

WAAS CH 86605 W30A	APP CRS 301°	Rwy Idg TDZE Apt Elev	7504 405 410
--	------------------------	-----------------------------	---

RNAV (GPS) Y RWY 30
TRI-CITIES (PSC)

RNP APCH

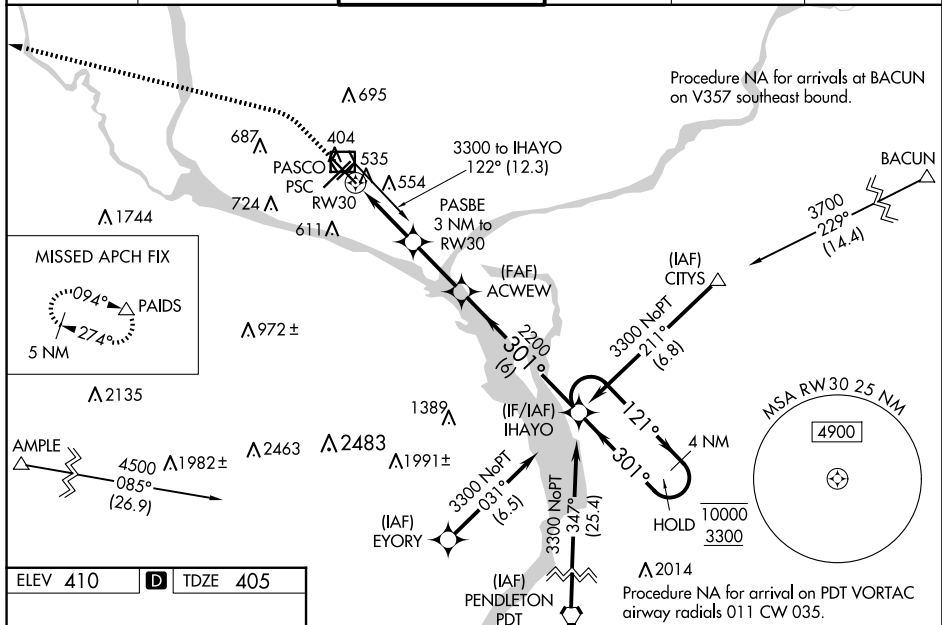
T Baro-VNAV and VDP NA when using Hermiston altimeter setting. Rwy 30
A helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV
systems, LNAV/VNAV NA below -14°C or above 54°C. When local altimeter
setting not received, use Hermiston altimeter setting; increase all DA 95 feet
and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats visibilities ¼ mile;
increase LNAV and Circling Cats C and D visibility ¼ mile.

ODALS



MISSED APPROACH:
Climb to 900 then climbing
left turn to 5200 direct
PAIDS and hold, continue
climb-in-hold to 5200.

ATIS 125.65	SPOKANE APP CON* 128.75 377.2	TRI-CITIES TOWER* 135.3 (CTAF) 0 323.3	GND CON 121.8	CLNC DEL 120.0	UNICOM 122.95
----------------	----------------------------------	---	------------------	-------------------	------------------



ELEV 410	D	TDZE 405
----------	----------	----------

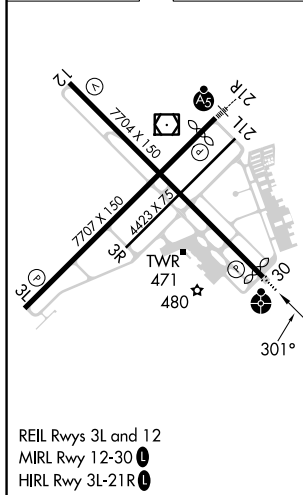


Diagram illustrating a 4 NM Holding Pattern for the IHAYO fix. The pattern is a racetrack shape. The inbound leg is 3.00 minutes at 3300 feet, with a 121° heading and a 301° turn. The outbound leg is 1.40 minutes at 2200 feet, with a 301° heading and a 121° turn. The pattern is centered on the IHAYO fix. The diagram also shows the ACWEW fix, the PASBE fix, and the RW30 fix. The distance from the IHAYO fix to the ACWEW fix is 2.5 NM. The distance from the IHAYO fix to the PASBE fix is 1.8 NM. The distance from the IHAYO fix to the RW30 fix is 1.2 NM. The diagram also shows the 900 and 5200 frequency boxes, the PAIDS box, and the LNAV only box.

CATEGORY	A	B	C	D
LPV DA	655- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
LNAV/VNAV DA	749-1	344 (400-1)		
LNAV MDA	840- $\frac{3}{4}$	435 (500- $\frac{3}{4}$)	840-1 $\frac{1}{8}$	435 (500-1 $\frac{1}{8}$)
C CIRCLING	880-1 470 (500-1)	940-1 530 (600-1)	1040-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$)	1100-2 $\frac{1}{4}$ 690 (700-2 $\frac{1}{4}$)

RNAV (GPS) Y RWY 30