

WAAS CH 56402 W35A	APP CRS 346°	Rwy Ldg TDZE 499 Apt Elev 505
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RNAV (GPS) RWY 35

REDDING RGNL (RDD)

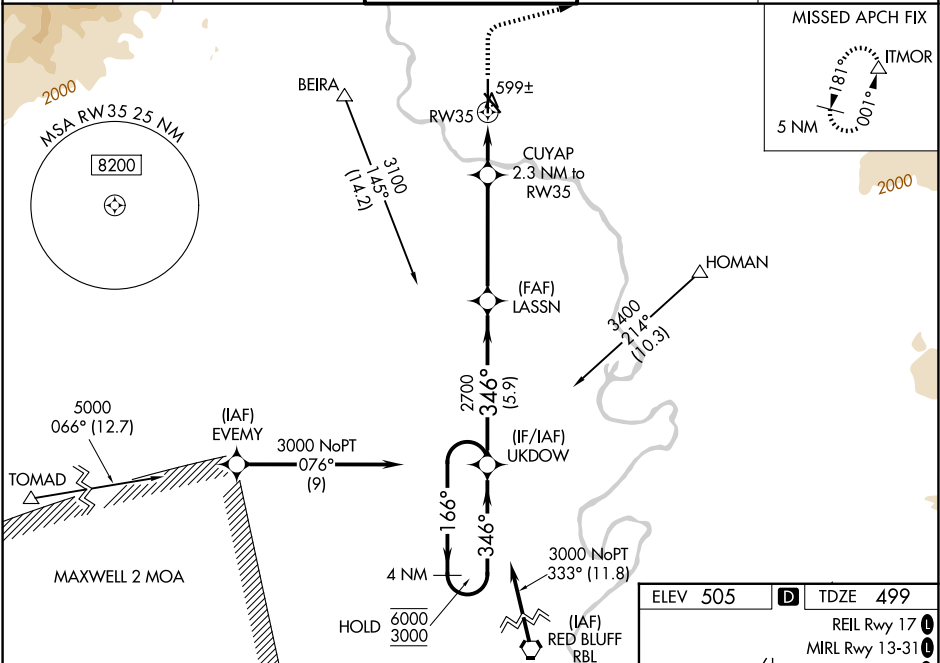
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. Circling Rwy 13 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all Cats. LNAV/VNAV minimums: For inop ALS, increase visibility all Cats to ¾ SM. LNAV minimums: For inop ALS, increase visibility all Cats to 1 SM.

MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 5000 direct ITMOR, continue climb-in-hold to 5000.

ATIS 124.1	OAKLAND CENTER 132.2 350.3	REDDING TOWER ★ 119.8(CTAF) 0 269.25	GND CON 121.7	UNICOM 122.95
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).		1700	5000	ITMOR
UKDOW		LASSN	CUYAP 2.3 NM to RW35	1 NM to RW35		
6000 ← 166° 3000 → 346°		2700	1260			
GP 3.00° TCH 52		5.9 NM	4.5 NM	1.3 NM	1 NM	
CATEGORY	A	B	C	D		
LPV DA		749-¾	250 (300-¾)			
LNAV/VNAV DA		768-¾	269 (300-¾)			
LNAV MDA		860-¾	361 (400-¾)			
CIRCLING	960-1 455 (500-1)	1000-1 495 (500-1)	1120-1¾ 615 (700-1¾)	1340-2¾ 835 (900-2¾)		

ELEV 505

D

TDZE 499

REIL Rwy 17

MIRL Rwy 13-31

HIRL Rwy 17-35

7003 X 150

5067 X 150

Drag Strip

TWR ★

35

346°