

WAAS CH 90236 W26A	APP CRS 257°	Rwy Idg 5002 TDZE 20 Apt Elev 23
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RNAV (GPS) RWY 26
JENNINGS (3R7)

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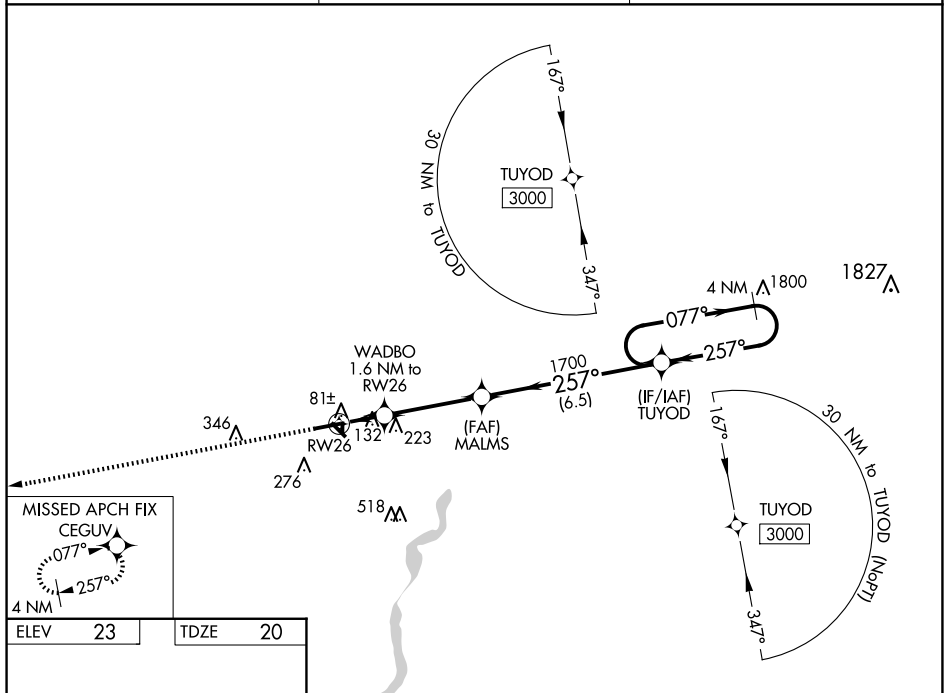
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

T DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting.

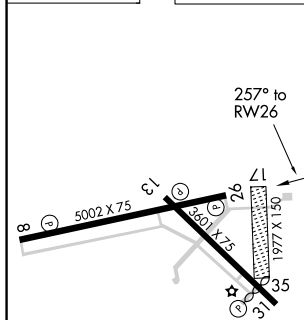
A Night landing: Rwy 8, 31 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: Increase all DA 69 ft and all MDA 80 ft; increase LPV and LNAV/VNAV all Cats visibility $\frac{1}{4}$ mile, increase LNAV/Circling Cat C visibility $\frac{1}{4}$ 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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ELEV	23	TDZE	20
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*LNAV only.

CEGUV

TUYOD

4 NM Holding Pattern

077° → 3000 ← 257°

GP 3.00° TCH 50

WADBO 1.6 NM to RW26

MALMS 1700

RW26

*1 NM to RW26

*580

1700

257°

CATEGORY	A	B	C	D
LPV DA	290- $\frac{7}{8}$	270 (300- $\frac{7}{8}$)		NA
LNAV/VNAV DA	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

REIL Rwy 8, 26, 13, and 31
MIRI Rwy 8-26 and 13-31

Orig-A 23JUN16

30°15'N-92°40'W

JENNINGS (3R7)

RNAV (GPS) RWY 26