

LOC/DME I-LZY	APP CRS	Rwy Idg	10001
111.9	054°	TDZE	900
Chan 56		Apt Elev	926

ILS or LOC RWY 5R

PIEDMONT TRIAD INTL (GSO)

Simultaneous approach authorized. For inop ALS, increase S-LOC 5R Cat C/D to RVR 6000.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 on heading 139° and GSO VORTAC R-108 to KIMES INT/GSO 18.8 DME and hold.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°)	119.1 290.325	121.9 348.6	121.75
	126.6 327.075 (050°-249°)			

ALTERNATE MISSED APCH FIX

LIBERTY
LIB 113.0
Chan 77

MISSED APCH FIX

116.2 GSO
R-108
Chan 109

113.0 LIB
Chan 77

KIMES
GSO 18.8

LOCALIZER 111.9

I-LZY
Chan 56

GREENSBORO 116.2 GSO

Chan 109

LIBERTY 113.0 LIB

Chan 77

MSA GSO 25 NM

4100

Diagram of approach path

1448 A

1127 A

1341 A

1013 A

1051 A

2900 247° (2.9)

R-247

R-305

R-108

1851 A

2046 A

3700 305° (24)

CFDXV

234°

054°

18°

000°

(IAF) PAGAN INT
LIB 24
I-LZY 7.5
RADAR

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).
Remain within 10 NM

PAGAN INT
LIB 24
I-LZY 7.5
RADAR

2900

234°

054°

2800

GS 3.00°
TCH 53

4.6 NM

1.2 NM

ELEV 926

TDZE 900

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

Diagram of runway

23R

23L

5L

5R

054°

900 X 150

630 X 130

1000 X 150

3% DOWN

0.6%

15'

963

TWR 1074

CATEGORY	A	B	C	D
S-ILS 5R **	1100/24		200 (200-½)	
S-LOC 5R	1320/24	420 (400-½)	1320/40	420 (400-¾)
CIRCLING	1440-1	514 (600-1)	1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

GREENSBORO, NORTH CAROLINA

Amdt 7D 25JAN24

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

ILS or LOC RWY 5R