

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

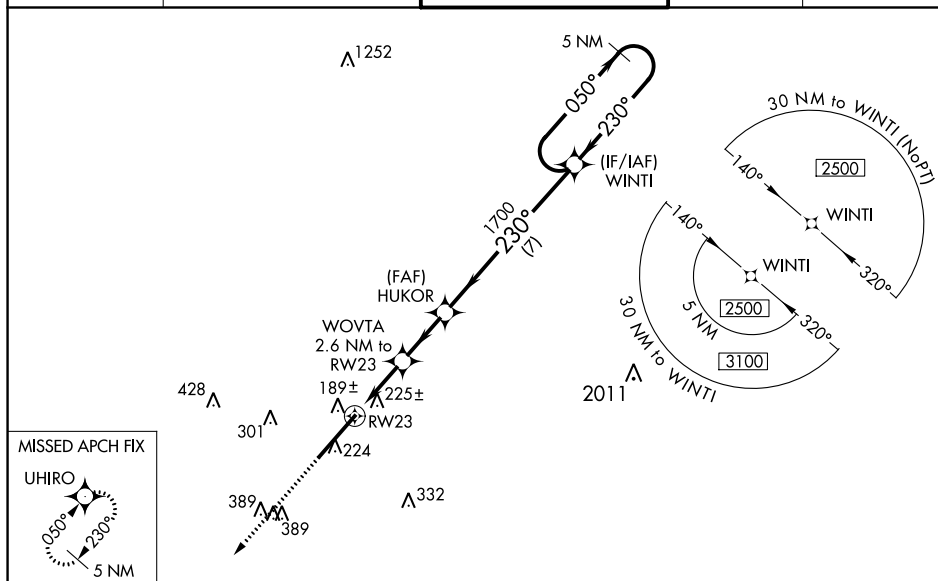
KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

▼ Baro-VNAV NA when using Seymour Johnson AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°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 $\frac{3}{4}$ 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 $\frac{1}{8}$ mile, and increase LNAV/VNAV all Cats and Circling Cat D visibility $\frac{1}{4}$ mile.

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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ELEV 93 TDZE 87

230° to RW23

113.1 X 130

TWR 173

2100 UHIRO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).

5 NM Holding Pattern

2500

050° →

← 230°

GP 3.00° TCH 50

1700

230°

1700

960°

1.2 NM to RW23

2.6 NM to RW23

WOVTA

HUKOR

WINTI

CATEGORY	A	B	C	D
LPV DA	390-1	303 (300-1)		
LNAV/VNAV DA	437-1 1/8	350 (400-1 1/8)		
LNAV MDA	540-1	453 (500-1)	540-1 3/8	453 (500-1 3/8)
CIRCLING	580-1	487 (500-1)	700-1 3/4 607 (700-1 3/4)	740-2 647 (700-2)