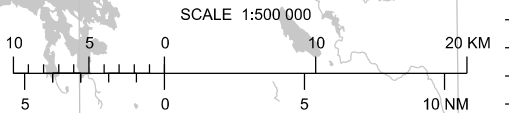
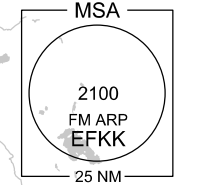


PBN  
RNAV 1

RADIO DATA	
TWR	120.100
	119.700
APP	120.100
	119.700
ATIS (EN)	125.025
EMERG	121.500



BRG are MAG  
TR in brackets are TRUE  
DIST in NM  
ELEV and ALT in FT  
SPEED in KT

**RNAV SID RWY 19**

ATPEL 1D BAPTU 1D EMDUR 1D GIDKI 1D NESUK 1D VAXUN 1D

- DME/DME OPS: NOT SUPPORTED
- ROUTES: RNAV PROC CODING ON THE VERSO OF THE CHART
- SQUAWK: WHEN LINING UP SQUAWK THE ASSIGNED CODE
- INITIAL CLIMB: MNM TURNING ALTITUDE ACCORDING TO RTE CODING.  
CLOSE-IN OBSTACLES EXIST, SEE EFKK AD 2.10 - 5
- NOISE ABATEMENT: AFTER TAKE-OFF CLIMB AS RAPIDLY AS PRACTICABLE TO AT LEAST 2000 FT ABOVE AD ELEV  
PUBLISHED SID ROUTES ARE ALSO MINIMUM NOISE ROUTINGS
- AREA MNM ALT: SEE AMA INDEX, AIP ENR 6.1 - 3

CHG: new PROC

EFKK RNAV SID RWY 19										
RTE NAV SPEC	SEQ NR	P/T	WPT		MAG	GEO TR	DIST NM	Turn Direction	Constraints	
			ID	Flyover					LVL	Speed
ATPEL 1D RNAV 1	010	CA	-	-	181°	190.7°T	-		A480+	
	020	DF	HOPWU	-	-	-	-			K180-
	030	TF	EQHAS	-	271°	280.6°T	5.0	L		K210-
	040	TF	ATPEL	-	204°	214.1°T	18.9			
BAPTU 1D RNAV 1	010	CA	-	-	181°	190.7°T	-		A480+	
	020	DF	HOPWU	-	-	-	-			K180-
	030	TF	UNPOD	-	181°	190.6°T	6.1			
	040	TF	BAPTU	-	180°	190.1°T	15.9			
EMDUR 1D RNAV 1	010	CA	-	-	181°	190.7°T	-		A480+	
	020	DF	HOPWU	-	-	-	-			K180-
	030	TF	ZICSE	-	091°	100.6°T	5.0	L		K210-
	040	TF	XUGDI	-	001°	010.8°T	4.6			
	050	TF	EMDUR	-	011°	020.6°T	18.6			
GIDKI 1D RNAV 1	010	CA	-	-	181°	190.7°T	-		A480+	
	020	DF	HOPWU	-	-	-	-			K180-
	030	TF	UNPOD	-	181°	190.6°T	6.1	L		
	040	TF	GIDKI	-	153°	162.2°T	16.2			
NESUK 1D RNAV 1	010	CA	-	-	181°	190.7°T	-		A480+	
	020	DF	HOPWU	-	-	-	-			K180-
	030	TF	EQHAS	-	271°	280.6°T	5.0			K210-
	040	TF	NESUK	-	286°	295.5°T	11.4			
VAXUN 1D RNAV 1	010	CA	-	-	181°	190.7°T	-		A480+	
	020	DF	HOPWU	-	-	-	-			K180-
	030	TF	ZICSE	-	091°	100.6°T	5.0	L		K210-
	040	TF	XUGDI	-	001°	010.8°T	4.6			
	050	TF	VAXUN	-	021°	030.6°T	19.6			

**WPT COORD**

SEE PAGE EFKK AD 2.15 - 1