

HI-ILS or LOC/DME RWY 10R

LOC/DME I-PDX 110.5 Chan 42	APCH CRS 103°	Rwy Idg 11,000 THRE 23 Arpt Elev 31
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AL-330 [USAF]

PORTLAND INTL (KPDX)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CDE RVR to 60 and vis to 1½ miles.

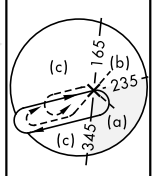


MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.

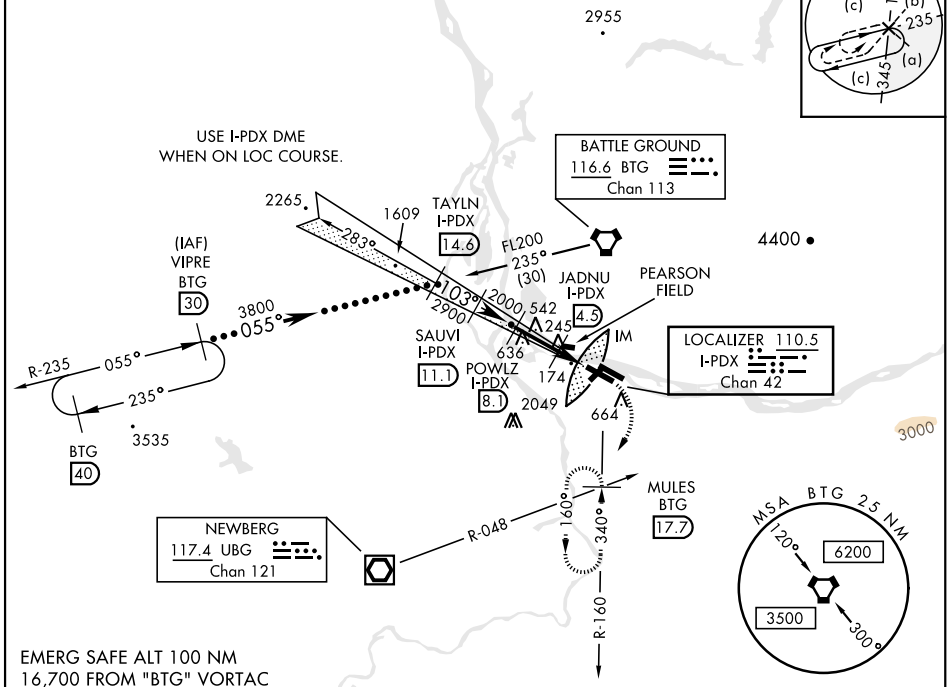
ATIS 128.35 269.9	APP CON 118.1 284.6 (100°-279°) 124.35 299.2 (280°-099°)	TOWER 118.7 257.8 Rwy 10L-28R 123.775 251.125 Rwy 3-21, 10R-28L	GND CON 121.9 348.6	CLNC DEL 120.125 318.1
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*** When VGSI rwy 28R inop, circling rwy 28R NA at night.

Simultaneous approach authorized with Rwy 10L.



USE I-PDX DME
WHEN ON LOC COURSE.



EMERG SAFE ALT 100 NM
16,700 FROM "BTG" VORTAC

VIPRE BTG 30 TAYLN I-PDX 14.6 SAUVI I-PDX 11.1 POWLZ I-PDX 8.1 JADNU I-PDX 4.5 IM I-PDX 2 LOC DME			1100 5000 BTG R-160	MULES BTG 17.7	ELEV 31 THRE 23
VGSI and ILS glidepath not coincident. GS 3.00° TCH 53			103° 6.1 NM from FAF 424 ± Rwy 10L Idg 8535' Rwy 28R Idg 9290'		
CATEGORY C D E			REIL Rwy 3-21 TDZL/CL Rwy 10R MRL Rwy 3-21 HIRL Rwy 10L-28R, 28L-10R		
S-ILS 10R * 223/18 200 (200-¾)					
S-LOC/DME 10R ** 440/40 417 (500-¾)					
CIRCLING *** 760-2 980-3 1140-3 729 (800-2) 949 (1000-3) 1109 (1200-3)					

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