

WAAS CH <b>90315</b> <b>W23B</b>	APP CRS <b>234°</b>	Rwy Ldg TDZE Apt Elev	<b>9000</b> <b>864</b> <b>926</b>
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# RNAV (GPS) RWY 23R

PIEDMONT TRIAD INTL (GSO)

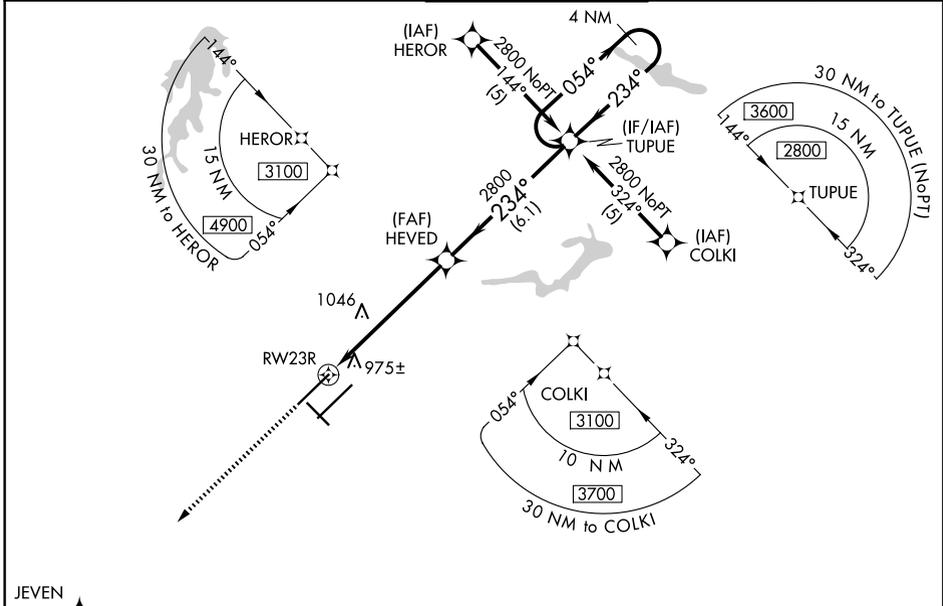
**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC RWY 23L, ILS RWY 23L CAT (II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR



MISSED APPROACH: Climb to 2500 direct JEVEN and hold.

D-ATIS <b>128.55</b>	GREENSBORO APP CON <b>124.35 269.225</b> <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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JEVEN



2500

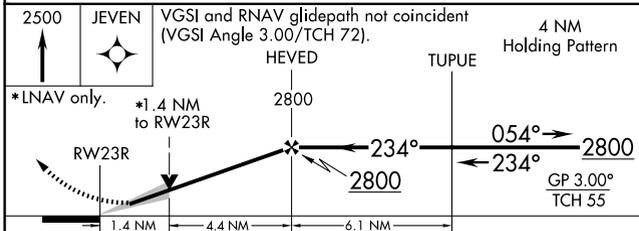
↑ JEVEN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

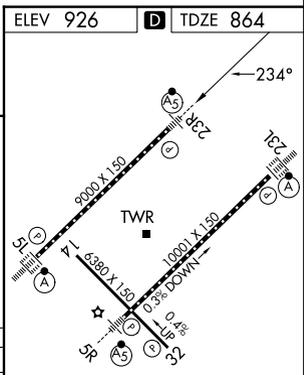
HEVED

TUPUE

4 NM Holding Pattern



CATEGORY	A	B	C	D
LPV DA		1064/18	200 (200-½)	
LNAV/VNAV DA		1414-1½	550 (500-1½)	
LNAV MDA	1340/24	476 (500-½)	1340/50	476 (500-1)
CIRCLING	1440-1	514 (600-1)	1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)



ELEV 926	<b>D</b> TDZE 864
TDZ/CL Rwy 5L, 23R and 23L	
REIL Rwy 32	
HIRL Rwy 14-32, 5R-23L and 5L-23R	

SE-2, 19 MAR 2026 to 16 APR 2026

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