LOC/DME I-PDX 11000 Rwy Idg APP CRS 110.5 TDŹF 24 103° Apt Elev 31 Chan 42

ILS RWY 10R (SA CAT I) PORTLAND INTL (PDX)

11 JUL 2024

2

NW-1, 13 JUN 2024

Simultaneous approach authorized. ALSF-2 MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME Requires specific OPSPEC, MSPEC, or LOA approval and hold, continue climb-in-hold to 5000. and use of HUD to DH D-ATIS PORTLAND TOWER GND CON CLNC DEL PORTLAND APP CON 128.35 Rwy 10L-28R Rwys 3-21, 10R-28L CPDLC 121.9 348.6 120.125 318.1 124.35 299.2 269.9 118 7 257.8 123,775 251,125 OLD 4000 **BATTLEGROUND** 116.6 BTG =::: Chan 113 2275 (IE/IAF) SCAPO PDX 21.5 R-250 HAIRN INT I-PDX 12.2) 8.705 LOCALIZER 110.5 I-PDX 500 408<u>^</u> Chan 42 **^** 516 336± 44 Pearson 335±∧ POWLZ INT ALTERNATE 1-PDX 8.1 **^.** 945 MISSED APCH FIX **NEWBERG** 379 117.4 UBG Chan 121 2083 527₁ 387, Chan 121 **1**421 1639<u>/</u> BTG R-160 6000 ¹⁴³⁶م 1129

UBG

BTG 17.7) R-048 Chan 121 VGSI and ILS glidepath not coincident 1100 **SCAPO** (VGSI Angle 3.00/TCH 71). I-PDX 21.5 HAIRN INT **POWLZ INT** I-PDX 12.2 I-PDX 8.1 4000 103°, 2000 3100 GS 3.00° 2000 TCH 53 9.4 NM 6 NM CATEGORY

3400

REIL Rwys 3 and 21 SA CATEGORY I ILS-SPECIAL AIRCREW TDZ/CL Rwy 10R MIRL Rwy 3-21 & AIRCRAFT CERTIFICATION REQUIRED HIRL Rwys 10L-28R and 10R-28L

S-ILS 10R

PORTLAND, OREGON Amdt 35A 08OCT20

PORTLAND INTL (PDX) IIS RWY 10R (SA CAT I)

RA 157/14 150 DA 174

MULES

5000

BTG

R-160

MULES

Δ

ELEV 31 **TDZE** 24