

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>	
SIF	VOR-A	10	REIDSVILLE	NC	
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
694		VOR/DME-A	05/20/2021	3W	1965
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>	
GSO			09/05/2024		

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
GSO VORTAC	IAF	SWAME/GSO 12.00 DME	NOPT				018.00	12.00	3100
SWAME/GSO 12.00 DME	IF/IAF	MEATY/GSO 20.00 DME					018.00 (GSO R-018)	8.00	2700

MISSED APPROACH

MAP:

RARVY/GSO 24.09 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 3100 ON HEADING 225 AND GSO VORTAC R-018 TO SWAME/GSO 12.00 DME AND HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. **PT** **SIDE OF COURSE** **OUTBOUND** **FT WITHIN** **MILES OF** (IAF)
2. HOLD S SWAME/GSO 12.00 DME, RT, 018.00 INBOUND, 3100 FT. IN LIEU OF PT (IAF), MAX 6000.
3. **FAC:** 018.00 **FAF:** MEATY/GSO 20.00 DME **DIST FAF TO MAP:** 4.09 **DIST FAF TO THLD:**
4. **MIN ALT:** SWAME/GSO 12.00 DME 3100, MEATY/GSO 20.00 DME 2700
8. **MSA FROM:** GSO VORTAC 4100 (30NM)

EQUIPMENT REQUIREMENTS NOTES:

DME REQUIRED.

NOTES:

CHART PLANVIEW NOTE: PROCEDURE NA FOR ARRIVAL ON GSO VORTAC AIRWAY RADIALS 337 CW 054.

ADDITIONAL FLIGHT DATA:

FAC CROSSES RWY C/L 1248 FT FROM RWY 31 AER

FAS OBST: 1008 AAO 362121N/0795012W.



MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☐ STANDARD - CAT D 800-2 1/2, NA WHEN LOCAL WEATHER NOT AVAILABLE.

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
CIRCLING	1280	1	586	1340	1	646	1340	1 3/4	646	1440	2 1/2	746			

CHANGES - REASONS

1. PROCEDURE NAME: CHANGED FROM "VOR/DME-A" TO "VOR-A" - CURRENT NAMING CONVENTION, DME NOW INCLUDED AS AN EQUIPMENT REQUIREMENTS NOTE.
2. TERMINAL ROUTES: CHANGED GSO VORTAC TO SWAME/GSO 12.00 DME ALTITUDE FROM "3000" TO "3100" - PER FPT TO MATCH MISSED APPROACH HOLDING AND HILPT ALTITUDES.
3. MISSED APPROACH INSTRUCTIONS: CHANGED FROM "CLIMBING RIGHT TURN TO 3100 VIA DAN VOR R-262 TO ULAKE/GSO 29.95 DME AND HOLD" TO "CLIMB TO 1300 THEN CLIMBING RIGHT TURN TO 3100 ON HEADING 225 AND GSO R-018 TO SWAME/GSO 12.00 DME AND HOLD" – DAN VOR DECOMMISSIONING.
4. PROFILE LINE 2: CHANGED FROM "PROFILE STARTS AT SWAME" TO "HOLD S SWAME/12.00 DME, RT, 018.00 INBOUND, 3100 FT. IN LIEU OF PT (IAF), MAX 6000" – IAW 8260.19J 8-6-6 AND 8-6-7.
5. PROFILE LINE 4: CHANGED FROM "SWAME 3000, MEATY 2700" TO "SWAME/GSO 12.00 DME 3100, MEATY/GSO 20.00 DME 2700" – IAW 8260.19J 8-6-7 D.
6. EQUIPMENT REQUIREMENTS NOTES: ADDED "DME REQUIRED" – IAW 8260.19J 8-6-9(2)(A).
7. NOTES: REMOVED "CHART NOTE: CIRCLING RWY 31 NA AT NIGHT" AND "CHART NOTE: RWY 31 HELICOPTER VISIBILITY REDUCTION BELOW 1 SM NOT AUTHORIZED" – 20:1 PENETRATORS HAVE BEEN REMOVED.
8. ADDITIONAL FLIGHT DATA: CHANGED FROM "CHART FAS OBST: 1019 TREE 362615N/0795344W" TO "FAS OBST: 1008 AAO 362121N/0795012W" – NEW CONTROLLING OBST.
9. ADDITIONAL FLIGHT DATA: REMOVED "HOLD NE, RT, 209.03 INBOUND" – NEW MISSED APPROACH HOLD DUE TO DAN VOR DECOMMISSIONING.
10. ADDITIONAL FLIGHT DATA: CHANGED FROM "FAC 1176 WEST OF RWY 31" TO "FAC CROSSES RWY C/L 1248 FT FROM RWY 31 AER" – IAW 8260.19J 8-6-11.G.(3).
11. ALTERNATE: CHANGED FROM "STANDARD - CAT D 800-2 1/4; NA WHEN LOCAL WEATHER NOT AVAILABLE" TO "STANDARD - CAT D 800-2 1/2 - NA WHEN LOCAL WEATHER NOT AVAILABLE" – IAW 8260.3E 3-4-1 AND 8260.19J 8-6-12.
12. MINIMUMS: CHANGED MDA/HAA OF CAT A FROM "1400/706" TO "1280/586", CAT B/C FROM "1400/706" TO "1340/646" AND CAT D FROM "1420/726" TO "1440/746" – NEW CONTROLLING OBST.
13. MINIMUMS: CHANGED VIS OF CAT B FROM "1 ¼" TO "1", CAT C FROM "2" TO "1 3/4" AND CAT D FROM "2 ¼" TO "2 ½" – IAW 8260.3E TABLE 3-3-7.

COORDINATED WITH:

A4A ☐ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒ OTHER: GSO APP CON, AMGR

FLIGHT CHECKED BY

PENDING

Digitally signed by
ERIC N SUSKI
Jun 07, 2024

OFFICE

DATE

DEVELOPED BY

ERIC N SUSKI (EMMANUEL R. GONZALES)

Digitally signed by
ERIC N SUSKI
Jun 07, 2024

OFFICE

AJV-A431

DATE

04/05/2024

APPROVED BY

ERIC N SUSKI

Digitally signed by
ERIC N SUSKI
Jun 07, 2024

OFFICE

AJV-A431

DATE

TITLE
MANAGER



FEDERAL AVIATION ADMINISTRATION FLIGHT STANDARDS SERVICE STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>AMDT NO.</u>	<u>CITY</u>	<u>STATE</u>	<u>AIRPORT ELEVATION</u>	<u>FACILITY</u>
SIF	VOR-A	10	REIDSVILLE	NC	694	GSO

PART A: OBSTRUCTION DATA SEGMENTS

INITIAL

FROM
GSO VORTAC

TO
SWAME/GSO 12.00 DME

<u>RNP</u>	<u>DISTANCE</u> 12.00	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (37-001880)	361200.00N/0795445.00W	1548	50	20	2C	1000				AT552	3100
TERRAIN	360930.00N/0800051.00W	990 (1000)								AS1500	2500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

INTERMEDIATE

FROM
SWAME/GSO 12.00 DME (IF/IAF)

TO
MEATY/GSO 20.00 DME

<u>RNP</u>	<u>DISTANCE</u> 8.00	<u>PAT</u>	<u>MAP</u>			<u>HAT</u>			<u>HMAS</u>		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (37-001097)	361633.00N/0795626.00W	2021	500	125	5E	500				AC125	2700
TERRAIN	361509.00N/0795815.00W	964 (1000)								AS1500	2500

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



FINAL

FROM

MEATY/GSO 20.00 DME

TO

RARVY/GSO 24.09 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
	4.09		RARVY/GSO 24.09 DME								
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	362121.00N/0795012.00W	1008	215	8	4B	250					1260

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

HOLD-IN-LIEU OF PT

FROM

SWAME/GSO 12.00 DME

TO

P-4

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>		<u>HMAS</u>				
		P-4									
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (37-001097)	361633.00N/0795626.00W	2021	500	125	5E	1000					3100
TERRAIN	360942.00N/0800027.00W	984 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH

FROM

RARVY/GSO 24.09 DME

TO

SWAME/GSO 12.00 DME

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>				<u>HMAS</u>		
									1030		
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				3100
TOWER (37-001097)	361633.00N/0795626.00W	2021	500	125	5E	1000					3100
TERRAIN	361539.00N/0795736.00W	951 (1000)								AS1500	2500

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☒ CAT B

☒ CAT C

☒ CAT D

☐ CAT E

☐ NOT AUTHORIZED

OBSTRUCTION	COORDINATES	RADIUS	HAA	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
CATEGORY A											
TREE (37-086485)	362645.37N/0795247.83W	1.30	586	978	20	3	1A	300			1280
CATEGORY B											
TREE (37-143887)	362750.70N/0795245.19W	1.83	646	1026	20	3	1A	300			1340
CATEGORY C											
TREE	362618.00N/0795421.00W	2.88	646	1032	215	8	4B	300			1340
CATEGORY D											
AAO	362909.00N/0795436.00W	3.76	746	1132	215	8	4B	300			1440

CIRCLING REMARKS:

MSA

CENTER

GSO VORTAC

RADIUS

30

SECTOR	OBSTRUCTION	COORDINATES	BEARING	DISTANCE	ELEV MSL	HORZ	VERT	AC	ROC	OCS	ADJUSTMENTS	MIN ALT
360-360	TOWER (37-000811)	362237.00N/0802208.00W	319	27.5	3088	500	125	5E	1000			4100

MSA REMARKS:



NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:

PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

GSO APP CON, RALEIGH FSS

<u>WX SERVICE</u> AWOS-3	<u>LOCATION</u> SIF	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> SIF	<u>DISTANCE</u> 0	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 0
<u>BACK-UP WX SERVICE</u> ASOS	<u>LOCATION</u> GSO	<u>HRS OPERATION</u> 24	<u>ALTIMETER SOURCE</u> GSO	<u>DISTANCE</u> 20.87	<u>SERVICE-A</u> Y	<u>ADJUSTMENTS</u> 81

WX REMARKS:

RASS PRESSURE PATTERNS THE SAME
KSIF 694, KGSO 926
RA = 80.5.

<u>PRIMARY NAVAID</u> GSO VORTAC	<u>MONITOR POINT</u> AOCC	<u>HRS OPERATION</u> 24	<u>CAT</u> 1
<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>		<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW13 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-G	
RW31 - HIRL (PCL), REIL (PCL), PAPI-4L (PCL)		NPI-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

PENETRATIONS REMARKS:

HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

VDP NOT ESTABLISHED - FINAL IS CIRCLING ONLY.

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

CONTINGENCY NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE GSO ALTIMETER SETTING AND INCREASE ALL MDA 100 FEET AND VISIBILITY CATS C AND D 1/2 SM.

100' VEGETATION USED PER FPT.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	MAP	TO 1000FT POINT	1.09
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	4.30
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	015.00
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	800
DISTANCE FROM	MAP	TO 1500FT POINT	3.29
WIDTH OF	FINAL	SEGMENT AT 1500FT POINT	4.08
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1500FT POINT	015.00
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1500FT POINT	800

THRESHOLD COORDINATES (IF STR-IN)

ARP COORDINATES	362613.98N/0795103.64W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 31 DISTANCE 0.43 NM
FAF COORDINATES	362205.10N/0795210.38W
FIX NAME COORDINATES	

REMARKS

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
ERIC N SUSKI (EMMANUEL R. GONZALES)	AJV-A431	04/05/2024	AERONAUTICAL INFORMATION SPECIALIST

