

WAAS CH <b>77903</b> <b>W26A</b>	APP CRS <b>259°</b>	Rwy Idg TDZE <b>389</b> Apt Elev <b>394</b>	<b>4001</b>
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RNAV (GPS) RWY 26

RICHLAND (RLD)

RNP APCH.

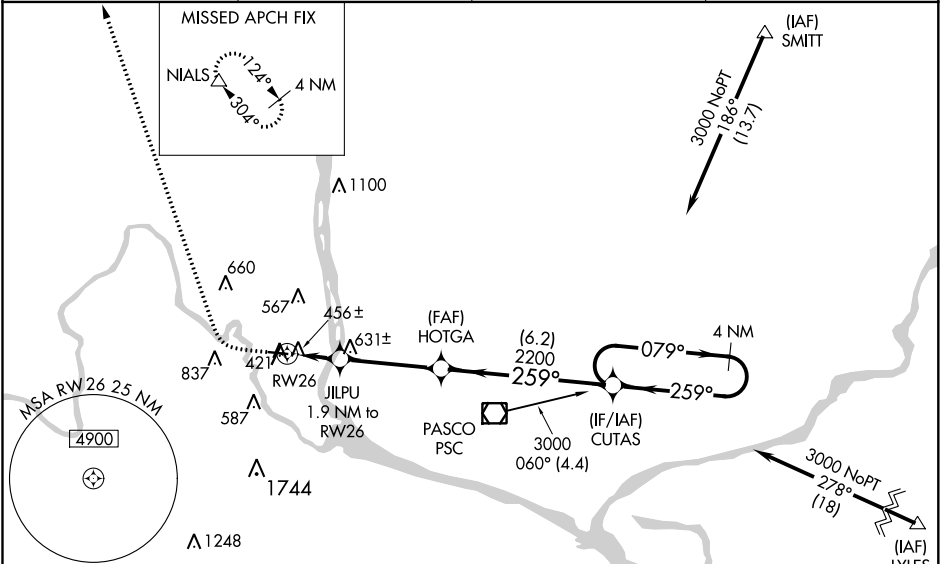
▼

▲NA

When local altimeter setting not received, use Pasco altimeter setting and increase all DA 21 feet and all MDA 40 feet and increase LNAV/VNAV Cats A and B visibility  $\frac{1}{8}$  mile, Circling Cat C visibility  $\frac{1}{4}$  mile. Baro-VNAV NA when using Pasco altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 41°C (107°F). Rwy 26 helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH: Climb to 900 then climbing right turn to 3500 direct NIALS and hold.

AWOS-3PT <b>132.675</b>	CHINOOK APP CON★ <b>128.75 377.2</b>	CLNC DEL <b>122.4</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV <b>394</b>	TDZE <b>389</b>
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Procedure NA for arrivals at PSC VOR/DME on V187 southwest bound and on V281 southeast bound.

900

3500

NIALS

\*LNAV only

\*0.9 NM to RW26

JILPU 1.9 NM to RW26

HOTGA 2200

CUTAS 4 NM Holding Pattern

0.9 NM

1 NM

3.6 NM

6.2 NM

079°

259°

2200

3000

GP 3.00°

TCH 53

CATEGORY

A

B

C

D

LPV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

920-1

526 (600-1)

268 (300- $\frac{3}{4}$ )

250 (300- $\frac{3}{4}$ )

331 (400-1)

1000-1

606 (700-1)

657- $\frac{7}{8}$

639- $\frac{3}{4}$

720-1

920-1

526 (600-1)

268 (300-1)

250 (300-1)

331 (400-1)

1200-2 $\frac{1}{4}$

806 (700-2 $\frac{1}{4}$ )

657-1

639-1

720-1

1200-2 $\frac{1}{4}$

806 (700-2 $\frac{1}{4}$ )

268 (300-1)

250 (300-1)

331 (400-1)

1940-3

1546 (1600-3)