

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KPDX

Terminal Charts For KPDX

Revision Letter For Cycle 07-2019

Change Notices

Notebook

General Information

Location: PORTLAND OR USA
ICAO/IATA: KPDX / PDX
Lat/Long: N45° 35.3', W122° 35.8'
Elevation: 31 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 16.0° E
Sectional Chart: Seattle

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1322 Z
Sunset: 0259 Z

Runway Information

Runway: 03
Length x Width: 6000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, REIL

Runway: 10L
Length x Width: 9825 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 30 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1290 ft

Runway: 10R
Length x Width: 11000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 24 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 21
Length x Width: 6000 ft x 150 ft

Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, REIL

Runway: 28L
Length x Width: 11000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Centerline

Runway: 28R
Length x Width: 9825 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 31 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 535 ft

Communication Information

ATIS: 128.350
Portland Tower: 123.775
Portland Tower: 118.700
Portland Ground: 132.275 Secondary
Portland Ground: 121.900
Portland Clearance Delivery: 120.125
Portland Approach: 124.350 (280°-99°) Initial Contact
Portland Approach: 118.100 (100°-279°)
Portland Approach: 126.900
Portland Airport Radar Service Area: 124.350 (280°-99°) Initial Contact
Portland Airport Radar Service Area: 118.100 (100°-279°)
Portland Departure: 127.850 Secondary
Portland Departure: 124.350 (280°-99°) Initial Contact
Portland Departure: 118.100 (100°-279°)
Portland UNICOM: 122.950
Victor Hotel Operations: 138.450 Military

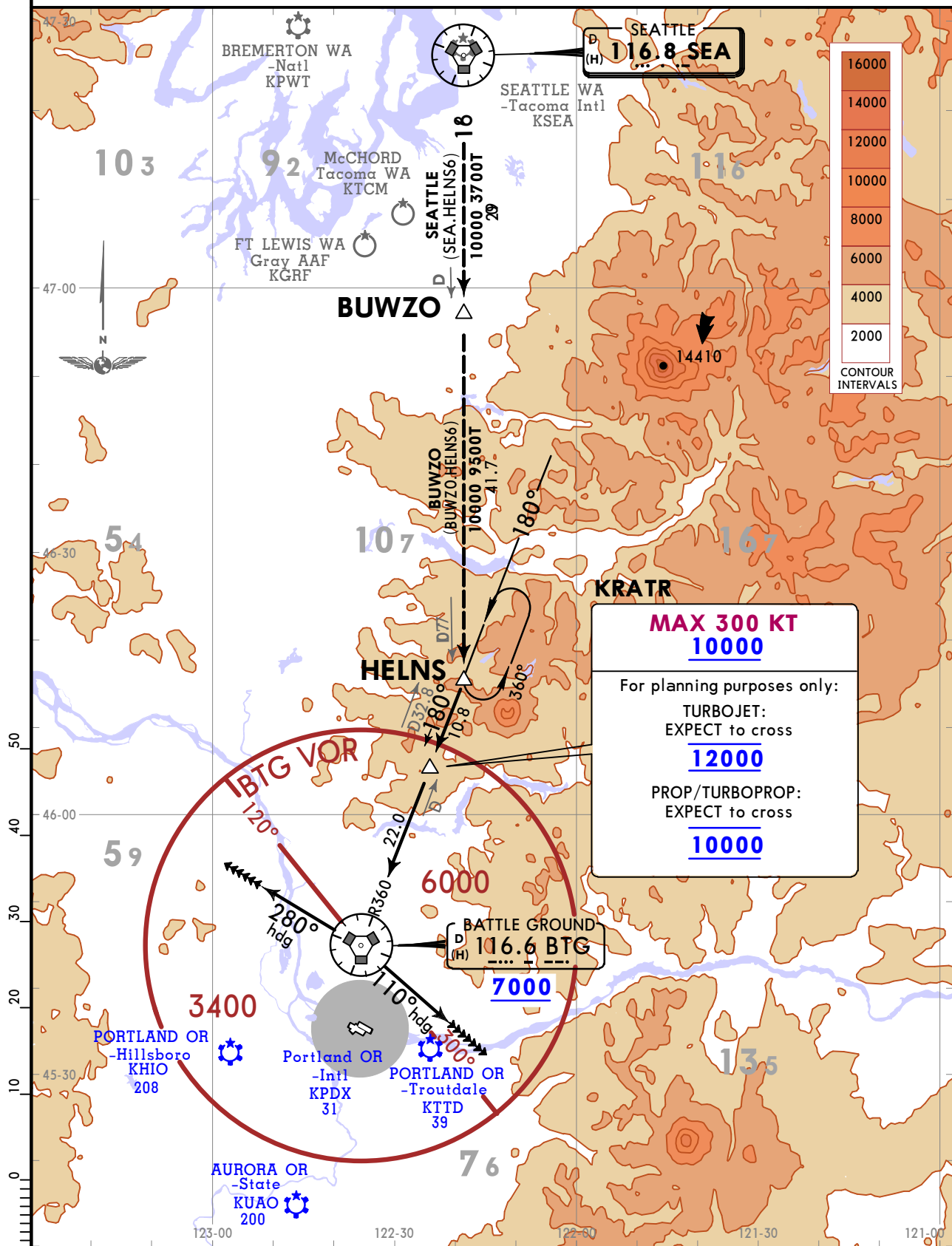
KPDX/PDX
PORTLAND INTL

JEPPesen
23 MAR 18 10-2 Eff 29 Mar

PORTLAND, OREG
STAR

| | | |
|-------------------------|----------------------------|--|
| D-ATIS 128.35 | Apt Elev See Graphic | Alt Set: INCHES Trans level: FL180 1. DME and RADAR required. 2. BUWZO Transition ATC assigned only - do not file. |
|-------------------------|----------------------------|--|

HELNS 6 ARRIVAL (HELNS.HELNS6)



ROUTING
From over HELNS on BTG R360 to KRATR, then as depicted to BTG VOR.

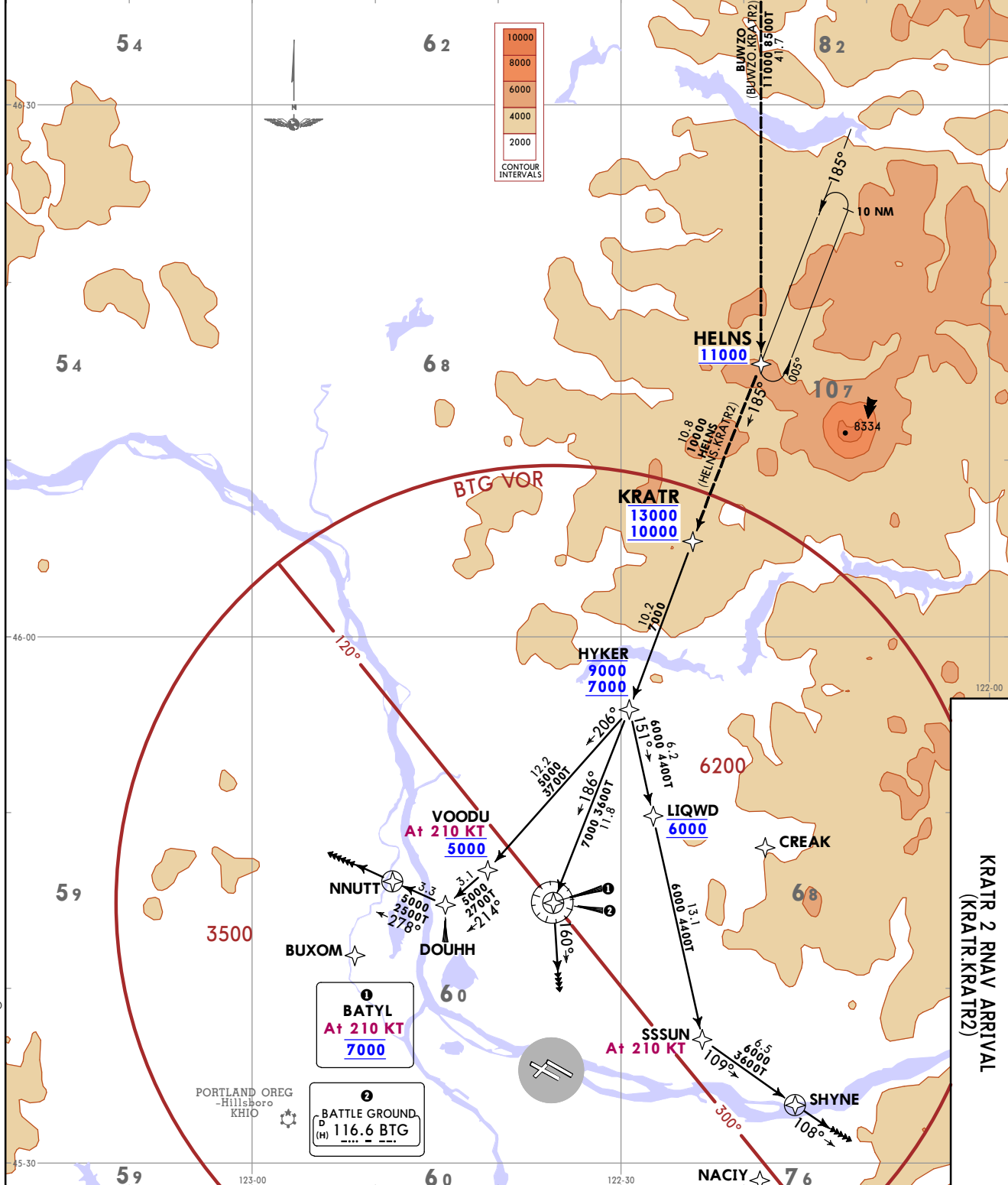
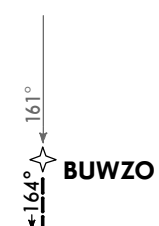
LANDING

| | |
|-------------|---|
| EAST | From BTG VOR heading 280°, EXPECT RADAR vectors to final approach course. |
| WEST | From BTG VOR heading 110°, EXPECT RADAR vectors to final approach course. |

CHANGES: None.

| | | |
|---|---|--|
| D-ATIS 128.35 | Apt Elev 31 | Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME/DME/IRU or GPS required. 3. RNAV 1. 4. HELNS Transition: ATC assigned only. |
| KRATR 2 RNAV ARRIVAL (KRATR.KRATR2) | | |
| SPEED RESTRICTION Turbojet aircraft descend via mach number until intercepting 280 KT, MAINTAIN 280 KT until slowed by the STAR. | | |
| ROUTING | | |
| From KRATR on track 185° to HYKER. | | |
| LANDING | | |
| RWY | | |
| 10L/R | From HYKER on track 206° to VOODU, then on track 214° to DOUHH, then on track 278° to NNUTT, then on track 278°. EXPECT RADAR vectors to final approach course. | |
| 21 | From HYKER on track 186° to BATYL, then on track 160°. EXPECT RADAR vectors to final approach course. | |
| 28L/R | From HYKER on track 151° to LIQWD, then on track 151° to SSSUN, then on track 109° to SHYNE, then on track 108°. EXPECT RADAR vectors to final approach course. | |
| LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ Landing Rwy 10L/R: At NNUTT, turn LEFT direct to BUXOM and execute ILS Rwy 10L approach. | | |
| LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ Landing Rwy 21: At BATYL, turn LEFT direct to CREAK and execute LOC/DME Rwy 21 approach. | | |
| LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ Landing Rwy 28L/R: At SHYNE, turn RIGHT direct to NACIY and execute ILS Rwy 28R approach. | | |

SEATTLE
D 116.8 SEA
(H)

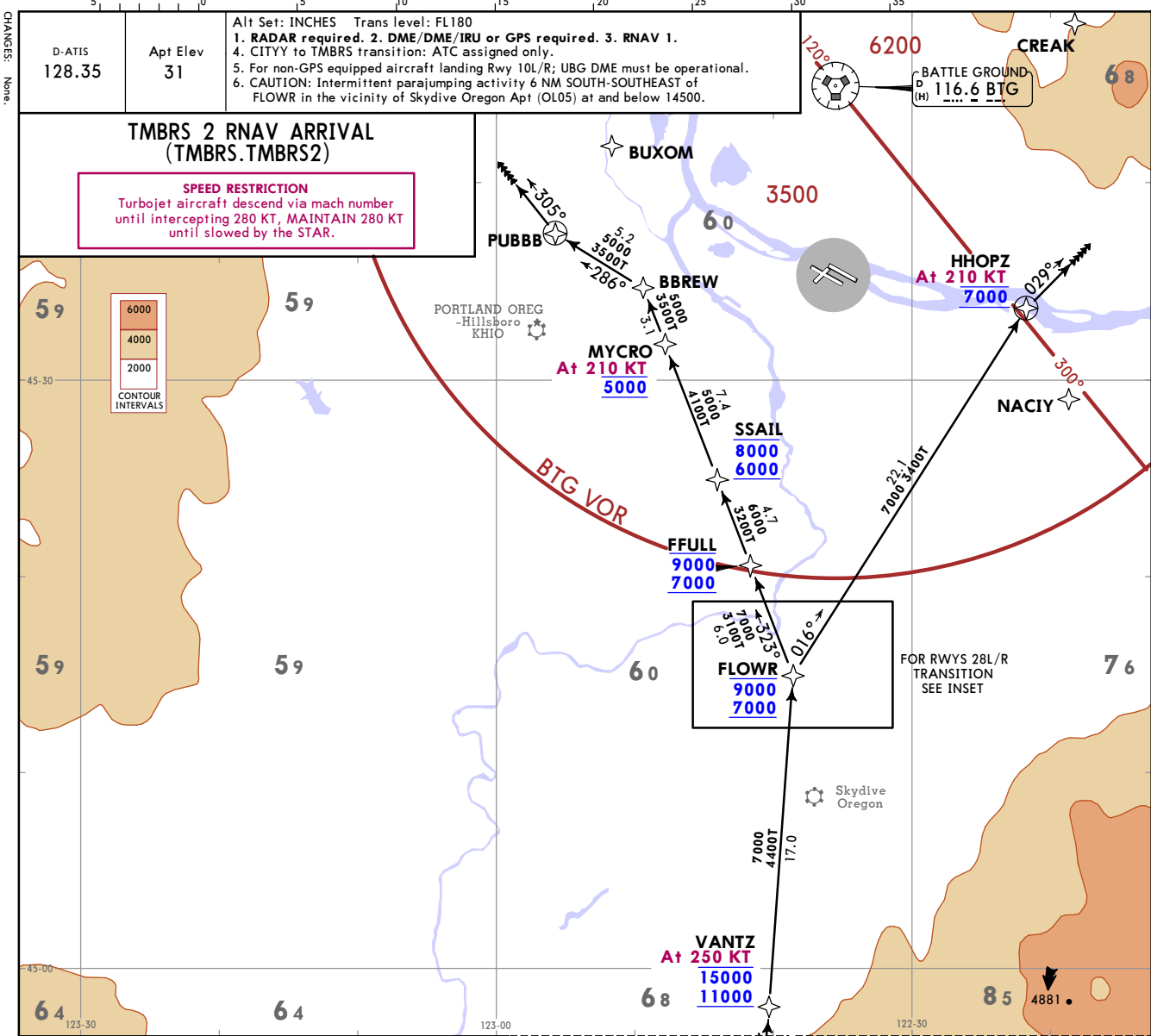


KPDJ/PDX
PORTLAND INTL

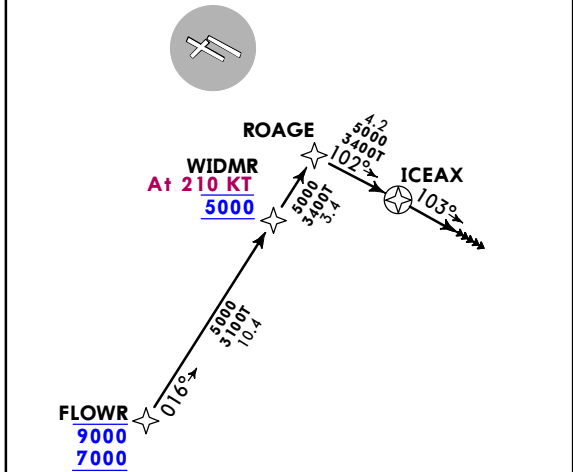
**KRATR 2 RNAV ARRIVAL
(KRATR.KRATR2)**

JEPPESSEN
1 DEC 17 (10-2B) EFF 7 Dec

PORTLAND, OREG
RNAV STAR



RUNWAY TRANSITIONS 28L/R
NOT TO SCALE

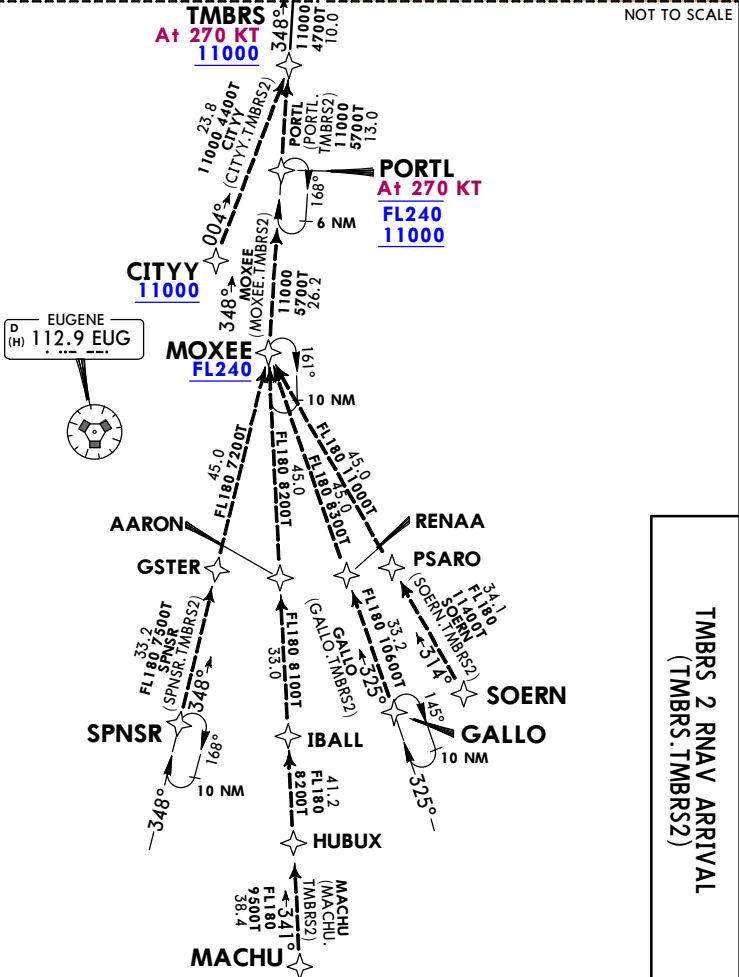


- ▶ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS
- ▶ Landing Rwy 10L/R: At PUBBB, turn RIGHT direct to BUXOM and execute ILS Rwy 10L approach.
- ▶ Landing Rwy 21: At HHOPT, turn LEFT direct to CREAK and execute LOC/DME Rwy 21 approach.
- ▶ Landing Rwy 28L/R: At ICEAX, turn LEFT direct to NACIY and execute ILS Rwy 28R approach.
- ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ COMMS

ROUTING

From TMBRS on track 348° to VANTZ then on track 348° to FLOWR.

| RWY | LANDING |
|-------|---|
| 10L/R | From FLOWR on track 323° to FFULL, then on track 323° to SSAIL, then on track 323° to MYCRO, then on track 323° to BBREW, then on track 286° to PUBBB, then on track 305°. EXPECT RADAR vectors to final approach course. |
| 21 | From FLOWR on track 016° to HHOPT, then on track 029°. EXPECT RADAR vectors to final approach course. |
| 28L/R | From FLOWR on track 016° to WIDMR, then on track 016° to ROAGE, then on track 102° to ICEAX, then on track 103°. EXPECT RADAR vectors to final approach course. |

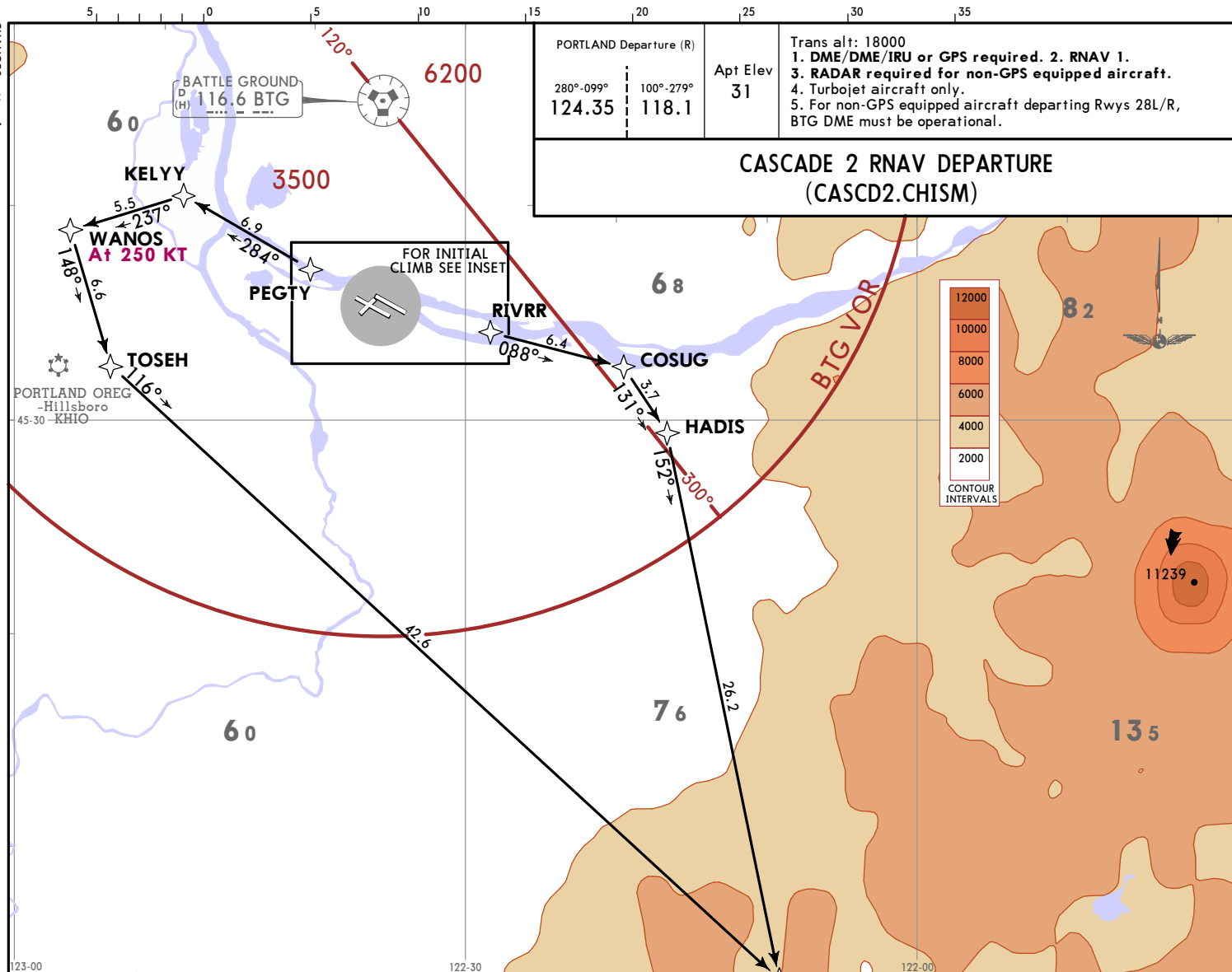


TMBRS 2 RNAV ARRIVAL
(TMBRS.TMBRS2)

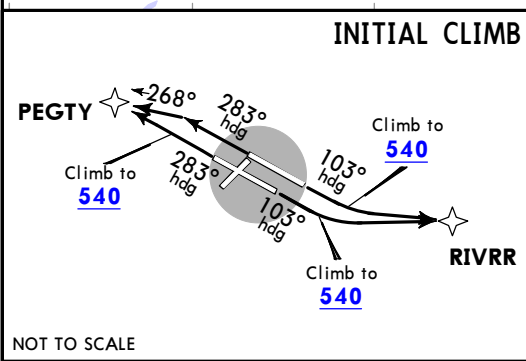
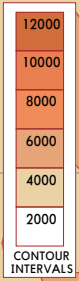
KPDX/PDX
PORTLAND INTL

JEPPesen
7 SEP 18 (10-2D) EFF 13 Sep

PORTLAND, OREG
RNAV STAR



| | | | |
|------------------------|-----------|----------------|---|
| PORTLAND Departure (R) | | Apt Elev 31 | Trans alt: 18000 1. DME/DME/IRU or GPS required. 2. RNAV 1. 3. RADAR required for non-GPS equipped aircraft. 4. Turbojet aircraft only. 5. For non-GPS equipped aircraft departing Rwy 28L/R, BTG DME must be operational. |
| 280°-099° | 100°-279° | | |
| 124.35 | 118.1 | | |



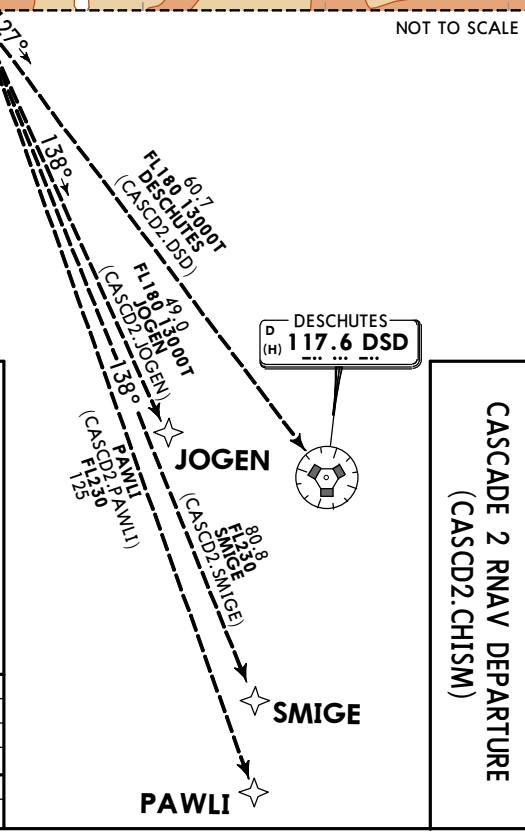
This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 3, 21: Not authorized - Air traffic.
 Rwy 10L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 540, then minimum climb of 350 per NM to 10300.
 Rwy 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 540, then minimum climb of 350 per NM to 2500.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 350 per NM | 438 | 583 | 875 | 1167 | 1458 | 1750 |
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

OBSTACLES
 Rwy 10L: Vehicles on road beginning abeam DER, 376 LEFT of centerline, up to 15 AGL/78 MSL. Trees beginning 1201 from DER, 753 RIGHT of centerline, up to 75 AGL/95 MSL.
 Rwy 10R: Pole 1996 from DER, 759 RIGHT of centerline, 54 AGL/74 MSL.
 Rwy 28L: Trees 1873 from DER, 837 LEFT of centerline, up to 75 AGL/95 MSL.
 Rwy 28R: Building, antennas, vehicles on road beginning 130 from DER, 257 RIGHT of centerline, up to 27 AGL/58 MSL.

| RWY | INITIAL CLIMB |
|-------|--|
| 10L/R | Climb heading 103° to 540, then direct RIVRR, then on depicted route to CHISM. |
| 28L | Climb heading 283° to 540, then direct PEGTY, then on depicted route to CHISM. |
| 28R | Climb heading 283°, intercept course 268° to PEGTY, then on depicted route to CHISM. |

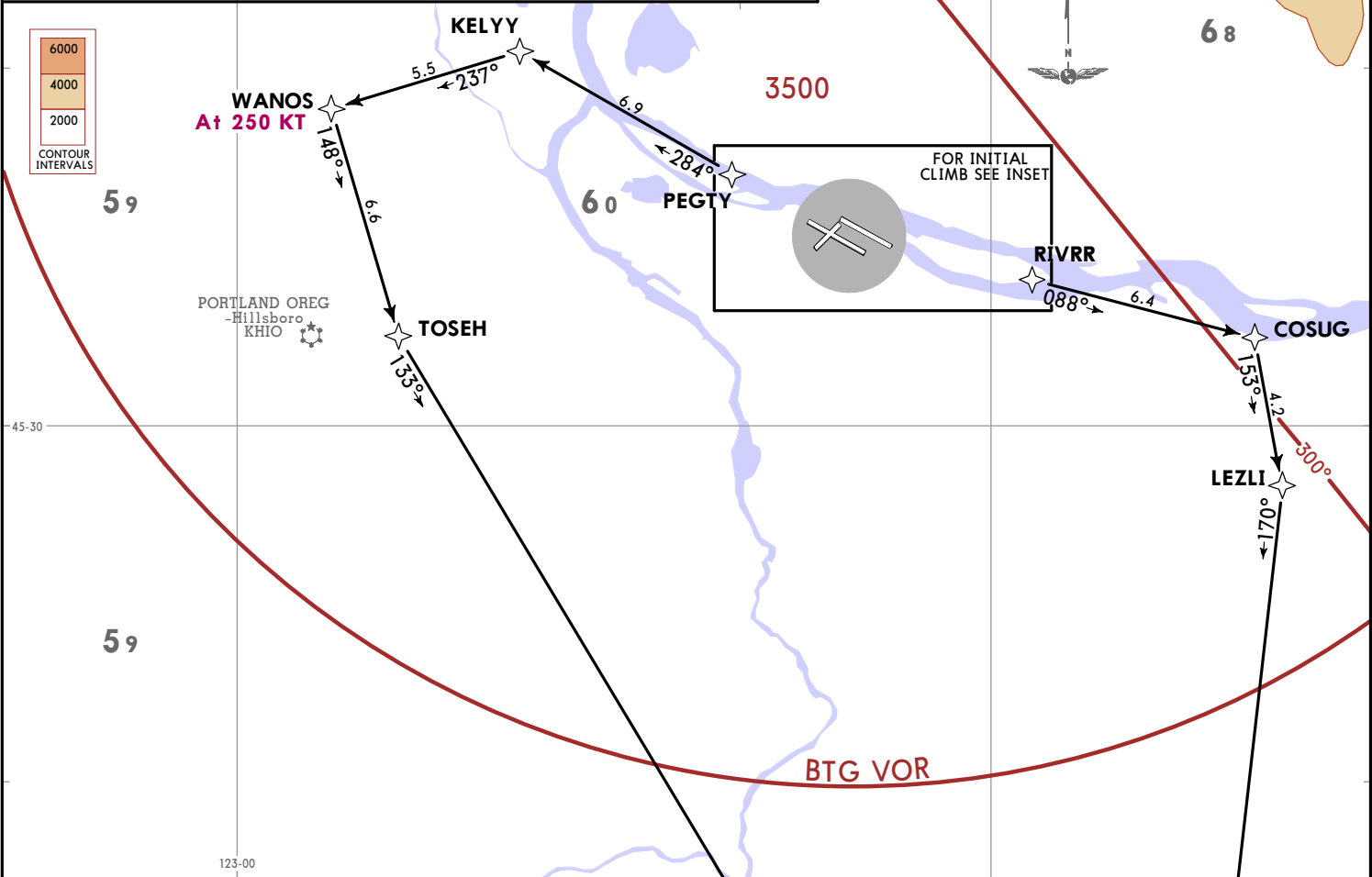
ROUTING
 From CHISM via transition. MAINTAIN assigned altitude. EXPECT filed altitude 10 minutes after departure.



CHANGES: New format.

PORTLAND Departure (R)
 280°-099° 100°-279°
 124.35 118.1
 Apt Elev 31
 Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RNAV 1.
 3. RADAR required for non-GPS equipped aircraft.
 4. Turbojet aircraft only.
 5. For non-GPS equipped aircraft departing Rwy 28L/R, BTG DME must be operational.

HRMNS 5 RNAV DEPARTURE (HRMNS5.HRMNS)



INITIAL CLIMB

NOT TO SCALE

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 3, 21: Not authorized - Air traffic.
 Rwy 10L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 540, then minimum climb of 350 per NM to 3400.
 Rwy 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 540, then minimum climb of 350 per NM to 2500.

OBSTACLES
 Rwy 10L: Vehicles on road beginning abeam DER, 376 LEFT of centerline, up to 15 AGL/78 MSL. Trees beginning 1201 from DER, 753 RIGHT of centerline, up to 75 AGL/95 MSL.
 Rwy 10R: Pole 1996 from DER, 759 RIGHT of centerline, 54 AGL/74 MSL.
 Rwy 28L: Trees 1873 from DER, 837 LEFT of centerline, up to 75 AGL/95 MSL.
 Rwy 28R: Building, antennas, vehicles on road beginning 130 from DER, 257 RIGHT of centerline, up to 27 AGL/58 MSL.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 350 per NM | 438 | 583 | 875 | 1167 | 1458 | 1750 |
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

| RWY | INITIAL CLIMB | TOP ALTITUDE |
|-------|--|------------------|
| 10L/R | Climb heading 103° to 540, then direct to RIVRR, then on depicted route to HRMNS. | Assigned by ATC. |
| 28L | Climb heading 283° to 540, then direct to PEGTY, then on depicted route to HRMNS. | |
| 28R | Climb heading 283°, intercept course 268° to PEGTY, then on depicted route to HRMNS. | |

ROUTING
 MAINTAIN assigned altitude. EXPECT filed altitude 10 minutes after departure.

KPDX/PDX
 PORTLAND INTL

28 JUL 17
 10-3A
 JEPPESEN

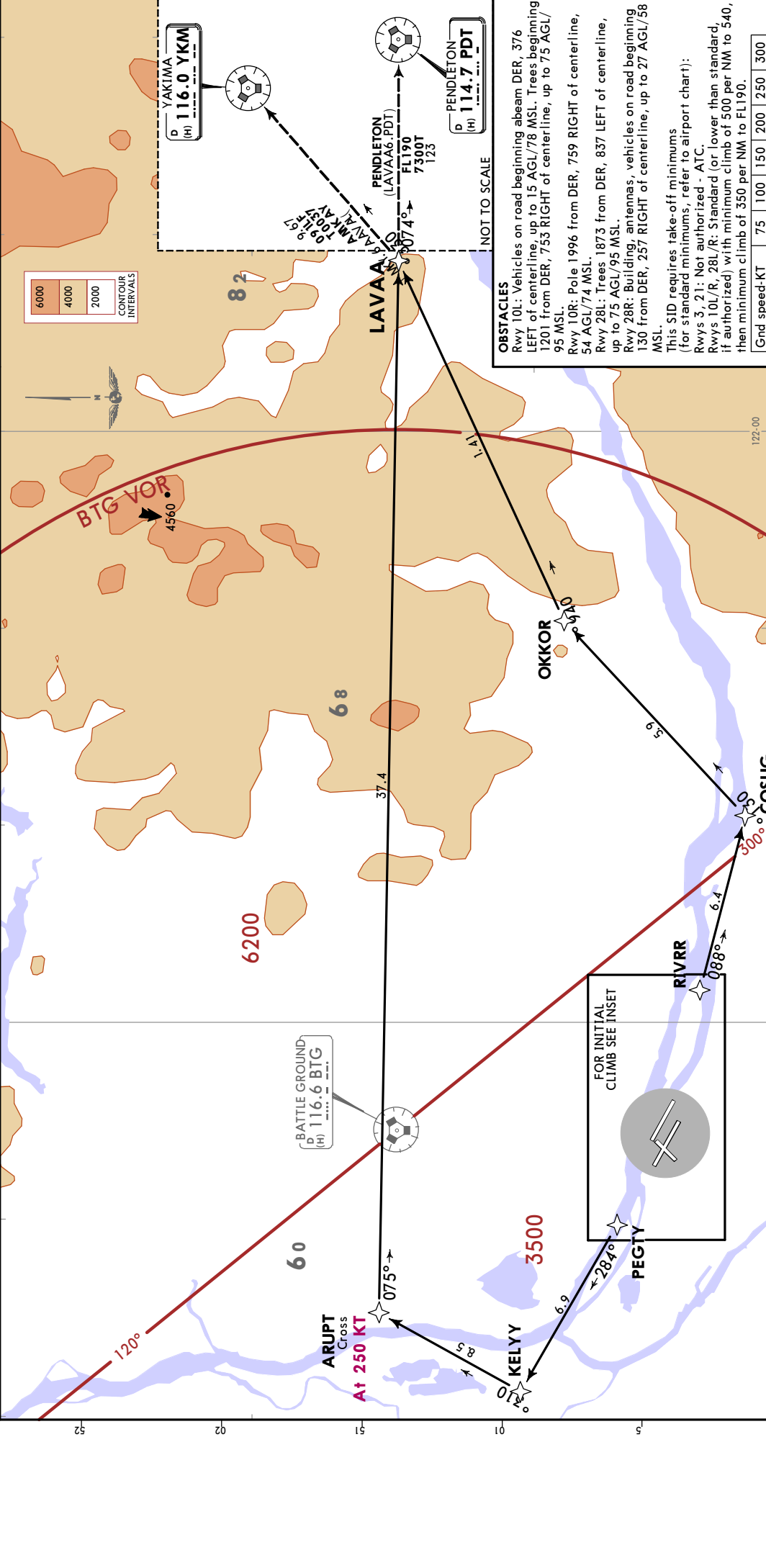
PORTLAND, OREG
 RNAV SID

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LAVAA 6 RNAV DEPARTURE
 (LAVAA6.LAVAA)

Trans alt: 18000
 1. DME/DME/IRU or GPS required. 2. RADAR required for non-GPS equipped aircraft. 3. RNAV 1.
 4. Turbojet aircraft only. 5. For non-GPS equipped aircraft departing Rwy 10L/R, UBG DME must be operational for the YAKIMA Transition.
 6. GPS required for aircraft departing Rwy 10L/R, for the PENDELTON Transition
 7. For non-GPS equipped aircraft departing Rwy 28L/R, UBG and BTG DMEs must be operational for all Transitions.

KPDx/PDX
 PORTLAND INTL
 PORTLAND Departure (R)
 280°-099° | 100°-279°
 124.35 | 118.1
 Apt Elev 31



OBSTACLES

Rwy 10L: Vehicles on road beginning abeam DER, 376 LEFT of centerline, up to 15 AGL/78 MSL. Trees beginning 1201 from DER, 753 RIGHT of centerline, up to 75 AGL/95 MSL.
 Rwy 10R: Pole 1996 from DER, 759 RIGHT of centerline, 54 AGL/74 MSL.
 Rwy 28L: Trees 1873 from DER, 837 LEFT of centerline, up to 75 AGL/95 MSL.
 Rwy 28R: Building, antennas, vehicles on road beginning 130 from DER, 257 RIGHT of centerline, up to 27 AGL/58 MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 3, 2: Not authorized - ATC.
 Rwy 10L/R, 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 540, then minimum climb of 350 per NM to FL190.

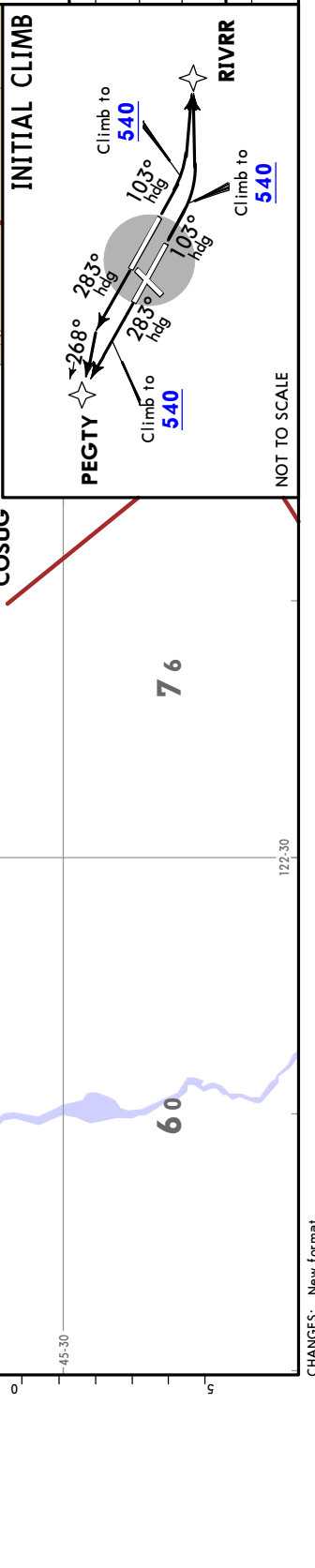
| | | | | | | |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 350 per NM | 438 | 583 | 875 | 1167 | 1458 | 1750 |
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

INITIAL CLIMB

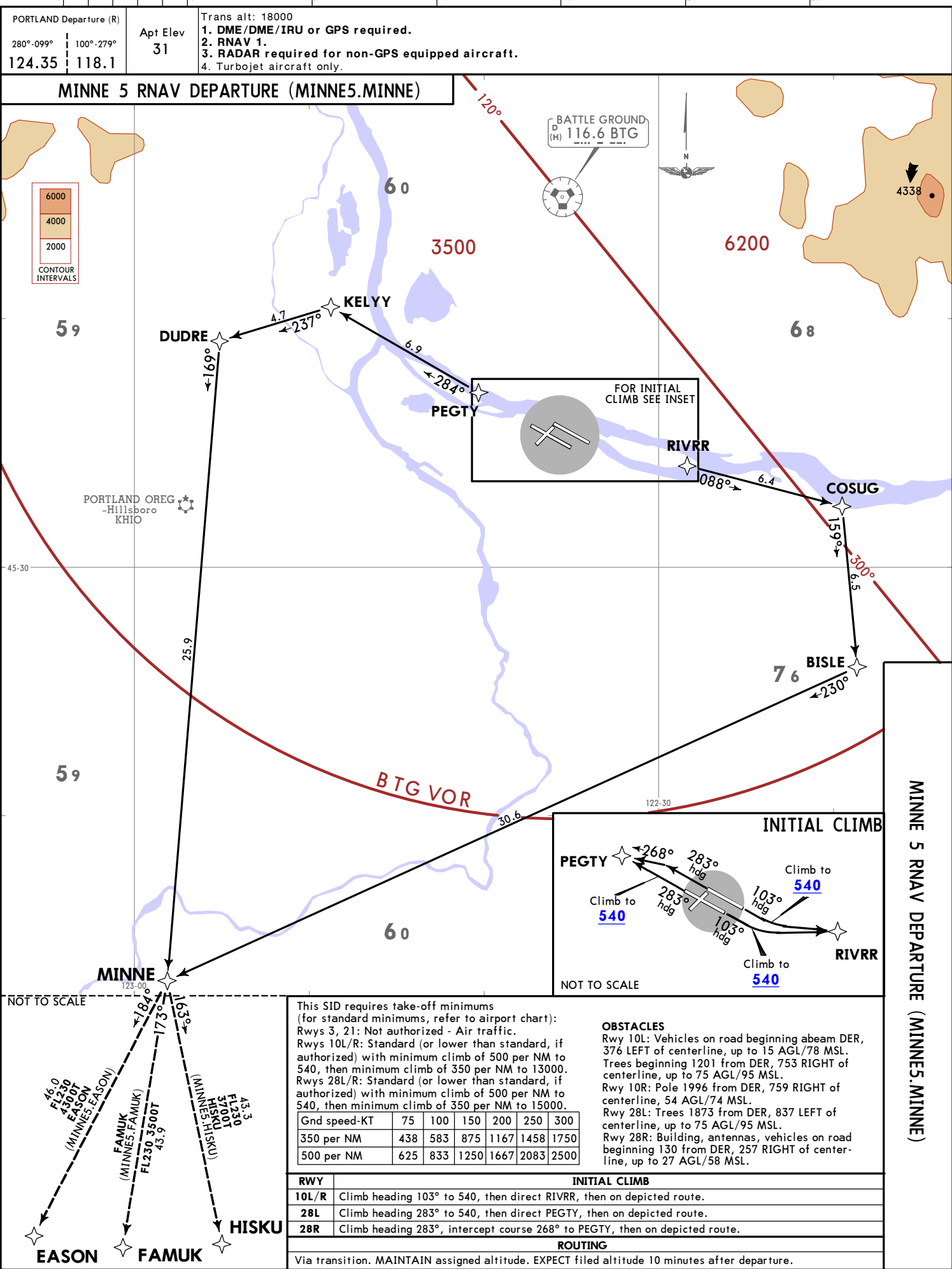
| | |
|--------------|--|
| 10L/R | Climb heading 103° to 540, then direct RIVRR, then on depicted route to LAVAA. |
| 28L | Climb heading 283° to 540, then direct PEGTY, then on depicted route to LAVAA. |
| 28R | Climb heading 283°, intercept course 268° to PEGTY, then on depicted route to LAVAA. |

ROUTING

From LAVAA via transition. MAINTAIN assigned altitude. EXPECT filed altitude 10 minutes after departure.

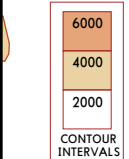


CHANGES: New format.



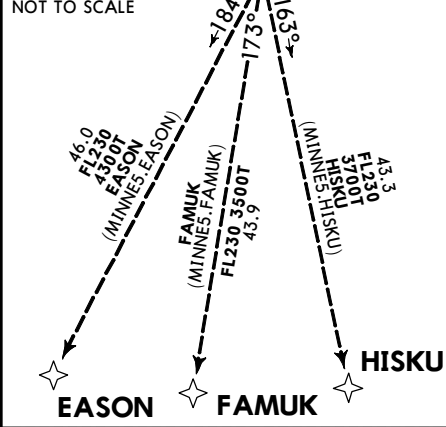
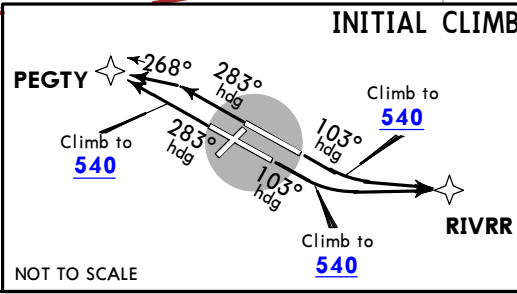
PORTLAND Departure (R)
280°-099° 100°-279°
124.35 118.1

Apt Elev 31
Trans alt: 18000
1. DME/DME/IRU or GPS required.
2. RNAV 1.
3. RADAR required for non-GPS equipped aircraft.
4. Turbojet aircraft only.



BATTLE GROUND
D (H) 116.6 BTG

FOR INITIAL CLIMB SEE INSET



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 3, 21: Not authorized - Air traffic.
Rwys 10L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 540, then minimum climb of 350 per NM to 13000.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 540, then minimum climb of 350 per NM to 15000.

| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| 350 per NM | 438 | 583 | 875 | 1167 | 1458 | 1750 |
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |

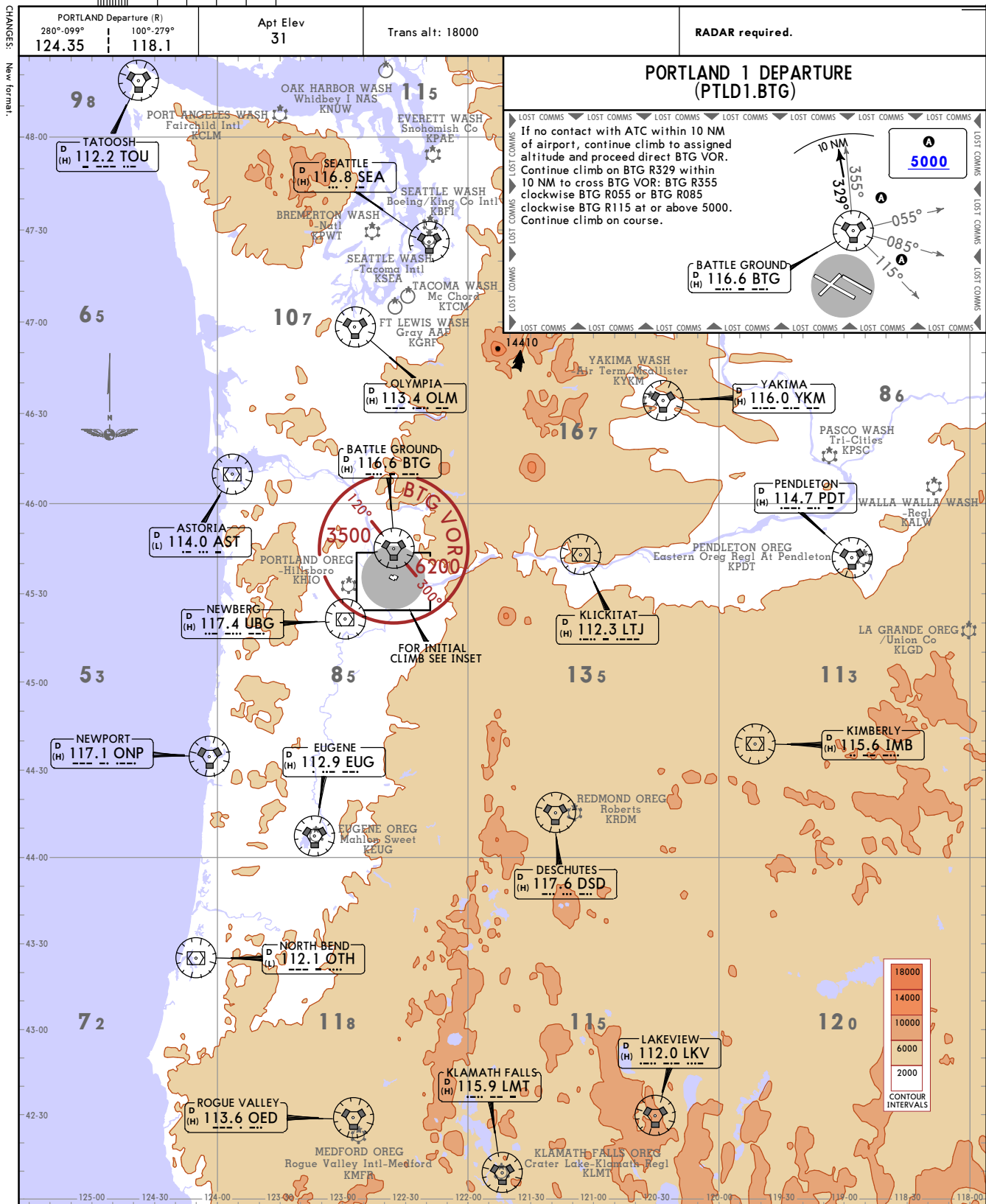
OBSTACLES
Rwy 10L: Vehicles on road beginning abeam DER, 376 LEFT of centerline, up to 15 AGL/78 MSL.
Trees beginning 1201 from DER, 753 RIGHT of centerline, up to 75 AGL/95 MSL.
Rwy 10R: Pole 1996 from DER, 759 RIGHT of centerline, 54 AGL/74 MSL.
Rwy 28L: Trees 1873 from DER, 837 LEFT of centerline, up to 75 AGL/95 MSL.
Rwy 28R: Building, antennas, vehicles on road beginning 130 from DER, 257 RIGHT of centerline, up to 27 AGL/58 MSL.

| RWY | INITIAL CLIMB |
|-------|---|
| 10L/R | Climb heading 103° to 540, then direct RIVRR, then on depicted route. |
| 28L | Climb heading 283° to 540, then direct PEGTY, then on depicted route. |
| 28R | Climb heading 283°, intercept course 268° to PEGTY, then on depicted route. |

ROUTING
Via transition. MAINTAIN assigned altitude. EXPECT filed altitude 10 minutes after departure.

KPDJ/PDX
 PORTLAND INTL
 28 JUL 17 10-3C
 JEPPESEN
 PORTLAND, OREG
 RNAV SID

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PORTLAND 1 DEPARTURE (PTLD1.BTG)

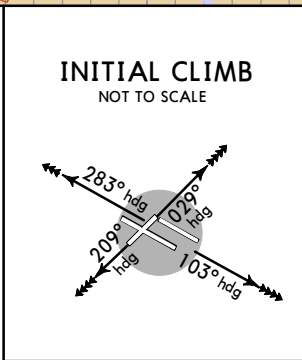
LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no contact with ATC within 10 NM of airport, continue climb to assigned altitude and proceed direct BTG VOR. Continue climb on BTG R329 within 10 NM to cross BTG VOR: BTG R355 clockwise BTG R055 or BTG R085 clockwise BTG R115 at or above 5000. Continue climb on course.

BATTLE GROUND
D (H) 116.6 BTG

5000

10 NM
329°
355°
055°
085°
115°



This SID requires take-off minimums (for standard minimums, refer to airport chart):
 Rwy 3, 10R: Standard (or lower than standard, if authorized) with minimum climb of 400 per NM to 2900.
 Rwy 10L, 21: Standard (or lower than standard, if authorized) with minimum climb of 450 per NM to 2900.
 Rwy 28L: Standard (or lower than standard, if authorized) with minimum climb of 375 per NM to 2900.
 Rwy 28R: Standard (or lower than standard, if authorized) with minimum climb of 350 per NM to 2900.

| | | | | | | |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 350 per NM | 438 | 583 | 875 | 1167 | 1458 | 1750 |
| 375 per NM | 469 | 625 | 938 | 1250 | 1563 | 1875 |
| 400 per NM | 500 | 667 | 1000 | 1333 | 1667 | 2000 |
| 450 per NM | 563 | 750 | 1125 | 1500 | 1875 | 2250 |

OBSTACLES

Rwy 3: Sign 1 from DER, 133 LEFT of centerline, 5 AGL/28 MSL. Vehicle on road 1363 from DER, 795 LEFT of centerline, 15 AGL/76 MSL. Vehicle on road 1675 from DER, 5 RIGHT of centerline, 15 AGL/76 MSL. Multiple trees, towers beginning 1.2 NM from DER, 278 LEFT of centerline, up to 85 AGL/463 MSL. Multiple trees, building, electrical system and pole beginning 1.3 NM from DER, 63 RIGHT of centerline, up to 85 AGL/430 MSL. Tree 1.7 NM from DER, 8 RIGHT of centerline, 85 AGL/413 MSL.

Rwy 10L: Vehicles on road beginning abeam DER, 376 LEFT of centerline, up to 15 AGL/78 MSL. Trees beginning 1201 from DER, 753 RIGHT of centerline, up to 75 AGL/95 MSL.

Rwy 10R: Pole 1996 from DER, 759 RIGHT of centerline, 54 AGL/74 MSL.

Rwy 21: Light on DME 354 from DER, 255 LEFT of centerline, 23 AGL/37 MSL. Multiple trees, poles, tower beginning 1327 from DER, 23 LEFT of centerline, up to 93 AGL/328 MSL. Multiple trees, poles, beginning 1098 from DER, 42 RIGHT of centerline, up to 75 AGL/329 MSL. Trees beginning 2229 from DER, on centerline, up to 75 AGL/190 MSL.

Rwy 28L: Trees 1873 from DER, 837 LEFT of centerline, up to 75 AGL/95 MSL.

Rwy 28R: Building, antennas, vehicles on road, beginning 130 from DER, 257 RIGHT of centerline, up to 27 AGL/58 MSL.

| RWY | INITIAL CLIMB |
|-------|----------------------------|
| 3 | Climb heading 029° to 600. |
| 10L/R | Climb heading 103° to 500. |
| 21 | Climb heading 209° to 500. |
| 28L/R | Climb heading 283° to 800. |

ROUTING

Then on assigned heading. EXPECT RADAR vectors to assigned route/fix. MAINTAIN assigned altitude. EXPECT filed altitude five minutes after departure.

KPDX/PDX
PORTLAND INTL
PORTLAND 1 DEPARTURE (PTLD1.BTG)
 25 AUG 17 (10-3D)
JEPPESSEN PORTLAND, OREG
SID

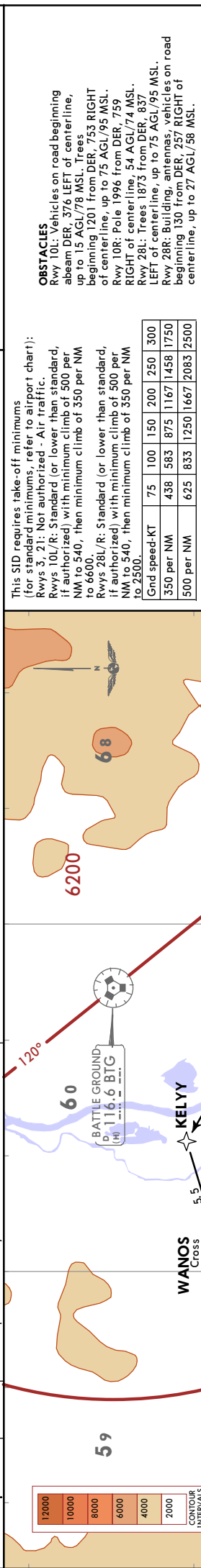
PORTLAND Departure (R)
280° 095° | 100° 279°
124.35 | **118.1**

Apt. Elev
31

Trans alt: 18000

1. **RNAV 1.**
2. **DME/DME/IRU or GPS required.**
3. **RADAR required for non-GPS equipped aircraft.**
4. Turbojet aircraft only.

5. For non-GPS equipped aircraft departing Rwy's 10L/R, URG and BTG DMEs must be operational for the KOATA Transition; BTG and DSD DMEs must be operational for the KIMBERLY Transition.
6. For non-GPS equipped aircraft departing Rwy's 28L/R, BTG DME must be operational.

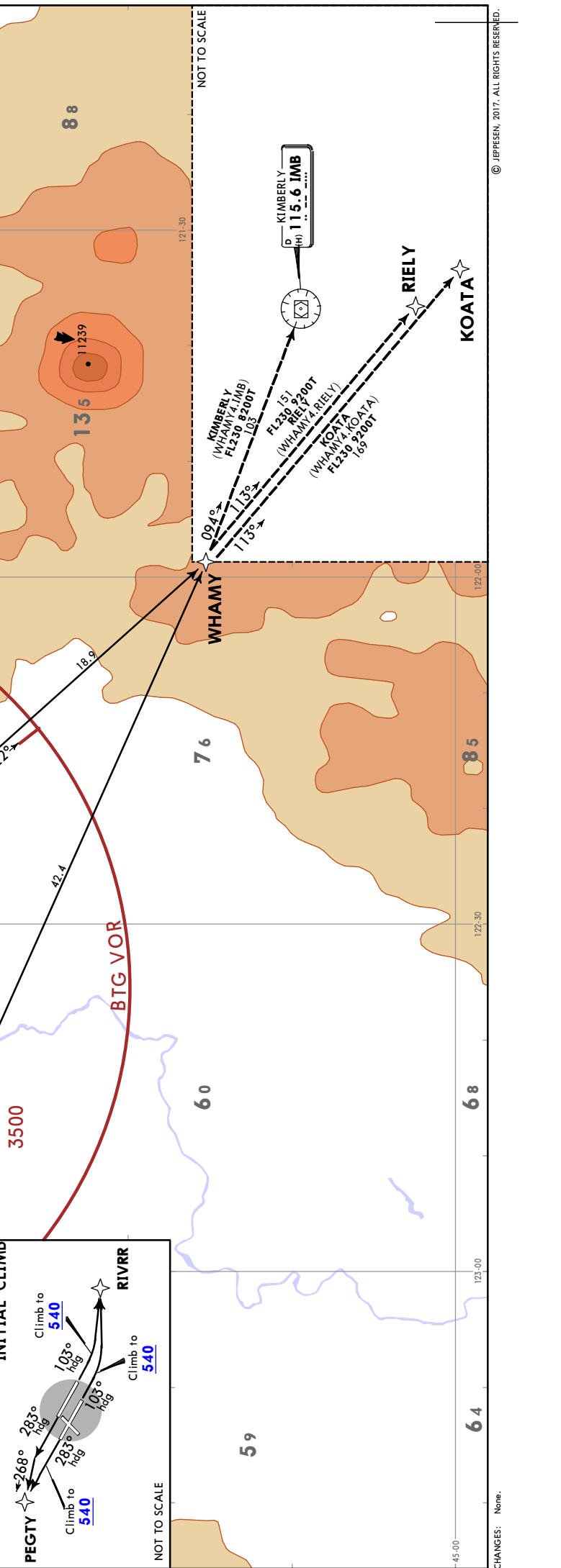
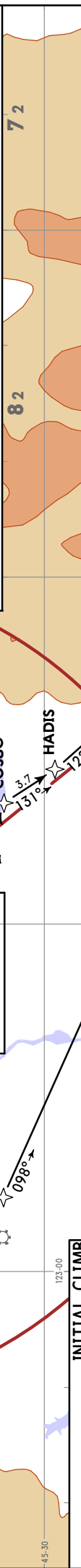


OBSTACLES
 Rwy 10L: Vehicles on road beginning abeam DER, 376 LEFT of centerline, up to 15 AGL/78 MSL. Trees beginning 1201 from DER, 753 RIGHT of centerline, up to 75 AGL/95 MSL.
 Rwy 10R: Pole 1996 from DER, 759 RIGHT of centerline, 54 AGL/74 MSL.
 Rwy 28L: Trees 1873 from DER, 837 LEFT of centerline, up to 75 AGL/95 MSL.
 Rwy 28R: Building, apse, vehicles on road beginning 130 from DER, 257 RIGHT of centerline, up to 27 AGL/38 MSL.

INITIAL CLIMB
 10L/R Climb heading 103° to 540, then direct to RIVRR, then on depicted route to WHAMY.
 28L Climb heading 283° to 540, then direct to PEGTY, then on depicted route to WHAMY.
 28R Climb heading 283°, intercept course 268° to PEGTY, then on depicted route to WHAMY.

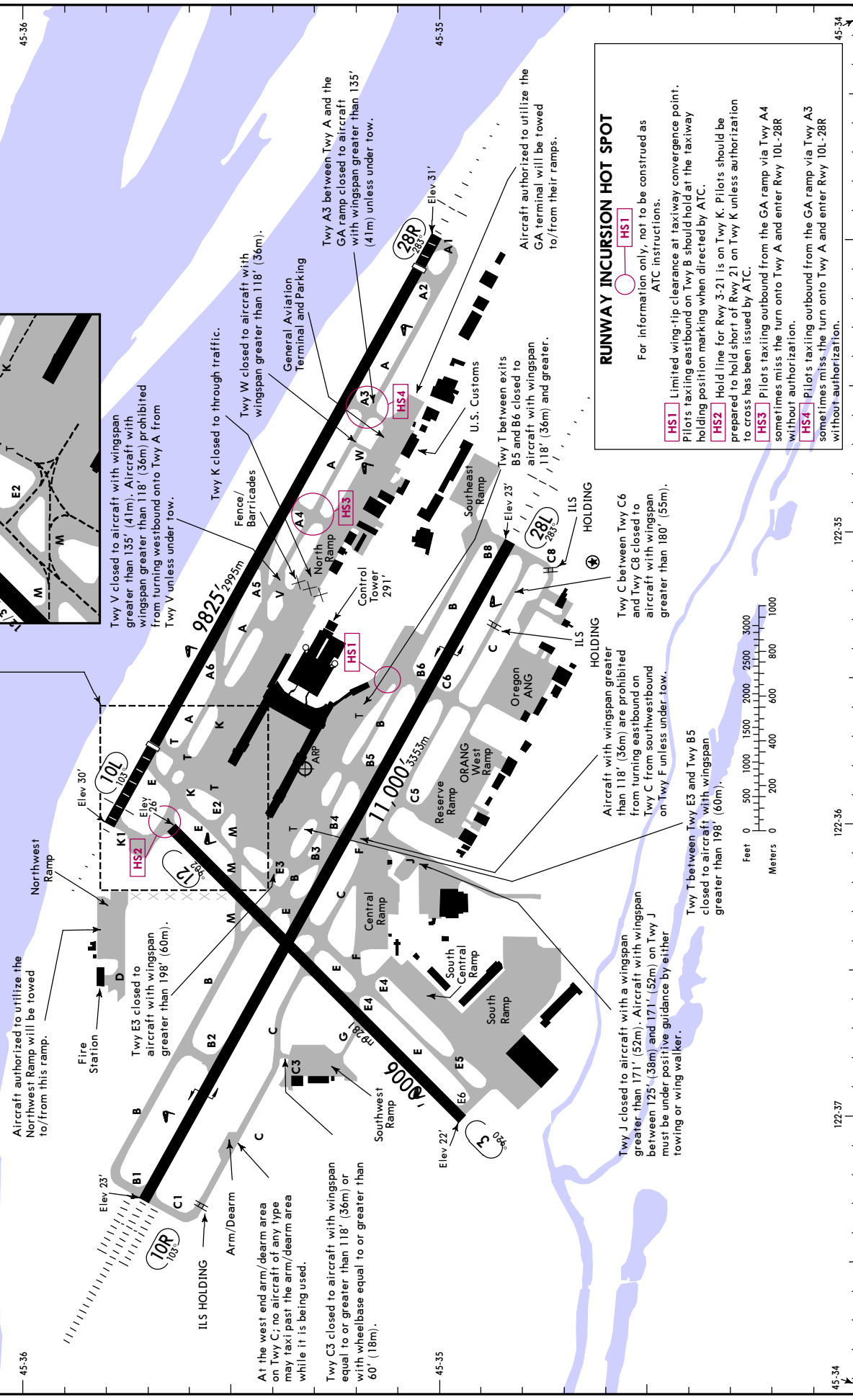
ROUTING
 From WHAMY via transition MAINTAIN assigned altitude. EXPECT filed altitude 10 minutes after departure.

| RWY | 75 | 100 | 150 | 200 | 250 | 300 |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 438 | 583 | 875 | 1167 | 1458 | 1750 |
| 500 per NM | 625 | 833 | 1250 | 1667 | 2083 | 2500 |



| | | | |
|---------------------------------|---------------------------------|---|--------------------|
| D-ATIS 128.35 VOT 111.0 | Data Comm CPDLC: DCL | PORTLAND Clearance 120.125 | Ground 121.9 |
| Tower Rwys 10L, 28R 118.7 | Rwys 3, 10R, 21, 28L 123.775 | PORTLAND Departure (R) 280°-099° 124.35 | 100°-279° 118.1 |

CAUTION: Be alert to runway crossing clearances. Readback of all runway holding instructions is required.
 Rwy 21 closed to Height Group IV aircraft with cockpit to wheel height greater than 22'.



RUNWAY INCURSION HOT SPOT
 For information only, not to be construed as ATC instructions.
HS1 Limited wing-tip clearance at taxiway convergence point. Pilots taxiing eastbound on Twy B should hold at the taxiway holding position marking when directed by ATC.
HS2 Hold line for Rwy 3-21 is on Twy K. Pilots should be prepared to hold short of Rwy 21 on Twy K unless authorization to cross has been issued by ATC.
HS3 Pilots taxiing outbound from the GA ramp via Twy A4 sometimes miss the turn onto Twy A and enter Rwy 10L-28R without authorization.
HS4 Pilots taxiing outbound from the GA ramp via Twy A3 sometimes miss the turn onto Twy A and enter Rwy 10L-28R without authorization.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

GENERAL
 Airport surface surveillance capability in use. Operate transponders with altitude reporting mode and automatic dependent surveillance-broadcast (if equipped) enabled on all airport surfaces.
 Closed to non-powered aircraft except emergency.
 180° turns by aircraft weighing in excess of 12,500 lbs prohibited on Rwy 10L/28R, Rwy 3/21 and all twys.
 Noise abatement procedures in effect: Call Noise Office.
 Rwy 28L arrivals are noise sensitive, expect approach to Rwy 28R with transition to 28L.
 Uncontrolled traffic at Pearson Field, Vancouver WA, 3 NM West of Rwy 10L threshold on extended centerline.
 Low-level wind shear alert system.
 Birds in vicinity of airport.
 Portland Intl has facility constraints that limit its ability to accommodate diverted flights and maintain the airport's safe operation during irregular operations. Aircraft operators should contact the on-duty airport operations supervisor (AOS) for airside to coordinate diverted flights except in the case of a declared in-flight emergency.

| RWY 21 | |
|------------------------------------|------------------|
| With Min climb of 290'/NM to 1800' | |
| Adequate Vis Ref | 3 & 4 Eng STD |
| 1/4 | 1/2 1 |
| RWY 3 | |
| With Min climb of 355'/NM to 700' | |
| Adequate Vis Ref | 3 & 4 Eng STD |
| 1/4 | 1/2 1 |
| Other | |
| 500-3 | |

| ADDITIONAL RUNWAY INFORMATION | | | |
|-------------------------------|----------------|----------------|-------------|
| RWY | LANDING BEYOND | USABLE LENGTHS | |
| | | Threshold | GLIDE Slope |
| 3 | | | 150' 46m |
| 21 | | grooved | |
| | | grooved | |

OBSTACLE DP
 Runway 3, climb heading 029° to 700', then climbing left turn direct BTG VOR, thence continue climb in BTG VOR holding pattern (hold northwest, right turns, 149° inbound) to cross BTG VOR at or above MCA/MEA before proceeding on course.
 Runways 10L, 10R, climb heading 103° to 500', then climbing left turn direct BTG VOR, thence continue climb in BTG VOR holding pattern (hold northwest, right turns, 149° inbound) to cross BTG VOR at or above MCA/MEA before proceeding on course.
 Runway 21, climb heading 209° to 500', then climbing right turn direct BTG VOR, thence continue climb in BTG VOR holding pattern (hold northwest, right turns, 149° inbound) to cross BTG VOR at or above MCA/MEA before proceeding on course.
 Runways 28L, 28R, climb heading 283° to 500', then climbing right turn direct BTG VOR, thence continue climb in BTG VOR holding pattern (hold northwest, right turns, 149° inbound) to cross BTG VOR at or above MCA/MEA before proceeding on course.
 (For TAKEOFF OBSTACLE NOTES see 10-9A1)

| ADDITIONAL RUNWAY INFORMATION | | | |
|-------------------------------|--|----------------|-------------|
| RWY | LANDING BEYOND | USABLE LENGTHS | |
| | | Threshold | GLIDE Slope |
| 10R | | grooved RVR | 150' 46m |
| 28L | | grooved RVR | |
| ① | Unusable beyond 4° left and right of rwy centerline and beyond 5 NM unusable. | | |
| ② | Angle 3.0°. | | |
| ③ | Glide slope fluctuations prior to Addum waypoint when weather is greater than 800/2. | | |
| 10L | | grooved RVR | 150' 46m |
| 28R | | grooved RVR | |

DIVERSE VECTOR AREA (Radar Vectors) (AMEND 0)
 Rwy 3: Heading as assigned by ATC; requires minimum climb of 360'/NM to 4500'.
 Rwy 10L: Heading as assigned by ATC; requires minimum climb of 350'/NM to 4700'.
 Rwy 10R: Heading as assigned by ATC; requires minimum climb of 400'/NM to 3600'.
 Rwy 21: Heading as assigned by ATC; requires minimum climb of 430'/NM to 3000'.
 Rwy 28L: Heading as assigned by ATC; requires minimum climb of 370'/NM to 3600'.
 Rwy 28R: Heading as assigned by ATC; requires minimum climb of 340'/NM to 4500'.

| TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE (AMEND 8) | | | |
|---|------------------|---------------|-------------|
| Rwys 28L, 28R | | | |
| 2 operating RVRs are required All operating RVRs are controlling | | STD | |
| CL & HIRL | Adequate Vis Ref | 3 & 4 Eng | 1 & 2 Eng |
| TDZ RVR 5 | RVR 16 or 1/4 | RVR 24 or 1/2 | RVR 50 or 1 |
| Mid RVR 5 | | | |
| Rollout RVR 5 | | | |
| Rwy 10L | | | |
| 2 operating RVRs are required All operating RVRs are controlling | | STD | |
| CL & HIRL | Adequate Vis Ref | 3 & 4 Eng | 1 & 2 Eng |
| TDZ RVR 5 | RVR 16 or 1/4 | RVR 24 or 1/2 | RVR 50 or 1 |
| Mid RVR 5 | | | |
| Rollout RVR 5 | | | |
| Rwy 10R | | | |
| 2 operating RVRs are required All operating RVRs are controlling | | STD | |
| CL & HIRL | Adequate Vis Ref | 3 & 4 Eng | 1 & 2 Eng |
| TDZ RVR 3 | RVR 16 or 1/4 | RVR 24 or 1/2 | RVR 50 or 1 |
| Mid RVR 3 | | | |
| Rollout RVR 3 | | | |

| FOR FILING AS ALTERNATE | | | |
|-------------------------|-------------|-------------|-------------|
| ILS Rwy 10L | ILS Rwy 28L | ILS Rwy 28R | ILS Rwy 10R |
| 700-2 | 700-2 | 800-2 | 800-2 |
| 800-2 | 800-2 | 800-2 | 800-2 |
| 1100-3 | 1100-3 | 1100-3 | 1100-3 |
| A | 700-2 | 800-2 | 900-2 |
| B | 800-2 | 800-2 | 900-2 |
| C | 800-2 | 800-2 | 900-2 1/2 |
| D | 1100-3 | 1100-3 | 1000-3 |

| FOR FILING AS ALTERNATE | | | |
|-------------------------|-------------|-------------|-------------|
| ILS Rwy 10L | ILS Rwy 28L | ILS Rwy 28R | ILS Rwy 10R |
| 700-2 | 700-2 | 800-2 | 800-2 |
| 800-2 | 800-2 | 800-2 | 800-2 |
| 1100-3 | 1100-3 | 1100-3 | 1100-3 |
| A | 700-2 | 800-2 | 900-2 |
| B | 800-2 | 800-2 | 900-2 |
| C | 800-2 | 800-2 | 900-2 1/2 |
| D | 1100-3 | 1100-3 | 1000-3 |

KPDY/PDX


JEPPESEN

27 MAR 15

10-9A1

Eff 2 Apr

PORTLAND, OREG
PORTLAND INTL

ODP TAKEOFF OBSTACLE NOTES

◦ RWY 3:

SIGN 1 FT FROM DER, 133 FT LEFT OF CENTERLINE, 5 FT AGL/28 FT MSL. VEHICLE ON ROAD 1363 FT FROM DER, 795 FT LEFT OF CENTERLINE, 15 FT AGL/76 FT MSL. VEHICLE ON ROAD 1675 FT FROM DER, 5 FT RIGHT OF CENTERLINE, 15 FT AGL/76 FT MSL. MULTIPLE TREES, TOWERS BEGINNING 1.2 NM FROM DER, 278 FT LEFT OF CENTERLINE, UP TO 85 FT AGL/463 FT MSL. MULTIPLE TREES, BUILDING, ELECTRICAL SYSTEM AND POLE BEGINNING 1.3 NM FROM DER, 63 FT RIGHT OF CENTERLINE, UP TO 85 FT AGL/430 FT MSL. TREE 1.7 NM FROM DER, 8 FT RIGHT OF CENTERLINE, 85 FT AGL/413 FT MSL.

◦ RWY 10L:

VEHICLES ON ROAD BEGINNING ABEAM DER, 376 FT LEFT OF CENTERLINE, UP TO 15 FT AGL/78 FT MSL. TREES BEGINNING 1201 FT FROM DER, 753 FT RIGHT OF CENTERLINE, UP TO 75 FT AGL/95 FT MSL.

◦ RWY 10R:

POLE 1996 FT FROM DER, 759 FT RIGHT OF CENTERLINE, 54 FT AGL/74 FT MSL.

◦ RWY 21:

LIGHT ON DME 354 FT FROM DER, 255 FT LEFT OF CENTERLINE, 23 FT AGL/37 FT MSL. MULTIPLE TREES, POLES, TOWER BEGINNING 1327 FT FROM DER, 23 FT LEFT OF CENTERLINE, UP TO 93 FT AGL/328 MSL. MULTIPLE TREES, POLES BEGINNING 1098 FT FROM DER, 42 FT RIGHT OF CENTERLINE UP TO 75 FT AGL/329 FT MSL. TREES BEGINNING 2229 FT FROM DER, ON CENTERLINE, UP TO 75 FT AGL/190 FT MSL.

◦ RWY 28L:

TREES 1873 FT FROM DER, 837 FT LEFT OF CENTERLINE, UP TO 75 FT AGL/95 FT MSL.

◦ RWY 28R:

BUILDING, ANTENNAS, VEHICLES ON ROAD BEGINNING 130FT FROM DER, 257 FT RIGHT OF CENTERLINE, UP TO 27 FT AGL/58 FT MSL.

KPDX/PDX

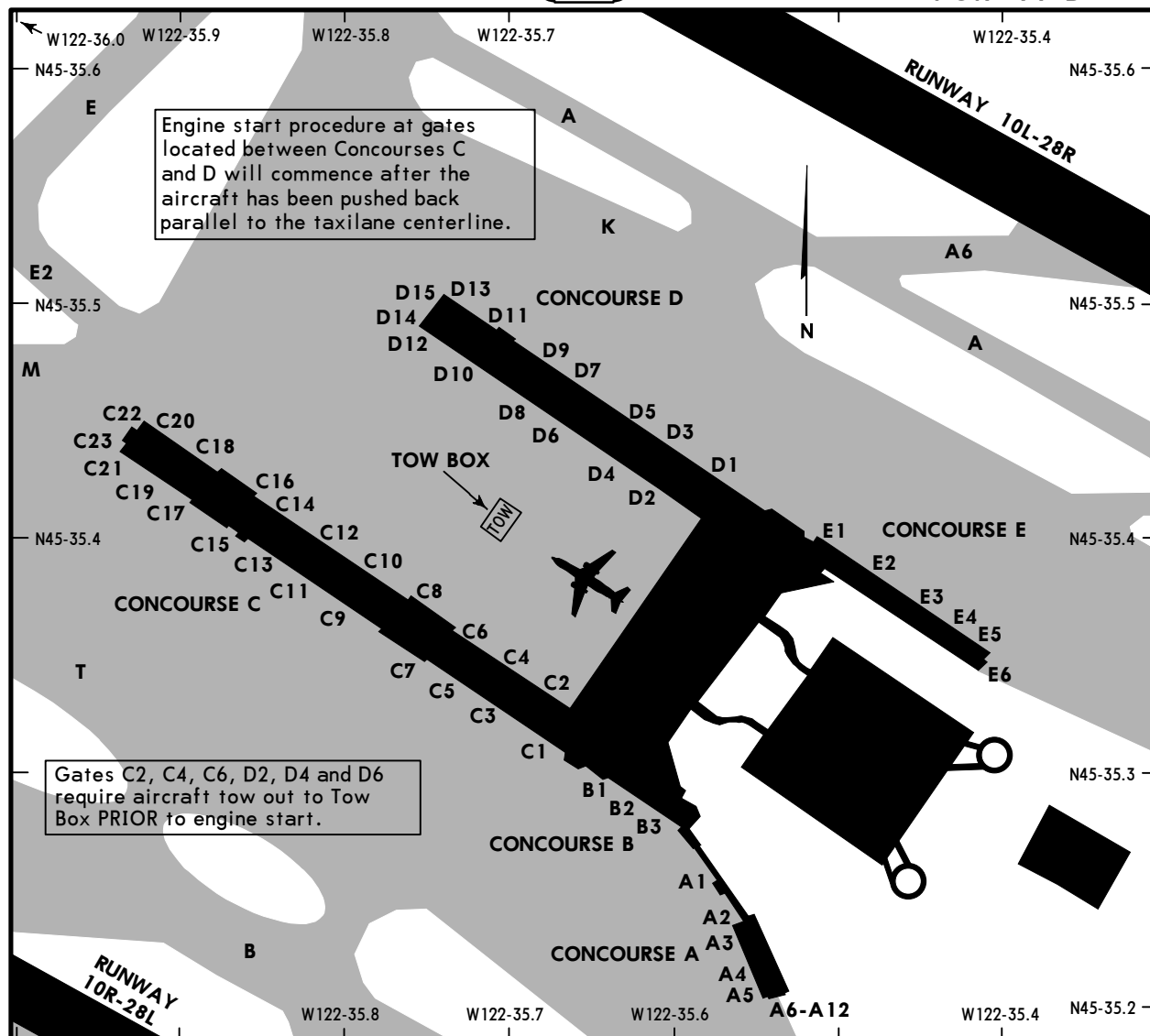
JEPPESSEN

PORTLAND, OREG

22 JUL 11

10-9B

PORTLAND INTL



PARKING GATE COORDINATES

| GATE No. | COORDINATES | GATE No. | COORDINATES |
|--------------------|--------------------|--------------------|--------------------|
| CONCOURSE A | | CONCOURSE D | |
| A1 | N45 35.3 W122 35.6 | D1 thru D4 | N45 35.4 W122 35.6 |
| A2 thru A5 | N45 35.2 W122 35.6 | D5 | N45 35.5 W122 35.6 |
| A6 thru A12 | N45 35.2 W122 35.5 | D6 | N45 35.4 W122 35.7 |
| CONCOURSE B | | D7 thru D11 | N45 35.5 W122 35.7 |
| B1 thru B3 | N45 35.3 W122 35.6 | D12 | N45 35.5 W122 35.8 |
| CONCOURSE C | | D13 | N45 35.5 W122 35.7 |
| C1 thru C5 | N45 35.3 W122 35.7 | D14 | N45 35.5 W122 35.8 |
| C6 | N45 35.4 W122 35.7 | D15 | N45 35.5 W122 35.7 |
| C7 | N45 35.3 W122 35.8 | CONCOURSE E | |
| C8 thru C14 | N45 35.4 W122 35.8 | E1, E2 | N45 35.4 W122 35.5 |
| C15 thru C23 | N45 35.4 W122 35.9 | E3 thru E5 | N45 35.4 W122 35.4 |
| | | E6 | N45 35.3 W122 35.4 |

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PORTLAND INTL

JEPPESSEN

SMGCS

28 DEC 18

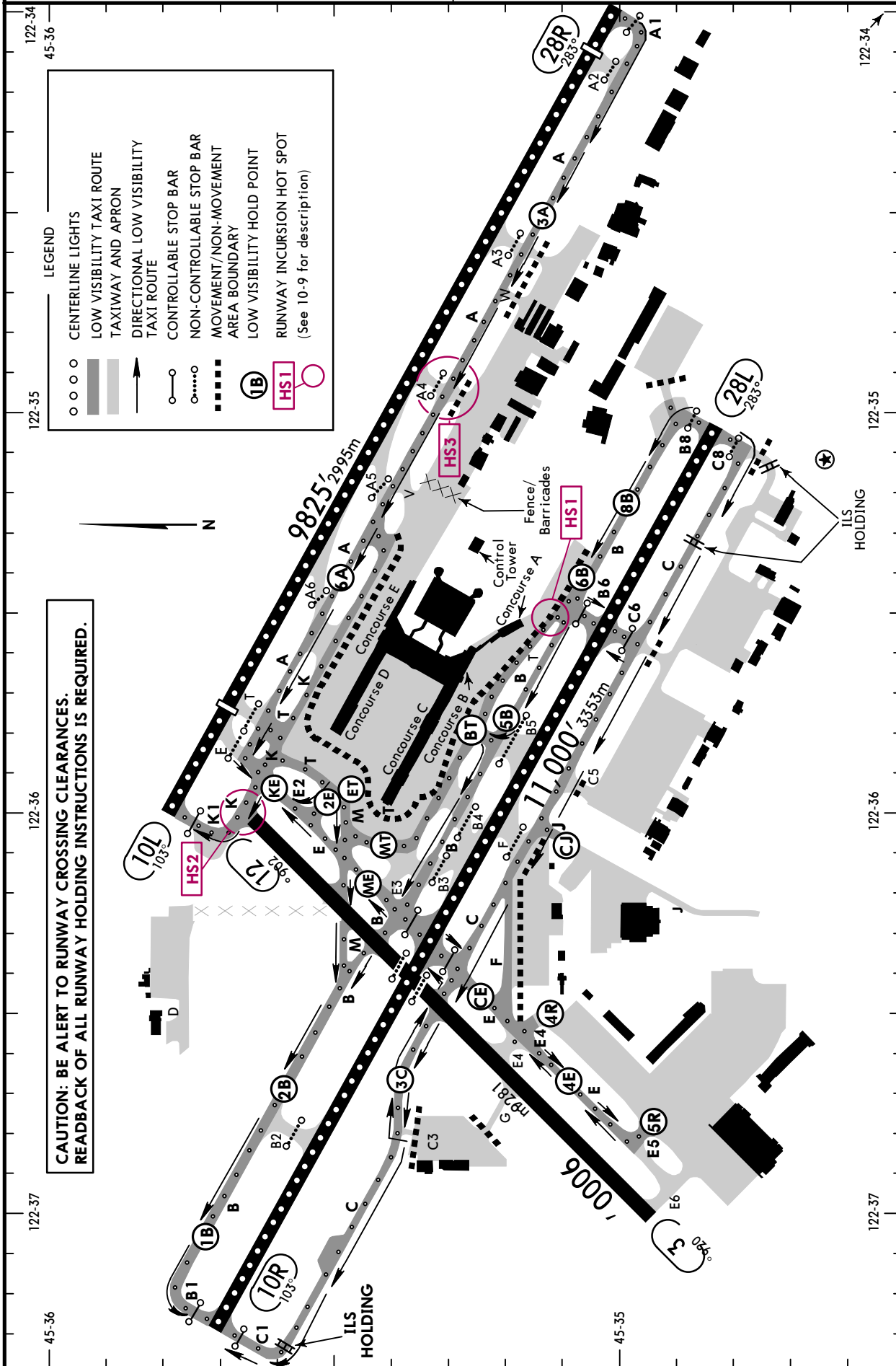
10-9C

PORTLAND, OREG

LESS THAN RVR 1200 TO 300

LOW VISIBILITY TAXI ROUTES Rws 10L & 10R

| | | | |
|--------------------------------------|---|---|---------------------------|
| D-ATIS 128.35 VOT 111.0 | Data Comm ACARS: D-ATIS, PDC CPDLC: DCL | PORTLAND Clearance 120.125 | Ground 121.9 |
| Rwys 10L, 28R 118.7 | Tower Rwys 3, 10R, 21, 28L 123.775 | 280°-099° PORTLAND Departure (R) 124.35 | 100°-279° 118.1 |



CHANGES: Twy K, A5, T added.

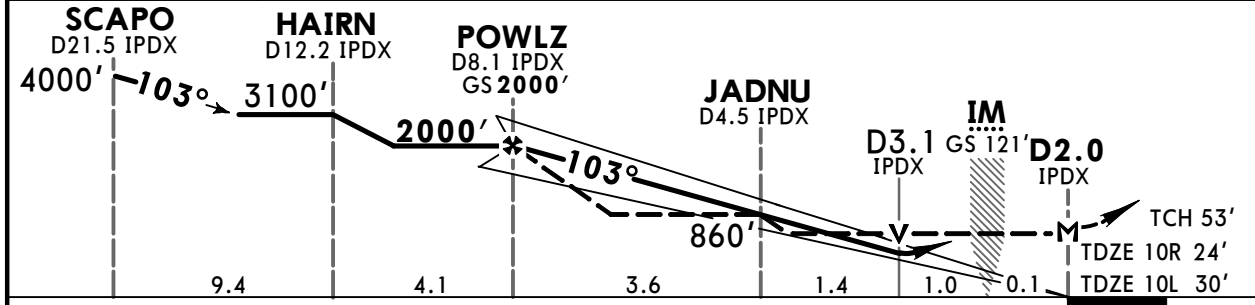
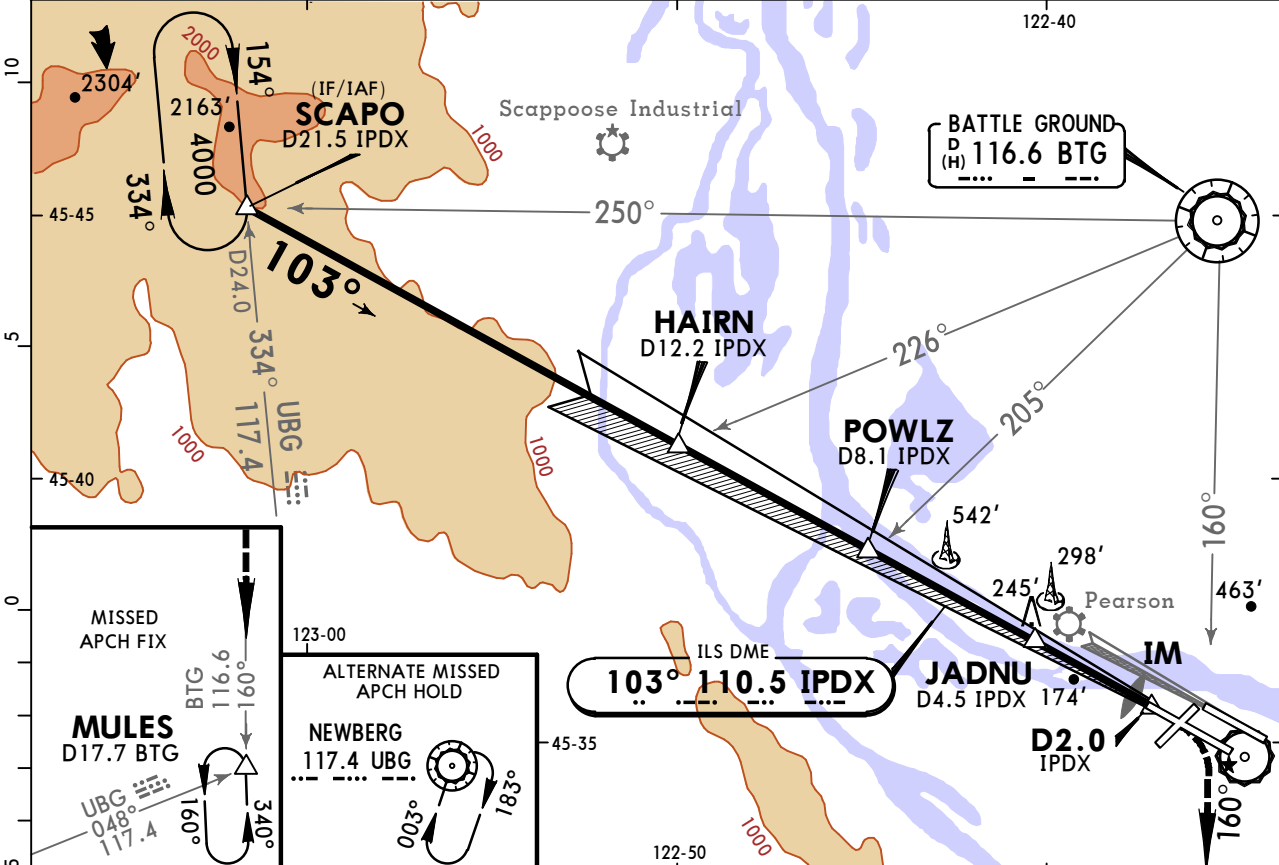
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KPDX/PDX PORTLAND INTL

JEPPESEN
19 OCT 18 (11-2)

PORTLAND, OREG ILS or LOC Rwy 10R

| | | | | | |
|---|--|---|------------------------------------|------------------------------|------------------------|
| D-ATIS 128.35 | PORTLAND Approach (R) 124.35 | PORTLAND Tower Rwys 3, 10R, 21, 28L 123.77 | | Rwys 10L-28R 118.7 | Ground 121.9 |
| LOC IPDX 110.5 | Final Apch Crs 103° | GS POWLZ 2000' (1976') | ILS DA(H) 224' (200') | Apt Elev 31' | TDZE 24' |
| MISSED APCH: Climb to 1100' then climbing RIGHT turn to 5000' outbound on BTG VOR R-160 to MULES INT/D17.7 BTG and hold, continue climb-in-hold to 5000', or as directed by ATC. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized with Rwy 10L. 2. VGSI and ILS glidepath not coincident. 3. MALSR, PAPI-L on Rwy 10L. | | | | | |



| | | | | | | | | | | | |
|----------------------------------|-------|------|------|------|------|------|-----------------|-------|-------|--------------|----------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI | 1100' | 5000' | BTG 116.6 | MULES R-160 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | |
| MAP at D2.0 IPDX or POWLZ to MAP | 6.0 | 5:09 | 4:00 | 3:36 | 3:00 | 2:34 | 2:15 | | | | |

| TERPS STRAIGHT-IN LANDING RWY 10R | | | | 2 SIDESTEP LANDING RWY 10L | | CIRCLE-TO-LAND | |
|-----------------------------------|---------------|--|---------------|----------------------------|--------------|---------------------------|---------------------|
| ILS DA(H) 224' (200') | | LOC (GS out) MDA(H) 440' (416') | | MDA(H) 860' (836') | | MDA(H) 800' (770') | |
| FULL | TDZ/CL out | ALS out | With JADNU | Without JADNU | RAIL/ALS out | Max Kts | MDA(H) |
| A | | | RVR 24 or 1/2 | RVR 50 or 1 | 1 | 90 | 860' (829') - 1 1/4 |
| B | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 60 or 1/4 | 1 1/4 | 120 | 860' (829') - 2 1/2 |
| C | | | RVR 40 or 3/4 | RVR 60 or 1 1/4 | 2 1/2 | 140 | 980' (949') - 3 |
| D | | | | | | 165 | |

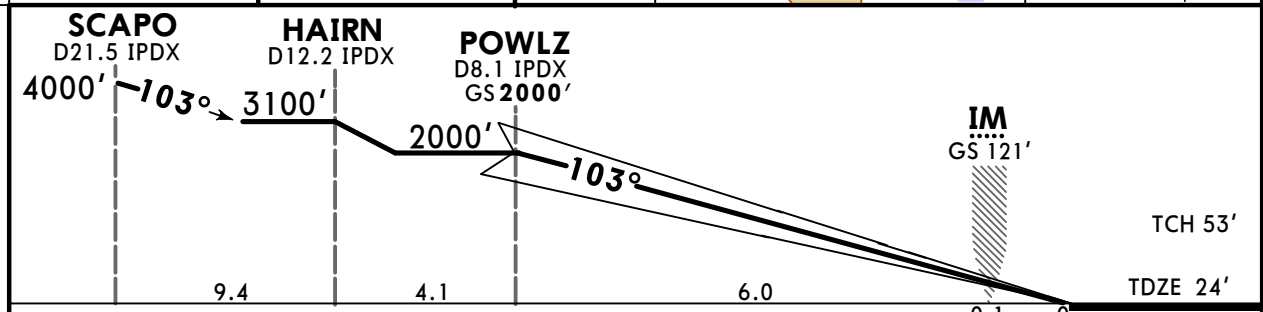
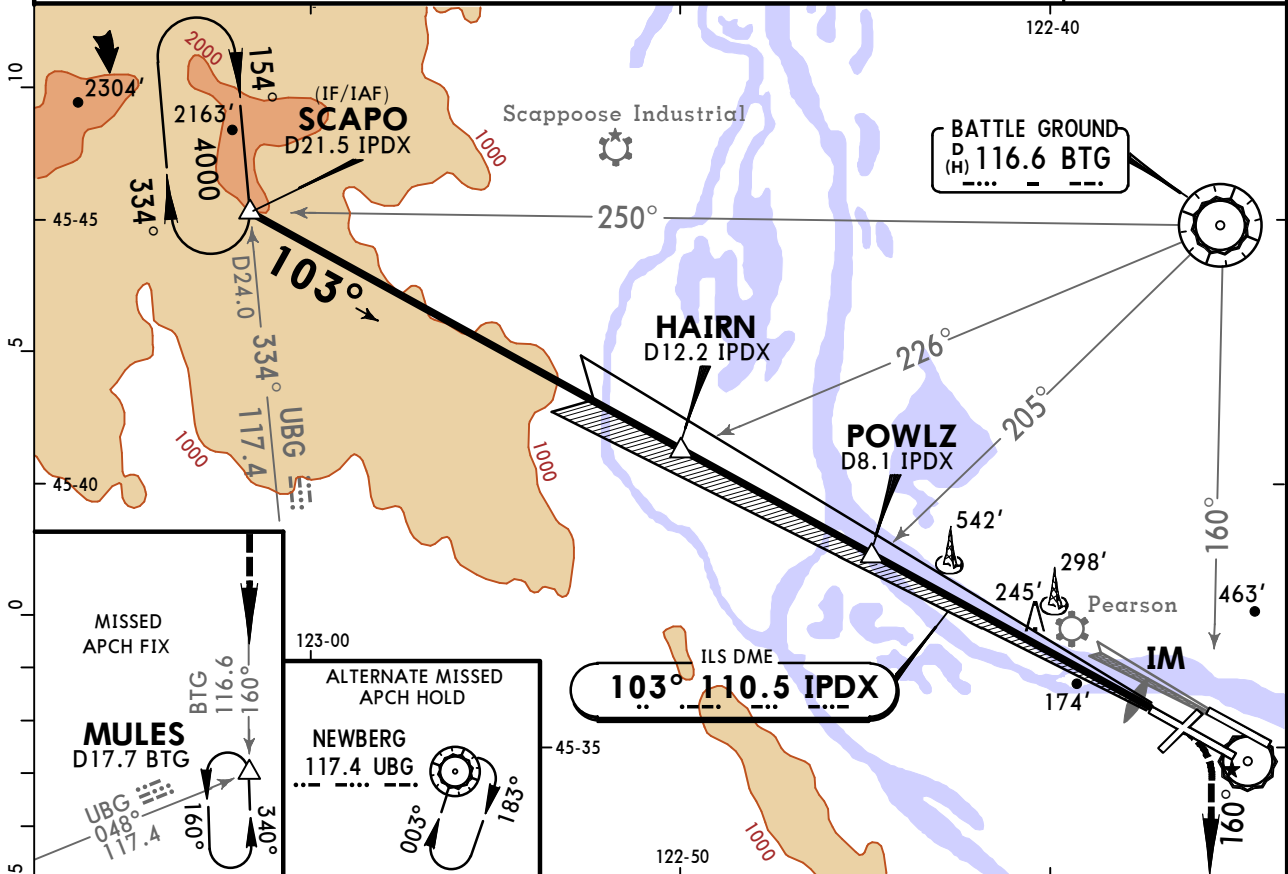
TERPS AMEND 34C 26 JUN 2014
 1 RVR 18 with Flight Director or Autopilot or HUD to DA. 2 Sidestep not authorized until passing JADNU.
 CHANGES: Minimums, chart format. © JEPPESEN, 1998, 2018. ALL RIGHTS RESERVED.

KPDX/PDX PORTLAND INTL

JEPPESEN
19 OCT 18 **(11-2A)**

PORTLAND, OREG ILS Rwy 10R CAT II & III

| | | | | | | | | |
|---|----------------------------------|---|----------------|---|-------------------------------|--|--------------------------------|------------------------|
| D-ATIS 128.35 | | PORTLAND Approach (R) 124.35 | | PORTLAND Tower Rwys 3, 10R, 21, 28L 123.77 | | Rwys 10L-28R 118.7 | | Ground 121.9 |
| LOC IPDX 110.5 | Final Apch Crs 103° | GS POWLZ 2000' (1976') | CAT IIIC NA | CAT IIIB Refer to Minimums | CAT IIIA Refer to Minimums | CAT II RA 107' DA(H) 124' (100') | Apt Elev 31' TDZE 24' | |
| MISSED APCH: Climb to 1100' then climbing RIGHT turn to 5000' outbound on BTG VOR R-160 to MULES INT/D17.7 BTG and hold, continue climb-in-hold to 5000', or as directed by ATC. | | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Aircraft Certification Required. 2. Simultaneous approach authorized with Rwy 10L. 3. VGSI and ILS glidepath not coincident. | | | | | | | | MSA BTG VOR |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|---------------------|---------------------|-----------------------------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI | 1100' ↑ 5000' RT | BTG on 116.6 R-160 | MULES |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | |

| TERPS | | | | STRAIGHT-IN LANDING RWY 10R | |
|--------------|--------------|--------------|--|-----------------------------|--|
| CAT IIIC ILS | CAT IIIB ILS | CAT IIIA ILS | CAT II ILS RA 107' DA(H) 124' (100') | | |
| NA | RVR 6 | RVR 7 | RVR 12 | | |

1 RVR 10 authorized with specific OPSPEC, MSPEC, or LOA approval and use of AUTOLAND or HUD to touchdown.

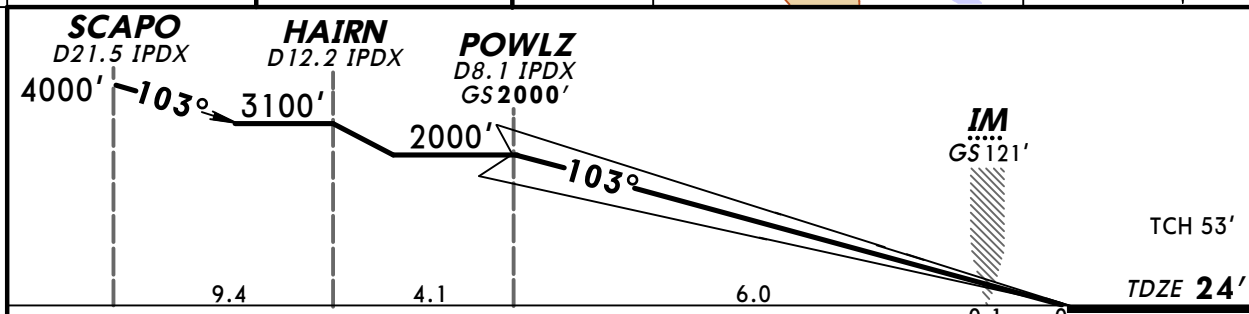
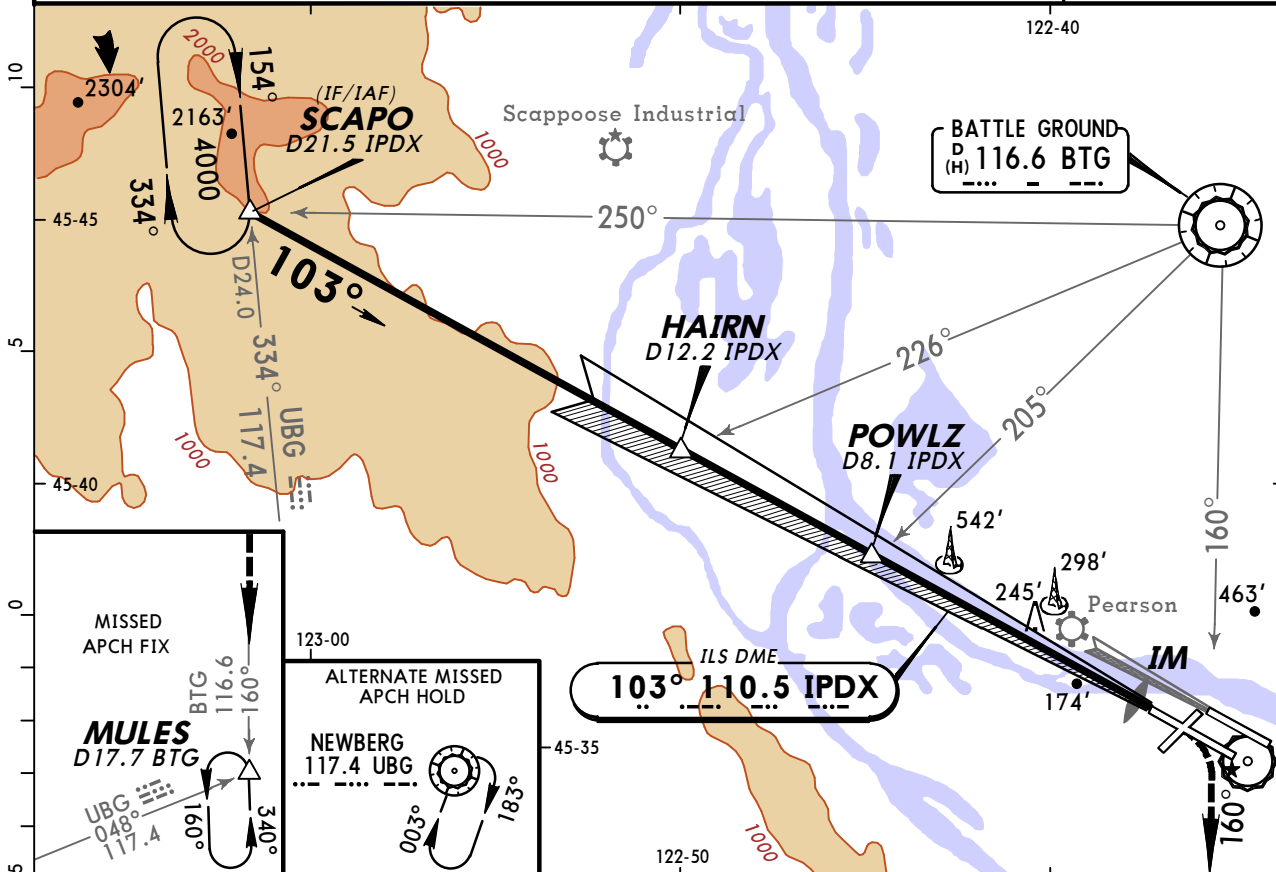
TERPS AMEND 34C 26 JUN 2014

KPDX/PDX PORTLAND INTL

JEPPESEN
4 JUL 14 (11-2B)

PORTLAND, OREG ILS Rwy 10R SA CAT I

| | | | | | |
|---|-----------------------------|----------------------------------|-------------------------------------|---|---------------------------------|
| BRIEFING STRIP™ | D-ATIS | PORTLAND Approach (R) | PORTLAND Tower | | Ground |
| | 128.35 | 124.35 | Rwys 3, 10R, 21, 28L 123.77 | Rwys 10L-28R 118.7 | 121.9 |
| | LOC IPDX 110.5 | Final Apch Crs 103° | GS POWLZ 2000' (1976') | SA CAT I ILS RA 157' DA(H)174'(150') | Apt Elev 31' TDZE 24' |
| MISSED APCH: Climb to 1100' then climbing RIGHT turn to 5000' outbound on BTG VOR R-160 to MULES INT/D17.7 BTG and hold, continue climb-in-hold to 5000', or as directed by ATC. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Aircraft Certification Required. 2. Simultaneous approach authorized with Rwy 10L. 3. VGSI and ILS glidepath not coincident. | | | | | |



| | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-----------------|-------|-------|--------------------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI | 1100' | 5000' | BTG on R-160 | MULES |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | |

TERPS STRAIGHT-IN LANDING RWY 10R
SA CAT I ILS
RA 157'
 DA(H) 174' (150')

RVR 14

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

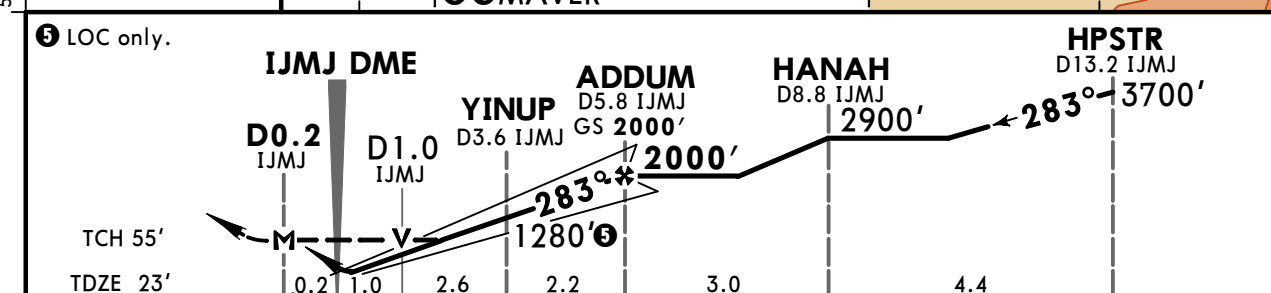
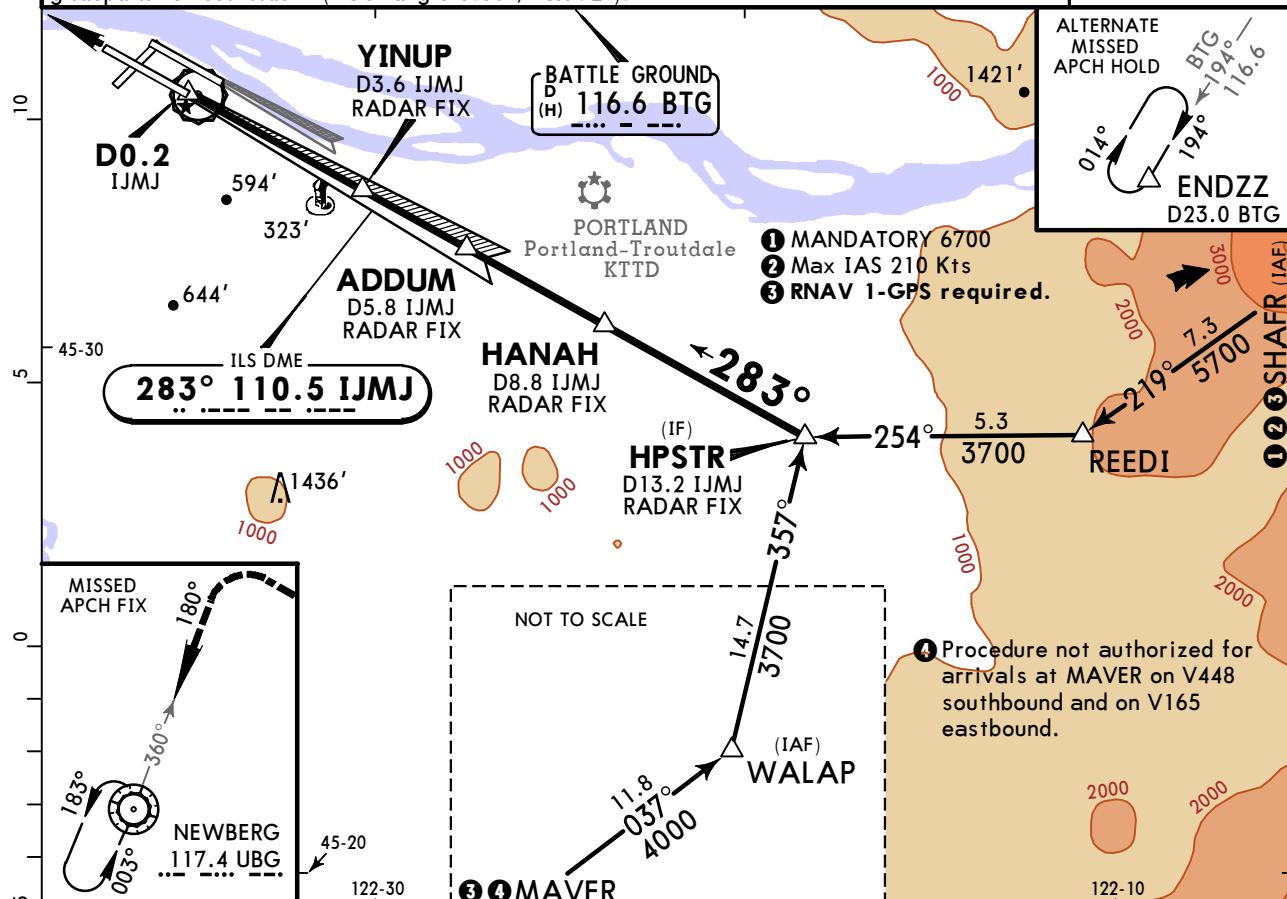
TERPS AMEND 34C 26 JUN 2014

KPDX/PDX PORTLAND INTL

JEPPESSEN
9 MAR 18 (11-4)

PORTLAND, OREG ILS or LOC Rwy 28L

| | | | | | |
|---|--|---|------------------------------------|------------------------------|------------------------|
| D-ATIS 128.35 | PORTLAND Approach (R) 124.35 | PORTLAND Tower Rwys 3, 10R, 21, 28L 123.77 | | Rwys 10L-28R 118.7 | Ground 121.9 |
| LOC IJMJ 110.5 | Final Apch Crs 283° | GS ADDUM 2000' (1977') | ILS DA(H) 306' (283') | Apt Elev 31' TDZE 23' | |
| MISSED APCH: Climb to 2100' then climbing LEFT turn to 4000' inbound on UBG VOR R-360 to UBG VOR and hold. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Autocoupled approach not authorized below 880' MSL (2.4 NM from threshold). 3. Simultaneous approach authorized. 4. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 72'). | | | | | |



| | | | | | | | | | | |
|----------------------------------|-------|------|------|------|------|------|---------------|-------|-------|--------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI | 2100' | 4000' | UBG on 117.4 R-360 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | |
| MAP at D0.2 IJMJ or ADDUM to MAP | 6.0 | 5:09 | 4:00 | 3:36 | 3:00 | 2:34 | 2:15 | | | |

| TERPS | | | | STRAIGHT-IN LANDING RWY 28L | | CIRCLE-TO-LAND | |
|---------------------------------|---------------|---|--|-----------------------------|-------------|----------------|-----------------|
| ILS DA(H) 306' (283') | | LOC (GS out) MDA(H) 480' (457') | | | | | |
| FULL | | RAIL/ALS out | | RAIL/ALS out | | Max Kts | |
| A | | | | RVR 24 or 1/2 | RVR 50 or 1 | 90 | 720'(689') -1 |
| B | | | | | | 120 | 760'(729') -1 |
| C | RVR 24 or 1/2 | RVR 40 or 3/4 | | | | 140 | 1060'(1029') -3 |
| D | | | | RVR 45 or 7/8 | 1 3/8 | 165 | |

KPDX/PDX PORTLAND INTL

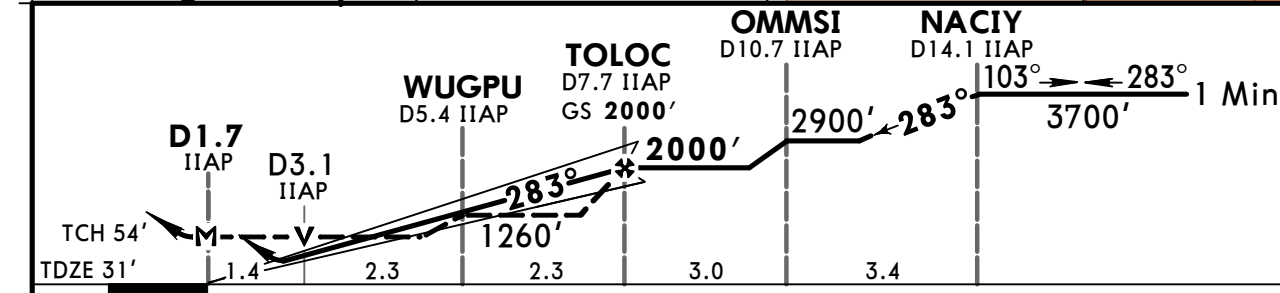
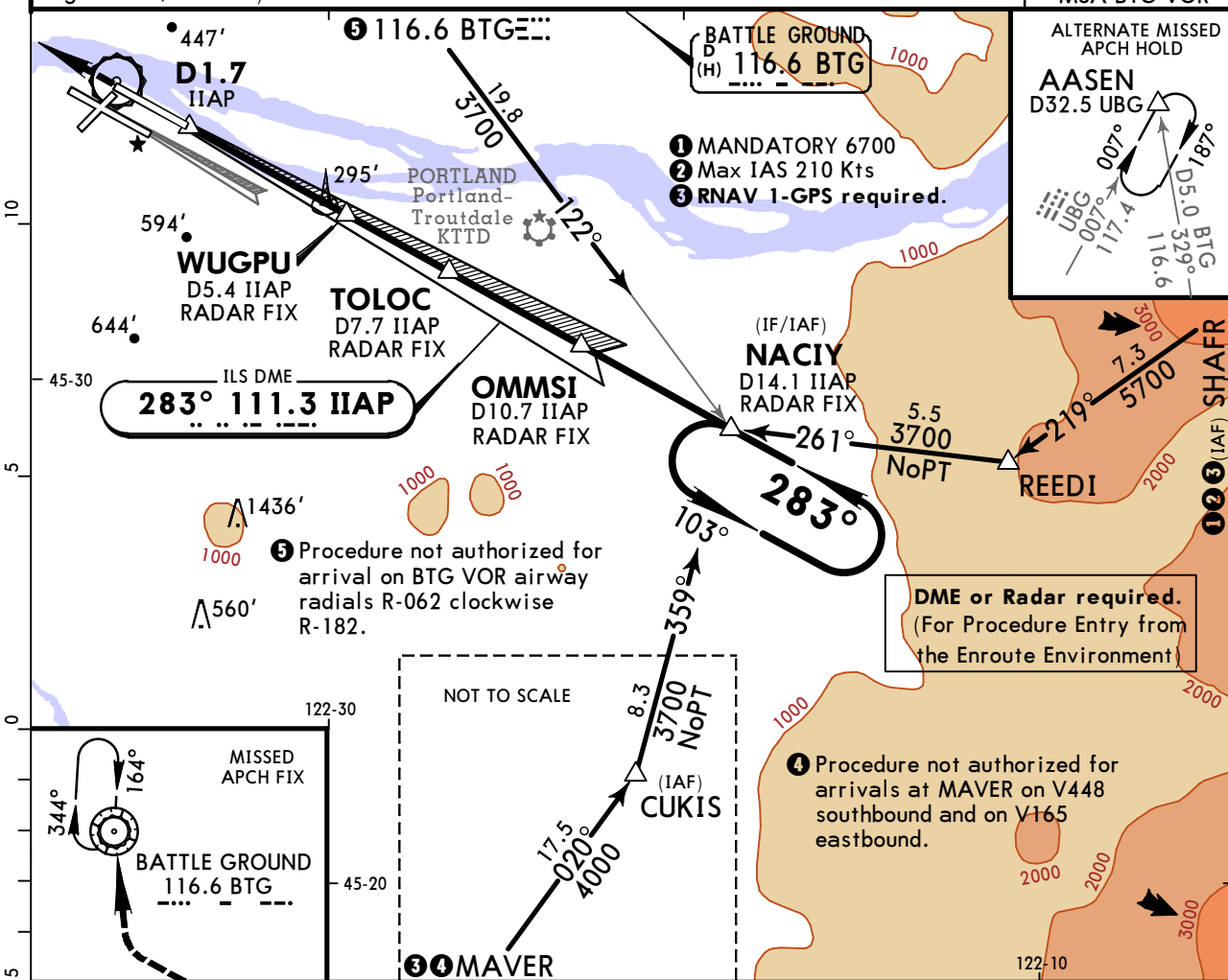
JEPPESSEN

PORTLAND, OREG

26 JAN 18 **(11-5)**

Eff 1 Feb ILS or LOC Rwy 28R

| | | | | |
|---|--|----------------------------------|---|--------------------------|
| D-ATIS 128.35 | PORTLAND Approach (R) 124.35 | Rwys 10L-28R 118.7 | PORTLAND Tower Rwys 3, 10R, 21, 28L 123.77 | Ground 121.9 |
| LOC IIAP 111.3 | Final Apch Crs 283° | GS TOLOC 2000' (1969') | ILS DA(H) 281' (250') | Apt Elev 31' TDZE 31' |
| MISSED APCH: Climb to 600' then climbing RIGHT turn to 4200' direct BTG VOR and hold, continue climb-in-hold to 4200'. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Simultaneous approach authorized. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 70'). | | | | |



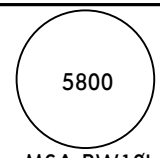
| | | | | | | | | | | |
|----------------------------------|-------|------|------|------|------|------|-------|-------------|--------------|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 600' | 4200' | BTG |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | PAPI | ↑ | RT | 116.6 |
| MAP at D1.7 IIAP or TOLOC to MAP | 6.0 | 5:09 | 4:00 | 3:36 | 3:00 | 2:34 | 2:15 | | | |

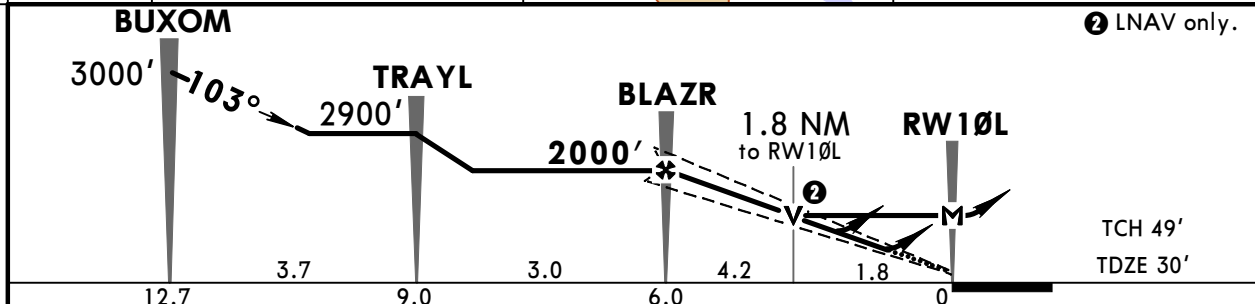
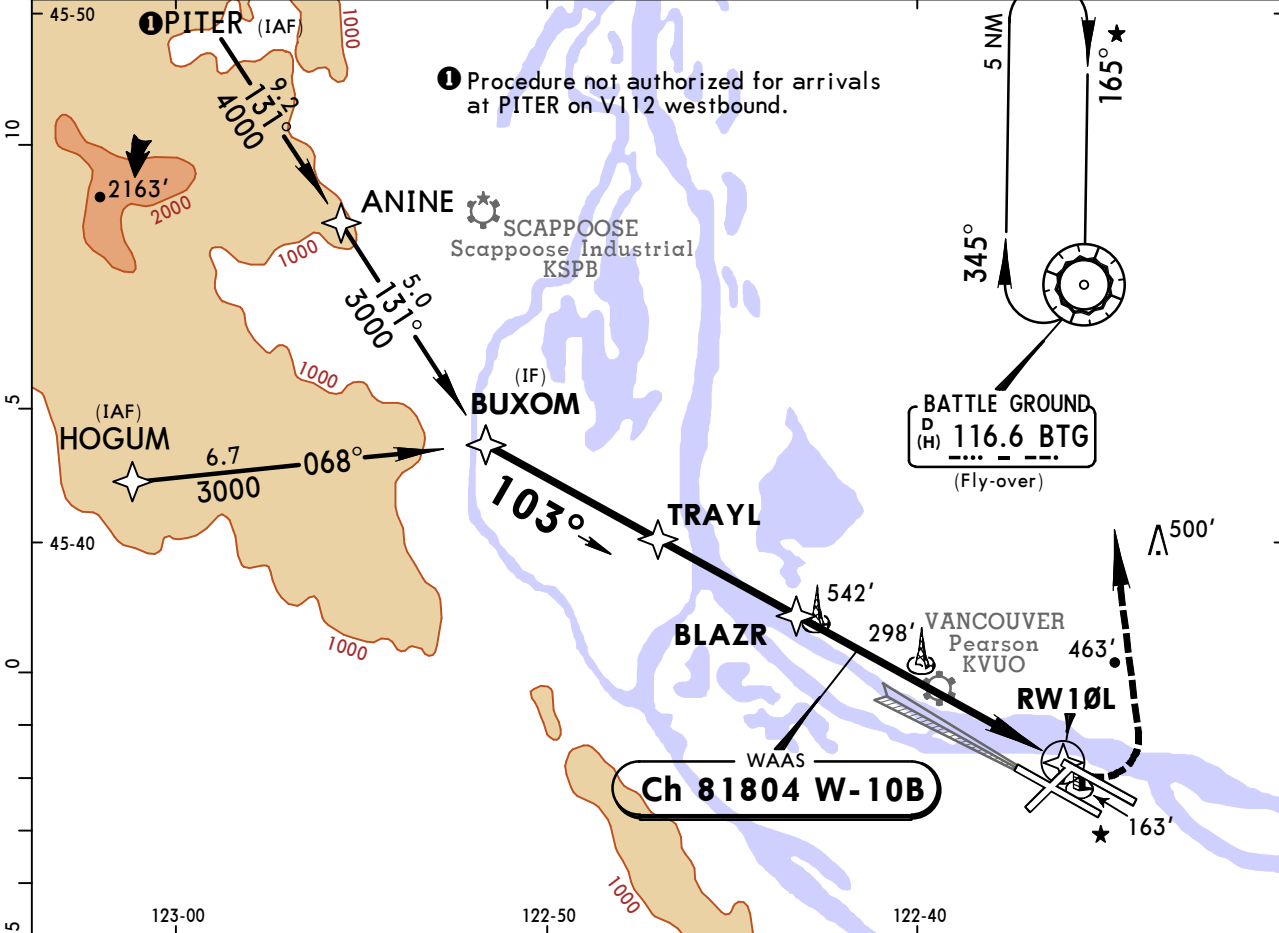
| | | | | | | | |
|-------|------------------------------|---------------|--|---------------|----------------|-------------------------|-----------------------|
| TERPS | STRAIGHT-IN LANDING RWY 28R | | | | CIRCLE-TO-LAND | | |
| | ILS DA(H) 281' (250') | | LOC (GS out) MDA(H) 560' (529') | | Max Kts | MDA(H) | |
| | FULL | RAIL/ALS out | RAIL/ALS out | 90 | | 720' (689') -1 | |
| | A | | | RVR 24 or 1/2 | RVR 50 or 1 | 120 | 760' (729') -1 |
| B | RVR 24 or 1/2 | RVR 40 or 3/4 | | | 140 | 1060' (1029') -3 | |
| C | | | RVR 55 or 1/4 | 1 3/4 | 165 | | |
| D | | | | | | | |

KPDX/PDX
PORTLAND INTL

JEPPESEN
 6 OCT 17 (12-1)

PORTLAND, OREG
RNAV (GPS) Y Rwy 10L

| | | | | | | |
|--|----------------------------------|----------------------------------|---|------------------------------------|--------------------------------|--|
| BRIEFING STRIP™ | D-ATIS | PORTLAND Approach (R) | | PORTLAND Tower | | Ground |
| | 128.35 | 124.35 | | Rwys 10L-28R 118.7 | Rwys 3, 10R, 21, 28L 123.77 | 121.9 |
| | WAAS Ch 81804 W-10B | Final Apch Crs 103° | Minimum Alt BLAZR 2000' (1970') | LPV DA(H) 296' (266') | Apt Elev 31' TDZE 30' |  5800 MSA RW10L |
| MISSED APCH: Climb to 800' then climbing LEFT turn to 4200' direct BTG VOR and hold, continue climb in hold to 4200'. | | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | | |
| 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 10R. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. LNAV procedure not authorized during simultaneous operations. | | | | | | |



| | | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|---------------|------|-------|-----|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI | 800' | 4200' | D → | BTG 116.6 |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | | ↑ | ← LT | | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | | |
| LNAV: MAP at RW10L | | | | | | | | | | | |

| | STRAIGHT-IN LANDING RWY 10L | | | | CIRCLE-TO-LAND | | |
|---|-----------------------------|------------------|-------------------------------|-----|---------------------------|---------|----------------|
| | LPV DA(H) 296'(266') | | LNAV/VNAV DA(H) 413'(383') | | LNAV MDA(H) 640'(610') | | |
| | RAIL/ALS out | | RAIL/ALS out | | | Max Kts | |
| A | | | | | RVR 24 | RVR 50 | 90 |
| B | | | | | or 1/2 | or 1 | 120 |
| C | RVR 24 or 1/2 | RVR 45 or 7/8 | RVR 45 or 7/8 | 1/4 | 1 3/8 | 1 5/8 | 140 |
| D | | | | | | | 165 |
| | | | | | | | MDA(H) |
| | | | | | | | 720'(689') - 1 |
| | | | | | | | 740'(709') - 1 |
| | | | | | | | 760'(729') - 2 |
| | | | | | | | 980'(949') - 3 |

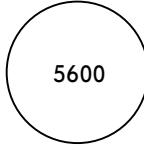
CHANGES: Minimums, chart format.

TERPS AMEND 2B 11 DEC 14

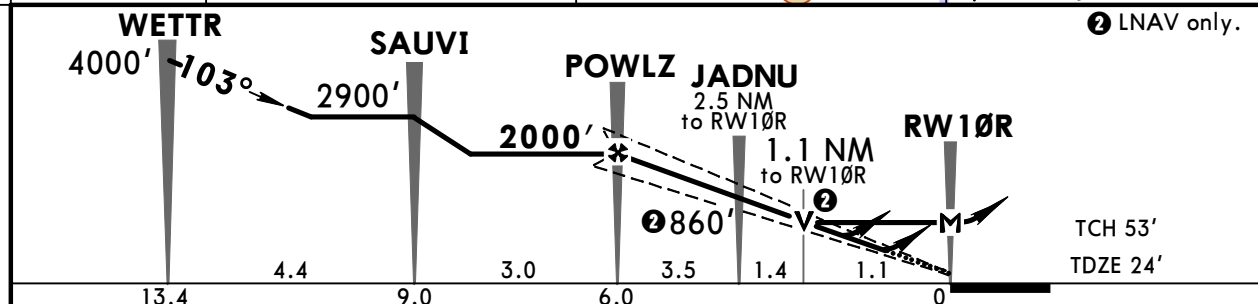
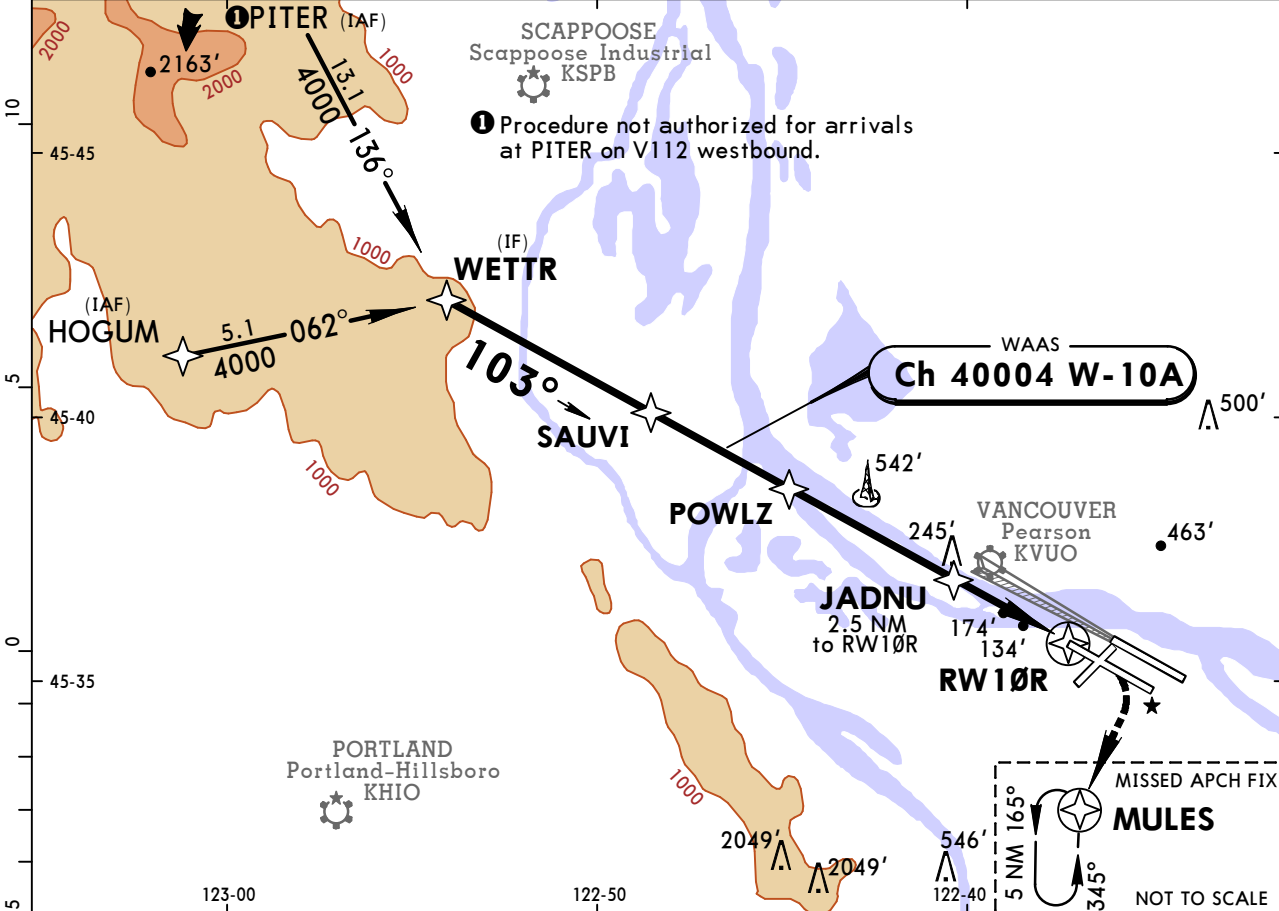
KPDX/PDX PORTLAND INTL

JEPPesen
6 OCT 17 (12-2)

PORTLAND, OREG RNAV (GPS) Y Rwy 10R

| | | | | |
|---|--|---|------------------------------------|--|
| D-ATIS 128.35 | PORTLAND Approach (R) 124.35 | PORTLAND Tower Rwys 3, 10R, 21, 28L 123.77 | Rwys 10L-28R 118.7 | Ground 121.9 |
| WAAS Ch 40004 W-10A | Final Apch Crs 103° | Minimum Alt POWLZ 2000' (1976') | LPV DA(H) 224' (200') | Apt Elev 31' TDZE 24' |
| MISSED APCH: Climb to 440' then climbing RIGHT turn to 5000' direct MULES and hold, continue climb in hold to 5000'. | | | |  MSA RW10R |

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized with Rwy 10L. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations.
 5. VGSI and RNAV glidepath not coincident.



| | | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|---------|------|-------|---|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II | 440' | 5000' | → | MULES |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 849 | PAPI | ↑ | ↻ RT | → | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | | |
| LNAV: MAP at RW10R | | | | | | | | | | | |

| | STRAIGHT-IN LANDING RWY 10R | | | | | | CIRCLE-TO-LAND | |
|---|---------------------------------|------------------|---------------------------------------|------------------|-----------------------------------|--------------------------------------|----------------|-----------------|
| | LPV DA(H) 224' (200') | | LNAV/VNAV DA(H) 329' (305') | | LNAV MDA(H) 440' (416') | | Max Kts | MDA(H) |
| A | | | | | | | 90 | 720' (689') - 1 |
| B | RVR 18 or 1/2 | RVR 24 or 1/2 | RVR 40 or 3/4 | RVR 24 or 1/2 | RVR 50 or 1 | RVR 24 or 1/2 RVR 40 or 3/4 | 120 | 740' (709') - 1 |
| C | | | | | | | 140 | 760' (729') - 2 |
| D | | | | | | | 165 | 980' (949') - 3 |

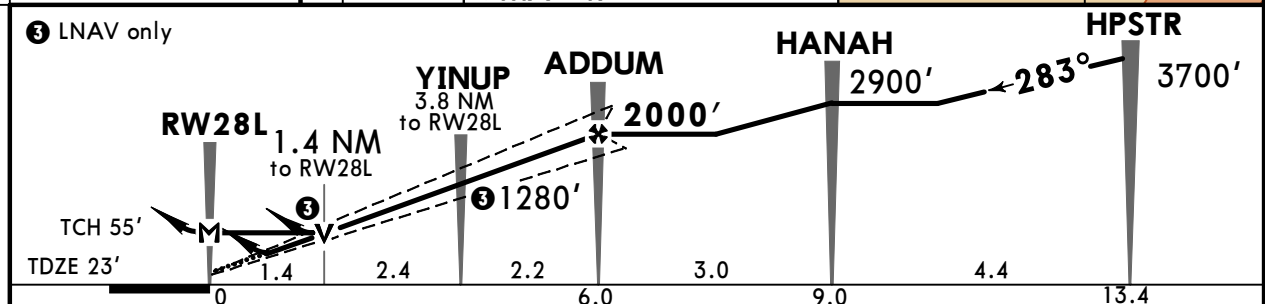
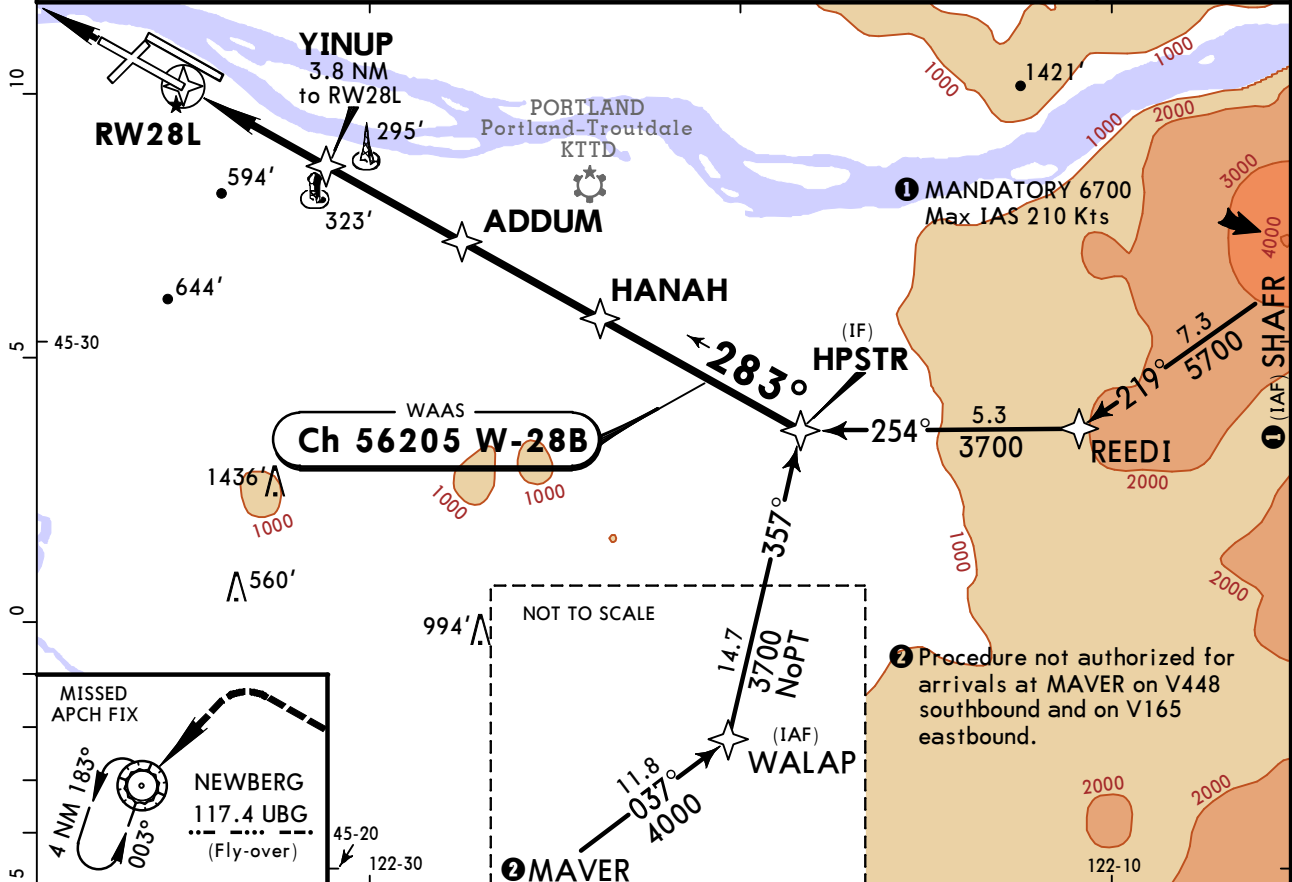
1 Not authorized during simultaneous approaches.
 CHANGES: Minimums, chart format. © JEPPesen, 2005, 2017. ALL RIGHTS RESERVED.

KPDX/PDX PORTLAND INTL

JEPPESEN
26 JAN 18
Eff 1 Feb (12-3)

PORTLAND, OREG RNAV (GPS) X Rwy 28L

| | | | | |
|---|--|---|------------------------------------|--------------------------|
| D-ATIS 128.35 | PORTLAND Approach (R) 124.35 | PORTLAND Tower Rwys 3, 10R, 21, 28L 123.77 | Rwys 10L-28R 118.7 | Ground 121.9 |
| WAAS Ch 56205 W-28B | Final Apch Crs 283° | Minimum Alt ADDUM 2000' (1977') | LPV DA(H) 309' (286') | Apt Elev 31' TDZE 23' |
| MISSED APCH: Climb to 2100' then climbing LEFT turn to 4000' direct UBG VOR and hold. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -6°C (22°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Simultaneous approach authorized. 4. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 72'). | | | | |
| MSA RW28L | | | | |



| | | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|-----------|-----------|-----------|--------------|----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 2100' | 4000' | UBG 117.4 | |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | PAPI |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | | |
| LNAV: MAP at RW28L | | | | | | | | | | | |

| TERPS STRAIGHT-IN LANDING RWY 28L | | | | CIRCLE-TO-LAND | | |
|-----------------------------------|---------------|--------------------------------|---------------|----------------------------|-------------|----------------------|
| LPV DA(H) 309' (286') | | LNAV/VNAV DA(H) 368' (345') | | LNAV MDA(H) 540' (517') | | Max Kts MDA(H) |
| RAIL/ALS out | | RAIL/ALS out | | RAIL/ALS out | | |
| A | | | | RVR 24 or 1/2 | RVR 50 or 1 | 90 720' (689') -1 |
| B | RVR 22 or 1/2 | RVR 45 or 7/8 | RVR 30 or 5/8 | RVR 60 or 1/4 | | 120 760' (729') -1 |
| C | | | | RVR 55 or 1/4 | 1 3/8 | 140 1060' (1029') -3 |
| D | | | | | | 165 |

L LNAV procedure not authorized during simultaneous operations.

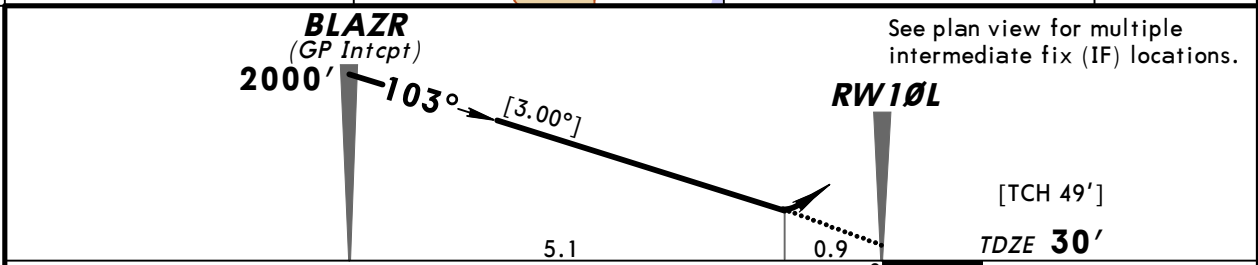
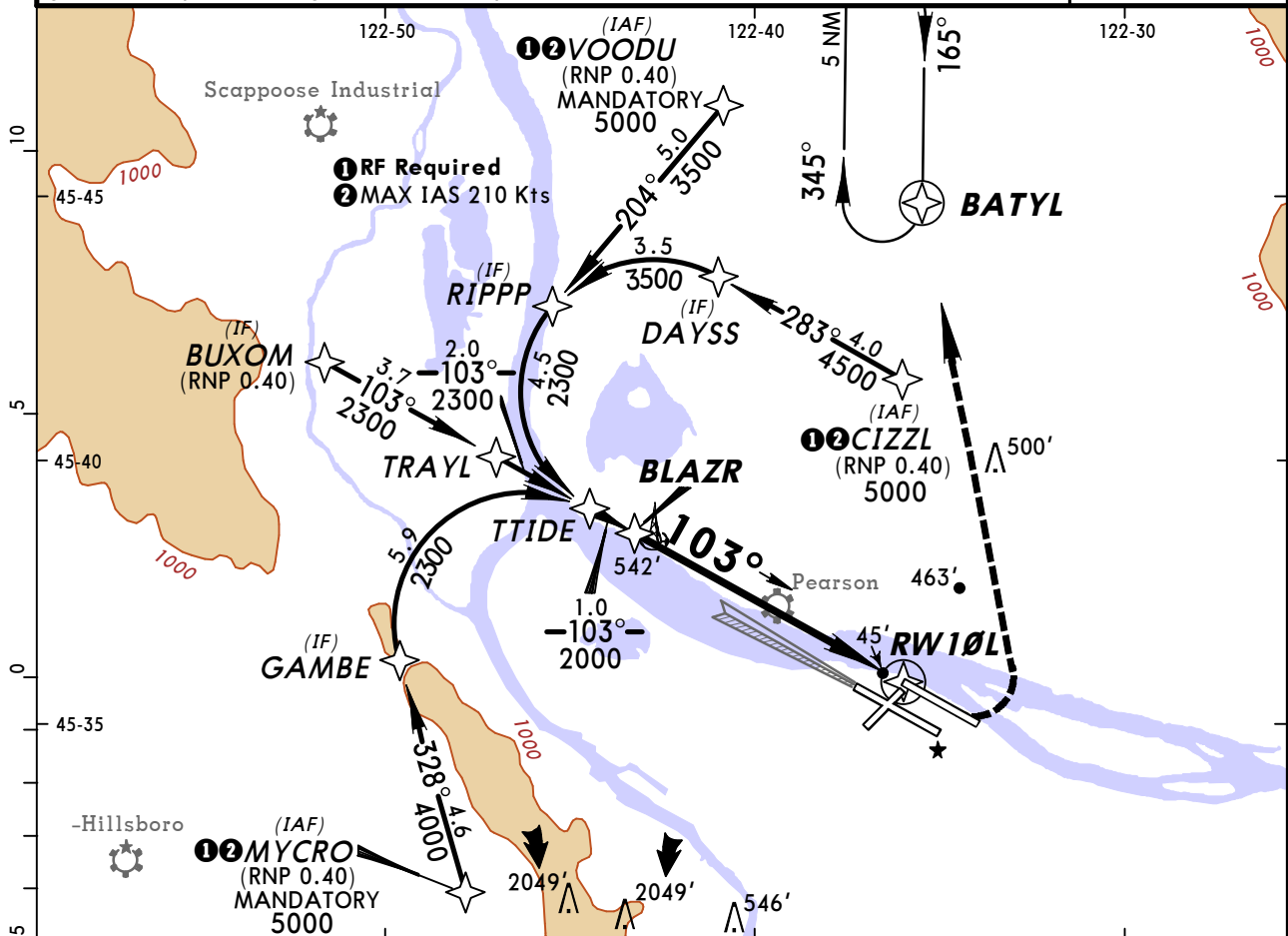
TERPS AMEND 4 1 FEB 2018

KPDX/PDX PORTLAND INTL

JEPPesen
4 JUL 14 (12-20)

PORTLAND, OREG RNAV (RNP) Z Rwy 10L

| | | | | |
|---|--|--|---|---------------------------------|
| D-ATIS 128.35 | PORTLAND Approach (R) 124.35 | PORTLAND Tower Rwys 10L-28R 118.7 | Rwys 3, 10R, 21, 28L 123.77 | Ground 121.9 |
| RNAV | Final Apch Crs 103° | Minimum Alt BLAZR 2000' (1970') | RNP 0.30 DA(H) 365' (335') | Apt Elev 31' TDZE 30' |
| MISSED APCH: Climb to 800' then climbing LEFT turn to 4400' direct BATYL and hold, continue climb in hold to 4400'. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS & Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -6°C (22°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 10R, except for arrivals at CIZZL, VOODU, and MYCRO. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. | | | | |
| | | | | 5800' |
| | | | | MSA RW10L |



| | | | | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|-----|-------|------|-------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 800' | 4400' | BATYL |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 | | | | |
| MAP at DA | | | | | | | PAPI | ↑ | ← | → |

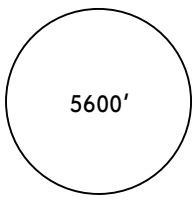
| | | | | | |
|--------------|---------------|----------|------------------------------------|---------|-------------|
| TERPS | | | STRAIGHT-IN LANDING RWY 10L | | |
| | | | RNP 0.30 | | |
| | | | DA(H) 365' (335') | | |
| | | RAIL out | | ALS out | |
| A | | | | | |
| B | | | | | |
| C | RVR 32 or 5/8 | | RVR 40 or 3/4 | | RVR 55 or 1 |
| D | | | | | |

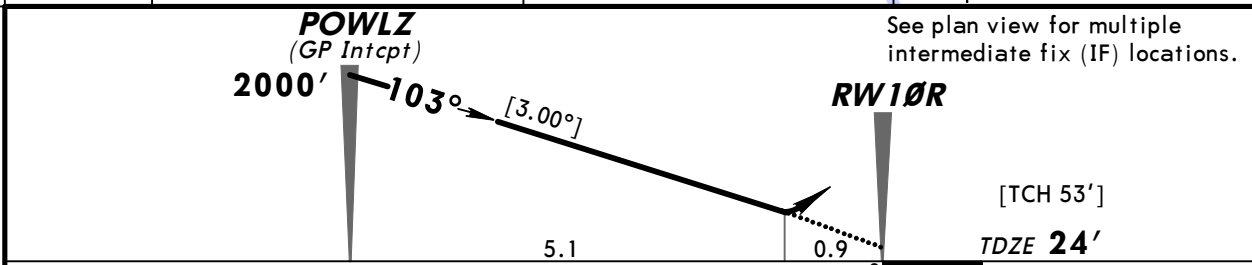
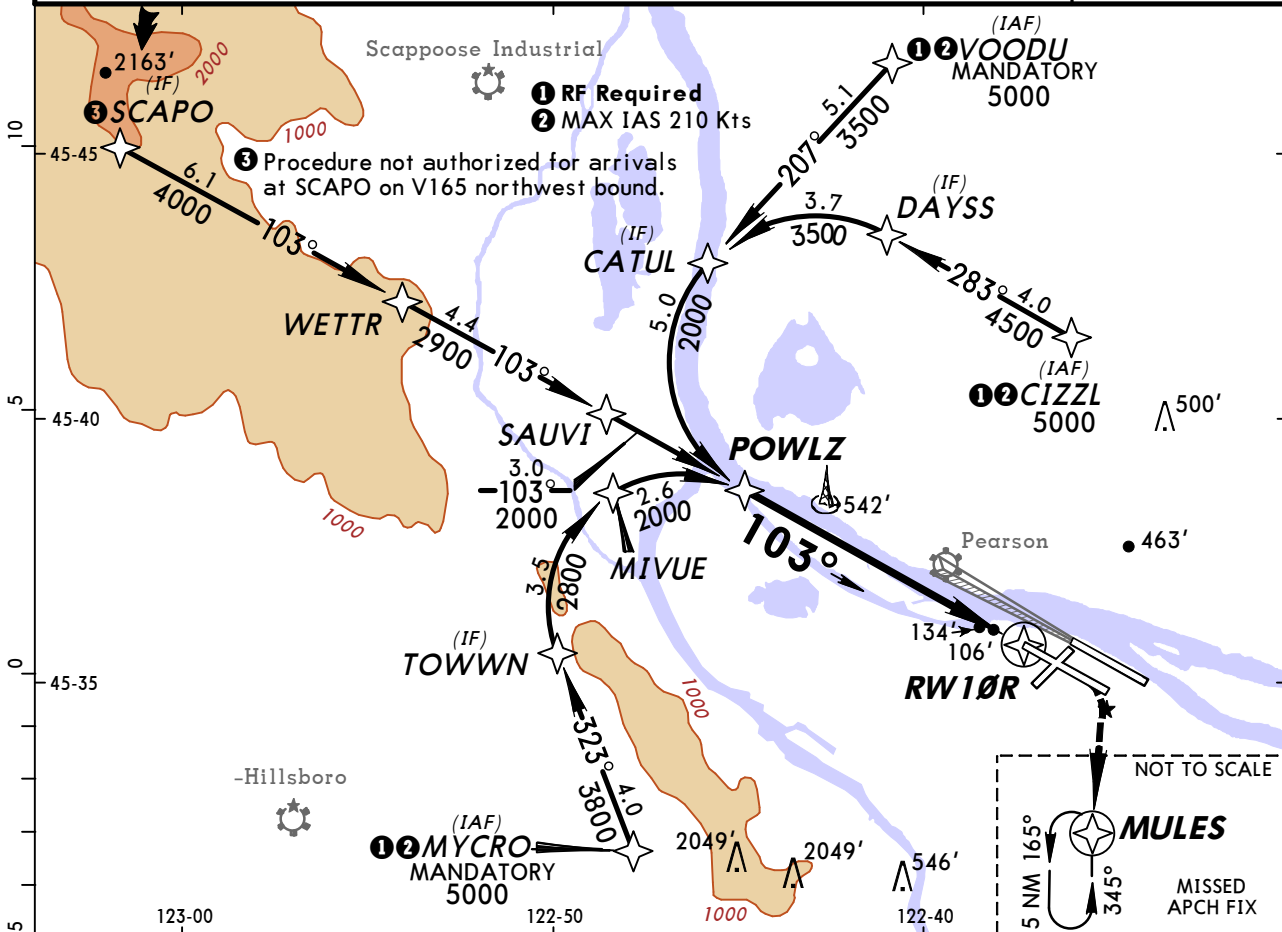
TERPS AMEND 1A 26 JUN 2014



KPDX/PDX
PORTLAND INTL

JEPPESSEN
4 JUL 14 (12-21)

PORTLAND, OREG
RNAV (RNP) Z Rwy 10R

| | | | | |
|---|--|---|---|---|
| D-ATIS 128.35 | PORTLAND Approach (R) 124.35 | PORTLAND Tower Rwys 3, 10R, 21, 28L 123.77 | Rwys 10L-28R 118.7 | Ground 121.9 |
| RNAV | Final Apch Crs 103° | Minimum Alt POWLZ 2000' (1976') | RNP 0.10 DA(H) 347' (323') | Apt Elev 31' TDZE 24' |
| MISSED APCH: Climb to 440' then climbing RIGHT turn to 5000' direct MULES and hold, continue climb-in-hold to 5000'. | | | |  MSA RW10R |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS & Radar required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 10L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. | | | | |



| | | | | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|-----|--|------|-------|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | ALSF-II PAPI  | 440' | 5000' |  MULES |
| Descent angle [3.00°] | 372 | 478 | 531 | 637 | 743 | 849 | | ↑ | ↻ RT | |
| MAP at DA | | | | | | | | | | |

| | | | | | | | |
|--------------------------|---------------|--------------------------|-------------|------------------------------------|-------------|-----------------|-------|
| TERPS | | | | STRAIGHT-IN LANDING RWY 10R | | | |
| RNP 0.10 | | RNP 0.30 | | RNP 0.10 | | RNP 0.30 | |
| DA(H) 347' (323') | | DA(H) 449' (425') | | ALS out | | ALS out | |
| A | | | | | | | |
| B | | | | | | | |
| C | RVR 32 or 5/8 | RVR 50 or 1 | RVR 50 or 1 | RVR 50 or 1 | RVR 50 or 1 | RVR 50 or 1 | 1 3/8 |
| D | | | | | | | |

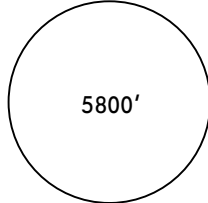
TERPS AMEND OB 26 JUN 2014

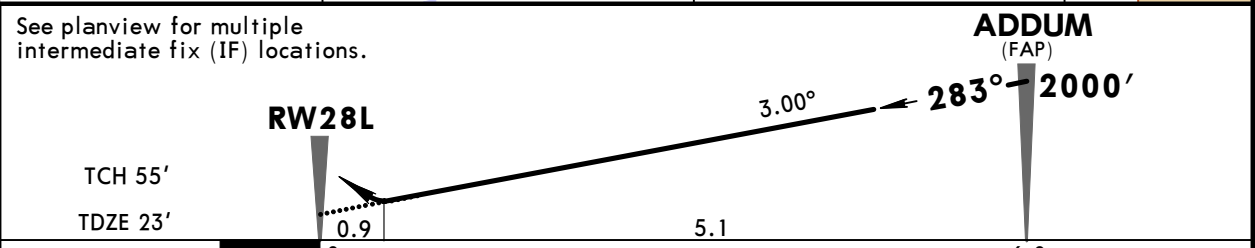
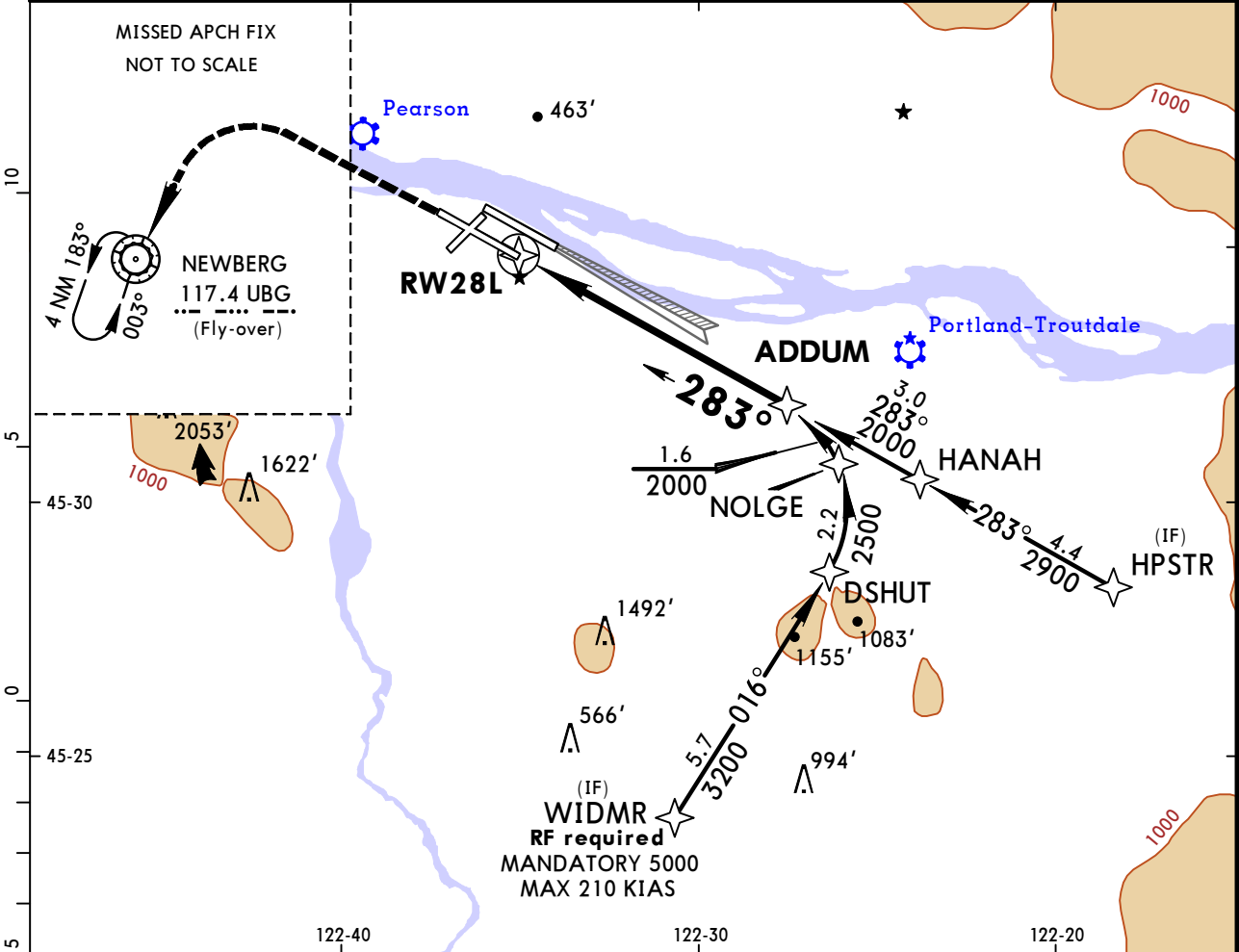
CHANGES: THRE to TDZE, minimums.

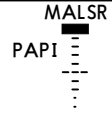


KPDX/PDX PORTLAND INTL

JEPPESEN
19 JUN 15
Eff 25 Jun (12-22)

PORTLAND, OREG RNAV (RNP) Z Rwy 28L

| | | | | |
|--|--|---|---|--|
| D-ATIS 128.35 | PORTLAND Approach (R) 124.35 | PORTLAND Tower Rwys 3, 10R, 21, 28L 123.77 | Rwys 10L-28R 118.7 | Ground 121.9 |
| RNAV | Final Apch Crs 283° | Minimum Alt ADDUM 2000' (1977') | RNP 0.27 DA(H) 374' (351') | Apt Elev 31' TDZE 23' |
| MISSED APCH: Climb to 2100' then climbing LEFT turn to 4000' direct UBG VOR and hold. | | | |  5800' MSA RW28L |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. Radar and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 28R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. | | | | |
| MISSED APCH FIX NOT TO SCALE | | | | |



| | | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|--|-------|---|---|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI  | 2100' | 4000' |  | UBG 117.4 |
| Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | 849 |  | | |
| MAP at DA | | | | | | | | | | | |

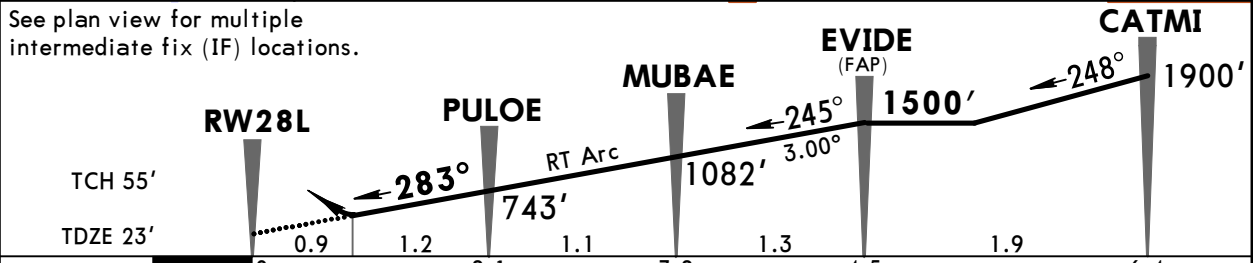
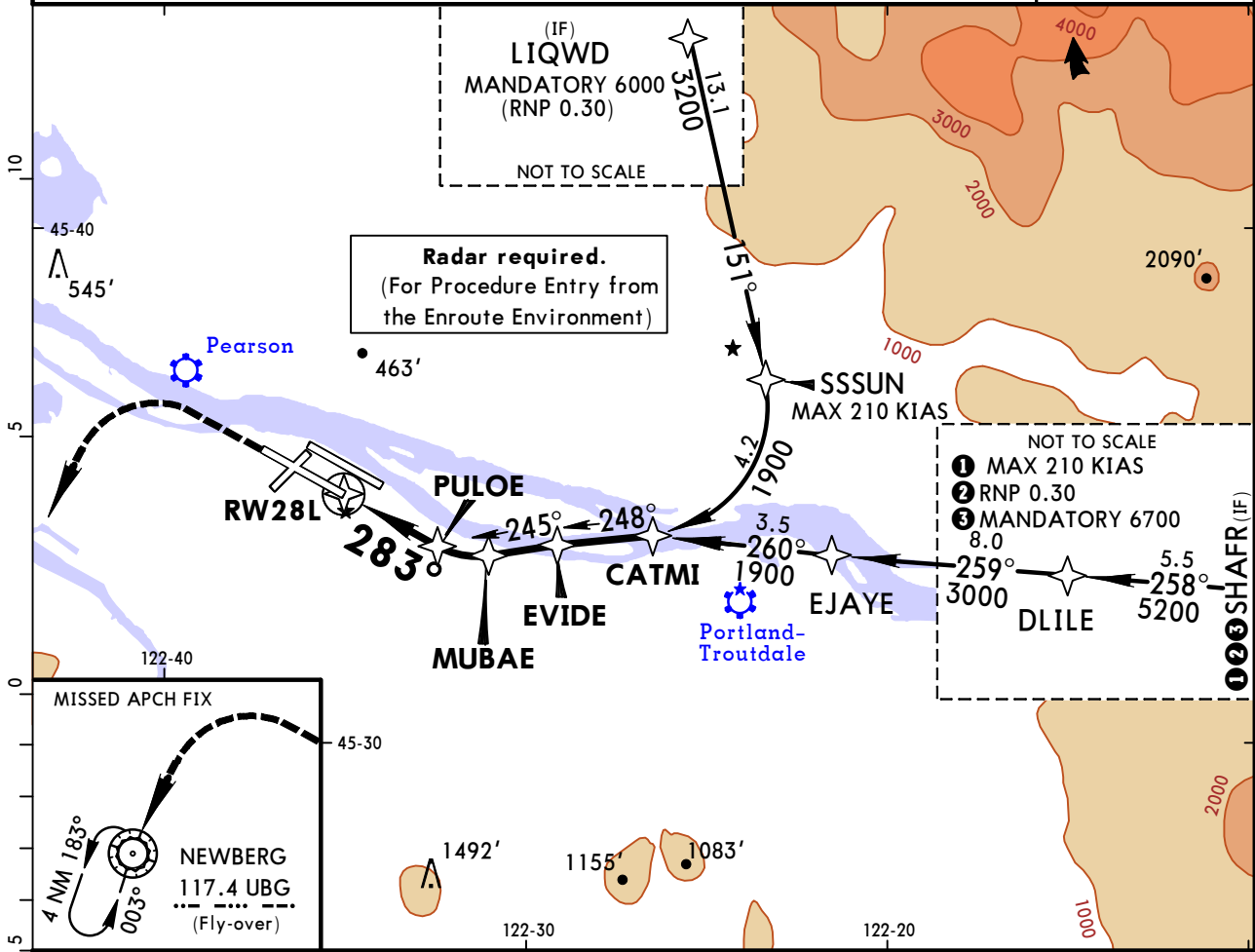
| | | | | | |
|--------------------------------------|---------------|--------------------------------------|---------------|---------------|------|
| TERPS | | STRAIGHT-IN LANDING RWY 28L | | | |
| RNP 0.27 DA(H) 374' (351') | | RNP 0.30 DA(H) 494' (471') | | | |
| RAIL out | | ALS out | | ALS out | |
| A | | | | | |
| B | RVR 35 or 5/8 | RVR 40 or 3/4 | RVR 60 or 1/8 | RVR 60 or 1/8 | 15/8 |
| C | | | | | |
| D | | | | | |

KPDX/PDX PORTLAND INTL

JEPPESEN
19 JUN 15
Eff 25 Jun (12-23)

PORTLAND, OREG RNAV (RNP) Y Rwy 28L

| | | | | |
|---|--|---|---|--------------------------|
| D-ATIS 128.35 | PORTLAND Approach (R) 124.35 | PORTLAND Tower Rwys 3, 10R, 21, 28L 123.77 | Rwys 10L-28R 118.7 | Ground 121.9 |
| RNAV | Final Apch Crs 283° | Minimum Alt EVIDE 1500' (1477') | RNP 0.23 DA(H) 370' (347') | Apt Elev 31' TDZE 23' |
| MISSED APCH: Climb to 2100' then climbing LEFT turn to 4000' direct UBG VOR and hold. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -7°C (20°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 28R. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. | | | | |
| MSA RW28L | | | | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-------|--------------|--------------|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 2100' | 4000' | UBG |
| Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | ← | 117.4 |
| MAP at DA | | | | | | | | | | |

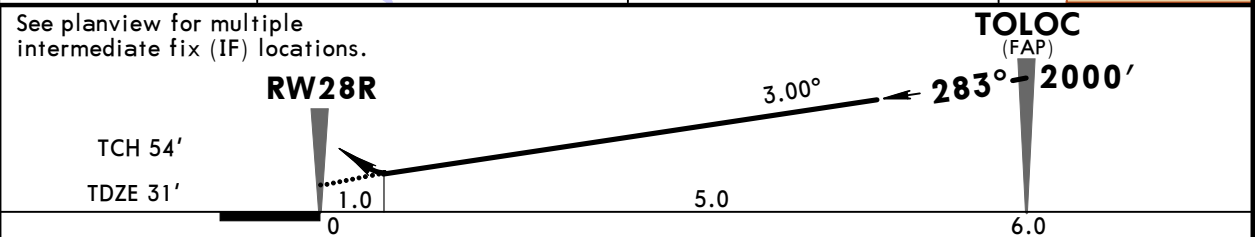
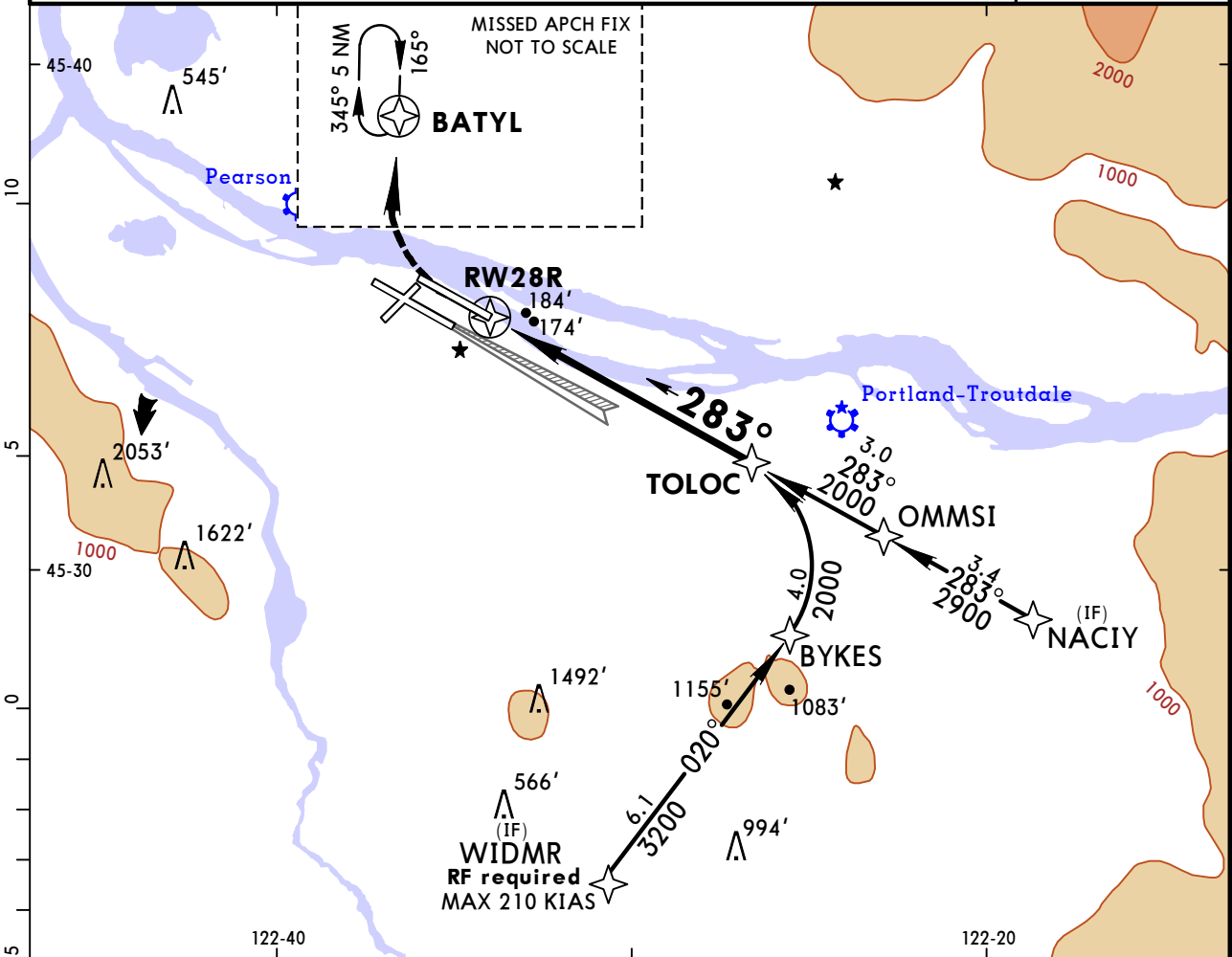
| | | | | | |
|--------------------------------------|----------------------|----------------------|--------------------------------------|--------------------|--------------------|
| TERPS | | | | | |
| RNP 0.23 DA(H) 370' (347') | | | RNP 0.30 DA(H) 476' (453') | | |
| RAIL out | | ALS out | | RAIL out | |
| A | | | | | |
| B | | | | | |
| C | RVR 33 or 5/8 | RVR 40 or 3/4 | RVR 56 or 1 | RVR 53 or 1 | RVR 55 or 1 |
| D | | | | | 1 1/2 |

KPDX/PDX PORTLAND INTL

JEPPESEN
9 OCT 15 **(12-24)**

PORTLAND, OREG RNAV (RNP) Z Rwy 28R

| | | | | |
|--|--|---|---|--------------------------|
| D-ATIS 128.35 | PORTLAND Approach (R) 124.35 | PORTLAND Tower Rwys 10L-28R 118.7 | Rwys 3, 10R, 21, 28L 123.77 | Ground 121.9 |
| RNAV | Final Apch Crs 283° | Minimum Alt TOLOC 2000' (1969') | RNP 0.20 DA(H) 417' (386') | Apt Elev 31' TDZE 31' |
| MISSED APCH: Climb to 600' then climbing RIGHT turn to 4400' direct BATYL and hold, continue climb-in-hold to 4400'. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. Radar and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -6°C (22°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 28L. 5. Use of Flight Director or Autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. | | | | 5800' MSA RW28R |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-------|------|-------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 600' | 4400' | BATYL |
| Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | RT | |
| MAP at DA | | | | | | | | | | |

| | | | | | |
|--------------|---------------|--------------------------------------|---------|--------------------------------------|---------|
| TERPS | | STRAIGHT-IN LANDING RWY 28R | | | |
| | | RNP 0.20 DA(H) 417' (386') | | RNP 0.30 DA(H) 471' (440') | |
| | | RAIL out | ALS out | RAIL out | ALS out |
| A | RVR 40 or 3/4 | RVR 45 or 7/8 | | RVR 50 or 1 | 1 1/2 |
| B | | | 1 1/4 | | |
| C | RVR 50 or 1 | | | | |
| D | | | | | |

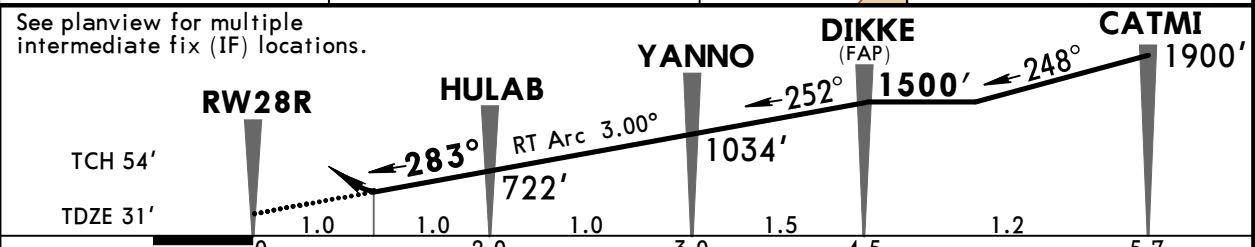
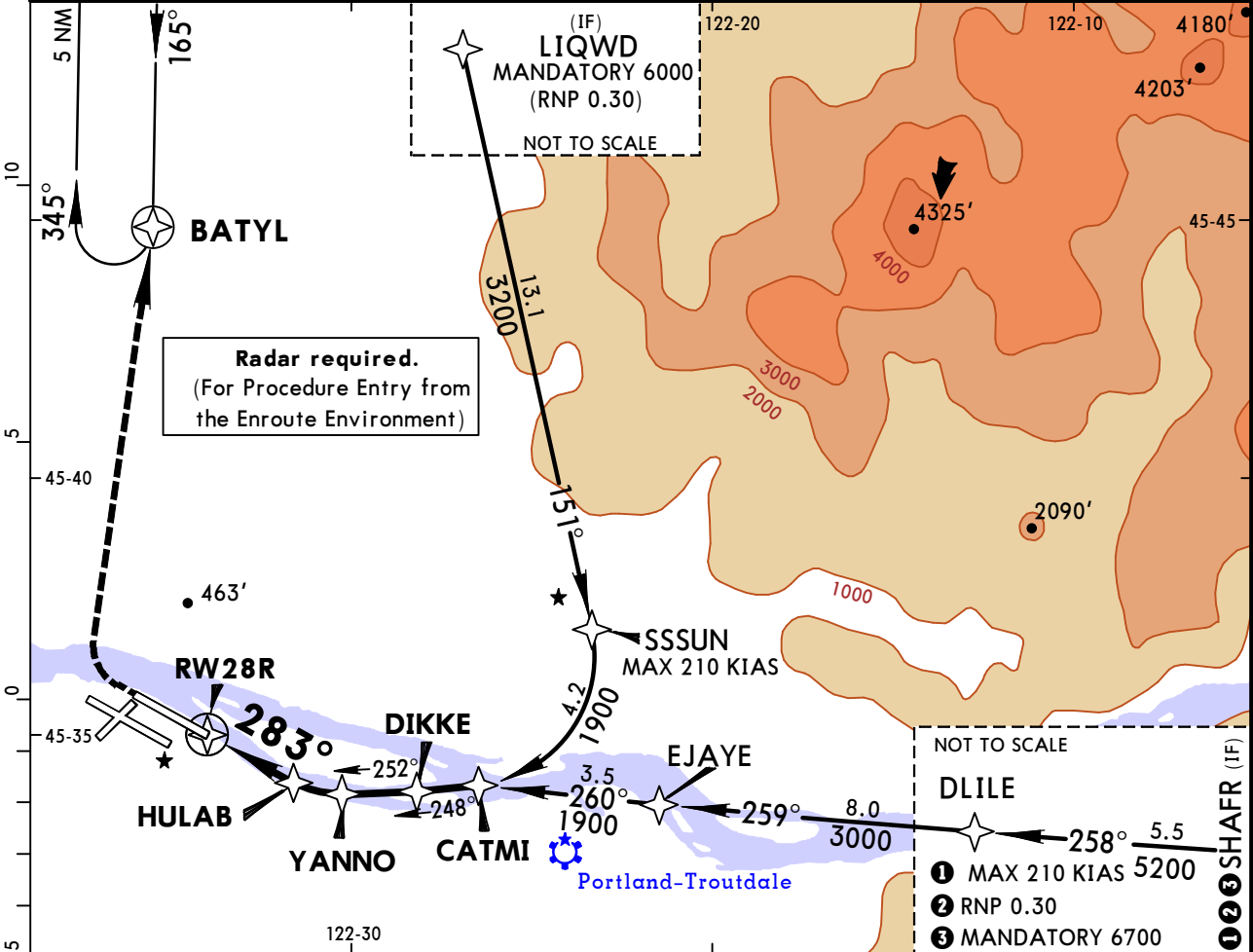
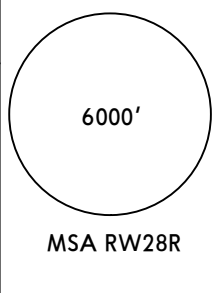
TERPS AMEND 1B 15 OCT 2015

KPDX/PDX PORTLAND INTL

JEPPESEN
9 OCT 15 (12-25)

PORTLAND, OREG RNAV (RNP) Y Rwy 28R

| | | | | |
|---|--|--|---|--------------------------|
| D-ATIS 128.35 | PORTLAND Approach (R) 124.35 | PORTLAND Tower Rwys 10L-28R 118.7 | Rwys 3, 10R, 21, 28L 123.77 | Ground 121.9 |
| RNAV | Final Apch Crs 283° | Minimum Alt DIKKE 1500' (1469') | RNP 0.20 DA(H) 403' (372') | Apt Elev 31' TDZE 31' |
| MISSED APCH: Climb to 600' then climbing RIGHT turn to 4400' direct BATYL and hold, continue climb-in-hold to 4400'. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. RF and GPS required. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -7°C (20°F) or above 54°C (130°F). 4. Simultaneous approach authorized with Rwy 28L. 5. Use of flight director or autopilot providing RNAV track guidance required during simultaneous operations. 6. VGSI and RNAV glidepath not coincident. | | | | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|-------|------|-------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR | 600' | 4400' | BATYL |
| Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | PAPI | ↑ | RT |
| MAP at DA | | | | | | | | | | |

| | | | | | | | |
|--------------------------------------|---------------|--------------------------------------|-------|--------------------------------------|--|--------------------------------------|-------|
| TERPS | | | | STRAIGHT-IN LANDING RWY 28R | | | |
| RNP 0.20 DA(H) 403' (372') | | RNP 0.30 DA(H) 455' (424') | | RNP 0.20 DA(H) 403' (372') | | RNP 0.30 DA(H) 455' (424') | |
| RAIL out | | ALS out | | RAIL out | | ALS out | |
| A | | | | | | | |
| B | | | | | | | |
| C | RVR 40 or 3/4 | | 1 1/4 | RVR 50 or 1 | | | 1 3/8 |
| D | | | | | | | |

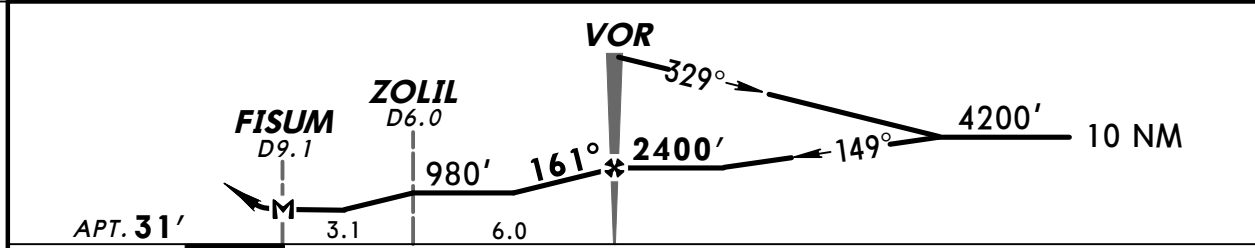
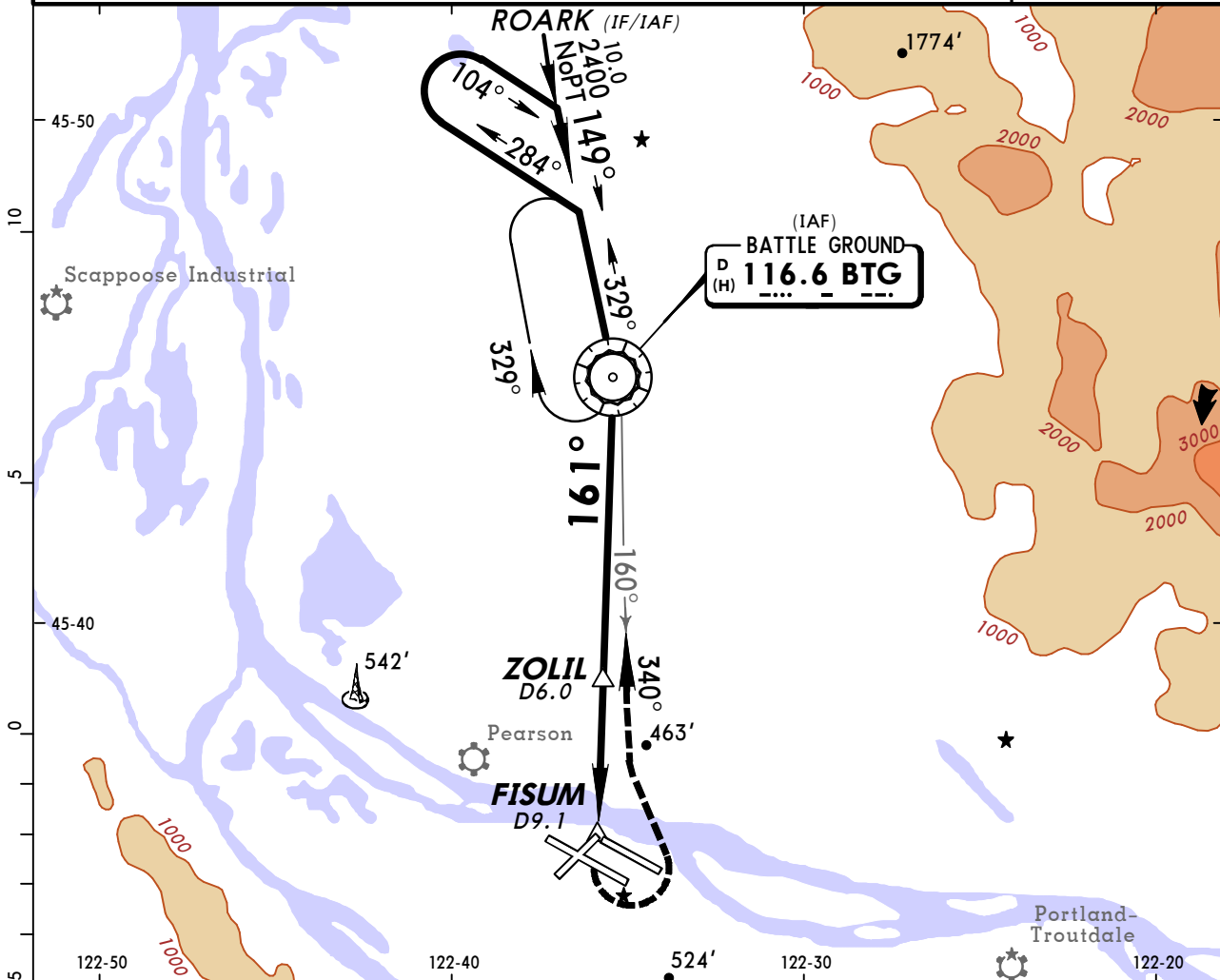
TERPS AMEND 2 25 JUN 2015

KPDX/PDX
PORTLAND INTL

JEPPESSEN
 7 JAN 11 **(13-3)** **Eff 13 Jan**

PORTLAND, OREG
VOR-A

| | | | | |
|---|--|--|---|------------------------|
| D-ATIS 128.35 | PORTLAND Approach (R) 124.35 | Rwys 10L, 28R 118.7 | PORTLAND Tower Rwys 3, 10R, 21, 28L 123.77 | Ground 121.9 |
| VOR BTG 116.6 | Final Apch Crs 161° | Minimum Alt VOR 2400' (2369') | MDA(H) Refer to minimums | Apt Elev 31' |
| MISSED APCH: Climbing LEFT turn to 4200' inbound via BTG VOR R-160 to BTG VOR and hold, continue climb-in-hold to 4200'. | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' |



| | | | | | | | | | | |
|-------------------------------|-----|------|------|------|------|------|--|--------------------|-----------------------|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | Lighting - Refer to Airport Chart | 4200' via LT | BTG 116.6 R-160 | BTG 116.6 |
| MAP at FISUM or VOR to MAP | 9.1 | 7:48 | 6:04 | 5:28 | 4:33 | 3:54 | | | | |

| | | CIRCLE-TO-LAND | |
|---|------------|------------------------|------------------------|
| | | With ZOLIL | Without ZOLIL |
| | Max Kts | MDA(H) | MDA(H) |
| A | 90 | 720' (689') -1 | 980' (949') -1¼ |
| B | 120 | 740' (709') -1 | 980' (949') -2¾ |
| C | 140 | 760' (729') -2 | 1000' (969') -3 |
| D | 165 | 1000' (969') -3 | 1000' (969') -3 |

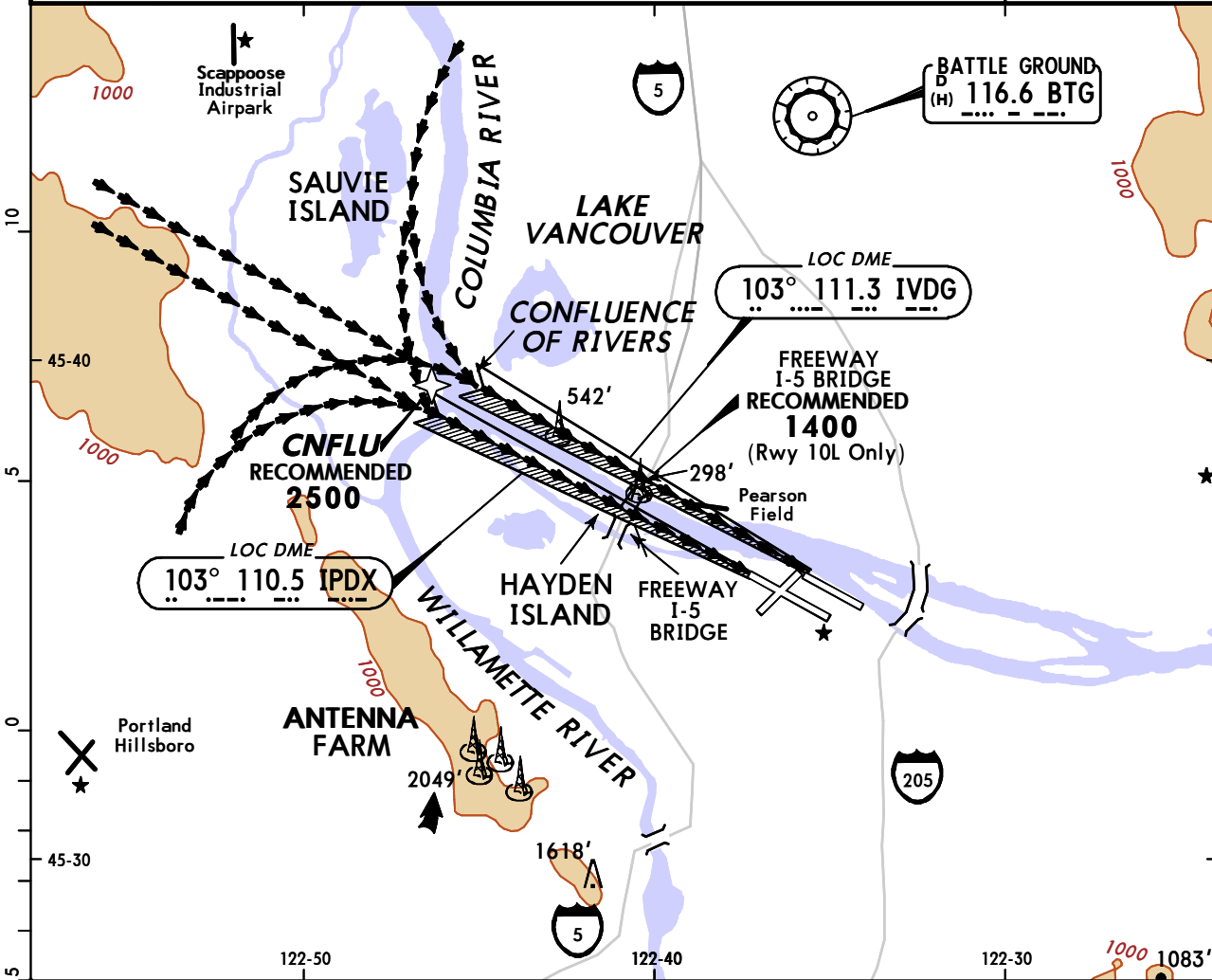
TERPS AMEND 10 13 JAN 2011

KPDX/PDX PORTLAND INTL

JEPPESSEN
14 MAR 14 (19-1)

PORTLAND, OREG COLUMBIA VISUAL Rwy 10L/R

| | | | | | |
|---|----------------------------------|--|------------------------|--------------------------------|---------------------|
| BRIEFING STRIP™ | D-ATIS | PORTLAND Approach (R) | PORTLAND Tower | | Ground |
| | 128.35 | 124.35 | Rwys 10L, 28R 118.7 | Rwys 3, 10R, 21, 28L 123.77 | 121.9 |
| | NAVAIDS- Refer to Planview | Final Apch Crs Refer to Planview | No FAF | CEIL-VIS 3500'-5 | Apt Elev 31' |
| No Missed Approach Procedure. | | | | | |
| 1. Radar required. 2. Procedure not authorized at night. 3. Vertical Guidance Navaid and Angle: Rwy 10R: LOC IPDX (GS 3.00°), Rwy 10L: LOC IVDG (GS 3.00°). | | | | | |



WEATHER MINIMUMS
Ceiling **3500'** -Vis **5**

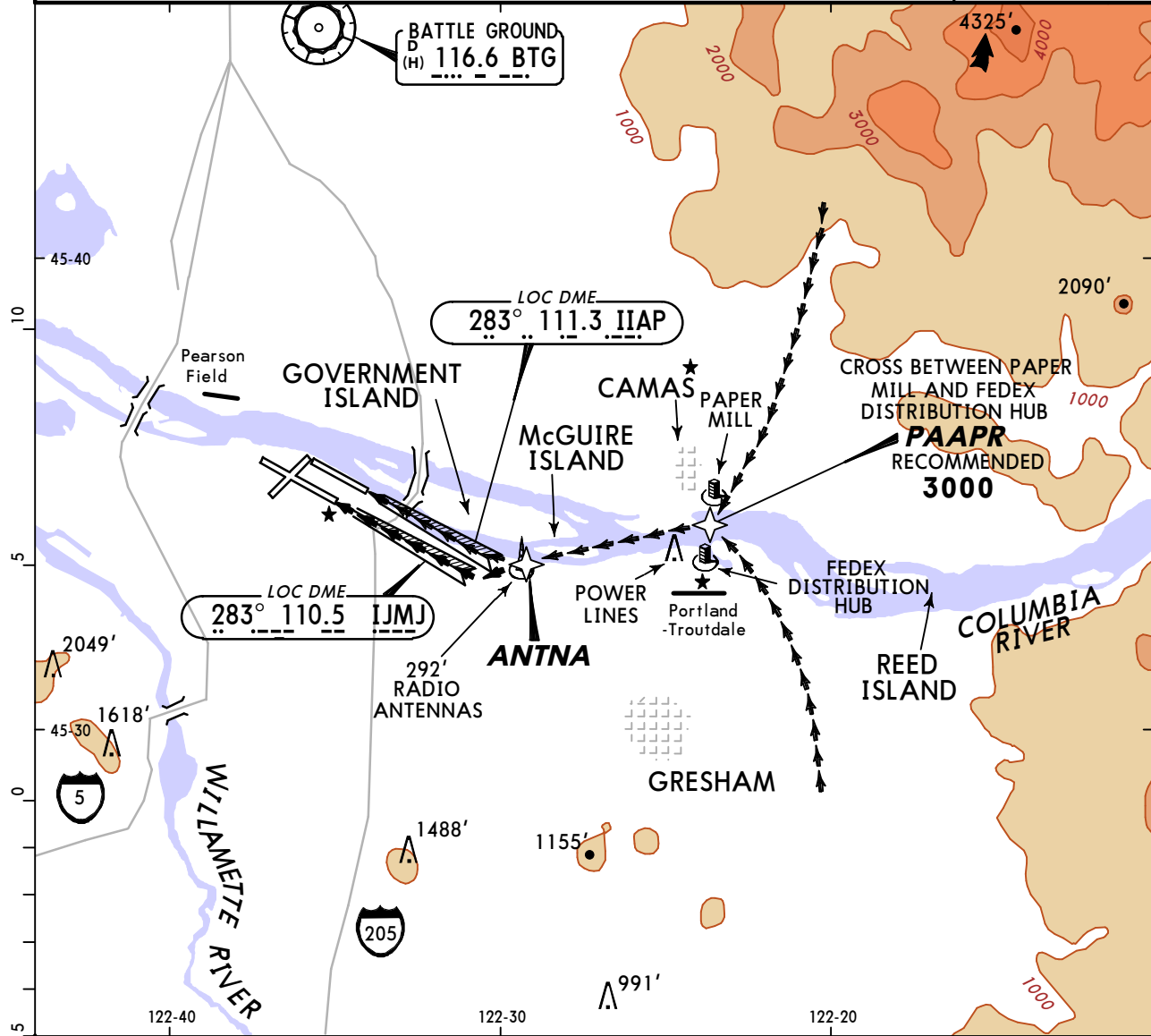
AMEND
3

KPDX/PDX PORTLAND INTL

JEPPESSEN
14 MAR 14 (19-2)

PORTLAND, OREG MILL VISUAL Rwy 28L/R

| | | | | | |
|--|----------------------------------|--|------------------------|--------------------------------|---------------------|
| BRIEFING STRIP™ | D-ATIS | PORTLAND Approach (R) | PORTLAND Tower | | Ground |
| | 128.35 | 124.35 | Rwys 10L, 28R 118.7 | Rwys 3, 10R, 21, 28L 123.77 | 121.9 |
| | NAVAIDS- Refer to Planview | Final Apch Crs Refer to Planview | No FAF | CEIL-VIS 3500'-5 | Apt Elev 31' |
| No Missed Approach Procedure. | | | | | <p>MSA BTG VOR</p> |
| 1. Radar required. 2. Procedure not authorized at night. 3. Vertical Guidance Navaid and Angle: Rwy 28R: LOC IIAP (GS 3.00°), Rwy 28L: LOC IJMJ (GS 3.00°). | | | | | |



| | |
|-------|------------------------------------|
| AMEND | WEATHER MINIMUMS |
| | Ceiling 3500' -VIS 5 |

Chart changes since cycle 06-2019

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

PORTLAND, OR (PORTLAND INTL - KPDX)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KPDX

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.