

24081

RNAV (GPS) RWY 22
GREENVILLE SPARTANBURG INTL (GSP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. When local altimeter setting not received, use Greenville downtown altimeter setting: increase LPV DA to 1193 feet; increase LNAV/VNAV DA to 1267 feet; increase all MDA 40 feet and LNAV Cat C/D visibility to RVR 4000; increase Circling Cat D visibility to 2½ SM. For inop ALS, when using Greenville downtown altimeter setting, increase LNAV/VNAV all Cats visibility to RVR 4500. VDP and Baro-VNAV NA when using Greenville downtown altimeter setting.



MISSED APPROACH:
Climb to 3000 direct
OXABY and hold.

MISSED APCH FIX
OXABY



038°
218°
4 NM

3000
↑
OXABY

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.00/TCH 76).

RAYCE

4 NM
Holding Pattern

*LNAV only.

LYMEN

2300

218°

038° → 6000
← 218° 3000

RW22

*1 NM to RW22

1 NM

3 NM

4.4 NM

GP 3.00°
TCH 61

CATEGORY		A	B	C	D
LPV	DA	1164/24		200 (200-½)	
LNAV/ VNAV	DA	1238/24		274 (300-½)	
LNAV	MDA	1360/24	396 (400-½)	1360/35	396 (400-¾)
C CIRCLING		1440-1	476 (500-1)	1480-1½ 516 (600-1½)	1700-2¼ 736 (800-2¼)

Diagram illustrating the runway layout for Runway 22, showing the runway axis, taxiway, and various markers (A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z). The diagram also indicates the 'ELEV 964' and 'TDZE 964' values. A 'TWR 1061' is shown near the runway. The diagram is titled 'CL Rwy 22', 'HIRL Rwy 4-22', and 'TDZ/CL Rwy 4'.

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