

WAAS CH <b>40219</b> <b>W14A</b>	APP CRS <b>140°</b>	Rwy Idg <b>4000</b> TDZE <b>1043</b> Apt Elev <b>1047</b>
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## RNAV (GPS) RWY 14

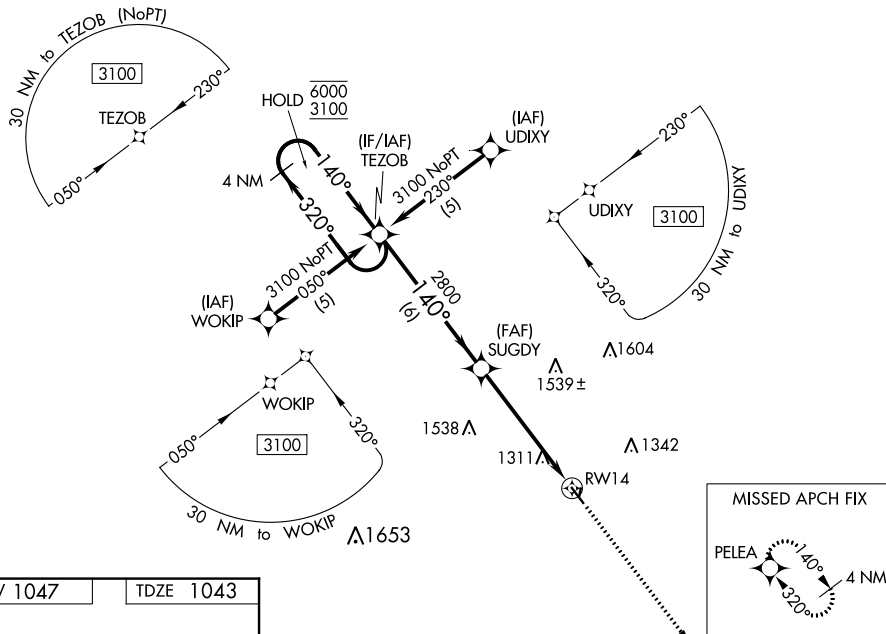
JEFFERSON MUNI (EFW)

RNP APCH-GPS.

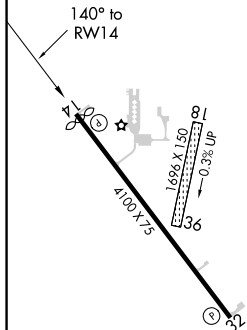
**NA** Circling NA to Rwy 18 and 36. Rwy 14 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Baro-VNAV NA. Use Perry altimeter setting, when not received, use Carroll altimeter setting and increase LPV DA to 1362 feet, increase LNAV/VNAV DA to 1691 feet and visibility  $\frac{1}{8}$  SM. Increase all MDA 40 feet.

**MISSED APPROACH:** Climb to 3100  
direct PELEA and hold.

PRO AWOS-3 <b>118.0</b>	MINNEAPOLIS CENTER <b>134.0 288.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 1047		TDZE 1043
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MIRL Rwy 14-32 **L**  
REIL Rwy 14 and 32 **L**

4 NM Holding Pattern

6000 ← 320°

3100 → 140°

GP 3.00° TCH 40

TEZOB

SUGDY

2800

2800

6 NM

5.4 NM

RW14

3100

PELEA

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).

CATEGORY	A	B	C	D
LPV DA	1330-1	287 (300-1)	NA	
RNAV/VNAV DA	1659-1 <sup>3</sup> / <sub>4</sub>	616 (700-1 <sup>3</sup> / <sub>4</sub> )	NA	
RNAV MDA	1600-1	557 (600-1)	NA	
CIRCLING	1600-1 553 (600-1)	1660-1 613 (700-1)	NA	