

WAAS CH 65626 W29A	APP CRS 290°	Rwy Idg 7200 TDZE 56 Apt Elev 76
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RNAV (GPS) RWY 29
PORTLAND INTL JETPORT (PWM)

RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1¾ mile, increase LNAV Cat C/D visibility to 1¾ mile.
A **RVR 1800 authorized with use of ED or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 3000 direct BUXTO and hold, continue climb-in-hold to 3000.

ATIS 119.05	PORTLAND APP CON ★ 119.75 269.35	PORTLAND TOWER ★ 120.9 0 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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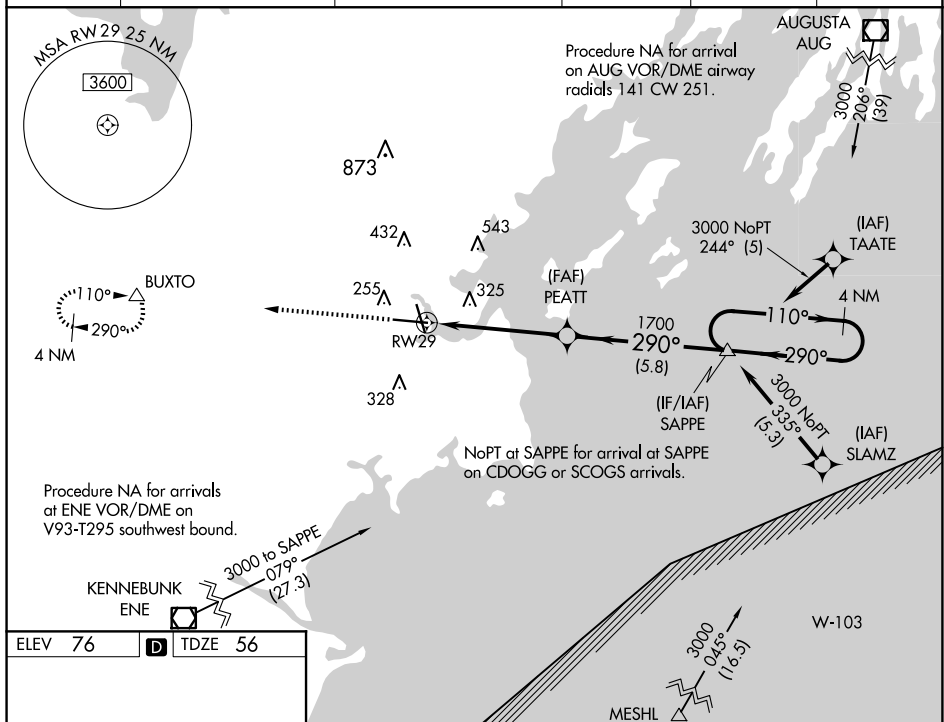


Figure 1 illustrates a 4 NM Holding Pattern. The pattern is defined by a 110° heading and a 290° heading. The pattern is divided into four segments: A (1.5 NM), B (3.5 NM), C (5.8 NM), and D (1.5 NM). The pattern is centered on a 290° heading. The diagram also shows the 4 NM Holding Pattern with a 110° heading and a 290° heading. The pattern is divided into four segments: A (1.5 NM), B (3.5 NM), C (5.8 NM), and D (1.5 NM). The pattern is centered on a 290° heading.