

LOC/DME I-JMJ 110.5 Chan 42	APP CRS 283°	Rwy ldg 11000 TDZE 23 Apt Elev 31
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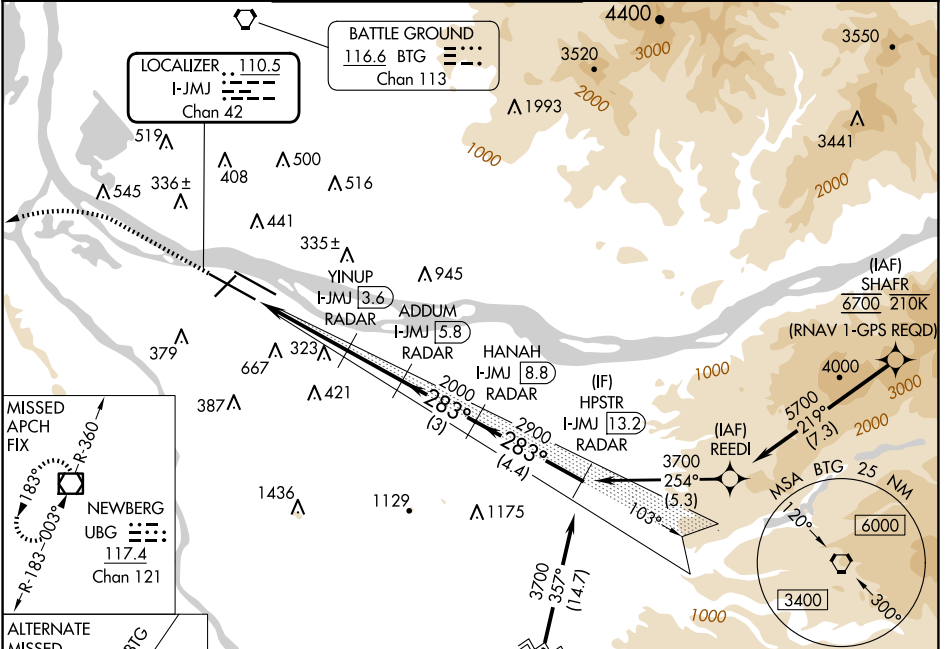
ILS or LOC RWY 28L

PORTLAND INTL (PDX)

Simultaneous approach authorized. Autopilot coupled approach NA below 880. DME or RADAR required. For inop ALS, increase S-ILS 28L Cat E visibility to RVR 4500 and increase S-LOC 28L Cat E visibility to 1 1/2 SM.

MALSR MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 on UBG R-360 to UBG VOR/DME and hold.

D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwys 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1	CPDLC
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Procedure NA for arrivals at MAVER on V448 southbound and on V165 eastbound.

MAVER (RNAV 1- GPS REQD)

HPSTR I-JMJ 13.2
RADAR

ADDUM I-JMJ 5.8
RADAR

HANAH I-JMJ 8.8
RADAR

YINUP I-JMJ 3.6
RADAR

I-JMJ DME ANTENNA
I-JMJ 0.2
I-JMJ 1

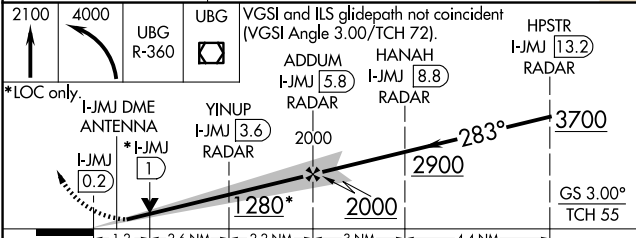
UBG R-360

UBG

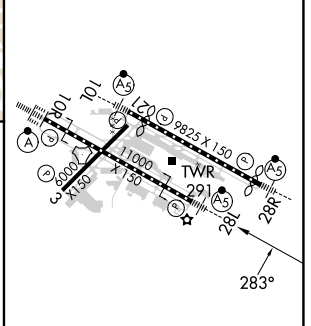
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

HPSTR I-JMJ 13.2
RADAR

GS 3.00° TCH 55



ELEV 31	TDZE 23
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CATEGORY	A	B	C	D	E	
S-ILS 28L	306/24 283 (300-1/2)					
S-LOC 28L	480/24	457 (500-1/2)	480/45		457 (500-7/8)	
CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3	1029 (1100-3)	1140-3 1109 (1200-3)	
	Knots	60	90	120	150	180
	Min:Sec	6:00	4:00	3:00	2:24	2:00

NW-1, 20 MAR 2025 to 17 APR 2025

NW-1, 20 MAR 2025 to 17 APR 2025