

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**

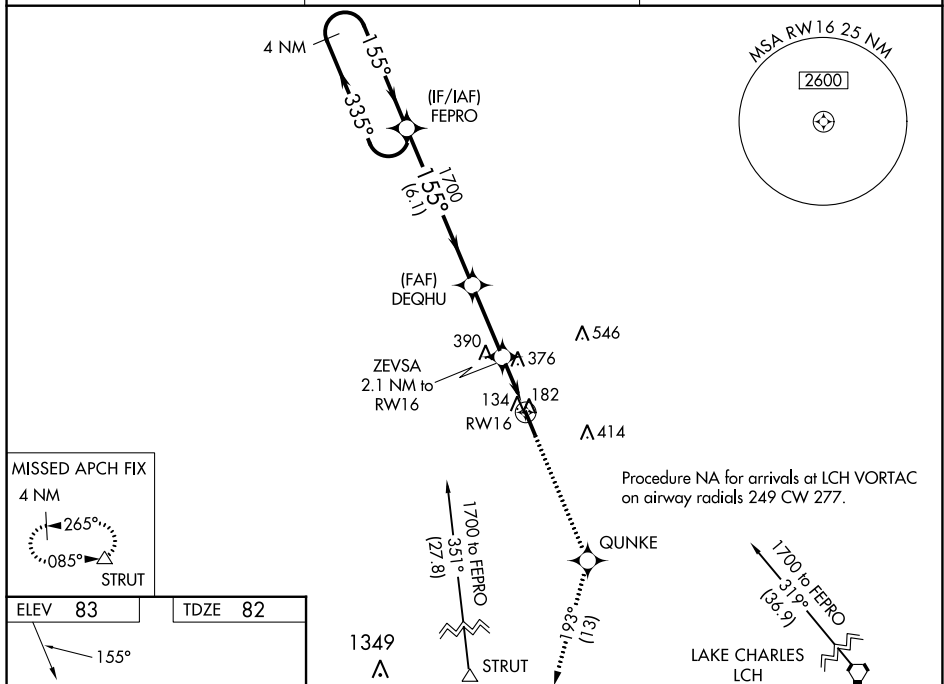


Diagram illustrating the runway layout for Runway 16-34. The runway is oriented at 155 degrees. The diagram shows the runway axis with a 155-degree angle indicated. The runway is labeled "REIL Rwy 16 and 34" and "MIRL Rwy 16-34". The runway length is 6,997 x 7.75. The runway is marked with "9L" at the top and "34" at the bottom. A star symbol is located near the bottom right, labeled "142".

4 NM Holding Pattern FEPRO		DEQHU 1700		2000 ↑	QUNKE ✦	tr 193° 	STRUT △
1700 ← 335° 155° →		155° → 1700		ZEVSA 2.1 NM to RW16 *800		*LNAV only RW16	
GP 3.00° TCH 50		6.1 NM		2.8 NM		2.1 NM	
CATEGORY	A	B	C	D			
LPV DA	365-1		283 (300-1)	NA			
LNAV/VNAV DA	799-2½		717 (800-2½)	NA			
LNAV 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			