

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

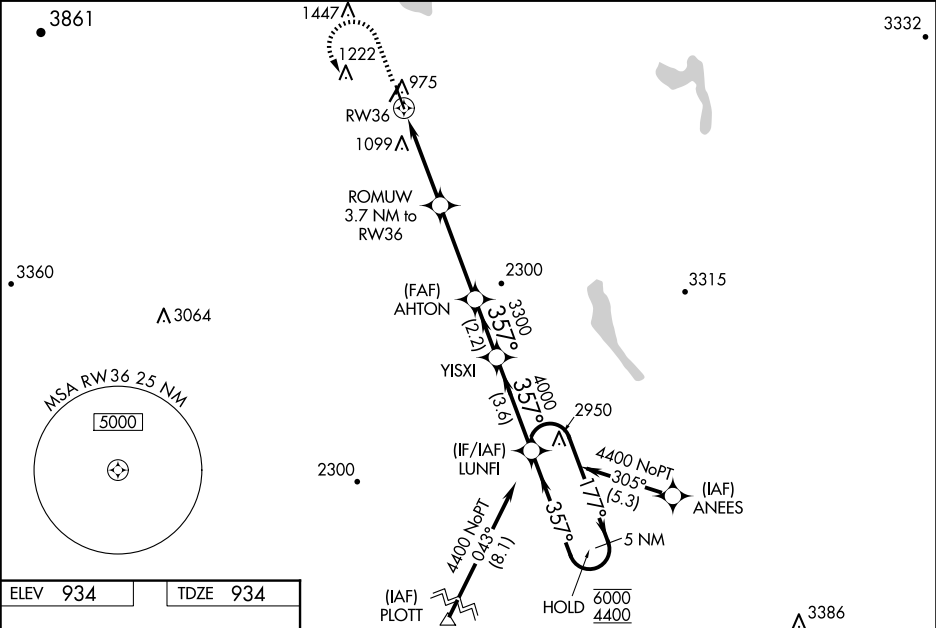
NORTHEAST KINGDOM INTL (EFK)

RNP APCH - GPS.

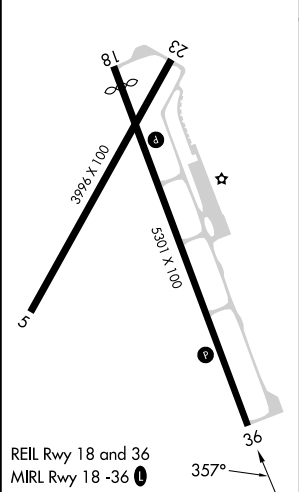
⚠ Circling to Rwy 5 and 23 NA at night. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use MVL altimeter setting and increase LPV DA to 1275 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 1557 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 100 feet and LNAV visibility Cat C $\frac{3}{8}$ SM. Baro-VNAV and VDP NA when using MVL altimeter setting.

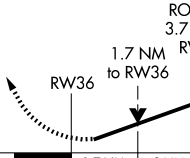
MISSED APPROACH:
Climb to 2300 then climbing left turn to 4400 direct LUNFI and hold.

AWOS-3P 118.275	BOSTON CENTER 135.7 282.2	UNICOM 122.8 (CTAF) 1
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ELEV 934	TDZE 934
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2300	4400	LUNFI	5 NM Holding Pattern	
				
		AHTON 3300	YISXI 3300	LUNFI 357° 4000
		177° → 6000		← 357° 4400
				GP 3.00° TCH 44
1.7 NM		2 NM	3.6 NM	2.2 NM 3.6 NM
CATEGORY	A	B	C	D
LPV DA	1185-¾ 251 (300-¾)			NA
LNAV/VNAV DA	1467-1½ 533 (600-1½)			NA
LNAV MDA	1520-1	586 (600-1)	1520-1¾ 586 (600-1¾)	NA
 CIRCLING	1520-1 586 (600-1)	1600-1 666 (700-1)	1980-3 1046 (1100-3)	NA