

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)

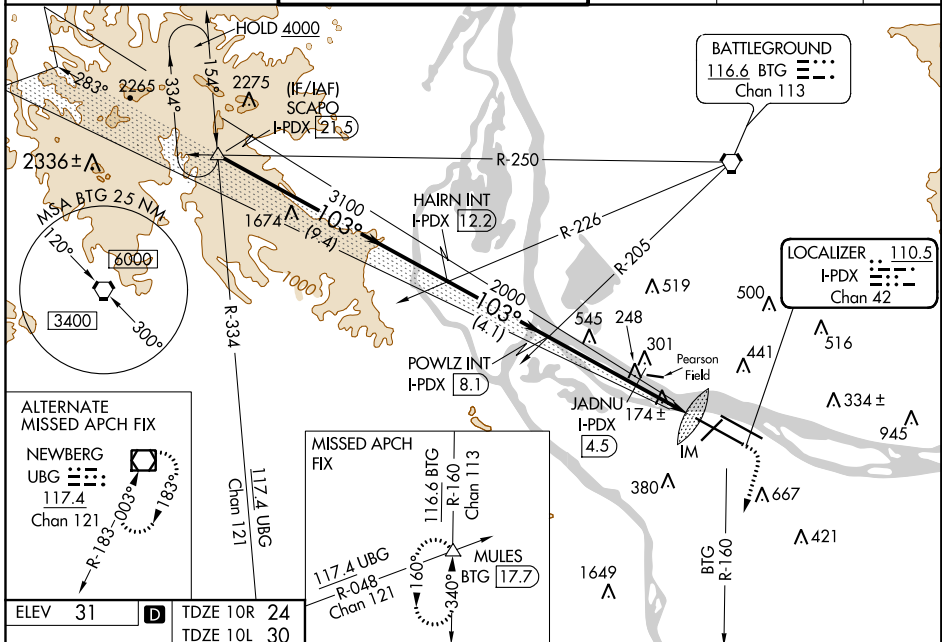
⚠ Simultaneous approach authorized. Inop table does not apply to Sidestep LOC 10L. For inop ALS increase S-ILS 10R Cat E visibility to RVR 4000. For inop ALS increase S-LOC 10R Cat C/D/E visibility to 2½ SM. For inop ALS increase JADNU fix minimums S-LOC 10R Cat C/D/E visibility to RVR 6000. Sidestep NA until passing JADNU.

ALS-F2 Rwy 10R

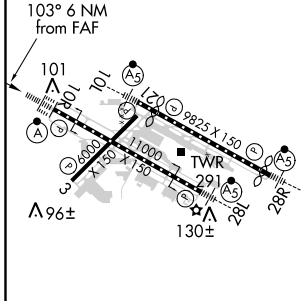
MALS-R Rwy 10L

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.

D-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	CPDLC
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ELEV 31	D	TDZE 10R 24	TDZE 10L 30
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SCAPO I-PDX [21.5]	HAIRN INT I-PDX [12.2]	POWLZ INT I-PDX [8.1]	JADNU I-PDX [4.5]	*I-PDX [3.1]	IM
VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 71).					
4000	3100	2000	*860	2000	1100
GS 3.00° TCH 53					
9.4 NM 4.1 NM 3.6 NM 1.4 NM 1 NM 0.1 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	E
S-ILS 10R	224/18 200 (200-½)				
S-LOC 10R	860/24 836 (900-½)	860/40 836 (900-¾)	860-1⅞	836 (900-1⅞)	
C CIRCLING	860-1¼	829 (900-1¼)	1060-3	1029 (1100-3)	1140-3 1109 (1200-3)
JADNU FIX MINIMUMS					
S-LOC 10R	440/24	416 (500-½)	440/40	416 (500-¾)	
SIDESTEP 10L	800-1	800-1¼	800-2½	770 (800-2½)	800-2¾ 770 (800-2¾)

NW-1, 25 FEB 2021 to 25 MAR 2021

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