

VOR/DME PSC 113.75 Chan 84 (Y)	APP CRS 307°	Rwy Ldg 7704 TDZE 405 Apt Elev 410
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VOR RWY 30
TRI-CITIES(PSC)

DME required.

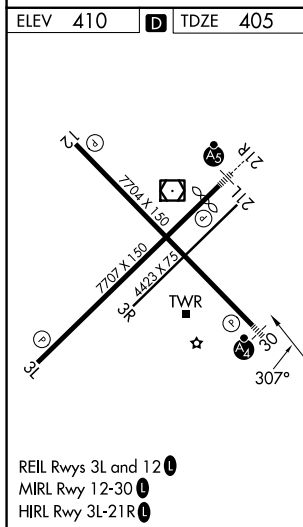
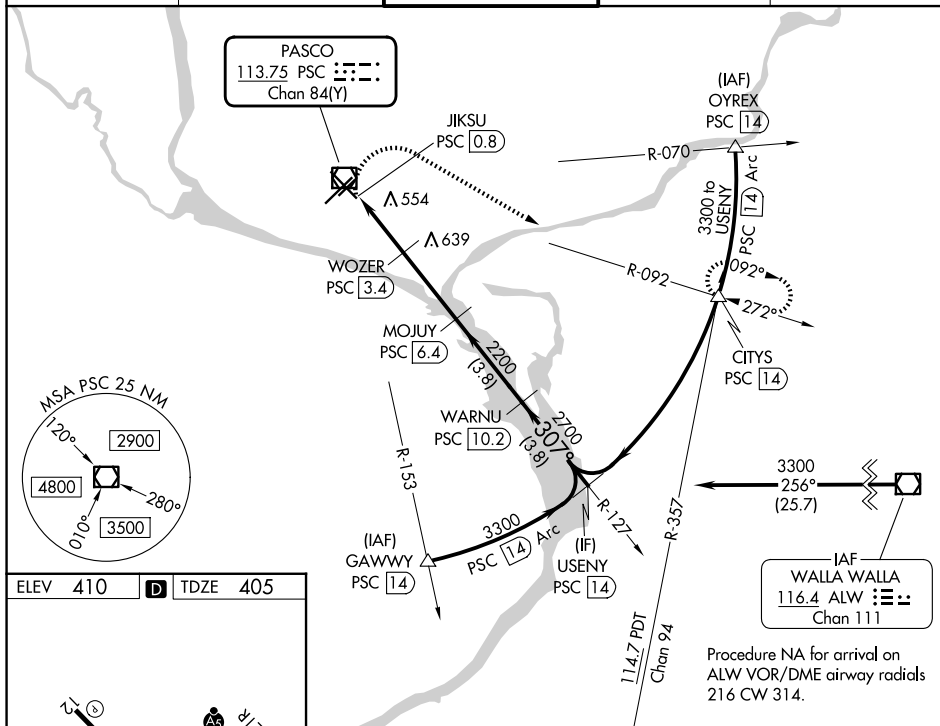
VDP NA when using HRI altimeter setting. Rwy 30 helicopter visibility reduction below $\frac{3}{4}$ SM. For inop ALS, increase S-30 Cats C and D visibility to $\frac{1}{2}$ SM. When local altimeter setting not received, use HRI altimeter setting and increase all MDAs 100 feet, increase S-30 visibility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

MALSF



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

ATIS 125.65	SPOKANE APP CON ★ 128.75 377.2	TRI-CITIES TOWER ★ 135.3 (CTAF) 285.55	GND CON 121.8	UNICOM 122.95
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3200 hdg 105°	PSC R-092	CITYS △	WOZER PSC 3.4 $\angle 2.92^\circ$ TCH 54				MOJUY PSC 6.4	WARNU PSC 10.2	USENY PSC 14
JKSU PSC 0.8 1.1 NM 1.5 3 NM 3.8 NM 3.8 NM			1260 2200		307° 2700		3300		
CATEGORY	A		B		C		D		
S-30	820-3 $\frac{3}{4}$ 415 (500-3 $\frac{3}{4}$)				820-1 415 (500-1)				
CIRCLING	900-1 490 (500-1)		940-1 530 (600-1)		1040-1 $\frac{3}{4}$ 630 (700-1 $\frac{3}{4}$)		1100-2 $\frac{1}{4}$ 690 (700-2 $\frac{1}{4}$)		