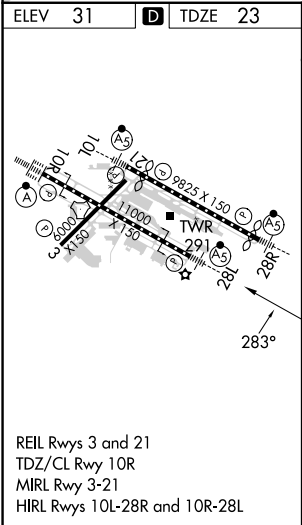
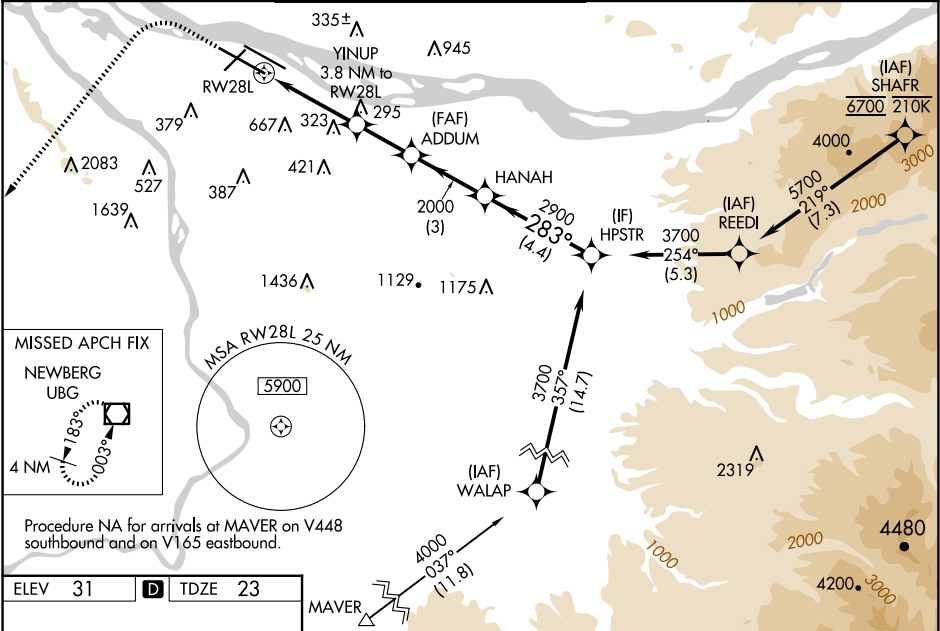





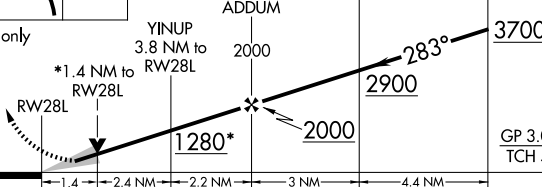

WAAS CH <b>56205</b> <b>W28B</b>	APP CRS <b>283°</b>	Rwy Idg <b>11000</b> TDZE <b>23</b> Apt Elev <b>31</b>
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RNAV (GPS) X RWY 28L

PORTLAND INTL (PDX)

<div><div>⚠</div><div>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.</div></div>			<div>MALSR</div> <div></div>	<div>MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct UBG VOR/DME and hold.</div>	
D-ATIS <b>128.35</b> <b>269.9</b>	PORTLAND APP CON <b>124.35 299.2</b>	PORTLAND TOWER Rwy 10L-28R <b>118.7 257.8</b> Rwys 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>	CPDLC



2100	4000	UBG	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).		
					
* LNAV only					
			HPSTR		
RW28L			283°		
* 1.4 NM to RW28L			3700		
YINUP 3.8 NM to RW28L			2900		
ADDUM 2000			2000		
1280*			GP 3.00° TCH 55		
1.4			2.4 NM		
2.2 NM			3 NM		
4.4 NM					
CATEGORY	A	B	C	D	
LPV DA	309/22 286 (300-½)				
LNAV/ VNAV DA	368/30 345 (400-⅝)				
LNAV MDA	540/24 517 (600-½)		540/55 517 (600-1)		
 CIRCLING	720-1 689 (700-1)		760-1 729 (800-1)		1060-3 1029 (1100-3)