

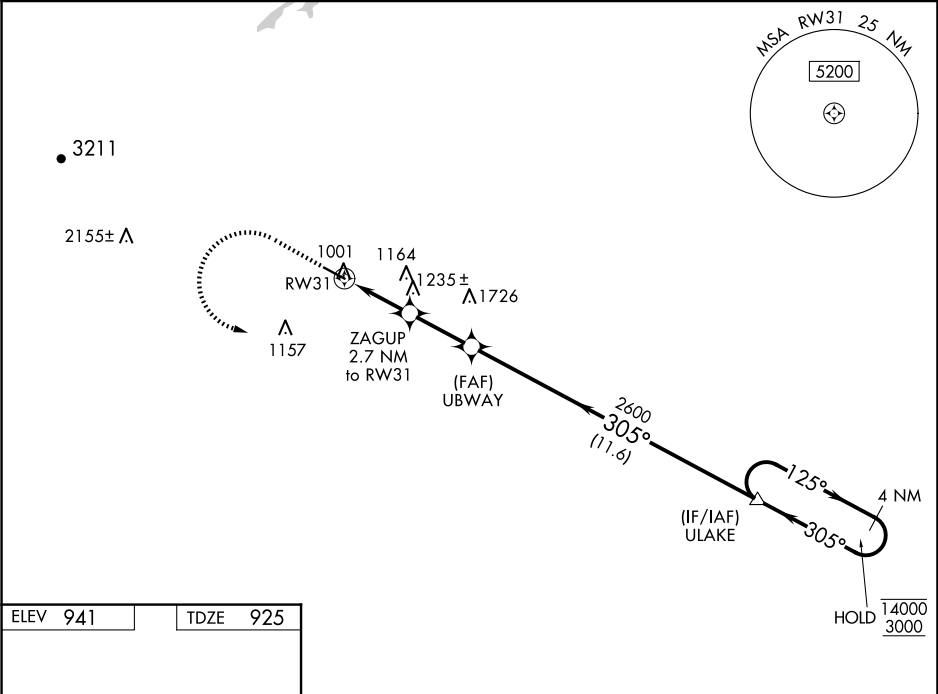
WAAS CH 65802 W31A	APP CRS 305°	Rwy Idg 5002 TDZE 925 Apt Elev 941
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RNAV (GPS) RWY 31

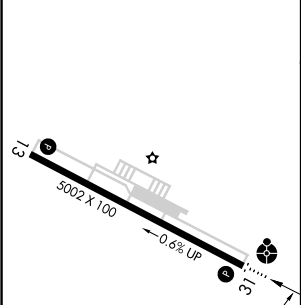
BLUE RIDGE (MTV)

RNP APCH - GPS.	ODALS	MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct ULAKE and hold.
⚠ Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to LPV and LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. ❄ -17°C	⚙	

AWOS-3 118.45	GREENSBORO APP CON 124.35 269.225	CLNC DEL 124.85	UNICOM 122.7 (CTAF) 0
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ELEV 941	TDZE 925
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1800	3000	ULAKE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).	4 NM Holding Pattern
↑	↩	△		
UBWAY	ZAGUP 2.7 NM to RW31	2600	305°	125° → 14000 ← 305° 3000
1.4 NM to RW31	1.2 NM	2.5 NM	11.6 NM	GP 3.00° TCH 40
RW31	1.4 NM	1.2 NM	2.5 NM	11.6 NM
1800	2600	305°	125°	14000 3000
1.4 NM	1.2 NM	2.5 NM	11.6 NM	
CATEGORY	A	B	C	D
LPV DA	1175- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
LNAV/VNAV DA	1432-1 $\frac{3}{8}$	507 (500-1 $\frac{3}{8}$)		
LNAV MDA	1420- $\frac{3}{4}$	495 (500- $\frac{3}{4}$)	1420-1 $\frac{1}{4}$	495 (500-1 $\frac{1}{4}$)
CIRCLING	1420-1 479 (500-1)	1440-1 499 (500-1)	1540-1 $\frac{1}{2}$ 599 (600-1 $\frac{1}{2}$)	1800-2 $\frac{3}{4}$ 859 (900-2 $\frac{3}{4}$)

MIRL Rwy 13-31 0
REIL Rwy 13 and 31 0