

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

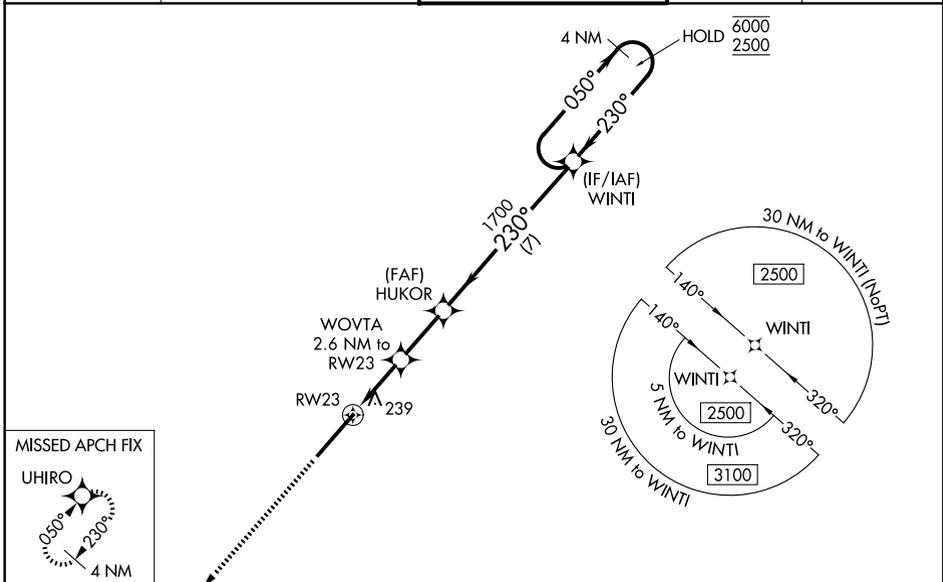
KINSTON RGNL JETPORT AT STALLINGS FLD (ISO)

RNP APCH - GPS.

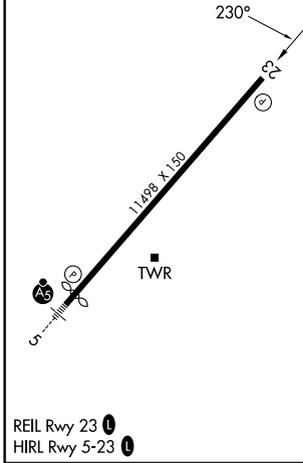
**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using GSB altimeter setting. When local altimeter setting not received, use GSB altimeter setting and increase LPV DA to 433 feet and all visibilities 1/8 SM. Increase LNAV/VNAV DA to 480 feet and all visibilities 1/8 SM. Increase all MDAs 60 feet; and Circling visibility Cat D/E 1/4 SM.

**MISSED APPROACH:**  
Climb to 2100 direct UHIRO and hold.

AWOS-3 <b>132.75</b>	SEYMOUR JOHNSON APP CON * <b>127.3 273.6</b>	KINSTON TOWER * <b>120.6 (CTAF) 335.55</b>	GND CON <b>121.9</b>	UNICOM <b>122.95</b>
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ELEV <b>93</b>	TDZE <b>87</b>
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2100	UHIRO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).	WINTI	4 NM Holding Pattern
		WOVTA 2.6 NM to RW23	HUKOR 1700	WINTI 1700
		1.2 NM to RW23		050° → 6000
				← 230° 2500
				GP 3.00° TCH 50

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)

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SE-2, 19 FEB 2026 to 19 MAR 2026

SE-2, 19 FEB 2026 to 19 MAR 2026