

WAAS CH 87011 W20A	APP CRS 197°	Rwy Idg 6505 TDZE 25 Apt Elev 26
--	------------------------	---

RNAV (GPS) RWY 20
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 50°C. When local altimeter setting not received use Washington altimeter setting and increase LPV DA to 272 feet; increase LNAV/VNAV DA to 345; increase all MDAs 60 feet and Circling visibility Cat D ½ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ mile and LNAV all Cats visibility to 1 mile. For inop ALS when using Washington altimeter setting, increase LNAV/VNAV all Cats visibility ½ SM, and LNAV visibility Cat A/B ¼ SM. Rwy 20 helicopter visibility reduction below ¾ SM NA.

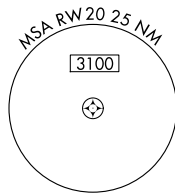
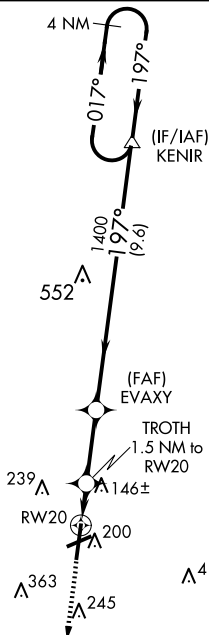
MALSR



MISSED APPROACH:
Climb to 3100 direct
BOWBO and hold,
continue climb-in-
hold to 3100.

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

NoPT for arrivals at KENIR
on V290 southeast bound.



MISSED APCH FIX

▲ **544**



Diagram illustrating the layout of Runway 26, Runway 8, and Runway 2. Runway 26 is a long runway with a 197° heading. Runway 8 is a shorter runway intersecting Runway 26. Runway 2 is a very short runway at the bottom. The diagram includes dimensions like 7175 X 150 and 1997 X 150, and a star symbol indicating a specific location.

