

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

ILS or LOC RWY 10R
PORTLAND INTL (PDX)

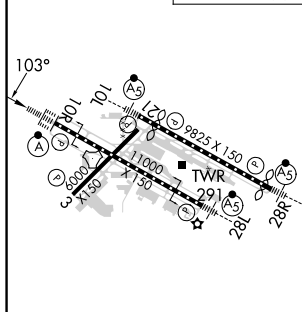
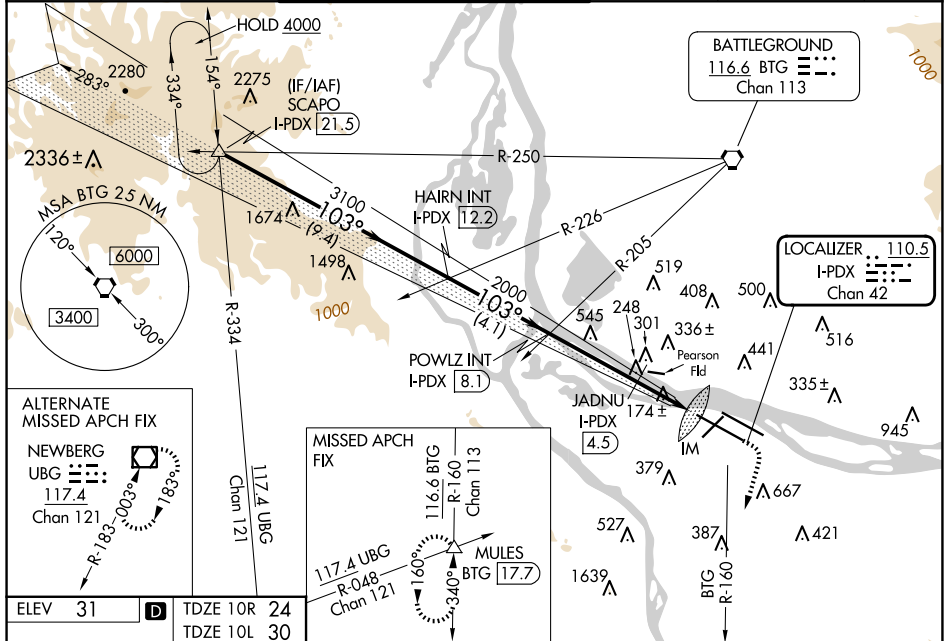
Simultaneous approach authorized. Inop table does not apply to Sidestep LOC 10L. For inop ALS increase S-ILS 10R Cat E visibility to RVR 4000. For inop ALS increase S-LOC 10R Cat C/D/E visibility to 2½ SM. For inop ALS increase JADNU fix minimums S-LOC 10R Cat C/D/E visibility to RVR 6000. Sidestep NA 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 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R Rwy 3-21, 10R-28L 118.7 257.8 123.775 251.125		GND CON 121.9 348.6	CLNC DEL 120.125 318.1	CPDLC
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REIL Rwy 3 and 21
TDZ/CL 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)		VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 71).		1100 ↑	5000 BTG R-160	MULES △
4000 703° 3100 GS 3.00° TCH 53		HAIRN INT I-PDX (12.2)	POWLZ INT I-PDX (8.1)	JADNU I-PDX (4.5)	*I-PDX (3.1)	*LOC only
2000		2000	2000	2000	2000	2000
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)	860-1⅞ 836 (900-1⅞)		
C 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)	