

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

ILS or LOC RWY 10R

PORTLAND INTL (PDX)

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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.

ALSF-2

Rwy 10R

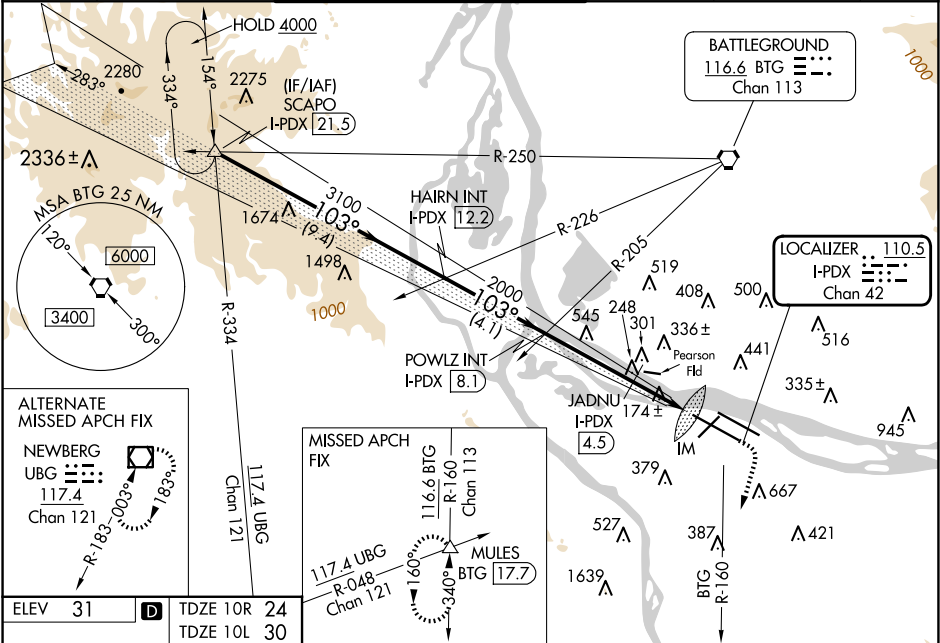
MALSR

Rwy 10L

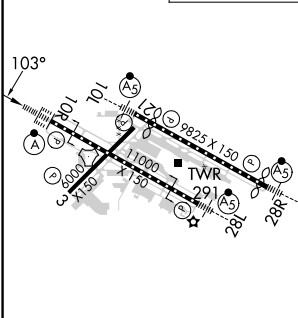
MISSED APPROACH:

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			



ELEV	31	D	TDZE 10R	24
			TDZE 10L	30



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

SCAPO I-PDX (21.5)		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				1100 ↑		5000 BTG R-160		MULES △	
4000		HAIRN INT I-PDX (12.2)		POWLZ INT I-PDX (8.1)		JADNU I-PDX (4.5)		*I-PDX (3.1)		*LOC only	
703°		3100		2000		2000		IM			
GS 3.00° TCH 53		2000		*860							
9.4 NM		4.1 NM		3.6 NM		1.4		1 NM		0.1	
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)		860-17⁄8 836 (900-1⁄8)						
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)		