ILS or LOC RWY 28L

PORTLAND INTL (PDX)

LOC/DME I-JMJ	APP CRS	Rwy Ldg	11000
110.5	283°	TDZE	23
Chan 42		Apt Elev	31

Simultaneous approach authorized. Autopilot coupled approach NA below 880. DME or RADAR required. For inop ALS, increase S-ILS 28L Cat E visibility to RVR 4500 and increase S-LOC 28L Cat E visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 on UBG R-360 to UBG VOR/DME and hold.

D-ATIS	PORTLAND APP CON	PORTLAND TOWER	GND CON
128.35 269.9	124.35 299.2	118.7 257.8 (10L-28R) 123.775 251.125 (3-21, 10R-28L)	121.9 348.6

BATTLE GROUND
116.6 BTG
Chan 113

LOCALIZER 110.5
I-JMJ
Chan 42

YINUP
I-JMJ 3.6
RADAR

ADDUM
I-JMJ 5.8
RADAR

HANAH
I-JMJ 8.8
RADAR

(IF)
HPSTR
I-JMJ 13.2
RADAR

(IAF)
SHAFR
6700 210K
(RNAV 1-GPS REQD)

(IAF)
REEDI

MISSED APCH FIX
R-360
183°
003°
R-183–003°
NEWBERG
UBG
117.4
Chan 121

ALTERNATE MISSED APCH FIX
116.6 BTG
R-194
Chan 113
014°
194°
ENDZZ
BTG 23

Procedure NA for arrivals at MAVER on V448 southbound and on V165 eastbound.

MAVER
(RNAV 1- GPS REQD)

(IAF)
WALAP

MSA BTG 25 NM
6000
3400
120°
300°

ELEV 31 D TDZE 23

2100 4000 UBG R-360 UBG

*LOC only.

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).

I-JMJ DME ANTENNA
I-JMJ 0.2
*I-JMJ 1

GS 3.00°
TCH 55

1.2 2.6 NM 2.2 NM 3 NM 4.4 NM

CATEGORY	A	B	C	D	E
S-ILS 28L	306/24 283 (300-½)				
S-LOC 28L	480/24 457 (500-½)		480/45 457 (500-⅞)		
CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3 1029 (1100-3)		1140-3 1109 (1200-3)

REIL Rwys 3 and 21
TDZL/RCLS Rwy 10R
MIRL Rwy 3-21
HIRL Rwys 10L-28R and 10R-28L

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NW-1, 29 OCT 2026 to 26 NOV 2026
NW-1, 29 OCT 2026 to 26 NOV 2026