

LOC/DME I-PDX <b>110.5</b> Chan <b>42</b>	APP CRS <b>103°</b>	Rwy ldg	10R	10L
		TDZE	<b>24</b>	<b>30</b>
		Apt Elev	<b>31</b>	<b>31</b>

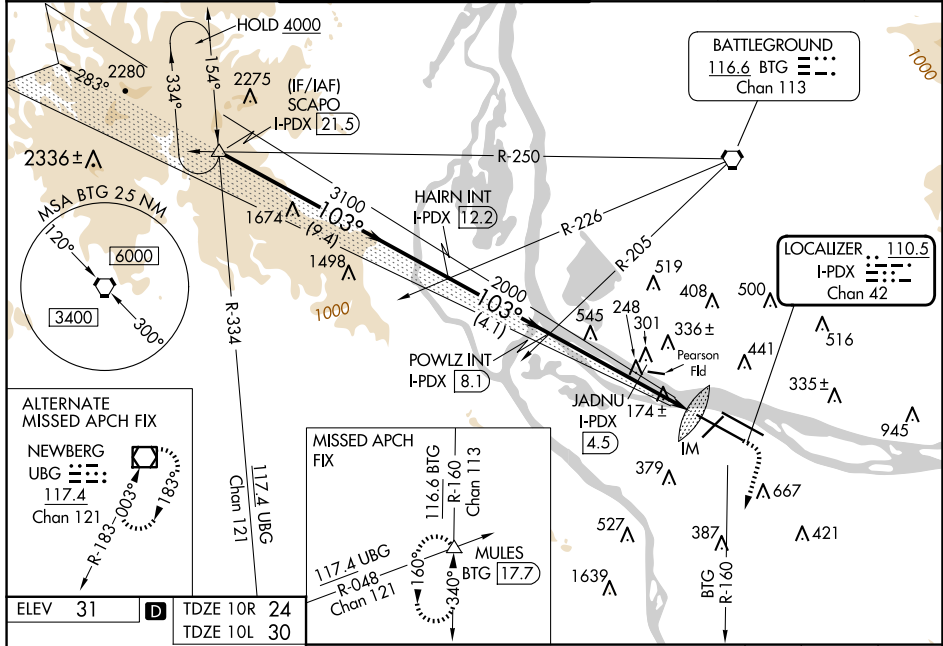
# ILS or LOC RWY 10R

PORTLAND INTL (PDX)

⚠ Simultaneous approach authorized. Inop table does not apply to Sidestep LOC 10L. For inop ALS increase S-ILS 10R Cat E visibility to RVR 4000. For inop ALS increase S-LOC 10R Cat C/D/E visibility to 2½ SM. For inop ALS increase JADNU fix minimums S-LOC 10R Cat C/D/E visibility to RVR 6000. Sidestep NA until passing JADNU.

ALSF-2 Rwy 10R	MALSR Rwy 10L	MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.
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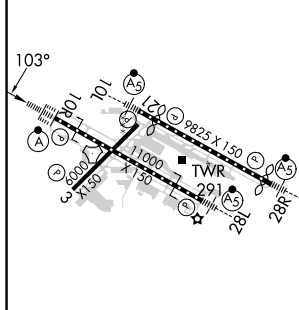
D-ATIS <b>128.35</b> <b>269.9</b>	PORTLAND APP CON <b>124.35</b> <b>299.2</b>	PORTLAND TOWER Rwy 10L-28R <b>118.7</b> <b>257.8</b> Rwy 3-21, 10R-28L <b>123.775</b> <b>251.125</b>	GND CON <b>121.9</b> <b>348.6</b>	CLNC DEL <b>120.125</b> <b>318.1</b>	CPDLC
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**ALTERNATE MISSED APCH FIX**  
NEWBERG  
UBG 117.4  
Chan 121  
R-183 200° 18.81

**MISSED APCH FIX**  
116.6 BTG  
R-160  
Chan 113  
117.4 UBG  
R-048  
Chan 121

ELEV	31	<b>D</b>	TDZE 10R	24
			TDZE 10L	30



SCAPO I-PDX [21.5]	HAIRN INT I-PDX [12.2]	POWLZ INT I-PDX [8.1]	JADNU I-PDX [4.5]	* I-PDX [3.1]	IM
VGSI and ILS glidepaths not coincident (VGSI Angle 3.00/TCH 71).					
				1100	5000
				BTG	MULES
				R-160	△
					* LOC only

REIL Rwy 3 and 21  
TDZ/CL Rwy 10R  
MIRL Rwy 3-21  
HIRL Rwy 10L-28R and 10R-28L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

CATEGORY	A	B	C	D	E
S-ILS 10R	224/18 200 (200-½)				
S-LOC 10R	860/24 836 (900-½)	860/40 836 (900-¾)	860-1⅞ 836 (900-1⅞)		
<b>C</b> CIRCLING	860-1¼	829 (900-1¼)	1060-3	1029 (1100-3)	1140-3 1109 (1200-3)
<b>JADNU FIX MINIMUMS</b>					
S-LOC 10R	440/24	416 (500-½)	440/40	416 (500-¾)	
SIDESTEP 10L	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2½	770 (800-2½)	800-2¾ 770 (800-2¾)

NW-1, 20 FEB 2025 to 20 MAR 2025

NW-1, 20 FEB 2025 to 20 MAR 2025