


LOC/DME I-HAP <b>111.3</b> Chan <b>50</b>	APCH CRS <b>283°</b>	Rwy Idg TDZE Arpt Elev <b>9290</b> <b>31</b> <b>31</b>
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[USAF]

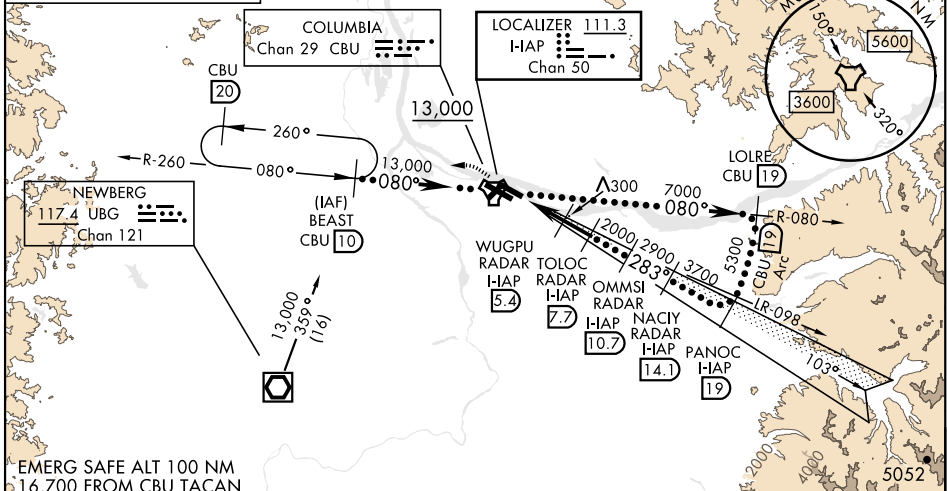
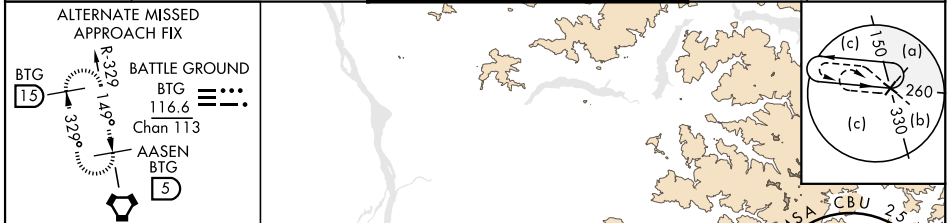
PORTLAND INTL (KPDX)

RADAR or DME required.


▼ \*When ALS inop, increase CAT E RVR to 40.  
\*\*When ALS inop, increase CAT E vis to 1½.

MALSR  MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on CBU TACAN R-260 to BEAST/ CBU 10 DME and hold, continue climb in holding to 4000.

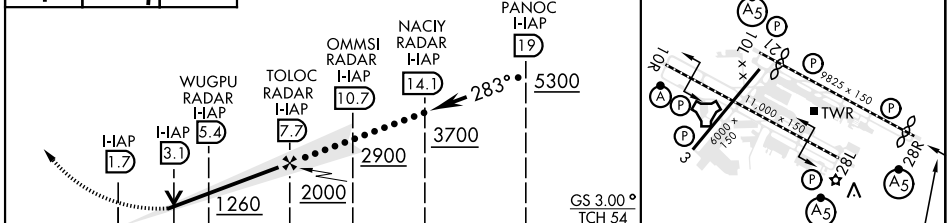
ATIS <b>128.35 269.9</b>	APP CON <b>118.1 284.6</b> (100°-279°) <b>124.35 299.2</b> (280°-099°)	TOWER <b>118.7 257.8</b> Rwy 10L-28R <b>123.775 251.125</b> Rwy 3-21, 10R-28L	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.125 318.1</b>
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


EMERG SAFE ALT 100 NM  
16,700 FROM CBU TACAN

600 4000 BEAST CBU R-260  VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70). Use I-HAP DME when on LOC course.

ELEV 31 TDZE 31  
Rwy 10L Idg 8535'  
Rwy 28R Idg 9290'



CATEGORY	C	D	E
S-ILS 28R *	281/24	250	(300-½)
S-LOC 28R **	560/55	529	(600-1)
 CIRCLING	1060-3	1029	(1100-3)
			1140-3 1109 (1200-3)

FAF to MAP 6 NM					
Knots	120	140	160	180	200
Min:Sec	3:00	2:34	2:15	2:00	1:48

REIL Rwy 3 and 21  
TDZL/CL Rwy 10R  
MIRL Rwy 3-21  
HIRL Rwy 10L-28R and 10R-28L

NW-1, 08 AUG 2024 to 05 SEP 2024

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