

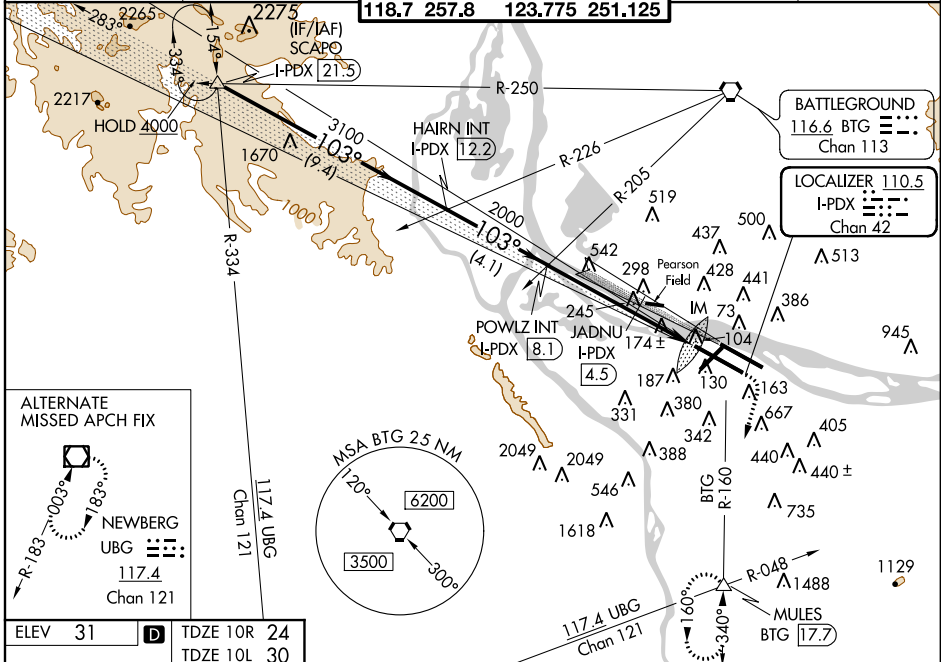
LOC/DME I-PDX 110.5 Chan 42	APP CRS 103°	Rwy Idg TDZE Apt Elev	10R 11000 24 31	10L 8535 30 31
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ILS or LOC RWY 10R

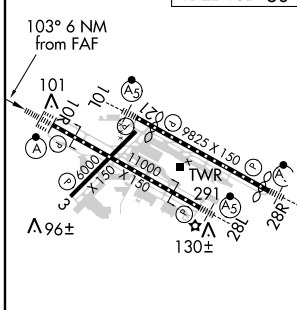
PORTLAND INTL (PDX)

▼ For inop ALSF-2 increase S-ILS 10R visibility all Cats to RVR 4000.
▲ For inop ALSF-2 increase S-LOC 10R Cats C-E visibility to 2 1/2.
▲ For inop ALSF-2 increase JADNU fix minimums S-LOC 10R Cat C-E visibility to RVR 6000. Sidestep NA until passing JADNU.
 Inop table does not apply to Sidestep LOC. Simultaneous approach authorized with Rwy 10L

ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8	Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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ELEV 31	D	TDZE 10R 24	TDZE 10L 30
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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]	HAIRN INT I-PDX [12.2]	POWLZ INT I-PDX [8.1]	JADNU I-PDX [4.5]	1100	5000	MULES
4000	3100	2000	2000	IM	BTG R-160	△
VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 71).						
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 (200-1/2)				
S-LOC 10R	860/24 836 (900-1/2)	860/40 836 (900-3/4)	860-1 7/8 836 (900-1 7/8)		
CIRCLING	860-1 1/4	829 (900-1 1/4)	860-2 1/2 829 (900-2 1/2)	980-3 949 (1000-3)	1140-3 1109 (1200-3)
JADNU FIX MINIMUMS					
S-LOC 10R	440/24	416 (500-1/2)	440/40 416 (500-3/4)		
SIDESTEP 10L	800-1 770 (800-1)	800-1 1/4 770 (800-1 1/4)	800-2 1/2	770 (800-2 1/2)	800-3 770 (800-3)

NW-1, 26 JUN 2014 to 24 JUL 2014

NW-1, 26 JUN 2014 to 24 JUL 2014