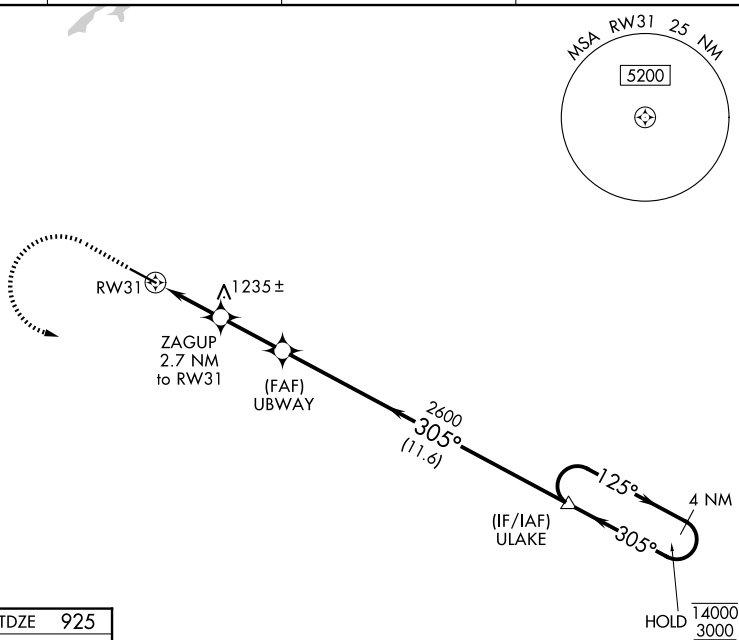


WAAS CH 65802 W31A	APP CRS 305°	Rwy Ldg 6077 TDZE 925 Apt Elev 941
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RNAV (GPS) RWY 31
BLUE RIDGE (MTV)

RNP APCH - GPS.			ODALS MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct ULAKE and hold.	
Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to LPV and LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.				
-16°C	AWOS-3 118.45	GREENSBORO APP CON 124.35 269.225	CLNC DEL 124.85	UNICOM 122.7 (CTAF) ①



ELEV 941	TDZE 925
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VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 47).

4 NM Holding Pattern

125° → 14000
← 305° 3000

305°

2600

2600

1800

1.4 NM to RW31

2.7 NM to RW31

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- $\frac{3}{4}$)		
RNAV/DA	1432-1 $\frac{3}{8}$	507 (500-1 $\frac{3}{8}$)		
RNAV 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 **L**
REIL Rwy 13 and 31 **L**