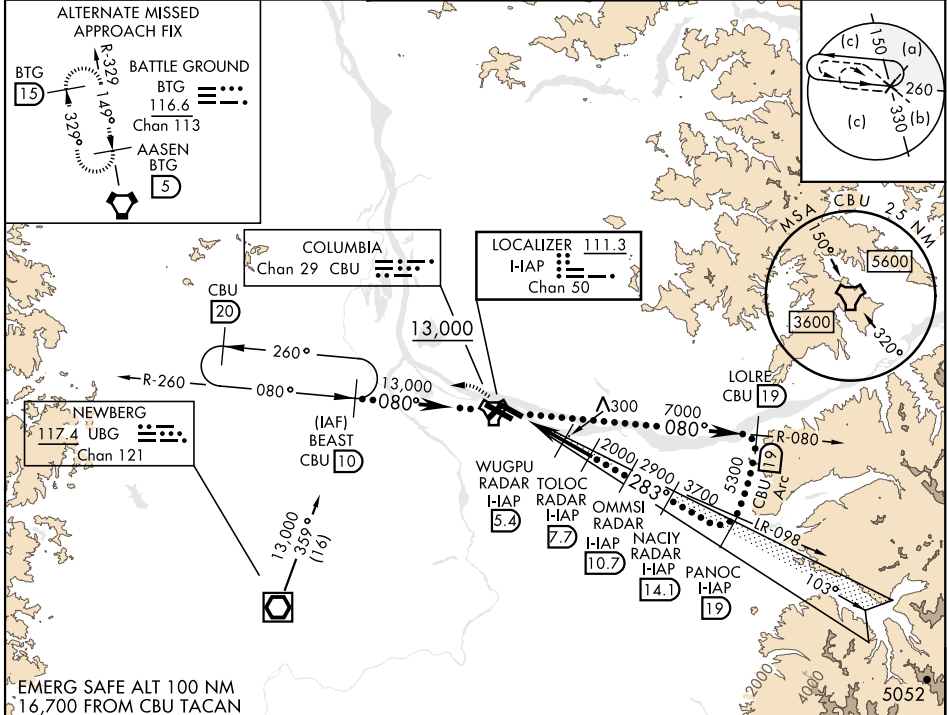


HI-ILS or LOC RWY 28R

LOC/DME I-AP <b>111.3</b> Chan <b>50</b>	APCH CRS <b>283°</b>	Rwy Idg TDZE <b>31</b> Arpt Elev <b>31</b>	[USAF]	PORTLAND INTL (KPDJ)
RADAR or DME required.			MALSR	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on CBU TACAN R-260 to BEAST/ CBU 10 DME and hold, continue climb in holding to 4000.
*When ALS inop, increase CAT E RVR to 40. **When ALS inop, increase CAT E vis to 1½.			A5	
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 Rwy 10L-28R <b>118.7 257.8</b> Rwy 3-21, 10R-28L <b>123.775 251.125</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.125 318.1</b>



600 ↑ CBU R-260	BEAST CBU 10	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).	Use I-AP DME when on LOC course.	ELEV 31	TDZE 31
EMERG SAFE ALT 100 NM 16,700 FROM CBU TACAN		WUGPU RADAR I-AP 5.4 TOLOC RADAR I-AP 7.7 OMMSI RADAR I-AP 10.7 NACIY RADAR I-AP 14.1 PANOC I-AP 19		Rwy 10L Idg 8535' Rwy 28R Idg 9290'	
3.7 NM 2.3 NM		GS 3.00° TCH 54		REIL Rws 3 and 21 TDZL/CL Rwy 10R MIRL Rwy 3-21 HIRL Rws 10L-28R and 10R-28L	
CATEGORY	C	D	E	FAF to MAP 6 NM	
S-ILS 28R *	281/24	250	(300-½)	Knots	120 140 160 180 200
S-LOC 28R **	560/55	529	(600-1)	Min:Sec	3:00 2:34 2:15 2:00 1:48
CIRCLING	1060-3	1029	(1100-3)	1140-3 1109 (1200-3)	

HI-ILS or LOC RWY 28R