

WAAS CH <b>40004</b> <b>W10A</b>	APP CRS <b>103°</b>	Rwy Idg <b>11000</b> TDZE <b>24</b> Apt Elev <b>31</b>
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RNAV (GPS) Y RWY 10R

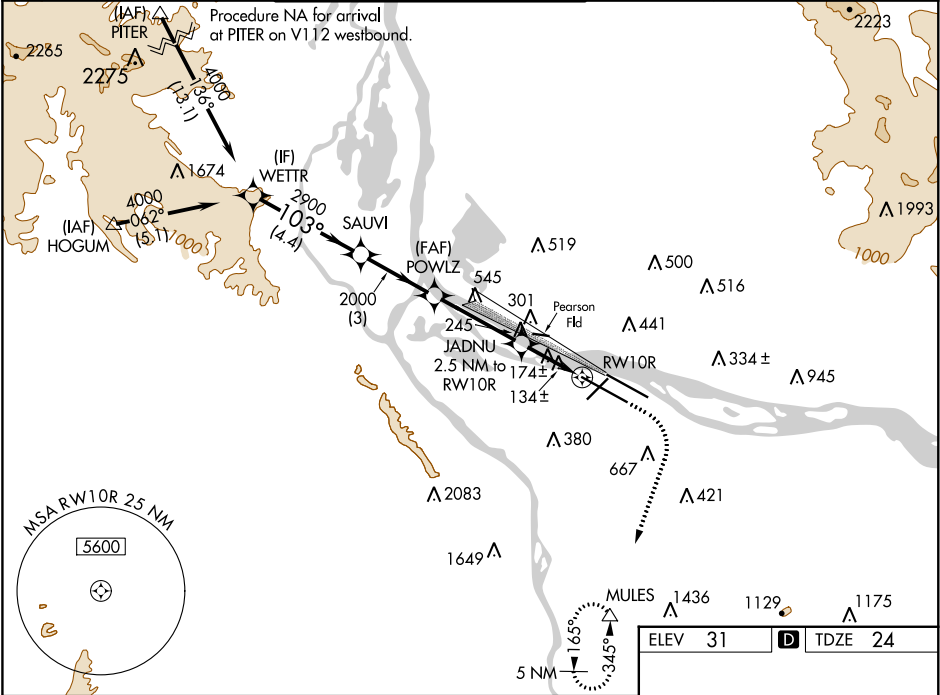
PORTLAND INTL (PDX)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 10L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 440 then climbing right turn to 5000 direct MULES and hold.

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
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).				
<div><div>WETTR</div><div>SAUVI</div><div>POWLZ</div><div>JADNU</div><div>RWY 10R</div></div> <div><div>4000</div><div>2900</div><div>2000</div><div>2000</div><div>860</div></div> <div><div>103°</div><div>103°</div><div>103°</div><div>103°</div><div>103°</div></div> <div><div>4.4 NM</div><div>3 NM</div><div>3.5 NM</div><div>1.4</div><div>1.1</div></div> <div><div>GP 3.00°</div><div>TCH 53</div><div>2.5 NM to RWY 10R</div><div>*1.1 NM to RWY 10R</div><div>*LNAV only</div></div>				
CATEGORY	A	B	C	D
LPV DA	224/18		200 (200-½)	
LNAV/VNAV DA	329/24		305 (300-½)	
LNAV MDA	440/24		416 (500- ½)	
CIRCLING	720-1		1060-3	
	689 (700-1)		1029 (1100-3)	

