

LOC/DME I-EXX  
**108.75**  
Chan **24**(Y)

APP CRS  
**058°**

Rwy Idg **5004**  
TDZE **733**  
Apt Elev **733**

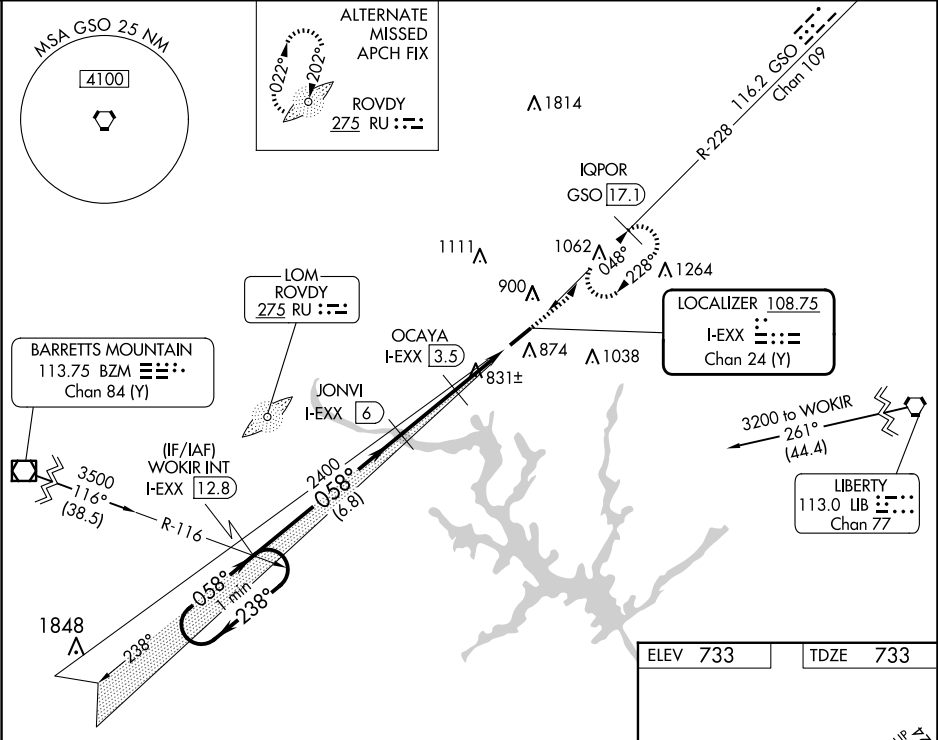
ILS or LOC RWY 6

DAVIDSON COUNTY EXEC (E.XX)

VDP NA with Salisbury altimeter setting. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase S-ILS 6 all Cats and S-LOC 6 Cat C visibility 1/8 mile. DME required. Rwy 6 helicopter visibility reduction below 3/4 SM NA.

MALSR MISSED APPROACH: Climb to 1200 then climbing left turn to 2600 on heading 052° and GSO VORTAC R-228 to IQPOR/GSO 17.1 DME and hold.

AWOS-3 <b>119.825</b>	GREENSBORO APP CON <b>126.6 327.075</b>	GCO <b>135.075</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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VGSI and ILS glidepath not coincident (VGSI Angle 4.00/TCH 28).

One Minute Holding Pattern

WOKIR INT I-EXX 12.8

3000 ← 238° / 058° →

GS 3.00° TCH 40

2400

6.8 NM

2.5 NM

1.8 NM

0.8 NM

1200

2600

hdg 052°

GSO R-228

IQPOR GSO 17.1

\*LOC only.

JONVI I-EXX 6

OCAYA I-EXX 3.5

\*I-EXX 1.7

I-EXX 0.9

3004 X 100

0.6% UP

058°

CATEGORY	A	B	C	D
S-ILS 6	983-7/8 250 (300-7/8)			NA
S-LOC 6	1120-1	387 (400-1)	1120-1 1/8 387 (400-1 1/8)	NA
CIRCLING	1220-1 487 (500-1)	1240-1 507 (600-1)	1340-1 3/4 607 (700-1 3/4)	NA

MIRL Rwy 6-24 **0**  
REIL Rwy 6-24 **0**