

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

PULLMAN/MOSCOW RGNL (PUW)

DME required.

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Procedure NA at night.

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Rwy 5 helicopter visibility reduction below 1 SM NA.

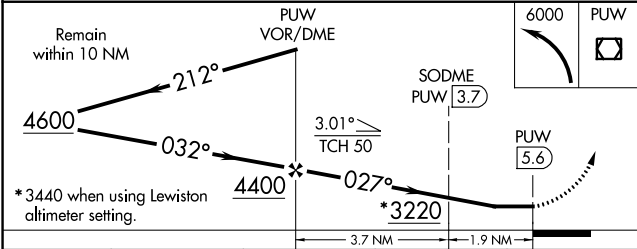
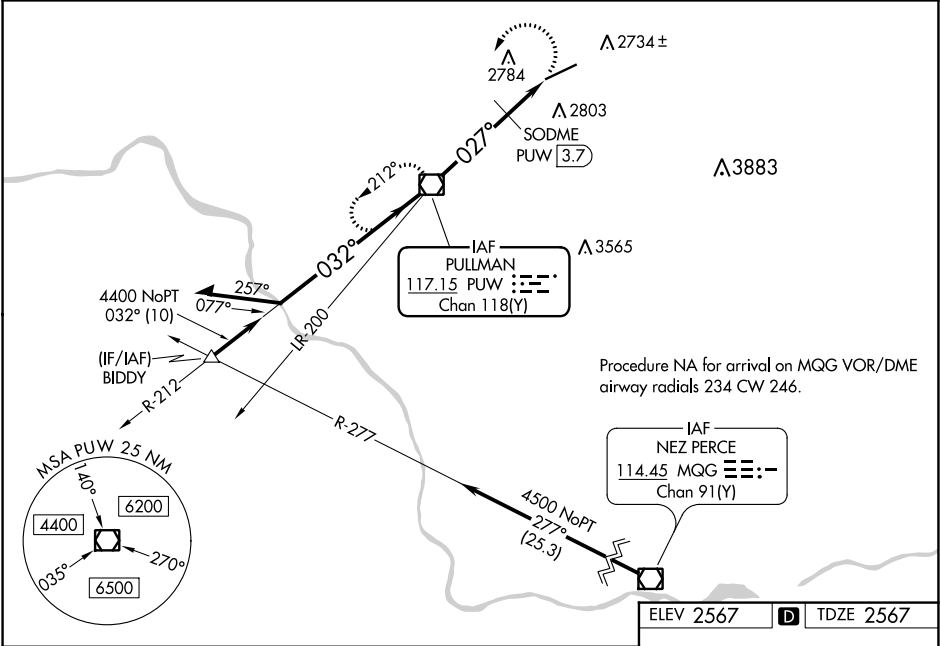
Inop table does not apply to S-5 and SODME fix minimums Cats A/B.

For inop ALS, increase S-5 SODME fix minimums Cat C/D visibility to 1 3⁄8 SM.

MALSR

MISSED APPROACH: Climbing left turn to 6000 direct PUW VOR/DME and hold, continue climb-in-hold to 6000.

ASOS 135.675	SEATTLE CENTER 123.95 290.55	UNICOM 122.8 (CTAF) 1
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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

Diagram illustrating a runway approach. The runway is marked with a star symbol and a distance of 7100 X 150. The approach path is indicated by a dashed line with a heading of 027°. A distance of 2593 is marked along the approach path. A small circle with 'A5' is also shown.

REIL Rwy 23

HIRL Rwy 5-23

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52