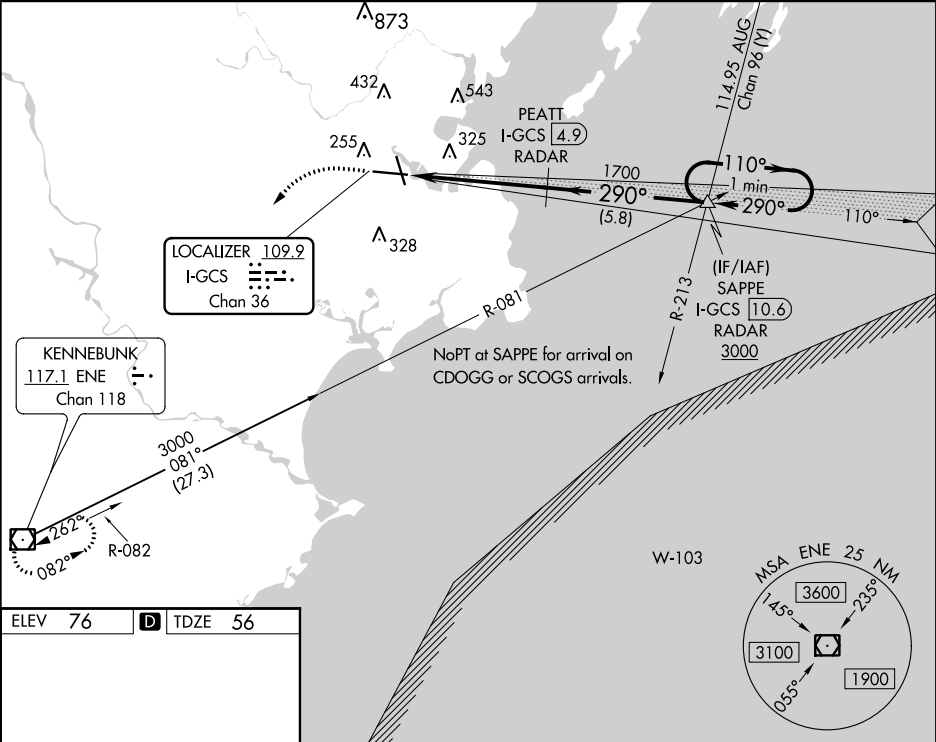


LOC/DME I-GCS	APP CRS	Rwy Idg	7200
<b>109.9</b>	<b>290°</b>	TDZE	<b>56</b>
Chan <b>36</b>		Apt Elev	<b>76</b>

ILS RWY 29 (SA CAT I & II)  
PORTLAND INTL JETPORT (PWM)

<p><b>⚠</b> DME or RADAR required. DME required when Portland approach control closed. Procedure NA when control tower closed. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.</p>	<p>MALSR </p>	<p>MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct ENE VOR/DME and hold.</p>
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ATIS <b>119.05</b>	PORTLAND APP CON ★ <b>119.75 269.35</b>	PORTLAND TOWER ★ <b>120.9 0 (CTAF) 257.8</b>	GND CON <b>121.9</b>	CLNC DEL <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV 76 **D** TDZE 56

Diagram showing the runway (7200 X 150) and taxiway (7200 X 150) layout. Key features include:  
- **TWR 162**  
- **81** (ILS antenna)  
- **110** (VOR/DME)  
- **36** (ILS antenna)  
- **0.5% UP** (gradient)  
- **7200 X 150** (runway dimensions)  
- **7200 X 150** (taxiway dimensions)

TDZ/CL Rwy 11 **0**  
MIRL Rwy 18-36 **0**  
HIRL Rwy 11-29 **0**  
REL Rwy 18 and 36 **0**

700	3000	ENE	PEATT I-GCS 4.9 RADAR	SAPPE I-GCS 10.6 RADAR	One Minute Holding Pattern
			1700	1700	110° → 3000
			1700	1700	GS 3.00° TCH 50
			5.1 NM	5.8 NM	
CATEGORY	A	B	C	D	
S-ILS 29	SA CAT I	RA 206/14	150 DA 206		
S-ILS 29	SA CAT II	RA 146/12	100 DA 156		
<b>SA CATEGORY I &amp; II ILS - SPECIAL AIRCREW &amp; AIRCRAFT CERTIFICATION REQUIRED</b>					

NE-1, 03 DEC 2020 to 31 DEC 2020

NE-1, 03 DEC 2020 to 31 DEC 2020