

LOC/DME I-RDM	APP CRS	Rwy Ldg	7031
<u>109.1</u>	226°	TDZE	3067
Chan 28		Apt Elev	3082

ILS or LOC RWY 23

ROBERTS FLD (RDM)

DME required.

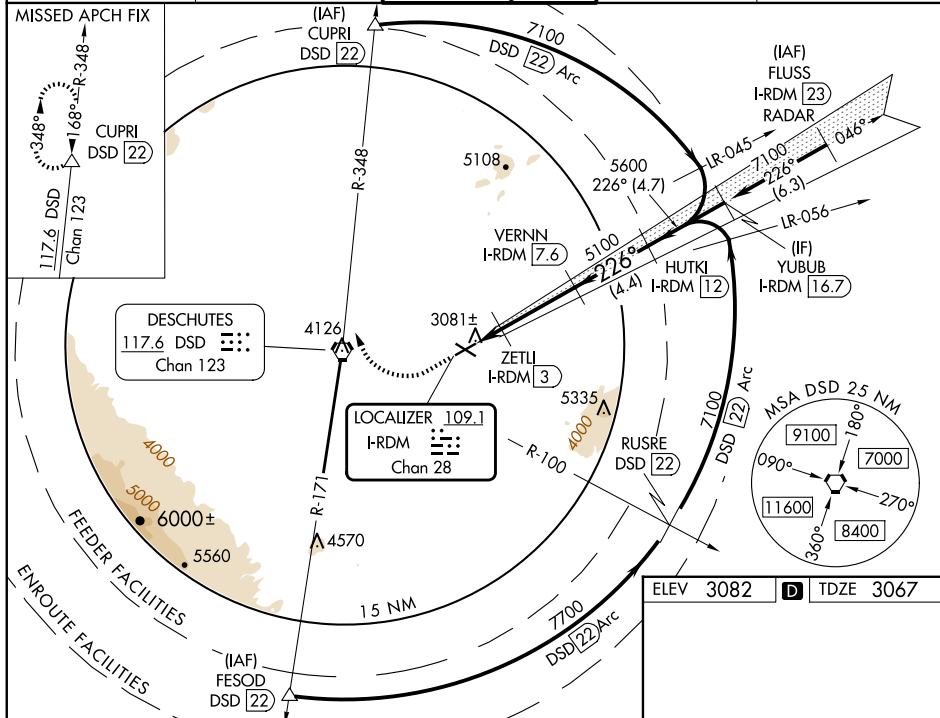
Autopilot coupled approach NA below 4370. When local altimeter setting not received, use Bend altimeter setting increase S-ILS 23 DA to 3348 feet; increase all MDAs 100 feet increase S-LOC 23 Cat C/D/E visibility $\frac{3}{4}$ SM and Circling Cats C/D/E visibility $\frac{1}{2}$ SM. For inop ALS, increase S-ILS 23 Cat E visibility to $\frac{3}{4}$ SM and S-LOC 23 Cat C/D/E visibility to 1 SM. For inop ALS when using Bend altimeter setting increase S-ILS 23 all Cats visibility to $\frac{3}{4}$ SM and increase S-LOC 23 Cats C/D/E visibility to $1\frac{1}{2}$ SM. VDP NA when using Bend altimeter setting.

MALSR



MISSED APPROACH:
Climb to 3700 then
climbing right turn to
7000 on heading 320°
and DSD VORTAC
R-348 to CUPRI/DSD
22 DME and hold.

ATIS 119.025	SEATTLE CENTER 126.15 269.475	REDMOND TOWER★ 124.5 (CTAF) 0 256.8	GND CON 121.8	UNICOM 122.95
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3700

↑

7000

hdg 320°

DSD

R-348

CUPRI

△

VGSJ and ILS glidepath not coincident

(VGSJ Angle 3.00/TCH 51).

YUBUB

I-RDM 16.7

Use I-RDM DME when on the localizer course.

ZETLI

*LOC only

*I-RDM 1.3

I-RDM 2.4

I-RDM 3

VERNN

I-RDM 7.6

5100

HUTKI

I-RDM 12

5100

7100

226°

5600

GS 3.00°

TCH 47

3580*

1.1

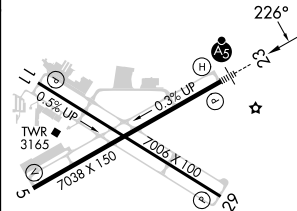
0.6

4.6 NM

4.4 NM

4.7 NM

CATEGORY	A	B	C	D	E
S-ILS 23	3267-1/2 200 (200-1/2)				
S-LOC 23	3440-1/2 373 (400-1/2)	3440-5/8 373 (400-5/8)			
C CIRCLING	3540-1 458 (500-1)	3560-1 478 (500-1)	3640-1 1/2 558 (600-1 1/2)	3740-2 658 (700-2)	3820-2 1/2 738 (800-2 1/2)

REIL Rwy 5, 11, and 29 **L**HIRL Rwy 5-23 **L**

MIRL Rwy 11-29 L