

|                                        |                        |                                                                 |
|----------------------------------------|------------------------|-----------------------------------------------------------------|
| WAAS<br>CH <b>93518</b><br><b>W16A</b> | APP CRS<br><b>164°</b> | Rwy Ldg <b>5089</b><br>TDZE <b>2433</b><br>Apt Elev <b>2437</b> |
|----------------------------------------|------------------------|-----------------------------------------------------------------|

## RNAV (GPS) RWY 16

MADRAS MUNI (S33)

Baro-VNAV NA when using Redmond altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (2°F) or above 54°C (130°F). Rwy 16 helicopter visibility reduction below ¼ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Redmond altimeter setting and increase all DA and MDA 580 feet; increase LPV all Cats visibility 2 ½ SM, LNAV/VNAV all Cats visibility 2 ½ SM, LNAV and Circling Cat A visibility ¼ SM, LNAV and Circling Cat B visibility ½ SM, and increase LNAV and Circling Cat C visibility 1 ¼ SM.

**MISSED APPROACH:**  
Climb to 7000 direct  
HUKRI and on track  
074° to JOREM and  
on track 042° to  
ZEMAB and hold.

|                            |                                         |                                 |
|----------------------------|-----------------------------------------|---------------------------------|
| AWOS-3PT<br><b>132.425</b> | SEATTLE CENTER<br><b>126.15 269.475</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|-----------------------------------------|---------------------------------|

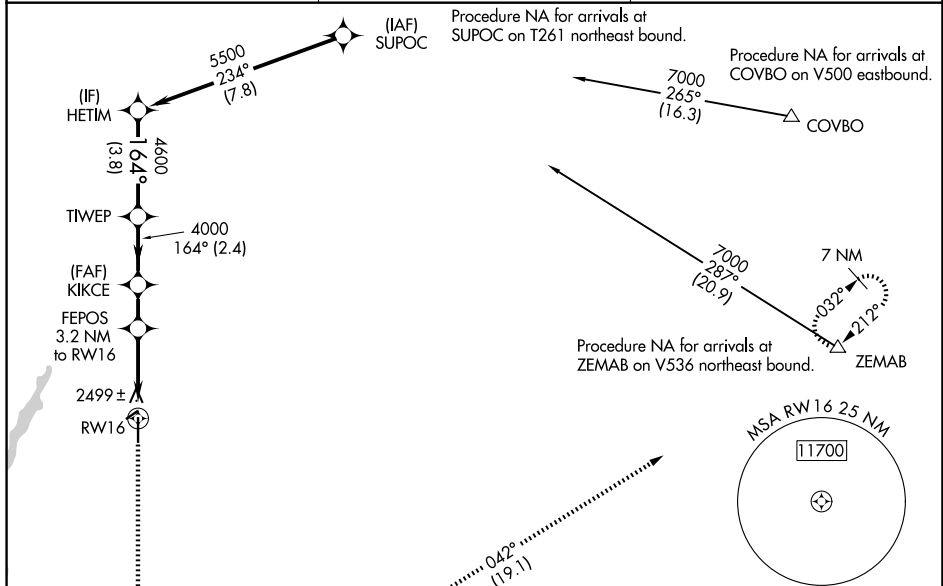
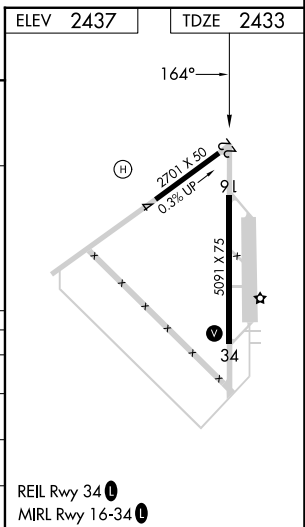


Diagram illustrating a flight plan with a climb profile. The profile shows a climb from 3500 to 4000, then to 4600, and finally to 5500. The flight plan includes a climb from 3500 to 4000, then to 4600, and finally to 5500. The flight plan also includes a climb from 3500 to 4000, then to 4600, and finally to 5500.



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