

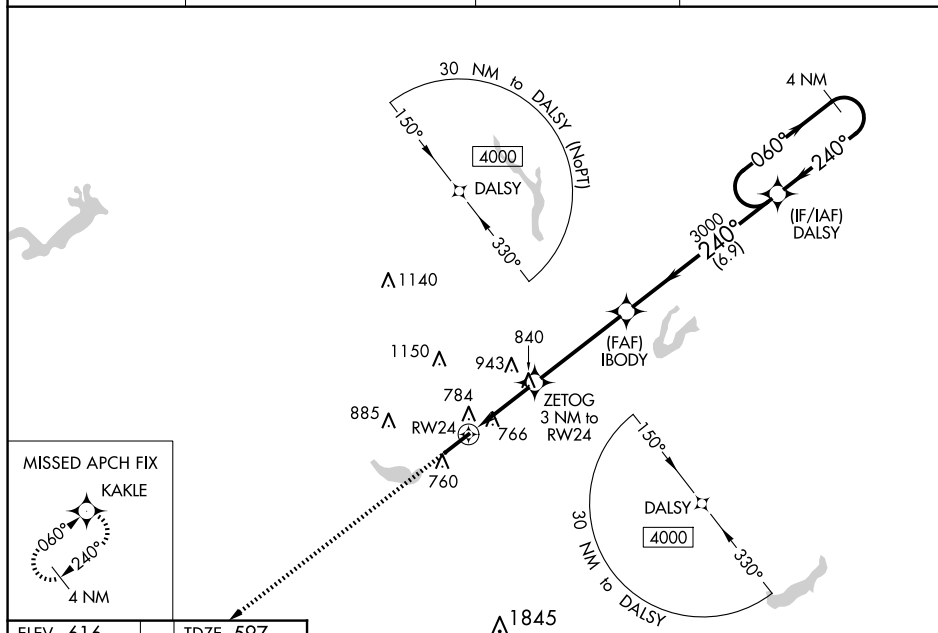
WAAS CH 48836 W24A	APP CRS 240°	Rwy Idg 6406 TDZE 597 Apt Elev 616
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RNAV (GPS) RWY 24
BURLINGTON/ALAMANCE RGNL (BUY)

T For uncompensated Baro-VNAV systems, INAV/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, INAV/VNAV, INAV 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 135.325	GREENSBORO APP CON 126.6 327.075	CLNC DEL 120.25	UNICOM 122.975(CTAF) 0
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SE-2, 17 APR 2025 to 15 MAY 2025

Figure 1-1: Example of a 4 NM Holding Pattern. The diagram illustrates a holding pattern for RW24. The approach is from the south, with a 240° heading and a 0.5% UP gradient. The holding pattern is a series of turns around a 4 NM radius. The pattern includes a 240° turn, a 060° turn, and a 240° turn. The pattern is labeled "4 NM Holding Pattern". The diagram also shows the VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 59). The pattern is labeled "DALSY". The pattern is labeled "GP 3.10° TCH 60". The pattern is labeled "RW24". The pattern is labeled "ZETOG 3 NM to RW24". The pattern is labeled "IBODY 3000". The pattern is labeled "KAKLE". The pattern is labeled "ELEV 616". The pattern is labeled "TDZE 597". The pattern is labeled "HIRL Rwy 6-24". The pattern is labeled "REIL Rwy 6 and 24".