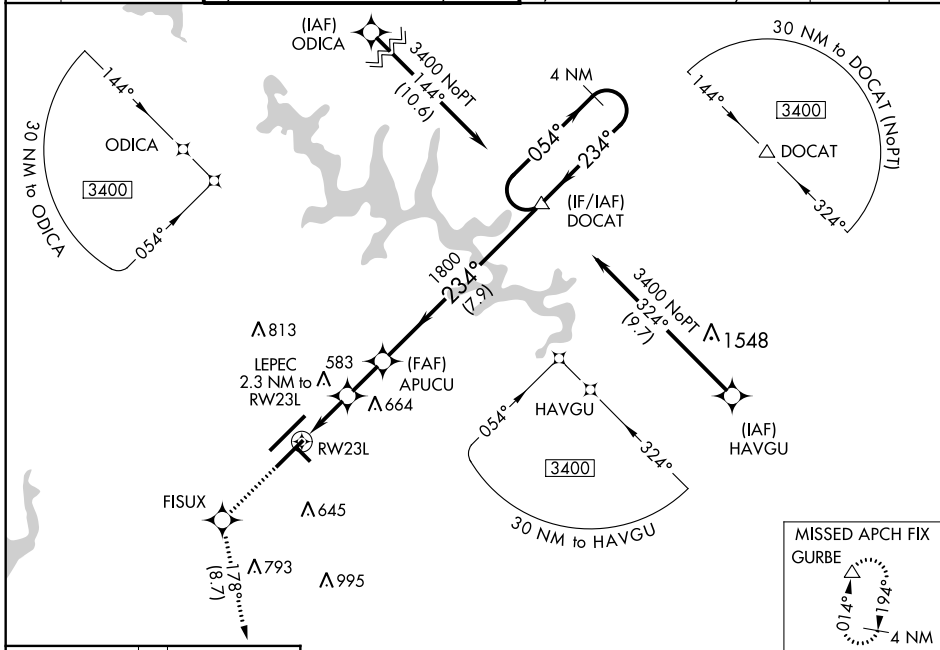


WAAS CH <b>65713</b> <b>W23B</b>	APP CRS <b>234°</b>	Rwy Idg TDZE Apt Elev	<b>7500</b> <b>435</b> <b>435</b>
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# RNAV (GPS) Y RWY 23L

RALEIGH-DURHAM INTL (RDU)

RNP APCH.		MALSR	MISSED APPROACH: Climb to 3100 direct FISUX and left turn on track 178° to GURBE and hold.				
<p>▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.</p>							
D-ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER	(WEST)	(EAST) GND CON	(WEST)	CLNC DEL	CPDLC
<b>123.8</b>	<b>127.675 307.9</b>	<b>127.45 257.8</b> Rwys 5R-23L and 14-32	<b>119.3 257.8</b> Rwy 5L-23R	<b>121.9 348.6</b> Rwys 5R-23L and 14-32	<b>121.7 348.6</b> Rwy 5L-23R	<b>120.1</b>	



SE-2, 10 SEP 2020 to 08 OCT 2020

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ELEV 435	TDZE 435	3100	FISUX	GURBE																													
<p>REIL Rwy 32 MIRL Rwy 14-32 HIRL Rwys 5R-23L and 5L-23R TDZ/CL Rwys 5L, 23R, and 23L</p>		<table border="1"> <thead> <tr> <th>CATEGORY</th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>LPV DA</td> <td></td> <td>635/18</td> <td>200 (200-½)</td> <td></td> </tr> <tr> <td>LNAV/VNAV DA</td> <td></td> <td>820/35</td> <td>385 (400-5/8)</td> <td></td> </tr> <tr> <td>LNAV MDA</td> <td>920/24</td> <td>485 (500-½)</td> <td>920/50</td> <td>485 (500-1)</td> </tr> <tr> <td><b>CIRCLING</b></td> <td>960-1</td> <td>525 (600-1)</td> <td>1040-1¾ 605 (700-1¾)</td> <td>1180-2½ 745 (800-2½)</td> </tr> </tbody> </table>							CATEGORY	A	B	C	D	LPV DA		635/18	200 (200-½)		LNAV/VNAV DA		820/35	385 (400-5/8)		LNAV MDA	920/24	485 (500-½)	920/50	485 (500-1)	<b>CIRCLING</b>	960-1	525 (600-1)	1040-1¾ 605 (700-1¾)	1180-2½ 745 (800-2½)
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