

HI-ILS or LOC RWY 10R

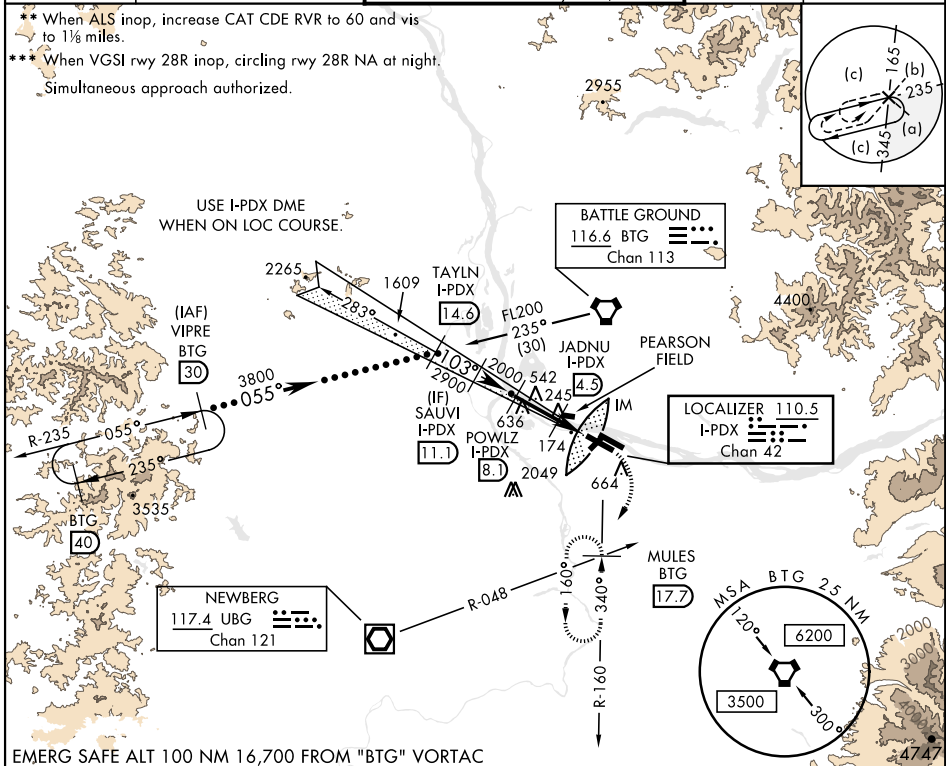
LOC/DME I-PDX 110.5 Chan 42	APCH CRS 103°	Rwy ldg 11,000 TDZE 24 Arpt Elev 31
---	-------------------------	--

AL-330 [USAF]

PORTLAND INTL (KPDX)

DME required.	ALSIF-2	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.
* When ALS inop, increase RVR to 40 and vis to ¾ mile.		

ATIS 128.35 269.9	APP CON 118.1 284.6 (100°-279°) 124.35 299.2 (280°-099°)	TOWER 118.7 257.8 Rwy 10L-28R 123.775 251.125 Rwy 3-21, 10R-28L	GND CON 121.9 348.6	CLNC DEL 120.125 318.1
-----------------------------	--	---	-------------------------------	----------------------------------



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				1100	5000	MULES BTG 17.7	ELEV 31	TDZE 24		
VIPRE BTG 30				TAYLN I-PDX 14.6	SAUVI I-PDX 11.1	POWLZ I-PDX 8.1	JADNU I-PDX 4.9	I-PDX 3.1	I-PDX 2	LOC DME
FL200 055°				3800	2900	2000	860	IM		
GS 3.00° TCH 53							3.6 NM	2.4 NM	0.1	
CATEGORY	C		D		E					
S-ILS 10R*	224/18		200		(200-¾)					
S-LOC 10R**	440/40		416		(500-¾)					
CIRCLING***	1060-3	1029	(1100-3)		1140-3		1109 (1200-3)			
REIL Rwy 3-21 TDZL/CL Rwy 10R MIRL Rwy 3-21 HIRL Rwy 10L-28R, 28L-10R										

HI-ILS or LOC RWY 10R