

|                                        |                        |                                                 |
|----------------------------------------|------------------------|-------------------------------------------------|
| WAAS<br>CH <b>97508</b><br><b>W36A</b> | APP CRS<br><b>002°</b> | Rwy Idg<br>TDZE <b>25</b><br>Apt Elev <b>25</b> |
|----------------------------------------|------------------------|-------------------------------------------------|

RNAV (GPS) RWY 36

KWETHLUK (KWT) (PFWK)

⚠

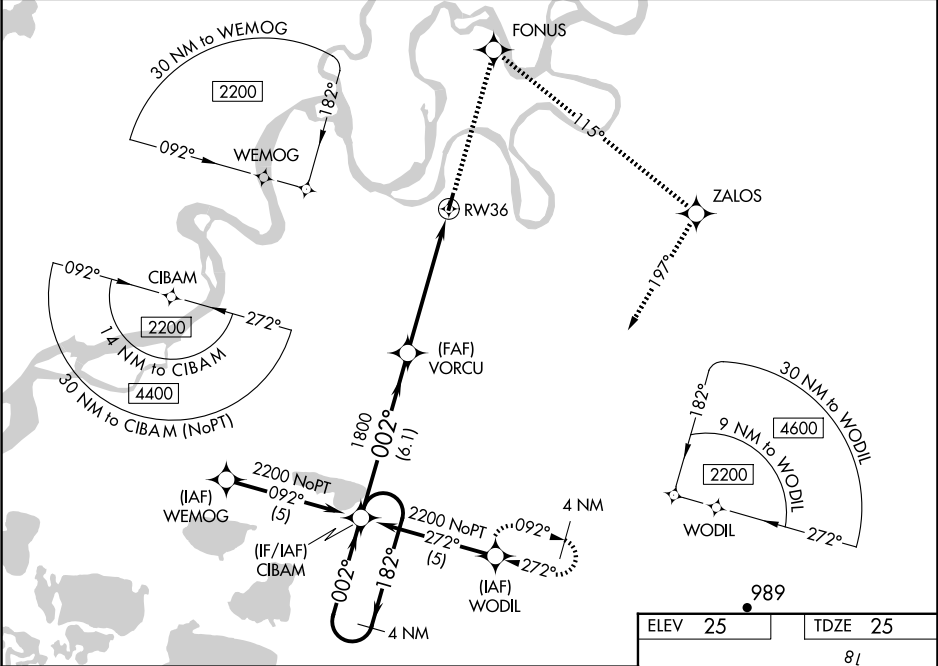
NA

W

Baro-VNAV NA.  
DME/DME RNP-0.3 NA.  
When local altimeter setting not received use Bethel altimeter setting.  
Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2200 direct  
FONUS and right turn via 115° track to ZALOS  
and via 197° track to WODIL and hold.

|                         |                                |                                        |                        |
|-------------------------|--------------------------------|----------------------------------------|------------------------|
| AWOS-3P<br><b>120.0</b> | BET/PABE ASOS<br><b>135.45</b> | ANCHORAGE CENTER<br><b>125.2 372.0</b> | CTAF<br><b>122.9 0</b> |
|-------------------------|--------------------------------|----------------------------------------|------------------------|



|                      |                     |                                                                  |                     |                     |       |
|----------------------|---------------------|------------------------------------------------------------------|---------------------|---------------------|-------|
| 4 NM Holding Pattern |                     | 2200                                                             | FONUS               | ZALOS               | WODIL |
| CIBAM                |                     | ↑                                                                | 115° tr             | 197° tr             |       |
| 2200 ← 182°          |                     | VGSI and RNAV glidepath not coincident [VGSI Angle 3.20/TCH 28]. |                     |                     |       |
| GP 3.00° TCH 40      |                     | VORCU                                                            |                     |                     |       |
| 2200 → 002°          |                     | RW36                                                             |                     |                     |       |
| 6.1 NM               |                     | 5.4 NM                                                           |                     |                     |       |
| CATEGORY             | A                   | B                                                                | C                   | D                   |       |
| LPV DA               | 695-2½ 670 (700-2½) |                                                                  |                     |                     |       |
| LNAV/VNAV DA         | 733-2½ 708 (800-2½) |                                                                  |                     |                     |       |
| LNAV MDA             | 620-1               | 595 (600-1)                                                      | 620-1½ 595 (600-1½) | 620-1¾ 595 (600-1¾) |       |
| CIRCLING             | 680-1               | 655 (700-1)                                                      | 680-1¾ 655 (700-1¾) | 680-2 655 (700-2)   |       |

