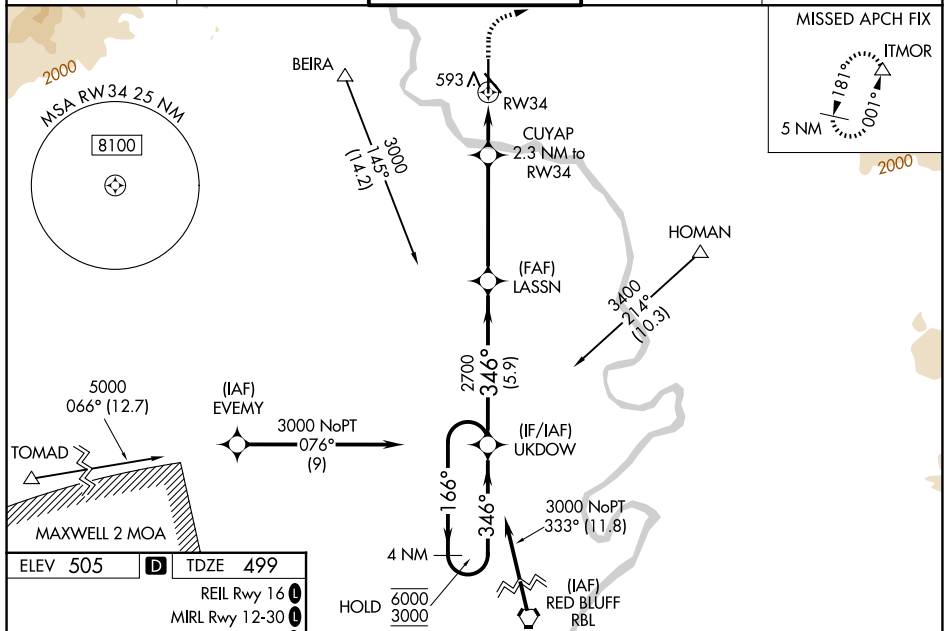


WAAS CH 56402 W34A	APP CRS 346°	Rwy Ldg 6997 TDZE 499 Apt Elev 505
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RNAV (GPS) RWY 34
REDDING RGNL (RDD)

RNP APCH.			MISSED APPROACH: Climb to 1700 then climbing right turn to 5000 direct ITMOR, continue climb-in-hold to 5000.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C, D visibility to 1 SM.			
ATIS 124.1	OAKLAND CENTER 132.2 350.3	REDDING TOWER ★ 119.8 (CTAF) 0 269.25	GND CON 121.7
UNICOM 122.95			



The diagram illustrates the HIRL Rwy 16-34 instrument approach procedure. It shows a vertical runway centerline labeled "HIRL Rwy 16-34". To the left of the runway, there are two parallel taxiways: "7003 X 150" and "5067 X 150". A "Drag Strip" is indicated between them. A "TWR" (Tower) symbol is located to the left of the runway. The runway itself has a width of "34" feet. A heading of "346°" is shown at the bottom left. To the right of the runway, there is a "GP 3.00° TCH 52" (Ground Profile 3.00 degrees, Touchdown Height 52 feet). Further right, there is a "4 NM Holding Pattern" area. The holding pattern is defined by a "VGS I and RNAV glidepath not coincident (VGS I Angle 3.00/TCH 55)". The holding pattern includes a "UKDOW" (Under Keen Downwind) point. The approach path continues from the holding pattern through points "LASSN" (2700 feet), "CUYAP" (2.3 NM to RW34), and "RW34" (1 NM to RW34). The final approach segment is labeled "*1260" and "*1 NM to RW34". The diagram also shows a "1700" altitude marker and a "5000" altitude marker. A note indicates "*LNNAV only.".