

WAAS CH 90236 W26A	APP CRS 257°	Rwy Idg 5002 TDZE 20 Apt Elev 23
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RNAV (GPS) RWY 26
JENNINGS (3B.7)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting.
Night landing: Rwy 8, 31 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: Increase all DA 69 ft and all MDA 80 ft; increase LPV and LNAV/VNAV all Cots visibility ¼ mile, increase LNAV/Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 3000 direct
CEGUV and hold.

AWOS-3PT 121.150	LAKE CHARLES APP CON ★ 119.8 282.3	UNICOM 122.8 (CTAF) 0
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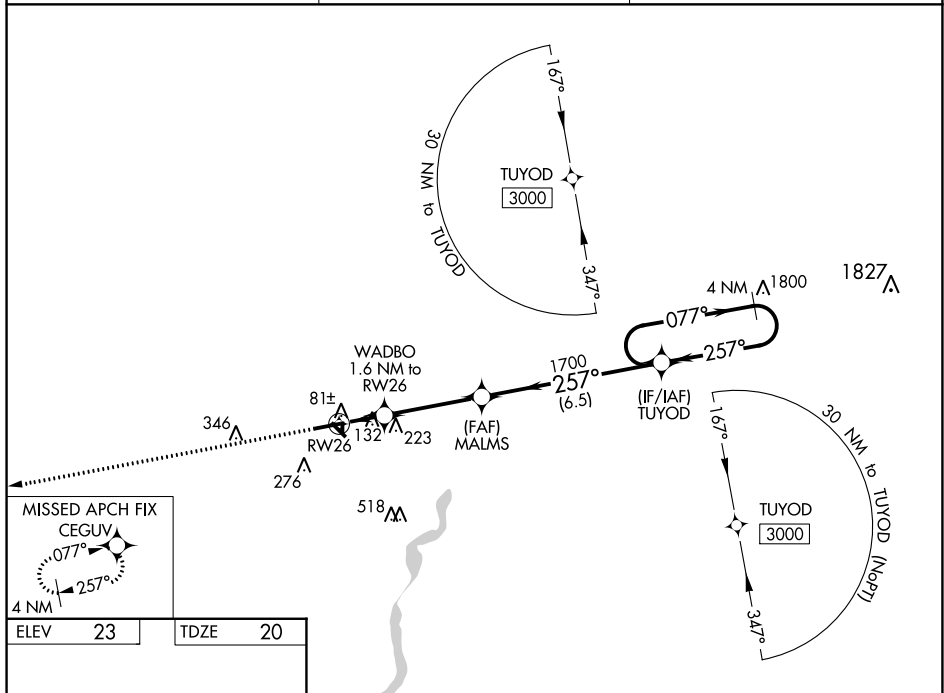


Diagram illustrating the REIL (Runway End Identifier Lights) and MRL (Medium Range Lights) systems for Runway 26. The REIL system is shown as a 5002 X 75 ft section, and the MRL system is shown as a 1977 X 150 ft section. The diagram also indicates a bearing of 257° to RW26.

The diagram illustrates the RW26 instrument approach procedure. It begins with a climb from 3000 feet, indicated by an upward arrow labeled "3000". The CEGUV (Ceiling) is shown as a four-pointed star symbol. The approach starts at a distance of 1 NM from RW26, followed by a 0.6 NM segment, and then a 3.5 NM segment leading to MALMS at 1700 feet. A holding pattern is established at MALMS, with a 4 NM radius and a 077° heading. The approach continues from MALMS to TUYOD, with a 6.5 NM segment and a 257° heading. The final descent is from TUYOD to RW26, with a 1 NM segment and a 257° heading. The minimum altitude is 580 feet. The GP (Ground Profile) is 3.00° TCH 50.

CATEGORY	A	B	C	D
LPV DA	290- $\frac{7}{8}$	270 (300- $\frac{7}{8}$)		NA
LNAV/VNAV	300- $\frac{7}{8}$	280 (300- $\frac{7}{8}$)		NA
LNAV MDA	400-1	380 (400-1)		NA
C CIRCLING	580-1	557 (600-1)	680- $1\frac{3}{4}$ 657 (700- $1\frac{3}{4}$)	NA