

WAAS CH 82737 W36A	APP CRS 357°	Rwy Idg 5301 TDZE 934 Apt Elev 934
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RNAV (GPS) RWY 36
NORTHEAST KINGDOM INTL (EFK)

RNP APCH - GPS.

T Circling to Rwy 5 and 23 NA at night. Rwy 36 helicopter visibility
A reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV
☼ systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2300 then climbing left turn to 4400 direct LUNFI and hold.

AWOS-3P 118.275	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 0
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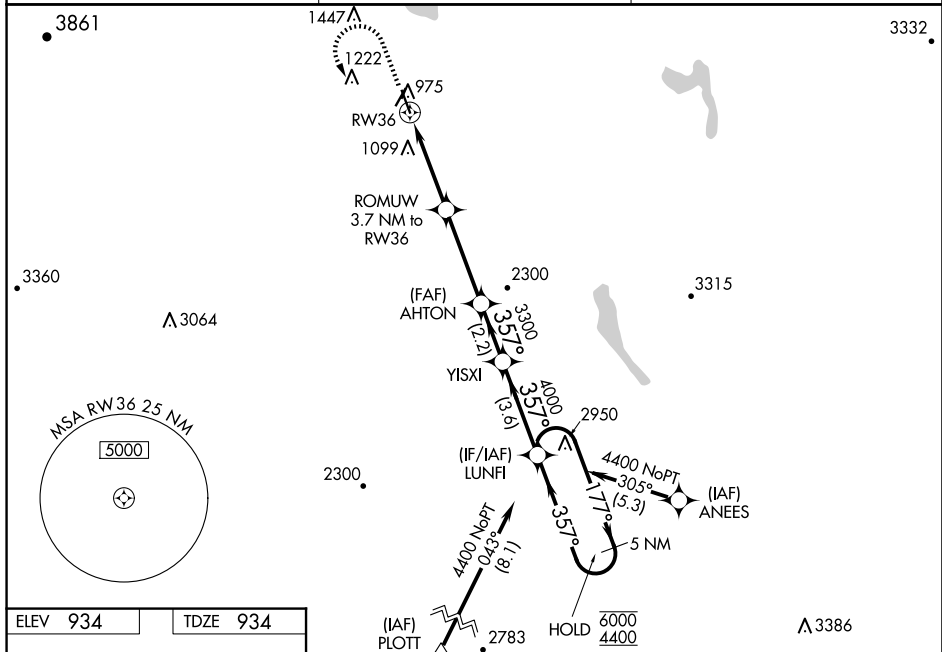


Figure 1 is an instrument approach chart for Runway 36 at Merville Field. The chart includes a plan view on the left showing the intersection of Runway 18 and Runway 36, with a 3980' x 100' runway and a 500' x 100' taxiway. The approach is a 3.00° TCH 44 GP. The 5 NM Holding Pattern is shown at the top right, with a 177° heading and a 357° heading. The approach path is marked with distances: 1.7 NM to RW36, 2 NM to RW36, 3.6 NM to the 3300' altitude, 2.2 NM to the 3300' altitude, and 3.6 NM to the 3300' altitude. The chart also shows the 3300' altitude and the 357° heading. The chart is labeled with 'REIL Rwy 18 and 36' and 'MIRL Rwy 18-36'.