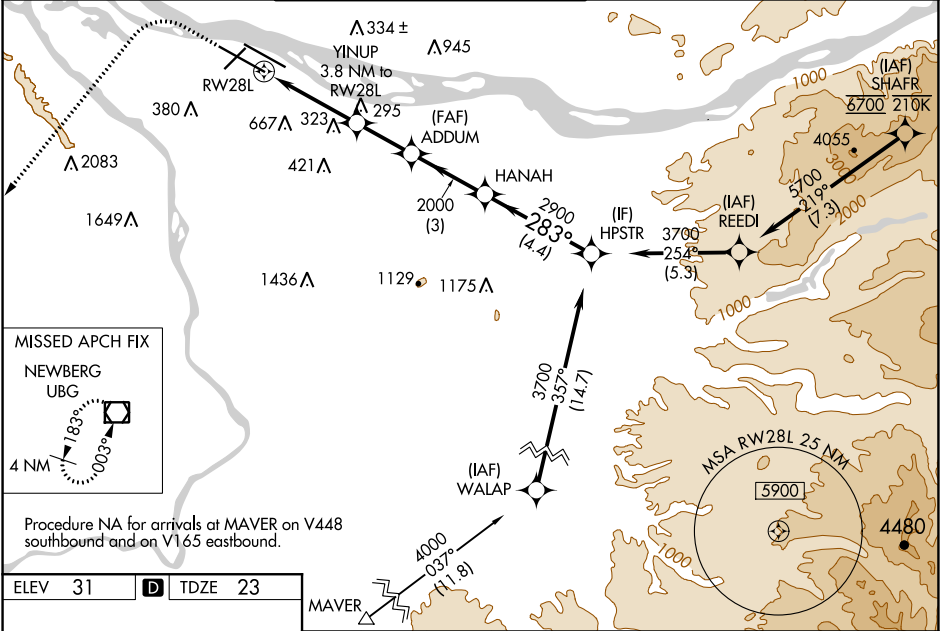


WAAS CH <b>56205</b> <b>W28B</b>	APP CRS <b>283°</b>	Rwy Idg TDZE <b>23</b> Apt Elev <b>31</b>
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RNAV (GPS) X RWY 28L

PORTLAND INTL (PDX)

<div><div>▼</div><div>▲</div></div> <div>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.</div>			<div>MALSR</div> <div></div>	<div>MISSED APPROACH: Climb to 2100 then climbing left turn to 4000 direct UBG VOR/DME and hold.</div>	
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



ELEV 31	D	TDZE 23
<div><div>2100</div><div>4000</div><div>UBG</div></div> <div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).</div>		
<div>* LNAV only</div> <div><div>YINUP</div><div>ADDUM</div><div>HANAH</div><div>HPSTR</div></div> <div><div>3.8 NM to RWY 28L</div><div>2000</div><div>283°</div><div>3700</div></div> <div><div>1.4 NM to RWY 28L</div><div>1280*</div><div>2000</div><div>2900</div></div> <div><div>1.4</div><div>2.4 NM</div><div>2.2 NM</div><div>3 NM</div><div>4.4 NM</div></div> <div><div>GP 3.00°</div><div>TCH 55</div></div>		
<div>REIL Rwys 3 and 21 TDZ/CL Rwy 10R MIRL Rwy 3-21 HIRL Rwys 10L-28R and 10R-28L</div>		
<div>CIRCLING</div>		
<div>CATEGORY</div> <div>A</div> <div>B</div> <div>C</div> <div>D</div>		
<div>LPV DA</div> <div>309/22</div> <div>286 (300-½)</div>		
<div>LNAV/VNAV DA</div> <div>368/30</div> <div>345 (400-⅝)</div>		
<div>LNAV MDA</div> <div>540/24</div> <div>517 (600-½)</div> <div>540/55</div> <div>517 (600-1)</div>		
<div>CIRCLING</div> <div>720-1</div> <div>689 (700-1)</div> <div>760-1</div> <div>729 (800-1)</div> <div>1060-3</div> <div>1029 (1100-3)</div>		