

GREENSBORO, NORTH CAROLINA

AL-178 (FAA)

24361

LOC/DME I-DB	APP CRS	Rwy Idg	9000
109.55	234°	TDZE	864
Chan 32 (Y)		Apt Elev	926

ILS or LOC RWY 23R

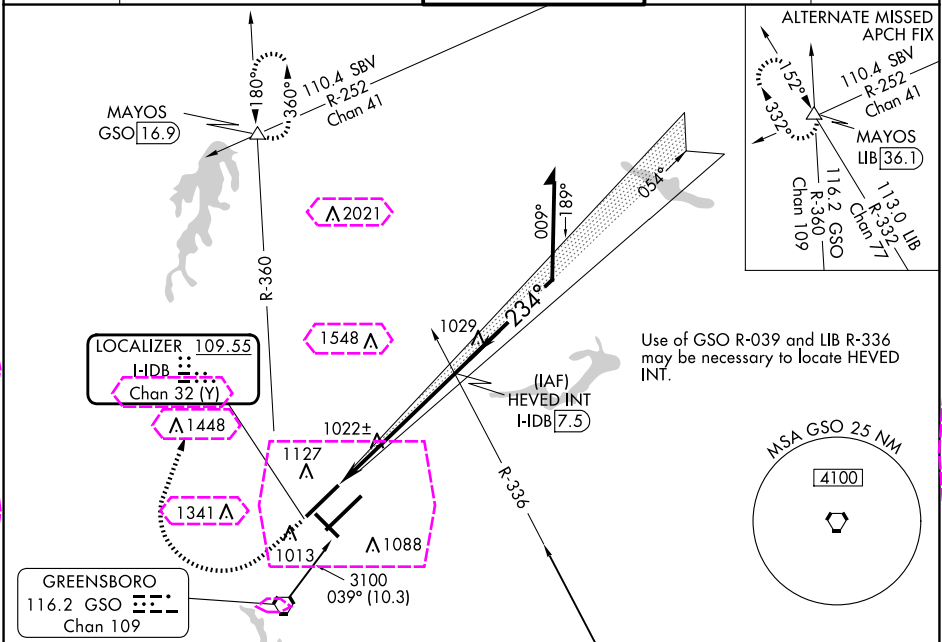
PIEDMONT TRIAD INTL (GSO)

Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 on heading 015° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 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°)			



ELEV 926 TDZE 864

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

FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

1500	3100	GSO R-360	MAYOS	HEVED INT	Remain within 10 NM
hdg 015°				I-DB 7.5	
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72)					
I-DB 1.7	I-DB 2.8				
1.1 NM	4.7 NM				
GS 3.00° TCH 55					
CATEGORY	A	B	C	D	
S-ILS 23R	1064/18		200 (200-½)		
S-LOC 23R	1280/24	416 (400-½)	1280/40	416 (400-¾)	
CIRCLING	1440-1	514 (600-1)	1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)	

SE-2, 10 JUL 2025 to 07 AUG 2025

SE-2, 10 JUL 2025 to 07 AUG 2025

LOC/DME I-DB	APP CRS	Rwy Ldg	9000
<u>109.55</u>		TDZE	864
Chan 32(Y)	234°	Apt Elev	926

ILS or LOC RWY 23R
PIEDMONT TRIAD INTL (GSO)

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A Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 on heading 015° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 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°)				

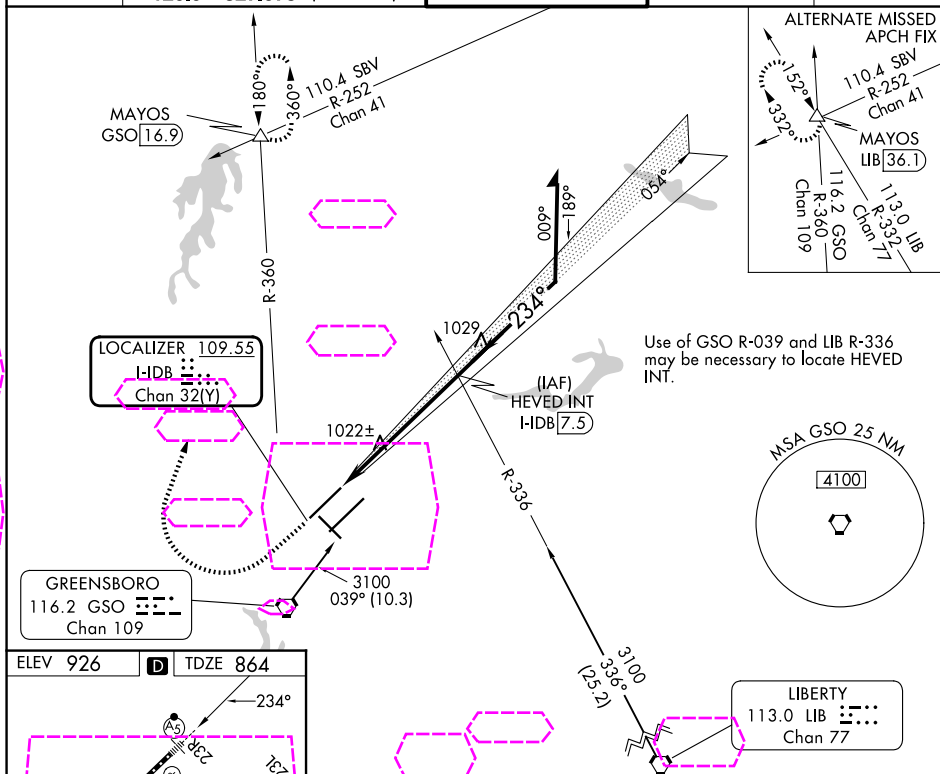
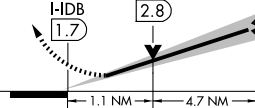


Diagram illustrating the TDZ/CL (Touchdown Zone/Center Line) for Runways 5L, 23R, and 23L. The diagram shows the layout of the runways, the Tower (TWR), and the associated navigation aids (A, S, P, V). The runways are labeled with their dimensions: 5L (6380 x 150), 23R (9000 x 150), and 23L (10000 x 150). The diagram also indicates the bearing (234°) and the slope (0.3% DOWN) for Runway 23L, and the slope (0.4% DOWN) for Runway 5L.

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

1500 ↑	3100 hdg 015°	GSO R-360	MAYOS △	HEVED INT I-DB 7.5	054°	Remain within 10 NM
VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 72).				2800	234°	3100
				2800	GS 3.00° TCH 55	
CATEGORY	A		B		C	D
S-ILS 23R	1064/18				200 (200-½)	
S-LOC 23R	1280/24	416 (400-½)		1280/40	416 (400-¾)	
CIRCLING	1440-1	514 (600-1)		1700-2½ 774 (800-¾)	1700-2½ 774 (800-2½)	

SE-2, 07 AUG 2025 to 04 SEP 2025