

WAAS CH <b>77704</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy ldg <b>11498</b> TDZE <b>87</b> Apt Elev <b>93</b>
--	------------------------	--

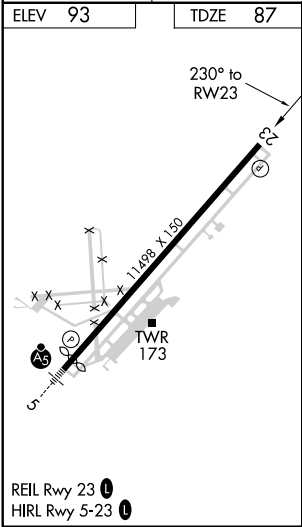
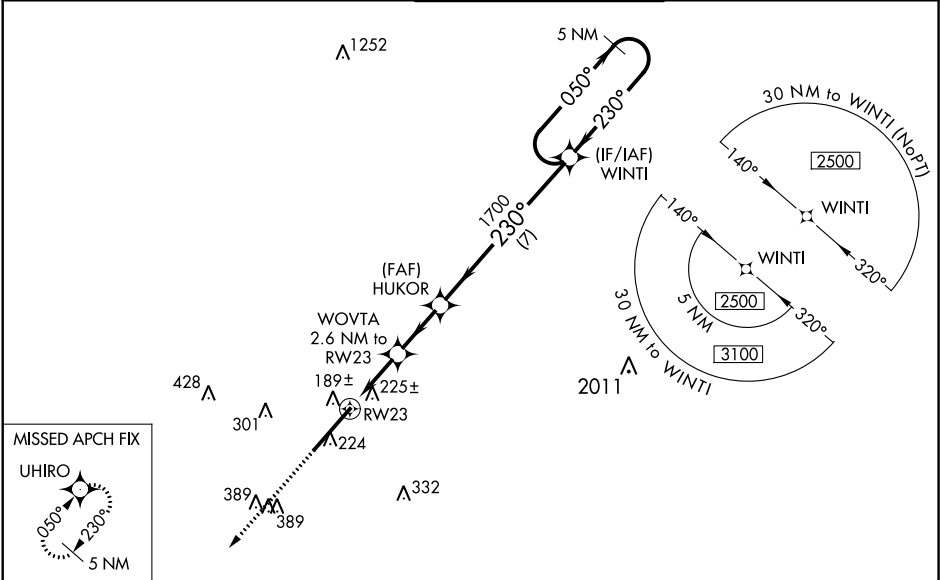
RNAV (GPS) RWY 23

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

Baro-VNAV NA when using Seymour Johnson AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Seymour Johnson AFB altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase LPV DA to 432, LNAV/VNAV DA to 413, and all MDA 60 feet. Increase LPV all Cats and LNAV Cats C and D visibility ¼ mile, and increase LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile.

MISSED APPROACH:  
Climb to 2100 direct UHIRO and hold.

AWOS-3 <b>132.75</b>	SEYMOUR JOHNSON APP CON ★ <b>127.3 273.6</b>	KINSTON TOWER ★ <b>120.6 (CTAF) 0 335.55</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
-------------------------	---	---	-------------------------	-------------------------



ELEV 93	TDZE 87	2100 UHIRO				VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 100).				5 NM Holding Pattern			
230° to RW23		*LNNAV only.		WOVTA 2.6 NM to RW23		HUKOR 1700		WINTI 2500		050° →		← 230°	
1.2 NM		1.6		2.3		7 NM							
CATEGORY		A		B		C		D					
LPV DA		390-1		303 (300-1)									
LNAV/VNAV DA		437-1½		350 (400-1½)									
LNAV MDA		540-1		453 (500-1)		540-1¾		453 (500-1¾)					
CIRCLING		580-1		487 (500-1)		700-1¾		607 (700-1¾)		740-2		647 (700-2)	