

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

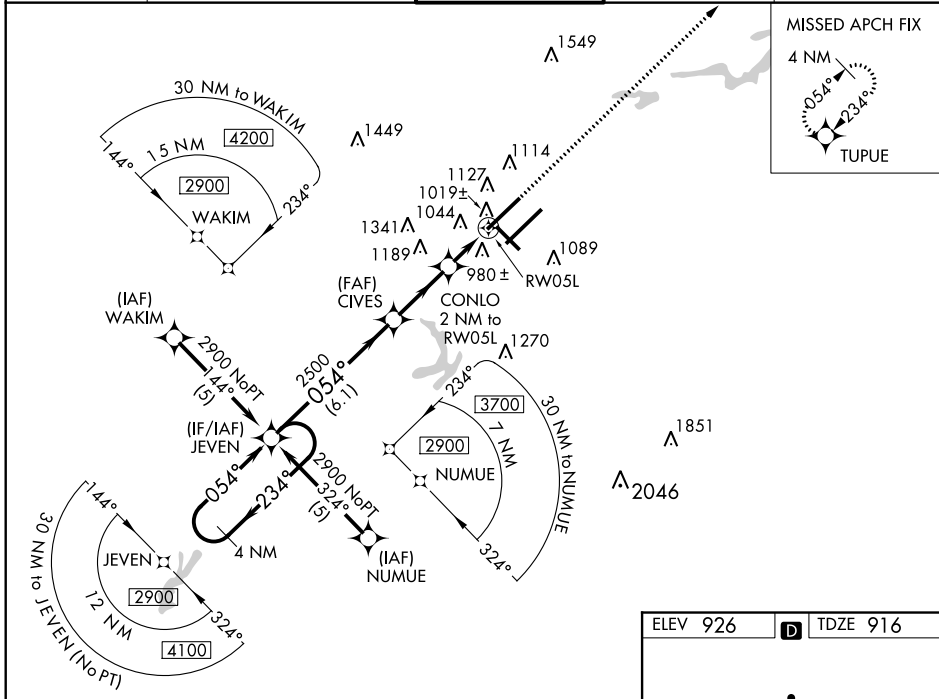
GREENSBORO/ PIEDMONT TRIAD INTL (GSO)

For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 5R, ILS Rwy 5R (CAT II). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.



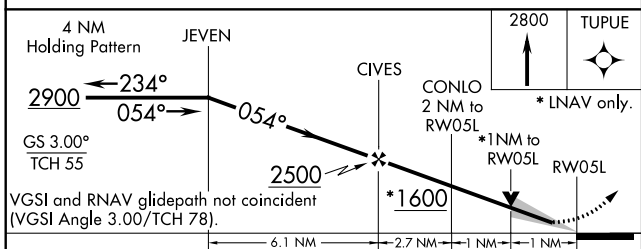
MISSED APPROACH: Climb to 2800 direct TUPUE and hold.

ATIS <b>128.55</b>	GREENSBORO APP CON <b>124.35 269.225</b> (250° -049°) <b>118.5 327.075</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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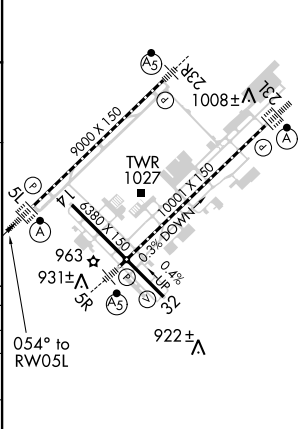


SE-2, 07 FEB 2013 to 07 MAR 2013

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ELEV 926	<b>D</b> TDZE 916
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4 NM Holding Pattern	JEVEN	CIVES	CONLO 2 NM to RW05L	RW05L	TUPUE
2900 ← 234°	← 054° →	054°	*1600	*1 NM to RW05L	2800 ↑
GS 3.00°					TUPUE
TCH 55					
VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 78).					
6.1 NM    2.7 NM    1 NM    1 NM					
CATEGORY	A	B	C	D	
LPV DA	1116/24		200 (200-½)		
LNAV/VNAV DA	1367/50		451 (500-1)		
LNAV MDA	1300/24		384 (400-½)		1300/50
					384 (400-1)
CIRCLING	1440-1 514 (600-1)		1440-1½ 514 (600-1½)		1480-2 554 (600-2)

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