

GENERAL

Operational Hours

ATS Hours / AD OPS Hours: H24

Airport Information

RFF: FAA INDEX E / CAT 9/10
Fuel: Jet A
PCN: RWY 10L/28R: 133/F/D/W/T
 RWY 10R/28L: 89/R/D/W/T
 RWY 03/21: 14/F/D/W/T

Operation

Transponder OPS

ASSC in use. Operate transponders with ALT reporting mode and ADS-B (if equipped). Enable on all airport surfaces.

TWY Restrictions

TWY A3 between TWY A and GA ramp CLSD to ACFT with wingspan above 41m / 135ft unless under tow.

TWY C arm/dearm area at west end: Taxi past arm/dearm prohibited while it is being used.

TWY C between TWY C6 and TWY C8 MAX wingspan 55m / 180ft.

TWY C3 MAX wingspan 24m / 79ft.

TWY E3 MAX wingspan 60m / 198ft.

TWY J

- MAX wingspan 52m / 171ft.
- ACFT with wingspan between 38-52m / 125-171ft usable only when towing or wingtip guidance.

TWY K to north ramp CLSD for through traffic.

TWY T

- between TWY M and E3 not visible from TWR.
- between exits B5 and B6 MAX wingspan 36m / 118ft.
- between TWY E3 and TWY B5 MAX wingspan 60m / 198ft.

TWY V MAX wingspan 41m / 135ft.

TWY W MAX wingspan 36m / 118ft.

ACFT with wingspan above 36m / 118ft are prohibited from turning westbound on TWY A from TWY V unless under tow.

ACFT with wingspan above 36m / 118ft are prohibited from turning eastbound on TWY C from southwestbound on TWY F unless under tow.

Taxi/Parking

180° turns prohibited for ACFT above 5.7t / 12500lbs on RWY 10L/28R, 03/21 and on all TWYs.

Towing for northwest ramp mandatory.

VOR TEST FACILITY (VOT): 111.0

(Unusable: TWY B east of TWY B6; TWY B west of RWY 21; TWY C east of TWY C6; TWY C west of TWY C3; TWY D and H.

GENERAL

Warnings

Uncontrolled TFC at Pearson Field, 3NM W of RWY 10L extended CL.
Parachute jumping activity D38 south of BTG VOR/DME, at or below 14500ft.
RWY 28R caution to road 61m / 200ft from RWY THR and 408ft right from extended RWY CL.
Expect high number of birds all year round. Check local advisories.

ARRIVAL

Speed

MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR and in addition;

HHOOD

- LDG RWY 10: At NNUTT, turn left direct to BUXOM and execute ILS RWY 10L APCH.
- LDG RWY 21: At SOOZN, turn left direct to CREAK and execute LOC/DME RWY 21 APCH.
- LDG RWY 28: At SHAFR, turn left direct to NACIY and execute ILS RWY 28R APCH.

KRATR

- LDG RWY 10L/R: At NNUTT, turn left direct to BUXOM and execute ILS RWY 10L APCH.
- LDG RWY 21: At BATYL, turn left direct to CREAK and execute LOC/DME RWY 21 APCH.
- LDG RWY 28L/R: At SHYNE, turn right direct to NACIY and execute ILS RWY 28R APCH.

TMBRS

- LDG RWY 10: At PUBBB, turn right direct to BUXOM and execute ILS RWY 10L APCH.
- LDG RWY 21: At HHOPZ, turn left direct to CREAK and execute LOC/DME RWY 21 APCH.
- LDG RWY 28: At ICEAX, turn left direct to NACIY and execute ILS RWY 28R APCH.

OCITY: After OCITY, proceed direct to BTG VOR/DME and hold.

Arrival Procedure

VFR Traffic Pattern

RWY 10R and 28R right-hand circuit.

Noise Abatement Procedure

RWY 28L APCHs are noise sensitive, expect APCH to RWY 28R with transition to RWY 28L.
AD very noise sensitive on all sides.

Non-standard GP intercept position on

RWY 10R

GP intercepts RWY 10R at *308m / 1011ft* after landing threshold.
Remaining DIST beyond GP is *3045m / 9989ft*.

RWY 28L

GP intercepts RWY 28L at *320m / 1049ft* after landing threshold.
Remaining DIST beyond GP is *3033m / 9951ft*.

RWY 28R

GP intercepts RWY 28R at *314m / 1030ft* after landing threshold.
Remaining DIST beyond GP is *2518m / 8260ft*.

Warnings

PAPI RWY 03 unusable: 4° left and right of RCL beyond 5NM.

DEPARTURE**Take-off Minima**

RWY		10L	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	MNM climb gradient 4.6% up to 2900 SID PORTLAND: MNM climb gradient 7.4% up to 2900 SID HRMNS: MNM climb gradient 8.3% up to 540, then 5.8% up to 3400 SID WHAMY: MNM climb gradient 8.3% up to 540, then 5.8% up to 6600 SID CASCADE: MNM climb gradient 8.3% up to 540, then 5.8% up to 10300 SID MINNE: MNM climb gradient 8.3% up to 540, then 5.8% up to 13000 SID LAVAA: MNM climb gradient 8.3% up to 540, then 5.8% up to 10300
3+4 ENG		0 - 2400R/0.5V	
RWY		10R	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	MNM climb gradient 4.4% up to 2900 SID PORTLAND: MNM climb gradient 6.6% up to 2900 SID HRMNS: MNM climb gradient 8.3% up to 540, then 5.8% up to 3400 SID WHAMY: MNM climb gradient 8.3% up to 540, then 5.8% up to 6600 SID CASCADE: MNM climb gradient 8.3% up to 540, then 5.8% up to 10300 SID MINNE: MNM climb gradient 8.3% up to 540, then 5.8% up to 13000 SID LAVAA: MNM climb gradient 8.3% up to 540, then 5.8% up to FL190
3+4 ENG		0 - 2400R/0.5V	

DEPARTURE			
RWY		28L	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	- SID PORTLAND: MNM climb gradient 6.2% up to 2900 SID CASCADE, SID HRMNS, SID WHAMY: MNM climb gradient 8.3% up to 540, then 5.8% up to 2500
3+4 ENG		0 - 2400R/0.5V	SID MINNE: MNM climb gradient 8.3% up to 540, then 5.8% up to 15000 SID LAVAA: MNM climb gradient 8.3% up to 540, then 5.8% up to FL190
RWY		28R	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	- SID PORTLAND: MNM climb gradient 5.8% up to 2900 SID CASCADE, SID HRMNS, WHAMY: MNM climb gradient 8.3% up to 540, then 5.8% up to 2500
3+4 ENG		0 - 2400R/0.5V	SID MINNE: MNM climb gradient 8.3% up to 540, then 5.8% up to 15000 SID LAVAA: MNM climb gradient 8.3% up to 540, then 5.8% up to FL190
RWY		03	
1+2 ENG	ft - ft/SM	0 - 1.0V	MNM climb gradient 5.9% up to 700
3+4 ENG		0 - 0.5V	SID PORTLAND: MNM climb gradient 6.6% up to 2900 SID CASCADE, SID HRMNS, SID LAVAA, SID MINNE, SID WHAMY
All ACFT		Not authorized	
RWY		21	
1+2 ENG	ft - ft/SM	0 - 1.0V	MNM climb gradient 4.8% up to 1800
3+4 ENG		0 - 0.5V	SID PORTLAND: MNM climb gradient 7.4% up to 2900 SID CASCADE, SID HRMNS, SID LAVAA, SID MINNE, SID WHAMY
All ACFT		Not authorized	

DEPARTURE**Speed**

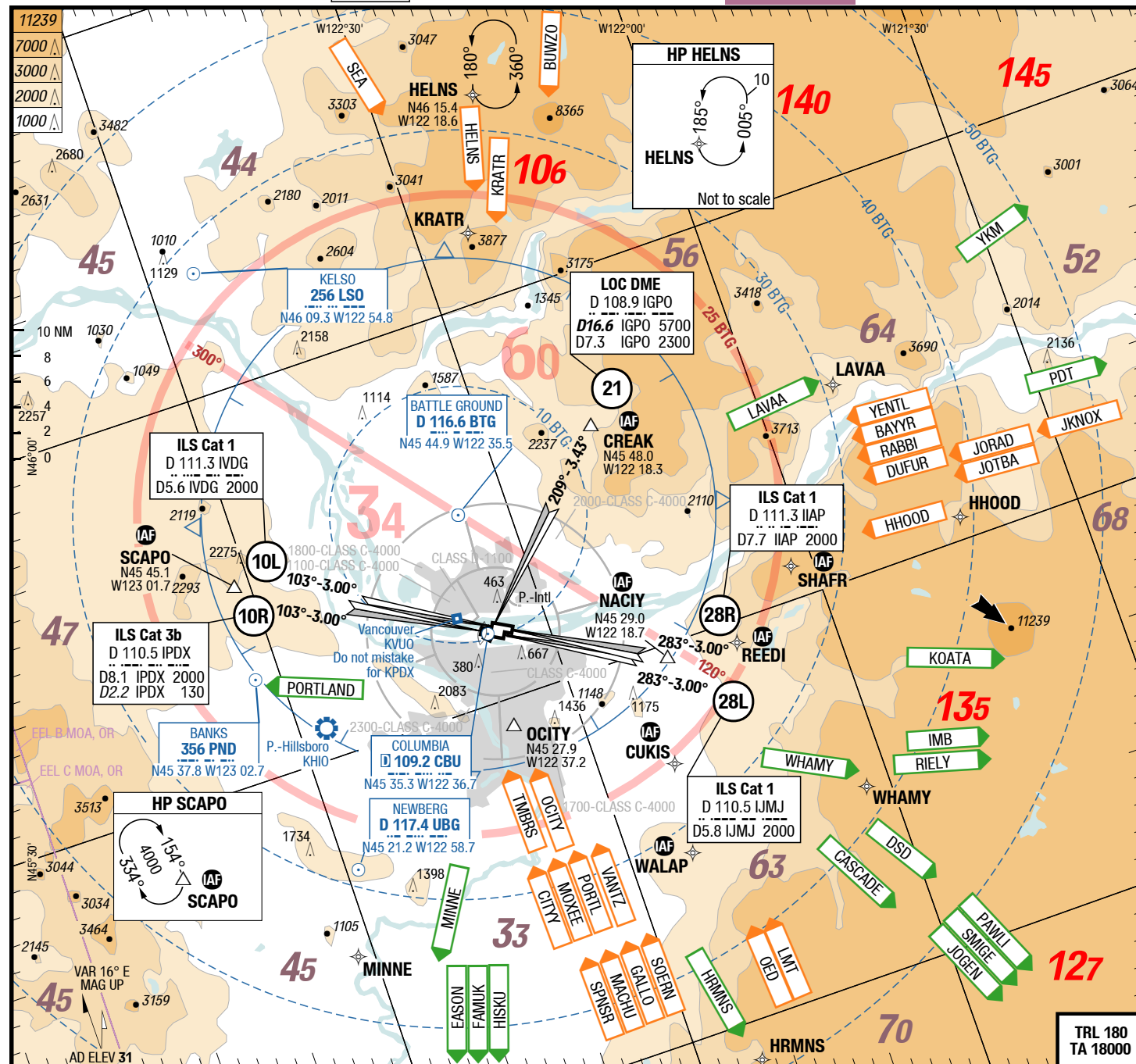
MAX IAS 250KT below 10000ft.

Communication

COM Failure: See CRAR and in addition;

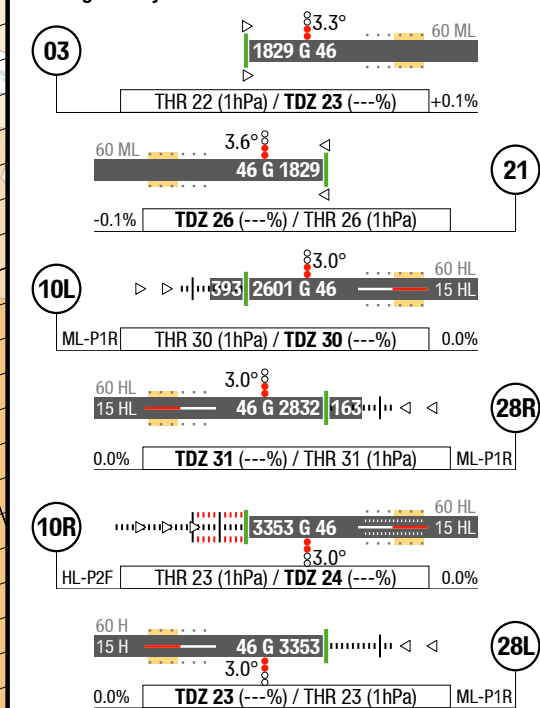
PORTLAND 1

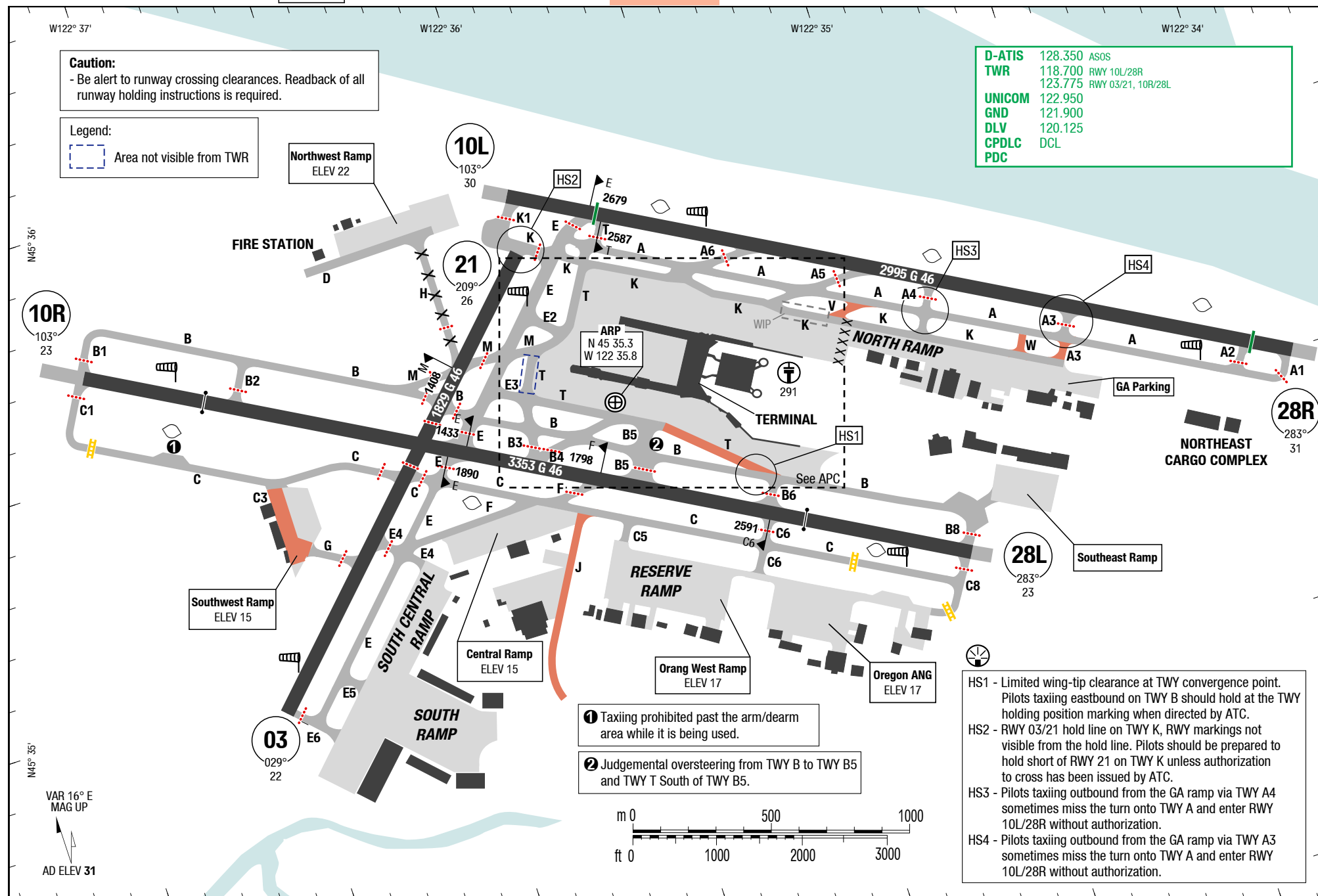
If no CTC with ATC within 10NM of AD, continue climb to assigned ALT, proceed direct BTG VOR/DME. Continue climb via R329 BTG within 10NM to cross BTG VOR/DME R355 BTG clockwise R055 or R085 clockwise R115 at or above 5000ft. Continue climb on course.



D-ATIS	128.350 ASOS	
APP	118.100 100°-279°	124.350 280°-099°
	126.900 FINAL APCH	
DEP	118.100 100°-279°	124.350 280°-099°
TWR	118.700 RWY 10L/28R	123.775 RWY 03/21, 10R/28L
UNICOM	122.950	
GND	121.900	
DLV	120.125	
CPDLC	DCL	
PDC		

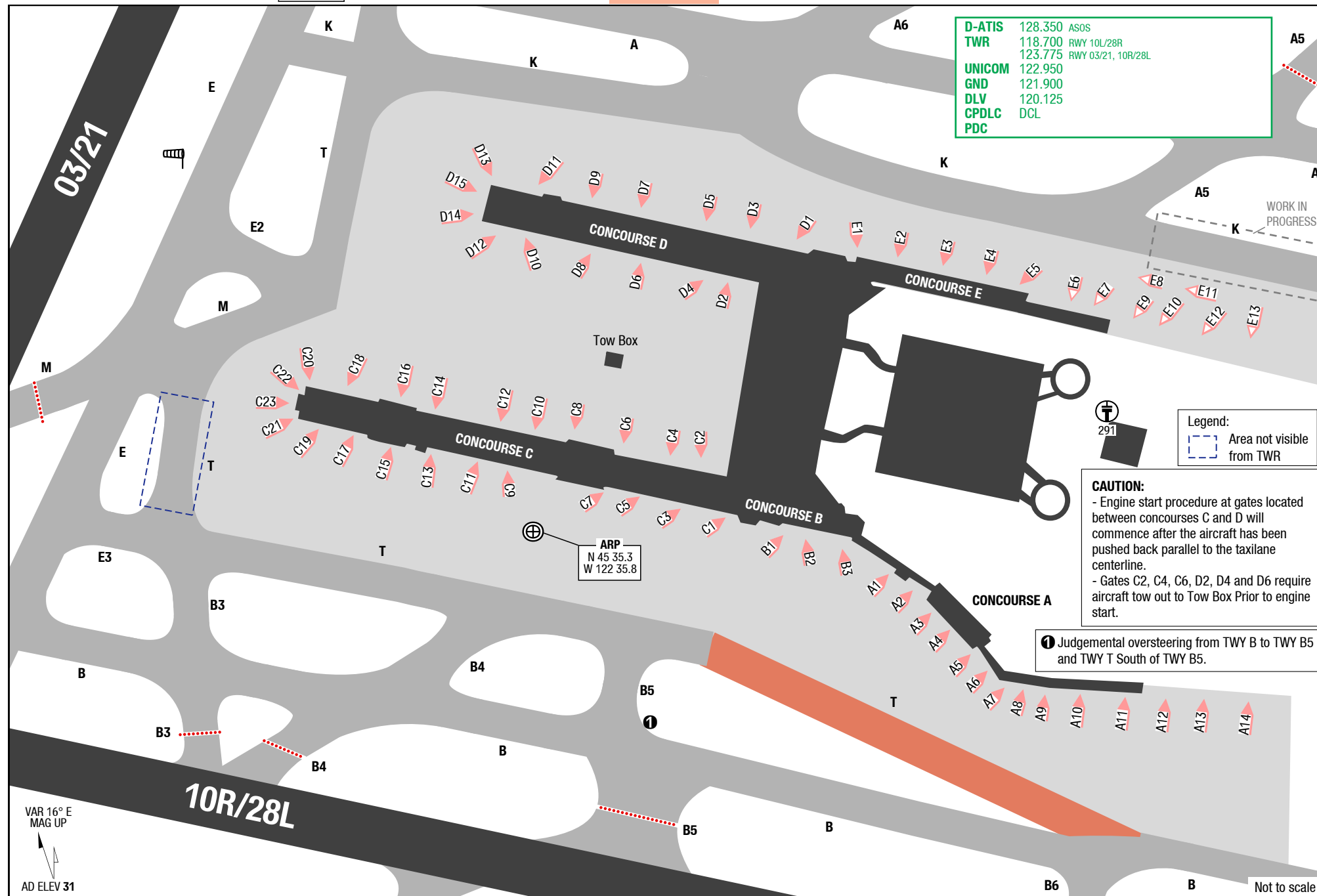
Landing RWY system:





3-30

D-ATIS	128.350	ASOS
TWR	118.700	RWY 10L/28R
	123.775	RWY 03/21, 10R/28L
UNICOM	122.950	
GND	121.900	
DLV	120.125	
CPDLC	DCL	
PDC		



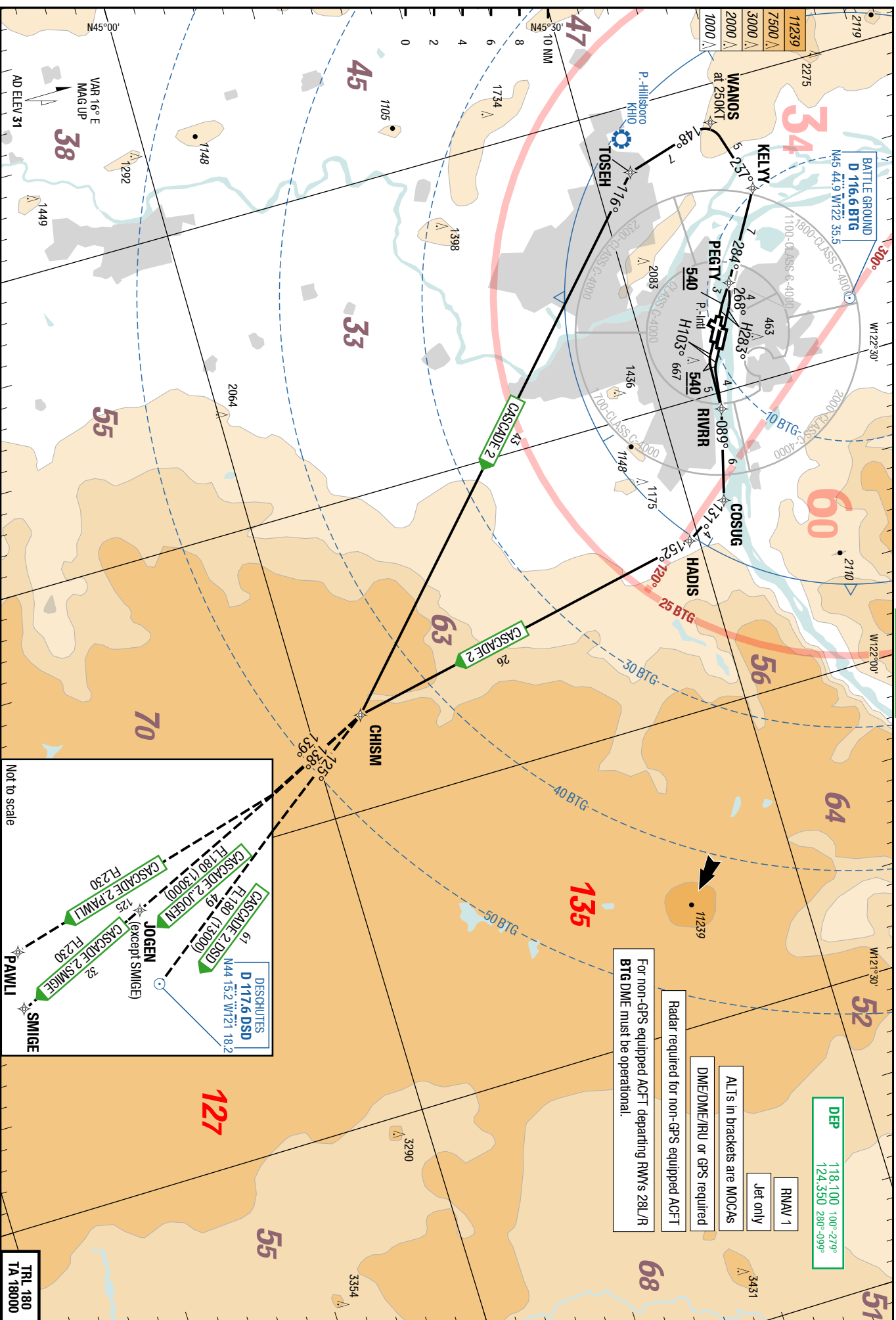
Stand Coordinates

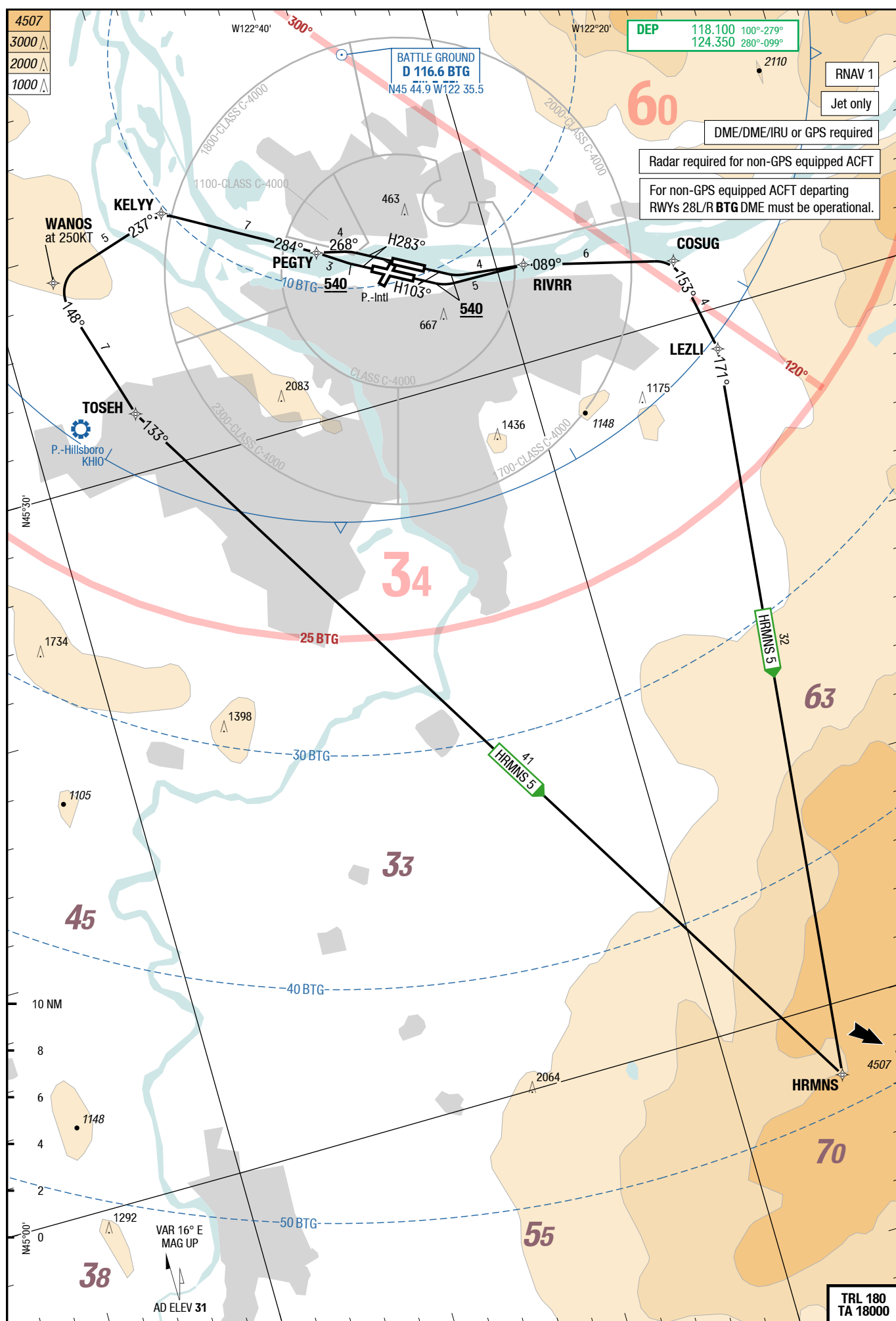
- A1 N45 35.3 W122 35.6
- A2-A5 N45 35.2 W122 35.6
- A6-A12 N45 35.2 W122 35.5
- B1-B3 N45 35.3 W122 35.6
- C1-C5 N45 35.3 W122 35.7
- C6 N45 35.4 W122 35.7
- C7 N45 35.3 W122 35.8
- C8-C14 N45 35.4 W122 35.8
- C15-C23 N45 35.4 W122 35.9
- D1-D4 N45 35.4 W122 35.6
- D5 N45 35.5 W122 35.6
- D6 N45 35.4 W122 35.7
- D7-D11 N45 35.5 W122 35.7
- D12 N45 35.5 W122 35.8
- D13 N45 35.5 W122 35.7
- D14 N45 35.5 W122 35.8
- D15 N45 35.5 W122 35.7
- E1, E2 N45 35.4 W122 35.5
- E3-E5 N45 35.4 W122 35.4
- E6-E13 Not published

Portland Int'l **Portland** United States

HRMNS 5 RNAV

CASCADE 2 RNAV

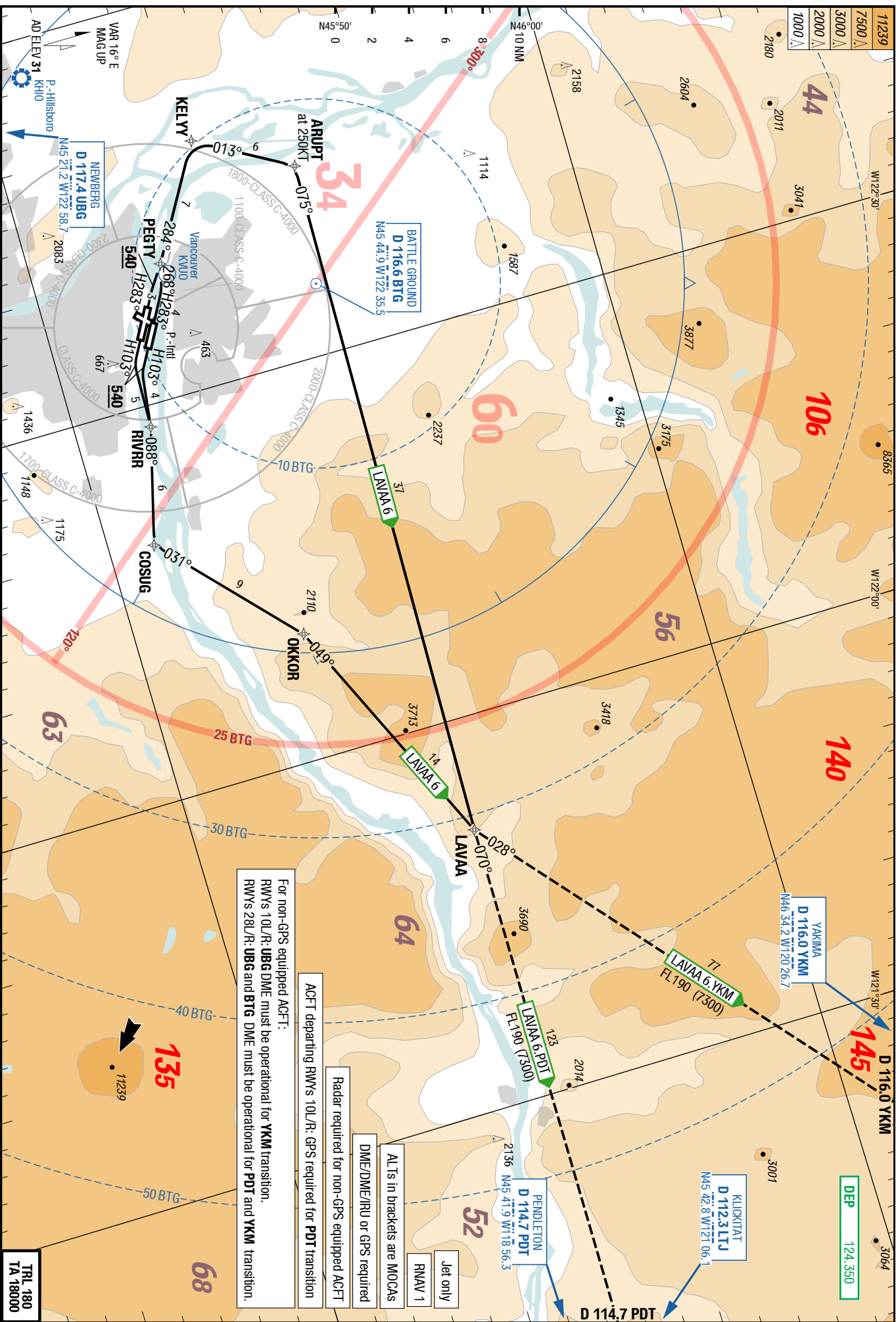


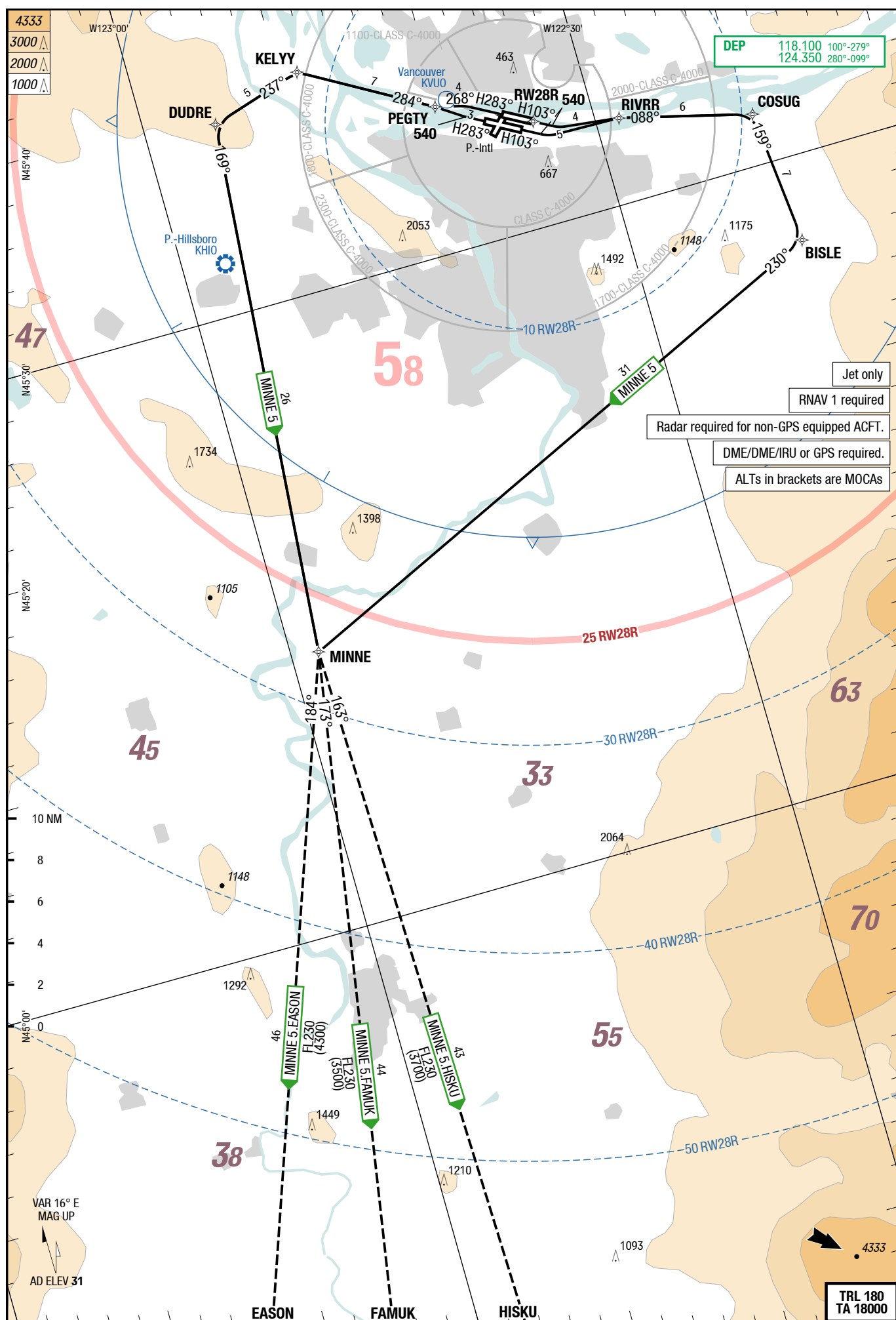


Portland Int'l **Portland** United States

MINNEAPOLIS, MN

LAVAA 6 RNAV





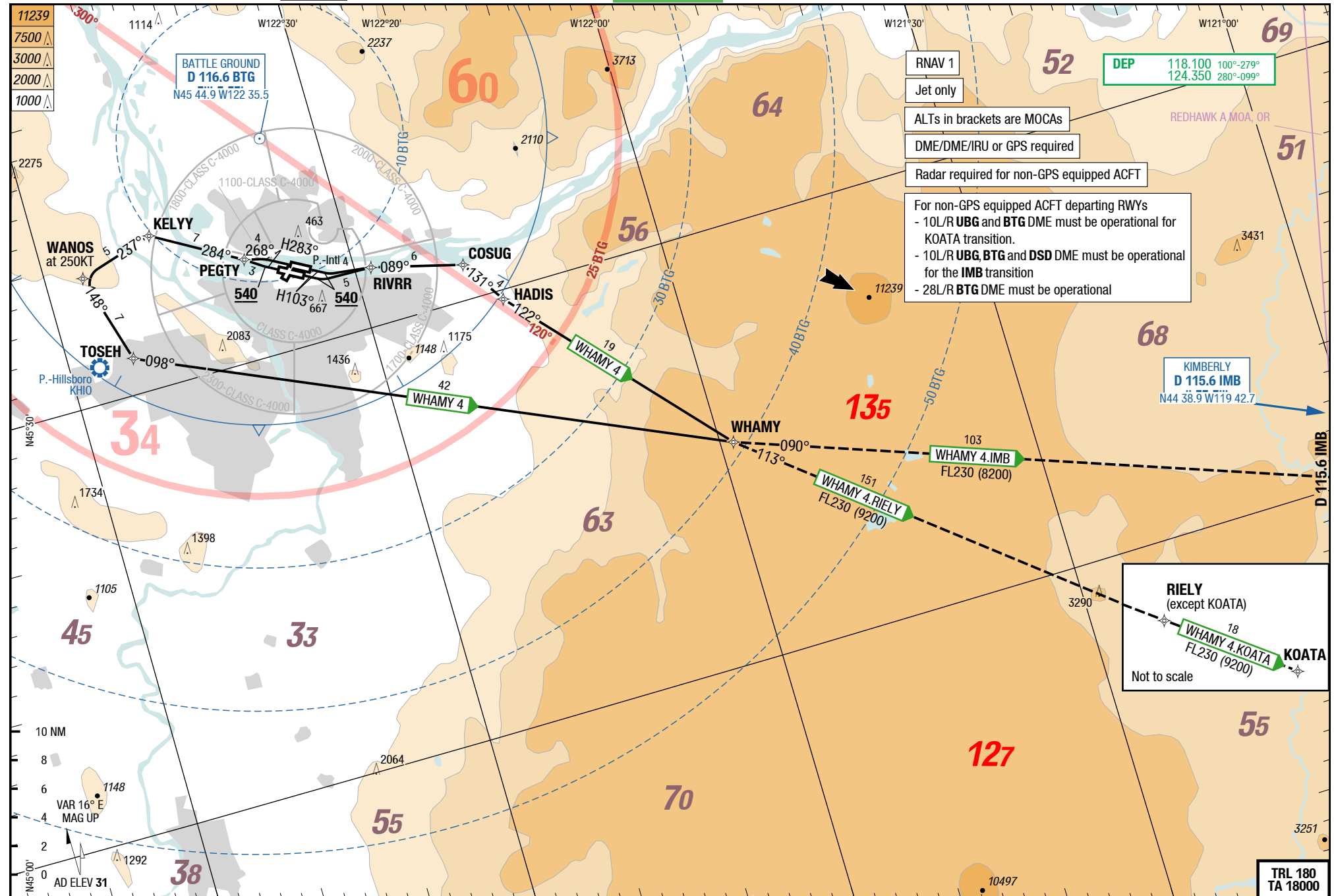
PDX-KPDX

WHAMY 4 RNAV

SID

SID

WHAMY 4 RNAV



Changes: MSA, SUAs

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25-JAN-2018

United States **Portland** Portland IntlPortland Intl **Portland** United States

PDX-KPDX

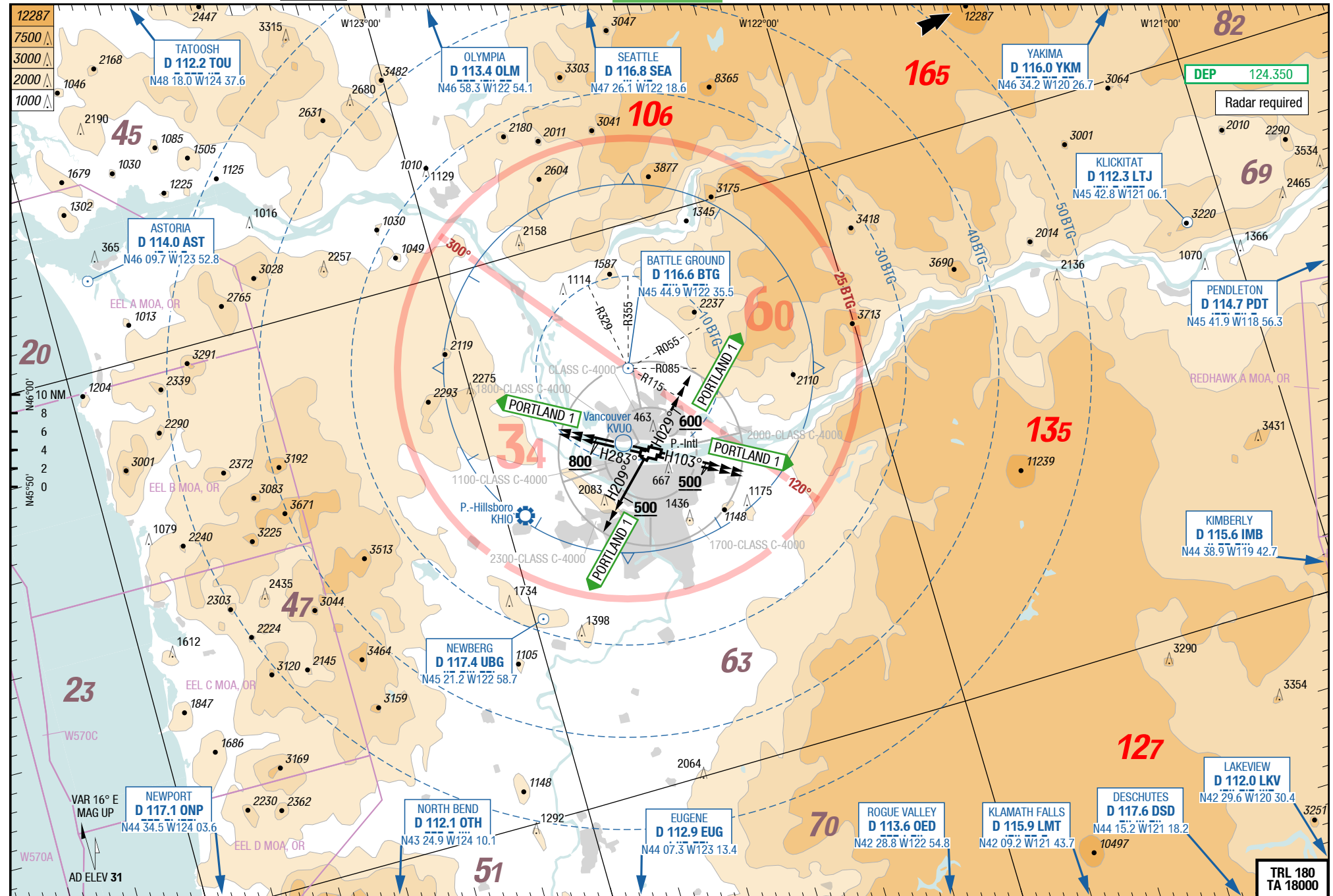
4-60

PORTLAND 1 (PTLD1)

SID

SID

PORTLAND 1 (PTLD1)



Changes: MSA, OBST, SUAs

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14-SEP-2017

United States **Portland** Portland Intl**PDX-KPDX**

5-10

CASCADE 2 RNAV**SIDPT****CASCADE 2**

RWYs 10L/R (103°) / 28L/R (283°)

DESIGNATOR	ROUTING	ALTITUDES
CASCADE 2 CASCD 2 (Jet) 118.100 (100°-279°) 124.350 (280°-099°) ①		
RWYs 10L/10R	HDG 103° - at MNM 540 direct RIVRR - COSUG - HADIS - CHISM	
RWY 28L	HDG 283° - at MNM 540 direct PEGTY - KELYY - WANOS (at 250KT) - TOSEH - CHISM	
RWY 28R	HDG 283° - LT 268° at PEGTY - KELYY - WANOS (at 250KT) - TOSEH - CHISM	
	TRANSITION	
	DESCHUTES (DSD) CHISM - DSD	
	JOGEN CHISM - JOGEN	
	PAWLI CHISM - PAWLI	
	SMIGE CHISM - SMIGE	

① Expect filed altitude 10 MIN after departure.

Changes: chart title, PROC, Editorial

14-SEP-2017

United States **Portland** Portland Intl**PDX-KPDX****5-20****HRMNS 5 RNAV****SIDPT****HRMNS 5**

RWYs 10L/R (103°) / 28L/R (283°)

DESIGNATOR	ROUTING	ALTITUDES
HRMNS 5 (Jet) 118.100 (100°-279°) 124.350 (280°-099°) ①		
RWYs 10L/10R	HDG 103° - at MNM 540 LT direct RIVRR - COSUG - LEZLI - HRMNS	
RWY 28L	HDG 283° - at MNM 540 direct PEGTY - KELYY - WANOS (at 250KT) - TOSEH - HRMNS	
RWY 28R	HDG 283° - LT 268° to PEGTY - KELYY - WANOS (at 250KT) - TOSEH - HRMNS	

① Expect filed altitude 10 MIN after departure.

Changes: chart title, PROC, Editorial

PDX-KPDX

5-30

LAVAA 6 RNAV

SIDPT

LAVAA 6

RWYs 10L/R (103°) / 28L/R (283°)

DESIGNATOR	ROUTING	ALTITUDES
LAVAA 6 (Jet only) 124.350 ①		
RWY 10L	HDG 103° - at MNM 540 LT to RIVRR - COSUG - OKKOR - LAVAA	
RWY 10R	HDG 103° - at MNM 540 LT to RIVRR - COSUG - OKKOR - LAVAA	
RWY 28L	HDG 283° - at MNM 540 direct PEGTY - KELYY - ARUPT (250KT) - LAVAA	
RWY 28R	HDG 283° - LT 268° to PEGTY - KELYY - ARUPT (250KT) - LAVAA	
	TRANSITION	
	PENDLETON (PDT) LAVAA - PDT	
	YAKIMA (YKM) LAVAA - YKM	

① Expect filed altitude 10 MIN after departure.

PDX-KPDX

5-40

MINNE 5 RNAV**MINNE 5**

RWYs 10L/R (103°) / 28L/R (283°)

DESIGNATOR	ROUTING	ALTITUDES
MINNE 5 (Jet only) 118.100 (100°-279°) 124.350 (280°-099°) ①		
RWY 10L	HDG 103° - at 540 LT direct RIVRR - COSUG - BISLE - MINNE	
RWY 10R	HDG 103° - at 540 LT direct RIVRR - COSUG - BISLE - MINNE	
RWY 28L	HDG 283° - at 540 RT direct PEGTY - KELYY - DUDRE - MINNE	
RWY 28R	HDG 283° - LT 268° to PEGTY - KELYY - DUDRE - MINNE	
TRANSITION		
	EASON MINNE - EASON	
	FAMUK MINNE - FAMUK	
	HISKU MINNE - HISKU	

① Expect filed altitude 10 MIN after departure.

PDX-KPDX

5-50

WHAMY 4 RNAV**WHAMY 4**

RWYs 10L/R (103°) / 28L/R (283°)

DESIGNATOR	ROUTING	ALTITUDES
WHAMY 4 (Jet) 118.100 (100°-279°) 124.350 (280°-099°) ①		
RWYs 10L/10R	HDG 103° - at MNM 540 direct RIVRR - COSUG - HADIS - WHAMY	
RWY 28L	HDG 283° - at MNM 540 direct PEGTY - KELYY - WANOS (at 250KT) - TOSEH - WHAMY	
RWY 28R	HDG 283° - LT 268° to PEGTY - KELYY - WANOS (at 250KT) - TOSEH - WHAMY	
	TRANSITION	
	KIMBERLEY (IMB) WHAMY - IMB	
	KOATA WHAMY - KOATA	
	RIELY WHAMY - RIELY	

① Expect filed altitude 10 MIN after departure.

PDX-KPDX

5-60

PORTLAND 1 (PTLD1)**PORTLAND 1**

RWYs 03 (029°) / 10L/R (103°) / 21 (209°) / 28L/R (283°)

DESIGNATOR	ROUTING	ALTITUDES
PORTLAND 1 PTLD 1 124.350 ①		
RWY 03	HDG 029° to MNM 600 - via assigned HDG expect radar vectors to assigned route/fix	
RWYs 10L/10R	HDG 103° to MNM 500 - via assigned HDG expect radar vectors to assigned route/fix	
RWY 21	HDG 209° to MNM 500 - via assigned HDG expect radar vectors to assigned route/fix	
RWYs 28L/28R	HDG 283° to MNM 800 - via assigned HDG expect radar vectors to assigned route/fix	

① Expect filed ALT 5 MIN after DEP.

Obstacle Departure	
RWY	Routing
03	Climb RWY HDG - at 700 LT direct BTG , continue climb in BTG holding pattern (NW, RT , 149° inbound) to cross BTG at MCA/MEA or above BPOC
10L	Climb RWY HDG - at 500 LT direct BTG , continue climb in BTG holding pattern (NW, RT , 149° inbound) to cross BTG at MCA/MEA or above BPOC
10R	Climb RWY HDG - at 500 LT direct BTG , continue climb in BTG holding pattern (NW, RT , 149° inbound) to cross BTG at MCA/MEA or above BPOC
21	Climb RWY HDG - at 500 RT direct BTG , continue climb in BTG holding pattern (NW, RT , 149° inbound) to cross BTG at MCA/MEA or above BPOC
28L	Climb RWY HDG - at 500 RT direct BTG , continue climb in BTG holding pattern (NW, RT , 149° inbound) to cross BTG at MCA/MEA or above BPOC
28R	Climb RWY HDG - at 500 RT direct BTG , continue climb in BTG holding pattern (NW, RT , 149° inbound) to cross BTG at MCA/MEA or above BPOC
RWY	Notes
03	Sign 1ft from DER, 133ft left of centerline, 5ft AGL/28ft MSL. Vehicle on road 1363ft from DER, 795ft left of centerline, 15ft AGL/76ft MSL. Vehicle on road 1675ft from DER, 5ft right of centerline, 15ft AGL/76ft MSL. Multiple trees, towers beginning 1.2 NM from DER, 278ft left of centerline, up to 85ft AGL/463ft MSL. Multiple trees, building, electrical system and pole beginning 1.3 NM from DER, 63ft right of centerline, up to 85ft AGL/430ft MSL. Tree 1.7 NM from DER, 8ft right of centerline , 85ft AGL/413ft MSL.
10L	Vehicles on road beginning abeam DER, 376ft left of centerline, up to 15ft AGL/ 78ft MSL. Trees beginning 1201ft from DER, 753ft right of centerline, up to 75ft AGL/95ft MSL.
10R	Pole 1996ft from DER, 759ft right of centerline, 54ft AGL/74ft MSL.
21	Light on DME 354ft from DER, 255ft left of centerline, 23ft AGL/37ft MSL. Multiple trees , poles, tower beginning 1327ft from DER, 23ft left of centerline, up to 93ft AGL/328 MSL. Multiple trees, poles beginning 1098ft from DER, 42ft right of centerline up to 75ft AGL/329ft MSL. Trees beginning 2229ft from DER, on centerline, up to 75ft AGL/190ft MSL.
28L	Trees 1873ft from DER, 837ft left of centerline, up to 75ft AGL/95ft MSL.
28R	Building, antennas, vehicles on road, beginning 130ft from DER, 257ft right of centerline, up to 27ft AGL/58ft MSL.

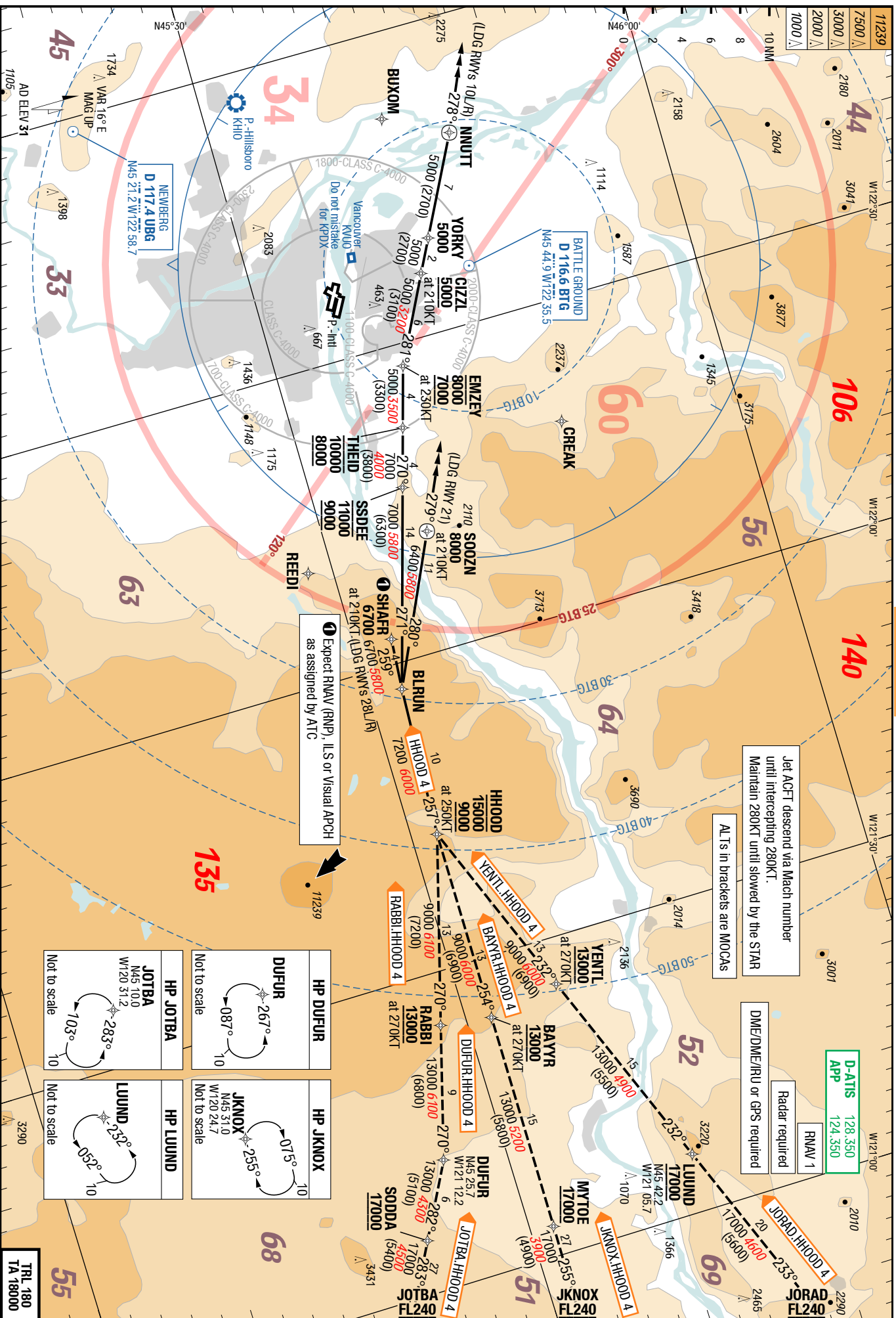
25-JAN-2018

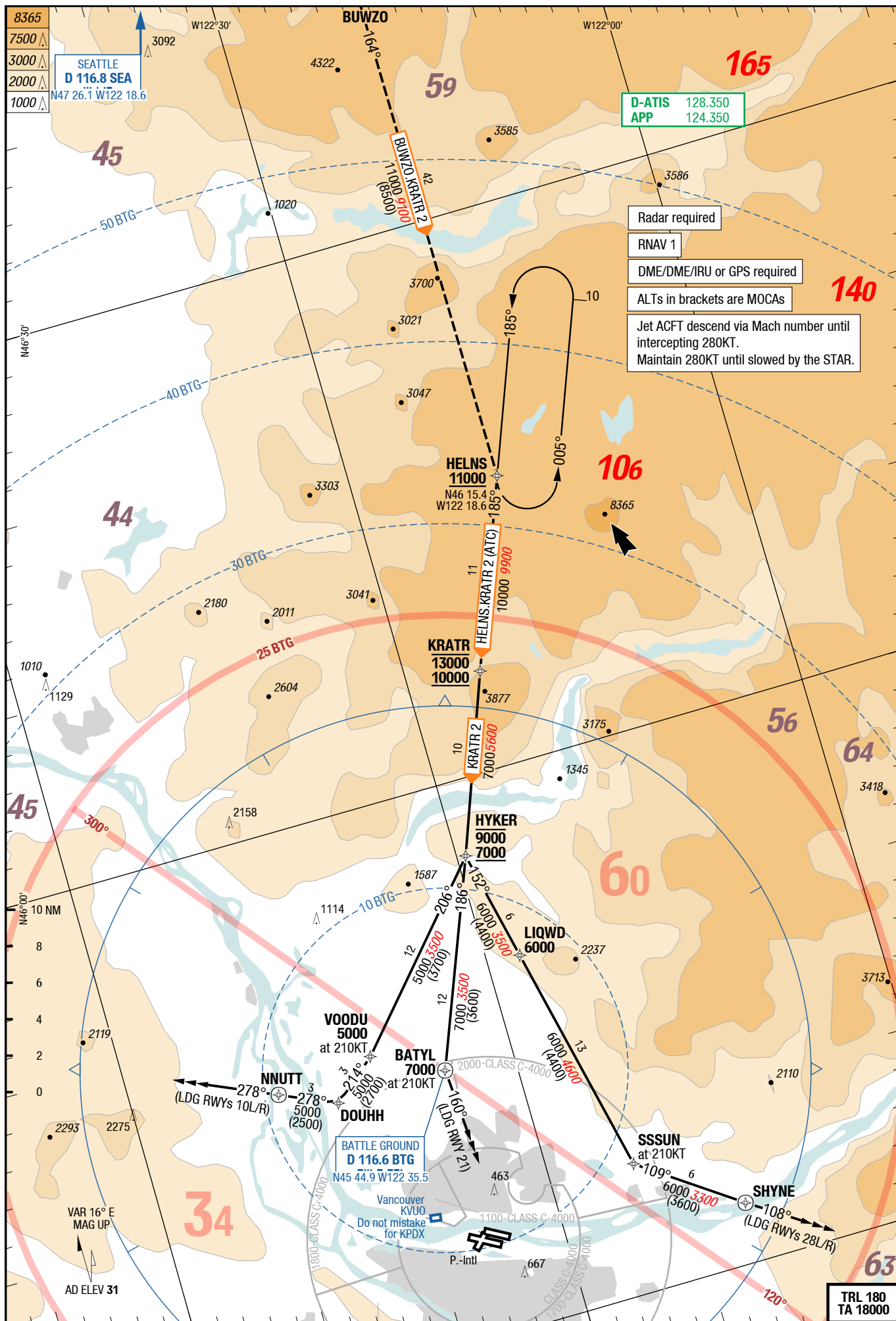
KRAATR 2 RNAV

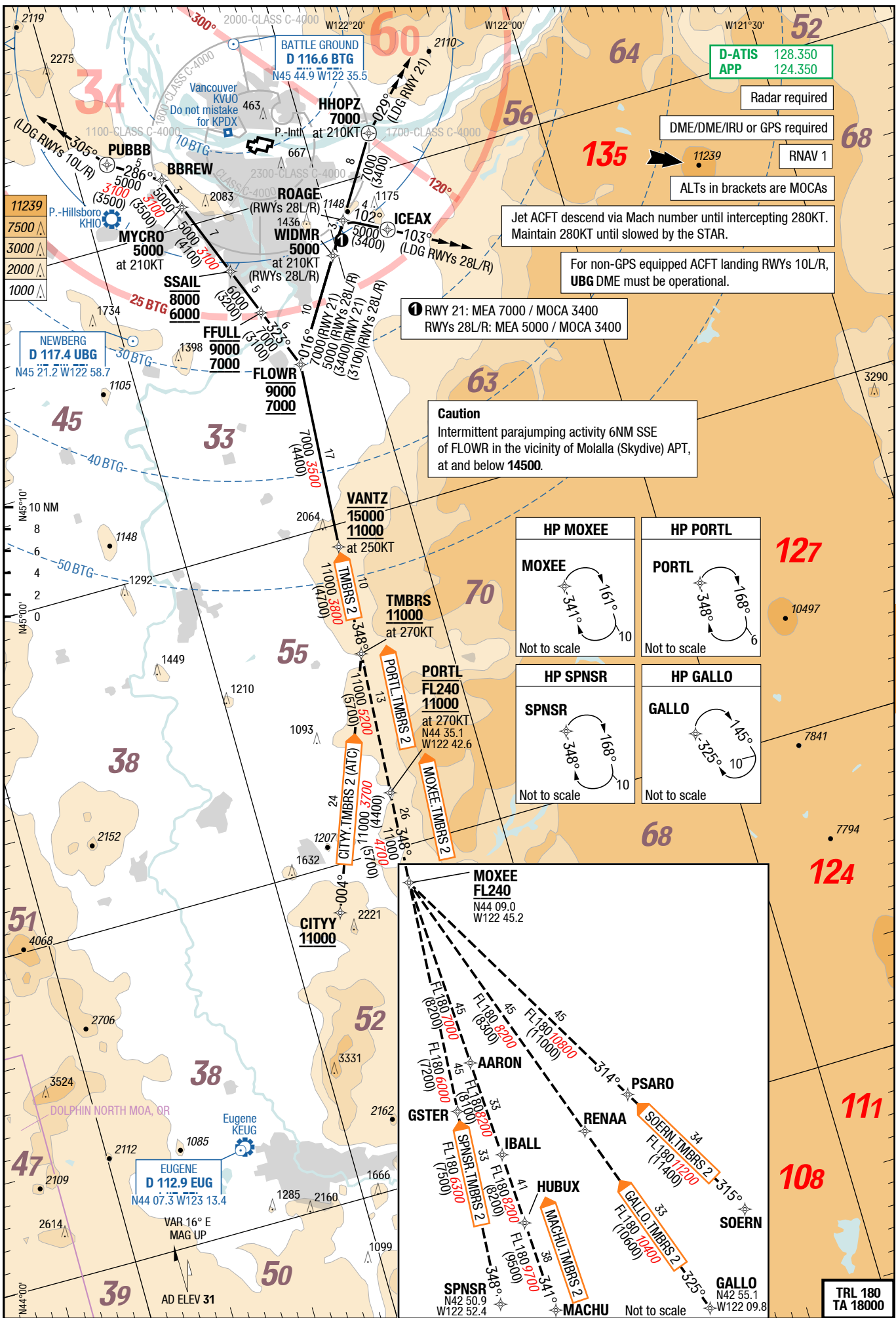
6-10

S'

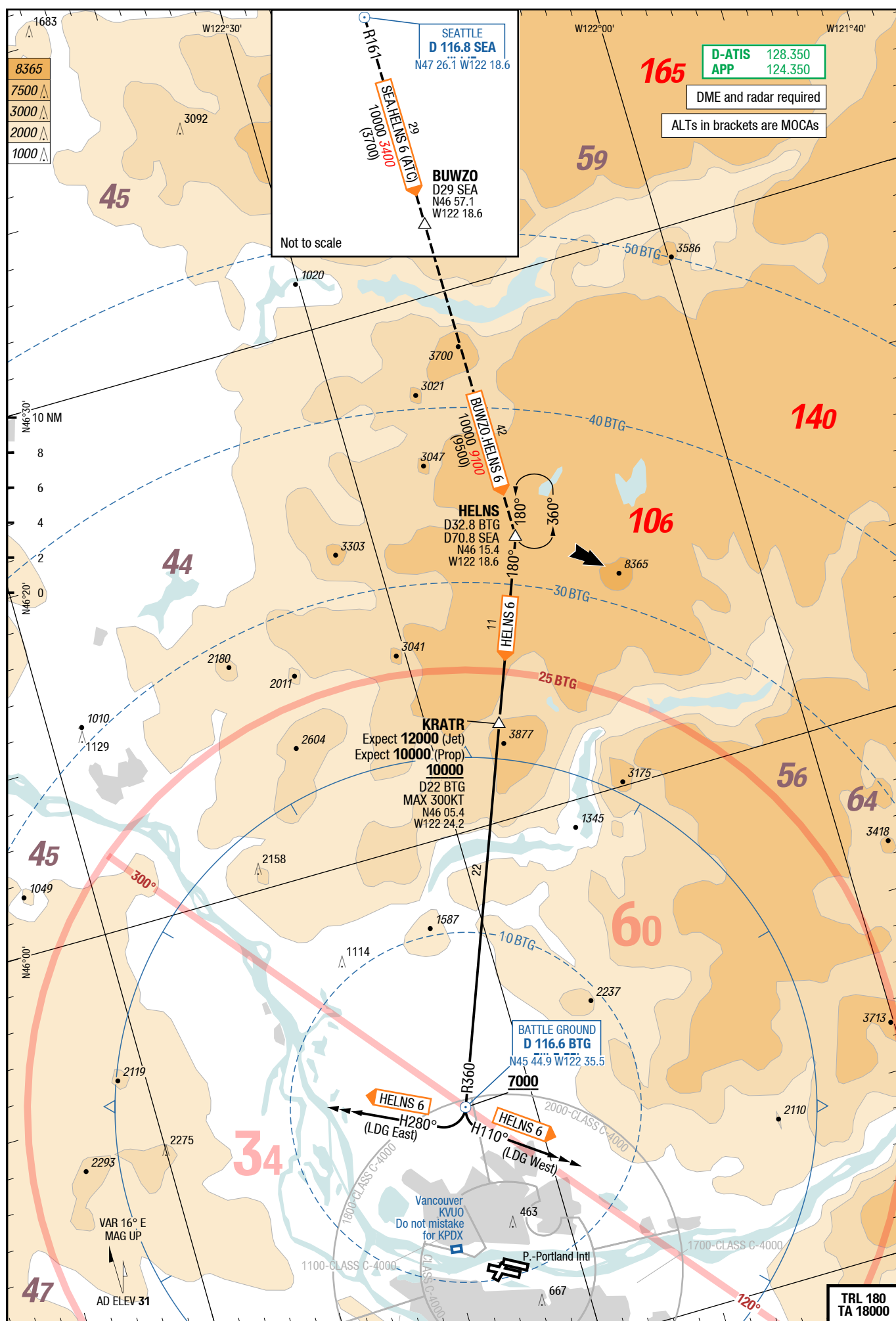
KRATR 2 RNAV

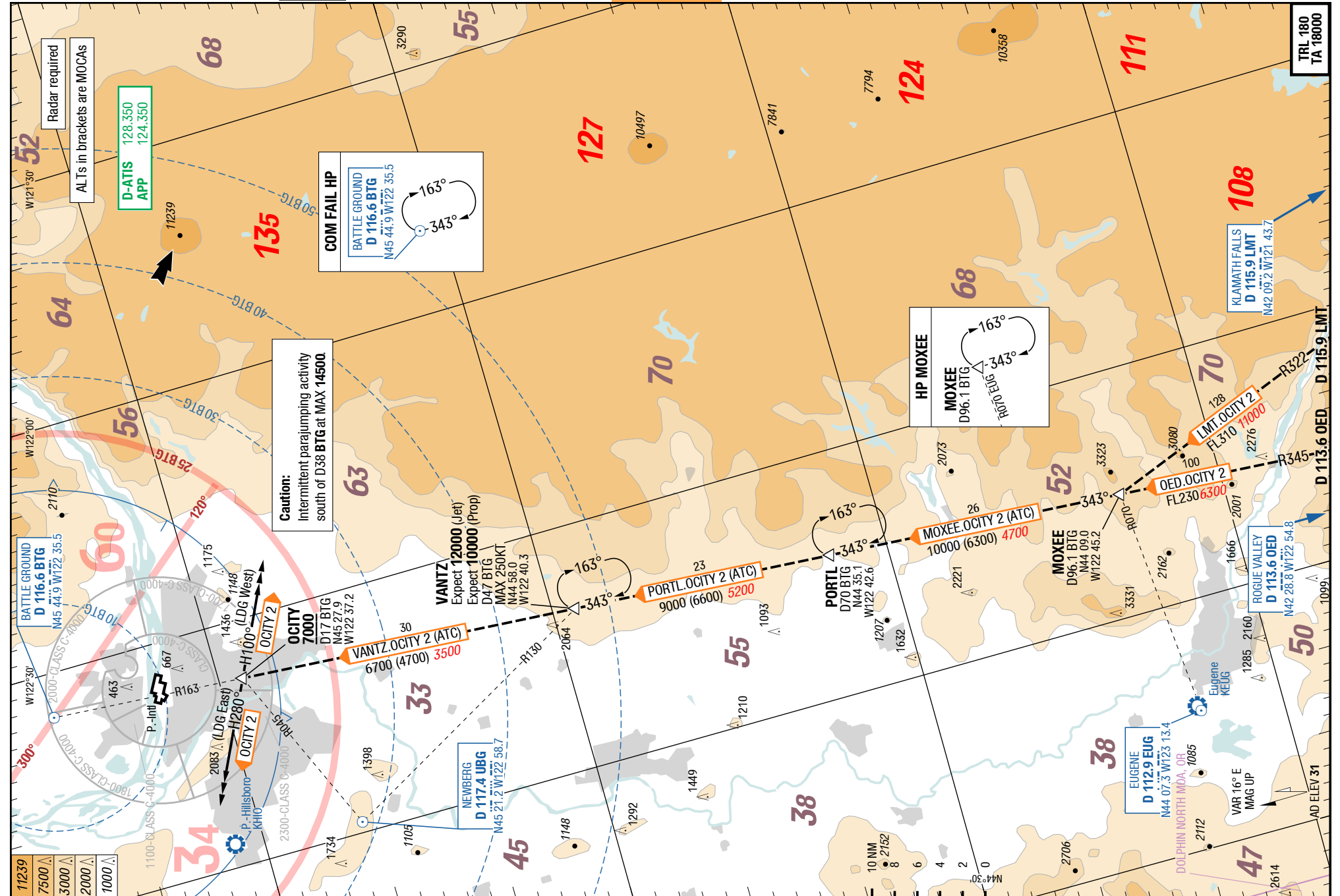






Changes: Nil

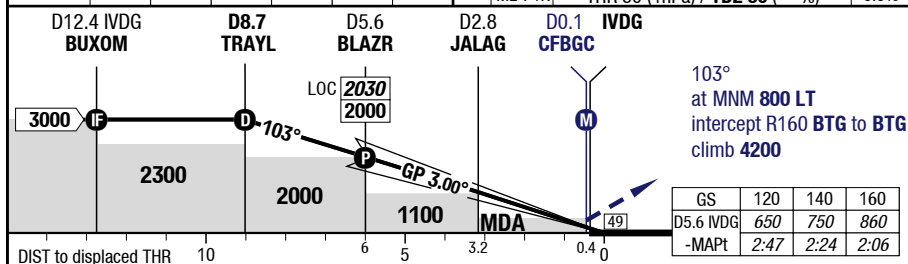
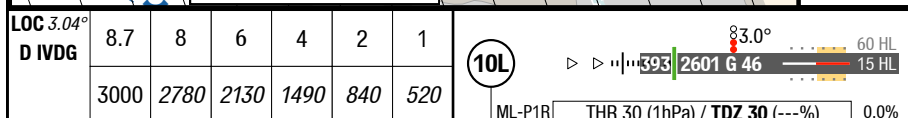
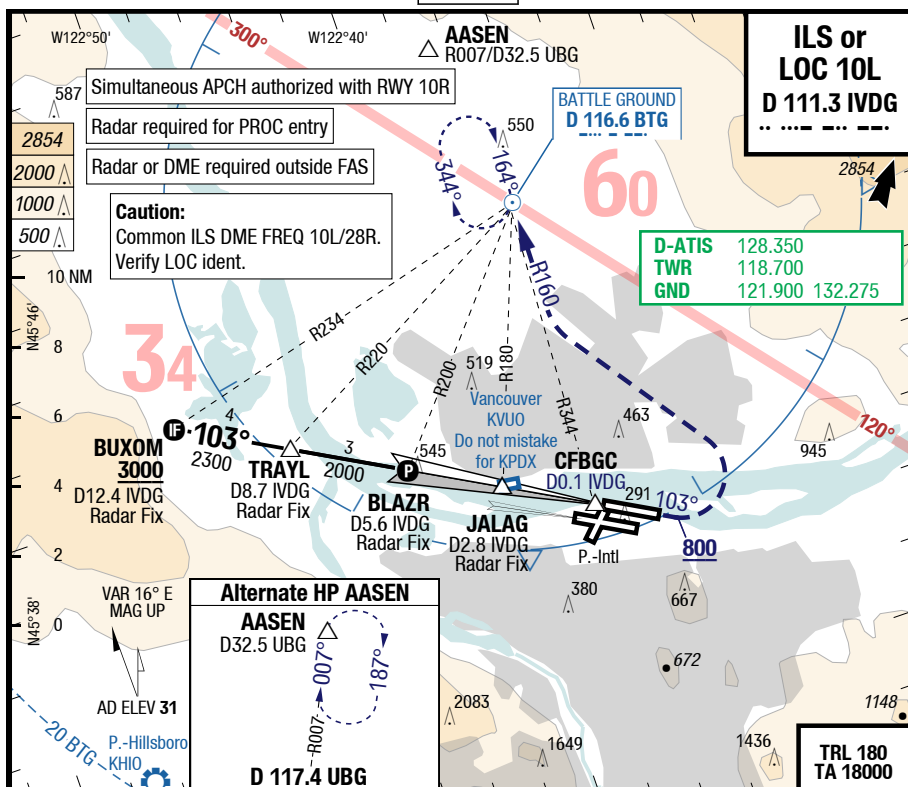




PDX-KPDX

7-10

ILS or LOC 10L



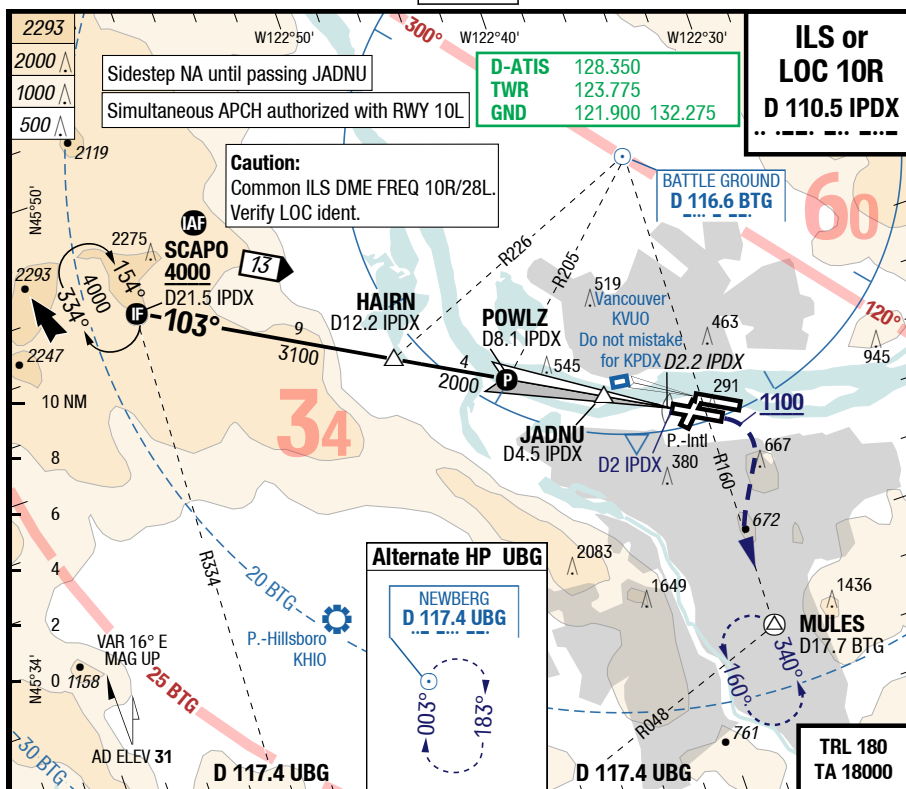
10L		Cat 1 1)	Cat 1 APL U/S 2)	LOC			Circling TERPS
C	ft - ft/SM ft	270 - 2400R/0.5V 300	270 - 4500R/0.88V 300	390 - 3500R/0.63V 420			730 - 2.0V 760
D	ft - ft/SM ft	270 - 2400R/0.5V 300	270 - 4500R/0.88V 300	390 - 3500R/0.63V 420			950 - 3.0V 980

1) With EVS RVR 1800ft/ VIS 0.5SM
2) With EVS RVR 3000ft/ VIS 0.63SM

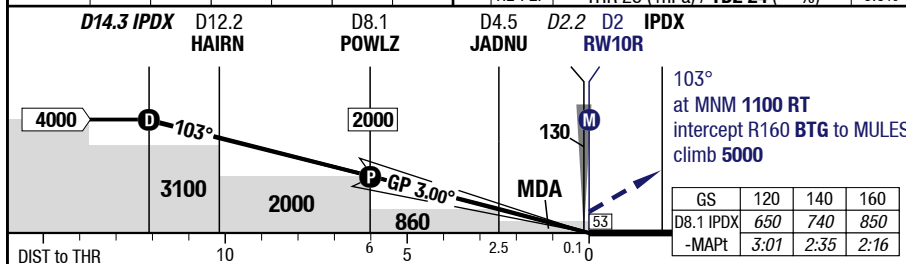
PDX-KPDX

7-20

ILS or LOC 10R



LOC 3.00° D IPDX	14.3	11	9	7	5	4	<div> <div>10R</div> <div>HL-P2F</div> <div>THR 23 (1hPa) / TDZ 24 (---%)</div> <div>0.0%</div> </div>
	4000	2940	2300	1670	1030	710	



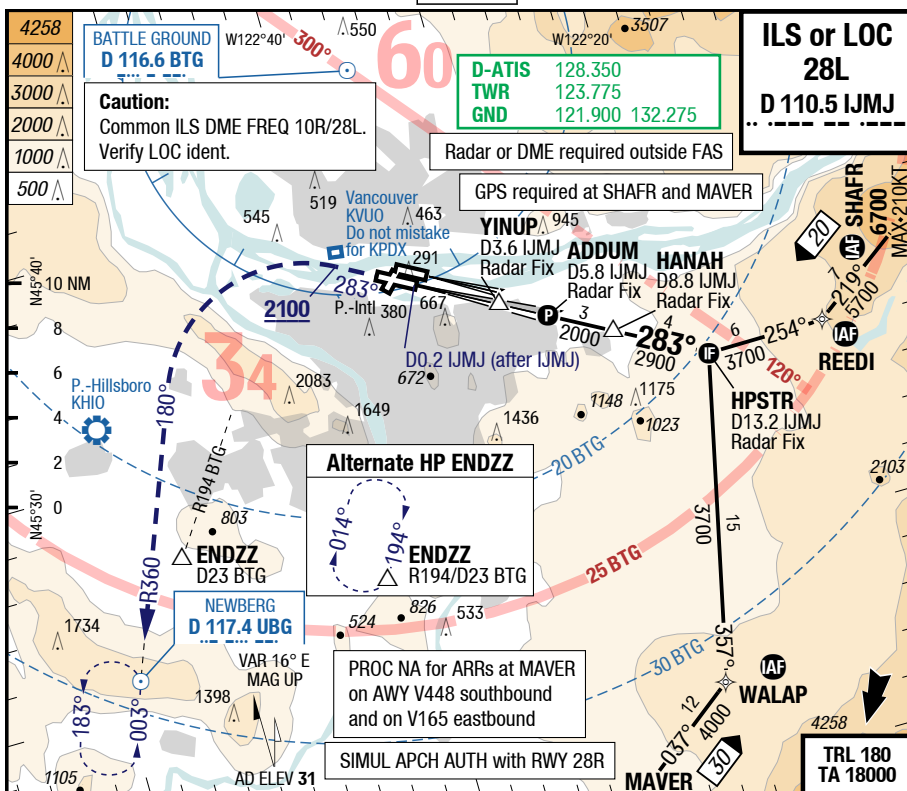
10R		Cat 3b	Cat 2 ₁₎	Cat 1 ₂₎ <i>L_{TS}</i>	Cat 1 ₃₎	LOC DME	Circling TERPS
C	ft - ft/SM ft	0 - 600R Company	100 - 1000R 107 RA	200 - 1400R 230	200 - 1800R/0.5V 230	420 - 4000R/0.75V 440	840 - 2.5V 870
D	ft - ft/SM ft	0 - 600R Company	100 - 1000R 107 RA	200 - 1400R 230	200 - 1800R/0.5V 230	420 - 4000R/0.75V 440	950 - 3.0V 980

1) Special OpSpec approval and AL or HUD to TDZ required, else RVR 1200ft 2) With EVS RVR 1200ft, wo EVS use STD 3) With EVS RVR 1200ft/ VIS 0.2SM, wo EVS use STD

13-SEP-2018

United States **Portland** Portland Intl

IAC

PDX-KPDX**7-30****ILS or LOC 28L**

28L		Cat 1 1)	LOC 1)	Circling TERPS	
C	ft - ft/SM	290 - 2400R/0.5V 310	460 - 4500R/0.88V 480	1030 - 3.0V 1060	
D	ft - ft/SM ft	290 - 2400R/0.5V 310	460 - 4500R/0.88V 480	1030 - 3.0V 1060	

1) Autopilot coupled APCH NA below 880ft MSL

Changes: MIN, AMDT No

AMDT 5A

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ILS or LOC 28R



60 HL 3.0°
15 HL 46 G 2832 163

0.0% TDZ 31 (---) / THR 31 (1hPa) ML-P1R

(28R)

4	5	7	9	11	13
830	1150	1790	2430	3070	3700

LOC 3.0°
D IAP

283°
at MNM 600 RT
direct BTG
climb 4200

The profile view diagram illustrates the approach path from the Initial Approach Point (IAP) to the runway. Key features include:

- MDA (Minimum Descent Altitude):** 1260 feet.
- GP (Glide Path):** 3.0°.
- Altitudes:** 2000, 2900, and 3700 feet.
- Distances:** 0, 3.7, 5, 6, 10, and 13 NM.
- Obstacles:** 283° at MNM 600 RT, direct BTG climb 4200.

GS	120	140	160
D7.7 IAP	640	750	850
-MAPt	3:00	2:35	2:15

	28R	Cat 1 ₁₎	LOC				
C	ft - ft/SM ft	250 - 2400R/0.5V 290	530 - 5500R/1.0V 560				
D	ft - ft/SM ft	250 - 2400R/0.5V 290	530 - 5500R/1.0V 560				

Circling
TERPS

1030 - 3.0V
1060

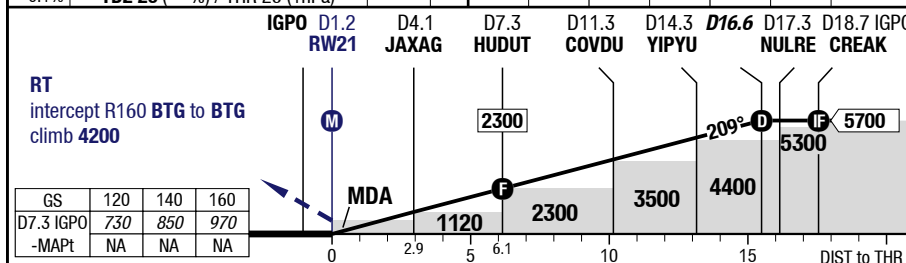
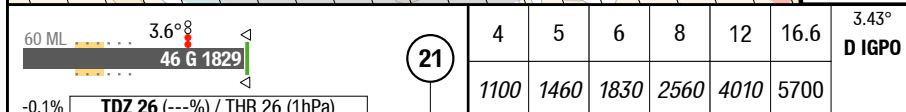
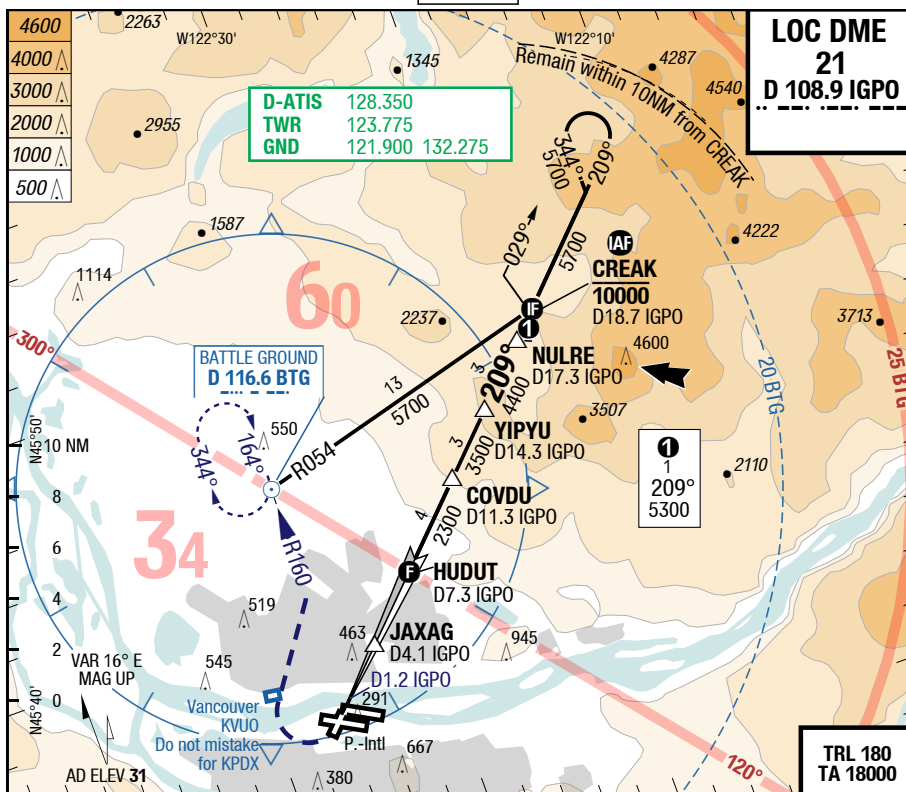
1030 - 3.0V
1060

1) With EVS RVR 1800ft/ VIS 0.5SM

PDX-KPDX

7-50

LOC DME 21



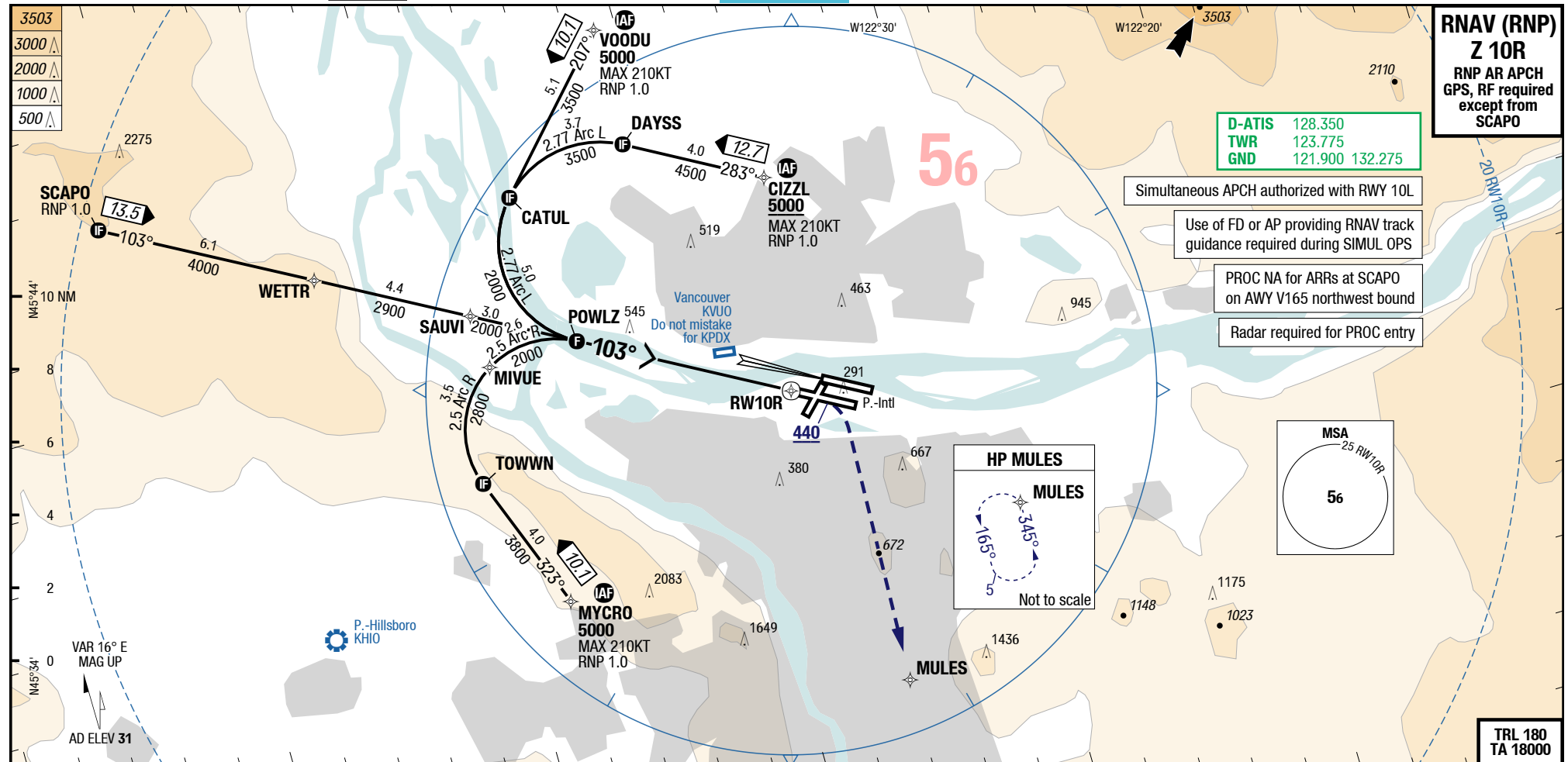
21		LOC DME					Circling TERPS
C	ft - ft/SM ft	680 - 2.0V 700					730 - 2.0V 760
D	ft - ft/SM ft	680 - 2.0V 700					970 - 3.0V 1000

Portland Intl **Portland** United States
RNAV (RNP) Z 10R
RNAV (RNP) Z 10L

10L		RNAV RNP 0.30 VNAV <small>1) 2)</small>	RNAV RNP 0.30 VNAV APL U/S <small>1) 3)</small>				Circling TERPS
C	ft - ft/SM ft	340 - 3500R/0.63V 370	340 - 5500R/1.0V 370				Not published
D	ft - ft/SM ft	340 - 3500R/0.63V 370	340 - 5500R/1.0V 370				Not published

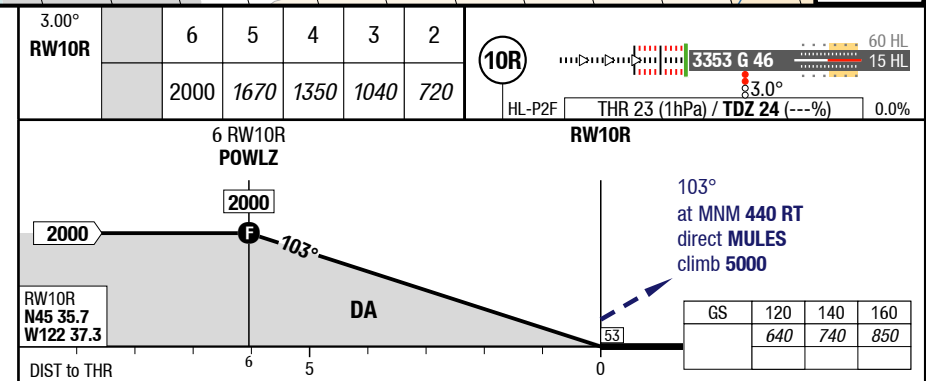
1) Uncompensated BARO VNAV NA below -6°C (22°F) or above 54°C (130°F) 2) With EVS RVR 2400ft/ VIS 0.5SM, wo EVS use STD 3) With EVS RVR 3700ft/ VIS 0.63SM, wo EVS use STD

AMDT 1A



10R		RNAV RNP 0.10 VNAV 1) 2)	RNAV RNP 0.30 VNAV 1) 3)	RNAV RNP 0.30 VNAV APL U/S 1) 4)	Circling TERPS
C	ft - ft/SM ft	330 - 3500R/0.63V 350	430 - 5000R/1.0V 450	430 - 1.38V 450	
D	ft - ft/SM ft	330 - 3500R/0.63V 350	430 - 5000R/1.0V 450	430 - 1.38V 450	

1) Uncompensated BARO VNAV NA below -15°C (5°F) or above 54°C (130°F) 2) With EVS RVR 2400ft/ VIS 0.5SM, wo EVS use STD 3) With EVS RVR 3200ft/ VIS 0.63SM, wo EVS use STD 4) With EVS VIS 1.0SM, wo EVS use STD



PDX-KPDX

RNAV (RNP) Y 28L

7-90

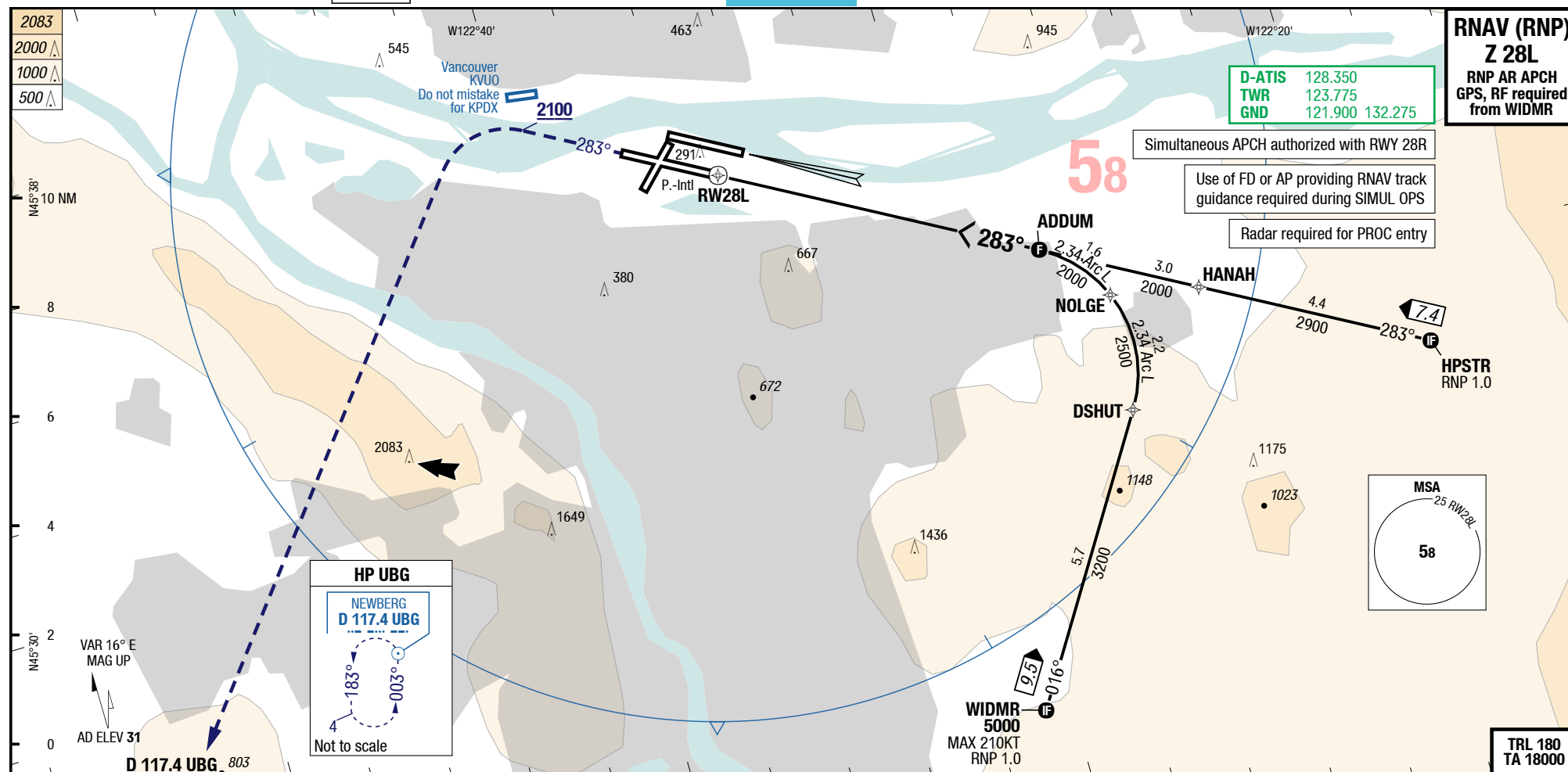
RNAV (RNP) Z 28L

IAC

IAC

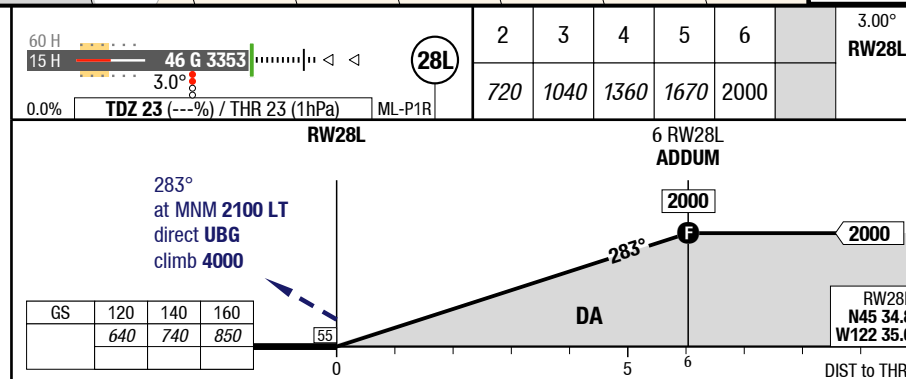
Portland Intl **Portland** United States

RNAV (RNP) Y 28L

RNAV (RNP) Z 28L

28L		RNAV RNP 0.27 VNAV 1) 2)	RNAV RNP 0.27 VNAV APL U/S 1) 3)	RNAV RNP 0.30 VNAV 1) 3)	RNAV RNP 0.30 VNAV APL U/S 1) 4)	Circling
		TERPS				
C	ft - ft/SM ft	360 - 3500R/0.63V 380	360 - 6000R/1.25V 380	480 - 6000R/1.25V 500	480 - 1.75V 500	Not published
D	ft - ft/SM ft	360 - 3500R/0.63V 380	360 - 6000R/1.25V 380	480 - 6000R/1.25V 500	480 - 1.75V 500	Not published

1) Uncompensated BARO VNAV NA below -15°C (5°F) or above 54°C (130°F) 2) With EVS RVR 2400ft/ VIS 0.5SM, wo EVS use STD 3) With EVS RVR 4000ft/ VIS 0.75SM, wo EVS use STD 4) With EVS VIS 1.25SM, wo EVS use STD



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Changes: APL, OBST, Editorial

Orig A

02-FEB-2017
PDX-KPDX

United States **Portland** Portland Intl

7-100

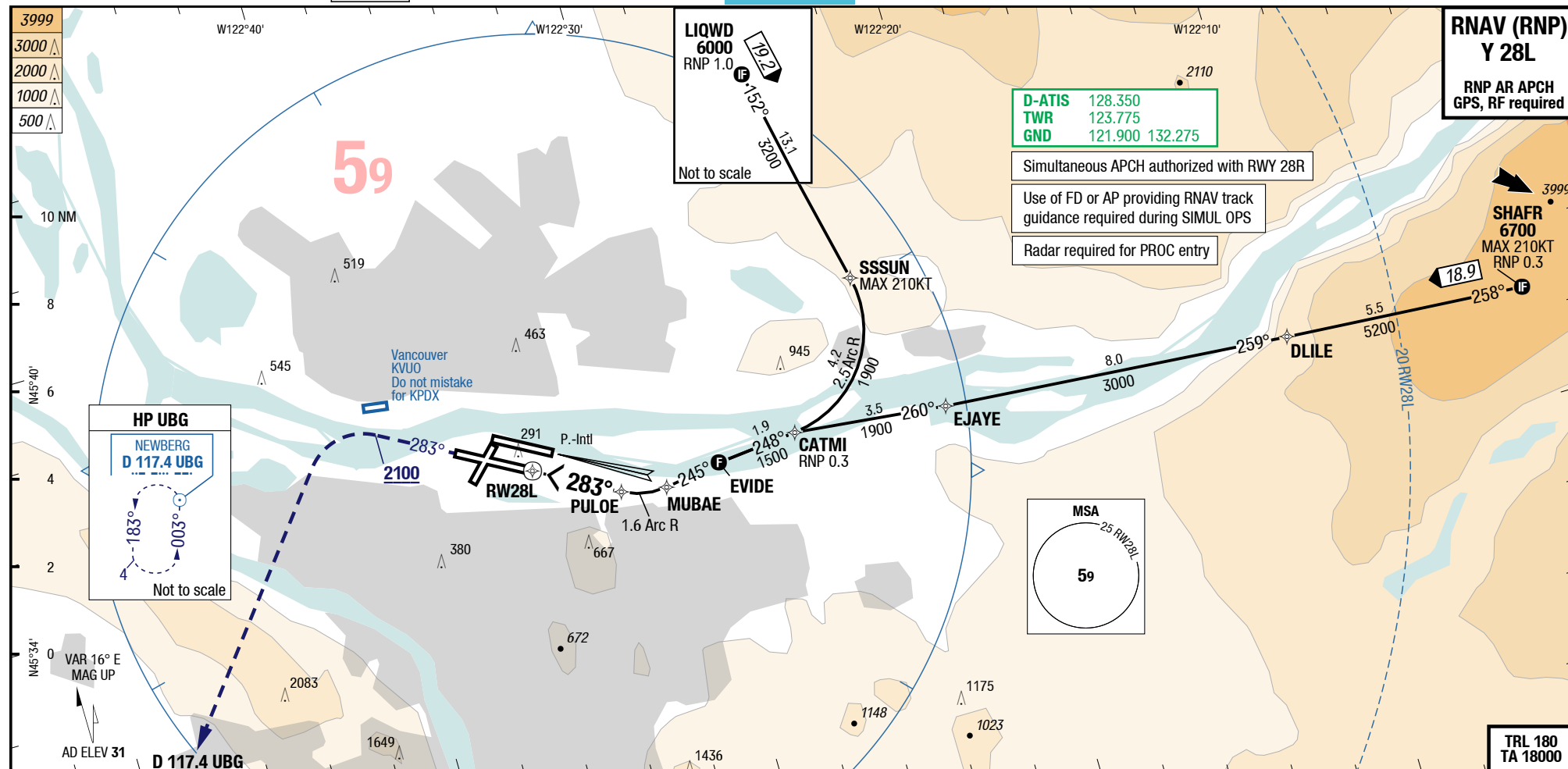
RNAV (RNP) Y 28L

IAC

IAC

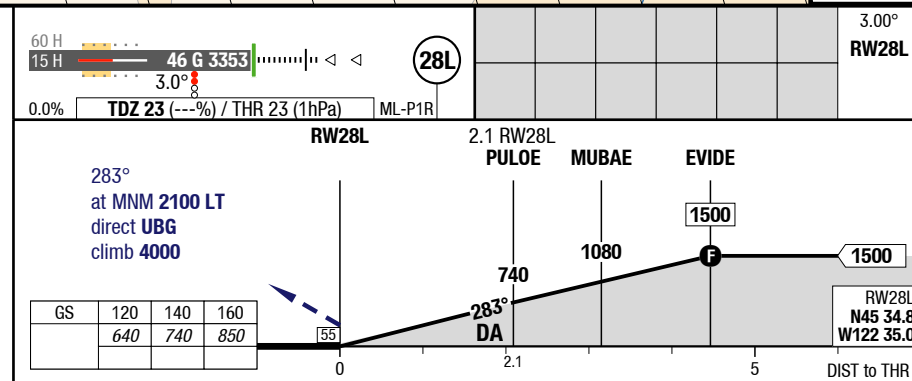
Portland Intl **Portland** United States

RNAV (RNP) Y 28L



28L		RNAV RNP 0.23 VNAV (1) 2)	RNAV RNP 0.23 VNAV APL U/S (1) 3)	RNAV RNP 0.30 VNAV (1) 4)	RNAV RNP 0.30 VNAV APL U/S (1) 5)	Circling TERPS
C	ft - ft/SM ft	350 - 3500R/0.63V 370	350 - 6000R/1.13V 370	460 - 5500R/1.0V 480	460 - 1.5V 480	Not published
D	ft - ft/SM ft	350 - 3500R/0.63V 370	350 - 6000R/1.13V 370	460 - 5500R/1.0V 480	460 - 1.5V 480	Not published

1) Uncompensated BARO VNAV NA below -7°C (20°F) or above 54°C (130°F) 2) With EVS RVR 2400ft/ VIS 0.5SM 3) With EVS RVR 4000ft/ VIS 0.75SM 4) With EVS RVR 3700ft/ VIS 0.63SM 5) With EVS VIS 1.0SM



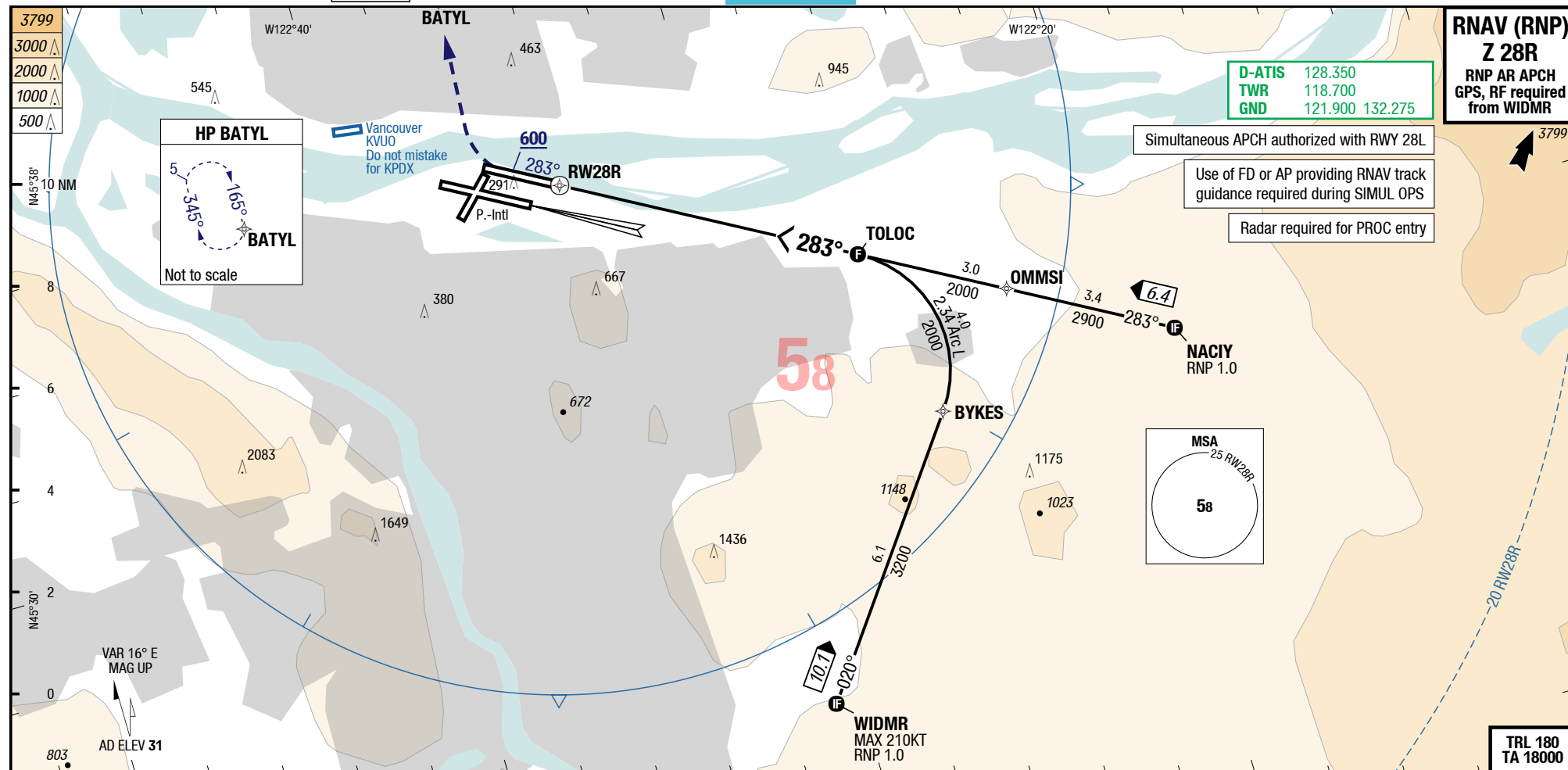
02-FEB-2017
PDX-KPDX

United States **Portland** Portland Intl
RNAV (RNP) Y 28R
7-110
RNAV (RNP) Z 28R

IAC

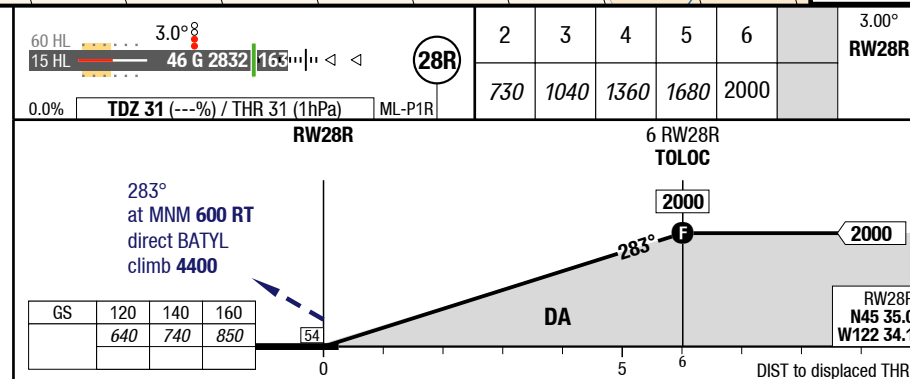
IAC

Portland Intl **Portland** United States
RNAV (RNP) Y 28R
RNAV (RNP) Z 28R



28R		RNAV RNP 0.20 VNAV (1) 2)	RNAV RNP 0.20 VNAV APL U/S (1) 3)	RNAV RNP 0.30 VNAV (1) 2)	RNAV RNP 0.30 VNAV APL U/S (1) 4)	Circling TERPS
C	ft - ft/SM ft	390 - 5000R/1.0V 420	390 - 1.25V 420	440 - 5000R/1.0V 480	440 - 1.5V 480	Not published
D	ft - ft/SM ft	390 - 5000R/1.0V 420	390 - 1.25V 420	440 - 5000R/1.0V 480	440 - 1.5V 480	Not published

1) Uncompensated BARO VNAV NA below -6°C (22°F) or above 54°C (130°F) 2) With EVS RVR 3200R/ VIS 0.63SM 3) With EVS VIS 0.88SM
4) With EVS VIS 1.0SM



02-FEB-2017

PDX-KPDX

United States **Portland** Portland Intl

7-120

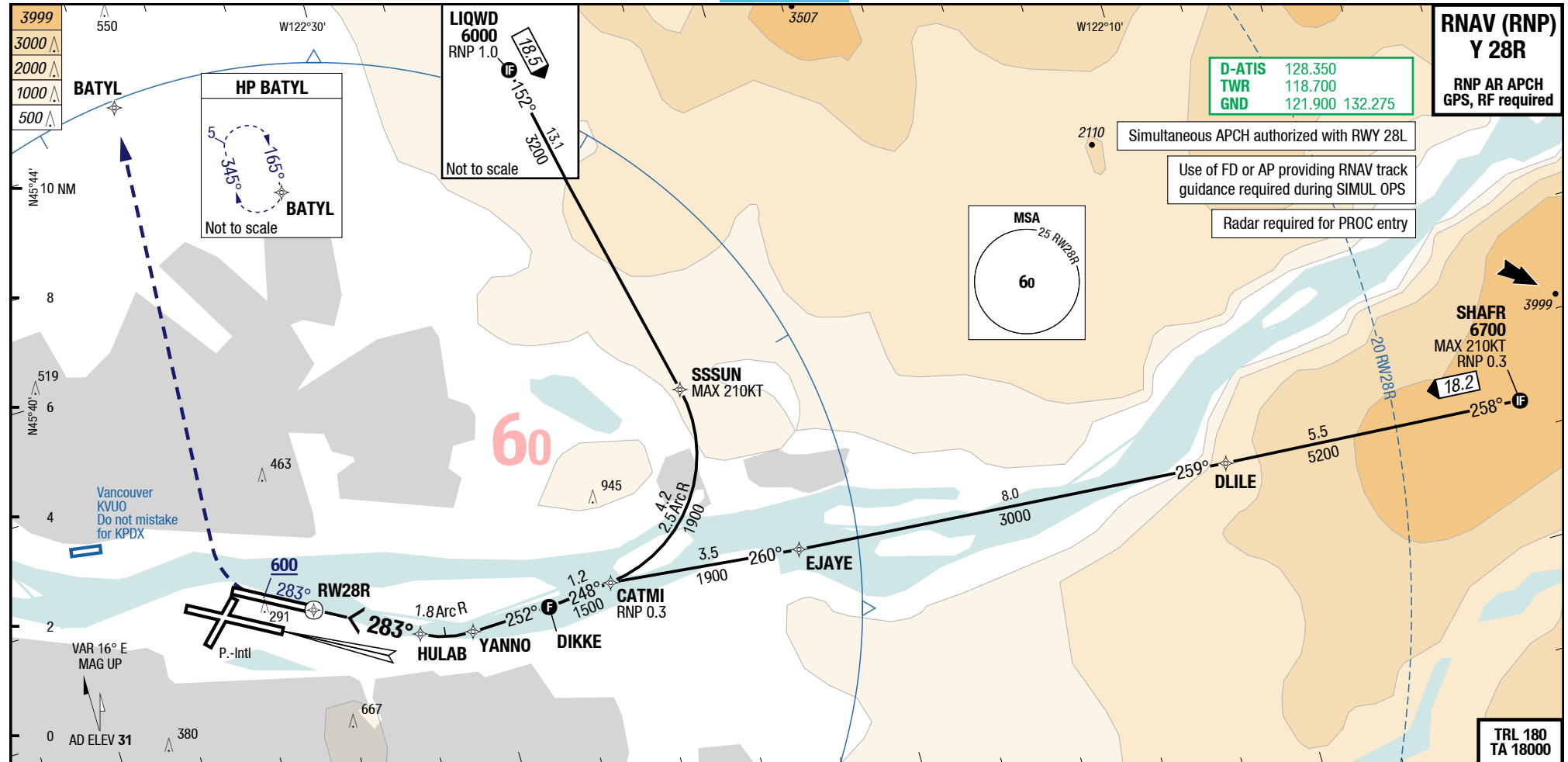
RNAV (RNP) Y 28R

IAC

IAC

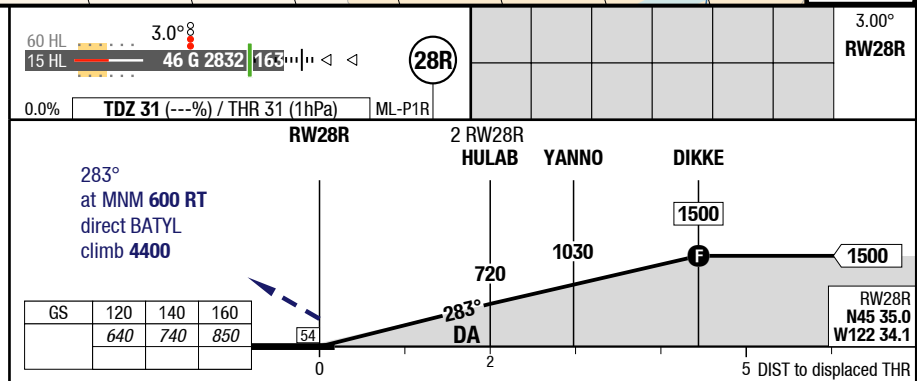
Portland Intl **Portland** United States

RNAV (RNP) Y 28R



28R	RNAV RNP 0.20 VNAV (1) 2)	RNAV RNP 0.20 VNAV APL U/S (1) 3)	RNAV RNP 0.30 VNAV (1) 4)	RNAV RNP 0.30 VNAV APL U/S (1) 5)	Circling TERPS
C	ft - ft/SM 380 - 4000R/0.75V 410	380 - 1.25V 410	430 - 5000R/1.0V 460	430 - 1.38V 460	Not published
D	ft - ft/SM 380 - 4000R/0.75V 410	380 - 1.25V 410	430 - 5000R/1.0V 460	430 - 1.38V 460	Not published

1) Uncompensated BARO VNAV NA below -7°C (20°F) or above 54°C (130°F) 2) With EVS RVR 2600ft/ VIS 0.5SM 3) With EVS VIS 0.88SM 4) With EVS RVR 3200ft/ VIS 0.63SM 5) With EVS VIS 1.0SM

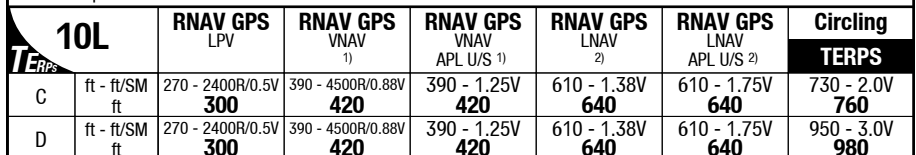


Changes: APL, OBST, Editorial

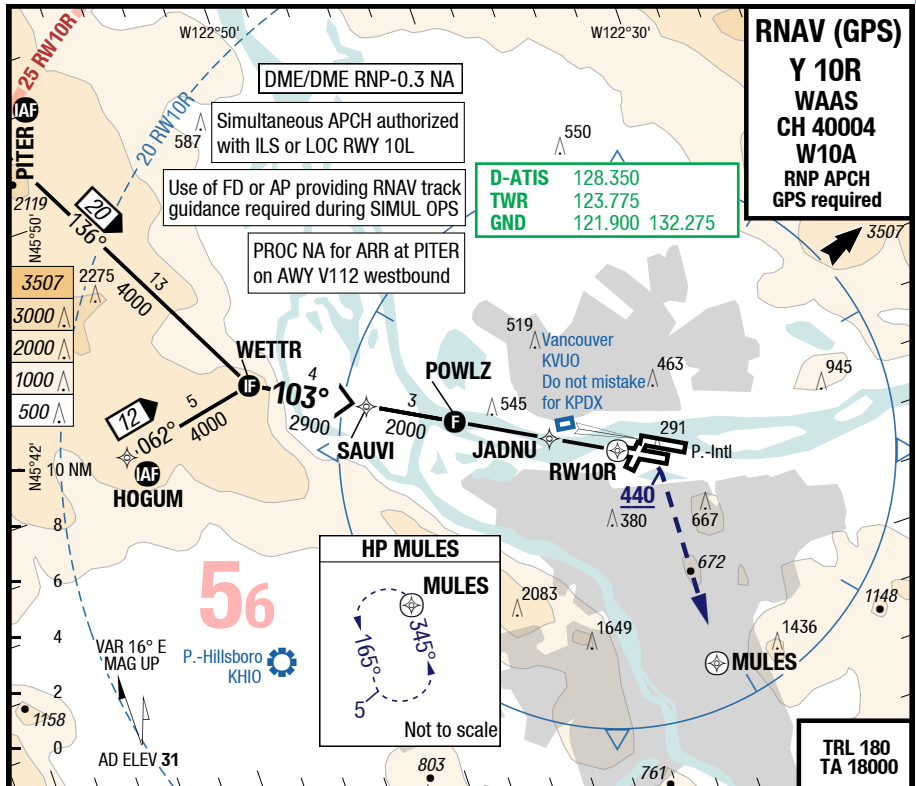
AMDT 2

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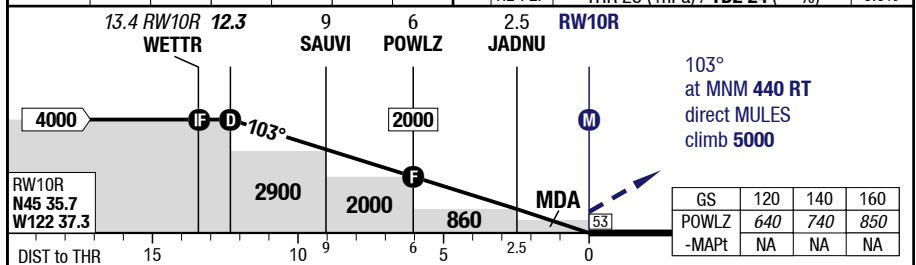
RNAV (GPS) Y 10L



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3.00° RW10R	12.3	10	8	4	3	2	<p>10R</p> <p>3353 G 46</p> <p>60 HL</p> <p>15 HL</p> <p>83.0°</p> <p>THR 23 (1hPa) / TDZ 24 (---%)</p> <p>0.0%</p>
	4000	3260	2630	1350	1040	720	



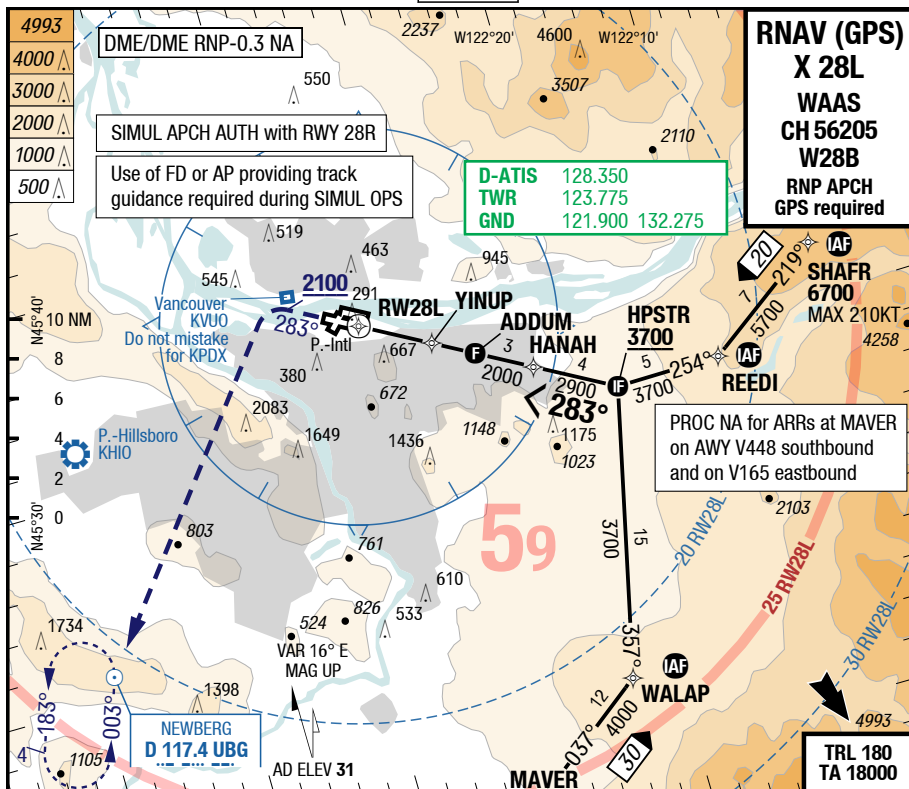
10R		RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS LNAV 2)		Circling TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V 230	310 - 2400R/0.5V 330	420 - 4000R/0.75V 440		730 - 2.0V 760
D	ft - ft/SM ft	200 - 1800R/0.5V 230	310 - 2400R/0.5V 330	420 - 4000R/0.75V 440		950 - 3.0V 980

1) Uncompensated BARO VNAV NA below -15°C (5°F) or above 54°C (130°F)
2) NA during SIMUL OPS

PDX-KPDX

7-150

RNAV (GPS) X 28L



28L		RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS LNAV 2)	Circling TERPS
C	ft - ft/SM	290 - 2400R/0.5V 310	350 - 3000R/0.63V 370	520 - 5500R/1.0V 540	
D	ft - ft/SM	290 - 2400R/0.5V 310	350 - 3000R/0.63V 370	520 - 5500R/1.0V 540	1030 - 3.0V 1060

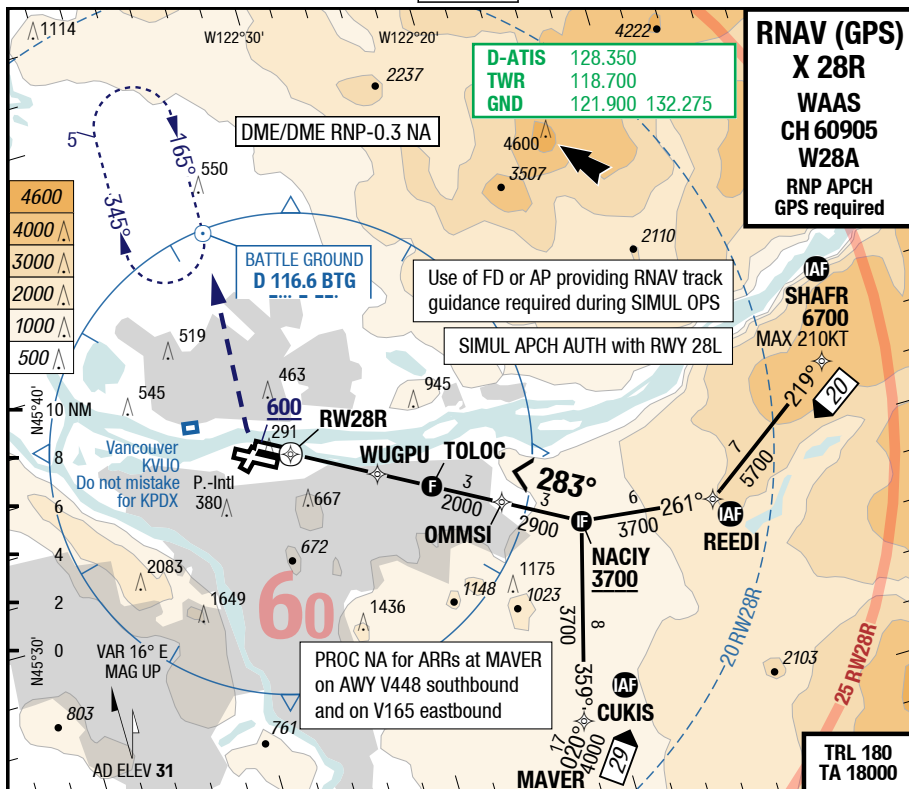
1) Uncompensated BARO VNAV NA below -6°C (22°F) or above 54°C (130°F)

2) NA during SIMUL OPS

PDX-KPDX

7-160

RNAV (GPS) X 28R



28R		RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS LNAV 2)	Circling TERPS
C	ft - ft/SM	250 - 2400R/0.5V 290	420 - 4500R/0.88V 450	410 - 4000R/0.75V 440	
D	ft - ft/SM	250 - 2400R/0.5V 290	420 - 4500R/0.88V 450	410 - 4000R/0.75V 440	1030 - 3.0V 1060

1) Uncompensated BARO VNAV NA below -6°C (22°F) or above 54°C (130°F)

2) NA during SIMUL OPS

Effective 01-FEB-2018

25-JAN-2018

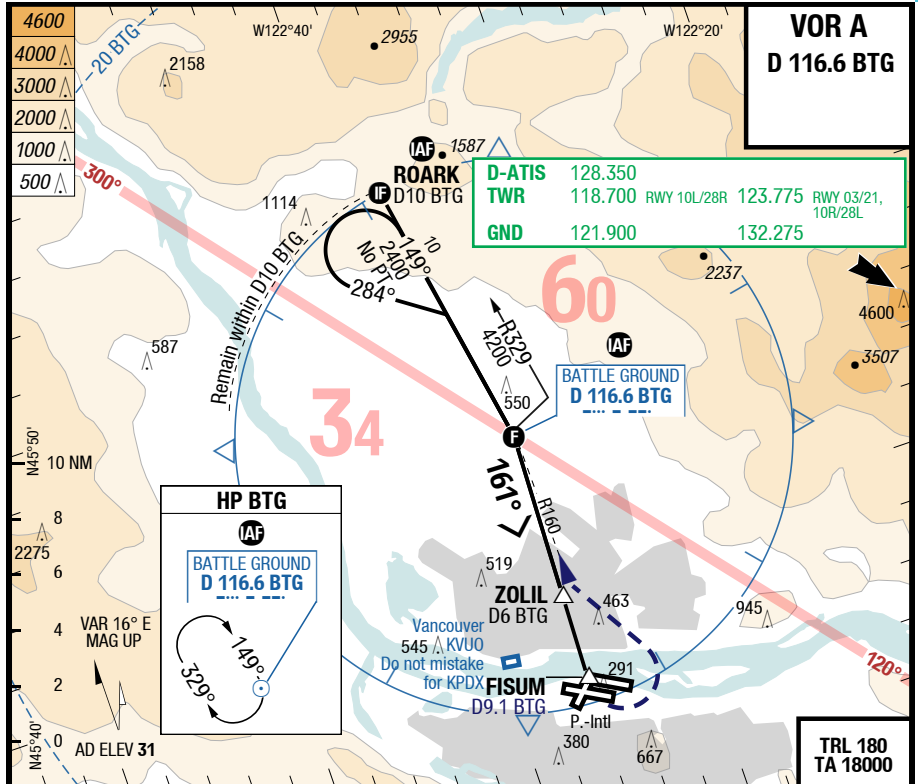
United States **Portland** Portland Intl

IAC

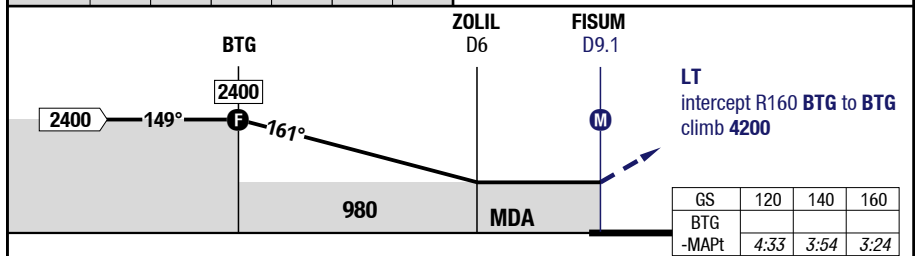
PDX-KPDX

7-170

VOR A



See AFC for RWY information and approach light system.



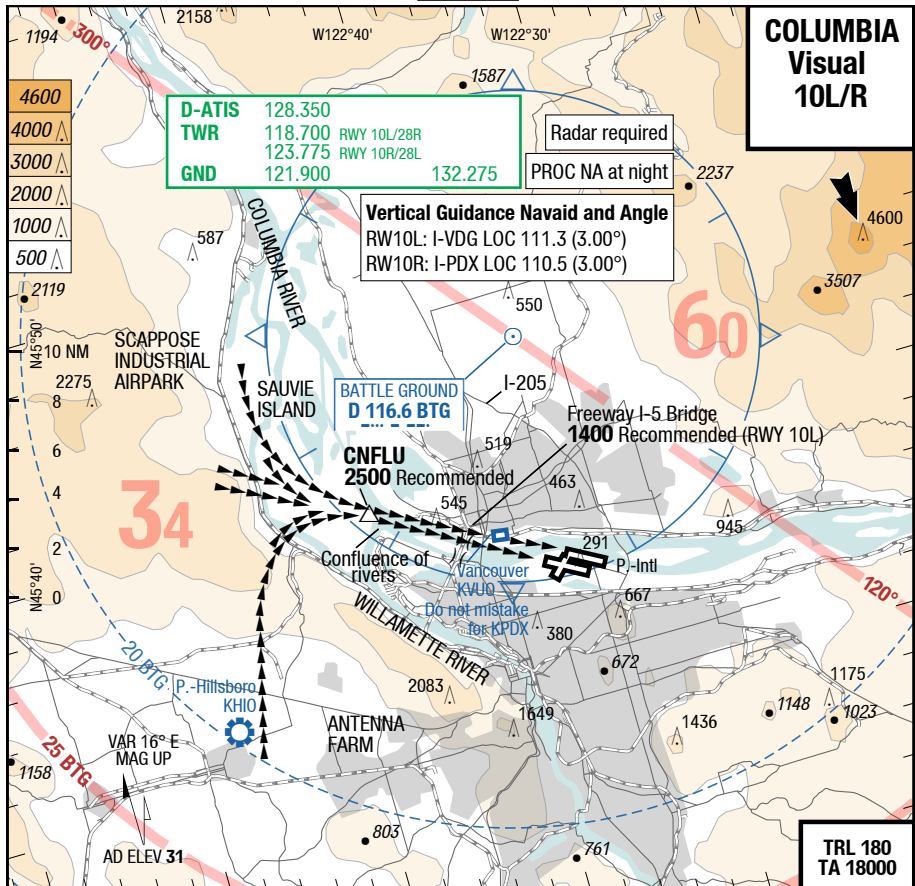
All RWYS					Circling TERPS	Circling TERPS ¹⁾
C	ft - ft/SM				730 - 2.0V 760	950 - 2.75V 980
D	ft - ft/SM				970 - 3.0V 1000	970 - 3.0V 1000

1) wo ZOLIL

Changes: MSA, chart title

AMDT 10

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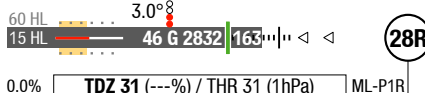
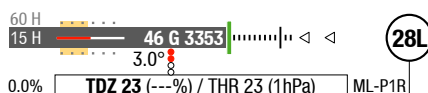
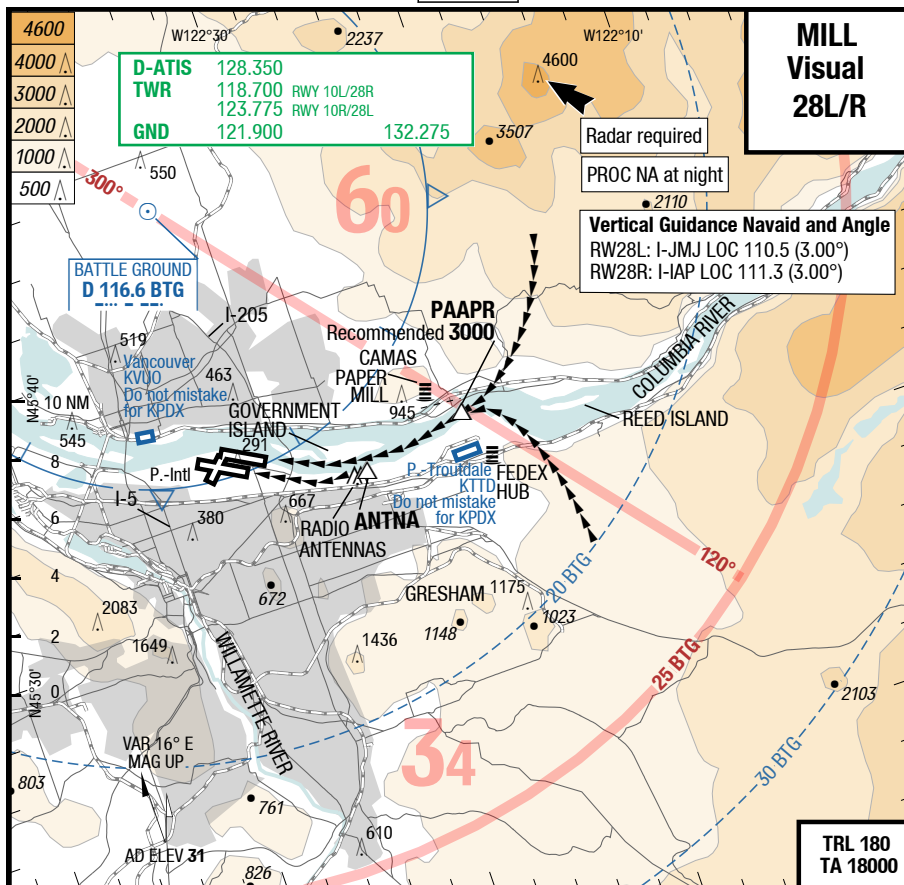
PDX-KPDX**7-180****COLUMBIA Visual 10L/R**

10L/R		VISUAL HJ only					Circling TERPS
C	ft - ft/SM ft	C 3500 - 5.0V					Not published
D	ft - ft/SM ft	C 3500 - 5.0V					Not published

PDX-KPDX

7-190

MILL Visual 28L/R



ACFT will proceed over the Columbia River between the Paper Mill and the Fedex Hub (WPT PAAPR), **3000** recommended, proceed direct to the Radio antennas (WPT ANTNA) and then intercept the assigned final approach course for straight in RWYs 28L or 28R.

28L/R		VISUAL HJ only					Circling TERPS
C	ft - ft/SM ft	C 3500 - 5.0V					Not published
D	ft - ft/SM ft	C 3500 - 5.0V					Not published

PDX-KPDX

7-210

WxMinima Overflow

10R		LOC wo JADNU	LOC wo JADNU APL U/S	Sidestep 10L 1) 2)			
C	ft - ft/SM ft	840 - 2.0V 860	840 - 2.5V 860	770 - 2.5V 800			
D	ft - ft/SM ft	840 - 2.0V 860	840 - 2.5V 860	770 - 2.5V 800			

1) Sidestep NA until passing JADNU 2) Inop table does not apply