

# HI-TACAN RWY 10R

TACAN CBU Chan <b>29</b>	APCH CRS <b>111°</b>	Rwy ldg <b>11,000</b> TDZE <b>24</b> Arpt Elev <b>31</b>
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[USAF]

PORTLAND INTL (KPDX)

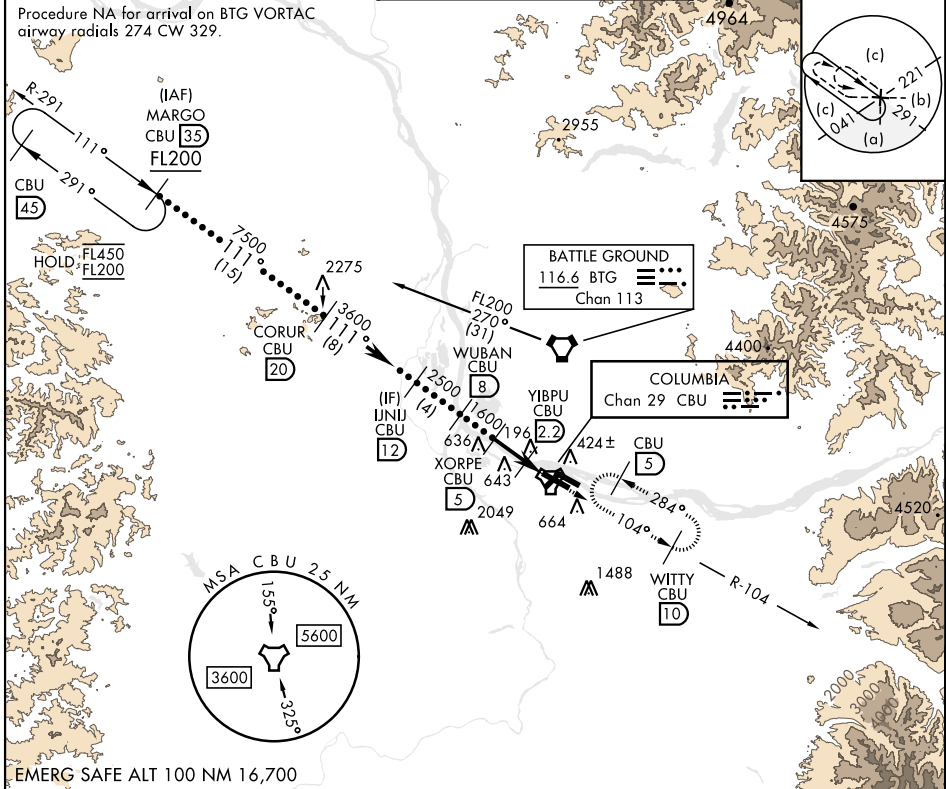
▼ \* When ALS inop, increase CAT E vis to 1 1/4 miles.



MISSED APPROACH: Climb to 4000 on CBU TACAN R-104 to WITTY/CBU 10 DME and hold, continue climb-in-hold to 4000.

ATIS <b>128.35 269.9</b>	APP CON <b>118.1 284.6</b> (100°-279°) <b>124.35 299.2</b> (280°-099°)	TOWER <b>118.7 257.8</b> Rwy 10L-28R <b>123.775 251.125</b> Rwy 3-21, 10R-28L	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.125 318.1</b>
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Procedure NA for arrival on BTG VORTAC airway radials 274 CW 329.



NW-1, 13 JUN 2024 to 11 JUL 2024

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EMERG SAFE ALT 100 NM 16,700		VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71)		ELEV 31	TDZE 24
MARGO CBU 35 FL200 711°		CORUR CBU 20 7500		WITTY CBU 10	Rwy 10L ldg 8535' Rwy 28R ldg 9290'
UNJU CBU 12 3600		WUBAN CBU 8 2500		Diagram showing tower and runway layout with various altitudes and distances.	
XORPE CBU 5 640		YIBPU CBU 2.2 1600			
TACAN 0.6		4.4 NM			
CATEGORY	C	D	E		
S-10R *	460/40	436	(500-34)		
CIRCLING	1020-3	989 (1000-3)	1140-3 1109 (1200-3)		
REIL Rwy 3, 21		TDZL/CL Rwy 10R		MIRL Rwy 3-21	
HIRL Rwy 10L-28R, 28L-10R					

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