

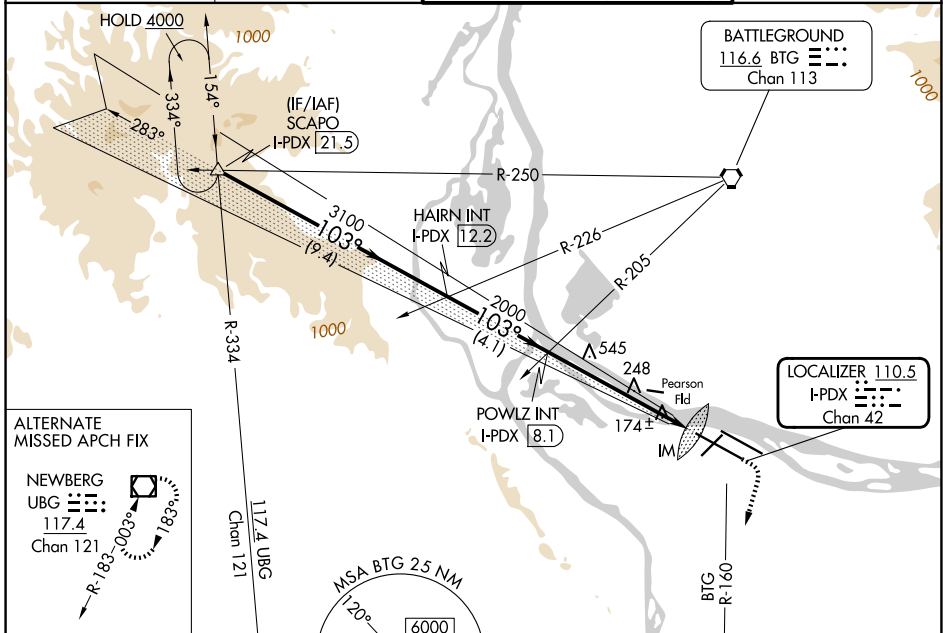
LOC/DME I-PDX <b>110.5</b> Chan <b>42</b>	APP CRS <b>103°</b>	Rwy Ldg <b>11000</b> TDZE <b>24</b> Apt Elev <b>31</b>
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# ILS RWY 10R (CAT II & III)

PORTLAND INTL (PDX)

<p>Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.</p>
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D-ATIS <b>128.35 269.9</b>	PORTLAND APP CON <b>124.35 299.2</b>	PORTLAND TOWER <b>118.7 257.8 (10L-28R)</b> <b>123.775 251.125 (3-21, 10R-28L)</b>	GND CON <b>121.9 348.6</b>
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ELEV 31	<b>D</b>	TDZE 24
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Diagram shows the vertical profile of the ILS glidepath with a 3.00° glide slope and 53 feet threshold crossing height. Key altitudes and distances are marked along the path.

SCAPO I-PDX [21.5]	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	1100	5000	MULES
HAIRN INT I-PDX [12.2]	POWLZ INT I-PDX [8.1]	BTG R-160		
GS 3.00° TCH 53		IM 121		
CATEGORY	A	B	C	D
S-ILS 10R	CAT II RA 107/12 100 DA 124			
S-ILS 10R	CAT III RVR 03			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 14 MAY 2026 to 11 JUN 2026

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