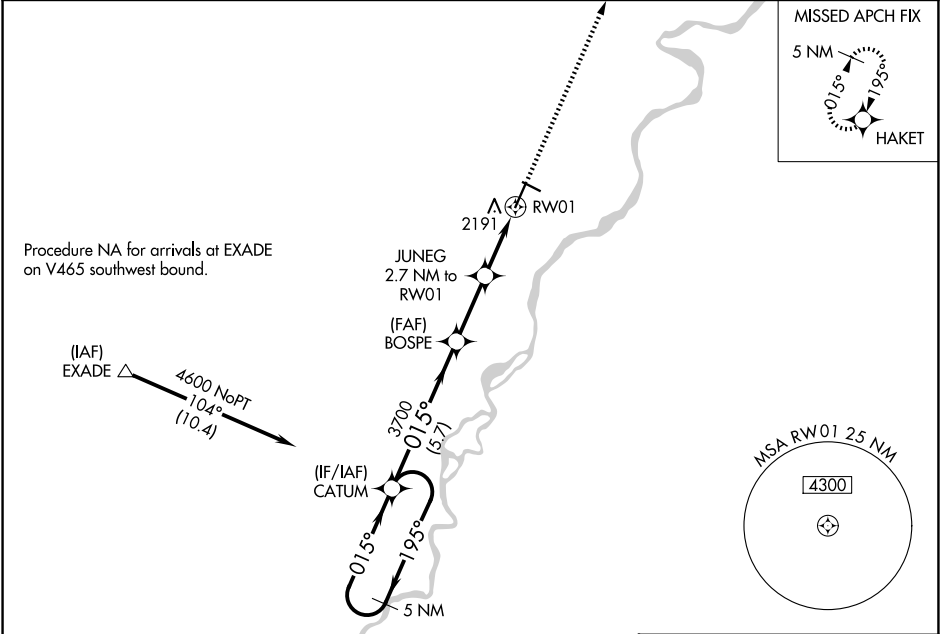


WAAS CH 62918 W01A	APP CRS 015°	Rwy Ldg TDZE 1985 Apt Elev 1985
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RNAV (GPS) RWY 1
SIDNEY-RICHLAND RGNL (SDY)

RNP APCH - GPS. ▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Circling Rwy 11, 29 NA at night.	MISSED APPROACH: Climb to 4600 direct HAKET and hold.
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AWOS-3PT 119.275	SALT LAKE CENTER 126.85 305.2	UNICOM 122.8 (CTAF) 0
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ELEV 1985		D TDZE 1985		
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33). 5 NM Holding Pattern CATUM BOSPE JUNEG 2.7 NM to RW01 1.4 NM to RW01 RW01 4600 195° 015° 015° 3700 2880 GP 3.00° TCH 45 5.7 NM 2.6 NM 1.3 NM 1.4 NM HAKET				
CATEGORY	A	B	C	D
LPV DA	2238-7/8		253 (300-7/8)	
LNAV/VNAV DA	2419-1 1/2		434 (500-1 1/2)	
LNAV MDA	2460-1 475 (500-1)		2460-1 3/8 475 (500-1 3/8)	
CIRCLING	2580-1 595 (600-1)	2660-1 675 (700-1)	2700-2 715 (800-2)	2840-2 3/4 855 (900-2 3/4)

Diagram illustrating the approach path and holding pattern for the runway.

The diagram shows a holding pattern at 4600 feet, a 5 NM holding pattern, and a 5.7 NM segment. The approach path is defined by a 015° heading, with a 195° heading for the holding pattern. The path includes a 3700 feet altitude segment, a 2880 feet altitude segment, and a 2.7 NM segment to RW01. The final approach segment is 1.4 NM to RW01, with a 0.4% UP slope. The diagram also shows the REIL (Runway End Identifier Lights) and MIRL (Medium Intensity Runway Lights) for Runways 1, 19, 11, and 29.