

LOC/DME I-PGV <u>110.7</u> Chan 44	APP CRS 197°	Rwy Ldg 6505 TDZE 25 Apt Elev 26
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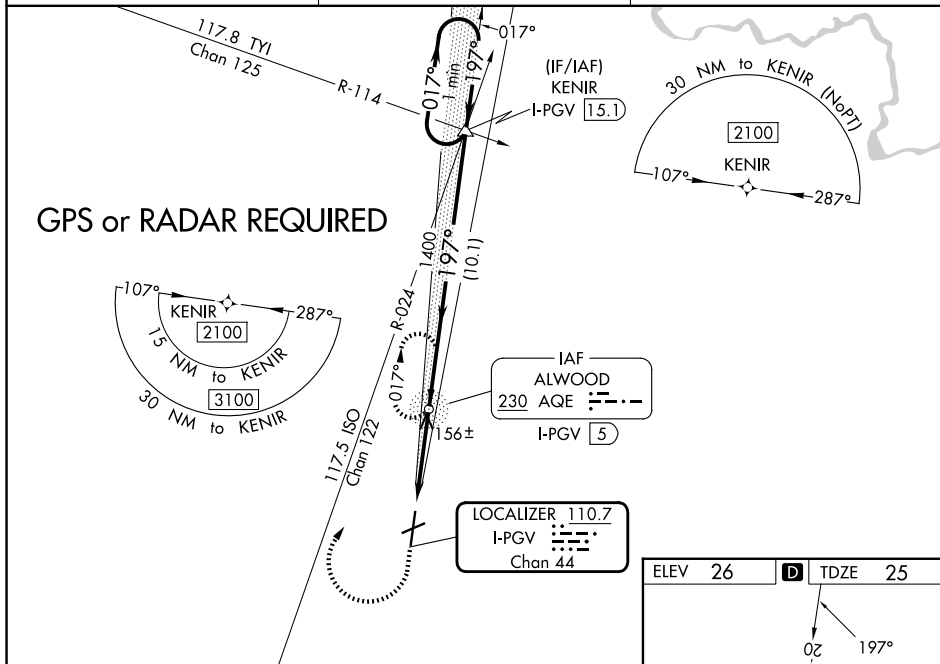
ILS Y or LOC Y RWY 20
PITT-GREENVILLE (PGV)

V ADF required. VDP NA with Washington altimeter setting. When local altimeter setting not received use Washington altimeter setting and increase S-ILS 20 DA to 298 feet; increase all MDAs 60 feet and S-LOC 20 visibility Cat C/D $\frac{1}{8}$ SM, and Circling visibility Cat D $\frac{1}{4}$ SM. For inop ALS when using Washington altimeter setting, increase S-ILS 20 all Cats visibility $\frac{1}{8}$ SM, and S-LOC 20 visibility Cat A/B $\frac{1}{4}$ SM. Inop table does not apply to S-ILS all Cats. Rwy 20 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For inop ALS, increase S-LOC 20 visibility Cat A/B $\frac{1}{4}$ SM, Cat C/D $\frac{1}{8}$ SM.

MALSR
A5

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 direct AQE NDB and hold.

AWOS-3 128.425	WASHINGTON CENTER 123.85 279.65	UNICOM 122.8 (CTAF) 0
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800 1600 AQE

*LOC only.

AQE NDB I-PGV 5

KENIR I-PGV 15.1 One Minute Holding Pattern

I-PGV 1.3 I-PGV 2.2 1262 197° 1400 017° 197° 2100

GS 3.00° TCH 50

1 NM 2.7 NM 10.1 NM

CATEGORY	A	B	C	D
S-ILS 20		257- ³ / ₄	231 (300- ³ / ₄)	
S-LOC 20		420- ³ / ₄	394 (400- ³ / ₄)	
CIRCLING	600-1 574 (600-1)	620-1 594 (600-1)	700-2 674 (700-2)	800-2 ¹ / ₂ 774 (800-2 ¹ / ₂)

ELEV	26	D	TDZE	25
HIRL Rwy 2-20 1 MIRL Rwy 8-26 1 REIL Rws 2, 8, and 26				
FAF to MAP 3.7 NM				
Knots	60	90	120	150 180
Min:Sec	3:42	2:28	1:51	1:29 1:14