

|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>86605</b><br><b>W30A</b> | APP CRS<br><b>301°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>7504</b><br><b>405</b><br><b>410</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

RNAV (GPS) Y RWY 30  
TRI-CITIES (PSC)

RNP APCH.

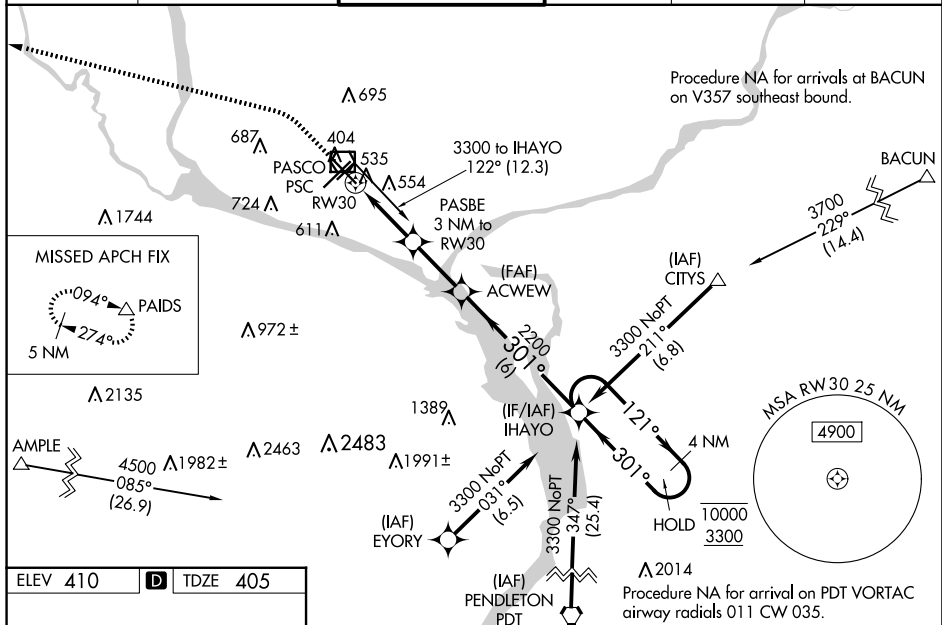
**T** Baro-VNAV and VDP NA when using Hermiston altimeter setting. Rwy 30  
**A** helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV  
systems, LNAV/VNAV NA below -14°C or above 54°C. When local altimeter  
setting not received, use Hermiston altimeter setting; increase all DA 95 feet  
and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats visibilities ¼ mile;  
increase LNAV and Circling Cats C and D visibility ¼ mile.

ODALS



**MISSED APPROACH:**  
Climb to 900 then climbing  
left turn to 5200 direct  
PAIDS and hold, continue  
climb-in-hold to 5200.

|                |                                  |                                           |                  |                   |                  |
|----------------|----------------------------------|-------------------------------------------|------------------|-------------------|------------------|
| ATIS<br>125.65 | SPOKANE APP CON*<br>128.75 377.2 | TRI-CITIES TOWER*<br>135.3 (CTAF) 0 323.3 | GND CON<br>121.8 | CLNC DEL<br>120.0 | UNICOM<br>122.95 |
|----------------|----------------------------------|-------------------------------------------|------------------|-------------------|------------------|



|          |          |          |
|----------|----------|----------|
| ELEV 410 | <b>D</b> | TDZE 405 |
|----------|----------|----------|

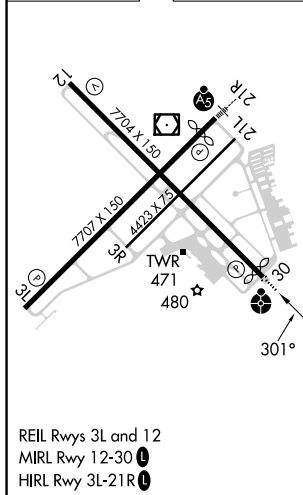


Diagram illustrating a 4 NM Holding Pattern. The pattern is defined by a 301° heading and a 1.2 NM inbound leg. The outbound leg is 1.8 NM. The total width of the pattern is 2.5 NM. The holding pattern is 4 NM. The diagram also shows the holding pattern with a 301° heading, a 1.2 NM inbound leg, a 1.8 NM outbound leg, and a 2.5 NM total width. The holding pattern is 4 NM.

## RNAV (GPS) Y RWY 30