

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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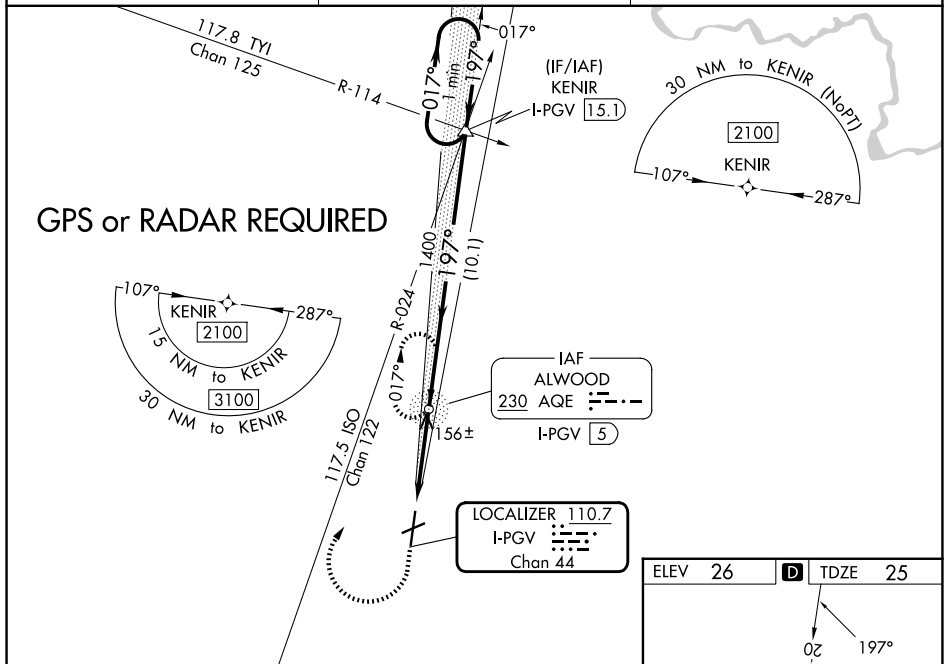
ILS Y or LOC Y RWY 20
PITT-GREENVILLE (PGV)

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 AGE NDB and hold.

AWOS-3 128.425	WASHINGTON CENTER 123.85 279.65	UNICOM 122.8 (CTAF) ①
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800 1600 AQE

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*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

1400

197°

017°

2100

197°

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												
Obstacle clearance diagram showing a 197-degree heading, a 7175 x 150 foot obstacle, a 4997 x 150 foot obstacle, and various runway segments (2, 8, 26) with their respective HIRL and MIRL lighting.																
FAF to MAP 3.7 NM <table><tr><th>Knots</th><th>60</th><th>90</th><th>120</th><th>150</th><th>180</th></tr><tr><td>Min:Sec</td><td>3:42</td><td>2:28</td><td>1:51</td><td>1:29</td><td>1:14</td></tr></table>					Knots	60	90	120	150	180	Min:Sec	3:42	2:28	1:51	1:29	1:14
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