

WAAS CH 87036 W34A	APP CRS 335°	Rwy Idg TDZE Apt Elev	4997 83 83
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RNAV (GPS) RWY 34

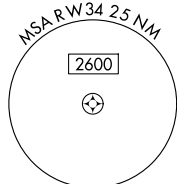
DE QUINCY INDUSTRIAL AIRPARK (5R8)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DAE RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. ▲ NA When local altimeter setting not received, use Sulphur altimeter setting and increase all DA 55 feet and MDA 60 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, LNAV and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA with Sulphur altimeter setting. Night landing Rwy 16 NA.

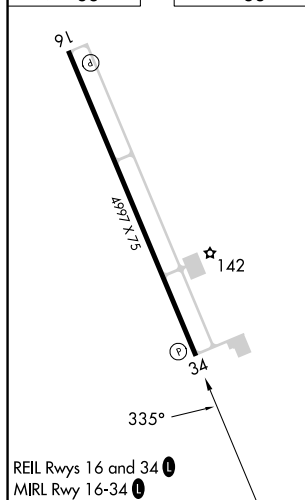
MISSED APPROACH: Climb to 1700 direct FEPRO and hold.

AWOS-3PT 121.2	LAKE CHARLES APP CON ★ 119.35 282.3	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX



ELEV	83		TDZE	83
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The diagram illustrates the RW34 instrument approach procedure. It shows the final approach segment starting from RW34 and ending at QUNKE at 1700 feet. Key features include:

- Final Approach Segment:** A solid black line representing the final approach from RW34 to QUNKE.
- Altitude Markers:** 1700 feet at QUNKE and 760 feet along the final approach segment.
- Distance Markers:** 1.3 NM from RW34, 0.7 NM from RW34, 2.9 NM from RW34, and 6.1 NM from RW34.
- Obstacle Clearance:** Obstacle clearance heights are provided for various categories: LPV DA (NA), LNAV/VNAV DA (NA), LNAV MDA (540-1, 457 [500-1], 540-1³/₈, 457 [500-1³/₈]), and C CIRCLING (540-1, 457 [500-1], 740-1, 657 [700-1], 740-1³/₄, 657 [700-1³/₄]).