

LOC/DME I-PDX <b>110.5</b> Chan 42	APP CRS <b>103°</b>	Rwy Idg <b>11000</b> TDZE <b>24</b> Apt Elev <b>31</b>
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# ILS RWY 10R (CAT II & III)

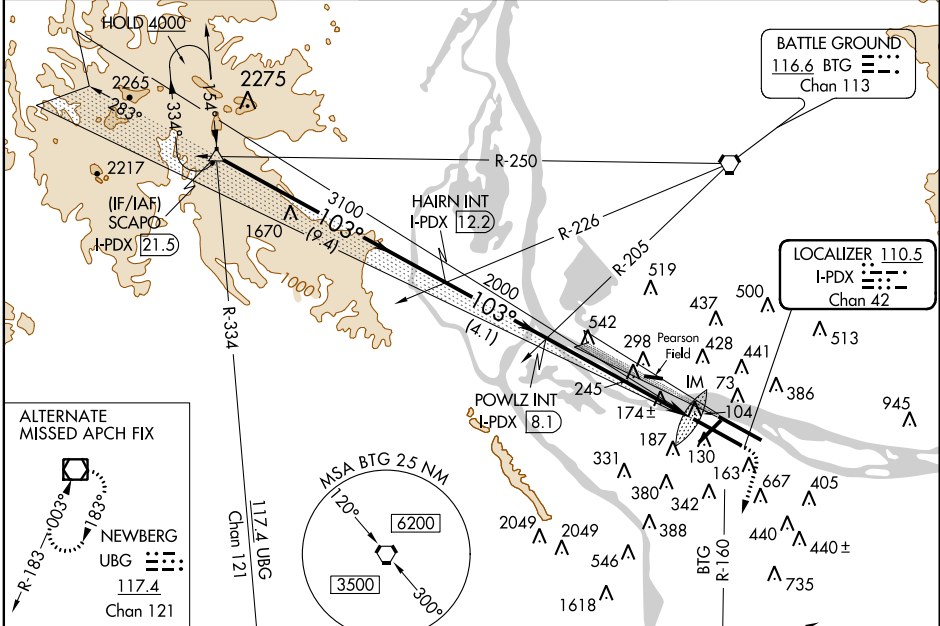
PORTLAND INTL (PDX)

**⚠** Simultaneous approach authorized with Rwy 10L.  
**⚠** CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALS-F-2

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

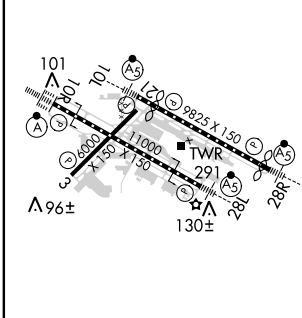
ATIS <b>128.35 269.9</b>	PORTLAND APP CON <b>124.35 299.2</b>	PORTLAND TOWER Rwy 10L-28R <b>118.7 257.8</b>	Rwys 3-21, 10R-28L <b>123.775 251.125</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.125 318.1</b>
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NW-1, 26 JUN 2014 to 24 JUL 2014

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ELEV 31	<b>D</b>	TDZE 24
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SCAPO I-PDX 21.5	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	1100	5000	MULES
HAIRN INT I-PDX 12.2	POWLZ INT I-PDX 8.1	↑	↷	△
4000	3100	2000	IM 121	24 MSL
GS 3.00° TCH 53	9.4 NM	4.1 NM	6 NM	1049'

CATEGORY	A	B	C	D
S-ILS 10R	CAT II RA 107/12 100 DA 124			
S-ILS 10R	CAT III a RVR 07			
S-ILS 10R	CAT III b RVR 06			
S-ILS 10R	CAT III c NA			

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

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