

WAAS CH <b>56205</b> <b>W28B</b>	APP CRS <b>283°</b>	Rwy Idg <b>11000</b> TDZE <b>23</b> Apt Elev <b>31</b>
--	------------------------	--

# RNAV (GPS) X RWY 28L

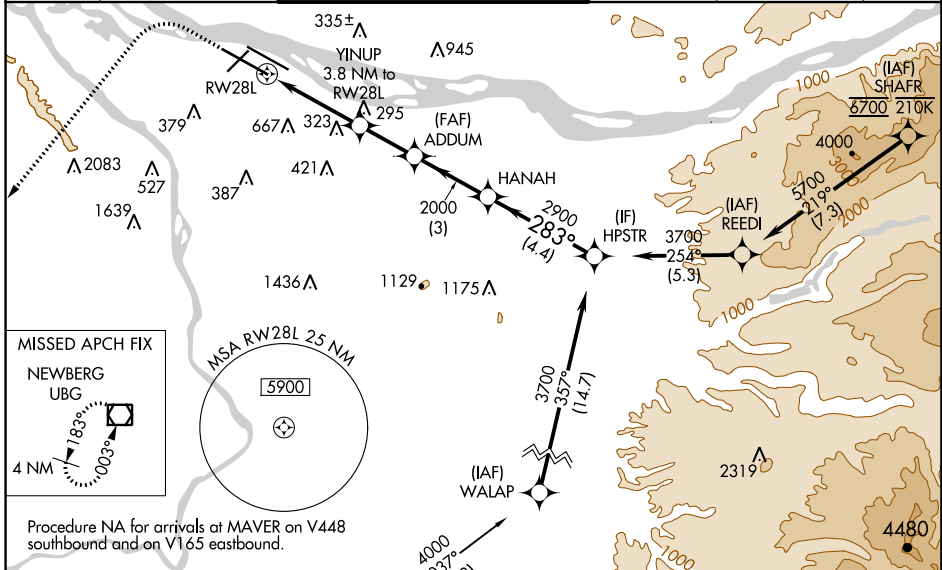
PORTLAND INTL (PDX)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.

MALSR

**MISSED APPROACH:** Climb to 2100 then climbing left turn to 4000 direct UBG VOR/DME and hold.

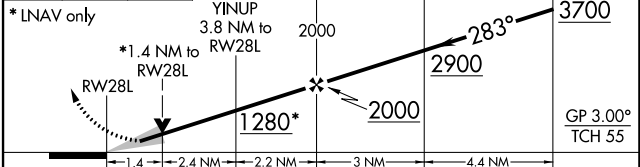
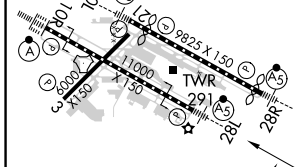
D-ATIS <b>128.35</b> <b>269.9</b>	PORTLAND APP CON <b>124.35 299.2</b>	PORTLAND TOWER Rwy 10L-28R <b>118.7 257.8</b> Rwys 3-21, 10R-28L <b>123.775 251.125</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.125 318.1</b>	CPDLC
---	---	---	-------------------------------	----------------------------------	-------



ELEV 31	<b>D</b>	TDZE 23
---------	----------	---------

MAVER

2100	4000	UBG	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).
------	------	-----	--



	CATEGORY	A	B	C	D
LPV DA			309/22	286 (300-½)	
LNAV/VNAV DA			368/30	345 (400-⅝)	
LNAV MDA		540/24	517 (600-½)	540/55	517 (600-1)
<b>C</b> CIRCLING		720-1 689 (700-1)	760-1 729 (800-1)	1060-3	1029 (1100-3)

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024