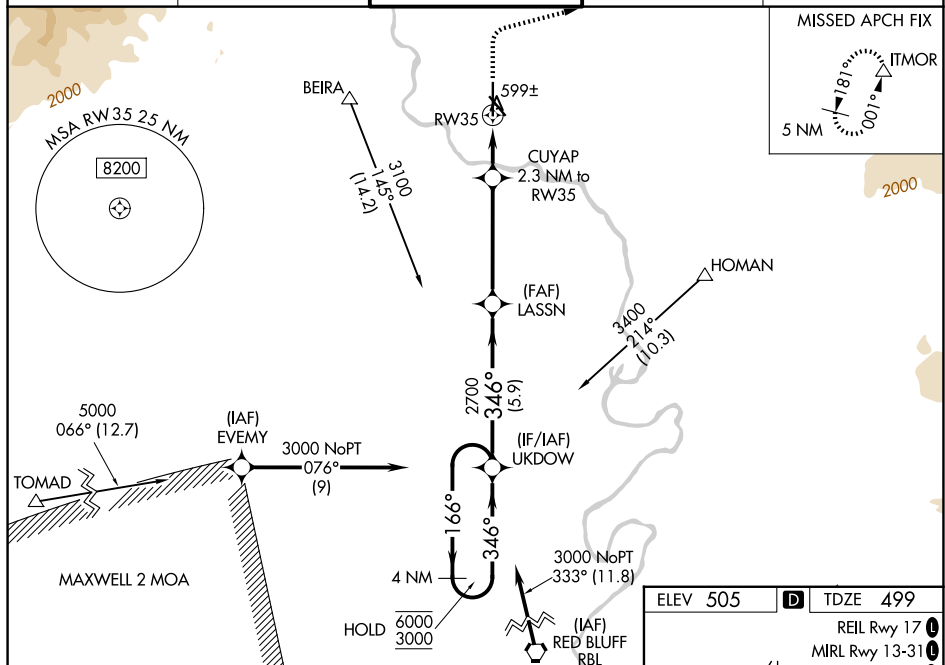


WAAS CH 56402 W35A	APP CRS 346°	Rwy Ldg 6997 TDZE 499 Apt Elev 505
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RNAV (GPS) RWY 35
REDDING RGNL (RDD)

RNP APCH - GPS.	⚠ 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 $\frac{3}{4}$ SM NA. Inop table does not apply to LPV all Cats. LNAV/VNAV minimums: For inop ALS, increase visibility all Cats to $\frac{7}{8}$ 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.
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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). UKDOW LASSN 2700 CUYAP 2.3 NM to RW35 1 NM to RW35 RW35 1700 5000 ITMOR △ 6000 ← 166° 3000 → 346° GP 3.00° TCH 52 2700 1260 5.9 NM 4.5 NM 1.3 NM 1 NM				
CATEGORY	A	B	C	D
LPV DA		749-¾	250 (300-¾)	
RNAV/ VNAV DA		768-¾	269 (300-¾)	
RNAV 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)