

# HI-TACAN RWY 10R

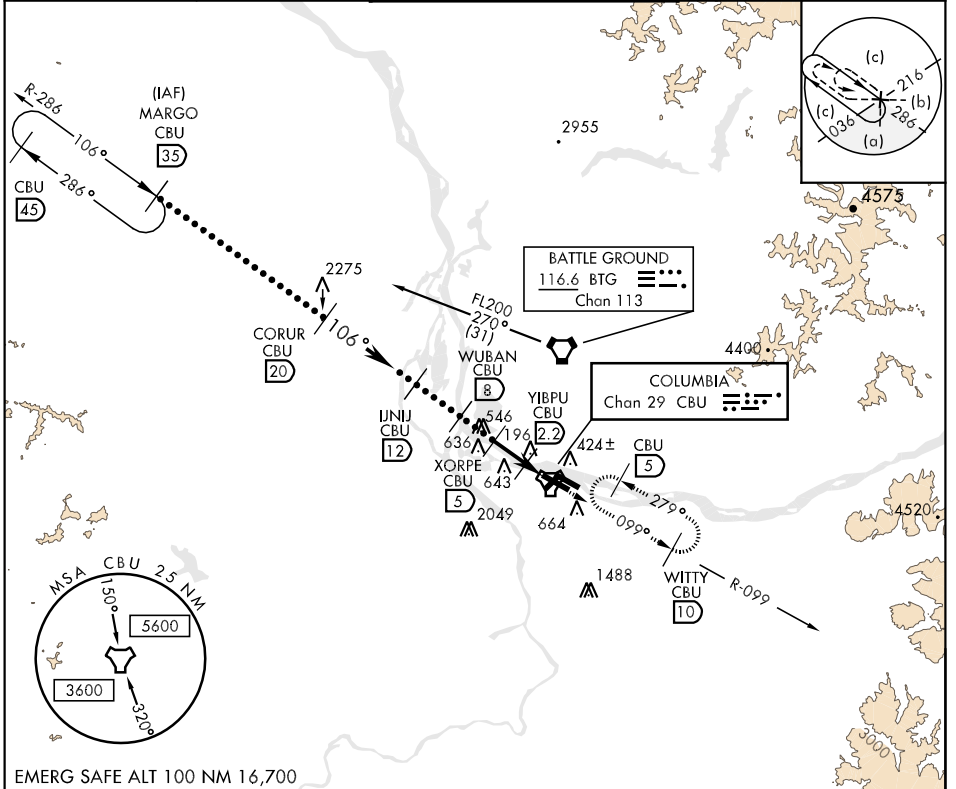
TACAN CBU Chan 29	APCH CRS 106°	Rwy ldg 11,000 TDZE 24 Arprt Elev 31
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JAL-330 [USAF]

PORTLAND INTL (KPDX)

<p>▼ * When ALS inop, increase CAT C RVR to 50 and vis to 1½ miles, CAT DE vis to 1¾ miles.</p> <p>** When VGSI rwy 28R inop, circling rwy 28R NA at night.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 4000 via CBU TACAN R-099 to WITTY/CBU 10 DME and hold, continue climb in holding.</p>
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<p>ATIS 128.35 269.9</p>	<p>PORTLAND APP CON 124.35 299.2</p>	<p>PORTLAND TOWER 118.7 257.8 Rwy 10L-28R 123.775 251.125 Rwy 3-21, 10R-28L</p>	<p>GND CON 121.9 348.6</p>	<p>CLNC DEL 120.125 318.1</p>
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NW-1, 26 JUN 2014 to 24 JUL 2014

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EMERG SAFE ALT 100 NM 16,700

<p>MARGO R-286 CBU 35</p> <p>CORUR CBU 20</p> <p>JUNU CBU 12</p> <p>WUBAN CBU 8</p> <p>XORPE CBU 643</p> <p>YIBPU CBU 2.2</p> <p>TACAN CBU 29</p> <p>JURUL CBU 6.9</p> <p>WITTY CBU 10</p> <p>WITTY R-099</p>	<p>4000 CBU R-099</p>	<p>ELEV 31</p> <p>TDZE 24</p>												
<p>FL200</p> <p>7500</p> <p>3600</p> <p>2500</p> <p>1600</p> <p>620</p> <p>4.4 NM</p>	<p>VGSI and descent angles not coincident.</p>													
<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>C</th> <th>D</th> <th>E</th> </tr> </thead> <tbody> <tr> <td>S-10R*</td> <td>460/40 436 (500-¾)</td> <td>460/50 436 (500-1)</td> <td></td> </tr> <tr> <td>CIRCLING**</td> <td>760-2 729 (800-2)</td> <td>1000-3 969 (1000-3)</td> <td>1160-3 1129 (1200-3)</td> </tr> </tbody> </table>	CATEGORY	C	D	E	S-10R*	460/40 436 (500-¾)	460/50 436 (500-1)		CIRCLING**	760-2 729 (800-2)	1000-3 969 (1000-3)	1160-3 1129 (1200-3)		<p>Rwy 10L ldg 8535'</p> <p>Rwy 28R ldg 9290'</p> <p>REIL Rwy 3-21</p> <p>TDZL/CL 10R</p> <p>MIRL Rwy 3-21</p> <p>HIRL Rwy 10L-28R, 28L-10R</p>
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