



PASCO, WASHINGTON

AL-474 (FAA)

25331


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)

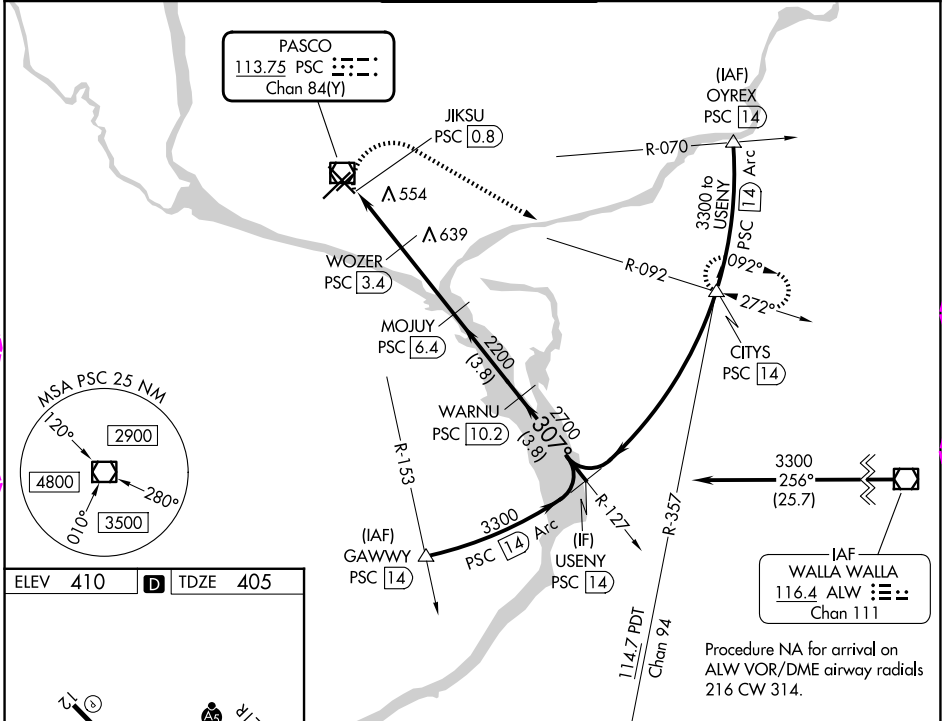
DME required.

⚠ VDP NA when using HRI altimeter setting. Rwy 30 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For inop ALS, increase S-30 Cats C and D visibility to  $1\frac{1}{2}$  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  $\frac{1}{2}$  SM. For inop ALS when using HRI altimeter, increase S-30 Cats C and D visibility  $1\frac{1}{2}$  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.

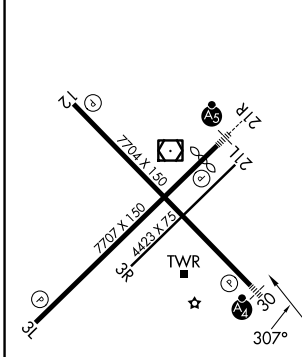
ATIS <b>125.65</b>	SPOKANE APP CON * <b>128.75 377.2</b>	TRI-CITIES TOWER * <b>135.3 (CTAF) 285.55</b>	GND CON <b>121.8</b>	UNICOM <b>122.95</b>
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NW-1, 127 NOV 2025 to 25 DEC 2025

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ELEV 410	D	TDZE 405
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REIL Rwys 3L and 12 
MIRL Rwy 12-30 
HIRL Rwy 3L-21R 

3200 hdg 105° R-092	CITYS △	MOJUJ PSC 6.4	WARNU PSC 10.2	USENY PSC 14
JKSU PSC 0.8	WOZER PSC 3.4	2200	2700	3300
1.1 NM	1.5	3 NM	3.8 NM	3.8 NM

CATEGORY	A	B	C	D
S-30	820- $\frac{3}{4}$	415 (500- $\frac{3}{4}$ )	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 $\frac{1}{4}$ )

PASCO, WASHINGTON  
Amdt 6 02OCT25

46°16'N-119°07'W

# TRI-CITIES (PSC) VOR RWY 30