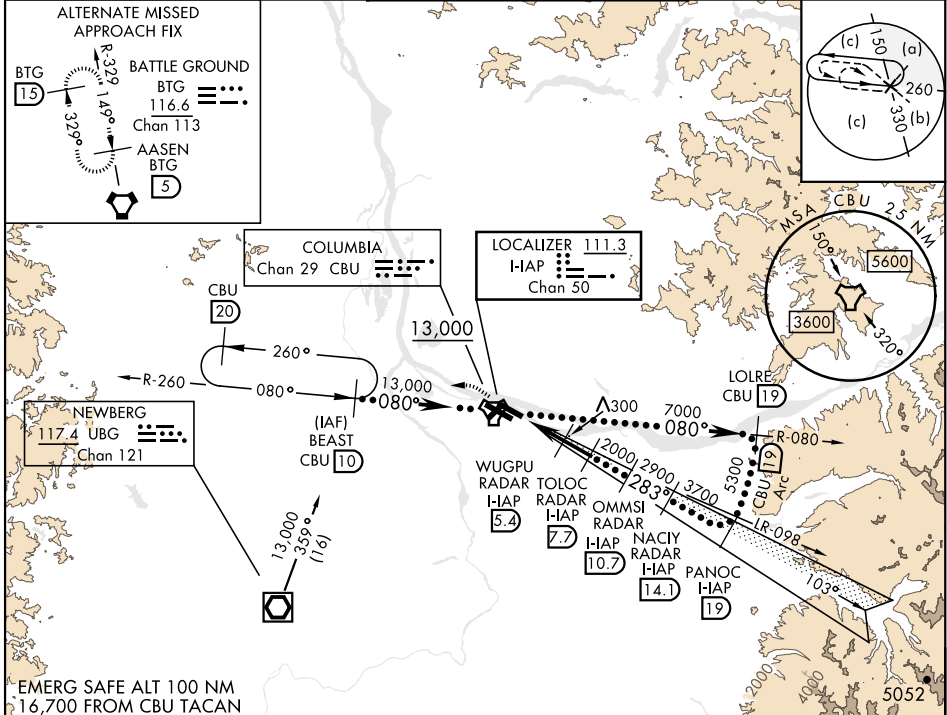


HI-ILS or LOC RWY 28R

LOC/DME I-AP 111.3 Chan 50	APCH CRS 283°	Rwy Idg TDZE 31 Arpt Elev 31	[USAF]	PORTLAND INTL (KPDJ)
RADAR or DME required.			MALSR	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on CBU TACAN R-260 to BEAST/ CBU 10 DME and hold, continue climb in holding to 4000.
ATIS 128.35 269.9			TOWER 118.7 257.8 Rwy 10L-28R 123.775 251.125 Rwy 3-21, 10R-28L	GND CON 121.9 348.6
APP CON 118.1 284.6 (100°-279°) 124.35 299.2 (280°-099°)			CLNC DEL 120.125 318.1	



600 ↑ CBU R-260	4000 BEAST CBU 10	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).	Use I-AP DME when on LOC course.	ELEV 31	TDZE 31
EMERG SAFE ALT 100 NM 16,700 FROM CBU TACAN				Rwy 10L Idg 8535' Rwy 28R Idg 9290'	
Diagram showing flight paths and altitudes: 1260, 2000, 2900, 3700, 5300. Includes labels for WUGPU, TOLOC, OMMSI, NACIY, PANOC, and BEAST radar stations.				Diagram showing flight paths and altitudes: 1260, 2000, 2900, 3700, 5300. Includes labels for WUGPU, TOLOC, OMMSI, NACIY, PANOC, and BEAST radar stations.	
CATEGORY	C	D	E	REIL Rwy 3 and 21 TDZL/CL Rwy 10R MIRL Rwy 3-21 HIRL Rwy 10L-28R and 10R-28L	
S-ILS 28R *	281/24	250	(300-1/2)	FAF to MAP 6 NM	
S-LOC 28R **	560/55	529	(600-1)	Knots 120 140 160 180 200	
CIRCLING	1060-3	1029	(1100-3)	Min:Sec 3:00 2:34 2:15 2:00 1:48	

HI-ILS or LOC RWY 28R