

|             |          |             |
|-------------|----------|-------------|
| APP CRS     | Rwy Idg  | <b>6600</b> |
| <b>308°</b> | TDZE     | <b>204</b>  |
|             | Apt Elev | <b>208</b>  |

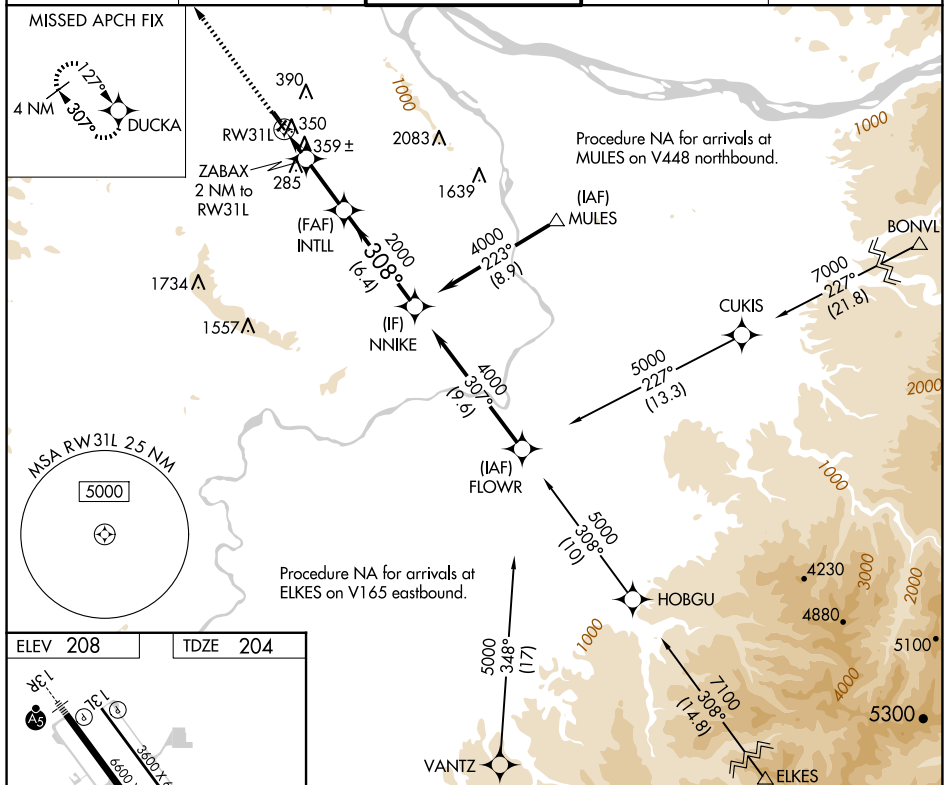
RNAV (GPS) RWY 31L  
PORTLAND-HILLSBORO (HIO)

RNP APCH.

**T**  
**A** Circling to Rwy 13L, 31R NA at night.  
Rwy 31L helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

**MISSED APPROACH:** Climb to 3900 direct DUCKA and hold.

|                |                                   |                                          |                  |                  |
|----------------|-----------------------------------|------------------------------------------|------------------|------------------|
| ATIS<br>127.65 | PORTLAND APP CON<br>126.0 269.175 | HILLSBORO TOWER ★<br>119.3(CTAF) 0 239.3 | GND CON<br>121.7 | UNICOM<br>122.95 |
|----------------|-----------------------------------|------------------------------------------|------------------|------------------|



REIL Rwy 31L  
 HIRL Rwy 13R-31L  
 MIRL Rwy 2-20 and 13L-31R

Diagram illustrating a 3D flight profile with altitude (ft) on the vertical axis and distance (NM) on the horizontal axis. The profile starts at 3900 ft (Ducka) and descends to 3800 ft (ZABAX, 2 NM to RW31L). It then ascends to 3000 ft (INTLL, 1.3 NM to RW31L) and continues to 2000 ft (3.05° TCH 52). The profile is divided into four categories: A (660-1), B (456 (500-1)), C (660-1 3/8), and D (456 (500-1 3/8)). The total distance is 6.4 NM.

| CATEGORY  | A                    | B                    | C                            | D                            |
|-----------|----------------------|----------------------|------------------------------|------------------------------|
| LNNAV MDA | 660-1                | 456 (500-1)          | 660-1 3/8                    | 456 (500-1 3/8)              |
| CIRCLING  | 680-1<br>472 (500-1) | 720-1<br>512 (600-1) | 720-1 1/2<br>512 (600-1 1/2) | 980-2 1/2<br>772 (800-2 1/2) |

NW-1, 04 SEP 2025 to 02 OCT 2025

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