

HI-ILS or LOC RWY 10R

|                                                 |                         |                                                                |
|-------------------------------------------------|-------------------------|----------------------------------------------------------------|
| LOC/DME I-PDX<br><b>110.5</b><br>Chan <b>42</b> | APCH CRS<br><b>103°</b> | Rwy Idg <b>11,000</b><br>TDZE <b>24</b><br>Arpt Elev <b>31</b> |
|-------------------------------------------------|-------------------------|----------------------------------------------------------------|

AL-330 [USAF]

PORTLAND INTL (KPDX)

DME required.

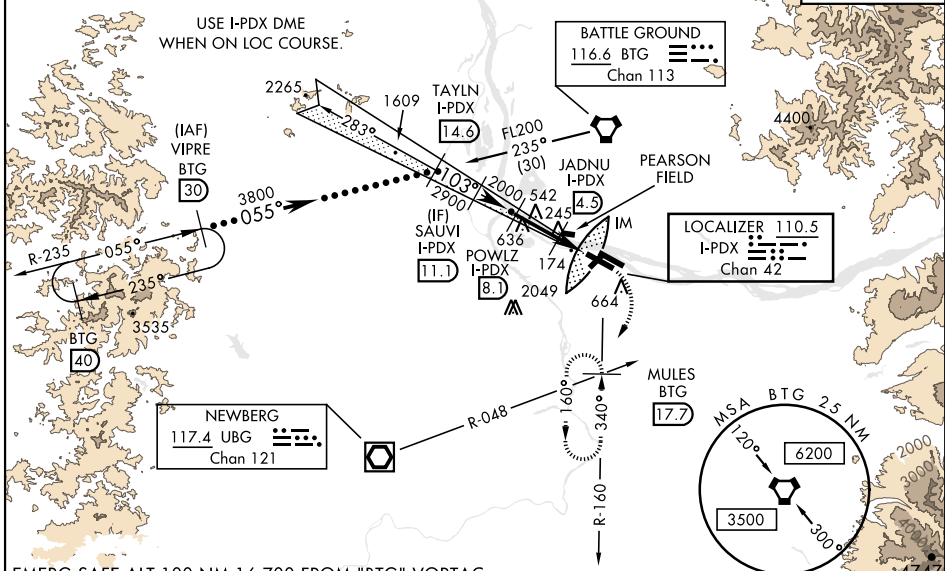
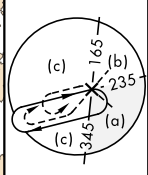
▲ \* When ALS inop, increase RVR to 40 and vis to ¾ mile.



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<br><b>128.35 269.9</b> | APP CON<br><b>118.1 284.6</b> (100°-279°)<br><b>124.35 299.2</b> (280°-099°) | TOWER<br><b>118.7 257.8</b><br><b>123.775 251.125</b> | Rwy 10L-28R<br>Rwy 3-21, 10R-28L | GND CON<br><b>121.9 348.6</b> | CLNC DEL<br><b>120.125 318.1</b> |
|-----------------------------|------------------------------------------------------------------------------|-------------------------------------------------------|----------------------------------|-------------------------------|----------------------------------|

\*\* When ALS inop, increase CAT CDE RVR to 60 and vis to 1½ miles.  
\*\*\* When VGSI rwy 28R inop, circling rwy 28R NA at night.  
Simultaneous approach authorized.



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

|                                                                    |        |      |          |                         |        |       |                   |                   |
|--------------------------------------------------------------------|--------|------|----------|-------------------------|--------|-------|-------------------|-------------------|
| VGSI and ILS glidepath not coincident<br>(VGSI Angle 3.00/TCH 71). |        |      |          | 1100                    | 5000   | MULES | ELEV 31           | TDZE 24           |
|                                                                    |        |      |          | BTG                     | BTG    | BTG   | Rwy 10L Idg 8535' | Rwy 28R Idg 9290' |
|                                                                    |        |      |          | FL200                   | FL200  | FL200 | A 424 ±           |                   |
| GS 3.00 °<br>TCH 53                                                |        |      |          | 3.6 NM                  | 2.4 NM | 0.1   |                   |                   |
| CATEGORY                                                           | C      | D    | E        |                         |        |       |                   |                   |
| S-ILS 10R *                                                        | 224/18 | 200  | (200-¾)  |                         |        |       |                   |                   |
| S-LOC 10R**                                                        | 440/40 | 416  | (500-¾)  |                         |        |       |                   |                   |
| CIRCLING ***                                                       | 1060-3 | 1029 | (1100-3) | 1140-3<br>1109 (1200-3) |        |       |                   |                   |

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