

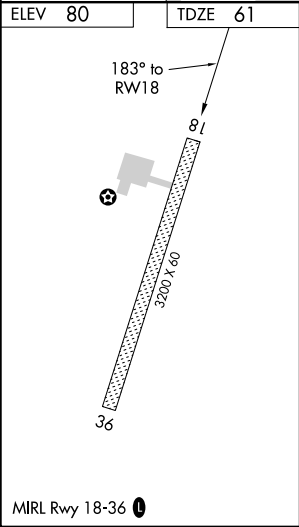
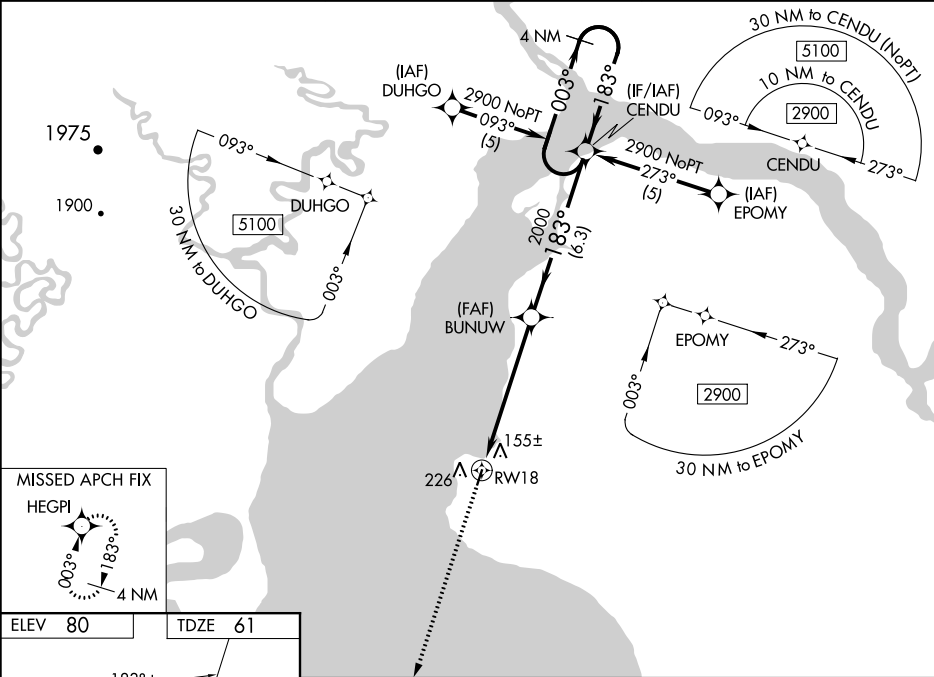
WAAS CH 82213 W18A	APP CRS 183°	Rwy Idg 3200 TDZE 61 Apt Elev 80
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RNAV (GPS) RWY 18

CLARKS POINT (CLP) (PFCL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2900 direct HEGPI and hold.
▼ ▲ NA Baro-VNAV NA. Procedure NA at night. When local altimeter setting not received, use Dillingham altimeter setting. Rwy 18 helicopter visibility reduction below 1 SM NA.	

AWOS-3P 121.45	ANCHORAGE CENTER 132.75 282.35	CTAF 122.9 0
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2900	HEGPI				
					

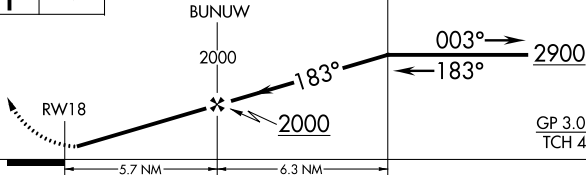


Diagram illustrating a flight path segment with the following details:

- Initial heading: 003°
- Turn 1: 183° (Distance: 5.7 NM)
- Altitude: 2000
- Turn 2: 183° (Distance: 6.3 NM)
- Altitude: 2900
- GP 3.07° TCH 40
- 4 NM Holding Pattern
- Vertical line: CENDU
- Horizontal line: BUNUW

CATEGORY	A	B	C	D
LPV DA	355-1 294 (300-1)			
LNAV/VNAV DA	464-1½ 403 (400-1½)			
LNAV MDA	620-1	559 (600-1)	620-1½ 559 (600-1½)	620-1¾ 559 (600-1¾)
CIRCLING	620-1 540 (600-1)	700-1 620 (700-1)	700-1¾ 620 (700-1¾)	700-2 620 (700-2)

APP CRS	Rwy Idg	3200
003°	TDZE	80
	Apt Elev	80

RNAV (GPS) RWY 36

CLARKS POINT (CLP) (PFCL)

RNP APCH-GPS.

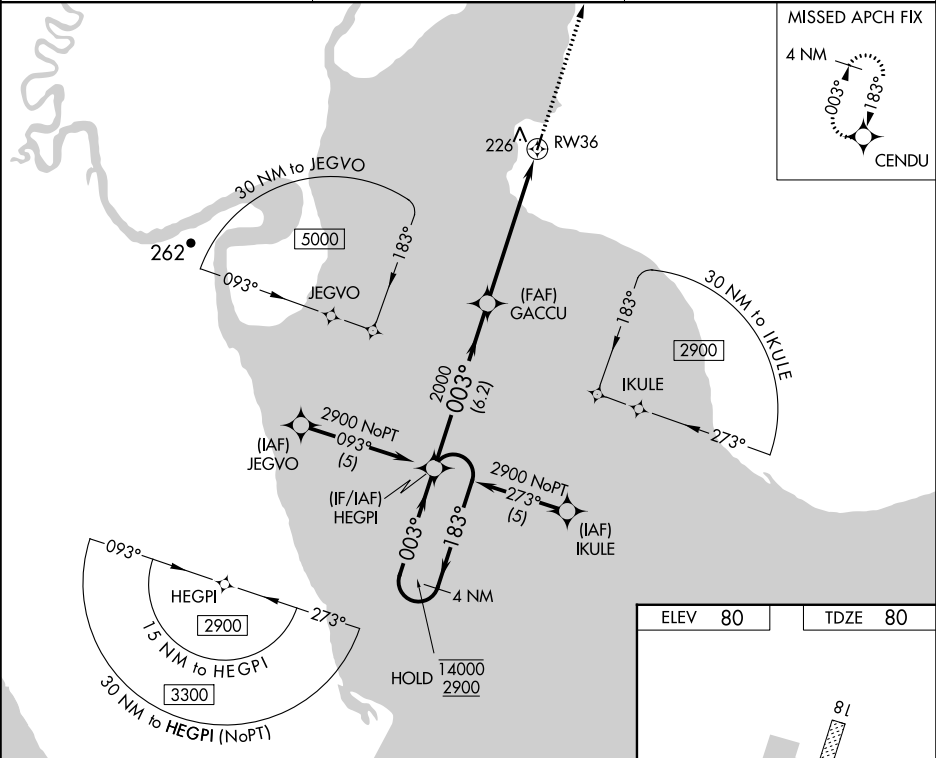
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Rwy 36 helicopter visibility reduction below 1 SM NA. Rwy 36 Straight-in and Circling minimums NA at night. When local altimeter setting not received, use Dillingham altimeter setting and increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 2900 direct CENDU and hold.

AWOS-3P 121.45	ANCHORAGE CENTER 132.75 282.35	CTAF 122.90
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4 NM Holding Pattern		HEGPI		2900 CENDU	
14000 ← 183°		2900 → 003°		GACCU	
		003°		RW36	
		2000		3.05° TCH 40	
		6.2 NM		5.8 NM	
CATEGORY	A	B	C	D	
LNAV MDA	660-1	580 (600-1)	660-1½	580 (600-1½)	
CIRCLING	660-1 580 (600-1)	700-1 620 (700-1)	700-1¾ 620 (700-1¾)	700-2 620 (700-2)	

