


LOC/DME I-JMJ <b>110.5</b> Chan 42	APP CRS <b>283°</b>	Rwy Idg TDZE Apt Elev <b>11000</b> <b>23</b> <b>31</b>
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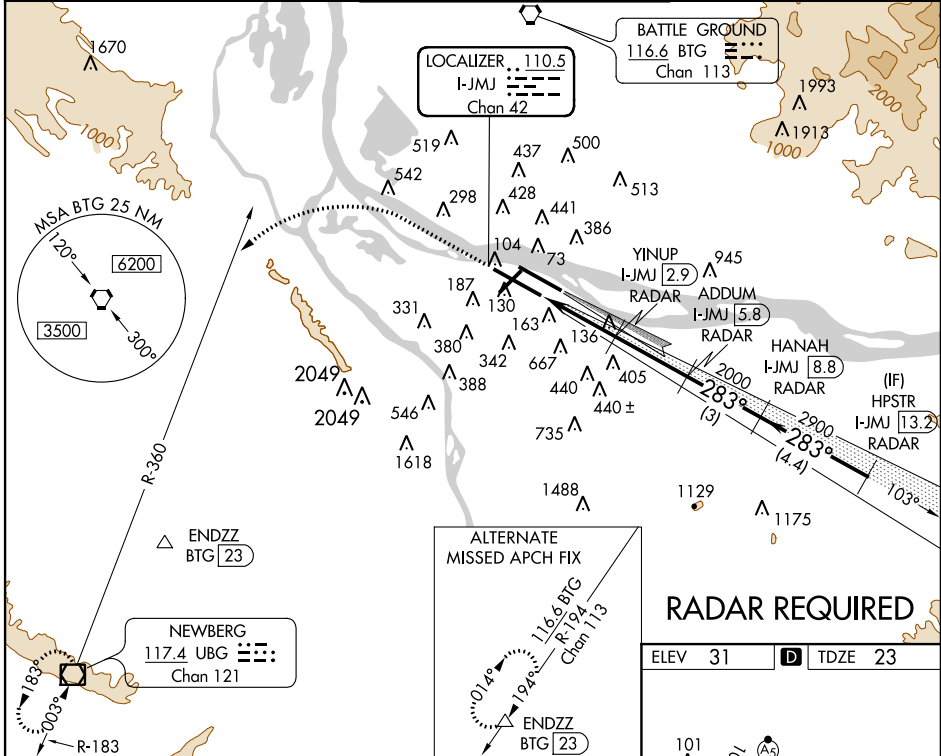
# ILS or LOC RWY 28L

PORTLAND INTL (PDX)

⚠ For inoperative MALS, increase S-ILS 28L all Cts visibility to RVR 4500 and increase S-LOC 28L Cat E visibility to 1 1/2 mile. DME or RADAR required.  
Simultaneous approach authorized with Rwy 28R. Autopilot coupled approach NA below 580.

MALS  MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 on UBG R-360 to UBG VOR/DME and hold.

ATIS <b>128.35 269.9</b>	PORTLAND APP CON <b>124.35 299.2</b>	PORTLAND TOWER Rwys 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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## RADAR REQUIRED

2100	4000	UBG R-360	UBG	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).	HPSTR I-JMJ 13.2 RADAR
*LOC only		I-JMJ DME ANTENNA	YINUP I-JMJ 2.9 RADAR	ADDUM I-JMJ 5.8 RADAR 2000	HANAH I-JMJ 8.8 RADAR
1.2 NM		1.9 NM	2.9 NM	3 NM	4.4 NM

Detailed radar diagram showing:  
 - Approach path with 3.00° TCH 55  
 - Altitudes: 101, 101, 1000, 291, 291, 130±, 283°  
 - Distances: 1.50 X 1.50, 1.50 X 1.50  
 - 283° 6 NM from FAF

CATEGORY	A	B	C	D	E
S-ILS-28L	306/24 283 (300-1/2)				
S-LOC-28L	480/24	457 (500-1/2)	480/45 457 (500-7/8)		
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	980-3 949 (1000-3)	1140-3 1109 (1200-3)

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

NW-1, 26 JUN 2014 to 24 JUL 2014

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