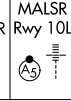
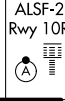


LOC/DME I-PDX	APP CRS	Rwy ldg	10R	10L
110.5	103°	11000	8535	
Chan 42		TDZE	24	30
		Apt Elev	31	31

ILS or LOC RWY 10R

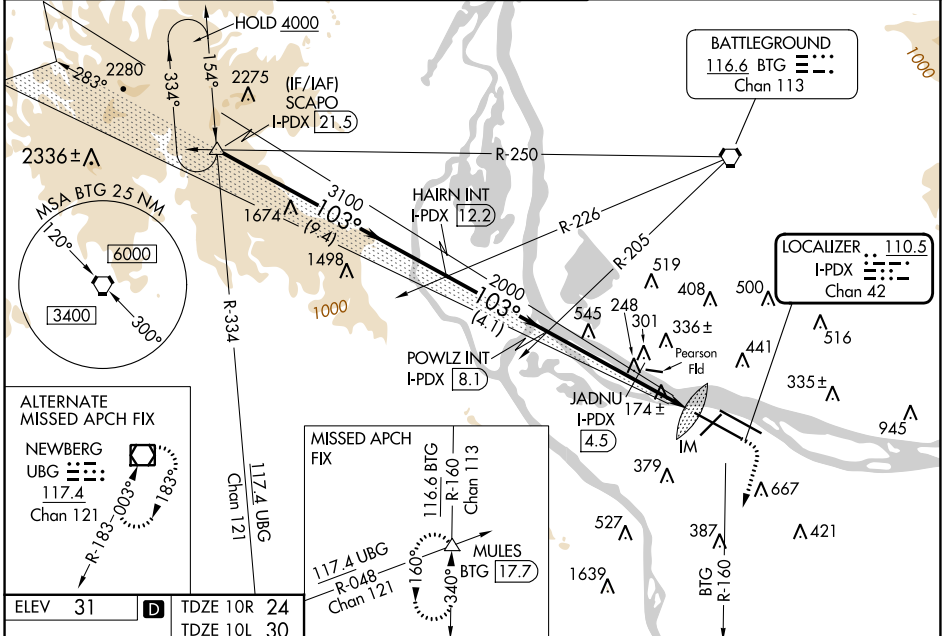
PORTLAND INTL (PDX)

⚠ Simultaneous approach authorized. Inop table does not apply to Sidestep LOC 10L. For inop ALS increase S-ILS 10R Cat E visibility to RVR 4000. For inop ALS increase S-LOC 10R Cat C/D/E visibility to 2½ SM. For inop ALS increase JADNU fix minimums S-LOC 10R Cat C/D/E visibility to RVR 6000. Sidestep NA until passing JADNU.

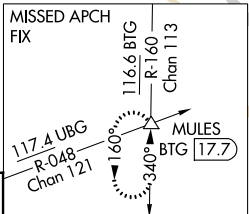


MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/ BTG 17.7 DME and hold, continue climb-in-hold to 5000.

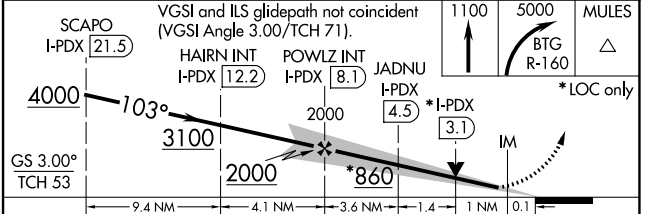
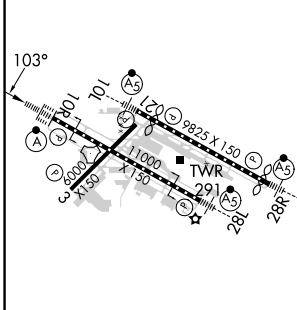
D-ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CINC DEL	CPDLC
128.35	124.35 299.2	Rwy 10L-28R	Rwys 3-21, 10R-28L	121.9 348.6	120.125 318.1	
269.9		118.7 257.8	123.775 251.125			



ALTERNATE MISSED APCH FIX
NEWBERG
 UBG 117.4
 Chan 121



ELEV 31	D	TDZE 10R 24	TDZE 10L 30
---------	----------	-------------	-------------



SCAPO I-PDX [21.5]	HAIRN INT I-PDX [12.2]	POWLZ INT I-PDX [8.1]	JADNU I-PDX [4.5]	* I-PDX [3.1]	* LOC only																																										
4000	3100	2000	2000	1100	5000																																										
MULES BTG R-160			MULES																																												
<table border="1"> <tr> <td>CATEGORY</td> <td>A</td> <td>B</td> <td>C</td> <td>D</td> <td>E</td> </tr> <tr> <td>S-ILS 10R</td> <td colspan="5">224/18 200 (200-½)</td> </tr> <tr> <td>S-LOC 10R</td> <td>860/24 836 (900-½)</td> <td>860/40 836 (900-¾)</td> <td colspan="3">860-1⅞ 836 (900-1⅞)</td> </tr> <tr> <td>C CIRCLING</td> <td>860-1¼</td> <td>829 (900-1¼)</td> <td>1060-3</td> <td>1029 (1100-3)</td> <td>1140-3 1109 (1200-3)</td> </tr> <tr> <td colspan="6" style="text-align: center;">JADNU FIX MINIMUMS</td> </tr> <tr> <td>S-LOC 10R</td> <td>440/24</td> <td>416 (500-½)</td> <td>440/40</td> <td colspan="2">416 (500-¾)</td> </tr> <tr> <td>SIDESTEP 10L</td> <td>800-1 770 (800-1)</td> <td>800-1¼ 770 (800-1¼)</td> <td>800-2½</td> <td>770 (800-2½)</td> <td>800-2¾ 770 (800-2¾)</td> </tr> </table>						CATEGORY	A	B	C	D	E	S-ILS 10R	224/18 200 (200-½)					S-LOC 10R	860/24 836 (900-½)	860/40 836 (900-¾)	860-1⅞ 836 (900-1⅞)			C CIRCLING	860-1¼	829 (900-1¼)	1060-3	1029 (1100-3)	1140-3 1109 (1200-3)	JADNU FIX MINIMUMS						S-LOC 10R	440/24	416 (500-½)	440/40	416 (500-¾)		SIDESTEP 10L	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2½	770 (800-2½)	800-2¾ 770 (800-2¾)
CATEGORY	A	B	C	D	E																																										
S-ILS 10R	224/18 200 (200-½)																																														
S-LOC 10R	860/24 836 (900-½)	860/40 836 (900-¾)	860-1⅞ 836 (900-1⅞)																																												
C CIRCLING	860-1¼	829 (900-1¼)	1060-3	1029 (1100-3)	1140-3 1109 (1200-3)																																										
JADNU FIX MINIMUMS																																															
S-LOC 10R	440/24	416 (500-½)	440/40	416 (500-¾)																																											
SIDESTEP 10L	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2½	770 (800-2½)	800-2¾ 770 (800-2¾)																																										

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

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NW-1, 26 DEC 2024 to 23 JAN 2025

NW-1, 26 DEC 2024 to 23 JAN 2025