

LOC/DME I-LZY 111.9 Chan 56	APP CRS 054°	Rwy Idg 10001 TDZE 900 Apt Elev 926	ILS or LOC RWY 5R PIEDMONT TRIAD INTL (GSO)
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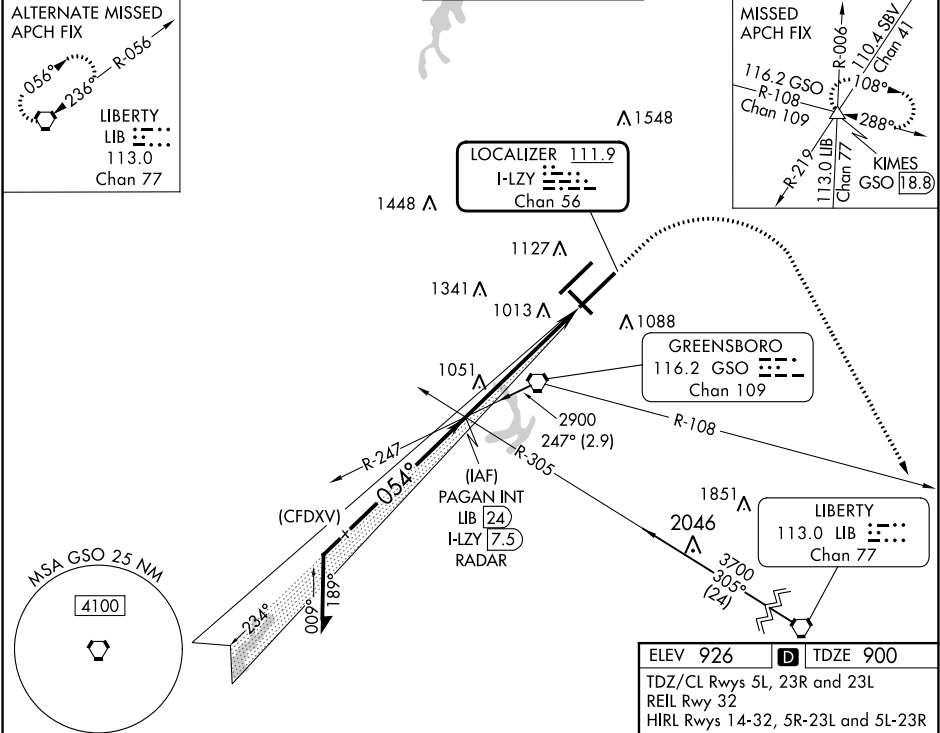
Simultaneous approach authorized. For inop ALS, increase S-LOC 5R Cat C/D to RVR 6000.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

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 128.55	GREENSBORO APP CON 124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	GREENSBORO TOWER 119.1 290.325	GND CON 121.9 348.6	CLNC DEL 121.75
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VGSI and ILS glidepath not coincident (VGSI Angle 2.83/TCH 66).
Remain within 10 NM

PAGAN INT

LIB 24

I-LZY 7.5

RADAR

2900

234°

054°

2800

GS 3.00°

TCH 53

1600

3000

hdg 139°

GSO R-108

KIMES

Diagram of approach path and terrain

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)	

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 and taxiway