

WAAS CH 93618 W02A	APP CRS 017°	Rwy Idg 6483 TDZE 372 Apt Elev 373
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RNAV (GPS) RWY 2
PERRYVILLE RGNL (PCD)

RNP APCH - GPS.

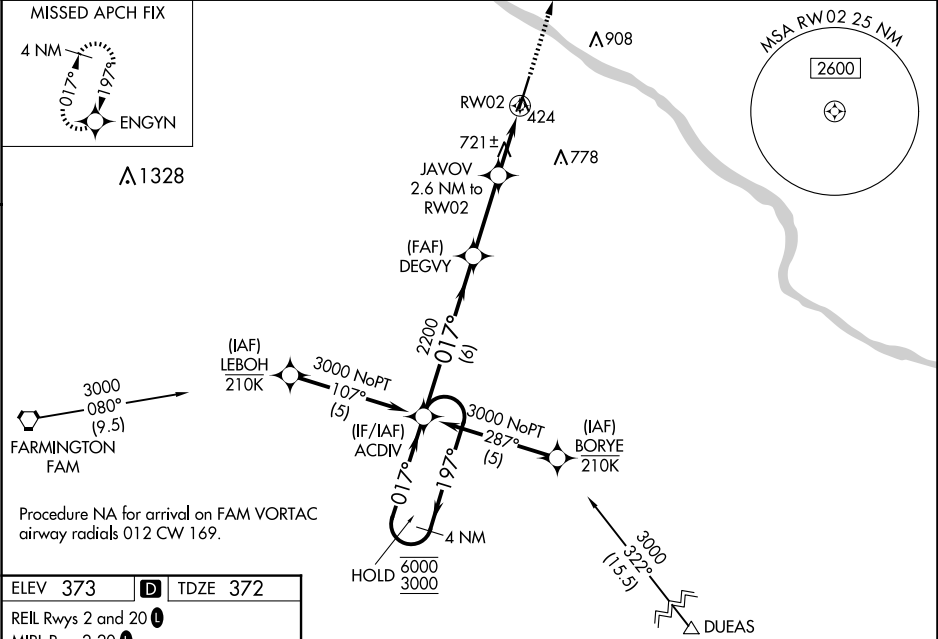
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Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV and VDP NA when using CGI altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use CGI altimeter setting and increase LPV DA to 1223 feet and all visibility $\frac{1}{2}$ SM. Increase LNAV/VNAV DA to 1154 feet and all visibilities $\frac{1}{2}$ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D $\frac{1}{4}$ SM and Circling visibility Cat C $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3000 direct ENGYN and hold.

AWOS-3PT 118.95	KANSAS CITY CENTER 127.475 346.275	UNICOM 122.8 (CTAF) 0
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ELEV 373 **D** TDZE 372

REIL Rwy 2 and 20 **1**

MIRL Rwy 2-20 **1**

Diagram illustrating the runway and taxiway layout, showing the runway (RWY 2) and taxiway (TAXIWAY 20). The diagram includes the runway width (7000 x 100) and the taxiway width (7000 x 100).

4 NM Holding Pattern		ACDIV	DEGVY	JAVOV 2.6 NM to RW02	3000	ENGYN
6000 ← 197°		197°	017°	2200	1.8 NM to RW02	
3000		017°	2200	1240	1.8 NM	
GP 3.00°		6 NM	3 NM	0.8	1.8 NM	
TCH 40						
CATEGORY	A	B	C	D		
LPV DA	1123-2		751 (800-2)			
LNAV/VNAV DA	1054-2		682 (700-2)			
LNAV MDA	980-1	608 (700-1)	980-1 $\frac{3}{4}$	608 (700-1 $\frac{3}{4}$)		
CIRCLING	980-1 607 (700-1)	1000-1 627 (700-1)	1260-2 $\frac{3}{4}$ 887 (900-2 $\frac{3}{4}$)	1260-3 887 (900-3)		