

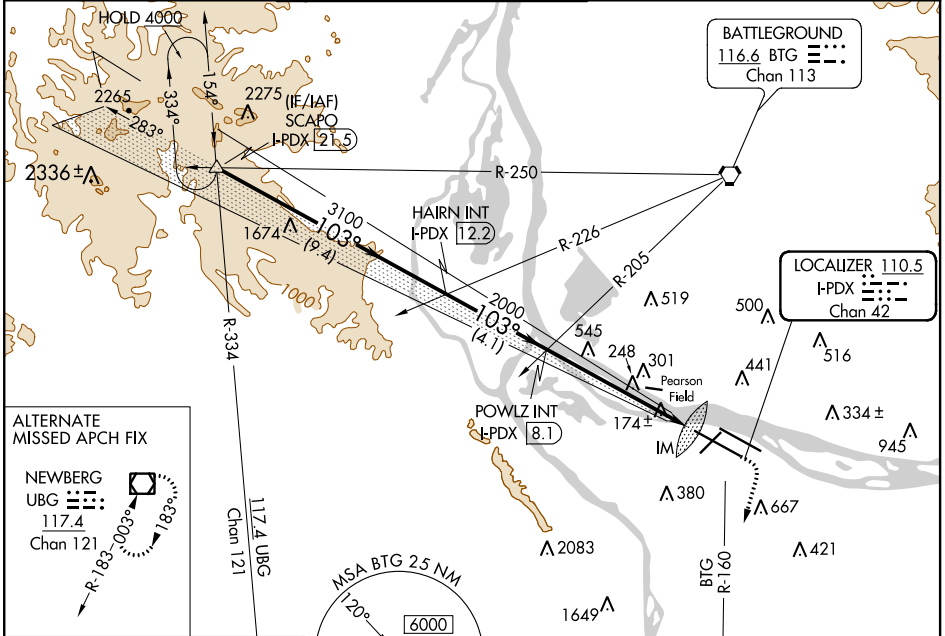
LOC/DME I-PDX <b>110.5</b> Chan <b>42</b>	APP CRS <b>103°</b>	Rwy Idg <b>11000</b> TDZE <b>24</b> Apt Elev <b>31</b>
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# ILS RWY 10R (CAT II & III)

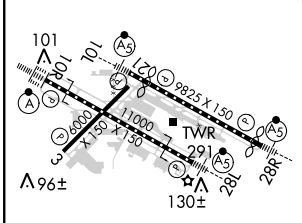
PORTLAND INTL (PDX)

<p>Simultaneous approach authorized.</p> <p>CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.</p>
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D-ATIS <b>128.35</b> <b>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>	CPDLC
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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]		↑	BTG R-160	△
GS 3.00°	TCH 53				

CATEGORY	A	B	C	D
S-ILS 10R	CAT II RA 107/12 100 DA 124			
S-ILS 10R	CAT III RVR 03			

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

NW-1, 25 FEB 2021 to 25 MAR 2021

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