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Terminal Charts For KRDM

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Eugene OR USA
IATA Code: EUG
Lat/Long: N44° 07.5' W123° 12.7'
Elevation: 374 ft

Airport Use: Public
Magnetic Variation: 15.8°E
Sectional Chart: Klamath Falls

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 800 ft AGL

Sunrise: 1454 Z
Sunset: 0158 Z,

Runway Information

Runway: 16L
Length x Width: 6000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 369 ft
Lighting: Edge, ALS

Runway: 16R
Length x Width: 8009 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 363 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 34L
Length x Width: 8009 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 367 ft
Lighting: Edge, ALS, Centerline, TDZ

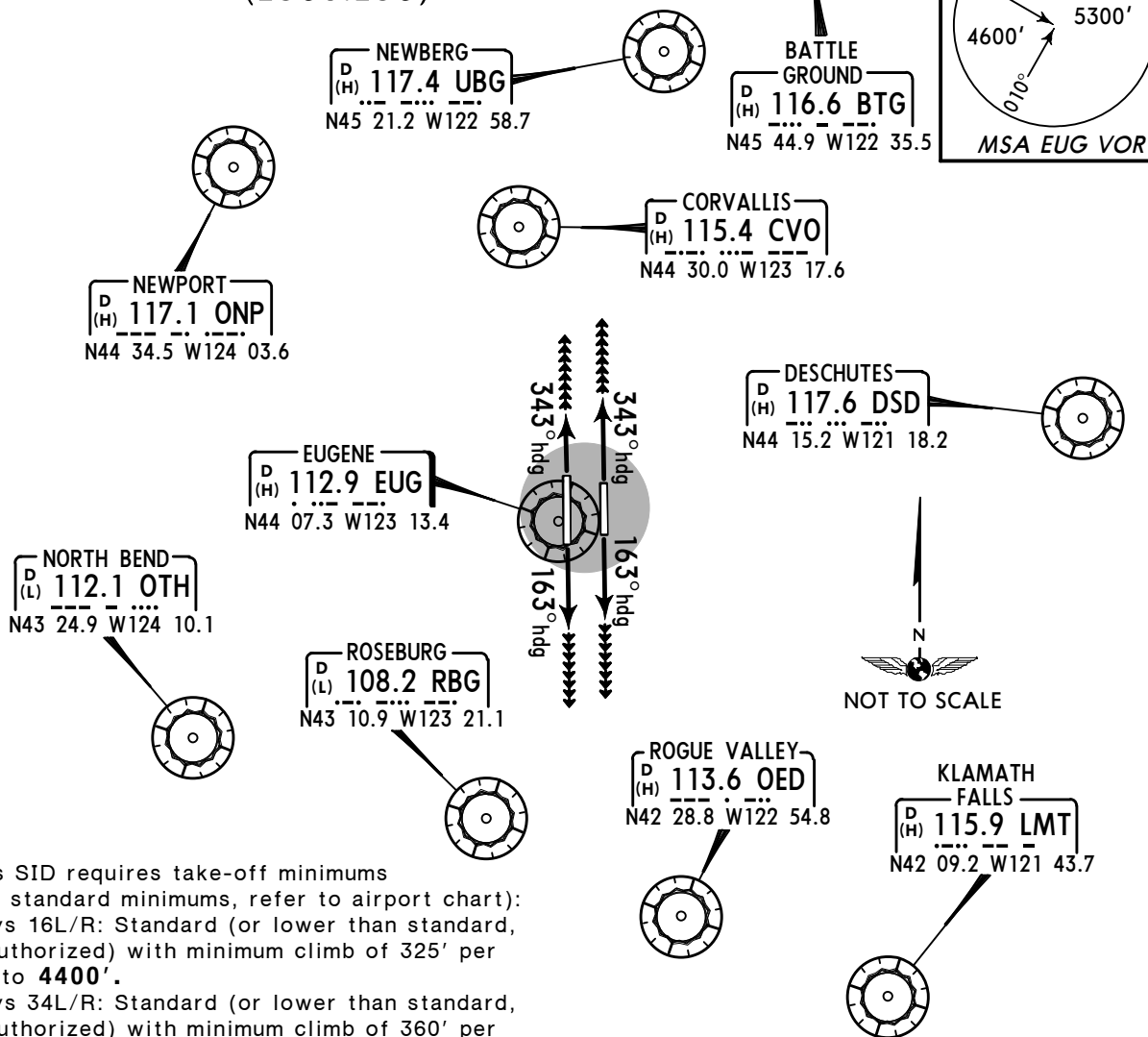
Runway: 34R
Length x Width: 6000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 374 ft
Lighting: Edge, REIL

Communication Information

ATIS 125.225
ASOS 125.225
Eugene Tower 124.15
Eugene Tower 118.9 CTAF
Eugene Ground Control 121.7
Eugene Clearance Delivery 121.7
Cascade Approach Control 120.25 (160°-339°)
Cascade Approach Control 119.6 (340°-159°)
Cascade TRSA 120.25 (160°-359°)
Cascade TRSA 119.6 (340°-159°)
Cascade Departure Control 120.25 (160°-339°)
Cascade Departure Control 119.6 (340°-159°)
Mahlon Sweet Unicom 122.95
MC Minnville Flight Service Station 122.3 RCO
Seattle Center 125.8 Remote Communications Air-Ground

*CASCADE Departure (R) 340°-159° 119.6	160°-339° 120.25	SEATTLE Center (R) 125.8 when Dep Inop.	Apt Elev 374'	Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. Aircraft taxiing beyond Rwy 16R departure end, 500' LEFT of centerline.
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EUGENE EIGHT DEPARTURE (EUG8.EUG)

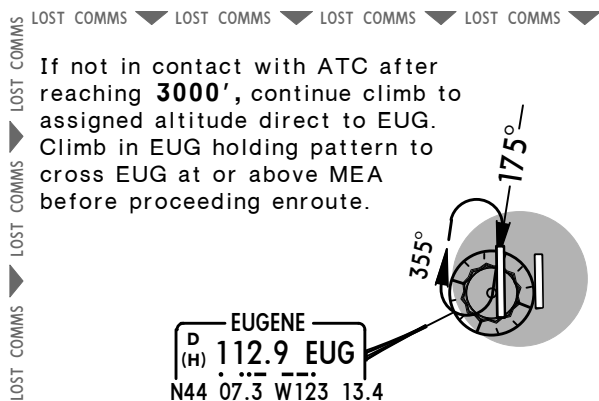


This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 16L/R: Standard (or lower than standard, if authorized) with minimum climb of 325' per NM to **4400'**.
Rwys 34L/R: Standard (or lower than standard, if authorized) with minimum climb of 360' per NM to **4400'**.

Gnd speed-KT	75	100	150	200	250	300
325' per NM	406	542	813	1083	1354	1625
360' per NM	450	600	900	1200	1500	1800

OBSTACLES

Rwy 16L: Multiple power poles beginning 1036' from DER, 74' RIGHT of centerline, up to 35' AGL/408' MSL. Multiple power poles beginning 1017' from DER, 211' LEFT of centerline, up to 31' AGL/404' MSL. Tower 5.7 NM from DER, 2550' LEFT of centerline, 173' AGL/1281' MSL.
Rwy 16R: Tree 1991' from DER, 831' LEFT of centerline, 54' AGL/419' MSL. Numerous trees beginning 1504' from DER, 489' RIGHT of centerline, up to 43' AGL/408' MSL. Tower 5.5 NM from DER, 1.1 NM LEFT of centerline, 173' AGL/1281' MSL.
Rwy 34L: Tree 1597' from DER, 842' LEFT of centerline, 50' AGL/404' MSL.
Rwy 34R: Tree 2897' from DER, 606' RIGHT of centerline, 77' AGL/440' MSL. Tree 2535' from DER, 643' LEFT of centerline, 65' AGL/428' MSL.



RWY	INITIAL CLIMB	ALTITUDE
16L/R	Climb via 163° heading (or ATC assigned heading) for vectors to assigned route/fix.	MAINTAIN 9000' or assigned altitude
34L/R	Climb via 343° heading (or ATC assigned heading) for vectors to assigned route/fix.	
ROUTING		
EXPECT filed altitude/flight level 5 minutes after departure.		

KEUG/EUGApt Elev **374'**

N44 07.5 W123 12.7

19 AUG 11

(10-9)**Eff 25 Aug****EUGENE, OREG****MAHLON SWEET**

ATIS (ASOS when Twr inop)

125.22

*EUGENE Clearance

121.7

*Ground

121.7

*Tower

Rwys 16R/34L

Rwys 16L/34R

CTAF 118.9**124.15**

UNICOM 122.95

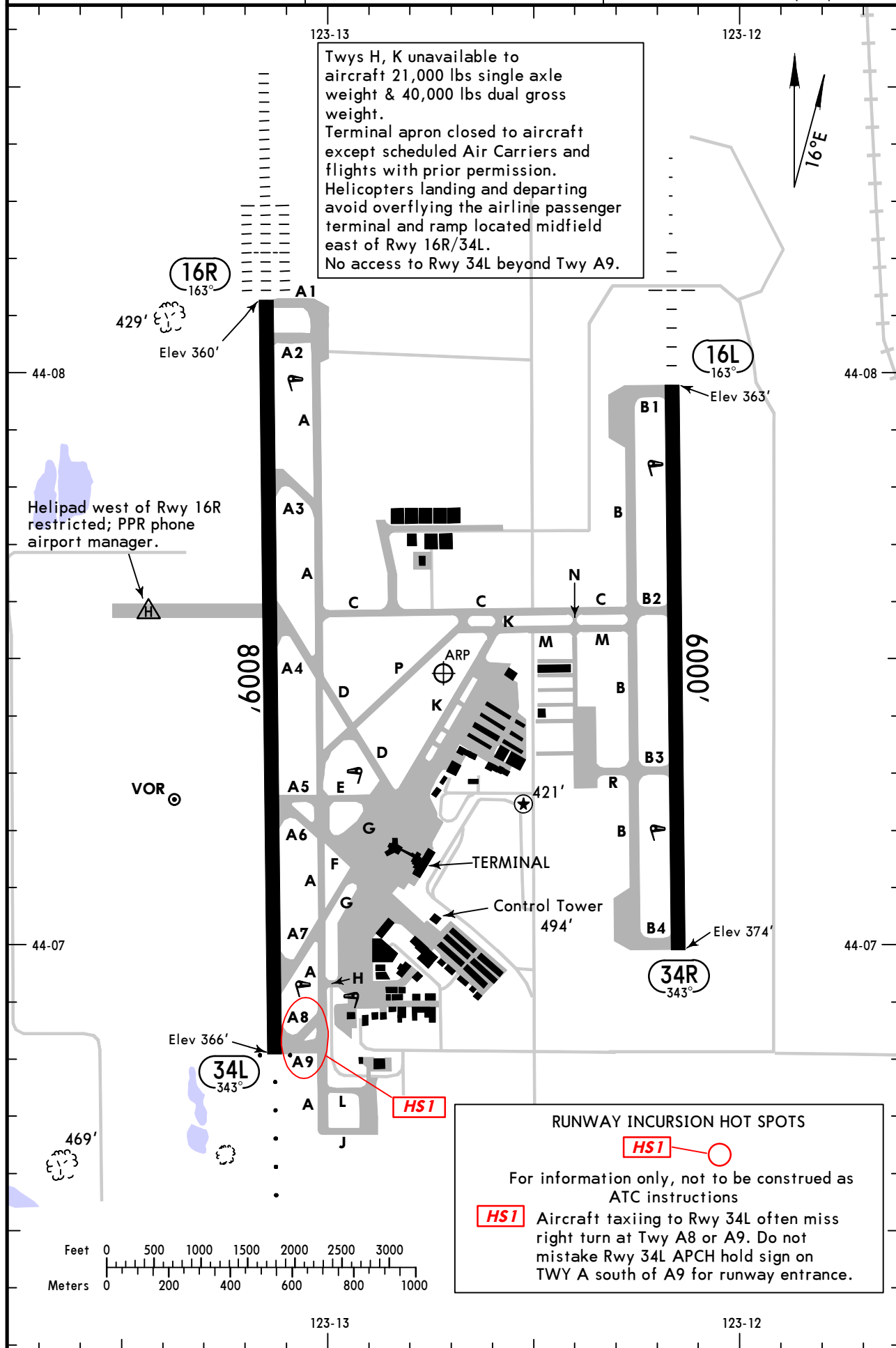
*CASCADE Departure (R)

340°-159°

160°-339°

119.6**120.25**

SEATTLE Center (R)

125.8 when Dep inop.

CHANGES: None.

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GENERAL

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

ADDITIONAL RUNWAY INFORMATION					USABLE LENGTHS			TAKE-OFF	WIDTH
RWY					LANDING BEYOND				
					Threshold	Glide Slope			
16R	② HIRL CL	③ ALSF-II TDZ	PAPI-L (angle 3.0°)	RVR		7059'			150'
① 34L	② HIRL CL	③ ODALS	VASI-L	RVR					

① Grooved.

② Preset medium intensity when tower closed.

③ Activate on 118.9 when Twr closed.

16L	④ HIRL ⑤ MALSR PAPI-L (angle 3.0°) grooved		5039'		150'
34R	④ HIRL ⑤ REIL PAPI-L (angle 3.0°) grooved				

④ Preset medium intensity when tower closed.

⑤ Activate on 118.9 when Twr closed.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 16R, 34L

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 MID RVR 5 Rollout RVR 5	TDZ RVR 10 MID RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 16L, 34R

Adequate Vis Ref	STD	
	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

OBSTACLE DP

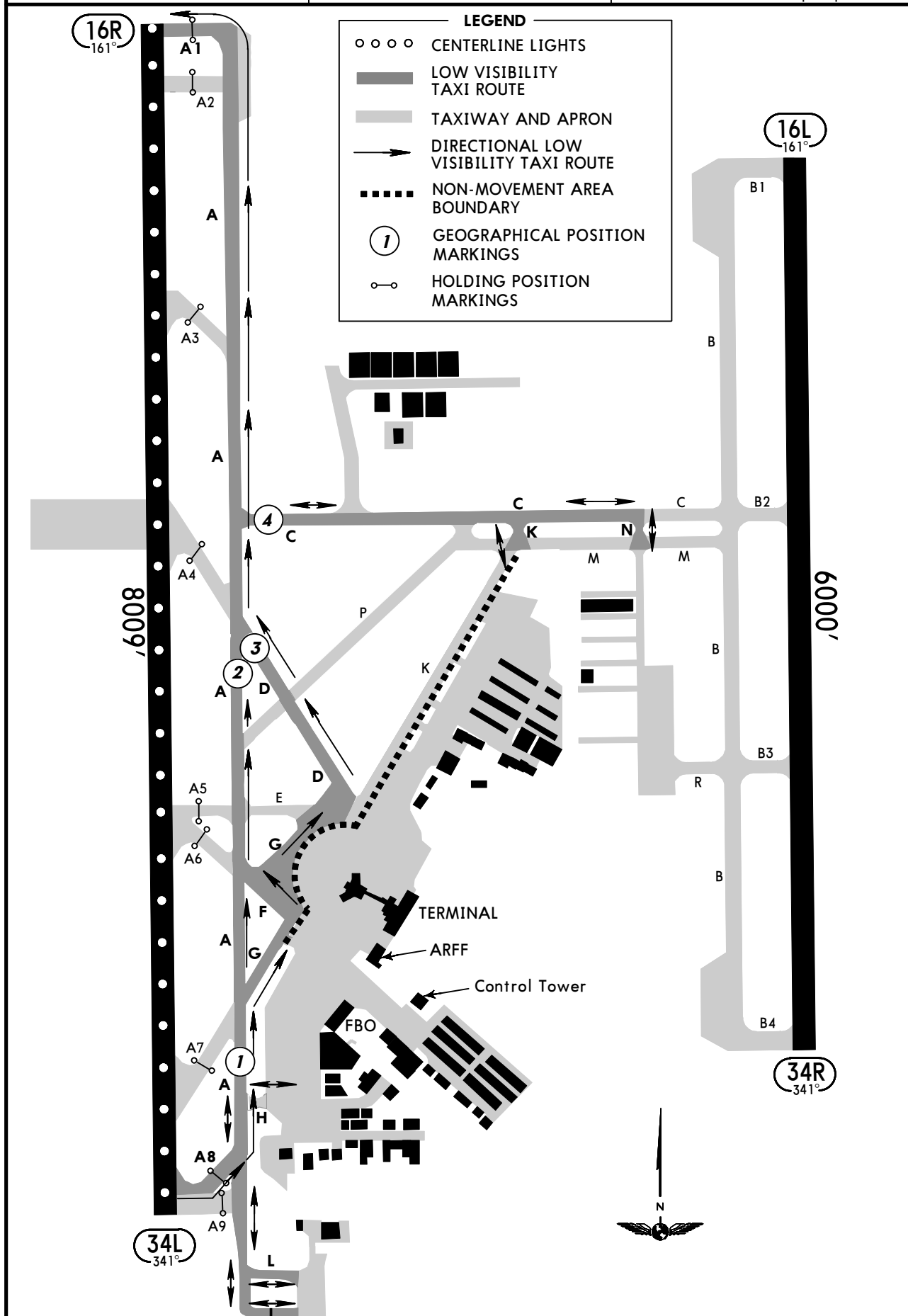
Rwys 16L & 16R, climb heading 163° to 1000' then climbing right turn, all aircraft climb direct EUG VOR, then climb in EUG VOR holding pattern (hold north, right turns, 175° inbound) to cross EUG VOR at or above MEA before proceeding on course.

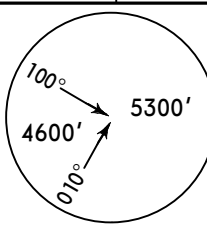
Rwys 34L & 34R, climb heading 343° to 1000' then climbing left turn, all aircraft climb direct EUG VOR, then climb in EUG VOR holding pattern (hold north, right turns, 175° inbound) to cross EUG VOR at or above MEA before proceeding on course.

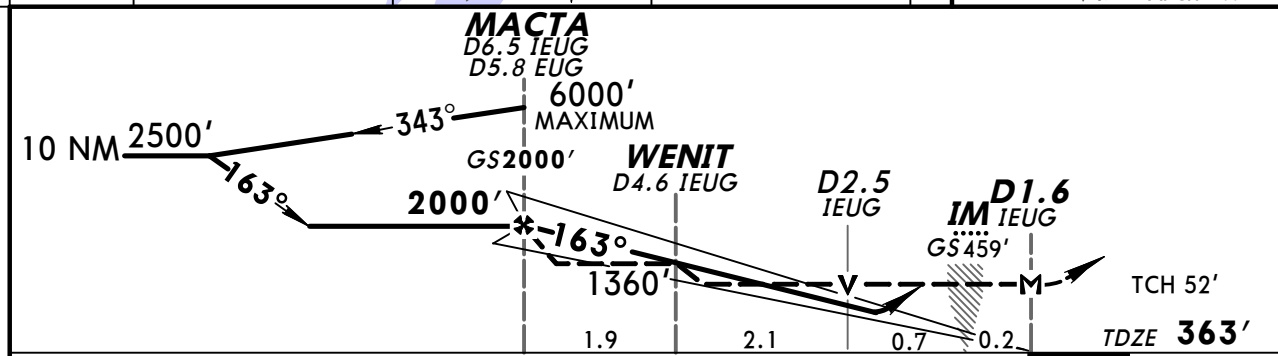
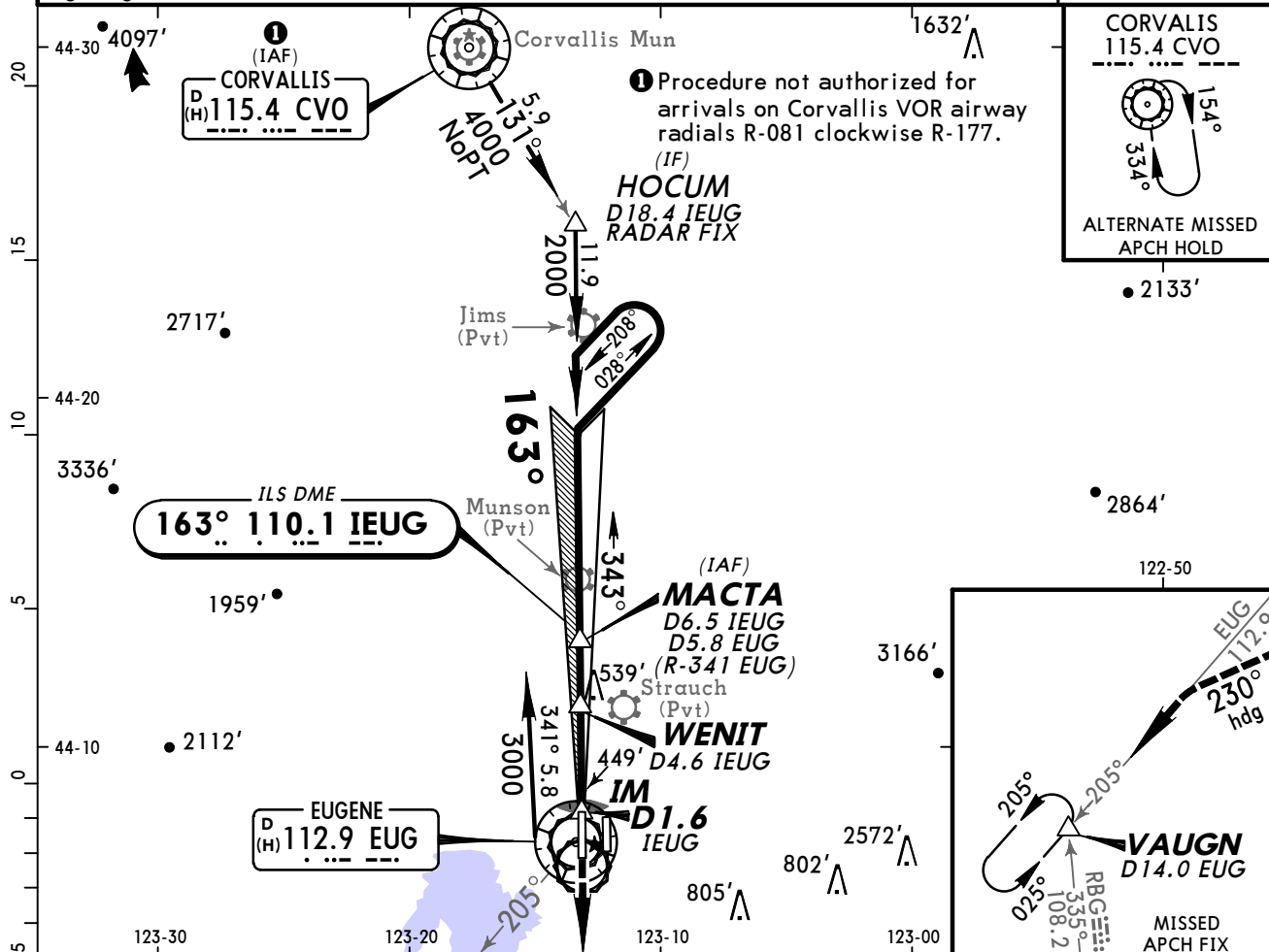
FOR FILING AS ALTERNATE

Authorized Only When Twr Operating		FOR FILING AS ALTERNATE		VOR-A
ILS Rwy 16R ILS Rwy 16L	LOC DME Rwy 16R LOC DME Rwy 16L	RNAV (GPS) Y Rwy 16L RNAV (GPS) Y Rwy 16R RNAV (GPS) Y Rwy 34L RNAV (GPS) Y Rwy 34R RNAV (RNP) Z Rwy 16L	RNAV (RNP) Z Rwy 16R RNAV (RNP) Z Rwy 34L RNAV (RNP) Z Rwy 34R VOR DME Rwy 16R VOR DME Rwy 34L	
A				900-2
B				
C	600-2	800-2	800-2	900-2 1/2
D				900-2 3/4

ATIS (ASOS when Twr inop) 125.22	*EUGENE Clearance 121.7	*Ground 121.7	*EUGENE Tower Rwys 16R/34L CTAF 118.9 Rwys 16L/34R 124.15
UNICOM 122.95	*CASCADE Departure (R) 340°-159° 119.6	160°-339° 120.25	SEATTLE Center (R) 125.8 when Dep inop.



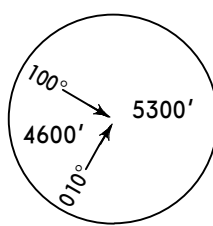
ATIS (ASOS when Twr inop) 125.22	*CASCADE Approach (R) 340°-159° 160°-339° 119.6 120.25	SEATTLE Center (R) 125.8 when App inop.	*EUGENE Tower Rwys 16R/34L Rwys 16L/34R CTAF 118.9 124.15	*Ground 121.7
LOC IEUG 110.1	Final Apch Crs 163°	GS MACTA 2000' (1637')	ILS DA(H) 563' (200')	Apt Elev 374' TDZE 363'
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 5000' on 230° heading and outbound on EUG VOR R-205 to VAUGN/D14.0 EUG VOR and hold, continue climb-in-hold to 5000'. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Use IEUG DME when on the localizer course. 3. Pilot controlled lighting 118.9.				
				 MSA EUG VOR

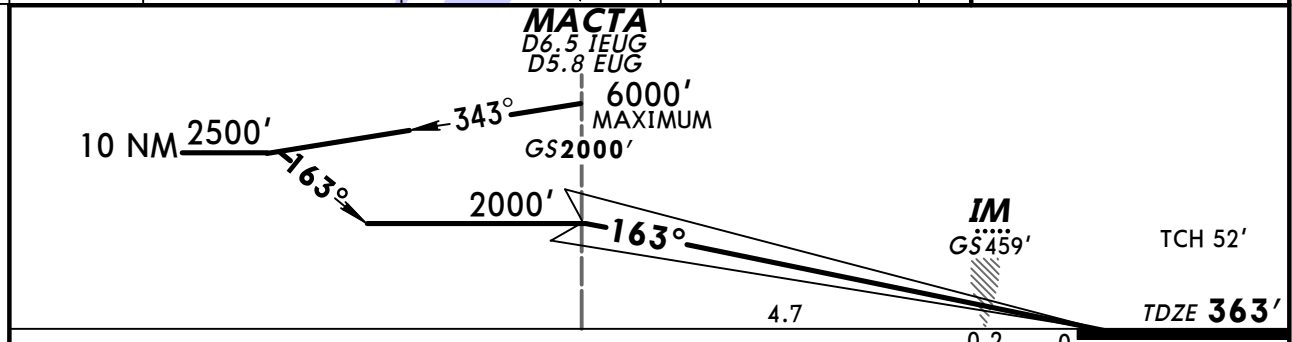
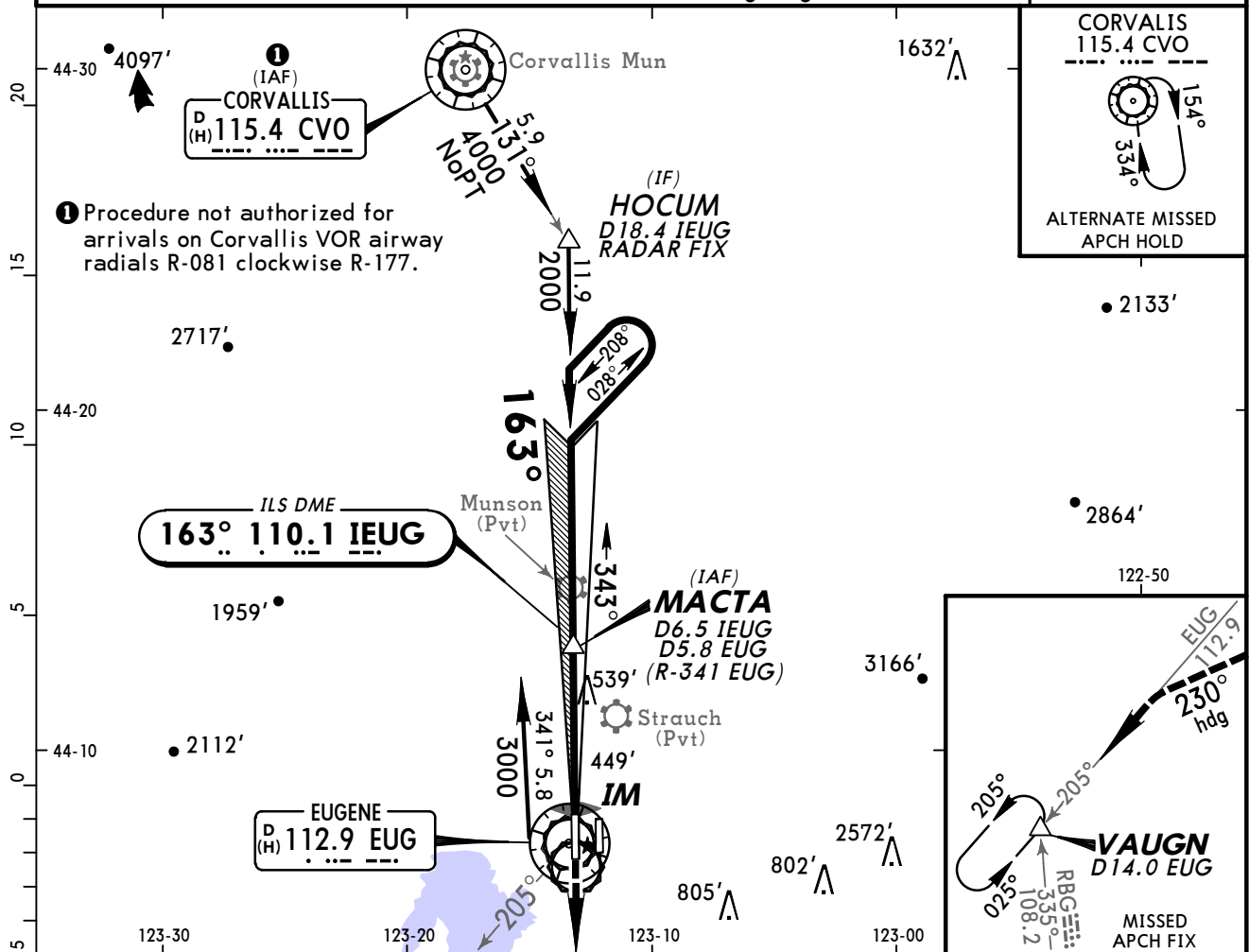


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II	1000'	5000'	230°	EUG
GS	3.00°	377	484	538	646	753	PAPI	↑	RT	hdg	112.9
MAP at D1.6 IEUG											R-205

STRAIGHT-IN LANDING RWY 16R					CIRCLE-TO-LAND	
ILS DA(H) 563' (200')			LOC (GS out) MDA(H) 700' (337')		Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	ALS out		90	800' (426') - 1
A					120	840' (466') - 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	140	840' (466') - 1/2
C				RVR 50 or 1	165	940' (566') - 2
D			RVR 40 or 3/4			

KEUG/EUG MAHLON SWEET 17 SEP 10 Eff 23 Sep JEPPesen 11-1A ILS Rwy 16R CAT II & CAT III EUGENE, OREG

ATIS (ASOS when Twr inop)		*CASCADE Approach (R) 340°-159° 160°-339°		SEATTLE Center (R)		*EUGENE Tower Rwys 16R/34L Rwys 16L/34R		*Ground
125.22		119.6 120.25		125.8 when App inop.		CTAF 118.9 124.15		121.7
LOC IEUG 110.1	Final Apch Crs 163°	GS MACTA 2000' (1637')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II ILS RA 108' DA(H) 463' (100')	Apt Elev 374' TDZE 363'	 MSA EUG VOR
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 5000' on 230° heading and outbound on EUG VOR R-205 to VAUGN/D14.0 EUG VOR and hold, continue climb-in-hold to 5000'.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Aircraft Certification Required. 2. DME required. 3. Use IEUG DME when on localizer course. 4. Pilot controlled lighting 118.9.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II		1000'	5000'	230°	EUG
GS	3.00°	377	484	538	646	753	PAPI		↑	RT	hdg	112.9
												R-205

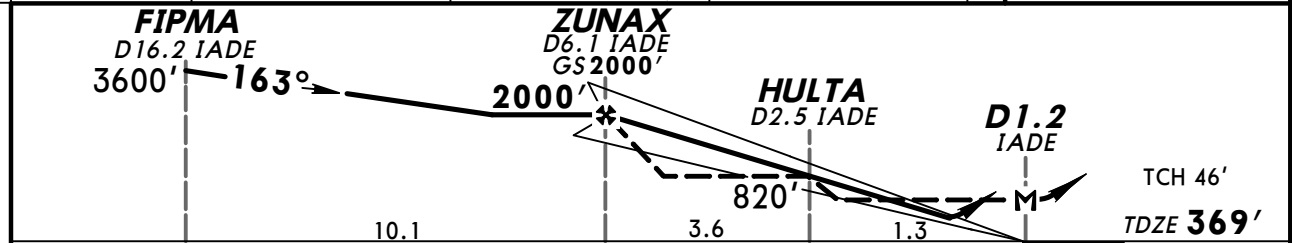
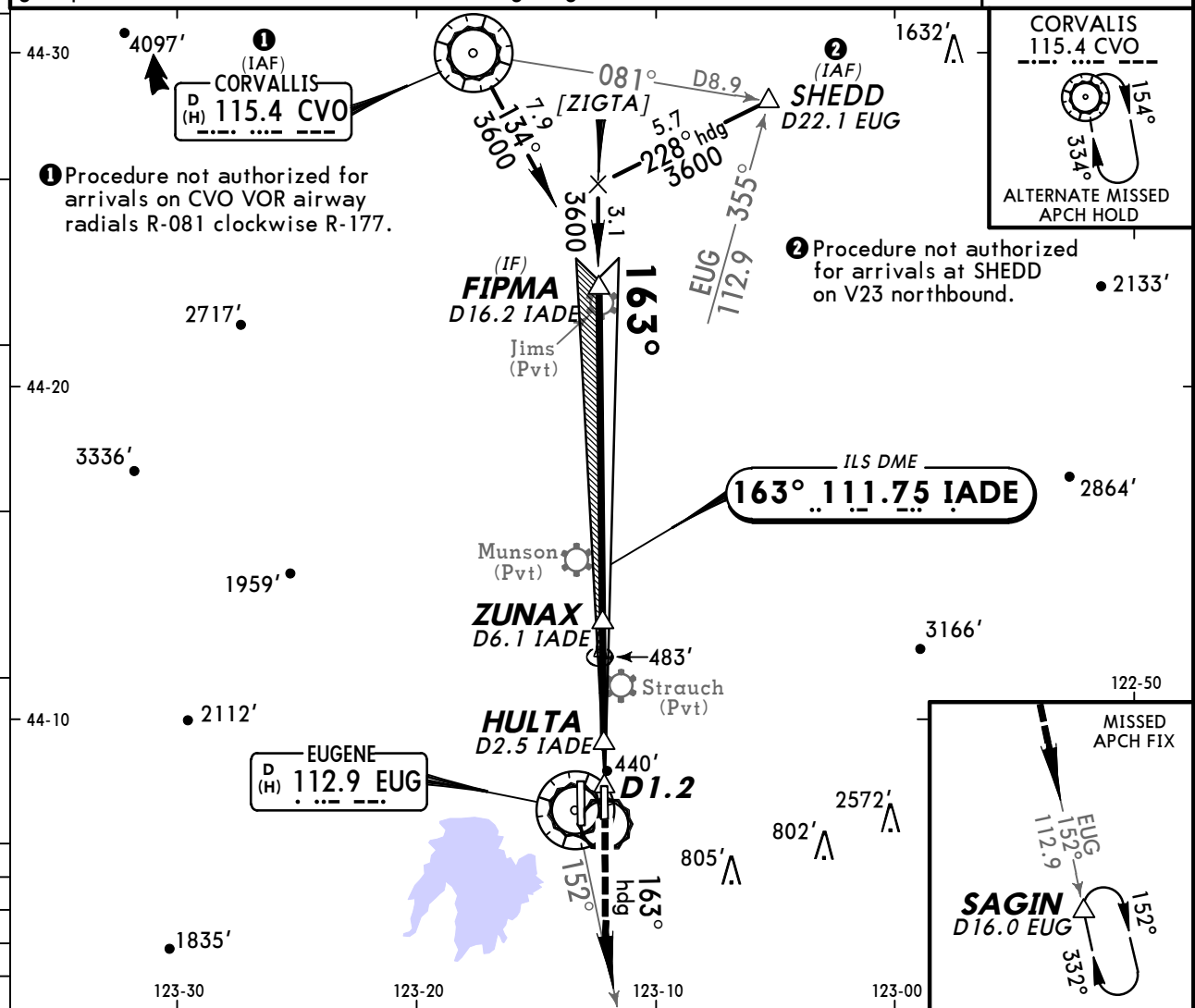
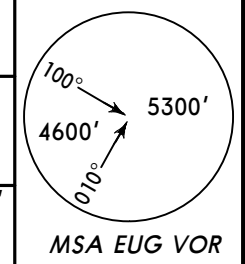
STRAIGHT-IN LANDING RWY 16R Authorized Only When Tower Operating			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 108' DA(H) 463' (100')
NA	RVR 6	RVR 7	RVR 12

ATIS (ASOS when Twr inop)	*CASCADE Approach (R)	SEATTLE Center (R)	*EUGENE Tower	*Ground
125.22	340°-159° 160°-339° 119.6 120.25	125.8 when App inop.	Rwys 16L/34R 124.15 Rwys 16R/34L CTA 118.9	121.7

LOC IADE 111.75	Final Apch Crs 163°	GS ZUNAX 2000' (1631')	ILS DA(H) 569' (200')	Apt Elev 374' TDZE 369'
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MISSED APCH: Climb to 5200' on 163° heading and outbound on EUG VOR R-152 to SAGIN/D16.0 EUG VOR and hold, continue climb-in-hold to 5200'.

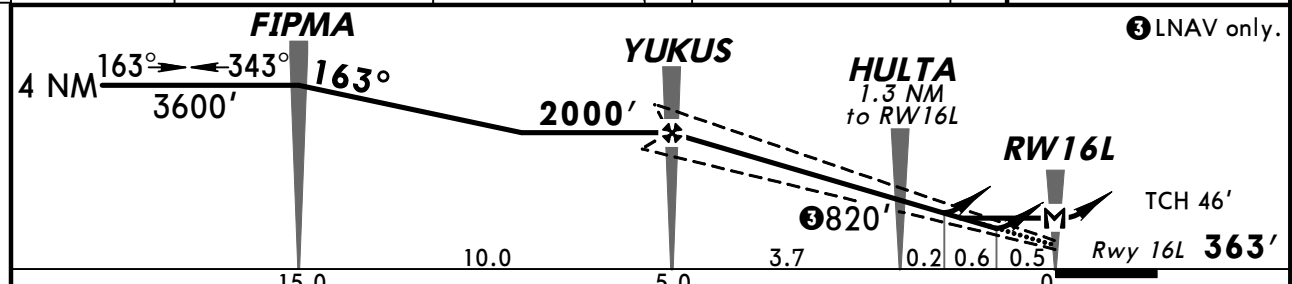
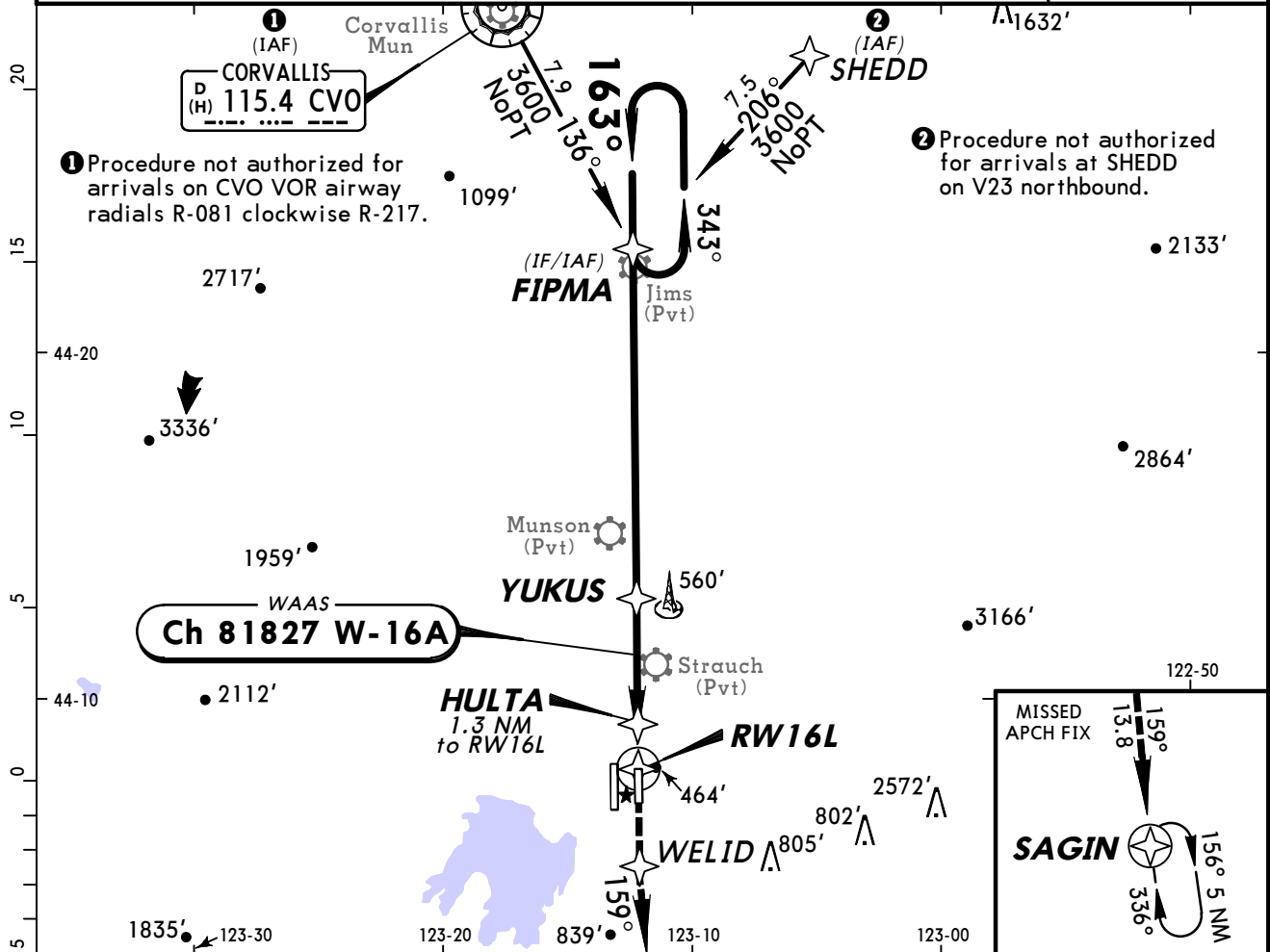
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. DME required. 2. Use IADE DME when on the localizer course. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 118.9.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5200'	163°	EUG	SAGIN
GS	3.00°	377	484	538	646	753	861	PAPI	↑	hdg	and 112.9 R-152
MAP at D1.2 IADE											

STRAIGHT-IN LANDING RWY 16L					CIRCLE-TO-LAND	
ILS		LOC (GS out)				
DA(H) 569' (200')		MDA(H) 700' (331')				Max Kts
FULL	RAIL or ALS out		RAIL out	ALS out		MDA(H)
A						90
B						120
C	1/2	3/4	1/2	3/4	1	140
D		3/4		1		165
						800' (426') - 1
						840' (466') - 1
						840' (466') - 1 1/2
						940' (566') - 2

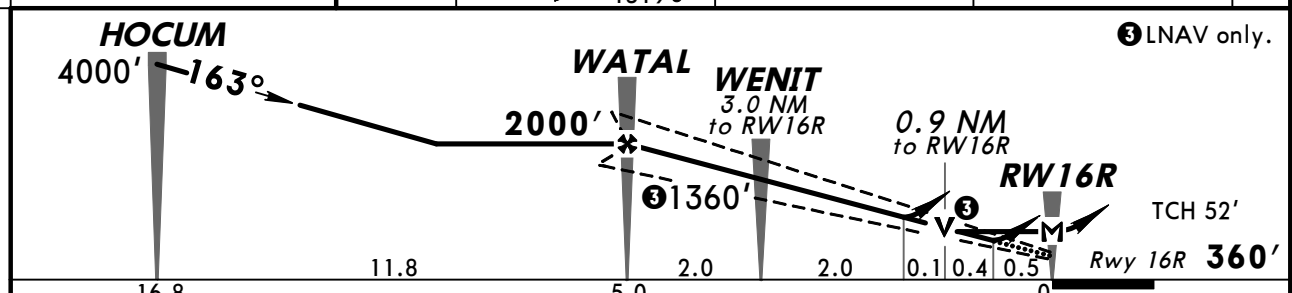
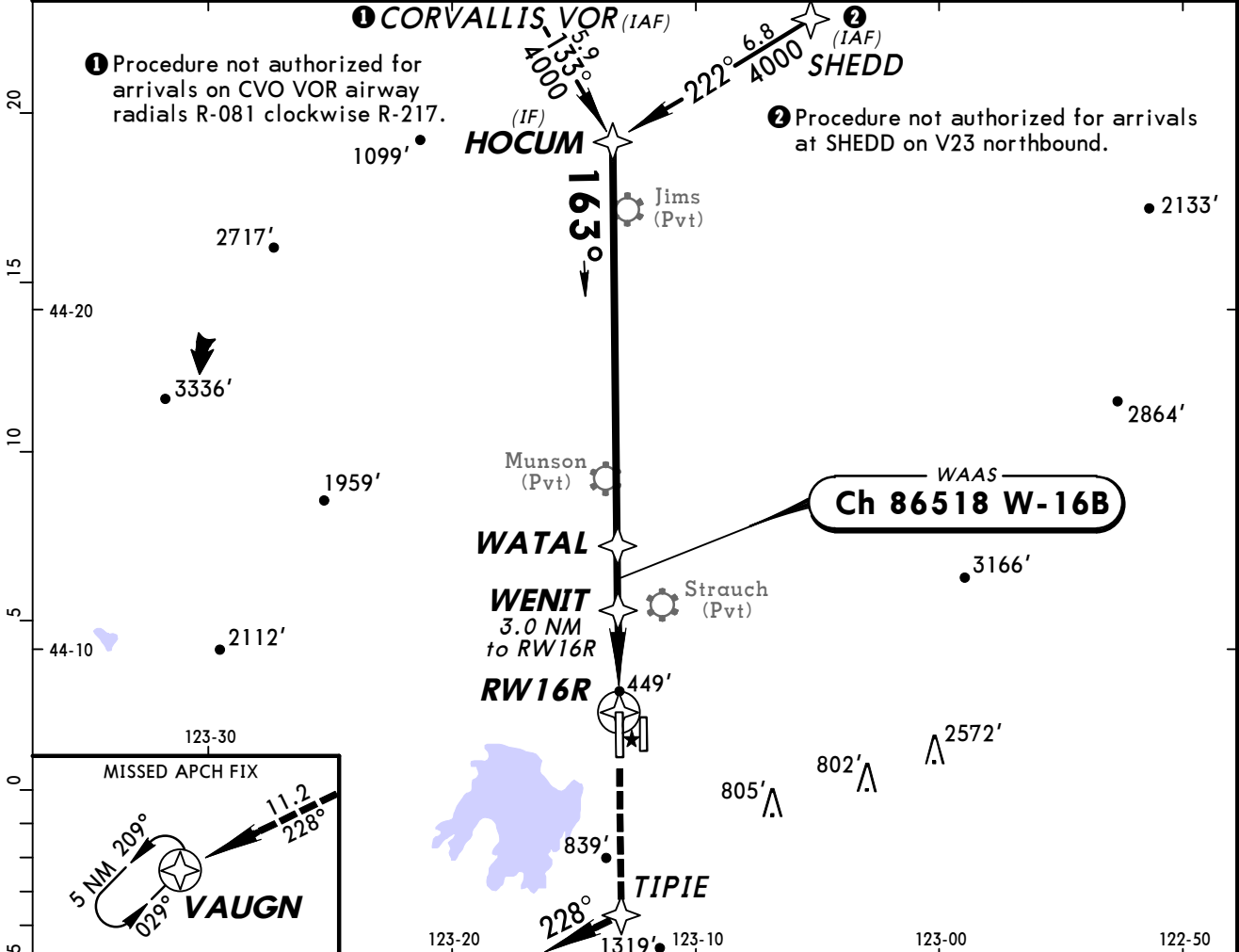
ATIS (ASOS when Twr inop)	*CASCADE Approach (R) 340°-159° 160°-339°	SEATTLE Center (R)	*EUGENE Tower Rwys 16L/34R Rwys 16R/34L	*Ground
125.22	119.6 120.25	125.8 when App inop.	124.15 CTAF 118.9	121.7
WAAS Ch 81827 W-16A	Final Apch Crs 163°	Minimum Alt YUKUS 2000' (1637')	LPV DA(H) 563' (200')	Apt Elev 374' Rwy 16L 363'
MISSED APCH: Climb to 5200' direct WELID and on track 159° to SAGIN and hold, continue climb-in-hold to 5200'.				5400' MSA RW16L
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 41°C (105°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 118.9.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5200'	WELID
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		
MAP at RW16L									

STRAIGHT-IN LANDING RWY 16L								CIRCLE-TO-LAND	
LPV DA(H) 563' (200')		LNAV/VNAV DA(H) 762' (399')		LNAV MDA(H) 720' (357')				Max Kts	MDA(H)
RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out		
A								90	800' (426') - 1
B								120	840' (466') - 1
C	1/2	3/4	7/8	1 1/4		3/4	1	140	840' (466') - 1 1/2
D								165	940' (566') - 2

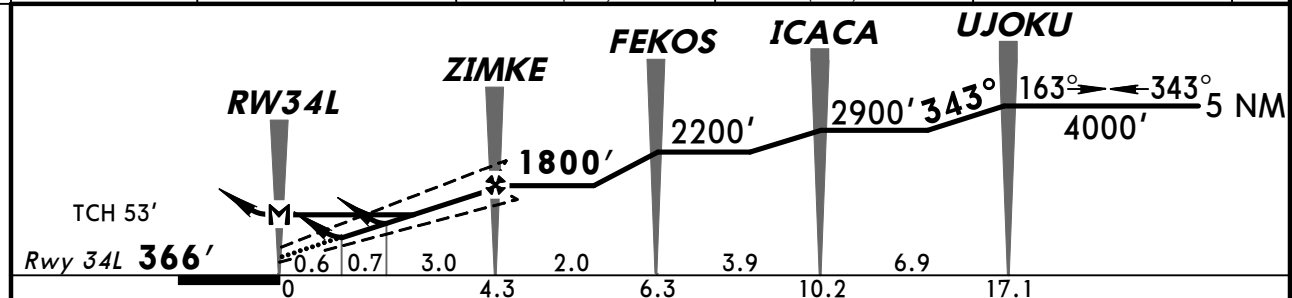
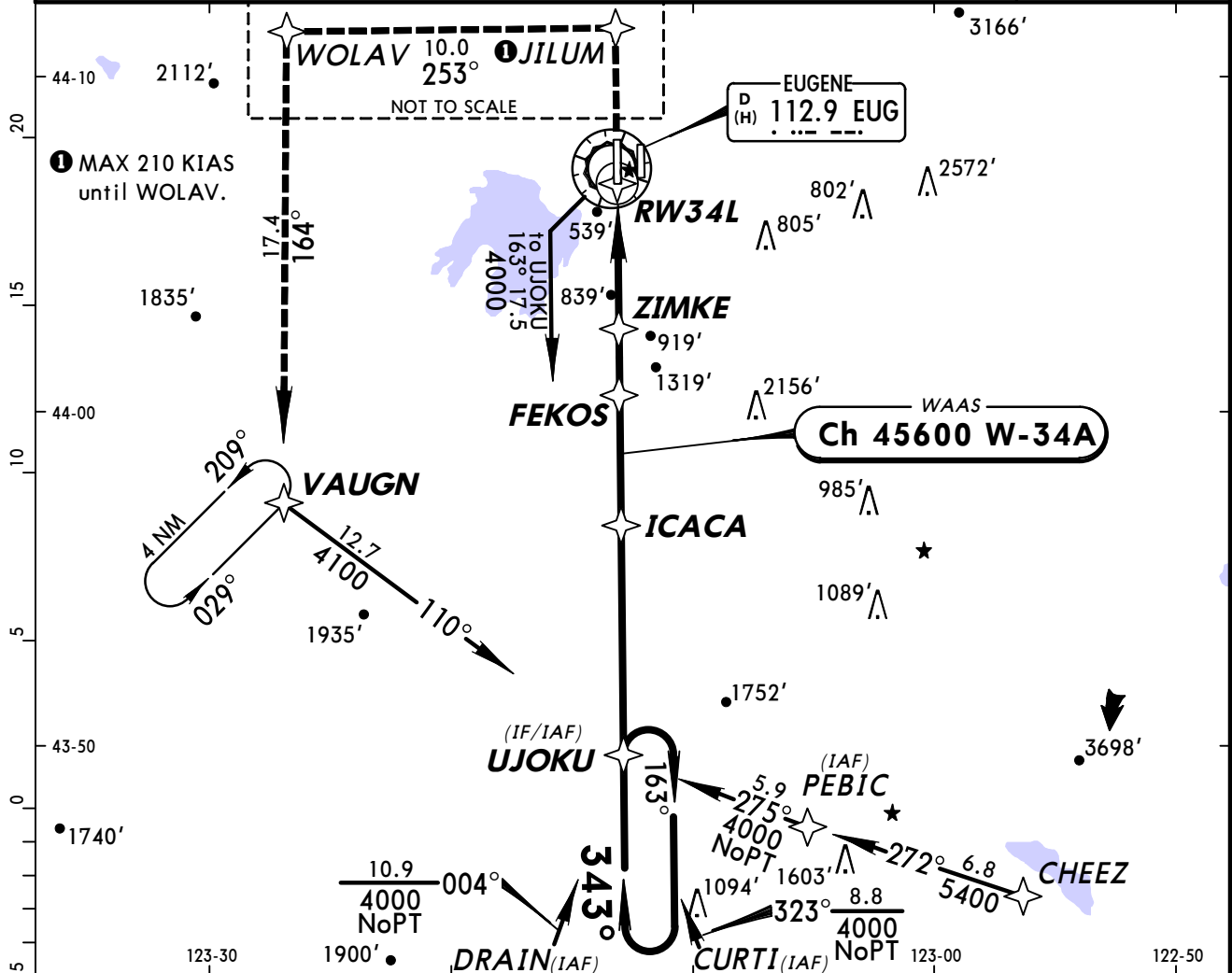
ATIS (ASOS when Twr inop)	*CASCADE Approach (R)	SEATTLE Center (R)	*EUGENE Tower	*Ground
125.22	340°-159° 160°-339° 119.6 120.25	125.8 when App inop.	Rwys 16R/34L Rwys 16L/34R CTAF 118.9 124.15	121.7
WAAS Ch 86518 W-16B	Final Apch Crs 163°	Minimum Alt WATAL 2000' (1640')	LPV DA(H) 560' (200')	Apt Elev 374' Rwy 16R 360'
MISSED APCH: Climb to 5000' direct TIPIE and on track 228° to VAUGN and hold, continue climb-in-hold to 5000'.				5300'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				MSA RW16R
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 41°C (105°F). 3. Pilot controlled lighting 118.9.				



Gnd speed-Kts	70	90	100	120	140	160	ALS F-II	5000'	TIPIE
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		
MAP at RW16R									

STRAIGHT-IN LANDING RWY 16R						CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 560' (200')		DA(H) 738' (378')		MDA(H) 700' (340')			
ALS out		ALS out		ALS out			
A						90	800' (426') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1/8	RVR 24 or 1/2	120	840' (466') - 1
C					RVR 26 or 1/2	140	840' (466') - 1 1/2
D						165	940' (566') - 2

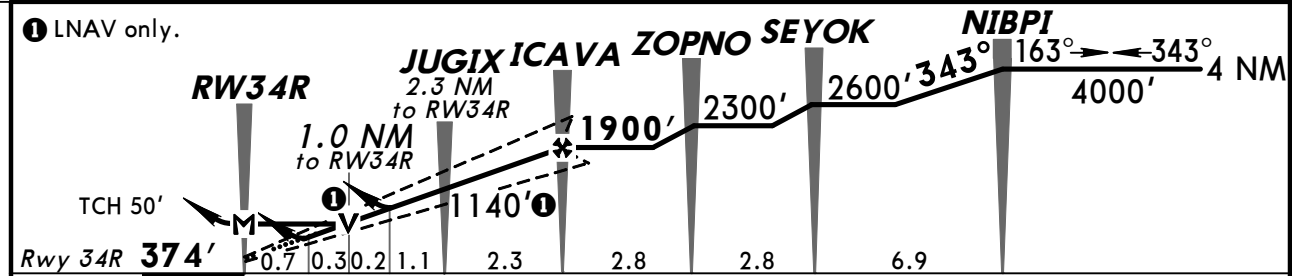
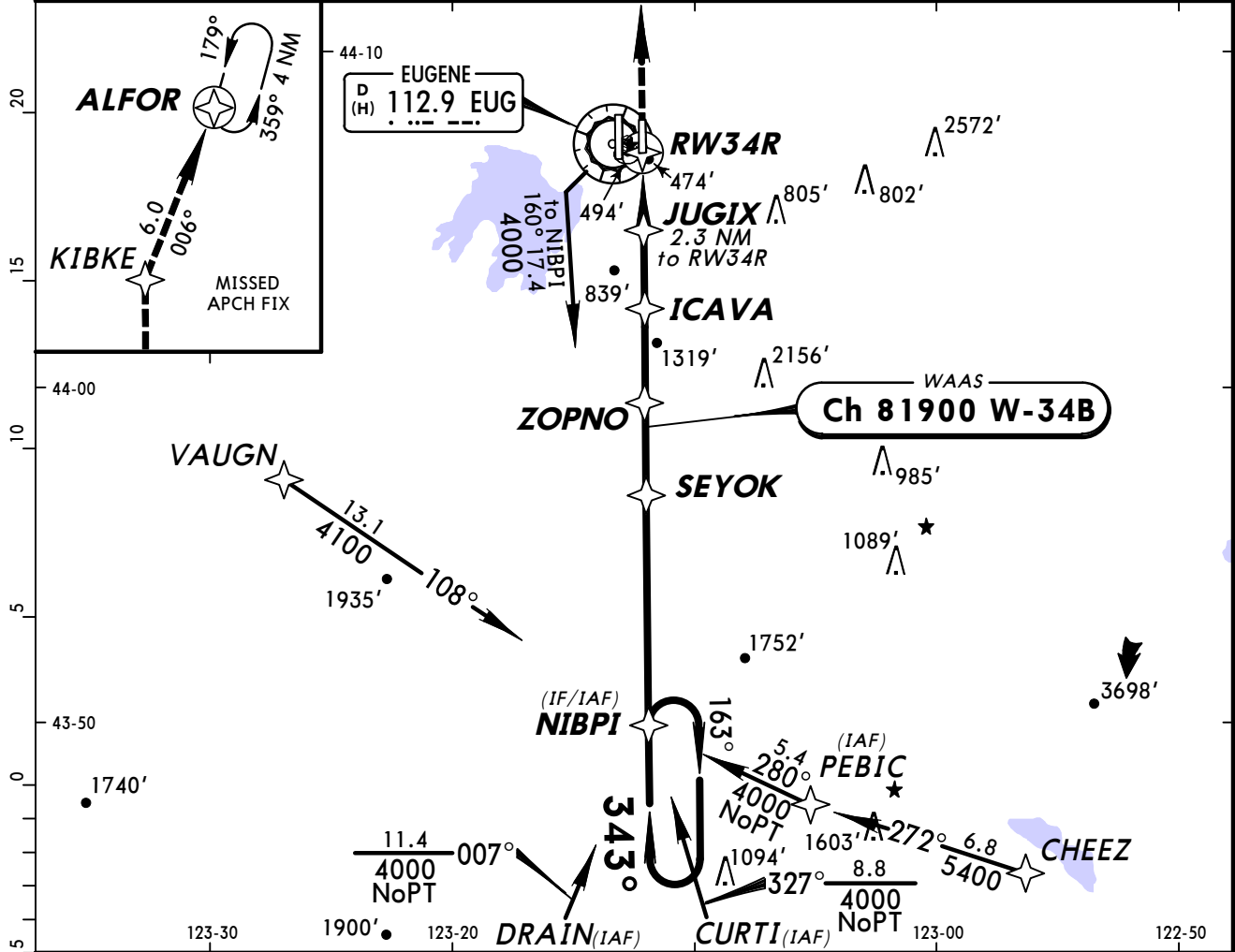
ATIS (ASOS when Twr inop)	*CASCADE Approach (R)	SEATTLE Center (R)	*EUGENE Tower	*Ground
125.22	340°-159° 160°-339° 119.6 120.25	125.8 when App inop.	Rwys 16R/34L Rwys 16L/34R CTAF 118.9 124.15	121.7
WAAS Ch 45600 W-34A	Final Apch Crs 343°	Minimum Alt ZIMKE 1800' (1434')	LPV DA(H) 616' (250')	Apt Elev 374' Rwy 34L 366'
MISSED APCH: Climb to 4000' direct JILUM and on track 253° to WOLAV and on track 164° to VAUGN and hold.				5900' MSA RW34L
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (4°F) or above 40°C (104°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.9.				



Gnd speed-Kts	70	90	100	120	140	160	ODALS	4000'	JILUM
Glide Path Angle	3.00°	372	478	531	637	743	849	↑	→
MAP at RW34L									

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND			
LPV DA(H) 616' (250')		LNAV/VNAV DA(H) 827' (461')		LNAV MDA(H) 1100' (734')		Max Kts	
ODALS out		ODALS out		ODALS out		90	1100' (726') - 1
RVR 35 or 5/8		RVR 40 or 3/4		RVR 40 or 3/4		120	1100' (726') - 2
1 3/8		1 1/2		2		140	1100' (726') - 2
						165	1100' (726') - 2 1/4

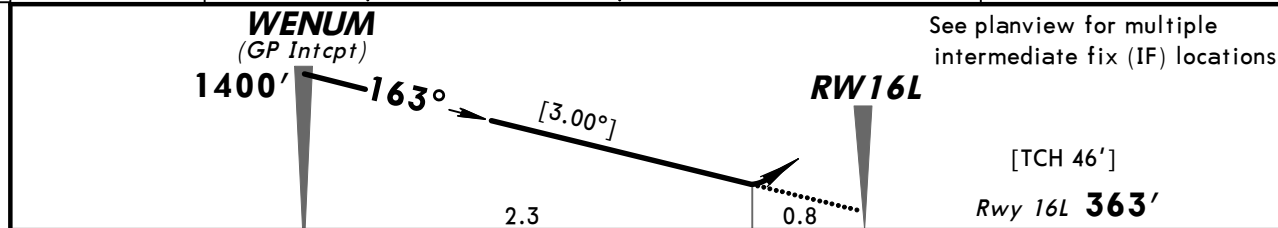
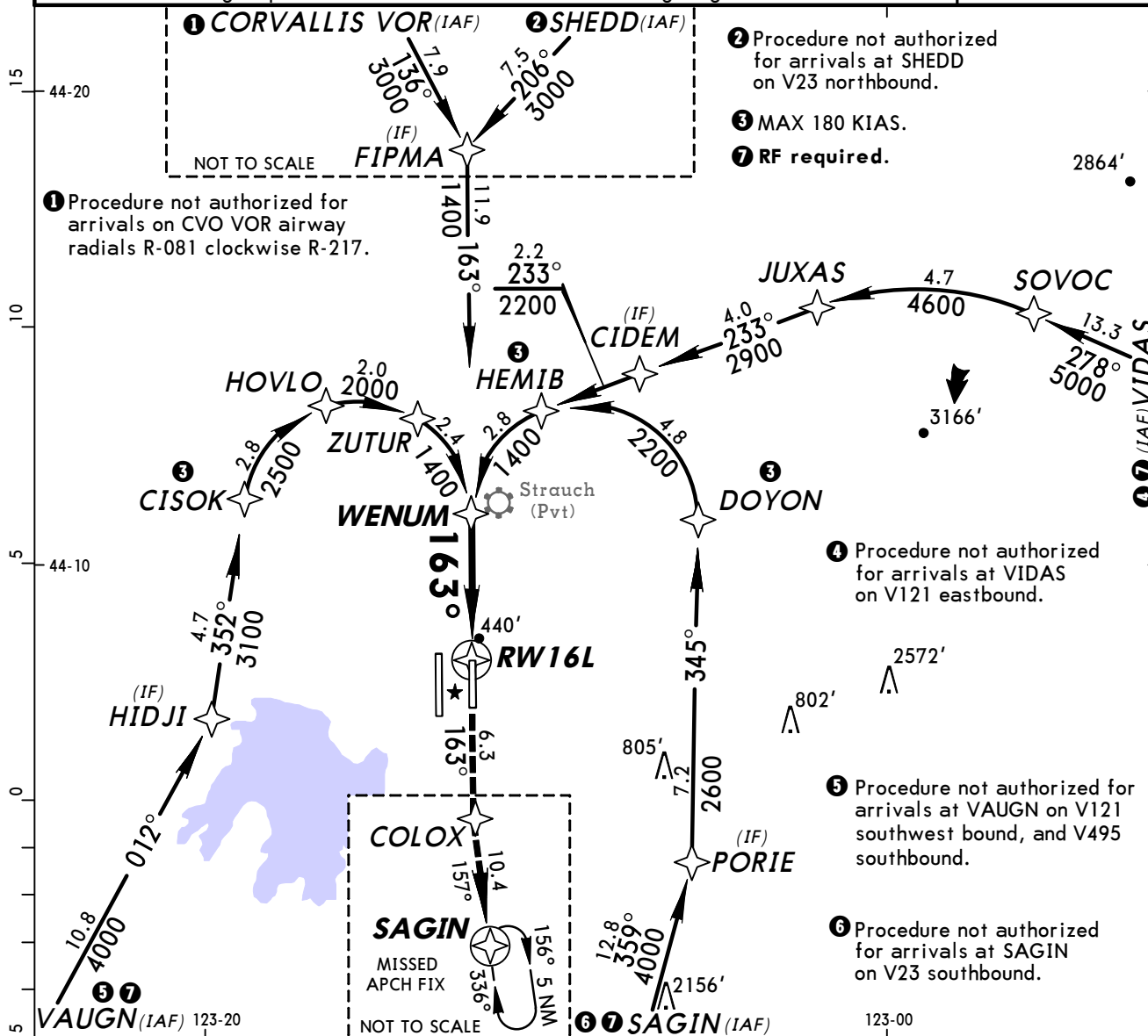
ATIS (ASOS when Twr inop)	*CASCADE Approach (R)	SEATTLE Center (R)	*EUGENE Tower	*Ground
125.22	340°-159° 160°-339° 119.6 120.25	125.8 when App inop.	Rwys 16L/34R 124.15 Rwys 16R/34L CTA 118.9	121.7
WAAS Ch 81900 W-34B	Final Apch Crs 343°	Minimum Alt ICAVA 1900' (1526')	LPV DA(H) 658' (284')	Apt Elev 374' Rwy 34R 374'
MISSED APCH: Climb to 3000' direct KIBKE and on track 006° to ALFOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (4°F) or above 41°C (106°F). 3. Pilot controlled lighting 118.9.				
				5900' MSA RW34R



Gnd speed-Kts	70	90	100	120	140	160	REIL	3000'	→	KIBKE
Glide Path Angle	3.00°	372	478	531	637	743	PAPI-L	↑		
MAP at RW34R										

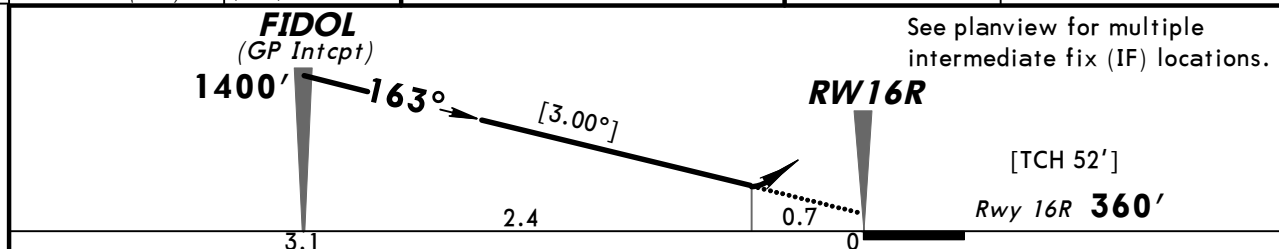
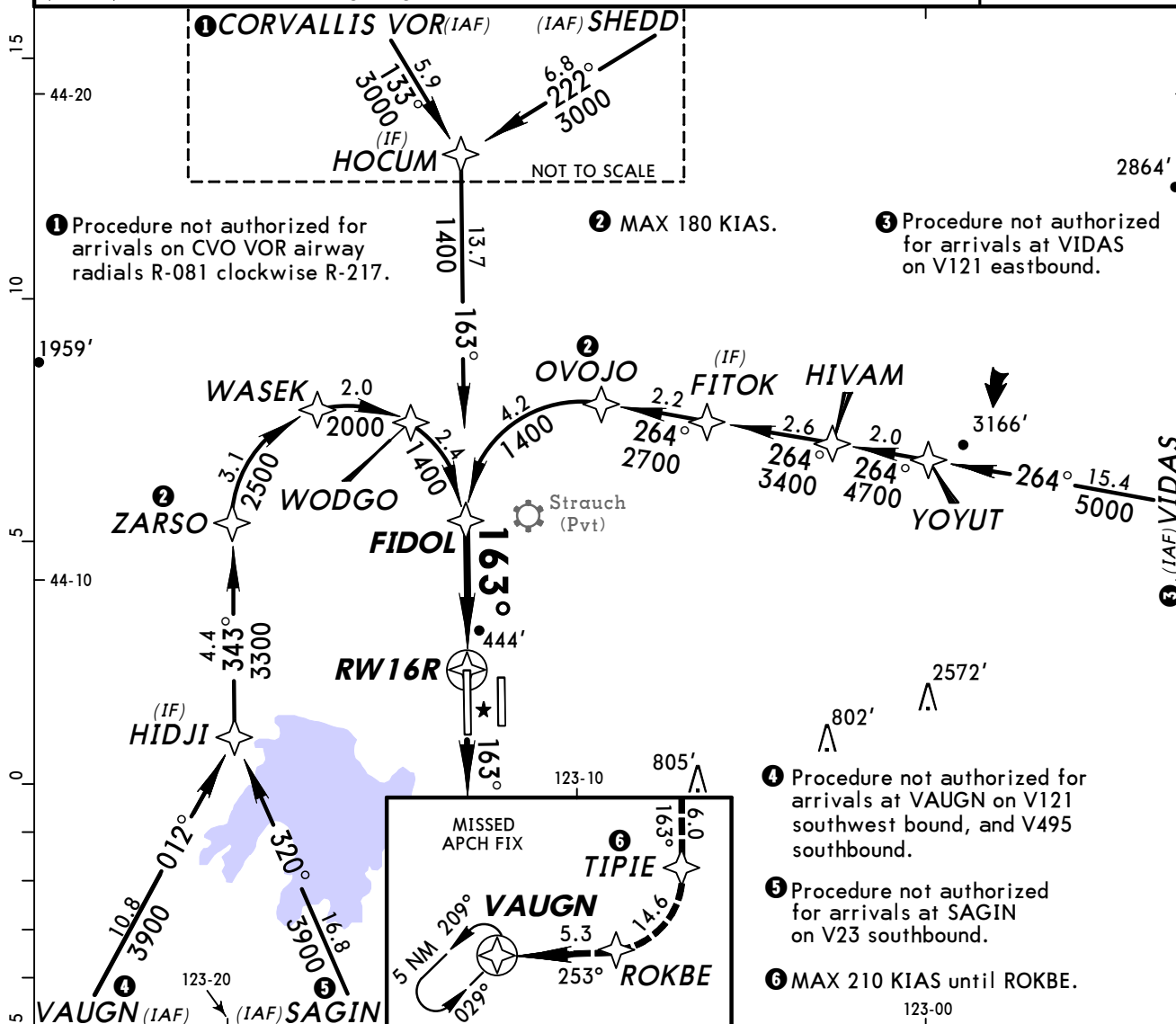
STRAIGHT-IN LANDING RWY 34R			CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV	Max Kts	MDA(H)
DA(H) 658' (284')	DA(H) 796' (422')	MDA(H) 760' (386')	90	840' (466') - 1
RVR 45 or 7/8	1 3/8	RVR 55 or 1	120	840' (466') - 2
		RVR 60 or 1 1/8	140	840' (466') - 2
			165	940' (566') - 2 1/4

ATIS (ASOS when Twr inop)	*CASCADE Approach (R) 340°-159° 160°-339°	SEATTLE Center (R)	*EUGENE Tower Rwys 16L/34R Rwys 16R/34L	*Ground
125.22	119.6 120.25	125.8 when App inop.	124.15 CTAF 118.9	121.7
RNAV	Final Apch Crs 163°	Minimum Alt WENUM 1400' (1037')	RNP 0.10 DA(H) 669' (306')	Apt Elev 374' Rwy 16L 363'
MISSED APCH: Climb to 5200' on track 163° to COLOX, and on track 157° to SAGIN and hold, continue climb-in-hold to 5200'. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS REQUIRED. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (15°F) or above 47°C (116°F). 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 118.9.				5400' MSA RW16L



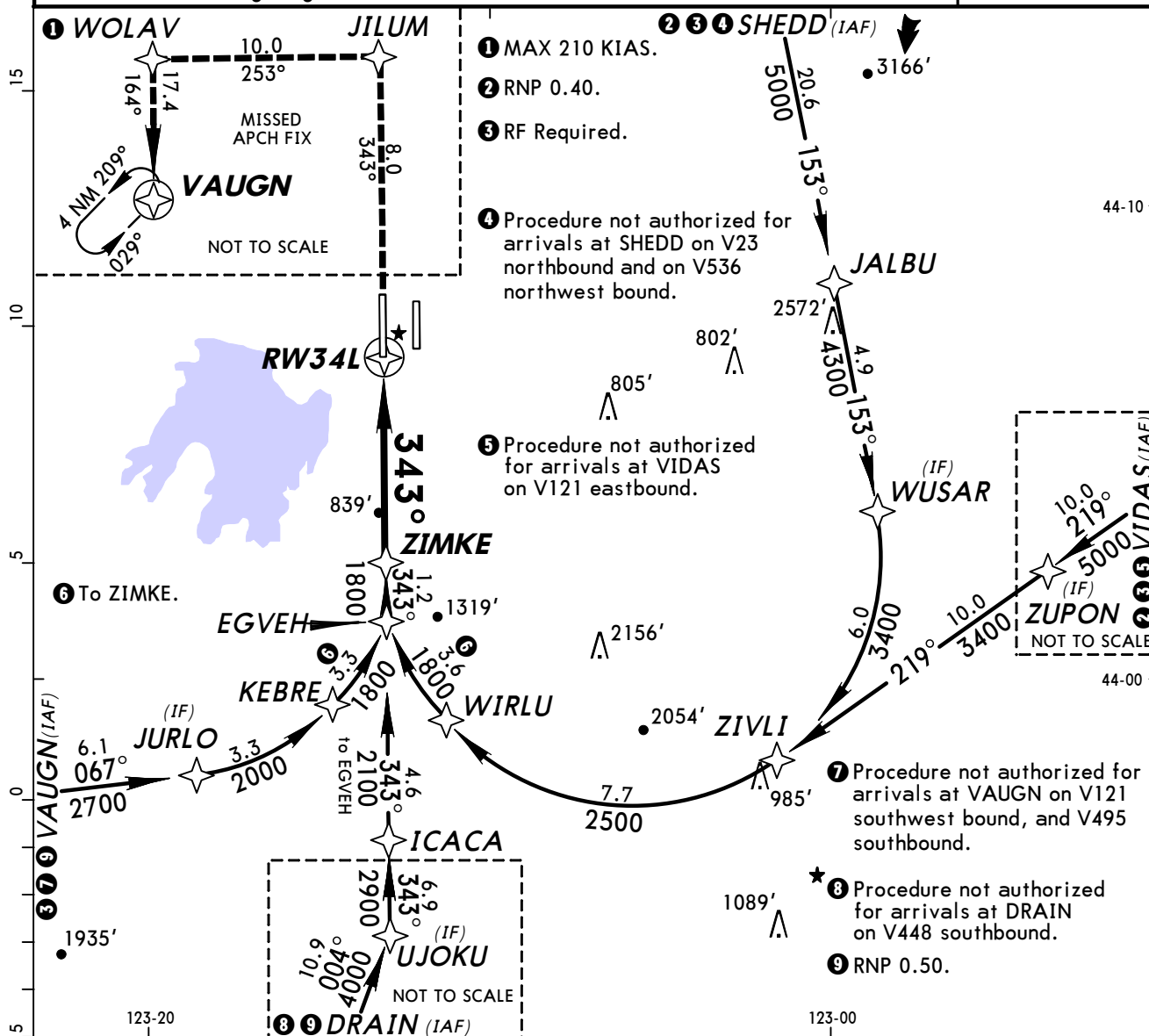
Gnd speed-Kts	70	90	100	120	140	160	MALSR	5200'	on 163°	COLOX
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI			
MAP at DA										
STRAIGHT-IN LANDING RWY 16L										
RNP 0.10						RNP 0.30				
DA(H) 669' (306')						DA(H) 719' (356')				
RAIL out			ALS out			RAIL out			ALS out	
A										
B										
C	3/4			1			3/4			1 1/8
D										

ATIS (ASOS when Twr inop)	*CASCADE Approach (R) 340°-159° 160°-339°	SEATTLE Center (R)	*EUGENE Tower Rwys 16R/34L Rwys 16L/34R	*Ground
125.22	119.6 120.25	125.8 when App inop.	CTAF 118.9 124.15	121.7
RNAV	Final Apch Crs 163°	Minimum Alt FIDOL 1400' (1040')	RNP 0.17 DA(H) 647' (287')	Apt Elev 374' Rwy 16R 360'
MISSED APCH: Climb to 5000' on track 163° to TIPIE, RIGHT turn to ROKBE, and on track 253° to VAUGN and hold, continue climb-in-hold to 5000'.				
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 -9°C (15°F) or above 47°C (116°F). 4. Pilot controlled lighting 118.9.				
5300' MSA RW16R				

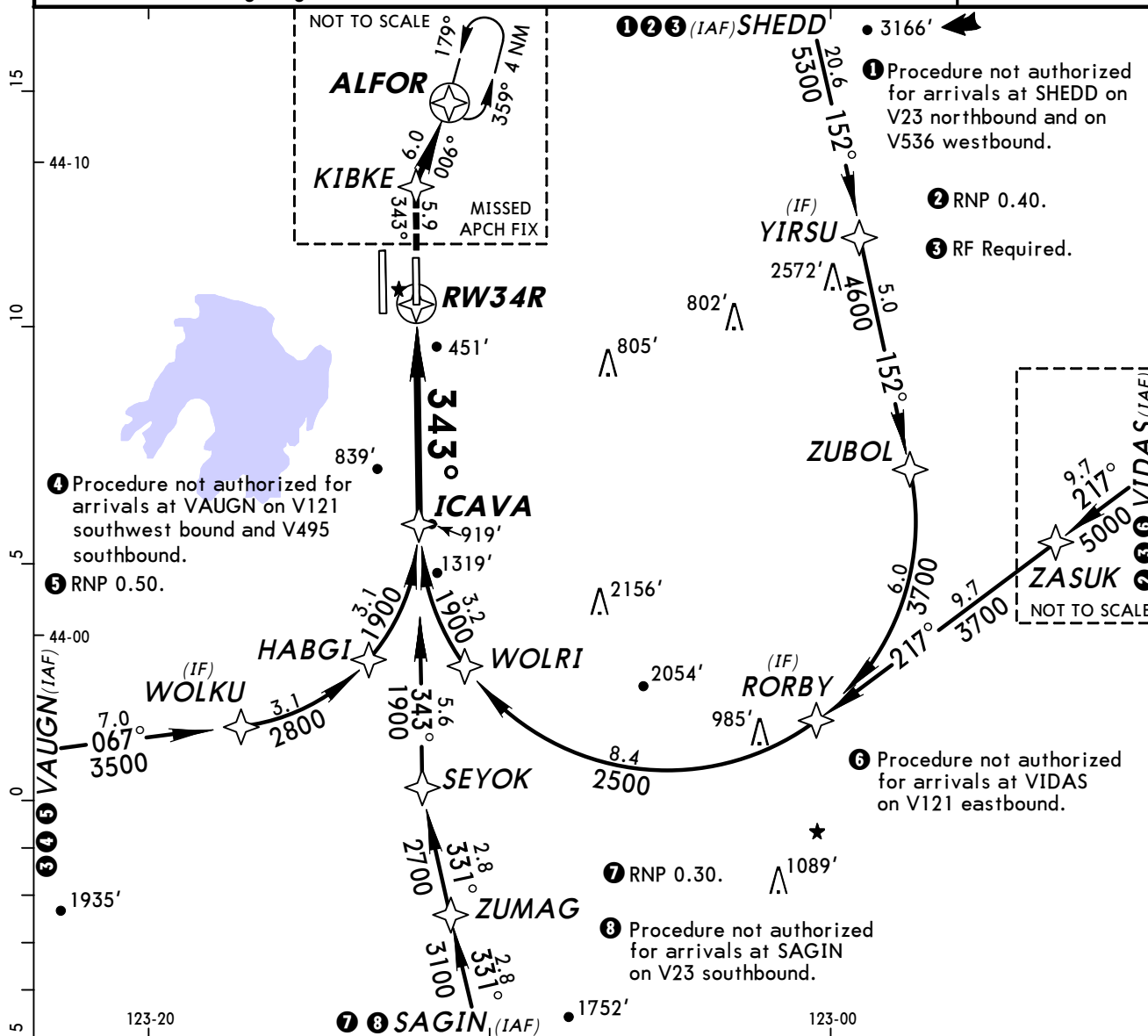


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	5000'	on 163°	TIPIE
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI			
MAP at DA										
STRAIGHT-IN LANDING RWY 16R										
RNP 0.17 DA(H) 647' (287')						RNP 0.30 DA(H) 768' (408')				
ALS out						ALS out				
A										
B										
C										
D										

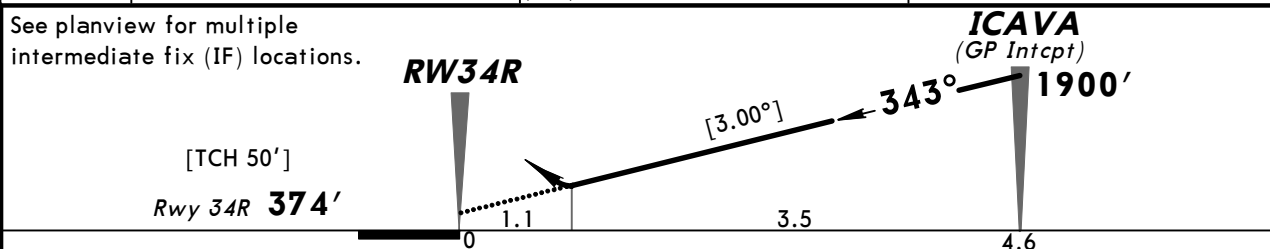
ATIS (ASOS when Twr inop)	*CASCADE Approach (R) 340°-159° 160°-339°	SEATTLE Center (R)	*EUGENE Tower Rwys 16R/34L Rwys 16L/34R	*Ground
125.22	119.6 120.25	125.8 when App inop.	CTAF 118.9 124.15	121.7
RNAV	Final Apch Crs 343°	Minimum Alt ZIMKE 1800' (1434')	RNP 0.30 DA(H) 832' (466')	Apt Elev 374' Rwy 34L 366'
MISSED APCH: Climb to 4000' on track 343° to JILUM, and on track 253° to WOLAV and on track 164° to VAUGN and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS REQUIRED. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -9°C (15°F) or above 41°C (106°F). 4. Pilot controlled lighting 118.9.				
				5900'
				MSA RW34L



ATIS (ASOS when Twr inop)	*CASCADE Approach (R) 340°-159° 160°-339°	SEATTLE Center (R)	*EUGENE Tower Rwys 16L/34R Rwys 16R/34L	*Ground
125.22	119.6 120.25	125.8 when App inop.	124.15 CTA 118.9	121.7
RNAV	Final Apch Crs 343°	Minimum Alt ICAVA 1900' (1526')	RNP 0.30 DA(H) 766' (392')	Apt Elev 374' Rwy 34R 374'
MISSED APCH: Climb to 3000' on track 343° to KIBKE and track 006° to ALFOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS REQUIRED. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (4°F) or above 41°C (106°F). 4. Pilot controlled lighting 118.9.				
				5900'
MSA RW34R				



See planview for multiple intermediate fix (IF) locations.



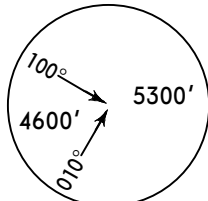
Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	3000'	on 343°	KIBKE
Descent Angle [3.00°]	372	478	531	637	743	849					
MAP at DA											

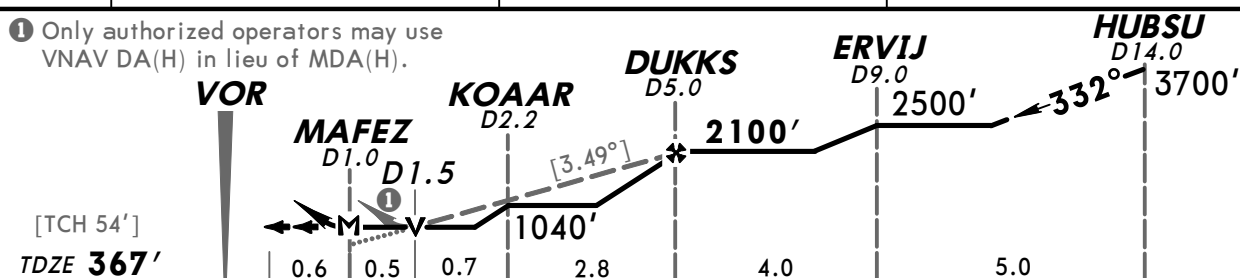
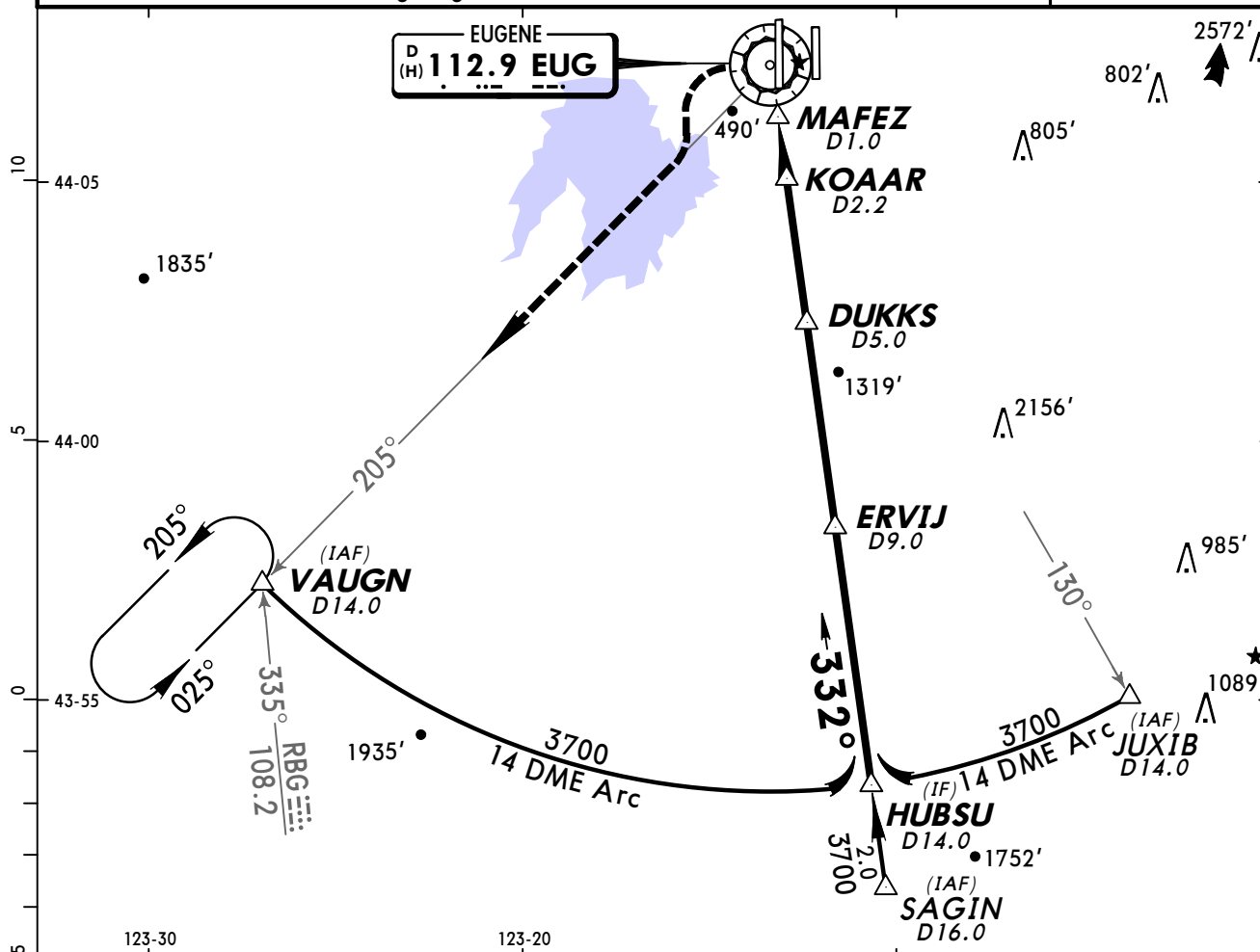
STRAIGHT-IN LANDING RWY 34R

RNP 0.30
DA(H) 766' (392')

A	
B	
C	
D	1 1/4

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 125.22		*CASCADE Approach (R) 340°-159° 160°-339° 119.6 120.25		SEATTLE Center (R) 125.8 when App inop.	*EUGENE Tower Rwys 16R/34L Rwys 16L/34R CTAF 118.9 124.15	*Ground 121.7
VOR EUG 112.9	Final Apch Crs 332°	Minimum Alt DUKKS 2100' (1733')	MDA(H) 760' (393')	Apt Elev 374' TDZE 367'		 MSA EUG VOR
MISSED APCH: Climb to 800' then climbing LEFT turn to 4100' outbound on EUG VOR R-205 to VAUGN/D14.0 and hold, continue climb-in-hold to 4100'.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Visibility reduction by helicopters not authorized. 2. VGSI and descent angles not coincident. 2. Pilot controlled lighting 118.9.						

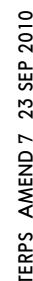


Gnd speed-Kts	70	90	100	120	140	160	ODALS VASI	800'	4100'	EUG on 112.9 R-205	VAUGN
Descent angle [3.49°]	432	556	618	741	865	988					
MAP at MAFEZ											

STRAIGHT-IN LANDING RWY 34L				CIRCLE-TO-LAND			
MDA(H) 760' (393')							
		ODALS out		Max Kts	MDA(H)		
A				90	800' (426') -1		
B	RVR 40 or 3/4		RVR 50 or 1	120	840' (466') -1		
C				140	840' (466') -1 1/2		
D	RVR 60 or 1 1/4			165	940' (566') -2		

EUGENE, OREG
VOR-A

BRIEFING STRIP™

TERPS AMEND 7 23 SEP 2010

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General Information

Location: Portland OR USA
IATA Code: HIO
Lat/Long: N45° 32.4' W122° 57.0'
Elevation: 208 ft

Airport Use: Public
Magnetic Variation: 16.1 °E
Sectional Chart: Seattle

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 1000 ft AGL

Sunrise: 1454 Z
Sunset: 0155 Z,

Runway Information

Runway: 02
Length x Width: 4050 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 205 ft
Lighting: Edge

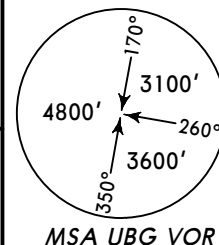
Runway: 13
Length x Width: 6600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 203 ft
Lighting: Edge, ALS

Runway: 20
Length x Width: 4050 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 208 ft
Lighting: Edge
Displaced Threshold: 172 ft

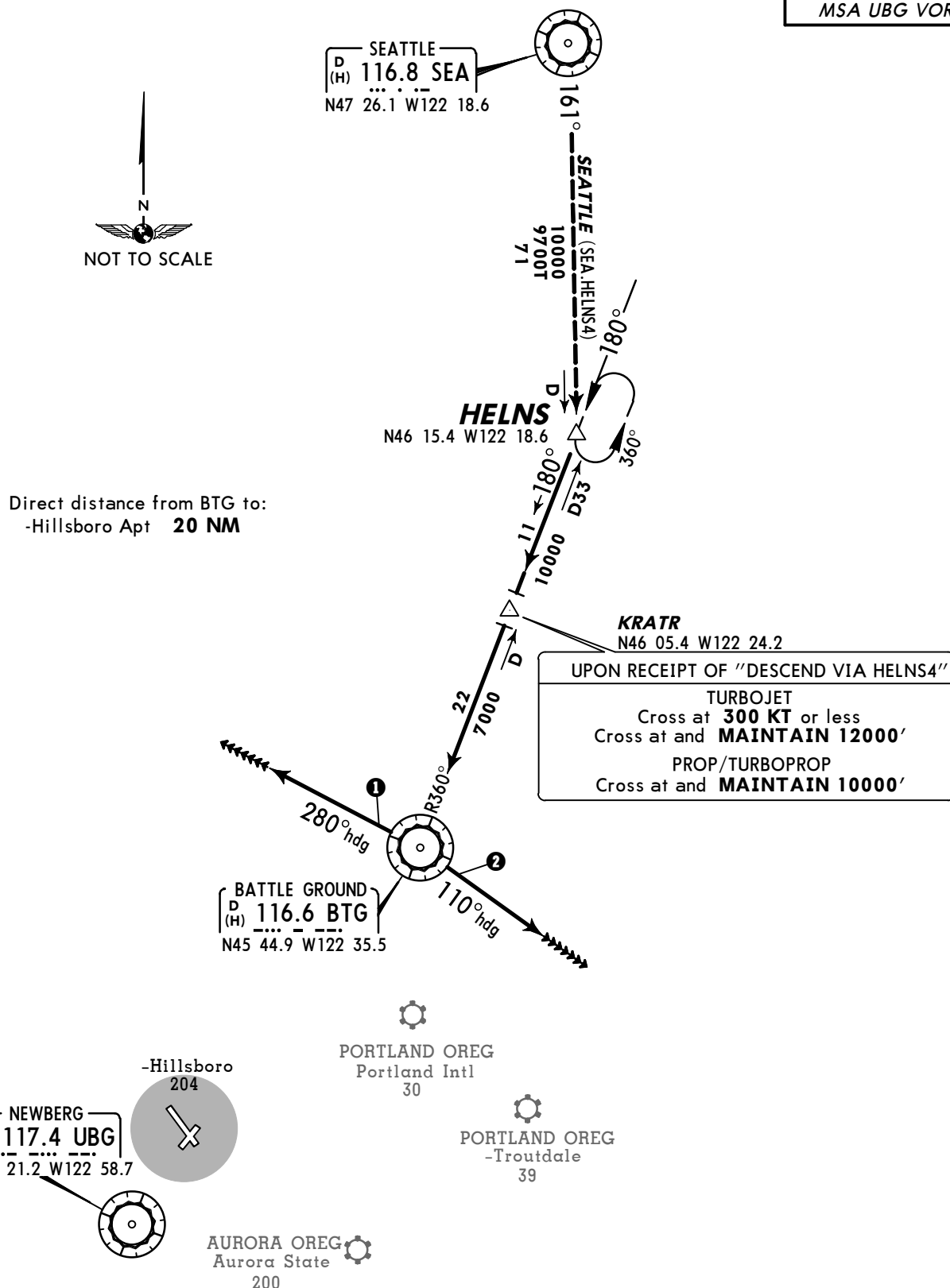
Runway: 31
Length x Width: 6600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 204 ft
Lighting: Edge, REIL

Communication Information

ATIS 127.65
Hillsboro Tower 119.3 CTAF
Hillsboro Ground Control 121.7
Portland Approach Control 126.0
Portland Departure Control 126.0
Portland-Hillsboro Unicom 122.95

ATIS
(ASOS when Twr inop)
127.65Apt Elev
See
GraphicAlt Set: INCHES
Trans level: FL 180 Trans alt: 18000'
1. RADAR required.
2. DME required.

HELNS FOUR ARRIVAL (HELNS.HELNS4)



ROUTING

From over HELNS via BTG R-360 to BTG.

ALTITUDE

MAINTAIN last assigned altitude.
Upon receipt of "Descend via HELNS4"
comply with published restrictions.

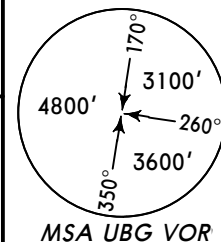
LANDING

EAST

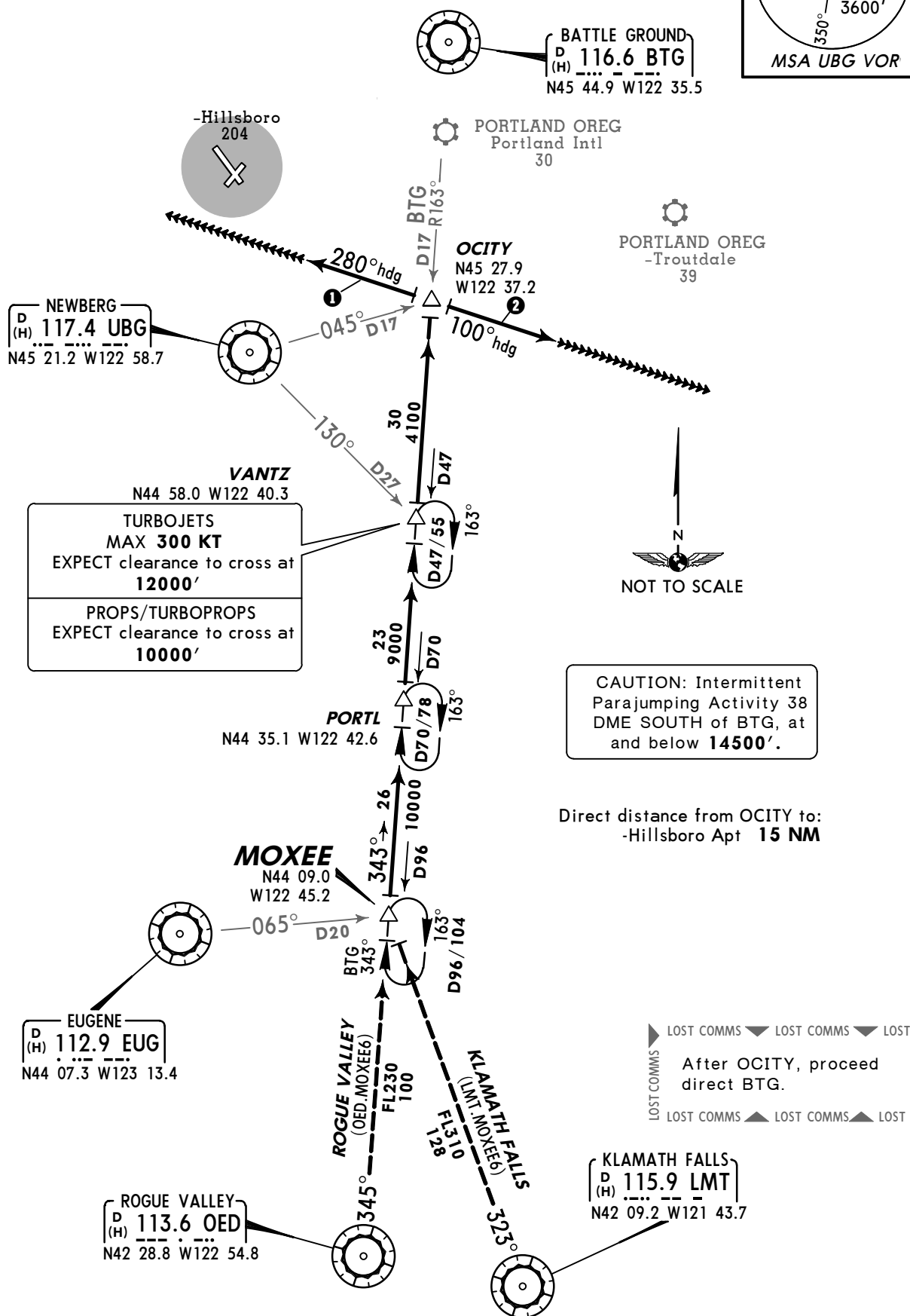
① Depart BTG heading 280° for vectors to the final approach course.

WEST

② Depart BTG heading 110° for vectors to the final approach course.

ATIS
(ASOS when
Twr. inop)
127.65Apt Elev
See
GraphicAlt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME required.

MOXEE SIX ARRIVAL (MOXEE.MOXEE6)

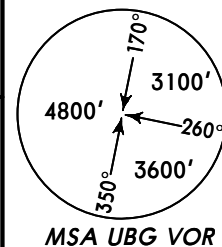


ROUTING

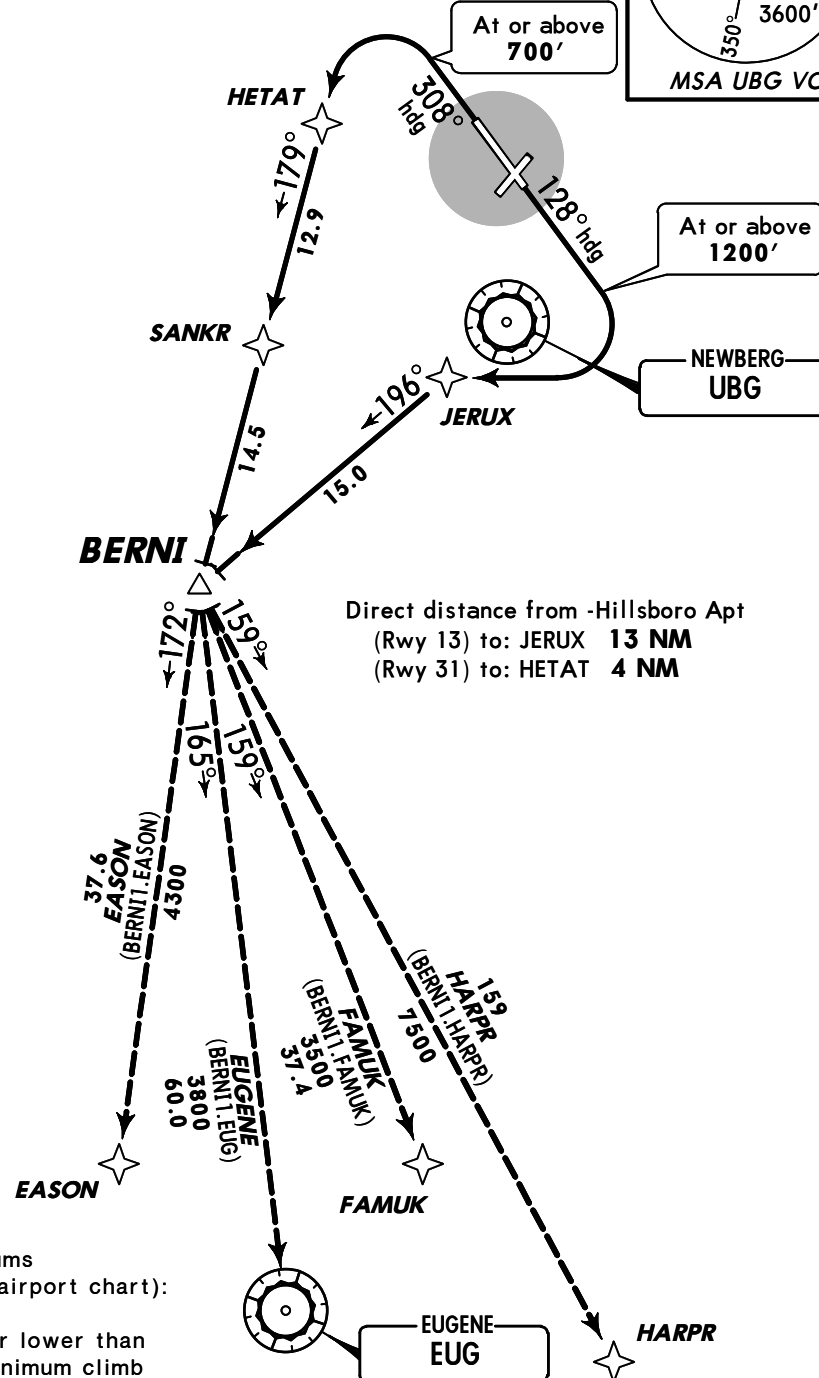
From over MOXEE via BTG R-163 to OCITY.

LANDING

- | | |
|-------------|---|
| EAST | ① Depart OCITY heading 280° for vectors to final approach course. |
| WEST | ② Depart OCITY heading 100° for vectors to final approach course. |

PORTLAND
Departure (R)
126.0Apt Elev
208'Trans level: FL180 Trans alt: 18000'
1. GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only.

BERNI ONE RNAV DEPARTURE (BERNI1.BERNI)



This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwys 2, 20: Not authorized- ATC.
Rwy 31: 200-1 1/4 or standard (or lower than standard, if authorized) with a minimum climb of 225' per NM to **700'**.

This SID requires the following minimum climb gradient:

Rwy 13: Obstacle climb of 230' per NM to **2400'**. Minimum ATC climb of 500' per NM to **1200'**.

Gnd speed-KT	75	100	150	200	250	300
225' per NM	281	375	563	750	938	1125
230' per NM	288	383	575	767	958	1150
500' per NM	625	833	1250	1667	2083	2500

OBSTACLES

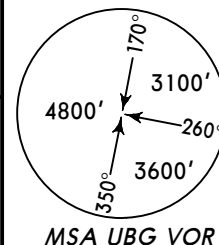
Rwy 13: Multiple trees beginning 1103' from DER, 8' LEFT of centerline, up to 110' AGL/ 331' MSL. Multiple trees beginning 1030' from DER, 9' RIGHT of centerline, 110' AGL/348' MSL.

Rwy 31: Multiple trees beginning 1663' from DER, 623' RIGHT of centerline, up to 110' AGL/363' MSL. Pole 702' from DER, 603' LEFT of centerline, up to 26' AGL/215' MSL.

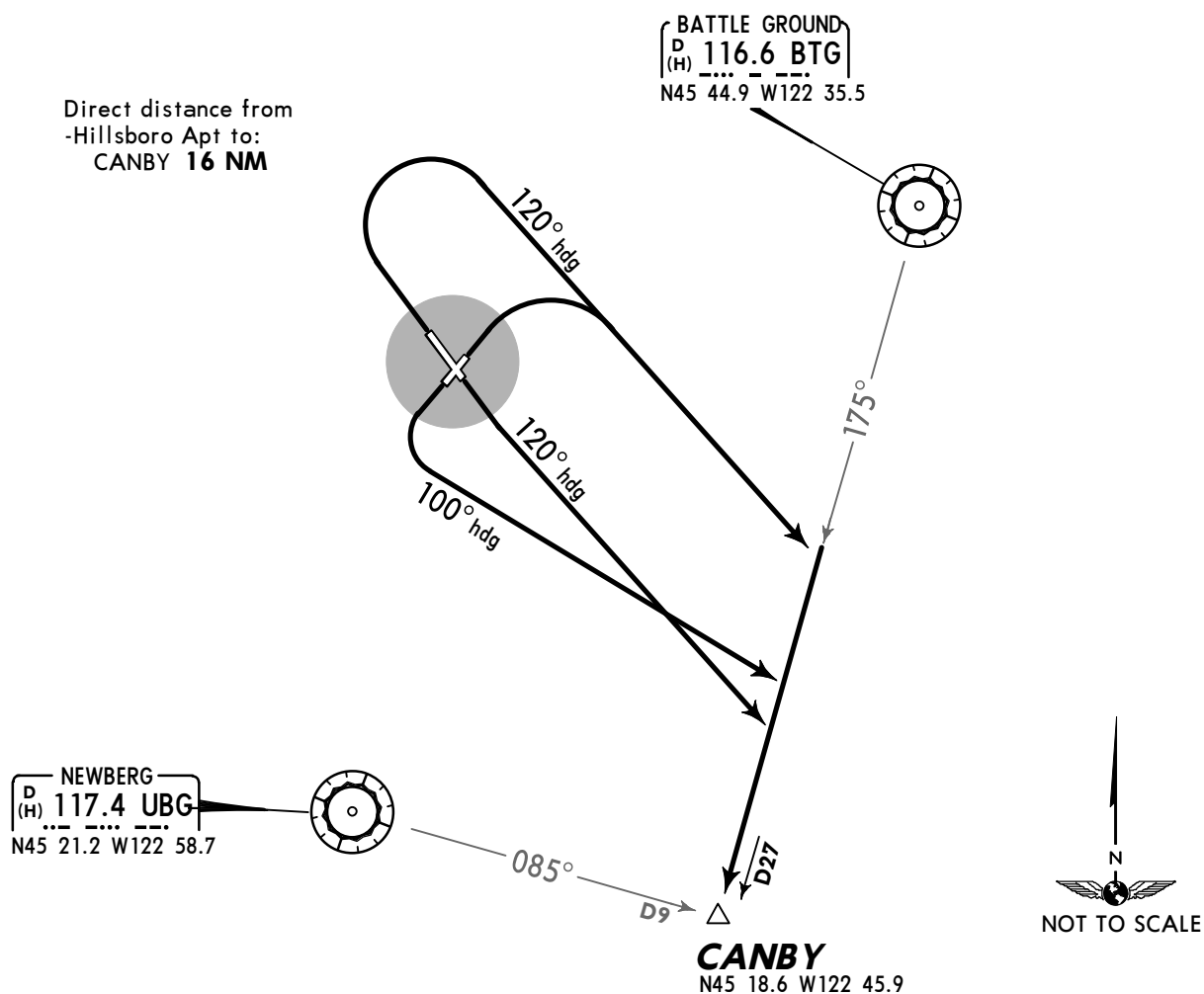
RWY	INITIAL CLIMB	ALTITUDE
13	Climb heading 128° to 1200' , then climbing RIGHT turn direct JERUX, then on depicted route to BERNI.	MAINTAIN assigned altitude
31	Climb heading 308° to 700' , then climbing LEFT turn direct HETAT, then on depicted route to BERNI.	
ROUTING		
At BERNI via transition. EXPECT filed altitude 10 minutes after departure.		

PORTLAND
Departure (R)
126.0Apt Elev
208'

Trans level: FL180 Trans alt: 18000'



CANBY NINE DEPARTURE (CANBY9.CANBY)

Direct distance from
-Hillsboro Apt to:
CANBY 16 NM

OBSTACLES

Rwy 2: Vehicle on road 247' from DER, 1' RIGHT of centerline, up to 15' AGL/220' MSL. Terrain LEFT and RIGHT of centerline, beginning at DER, up to 302' MSL.

Rwy 13: Terrain LEFT and RIGHT of centerline, beginning at DER, up to 296' MSL. Trees 1836' from DER, 8' LEFT of centerline, up to 125' AGL/331' MSL.

Rwy 20: Terrain LEFT and RIGHT of centerline, beginning at DER, up to 306' MSL. Trees and hangers beginning 60' from DER, 32' LEFT of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' RIGHT of centerline, up to 74' AGL/280' MSL.

Rwy 31: Terrain LEFT and RIGHT of centerline, beginning at DER, up to 292' MSL. Trees beginning 1664' from DER, 626' RIGHT of centerline, up to 194' AGL/363' MSL.

This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwy 2: Standard (or lower than standard, if authorized) with a minimum climb of 315' per NM to **2800'**.

Rwy 13, 20: Standard (or lower than standard, if authorized).

Rwy 31: Standard (or lower than standard, if authorized) with a minimum climb of 280' per NM to **2800'**.

Gnd speed-KT	75	100	150	200	250	300
280' per NM	350	467	700	933	1167	1400
315' per NM	394	525	788	1050	1313	1575

RWY

INITIAL CLIMB

2, 31 Climbing RIGHT turn heading 120°.

13 Climbing LEFT turn heading 120°.

20 Climbing LEFT turn heading 100°.

ROUTING

Intercept and proceed via BTG R-175 to CANBY. Then via assigned route.

Trans level: FL180 Trans alt: 18000'

1. GPS required. 2. RADAR required. 3. RNAV 1.
4. Turbojet aircraft only.



Rwy 13: Multiple trees beginning 1103' from DER, 8' LEFT of centerline, up to 110' AGL/331' MSL. Multiple trees beginning 1030' from DER, 9' RIGHT of centerline, 110' AGL/348' MSL.

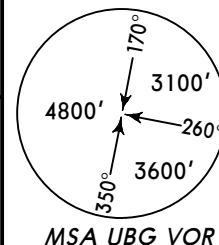
Rwy 31: Multiple trees beginning 1663' from DER, 623' RIGHT of centerline, up to 110' AGL/363' MSL. Pole 702' from DER, 603' LEFT of centerline, up to 26' AGL/215' MSL.

RWY	INITIAL CLIMB	ALTITUDE
13	Climb heading 128° to 1200', then climbing LEFT turn direct GERDD, then on depicted route to CHISM.	MAINTAIN assigned altitude
31	Climb heading 308° to 700', then climbing LEFT turn direct HETAT, then on depicted route to CHISM.	
ROUTING		
At CHISM via transition. EXPECT filed altitude 10 minutes after departure.		

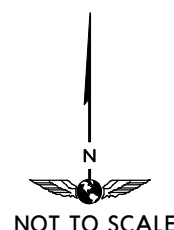
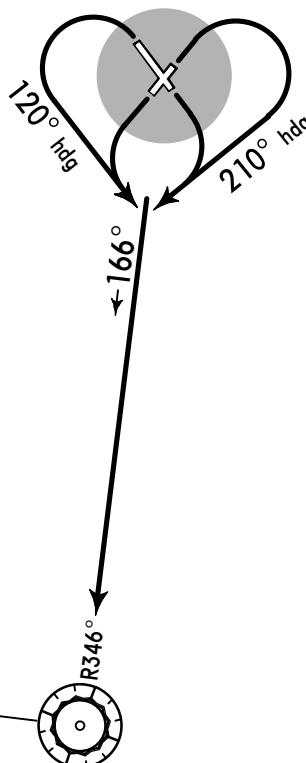
At CHISM via transition. EXPECT filed altitude 10 minutes after departure.

PORTLAND
Departure (R)
126.0Apt Elev
208'

Trans level: FL180 Trans alt: 18000'



FARMINGTON FIVE DEPARTURE (FARM5.UBG)

Direct distance from
-Hillsboro Apt to:
UBG 11 NMNEWBERG
D (H) 117.4 UBG
N45 21.2 W122 58.7

This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwy 2: Standard (or lower than standard, if authorized) with a minimum climb of 307' per NM to **2700'**.

Rwys 13, 20: Standard (or lower than standard, if authorized).

Rwy 31: Standard (or lower than standard, if authorized) with a minimum climb of 235' per NM to **2700'**.

Gnd speed-KT	75	100	150	200	250	300
235' per NM	294	392	588	783	979	1175
307' per NM	384	512	768	1023	1279	1535

OBSTACLES

Rwy 2: Vehicle on road beginning 247' from DER, 1' RIGHT of centerline, up to 15' AGL/220' MSL. Terrain LEFT and RIGHT of centerline, beginning at DER, up to 302' MSL.

Rwy 13: Terrain LEFT and RIGHT of centerline, beginning at DER, up to 296' MSL. Trees 1836' from DER, 8' LEFT of centerline, up to 125' AGL/331' MSL.

Rwy 20: Terrain LEFT and RIGHT of centerline, beginning at DER, up to 306' MSL. Trees and hangers beginning 60' from DER, 32' LEFT of centerline, up to 93' AGL/311' MSL. Trees, antennas and buildings beginning 564' from DER, 411' RIGHT of centerline, up to 74' AGL/280' MSL.

Rwy 31: Terrain LEFT and RIGHT of centerline, beginning at DER, up to 292' MSL. Trees beginning 1664' from DER, 626' RIGHT of centerline, up to 194' AGL/363' MSL.

RWY

INITIAL CLIMB

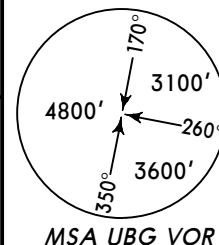
2, 13 Turn RIGHT heading 210°.**20, 31** Turn LEFT heading 120°.

ROUTING

Intercept and proceed via UBG R-346 to UBG. Then via assigned route.

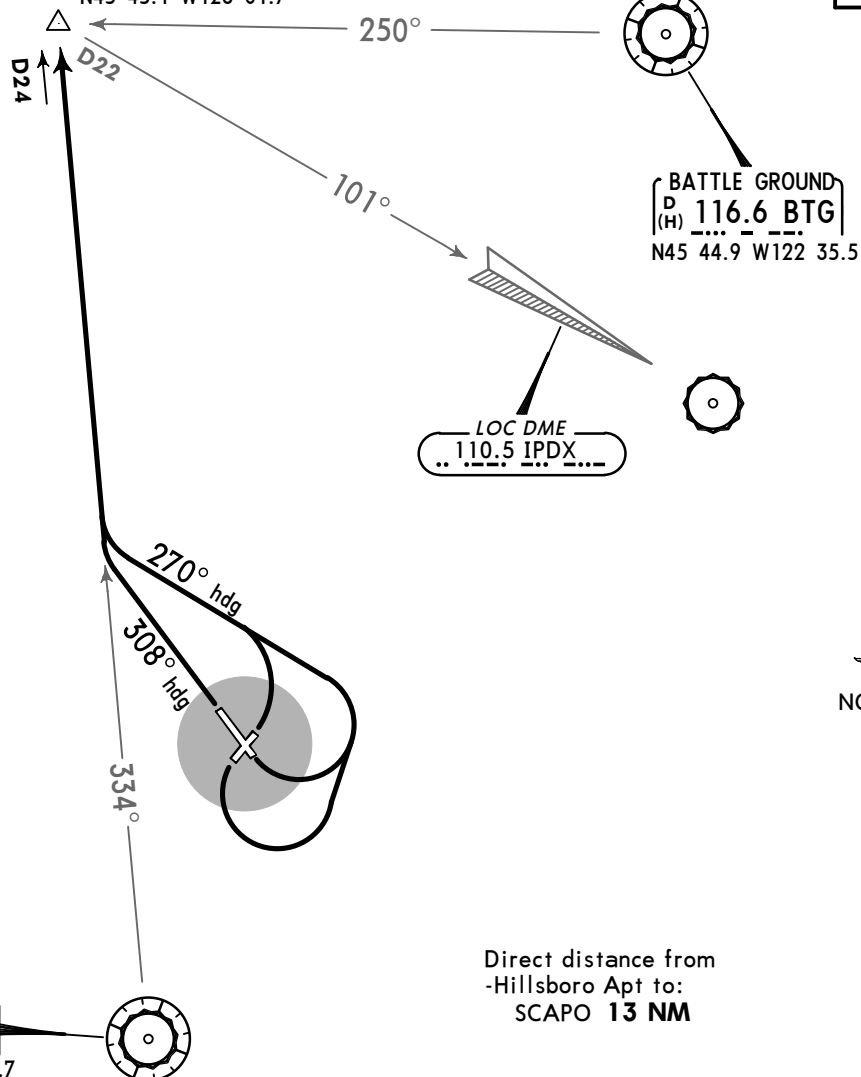
PORTLAND
Departure (R)
126.0Apt Elev
208'

Trans level: FL180 Trans alt: 18000'



SCAPO FIVE DEPARTURE (SCAPO5.SCAPO)

SCAPO

(111.8 PDX R-278/D20)
N45 45.1 W123 01.7NEWBERG
D (H) 117.4 UBG
N45 21.2 W122 58.7Direct distance from
-Hillsboro Apt to:
SCAPO 13 NM

This SID requires take-off minimums
(for standard minimums, refer to
airport chart):

Rwy 2: Standard (or lower than standard, if
authorized) with minimum climb of 240' per
NM to **1900'**.

Rwy 13: Standard (or lower than standard,
if authorized) with minimum climb of 308'
per NM to **2700'**.

Rwy 20: Standard (or lower than standard, if
authorized).

Rwy 31: Standard (or lower than standard, if
authorized) with minimum climb of 220' per
NM to **2800'**.

Gnd speed-KT	75	100	150	200	250	300
220' per NM	275	367	550	733	917	1100
240' per NM	300	400	600	800	1000	1200
308' per NM	385	513	770	1027	1283	1540

OBSTACLES

Rwy 2: Vehicle on road 247' from DER, 1' RIGHT
of centerline, up to 15' AGL/220' MSL. Terrain
LEFT and RIGHT of centerline, beginning at DER,
up to 302' MSL.

Rwy 13: Terrain LEFT and RIGHT of centerline,
beginning at DER, up to 296' MSL. Trees 1836'
from DER, 8' LEFT of centerline, up to 125'
AGL/331' MSL.

Rwy 20: Terrain LEFT and RIGHT of centerline,
beginning at DER, up to 306' MSL. Trees and
hangers beginning 60' from DER, 32' LEFT of
centerline, up to 93' AGL/311' MSL. Trees,
antennas and buildings beginning 564' from DER,
411' RIGHT of centerline, up to 74' AGL/280'
MSL.

Rwy 31: Terrain LEFT and RIGHT of centerline,
beginning at DER, up to 292' MSL. Trees
beginning 1664' from DER, 626' RIGHT of
centerline, up to 194' AGL/363' MSL.

RWY

INITIAL CLIMB

2, 13, 20 Climbing LEFT turn heading 270°.

31 Climb heading 308°.

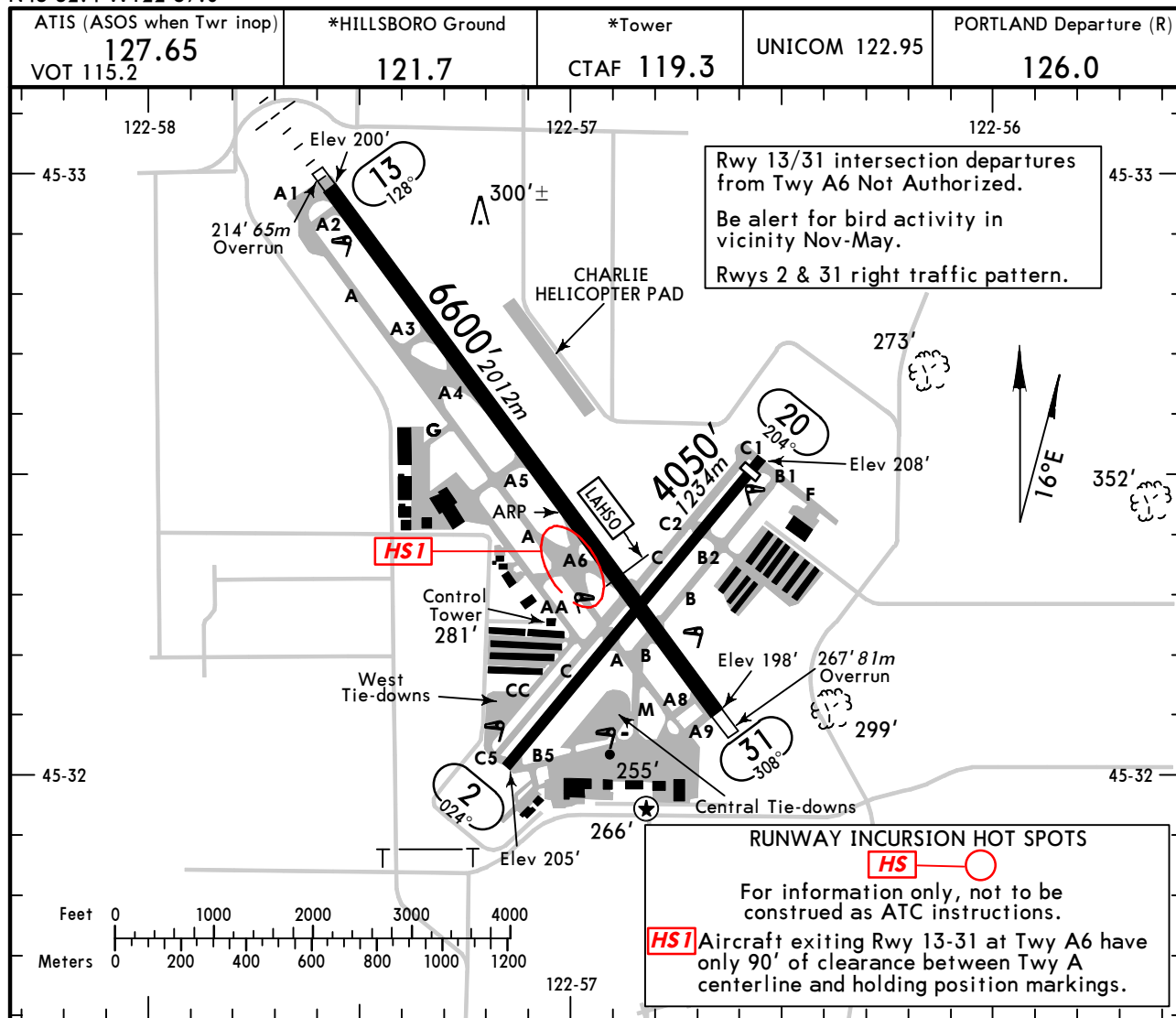
ROUTING

Intercept and proceed via UBG R-334 to SCAPO, then via assigned route.

KHIO/HIO
Apt Elev **208'**
N45 32.4 W122 57.0

JEPPesen
20 JAN 12 **(21-1)**

PORTLAND, OREG
-HILLSBORO



ADDITIONAL RUNWAY INFORMATION						
RWY			USABLE LENGTHS			WIDTH
			Threshold	Glide Slope	LAHSO Distance	
2	20	MIRL VASI-L	3877' 1182m			100' 30m
13	31	HIRL ① MALSR PAPI-L (angle 3.0°) RVR		5720' 1743m	2/20 4922' 1500m	150' 46m
		HIRL REIL PAPI-L (angle 3.0°)				

① Activate on 119.3 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE								
Rwys 13, 20			Rwy 2			Rwy 31		
Adequate Vis Ref	STD		With Min climb of 215'/NM to 1900'		For Climb in Visual Conditions	With Min climb of 235'/NM to 2700'		For Climb in Visual Conditions
			Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	RVR 16	RVR 50 or 1	1/4	1	1200-3	1/4	1	1200-3
3 & 4 Eng	or 1/4	RVR 24 or 1/2		1/2			1/2	

OBSTACLE DP: Rwy 13, climbing right turn direct UBG VOR. Rwy 20, climbing left turn direct UBG VOR. Rwy 2, 31, climbing left turn direct UBG VOR or for climb in visual conditions cross Portland-Hillsboro airport at or above 1600' then	proceed direct UBG VOR. All aircraft climb in UBG VOR holding pattern (West, Right turns, 108° inbound) to cross UBG VOR at or above MEA/MCA for direction of flight before proceeding on course.
--	---

FOR FILING AS ALTERNATE			
		Authorized Only When Local Weather Available	
VOR DME-C		RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31	ILS Rwy 13 LOC Rwy 13
A	800-2	800-2	1500-2
B			1500-3
C			
D			

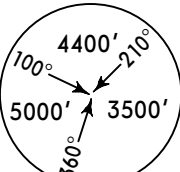
CHANGES: Rwy designator.

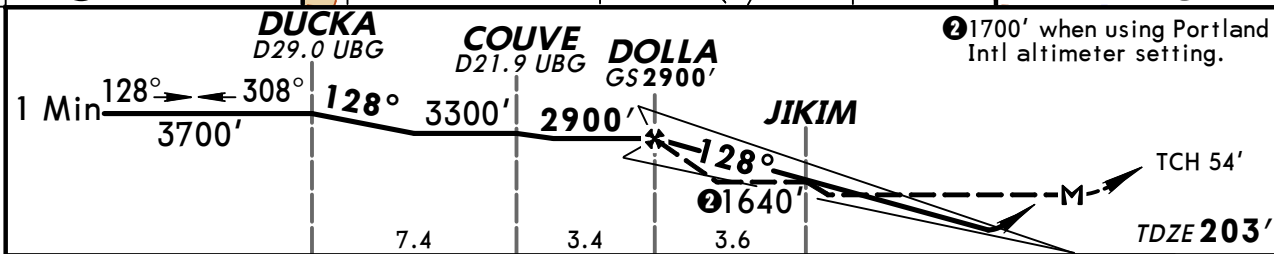
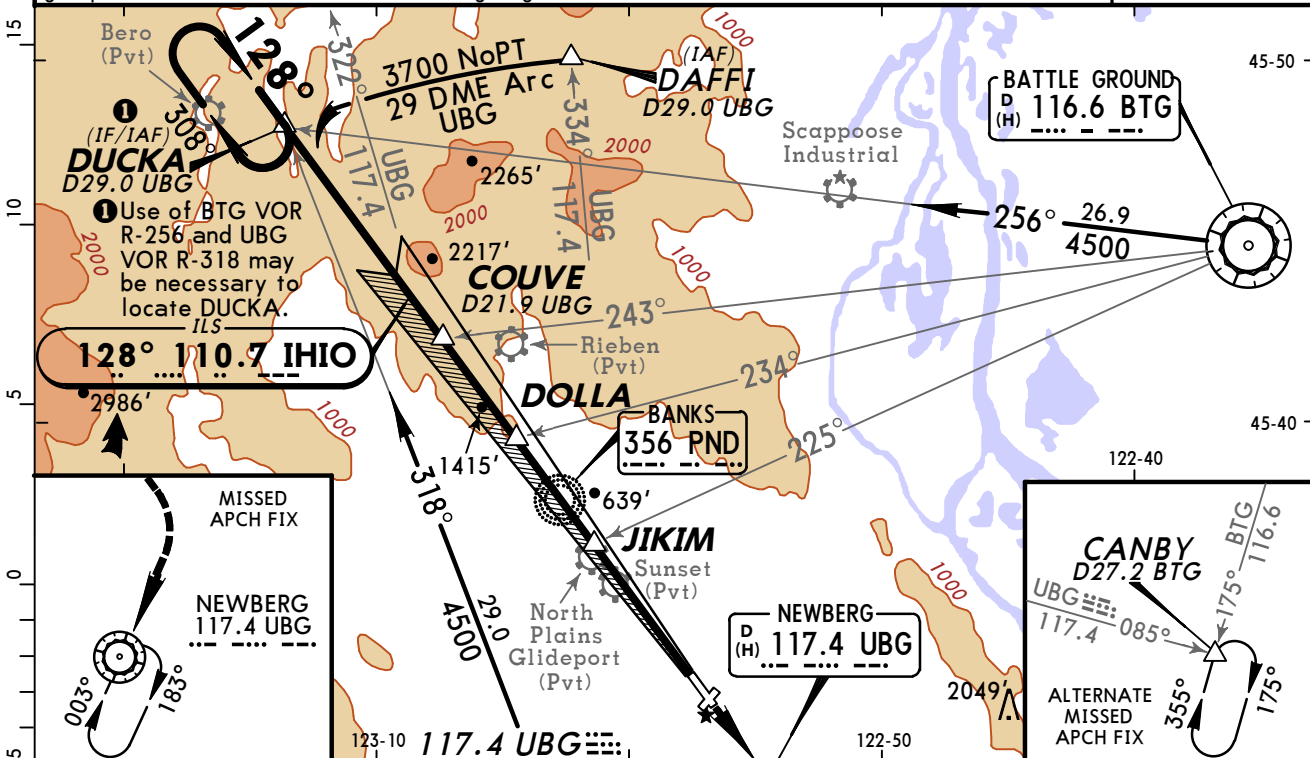
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KHIO/HIO
-HILLSBORO

JEPPesen
20 JAN 12 **(21-1)**

PORTLAND, OREG
ILS or LOC Rwy 13

BRIEFING STRIP TM	ATIS (ASOS when Twr inop) 127.65		PORTLAND Approach (R) 126.0		*HILLSBORO Tower CTAF 119.3		*Ground 121.7	
	LOC IHIO 110.7	Final Aptch Crs 128°	GS DOLLA 2900' (2697')		ILS DA(H) (CONDITIONAL) 403' (200')		Apt Elev 208' TDZE 203'	
	MISSED APCH: Climb to 1000' then climbing RIGHT turn to 3000' direct UBG VOR and hold.							
	Alt Set: INCHES 1. Use local altimeter setting; if not received, use Portland Intl altimeter setting. 2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 119.3.							
	 MSA PND NDB							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		1000'	3000'	UBG
GS	3.00°	372	478	531	637	743	PAPI		↑	RT	117.4
DOLLA to MAP	8.1	6:57	5:24	4:52	4:03	3:28					

STRAIGHT-IN LANDING RWY 13										CIRCLE-TO-LAND						
ILS				LOC (GS out)												
				1 With JIKIM			Without JIKIM			1 With JIKIM		Without JIKIM				
With Local Altimeter Setting										With Local Altimeter Setting						
DA(H) 403' (200')				MDA(H) 680' (477')			MDA(H) 1640' (1437')									
FULL		RAIL or ALS out		RAIL out		ALS out		RAIL out		ALS out		Max Kts	MDA(H)		MDA(H)	
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/4			90	680' (472')-1	1640' (1432')-1 1/4					
B			1 1/2			120	1640' (1432')-1 1/4									
C			RVR 40 or 3/4	RVR 60 or 1 1/4		2 1/2	3	140	680' (472')-1 1/2	1640' (1432')-3						
D			RVR 50 or 1	1 1/2				165	760' (552')-2							
With Portland Intl Altimeter Setting										With Portland Intl Altimeter Setting						
DA(H) 463' (260')				MDA(H) 740' (537')			MDA(H) 1700' (1497')									
FULL		RAIL or ALS out		RAIL out		ALS out		RAIL out		ALS out		Max Kts	MDA(H)		MDA(H)	
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/4			90	740' (532')-1	1700' (1492')-1 1/4					
B			1 1/2			120	1700' (1492')-1 1/4									
C			RVR 50 or 1	1 1/2		2 1/2	3	140	740' (532')-1 1/2	1700' (1492')-3						
D			RVR 60 or 1 1/4	1 3/4				165	820' (612')-2							

1 Dual VOR receivers required.

CHANGES: Rwy designator.

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TERPS AMEND 9 3 JUN 2010

BRIEFING STRIP™

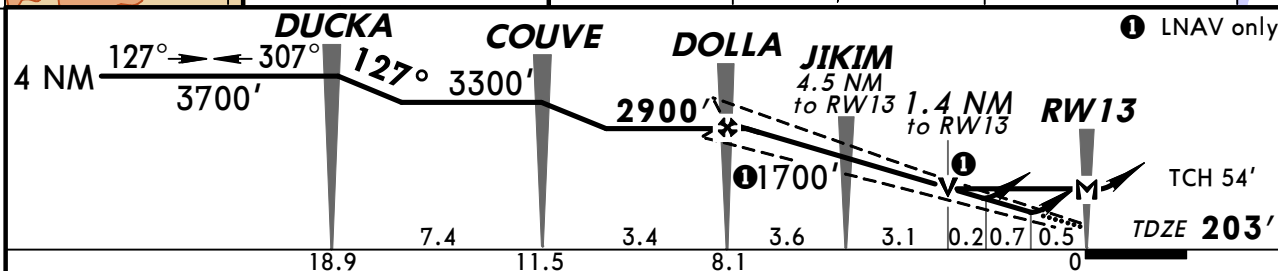
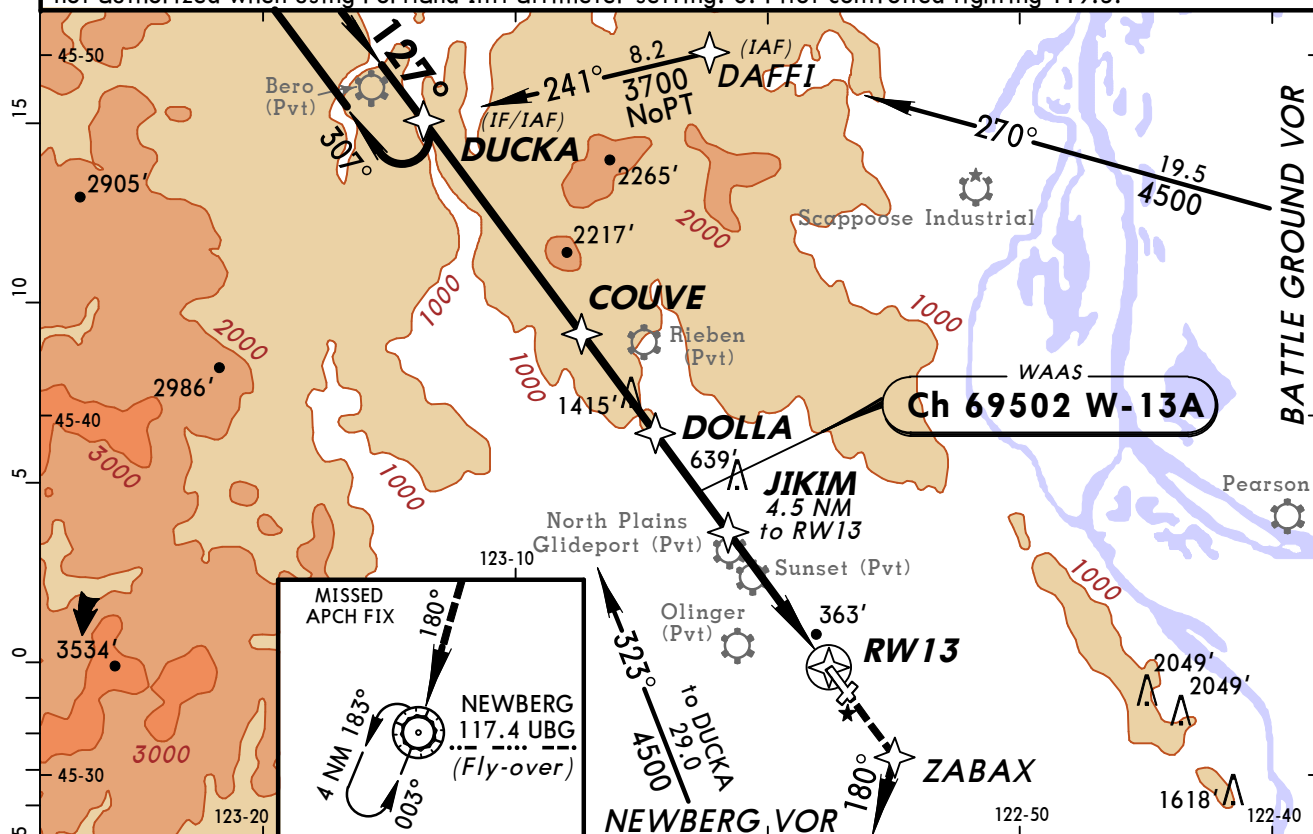
ATIS (ASOS when Twr inop) 127.65		PORTLAND Approach (R) 126.0		*HILLSBORO Tower CTAF 119.3		*Ground 121.7	
WAAS Ch 69502 W-13A		Final Apch Crs 127°	Minimum Alt DOLLA 2900' (2697')	LPV DA(H) (CONDITIONAL) 403' (200')	Apt Elev 208' TDZE 203'		5000' <i>MSA RW13</i>
MISSED APCH: Climb to 3000' direct ZABAX and on track 180° to UBG VOR and hold.							

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Portland Intl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. VDP and Baro-VNAV not authorized when using Portland Intl altimeter setting. 6. Pilot controlled lighting 119.3.



Gnd speed-Kts	70	90	100	120	140	160	MALSR		3000'		
Glide Path Angle	3.00°	372	478	531	637	743	PAPI		3000'		
MAP at RW13											

STRAIGHT-IN LANDING RWY 13						CIRCLE-TO-LAND			
With Local Altimeter Setting						With Local Altimeter Setting			
LPV DA(H) 403' (200')		LNAV/VNAV DA(H) 650' (447')		LNAV MDA(H) 680' (477')		Max Kts		MDA(H)	
RAIL or ALS out		RAIL out ALS out		RAIL out ALS out					
A						RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120
C						RVR 40 or 3/4	RVR 60 or 1/4		140
D						RVR 50 or 1	1 1/2		165
With Portland Intl Altimeter Setting						With Portland Intl Altimeter Setting			
LPV DA(H) 463' (260')		LNAV/VNAV DA(H) 710' (507')		LNAV MDA(H) 740' (537')		Max Kts		MDA(H)	
RAIL or ALS out		RAIL out ALS out		RAIL out ALS out					
A						RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90
B	RVR 24 or 1/2	RVR 50 or 1	RVR 60 or 1 1/4	1 3/4		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120
C						RVR 50 or 1	1 1/2		140
D						RVR 60 or 1 1/4	1 3/4		165

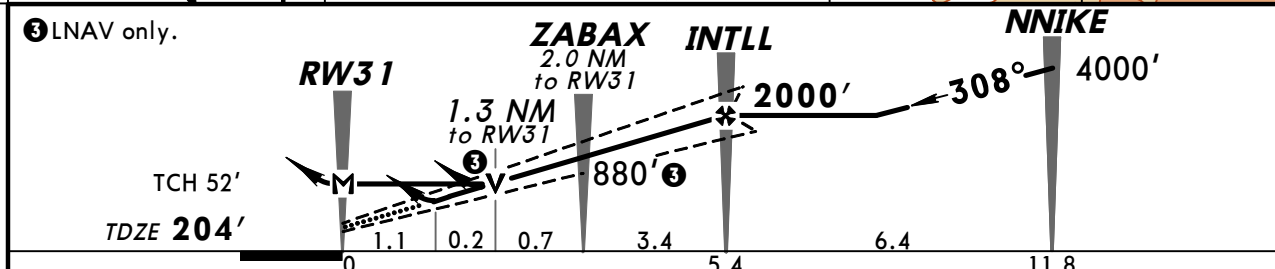
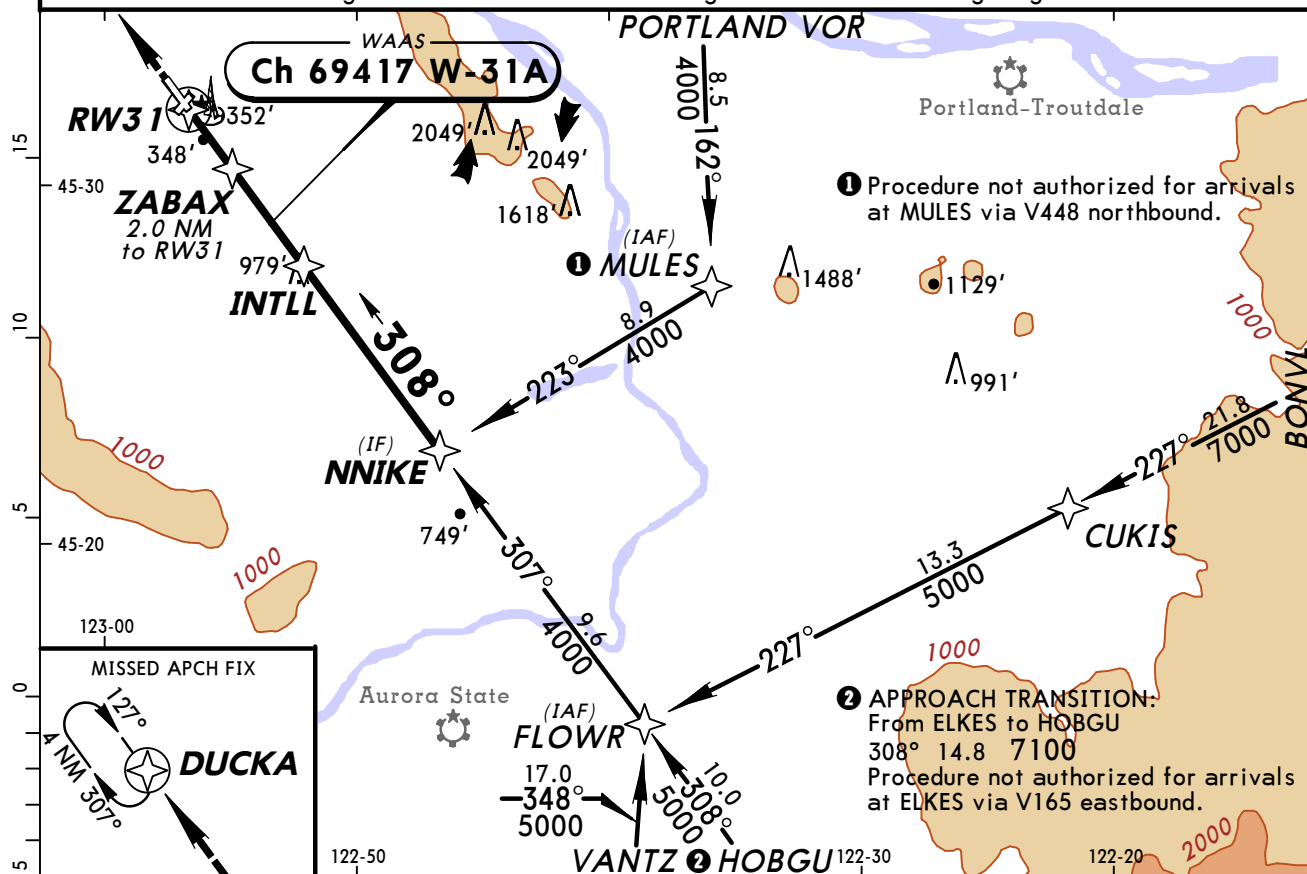
CHANGES: Rwy designator.

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BRIEFING STRIP TM

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Portland Intl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. VDP and Baro-VNAV not authorized when using Portland Intl altimeter setting. 6. Pilot controlled lighting 119.3



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL PAPI-L 3700' ↑  DUCK
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849	
<i>MAP at RW31</i>							

STRAIGHT-IN LANDING RWY 31 With Local Altimeter Setting				CIRCLE-TO-LAND	
LPV DA(H) 589' (385')		LNAV/VNAV DA(H) 657' (453')		LNAV MDA(H) 660' (456')	
A	1¼	1½	1	Max Kts 90	MDA(H) 680' (472')-1
B				120	680' (472')-1½; 760' (552')-2
C				140	
D				165	
With Portland Intl Altimeter Setting					
LPV DA(H) 649' (445')		LNAV/VNAV DA(H) 717' (513')		LNAV MDA(H) 720' (516')	
A	1½	1¾	1	Max Kts 90	MDA(H) 740' (532')-1
B				120	740' (532')-1½; 820' (612')-2
C				140	
D				165	

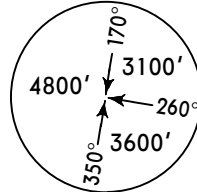
KH10/H10
-HILLSBORO

JEPPesen
30 JUN 06 **(23-1)**

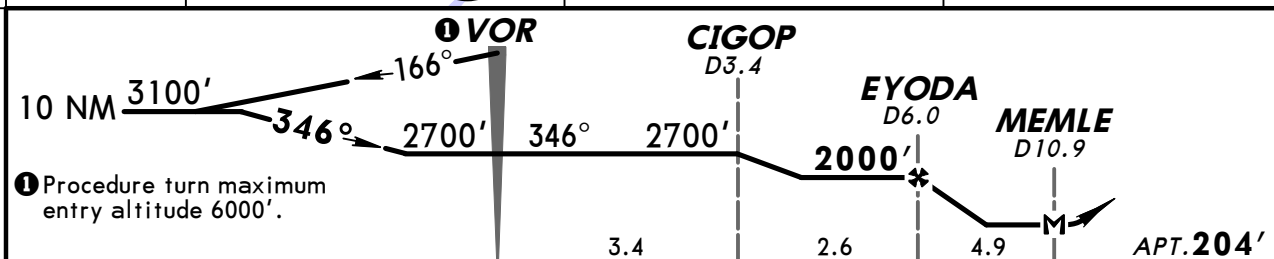
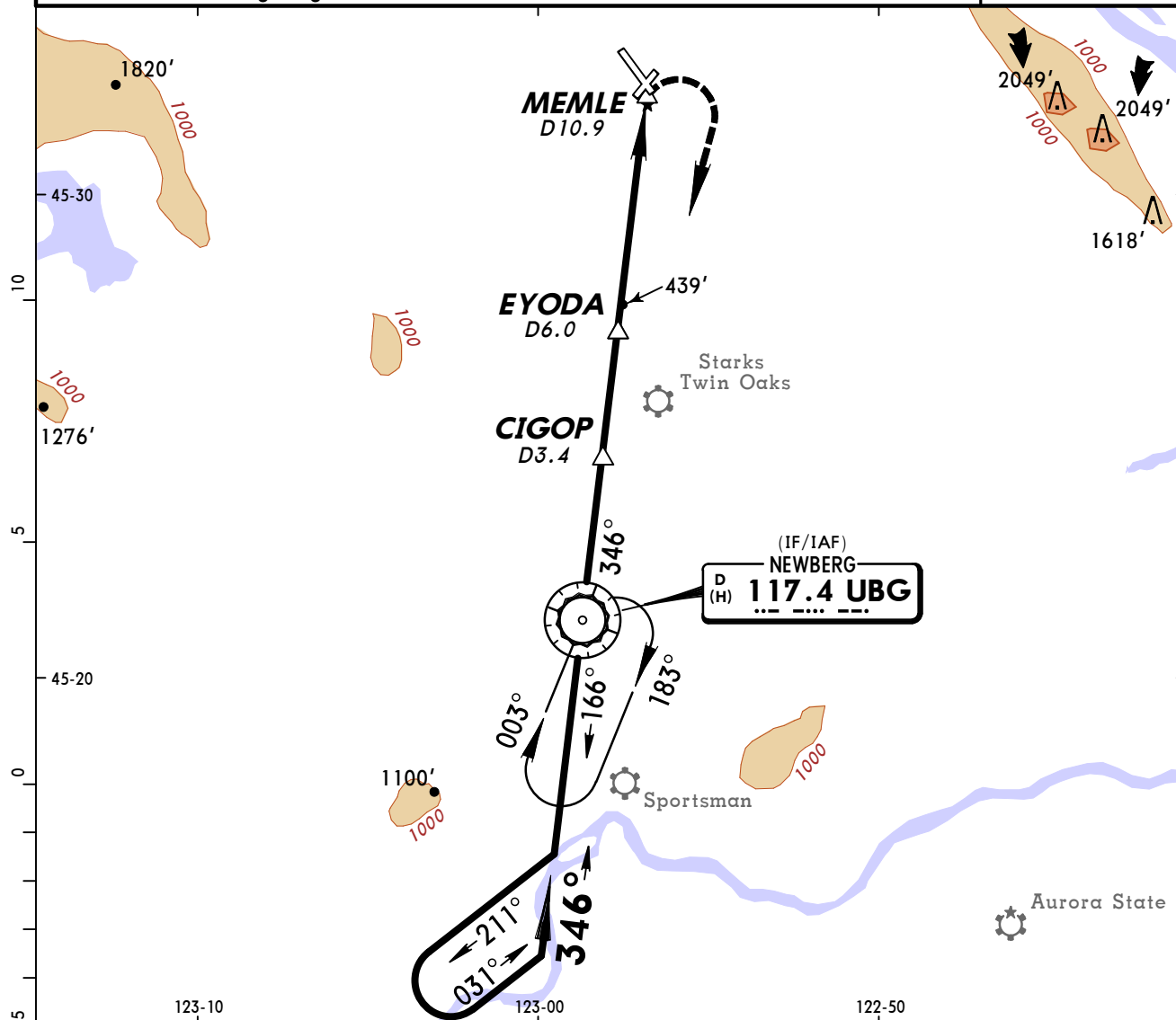
PORTLAND, OREG
VOR DME-C

™

BRIEFING STRIP

ATIS (ASOS when Twr Inop)		PORTLAND Approach (R)		*HILLSBORO Tower		*Ground	
127.65		126.0		CTAF 119.3		121.7	
VOR UBG 117.4	Final Apch Crs 346°	Minimum Alt EYODA 2000' (1796')	MDA(H) Refer to Minimums	Apt Elev 204'			
MISSED APCH: Climbing RIGHT turn to 3000' direct UBG VOR and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Pilot controlled lighting 119.3.							

MSA UBG VOR



MAP at MEMLE						Lighting - Refer to Airport Chart	3000' RT	UBG 117.4
--------------	--	--	--	--	--	--	--------------------	----------------------------

			CIRCLE-TO-LAND	
			MDA(H)	
			A 90	700' (496')-1
			B 120	700' (496')-1½
			C 140	760' (556')-2

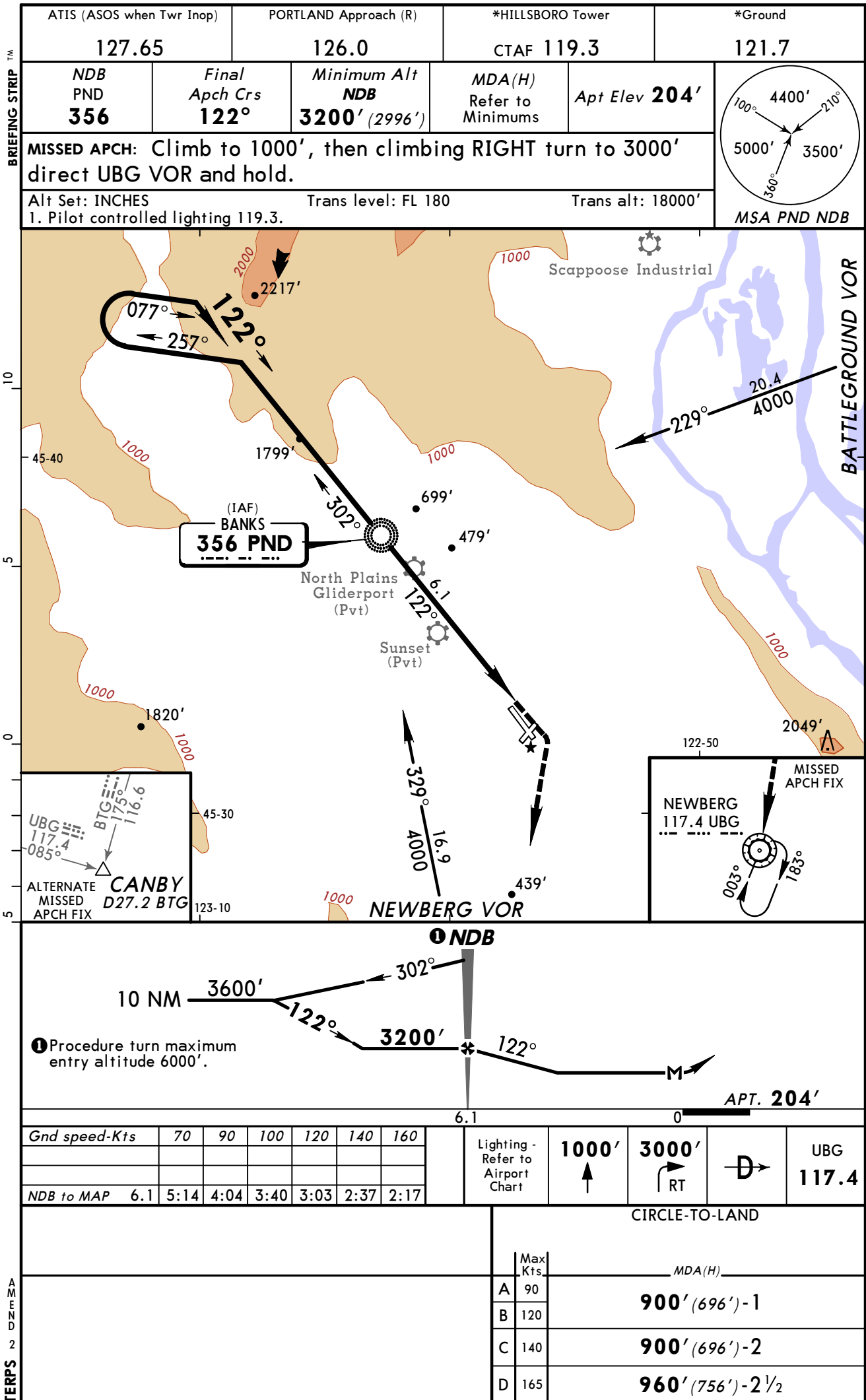
CHANGES: None.

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KHIO/HIO
-HILLSBORO

JEPPESEN
30 JUN 06 (26-1)

PORTLAND, OREG
NDB-B



General Information

Location: Klamath Falls OR USA

IATA Code: LMT

Lat/Long: N42° 09.4' W121° 44.0'

Elevation: 4095 ft

Airport Use: Public

Magnetic Variation: 15.0°E

Sectional Chart: Klamath Falls

Fuel Types: 100 Octane (LL), Jet A

Oxygen Types: High Pressure, HP Bottle

Repair Types: Major Airframe, Major Engine

Customs: Yes

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1446 Z

Sunset: 0154 Z,

Runway Information

Runway: 07

Length x Width: 5258 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 4091 ft

Lighting: Edge, Pilot controlled

Displaced Threshold: 306 ft

Runway: 14

Length x Width: 10302 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 4091 ft

Lighting: Edge, ALS, Pilot controlled

Stopway: 731 ft

Runway: 25

Length x Width: 5258 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 4090 ft

Lighting: Edge, REIL, Pilot controlled

Displaced Threshold: 512 ft

Stopway: 403 ft

Runway: 32

Length x Width: 10302 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 4095 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 1002 ft

Communication Information

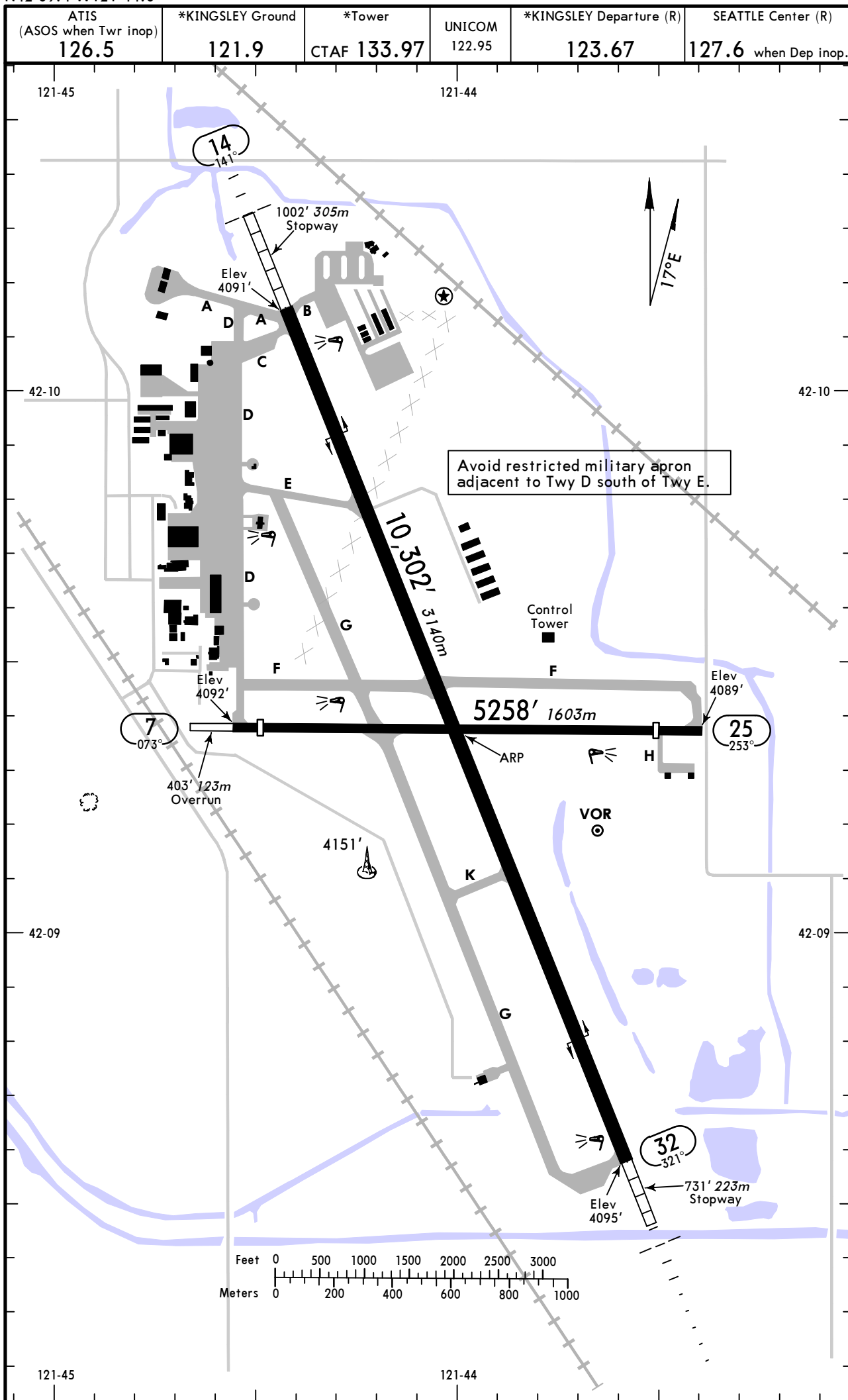
ATIS 126.5
ASOS 126.5
Kingsley Tower 133.975 CTAF PCL
Kingsley Ground Control 121.9
Kingsley Approach Control 123.675
Kingsley Departure Control 123.675
Klamath Falls Unicom 122.95
MC Minnville Flight Service Station 122.6 RCO
Seattle Center 127.6 Remote Communications Air-Ground

KLMT/LMT
Apt Elev **4095'**
N42 09.4 W121 44.0

4 FEB 11

(10-9)

KLAMATH FALLS, OREG
KLAMATH FALLS



CHANGES: Airport revised.

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GENERAL

Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				—LANDING BEYOND— Threshold	Glide Slope		
7	25	① MIRL	porous friction course overlay	grooved	4952' 1509m		100' 30m
		① MIRL REIL	PAPI-L (angle 3.00°)	grooved	4746' 1447m		
14	32	① HIRL ① MALSF	VASI-L	grooved			150' 46m
		① HIRL ① MALSR	VASI-L RVR	grooved	9212' 2808m		

① Activate on 133.97 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

TABLE 1-1. OBSTACLE DATA AND PROCEDURES						
	Rwy 14			Rwy 32		
	With Min climb of 300'/NM to 7100'		For Climb in Visual Conditions	With Min climb of 350'/NM to 7100'		For Climb in Visual Conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	3100-3	RVR 16 or 1/4	RVR 50 or 1	3100-3
3 & 4 Eng		1/2			RVR 24 or 1/2	
	Rwy 25			Rwy 7		
	With Min climb of 400'/NM to 7100'		For Climb in Visual Conditions	NA		
	Adequate Vis Ref	STD				
1 & 2 Eng	1/4	1	3100-3			
3 & 4 Eng		1/2				

OBSTACLE DP

Rwy 14-climb heading 141° to 6500' then climbing right turn to intercept LMT VOR R-181 to LMT VOR, then continue climb in LMT VOR holding pattern (West, right turns, 070° inbound) to cross LMT VOR at or above MEA for route of flight; or for climb in visual conditions: cross Klamath Falls Apt at or above 7000' direct LMT VOR, then continue climb in LMT VOR holding pattern (West, right turns, 070° inbound) to cross LMT VOR at or above MEA for route of flight.

Rwy 25-climb heading 253° to 6000' then climbing right turn to intercept LMT VOR R-306 to LMT VOR, then continue climb in LMT VOR holding pattern (West, right turns, 070° inbound) to cross LMT VOR at or above MEA for route of flight; or for climb in visual conditions: cross Klamath Falls Apt at or above 7000' direct LMT VOR, then continue climb in LMT VOR holding pattern (West, right turns, 070° inbound) to cross LMT VOR at or above MEA for route of flight.

Rwy 32-climb heading 321° to 6700' then climbing left turn to intercept LMT VOR R-277 to LMT VOR, then continue climb in LMT VOR holding pattern (West, right turns, 070° inbound) to cross LMT VOR at or above MEA for route of flight; or for climb in visual conditions: cross Klamath Falls Apt at or above 7000' direct LMT VOR, then continue climb in LMT VOR holding pattern (West, right turns, 070° inbound) to cross LMT VOR at or above MEA for route of flight.

FOR FILING AS ALTERNATE

ILS Rwy 32 LOC Rwy 32 RNAV (GPS) Rwy 32 VOR DME Rwy 14 VOR DME Rwy 32		RNAV (GPS) Rwy 14
A	800-2	900-2
B	900-2	
C	900-2¾	900-2¾
D	1000-3	1000-3

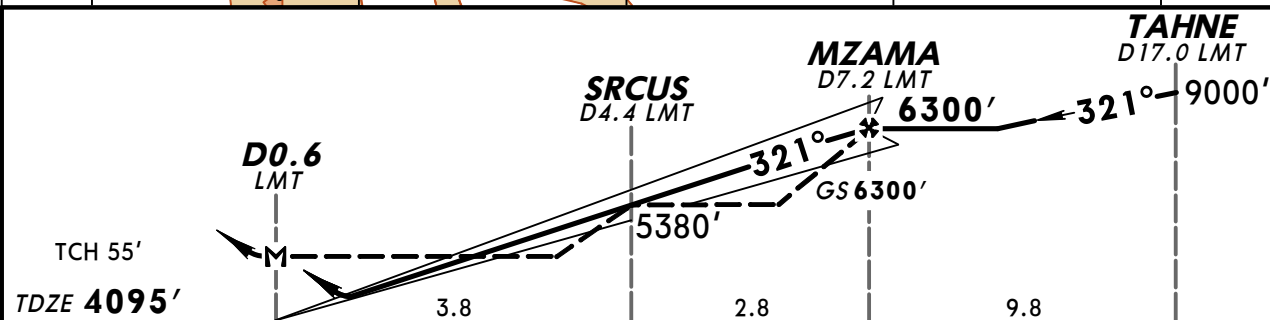
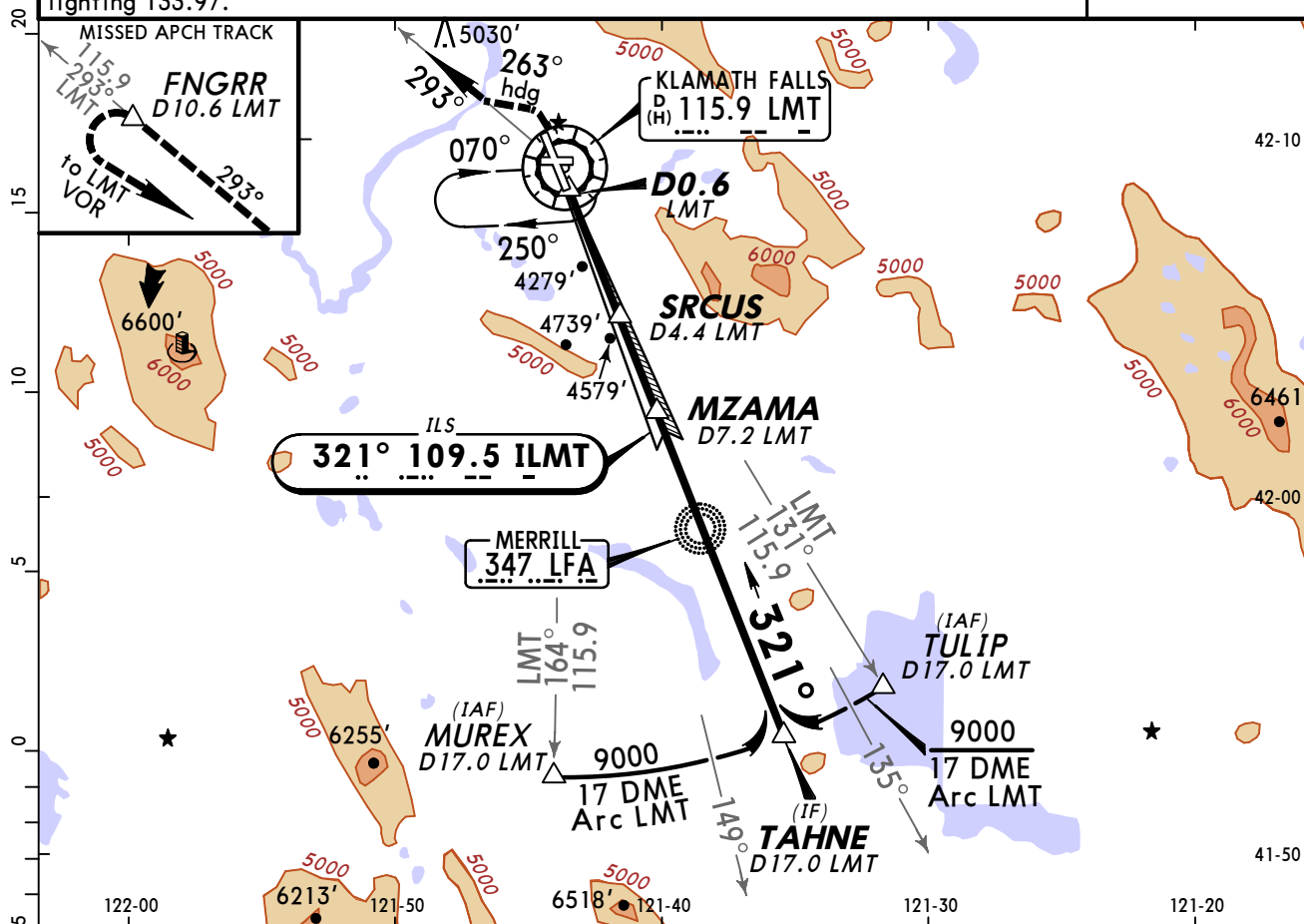
CHANGES: Lighting note deleted.

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KLAMATH FALLS, OREG
ILS or LOC DME Rwy 32

STRIP TM	LOC ILMT 109.5	Final Apch Crs 321°	GS MZAMA 6300' (2205')	ILS DA(H) (CONDITIONAL) 4295' (200')	Apt Elev 4095' TDZE 4095'
---------------------	-----------------------------	----------------------------------	-------------------------------------	--	--

MSA LMT VOR



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Gs</i> 3.00°	377	484	538	646	753	861	
<i>MAP at D0.6 LMT</i>							

STRAIGHT-IN LANDING RWY 32								CIRCLE-TO-LAND	
ILS				LOC (GS out)					
DA(H) 4295' (200')		DA(H) 4316' (221')		MDA(H) 4620' (525')					
Missed Apch requires minimum climb gradient of 217'/NM to 5600'									
FULL		RAIL or ALS out		FULL		RAIL out		ALS out	
A	1				RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	Max Kts. 90	MDA(H) 4840' (745') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4				120	4980' (885') - 1 1/4
C					RVR 50 or 1	1 1/2		140	4980' (885') - 2 3/4
D					RVR 60 or 1 1/4	1 3/4		165	5060' (965') - 3

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure.

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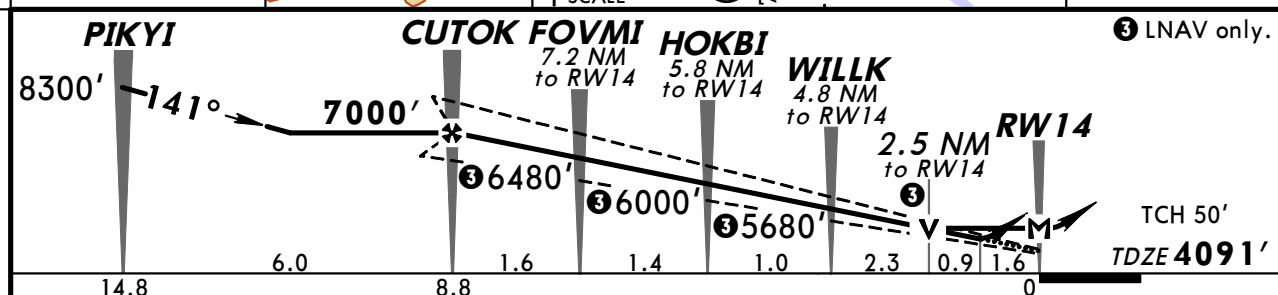
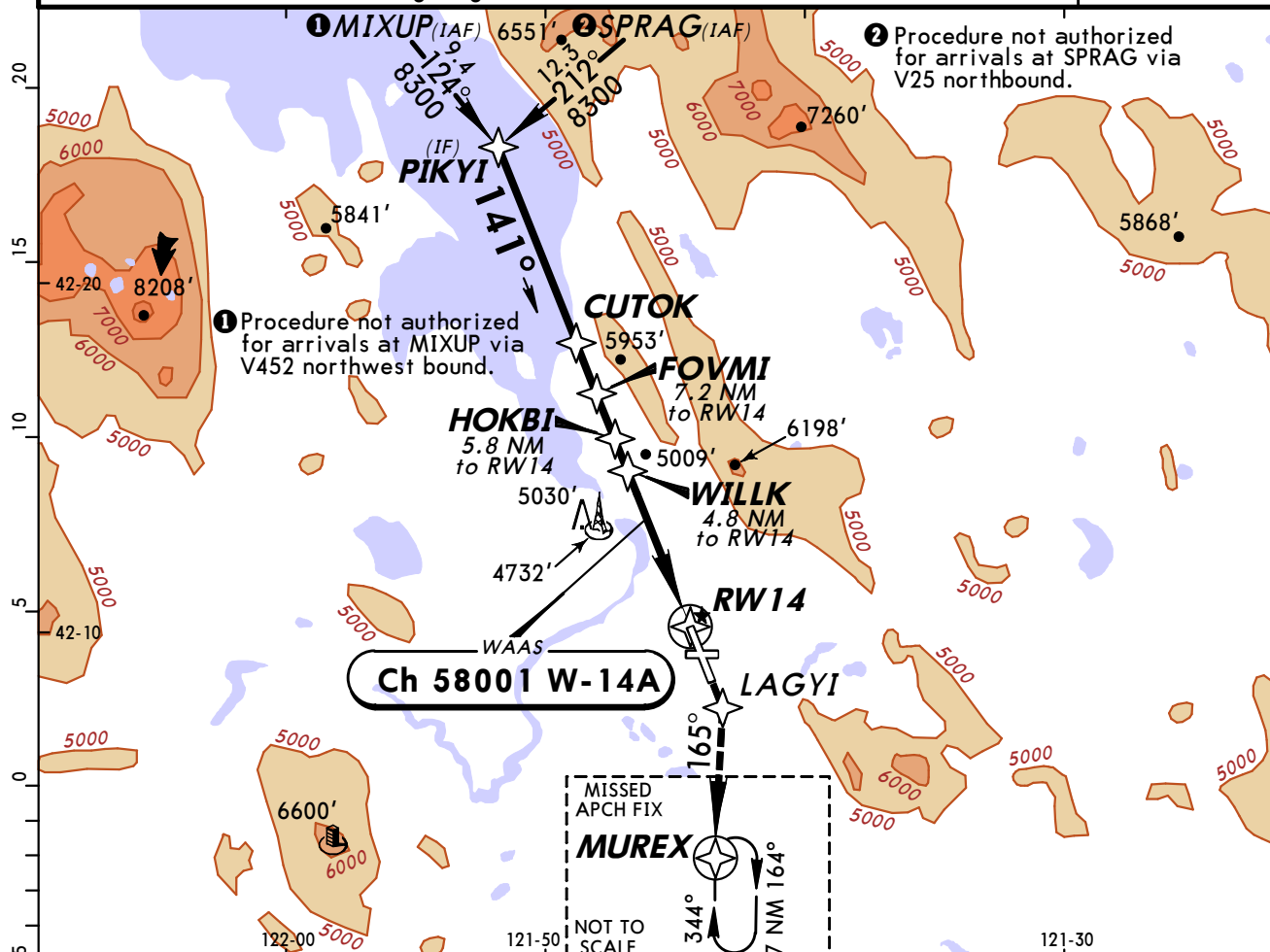
TERPS AMEND 20 29 JUL 2010

KLMT/LMT KLAMATH FALLS

23 JUL 10 (12-1) **JEPPESSEN**

KLAMATH FALLS, OREG
RNAV (GPS) Rwy 14

ATIS (ASOS when Twr inop)	*KINGSLEY Approach (R)	SEATTLE Center (R)	*KINGSLEY Tower	*Ground
126.5	123.67	127.6 when App inop.	CTAF 133.97	121.9
WAAS Ch 58001 W-14A	Final Aptch Crs 141°	Minimum Alt CUTOK 7000' (2909')	LPV DA(H) 4635' (544')	Apt Elev 4095' TDZE 4091'
MISSED APCH: Climb to 9300' direct LAGYI and via 165° track to MUREX and hold. Continue climb-in-hold to 9300'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 133.97.				
				9500'
				MSA RW14



Gnd speed-Kts	70	90	100	120	140	160	MALSF	9300'	LAGYI
Glide Path Angle	3.00°	372	478	531	637	743	VASI		
MAP at RW14									

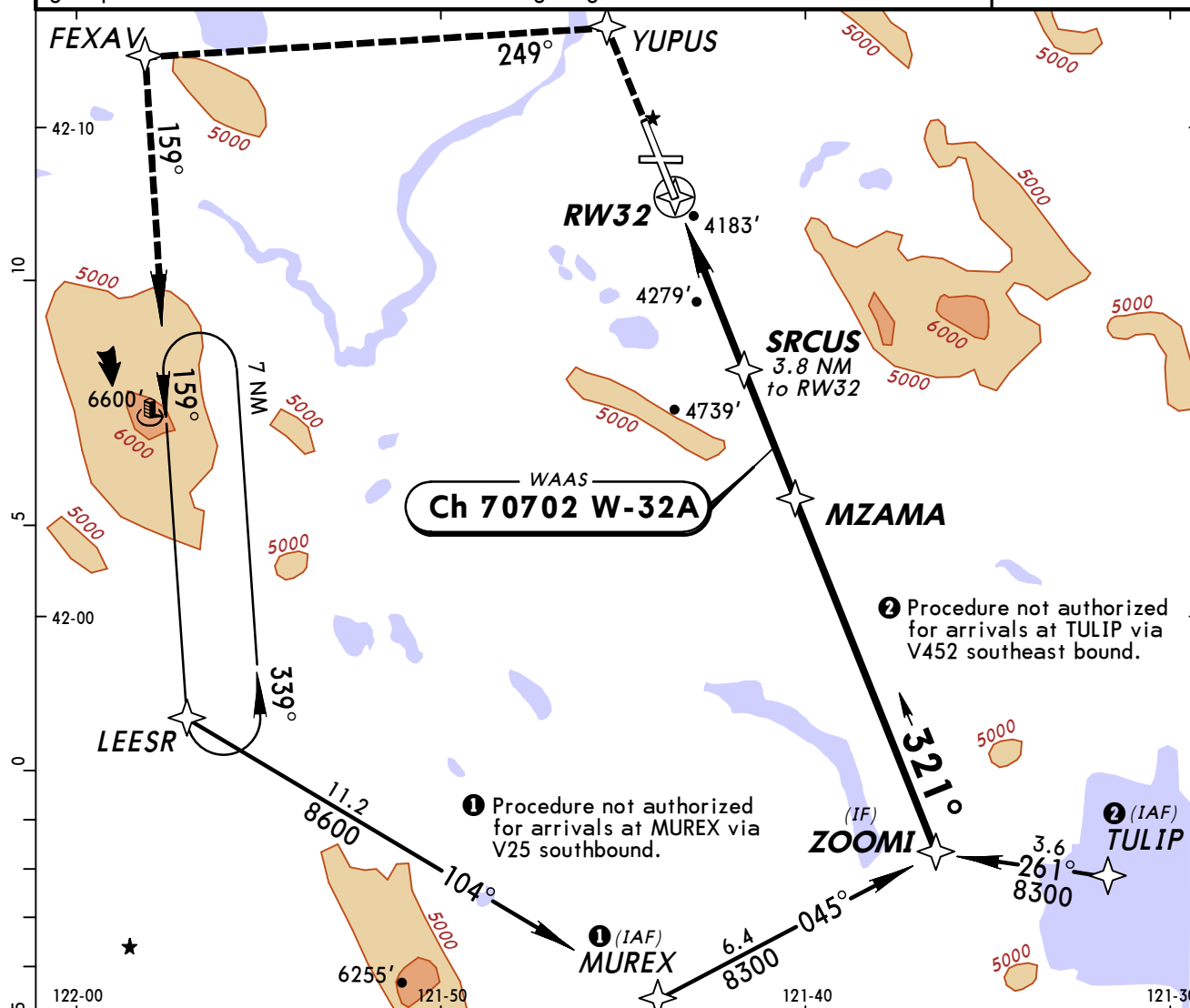
STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND	
LPV		LNAV		Max Kts	MDA(H)
DA(H) 4635' (544')		MDA(H) 4920' (829')			
ALS out		ALS out			
2		3/4	1	90	4920' (825') - 1
		1 1/4		120	4980' (885') - 1 1/4
		2 1/2		140	4980' (885') - 2 3/4
		2 3/4		165	5060' (965') - 3

KLMT/LMT KLAMATH FALLS

JEPPESSEN
23 JUL 10 (12-2)

KLAMATH FALLS, OREG
RNAV (GPS) Rwy 32

ATIS (ASOS when Twr inop) 126.5	*KINGSLEY Approach (R) 123.67	SEATTLE Center (R) 127.6 when App inop.	*KINGSLEY Tower CTAF 133.97	*Ground 121.9
WAAS Ch 70702 W-32A	Final Apch Crs 321°	Minimum Alt MZAMA 6300' (2205')	LPV DA(H) 4387' (292')	Apt Elev 4095' TDZE 4095'
MISSED APCH: Climb to 8600' direct YUPUS and via 249° track to FEXAV and via 159° track to LEESR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) or above 41°C (105°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 133.97.				
				9500' MSA RW32



RW32 TCH 55' TDZE 4095'		SRCUS 3.8 NM to RW32 5360'	MZAMA 6300'	ZOOMI 8300'
1.8 NM to RW32		321°		
0.7 0.9 0.2 2.0 2.8 6.6 7.8 14.4		8600'		
Gnd speed-Kts 70 90 100 120 140 160		MALSR VASI		
Glide Path Angle 3.00° 372 478 531 637 743 849		YUPUS		
MAP at RW32				

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND			
LPV DA(H) 4387' (292')		LNAV/VNAV DA(H) 4674' (579')		LNAV MDA(H) 4720' (625')		CIRCLE-TO-LAND	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		Max Kts	MDA(H)
A				RVR 24 or 1/2 RVR 40 or 3/4 RVR 50 or 1		90	4840' (745') -1
B		1 1/2 2				120	4980' (885') -1 1/4
C				RVR 60 or 1 1/4 1 3/4		140	4980' (885') -2 3/4
D				1 1/2 2		165	5060' (965') -3

CHANGES: New procedure.

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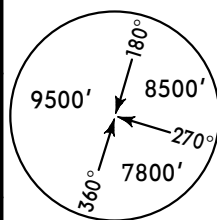
TERPS AMEND 0 29 JUL 2010

KLMT/LMT KLAMATH FALLS

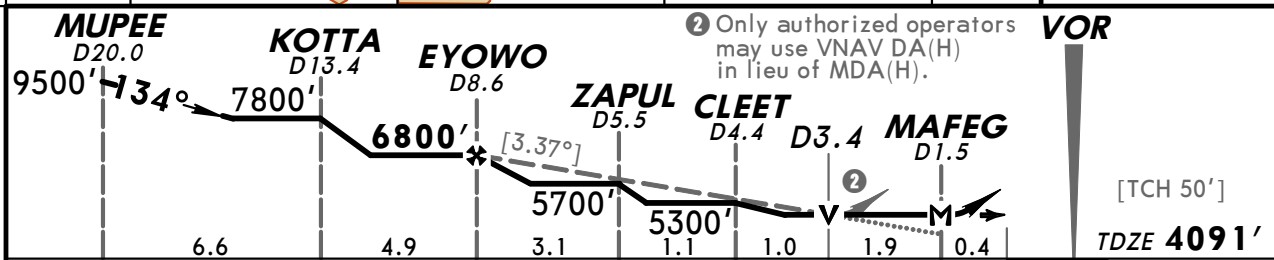
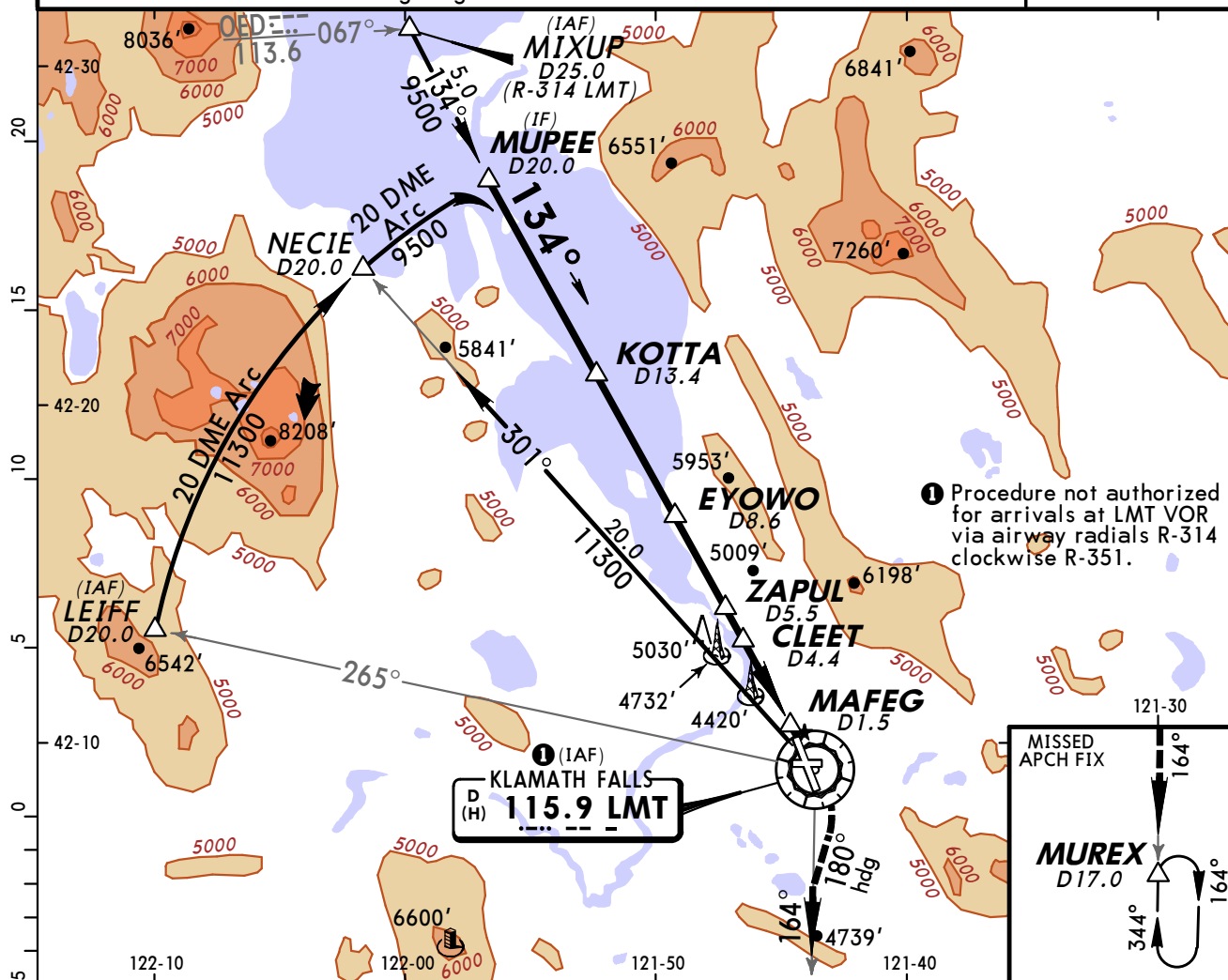
17 SEP 10 **(13-1)** Eff 23 Sep

KLAMATH FALLS, OREG
VOR DME Rwy 14

ATIS (ASOS when Twr inop) 126.5	*KINGSLEY Approach (R) 123.67	SEATTLE Center (R) 127.6 when App inop.	*KINGSLEY Tower CTAF 133.97	*Ground 121.9
VOR LMT 115.9	Final Apch Crs 134°	Minimum Alt EYOWO 6800' (2709')	MDA(H) 4860' (769')	Apt Elev 4095' TDZE 4091'
MISSED APCH: Climb to 5000' then climbing RIGHT turn to 9400' via 180° heading and LMT VOR R-164 outbound to MUREX/D17.0 and hold. Continue climb-in-hold to 9400'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. VGSI and descent angles not coincident. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 133.97.				



MSA LMT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSF	5000'	9400'	180°	LMT
Descent angle [3.37°]	417	537	596	716	835	954	VASI	↑	RT	hdg	115.9
MAP at MAFEG											R-164

STRAIGHT-IN LANDING RWY 14						CIRCLE-TO-LAND					
MDA(H) 4860' (769')											
ALS out						Max Kts	MDA(H)				
A	3/4		1			90	4880' (785') - 1				
B			1 1/4			120	4980' (885') - 1 1/4				
C			2 1/4			140	4980' (885') - 2 3/4				
D			2 1/2			165	5060' (965') - 3				

CHANGES: MIXUP added.

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TERPS AMEND 5A 23 SEP 2010

KLMT/LMT KLAMATH FALLS

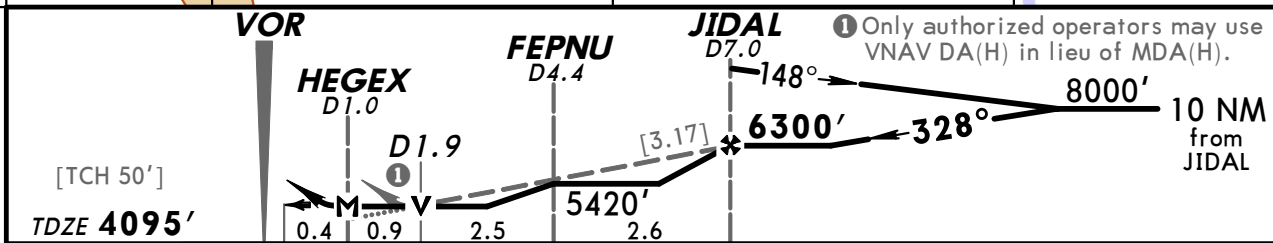
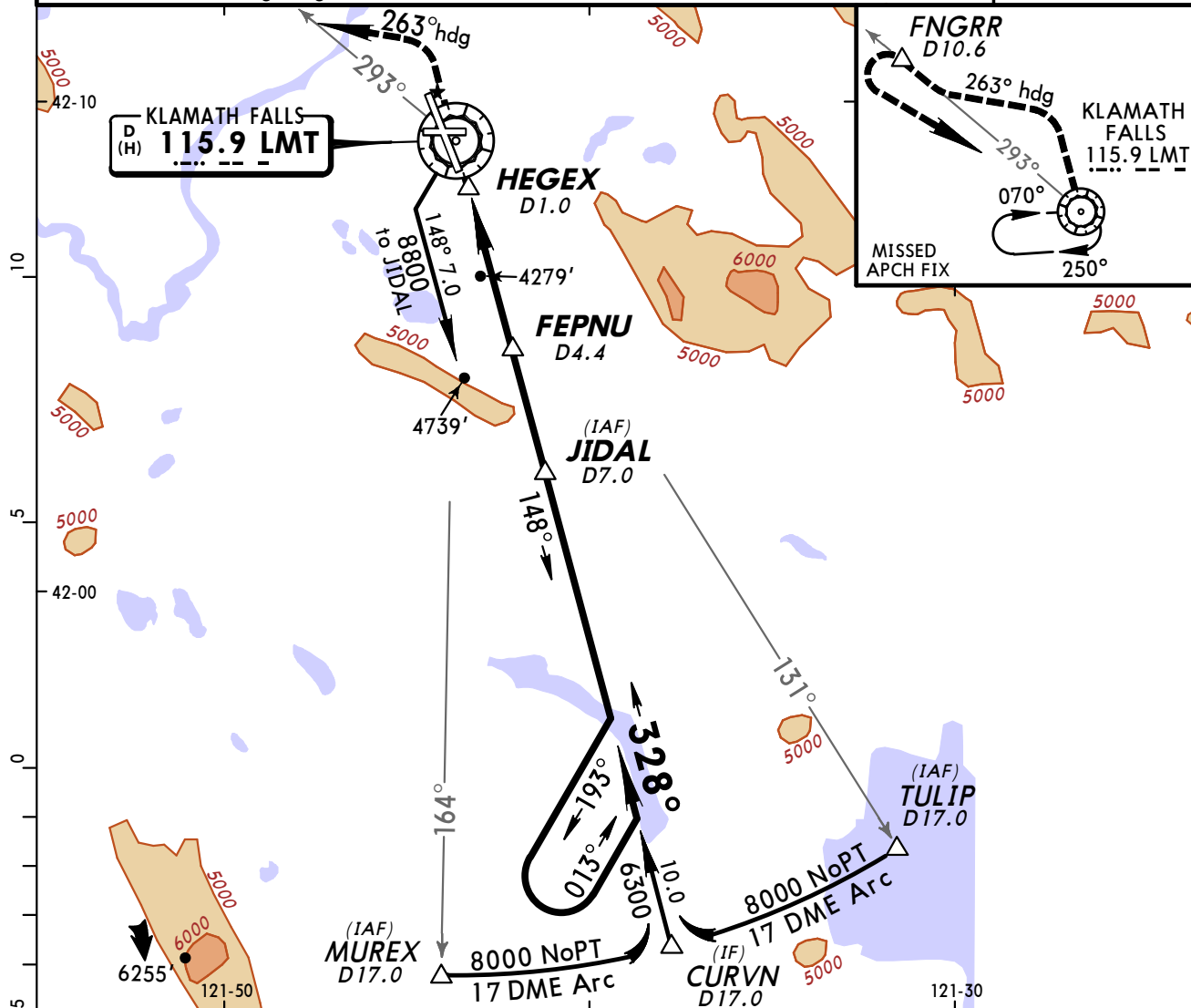
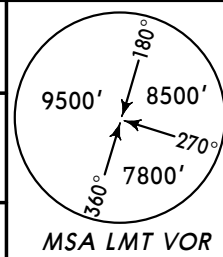
17 SEP 10 **(13-2)** Eff 23 Sep

KLAMATH FALLS, OREG VOR DME Rwy 32

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 126.5		*KINGSLEY Approach (R) 123.67		SEATTLE Center (R) 127.6 when App inop.		*KINGSLEY Tower CTAF 133.97		*Ground 121.9	
VOR LMT 115.9		Final Apch Crs 328°		Minimum Alt JIDAL 6300' (2205')		MDA(H) 4560' (465')		Apt Elev 4095' TDZE 4095'	
MISSED APCH: Climb to 5100' then climbing LEFT turn to 10000' via 263° heading and via LMT VOR R-293 outbound to FNGRR/D10.6 then LEFT turn direct LMT VOR and hold.									
Alt Set: INCHES				Trans level: FL 180			Trans alt: 18000'		
1. Pilot controlled lighting 133.97.									

MSA LMT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5100'	10000'	263°	LMT
Descent angle [3.17°]	393	505	561	673	785	897	VASI	↑	↶	hdg	R-293
MAP at HEGEX											

STRAIGHT-IN LANDING RWY 32					CIRCLE-TO-LAND	
MDA(H) 4560' (465')					Max Kts	MDA(H)
		RAIL out	ALS out			
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	4840' (745') - 1	
B				120	4980' (885') - 1 1/4	
C	RVR 40 or 3/4	RVR 60 or 1 1/4		140	4980' (885') - 2 3/4	
D	RVR 50 or 1	1 1/2		165	5060' (965') - 3	

CHANGES: None.

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TERPS AMEND 5 29 JUL 2010

General Information

Location: Medford OR USA

IATA Code: MFR

Lat/Long: N42° 22.5' W122° 52.4'

Elevation: 1335 ft

Airport Use: Public

Magnetic Variation: 15.3°E

Sectional Chart: Klamath Falls

Fuel Types: 100 Octane (LL), Jet A, Jet A-1

Oxygen Types: High Pressure, HP Bottle

Repair Types: Major Airframe, Major Engine

Customs: No

Airport Type: IFR

Landing Fee: Yes

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1450 Z

Sunset: 0158 Z,

Runway Information

Runway: 09

Length x Width: 3136 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 1319 ft

Lighting: Edge

Runway: 14

Length x Width: 8800 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 1303 ft

Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 27

Length x Width: 3136 ft x 100 ft

Surface Type: asphalt

TDZ-Elev: 1320 ft

Lighting: Edge

Runway: 32

Length x Width: 8800 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 1335 ft

Lighting: Edge, Centerline, REIL, Pilot controlled

Communication Information

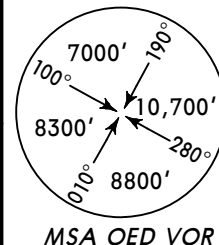
ATIS 127.25
ASOS 127.25
Medford Tower 119.4 CTAF PCL
Medford Ground Control 121.8
Cascade Approach Control 124.3
Cascade Departure Control 124.3
Medford-Jackson Co Unicom 122.95
MC Minnville Flight Service Station 122.65 RCO
Seattle Center 124.85 Remote Communications Air-Ground

*CASCADE
Departure (R)
124.3

SEATTLE
Center
124.85
when Dep inop.

Apt Elev
1335'

Trans level: FL180 Trans alt: 18000'
DME required.



ROSEBURG
D (L) 108.2 RBG
N43 10.9 W123 21.1

MOURN
N42 59.5
W123 00.5
D31 16
7000'

BRUTE FIVE DEPARTURE (BRUTE5.BRUTE)

3
UZEHE
(BRUTE5.UZEHE)

DREWS
N42 43.7
W122 53.4

UZEHE
N42 43.6
W122 57.5

DREWS
(BRUTE5.DREWS)

CUTTR
N42 41.4
W122 43.7

ROGUE VALLEY
D (H) 113.6 OED
N42 28.8 W122 54.8

MEDFORD
356 MEF
N42 23.5 W122 52.7

BRUTE
N42 24.5
W122 43.4

CEROS
N42 25.3
W122 35.1

LANKS
N42 21.9
W122 36.7

2
COPPO
(BRUTE5.COPPO)

COPPO
N42 13.8
W122 54.6

1
HANDY
(BRUTE5.HANDY)

HANDY
N42 14.1
W122 50.5

JADUN
N42 15.0 W122 46.9

FIBUR
N42 13.8
W122 53.2

TALEM
(BRUTE5.TALEM)

TALEM
N42 08.8
W122 52.7

GRENA
(BRUTE5.GRENA)

GRENA
N41 43.5
W122 29.2

FT JONES
D (L) 109.6 FJS
N41 27.0 W122 48.4

This SID requires take-off minimums
(for standard minimums, refer to
airport chart):
Rwys 09, 27: Not Authorized - Obstacles.
Rwys 14, 32: Standard (or lower than
standard, if authorized) with a minimum
climb of:
Cat A, B: 400' per NM to **6300'**.
Cat C, D: 460' per NM to **6000'**.

Gnd speed-KT	75	100	150	200	250	300
400' per NM	500	667	1000	1333	1667	2000
460' per NM	575	767	1150	1533	1917	2300

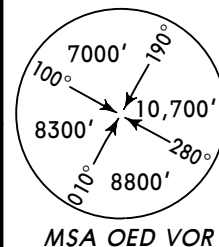
RWY	INITIAL CLIMB	ALTITUDE
14	Climbing RIGHT turn direct to MEF. Depart MEF 063° bearing outbound to BRUTE.	MAINTAIN 11000' or assigned altitude
32	Climbing RIGHT turn, via 060° heading and OED R-098 to BRUTE.	
ROUTING		
At BRUTE, via transition or assigned route.		

*CASCADE
Departure (R)
124.3

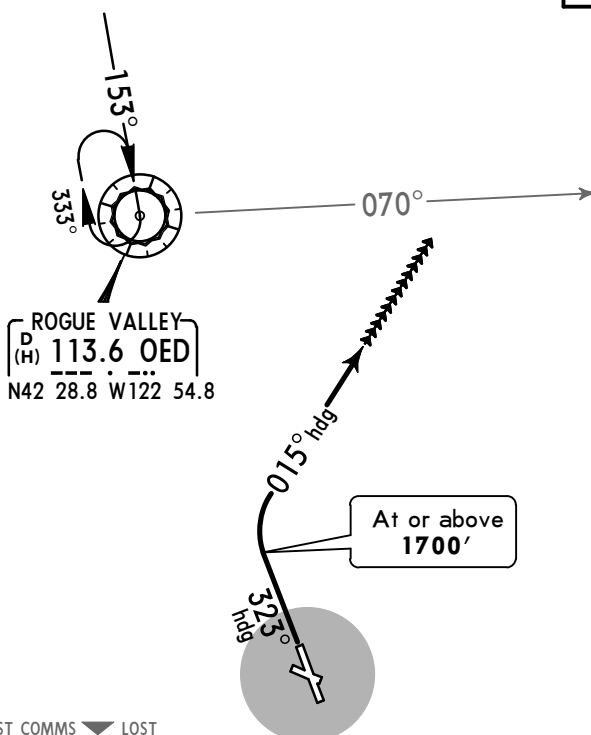
SEATTLE
Center
124.85
when Dep inop.

Apt Elev
1335'

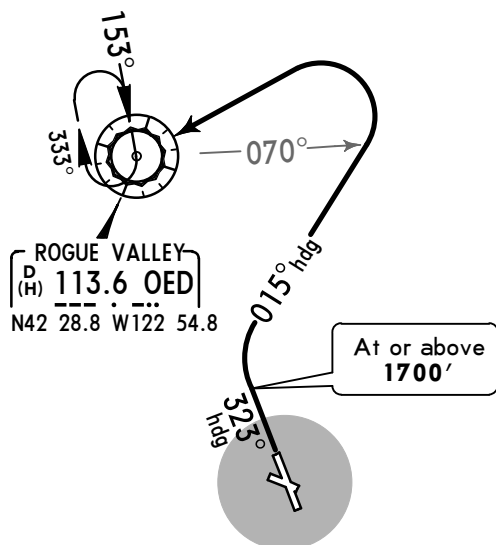
Trans level: FL180 Trans alt: 18000'



EAGLE FOUR DEPARTURE (EAGLE4.EAGLE) (RWY 32)



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



Direct distance from Rogue Valley
Intl-Medford to:
OED 7 NM

If no contact with ATC crossing
the OED R-070, turn LEFT, proceed direct
OED, continue climb in holding pattern to
minimum crossing altitude/minimum enroute
altitude before proceeding on course.



This SID requires take-off minimums
(for standard minimums, refer to airport
chart):
Rwys 10, 14, 28: Not authorized - ATC.
Rwy 32: Standard (or lower than standard,
if authorized) with minimum climb of 410'
per NM to **6300'**.

Gnd speed-KT	75	100	150	200	250	300
410' per NM	513	683	1025	1367	1708	2050

COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST

INITIAL CLIMB

Climb to **1700'** on heading 323°, then climbing RIGHT turn to
heading 015°.

ALTITUDE

MAINTAIN 11000'
or assigned altitude

ROUTING

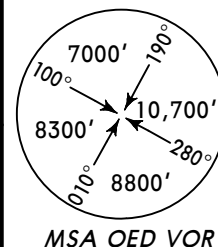
EXPECT RADAR vectors to assigned route. EXPECT filed altitude/flight level five minutes
after departure.

*CASCADE
Departure (R)
124.3

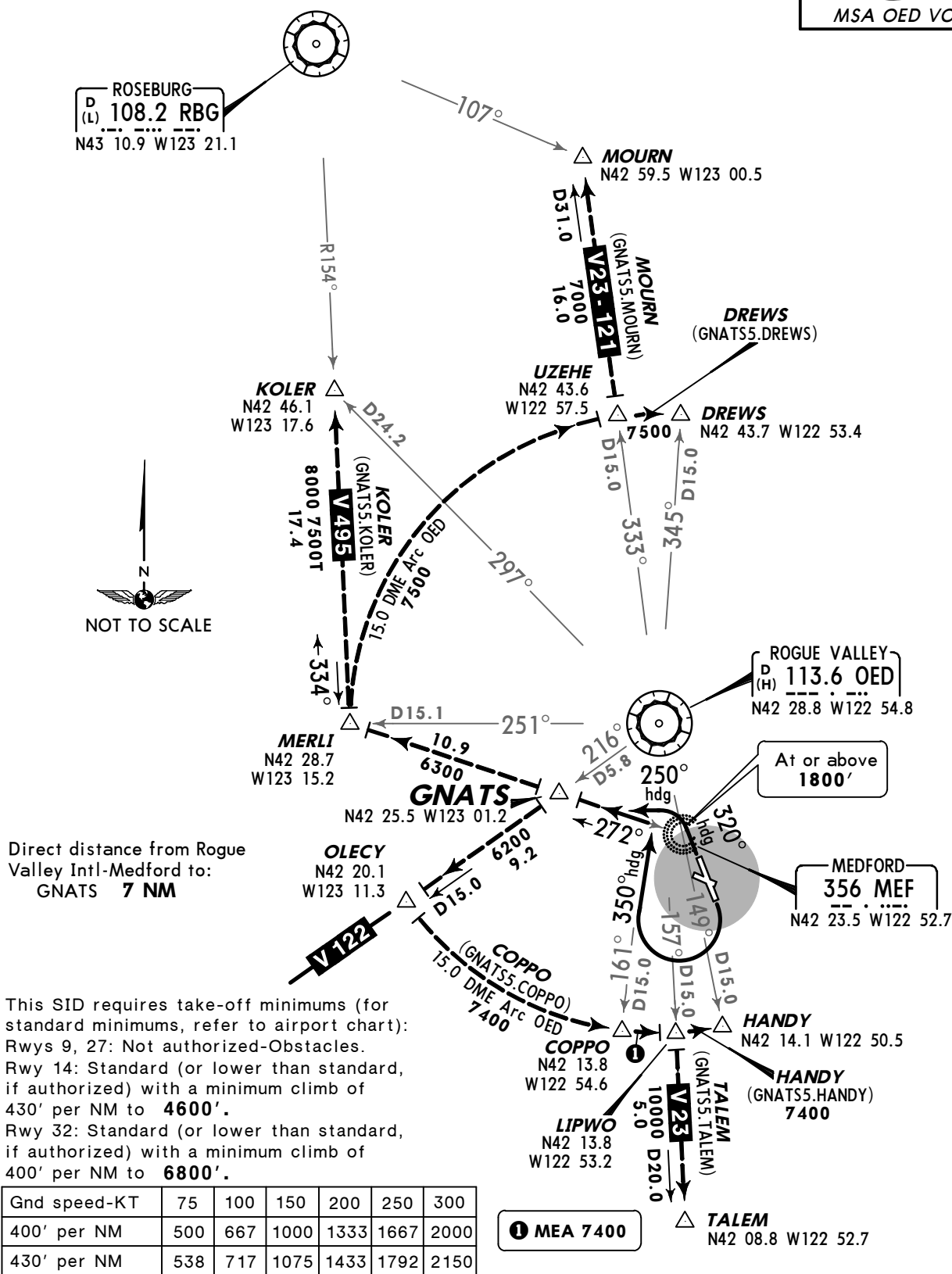
SEATTLE
Center
124.85
when Dep inop.

Apt Elev
1335'

Trans level: FL 180 Trans alt: 18000'



GNATS FIVE DEPARTURE (GNATS5.GNATS)



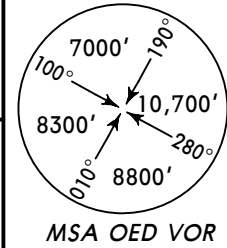
RWY	INITIAL CLIMB	ALTITUDE
14	Climbing RIGHT turn on heading 350° and 272° bearing from MEF outbound to GNATS.	MAINTAIN 11000' or assigned lower altitude
32	Climb on heading 320° to 1800' then climbing LEFT turn on heading 250° to intercept 272° bearing from MEF outbound to GNATS.	
ROUTING		
At GNATS via transition or assigned route.		

*CASCADE
Departure (R)
124.3

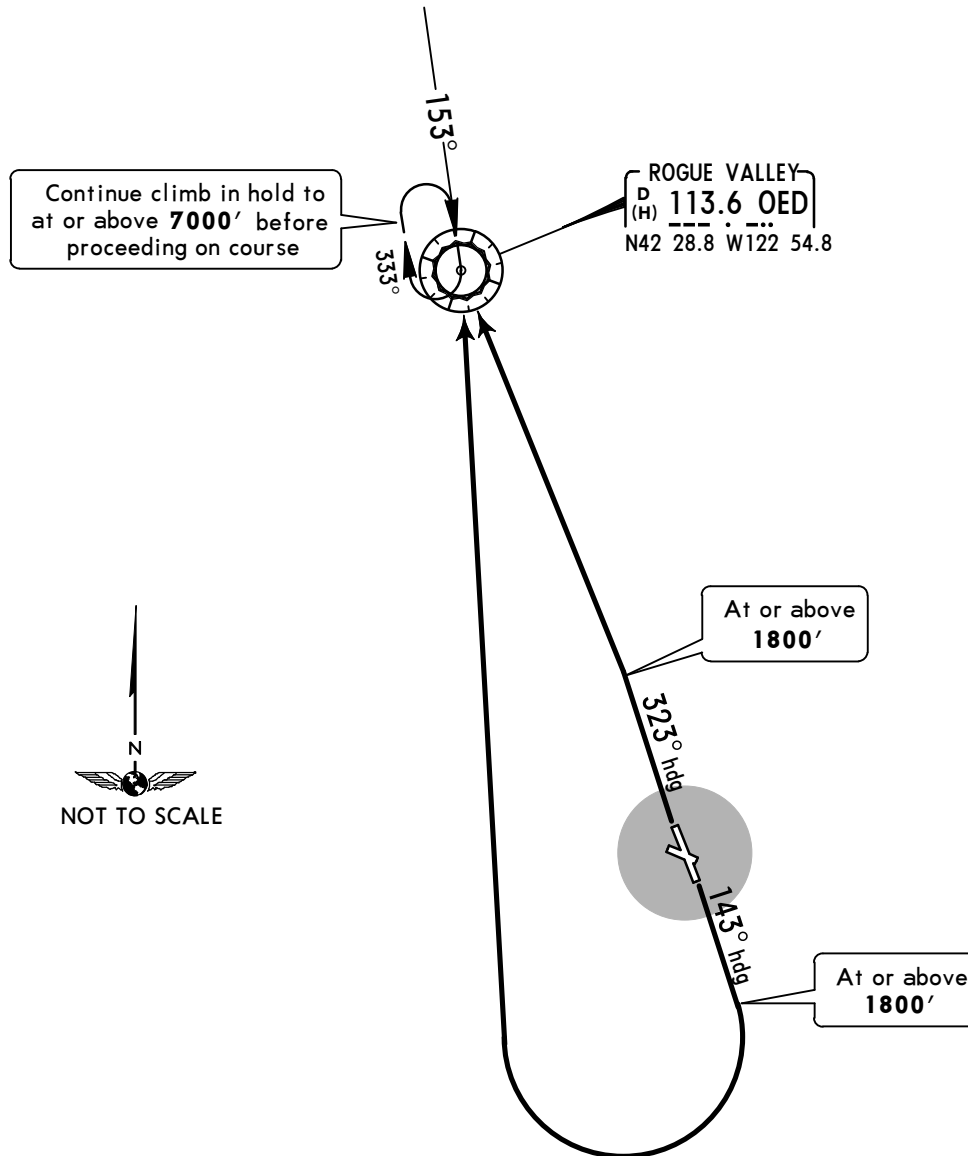
SEATTLE
Center
124.85
when Dep inop.

Apt Elev
1335'

Trans level: FL 180 Trans alt: 18000'



JACKSON EIGHT DEPARTURE (JKSN8.OED)



This SID requires take-off minimums
(for standard minimums refer to airport chart):
Rwys 9, 27: Not authorized-Obstacles.

Rwy 14: Standard (or lower than standard, if
authorized) with a minimum climb of 430' per
NM to **4600'**.

Rwy 32: Standard (or lower than standard, if
authorized) with a minimum climb of 300' per
NM to **6800'**.

Direct distance from Rogue Valley
Intl-Medford to:
OED 7 NM

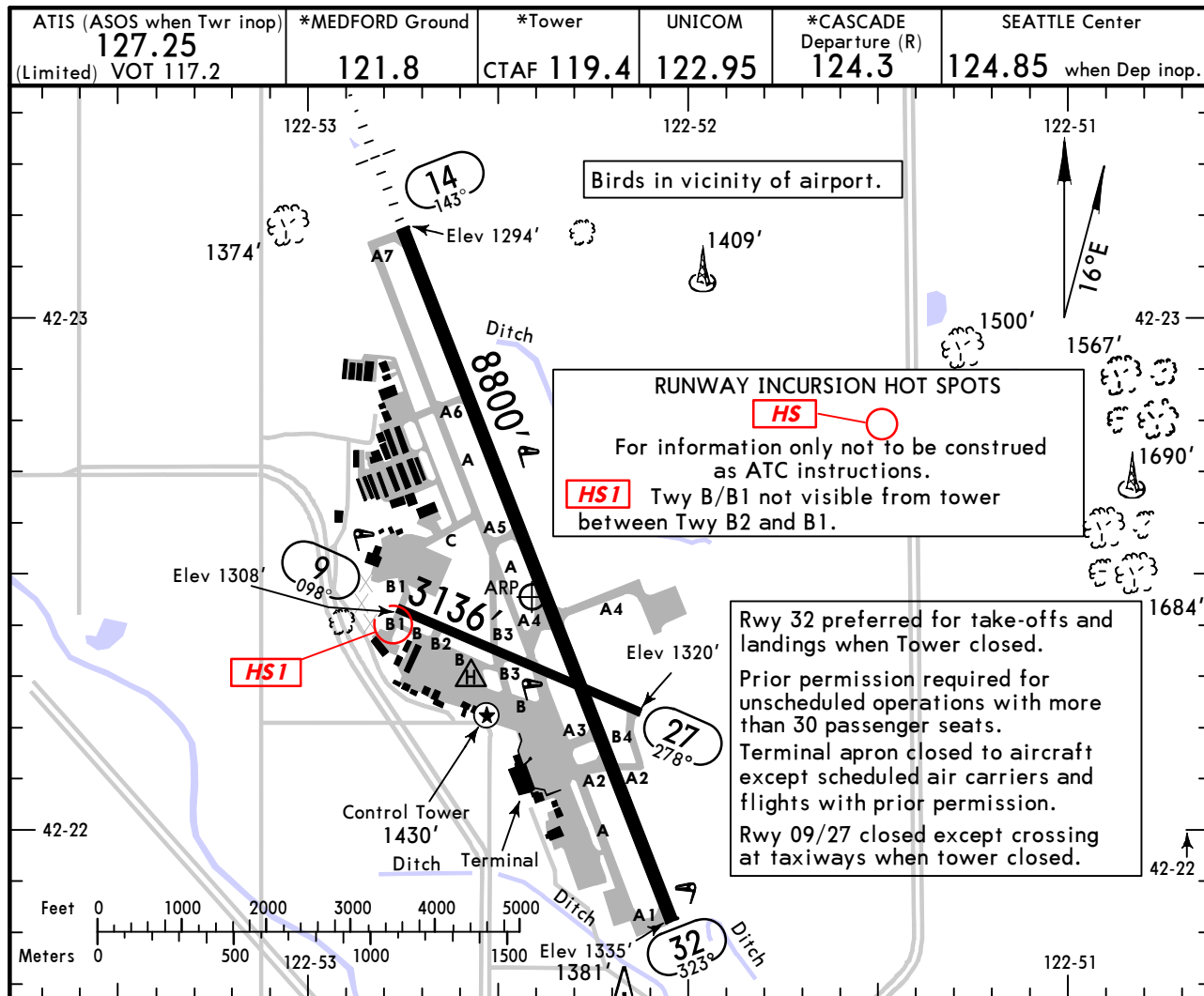
Gnd speed-KT	75	100	150	200	250	300
300' per NM	375	500	750	1000	1250	1500
430' per NM	538	717	1075	1433	1792	2150

RWY	INITIAL CLIMB
14	Climb heading 143° to 1800' then turn RIGHT.
32	Climb heading 323° to 1800' .
ROUTING	
Climb direct to OED. Continue climb in OED holding pattern to at or above 7000' before proceeding on course.	

KMFR/MFR
Apt Elev 1335'
N42 22.5 W122 52.4

JEPPESSEN
9 DEC 11 (11-1)

MEDFORD, OREG
ROGUE VALLEY INTL-MEDFORD



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
9	1 MIRL (non-std)				100'
14	2 HIRL 2 CL 2 MALSR 2 TDZ 3 PAPI-L grooved RVR		7700'		150'
32	2 HIRL 2 CL 2 REIL VASI-L grooved				

- 1 Not available when Twr inop.
- 2 Activate on 119.4.
- 3 (angle 3.0°)

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

		Rwy 32		Rwy 14						Rwys 9, 27					
		With Mim climb of 300'/NM to 3000'		Other		CAT A & B AIRCRAFT			CAT C & D AIRCRAFT						
Adequate Vis Ref						STD		With Mim climb of 270'/NM to 3100'		Other		With Mim climb of 440'/NM to 4900'		Other	
1 & 2 Eng	1/4	1		1700-3	RVR 16 or 1/4	RVR 50 or 1		1800-3	RVR 16 or 1/4	RVR 50 or 1		3600-3	NA		
3 & 4 Eng		1/2				RVR 24 or 1/2				RVR 24 or 1/2					

OBSTACLE DP: Rwys 14 & 32, climbing right turn direct OED VOR; all aircraft climb in OED VOR holding pattern (hold northwest, right turns, 153° inbound) to MCA/MEA for route of flight before proceeding on course.

FOR FILING AS ALTERNATE

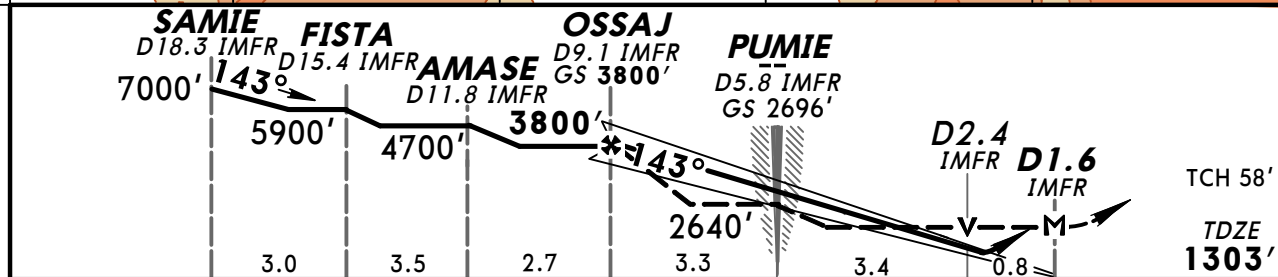
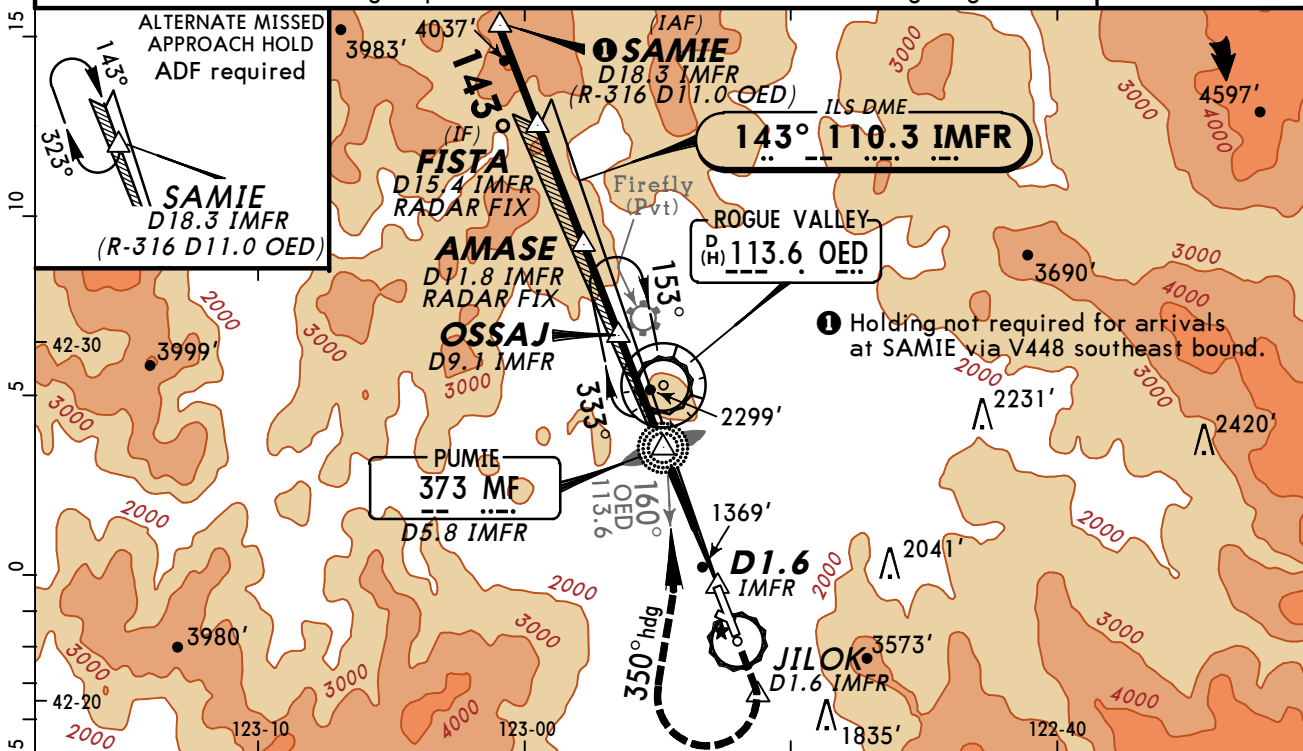
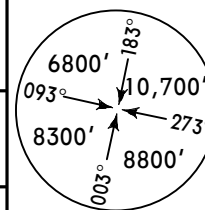
	RNAV (RNP) Z Rwy 14 RNAV (RNP) Rwy 32	VOR DME Rwy 14 VOR-A	RNAV (GPS) Y Rwy 14	RNAV (GPS)-D VOR DME-C	Authorized Only When Twr Operating		
					LOC DME Rwy 14	ILS Rwy 14	LOC DME (Back Crs)-B
A	800-2	1400-2	1800-2	2300-2	800-2	800-2	2300-2
B							
C							
D							

CHANGES: Hot spot added, notes.

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KMFR/MFR **JEPPESEN** **MEDFORD, OREG** **ROGUE VALLEY INTL-MEDFORD** 9 DEC 11 **(11-1)** **ILS or LOC DME Rwy 14**

ATIS (ASOS when Twr inop) 127.25	*CASCADE Approach (R) 124.3	SEATTLE Center 124.85 when App inop.	*MEDFORD Tower CTAF 119.4	*Ground 121.8
LOC IMFR 110.3	Final Apch Crs 143°	GS PUMIE 2696' (1393')	ILS DA(H) (CONDITIONAL) 1503' (200')	Apt Elev 1335' TDZE 1303'
MISSED APCH: Climb to 6400' via IMFR SE course to JILOK/D1.6 IMFR and climbing RIGHT turn on heading 350° and OED VOR R-160 to OED VOR and hold, continue climb-in-hold to 6400', or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. When Medford altimeter not received, procedure not authorized. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 119.4.				

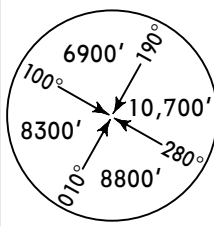


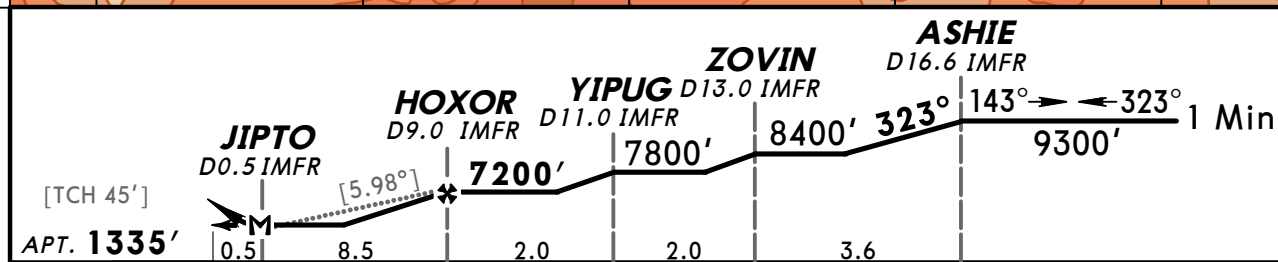
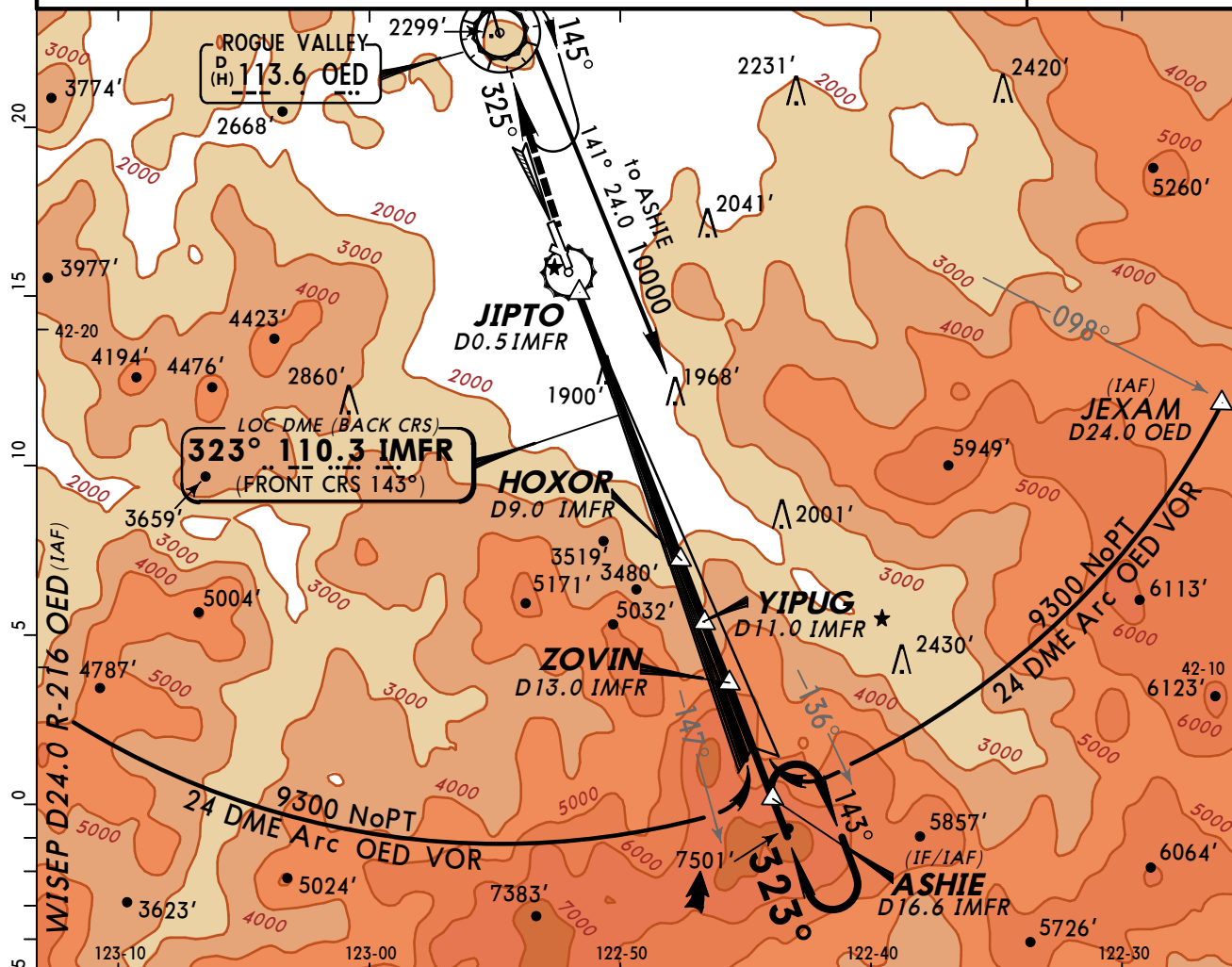
Gnd speed-Kts	70	90	100	120	140	160		MALSR	6400'	IMFR SE course	JILOK
GS	3.00°	372	478	531	637	743	849	PAPI			
MAP at D1.6 IMFR or OSSAJ to MAP	7.5	6:26	5:00	4:30	3:45	3:13	2:49				

STRAIGHT-IN LANDING RWY14					
Missed approach requires a minimum climb gradient of 319'/NM to 4100'					
ILS			LOC (GS out)		
DA(H) 1503' (200')			MDA(H) 1620' (317')		
FULL	TDZ or CL out	RAIL or ALS out	RAIL out	ALS out	
A					
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4
C					RVR 50 or 1
D					RVR 50 or 1

STRAIGHT-IN LANDING RWY14					CIRCLE-TO-LAND	
ILS		LOC (GS out)			Not Authorized at Night to Rwy 9	
DA(H) 1936' (633')		MDA(H) 2080' (777')			MDA(H)	
FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts		
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	2080'(745')-1
B		RVR 40 or 3/4		1 1/4	120	2080'(745')-1 1/4
C	1 3/4		2 1/4		140	2080'(745')-2 1/4
D		2	2 1/2		165	2260'(925')-3

KMFR/MFR **JEPPESEN** **MEDFORD, OREG** **ROGUE VALLEY INTL-MEDFORD** 26 NOV 10 **(11-2)** **LOC DME (BACK CRS)-B**

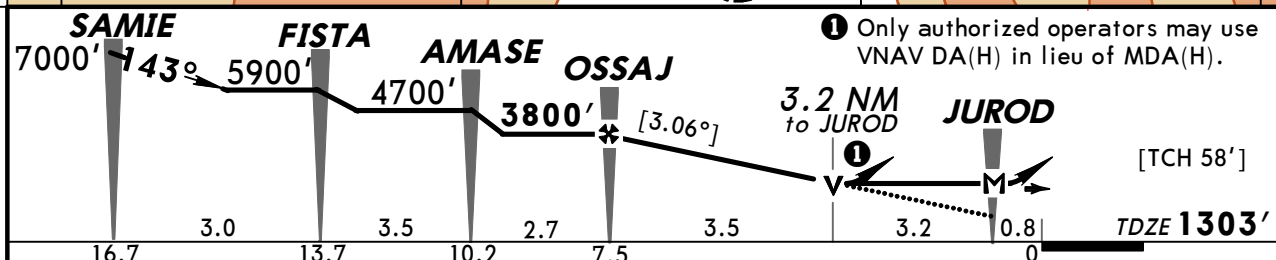
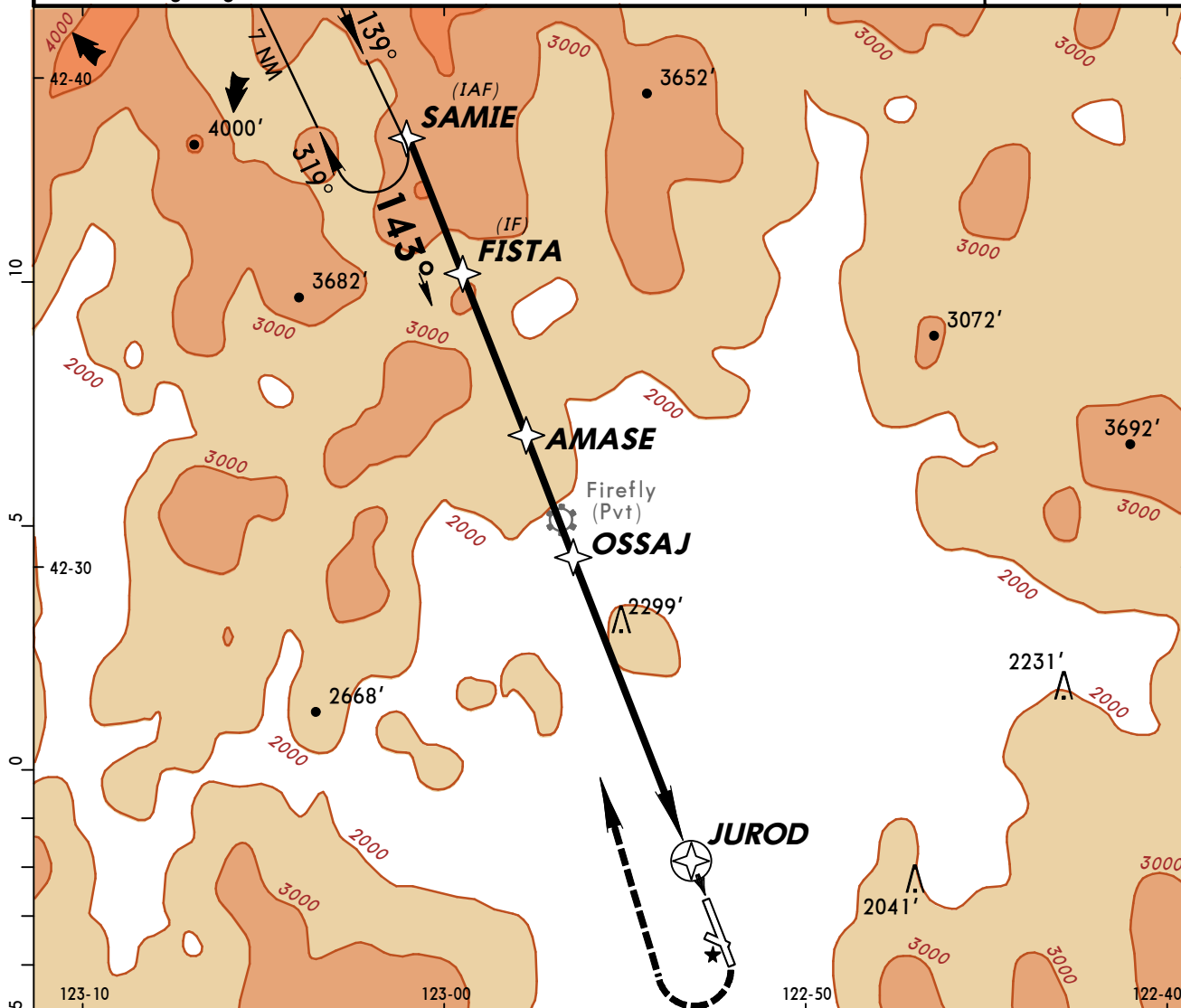
ATIS (ASOS when Twr inop) 127.25		*CASCADE Approach (R) 124.3		SEATTLE Center 124.85 when App inop.		*MEDFORD Tower CTAF 119.4		*Ground 121.8	
LOC IMFR 110.3	Final Apch Crs 323° (Front Crs 143°)	Minimum Alt HOXOR 7200' (5865')	MDA(H) Refer to Minimums		Apt Elev 1335'				
MISSED APCH: Climb to 7600' direct OED VOR and hold. Continue climb-in-hold to 7600'.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Use IMFR DME when on the localizer course. 2. Disregard glide slope indications. 3. VGSI and descent angles not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 119.4.									



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart		7600' ↑		D →		OED 113.6	
Descent Angle [5.98°]	743	955	1061	1273	1485	1697								
MAP at JIPTO														

			CIRCLE-TO-LAND		
			Max Kts	MDA(H)	
			A 90	3540' (2205') - 1 1/4	
			B 120	3540' (2205') - 1 1/2	
			C 140	3540' (2205') - 3	
			D 165		

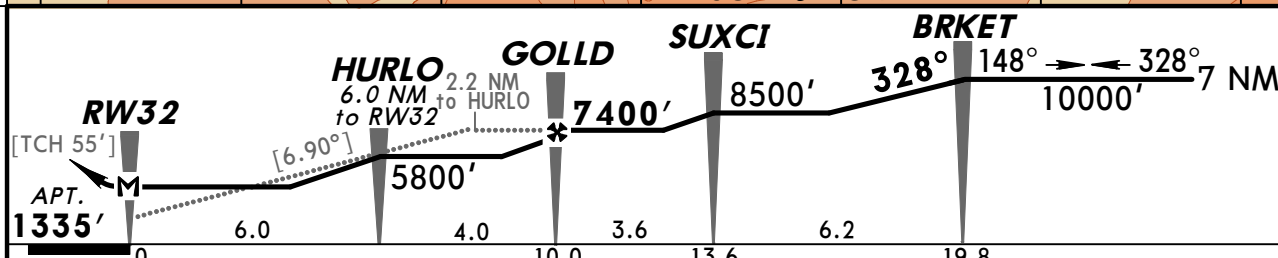
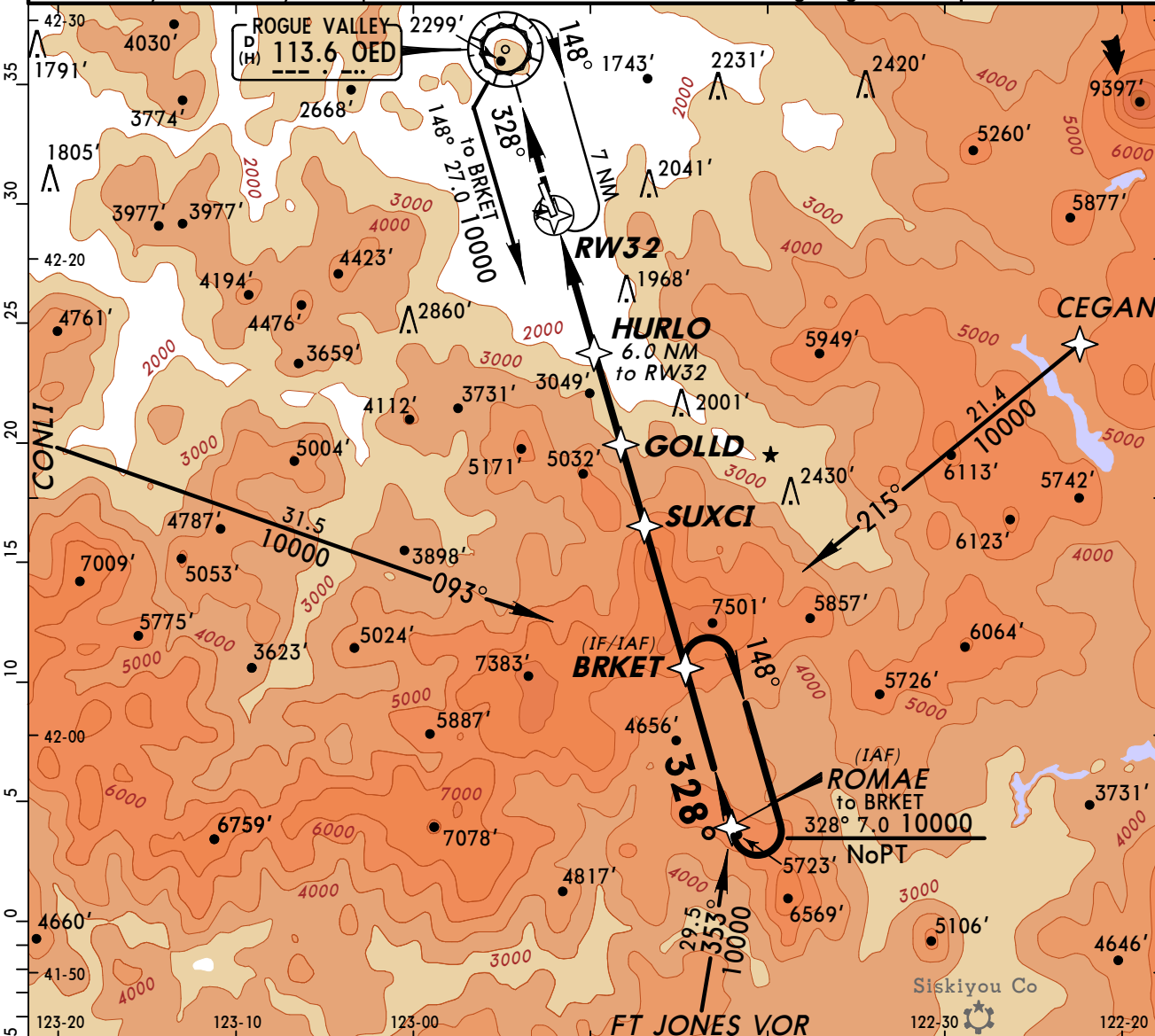
ATIS (ASOS when Twr inop) 127.25		*CASCADE Approach (R) 124.3		SEATTLE Center 124.85 when App inop.		*MEDFORD Tower CTAF 119.4		*Ground 121.8	
RNAV		Final Apch Crs 143°		Minimum Alt OSSAJ 3800' (2497')		LNAV MDA(H) (CONDITIONAL) 2640' (1337')		Apt Elev 1335' TDZE 1303'	
MISSED APCH: Climbing RIGHT turn to 7000' direct SAMIE and hold. Continue climb-in-hold to 7000'.								10,700' MSA JUROD	
Alt Set: INCHES									



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	7000' RT	D	SAMIE
Descent Angle [3.06°]	379	487	541	650	758	866				
MAP at JUROD										

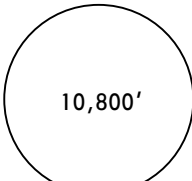
STRAIGHT-IN LANDING RWY 14 LNAV						CIRCLE-TO-LAND	
Missed approach requires a minimum climb gradient of 297'/NM to 4000'						Not Authorized at Night to Rwy 9	
MDA(H) 2640' (1337')			MDA(H) 3060' (1757')				
RAIL out		ALS out	RAIL out		ALS out	Max Kts	MDA(H)
A RVR 60 or 1/4			RVR 60 or 1/4			90	3060'(1725')-1 1/4
B RVR 50 or 1		1 1/2	1 1/2			120	3060'(1725')-1 1/2
C 2 1/2		3	2 1/2		3	140	3060'(1725')-3
D						165	

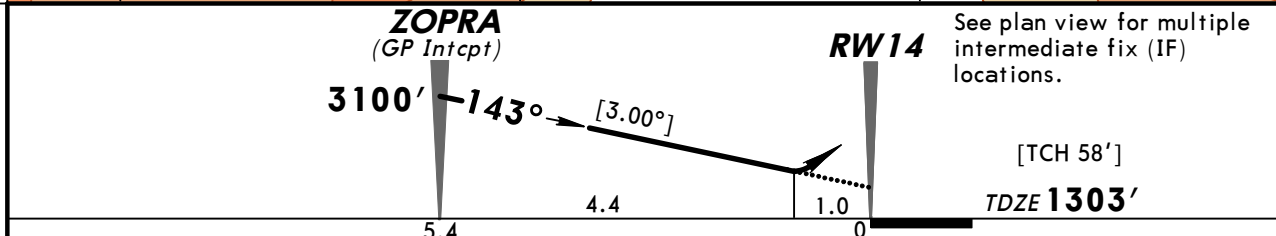
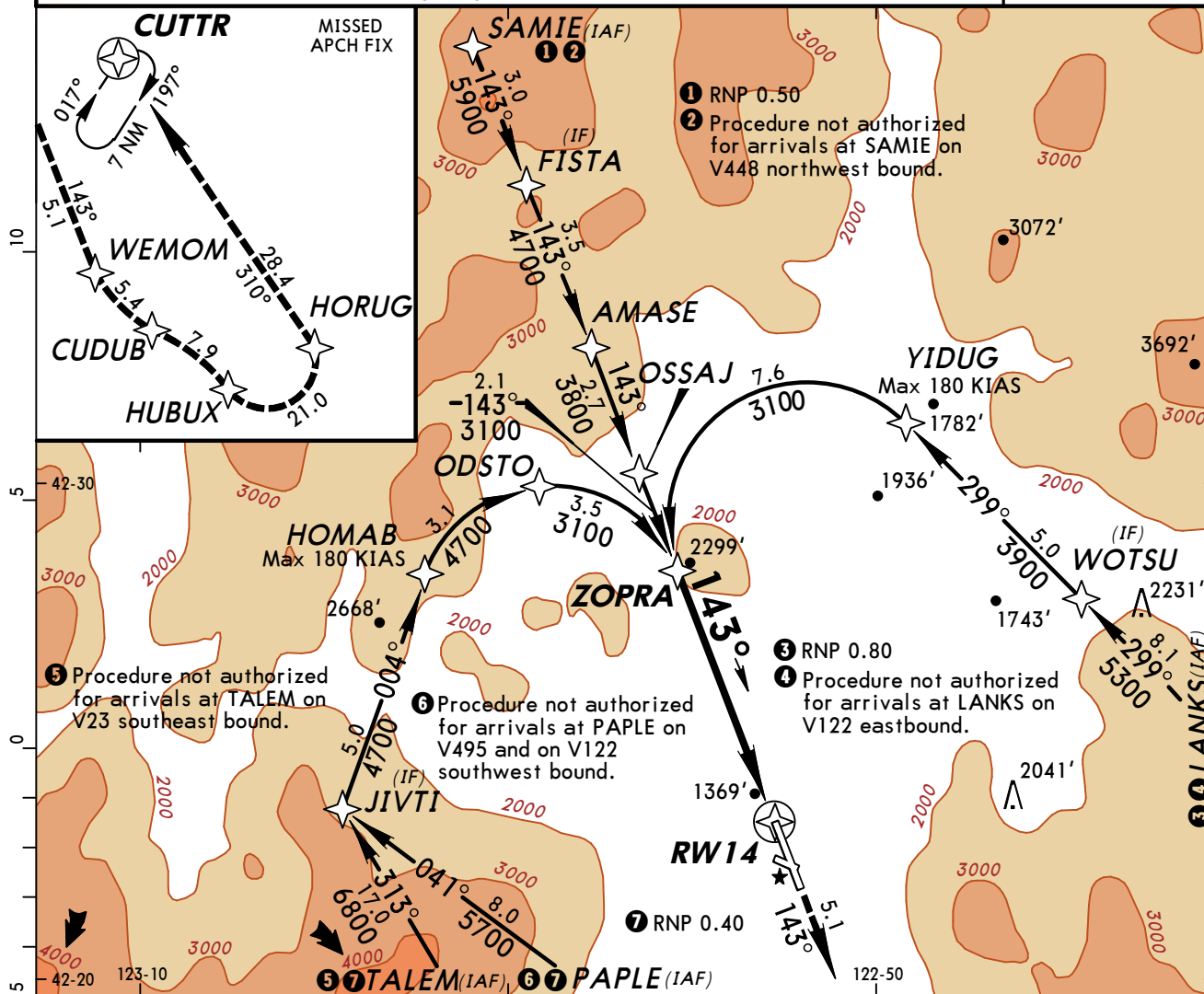
ATIS (ASOS when Twr inop) 127.25	*CASCADE Approach (R) 124.3	SEATTLE Center 124.85 when App inop.	*MEDFORD Tower CTAF 119.4	*Ground 121.8
RNAV	Final Apch Crs 328°	Minimum Alt GOLDD 7400' (6065')	MDA(H) Refer to Minimums	Apt Elev 1335'
MISSED APCH: Climb to 7800' direct OED VOR and hold. Continue climb-in-hold to 7800'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. When local altimeter setting not received, procedure not authorized. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 119.4.				
				10,700' MSA RW32



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart		7800'		OED 113.6
Descent Angle [6.90°]	858	1103	1225	1471	1716	1961					
MAP at RW32											

		CIRCLE-TO-LAND Not Authorized at Night to Rwy 9	
	Max Kts.	MDA(H)	
A	90	3600' (2265') - 1 1/4	
B	120	3600' (2265') - 1 1/2	
C	140	3600' (2265') - 3	
D	165		

ATIS (ASOS when Twr inop) 127.25	*CASCADE Approach (R) 124.3	SEATTLE Center 124.85 when App inop.	*MEDFORD Tower CTAF 119.4	*Ground 121.8
RNAV	Final Apch Crs 143°	Minimum Alt ZOPRA 3100' (1797')	RNP 0.30 DA(H) (CONDITIONAL) 1665' (362')	Apt Elev 1335' TDZE 1303'
MISSED APCH: Climb to 9000' on track 143° to WEMOM, LEFT turn to CUDUB, RIGHT turn to HUBUX, LEFT turn to HORUG, then on track 310° to CUTTR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. AUTHORIZATION REQUIRED. 2. GPS required. 3. RF required. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C (17°F) or above 46°C (115°F). 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 119.4.				
 10,800' MSA RW14				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	9000'	on 143°	WEMOM
Descent Angle [3.00°]	372	478	531	637	743	849	PAPI			
MAP at DA										

STRAIGHT-IN LANDING RWY 14			
1 RNP 0.30 DA(H) 1665' (362')		RNP 0.30 DA(H) 2131' (828')	
RAIL or ALS out		RAIL or ALS out	
A			
B			
C	RVR 40 or 3/4	RVR 60 or 1/4	2 1/2
D			3

TERPS AMEND 0A 30 JUN 2011

RNAV (RNP) Rwy 32

*Ground
121.8

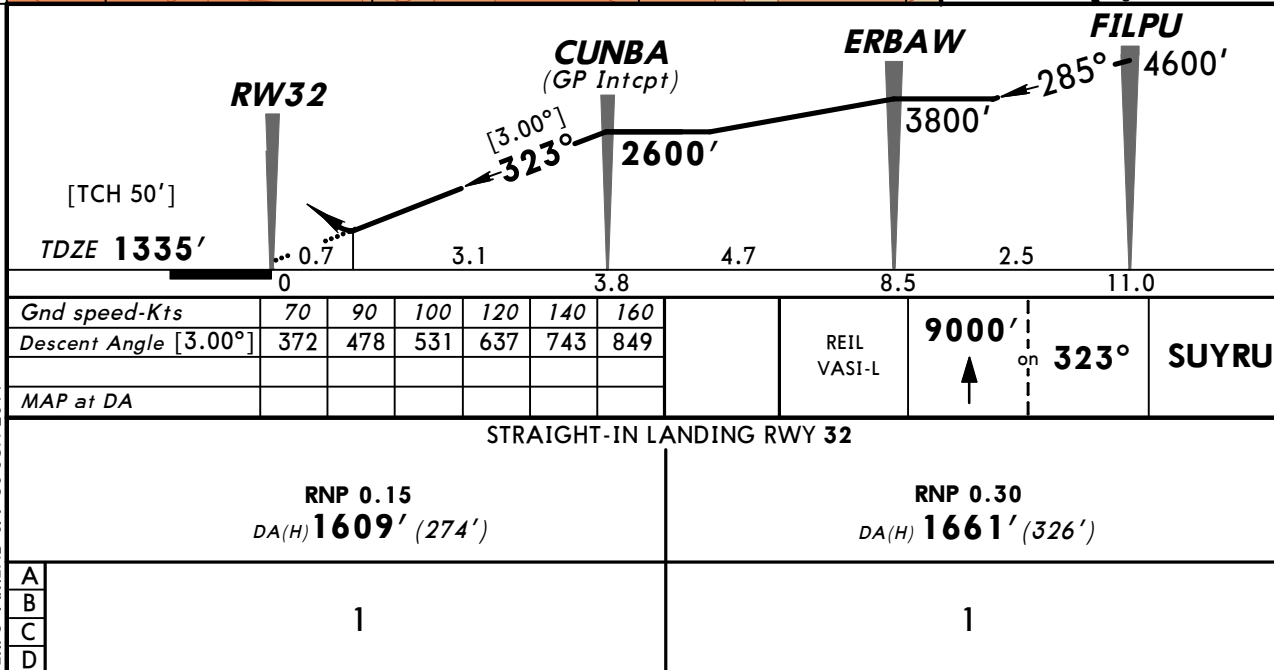
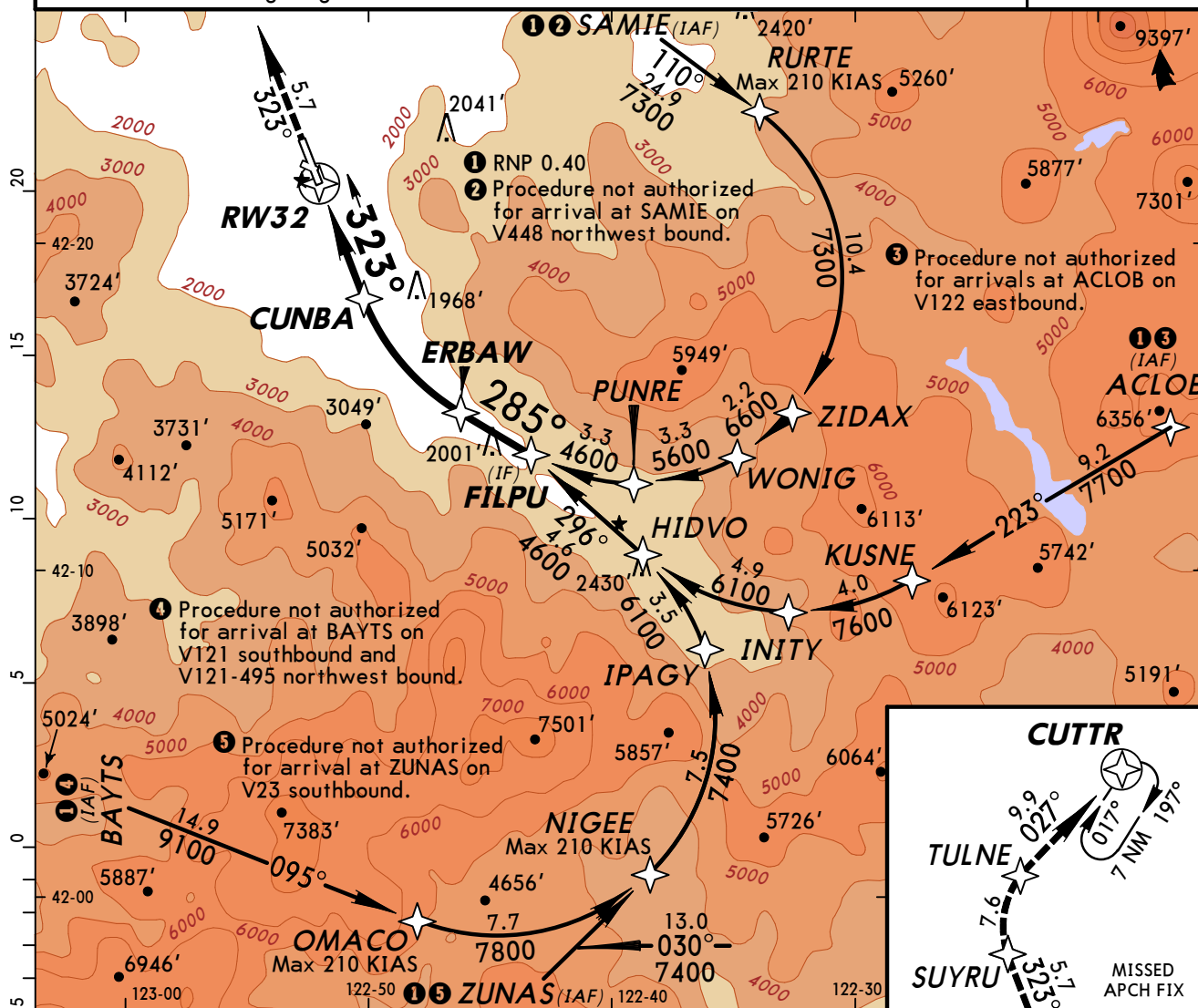
Apt Elev 1335'
TDZE 1335'

10.800'

Trans alt: 18000'

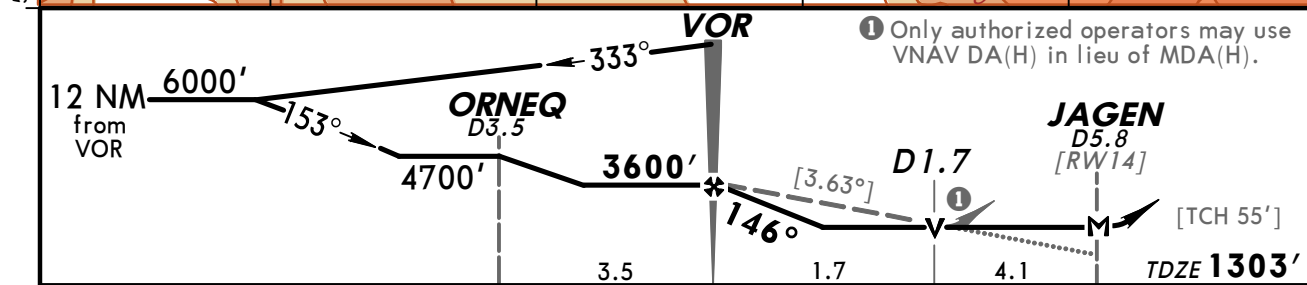
1. **AUTHORIZATION REQUIRED.** 2. **GPS required.** 3. **RF required.**
4. For uncompensated Baro-VNAV systems, procedure not authorized below
-8°C (17°F) or above 45°C (113°F). 5. VGSI and RNAV glidepath not coincident.
6. Pilot controlled lighting 119.4.

MSA RW32



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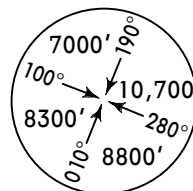
MSA OED VOR



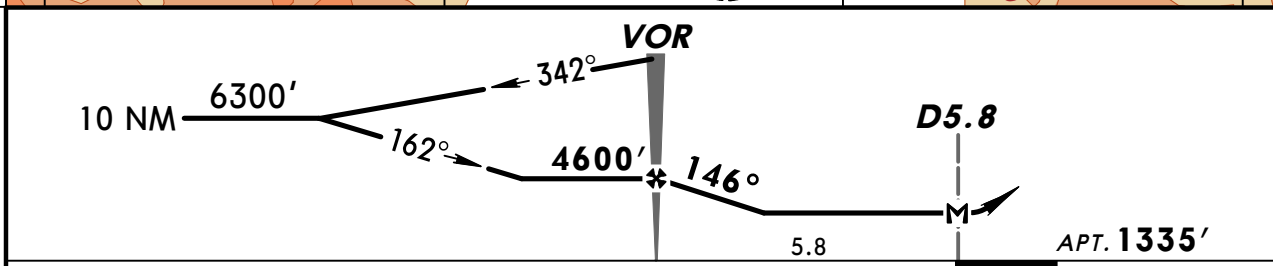
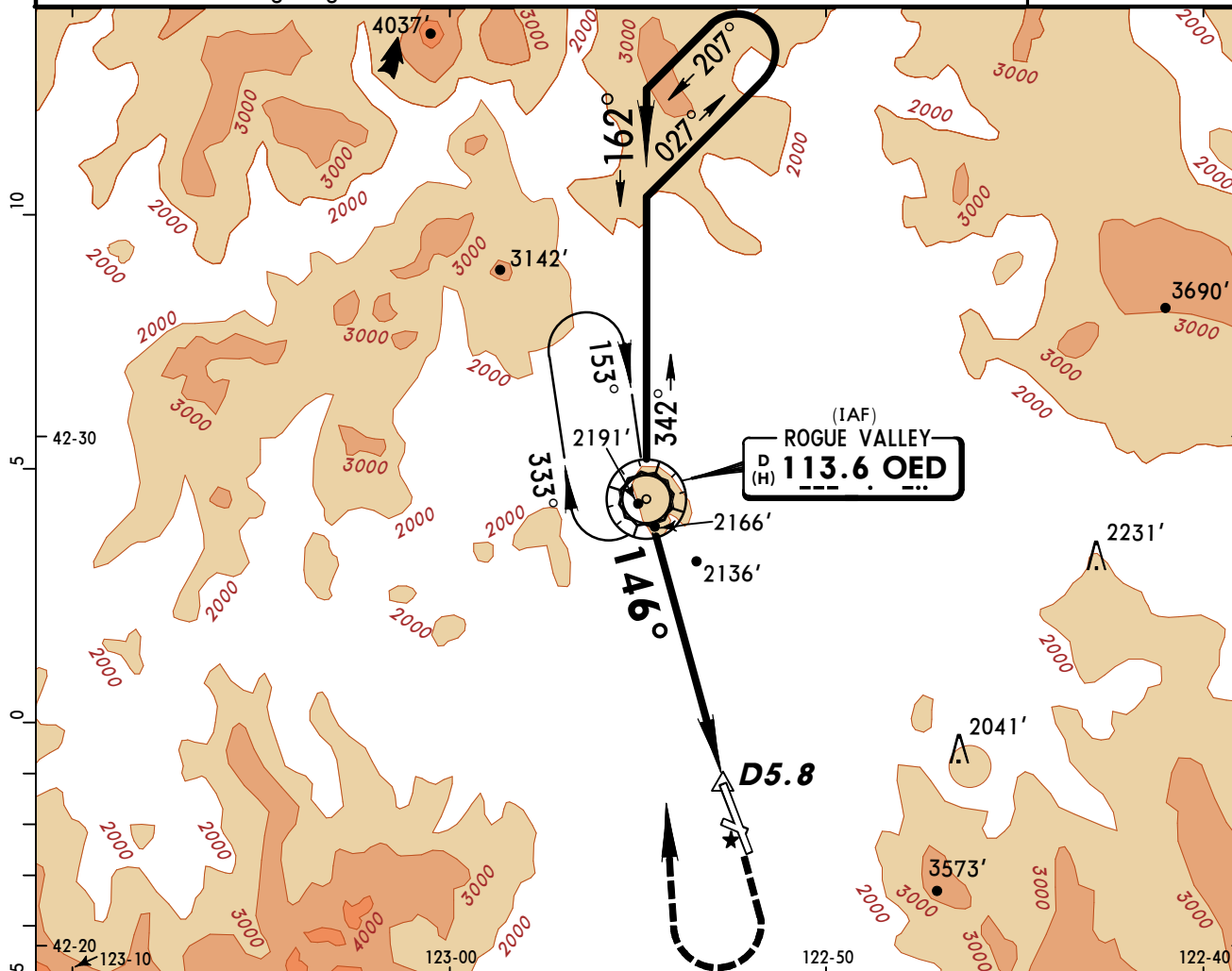
STRAIGHT-IN LANDING RWY14				CIRCLE-TO-LAND	
MDA(H) 2680' (1377')					
		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 60 or 1 1/4			90	2680' (1345')- 1 1/4
B	RVR 60 or 1 1/4	1 1/2		120	2680' (1345')- 1 1/2
C	2 1/2	3		140	2680' (1345')- 3
D				165	

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*CASCADE Approach (R)	SEATTLE Center	*MEDFORD Tower	*Ground
127.25	124.3	124.85 when App inop.	CTAF 119.4	121.8
VOR OED 113.6	Final Apch Crs 146°	Minimum Alt VOR 4600' (3265')	MDA(H) Refer to Minimums	Apt Elev 1335'
MISSED APCH: Climb to 2900' then climbing RIGHT turn to 6400' direct OED VOR and hold, continue climb-in-hold to 6400'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, procedure not authorized. 2. Pilot controlled lighting 119.4.				



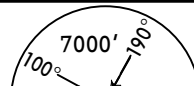
MSA OED VOR

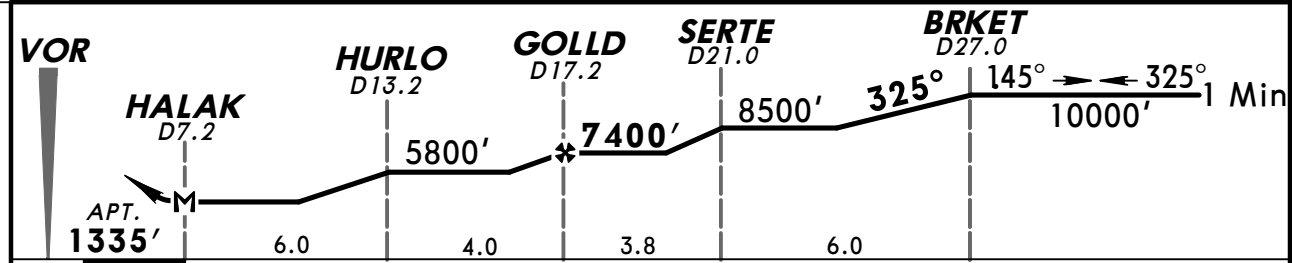
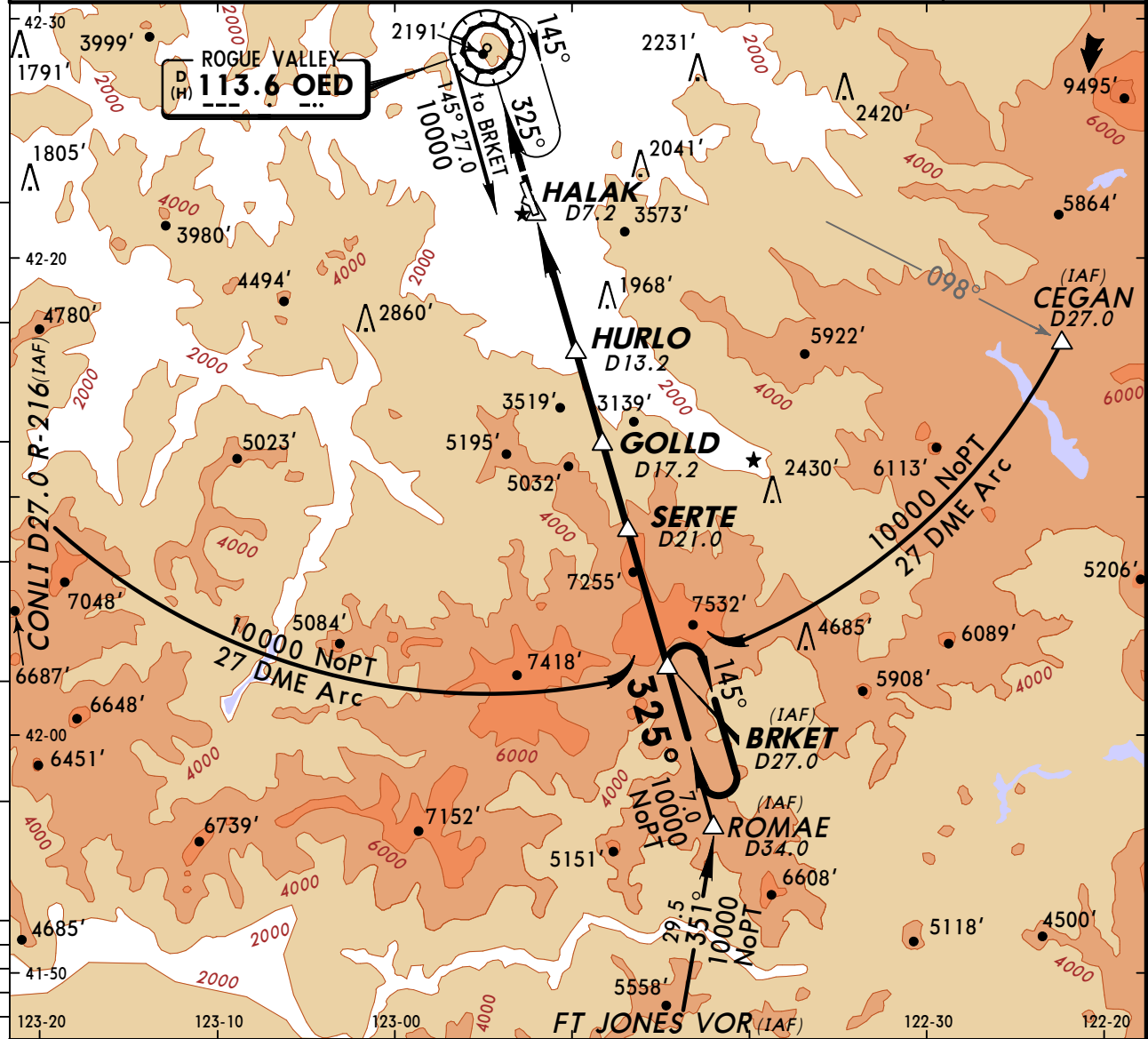


Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2900'	6400'	→	OED 113.6
MAP at D5.8 or VOR to MAP 5.8	4:58	3:52	3:29	2:54	2:29	2:10		↑	RT		

TERPS

		CIRCLE-TO-LAND	
	Max Kts	MDA(H)	
A	90	2680' (1345') - 1¼	
B	120	2680' (1345') - 1½	
C	140	2680' (1345') - 3	
D	165		

ATIS (ASOS when Twr inop) 127.25		*CASCADE Approach (R) 124.3		SEATTLE Center 124.85 when App inop.		*MEDFORD Tower CTAF 119.4		*Ground 121.8	
VOR OED 113.6	Final Apch Crs 325°	Minimum Alt GOLDD 7400' (6065')		MDA(H) Refer to Minimums	Apt Elev 1335'			 MSA OED VOR	
MISSED APCH: Climb to 7600' direct OED VOR and hold. Continue climb-in-hold to 7600'.									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				
1. Pilot controlled lighting 119.4.									



					Lighting - Refer to Airport Chart	7600'	D	OED 113.6
MAP at HALAK								

			CIRCLE-TO-LAND	
TERPS	A B C D	Max Kts	MDA(H)	
		90	3600' (2265') - 1¼	
		120	3600' (2265') - 1½	
		140	3600' (2265') - 3	

General Information

Location: Portland OR USA
IATA Code: PDX
Lat/Long: N45° 35.3' W122° 35.8'
Elevation: 31 ft

Airport Use: Public
Magnetic Variation: 16.1 °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: No
Beacon: Yes

Sunrise: 1453 Z
Sunset: 0154 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

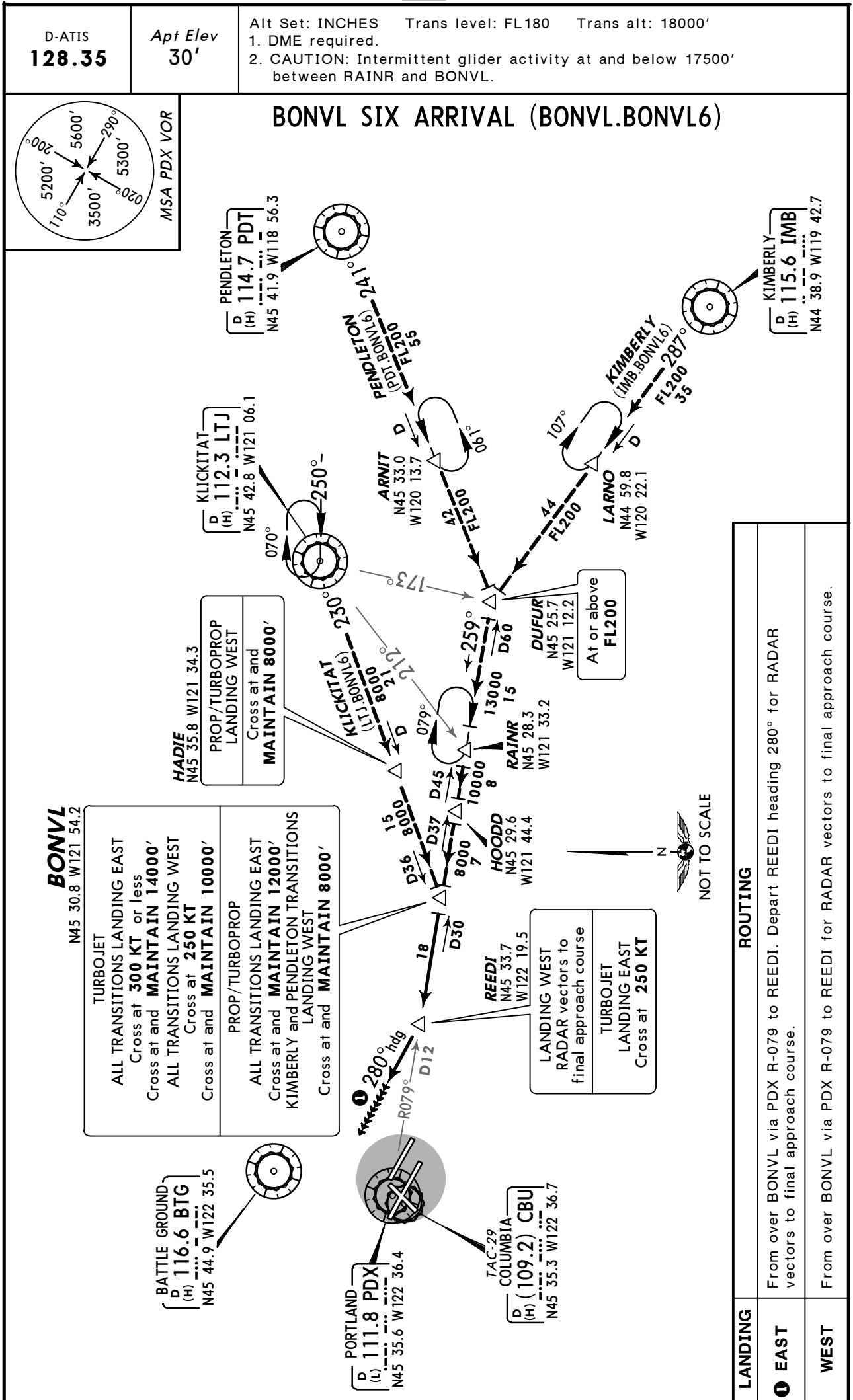
Runway: 21
Length x Width: 6000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, REIL

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 128.35
Portland Tower 118.7
Portland Tower 123.775
Portland Ground Control 132.275 Secondary
Portland Ground Control 121.9
Portland Clearance Delivery 120.125
Portland Approach Control 133.0
Portland Approach Control 126.9
Portland Approach Control 124.35 (280°-99°) Initial Contact
Portland Approach Control 118.1
Portland App ARSA 134.675 (130°-180°)
Portland App ARSA 124.35 (280°-99°)
Portland App ARSA 118.1 (100°-279°)
Portland Departure Control 133.0
Portland Departure Control 124.35 (280°-99°)
Portland Departure Control 118.1 (100°-279°)
Portland Intl Unicom 122.95
Acclimate Operations 671.2 Military
Acclimate Operations 114.4 Military



LANDING

EAST

WEST

ROUTING

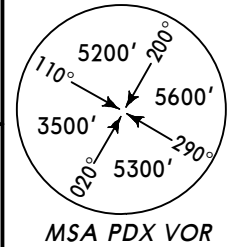
From over BONVL via PDX R-079 to REEDI. Depart REEDI heading 280° for RADAR vectors to final approach course.

From over BONVL via PDX R-079 to REEDI for RADAR vectors to final approach course.

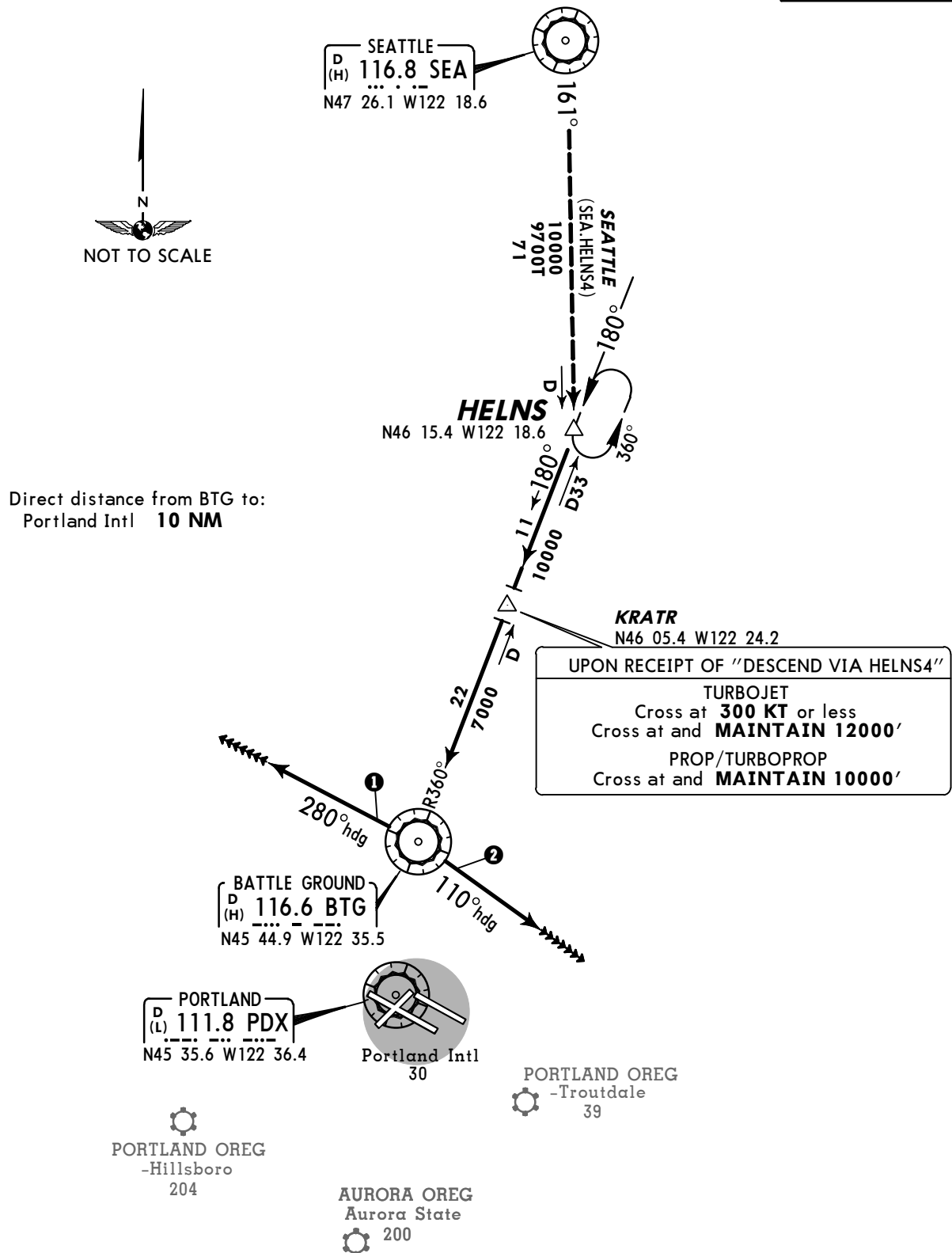
D-ATIS
128.35

Apt Elev
See
Graphic

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. RADAR required.
2. DME required.



HELNS FOUR ARRIVAL (HELNS.HELNS4)



ROUTING

From over HELNS via BTG R-360 to BTG.

ALTITUDE

MAINTAIN last assigned altitude.
Upon receipt of "Descend via HELNS4"
comply with published restrictions.

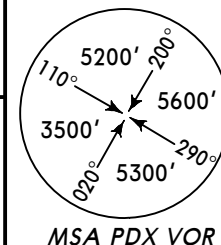
LANDING

- | EAST | WEST |
|---|---|
| ① Depart BTG heading 280° for vectors to the final approach course. | ② Depart BTG heading 110° for vectors to the final approach course. |

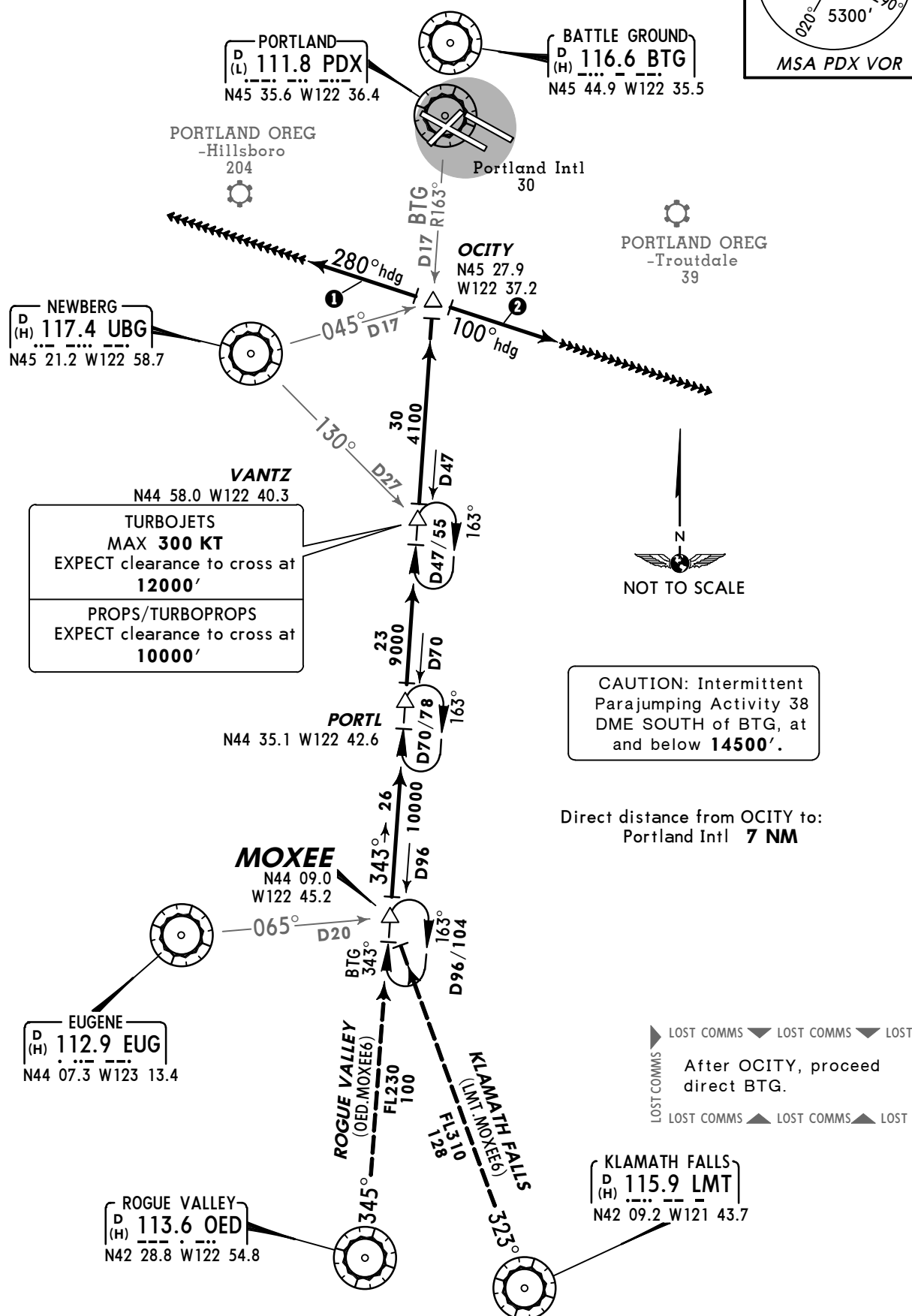
D-ATIS
128.35

Apt Elev
See
Graphic

Alt Set: INCHES
Trans level: FL180 Trans alt: 18000'
1. RADAR required. 2. DME required.



MOXEE SIX ARRIVAL (MOXEE.MOXEE6)



ROUTING

From over MOXEE via BTG R-163 to OCITY.

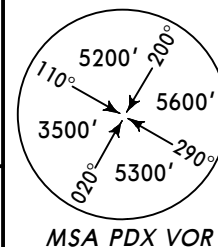
LANDING

- | | |
|-------------|---|
| EAST | ① Depart OCITY heading 280° for vectors to final approach course. |
| WEST | ② Depart OCITY heading 100° for vectors to final approach course. |

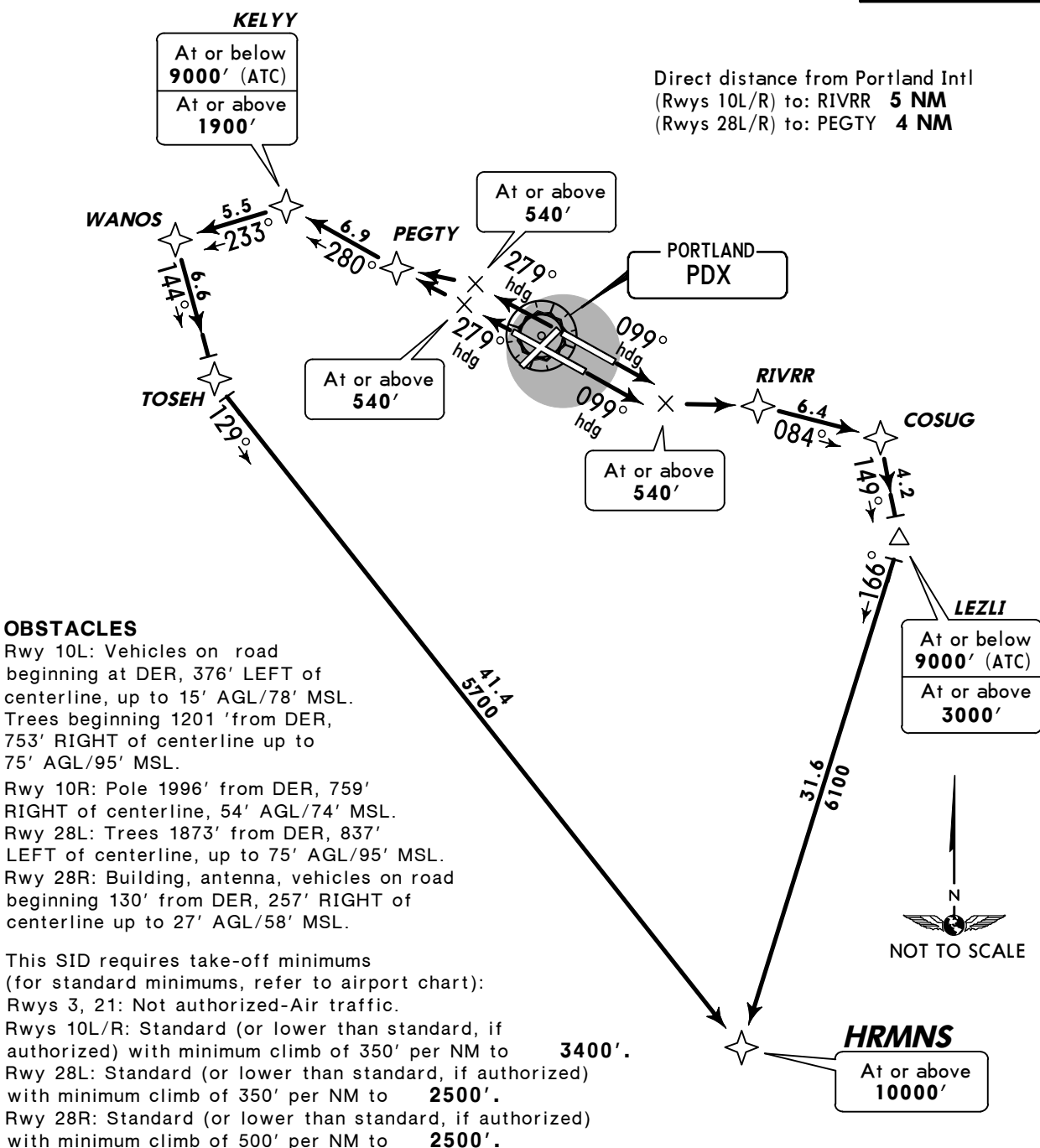
PORTLAND Departure (R)
280°-099° | 100°-279°
124.35 | **118.1**

*Apt
Elev*
31'

Trans level: FL180 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 UBG DME must be
operational.



HRMNS TWO RNAV DEPARTURE (HRMNS2.HRMNS)



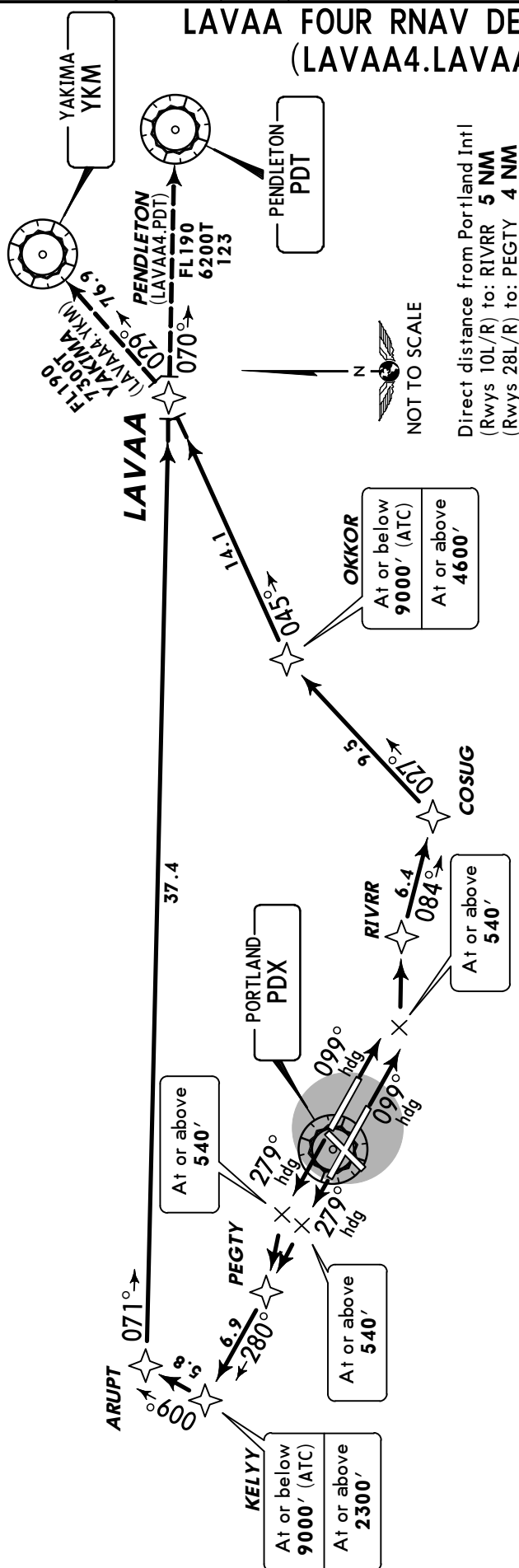
Gnd speed-KT	75	100	150	200	250	300
350' per NM	438	583	875	1167	1458	1750
500' per NM	625	833	1250	1667	2083	2500

RWY	INITIAL CLIMB	ALTITUDE
10L/R	Climb heading 099° to 540' , then direct RIVRR, and on 084° track to COSUG, and on 149° track to cross LEZLI at or below 9000' (ATC)/at or above 3000' , then on 166° track to cross HRMNS at or above 10000' .	MAINTAIN assigned altitude
28L/R	Climb heading 279° to 540' , then direct PEGTY, then on 280° track to cross KELYY at or below 9000' (ATC)/at or above 1900' , then on 233° track to WANOS, and on 144° track to TOSEH, and on 129° track to cross HRMNS at or above 10000' .	

ROUTING

EXPECT filed altitude 10 minutes after departure.

PORTLAND Departure (R)		Trans level: FL180 Trans alt: 18000'
280°-099°	100°-279°	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 BTG and UBG DMEs must be operational for the PENDLETON and YAKIMA Transitions. 6. For non-GPS equipped aircraft departing Rwy 28L LTJ DME must be operational for the PENDLETON and YAKIMA Transitions.
124.35	118.1	
	Apt Elev 31'	

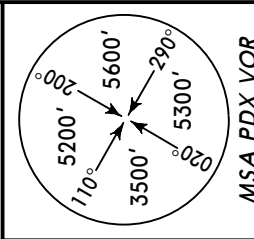
LAVAA FOUR RNAV DEPARTURE
(LAVAA4.LAVAA)

OBSTACLES

Rwy 10L: Vehicles on road beginning at 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
220' per NM	275	367	550	733	917	1100
240' per NM	300	400	600	800	1000	1200
300' per NM	375	500	750	1000	1250	1500
320' per NM	400	533	800	1067	1333	1600
350' per NM	438	583	875	1167	1458	1750

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 220' per NM to **5300'**, ATC climb of 350' per NM to **3300'**, 320' per NM to **FL190**.
Rwys 28L/R: Standard (or lower than standard, if authorized) with minimum climb of 240' per NM to **6100'**, ATC climb of 350' per NM to **2500'**, ATC climb of 300' per NM to **FL190**.



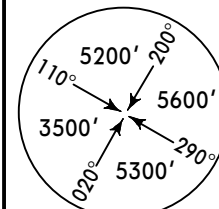
INITIAL CLIMB		ALTITUDE
RWY	10L/R	Climb heading 099° to 540' , then direct RIVRR, then on 084° track to COSUG, then on 027° track to cross OKKOR at or below 9000' (ATC), then on 045° track to LAVAA.
	28L/R	Climb heading 279° to 540' , then direct PEGTY, then on 280° track to cross KELY at or below 9000' (ATC), then on 009° track to ARUPT, then on 071° track to LAVAA.
ROUTING		From LAVAA via transition. EXPECT filed altitude 10 minutes after departure.

PORTLAND Departure (R)

280°-099° 100°-279°
124.35 118.1

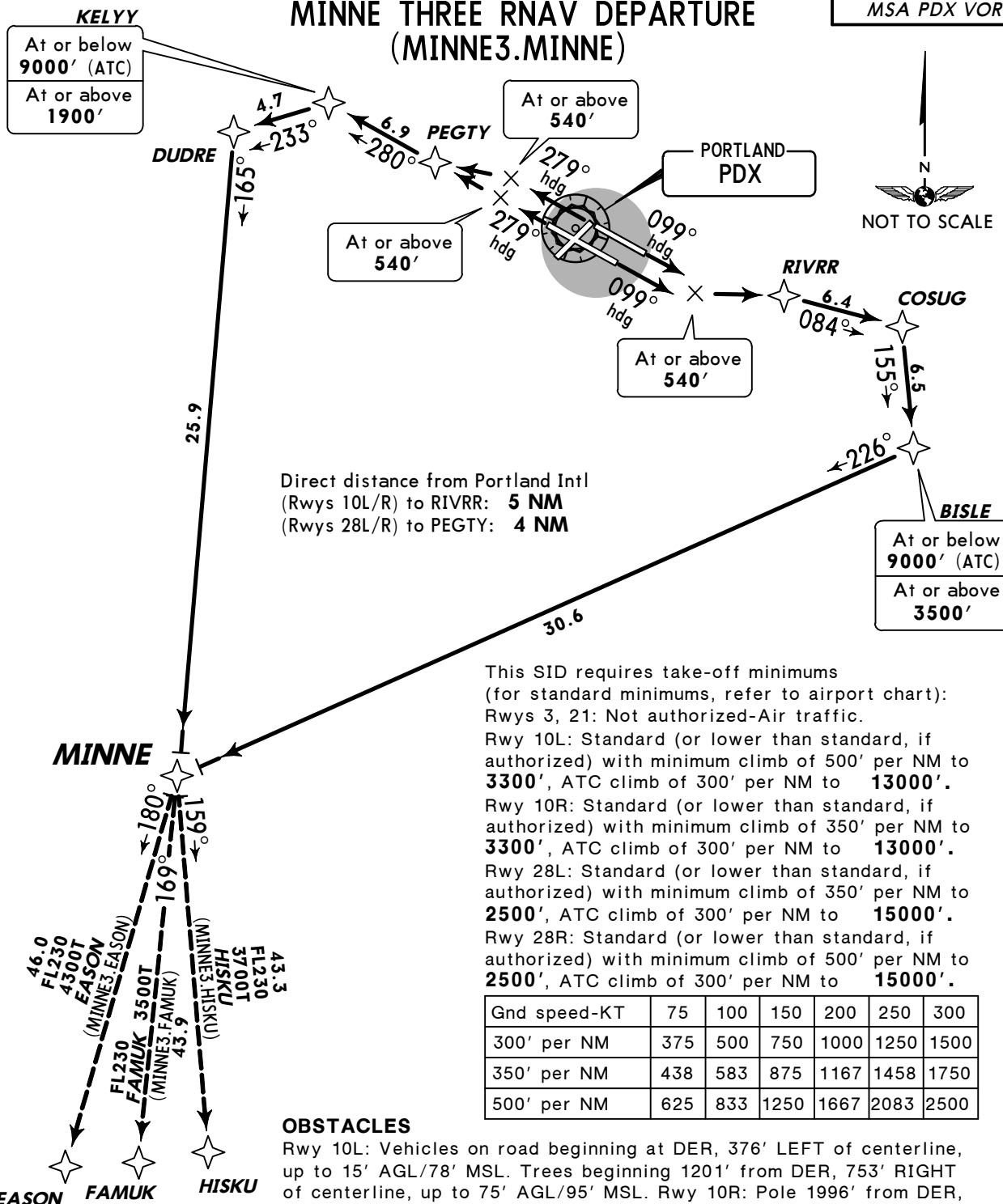
Apt
Elev
31'

Trans level: FL180 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 10L/R BTG and UBG DMEs must be operational. 6. For non-GPS equipped aircraft departing Rwy 28L/R ONP, PDX and UBG DMEs must be operational.



MSA PDX VOR

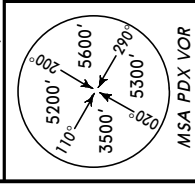
MINNE THREE RNAV DEPARTURE (MINNE3.MINNE)



RWY	INITIAL CLIMB	ALTITUDE
10L/R	Climb heading 099° to 540', then direct RIVRR, then on 084° track to COSUG, then on 155° track to cross BISLE at or below 9000' (ATC)/at or above 3500', then on 226° track to MINNE.	MAINTAIN assigned altitude
28L/R	Climb heading 279° to 540', then direct PEGTY, then on 280° track to cross KELY at or below 9000' (ATC)/at or above 1900', then on 233° track to DUDRE, then on 165° track to MINNE.	

ROUTING

From MINNE via transition. EXPECT filed altitude 10 minutes after departure.



If no contact with ATC within 10 NM of airport, continue climb to assigned altitude and proceed direct to BTG.
 Continue climb via BTG R-329 within 10 NM to cross BTG: BTG R-335 clockwise BTG R-055 or BTG R-085 clockwise BTG R-115 at or above **5000'**.
 Continue climb on course.

Direct distance from Portland Intl to:
BTG 10 NM

If no contact with ATC within 10 NM of airport, continue climb to assigned altitude and proceed direct to BTG.
Continue climb via BTG R-329 within 10 NM to cross BTG: BTG R-335 clockwise BTG R-035 or BTG R-085 clockwise BTG R-115 at or above **5000'**.
Continue climb on course.

Direct distance from Portland Intl to:
BTG 10 NM

OBSTACLES

Rwy 3: Trees, towers, vehicles on road, sign, beginning 1' from DER, on centerline, up to 173' AGL/463' MSL. Trees, vehicles on road, electrical system, building, beginning 1675' from DER, on centerline, up to 113' AGL/413' MSL.

Runs 3, 10R: Standard (or lower than standard, if authorized) with minimum climb of 400' per NM to 2900'.

0 2900'.
Rays 10L, 21: Standard (or lower than standard,
f authorized) with minimum climb of 450' per NM
0 2900'.

o 2900' - Rwy 28L: Standard (or lower than standard, if authorized) with minimum climb of 375' per NM

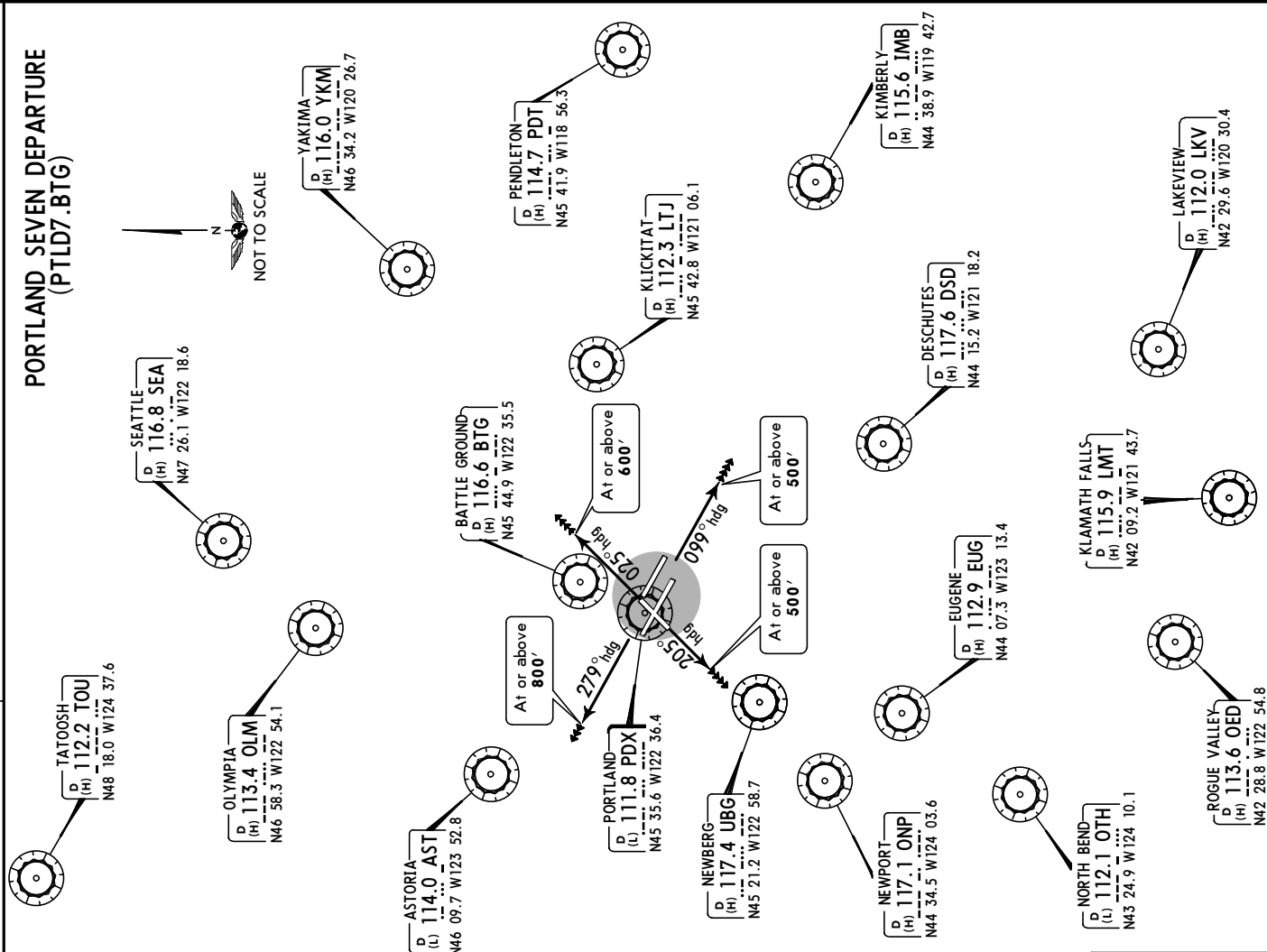
o 2900' .
Rwy 28R: Standard (or lower than standard, if
authorized) with minimum climb of 350' per NM
o 2900' .

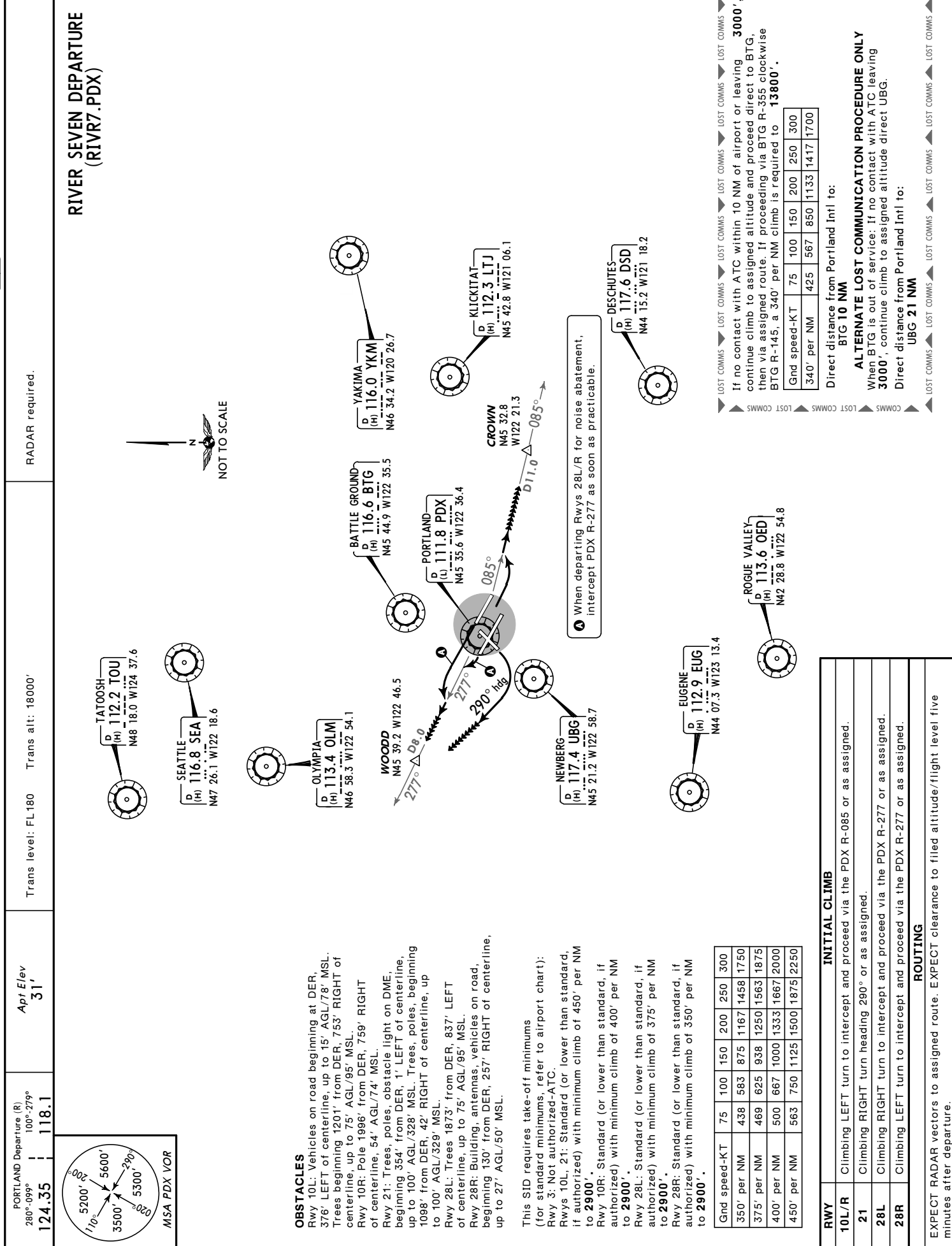
Gnd speed-KT	75	100	150	200	250	300
350' per NM	438	583	875	1167	1458	1750
375' per NM	469	625	938	1250	1563	1875
400' per NM	500	667	1000	1333	1667	2000
450' per NM	563	750	1125	1500	1875	2250

RWY	INITIAL CLIMB	ALTITUDE
3	Climb heading 025° to 600'.	
10L/R	Climb heading 099° to 500'.	MAINTAIN 3000'.
21	Climb heading 205° to 500'.	
28L/R	Climb heading 279° to 800'.	

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

CHANGES: Procedure renumbered. airport elevation. climb gradients. obstacles.





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

RWY	INITIAL CLIMB
10L/R	Climbing LEFT turn to intercept and proceed via the PDX R-085 or as assigned.
21	Climbing RIGHT turn heading 290° or as assigned.
28L	Climbing RIGHT turn to intercept and proceed via the PDX R-277 or as assigned.
28R	Climbing LEFT turn to intercept and proceed via the PDX R-277 or as assigned.
ROUTING	
EXPECT RADAR vectors to assigned route. EXPECT clearance to filed altitude/flight level five minutes after departure.	

D-ATIS		ACARS:		PORTLAND Clearance		Ground
128.35		D-ATIS		120.12		121.9
VOT 111.0		PDC		PORTLAND Departure (R)		100°-099°
Rwys 10L, 28R		Rwys 3, 10R, 21, 28L		123.77		124.35
118.7		Tower		122.37		122.36

CAUTION: Be alert to runway crossing clearances.
Readback of all runway holding instructions is required.

Aircraft authorized to utilize the Northwest Ramp or the North Ramp will be towed to/from their ramps.

Fire Station

Arm/Dearm

ILS HOLDING

At the west end arm/dearm area on Twy C, no aircraft of any type may taxi past the arm/dearm area while it is being used.

Southwest Ramp

South Cargo Ramp

Central Ramp

USAF Reserve Ramp

ANG Ramp

Southwest Ramp

South Cargo Ramp

Central Ramp

USAF Reserve Ramp

ANG Ramp

Southwest Ramp

South Cargo Ramp

Central Ramp

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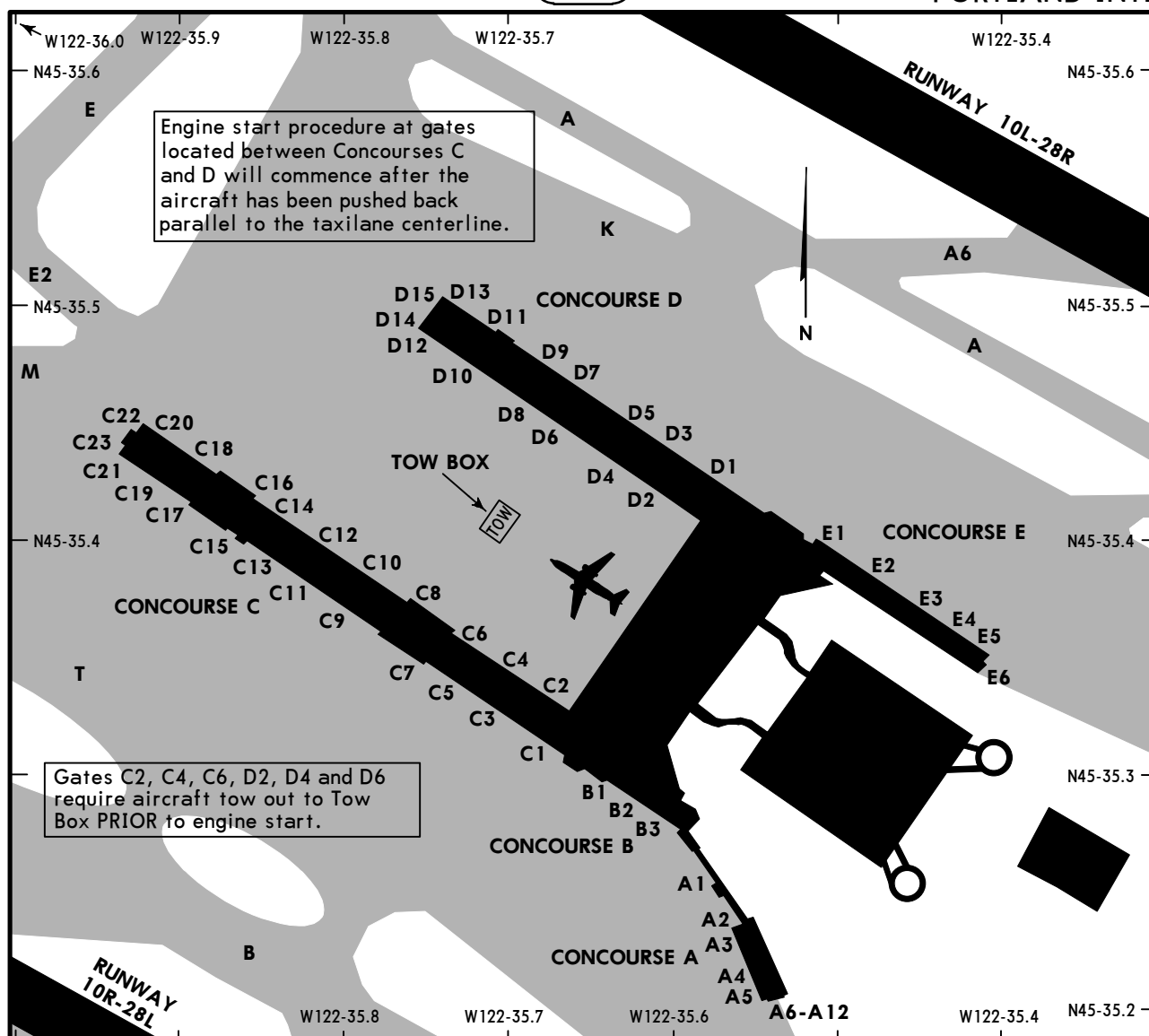
South Cargo Ramp

GENERAL

Closed to non-powered aircraft except emergency.
180° turns by aircraft heavier than 12,500 lbs prohibited on runways & taxiways.
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.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

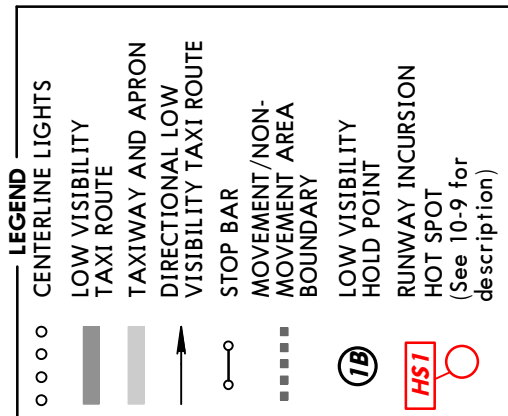
RWY				USABLE LENGTHS		WIDTH
				LANDING BEYOND	TAKE-OFF	
	Threshold	Gide Slope				
3	MIRL	REIL	PAPI-L (angle 3.3°)	grooved		150' 46m
21	MIRL	REIL	PAPI-R (angle 3.6°)	grooved		
10R	HIRL	CL	ALSIF-II TDZ ① PAPI-R	grooved RVR		150' 46m
28L	HIRL	CL	MALSR ② PAPI-L	grooved RVR	9951' 3033m	
① Angle 3.0°.						
10L	HIRL	CL	MALSR PAPI-L (angle 3.0°)	grooved RVR	8535' 2601m	150' 46m
28R	HIRL	CL	MALSR PAPI-R (angle 3.0°)	grooved RVR	9290' 2832m	
					7589' 2313m	
					8241' 2512m	
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE						
Rwys 28L, 28R						
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref		STD		
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng				
TDZ RVR	5	TDZ RVR	10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR	5	Mid RVR	10			
Rollout RVR	5	Rollout RVR	10			
Rwy 10L						
With Min climb of 280'/NM to 2900'						
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref		STD		
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng				
TDZ RVR	5	TDZ RVR	10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR	5	Mid RVR	10			
Rollout RVR	5	Rollout RVR	10			
Rwy 10R						
With Min climb of 265'/NM to 2900'						
2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref		STD		
CL & HIRL	CL, or RCLM & HIRL	3 & 4 Eng				
TDZ RVR	5	TDZ RVR	10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR	5	Mid RVR	10			
Rollout RVR	5	Rollout RVR	10			



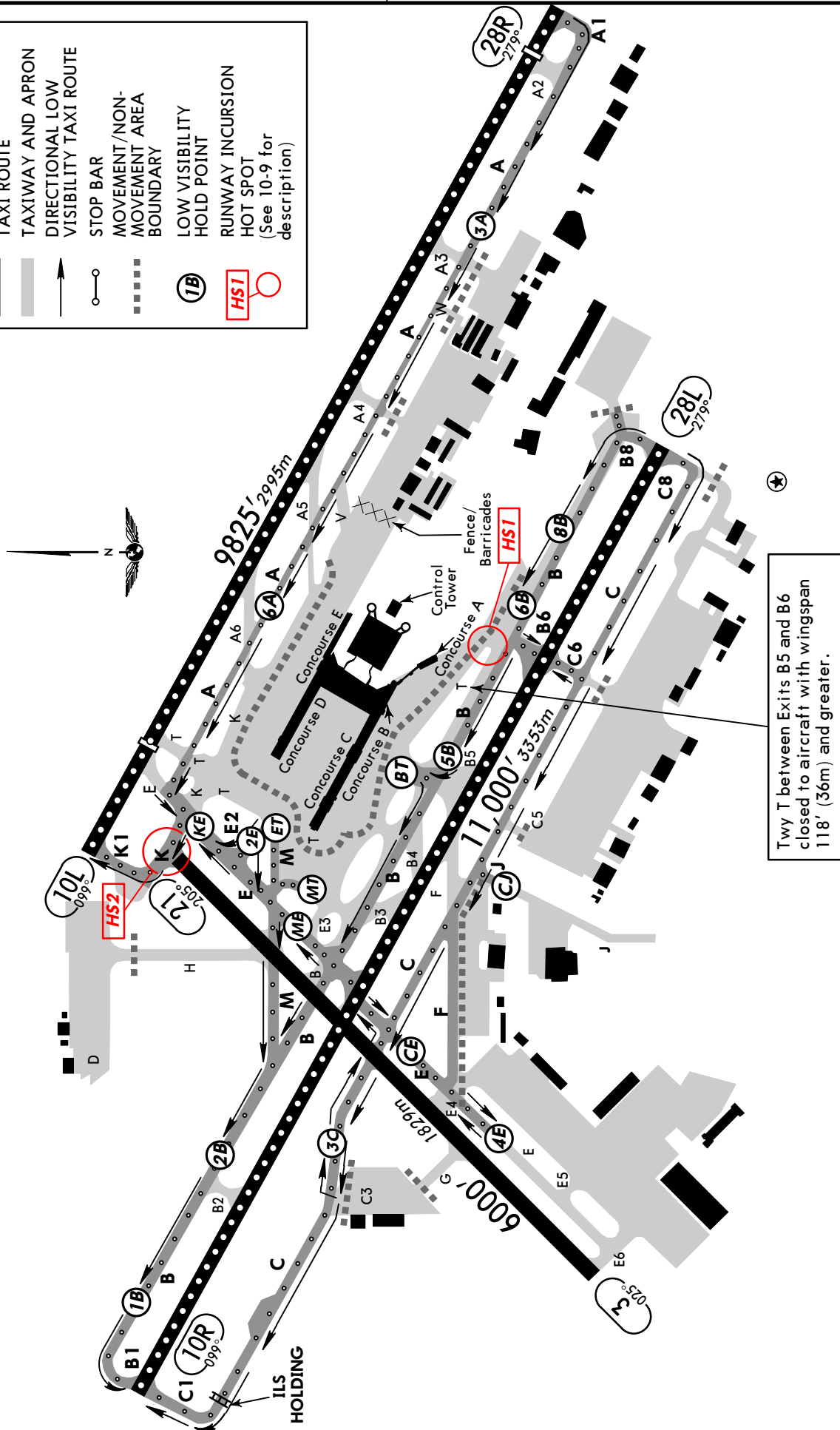
PARKING GATE COORDINATES

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

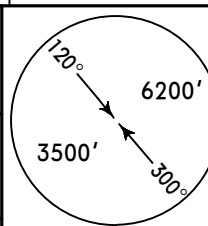
D-ATIS 128.35 VOT 111.0	ACARS: D-ATIS PDC	PORTLAND Clearance 120.12	Ground 121.9
Rwys 10L, 28R 118.7	Tower Rwys 3, 10R, 21, 28L 123.77	280°-099° 124.35	PORTLAND Departure (R) 100°-279° 118.1

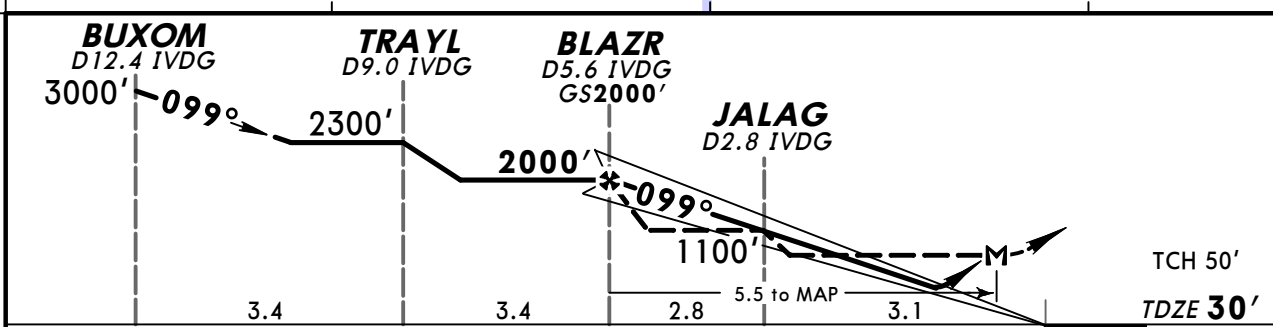
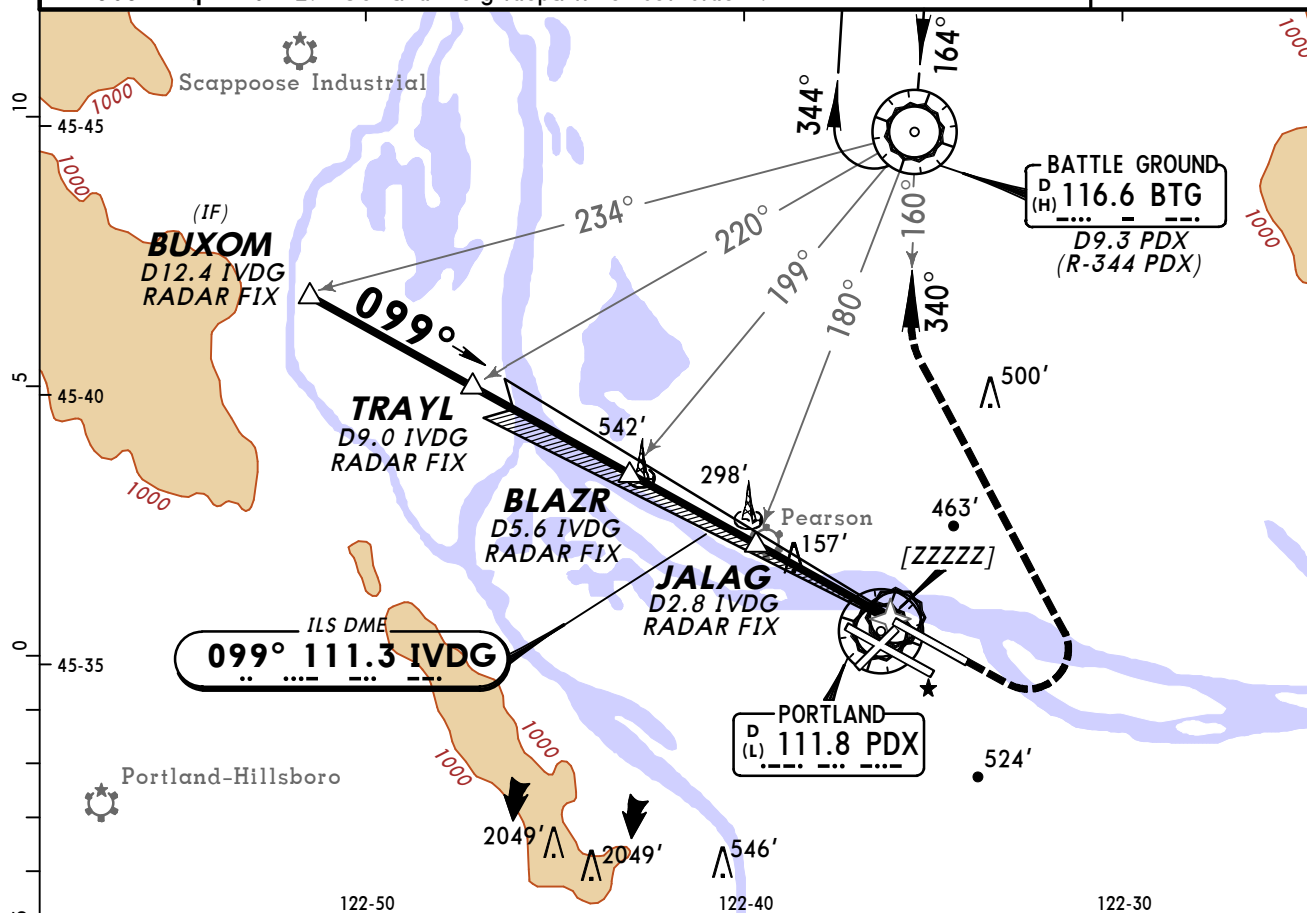


CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REARBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



Twy T between Exits B5 and B6 closed to aircraft with wingspan 118' (36m) and greater.

BRIEFING STRIP TM	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
	LOC IVDG 111.3	Final Apch Crs 099°	GS BLAZR 2000' (1970')	ILS DA(H) 293' (263')	Apt Elev 31' TDZE 30'		
	MISSED APCH: Climb to 1000' then climbing LEFT turn to 4200' on BTG VOR R-160 inbound to BTG VOR and hold, continue climb-in-hold to 4200', or as directed by ATC.						
	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
	1. Radar required. 2. VGSI and ILS glidepath not coincident.						
							MSA BTG VOR



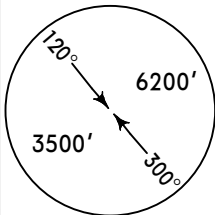
Gnd speed-Kts	70	90	100	120	140	160	MALSR		1000'	4200'	BTG	BTG
GS	3.00°	372	478	531	637	743	PAPI		↑	LT	116.6	116.6
BLAZR to MAP	5.5	4:43	3:40	3:18	2:45	2:21						

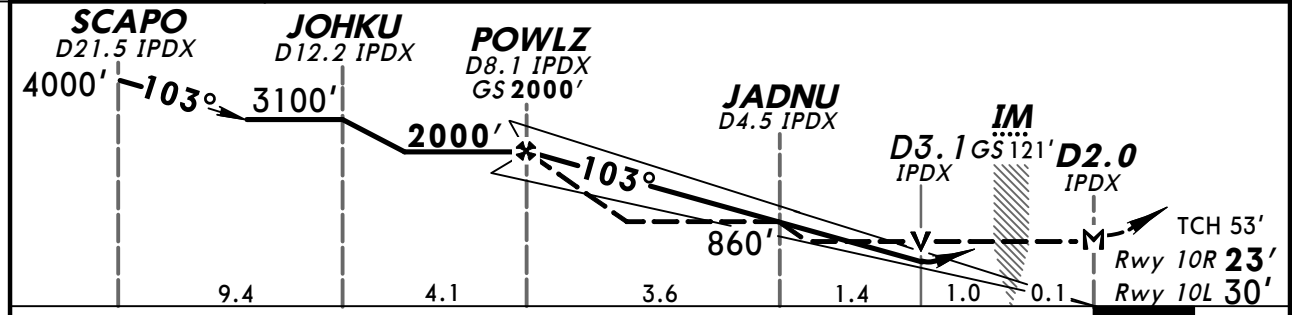
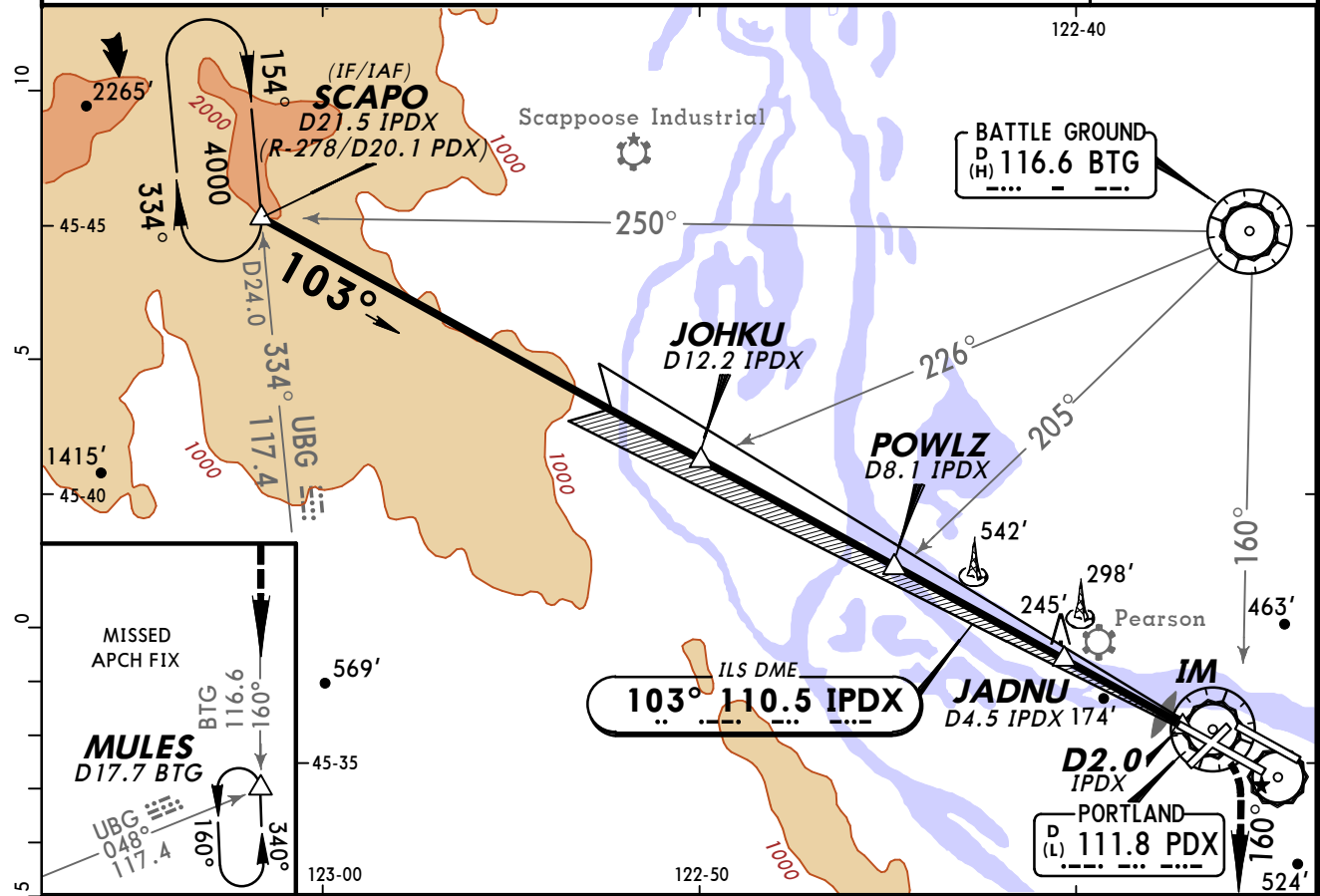
STRAIGHT-IN LANDING RWY 10L						CIRCLE-TO-LAND		
ILS DA(H) 293' (263')			LOC (GS out) MDA(H) 420' (390')					
FULL	RAIL or ALS out			RAIL out	ALS out	Max Kts	MDA(H)	
A						90	720' (689') -1	
B			RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	740' (709') -1	
C	RVR 24 or 1/2					140	760' (729') -2	
D			RVR 40 or 3/4	RVR 60 or 1 1/4		165	1000' (969') -3	

1 RVR 20 with flight director or autopilot or HUD to DA.

CHANGES: Missed approach, minimums.

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D-ATIS	PORTLAND Approach (R)	PORTLAND Tower		Ground
128.35	124.35	Rwys 3, 10R, 21, 28L	Rwys 10L-28R	121.9
		123.77	118.7	
LOC IPDX 110.5	Final Aptch Crs 103°	GS POWLZ 2000' (1977')	ILS DA(H) 223' (200')	Apt Elev 31' Rwy 10R 23'
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' outbound on BTG VOR R-160 to MULES INT/D17.7 BTG and hold, continue climb-in-hold to 4000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. VGSI and ILS glidepath not coincident. 2. MALSR, PAPI-L on Rwy 10L.				MSA BTG VOR

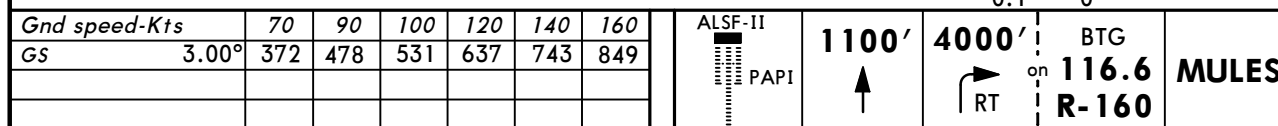
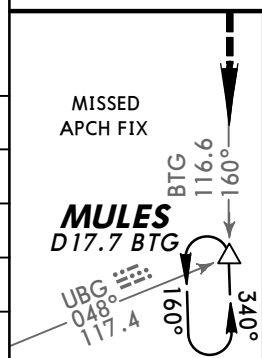


Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	BTG	MULES
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on 116.6	R-160
MAP at D2.0 IPDX or POWLZ to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15				

STRAIGHT-IN LANDING RWY 10R						2 SIDESTEP LANDING RWY 10L		CIRCLE-TO-LAND	
ILS DA(H) 223' (200')			LOC (GS out) MDA(H) 440' (417')			MDA(H) 860' (837')		MDA(H) 800' (770')	
FULL			With JADNU			Without JADNU		RAILout	
TDZ or CL out			ALS out			ALS out		Max Kts	
A			RVR 24 or 1/2	RVR 55 or 1	RVR 24 or 1/2	RVR 55 or 1	1	90	860' (829')-1
B	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 60 or 1 1/8	RVR 40 or 3/4	RVR 60 or 1 1/4	1 1/4	120	860' (829')-1 1/4
C			RVR 40 or 3/4	RVR 60 or 1 1/8	2	2 1/2	2 1/2	140	860' (829')-2 1/2
D					2 1/4			165	1000' (969')-3

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

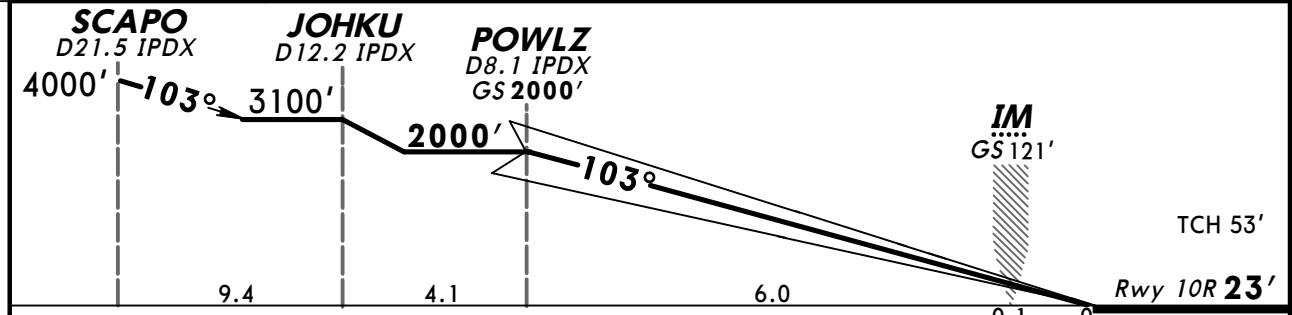
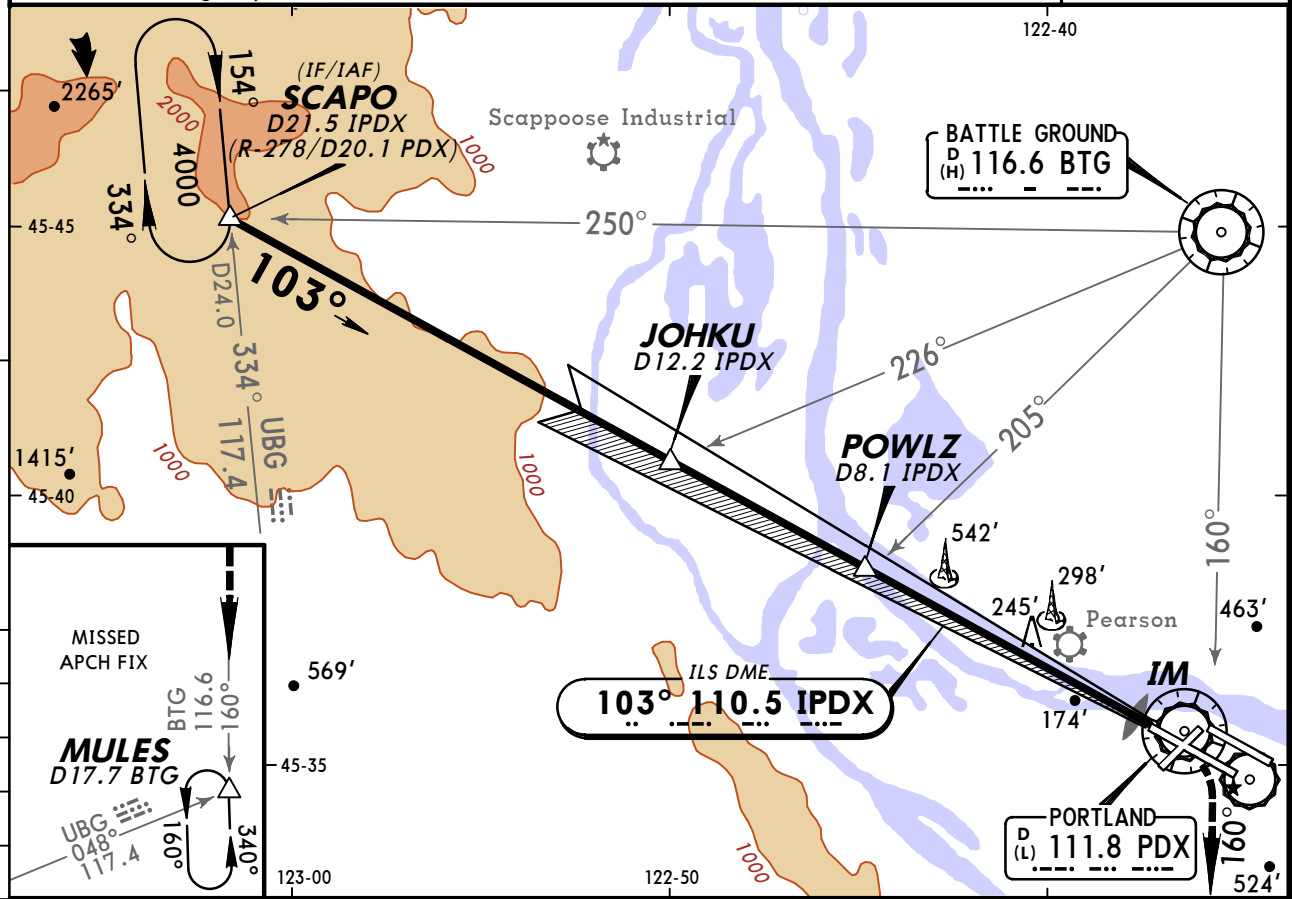
2 Sidestep not authorized until passing JADNU.



STRAIGHT-IN LANDING RWY10R			
CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS RA 107' <i>DA(H) 123'(100')</i>
NA	RVR 6	RVR 7	1 RVR 12

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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' (1977')	SA CAT I ILS RA 157' DA(H)173'(150')	Apt Elev 31' Rwy 10R 23'	 MSA BTG VOR
MISSED APCH: Climb to 1100' then climbing RIGHT turn to 4000' outbound on BTG VOR R-160 to MULES INT/D17.7 BTG and hold, continue climb-in-hold to 4000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Special Aircrew and Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II	1100'	4000'	BTG	MULES
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	on 116.6 R-160	

STRAIGHT-IN LANDING RWY10R
1 SA CAT I ILS
RA 157'
 DA(H) **173'** (150')

RVR **14**

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

BRIEFING STRIP™



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	REIL PAPI-R	4200'  RT	BTG	BTG
<i>Descent angle [3.43°]</i>	425	546	607	728	850	971			via 116.6	116.6
<i>MAP at D1.2 IGPO or</i>										
<i>HUDUT to MAP 6.2</i>	5:19	4:08	3:43	3:06	2:39	2:20			R-160	

STRAIGHT-IN LANDING RWY 21			CIRCLE-TO-LAND
MDA(H) 700' (677')		Max Kts	MDA(H)
A	1	90	720' (689') - 1
B		120	740' (709') - 1
C	2	140	760' (729') - 2
D	2 1/4	165	1000' (969') - 3

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KPDX/PDX PORTLAND INTL

JEPPesen

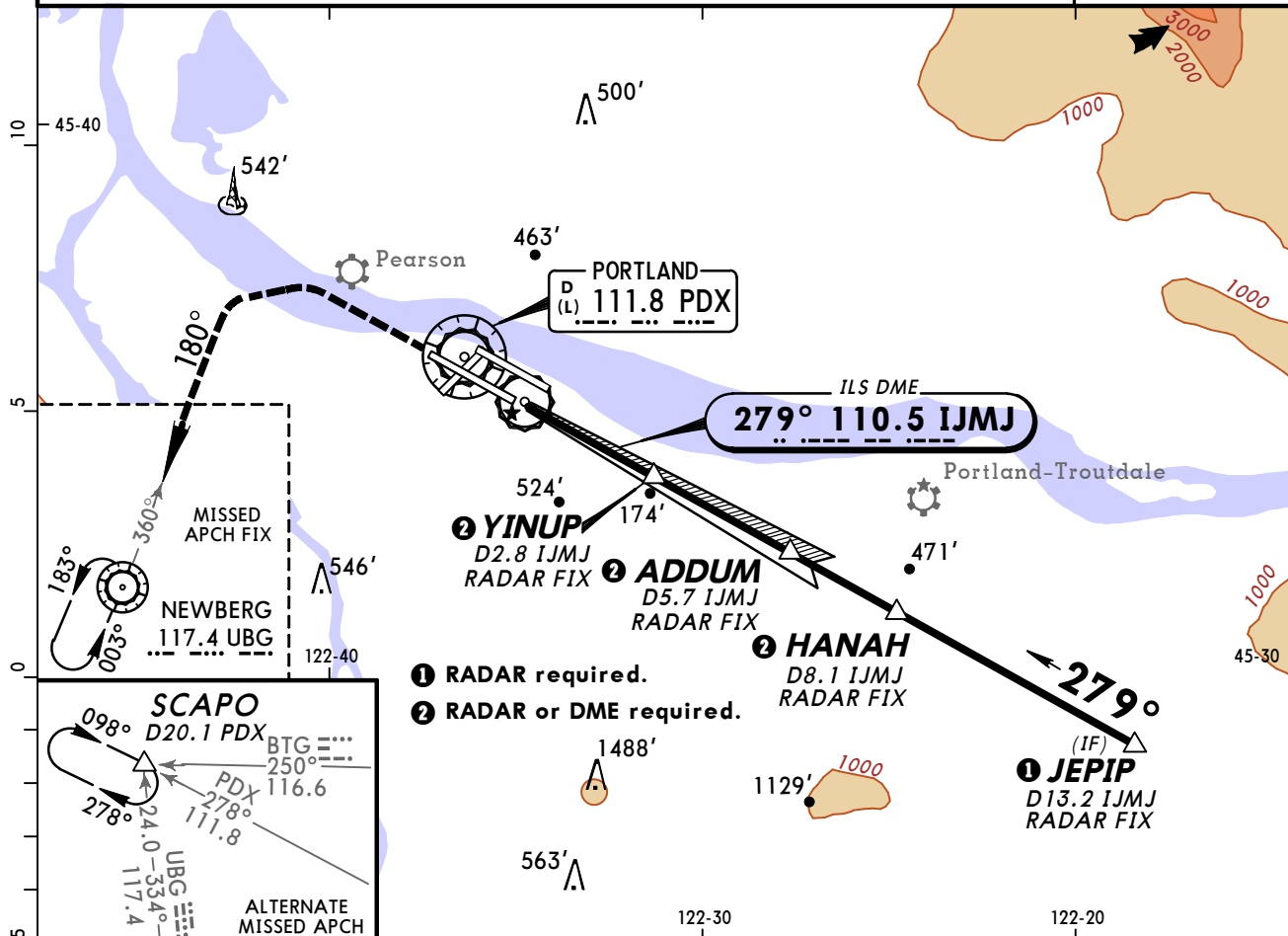
17 SEP 10

11-4

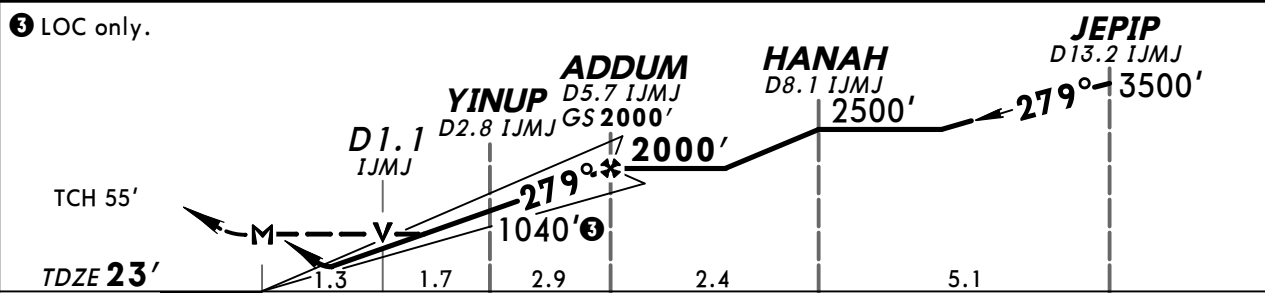
Eff 23 Sep

PORTLAND, OREG
ILS or LOC Rwy 28L

BRIEFING STRIP TM	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 IJMJ 110.5	Final Apch Crs 279°	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 via UBG VOR R-360 to UBG VOR and hold.						
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Autopilot coupled approach not authorized below 580'. 2. VGSI and ILS glidepath not coincident.						



③ LOC only.



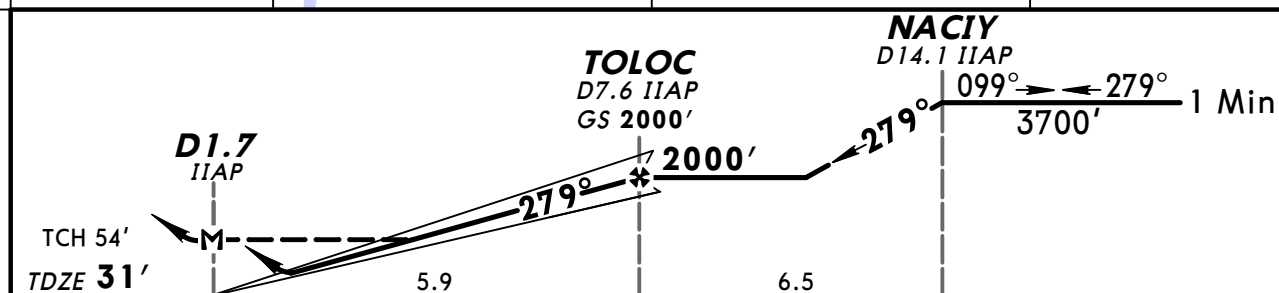
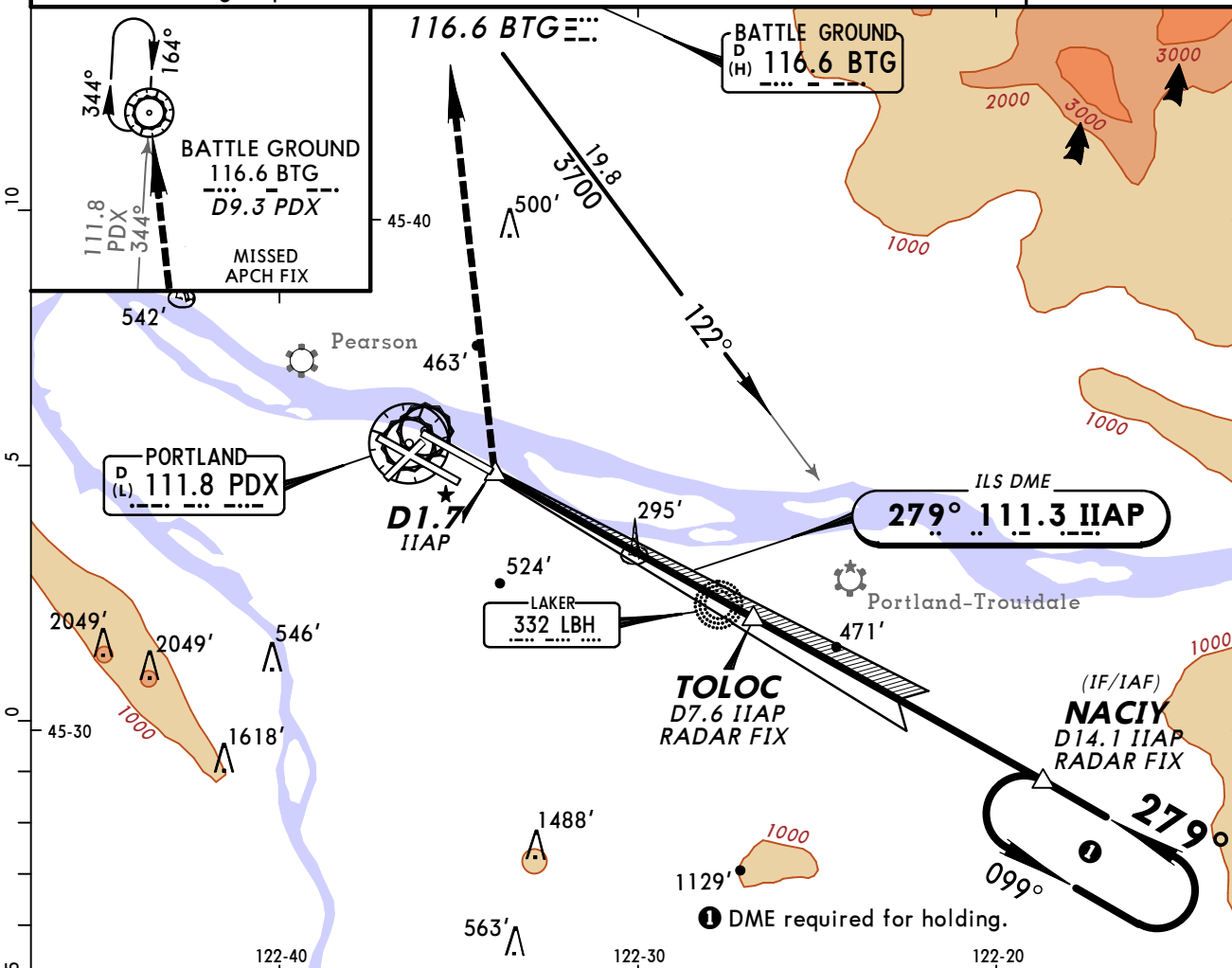
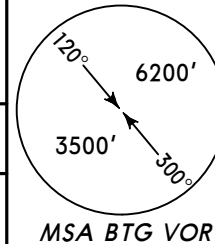
Gnd speed-Kts	70	90	100	120	140	160	MALSR		2100'	4000'	UBG
GS	3.00°	377	484	538	646	753	PAPI		↑	LT	via 117.4
ADDUM to MAP	5.9	5:03	3:56	3:32	2:57	2:32					R-360

STRAIGHT-IN LANDING RWY 28L					CIRCLE-TO-LAND	
ILS DA(H) 306' (283')			LOC (GS out) MDA(H) 520' (497')			
FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	90	720' (689') - 1
			RVR 40 or 3/4	RVR 50 or 1	120	740' (709') - 1
B					140	760' (729') - 2
C					165	1000' (969') - 3

CHANGES: Procedure.

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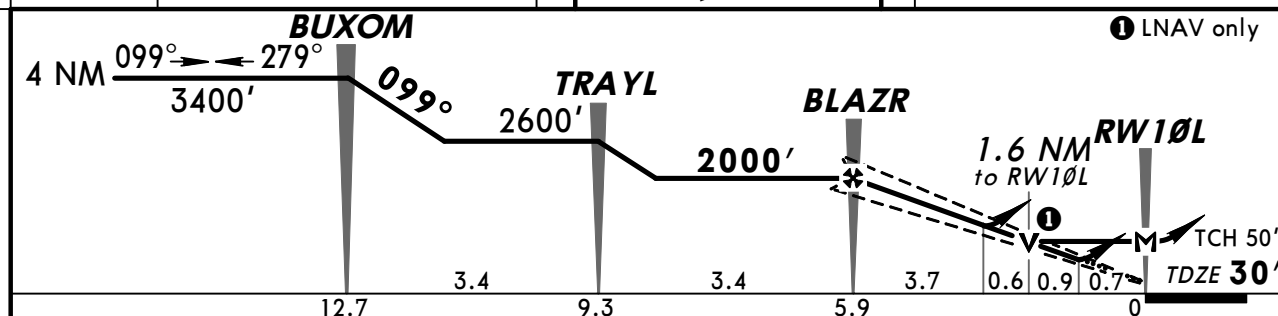
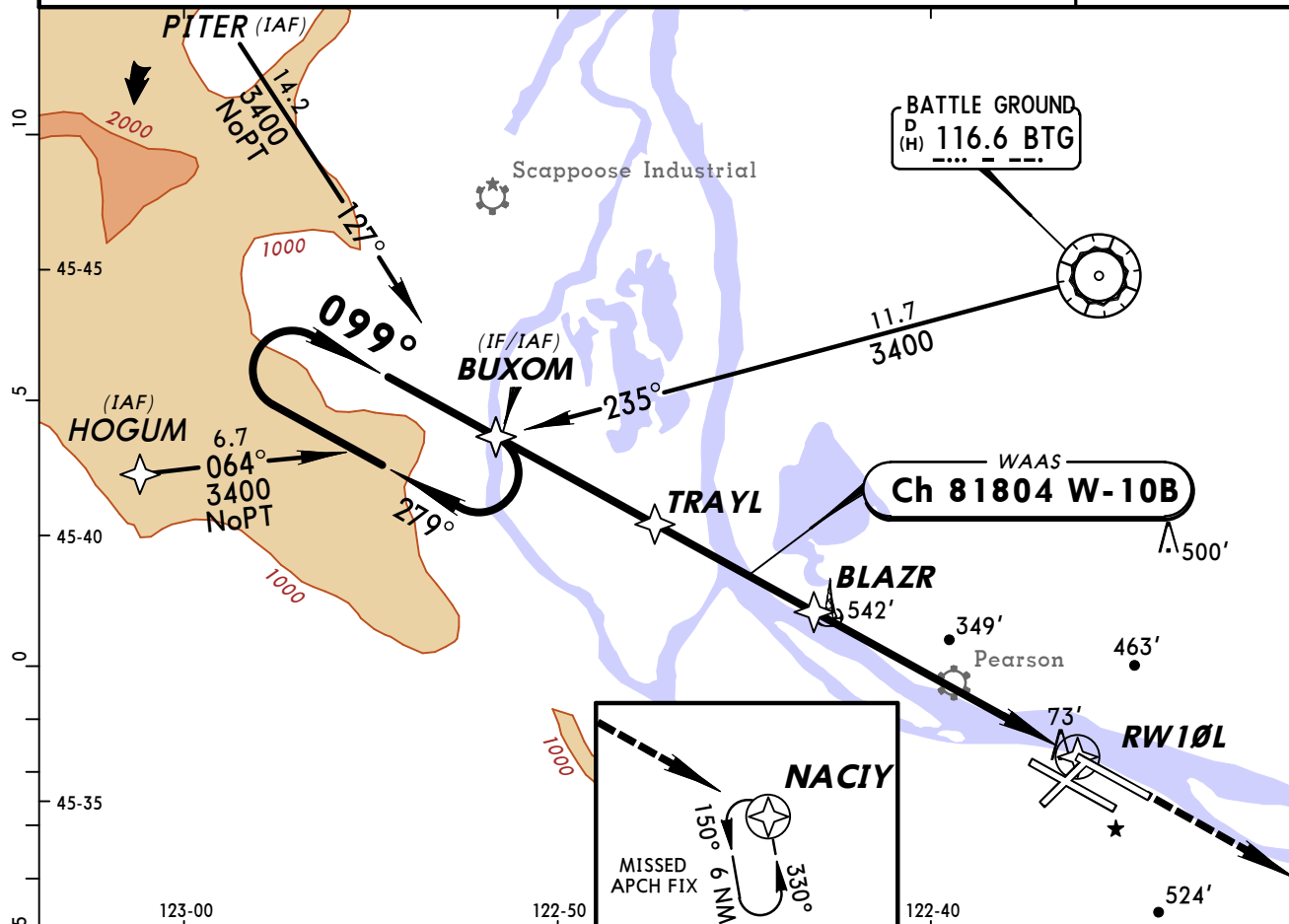
D-ATIS 128.35	PORTLAND Approach (R) 124.35	Rwys 10L-28R 118.7	PORTLAND Tower Rwys 3, 10R, 21, 28L 123.77	Ground 121.9
LOC IIAP 111.3	Final Apch Crs 279°	GS TOLOC 2000' (1969')	ILS DA(H) 281' (250')	Apt Elev 31' TDZE 31'
MISSED APCH: Climb to 600' then climbing RIGHT turn to 4200' direct BTG VOR and hold, continue climb-in-hold to 4200'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or Radar required. 2. Visibility reduction by helicopters not authorized. 3. VGSI and ILS glidepath not coincident.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	600'	4200'	BTG
GS	3.00°	377	484	538	646	753	PAPI	↑	RT	116.6
MAP at D1.7 IIAP or TOLOC to MAP	5.9	5:03	3:56	3:32	2:57	2:32				

STRAIGHT-IN LANDING RWY 28R				LOC (GS out)		CIRCLE-TO-LAND	
ILS		LOC (GS out)		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) 281' (250')		MDA(H) 560' (529')		MDA(H) 560' (529')		MDA(H)	
FULL	RAIL or ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts	
RVR 50 or 1	RVR 50 or 1	RVR 50 or 1	1 1/2	1 3/4	1 3/4	90	720' (689') - 1
						120	740' (709') - 1
						140	760' (729') - 2
						165	1000' (969') - 3

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
WAAS Ch 81804 W-10B	Final Aptch Crs 099°	Minimum Alt BLAZR 2000' (1970')	LPV DA(H) 293' (263')	Apt Elev 31' TDZE 30'
MISSED APCH: Climb to 5500' direct NACIY and hold, continue climb-in-hold to 5500'.				
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 49°C (120°F) . 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.				
				5800' MSA RW10L



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5500'	→	NACIY
Glide Path Angle	3.00°	372	478	531	637	743	PAPI			
MAP at RW10L										

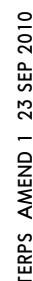
STRAIGHT-IN LANDING RWY 10L				CIRCLE-TO-LAND			
LPV DA(H) 293' (263')		LNAV/VNAV DA(H) 793' (763')		LNAV MDA(H) 600' (570')		Max Kts	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out		MDA(H)
A				RVR 24 or 1/2	RVR 40 or 3/4	90	720' (689')-1
B				RVR 50 or 1	1 1/2	120	740' (709')-1
C	RVR 24 or 1/2	RVR 50 or 1	2 1/4	2 3/4		140	760' (729')-2
D				RVR 60 or 1 1/4	1 3/4	165	1000' (969')-3

BRIEFING STRIP TM



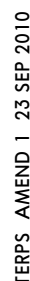
<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Glide Path Angle</i> 3.00°	372	478	531	637	743	849
<i>MAP at RW10R</i>						

ERPS AMEND 1 23 SEP 2010

BRIEFING STRIP™

STRAIGHT-IN LANDING RWY 28L						CIRCLE-TO-LAND		
LPV DA(H) 306' (283')			LNAV MDA(H) 560' (537')			Max Kts	MDA(H)	
RAIL or ALS out			RAIL out	ALS out				
A	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	720' (689')-1	
B						120	740' (709')-1	
C					1 1/2		140	760' (729')-2
D					1 3/4		165	1000' (969')-3

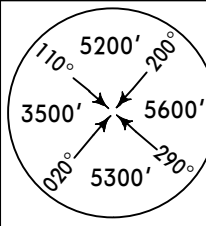
BRIEFING STRIP™

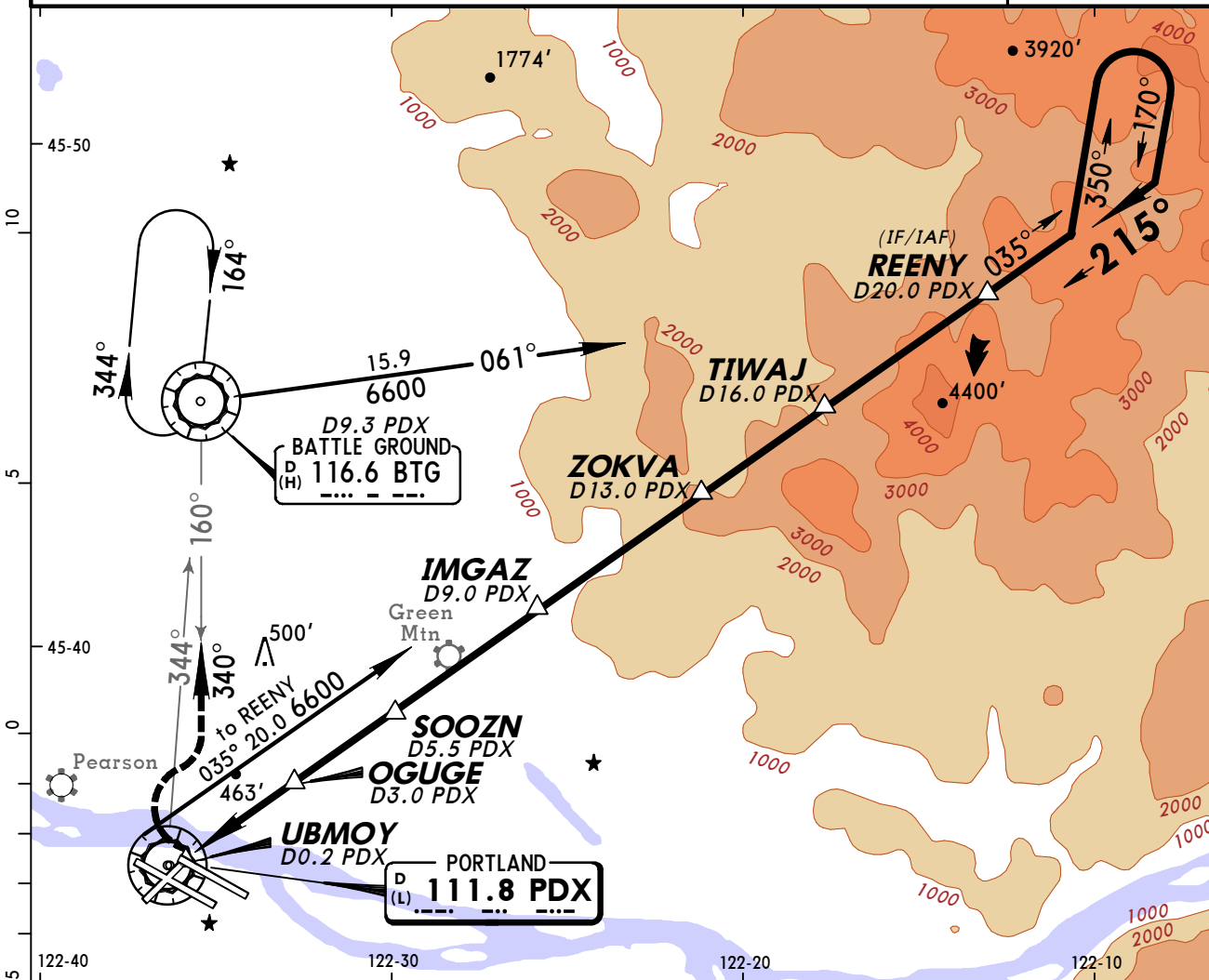
TERPS AMEND 1 23 SEP 2010TERPS AMEND 1 23 SEP 2010

KPDX/PDX PORTLAND INTL

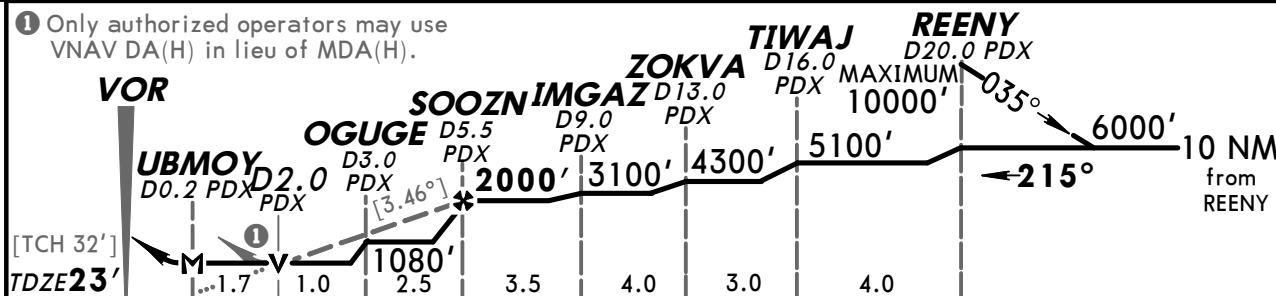
JEPPESSEN
21 JAN 11 (13-1)

PORTLAND, OREG
VOR DME Rwy 21

BRIEFING STRIP™	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	
	VOR PDX 111.8	Final Apch Crs 215°	Minimum Alt SOOZN 2000' (1977')	MDA(H) 720' (697')	Apt Elev 31' TDZE 23'		
	MISSED APPROACH: Climbing RIGHT turn to 4200' inbound via BTG VOR R-160 to BTG VOR and hold, continue climb-in-hold to 4200'.						
	Alt Set: INCHES						



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160			REIL	4200'	BTG	BTG
Descent Angle [3.46°]	429	551	612	735	857	980			PAPI-R	via 116.6 R-160	116.6	116.6
MAP at UBMOY												

STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
MDA(H) 720' (697')							
A	1			Max Kts	MDA(H)		
B				90	720' (689')-1		
C	2			120	740' (709')-1		
D	2 1/4			140	760' (729')-2		
				165	1000' (969')-3		

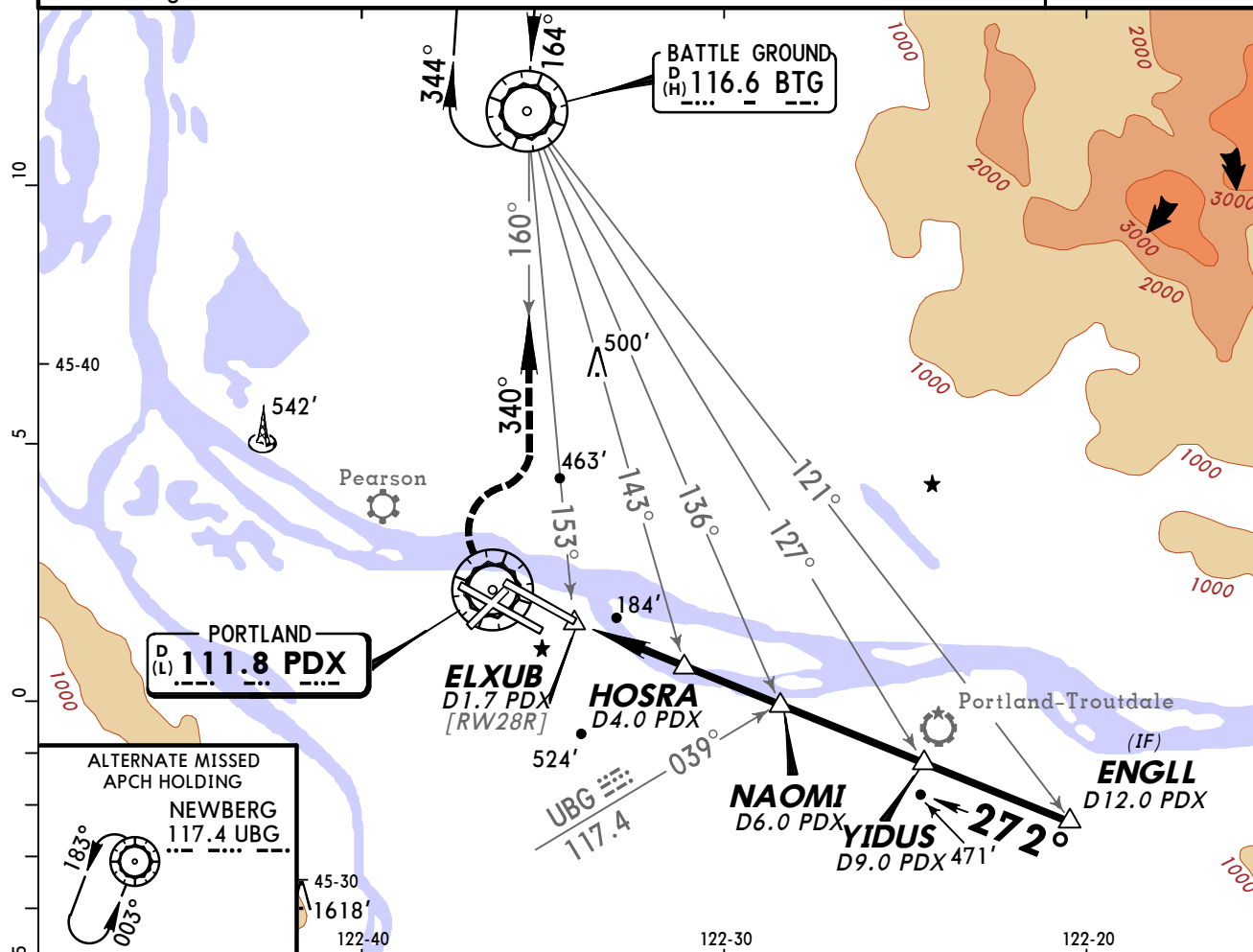
CHANGES: None.

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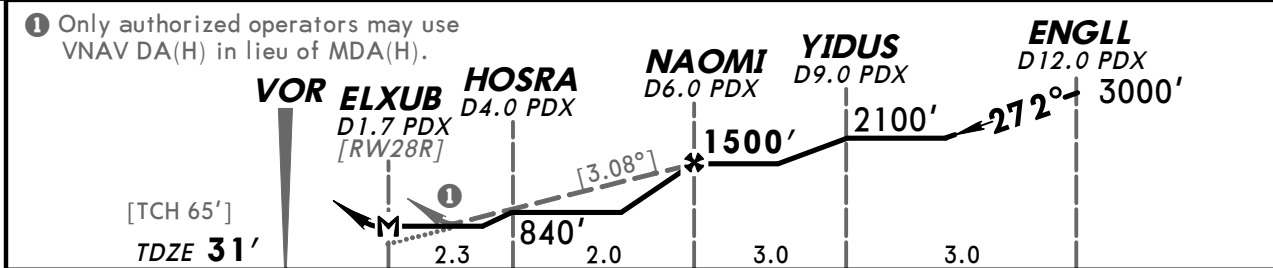
TERPS AMEND 1 23 SEP 2010

BRIEFING STRIP™

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	
VOR PDX 111.8		Final Apch Crs 272°		Minimum Alt NAOMI 1500' (1469')		MDA(H) (CONDITIONAL) 580' (549')		Apt Elev 31' TDZE 31'	
MISSED APCH: Climbing RIGHT turn to 4200' inbound via BTG VOR R-160 to BTG VOR and hold, continue climb-in-hold to 4200', or as directed by ATC.									
Alt Set: INCHES									



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSR		4200'	BTG	BTG
Descent Angle [3.08°]	381	490	545	654	763	872	PAPI		via	116.6	116.6
MAP at ELXUB/D1.7 PDX or NAOMI to MAP	4.3	3:41	2:52	2:35	2:09	1:51	RT			R-160	

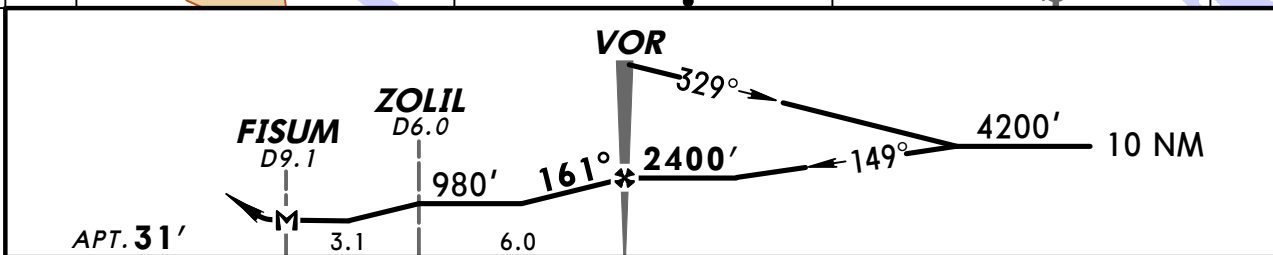
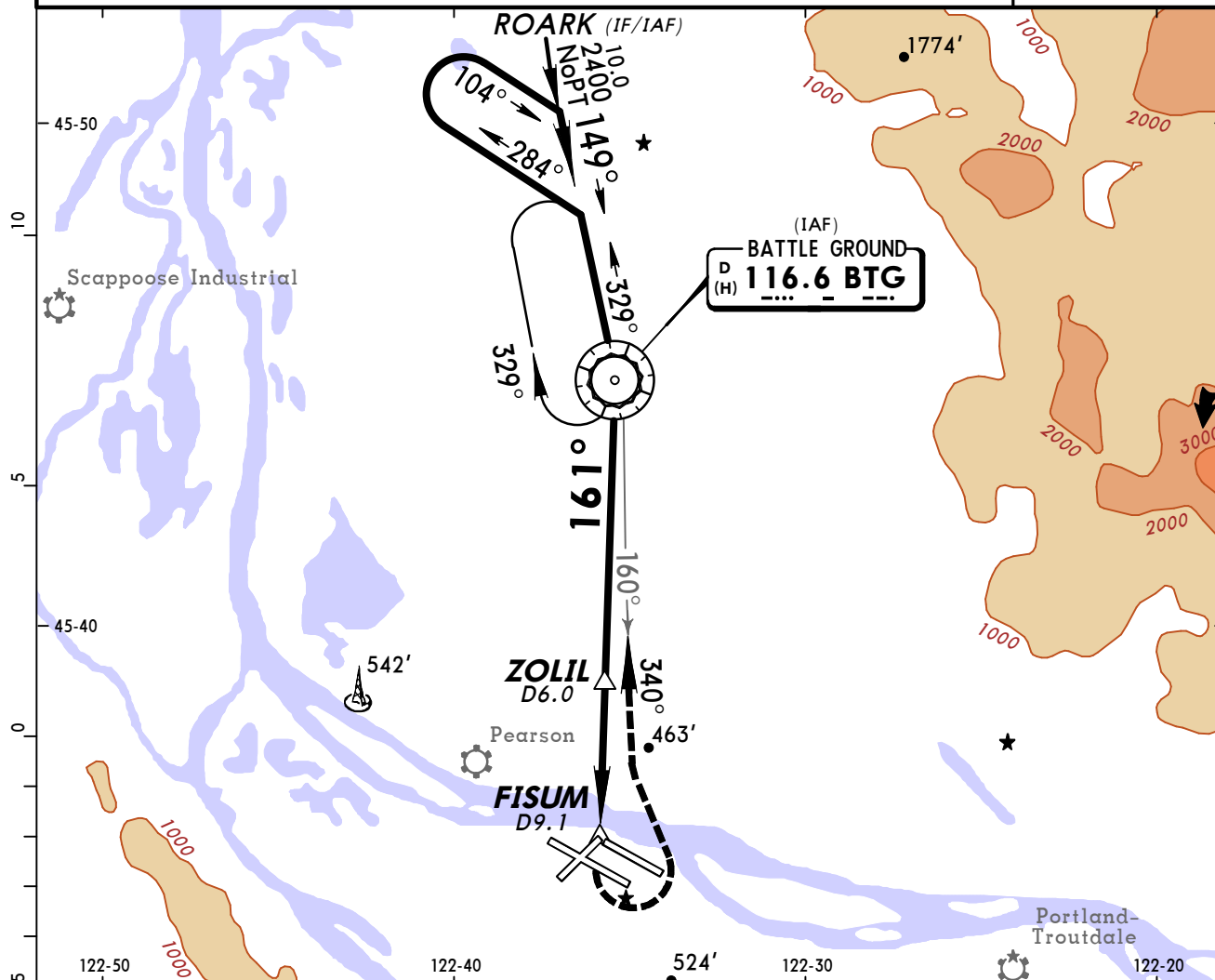
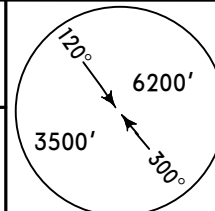
STRAIGHT-IN LANDING RWY 28R						CIRCLE-TO-LAND			
MDA(H) 580' (549')		MDA(H) 840' (809')		Max Kts		With HOSRA		Without HOSRA	
With HOSRA	Without HOSRA	With HOSRA	Without HOSRA			MDA(H)		MDA(H)	
RAIL out	ALS out	RAIL out	ALS out						
RVR 50 or 1		RVR 50 or 1		90		720' (689')-1		840' (809')-1	
				120		740' (709')-1		840' (809')-1 1/4	
				140		760' (729')-2		840' (809')-2 1/4	
				165		1000' (969')-3		1000' (969')-3	

CHANGES: ENGLL int. formation.

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BRIEFING STRIP

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'	
					MSA BTG VOR

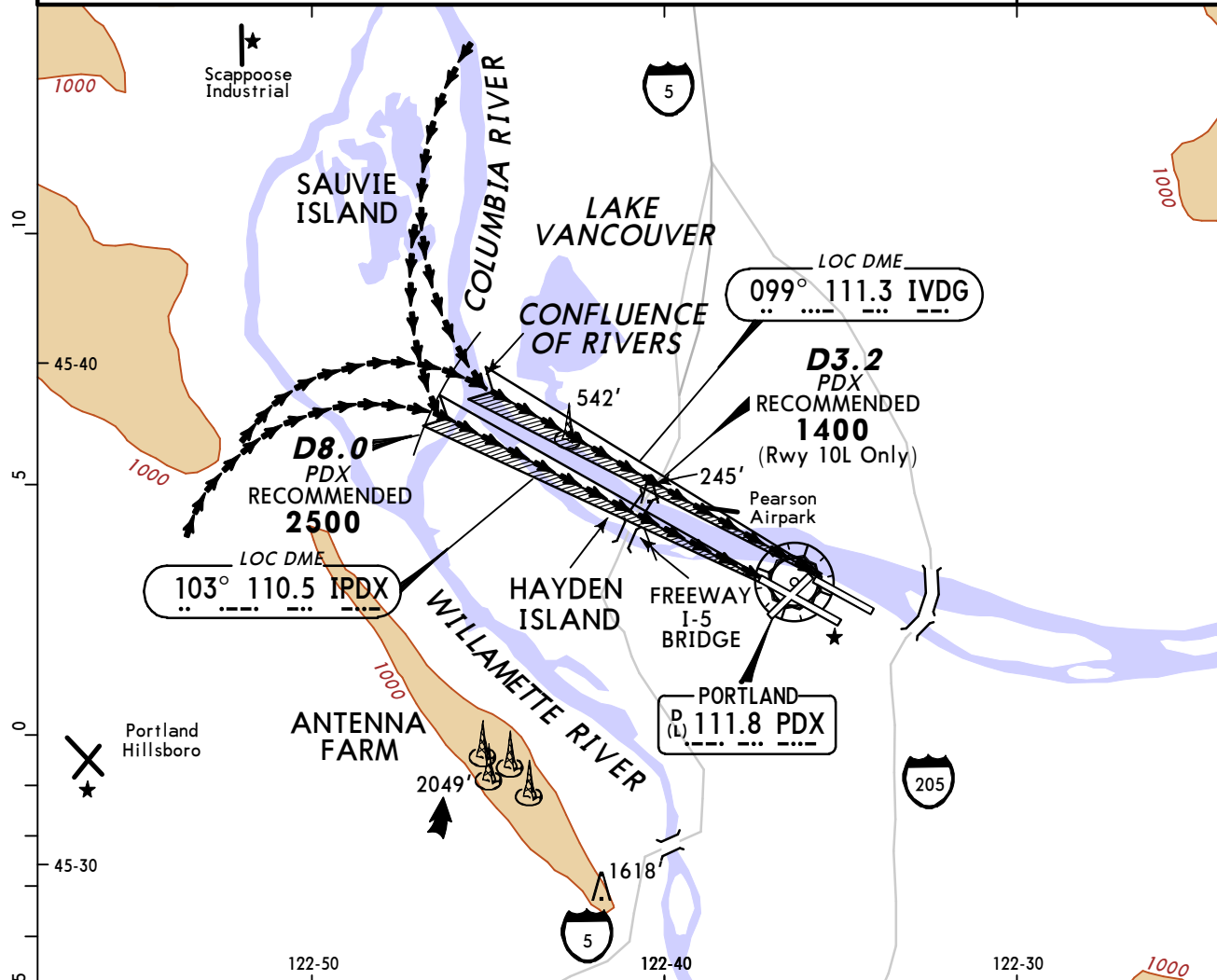


Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	4200'	BTG via 116.6 R-160	BTG 116.6
MAP at FISUM or VOR to MAP 9.1	7:48	6:04	5:28	4:33	3:54	3:25		LT		

				CIRCLE-TO-LAND	
				With ZOLIL	Without ZOLIL
				MDA(H)	MDA(H)
	A	Max Kts 90		720' (689') - 1	980' (949') - 1 1/4
	B	120		740' (709') - 1	980' (949') - 2 3/4
	C	140		760' (729') - 2	980' (949') - 3
	D	165		1000' (969') - 3	1000' (969') - 3

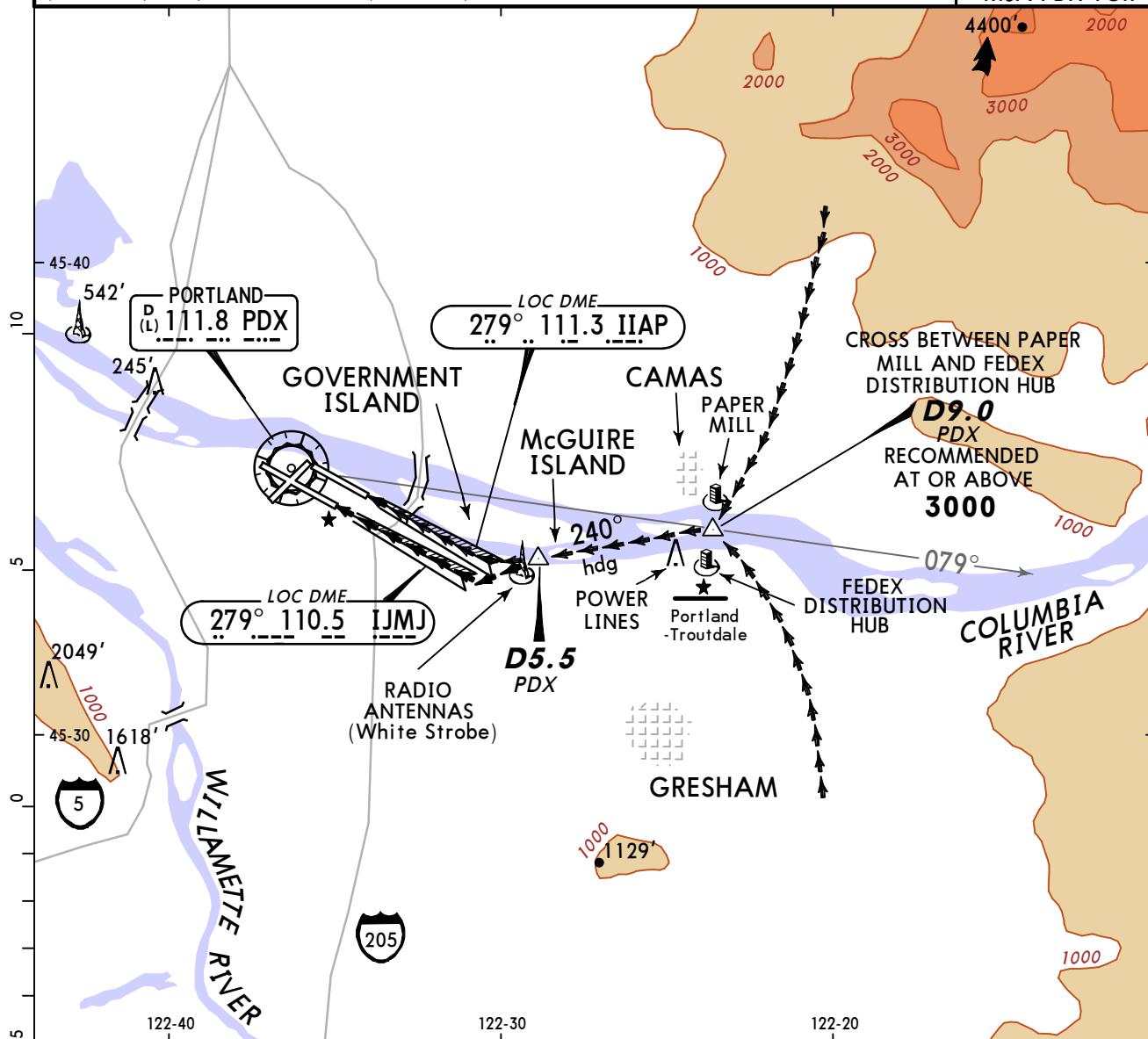
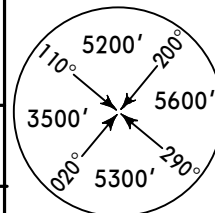
TERPS AMEND 10 13 JAN 2011

BRIEFING STRIP TM



**A
M
E
N
D
2**

D-ATIS 128.35	PORTLAND Approach (R) 124.35	PORTLAND Tower Rwys 10L, 28R 118.7	PORTLAND Tower Rwys 3, 10R, 21, 28L 123.77	Ground 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. Vertical Guidance Navaid and Angle: Rwy 28R: LOC IIAP (GS 3.00°), Rwy 28L: LOC IJMJ (GS 3.00°).				



MILL VISUAL RWY 28L/R

When visual approaches to Runways 28L/R are in progress, clearances to aircraft will be issued utilizing the following phraseology:

“(IDENT) CLEARED FOR MILL VISUAL
RUNWAY 28 LEFT/RIGHT APPROACH.”

WEATHER MINIMUMS

Ceiling **3500'**-VIS **5**

General Information

Location: Redmond OR USA
IATA Code: RDM
Lat/Long: N44° 15.2' W121° 09.0'
Elevation: 3080 ft

Airport Use: Public
Magnetic Variation: 15.5°E
Sectional Chart: Klamath Falls

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1445 Z
Sunset: 0149 Z,

Runway Information

Runway: 04
Length x Width: 7038 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3075 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 10
Length x Width: 7006 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 3067 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22
Length x Width: 7038 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 3065 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 28
Length x Width: 7006 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 3080 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 119.025

ASOS 119.025

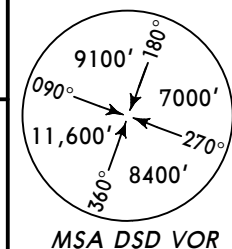
Redmond Tower 124.5 CTAF PCL

Redmond Ground Control 121.8

Roberts Unicom 122.95

MC Minnville Flight Service Station 122.5 RCO

Seattle Center 128.15 Remote Communications Air-Ground

SEATTLE
Center (R)
128.15Apt Elev
3080'Trans level: FL 180 Trans alt: 18000'
RADAR required.

REDMOND TWO DEPARTURE

BATTLE GROUND
D 116.6 BTG
(H)
N45 44.9 W122 35.5KLICKITAT
D 112.3 LTJ
(H)
N45 42.8 W121 06.1NEWBERG
D 117.4 UBG
(H)
N45 21.2 W122 58.7PENDLETON
D 114.7 PDT
(H)
N45 41.9 W118 56.3CORVALLIS
D 115.4 CVO
(H)
N44 30.0 W123 17.6KIMBERLY
D 115.6 IMB
(H)
N44 38.9 W119 42.7EUGENE
D 112.9 EUG
(H)
N44 07.3 W123 13.4DESCHUTES
D 117.6 DSD
(H)
N44 15.2 W121 18.2WILDHORSE
D 113.8 ILR
(L)
N43 35.6 W118 57.3ROGUE VALLEY
D 113.6 OED
(H)
N42 28.8 W122 54.8LAKEVIEW
D 112.0 LKV
(H)
N42 29.6 W120 30.4KLAMATH FALLS
D 115.9 LMT
(H)
N42 09.2 W121 43.7

NOT TO SCALE

▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

If no contact with Seattle Center after reaching **7000'**, continue climb to assigned altitude direct DSD. Climb in DSD holding pattern to cross DSD at or above MEA before proceeding on course.

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

▲ LOST ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

This SID requires take-off minimums (for standard minimums, refer to airport chart):

Rwy 4: Standard (or lower than standard, if authorized) with minimum climb of 371' per NM to **13000'**, ATC climb of 465' per NM to **7700'**.

Rwy 10: Standard (or lower than standard, if authorized) with minimum climb of 406' per NM to **13000'**.

Rwy 22: Standard (or lower than standard, if authorized) with minimum climb of 356' per NM to **13000'**, ATC climb of 406' per NM to **5900'**.

Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 358' per NM to **13000'**.

OBSTACLES

Rwy 28: Trees beginning 1' from DER, 356' RIGHT of centerline, 12' AGL/3079' MSL.
Tree 364' from DER, 448' LEFT of centerline, 15' AGL/3054' MSL.

Gnd speed-KT	75	100	150	200	250	300
356' per NM	445	593	890	1187	1483	1780
358' per NM	448	597	895	1193	1492	1790
371' per NM	464	618	928	1237	1546	1855
406' per NM	508	677	1015	1353	1692	2030
465' per NM	581	775	1163	1550	1938	2325

INITIAL CLIMB

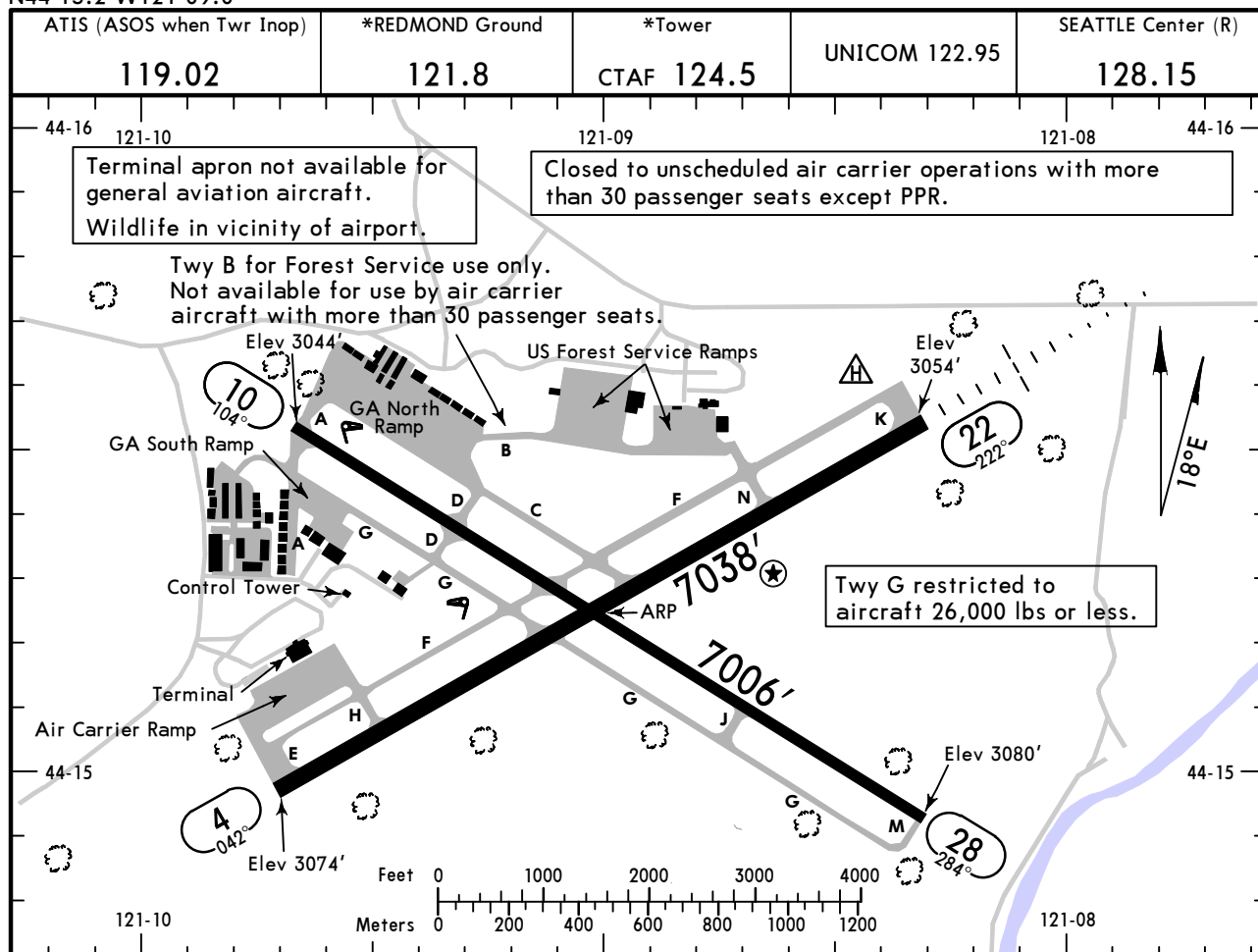
Climb on assigned heading for RADAR vectors to assigned route/fix.

ALTITUDE

MAINTAIN
assigned
altitude

ROUTING

EXPECT filed altitude/flight level five minutes after departure.



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS			WIDTH
				LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	
4	① HIRL	① REIL VASI-L	grooved				150'
22	① HIRL	① MALSR PAPI-L (angle 3.0°)	grooved		6182'		
10	② ① MIRL	① REIL VASI-L	grooved				100'
28	① MIRL	① REIL PAPI-L (angle 3.0°)	grooved				

① Activate on 124.5 when Twr inop.

② Aircraft in excess of single wheel: 28,000 lbs or dual wheel: 40,000 lbs prohibited from landing or take-off Rwy 10/28 except with PPR from airport manager when Rwy 4/22 is unavailable.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 4, 10		Rwy 22		Rwy 28	
	Adequate Vis Ref	STD	Adequate Vis Ref	STD	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1	1/4	1	1/4	1
3 & 4 Eng		1/2		1/2		1/2

OBSTACLE DP: Rwy 4, climbing left turn via hdg 265° and DSD VOR R-047 to DSD VOR, climb in DSD VOR holding pattern (hold N, right turns, 168° inbound) to cross DSD VOR at or above MEA for rte of flight before proceeding on course. Rwy 10, climbing right turn via hdg 240° and DSD VOR R-090 to DSD VOR, climb in DSD VOR holding pattern (hold N, right turns, 168° inbound) to cross DSD VOR at or above MEA for rte of flight before proceeding on course.

Rwy 22, climb hdg 222° and DSD VOR R-090 to DSD VOR, climb in DSD VOR holding pattern (hold N, right turns, 168° inbound) to cross DSD VOR at or above MEA for rte of flight before proceeding on course. Rwy 28, climbing left turn via hdg 275° and DSD VOR R-045 to DSD VOR, climb in DSD VOR holding pattern (hold N, right turns, 168° inbound) to cross DSD VOR at or above MEA for rte of flight before proceeding on course.

FOR FILING AS ALTERNATE

		FOR FILING AS ALTERNATE			
ILS Rwy 22		VOR-A RNAV (GPS) Y Rwy 4 RNAV (GPS) Rwy 10 RNAV (GPS) Y Rwy 22	1 RNAV (GPS) Y Rwy 28 2 RNAV (GPS) Z Rwy 28 RNAV (RNP) Z Rwy 4 RNAV (RNP) Z Rwy 22	LOC Rwy 22	VOR DME Rwy 22
A	600-2	800-2		800-2	1000-2
B					1000-2 ³ / ₄
C					1000-3
D	800-2 ¹ / ₄			800-2 ¹ / ₄	1000-3

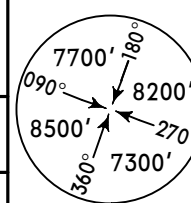
① CAT D NA. ② CAT C, D NA.

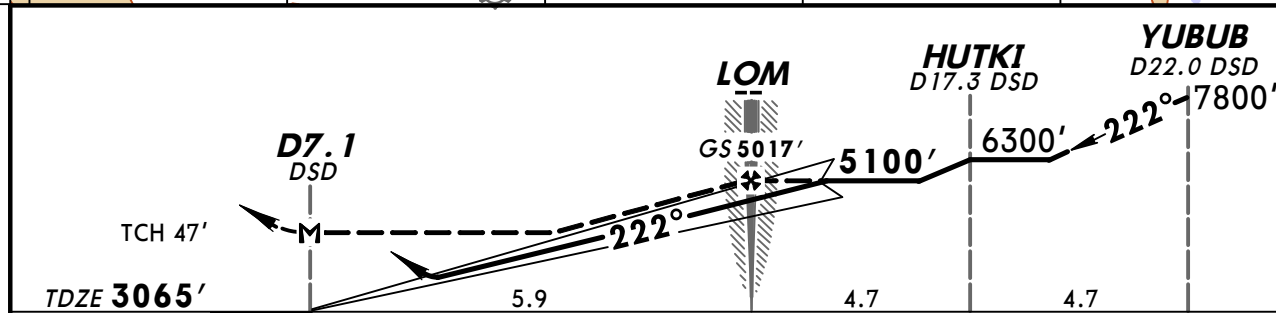
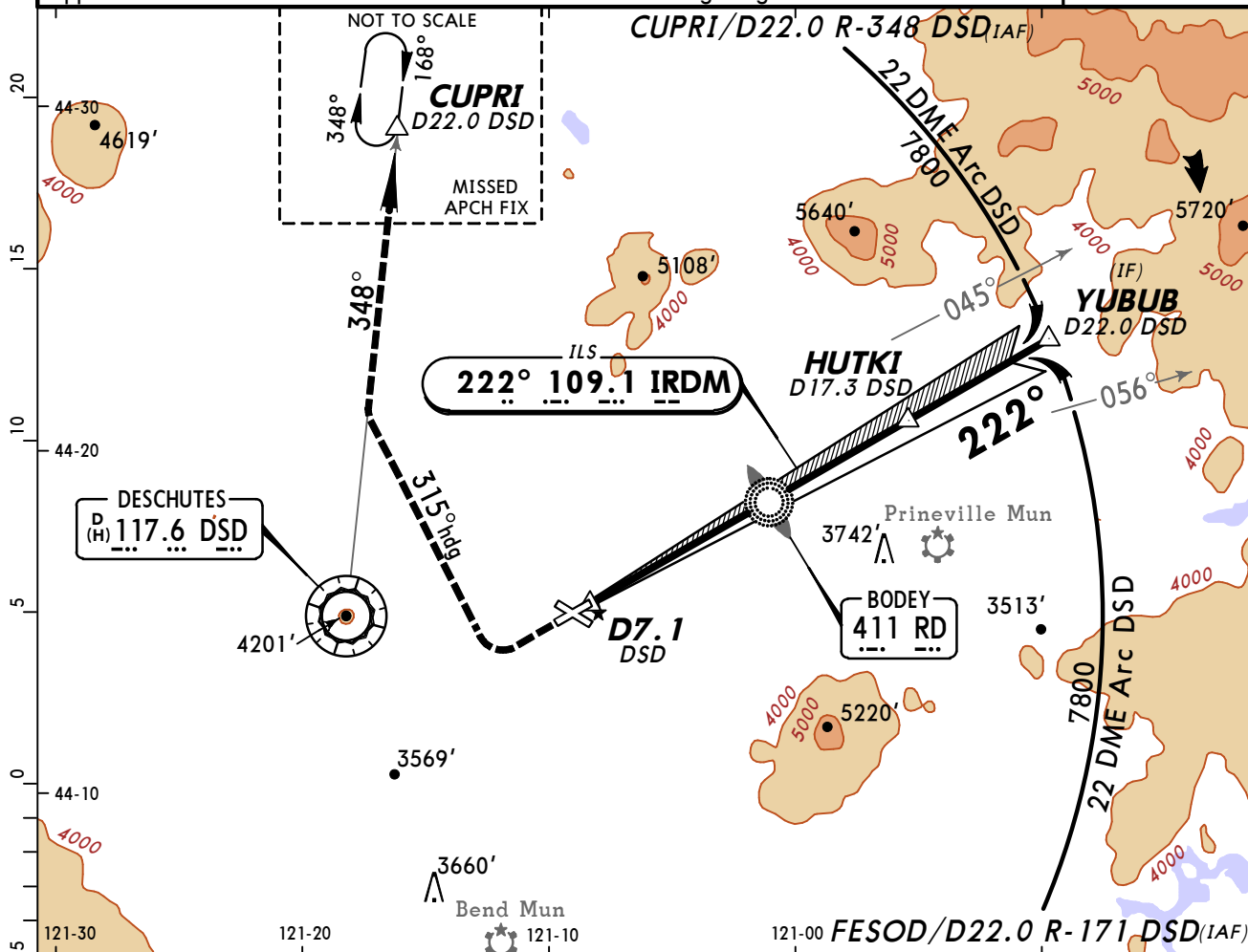
KRDM/RDM **ROBERTS**

19 AUG 11 **11-1** **Eff 25 Aug**

REDMOND, OREG
ILS or LOC Rwy 22

BRIEFING STRIP™

ATIS (ASOS when Twr Inop) 119.02		SEATTLE Center (R) 128.15		*REDMOND Tower CTAF 124.5		*Ground 121.8	
LOC IRDM 109.1	Final Apch Crs 222°	GS LOM 5017' (1952')	ILS DA(H) 3265' (200')	Apt Elev 3080' TDZE 3065'		 MSA RD LOM	
MISSED APCH: Climb to 3500' then climbing RIGHT turn to 7000' via 315° heading and DSD VOR R-348 outbound to CUPRI/D22.0 DSD and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. VGSI and ILS glidepath not coincident. 3. Autopilot coupled approach not authorized below 4370'. 4. Pilot controlled lighting 124.5.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR		3500'	7000'	315°	DSD
GS	3.00°	372	478	531	637	743	PAPI		↑	RT	hdg	CUPRI
MAP at D7.1 DSD or LOM to MAP	5.9	5:03	3:56	3:32	2:57	2:32						R-348

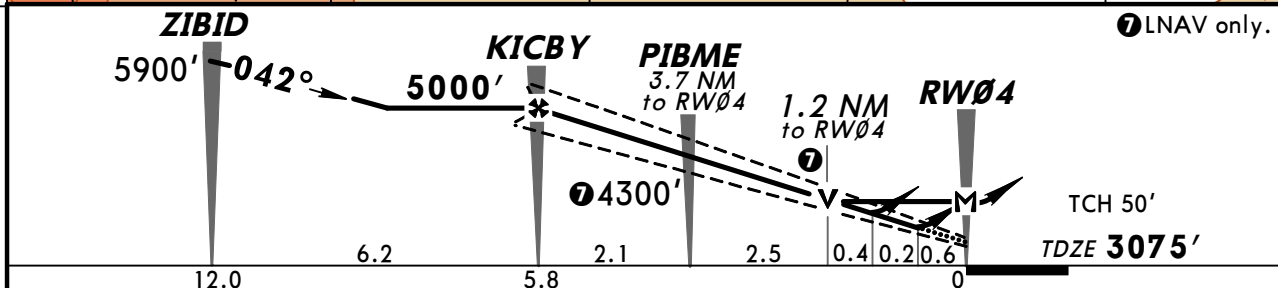
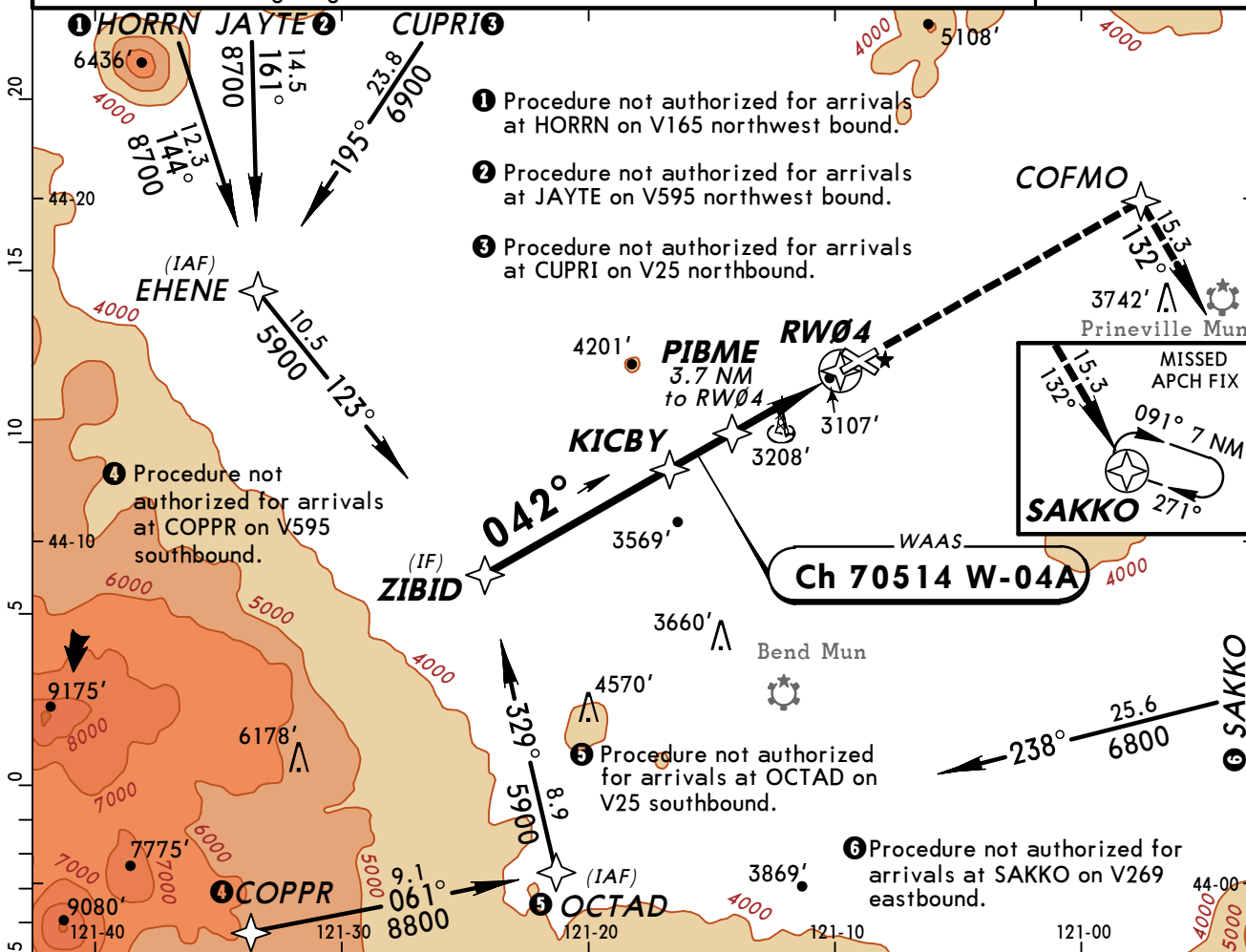
STRAIGHT-IN LANDING RWY22					CIRCLE-TO-LAND		
ILS		LOC (GS out)					
DA(H) 3265' (200')		MDA(H) 3340' (275')					
FULL	RAIL or ALS out	RAIL out	ALS out		Max Kts	MDA(H)	
A					90	3520'(440')-1	
B					120	3540'(460')-1	
C					140	3540'(460')-1½	
D					165	3780'(700')-2¼	

CHANGES: Contours.

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BRIEFING STRIP

ATIS (ASOS when Twr Inop)		SEATTLE Center (R)		*REDMOND Tower		*Ground			
119.02		128.15		CTAF 124.5		121.8			
WAAS Ch 70514 W-04A		Final Apch Crs 042°		Minimum Alt KICBY 5000' (1925')		LPV DA(H) 3325' (250')		Apt Elev 3080' TDZE 3075'	
MISSED APCH: Climb to 9500' direct COFMO and on track 132° to SAKKO and hold, continue climb-in-hold to 9500'.								11,600' MSA RW04	
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. Use local altimeter setting; if not received, procedure not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C (-5°F) or above 43°C (109°F). 3. DME/DME RNP-0.30 not authorized. 4. Pilot controlled lighting 124.5.									



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	9500' ↑		COFMO
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW04										

STRAIGHT-IN LANDING RWY 4					CIRCLE-TO-LAND	
LPV DA(H) 3325' (250')		LNAV/VNAV DA(H) 3367' (292')		LNAV MDA(H) 3520' (445')	Max Kts	MDA(H)
3/4		1		1	90	3520' (440') - 1
					120	3540' (460') - 1
				1 1/4	140	3540' (460') - 1 1/2
				1 1/2	165	3640' (560') - 2

RNAV (GPS) Rwy 10

BRIEFING STRIP™

TERPSTERPS

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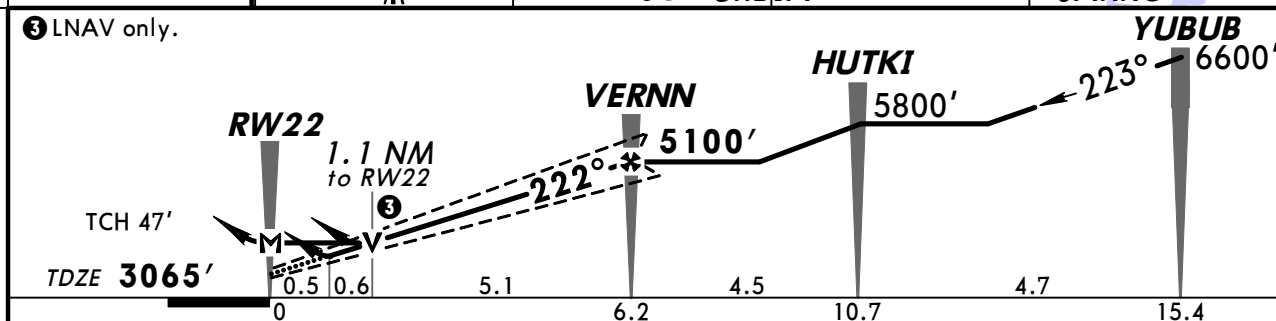
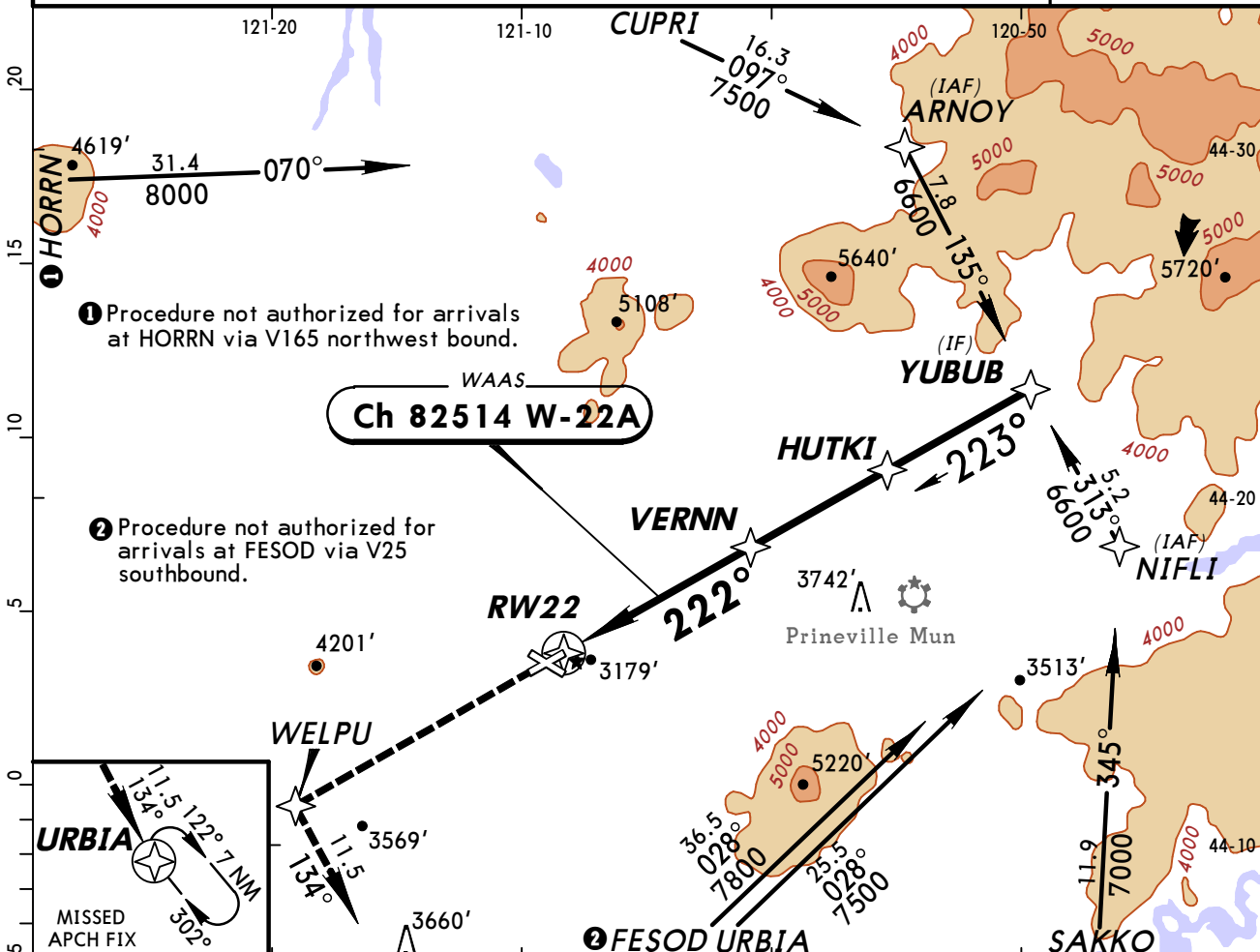
KRDM/RDM
ROBERTS

JEPPESSEN
19 AUG 11 **(12-3)** Eff 25 Aug

REDMOND, OREG
RNAV (GPS) Y Rwy 22

BRIEFING STRIP™

ATIS (ASOS when Twr Inop) 119.02		SEATTLE Center (R) 128.15		*REDMOND Tower CTAF 124.5		*Ground 121.8				
WAAS Ch 82514 W-22A		Final Apch Crs 222°		Minimum Alt VERNN 5100' (2035')		LPV DA(H) 3265' (200')		Apt Elev 3080' TDZE 3065'		11,600' MSA RW22
MISSED APCH: Climb to 8000' direct WELPU and on track 134° to URBIA and hold, continue climb-in-hold to 8000'.										
Alt Set: INCHES										



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	8000' ↑	→	WELPU
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW22										

STRAIGHT-IN LANDING RWY 22							CIRCLE-TO-LAND		
LPV DA(H) 3265' (200')		LNAV/VNAV DA(H) 3449' (384')		LNAV MDA(H) 3440' (375')			Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out			
A							90	3480' (400') - 1	
B	1/2	3/4	1	1 1/2	1/2	3/4	120	3540' (460') - 1	
C							140	3540' (460') - 1 1/2	
D					1	1 1/4	165	3640' (560') - 2	

CHANGES: Procedure title, missed approach, WELPU to URBIA distance.

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TERPS AMEND 0A 25 AUG 2011

KRDM/RDM
ROBERTS

19 AUG 11
Eff 25 Aug

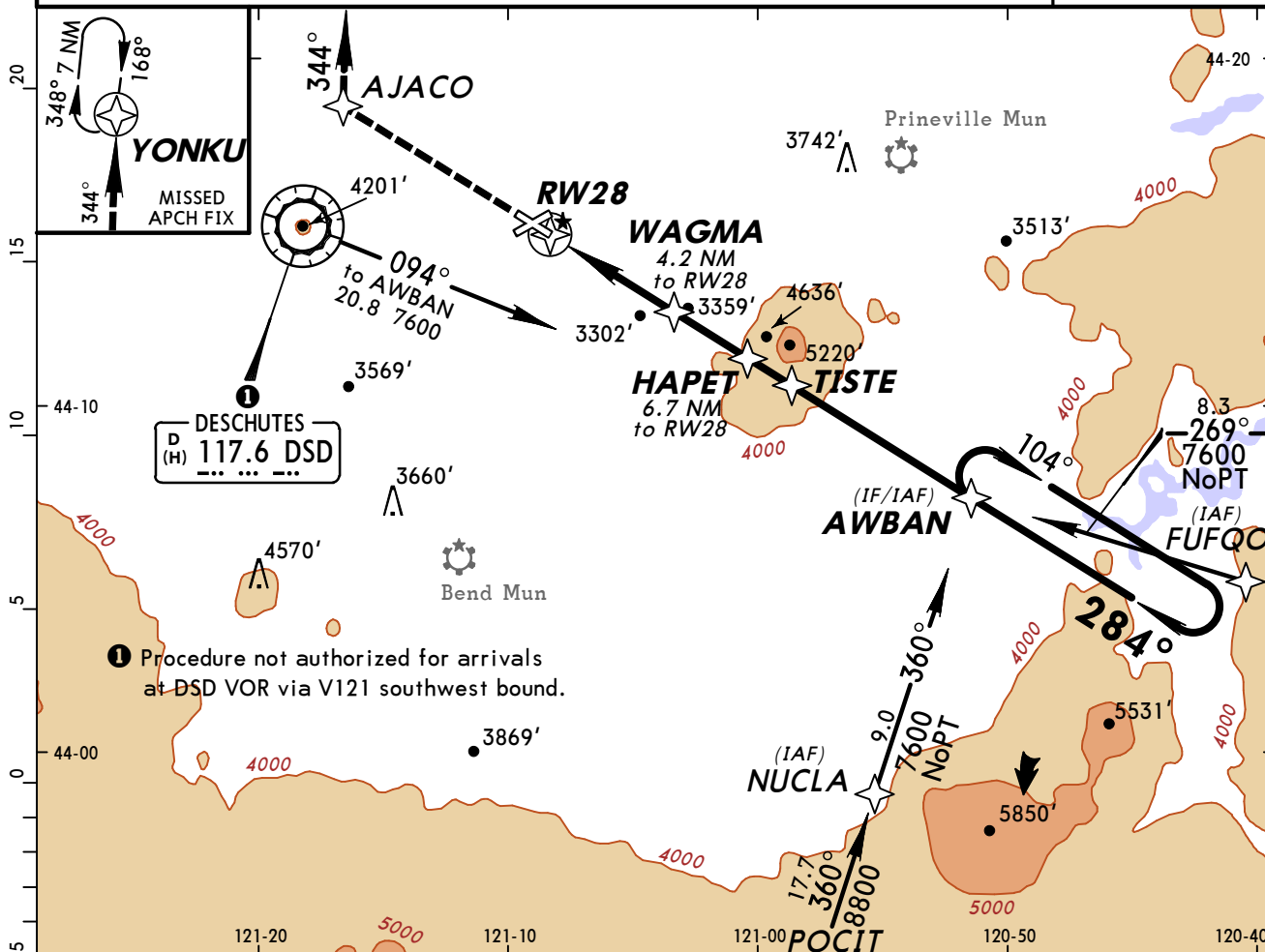
(12-4)

CAT A, B & C

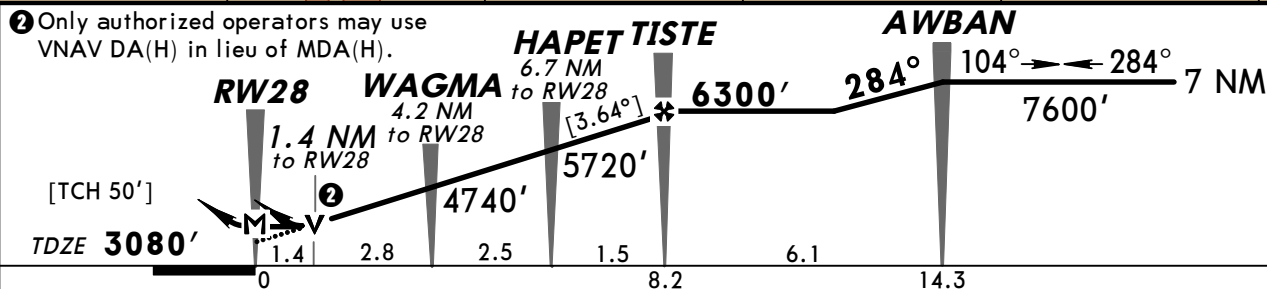
REDMOND, OREG
RNAV (GPS) Y Rwy 28

BRIEFING STRIP™

ATIS (ASOS when Twr Inop) 119.02		SEATTLE Center (R) 128.15		*REDMOND Tower CTAF 124.5		*Ground 121.8
RNAV	Final Aptch Crs 284°	Minimum Alt TISTE 6300' (3220')	LNAV MDA(H) 3560' (480')	Apt Elev 3080'	TDZE 3080'	
MISSED APCH: Climb to 7000' direct AJACO and via track 344° to YONKU and hold, continue climb-in-hold to 7000'. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, procedure not authorized. 2. DME/DME RNP-0.30 not authorized. 3. VGS1 and descent angles not coincident. 4. Pilot controlled lighting 124.5.						11,600' MSA RW28



② Only authorized operators may use
VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160			REIL	7000'	→	AJACO
Descent angle [3.64°]	451	580	644	773	902	1031			PAPI-L	↑		
MAP at RW28												

STRAIGHT-IN LANDING RWY 28						CIRCLE-TO-LAND					
LNAV											
MDA(H) 3560' (480')											
A						Max Kts					
B	1					90	3560' (480') - 1				
C	1¼					120					
D	NA					140	3560' (480') - 1½				
						D	NA				

CHANGES: Contours.

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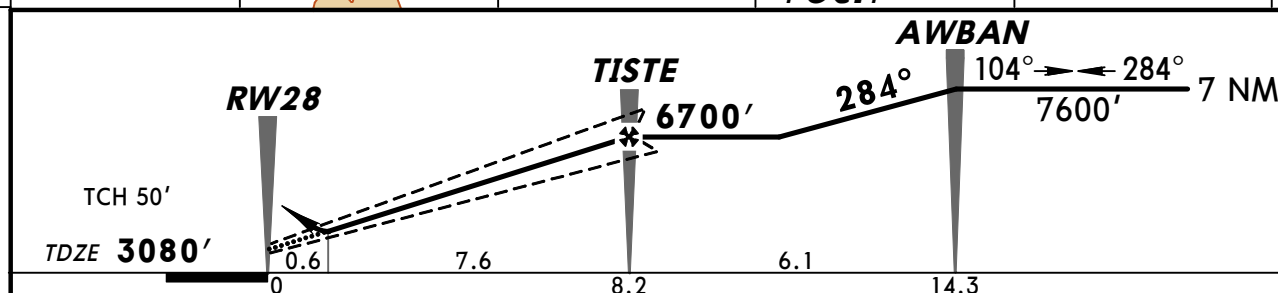
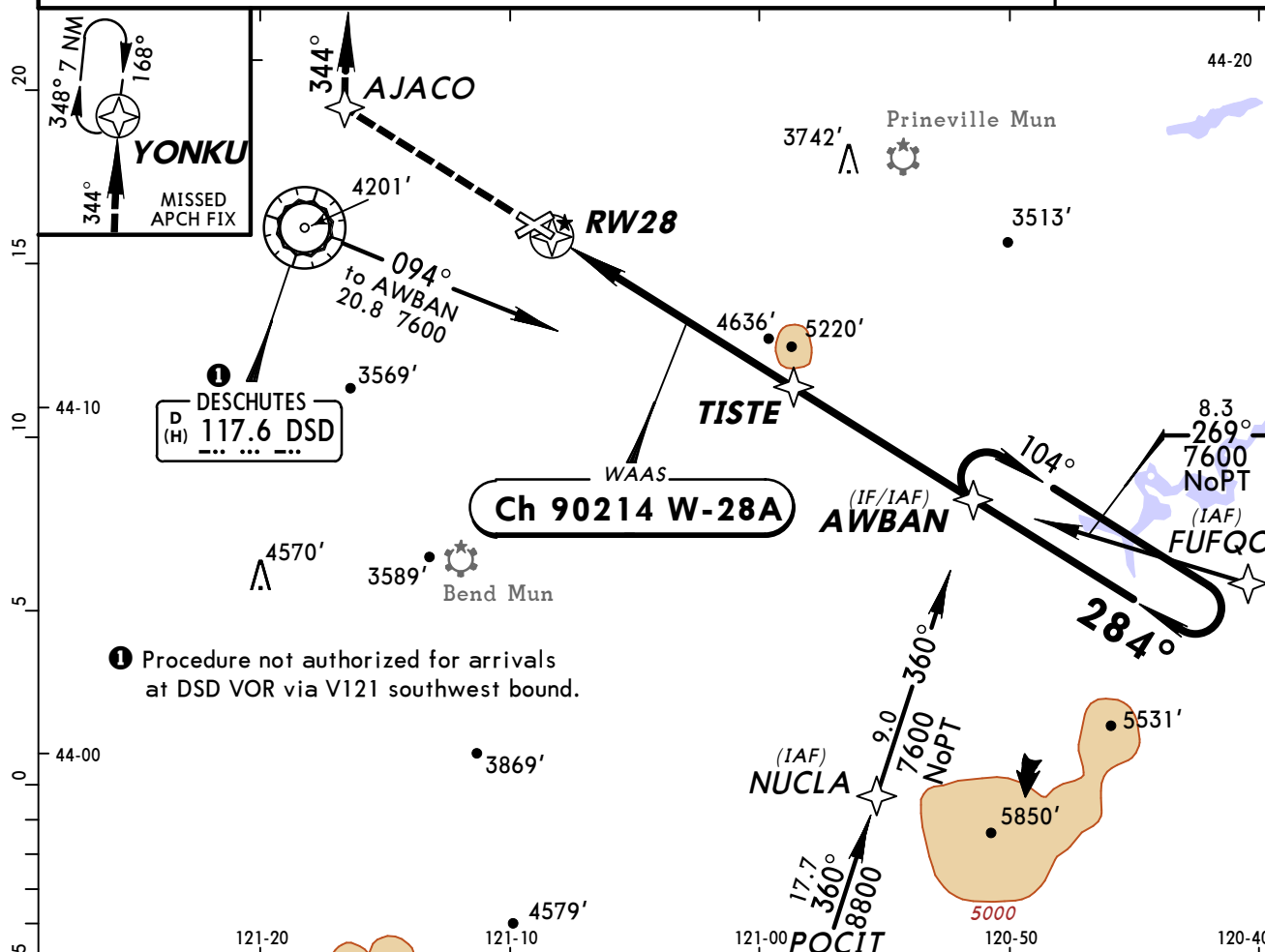
KRDM/RDM
ROBERTS

JEPPesen
23 JUL 10 **(12-5)** **CAT A & B**

REDMOND, OREG
RNAV (GPS) Z Rwy 28

BRIEFING STRIP™

ATIS (ASOS when Twr Inop)		SEATTLE Center (R)		*REDMOND Tower		*Ground	
119.02		128.15		CTAF 124.5		121.8	
WAAS Ch 90214 W-28A	Final Apch Crs 284°	Minimum Alt TISTE 6700' (3620')	LPV DA(H) 3366' (286')	Apt Elev 3080' TDZE 3080'		11,600' MSA RW28	
MISSED APCH: Climb to 7000' direct AJACO and via track 344° to YONKU and hold, continue climb-in-hold to 7000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, procedure not authorized. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 124.5.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	7000'	D→	AJACO
Glide Path Angle	4.03°	499	642	713	856	999				
MAP at RW28										

STRAIGHT-IN LANDING RWY 28
LPV
DA(H) **3366'** (286')

A	3/4
B	1
C	NA
D	

CHANGES: Circling minimums removed.

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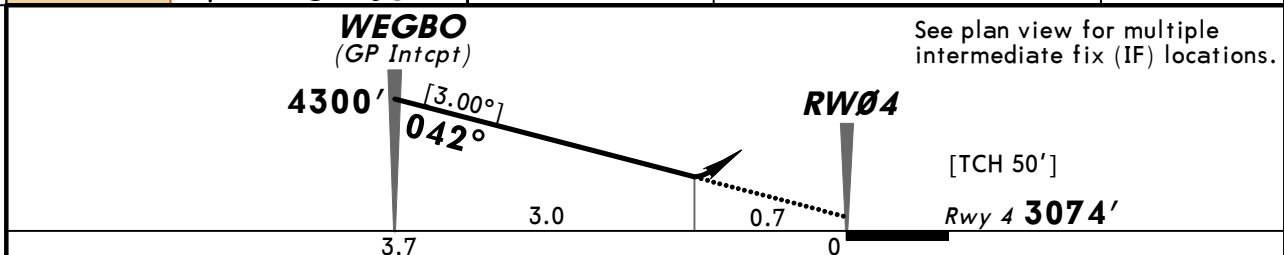
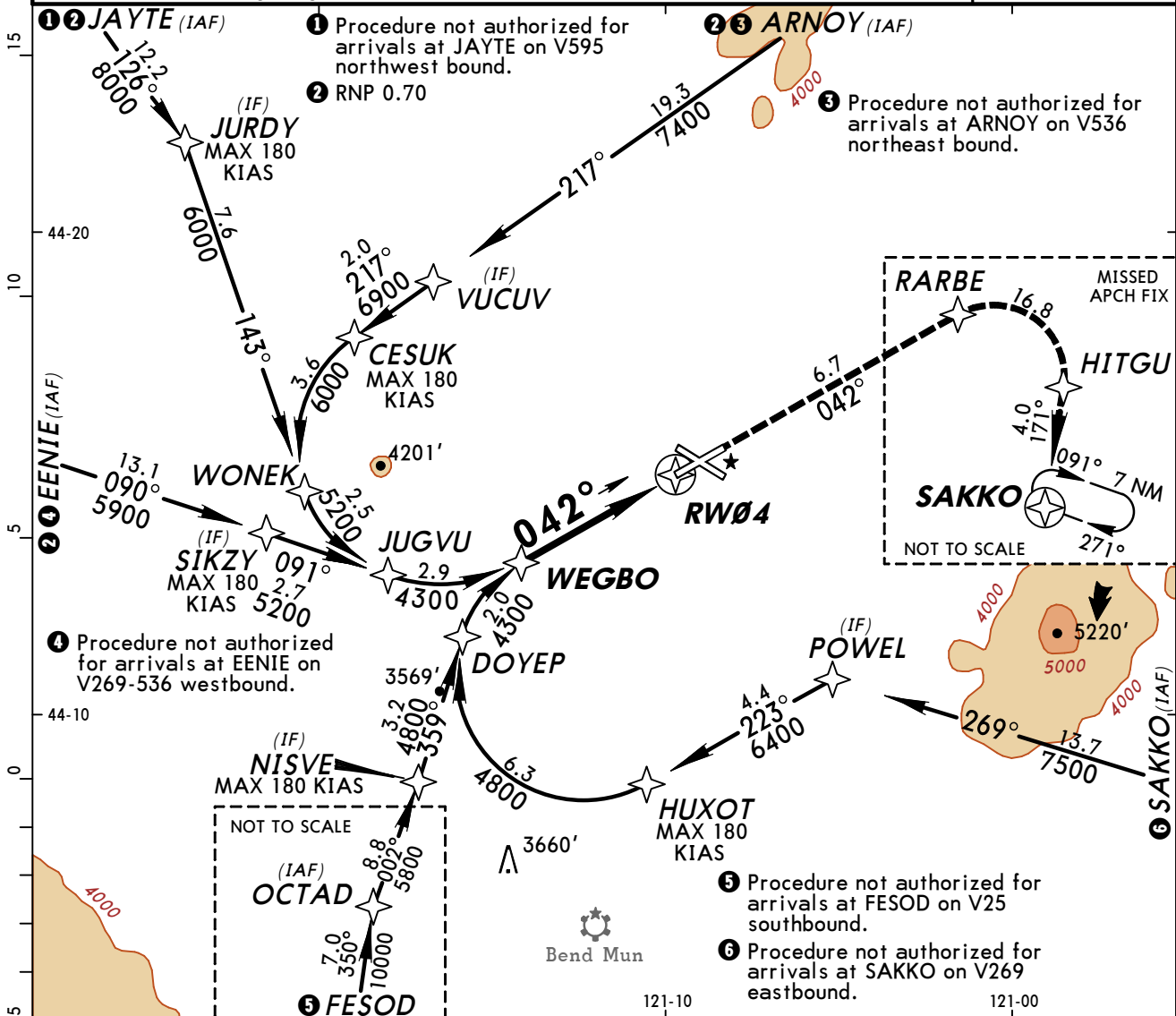
TERPS AMEND OA 29 JUL 2010

KRDM/RDM
ROBERTS

JEPPESEN
19 AUG 11
Eff 25 Aug 12-20

REDMOND, OREG
RNAV (RNP) Z Rwy 4

ATIS (ASOS when Twr Inop) 119.02		SEATTLE Center (R) 128.15		*REDMOND Tower CTAF 124.5		*Ground 121.8
RNAV	<i>Final Apch Crs</i> 042°	<i>Minimum Alt</i> WEGBO 4300' (1226')	<i>RNP 0.10 DA(H)</i> 3351' (277')	<i>Apt Elev</i> 3080' <i>Rwy 4</i> 3074'		11,700' MSA RW04
MISSED APCH: Climb to 9500' on track 042° to RARBE, RIGHT turn to HITGU, and on track 171° to SAKKO and hold, continue climb-in-hold to 9500'.						
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 -22°C (-7°F) or above 42°C (107°F). 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 124.5.						



Gnd speed-Kts		70	90	100	120	140	160	REIL VASI-L	9500' ↑ on	042°	RARBE
Descent angle [3.00°]		372	478	531	637	743	849				
MAP at DA											
STRAIGHT-IN LANDING RWY 4											
RNP 0.10 DA(H) 3351' (277')								RNP 0.30 DA(H) 3431' (357')			
A	7/8							1 1/8			
B											
C											
D											

CHANGES: New procedure.

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TERPS AMEND 0 25 AUG 2011

REDMOND, OREG
RNAV (RNP) Z Rwy 22

BRIEFING STRIP TM



See plan view for multiple intermediate fix (IF) locations.

RW22
[TCH 47']
Rwy 22 **3054'**

0.7

3.1

ZETBU
(GP Intcpt)
[3.00°]
222° **4300'**

STRAIGHT-IN LANDING RWY 22			
RNP 0.10		RNP 0.30	
DA(H)	3304' (250')	DA(H)	3490' (436')
	RAIL out		RAIL or ALS out

A					
B	$\frac{1}{2}$	$\frac{3}{4}$	$\frac{7}{8}$	1	$1\frac{5}{8}$
C					
D					

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TERPS AMEND 0 25 AUG 2011

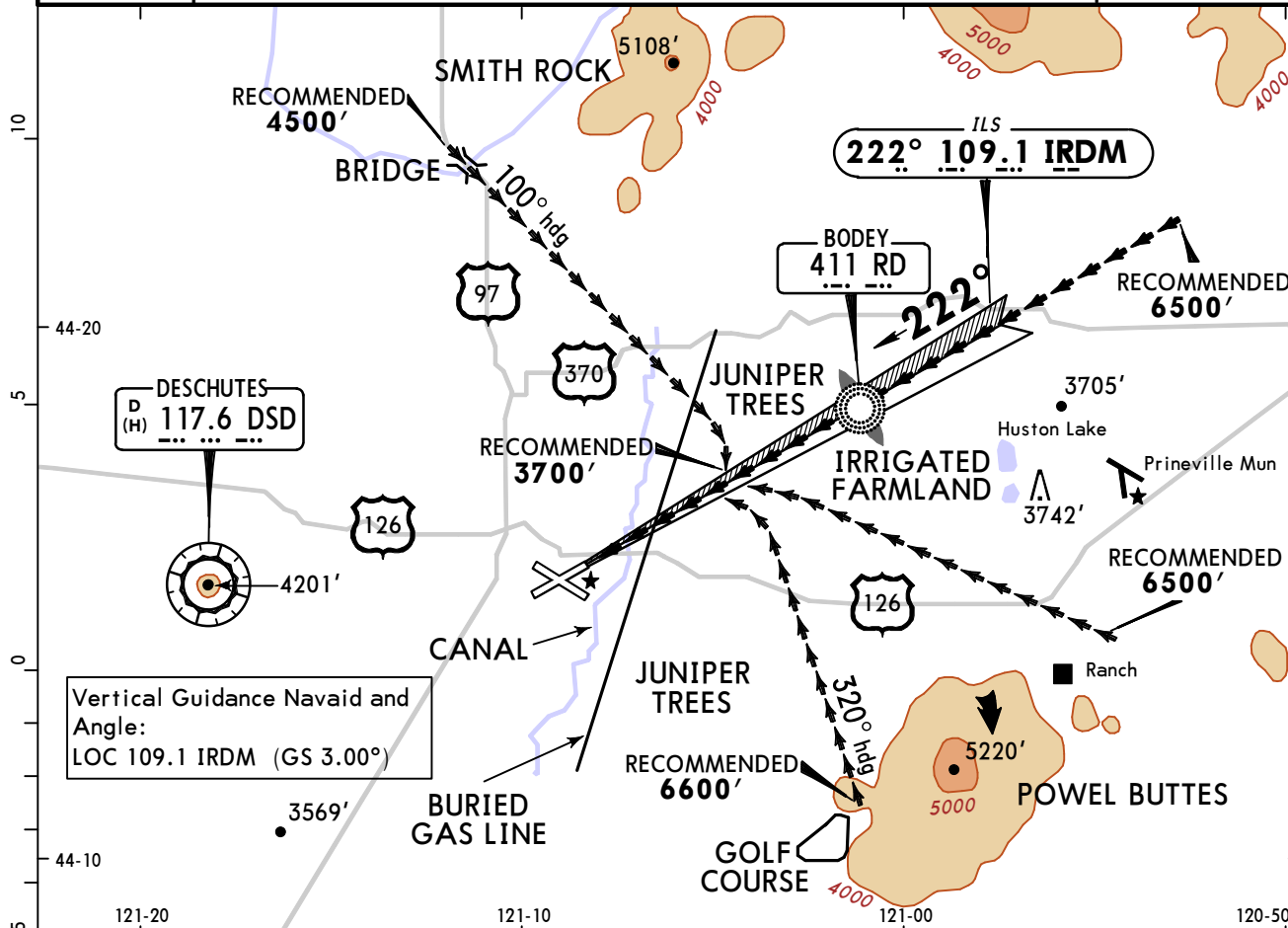
KRDM/RDM
ROBERTS

JEPPesen
9 DEC 11
Eff 15 Dec (19-1)

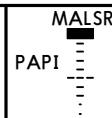
REDMOND, OREG
JUNIPER VISUAL Rwy 22

BRIEFING STRIP™

ATIS (ASOS when Twr Inop)		SEATTLE Center (R)		*REDMOND Tower		*Ground	
119.02		128.15		CTAF 124.5		121.8	
NAVAIDS- Refer to Planview	Final Apch Crs See Planview	No FAF		CEIL-VIS 6400' - 8	Apt Elev 3080'		
No Missed Approach Procedure.							
Alt Set: INCHES 1. Radar required.		Trans level: FL 180		Trans alt: 18000'			



PROCEDURE NOT AUTHORIZED AT NIGHT



WEATHER MINIMUMS

Ceiling **6400'** — VIS **8**

TERPS AMEND 0 15 DEC 2011

CHANGES: New Chart.

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Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.				
ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
EUGENE, OR (MAHLON SWEET - KEUG)				
PORTLAND, OR (PORTLAND-HILLSBORO - KHIO)				
KLAMATH FALLS, OR (KLAMATH FALLS - KLMT)				
MEDFORD, OR (ROGUE VALLEY INTL-MEDFORD - KMFR)				
PORTLAND, OR (PORTLAND INTL - KPDX)				
REV	AIRPORT, AIRPORT INFO	10-9	17 Feb 2012	
REV	AIRPORT INFO (CONTD), TAK...	10-9A	17 Feb 2012	
REDMOND, OR (ROBERTS - KRDM)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KEUG

Chart Change Notices for Airport KHIO

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Rwy 12/30 chgd to 13/31.

Chart Change Notices for Airport KLMT

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(13-1) VOR DME Rwy 4 Amendment 5A chgd to 5B.

Chart Change Notices for Airport KMFR

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1, Apt) Amend 9A chgd to 9B.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

All charting references to Rwy 10/28 change back to Rwy 9/27.

Chart Change Notices for Airport KPDY

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1) ILS or LOC Rwy 10L Amend 3A chgd to 3B, Reference date 5 MAY 2011 chgd to 28 JUL 2011. No change to the procedure.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

"Twy F btwn Rwy 10R/28L & Twy C closed to acft over 65,000 lbs." Deleted.

No Chart Change Notices for Airport KRDM

