

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.

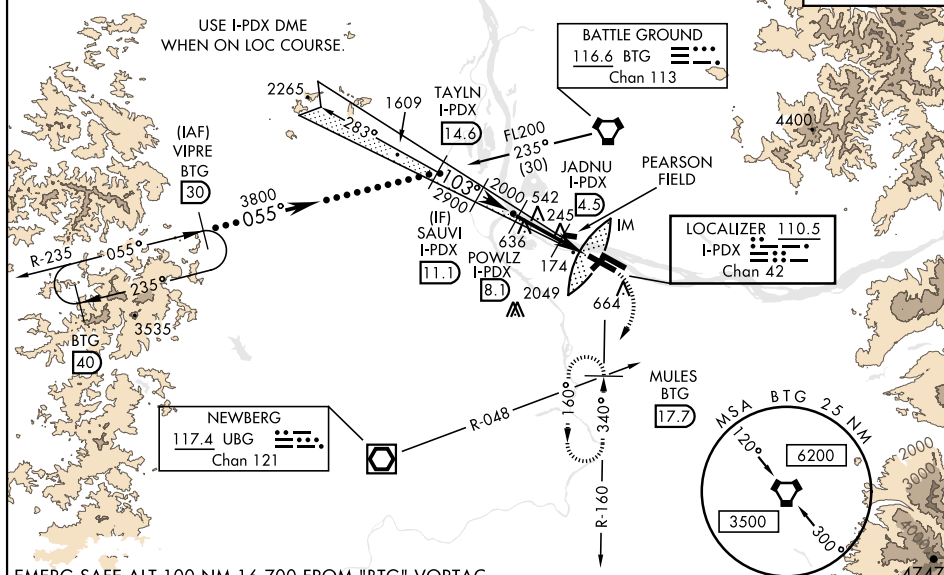
* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile.



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 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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** 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 (VGSI Angle 3.00/TCH 71°).				1100	5000	MULES BTG 17.7	ELEV 31	TDZE 24
Rwy 10L ldg 8535' Rwy 28R ldg 9290'				A 424 ±				
FL200	3800	2900	2000	860'	IM			
GS 3.00° TCH 53								
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 1109 (1200-3)				
REIL Rwy 3-21 TDZL/CL Rwy 10R MIRL Rwy 3-21 HIRL Rwy 10L-28R, 28L-10R								

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