

WAAS CH <b>65712</b> <b>W26A</b>	APP CRS <b>262°</b>	Rwy Idg TDZE Apt Elev	<b>3897</b> <b>784</b> <b>785</b>
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# RNAV (GPS) RWY 26

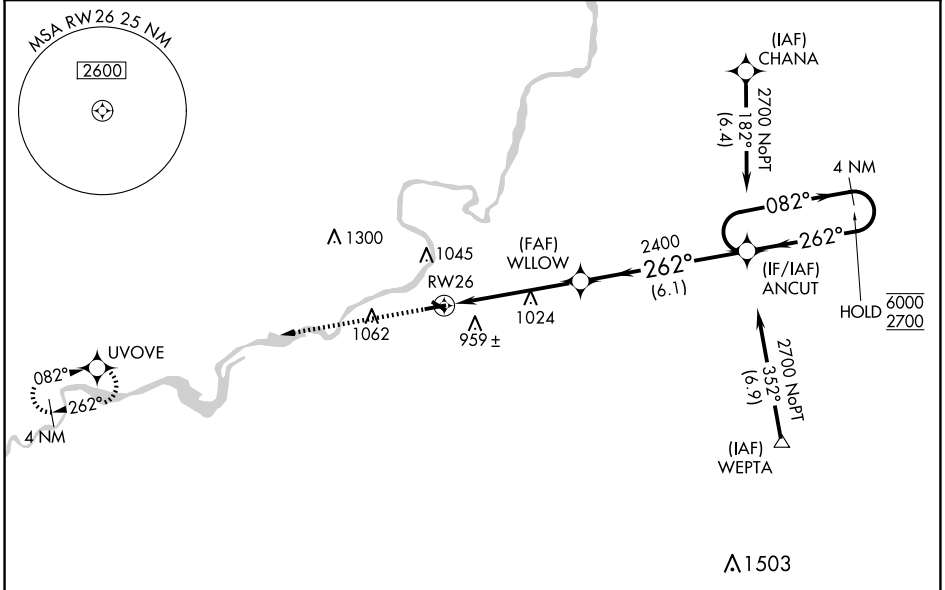
DIXON MUNI-CHARLES R WALGREEN FLD (C73)

RNP APCH - GPS.

**⚠** Baro-VNAV and VDP NA when using Rochelle altimeter setting. Rwy 26 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below  $-16^{\circ}\text{C}$  or above  $54^{\circ}\text{C}$ . When local altimeter setting not received, use Rochelle altimeter setting and increase LPV DA to 1074 feet and all visibilities  $\frac{1}{8}$  SM; increase LNAV/VNAV DA to 1266 feet; increase all MDAs 40 feet and LNAV visibility Cat C  $\frac{1}{8}$  SM, and Circling visibility Cat C  $\frac{1}{4}$  SM.

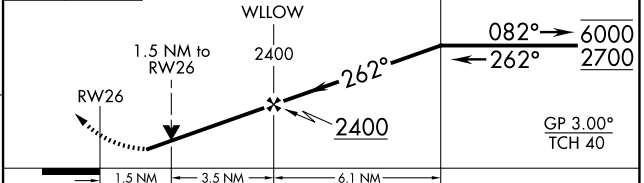
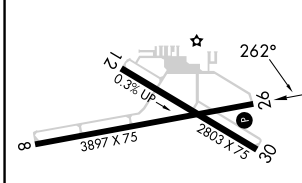
**MISSED APPROACH:**  
Climb to 2700 direct UVOVE and hold.

AWOS-AV <b>118.575</b>	ROCKFORD APP CON <b>126.0 327.0</b>	UNICOM <b>123.05 (CTAF)</b>
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ELEV <b>785</b>	TDZE <b>784</b>
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2700 UVOVE VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21). 4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA	1034- $\frac{3}{4}$	250 (300- $\frac{3}{4}$ )		NA
LNAV/VNAV DA	1226-1 $\frac{3}{8}$	442 (500-1 $\frac{3}{8}$ )		NA
LNAV MDA	1280-1	496 (500-1)	1280-1 $\frac{3}{8}$ 496 (500-1 $\frac{3}{8}$ )	NA
CIRCLING	1300-1 515 (600-1)	1400-1 615 (700-1)	1420-1 $\frac{3}{4}$ 635 (700-1 $\frac{3}{4}$ )	NA

REIL Rwy 8 **⓪**  
MIRL Rwy 8-26 and 12-30 **⓪**

# RNAV (GPS) RWY 26

EC-3, 17 APR 2025 to 15 MAY 2025

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