


WAAS CH <b>56205</b> <b>W28B</b>	APP CRS <b>283°</b>	Rwy Idg <b>11000</b> TDZE <b>23</b> Apt Elev <b>31</b>
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# RNAV (GPS) X RWY 28L

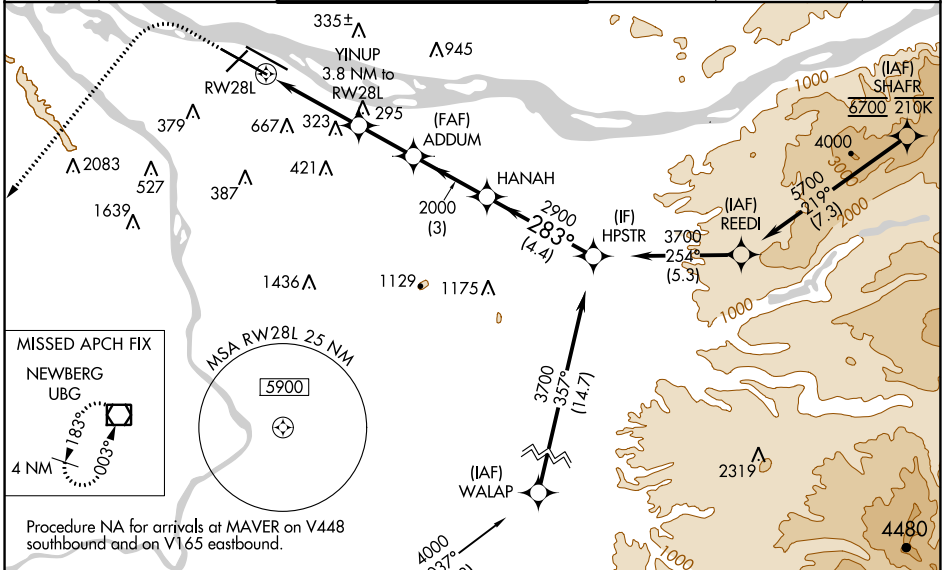
PORTLAND INTL (PDX)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.


MALSR 


MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct UBG VOR/DME and hold.

D-ATIS <b>128.35</b> <b>269.9</b>	PORTLAND APP CON <b>124.35 299.2</b>	PORTLAND TOWER Rwy 10L-28R <b>118.7 257.8</b> Rwys 3-21, 10R-28L <b>123.775 251.125</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.125 318.1</b>	CPDLC
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ELEV 31	<b>D</b>	TDZE 23
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MAVER 

2100 4000 UBG 

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

HANAH HPSTR

\* LNAV only

YINUP 3.8 NM to RW28L

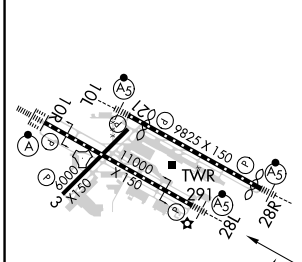
\* 1.4 NM to RW28L

RW28L

1280\* 2000 283° 3700

GP 3.00° TCH 55

← 1.4 → 2.4 NM → 2.2 NM → 3 NM → 4.4 NM →



	A	B	C	D
LPV DA		309/22	286 (300-½)	
LNAV/VNAV DA		368/30	345 (400-⅝)	
LNAV MDA	540/24	517 (600-½)	540/55	517 (600-1)
<b>C</b> CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3	1029 (1100-3)

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

NW-1, 08 AUG 2024 to 05 SEP 2024

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