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| LOC/DME I-FKO 111.1 Chan 48 | APP CRS 152° | Rwy Ldg 5100 TDZE 58 Apt Elev 58 |
|---|------------------------|---|

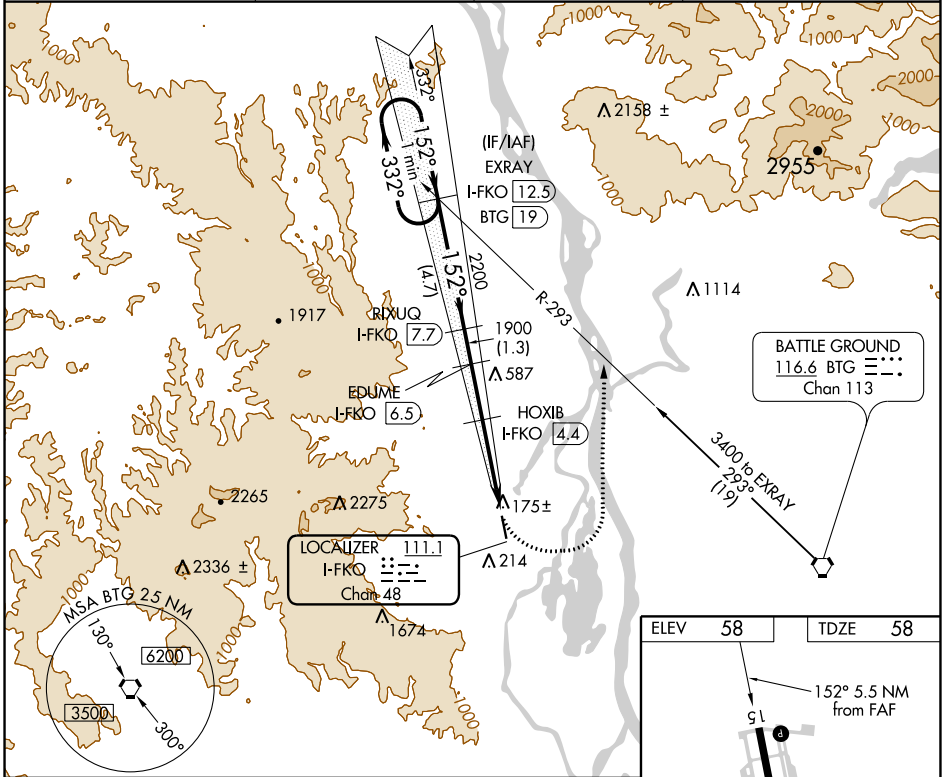
LOC/DME RWY 15

SCAPOOSE INDUSTRIAL AIRPARK (SPB)

⚠ Circling NA west of Rwy 15-33. When local altimeter setting not received, use Portland Intl altimeter setting and increase all MDA 40 feet; increase S-15 Cat C/D visibility and Circling Cat C visibility 1/8 mile, Cat D visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA. Night Landing Rwy 15 NA.

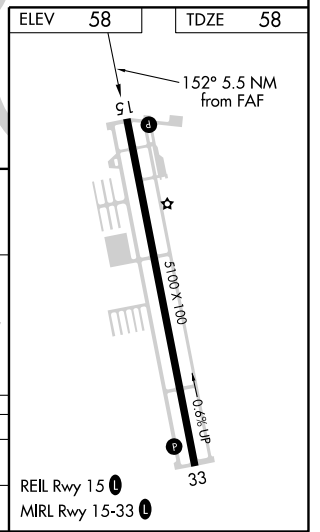
⚠ MISSED APPROACH: Climbing left turn to 3000 on heading 020° and on BTG VORTAC R-293 to EXRAY/I-FKO 12.5 DME and hold.

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| ASOS 135.875 | PORTLAND APP CON 124.35 299.2 | CLNC DEL 121.65 | UNICOM 122.8 (CTAF) 0 |
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NW-1, 02 JAN 2020 to 30 JAN 2020

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|--|------------------|-----------------|--|--|-----------|
| One Minute Holding Pattern | EXRAY I-FKO 12.5 | RIXUQ I-FKO 7.7 | EDUME I-FKO 6.5 | HOXIB I-FKO 4.4 | I-FKO 0.9 |
| 3000 ← 332° | 152° → 2200 | 3.07° → 1900 | TCH 41 | 1200 | |
| 4.7 NM | | 1.3 NM | | 2.1 NM | |
| 3.5 NM | | | | | |
| 3000 | hdg 020° | BTG R-293 | EXRAY I-FKO 12.5 | | |
| VGSJ and descent angles not coincident (VGSJ Angle 3.73/TCH 41). | | | | | |
| CATEGORY | A | B | C | D | |
| S-15 | 660-1 | 602 (700-1) | 660-1 ³ / ₄ | 602 (700-1 ³ / ₄) | |
| CIRCLING | 660-1 | 602 (700-1) | 660-1 ³ / ₄ | 860-2 ¹ / ₂ | |
| | | | 602 (700-1 ³ / ₄) | 802 (900-2 ¹ / ₂) | |