

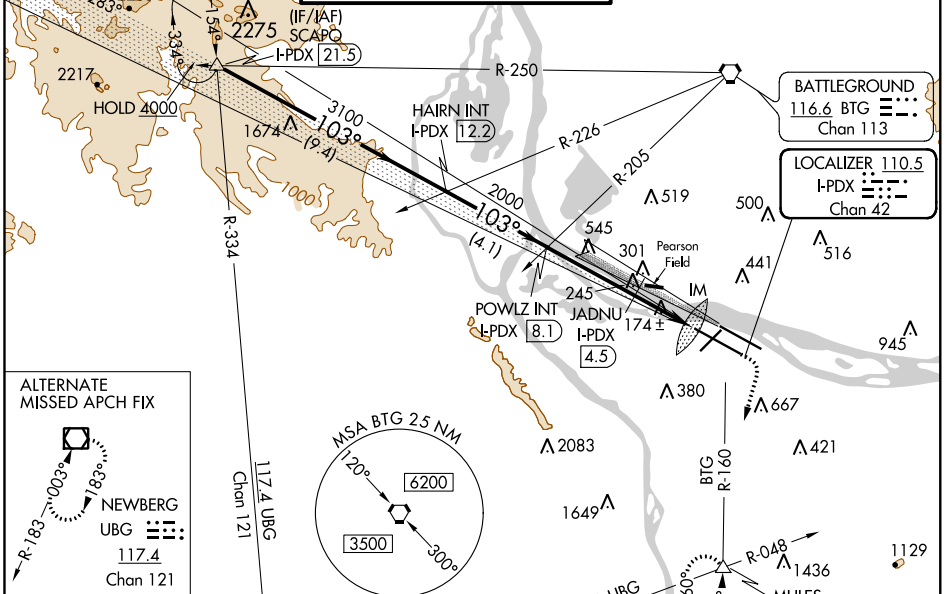
LOC/DME I-PDX 110.5 Chan 42	APP CRS 103°	Rwy Idg TDZE Apt Elev	10R 11000 24 31	10L 8535 30 31
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ILS or LOC RWY 10R

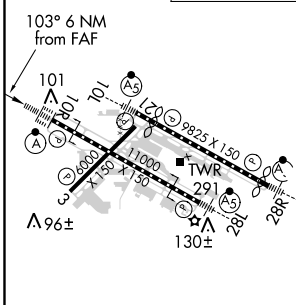
PORTLAND INTL (PDX)

▼ For inop ALSF-2 increase S-ILS 10R visibility all Cats to RVR 4000.
▲ For inop ALSF-2 increase S-LOC 10R Cats C-E visibility to 2 1/2.
 For inop ALSF-2 increase JADNU fix minimums S-LOC 10R Cat C-E visibility to RVR 6000. Sidestep NA until passing JADNU.
 Inop table does not apply to Sidestep LOC. Simultaneous approach authorized with Rwy 10L

D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8	Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1	CPDLC
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ELEV 31	D	TDZE 10R 24
		TDZE 10L 30



REIL Rwys 3 and 21	TDZ/CL Rwy 10R	MIRL Rwy 3-21	HIRL Rwys 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]	HAIRN INT I-PDX [12.2]	POWLZ INT I-PDX [8.1]	JADNU I-PDX [4.5]	*I-PDX [3.1]	I-PDX [2]	*LOC only
4000	3100	2000	2000	860	1100	5000
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).						
MULES BTG 17.7						

CATEGORY	A	B	C	D	E
S-ILS 10R	224/18 200 (200-1/2)				
S-LOC 10R	860/24 836 (900-1/2)	860/40 836 (900-3/4)	860-1 7/8 836 (900-1 7/8)		
CIRCLING	860-1 1/4	829 (900-1 1/4)	860-2 1/2 829 (900-2 1/2)	980-3 949 (1000-3)	1140-3 1109 (1200-3)
JADNU FIX MINIMUMS					
S-LOC 10R	440/24	416 (500-1/2)	440/40 416 (500-3/4)		
SIDESTEP 10L	800-1 770 (800-1)	800-1 1/4 770 (800-1 1/4)	800-2 1/2	770 (800-2 1/2)	800-3 770 (800-3)

NW-1, 03 JAN 2019 to 31 JAN 2019

NW-1, 03 JAN 2019 to 31 JAN 2019