

VOR/DME PSC <b>113.75</b> Chan <b>84(Y)</b>	APP CRS <b>307°</b>	Rwy Ldg <b>7704</b> TDZE <b>405</b> Aprt Elev <b>410</b>
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# VOR RWY 30

TRI-CITIES(PSC)

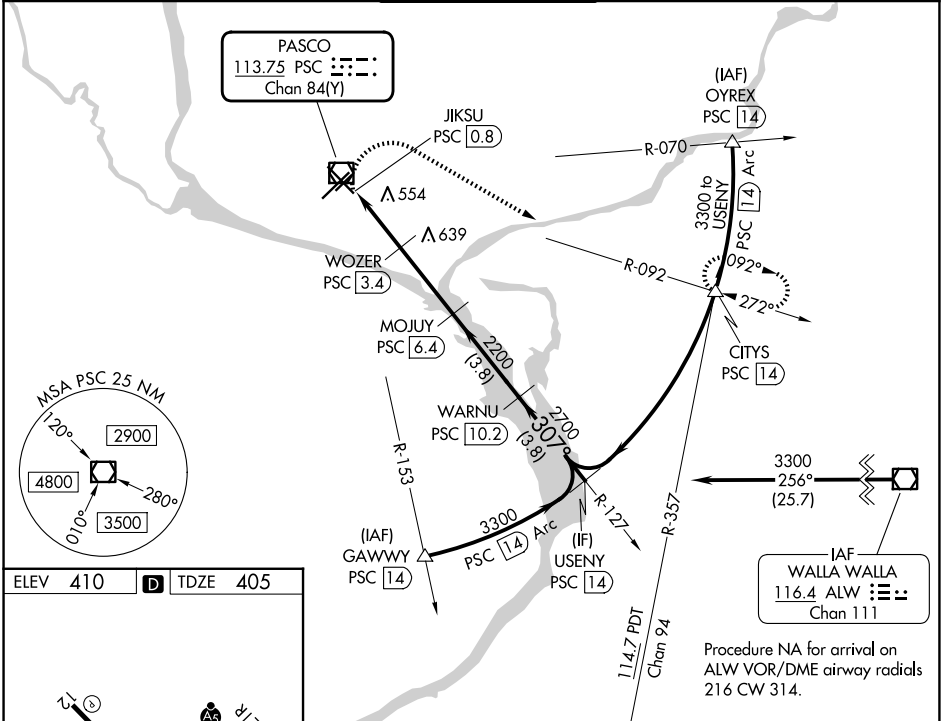
DME required.

**⚠** VDP NA when using HRI altimeter setting. Rwy 30 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase S-30 Cats C and D visibility to 1 1/2 SM. When local climeter setting not received, use HRI altimeter setting and increase all MDAs 100 feet, increase S-30 visibility Cats C and D and Circling visibility Cats C and D 1/2 SM. For inop ALS when using HRI altimeter, increase S-30 Cats C and D visibility 1 1/2 SM.

MALSF

MISSED APPROACH: Climbing right turn to 3200 on heading 105° and PSC VOR/DME R-092 to CITIES/PSC 14 DME and hold.

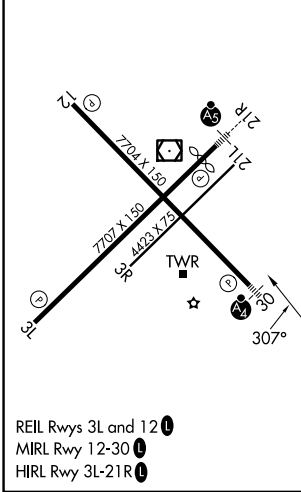
ATIS <b>125.65</b>	SPOKANE APP CON* <b>128.75 377.2</b>	TRI-CITIES TOWER* <b>135.3 (CTAF) 285.55</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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NW-1, 19 MAR 2026 to 16 APR 2026

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ELEV 410	<b>D</b>	TDZE 405
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3200	PSC R-092	CITIES	MOJUJ PSC 6.4	WARNU PSC 10.2	USENY PSC 14
3300		WOZER PSC 3.4			
2700		JKSU PSC 0.8			
2200					
1260					
	1.1 NM	1.5	3 NM	3.8 NM	3.8 NM
CATEGORY	A	B	C	D	
S-30	820-3/4	415 (500-3/4)	820-1	415 (500-1)	
CIRCLING	900-1 490 (500-1)	940-1 530 (600-1)	1040-1 3/4 630 (700-1 3/4)	1100-2 1/4 690 (700-2 1/4)	