

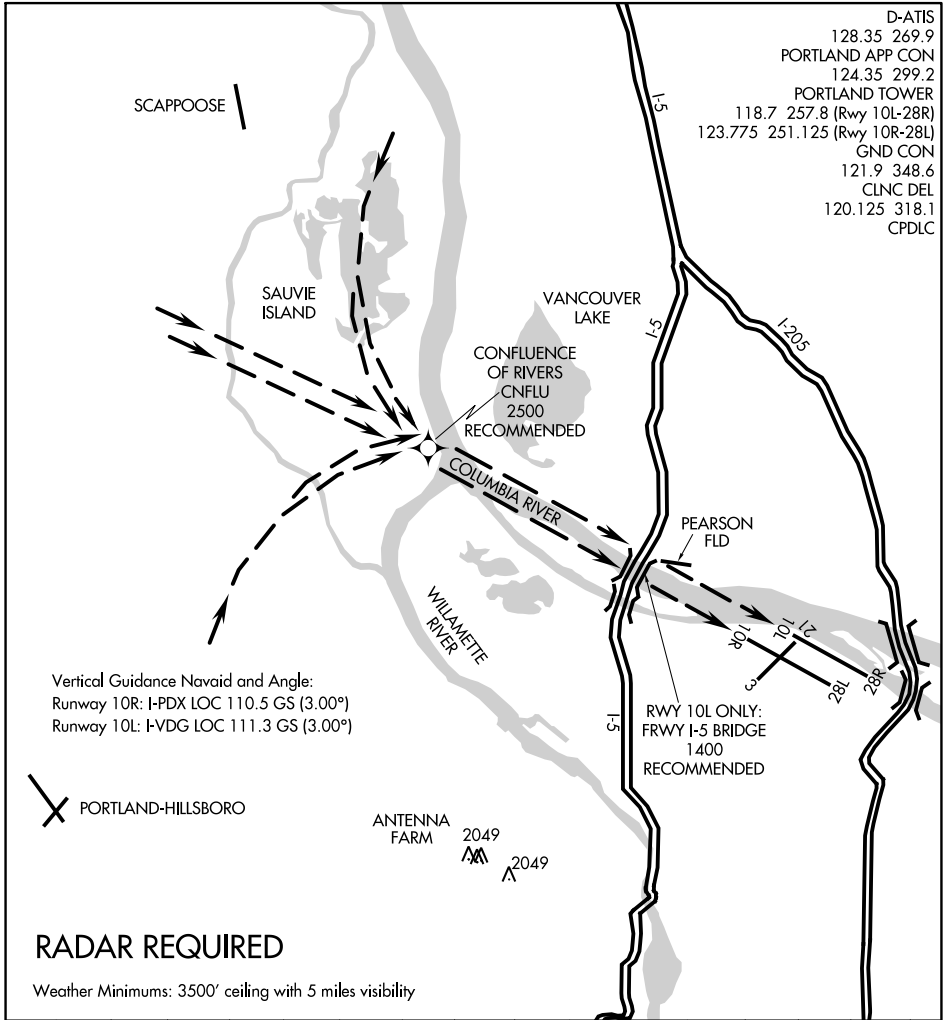
21168

# COLUMBIA VISUAL RWY 10L/R

AL-330 (FAA)

PORTLAND INTL (PDX)  
PORTLAND, OREGON

D-ATIS  
128.35 269.9  
PORTLAND APP CON  
124.35 299.2  
PORTLAND TOWER  
118.7 257.8 (Rwy 10L-28R)  
123.775 251.125 (Rwy 10R-28L)  
GND CON  
121.9 348.6  
CLNC DEL  
120.125 318.1  
CPDLC



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

## RADAR REQUIRED

Weather Minimums: 3500' ceiling with 5 miles visibility

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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COLUMBIA VISUAL RWY 10L/R  
PROCEDURE NOT AUTHORIZED AT NIGHT

# COLUMBIA VISUAL RWY 10L/R

Amdt 3 02MAY13

45°35'N-122°36'W

PORTLAND, OREGON  
PORTLAND INTL (PDX)

LOC/DME-HPDX Chn 42	APCH CRS 103°	Rwy Idg TDZE Appt Elev	11 000 24 31
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AL-330 [USAF]

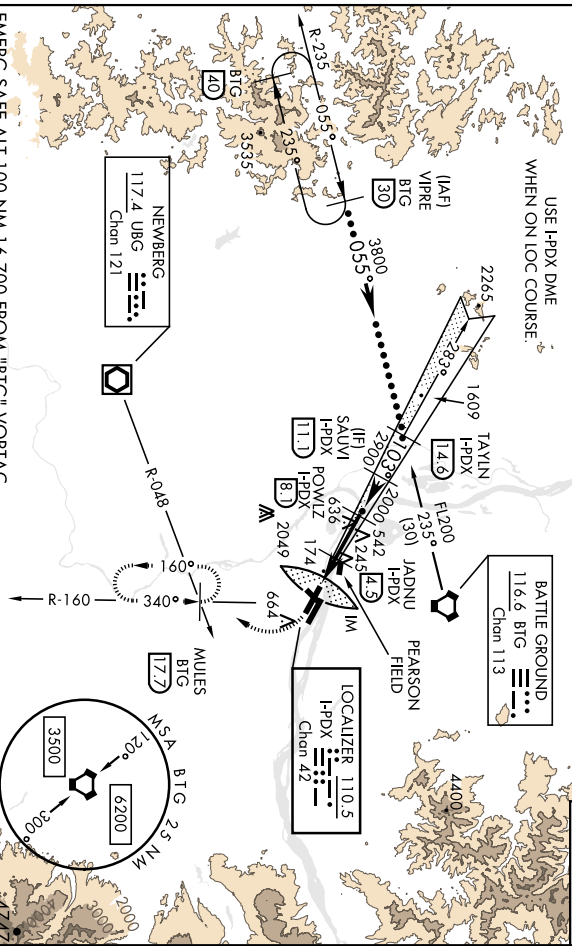
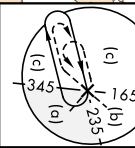
PORTLAND INTL (KPDJ)

▲ When ALS inop, increase RVR to 40 and vis to ¼ mile.  
DME required.

▲ 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.

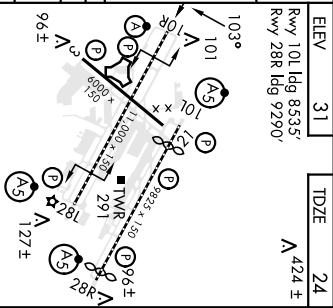
ATIS	APP CON	TOWER	GND CON	CINC DEL
128.35 269.9	118.1 284.6 124.35 299.2	257.8 123.775 251.125	121.9 348.6 120.125 318.1	
		Rwy 10L-28R Rwy 3-21, 10R-28L		

\*\* When ALS inop, increase CAT CDE RVR to 60 and vis to 1/8 miles.  
\*\*\* When VGS1 rwy 28R inop, circling rwy 28R NA or night.  
Simultaneous approach authorized.



EMERG SAFE ALT 100 NM 16,700 FROM "BTG" VORTAC  
VGS1 and ILS glidepath not coincident  
(VGS1 Angle 3.00/TCH 7.1).

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)					
PORTLAND, OREGON	45°35'N-122°36'W		PORTLAND INTL (KPDJ)					



LOC/DME HAP	APCH CRS	Rwy/Ldg	9290
111.3	283°	TDZE	31
Chn 50		Appt Elev	31

ALC330 [USAF]

PORTLAND INTL (KPDJ)

RAIDR or DME required.

▲ \*\*When A1S inop, increase CAT E RVR to 40'.  
 ▲ \*\*\*When A1S inop, increase CAT E vis to 1 1/2'.

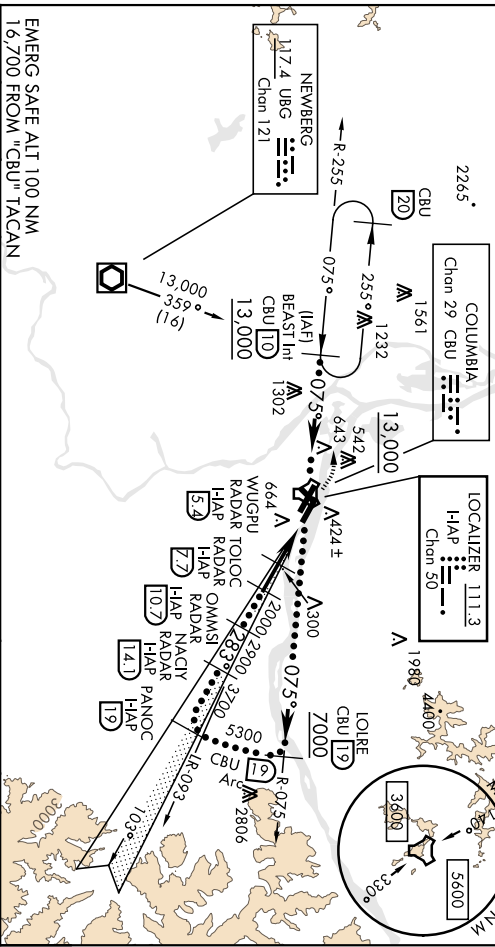
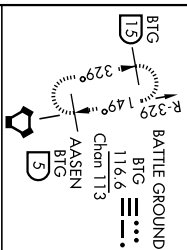
MAISR  
 A5

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on CBU TACAN R-255 to BEAST INT/ CBU 10 DME end hold, continue climb in holding to 4000.

ATIS	APP CON	118.7	257.8	TOWER
128.35 269.9	118.1 284.6 (1100°-279°)	118.7	Rwy 10L-28R	
	124.35 299.2 (280°-099°)	123.775	251.125 Rwy 3-21, 10R-28L	

GND CON	CINC DEL
121.9 CON	348.6 120.125 318.1

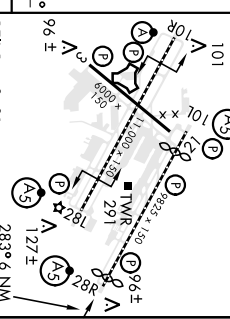
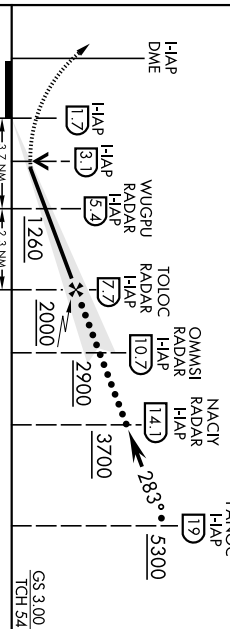
ALTERNATE MISSED APPROACH FIX



EMERG SAFE ALT 100 NM  
 16,700 FROM "CBU" TACAN

600	4000	BEAST	VGSI and ILS glidepath	Use HAP DME when on LOC course.
		CBU	(VGS1 Angle 3.00/TCH 70).	
		TD		

ELEV	31	TDZE	31
			Rwy 10L Ldg 8535' Rwy 28R Ldg 9290'



CATEGORY	C	D	E
S-ILS 28R *	281/724	250 (300-1 1/2)	
S-LOC 28R **	560/55	529 (600-1)	
CIRCLING	1060-3 (1029 (1100-3))	1140-3 (1109 (1200-3))	

REIL Rwy 3, 21	TDZ/L CL Rwy 10R
MIRL Rwy 3-21	HIRL Rwy 10L-28R & 10R-28L
	LOC/FAF to MAP 6 NM

PORTLAND, OREGON  
 Amdt 4 02DEC21  
 45°35'N-122°36'W  
 PORTLAND INTL (KPDJ)

TACAN CBU Chon 29	APCH CRS 111°	Rwy Idg 11,000	TDZE 24	Appt Elev 31
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[USAF]

PORTLAND INTL (KPDX)

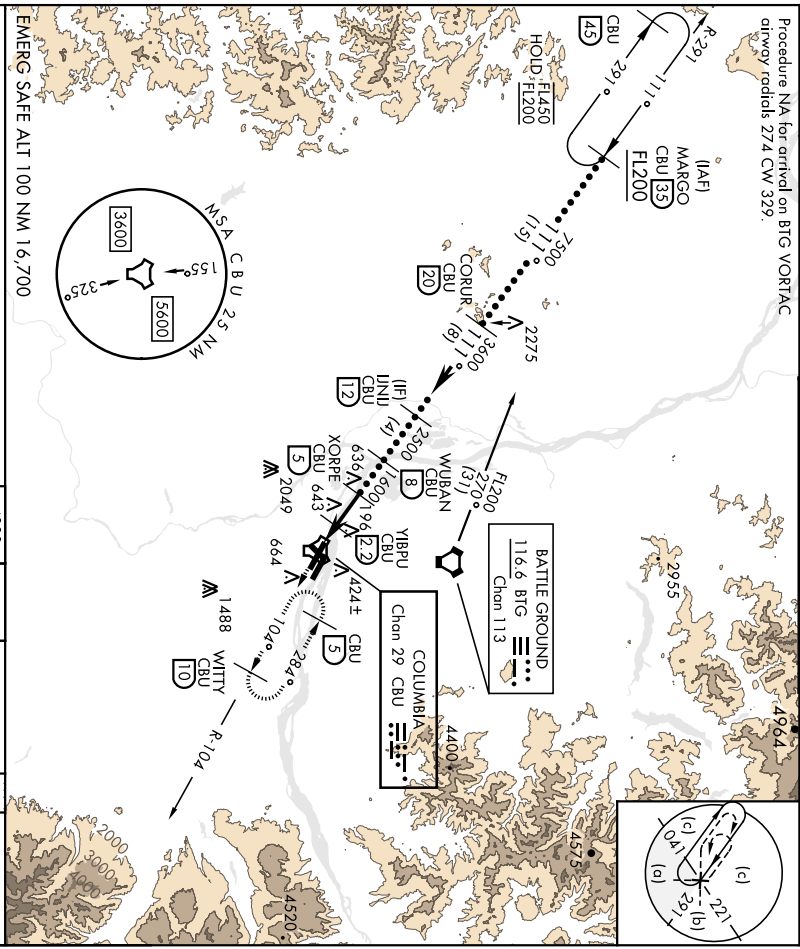
▲ When AUS Inop, increase CAT E vis to 1 1/2 miles.

▲ ALSF-2  
R-104 to WITTY/CBU 10 DME and hold, continue climb-hr-hold to 4000

MISSED APPROACH: Climb to 4000 on CBU TACAN

ATIS 128.35 269.9	APP CON 118.1 284.6 (100°-279°)	124.35 299.2 (1280°-099°)	TOWER 118.7 257.8 Rwy 10I-28R	GND CON 121.9 348.6 120.125 318.1	CINC DEL
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Procedure NA for arrival on BTG VORTAC  
airway radials 274 CW 329.



EMERG SAFE ALT 100 NM, 16,700

VGS1 and ILS glidepaths not coincident  
(VGS1 Angle 3.00/TCH 71)

3.21° TCH 71	FL200 111°	7500	3600	22500	1600	640	0.9
CATEGORY	C	D	E				
S-1 OR *	460/40	436	(500-34)	1140-3	1109 (1200-3)		
CIRCLING	1020-3	989 (1000-3)					
PORTLAND, OREGON	45°35'N-122°36'W		PORTLAND INTL (KPDX)				
Andch 18 251AN24			HI-TACAN Rwy 10R				



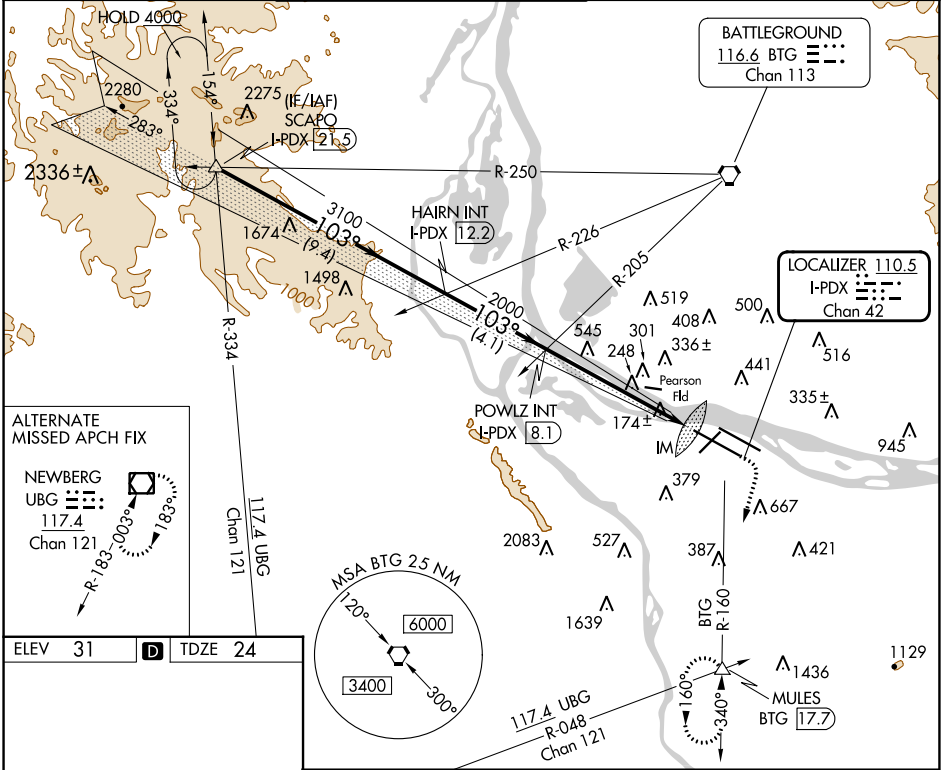


LOC/DME I-PDX <b>110.5</b> Chan <b>42</b>	APP CRS <b>103°</b>	Rwy Idg <b>11000</b> TDZE <b>24</b> Apt Elev <b>31</b>
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# ILS RWY 10R (CAT II & III)

PORTLAND INTL (PDX)

<b>⚠</b> Simultaneous approach authorized. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.	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 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>



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 31	<b>D</b>	TDZE 24
SCAPO VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 71). I-PDX [21.5]		
HAIRN INT I-PDX [12.2]		
POWLZ INT I-PDX [8.1]		
4000	103°	1100 5000 MULES
3100		BTG R-160
2000		IM 121
GS 3.00° TCH 53		
9.4 NM 4.1 NM 6 NM 1049'		

CATEGORY	A	B	C	D
S-ILS 10R	CAT II RA 107/12 100 DA 124			
S-ILS 10R	CAT III RVR 03			

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

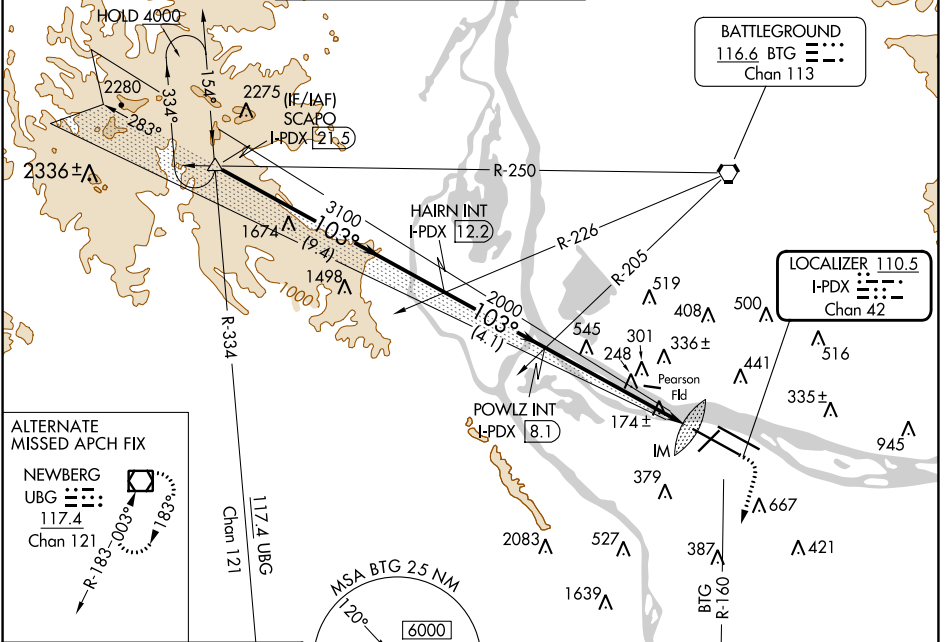
LOC/DME I-PDX <b>110.5</b> Chan <b>42</b>	APP CRS <b>103°</b>	Rwy Idg <b>11000</b> TDZE <b>24</b> Apt Elev <b>31</b>
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# ILS RWY 10R (SA CAT I)

PORTLAND INTL (PDX)

<p>Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.</p>	<p>ALSF-2</p>	<p>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.</p>
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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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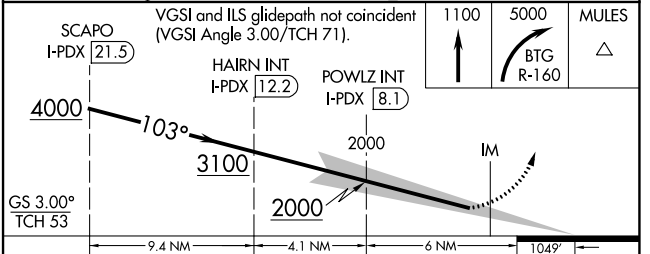
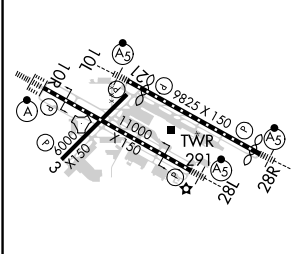
**ALTERNATE MISSED APCH FIX**

**NEWBERG**  
UBG  
117.4  
Chan 121

**117.4 UBG**  
Chan 121

**117.4 UBG**  
Chan 121

ELEV 31	<b>D</b>	TDZE 24
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CATEGORY	A	B	C	D
S-ILS 10R	RA 157/14 150 DA 174			

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

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

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-VDG <b>111.3</b> Chan <b>50</b>	APP CRS <b>103°</b>	Rwy Idg <b>8535</b> TDZE <b>30</b> Apt Elev <b>31</b>
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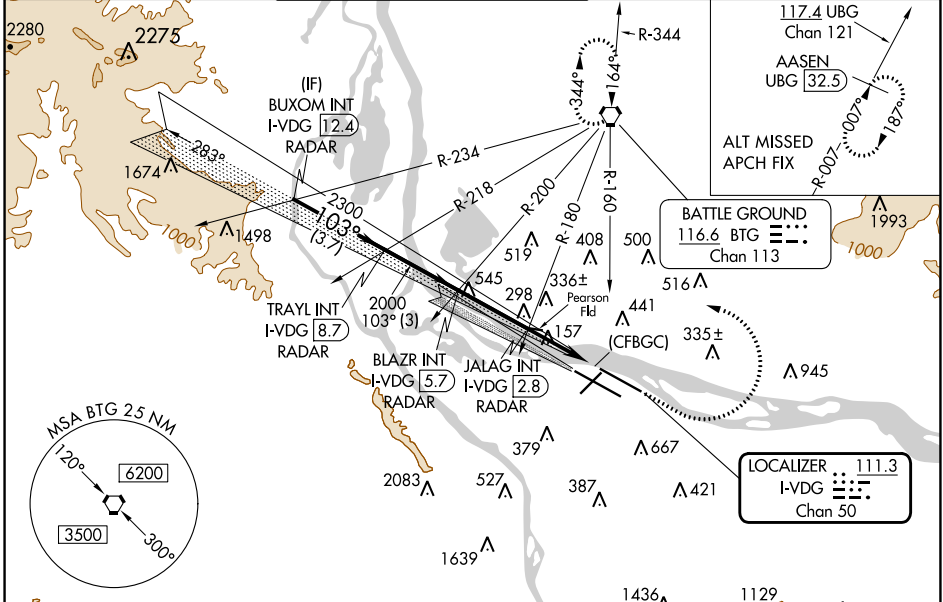
# ILS or LOC RWY 10L

PORTLAND INTL (PDX)

**⚠** Simultaneous approach authorized with Rwy 10R.  
**⚠** For inoperative MALS/R, increase S-ILS visibility all Cats to RVR 4500.  
 S-LOC Cat E visibility to RVR 6000. RADAR or DME required.

**MALS/R**  
  
**MISSED APPROACH:** Climb to 800 then climbing left turn to 4200 on BTG VORTAC R-160 to BTG VORTAC and hold, continue climb-in-hold to 4200.

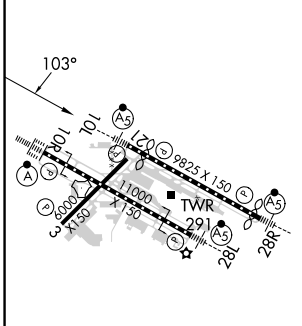
D-ATIS <b>128.35</b> <b>269.9</b>	PORTLAND APP CON <b>124.35 299.2</b>	PORTLAND TOWER Rwy 10L-28R <b>118.7 257.8</b> Rwys 3-21, 10R-28L <b>123.775 251.125</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.125 318.1</b>	CPDLC
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NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 31	<b>D</b>	TDZE 30
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REIL Rwys 3 and 21  
 TDZ/CL Rwy 10R  
 MIRL Rwy 3-21  
 HIRL Rwys 10L-28R and 10R-28L  
 FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

## RADAR REQUIRED

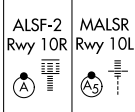
BUXOM INT I-VDG [12.4] RADAR	TRAYL INT I-VDG [8.7] RADAR	BLAZR INT I-VDG [5.7] RADAR	JALAG INT I-VDG [2.8] RADAR	BTG
3000	2300	2000	*1100	800
GS 3.00° TCH 49				4200
3.7 NM	3 NM	2.8 NM	2.7 NM	BTG R-160
CATEGORY A	B	C	D	E
S-ILS 10L	293/24 263 (300-½)			
S-LOC 10L	420/24 390 (400-½)		420/35 390 (400-⅝)	
<b>C</b> CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3 1029 (1100-3)	1140-3 1109 (1200-3)

LOC/DME I-PDX	APP CRS	Rwy ldg	10R	10L
<b>110.5</b>	<b>103°</b>	TDZE	<b>11000</b>	<b>8535</b>
Chan <b>42</b>		Apt Elev	<b>24</b>	<b>30</b>
			<b>31</b>	<b>31</b>

# ILS or LOC RWY 10R

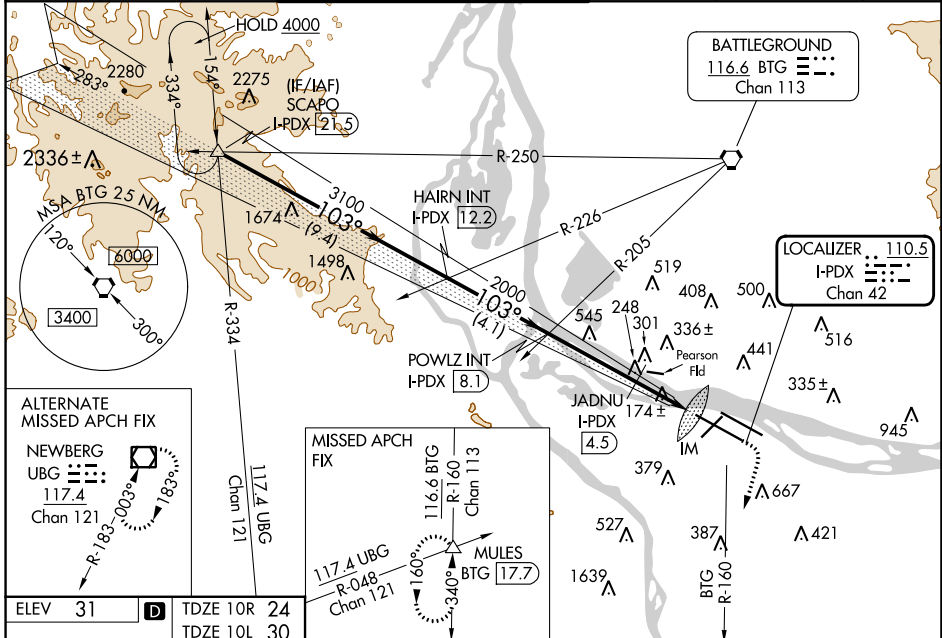
PORTLAND INTL (PDX)

**⚠** Simultaneous approach authorized. Inop table does not apply to Sidestep LOC 10L. For inop ALS increase S-ILS 10R Cat E visibility to RVR 4000. For inop ALS increase S-LOC 10R Cat C/D/E visibility to 2½ SM. For inop ALS increase JADNU fix minimums S-LOC 10R Cat C/D/E visibility to RVR 6000. Sidestep NA until passing JADNU.

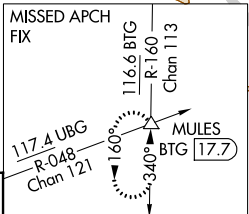


**MISSED APPROACH:** Climb to 1100 then climbing right turn to 5000 on BTG VORTAC R-160 to MULES/BTG 17.7 DME and hold, continue climb-in-hold to 5000.

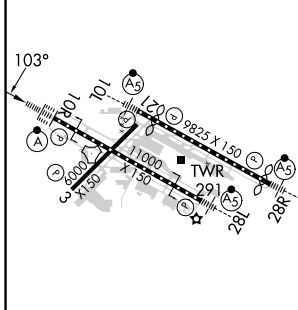
D-ATIS	PORTLAND APP CON	PORTLAND TOWER		GND CON	CINC DEL	CPDLC
<b>128.35</b>	<b>124.35 299.2</b>	Rwy 10L-28R	Rwys 3-21, 10R-28L	<b>121.9 348.6</b>	<b>120.125 318.1</b>	
<b>269.9</b>		<b>118.7 257.8</b>	<b>123.775 251.125</b>			



**ALTERNATE MISSED APCH FIX**  
**NEWBERG**  
 UBG 117.4  
 Chan 121



ELEV 31	<b>D</b>	TDZE 10R 24	TDZE 10L 30
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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]	JADNU I-PDX [4.5]	* I-PDX [3.1]	* LOC only																																											
4000	3100	2000	* 860																																												
<table border="1"> <tr> <td>CATEGORY</td> <td>A</td> <td>B</td> <td>C</td> <td>D</td> <td>E</td> </tr> <tr> <td>S-ILS 10R</td> <td colspan="5">224/18 200 (200-½)</td> </tr> <tr> <td>S-LOC 10R</td> <td>860/24 836 (900-½)</td> <td>860/40 836 (900-¾)</td> <td colspan="3">860-1½ 836 (900-1¾)</td> </tr> <tr> <td><b>C</b> CIRCLING</td> <td colspan="2">860-1¼ 829 (900-1¼)</td> <td colspan="2">1060-3 1029 (1100-3)</td> <td>1140-3 1109 (1200-3)</td> </tr> <tr> <td colspan="6" style="text-align: center;">JADNU FIX MINIMUMS</td> </tr> <tr> <td>S-LOC 10R</td> <td colspan="2">440/24 416 (500-½)</td> <td colspan="3">440/40 416 (500-¾)</td> </tr> <tr> <td>SIDESTEP 10L</td> <td>800-1 770 (800-1)</td> <td>800-1¼ 770 (800-1¼)</td> <td colspan="2">800-2½ 770 (800-2½)</td> <td>800-2¾ 770 (800-2¾)</td> </tr> </table>						CATEGORY	A	B	C	D	E	S-ILS 10R	224/18 200 (200-½)					S-LOC 10R	860/24 836 (900-½)	860/40 836 (900-¾)	860-1½ 836 (900-1¾)			<b>C</b> CIRCLING	860-1¼ 829 (900-1¼)		1060-3 1029 (1100-3)		1140-3 1109 (1200-3)	JADNU FIX MINIMUMS						S-LOC 10R	440/24 416 (500-½)		440/40 416 (500-¾)			SIDESTEP 10L	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2½ 770 (800-2½)		800-2¾ 770 (800-2¾)
CATEGORY	A	B	C	D	E																																										
S-ILS 10R	224/18 200 (200-½)																																														
S-LOC 10R	860/24 836 (900-½)	860/40 836 (900-¾)	860-1½ 836 (900-1¾)																																												
<b>C</b> CIRCLING	860-1¼ 829 (900-1¼)		1060-3 1029 (1100-3)		1140-3 1109 (1200-3)																																										
JADNU FIX MINIMUMS																																															
S-LOC 10R	440/24 416 (500-½)		440/40 416 (500-¾)																																												
SIDESTEP 10L	800-1 770 (800-1)	800-1¼ 770 (800-1¼)	800-2½ 770 (800-2½)		800-2¾ 770 (800-2¾)																																										

REIL Rwys 3 and 21  
 TDZ/CL 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

REIL Rwys 3 and 21	TDZ/CL 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, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-JMJ <b>110.5</b> Chan 42	APP CRS <b>283°</b>	Rwy ldg <b>11000</b> TDZE <b>23</b> Apt Elev <b>31</b>
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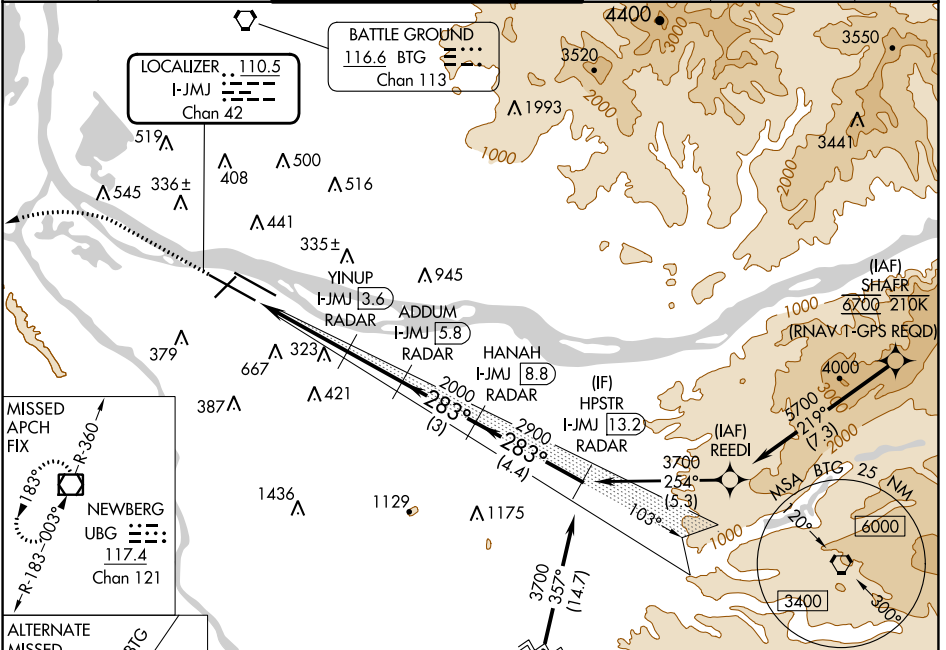
# ILS or LOC RWY 28L

PORTLAND INTL (PDX)

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 1 1/2 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 <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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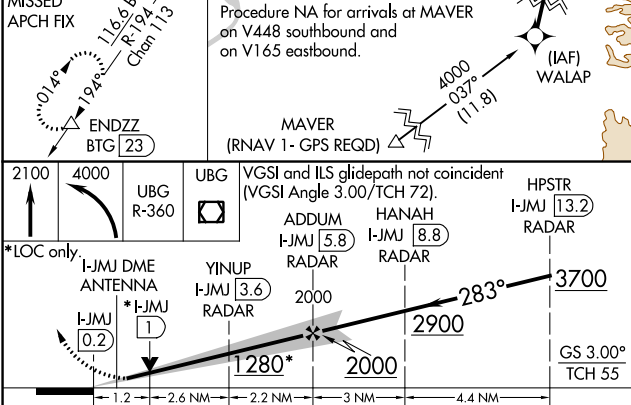
MISSED APCH FIX

NEWBERG UBG  
117.4  
Chan 121

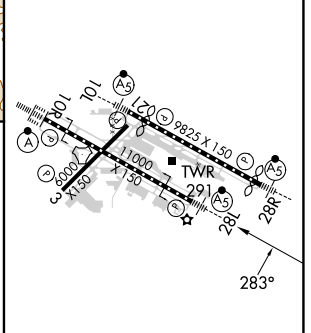
ALTERNATE MISSED APCH FIX

ENDZZ BTG [23]

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



ELEV 31	TDZE 23
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CATEGORY	A	B	C	D	E	
S-ILS 28L	306/24 283 (300-1/2)					
S-LOC 28L	480/24	457 (500-1/2)	480/45	457 (500-7/8)	FAF to MAP 6 NM	
CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3	1029 (1100-3)	1140-3 1109 (1200-3)	
	Knots	60	90	120	150	180
	Min:Sec	6:00	4:00	3:00	2:24	2:00

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-HAP <b>111.3</b> Chan 50	APP CRS <b>283°</b>	Rwy Idg TDZE Apt Elev	<b>9290</b> <b>31</b> <b>31</b>
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# ILS or LOC RWY 28R

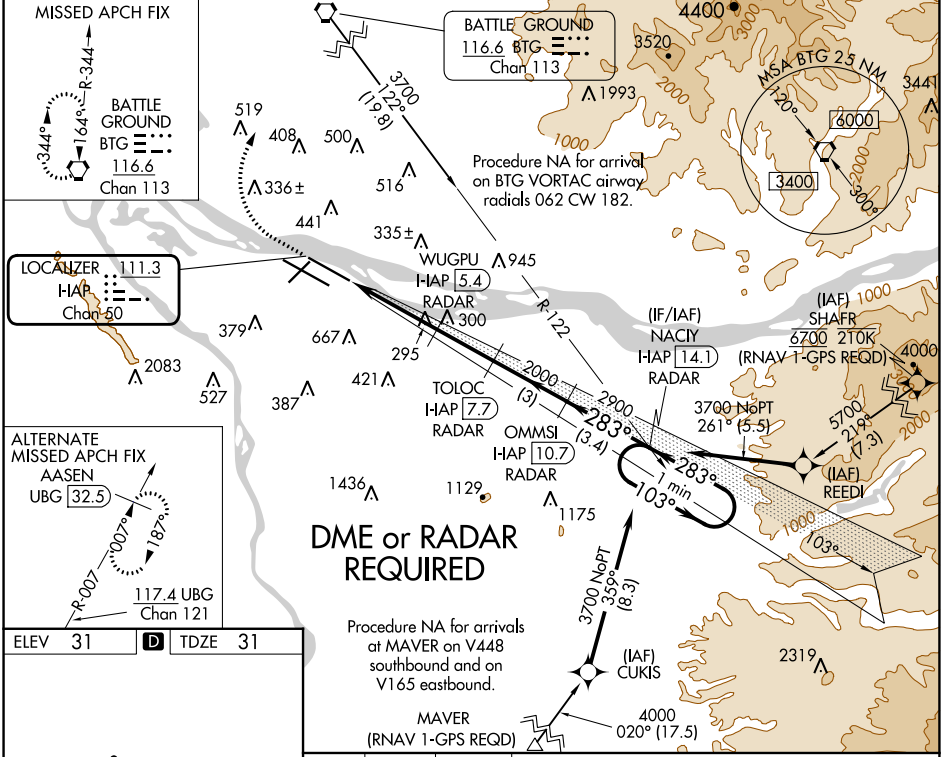
PORTLAND INTL (PDX)

**⚠** Simultaneous approach authorized. For inop ALS, increase S-ILS 28R Cat E visibility to RVR 4000; increase S-LOC 28R Cat E visibility to 1½ SM.

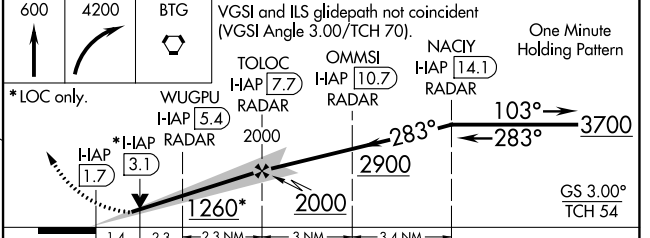
**MALSR**

**MISSED APPROACH:** Climb to 600 then climbing right turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.

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
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ELEV 31	<b>D</b>	TDZE 31												
<p>REIL Rws 3 and 21 TDZ/CL Rwy 10R MIRL Rwy 3-21 HIRL Rws 10L-28R and 10R-28L</p> <p>FAF to MAP 6 NM</p> <table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>6:00</td> <td>4:00</td> <td>3:00</td> <td>2:24</td> <td>2:00</td> </tr> </table>			Knots	60	90	120	150	180	Min:Sec	6:00	4:00	3:00	2:24	2:00
Knots	60	90	120	150	180									
Min:Sec	6:00	4:00	3:00	2:24	2:00									



CATEGORY	A	B	C	D	E
S-ILS 28R	281/24 250 (300-½)				
S-LOC 28R	560/24	529 (600-½)	560/55 529 (600-1)		
<b>C</b> CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3	1029 (1100-3)	1140-3 1109 (1200-3)

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

LOC/DME I-GPO <b>108.9</b> Chan 26	APP CRS <b>209°</b>	Rwy Idg TDZE Apt Elev	<b>6000</b> <b>26</b> <b>31</b>
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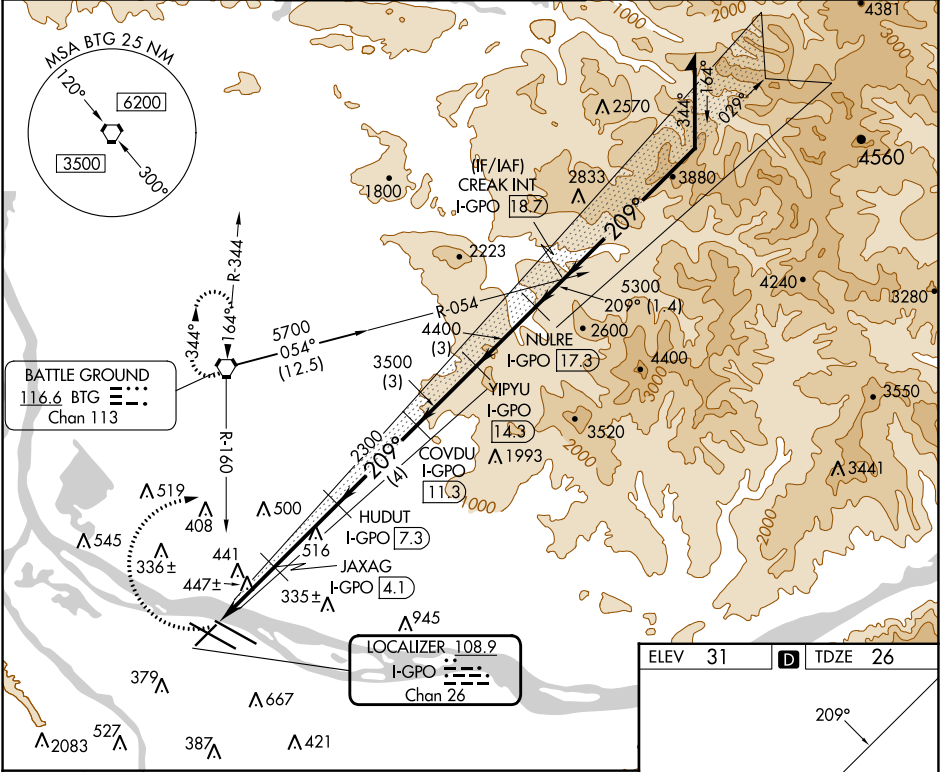
# LOC/DME RWY 21

PORTLAND INTL (PDX)

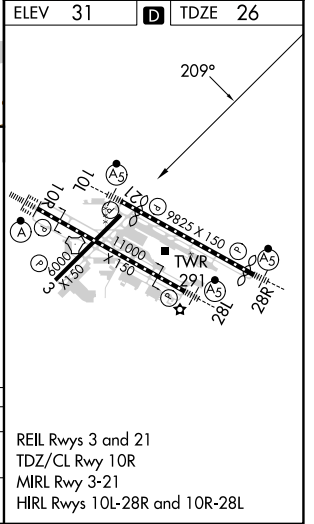
**⚠** Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climbing right turn to 4200 on BTG VORTAC R-160 to BTG VORTAC and hold, continue climb-in-hold to 4200.

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
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<b>4200</b> BTG	VGSi and descent angles not coincident (VGSi Angle 3.60/TCH 32).		CREAK INT I-GPO 18.7		Remain within 10 NM
<b>BTG</b> R-160	JAXAG I-GPO 4.1	HUDUT I-GPO 7.3	COVDU I-GPO 11.3	YIPYU I-GPO 14.3	NULRE I-GPO 17.3
	I-GPO 1.2	I-GPO 2.8	I-GPO 3.43°	I-GPO 3.50	I-GPO 4.0
	1.7	1.3	3.2 NM	4 NM	3 NM
	3 NM	3 NM	1.4 NM		
CATEGORY	A	B	C	D	
S-21	700-1	674 (700-1)	700-1 7/8	674 (700-1 7/8)	
<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



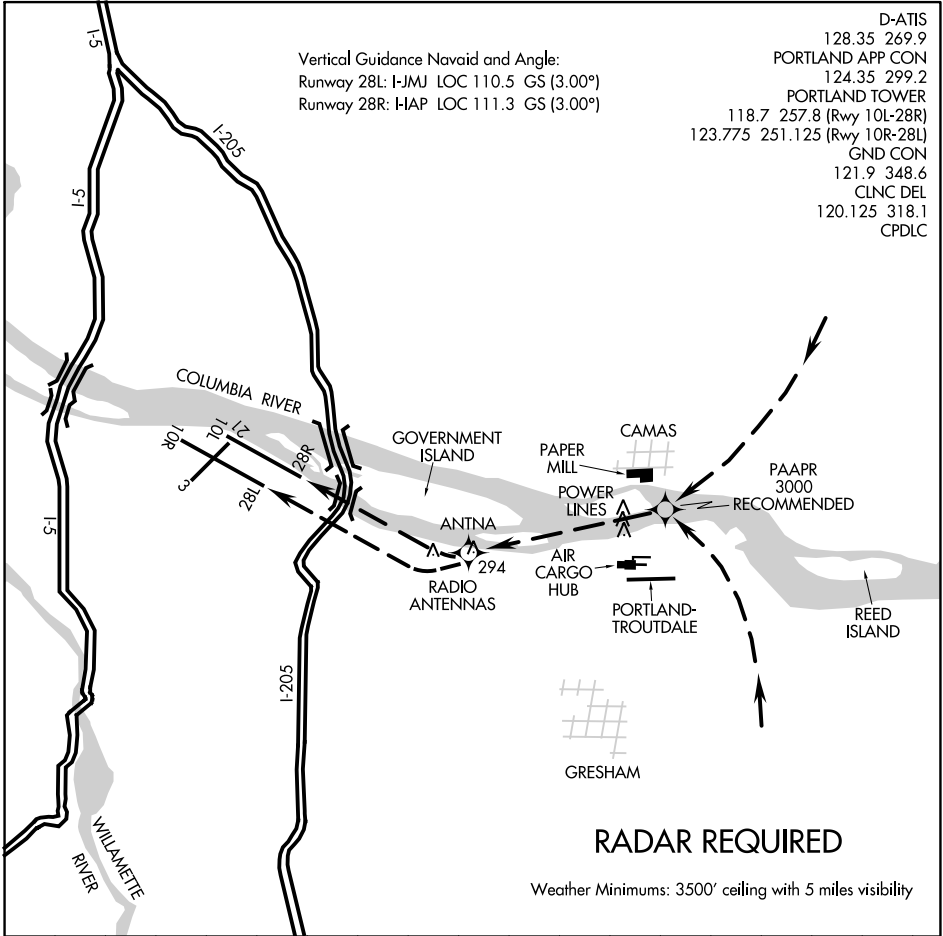
# MILL VISUAL RWY 28L/R

AL-330 (FAA)

PORTLAND INTL (PDX)  
PORTLAND, OREGON

Vertical Guidance Navaid and Angle:  
Runway 28L: I-JMJ LOC 110.5 GS (3.00°)  
Runway 28R: I-IAP LOC 111.3 GS (3.00°)

D-ATIS  
128.35 269.9  
PORTLAND APP CON  
124.35 299.2  
PORTLAND TOWER  
118.7 257.8 (Rwy 10L-28R)  
123.775 251.125 (Rwy 10R-28L)  
GND CON  
121.9 348.6  
CLNC DEL  
120.125 318.1  
CPDLC



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
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## MILL VISUAL RWY 28L/R PROCEDURE NOT AUTHORIZED AT NIGHT

Aircraft cleared for the Mill Visual Approach should proceed over the Columbia River between the Paper Mill and the Air Cargo Hub, then via the depicted route to intercept the final approach course for the assigned runway.



APP CRS	Rwy Idg <b>11000</b>
<b>283°</b>	TDZE <b>23</b>
	Apt Elev <b>31</b>

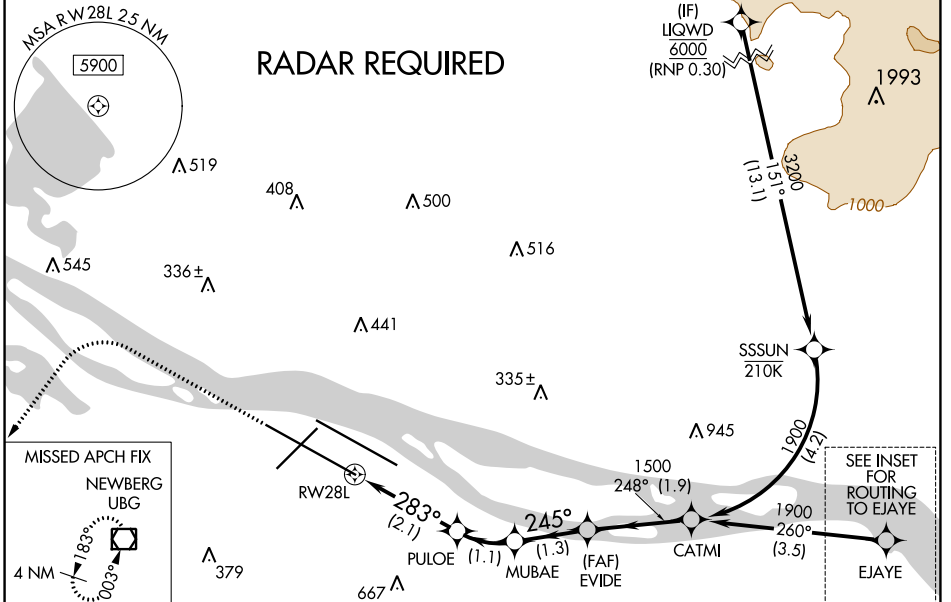
# RNAV (RNP) Y RWY 28L

PORTLAND INTL (PDX)

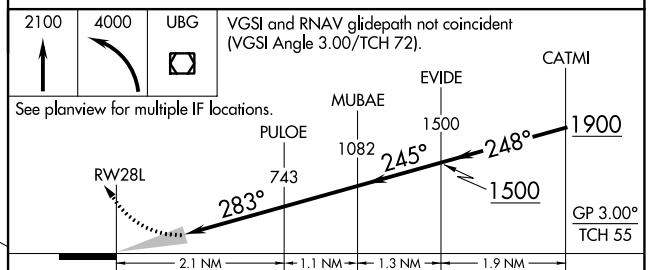
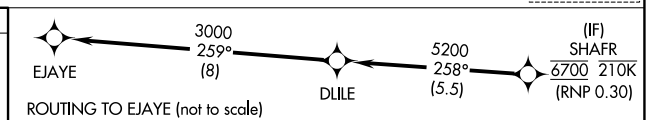
For uncompensated Baro-VNAV systems, procedure NA below -7°C (20°F) or above 54°C (130°F). For inop MALS, increase RNP 0.23 all Cats visibility to RVR 5600 and increase RNP 0.30 all Cats visibility to 1½ mile. Simultaneous approach authorized with Rwy 28R. RF required. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MALS** 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
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ELEV 31	<b>D</b> TDZE 23
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CATEGORY	A	B	C	D
RNP 0.23 DA		370/33	347 (400-5%)	
RNP 0.30 DA		476/53	453 (500-1)	

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

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024


## AUTHORIZATION REQUIRED

APP CRS	Rwy Idg	<b>9290</b>
<b>283°</b>	TDZE	<b>31</b>
	Apt Elev	<b>31</b>

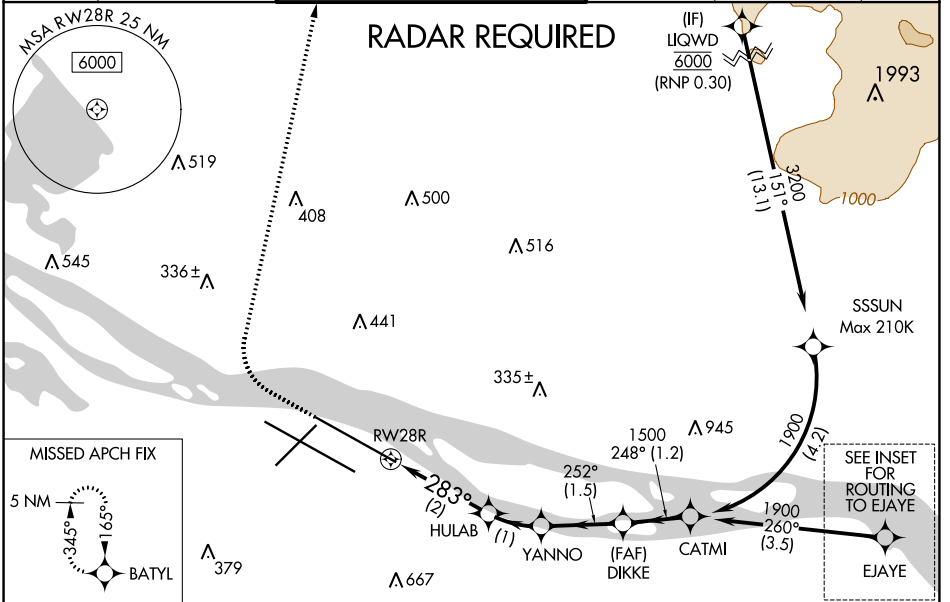
# RNAV (RNP) Y RWY 28R

PORTLAND INTL (PDX)

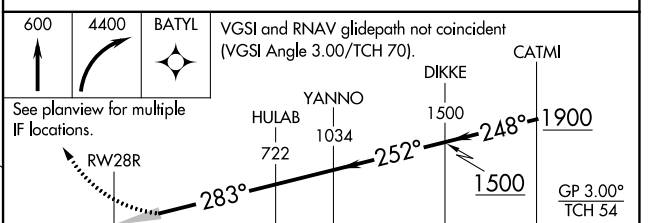
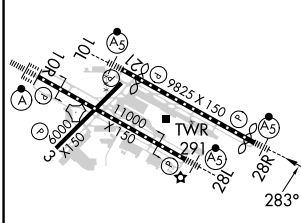
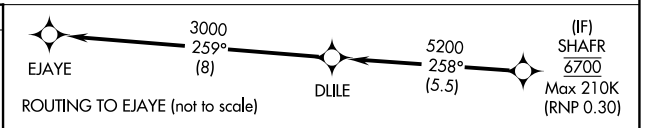
For uncompensated Baro-VNAV systems, procedure NA below -7°C (20°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.20 all Cats visibility to 1 1/8 mile, and increase RNP 0.30 all Cats visibility to 1 3/8 mile. RF required. GPS required. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 28L.

**MALSR**  
  
**MISSED APPROACH:**  
 Climb to 600 then climbing right turn to 4400 direct BATYL and hold, continue climb-in-hold to 4400.

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
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ELEV	<b>31</b>	<b>D</b>	TDZE	<b>31</b>
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CATEGORY	A	B	C	D
RNP 0.20 DA		403/40	372 (400-3/4)	
RNP 0.30 DA		455/50	424 (500-1)	

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

## AUTHORIZATION REQUIRED

NW-1, 22 FEB 2024 to 21 MAR 2024


NW-1, 22 FEB 2024 to 21 MAR 2024

APP CRS	Rwy Idg	<b>8535</b>
<b>103°</b>	TDZE	<b>30</b>
	Apt Elev	<b>31</b>

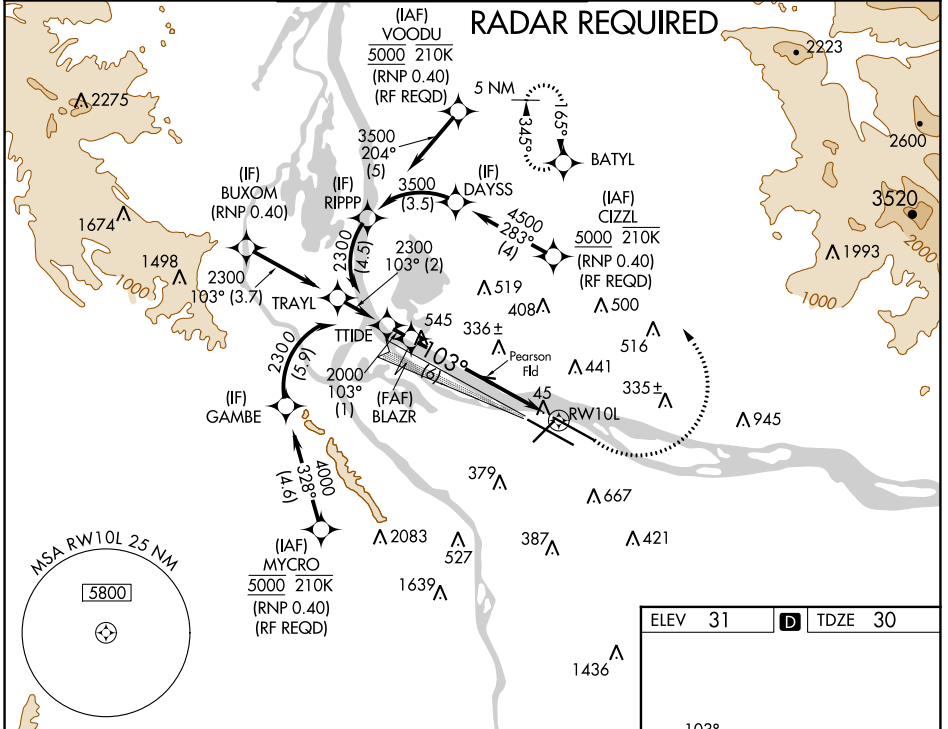
# RNAV (RNP) Z RWY 10L

PORTLAND INTL (PDX)

**GPS required.** For inop MALSR, increase RNP 0.30 all Cats visibility to RVR 5500. For uncompensated Baro-VNAV systems, procedure NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized with Rwy 10R, except for arrivals at CIZLZ, VOODOU, and MYCRO. Use of FD or AP providing RNAV track guidance required for simultaneous operations.

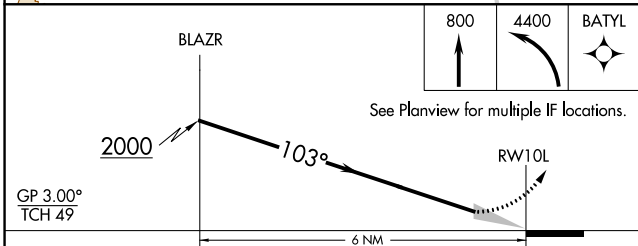
**MALSR**  
  
**MISSED APPROACH:** Climb to 800 then climbing left turn to 4400 direct BATYL and hold, continue climb-in-hold to 4400.

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
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NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024



ELEV 31	TDZE 30
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REIL Rwys 3 and 21  
 TDZ/CL Rwy 10R  
 MIRL Rwy 3-21  
 HIRL Rwys 10L-28R and 10R-28L

CATEGORY	A	B	C	D
RNP 0.30 DA		365/32	335 (400- $\frac{1}{2}$ )	
<b>AUTHORIZATION REQUIRED</b>				

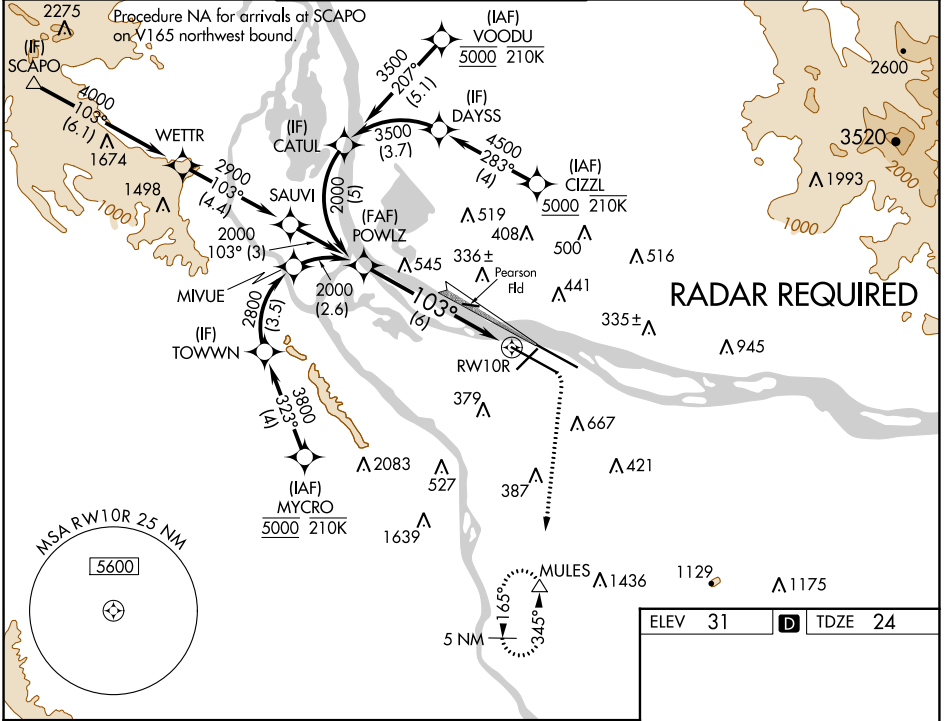
APP CRS	Rwy Idg	<b>11000</b>
<b>103°</b>	TDZE	<b>24</b>
	Apt Elev	<b>31</b>

# RNAV (RNP) Z RWY 10R

PORTLAND INTL (PDX)

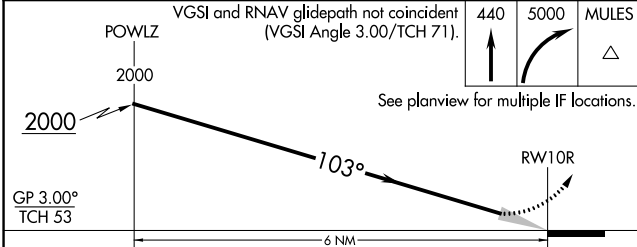
RNP AR APCH - GPS.		ALSF-2	MISSED APPROACH: Climb to 440 then climbing right turn to 5000 direct MULES and hold, continue climb-in-hold to 5000.
<p>Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 5500.</p>			

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



NW-1, 22 FEB 2024 to 21 MAR 2024

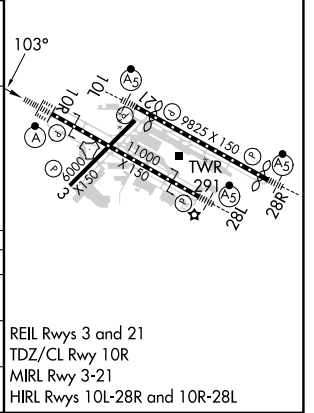
NW-1, 22 FEB 2024 to 21 MAR 2024



ELEV 31	<b>D</b> TDZE 24
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CATEGORY	A	B	C	D
RNP 0.10 DA		370/30	346 (400-3/4)	
RNP 0.30 DA		449/40	425 (500-3/4)	

**AUTHORIZATION REQUIRED**




APP CRS	Rwy Idg	<b>11000</b>
<b>283°</b>	TDZE	<b>23</b>
	Apt Elev	<b>31</b>

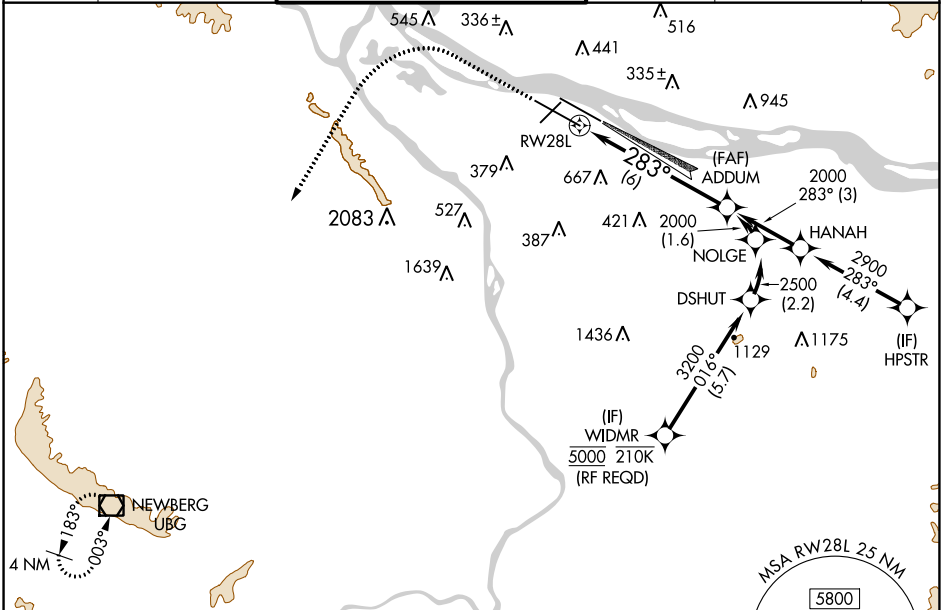
# RNAV (RNP) Z RWY 28L

PORTLAND INTL (PDX)

▼ For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALS, increase RNP 0.27 all Cats visibility to RVR 6000 and increase RNP 0.30 all Cats visibility to 1½ mile. Simultaneous approach authorized with Rwy 28R. GPS Required. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALS  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
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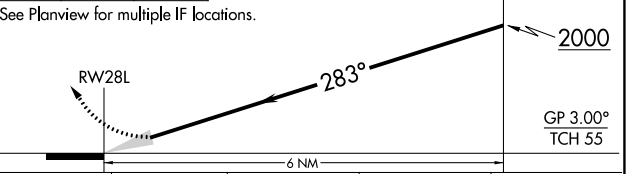
NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 31	<b>D</b>	TDZE 23
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## RADAR REQUIRED

2100	4000	UBG	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).
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CATEGORY	A	B	C	D
RNP 0.27 DA		374/35	351 (400-¾)	
RNP 0.30 DA		494/60	471 (500-1¼)	

## AUTHORIZATION REQUIRED

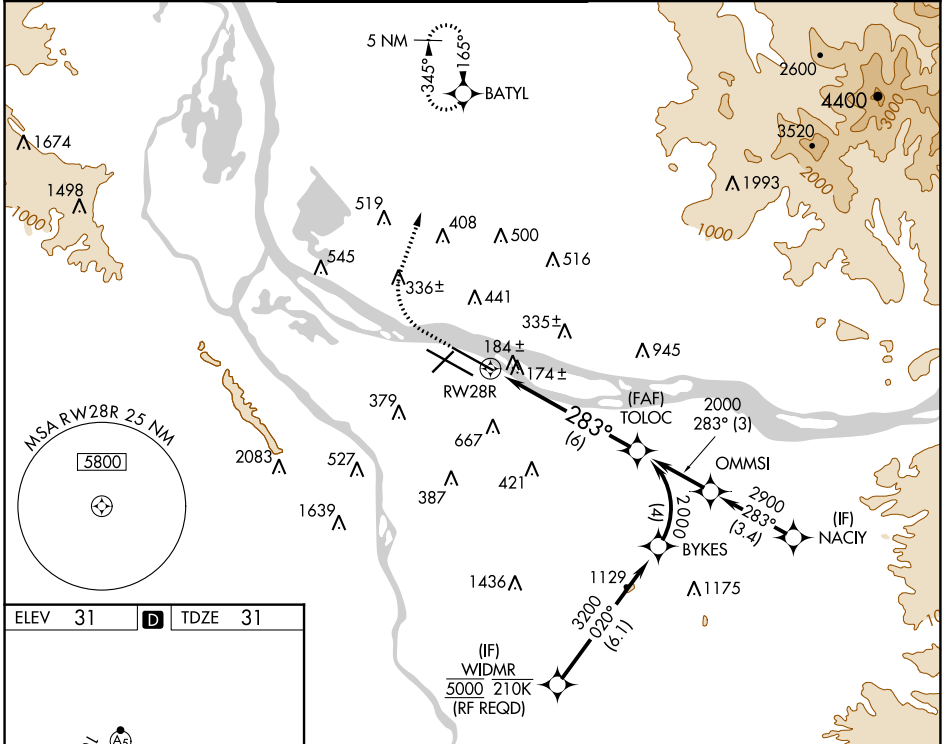
REIL Rwys 3 and 21  
 TDZ/CL Rwy 10R  
 MIRL Rwy 3-21  
 HIRL Rwys 10L-28R and 10R-28L

APP CRS	Rwy Idg	<b>9290</b>
<b>283°</b>	TDZE	<b>31</b>
	Apt Elev	<b>31</b>

# RNAV (RNP) Z RWY 28R

PORTLAND INTL (PDX)

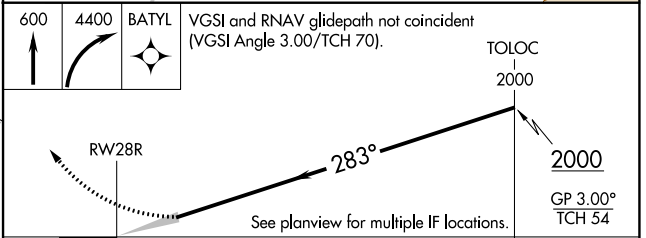
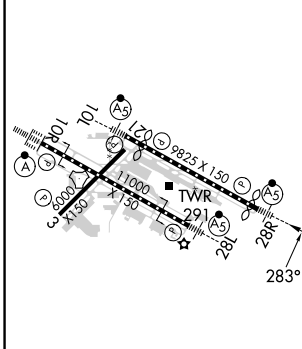
RNP AR APCH.		MALSR		MISSED APPROACH: Climb to 600 then climbing right turn to 4400 direct BATYL and hold, continue climb-in-hold to 4400.		
Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with Rwy 28L RADAR required. For uncompensated Baro-VNAV systems, procedure NA below -6°C or above 54°C. For inop ALS increase RNP 0.20 all Cats visibility to 1 1/4 SM, and increase RNP 0.30 all Cats visibility to 1 1/2 SM.						
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



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

ELEV	31	<b>D</b>	TDZE	31
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REIL Rwys 3 and 21	TDZ/CL Rwy 10R	MIRL Rwy 3-21	HIRL Rwys 10L-28R and 10R-28L	
See planview for multiple IF locations.				
CATEGORY	A	B	C	D
RNP 0.20 DA	417/40	386 (400-3/4)	417/50	386 (400-1)
RNP 0.30 DA	471/50		440 (500-1)	

## AUTHORIZATION REQUIRED


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>
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# RNAV (GPS) X RWY 28L

PORTLAND INTL (PDX)

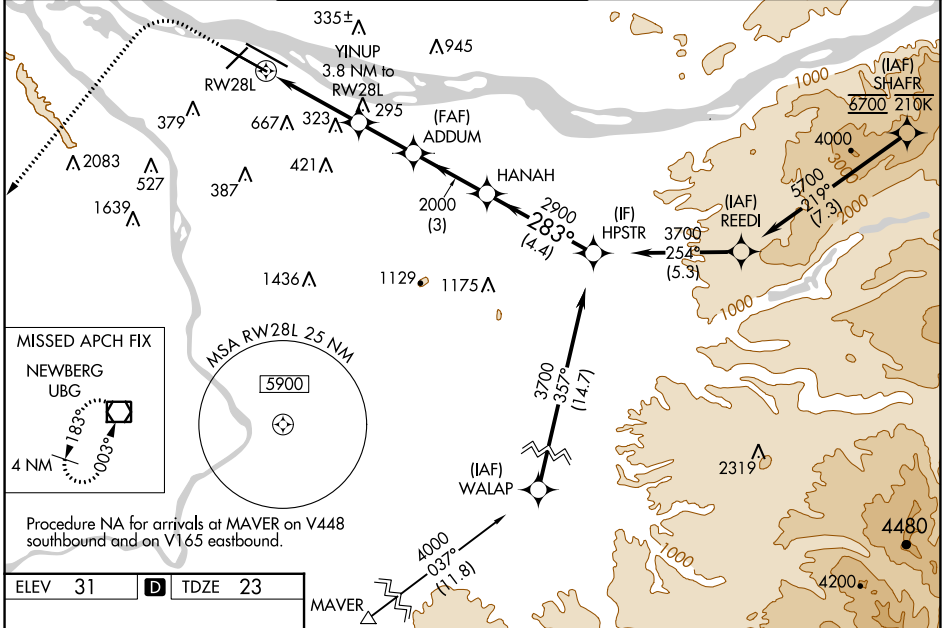
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS,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

MALSR

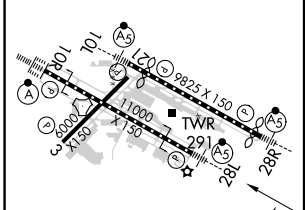


MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct UBG VOR/DME and hold.

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

2100	4000	UBG	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).
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\* INAV only

YINUP 3.8 NM to RW28L

\* 1.4 NM to RW28L

HANAH HPSTR

283° 3700

2900 2000

GP 3.00° TCH 55

← 1.4 → 2.4 NM → 2.2 NM → 3 NM → 4.4 NM →

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)

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

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>60905</b> <b>W28A</b>	APP CRS <b>283°</b>	Rwy Idg <b>9290</b> TDZE <b>31</b> Apt Elev <b>31</b>
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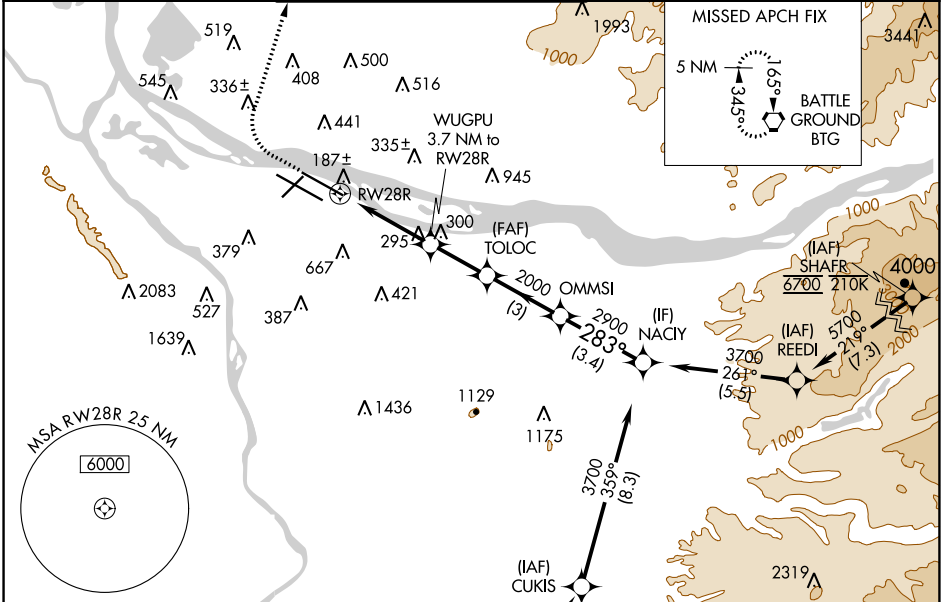
# RNAV (GPS) X RWY 28R

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 RVR 6000.

**MALSR**  
**MISSED APPROACH:** Climb to 600 then climbing right turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.

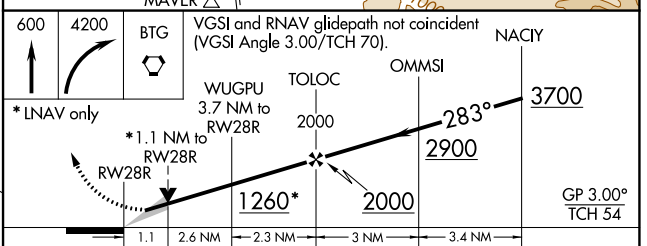
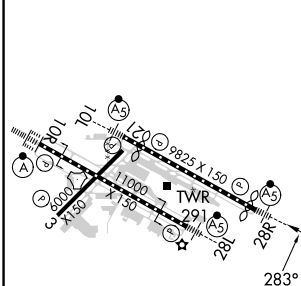
D-ATIS <b>128.35</b> <b>269.9</b>	PORTLAND APP CON <b>124.35 299.2</b>	PORTLAND TOWER Rwy 10L-28R <b>118.7 257.8</b> Rwys 3-21, 10R-28L <b>123.775 251.125</b>	GN D CON <b>121.9 348.6</b>	CLNC DEL <b>120.125 318.1</b>	CPDLC
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NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 31	<b>D</b>	TDZE 31
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CATEGORY	A	B	C	D
LPV DA		281/24	250 (300-½)	
LNAV/VNAV DA		446/45	415 (500-¾)	
LNAV MDA	440/24	409 (500-½)	440/40	409 (500-¾)
<b>C</b> CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3	1029 (1100-3)

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



WAAS CH <b>81804</b> <b>W10B</b>	APP CRS <b>103°</b>	Rwy Idg <b>8535</b> TDZE <b>30</b> Apt Elev <b>31</b>
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# RNAV (GPS) Y RWY 10L

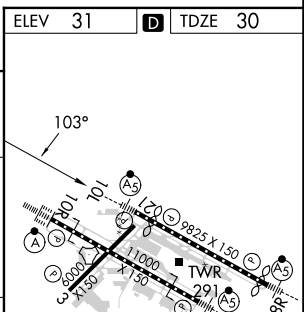
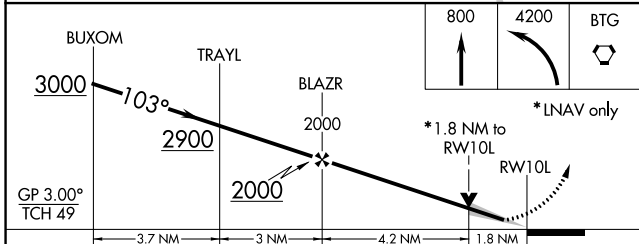
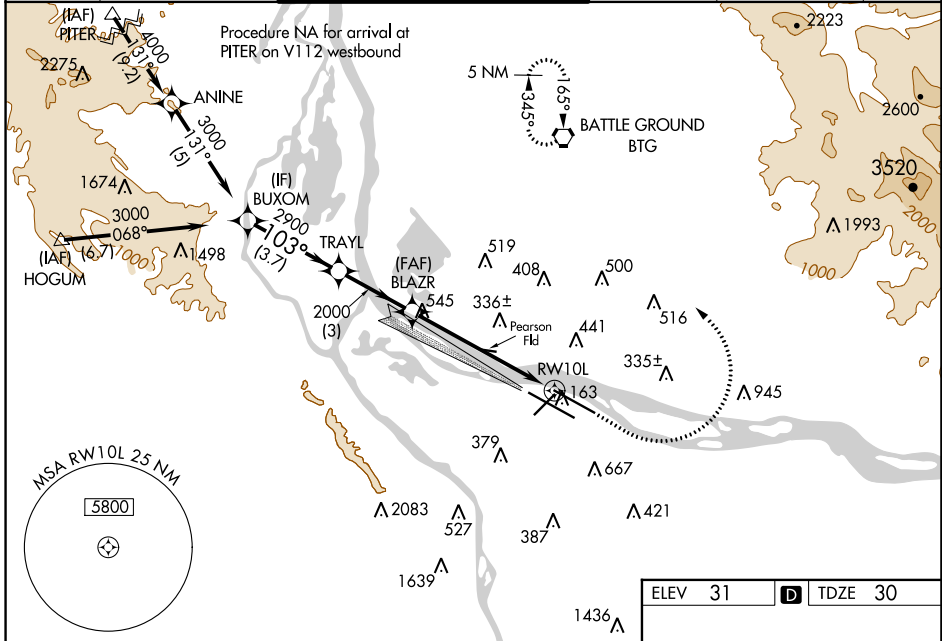
PORTLAND INTL (PDX)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 10R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inoperative MALSR, increase LPV visibility all Cats to RVR 4500. Increase LNAV/VNAV visibility all Cats to 1¼ mile, and LNAV Cat C and D visibility to 1¾ mile.

**MALSR**  
⚠

**MISSED APPROACH:** Climb to 800 then climbing left turn to 4200 direct BTG VORTAC and hold, continue climb-in-hold to 4200.

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
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CATEGORY	A	B	C	D
LPV DA		296/24	266 (300-½)	
LNAV/VNAV DA		413/45	383 (400-¾)	
LNAV MDA	640-1	610 (700-1)	640-1⅞	610 (700-1⅞)
<b>C</b> CIRCLING	720-1 689 (700-1)	760-1 729 (800-1)	1060-3	1029 (1100-3)

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

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

WAAS CH <b>40004</b> W10A	APP CRS <b>103°</b>	Rwy Idg TDZE Apt Elev	<b>11000</b> <b>31</b> <b>31</b>
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# RNAV (GPS) Y RWY 10R

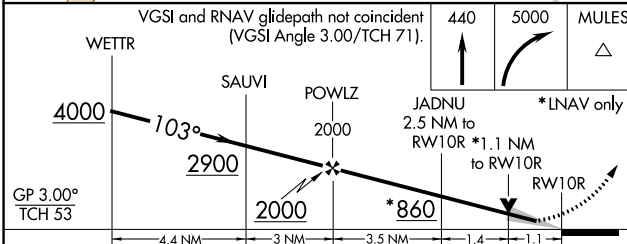
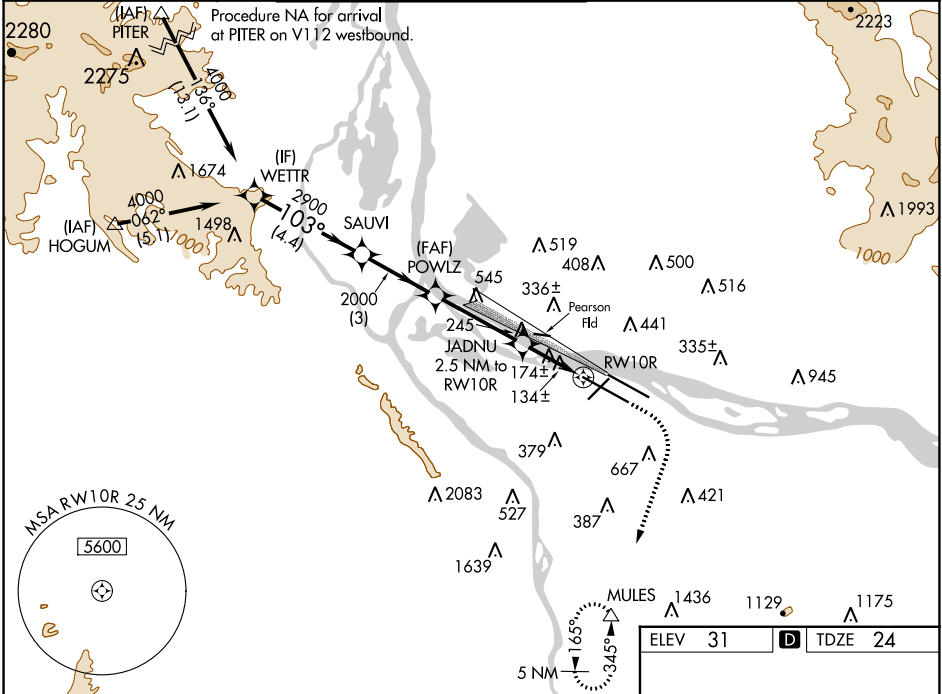
PORTLAND INTL (PDX)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with Rwy 10L. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

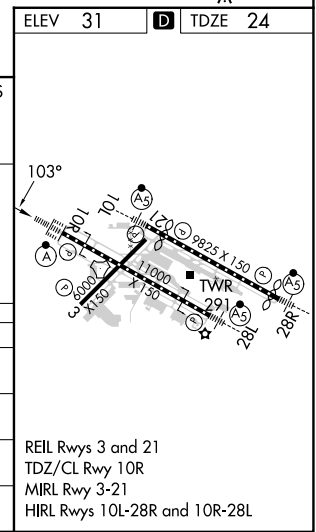
**ALSF-2**  
**(A)**

**MISSED APPROACH:** Climb to 440 then climbing right turn to 5000 direct MULES 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
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CATEGORY	A	B	C	D
LPV DA		224/18	200 (200-½)	
LNAV/VNAV DA		329/24	305 (300-½)	
LNAV MDA	440/24	416 (500-½)	440/40	416 (500-¾)
<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

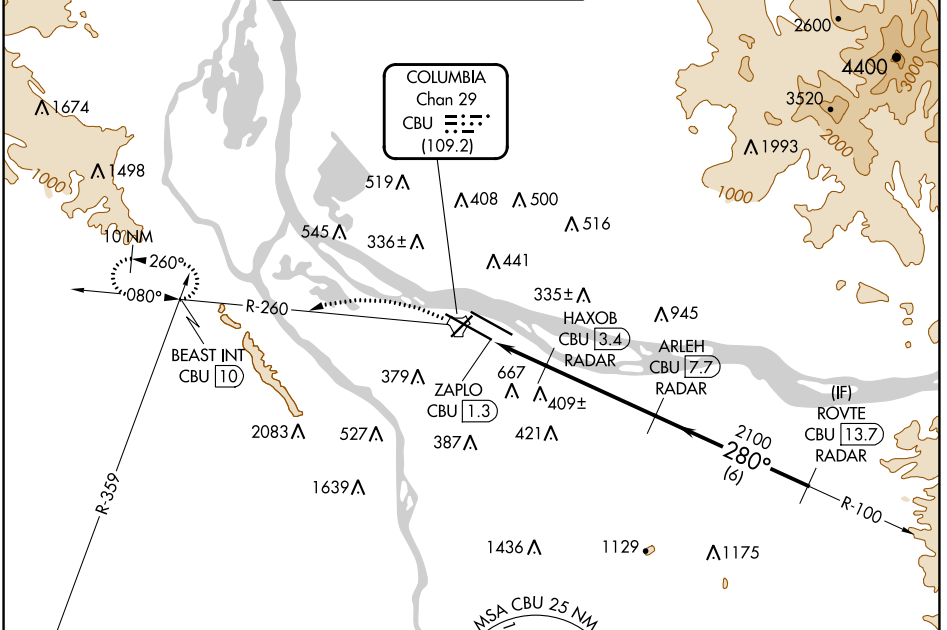
NW-1, 22 FEB 2024 to 21 MAR 2024

TACAN CBU Chan <b>29</b> <b>(109.2)</b>	APP CRS <b>280°</b>	Rwy ldg TDZE <b>23</b> Apt Elev <b>31</b>
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# TACAN RWY 28L

PORTLAND INTL (PDX)

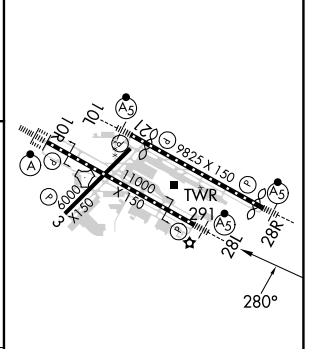
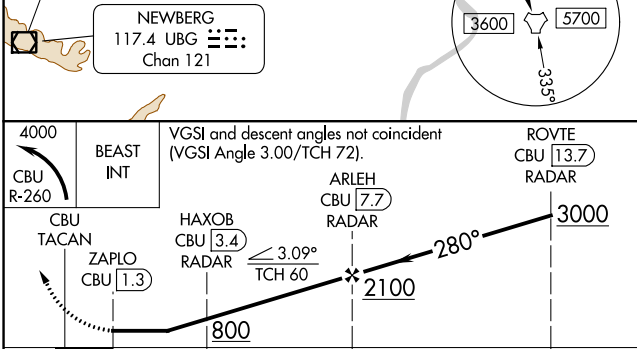
RADAR required for procedure entry.		MALS R	MISSED APPROACH: Climbing left turn to 4000 on CBU TACAN R-260 to BEAST INT/CBU 10 DME and hold, continue climb-in-hold to 4000.		
For inop ALS, increase S-28L Cat C/D/E visibility to 1 3/4 SM.			GND CON <b>121.9 348.6</b>	CLNC DEL <b>120.125 318.1</b>	CPDLC
D-ATIS <b>128.35 269.9</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>			



NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024

ELEV 31	<b>D</b> TDZE 23
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CATEGORY	A	B	C	D	E
S-28L	660/24	637 (700-1/2)	660-1 3/8	637 (700-1 3/8)	
<b>C</b> CIRCLING	740-1 709 (800-1)	760-1 729 (800-1)	1060-3	1029 (1100-3)	1140-3 1109 (1200-3)

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

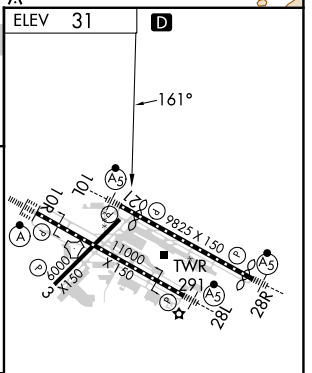
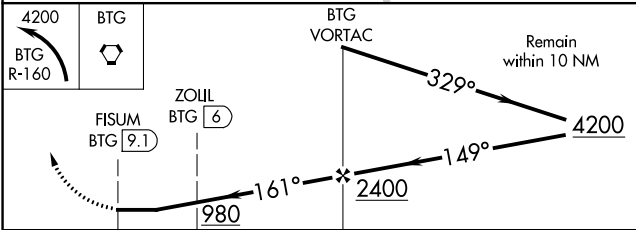
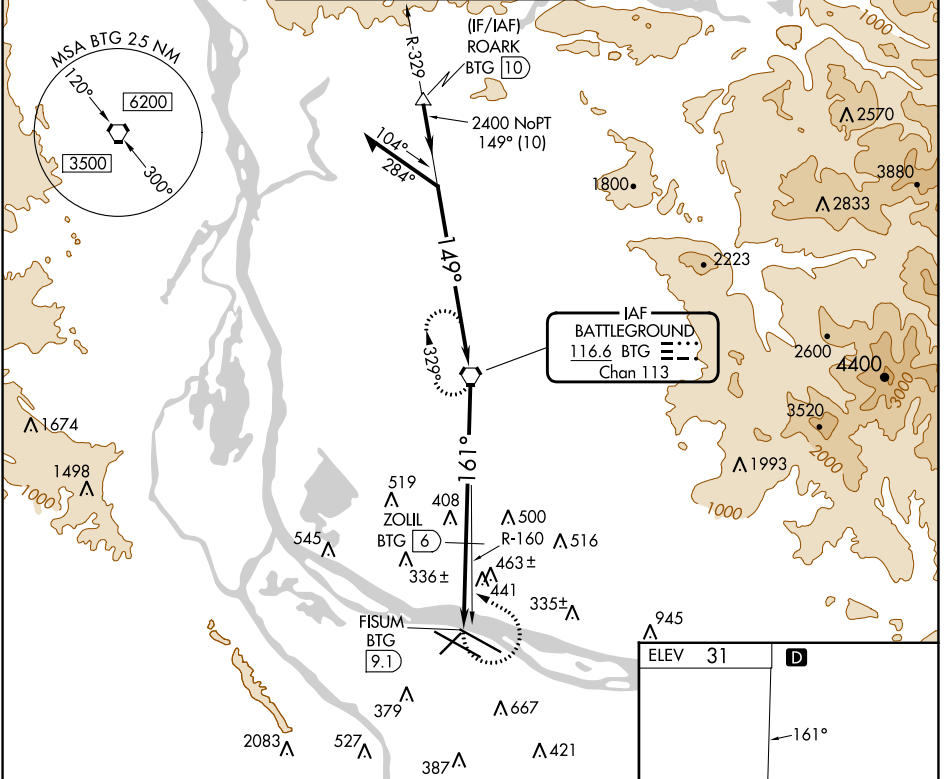
VORTAC BTG <b>116.6</b> Chan <b>113</b>	APP CRS <b>161°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>31</b>
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# VOR-A

PORTLAND INTL (PDX)

**MISSSED APPROACH:** Climbing left turn to 4200 via BTG R-160 to BTG VORTAC and hold, continue climb-in-hold to 4200.

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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CATEGORY	A	B	C	D
<b>CIRCLING</b>	980-1¼ 689 (700-1)	949 (1000-1¼) 729 (800-1)	1060-3	1029 (1100-3)
ZOLL FIX MINIMUMS				
<b>CIRCLING</b>	720-1 689 (700-1)	760-1 729 (800-1)	1060-3	1029 (1100-3)

REIL Rwys 3 and 21					
TDZ/CL Rwy 10R					
MIRL Rwy 3-21					
HIRL Rwys 10L-28R and 10R-28L					
FAF to MAP 9.1 NM					
Knots	60	90	120	150	180
Min:Sec	9:06	6:04	4:33	3:38	3:02

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024