

ILS or LOC RWY 23
ROBERTS FLD (RDM)

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T Autopilot coupled approach NA below 4370. DME required. When local altimeter setting not received, use Bend altimeter setting increase S-ILS 23 DA to 3348 feet; increase all MDAs 100 feet increase S-LOC 23 Cat C/D/E visibility $\frac{3}{8}$ SM and Circling Cats C/D/E visibility $\frac{1}{2}$ SM. For Inop ALS, increase S-ILS 23 Cat E visibility to $\frac{1}{4}$ SM and S-LOC 23 Cat C/D/E visibility to 1 SM. For Inop ALS when using Bend altimeter setting increase S-ILS 23 all Cats visibility to $\frac{3}{8}$ SM and increase S-LOC 23 Cats C/D/E visibility to $1\frac{1}{8}$ SM. VDP NA when using Bend altimeter setting.

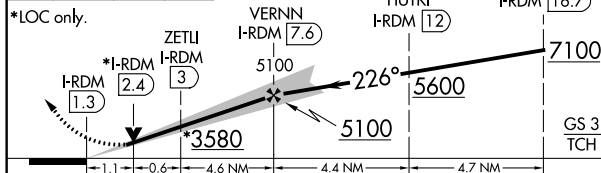


MISSED APPROACH:
Climb to 3700 then
climbing right turn to
7000 on heading 320°
and DSD VORTAC
R-348 to CUPRI/DSD
22 DME and hold.

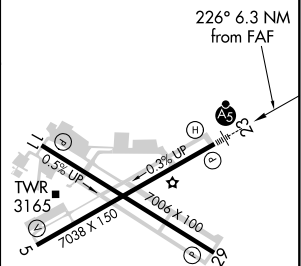
ELEV	3082	D	TDZE	3067
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3700 ↑	7000 hdg	DSD R-348	CUPRI △	Use I-RDM DME when on the localizer course.	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 51).
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*LOC only.



CATEGORY	A	B	C	D	E
S-ILS 23	3267- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)				
S-LOC 23	3440- $\frac{1}{2}$	373 (400- $\frac{1}{2}$)	3440- $\frac{5}{8}$ 373 (400- $\frac{5}{8}$)		
C CIRCLING	3540-1	3560-1	3640-1 $\frac{1}{2}$	3740-2	3820-2 $\frac{1}{2}$
	458 (500-1)	478 (500-1)	558 (600-1 $\frac{1}{2}$)	658 (700-2)	738 (800-2 $\frac{1}{2}$)



REIL Rwy 5, 11 and 29 L

HIRL Rwy 5-23 **L**

MIRL Rwy 11-29 L

NW-1, 16 JUN 2022 to 14 JUL 2022