

|               |         |          |      |
|---------------|---------|----------|------|
| LOC/DME I-HAP | APP CRS | Rwy Idg  | 9290 |
| 111.3         | 283°    | TDZE     | 31   |
| Chan 50       |         | Apv Elev | 31   |

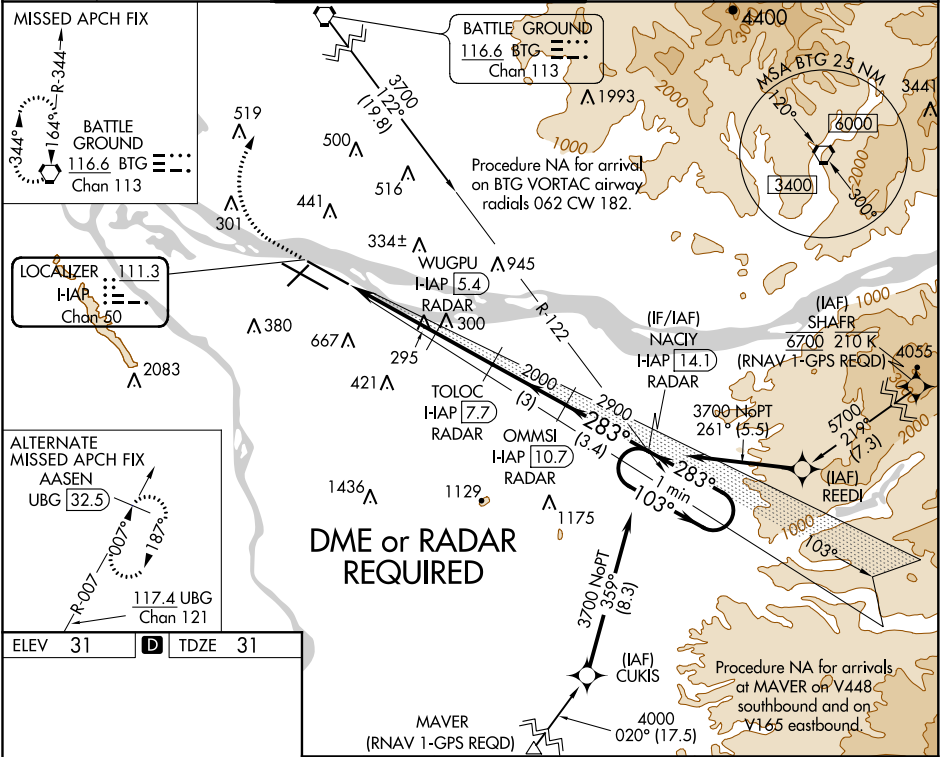
ILS or LOC RWY 28R  
PORTLAND INTL (PDX)

**Simultaneous approach authorized.** For inop ALS, increase S-ILS 28R Cat E visibility to RVR 4000; increase S-LOC 28R Cat E to 1½ SM.

**MAISR**

**MISSED APPROACH:** Climb to 600 then climbing right turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.

|                           |                                  |  |                                       |                        |                           |       |
|---------------------------|----------------------------------|--|---------------------------------------|------------------------|---------------------------|-------|
| D-ATIS<br>128.35<br>269.9 | PORTLAND APP CON<br>124.35 299.2 | PORTLAND TOWER<br>Rwy 10L-28R<br>118.7 257.8 | Rwys 3-21, 10R-28L<br>123.775 251.125 | GND CON<br>121.9 348.6 | CLNC DEL<br>120.125 318.1 | CPDLC |
|---------------------------|----------------------------------|--|---------------------------------------|------------------------|---------------------------|-------|




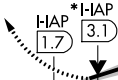



ELEV 31 **D** TDZE 31

REIL Rws 3 and 21  
TDZ/CL Rwy 10R  
MIRL Rwy 3-21  
HRL Rws 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 |

|   |                                  |  |   |  |                                   |                                     |                                |   |  |
|---|----------------------------------|--|---|--|-----------------------------------|-------------------------------------|--------------------------------|---|--|
| <div>600</div> <div></div> |                                  | <div>4200</div> <div></div> | <div>BTG</div> <div></div> | <div>VGSi and ILS glidepath not coincident<br/>(VGSi Angle 3.00/TCH 70).</div> |                                   |                                     |                                | <div>One Minute<br/>Holding Pattern</div> |  |
| <div>*LOC only.</div>   |                                  | <div>WUGPU<br/>I-HAP [5.4]</div>   | <div>TOLOC<br/>I-HAP [7.7]</div>  | <div>OMMSI<br/>I-HAP [10.7]</div>  | <div>NACIY<br/>I-HAP [14.1]</div> |                                     |                                |   |  |
| <div></div>                |                                  | <div>2000</div>  | <div>2000</div>   | <div>283°</div>  | <div>103° →</div>                 | <div>3700</div>                     | <div>GS 3.00°<br/>TCH 54</div> |   |  |
| <div>1.4</div>  |                                  | <div>2.3</div>   | <div>2.3 NM</div>   | <div>3 NM</div>  | <div>3.4 NM</div>                 |                                     |                                |   |  |
| <div>CATEGORY</div>   | <div>A</div>                     | <div>B</div>   | <div>C</div>  | <div>D</div>   | <div>E</div>                      |                                     |                                |   |  |
| <div>S-ILS 28R</div>  | <div>281/24 250 (300-½)</div>    |  |   |  |                                   |                                     |                                |   |  |
| <div>S-LOC 28R</div>  | <div>560/24 529 (600-½)</div>    |  | <div>560/55 529 (600-1)</div>   |  |                                   |                                     |                                |   |  |
| <div> CIRCLING</div>       | <div>720-1<br/>689 (700-1)</div> | <div>760-1<br/>729 (800-1)</div>   | <div>1060-3 1029 (1100-3)</div>   |  |                                   | <div>1140-3<br/>1109 (1200-3)</div> |                                |   |  |

NW-1, 31 DEC 2020 to 28 JAN 2021

NW-1, 31 DEC 2020 to 28 JAN 2021