

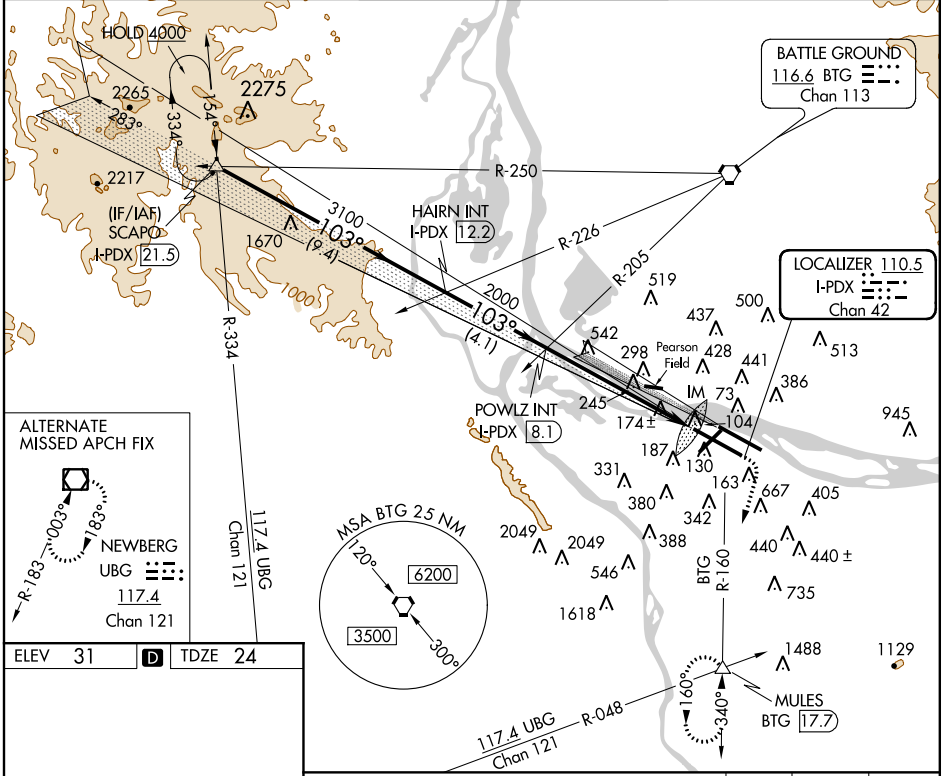
LOC/DME I-PDX <b>110.5</b> Chan 42	APP CRS <b>103°</b>	Rwy Idg <b>11000</b> TDZE <b>24</b> Apt Elev <b>31</b>
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# ILS RWY 10R (SA CAT I)

PORTLAND INTL (PDX)

<p>Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Simultaneous approach authorized with Rwy 10L.</p>	<p>ALSF-2</p>	<p>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.</p>
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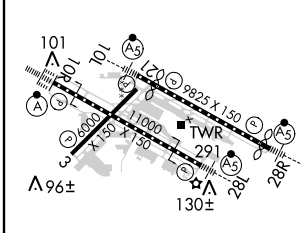
<p>ATIS <b>128.35 269.9</b></p>	<p>PORTLAND APP CON <b>124.35 299.2</b></p>	<p>PORTLAND TOWER Rwy 10L-28R <b>118.7 257.8</b> Rwys 3-21, 10R-28L <b>123.775 251.125</b></p>	<p>GND CON <b>121.9 348.6</b></p>	<p>CLNC DEL <b>120,125 318.1</b></p>
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NW-1, 26 JUN 2014 to 24 JUL 2014

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ELEV 31	<b>D</b>	TDZE 24
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<p>SCAPO I-PDX [21.5]</p>	<p>VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).</p>	<p>1100</p>	<p>5000</p>	<p>MULES △</p>
<p>HAIRN INT I-PDX [12.2]</p>	<p>POWLZ INT I-PDX [8.1]</p>	<p>↑</p>	<p>BTG R-160</p>	
<p>4000</p>	<p>3100</p>	<p>2000</p>	<p>IM</p>	<p>24 MSL</p>
<p>GS 3.00° TCH 53</p>	<p>9.4 NM</p>	<p>4.1 NM</p>	<p>6 NM</p>	<p>10.49'</p>

CATEGORY	A	B	C	D
S-ILS 10R	RA 157/14 150 DA 174			

**SA CATEGORY I 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