

HI-ILS or LOC/DME RWY 10R

LOC/DME I-PDX 110.5 Chan 42	APCH CRS 103°	Rwy Idg 11,000 THRE 23 Arpt Elev 31
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AL-330 [USAF]

PORTLAND INTL (KPDX)

▼ * 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 $1\frac{1}{2}$ miles.

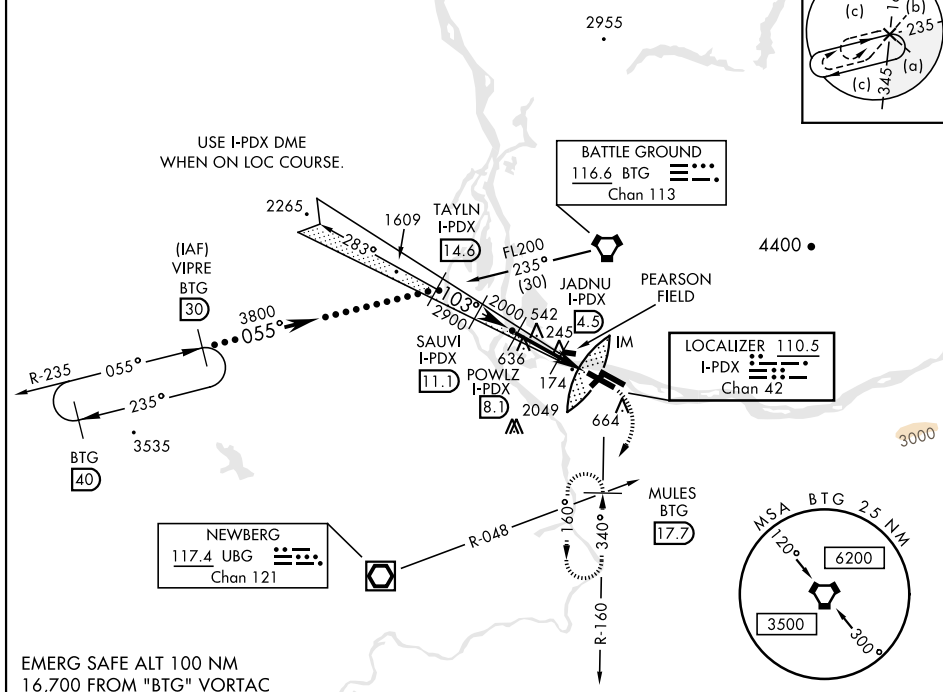


MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
128.35 269.9	118.1 284.6 (100°-279°) 124.35 299.2 (280°-099°)	118.7 257.8 Rwy 10L-28R 123.775 251.125 Rwy 3-21, 10R-28L	121.9 348.6	120.125 318.1

*** When VGS1 rwy 28R inop, circling rwy 28R NA at night.

Simultaneous approach authorized with Rwy 10L.



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

	VIPRE BTG 30	TAYLN I-PDX 14.6	SAUVI I-PDX 11.1	POWLZ I-PDX 8.1	JADNU I-PDX 4.5	IM I-PDX 3.1	MULES BTG 17.7	ELEV 31	THRE 23
FL200	055°	030°	030°	030°	030°	030°	030°	103° 6.1 NM from FAF	424 ± Rwy 10L Idg 8535' Rwy 28R Idg 9290'
VGS1 and ILS glidepath not coincident.	3800	2900	2900	2900	2900	2900	2900	101	96 ±
GS 3.00° TCH 53								11000 ± 130	96 ±
				3.6 NM	2.4 NM	0.1			
CATEGORY	C	D	E						
S-ILS 10R *	223/18	200	(200-3%)						
S-LOC/DME 10R **	440/40	417	(500-3%)						
CIRCLING ***	760-2 729 (800-2)	980-3 949 (1000-3)	1140-3 1109 (1200-3)						

REIL Rwy 3-21
TDZL/CL Rwy 10R
MRL Rwy 3-21
HIRL Rwy 10L-28R, 28L-10R

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