


| | | | | | | |
|--|---------------|-----------------------------|---|---|---------------------------------------|-------------------------------------|
| Flight Procedure Tracking Form | | Action: AMENDMENT | Task Type: IAP | Date Open: 02/12/2018 | Task #: 2018021233716201001 | Request #: 20180212337162 |
| Procedure: ILS OR LOC RWY 13R AMDT 10B | | | Airport ID: KHIO | Airport: PORTLAND-HILLSBORO | | Reimbursable #: NO |
| City: PORTLAND | ST: OR | GPS #: | Estimated Chart Date: 07/19/2018 | | FICO #: | |
| Fac ID: HIO | | Fac. Type: ILS | | | Specialist: CHARLES THIBODEAUX | |
| Procedure Review | | | | | | |
| | Rec'd | Rel'd | Full Name | Comments | | |
| Lead: | 02/13/2018 | 03/20/2018 | MARK ADAMS |  Digitally signed by 19 JON DENTON May 02, 2018 | | |
| QA: | 03/20/2018 | | | | | |
| Liaison: | | | | | | |
| Procedure Comments: | | | Remark Type: INFORMATION | | | |
| CHANGED ALTERNATE MISSED APPROACH INSTRUCTIONS. FLIGHT INSPECTION REVIEW NOT REQUIRED - PROCESSED IAW AIRCRAFT OPERATIONS GROUP (AJW-333) MEMO, DEC 22, 2017. CONTACT LONNIE EVERHART: 405.954.4576 | | | | | | |

| | | | |
|-----------|---------|----------|------|
| LOC I-HIO | APP CRS | Rwy Idg | 6600 |
| 110.7 | 128° | TDZE | 203 |
| | | Apt Elev | 208 |

ILS or LOC RWY 13R

PORTLAND-HILLSBORO (HIO)

⚠

Inop table does not apply to S-LOC 13R Cats A and B. For inop ALS when using Portland Intl altimeter setting, increase S-ILS 13R all Cats visibility to RVR 4500. When local altimeter setting not received, use Portland Intl altimeter setting and increase all DA/MDA 60 feet, increase JKIM fix minimums S-LOC 13R Cats C and D visibility to 1½ SM. # RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Portland Intl altimeter setting.

MALSR

MISSED APPROACH:

Climb to 1000 then climbing right turn to 3000 direct UBG VOR/DME and hold.

| | | | | |
|----------------|-----------------------------------|---|------------------|------------------|
| ATIS 127.65 | PORTLAND APP CON 126.0 269.175 | HILLSBORO TOWER ★ 119.3 (CTAF) 0 239.3 | GND CON 121.7 | UNICOM 122.95 |
|----------------|-----------------------------------|---|------------------|------------------|

PROTOTYPE: NOT FOR NAVIGATION

| | | | | | | |
|---|---------------------------|---------------------------|------------------------|------------------------|--|--|
| VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 49). | | | | | | |
| One Minute Holding Pattern | | | | | | |
| DUCKA INT UBG 29 (324°T) 4600 ← 308° (128°) (144°T) 3700 | | | | | | |
| COUVE INT UBG 21.9 2900 3300 | | | | | | |
| DOLLA INT 2900 | | | | | | |
| JIKIM INT 1660 | | | | | | |
| GS 3.00° TCH 44 | | | | | | |
| 7.4 NM 3.2 NM 3.8 NM 4.5 NM | | | | | | |
| CATEGORY | A | B | C | D | | |
| S-ILS 13R # | 403/24 200 (200-½) | | | | | |
| S-LOC 13R | 1660/60 1457 (1500-1¼) | 1660-1½ 1457 (1500-1½) | 1660-3 1457 (1500-3) | | | |
| CIRCLING | 1660-1¼ 1452 (1500-1¼) | 1660-1½ 1452 (1500-1½) | 1660-3 1452 (1500-3) | | | |
| JIKIM FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED) | | | | | | |
| S-LOC 13R | 680/24 477 (500-½) | 680/50 477 (500-1) | | | | |
| CIRCLING | 680-1 472 (500-1) | 720-1 512 (600-1) | 720-1½ 512 (600-1½) | 980-2½ 772 (800-2½) | | |

ELEV 208 TDZE 203

PORTLAND, OREGON

Amtd 10B FIG

45°33'N-122°57'W

PORTLAND-HILLSBORO (HIO)

ILS or LOC RWY 13R