 1¾ mile. **RVR 1800 authorized with use of FD or AP or HUD to DA.</p> | | | | | | |

| | | | | | |
|-----------------------|--|---|-------------------------|--------------------------|-------------------------|
| ATIS 119.05 | PORTLAND APP CON ★ 119.75 269.35 | PORTLAND TOWER ★ 120.9 (CTAF) 257.8 | GND CON 121.9 | CLNC DEL 121.9 | UNICOM 122.95 |
|-----------------------|--|---|-------------------------|--------------------------|-------------------------|



| | | |
|---------|----------|---------|
| ELEV 76 | D | TDZE 56 |
|---------|----------|---------|



| | | | | | | |
|-------------------|-----------------------|----------------------|------------------------|------------------------|------|-----------------|
| 3000 | BUXTO | | | | | |
| | | PEATT | SAPPE | 4 NM Holding Pattern | | |
| | | 1700 | 1700 | 110° | 290° | 3000 |
| | | | | 290° | 290° | |
| | | | | | | GP 3.00° TCH 50 |
| | | 1.5 NM | 3.5 NM | 5.8 NM | | |
| CATEGORY | A | B | C | D | | |
| LPV DA | ** 256/24 200 (200-½) | | | | | |
| LNAV/VNAV DA | 567-1¾ 511 (500-1¾) | | | | | |
| LNAV MDA | 580/24 | 524 (600-½) | 580/55 | 524 (600-1) | | |
| C CIRCLING | 620-1 544 (600-1) | 640-1 564 (600-1) | 740-1¾ 664 (700-1¾) | 860-2½ 784 (800-2½) | | |

- TDZ/CL Rwy 11
- MIRL Rwy 18-36
- HIRL Rwy 11-29
- REL Rws 18 and 36

NE-1, 20 FEB 2025 to 20 MAR 2025

NE-1, 20 FEB 2025 to 20 MAR 2025