

WAAS CH 53711 W26A	APP CRS 256°	Rwy Ldg 4997 TDZE 24 Apt Elev 26
--	------------------------	---

RNAV (GPS) RWY 26
PITT-GREENVILLE (PGV)

RNP APCH - GPS.

▼ Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 26 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received use Washington altimeter setting and increase LPV DA to 376 feet, visibility all Cats ½ SM; increase LNAV/VNAV DA to 505, visibility all Cats ½ SM; increase all MDAs 60 feet, LNAV visibility Cat C and D and Circling Cat 1 ½ SM.

MISSED APPROACH: Climb to 3000 direct EXINE and via 346° track to FESBA and via 076° track to KENIR and hold.

AWOS-3PT 128.425	WASHINGTON CENTER 123.85 279.65	UNICOM 122.8 (CTAF) 0
----------------------------	---	---------------------------------

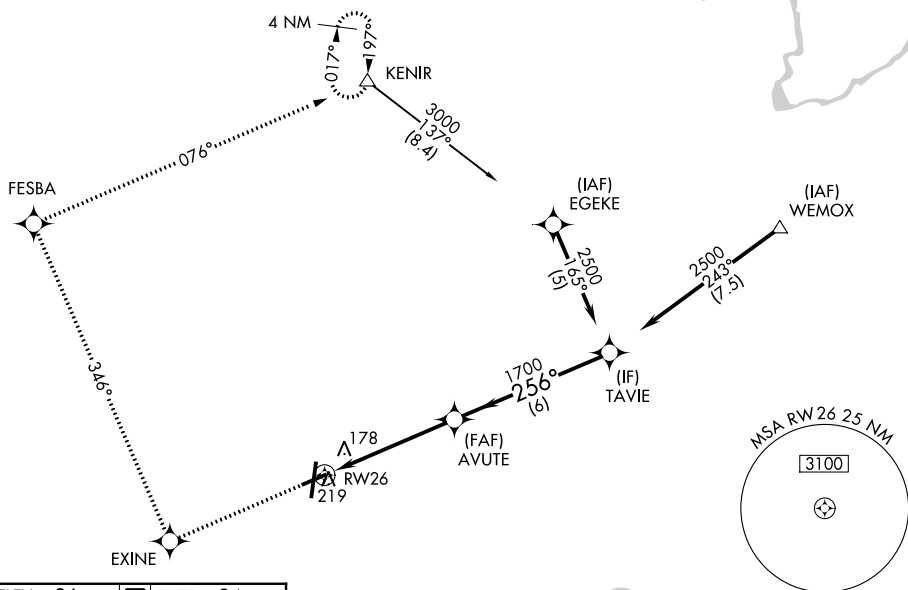


Diagram illustrating the intersection of HIRL Rwy 2-20 and REIL Rwy 8-26. The diagram shows the runways intersecting at a point marked with a star. Runway 2-20 is oriented 20 degrees from the vertical, and Runway 8-26 is oriented 26 degrees from the horizontal. The dimensions of the runways are given as 7175 x 150 for Runway 2-20 and 4997 x 150 for Runway 8-26. The diagram also shows the runway numbers 20, 8, and 26, and the HIRL (High Intensity Runway Lighting) and REIL (Runway End Identifier Lights) systems.

3000 ↑	EXINE ✱ tr 346°	FESBA ✱ tr 076°	KENIR △	VGSJ and descent angles not coincident (VGSJ Angle 3.00/TCH 40).		Procedure Turn NA
CATEGORY	A		B		C	D
LPV DA			335-7/8		311 (400-7/8)	
VNAV/ VNAV DA			464-1 1/4		440 (500-1 1/4)	
LNAB MDA	520-1		496 (500-1)		520-1 3/8	496 (500-1 3/8)
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)	