

WAAS CH 58335 W23A	APP CRS 233°	Rwy Idg TDZE Apt Elev	5005 273 273
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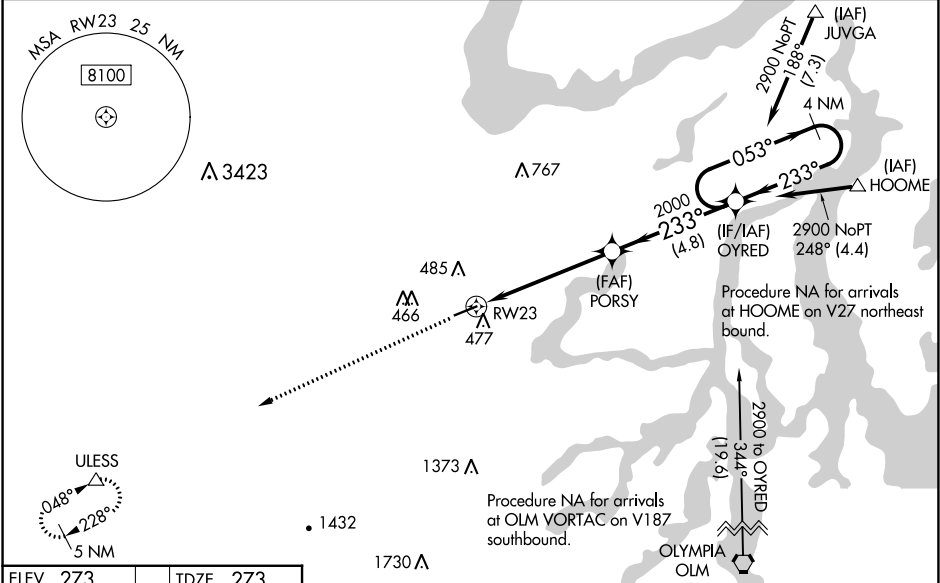
RNAV (GPS) RWY 23
SANDERSON FLD (SHN)

RNP APCH.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.
Rwy 23 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Olympia altimeter setting. Circling NA for Cats C and D south of Rwy 5-23. When local altimeter setting not received, use Olympia altimeter setting: increase #LPV DA to 576 feet, LPV DA to 720 feet, and LNAV/VNAV DA to 773 feet and all visibilities ¼ SM; increase all MDAs 60 feet and visibility LNAV Cat C and D and Circling Cat C visibility ½ SM.
LPV missed approach requires minimum climb of 244 feet per NM to 1700.

MISSED APPROACH:
Climb to 3200 direct ULESS and hold.

ASOS 119.275	SEATTLE APP CON 121.1 290.9	UNICOM 122.8 (CTAF) 1
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ELEV 273 TDZE 273

3200 ULESS

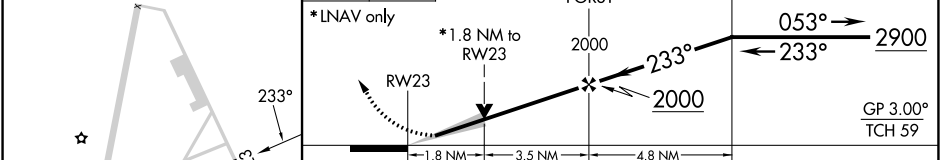
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).

*LNAV only

PORSY

OYRED

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA#	523-¾ 250 (300-¾)			
LPV DA	667-1¼ 394 (400-1¼)			
LNAV/VNAV DA	720-1½ 447 (500-1½)			
LNAV MDA	880-1 607 (700-1)		880-1¾ 607 (700-1¾)	
CIRCLING	880-1 607 (700-1)		880-1¾ 607 (700-1¾)	1200-3 927 (1000-3)

WAAS CH 61038 W05A	APP CRS 053°	Rwy Idg TDZE Apt Elev	5005 270 273
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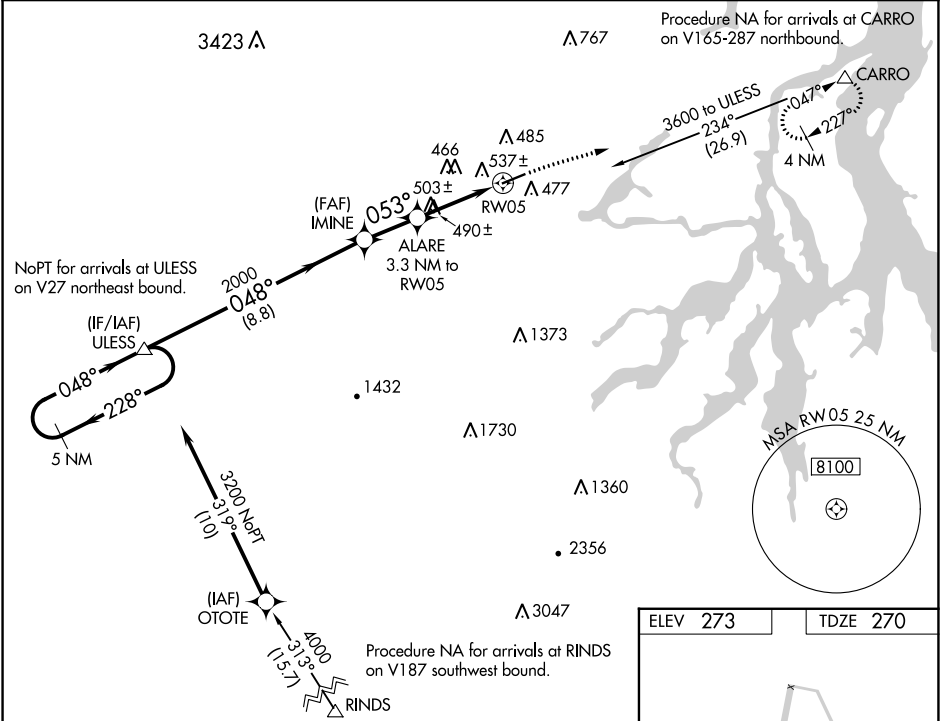
RNAV (GPS) RWY 5

SANDERSON FLD (SHN)

DME/DME RNP-0.3 NA. Circling NA for Cats C and D south of Rwy 5-23. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Olympia altimeter setting and increase all MDA by 60 feet, increase LP and LNAV visibility Cats C, D and Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct CARRO and hold.

ASOS 119.275	SEATTLE APP CON 121.1 290.9	UNICOM 122.8 (CTAF) 0
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Visual Segment - Obstacles.					3000 ↑	CARRO △
5 NM Holding Pattern ULESS IMINE ALARE 3.3 NM to RW05 RW05 3200 ← 228° 048° → 048° 2000 053° *1340 *LNAV only						
8.8 NM 2 NM 3.3 NM						
CATEGORY	A		B	C	D	
LP MDA	740-1 470 (500-1)		740-1½ 470 (500-1½)			
LNAV MDA	800-1 530 (600-1)		800-1½ 530 (600-1½)			
CIRCLING	840-1 567 (600-1)		840-1½ 567 (600-1½)		1200-3 927 (1000-3)	

ELEV 273 TDZE 270

3D perspective view of the runway and approach path, showing the 0.3% up slope and the 053° heading.

REIL Rwy 23 0

MIRL Rwy 5-23 0