

WAAS CH <b>48836</b> <b>W24A</b>	APP CRS <b>240°</b>	Rwy Idg TDZE Apt Elev	<b>6406</b> <b>597</b> <b>616</b>
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RNAV (GPS) RWY 24

BURLINGTON-ALAMANCE RGNL (BUY)

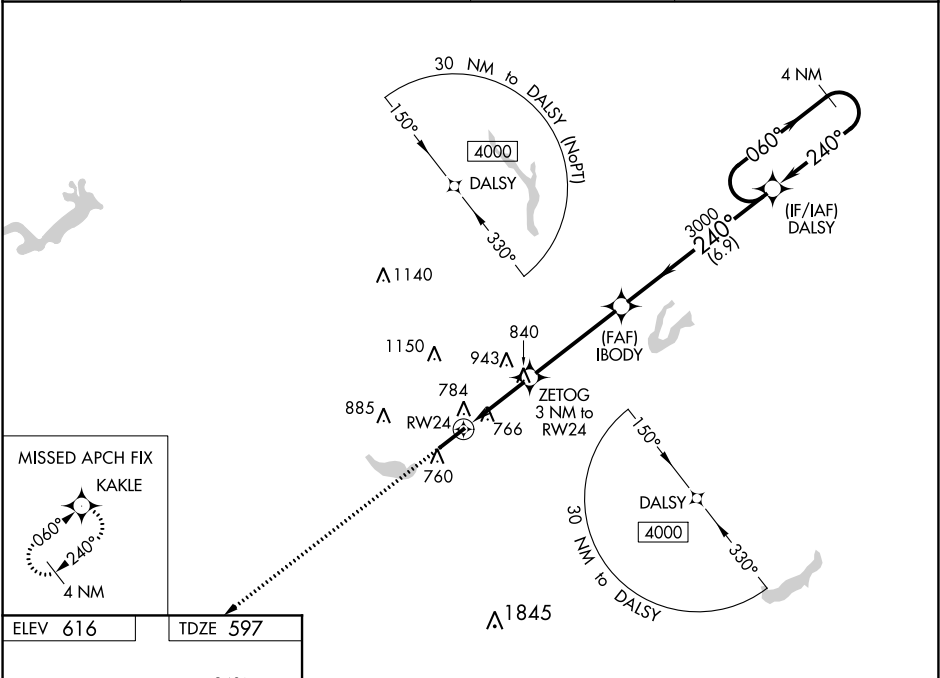
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet. Increase LPV, LNAV/VNAV, LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Greensboro altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:  
Climb to 4000 direct KAKLE and hold.

ASOS <b>135.325</b>	GREENSBORO APP CON <b>126.6 327.075</b>	CLNC DEL <b>120.25</b>	UNICOM <b>122.975(CTAF) 0</b>
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ELEV 616

TDZE 597

240° to RW24

0.5% UP

6406 X 100

4000

KAKLE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 59).

4 NM Holding Pattern

DALSY

IBODY

3000

240°

3000

1600

1.3

1.7 NM

4.2 NM

6.9 NM

GP 3.10°

TCH 60

CATEGORY	A	B	C	D
LPV DA	987-1¼		390 (400-1¼)	
LNAV/VNAV DA	1056-1½		459 (500-1½)	
LNAV MDA	1060-1	463 (500-1)	1060-1⅔	463 (500-1⅔)
CIRCLING	1100-1	484 (500-1)	1520-2¾ 904 (1000-2¾)	1520-3 904 (1000-3)