

APP CRS
189°

Rwy Ldg
TDZE
Apt Elev

4009
390
394

RNAV (GPS) Z RWY 19
RICHLAND (RLD)

RNP APCH - GPS.

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Baro-VNAV and VDP NA when using PSC altimeter setting. For inop ALS when using PSC altimeter setting, increase LNAV Cats C and D visibility to 1 3⁄8 SM. When local altimeter setting not received, use PSC altimeter setting and increase LNAV/VNAV DA to 671 feet; increase all MDAs 20 feet and LNAV visibility Cats C and D 1 3⁄8 SM, and Circling visibility Cat C 1 3⁄4 SM.

MALS

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MISSED APPROACH: Climb to 900 then climbing right turn to 4000 direct BAKCA and hold.

*Missed approach requires minimum climb of 340 feet per NM to 2000; if unable to meet climb gradient, see RNAV (GPS) Y RWY 19.

AWOS-3PT 132.675	SPOKANE APP CON ★ 128.75 377.2	CLNC DEL 122.4	UNICOM 122.7 (CTAF) ①
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The main chart illustrates the RNAV (GPS) Z RWY 19 approach. It shows the path from NIALS (093°/14.3 NM) and SMITT (255°/11.7 NM) to the final approach fix (FAF) FIXOV. Key altitudes include 4000, 3400, 2100, and 1750. Distances are marked in NM. A holding pattern is shown at 1750/4000. The chart also includes a missed approach procedure and a note about the NoPT for arrival at BAKCA on V281 southeast bound.

900 4000 BAKCA	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).			
↑ ↶ △	AYABE 2.2 NM to RW19 FIXOV 2100 BAKCA 4 NM Holding Pattern GP 3.00° TCH 40			
1.3 NM 0.9 NM 3.1 NM 7.7 NM				
CATEGORY	A	B	C	D
LNAV/VNAV DA*	651-7 261 (300-7)			
LNAV MDA*	840-7 450 (500-7)		840-1 450 (500-1)	
CIRCLING	840-1 446 (500-1)	1000-1 606 (700-1)	1200-2 806 (900-2 1⁄4)	1960-3 1566 (1600-3)

The inset chart shows the runway layout with RWY 19 and RWY 1. It includes the elevation of 394, the TDZE of 390, and the glide path angle of 189°. The chart also shows the surrounding terrain and the location of the runway.

RICHLAND, WASHINGTON

Amcl 2 07AUG25

46°18'N-119°18'W

RICHLAND (RLD)

RNAV (GPS) Z RWY 19