
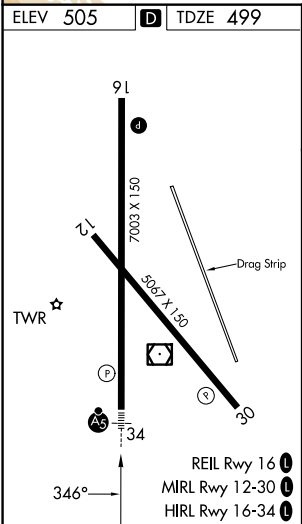
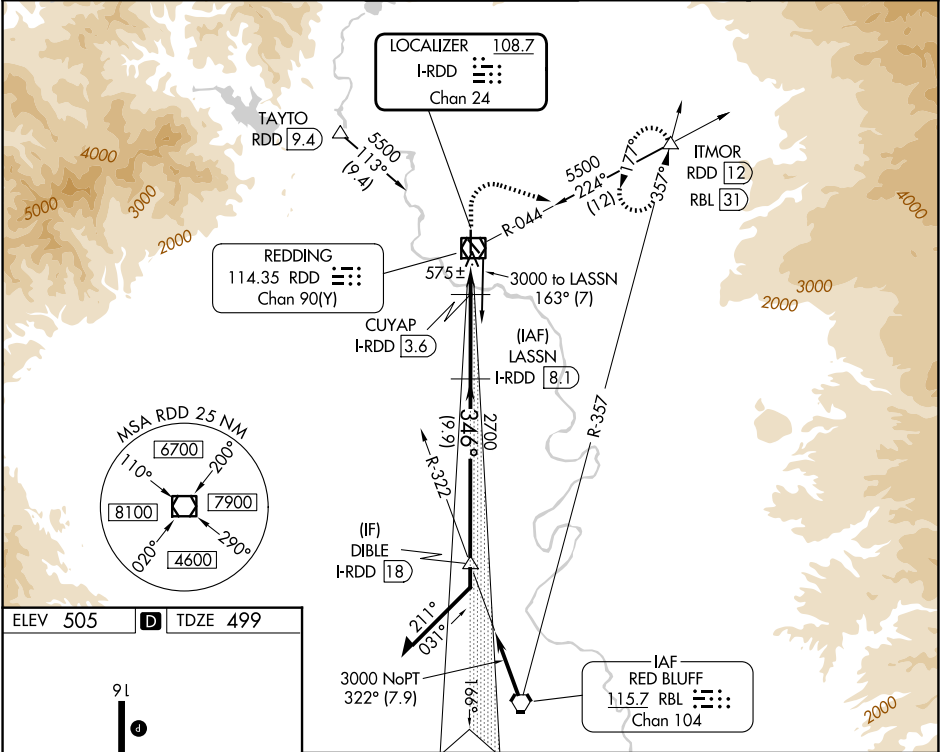


LOC/DME I-RDD	APP CRS	Rwy Ldg	6997
108.7	346°	TDZE	499
Chan 24		Apf Elev	505

ILS or LOC RWY 34

REDDING RGNL (RDD)

DME required for LOC only.			<div>MALSR</div> <div></div>	MISSED APPROACH: Climb to 1700 then climbing right turn to 5000 on heading 090° and RDD R-044 to ITMOR INT/RDD 12 DME and hold, continue climb-in-hold to 5000.
<div><div><div><div><div></div><div></div></div><div></div></div><div><div><div></div><div></div></div><div></div></div><div><div><div></div><div></div></div><div></div></div></div><div>For inop ALS, increase S-ILS 34 Cat E visibility to ¾ SM and S-LOC 34 Cat C/D/E visibility to 1 SM.</div></div>				
ATIS 124.1	OAKLAND CENTER 132.2 350.3	REDDING TOWER ★ 119.8(CTAF) 0 269.25	GND CON 121.7	UNICOM 122.95



<div>1700 5000</div> <div><div>↑</div><div>hdg 090°</div></div>	RDD R-044	ITMOR △	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 55).					
			LASSN I-RDD 8.1	DIBLE I-RDD 18				
			Remain within 15 NM					
Use I-RDD DME when on the localizer course. * LOC only.			CUYAP I-RDD 3.6	2700	166°	3000	3000	GS 3.00° TCH 52
			I-RDD 1.3	2700	346°	3000		
			2.3 NM	4.5 NM	9.9 NM			
CATEGORY	A	B	C	D	E			
S-ILS 34	699-½ 200 (200-½)							
S-LOC 34	840-½	341 (400-½)	840-⅝ 341 (400-⅝)					
CIRCLING	940-1 435 (500-1)	1000-1 495 (500-1)	1120-1¾ 615 (700-1¾)	1340-2¾ 835 (900-2¾)	1340-3 835 (900-3)			