

# HI-ILS or LOC RWY 28R


LOC/DME I-IAP <b>111.3</b> Chan <b>50</b>	APCH CRS <b>283°</b>	Rwy Idg TDZE Arpt Elev <b>9290</b> <b>31</b> <b>31</b>
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[USAF]

PORTLAND INTL (KPDJ)

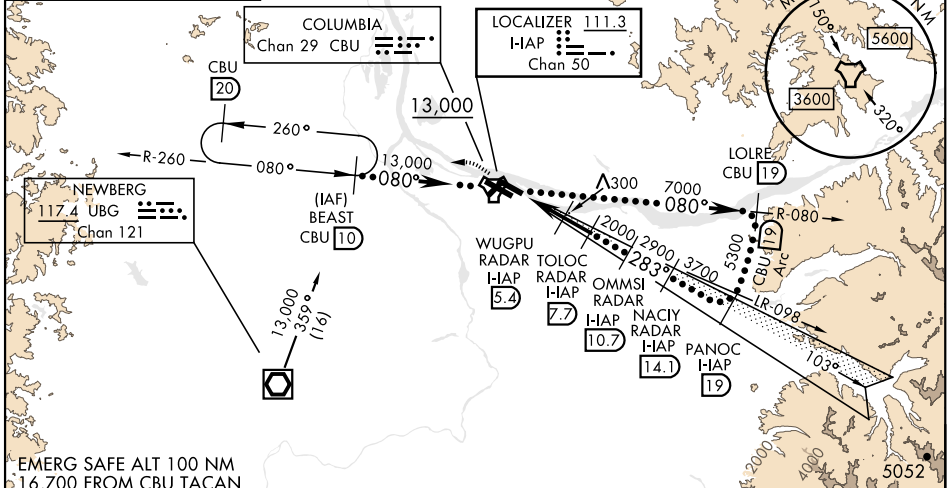
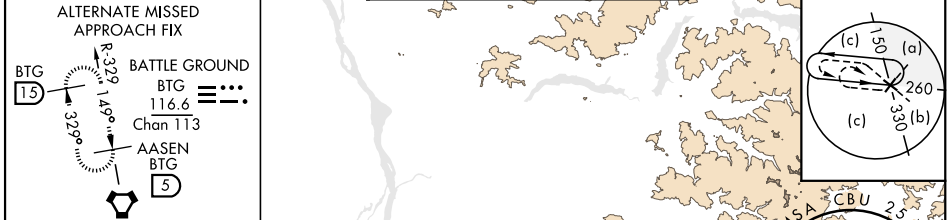
RADAR or DME required.

▼ \*When ALS inop, increase CAT E RVR to 40.  
\*\*When ALS inop, increase CAT E vis to 1/2.

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 <b>128.35 269.9</b>	APP CON <b>118.1 284.6</b> (100°-279°) <b>124.35 299.2</b> (280°-099°)	TOWER Rwy 10L-28R <b>118.7 257.8</b> Rwy 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>
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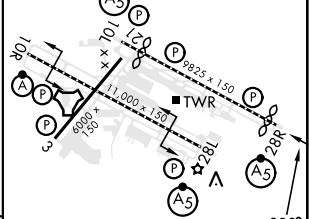
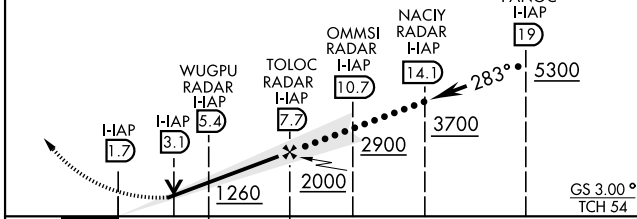
EMERG SAFE ALT 100 NM  
16,700 FROM CBU TACAN

600 4000  
CBU R-260 BEAST CBU 10

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

Use I-IAP DME when on LOC course.

ELEV	31	TDZE	31
			Rwy 10L Idg 8535' Rwy 28R Idg 9290'



CATEGORY	C	D	E
S-ILS 28R *	281/24	250	(300-1/2)
S-LOC 28R **	560/55	529	(600-1)
CIRCLING	1060-3	1029	(1100-3)
			1140-3 1109 (1200-3)

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

FAF to MAP 6 NM					
Knots	120	140	160	180	200
Min:Sec	3:00	2:34	2:15	2:00	1:48

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NW-1, 16 APR 2026 to 14 MAY 2026

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