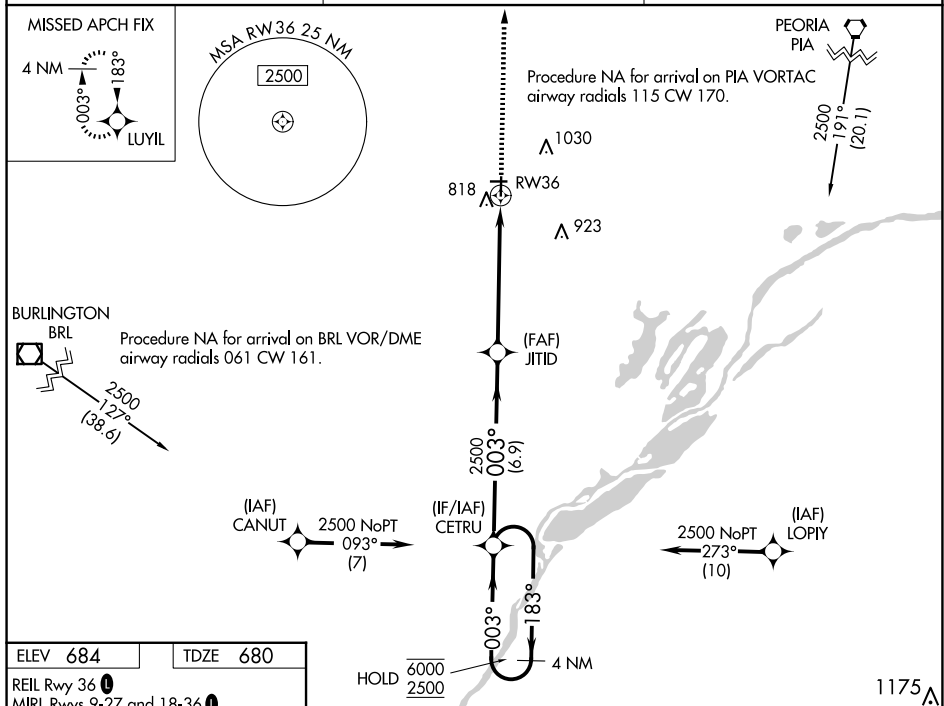


WAAS CH 78331 W36A	APP CRS 003°	Rwy Ldg TDZE Apt Elev	3899 680 684
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RNAV (GPS) RWY 36
INGERSOLL (CTK)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct LUYIL and hold.
 Baro-VNAV NA. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.  NA Use PIA ollimeter setting; when not received, procedure NA.		
PIA ASOS 126.1 282.2	SAINT LOUIS APP CON 125.8 269.2	UNICOM 122.8 (CTAF) 0



ELEV 684

TDZE 680

REIL Rwy 36

MIRL Rwy 9-27 and 18-36

Diagram showing the intersection of REIL Rwy 36 and MIRL Rwy 9-27 and 18-36. The diagram includes a vertical runway (36) and a horizontal runway (6/27) intersecting. The intersection is labeled 3294 X 60. A vertical line segment on the right side of the intersection is labeled 3899 X 75. A small square symbol is located on the left side of the vertical runway, near the intersection. A north arrow points upwards, labeled 003°. A label 0.3% Up with an arrow pointing upwards is located on the vertical runway, below the intersection.

Diagram illustrating the 4 NM Holding Pattern for J170. The pattern is a racetrack shape centered on the J170 2500 frequency. The inbound leg is from 6000 to 2500 at 003°. The outbound leg is from 2500 to 6000 at 183°. The pattern is 4 NM wide. The diagram also shows the J170 2500 frequency, the CETRU 2500 frequency, and the RW36 runway. The holding pattern is located 5.6 NM from the J170 2500 frequency and 6.9 NM from the CETRU 2500 frequency. The holding pattern is located 12.5 NM from the RW36 runway.

RNAV (GPS) RWY 36