

LOC/DME I-PDX <b>110.5</b> Chan 42	APP CRS <b>103°</b>	Rwy Idg <b>11000</b> TDZE <b>24</b> Apt Elev <b>31</b>
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# ILS RWY 10R (SA CAT I)

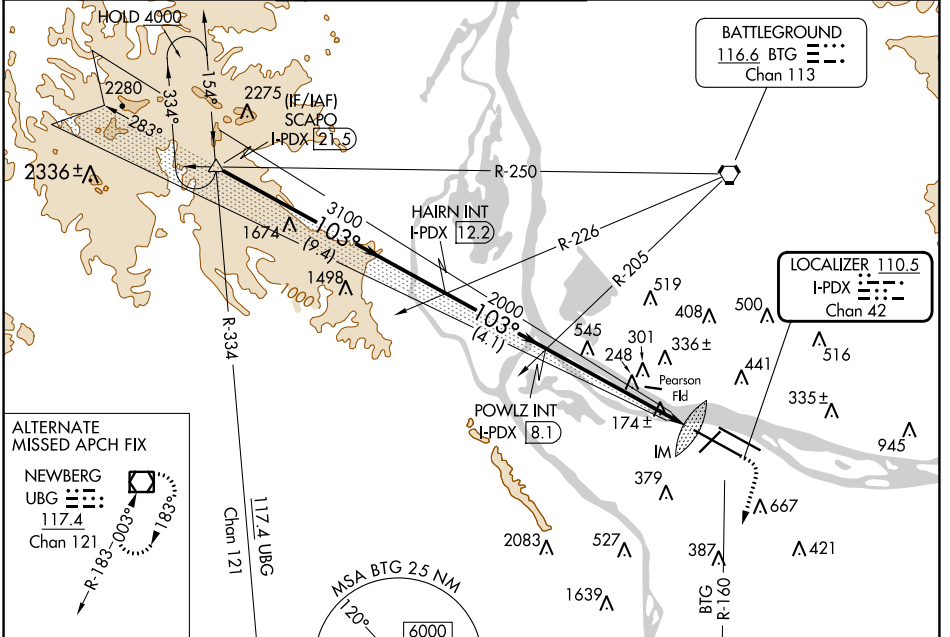
PORTLAND INTL (PDX)

Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

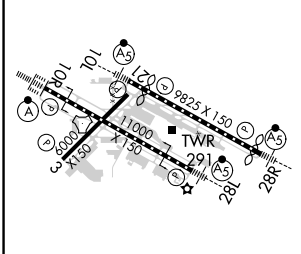
ALSF-2

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.

D-ATIS <b>128.35</b> <b>269.9</b>	PORTLAND APP CON <b>124.35 299.2</b>	PORTLAND TOWER Rwys 10L-28R <b>118.7 257.8</b> Rwys 3-21, 10R-28L <b>123.775 251.125</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.125 318.1</b>	CPDLC
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ELEV 31	<b>D</b>	TDZE 24
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SCAPO I-PDX (21.5)	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).		1100	5000	MULES
HAIRN INT I-PDX (12.2)	POWLZ INT I-PDX (8.1)		↑	BTG R-160	△
4000	3100	2000			
GS 3.00° TCH 53					
	9.4 NM	4.1 NM	6 NM	10.49'	
CATEGORY	A	B	C	D	
S-ILS 10R	RA 157/14 150 DA 174				

REIL Rwys 3 and 21  
TDZ/CL Rwy 10R  
MIRL Rwy 3-21  
HIRL Rwys 10L-28R and 10R-28L

## SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024