

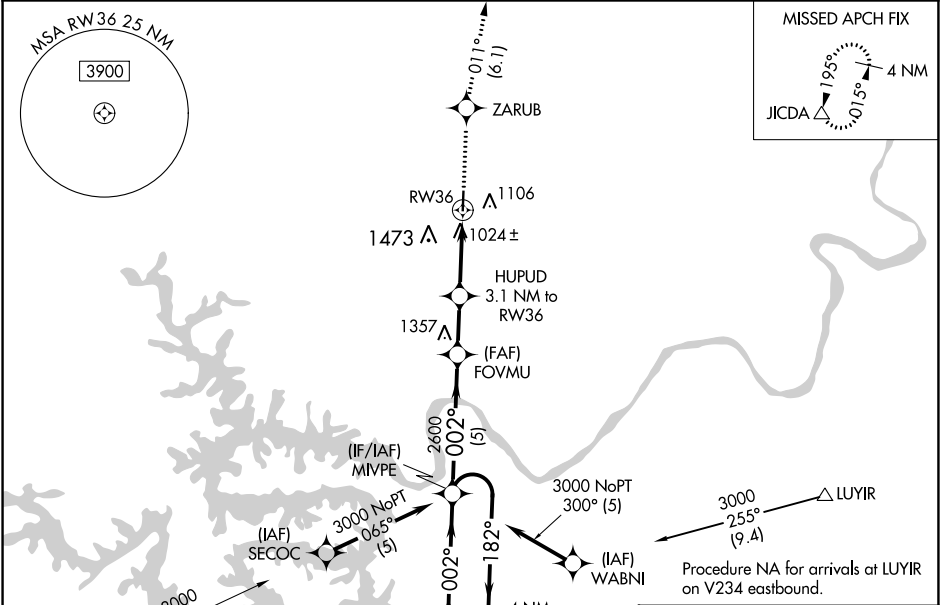
WAAS CH <b>90130</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>904</b> <b>917</b>
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RNAV (GPS) RWY 36

ELDON MODEL AIRPARK (H79)

RNP APCH.	<p><b>NA</b> Rwy 36 helicopter visibility reduction below ¾ SM NA. Use Kaiser/Lake Ozark altimeter setting, when not received use Fort Leonard Wood altimeter setting and increase all MDA 100 feet; increase LP Cat C visibility ½ SM, increase LNAV Cat C and Circling Cts B/C visibility ¼ SM.</p>	<p>MISSED APPROACH: Climb to 3100 direct ZARUB and on track 011° to JICDA and hold.</p>
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AIZ AWOS-3PT <b>135.325</b>	MIZZU APP CON <b>124.1 353.925</b>	UNICOM <b>122.8 (CTAF) 0</b>
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4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 39).		3100	ZARUB	JICDA
MIVPE		FOVMU		↑	✧	tr 011° △
6000 ← 182°		002° →		HUPUD 3.1 NM to RW36		
3000		002°		3.00° TCH 40		
		2600		RW36		
		1920				
		5 NM		2.1 NM		
				3.1 NM		
CATEGORY	A	B	C	D		
LP MDA	1320-1	416 (500-1)	1320-1½ 416 (500-1½)	NA		
LNAV MDA	1440-1	536 (600-1)	1440-1½ 536 (600-1½)	NA		
CIRCLING	1520-1 603 (700-1)	1820-1¼ 903 (1000-1¼)	1820-2¾ 903 (1000-2¾)	NA		

ELEV 917 TDZE 904

MIRL Rwy 18-36  
REIL Rws 18 and 36

81  
4000 X 75  
0.3% UP  
36  
002° to RW36