

HI-TACAN RWY 10R

TACAN CBU Chan <b>29</b>	APCH CRS <b>106°</b>	Rwy ldg <b>11,000</b> TDZE <b>24</b> Arpt Elev <b>31</b>
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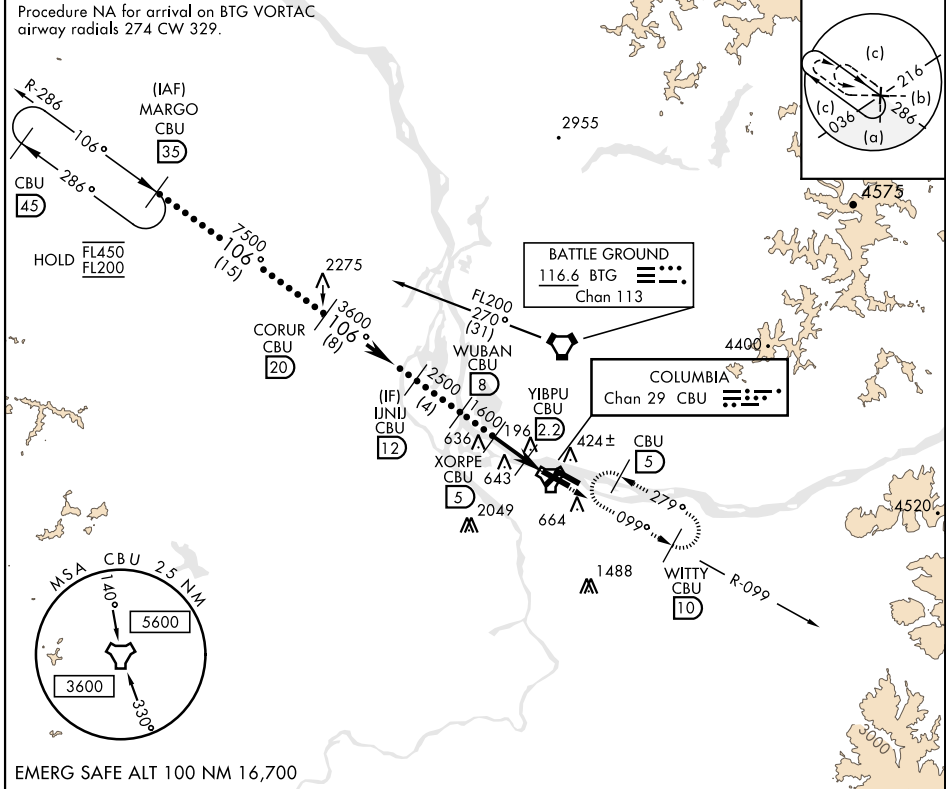
AL-330 [USAF]

PORTLAND INTL (KPDY)

<b>V</b> * When ALS inop, increase CAT E vis to 1 1/4 miles.	ALSF-2 	MISSED APPROACH: Climb to 4000 on CBU TACAN R-099 to WITTY/CBU 10 DME and hold, continue climb in holding.
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ATIS <b>128.35 269.9</b>	APP CON <b>118.1 284.6</b> (100°-279°) <b>124.35 299.2</b> (280°-099°)	TOWER <b>118.7 257.8</b> Rwy 10L-28R <b>123.775 251.125</b> Rwy 3-21, 10R-28L	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.125 318.1</b>
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Procedure NA for arrival on BTG VORTAC  
airway radials 274 CW 329.



VGSI and descent angles not coincident.			4000 CBU R-099	WITTY CBU 10	ELEV 31	TDZE 24
MARGO 35 CORUR 20 UNJI 12 WUBAN 8 XORPE 5 YIBPU 2.2 TACAN			<p>Diagram showing the approach path and altitudes: 7500, 3600, 2500, 1600, 640. The path is defined by a series of altitudes and distances. The final approach is at 0.6 NM from the runway.</p>			Rwy 10L ldg 8535' Rwy 28R ldg 9290'
CATEGORY	C	D	E			
S-10R *	460/40	436	(500-34)			
CIRCLING	1020-3	989	(1000-3)	1140-3	REIL Rwy 3, 21 TDZL/CL Rwy 10R MIRL Rwy 3-21 HIRL Rwy 10L-28R, 28L-10R	

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