

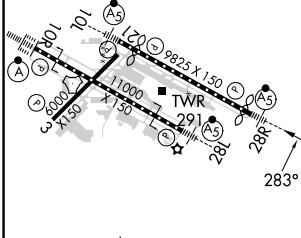
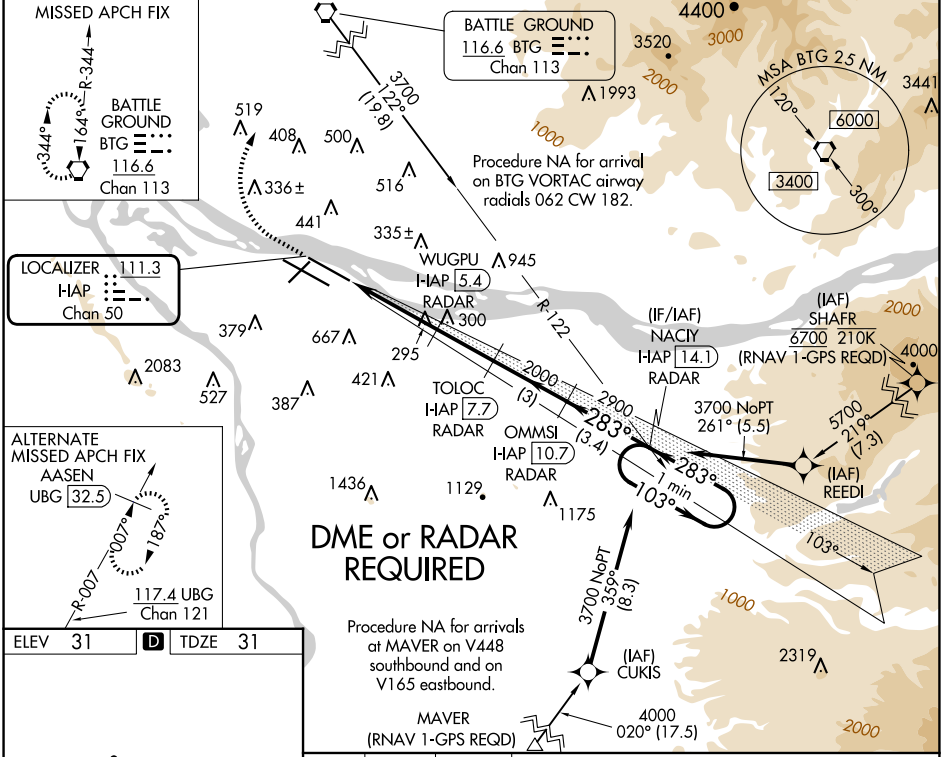
LOC/DME I-HAP <b>111.3</b> Chan <b>50</b>	APP CRS <b>283°</b>	Rwy Idg TDZE Apt Elev <b>9290</b> <b>31</b> <b>31</b>
---	------------------------	--

# ILS or LOC RWY 28R

PORTLAND INTL (PDX)

<b>V</b> Simultaneous approach authorized. For inop ALS, increase S-ILS 28R Cat E visibility to RVR 4000; increase S-LOC 28R Cat E visibility to 1½ SM.	<b>MALSR</b> 	<b>MISSED APPROACH:</b> Climb to 600 then climbing right turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.
---	------------------	---

D-ATIS <b>128.35</b> <b>269.9</b>	PORTLAND APP CON <b>124.35 299.2</b>	PORTLAND TOWER Rwy 10L-28R <b>118.7 257.8</b>	Rwys 3-21, 10R-28L <b>123.775 251.125</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.125 318.1</b>	CPDLC
---	---	---	--	-------------------------------	----------------------------------	-------



ELEV 31	<b>D</b> TDZE 31			
600	4200	BTG	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).	One Minute Holding Pattern
<b>*LOC only.</b>	WUGPU I-HAP $\square$ 5.4 RADAR $\square$ 300	TOLOC I-HAP $\square$ 7.7 RADAR $\square$ 2900	OMMSI I-HAP $\square$ 10.7 RADAR $\square$ 2000	NACIY I-HAP $\square$ 14.1 RADAR $\square$ 3700
<b>*I-IAP</b>	I-HAP $\square$ 1.7 RADAR $\square$ 300	I-HAP $\square$ 3.1 RADAR $\square$ 2000	I-HAP $\square$ 2.3 RADAR $\square$ 2000	I-HAP $\square$ 1.4 RADAR $\square$ 2000
GS 3.00° TCH 54				

CATEGORY	A	B	C	D	E
S-ILS 28R	281/24 250 (300-½)				
S-LOC 28R	560/24 529 (600-½)		560/55 529 (600-1)		
<b>C</b> CIRCLING	720-1 689 (700-1)		760-1 729 (800-1)		1060-3 1029 (1100-3)
				1140-3 1109 (1200-3)	

NW-1, 20 FEB 2025 to 20 MAR 2025

NW-1, 20 FEB 2025 to 20 MAR 2025