

WAAS CH 77704 W23A	APP CRS 230°	Rwy Ldg 11498 TDZE 87 Apt Elev 93
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RNAV (GPS) RWY 23

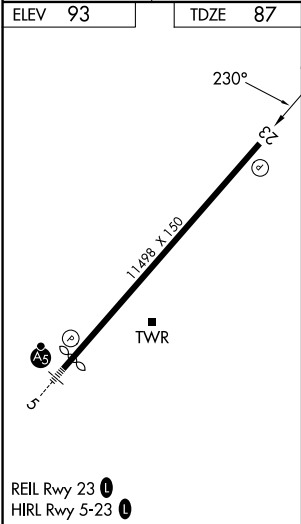
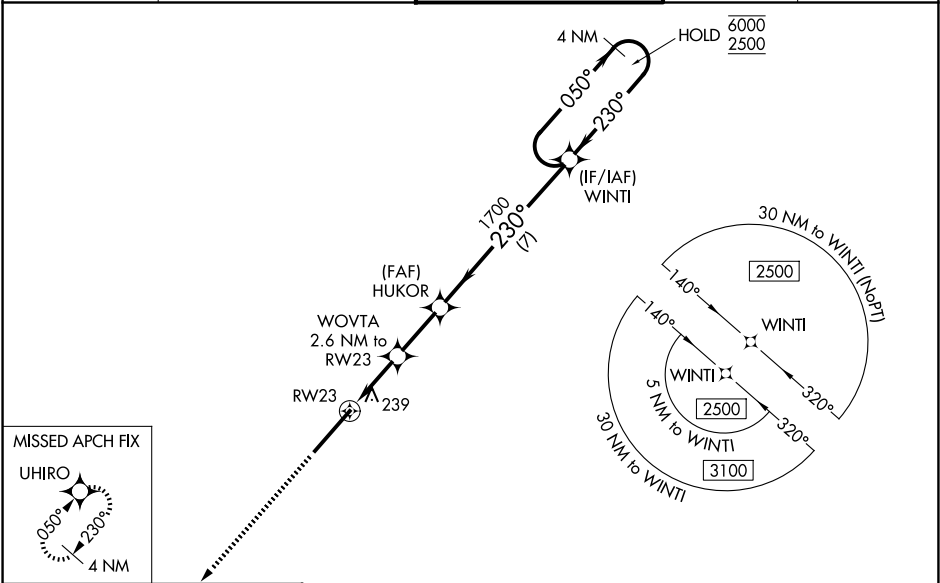
KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

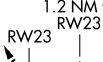
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA. 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 433 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 480 feet and all visibilities ½ SM. Increase all MDAs 60 feet; and Circling visibility Cat D/E ¼ SM.

MISSED APPROACH:
Climb to 2100 direct UHIRO 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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2100 ↑		UHIRO 		VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 74).				4 NM Holding Pattern			
		WOVTA 2.6 NM to RW23		HUKOR 1700		WINTI		050° → 6000 ← 230° 2500			
		1.2 NM to RW23 		1700		230°		GP 3.00° TCH 50			
		1.2 NM		1.4 NM		2.3 NM		7 NM			
CATEGORY	A		B		C		D		E		
LPV DA					390-7/8		303 (300-7/8)				
LNAV/ VNAV	DA				437-1		350 (400-1)				
LNAV MDA	540-1		453 (500-1)		540-1 3/8		453 (500-1 3/8)				
CIRCLING	540-1 447 (500-1)		560-1 467 (500-1)		700-1 3/4 607 (700-1 3/4)		740-2 647 (700-2)		780-2 1/2 687 (700-2 1/2)		