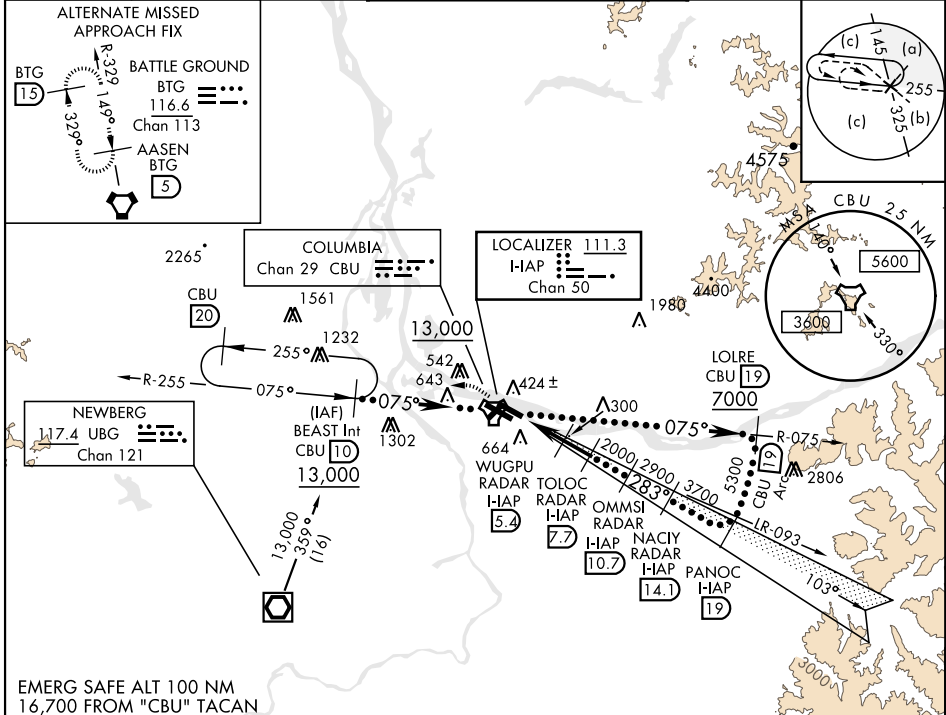


HI-ILS or LOC RWY 28R

LOC/DME I-AP 111.3 Chan 50	APCH CRS 283°	Rwy Idg TDZE Arpt Elev 9290 31 31	AL-330 [USAF]	PORTLAND INTL (KPDX)
RADAR or DME required.			MALSR	MISSED APPROACH: Climb to 600 then climbing left turn to 4000 on CBU TACAN R-255 to BEAST INT/CBU 10 DME and hold, continue climb in holding to 4000.
*When ALS inop, increase CAT E RVR to 40. **When ALS inop, increase CAT E vis to 1½.				
ATIS 128.35 269.9	APP CON 118.1 284.6 (100°-279°) 124.35 299.2 (280°-099°)	TOWER Rwy 10L-28R Rwy 3-21, 10R-28L 118.7 257.8 123.775 251.125	GND CON 121.9 348.6	CLNC DEL 120.125 318.1



600	4000	BEAST CBU 10	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).		Use I-AP DME when on LOC course.	ELEV 31	TDZE 31													
<table><tr><td>CATEGORY</td><td>C</td><td>D</td><td>E</td></tr><tr><td>S-ILS 28R *</td><td>281/24</td><td>250</td><td>(300-½)</td></tr><tr><td>S-LOC 28R **</td><td>560/55</td><td>529</td><td>(600-1)</td></tr></table>						CATEGORY	C	D	E	S-ILS 28R *	281/24	250	(300-½)	S-LOC 28R **	560/55	529	(600-1)			
CATEGORY	C	D	E																	
S-ILS 28R *	281/24	250	(300-½)																	
S-LOC 28R **	560/55	529	(600-1)																	
<table><tr><td>CIRCLING</td><td>1060-3 1029 (1100-3)</td><td>1140-3 1109 (1200-3)</td></tr></table>						CIRCLING	1060-3 1029 (1100-3)	1140-3 1109 (1200-3)	LOC FAF to MAP 6 NM											
CIRCLING	1060-3 1029 (1100-3)	1140-3 1109 (1200-3)																		
<table><tr><td>Knots</td><td>120</td><td>140</td><td>160</td><td>180</td><td>200</td></tr><tr><td>Min:Sec</td><td>3:00</td><td>2:34</td><td>2:15</td><td>2:00</td><td>1:48</td></tr></table>						Knots	120	140	160	180	200	Min:Sec	3:00	2:34	2:15	2:00	1:48			
Knots	120	140	160	180	200															
Min:Sec	3:00	2:34	2:15	2:00	1:48															

HI-ILS or LOC RWY 28R