

WAAS CH <b>97508</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy Idg <b>3199</b> TDZE <b>25</b> Apt Elev <b>25</b>
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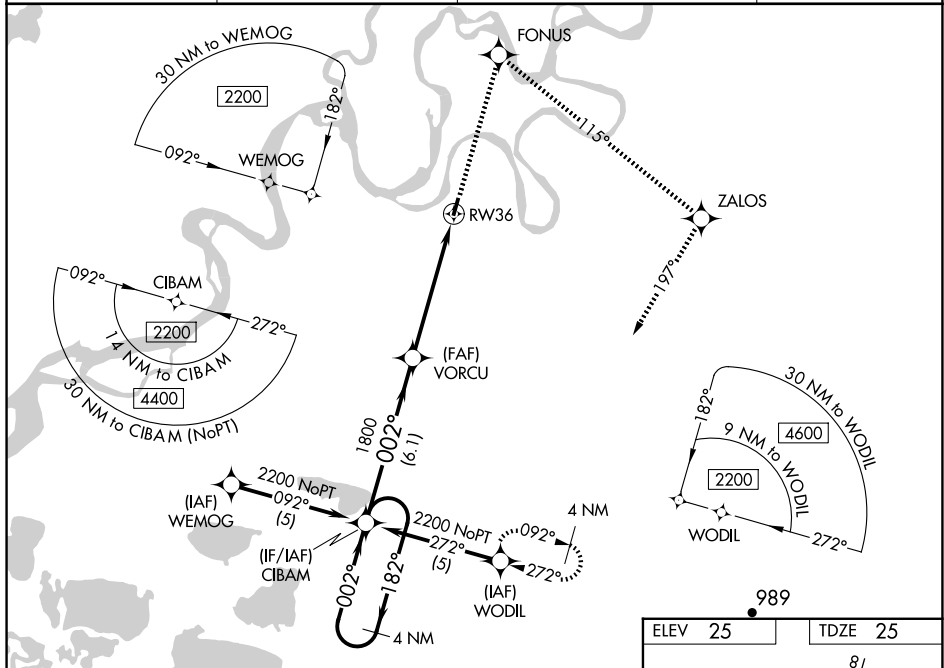
# RNAV (GPS) RWY 36

## KWETHLUK (KWT) (PFKW)

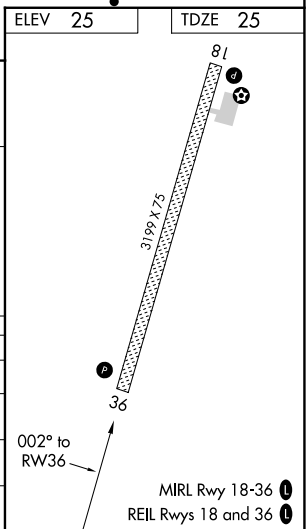
<b>T</b>	Baro-VNAV NA.
<b>A</b> NA	DME/DME RNP-0.3 NA.
<b>W</b>	When local altimeter setting not received use Bethel altimeter setting. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

**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 <b>120.0</b>	BET/PABE ASOS <b>135.45</b>	ANCHORAGE CENTER <b>125.2 372.0</b>	CTAF <b>122.9 0</b>
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<div>4 NM Holding Pattern</div> <div>CIBAM</div> <div>2200 ← 182° 002° →</div> <div>GP 3.00° TCH 40</div>		<div><div>2200 ↑</div><div>FONUS</div><div>115° tr</div><div>ZALOS</div><div>197° tr</div><div>WODIL</div></div> <div>VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 28).</div> <div>VORCU</div> <div>1800</div> <div>6.1 NM</div> <div>5.4 NM</div> <div>RW36</div>			
		<div>CATEGORY</div> <div>A</div> <div>B</div> <div>C</div> <div>D</div>			
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)	



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