

WAAS  
CH **48836**  
**W24A**

APP CRS  
**240°**

Rwy Idg  
TDZE  
**597**

Apt Elev  
**616**

**RNAV (GPS) RWY 24**  
BURLINGTON/ALAMANCE RGNL (BUY)

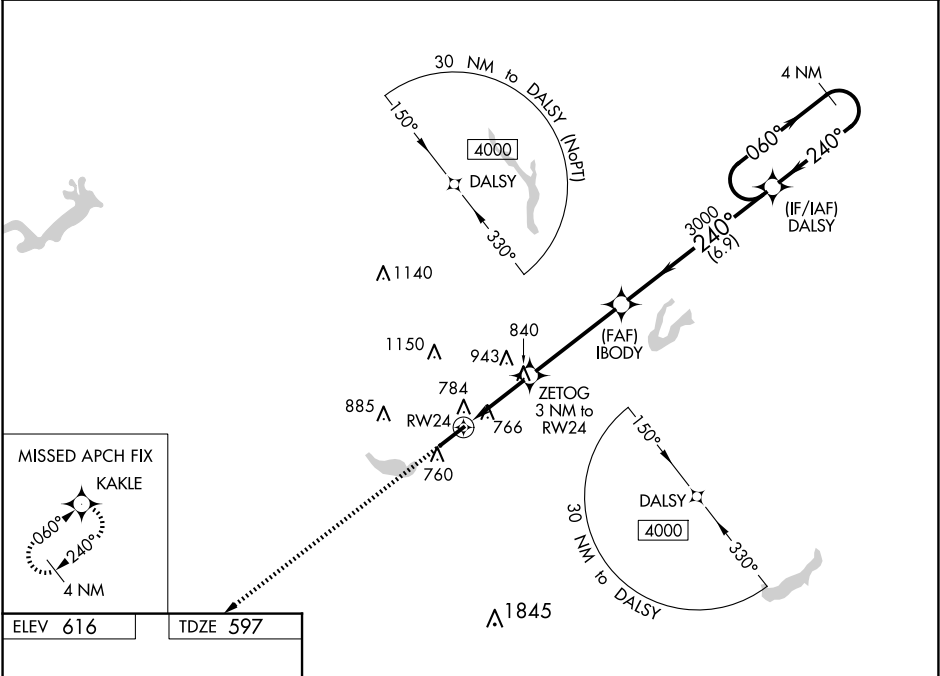
⚠

⚠

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<br><b>135.325</b> | GREENSBORO APP CON<br><b>126.6 327.075</b> | CLNC DEL<br><b>120.25</b> | UNICOM<br><b>122.975 (CTAF) 0</b> |
|------------------------|--------------------------------------------|---------------------------|-----------------------------------|



ELEV 616

TDZE 597

4000

KAKLE

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

4 NM Holding Pattern

\*LNAV only

\*1.3 NM to RW24

ZETOG 3 NM to RW24

IBOY 3000

1600

3000

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) | 1060-1¾                  | 463 (500-1¾)           |
| CIRCLING     | 1100-1  | 484 (500-1) | 1520-2¾<br>904 (1000-2¾) | 1520-3<br>904 (1000-3) |