

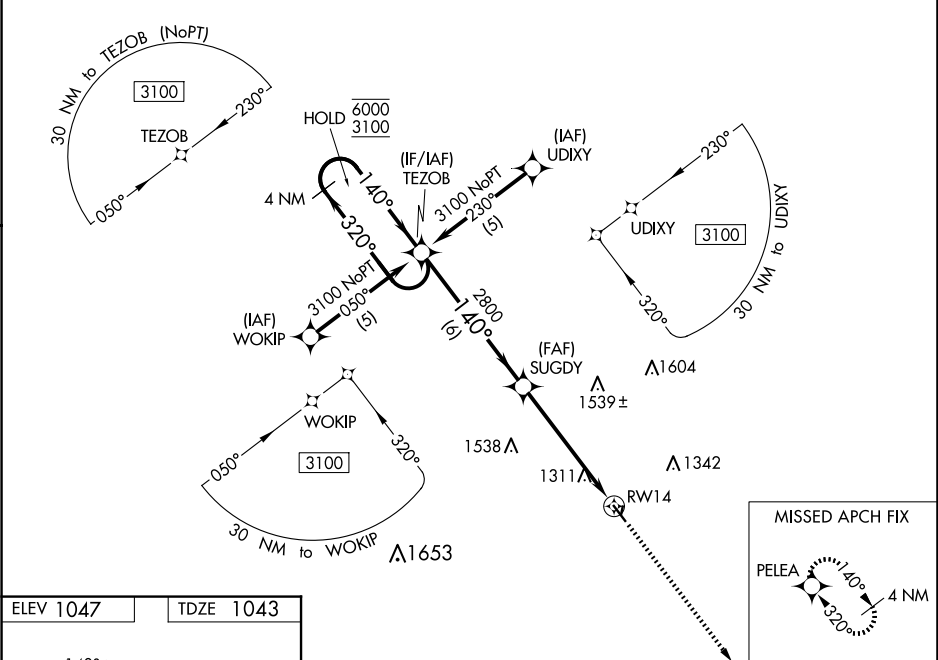
|                                        |                        |                                                     |
|----------------------------------------|------------------------|-----------------------------------------------------|
| WAAS<br>CH <b>40219</b><br><b>W14A</b> | APP CRS<br><b>140°</b> | Rwy Idg<br>TDZE <b>1043</b><br>Apt Elev <b>1047</b> |
|----------------------------------------|------------------------|-----------------------------------------------------|

RNAV (GPS) RWY 14

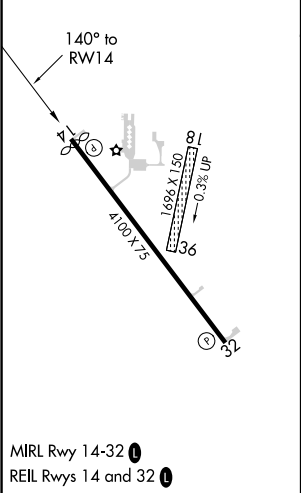
JEFFERSON MUNI (EFW)

|                                                                                                                                                                                                                                                                                                                                                      |                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| RNP APCH-GPS.                                                                                                                                                                                                                                                                                                                                        |                                                       |
| <div><div>▼</div><div>▲ NA</div></div> <div>Circling NA to Rwy 18 and 36. Rwy 14 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Perry altimeter setting, when not received, use Carrol altimeter setting and increase LPV DA to 1362 feet, increase LNAV/VNAV DA to 1691 feet and visibility ⅓ SM. Increase all MDA 40 feet.</div> | MISSED APPROACH: Climb to 3100 direct PELEA and hold. |

|                            |                                          |                                 |
|----------------------------|------------------------------------------|---------------------------------|
| PRO AWOS-3<br><b>118.0</b> | MINNEAPOLIS CENTER<br><b>134.0 288.3</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------|------------------------------------------|---------------------------------|



|           |           |
|-----------|-----------|
| ELEV 1047 | TDZE 1043 |
|-----------|-----------|



|                                                                  |                       |                       |    |
|------------------------------------------------------------------|-----------------------|-----------------------|----|
| VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33). |                       |                       |    |
| 4 NM Holding Pattern                                             |                       |                       |    |
| TEZOB                                                            |                       |                       |    |
| SUGDY                                                            |                       |                       |    |
| RW14                                                             |                       |                       |    |
| GP 3.00° TCH 40                                                  |                       |                       |    |
| 6 NM                                                             |                       |                       |    |
| 5.4 NM                                                           |                       |                       |    |
| CATEGORY                                                         | A                     | B                     | C  |
| LPV DA                                                           | 1330-1                | 287 (300-1)           | NA |
| LNAV/VNAV DA                                                     | 1659-1¾               | 616 (700-1¾)          | NA |
| LNAV MDA                                                         | 1600-1                | 557 (600-1)           | NA |
| CIRCLING                                                         | 1600-1<br>553 (600-1) | 1660-1<br>613 (700-1) | NA |