

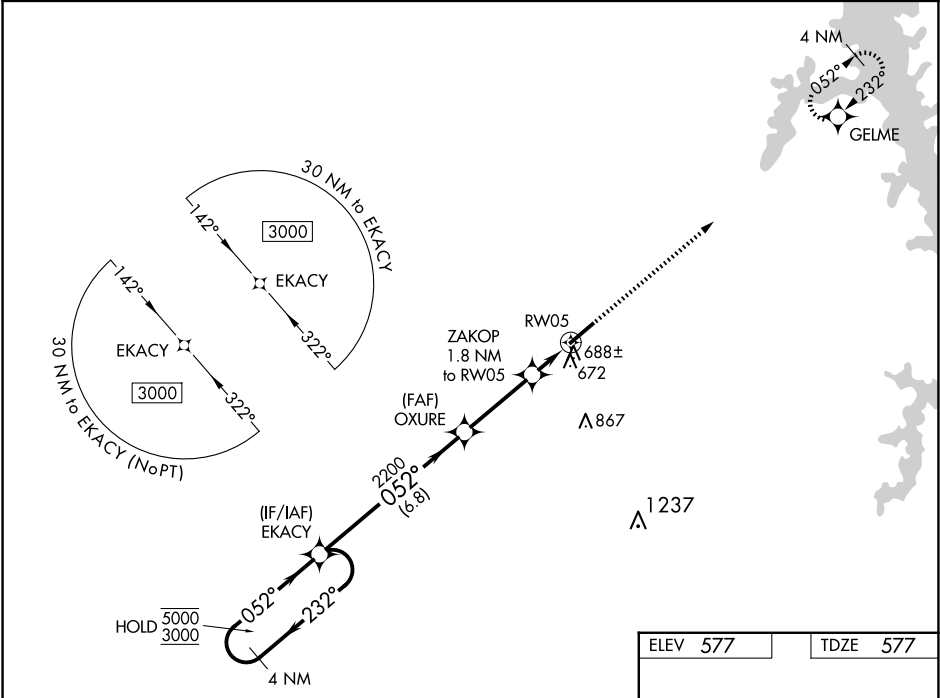
|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>86826</b><br><b>W05A</b> | APP CRS<br><b>052°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>6202</b><br><b>577</b><br><b>577</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

RNAV (GPS) RWY 5

KYLE-OAKLEY FLD (CEY)

|                                                                                          |                                                                                                                                   |                                                       |
|------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| RNP APCH - GPS.                                                                          |                                                                                                                                   | MISSED APPROACH: Climb to 3000 direct GELME and hold. |
| <div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div> | Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. |                                                       |

|                          |                                        |                               |
|--------------------------|----------------------------------------|-------------------------------|
| AWOS-3<br><b>119.975</b> | MEMPHIS CENTER<br><b>133.65 292.15</b> | UNICOM<br><b>122.7 (CTAF)</b> |
|--------------------------|----------------------------------------|-------------------------------|



|                      |                       |                                                                  |                                                    |                            |       |
|----------------------|-----------------------|------------------------------------------------------------------|----------------------------------------------------|----------------------------|-------|
| 4 NM Holding Pattern |                       | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29). |                                                    | 3000                       | GELME |
|                      |                       |                                                                  |                                                    |                            |       |
| GP 3.00°<br>TCH 40   |                       | 2200                                                             |                                                    | 1180                       |       |
| 6.8 NM               |                       | 3.2 NM                                                           | 0.7 NM                                             | 1.1 NM                     |       |
| CATEGORY             | A                     | B                                                                | C                                                  | D                          |       |
| LPV DA               | 827- $\frac{3}{4}$    |                                                                  | 250 (300- $\frac{3}{4}$ )                          |                            |       |
| LNAV/VNAV DA         | 947-1                 |                                                                  | 370 (400-1)                                        |                            |       |
| LNAV MDA             | 960-1                 | 383 (400-1)                                                      | 960-1 $\frac{1}{8}$                                | 383 (400-1 $\frac{1}{8}$ ) |       |
| CIRCLING             | 1000-1<br>423 (500-1) | 1040-1<br>463 (500-1)                                            | 1040-1 $\frac{1}{2}$<br>463 (500-1 $\frac{1}{2}$ ) | 1180-2<br>603 (700-2)      |       |

|               |          |
|---------------|----------|
| ELEV 577      | TDZE 577 |
|               |          |
| MIRL Rwy 5-23 |          |
| REIL Rwy 5    |          |