

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE**

TITLE 14 CFR PART 97.29

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT</u> PORTLAND INTL	<u>AIRPORT ID</u> KPDX	<u>PROCEDURE NAME</u> ILS OR LOC RWY 10R ILS RWY 10R (SA CAT I), ILS RWY 10R (CAT II), ILS RWY 10R (CAT III)	<u>ORIGINAL/AMENDMENT</u> 35	<u>CITY</u> PORTLAND	<u>STATE</u> OR	
<u>AIRPORT ELEVATION</u> 31	<u>TDZE</u> 10R 24 10L 30	<u>SUPERSEDED</u> ILS OR LOC RWY 10R ILS RWY 10R (SA CAT I), ILS RWY 10R (CAT II), ILS RWY 10R (CAT III)	<u>ORIGINAL/AMENDMENT</u> 34C	<u>DATED</u> 06/26/2014	<u>MAG VAR</u> 16E	<u>EPOCH YEAR</u> 2010
<u>FACILITY</u> I-PDX	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u> 26 MARCH 2020	<u>REQUIRED EFFECTIVE DATE</u> ROUTINE	<u>CANCEL/SUSPEND</u>		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
SCAPO INT/I-PDX 21.53 DME	IF/IAF	HAIRN INT/I-PDX 12.15 DME					103.01	9.38 (I-PDX)	3100
HAIRN INT/I-PDX 12.15 DME		POWLZ INT/I-PDX 8.05 DME					103.01	4.10 (I-PDX)	2000

MISSED APPROACH

MAP:

ILS: DA
LOC: 6.04 NM AFTER POWLZ INT/I-PDX 8.05 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 5000 ON BTG VORTAC R-160 TO MULES/17.70 DME AND HOLD, CONTINUE CLIMB-IN-HOLD TO 5000.

ALTERNATE MISSED APPROACH INSTRUCTIONS (DO NOT CHART):

CLIMB TO 1300 CLIMBING RIGHT TURN TO 4000 ON UBG VOR/DME R-040 TO UBG VOR/DME AND HOLD.

PROFILE:

1. PT **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF (IAF)**
2. PROFILE STARTS AT SCAPO
3. **FAC:** 103.01 **FAF:** POWLZ INT/I-PDX 8.05 DME **DIST FAF TO MAP:** 6.04 **DIST FAF TO THLD:** 6.04
4. **MIN ALT:** SCAPO INT/I-PDX 21.53 DME 4000, HAIRN INT/I-PDX 12.15 DME 3100, POWLZ INT/I-PDX 8.05 DME 2000, JADNU/I-PDX 4.47 DME 860*
5. **DIST TO THLD FROM OM:** **MM:** **IM:** 873 **100 HAT:** 897 **150 HAT:** **GS ANT:** 1049
6. **MIN GS INCPT:** 2000 **GS ALT AT FAF :** POWLZ INT/I-PDX 8.05 DME 2000 **OM:** **MM:** **IM:** 121
7. **GP ANGLE:** 3.00 **34:1:** **20:1:** **TCH:** 53.0
8. **MSA FROM:** BTG VORTAC 120-300 3400, 300-120 6000

QUALITY
19
CHECKED

EQUIPMENT REQUIREMENTS NOTES:

NOTES:

SA CAT I ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 10R: CAT A, B, C, D RA 157, RVR 1400, HAT 150, DA 174 MSL.
CAT II ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 10R: CAT A, B, C, D RA 107, RVR 1200, HAT 100, DA 124 MSL.
CAT III ILS - SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED; S-ILS 10R: CAT A, B, C, D RVR 300.
CHART NOTE: SIMULTANEOUS APPROACH AUTHORIZED.
CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO SIDESTEP LOC 10L.
SA CAT I CHART NOTE: REQUIRES SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF HUD TO DH.
CAT II RVR 1000 CHART NOTE: RVR 1000 AUTHORIZED WITH SPECIFIC OPSPEC, MSPEC, OR LOA APPROVAL AND USE OF AUTOLAND OR HUD TO TOUCHDOWN.
CHART PROFILE NOTE: VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}).
CHART NOTE: FOR INOPERATIVE ALS INCREASE S-ILS 10R CAT E VISIBILITY TO RVR 4000.
CHART NOTE: FOR INOPERATIVE ALS INCREASE S-LOC 10R CAT C/D/E VISIBILITY TO 2 1/2 SM.
CHART NOTE: FOR INOPERATIVE ALS INCREASE JADNU FIX MINIMUMS S-LOC 10R CAT C/D/E VISIBILITY TO RVR 6000.
CHART NOTE: SIDESTEP NOT AUTHORIZED UNTIL PASSING JADNU.

ADDITIONAL FLIGHT DATA:

CHART KVVU IN PLANVIEW
CHART ARRIVAL HOLDING AT SCAPO INT/I-PDX 21.53 DME: HOLD NW, RT, 154.00 INBOUND, 4000.
CHART CIRCLING ICON.
CHART IN PLANVIEW: UBG VOR/DME
CHART VDP AT 3.09 DME*
DISTANCE VDP TO THLD 1.08 NM
* LOC ONLY
CHART FAS OBST: 174 TREE 453617N/1223902W.
CHART 545 TRANSMISSION LINE 453828N/1224244W, 301 TOWER 453741N/1223955W.
CHART: 248 BRIDGE 453714N/1224025W.
CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD S UBG VOR/DME, RT, 003.00 INBOUND.
HOLD S, LT, 340.00 INBOUND

MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ ILS: STANDARD; LOC: CAT A, B 900-2, CAT C, D 1000-3, CAT E 1200-3



<u>CATEGORY:</u>	A			B			C			D			E		
<u>FINAL TYPE</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>	<u>DA/MDA</u>	<u>VIS</u>	<u>HAT/HAA</u>
S-ILS 10R	224	1800	200	224	1800	200	224	1800	200	224	1800	200	224	1800	200
S-LOC 10R	860	2400	836	860	4000	836	860	1 7/8	836	860	1 7/8	836	860	1 7/8	836
CIRCLING	860	1 1/4	829	860	1 1/4	829	1020	3	989	1020	3	989	1140	3	1109
JADNU FIX MINIMUMS															
S-LOC 10R	440	2400	416	440	2400	416	440	4000	416	440	4000	416	440	4000	416
SIDESTEP 10L	800	1	770	800	1 1/4	770	800	2 1/2	770	800	2 1/2	770	800	2 3/4	770

CHANGES - REASONS

- 1. DECREASED CAT IIIB RVR FROM 600 TO 300 - PER FPT IFPR REQUEST TO COINCIDE WITH PDX LVO/SMGCS PLAN; INCORPORATED NOTAM FDC Y/4739 - IAW 8260.19H.
- 2. CHANGED ALTERNATE MISSED APPROACH INSTRUCTION FROM "CLIMB TO 1100 THEN CLIMBING RIGHT TURN TO 4000 ON UBG VOR/DME R-040 TO UBG VOR/DME AND HOLD" TO "CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 4000 ON UBG VOR/DME R-040 TO UBG VOR/DME AND HOLD" - NEW OBSTACLE EVALUATION CALCULATION.
- 3. CHANGED CHART PROFILE NOTE FROM "VGSI AND ILS GLIDEPATH NOT COINCIDENT" TO "VGSI AND ILS GLIDEPATH NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET})" - UPDATED NOTE FORMAT.
- 4. CHANGED CHART NOTE: FOR INOPERATIVE ALSF-2 INCREASE S-LOC 10R CAT C/D VISIBILITY TO 2 1/2 AND CAT E TO 3 TO CHART NOTE: FOR INOPERATIVE ALS INCREASE S-LOC 10R CAT C/D/E VISIBILITY TO 2 1/2 SM - NEW VIS CHECK CALCULATION.
- 5. CHANGED VDP DIST FROM 3.10 TO 3.09 AND DISTANCE VDP TO THLD FROM 1.09 NM TO 1.08 NM - NEW EVALUATION AND CALCULATIONS.
- 6. CHANGED SIDESTEP 10L CAT E VISIBILITY FROM 3 TO 2 3/4 - NEW VIS CHECK CALCULATION.
- 7. ADDED CHART CIRCLING ICON TO ADDITIONAL FLT DATA - ADDED NEW CIRCLING CRITERIA.
- 8. RAISED CIRCLING CMDA/HAA CAT C FROM 860/829 TO 1020/989; CAT D FROM 980/949 TO 1020/989 - NEW CIRCLING CRITERIA APPLIED.
- 9. RAISED CIRCLING CAT C VISIBILITY FROM 2 1/2 TO 3 - NEW CIRCLING CRITERIA APPLIED AND VIS CHECK CALCULATION.
- 10. CHANGED INTERMEDIATE SDF FROM HAIRN INT/I-PDX 12.17 DME TO HAIRN INT/I-PDX 12.15 DME - UPDATED DME COORDINATES FIX MOVED 121 FEET SE.
- 11. UPDATED DISTANCE IN INTERMEDIATE LEG SCAPO INT/I-PDX 21.53 DME TO HAIRN INT/I-PDX 12.15 DME FROM 9.36 TO 9.38 - UPDATED CALCULATION HAIRN FIX MOVED.
- 12. UPDATED DISTANCE IN INTERMEDIATE STEPDOWN LEG HAIRN INT/I-PDX 12.15 DME TO POWLZ INT/I-PDX 8.05 DME FROM 4.12 TO 4.10 - UPDATED CALCULATION HAIRN FIX MOVED.
- 13. UPDATED SDF FIX DESCRIPTION FROM JADNU/I-PDX 4.49 DME TO JADNU/I-PDX 4.47 DME - MOVED JADNU 104 FEET SE.
- 14. CHANGED MSA SECTOR 120-300 MINIMUM ALTITUDE FROM 3500 TO 3400 - NEW CONTROLLING OBSTACLE.

COORDINATED WITH:

A4A ☒ **ALPA** ☒ **AOPA** ☒ **APA** ☒ **HAI** ☐ **NBAA** ☒ **OTHER:** ZSE, PDX ATCT, ARPT MGR, ST AERO

FLIGHT CHECKED BY

SCOTT A THOMPSON

DEVELOPED BY

DONALD H. LANIER (DEXTER SWEETING)

APPROVED BY

GEORGE DAVIS

Digitally signed by
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Jan 24, 2020
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OFFICE

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DATE

1/22/20

DATE

10/01/2019

DATE

TITLE
MANAGER

