

|                                        |                        |                                                             |
|----------------------------------------|------------------------|-------------------------------------------------------------|
| WAAS<br>CH <b>56408</b><br><b>W36A</b> | APP CRS<br><b>001°</b> | Rwy Idg <b>4064</b><br>TDZE <b>16</b><br>Apt Elev <b>16</b> |
|----------------------------------------|------------------------|-------------------------------------------------------------|

## RNAV (GPS) RWY 36

PALM BEACH COUNTY GLADES (PHK)

|                                    |                                                                                                                         |                                                              |
|------------------------------------|-------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|
| <p><b>T</b></p> <p><b>A</b> NA</p> | <p>Baro-VNAV NA. DME/DME RNP-0.3 NA.</p> <p>Use Palm Beach Intl altimeter setting, when not received, procedure NA.</p> | <p>MISSED APPROACH: Climb to 2000 direct WIKIN and hold.</p> |
|------------------------------------|-------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------|

|                           |                                          |                                        |
|---------------------------|------------------------------------------|----------------------------------------|
| PBI ASOS<br><b>123.75</b> | PALM BEACH APP CON<br><b>125.2 317.4</b> | UNICOM<br><b>122.8</b> (CTAF) <b>0</b> |
|---------------------------|------------------------------------------|----------------------------------------|

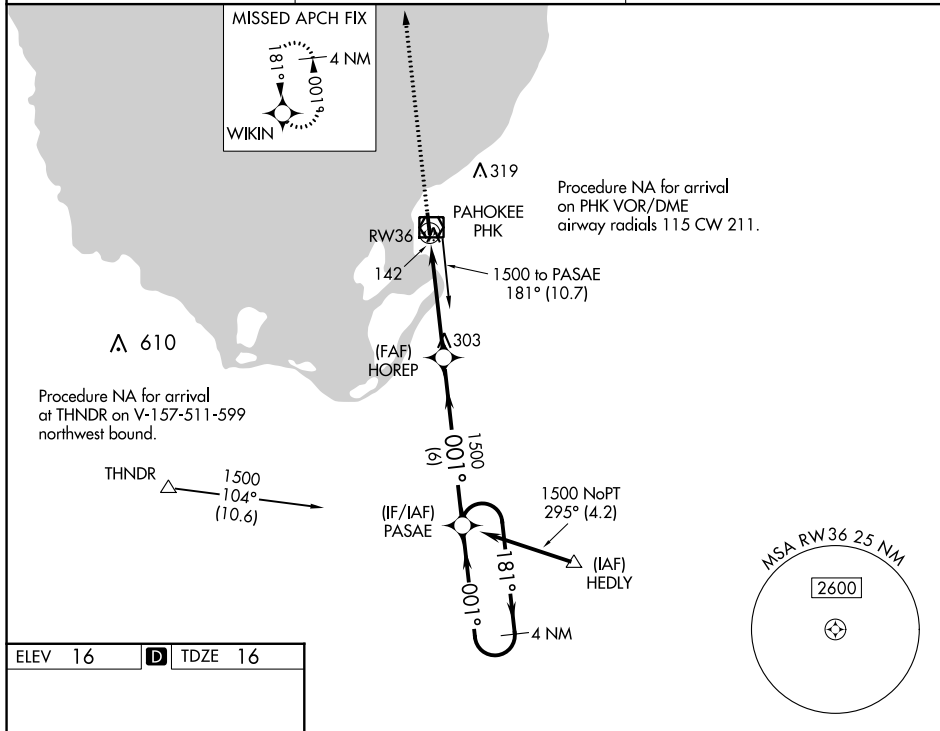


Diagram illustrating the RW36 approach procedure. The diagram shows a vertical runway axis with RW36 at the bottom and RW18 at the top. A 4.5 NM segment leads to the HOREP (1500) fix, and a 6 NM segment leads to the PASAE (1500) fix. The approach is a 4 NM Holding Pattern with a 181° heading. The diagram also shows the VGSI and RNAV glidepaths, which are not coincident, with a VGSI angle of 3.00°/TCH 44. The diagram includes a table with the following data:

| CATEGORY          | A      | B            | C                      | D                      |
|-------------------|--------|--------------|------------------------|------------------------|
| LPV DA            | 471-1½ | 455 (500-1½) |                        |                        |
| LNAV/VNAV DA      | 429-1⅜ | 413 (500-1⅜) |                        |                        |
| LNAV MDA          | 520-1  | 504 (600-1)  | 520-1⅜                 | 504 (600-1⅜)           |
| <b>C</b> CIRCLING | 580-1  | 564 (600-1)  | 760-2¼<br>744 (800-2¼) | 760-2½<br>744 (800-2½) |