

HI-ILS or LOC RWY 10R

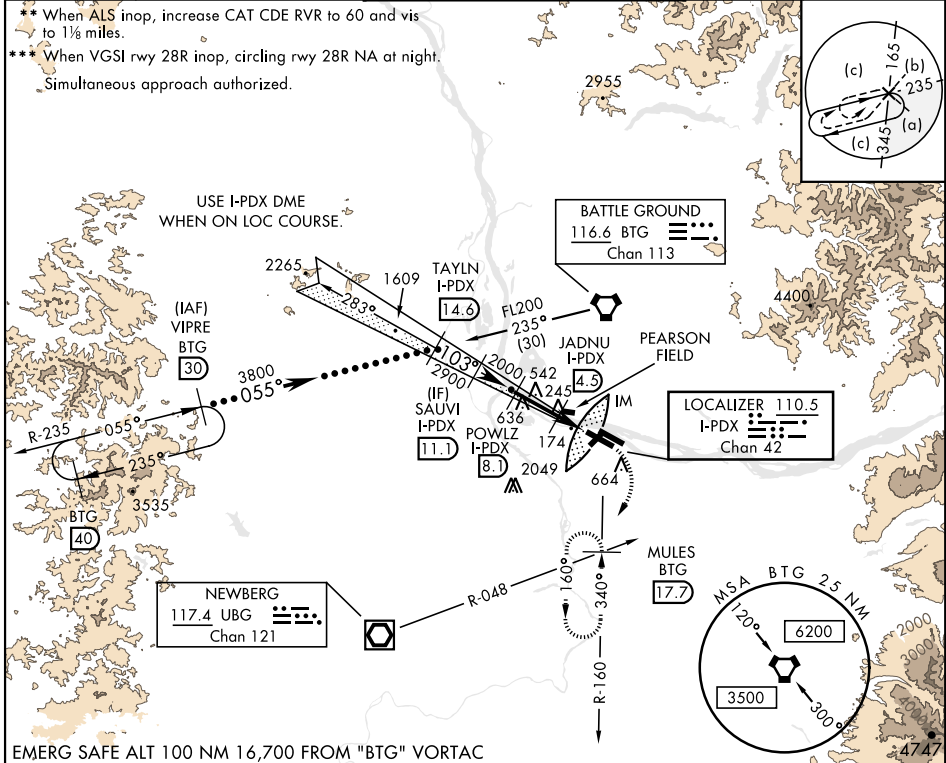
LOC/DME I-PDX 110.5 Chan 42	APCH CRS 103°	Rwy ldg 11,000 TDZE 24 Arpt Elev 31
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AL-330 [USAF]

PORTLAND INTL (KPDJ)

DME required.	ALSIF-2	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.
* When ALS inop, increase RVR to 40 and vis to 3/4 mile.		

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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EMERG SAFE ALT 100 NM 16,700 FROM "BTG" VORTAC			ELEV 31		TDZE 24
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			Rwy 10L ldg 8535' Rwy 28R ldg 9290'		Δ 424 ±
FL200 055° BTG 30 I-PDX 14.6 SAUVI I-PDX 11.1 POWLZ I-PDX 8.1 JADNU I-PDX 4.9 I-PDX 3.1 I-PDX 2 LOC DME GS 3.00° TCH 53			MULES BTG 17.7		
3.6 NM 2.4 NM 0.1			1100 5000 BTG R-160		
CATEGORY	C	D	E		
S-ILS 10R*	224/18	200	(200-3%)		
S-LOC 10R**	440/40	416	(500-3%)		
CIRCLING***	1060-3	1029 (1100-3)	1140-3 1109 (1200-3)		
PORTLAND, OREGON Amdt 7C 03NOV22			PORTLAND INTL (KPDJ) REIL Rwy 3-21 TDZL/CL Rwy 10R MIRL Rwy 3-21 HIRL Rwy 10L-28R, 28L-10R		

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