


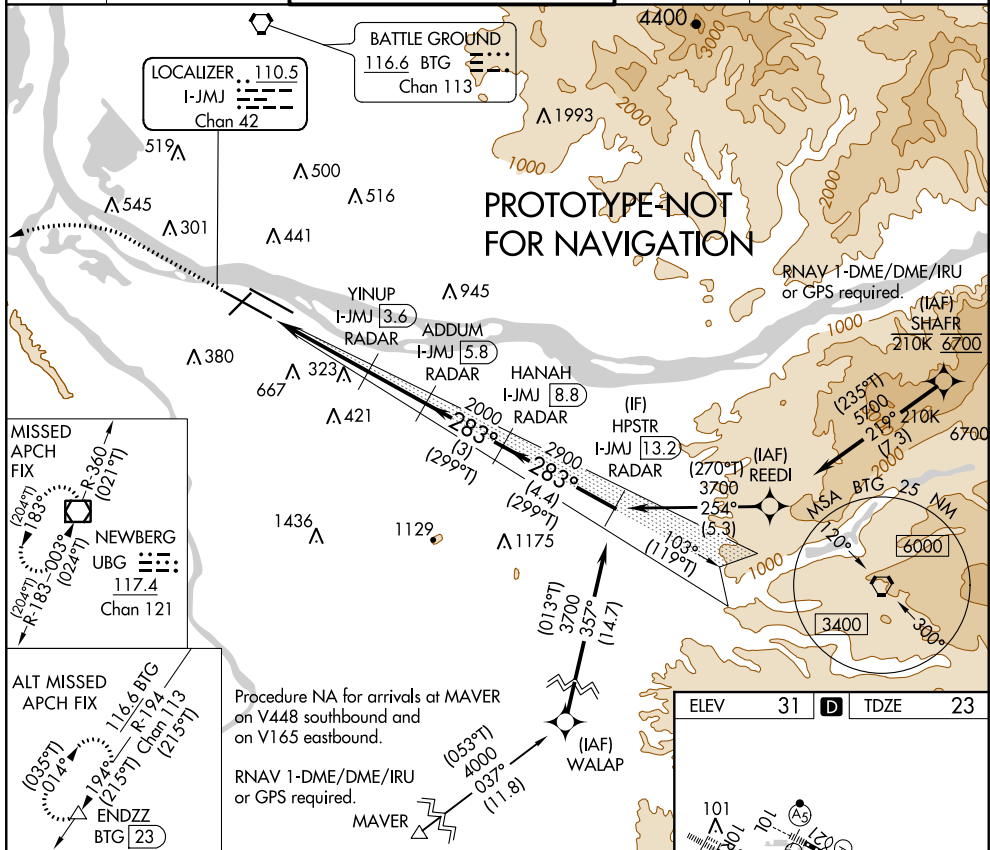
<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 12/18/2015	<b>Task #:</b> 2015082811221501002	<b>Request #:</b> 20150828112215
<b>Procedure:</b> ILS OR LOC RWY 28L AMDT 5			<b>Airport ID:</b> KPDX	<b>Airport:</b> PORTLAND INTL		<b>Reimbursable #:</b> NO
<b>City:</b> PORTLAND	<b>ST:</b> OR	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 02/01/2018		<b>FICO #:</b> 1194684	
<b>Fac ID:</b> JMJ		<b>Fac. Type:</b> ILS			<b>Specialist:</b> HEIDI SNIDER	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	06/02/2017	12/12/2017	ROBERT HAMILTON	QUALITY		
<b>QA:</b>	09/07/2017	09/07/2017	TRACEY STILES	4	12/27CTabaka	
<b>Liaison:</b>	09/07/2017	09/07/2017	MARY MCDONALD	CHECKED		
<b>Procedure Comments:</b>			ENROUTE-NON	<b>Remark Type:</b> INFORMATION		
<p>ACTIVE AIRPORT/FACILITY DATA USED.</p> <p>12/7/2017: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 11/15/2017.</p> <p>1. REMOVED SHAFR 6700 FROM LINE 4 MIN. ALT.</p> <p>12/27/2017: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 12/08/2017.</p> <p>1. CHANGED NOTE FROM MAVER: RNAV 1-DME/DME/IRU OR GPS REQUIRED TO MAVER: RNAV 1-GPS REQUIRED.</p> <p>2. CHANGED NOTE FROM SHAFR: RNAV 1-DME/DME/IRU OR GPS REQUIRED TO SHAFR: RNAV 1-GPS REQUIRED.</p> <p>3. UPDATED CHANGE ITEM 8 TO REFLECT MAVER: RNAV 1-GPS REQUIRED.</p> <p>4. UPDATED CHANGE ITEM 9 TO REFLECT SHAFR: RNAV 1-GPS REQUIRED.</p> <p>CONTACT: LEAD, DION LANCIA 405-9541267</p>						

LOC/DME I-JMJ <b>110.5</b> Chan <b>42</b>	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)

⚠ Simultaneous approach authorized. Autopilot coupled approach NA below 580. DME or RADAR required. For inop ALS, increase S-ILS 28L Cat E visibility to RVR 4500 and increase S-LOC 28L Cat E visibility to 1 1/2 SM.			MALSR 		MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 on UBG R-360 to UBG VOR/DME and hold.	
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




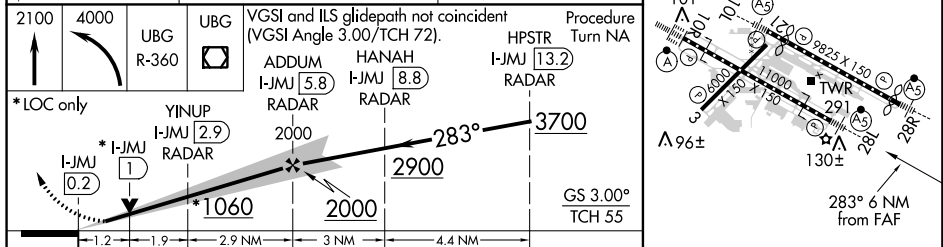
<b>2100</b> ↑	<b>4000</b> ↻	<b>UBG</b> R-360	<b>UBG</b> 	<b>VGSI and ILS glidepath not coincident</b> (VGSI Angle 3.00/TCH 72).	<b>HPSTR</b> I-JMJ [13.2] RADAR	<b>GS 3.00°</b> TCH 55
<b>*LOC only</b>	<b>I-JMJ</b> [0.2]	<b>I-JMJ</b> [1]	<b>YINUP</b> I-JMJ [3.6] RADAR	<b>ADDUM</b> I-JMJ [5.8] RADAR	<b>HANAH</b> I-JMJ [8.8] RADAR	<b>2900</b> <b>283°</b> <b>3700</b>
<b>1.2</b>	<b>2.6</b>	<b>2.2 NM</b>	<b>3 NM</b>	<b>4.4 NM</b>		
<b>CATEGORY</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>	
<b>S-ILS 28L</b>			<b>306/24</b>	<b>283 (300-1/2)</b>		
<b>S-LOC 28L</b>	<b>480/24</b>	<b>457 (500-1/2)</b>		<b>480/45</b>	<b>457 (500-3/4)</b>	
<b>CIRCLING</b>	<b>720-1</b> 689 (700-1)	<b>760-1</b> 729 (800-1)	<b>1060-3</b>	<b>1029 (1100-3)</b>	<b>1140-3</b> 1109 (1200-3)	
<b>PORTLAND, OREGON</b>	<b>45°35'N-122°36'W</b>	<b>PORTLAND INTL (PDX)</b>	<b>ILS or LOC RWY 28L</b>			
<b>Amdt 5 FIG</b>						
<b>REIL</b>	<b>Rwys 3 and 21</b>	<b>TDZ/CL Rwy 10R</b>	<b>MIRL Rwy 3-21</b>	<b>HIRL</b>	<b>Rwys 10L-28R and 10R-28L</b>	
				<b>FAF to MAP</b>	<b>6 NM</b>	
<b>Knots</b>	<b>60</b>	<b>90</b>	<b>120</b>	<b>150</b>	<b>180</b>	
<b>Min:Sec</b>	<b>6:00</b>	<b>4:00</b>	<b>3:00</b>	<b>2:24</b>	<b>2:00</b>	

OLD

17173

ILS or LOC RWY 28L  
PORTLAND INTL (PDX)

MALSR 	MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 on UBG R-360 to UBG VOR/DME and hold.
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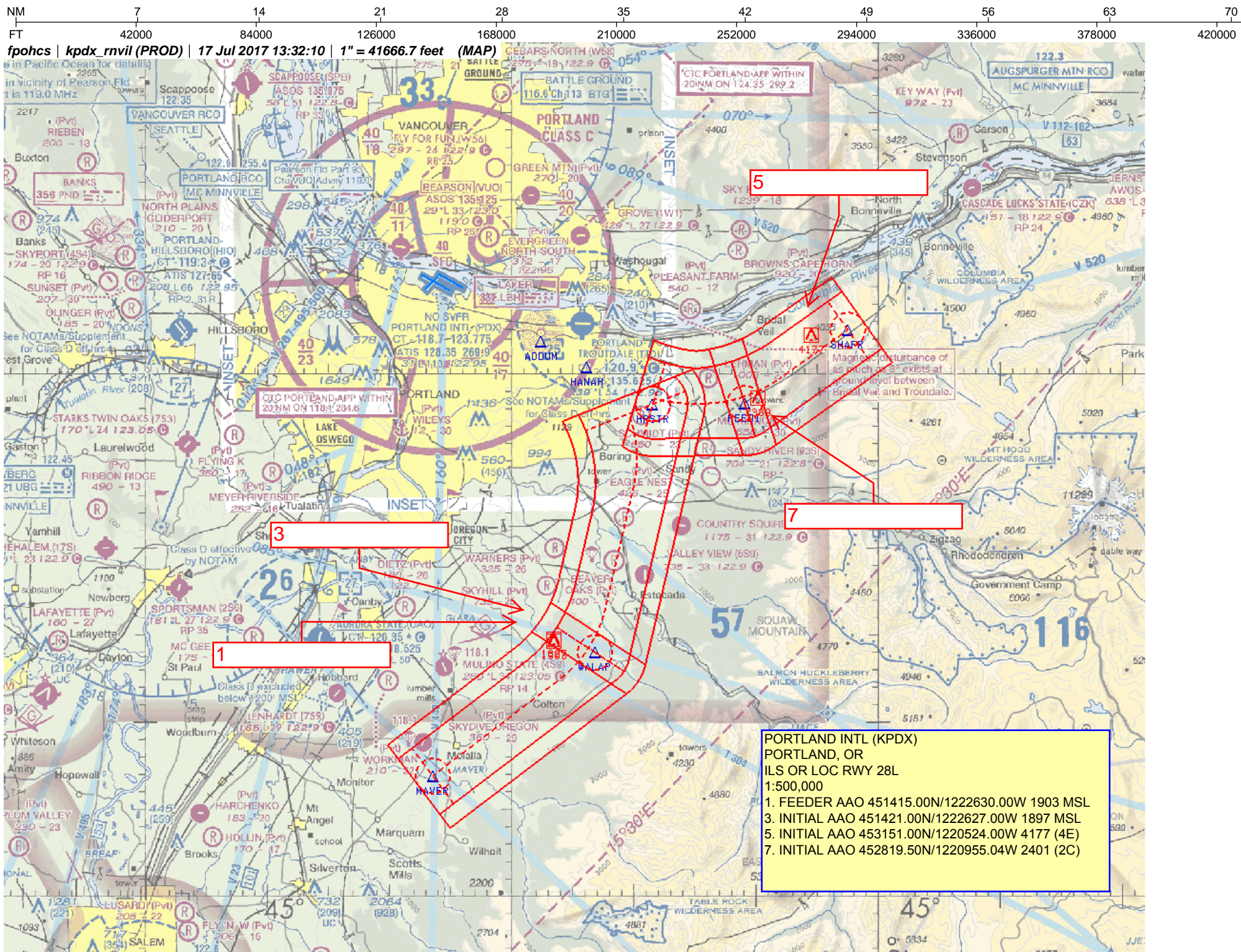
PORTLAND INTL (PDX)

45°35'N-122°36'W

ILS or LOC RWY 28L

NW-1, 20 JUL 2017 to 17 AUG 2017







PORTLAND INTL (KPDX)  
PORTLAND, OR  
ILS OR LOC RWY 28L  
1:500,000  
9. INTERMEDIATE AAO 452712.00N/1222339.00W 1234 (4E)  
11. INTERMEDIATE SDF AAO 452824.00N/1222527.00W  
15. MISSED ATCT (41-020289) 453515.16N/1223520.69W 291 (1A)  
16. MISSED LVL SFC/HOLD AAO 452348.00N/1230324.00W 1834 (4E)

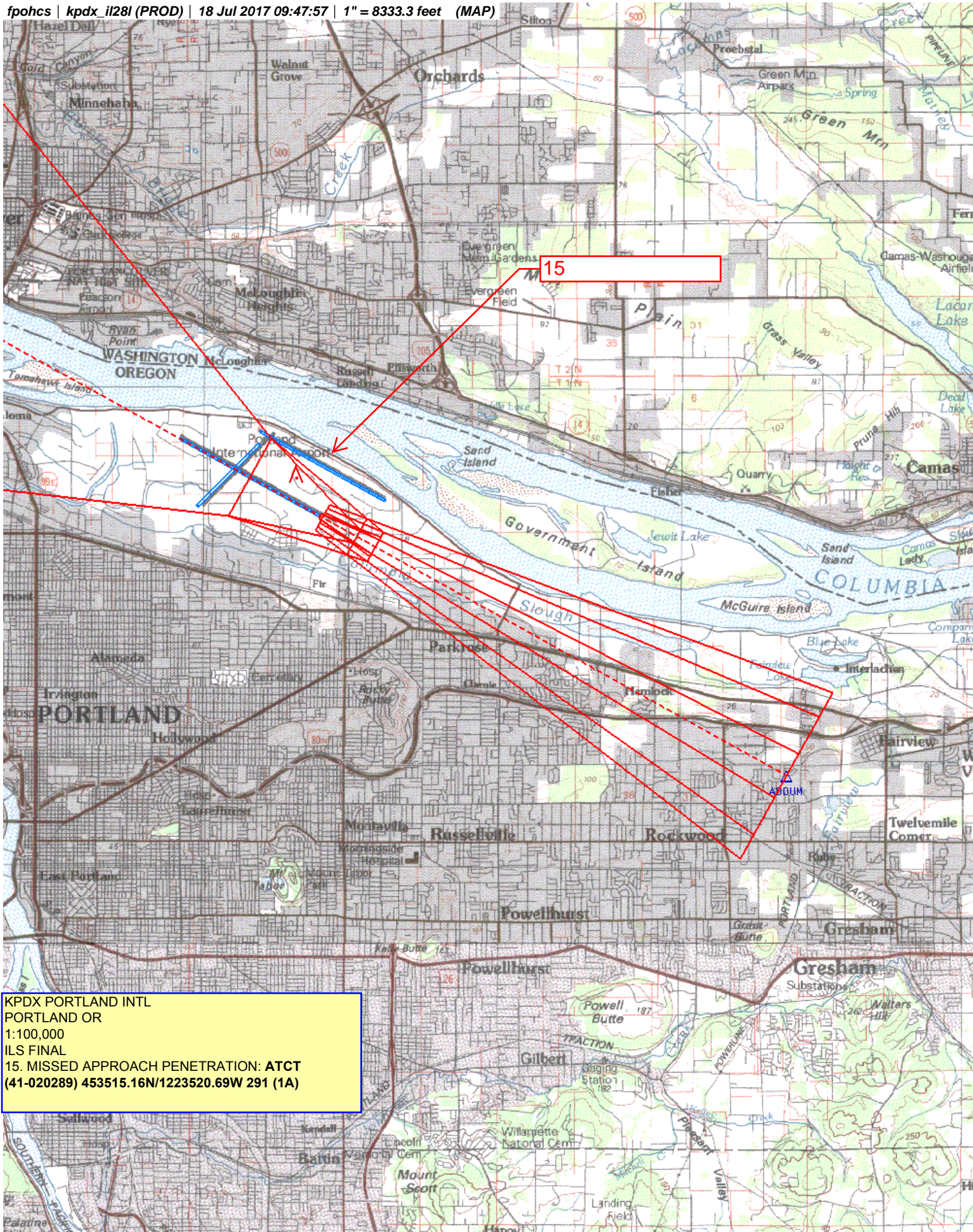






NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

fpohcs | kpdx\_il28l (PROD) | 18 Jul 2017 09:47:57 | 1" = 8333.3 feet (MAP)



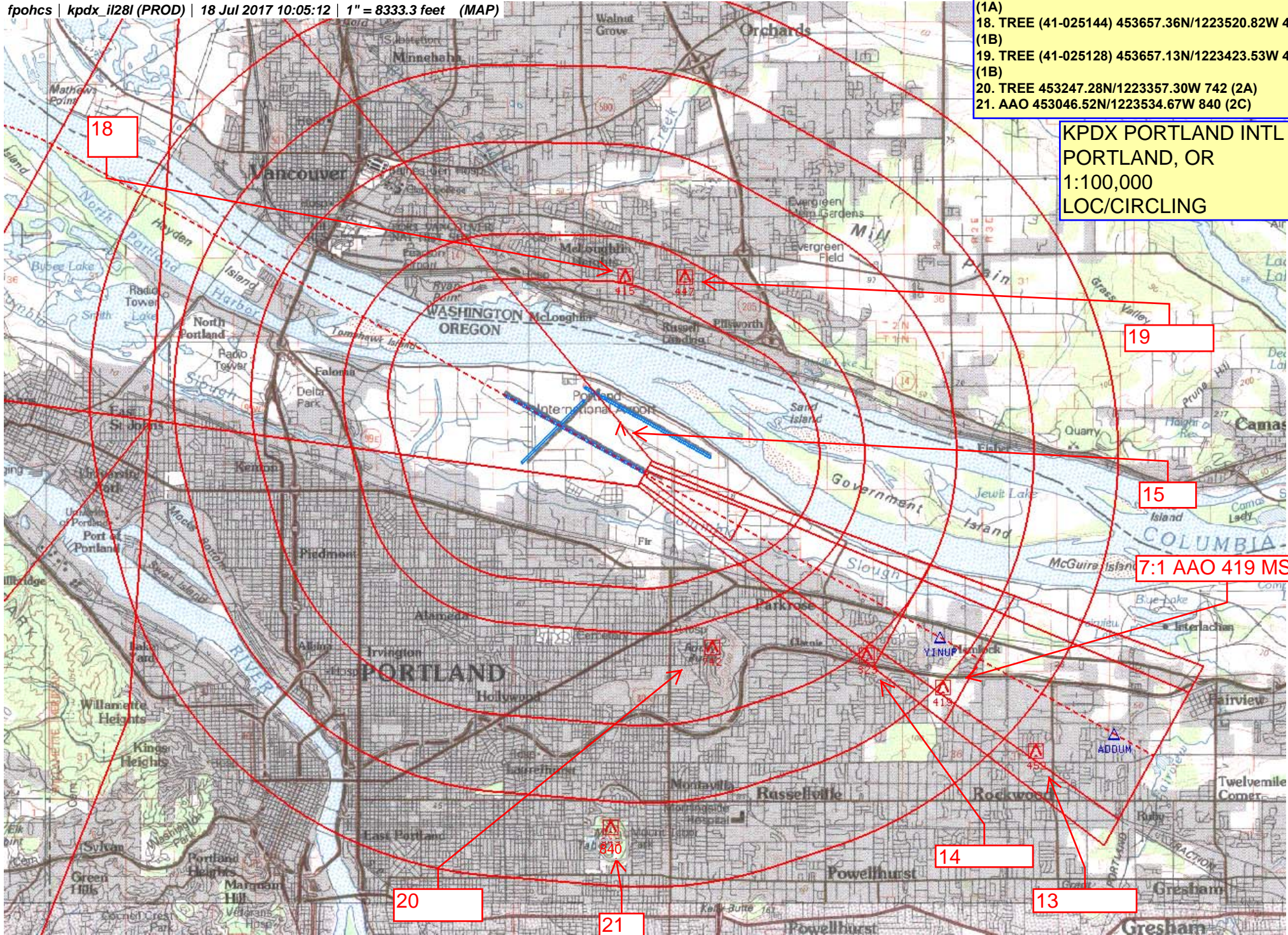


NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

fpohcs | kpdx\_il28l (PROD) | 18 Jul 2017 10:05:12 | 1" = 8333.3 feet (MAP)

- 13. AAO 453137.36N/1222846.73W 459 (2C)
- 14. TANK (41-000955) 453242.12N/1223128.70W 323 (2C)
- 15. ATCT (41-020289) 453515.16N/1223520.69W 291 (1A)
- 18. TREE (41-025144) 453657.36N/1223520.82W 415 (1B)
- 19. TREE (41-025128) 453657.13N/1223423.53W 447 (1B)
- 20. TREE 453247.28N/1223357.30W 742 (2A)
- 21. AAO 453046.52N/1223534.67W 840 (2C)

KPDX PORTLAND INTL  
PORTLAND, OR  
1:100,000  
LOC/CIRCLING



7:1 AAO 419 MSL



DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
CATEGORICAL EXCLUSION DECLARATION

Portland International Airport

ILS or LOC RUNWAY 28L  
ILS or LOC RUNWAY 28R  
RNAV (GPS) RWY 28L  
RNAV (GPS) RWY 28R

Description of Action:

The FAA is proposing to amend the following approach procedures for the Portland International Airport (KPDX) in Portland, Oregon:

1. Instrument Landing System (ILS) or Localizer (LOC) Runway (RWY) 28L
2. ILS or LOC RWY 28R
3. Area Navigation (RNAV) (Global Positioning System [GPS]) X RWY 28L
4. RNAV (GPS) X RWY 28R

The proposed amendment will lower the minimum altitude on the segment between waypoints (WP) SHAFR and REEDI from 6,300 feet above mean sea level (amsl) to 5,700 feet amsl on the two existing RNAV and the ILS or LOC RWY 28L approach procedures. The minimum altitude on the SHAFR to REEDI segment will be lowered from 6,000 feet amsl to 5,700 feet amsl.

FAA also proposes to reinstate the RNAV feeder route from the feeder fix MAVER to both the RNAV (GPS) RWY 28L and RNAV (GPS) RWY 28R approach procedures. The Intermediate Approach Fix (IAF) will be located at CUKIS, connecting to the Intermediate Fix (IF) HPSTR and NACIY respectively.

The feeder route was removed from both the RNAV (GPS) RWY 28L and RNAV (GPS) RWY 28R procedures with Amendment (Amdt) 3 on June 25, 2015. Controllers have requested that this transition be reinstated. Reinstatement of this southern arrival will reduce the need for radar vectoring to the final approach course.

The RNAV feeder route from MAVER will be added to the ILS or LOC RWY 28L (IAF WALAP) and ILS or LOC RWY 28R (IAF CUKIS) procedures; the segments will connect to IF HPSTR and NACIY respectively.

Although the arrival route from MAVER to WALAP is a new/reinstated route, track data show that aircraft have been and are currently flying the route. The number of operations and aircraft mix are not expected to change. Aircraft currently flying the proposed route will continue to do so.



Using the FAA-approved noise screening tool, Terminal Area Route Generation Evaluation, and Traffic Simulation (TARGETS) and Aviation Environmental Design Tool (AEDT) Environmental Plug-In, a noise modelling analysis was completed to screen for potential increases in noise resulting from implementation of the proposed procedure. The results of the comparison of the baseline and alternative scenarios by the TARGETS AEDT Environmental Plug-In indicated no significant increase in threshold noise as a result of the proposed action.

**Declaration of Exclusion:**

The FAA has reviewed the above referenced proposed action and it has been determined, by the undersigned, to be categorically excluded from further environmental documentation according to FAA Order 1050.1F, "Environmental Impacts: Policies and Procedures." The implementation of this action will not result in any extraordinary circumstances in accordance with FAA Order 1050.1F.

**Basis for this Determination:**

The Aircraft Procedure Environmental Pre-Screening Filter was processed and reviewed by the Western Service Center. This review was conducted in accordance with policies and procedures in Department of Transportation Order 5610.1C, "Procedures for Considering Environmental Impacts" and FAA Order 1050.1F.

The applicable categorical exclusion is:

*5-6.5.i. - Establishment of new or revised air traffic control procedures conducted at 3,000 feet or more above ground level (AGL); procedures conducted below 3,000 feet AGL that do not cause traffic to be routinely routed over noise sensitive areas; modifications to currently approved procedures conducted below 3,000 feet AGL that do not significantly increase noise over noise sensitive areas; and increases in minimum altitudes and landing minima.*



Recommended by:

Facility Manager Review/Concurrence

Signature: SCOTT A BURK Digitally signed by  
SCOTT A BURK  
Date: 2017.05.18  
11:44:20 -07'00' Date: May 18, 2017  
Name: Scott Burk  
Air Traffic Manager (A)  
Portland Terminal Radar Approach Control (P80)

Concurrence by:

Western Service Area Environmental Specialist

Signature: Kathleen M. Moses Date: May 18, 2017  
Name: Erin Augustin Moses  
Environmental Specialist, Operations Support Group,  
Western Service Center, AJV-W22

Approval by:

Western Service Area Director or Designee Approval

Signature: Kim Stover Date: 5/23/17  
Name: Kim Stover  
Director, Air Traffic Operations, North,  
Western Service Area, AJTWN