

WAAS
CH **65802**
W31A

APP CRS
305°

Rwy Idg **5002**
TDZE **925**
Apt Elev **941**

RNAV (GPS) RWY 31
BLUE RIDGE (MTV)

RNP APCH - GPS.

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Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to LPV and LNAV/VNAV all Cnts. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

ODALS

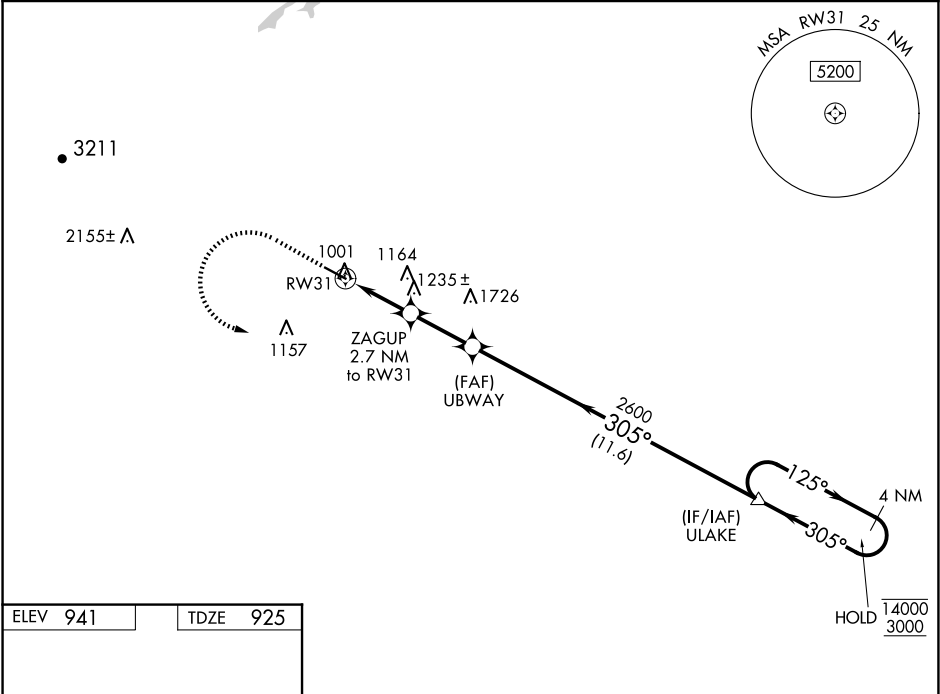
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⬆

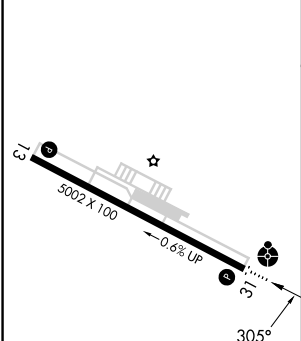
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MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct ULAKE and hold.

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
1800	3000	ULAKE	UBWAY	125° → 14000 ← 305° 3000
1.4 NM	1.2 NM	2.5 NM	11.6 NM	GP 3.00° TCH 40
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
REIL Rwy 13 and 31