

RNP APCH - GPS.

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Rwy 21 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using HRJ altimeter setting. When local altimeter setting not received, use HRJ altimeter setting and increase LPV DA to 574 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 716 feet and all visibilities ¼ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH:
Climb to 2700 direct JIHDI and hold, continue climb-in-hold to 2700.

AWOS-3 120.225	RALEIGH APP CON 125.3 353.675	GCO 135.075	UNICOM 122.725 (CTAF) ①
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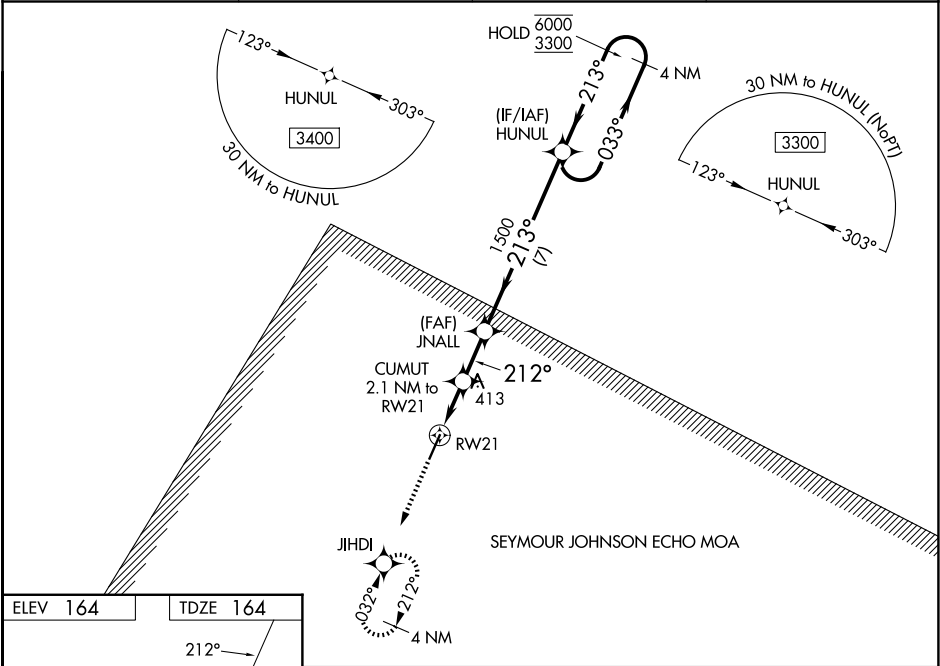


Diagram illustrating the runway layout and associated dimensions:

- MIRL Rwy 3-21 (1)
- REIL Rwy 21 (0)
- Runway width: 5500 x 100
- Runway slope: 0.3% UP
- Runway length: 2700
- Runway width: 3500 x 100

2700

JIHDI

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 49).

CUMUT 2.1 NM to RW21

JNALL 1500

HUNUL

4 NM Holding Pattern

033° → 6000

← 213° 3300

GP 3.00° TCH 49

1.2 NM to RW21

1.2

0.9

1.9 NM

7 NM

212°

213°

1500

800

1.2 NM to RW21

1.2

0.9

1.9 NM

7 NM

212°

213°

1500

800

CATEGORY	A	B	C	D
LPV DA	524-1		360 (400-1)	
LNAV/VNAV DA	666-1¾		502 (600-1¾)	
LNAV MDA	720-1 556 (600-1)		720-1½ 556 (600-1½)	
CIRCLING	720-1 556 (600-1)		960-2¼ 796 (800-2¼)	1100-3 936 (1000-3)