

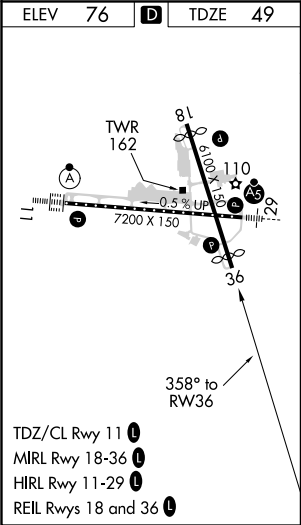
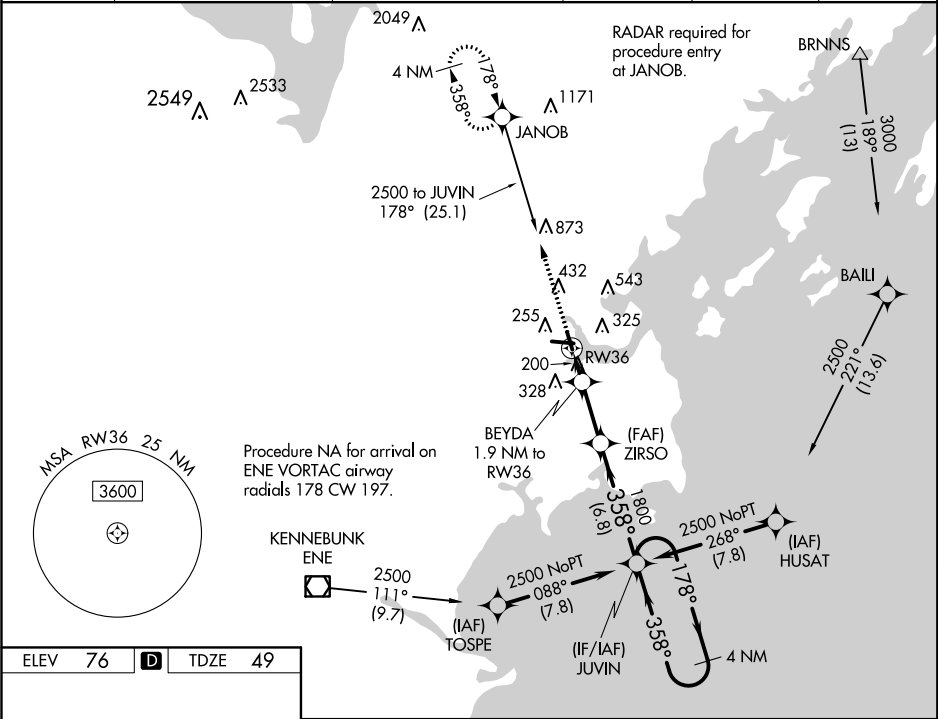
WAAS CH <b>49225</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>5150</b> <b>49</b> <b>76</b>
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RNAV (GPS) RWY 36

PORTLAND INTL JETPORT (PWM)

RNP APCH.	MISSED APPROACH: Climb to 3100 direct JANOB and hold, continue climb-in-hold to 3100.
<div><div></div><div>Rwy 36 helicopter visibility reduction below ¾ SM NA.</div></div>	

ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 269.35</b>	PORTLAND TOWER ★ <b>120.9</b> (CTAF) <b>257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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3100	JANOB	VGSi and descent angles not coincident (VGSi Angle 3.25/TCH 54).			
		4 NM Holding Pattern			
		BEYDA 1.9 NM to RW36	ZIRSO	JUVIN	
		1 NM to RW36	1800	178° → 2500	
		RW36	358°	← 358°	
		700	3.00° TCH 54		
		1 NM 0.9 NM 3.4 NM 6.8 NM			
CATEGORY	A	B	C	D	
LP MDA	460-1	411 (400-1)	460-1½	411 (400-1½)	
LNAV MDA	560-1	511 (500-1)	560-1¾	511 (500-1¾)	
CIRCLING	620-1 544 (600-1)	640-1 564 (600-1)	740-1¾ 664 (700-1¾)	860-2½ 784 (800-2½)	