

HI-ILS or LOC RWY 10R

LOC/DME I-PDX <b>110.5</b> Chan <b>42</b>	APCH CRS <b>103°</b>	Rwy ldg <b>11,000</b> TDZE <b>24</b> Arpt Elev <b>31</b>
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AL-330 [USAF]

PORTLAND INTL (KPDX)

DME required.

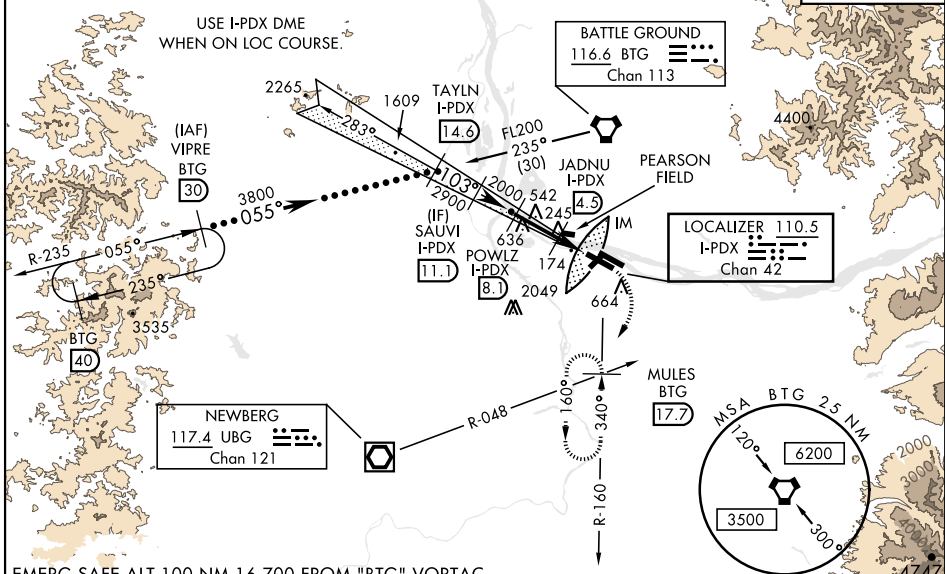
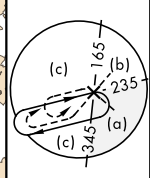
▲ \* When ALS inop, increase RVR to 40 and vis to ¾ mile.



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.

ATIS <b>128.35 269.9</b>	APP CON <b>118.1 284.6</b> (100°-279°) <b>124.35 299.2</b> (280°-099°)	TOWER <b>118.7 257.8</b> <b>123.775 251.125</b> Rwy 10L-28R Rwy 3-21, 10R-28L	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.125 318.1</b>
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\*\* When ALS inop, increase CAT CDE RVR to 60 and vis to 1½ miles.  
\*\*\* When VGSI rwy 28R inop, circling rwy 28R NA at night.  
Simultaneous approach authorized.



EMERG SAFE ALT 100 NM 16,700 FROM "BTG" VORTAC

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).				1100	5000	MULES BTG 17.7	ELEV 31	TDZE 24
FL200 055° 3800 103° 2900 2000				BTG 30 I-PDX 14.6 SAUVI I-PDX 11.1	BTG R-160	Rwy 10L ldg 8535' Rwy 28R ldg 9290'	Λ 424 ±	
GS 3.00 ° TCH 53				POWLZ I-PDX 8.1 JADNU I-PDX 4.5 I-PDX 3.1 I-PDX 2	LOC DME			
CATEGORY				C	D	E		
S-ILS 10R *				224/18	200	(200-¾)		
S-LOC 10R **				440/40	416	(500-¾)		
CIRCLING ***				1060-3	1029	(1100-3)	1140-3 1109 (1200-3)	
							REIL Rwy 3-21 TDZL/CL Rwy 10R MIRL Rwy 3-21 HIRL Rwy 10L-28R, 28L-10R	

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