

LOC/DME I-HAP 111.3 Chan 50	APP CRS 283°	Rwy Idg TDZE Apt Elev 9290 31 31
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ILS or LOC RWY 28R

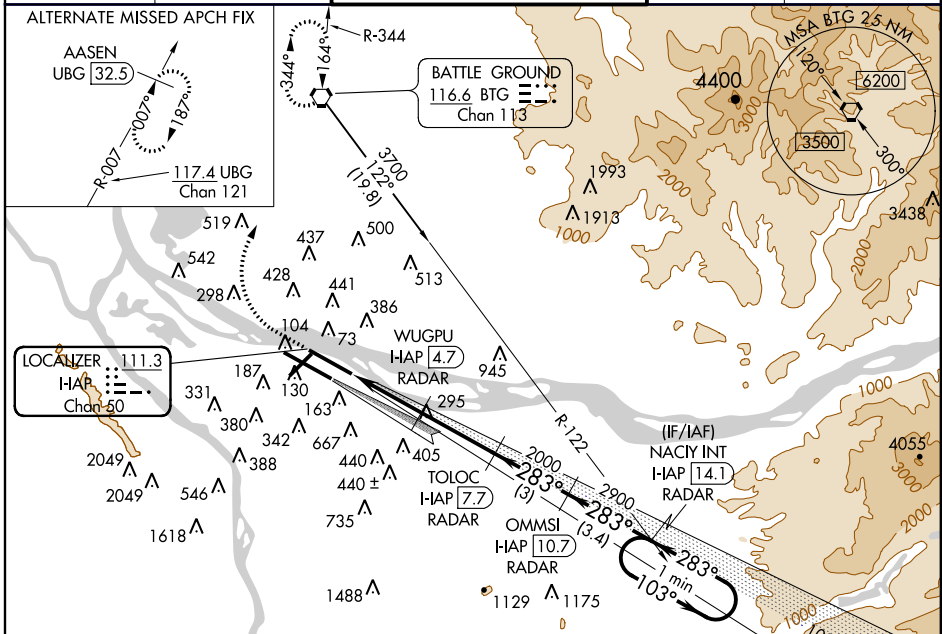
PORTLAND INTL (PDX)

⚠ Inoperative table does not apply to S-ILS 28R all Cats and S-LOC 28R
⚠ Cats A and B. Simultaneous approach authorized with Rwy 28L. Helicopter visibility reduction below 1 SM NA. DME required for holding at NACIY. When VGSI inop, Straight-in/Circling Rwy 28R procedure NA at night.



MISSED APPROACH: Climb to 600 then climbing right turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.

ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R Rwys 3-21, 10R-28L 118.7 257.8 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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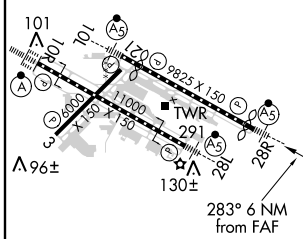


NW-1, 26 JUN 2014 to 24 JUL 2014

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ELEV 31	D	TDZE 31
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DME or RADAR REQUIRED



600	4200	BTG	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).	One Minute Holding Pattern
↑	↷	⬡	TOLOC I-HAP (7.7) RADAR	NACIY INT I-HAP (14.1) RADAR
* LOC Only		WUGPU I-HAP (4.7) RADAR	OMMSI I-HAP (10.7) RADAR	
I-HAP (1.7)		2000	283°	103° → 3700
		1040*	2900	GS 3.00° TCH 54
		3 NM	3 NM	3 NM

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

CATEGORY	A	B	C	D
S-ILS 28R	281/50 250 (300-1)			
S-LOC 28R	560/50	529 (600-1)	560/55	529 (600-1½)
CIRCLING	720-1 689 (700-1)	740-1 709 (800-1)	760-2 729 (800-2)	980-3 949 (1000-3)