

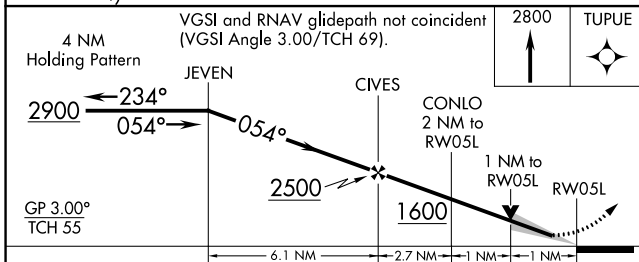
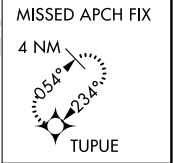
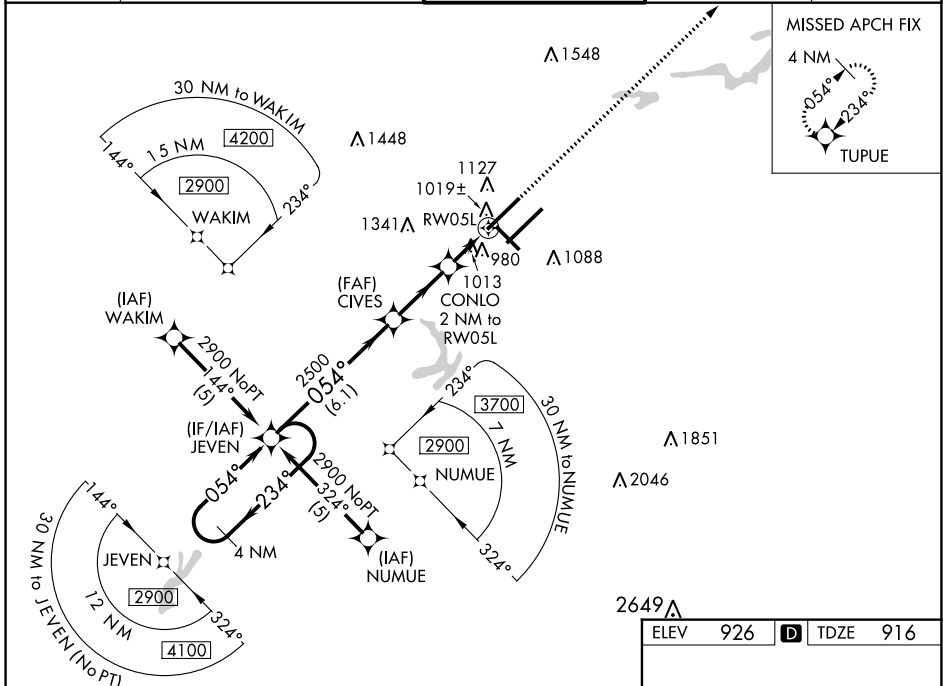
WAAS CH <b>86515</b> <b>W05B</b>	APP CRS <b>054°</b>	Rwy Idg TDZE <b>916</b> Apt Elev <b>926</b>	<b>9000</b> <b>916</b> <b>926</b>
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# RNAV (GPS) RWY 5L

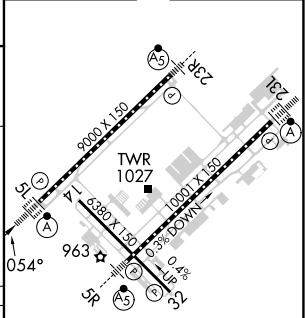
PIEDMONT TRIAD INTL (GSO)

RNP APCH - GPS.		ALSF-2 	MISSED APPROACH: Climb to 2800 direct TUPUE and hold.
For inop ALS, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 47°C. Simultaneous approach authorized with ILS or LOC Rwy 5R, ILS Rwy 5R (CAT II). Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations.			

D-ATIS <b>128.55</b>	GREENSBORO APP CON <b>124.35 269.225</b> (250°-049°) <b>126.6 327.075</b> (050°-249°)	GREENSBORO TOWER <b>119.1 290.325</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75</b>
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ELEV 926	<b>D</b> TDZE 916
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CATEGORY	A	B	C	D
LPV DA	1116/18		200 (200-½)	
LNAV/VNAV DA	1367/50		451 (500-1)	
LNAV MDA	1300/24	384 (400-½)	1300/35 384 (400-¾)	1300/50 384 (400-1)
<b>C</b> CIRCLING	1440-1	514 (600-1)	1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

TDZ/CL Rwy 5L, 23R and 23L  
REIL Rwy 32  
HIRL Rwy 14-32, 5R-23L and 5L-23R

SE-2, 03 OCT 2024 to 31 OCT 2024

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