

WAAS CH 60930 W34A	APP CRS 344°	Rwy Idg 5091 TDZE 2438 Apt Elev 2438
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RNAV (GPS) RWY 34

MADRAS MUNI (S33)

RNP APCH - GPS.

T Circling Rwy 22 NA at night. Baro-VNAV and VDP NA when using Redmond
A altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
***** -19°C or above 54°C. When local altimeter setting not received, use Redmond
 -20°C altimeter setting and increase LPV DA to 2832 feet and all visibilities $\frac{3}{8}$ SM. Increase
 LNAV/VNAV DA to 2846 feet and all visibilities $\frac{3}{8}$ SM. Increase all MDAs 160 feet
 and LNAV visibility Cat C $\frac{3}{8}$ SM, and Circling visibility Cat C $\frac{3}{8}$ SM.

MISSED APPROACH: Climb to 7000 direct TUDTO and on track 337° to GASHE and hold, continue climb-in-hold to 7000.

AWOS-3PT 132.425	SEATTLE CENTER 126.15 269.475	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX

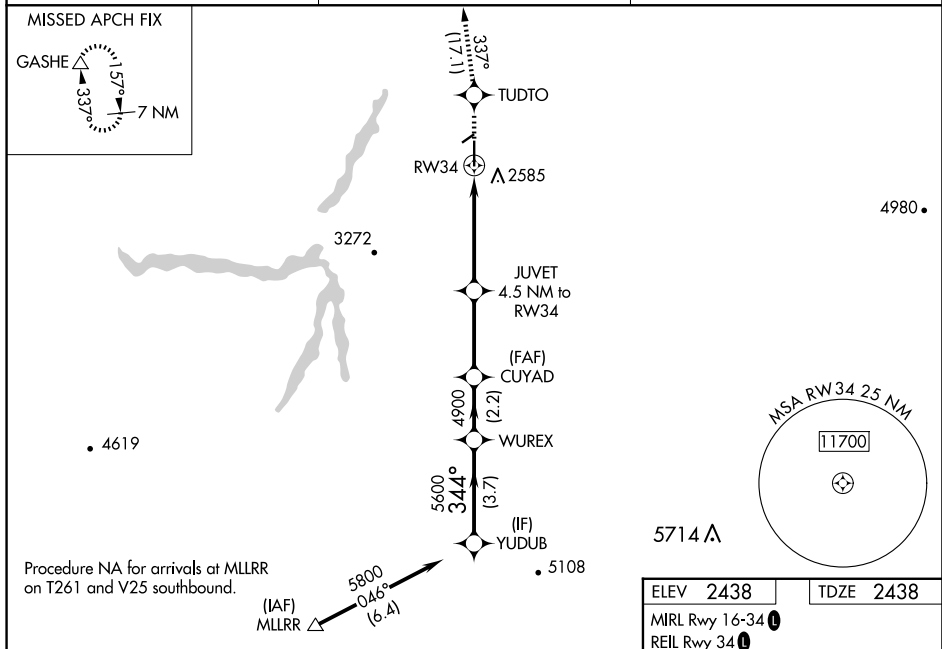


Diagram illustrating the proposed navigation system. The diagram shows a flight path starting from GP 3.00° TCH 50, passing through YUDUB, WUREX, CUYAD, JUVET, and ending at RW34. Key altitudes are 5800, 5600, 4900, and 3920. Distances between waypoints are 3.7 NM, 2.2 NM, 3.1 NM, 2.9 NM, and 1.6 NM. A 344° turn is indicated at WUREX. A 337° turn is indicated at JUVET. The diagram also shows a 7000 ft altitude and a 337° turn angle.

