

|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>61038</b><br><b>W05A</b> | APP CRS<br><b>053°</b> | Rwy Idg <b>5005</b><br>TDZE <b>270</b><br>Apt Elev <b>273</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

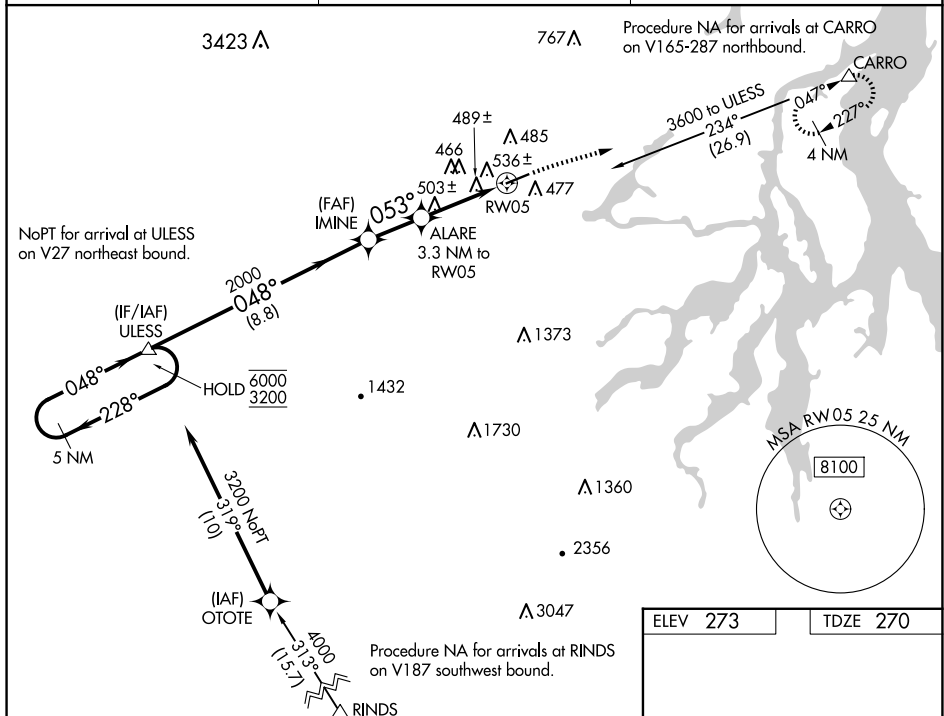
RNAV (GPS) RWY 5  
SANDERSON FLD (SHN)

RNP APCH - GPS.

**T** Circling NA for Cats C and D south of Rwy 5-23. Rwy 5 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. When local altimeter setting not received, use OLM altimeter setting: increase all MDAs 60 feet and increase LNAV visibility Cats C and D  $\frac{1}{4}$  SM; increase Circling visibility Cat C  $\frac{1}{4}$  SM.

**MISSED APPROACH:** Climb to 3000  
direct CARRO and hold.

|                        |                                       |                                 |
|------------------------|---------------------------------------|---------------------------------|
| ASOS<br><b>119.275</b> | SEATTLE APP CON<br><b>121.1 290.9</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|------------------------|---------------------------------------|---------------------------------|



Visual Segment - Obstacles.

5 NM Holding Pattern

ULESS

IMINE

ALARE 3.3 NM to RW05

RW05

6000 ← 228°

3200 → 048°

048°

2000

053°

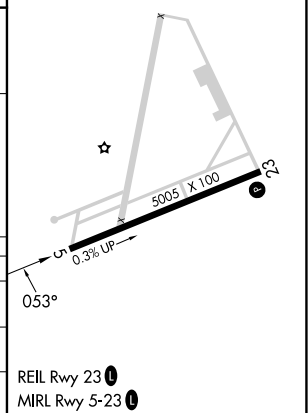
1340

8.8 NM

2 NM

3.3 NM

| CATEGORY | A                    | B                    | C                                                 | D                          |
|----------|----------------------|----------------------|---------------------------------------------------|----------------------------|
| LP MDA   | 740-1                | 470 (500-1)          | 740-1 $\frac{3}{8}$                               | 470 (500-1 $\frac{3}{8}$ ) |
| LNAV MDA | 800-1                | 530 (600-1)          | 800-1 $\frac{1}{2}$                               | 530 (600-1 $\frac{1}{2}$ ) |
| CIRCLING | 840-1<br>567 (600-1) | 860-1<br>587 (600-1) | 860-1 $\frac{1}{2}$<br>587 (600-1 $\frac{1}{2}$ ) | 1200-3<br>927 (1000-3)     |



## RNAV (GPS) RWY 5