

APP CRS	Rwy Idg	4009
189°	TDZE	390
	Apt Elev	394

RNAV (GPS) Z RWY 19

RICHLAND (RLD)

▼

Δ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 41°C (106°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pasco altimeter setting and increase all DA 21 feet and all MDA 40 feet. Increase LNAV Cats C and D visibility 1/8 mile and Circling Cat C 1/4 mile. For inop MALS increase LNAV/VNAV all Cats visibility to 7/8 mile and increase LNAV Cat D visibility to 1 1/8 mile. Helicopter visibility reduction below 3/4 SM NA. VDP and Baro/VNAV NA when using Pasco altimeter setting. For inoperative MALS when using Pasco altimeter setting increase LNAV/VNAV all Cats visibility to 7/8 mile and LNAV Cats C and D visibility to 1 1/2.

Missed approach requires minimum climb of 340 feet per NM to 2000; if unable to meet climb gradient see RNAV (GPS) Y Rwy 19.

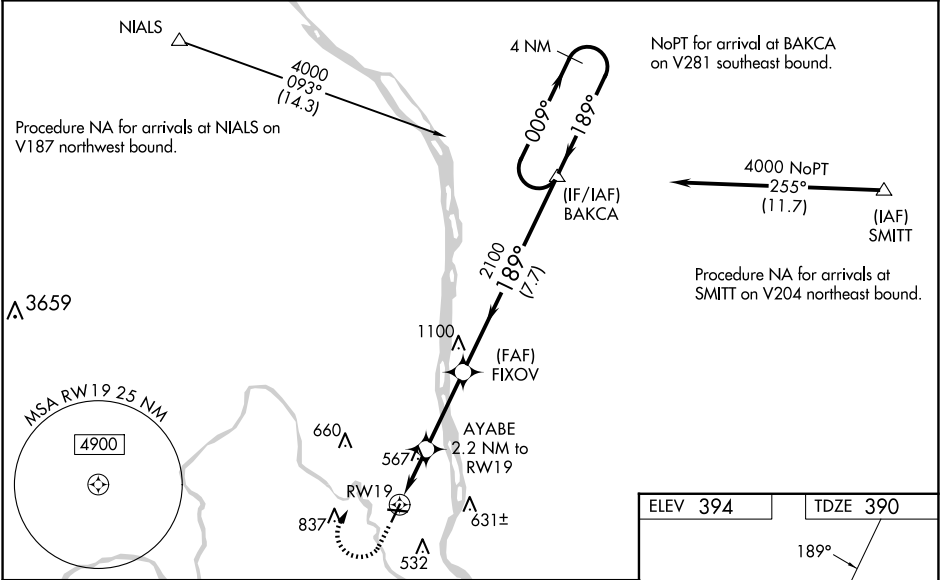
MALS

A4

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MISSED APPROACH: Climb to 900 then climbing right turn to 4000 direct BAKCA and hold, continue climb-in-hold to 4000.

AWOS-3PT 132.675	SPOKANE APP CON ★ 128.75 377.2	CLNC DEL 122.4	UNICOM 122.7 (CTAF) ①
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900	4000	BAKCA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).			
↑	↗	△	BAKCA 4 NM Holding Pattern			
*LNAV only						
RW19		AYABE 2.2 NM to RW19	FIXOV 2100	189°	009° → 4000	GP 3.00° TCH 40
*1.4 NM to RW19		*1120	2100	← 189°		
1.4 NM		0.8 NM	3.1 NM	7.7 NM		
CATEGORY	A		B	C	D	
LNAV/ VNAV	DA	#640-¾ 250 (300-¾)				
LNAV MDA	#880-¾ 490 (500-¾)			#880-1½ 490 (500-1½)		
CIRCLING	920-1 526 (600-1)		1000-1 606 (700-1)		1200-2¼ 806 (900-2¼)	
					1940-3 1546 (1600-3)	

