

LOC/DME I-PUW	APP CRS	Rwy Idg	7100
110.35	050°	TDZE	2567
Chan 40(Y)		Apt Elev	2567

ILS or LOC RWY 5

PULLMAN/MOSCOW RGNL (PUW)

DME required.

▼

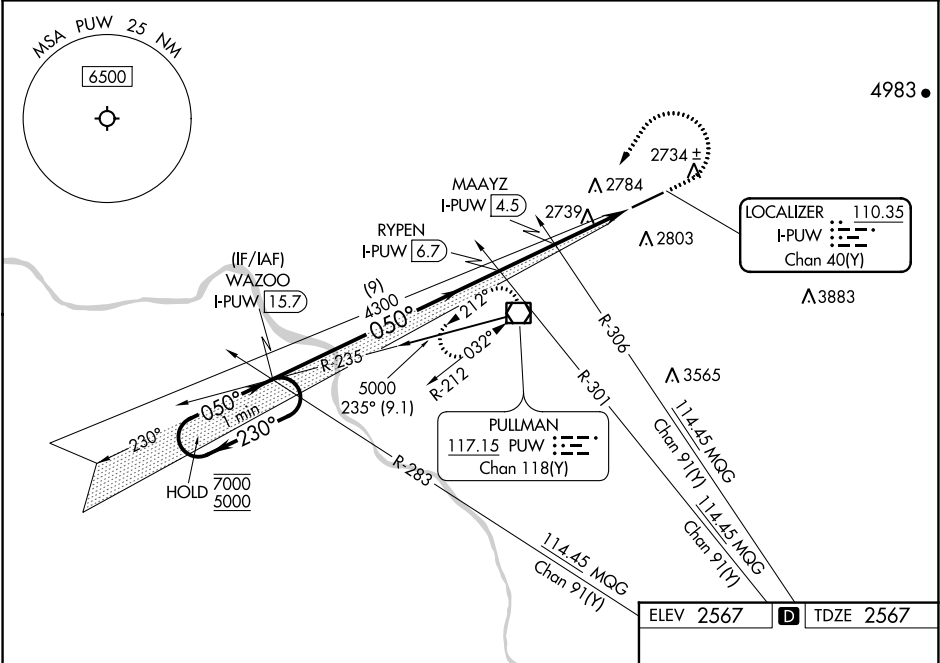
▲

For inop ALS, increase S-ILS 5 all Cats visibility to RVR 4500 and S-LOC 5 Cat C/D visibility to 1½ SM.
† RVR 1800 authorized with use of FD or AP or HUD to DA.

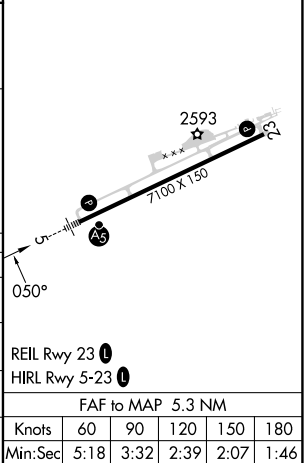
MALSR

MISSED APPROACH: Climb to 3460 then climbing left turn to 6000 direct PUW VOR/DME, continue climb-in-hold to 6000.
Missed approach requires minimum climb of 222 feet per NM to 4180.

ASOS 135.675	SEATTLE CENTER 123.95 290.55	UNICOM 122.8 (CTAF) 0
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WAZOO I-PUW 15.7 One Minute Holding Pattern				3460	6000	PUW
7000 ← 230° 5000 → 050°						*LOC only
GS 3.00° TCH 50						
9 NM				2.2 NM	1.7 NM	1.4 NM
CATEGORY	A	B	C	D		
S-ILS 5 #†	2767/24		200 (200-½)			
S-ILS 5	2857/24		290 (300-½)			
S-LOC 5	3060/24		493 (500-½)		3060/50 493 (500-1)	
CIRCLING	3080-1 513 (600-1)	3120-1 553 (600-1)	3140-1½ 573 (600-½)	3420-2¾ 853 (900-2¾)		



22083

RNAV (RNP) Z RWY 23
PULLMAN/MOSCOW RGNL (PUW)

MISSED APPROACH: Climb to 5000 on track 230° to WAZOO and hold.

UNICOM
122.8 (CTAF) **L**

[illegible]

CATEGORY	A	B	C	D
RNP 0.22 DA		3041-1 $\frac{3}{8}$	489 (500-1 $\frac{3}{8}$)	
RNP 0.30 DA		3146-1 $\frac{3}{4}$	594 (600-1 $\frac{3}{4}$)	

AUTHORIZATION REQUIRED

REIL Rwy 23 **L**
HIRL Rwy 5-23 **L**

PULLMAN/MOSCOW RGNL (PUW)
RNAV (RNP) Z RWY 23

PULLMAN/MOSCOW, WASHINGTON

AL-798 (FAA)

22083

APP CRS 239°	Rwy Idg TDZE Apt Elev	7100 2552 2567
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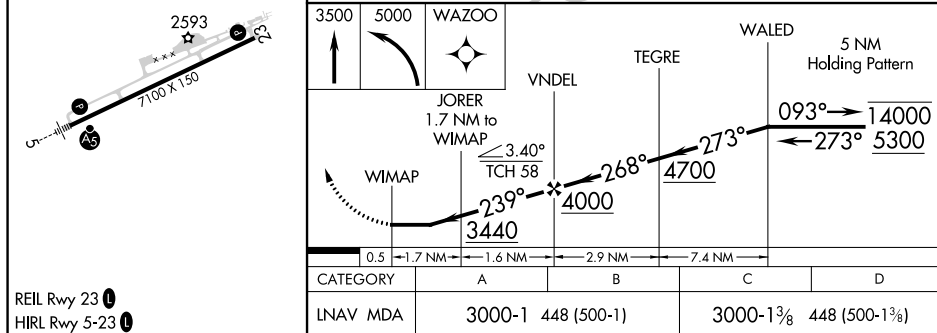
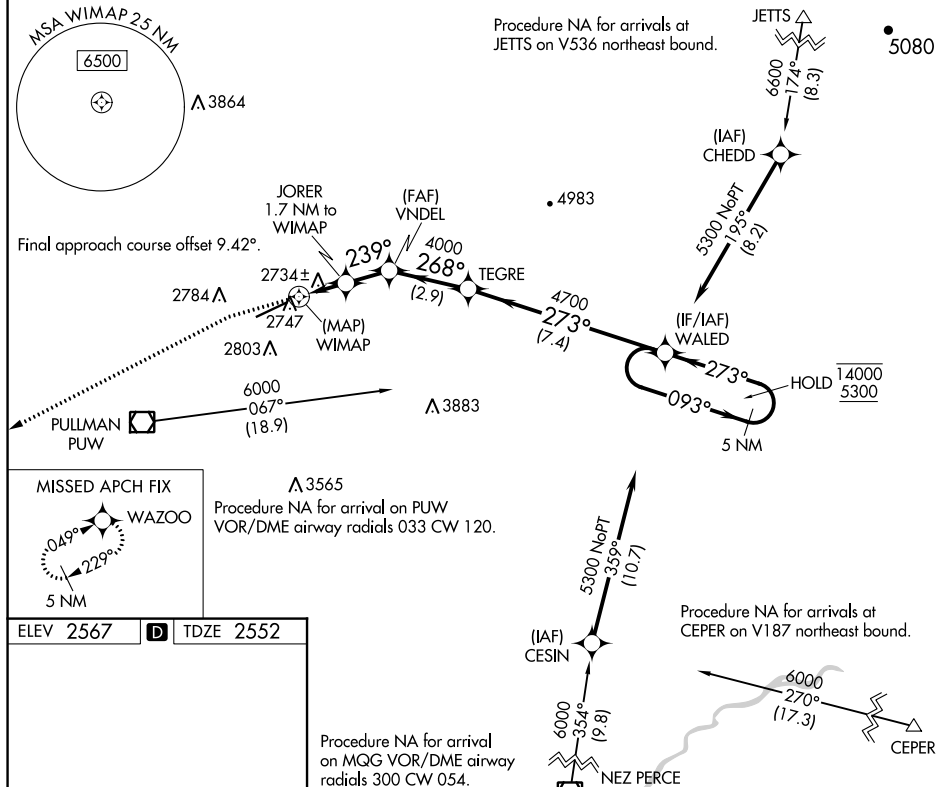
RNAV (GPS) Y RWY 23
PULLMAN/MOSCOW RGNL (PUW)

RNP APCH-GPS.

T Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in
A Rwy 23 at night, operational VGSI required, remain on or above
VGSI glidepath until threshold.

ASOS
135.675

SEATTLE CENTER
123.95 290.55

UNICOM
122.8 (CTAF) **L**

PULLMAN/MOSCOW, WASHINGTON
Amdt 3 07OCT21

46°45'N-117°07'W

PULLMAN/MOSCOW RGNL (PUW)
RNAV (GPS) Y RWY 23

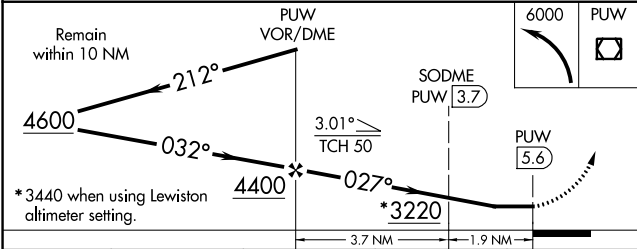
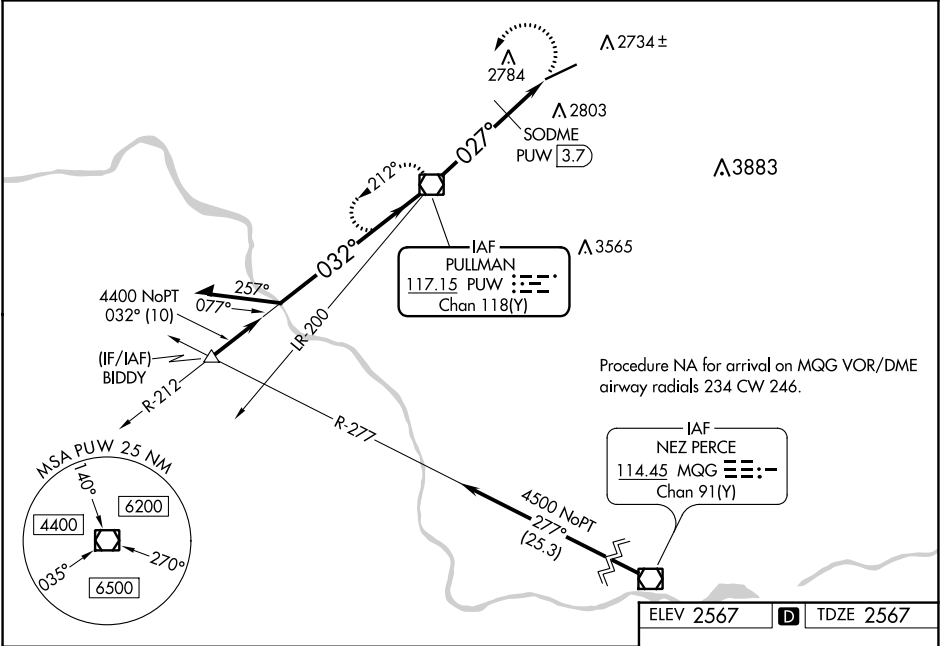
VOR/DME PUW 117.15 Chan 118 (Y)	APP CRS 027°	Rwy Idg TDZE Apt Elev 7100 2567 2567
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VOR RWY 5

PULLMAN/MOSCOW RGNL (PUW)

DME required.	MALSR	MISSED APPROACH: Climbing left turn to 6000 direct PUW VOR/DME and hold, continue climb-in-hold to 6000.
▼ Procedure NA at night. ▲ Rwy 5 helicopter visibility reduction below 1 SM NA. Inop table does not apply to S-5 and SODME fix minimums Cats A/B. For inop ALS, increase S-5 SODME fix minimums Cat C/D visibility to 1 3⁄8 SM.		

ASOS 135.675	SEATTLE CENTER 123.95 290.55	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-5	3220/50	653 (700-1)	3220-1 3⁄8	653 (700-1 3⁄8)
CIRCLING	3220-1	653 (700-1)	3220-1 7⁄8	3420-2 3⁄4
			653 (700-1 3⁄8)	853 (900-2 3⁄4)
SODME FIX MINIMUMS				
S-5	3080-1	3120-1	3140-1 1⁄2	3420-2 3⁄4
	513 (600-1)	553 (600-1)	573 (600-1 1⁄2)	853 (900-2 3⁄4)
CIRCLING				

ELEV 2567	D	TDZE 2567		
The diagram illustrates the final approach segment for Runway 23. It shows a 7100 X 150 runway with a 2593 fix marked by a star. A 027° heading is indicated for the approach. The diagram also shows the REIL and HIRL lights for Runway 23.				
REIL Rwy 23 0 HIRL Rwy 5-23 0				
FAF to MAP 5.6 NM				
Knots	60	90	120	150
Min:Sec	5:36	3:44	2:48	2:14
				1:52

NW-1, 22 FEB 2024 to 21 MAR 2024

NW-1, 22 FEB 2024 to 21 MAR 2024