

WAAS CH 82327 W36A	APP CRS 002°	Rwy Idg 4000 TDZE 681 Apt Elev 698
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RNAV (GPS) RWY 36
JASPER COUNTY (RZL)

RNP APCH.

T Baro-VNAV NA when using Knox altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. When local altimeter setting not received use Knox altimeter setting and increase all DA 78 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility $\frac{1}{8}$ mile and LNAV and Circling Cat C visibility $\frac{1}{4}$ mile. Rwy 36 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 9 and 27.

MISSED APPROACH:
Climb to 2600 direct
JITV and hold.

AWOS-3P 119.175	CHICAGO CENTER 132.5 284.7	UNICOM 122.8 (CTAF) 0
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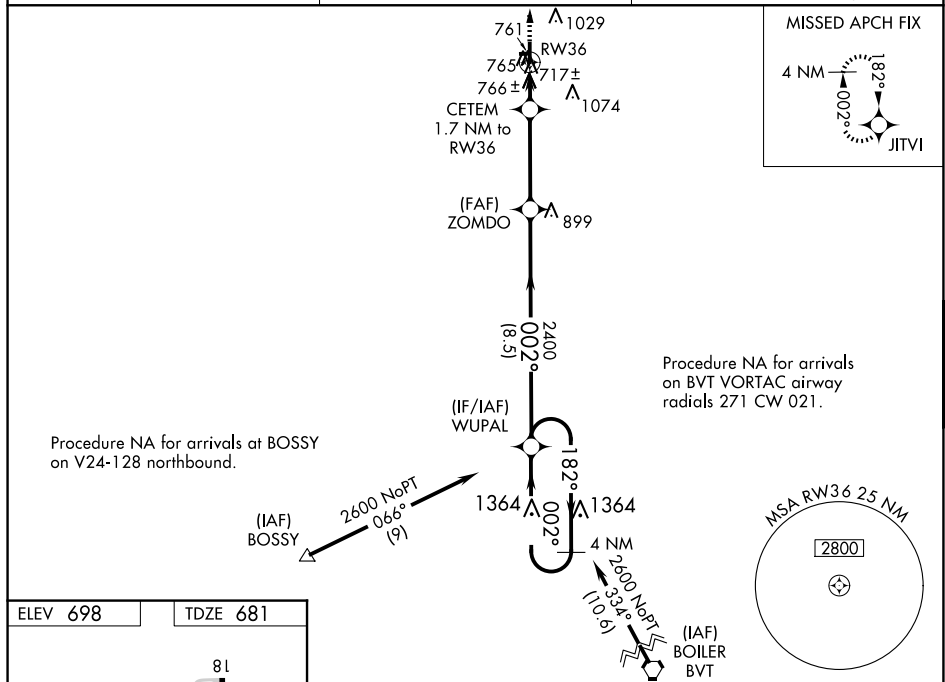


Diagram of the MRL Rwy 18-36 and REIL Rwy 18-36. The diagram shows a vertical runway layout. At the top is a 4000 X 60 runway (81) with a 0.4% UP slope. Below it is a 1450 X 150 area (27) with a 0.4% UP slope. At the bottom is a 36 runway with a 0.6% UP slope. A star symbol is located near the 36 runway. The diagram is labeled "MRL Rwy 18-36" and "REIL Rwy 18-36".

Diagram illustrating a 4 NM Holding Pattern. The pattern is defined by a series of turns around a fix (ZOMDO) and a waypoint (WUPAL). The pattern starts at a 2600 altitude, descends to 2400, and then proceeds to the holding pattern. The pattern consists of a 180-degree turn followed by a 180-degree turn. The distance between the fix and the waypoint is 8.5 NM. The distance from the fix to the start of the pattern is 3.6 NM. The distance from the start of the pattern to the fix is 1.7 NM. The pattern is labeled '4 NM Holding Pattern'. The diagram also shows a 'GP 3.00° TCH 40' and a 'CETEM 1.7 NM to RW36'.