

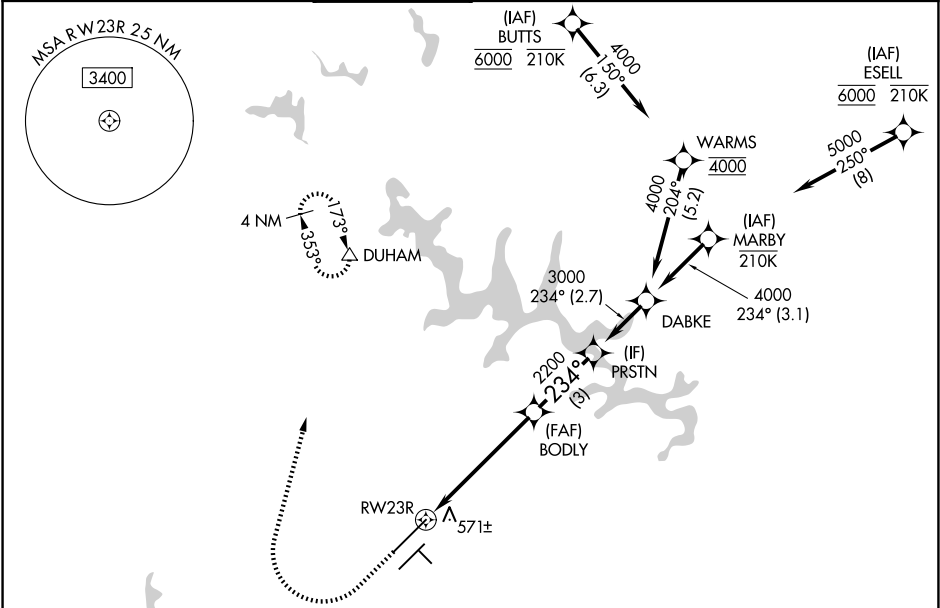
|                                        |                        |                             |                                          |
|----------------------------------------|------------------------|-----------------------------|------------------------------------------|
| WAAS<br>CH <b>45613</b><br><b>W23A</b> | APP CRS<br><b>234°</b> | Rwy Ldg<br>TDZE<br>Apt Elev | <b>10000</b><br><b>409</b><br><b>435</b> |
|----------------------------------------|------------------------|-----------------------------|------------------------------------------|

RNAV (GPS) Y RWY 23R

RALEIGH-DURHAM INTL (RDU)

|                |                                                                                                                                                                                                                                                                                                                                                                         |            |                                                                                        |
|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------------------------------------------------------------------------------------|
| RNP APCH - GPS | Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.<br>Use of FD or AP providing RNAV track guidance required during simultaneous operations.<br>For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.<br>For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat C/D visibility to 1½ NM. | ALSF-2<br> | MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 direct DUHAM and hold. |
|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|----------------------------------------------------------------------------------------|

|                        |                                         |                                      |                               |                          |       |
|------------------------|-----------------------------------------|--------------------------------------|-------------------------------|--------------------------|-------|
| D-ATIS<br><b>123.8</b> | RALEIGH APP CON<br><b>127.675 307.9</b> | RALEIGH TOWER<br><b>127.45 257.8</b> | GND CON<br><b>121.9 348.6</b> | CINC DEL<br><b>120.1</b> | CPDLC |
|------------------------|-----------------------------------------|--------------------------------------|-------------------------------|--------------------------|-------|



|                                                                                                                                                                                                                                              |     |                    |             |                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|--------------------|-------------|-------------------------------------------------|
| ELEV                                                                                                                                                                                                                                         | 435 | <b>D</b>           | TDZE        | 409                                             |
| <p>234°<br/>23R<br/>10000 X 150<br/>TWR<br/>AS<br/>3L<br/>5L<br/>5R<br/>0.6% UP<br/>0.4% UP<br/>7500 X 150<br/>3570 X 100<br/>23L</p> <p>REIL Rwy 32<br/>MIRL Rwy 14-32<br/>HIRL Rwys 5L-23R and 5R-23L<br/>TDZ/CL Rwys 5L, 23L, and 23R</p> |     |                    |             |                                                 |
| VGSI and RNAV glidepath not coincident<br>(VGSI Angle 3.00/TCH 69).                                                                                                                                                                          |     |                    |             |                                                 |
| <p>1000<br/>2200<br/>DUHAM<br/>△<br/>BODLY<br/>2200<br/>PRSTN<br/>DABKE<br/>MARBY<br/>5000<br/>4000<br/>3000<br/>2200<br/>RW23R<br/>1.6 NM<br/>to RW23R<br/>1.6 NM<br/>3.9 NM<br/>3 NM<br/>2.7 NM<br/>3.1 NM<br/>GP 3.00°<br/>TCH 55</p>     |     |                    |             |                                                 |
| CATEGORY                                                                                                                                                                                                                                     | A   |                    |             |                                                 |
| LPV                                                                                                                                                                                                                                          | DA  | 609/18 200 (200-½) |             |                                                 |
| LNAV/<br>VNAV                                                                                                                                                                                                                                | DA  | 826/40 417 (400-¾) |             |                                                 |
| LNAV                                                                                                                                                                                                                                         | MDA | 980/24             | 571 (600-½) | 980-1¼ 571 (600-1¼)                             |
| CIRCLING                                                                                                                                                                                                                                     |     | 980-1              | 545 (600-1) | 1020-1½<br>585 (600-1½) 1180-2½<br>745 (800-2½) |