

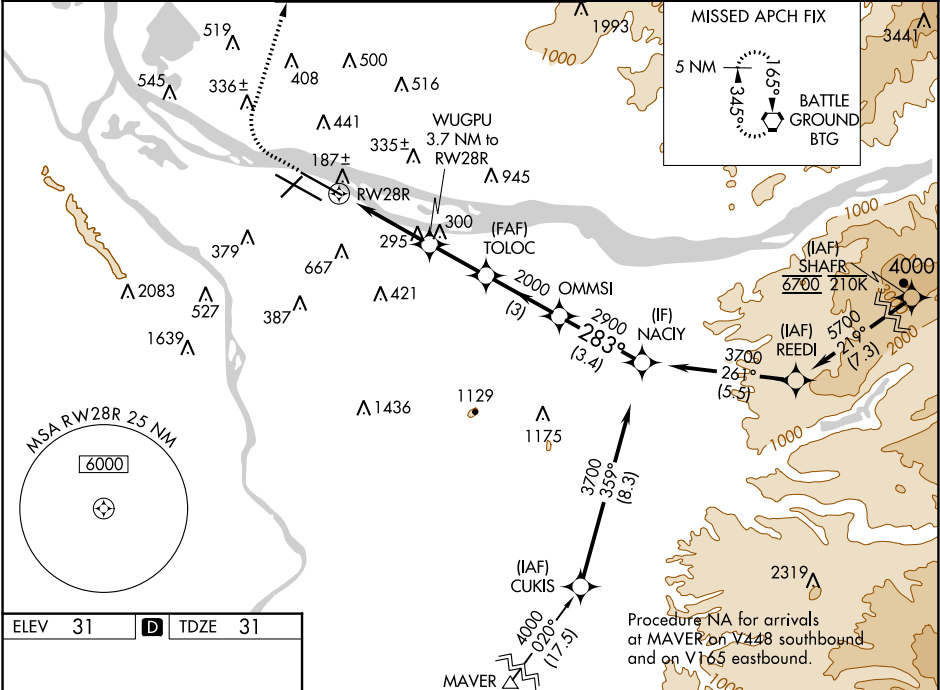
WAAS CH 60905 W28A	APP CRS 283°	Rwy Idg TDZE Apt Elev	9290 31 31
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RNAV (GPS) X RWY 28R

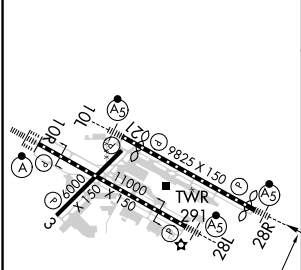
PORTLAND INTL (PDX)

<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 RVR 6000.</div></div>	<div><div>MALSR</div><div></div></div>	<div><div>MISSED APPROACH:</div><div>Climb to 600 then climbing right turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.</div></div>
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D-ATIS 128.35 269.9	PORTLAND APP CON 124.35 299.2	PORTLAND TOWER Rwy 10L-28R 118.7 257.8 Rwys 3-21, 10R-28L 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1	CPDLC
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ELEV 31	D	TDZE 31
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REIL Rwys 3 and 21
TDZ/CL Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

<div>600</div> <div>4200</div> <div>BTG</div>	<div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).</div> <div>WUGPU 3.7 NM to RW28R</div> <div>TOLOC</div> <div>OMMSI</div> <div>NACIY</div>
<div>*LNAV only</div> <div></div> <div>*1.1 NM to RW28R</div> <div>RW28R</div> <div>283°</div> <div>GP 3.00° TCH 54</div>	
<div>CATEGORY</div> <div>A</div> <div>B</div> <div>C</div> <div>D</div>	
<div>LPV DA</div>	<div>281/24</div> <div>250 (300-½)</div>
<div>LNAV/VNAV DA</div>	<div>446/45</div> <div>415 (500-¾)</div>
<div>LNAV MDA</div>	<div>440/24</div> <div>409 (500-½)</div> <div>440/40</div> <div>409 (500-¾)</div>
<div>C CIRCLING</div>	<div>720-1</div> <div>689 (700-1)</div> <div>760-1</div> <div>729 (800-1)</div> <div>1060-3</div> <div>1029 (1100-3)</div>