

WAAS CH 45737 W16A	APP CRS 155°	Rwy Idg 4997 TDZE 82 Apt Elev 83
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RNAV (GPS) RWY 16
DE QUINCY INDUSTRIAL AIRPARK (5R8)

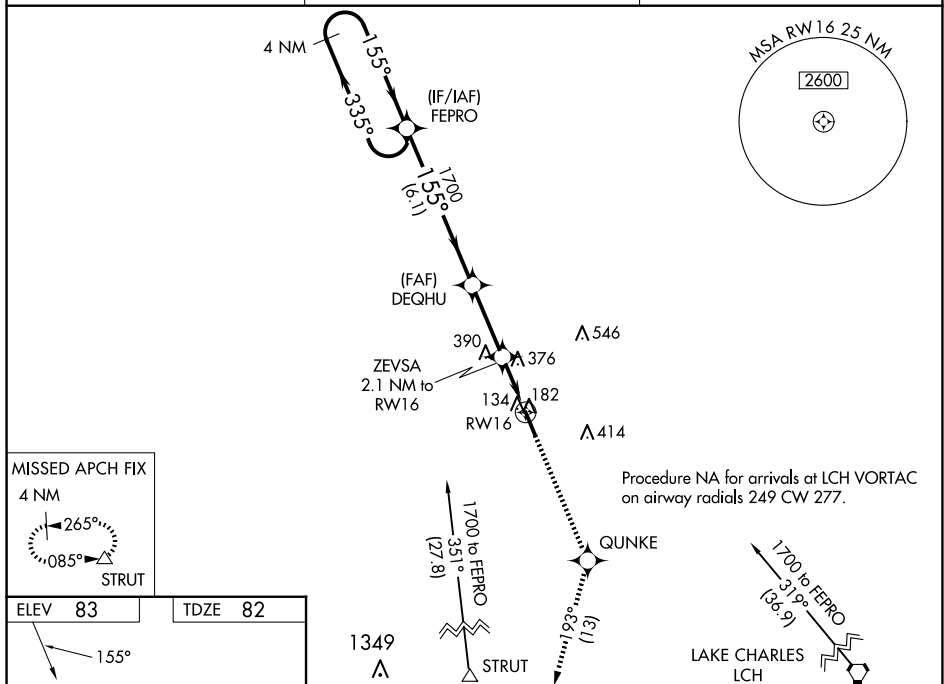
▼ Baro-VNAV NA when using Sulphur altimeter setting. DME/DME RNP-0.3 NA.
▲ NA When local altimeter setting not received, use Sulphur altimeter setting and increase all DA 55 feet and MDA 60 feet, increase LPV visibility all Cats $\frac{1}{8}$, LNAV/VNAV all Cats $\frac{1}{4}$ and LNAV and Circling Cat C visibility $\frac{1}{4}$ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 16 NA.

MISSED APPROACH: Climb to 2000 direct QUNKE and on track 193° to STRUT and hold.

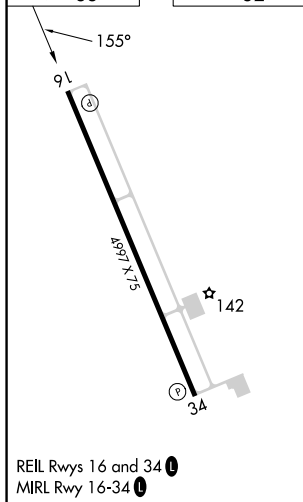
AWOS-3PT
121.2

LAKE CHARLES APP CON★
119.35 282.3

UNICOM
122.8 (CTAF) **L**



ELEV 83		TDZE 82
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4 NM Holding Pattern FEPRO		DEQHU 1700		2000 ↑	QUNKE ✦	tr 193° 	STRUT △
1700 ← 335° 155° →		155° → 1700 GP 3.00° TCH 50		ZEVSA 2.1 NM to RW16 *800		*RNAV only RW16	
CATEGORY A		B		C		D	
LPV DA	365-1		283 (300-1)				NA
RNAV/ VNAV DA	799-2½		717 (800-2½)				NA
RNAV MDA	700-1		618 (700-1)		700-1¾ 618 (700-1¾)		NA
 CIRCLING	700-1 617 (700-1)		740-1 657 (700-1)		740-1¾ 657 (700-1¾)		NA