PORTLAND INTL (PDX)(KPDX)

**RWY 10R–28L:** H11000X150 (CONC–GRVD) S–200, D–200, 2S–175, 2D–360 PCN 89 R/D/W/T HIRL CL
RWY 10R: ALSF2. TDZL. PAPI(P4R)—GA 3.0º TCH 71’. RVR–TMR Rgt tfc.

RWY 28L: MALSR. PAPI(P4L)—GA 3.0º TCH 72’. RVR–TMR

RWY 10L: MALSR. PAPI(P4L)—GA 3.0º TCH 51’. RVR–TMR Thld dsplcd 1290’.

**RWY 03–21:** H6000X150 (ASPH–GRVD) S–120, D–250, 2S–175, 2D–380 PCN 82 F/D/X/T MIRL
RWY 03: REIL. PAPI(P4L)—GA 3.3º TCH 60’.
RWY 21: REIL. PAPI(P4R)—GA 3.6º TCH 32’. Road.

**RUNWAY DECLARED DISTANCE INFORMATION**
RWY 03: TORA–6000 TODA–6000 ASDA–6000 LDA–6000
RWY 10L: TORA–9825 TODA–9825 ASDA–9825 LDA–8535
RWY 10R: TORA–11000 TODA–11000 ASDA–11000 LDA–11000
RWY 21: TORA–6000 TODA–6000 ASDA–6000 LDA–6000
RWY 28L: TORA–11000 TODA–11000 ASDA–11000 LDA–11000

**ARRESTING GEAR/SYSTEM**
RWY 10R TYPE–H BAK–12B(B) (1625’).

SERVICE: S4 FUEL 100LL, JET A OX 1, 2, 3, 4 LGT RWY 03 PAPI unusbl byd 4 deg left and rgt of RCL and byd 5 NM unusbl.

**MILITARY—** JASU 4(A/M32A–86) (MC–11) 1(MA–1A) FUEL A (C503–331–4220). J8 (Mil) (NC–100LL, A) FLUID LHOXR OIL 0–128–133–148(Mil) TRAN ALERT No tran svc avbl.

**AIRPORT REMARKS:**
Attended continuously. Arpt clsd to non–pwrd acft exc in emerg. Migratory and wintering flocks of large waterfowl on and inv of arpt. Heavy seagull act Sep–Apr, exp high number of birds yr round, check lcl advisories. ASSC in use. Operate transponders with altitude reporting mode and ADS–B (if equipped) enabled on all airport surfaces. Rwy 28R perimeter road at 200´ from rwy thld and 408´ rgt from rwy extndd cntrln. Unctl tfc at Pearson Field Vancouver WA, 3 NM west of Rwy 10L thld on extndd cntrln. Rw 21 clsd to Height Group IV acft with cockpit to wheel hgt greater than 22’ . Rwy 28R 60´ levee road lctd aprxly parallel to rwy at 200’ fm thr and 507’ rgt fm rwy extndd cntrln. NS ABMTM procedures in effect call noise office, 503–460–4100. Rwy 28L arr are noise sensitive, exp apch to Rwy 28R with transition to Rwy 28L. Twy W clsd to acft with wingspan greater than 118´, unless under tow. Twy K to the North ramp clsd to through tfc. Twy A3 b/w Twy A and the GA ramp clsd to acft with wingspan grt than 135 feet unless under tow. At the west end arm/dearm area on Twy C no acft of any type may taxi past the arm/dearm area while it is being used. Acft authorized to utilize the NW ramp will be towed to/from this ramp. Area of Twy T b/w M and E3 not visible from twr. Twy T b/w B5 and B6 clsd to acft with wingspan of 118´ and greater. Twy C3 clsd to acft with a wingspan equal to or greater than 79’. Twy V clsd to acft with wingspan greater than 135’. Twy T between Twy E3 and Twy B5 clsd to acft with wingspan greater than 198’. Twy C between Twy C6 and Twy C8 clsd to acft with wingspan greater than 198’. 180º turns by acft weighing in excess of 12,500 lbs prohibited on Rwy 10L–28R, Rwy 03–21, and all twys. PXD has fac constraints that limit its ability to accommodate diverted flts and maintain the arpt safe ops dur irregular ops. Acft ops should ctc the on duty arpt ops supervisor for aircde at 503–460–4236 to coord diverted flts exc in the case of a declared in–flt emerg. Ldg fee. Coml acft and oprs of acft with an FAA certified max gross ldg wt that exceeds 10,000 lbs are rqrd to pay a ldg fee. Possible Rwy 28L glideslope fluctuation prior to addum when weather is greater than 800/2. Flight Notification Service (ADCUS) avbl.

**MILITARY REMARKS:** See FLIP AP/1 for Supplementary Arpt Information. Hazardous bird cond exist. Phase I May–Oct, Phase II Nov–Apr. Current bird watch cond are not reported on ATIS. PPR/Official Business Only. Base ops opr 1500–2300‡ Mon–Fri exc hol, DSN 638–4390, C503–335–4390. Ctc Base Ops 15 mins prior to ldg and after departing on 281.2. Tran quarters not avbl. CAUTION: Obst lgty is not NVD compatible. NVD not authorized while airborne inv of flt. NSTD yellow park spot designators and equipment tool box location painted on ramp. Please ctc base ops or req follow me if not familiar with Portland ANG base park procedures.

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NW, 20 JUN 2019 to 15 AUG 2019
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PORTLAND—HILLSBORO (HIO/KHIO) 15 SW UTC—8(—7DT) N45°32.53’ W122°56.07’

208 B TPA—See Remarks LRA NOTAM FILE HIO

RWY 13R–31L: H6600X150 (ASPH) S–50, D–70, 2S–89, 2D–110

HIRL

RWY 13R: MALS R. PAPI(P4L)—GA 3.0º TCH 49’. RVR–T

RWY 31L: REIL. PAPI(P4L)—GA 3.0º TCH 50’. RVR–R Tree.

RWY 02–20: H3821X75 (ASPH) S–54.5, D–74, 2D–139

PCN 20 F/C/X/T MIRL

RWY 02: PAPI(P4R)—GA 3.0º TCH 41’. Road. Rgt tcf.

RWY 20: PAPI(P4L)—GA 3.0º TCH 40’. Tree.

RWY 13L–31R: H3600X60 (ASPH) S–28 PCN 10 F/D/Y/T MIRL

RWY 13L: PAPI(P4L)—GA 3.0º TCH 27’. Rgt tcf.

RWY 31R: PAPI(P4L)—GA 3.0º TCH 27’. Rgt tcf.

LAND AND HOLD–SHORT OPERATIONS

LDG RWY HOLD–SHORT POINT AVBL LDG DIST

RWY 13R 02–20 4922

SERVICE: S4 FUEL 100LL, JET A 1, 2, 4 LGT When twr clsd

ACTIVATE MALS R. Rw 13R–CTAF. Rw 13L PAPI unusbl beyond 08 deg left and rgt of cntrln. Rw 31R PAPI unusbl beyond 08 deg left and rgt of cntrln.

AIRPORT REMARKS: Attended 1400–0600Z‡. Rw 13R–31L clsd to touch and go ldgs between 0600–1400Z‡. Be alert for bird act in vicinity Nov to May. Glider ops 5 NM northwest during dalgt hrs Mar–Oct. NS ABTMT procedures in effect call 503–460–4100 or 800–938–6647. Noise sensitive areas border arpt west, south and east. Rw 31L, is preferred rwy for NS ABTMT. Avoid low level over flls of residential areas whenever possible. Nighttime touch and go are discouraged 0600–1400Z, TPA—1208 (1000), turbine and large acft 1708 (1500). Rw 13R run–up area not visible from twr. Rw 02–20 has 150’ x 75’ paved blast pads at both ends. Rw 13R–31L has 200’ x 150’ paved blast pads at both ends. Be alert, extv helicopter training operations to Twy A, Twy B & Twy D. Flight Notification Service (ADCUS) avbl, 2 hr advance ttc rqr Mon–Sat 0100–1400Z‡ and 24 hrs Sun and hol. ComI act and oprs of acft with an FAA certified maximum gross ldg weight that exceeds 10,000 lbs are rqr to pay a ldg fee. Ldg fee. Fee based CSTMS facility $60 single engine, $175 twin engine, $500 turbine. CSTMS avbl 2000–0400Z‡ 503–693–1069, otherwise CSTMS Flt Notification (ADCUS) avbl, advance coordination rqr 503–326–3230.

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