

WAAS CH 82004 W05A	APP CRS 050°	Rwy Ldg 10960 TDZE 93 Apt Elev 93
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RNAV (GPS) RWY 5

KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

RNP APCH - GPS.

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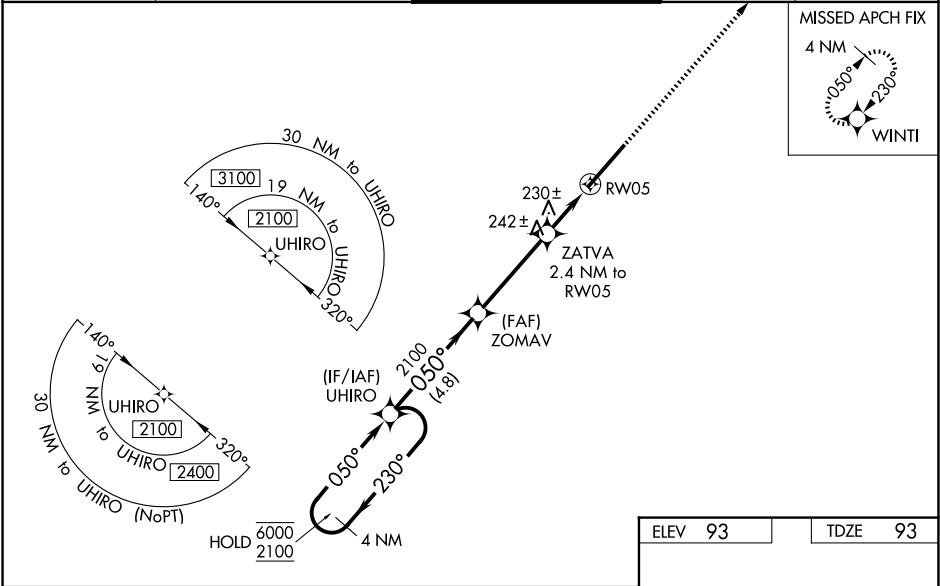
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using GSB altimeter setting. When local altimeter setting not received, use GSB altimeter setting and increase LPV DA to 336 feet; increase LNAV/VNAV DA to 523 feet and all visibilities to RVR 4000 increase all MDAs 60 feet and LNAV visibility Cat C/D/E to RVR 4500 and Circling visibility Cat E ¼ SM. For inop ALS, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV and LNAV Cat E visibility to RVR 6000. For inop ALS when using GSB altimeter setting, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV Cat E visibility to 1¼ SM; increase LNAV Cat E visibility to 1½ SM.
* RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using GSB altimeter setting).

MALSRL

MISSED APPROACH:
Climb to 2500 direct WINTI and hold.

AWOS-3 132.75	SEYMOUR JOHNSON APP CON ★ 127.3 273.6	KINSTON TOWER ★ 120.6 (CTAF) 0 335.55	GND CON 121.9	UNICOM 122.95
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4 NM Holding Pattern		UHIRO	ZOMAV	2500	WINTI
6000 2100		←230° 050°→	2100	ZATVA 2.4 NM to RW05	1 NM to RW05
GP 3.00° TCH 59			900		RW05
		4.8 NM	3.8 NM	1.3 NM	1 NM
CATEGORY	A	B	C	D	E
LPV DA *	293/24 200 (200-½)				
LNAV/VNAV DA	480/35 387 (400-⅝)				
LNAV MDA	480/24	387 (400-½)	480/35	387 (400-⅝)	
CIRCLING	540-1 447 (500-1)	560-1 467 (500-1)	700-1¾ 607 (700-1¾)	700-2 607 (700-2)	780-2½ 687 (700-2½)

ELEV 93

TDZE 93

1148 x 130
TWR
050°
REIL Rwy 23 0
HIRL Rwy 5-23 0