

LOC/DME I-PDX <u>110.5</u> Chan 42	APP CRS 103°		10R	10L
		Rwy Ldg	11000	8535
		TDZE	24	30
		Apt Elev	31	31

ILS or LOC RWY 10R

PORTLAND INTL (PDX)

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Simultaneous approach authorized. Inop table does not apply to Sidestep LOC 10L. For inop ALS increase S-ILS 10R Cat E visibility to RVR 4000. For inop ALS increase S-LOC 10R Cat C/D/E visibility to 2½ SM. For inop ALS increase JADNU fix minimums S-LOC 10R Cat C/D/E visibility to RVR 6000. Sidestep NA until passing JADNU.

ALSF-2

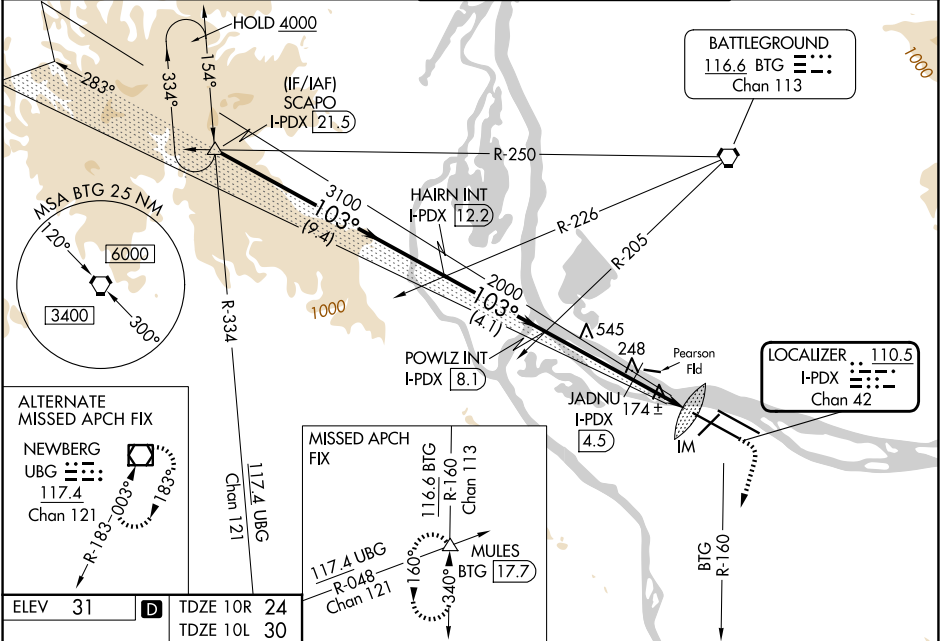
Rwy 10R

MALSR

Rwy 10L

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.

D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6



ELEV	31	TDZE 10R	24	TDZE 10L	30
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ALTERNATE MISSED APCH FIX

NEWBERG

UBG

117.4

Chan 121

MISSED APCH FIX

116.6 BTG

R-160

Chan 113

117.4 UBG

R-048

Chan 121

MULES

BTG

17.7

REIL Rwy 3 and 21

TDZL/RCLS Rwy 10R

MIRL Rwy 3-21

HIRL Rwy 10L-28R and 10R-28L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SCAPO I-PDX (21.5)		VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 71°).				1100 ↑	5000 BTG R-160	MULES △
HAIRN INT I-PDX (12.2)		POWLZ INT I-PDX (8.1)		JADNU I-PDX (4.5)	*I-PDX (3.1)		*LOC only	
4000	703°	3100	2000	2000	IM			
GS 3.00° TCH 53	9.4 NM		4.1 NM	3.6 NM	1.4	1 NM	0.1	
CATEGORY	A		B	C	D		E	
S-ILS 10R	224/18 200 (200-½)							
S-LOC 10R	860/24 836 (900-½)		860/40 836 (900-¾)		860-17⁄8 836 (900-1⁄8)			
CIRCLING	860-1¼ 829 (900-1¼)		1060-3 1029 (1100-3)			1140-3 1109 (1200-3)		
JADNU FIX MINIMUMS								
S-LOC 10R	440/24 416 (500-½)		440/40 416 (500-¾)					
SIDESTEP 10L	800-1 770 (800-1)		800-1¼ 770 (800-1¼)		800-2½ 770 (800-2½)		800-2¾ 770 (800-2¾)	