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| WAAS CH 90209 W30A | APP CRS 302° | Rwy Idg 5545 TDZE 255 Apt Elev 255 |
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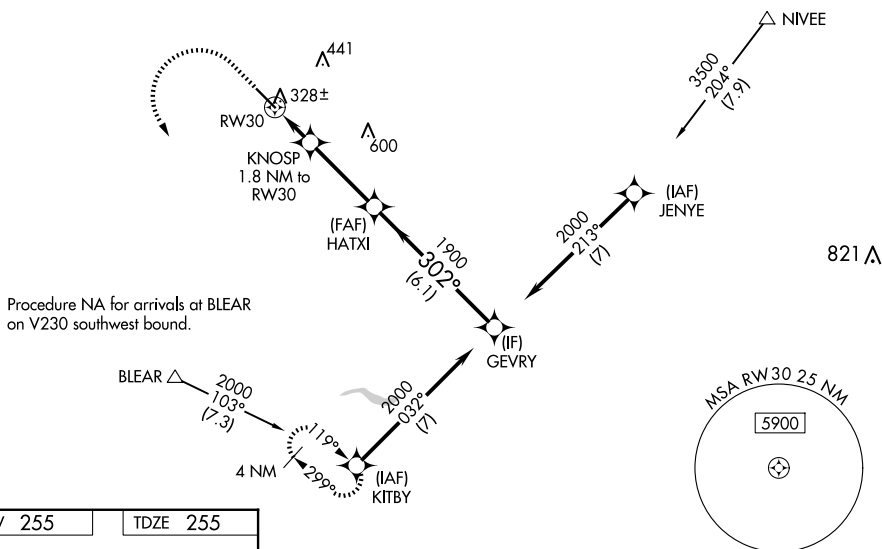
RNAV (GPS) RWY 30
MADERA MUNI (MAE)

RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA
A below -2°C or above 54°C. Inop table does not apply to LPV
 and LNAV/VNAV Cat A/B/C.

MALSF

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| ASOS 134.725 | FRESNO APP CON 119.45 | CLNC DEL 119.45 | UNICOM 122.8 (CTAF) 0 |
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The diagram shows the RW30 intersection with REIL and MRL runways. The REIL Rwy 12 is a solid black line running diagonally from the top left to the bottom right. The MRL Rwy 12-30 is a solid black line running horizontally from left to right. The intersection is marked with a star symbol. The diagram also shows the RW30 runway, which is a solid black line running diagonally from the bottom left to the top right. The intersection of RW30 and the MRL Rwy 12-30 is marked with a star symbol. The diagram includes various navigational aids and markers, including a 302° heading to RW30, a 3545 X 130 marker, and a 302° heading to RW30. The diagram is labeled with 'ELEV 255' and 'TDZE 255'.

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| | | | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 34). | | | |
| <p>KNOSP 1.8 NM to RW30</p> <p>HATXI 1900</p> <p>GEVRY 2000</p> <p>RW30 1.1 NM to RW30</p> <p>A 0.7 NM</p> <p>B 3.3 NM</p> <p>C 6.1 NM</p> <p>D</p> <p>860</p> <p>1900</p> <p>302°</p> <p>GP 3.00° TCH 35</p> | | | | | | |
| CATEGORY | | A | | B | C | D |
| LPV | DA | 505- ³ / ₄ 250 (300- ³ / ₄) | | | | NA |
| LNAV/ VNAV | DA | 505- ³ / ₄ 250 (300- ³ / ₄) | | | | NA |
| LNAV | MDA | 640- ³ / ₄ 385 (400- ³ / ₄) | | 640- ⁷ / ₈ 385 (400- ⁷ / ₈) | | NA |
| CIRCLING | | 680-1 425 (500-1) | 720-1 465 (500-1) | 760-1½ 505 (600-1½) | | NA |