

LOC/DME I-PDX	APP CRS	Rwy Ldg	10R	10L
110.5	103°	11000	8535	
Chan 42		TDZE	24	30
		Apt Elev	31	31

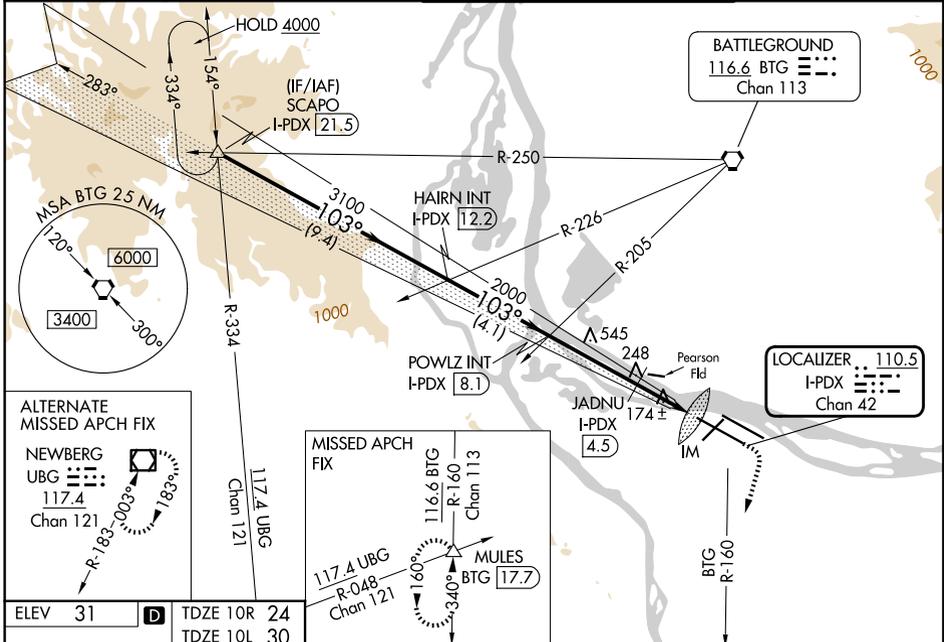
ILS or LOC RWY 10R

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.
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D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER 118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	GND CON 121.9 348.6
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ALTERNATE MISSED APCH FIX

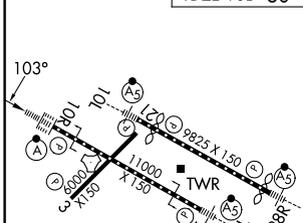
NEWBERG UBG
117.4
Chan 121

MISSED APCH FIX

117.4 UBG
R-048
Chan 121

BATTLEGROUND
116.6 BTG
Chan 113

LOCALIZER 110.5
I-PDX
Chan 42



SCAPO I-PDX [21.5]	HAIRN INT I-PDX [12.2]	POWLZ INT I-PDX [8.1]	JADNU I-PDX [4.5]	*I-PDX [3.1]
4000	3100	2000	*860	IM
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				
1100	5000	MULES		
*LOC only				

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)		
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)

REIL Rwy 3 and 21
TDZL/RCLS 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

NW-1, 19 MAR 2026 to 16 APR 2026

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