


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

PIEDMONT TRIAD INTL (GSO)

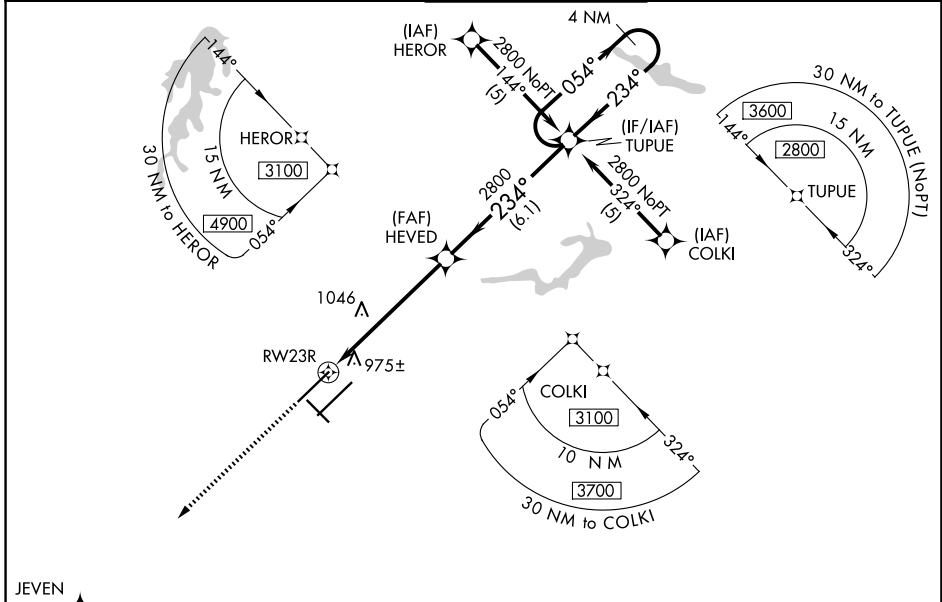
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC RWY 23L, ILS RWY 23L CAT (II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during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

MALSR



MISSED APPROACH: Climb to 2500 direct JEVEN and hold.

D-ATIS 128.55	GREENSBORO APP CON 124.35 269.225 126.6 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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SE-2, 16 APR 2026 to 14 MAY 2026

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JEVEN



2500

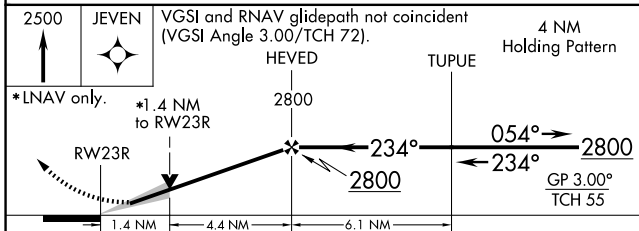
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

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 **D** TDZE 864

Diagram details:

- 234° glide path
- 23R and 23L runways
- 9000 x 150
- 5880 x 150
- 1000 x 150
- 0.3% DOWN
- 0.4% UP
- 5R
- TWR

TDZ/CL Rwy 5L, 23R and 23L
REIL Rwy 32
HIRL Rwy 14-32, 5R-23L and 5L-23R