

PORTLAND, OREGON

HI-ILS or LOC/DME RWY 10R

LOC/DME I-PDX <u>110.5</u> Chan 42	APCH CRS 103°	Rwy Idg 11,000 THRE 23 Arpt Elev 31
--	-------------------------	--

JAL-330 [USAF]

PORTLAND INTL (KPDX)

T * When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT CDE RVR to 60 and vis to $1\frac{1}{8}$ miles.

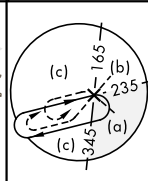


MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.


ATIS		PORTLAND APP CON	PORTLAND TOWER	GND CON	CLNC DEL
118.35	269.9	118.1 284.6 (100P-279P)	118.7 257.8 Rwy 10L-28R	121.9 348.6	120.125 318.1
		124.35 299.2 (280P-099P)	123.775 251.125 Rwy 3-21, 10R-28L		

*** When VGSI rwy 28R inop, circling rwy 28R NA at night.


Simultaneous approach authorized with Rwy 10L.



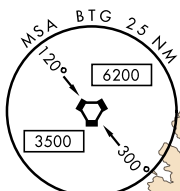
USE I-PDX DME
WHEN ON LOC COURSE.

BATTLE GROUND
116.6 BTG  
Chgn 113

LOCALIZER 110.5
I-PDX
Chn 42

NEWBERG
117.4 UBG 
Chan 121

EMERG SAFE ALT 100 NM
16,700 FROM "BTG" VORTAC



CATEGORY	C	D	E
S-ILS 10R *	223/18	200	(200-¾)
S-LOC/DME 10R **	440/40	417	(500-¾)
CIRCLING ***	760-2 729 (800-2)	980-3 949 (1000-3)	1140-3 1109 (1200-3)

Diagram Details:

- VGP BTG [30] 055°
- TAYLN I-PDX [14.6] 3800
- SAUVI I-PDX [11.1] 2900
- POWLZ I-PDX [8.1] 2800
- JADNU I-PDX [4.5] 2700
- I-PDX [3.1]
- I-PDX [2]
- I-PDX DME
- GS 3.00° TCH 53
- FL200 055°
- VGSI and ILS glideslope not coincident.
- † LOC ONLY
- 1100
- 5000
- BTG R-160
- MULES BTG [17.7]
- ELEV 31
- THRE 23
- 103° 6.0 NM from FAF
- 424 ±
- 101
- A5
- P
- 10
- 120
- P
- 9825' x 150'
- 96 ±
- 9600' x 150'
- 1,000' x 150'
- TWR 291
- 28BL
- A
- 127 ±
- 28R
- A5
- P
- TDZL/CL Rwy 10R
- MIRL Rwy 3-21
- HIRL Rwy 10L-28R, 28L-10R

PORTLAND, OREGON

45°35'N-122°36'W

PORTLAND INTL (KPDX)

Amdt 7B 18OCT12

HI-ILS or LOC/DME RWY 10R