

WAAS CH 82134 W26A	APP CRS 258°	Rwy Idg 5000 TDZE 209 Apt Elev 239
--	------------------------	---

RNAV (GPS) RWY 26

CHERAW MUNI/LYNCH BELLINGER FLD (CQW)

T setting and increase all DA 44 feet, all MDA 60 feet, LNAV/VNAV all Cats visibility $\frac{1}{8}$ mile, LNAV/VNAV Cat C/D and Circling Cat C/D visibility $\frac{1}{4}$ mile. Helicopter visibility reduction below 1 SM NA.

A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Procedure NA at night.

MISSED APPROACH:
Climb to 2500 direct
YOYUL and hold.

AWOS-3 124.825	FLORENCE APP CON ★ 118.6 341.7	UNICOM 122.8 (CTAF) ①
--------------------------	--	---------------------------------

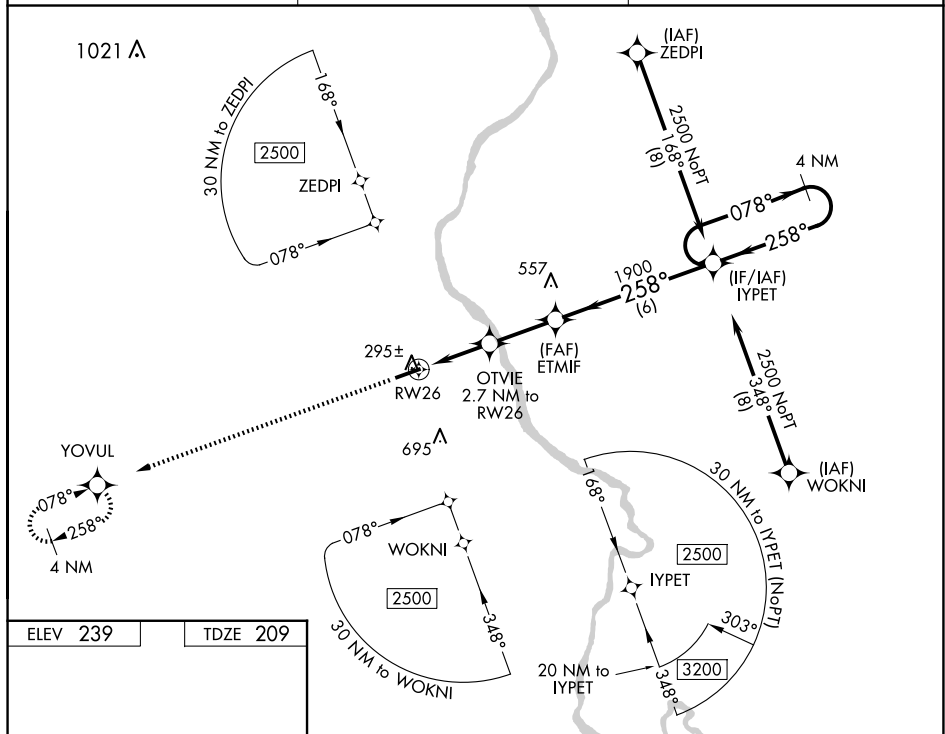


Figure 1-1 illustrates a VOR/DME RNAV (RNP) approach. The diagram shows a 5000 X 75 runway with a 1.0% UP slope. The approach path is 258° to RW26. Key points include: 2500 ft (YOVUL), 1900 ft (ETMIF), and 1060 ft (IYPET). The approach is 2.7 NM to RW26, 2.5 NM to ETMIF, and 6 NM to IYPET. The holding pattern is 4 NM. The approach is labeled "VGSi and RNAV glidepath not coincident."