

LOC/DME I-JMJ 110.5 Chan 42	APP CRS 283°	Rwy ldg 11000 TDZE 23 Apt Elev 31
---	------------------------	--

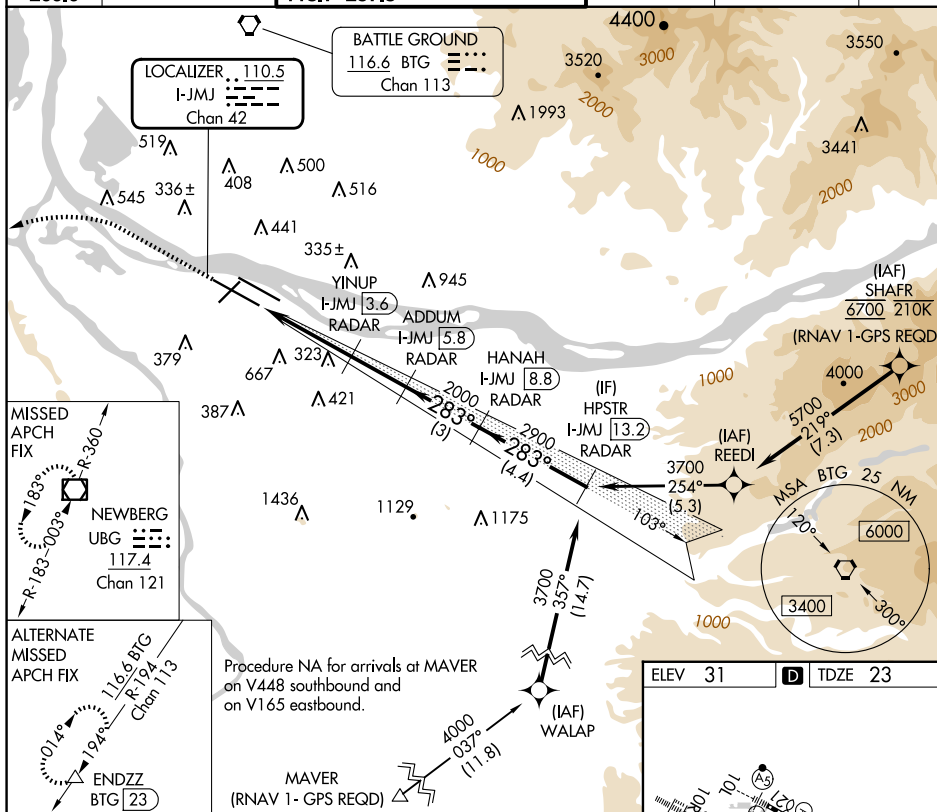
ILS or LOC RWY 28L
PORTLAND INTL (PDX)

⚠ Simultaneous approach authorized. Autopilot coupled approach NA below 880. DME or RADAR required. For inop ALS, increase S-ILS 28L Cat E visibility to RVR 4500 and increase S-LOC 28L Cat E visibility to 1 $\frac{3}{8}$ SM.

MALSR

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 on UBG R-360 to UBG VOR/DME and hold.

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
---------------------------	----------------------------------	--	------------------------	---------------------------	-------



2100 4000 UBG VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72) HPSTR I-JMU 13.2

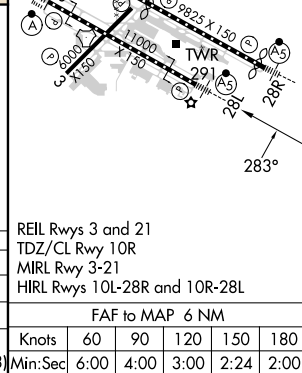
UBG R-360 UBG HANAH I-JMU 8.8

*LOC only. I-JMU DME ANTENNA YINUP I-JMU 3.6 2000 283° 3700

I-JMU 0.2 I-JMU 1 2900 GS 3.00° TCH 55

1.2 2.6 NM 2.2 NM 3 NM 4.4 NM

CATEGORY	A	B	C	D	E
S-ILS 28L	306/24 283 (300-½)				
S-LOC 28L	480/24	457 (500-½)	480/45	457 (500-¾)	
 CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3	1029 (1100-3)	1140-3 1109 (1200-3)



ILS or LOC RWY 28L