


WAAS CH <b>60905</b> <b>W28A</b>	APP CRS <b>283°</b>	Rwy Idg TDZE Apt Elev	<b>9290</b> <b>31</b> <b>31</b>
--	------------------------	-----------------------------	---------------------------------------

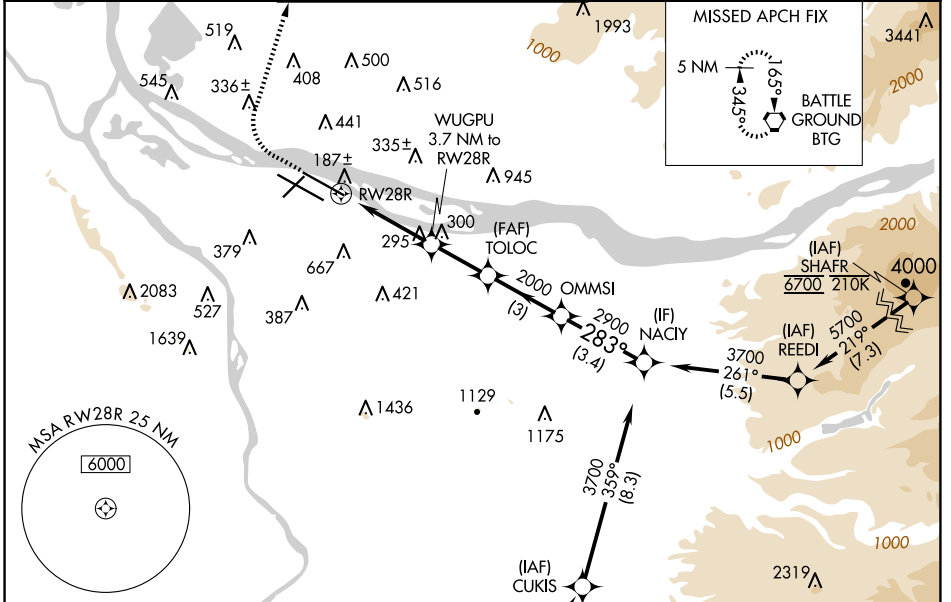
# RNAV (GPS) X RWY 28R

PORTLAND INTL (PDX)

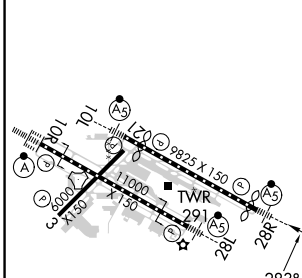
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS increase LNAV Cat C/D visibility to RVR 6000.

**MALSR**  
 MISSED APPROACH: 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	VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 70).	NACIY
*LNAV only		WUGPU 3.7 NM to RWY 28R	TOLOC 2000	OMSI
*1.1 NM to RWY 28R		1260*	2900	3700
GP 3.00°		TCH 54		

CATEGORY	A	B	C	D
LPV DA	281/24		250 (300-½)	
LNAV/VNAV DA	446/45		415 (500-¾)	
LNAV MDA	440/24		409 (500-½)	
	409 (500-½)		440/40	
	409 (500-½)		409 (500-¾)	
<b>C</b> CIRCLING	720-1 689 (700-1)		760-1 729 (800-1)	
	1060-3		1029 (1100-3)	

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

NW-1, 20 MAR 2025 to 17 APR 2025

NW-1, 20 MAR 2025 to 17 APR 2025