

LOC/DME I-PDX	APP CRS		10R	10L
		Rwy Idg	11000	8535
		TDZE	24	30
		Apt Elev	31	31
Chan 42				

ILS or LOC RWY 10R

PORTLAND INTL (PDX)

⚠

Simultaneous approach authorized. Inop table does not apply to Sidestep LOC 10L. For inop ALS increase S-ILS 10R Cat E visibility to RVR 4000. For inop ALS increase S-LOC 10R Cat C/D/E visibility to 2½ SM. For inop ALS increase JADNU fix minimums S-LOC 10R Cat C/D/E visibility to RVR 6000. Sidestep NA until passing JADNU.

ALSF-2

Rwy 10R

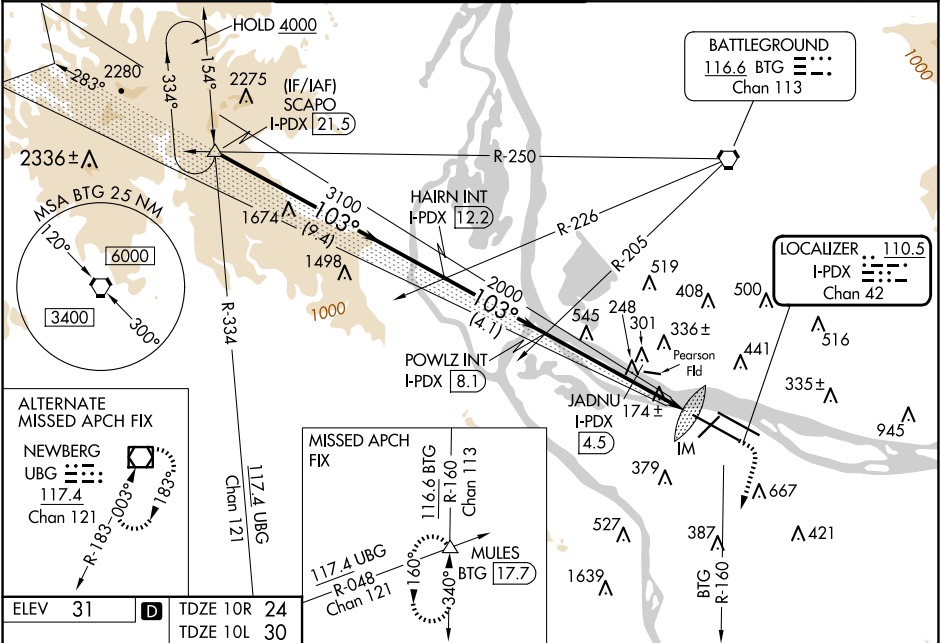
MAISR

Rwy 10L

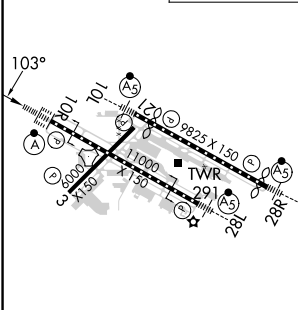
MISSED APPROACH:

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.

D-ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CINC DEL	CPDLC
128.35	124.35 299.2	Rwy 10L-28R	Rwys 3-21, 10R-28L	121.9 348.6	120.125 318.1	
269.9		118.7 257.8	123.775 251.125			



ELEV	31	D	TDZE 10R	24
			TDZE 10L	30



SCAPO I-PDX (21.5)		VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).				1100 ↑	5000 BTG R-160	MULES △	
HAIRN INT I-PDX (12.2)		POWLZ INT I-PDX (8.1)		JADNU I-PDX (4.5)	*I-PDX (3.1)		*LOC only		
4000		703°		2000		3100		IM	
GS 3.00° TCH 53		2000		*860		1 NM		0.1	
9.4 NM		4.1 NM		3.6 NM		1.4		1 NM	
CATEGORY	A		B		C		D		E
S-ILS 10R	224/18 200 (200-½)								
S-LOC 10R	860/24 836 (900-½)		860/40 836 (900-¾)		860-17½ 836 (900-17½)				
CIRCLING	860-1¼ 829 (900-1¼)		1060-3 1029 (1100-3)			1140-3 1109 (1200-3)			
JADNU FIX MINIMUMS									
S-LOC 10R	440/24 416 (500-½)		440/40 416 (500-¾)						
SIDESTEP 10L	800-1 770 (800-1)		800-1¼ 770 (800-1¼)		800-2½ 770 (800-2½)			800-2¾ 770 (800-2¾)	