

LOC/DME I-EXX 108.75 Chan 24 (Y)	APP CRS 058°	Rwy Idg 5004 TDZE 733 Apt Elev 733
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ILS or LOC RWY 6
DAVIDSON COUNTY EXEC (EXX)

T VDP NA with Salisbury altimeter setting. When local altimeter setting not
A_{NA} received, use Salisbury altimeter setting and increase all DA 37 feet and
 MDA 40 feet; increase S-ILS 6 all Cats and S-LOC 6 Cat C visibility $\frac{1}{8}$ mi
 DME required. Rwy 6 helicopter visibility reduction below $\frac{3}{4}$ 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-3 119,825	GREENSBORO APP CON 126.6 327,075	GCO 135,075	UNICOM 122.8 (CTAF) 0
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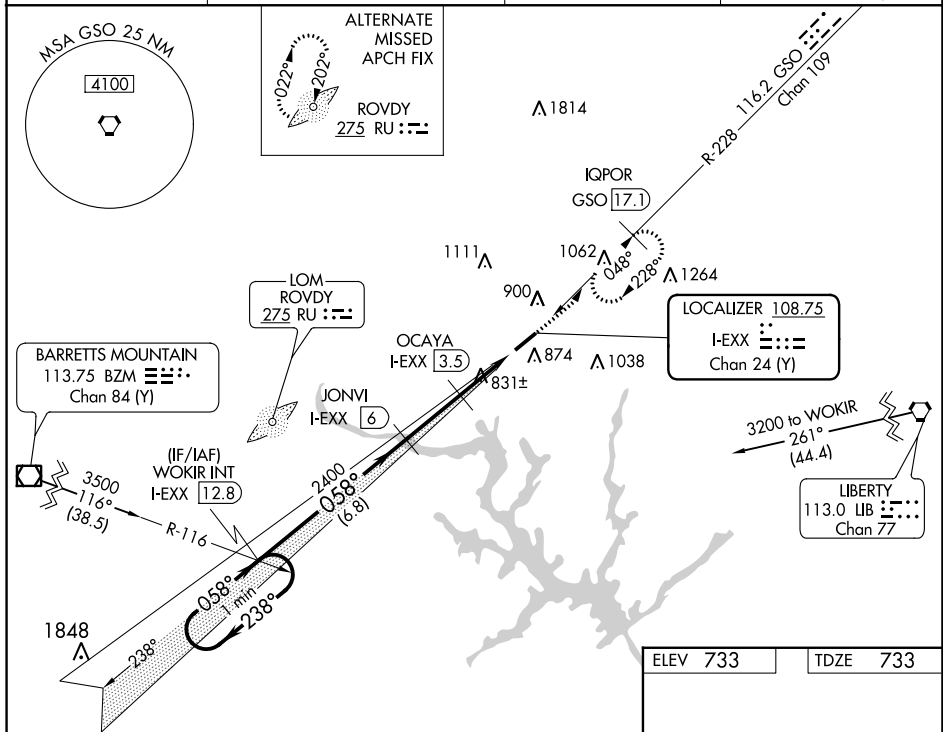
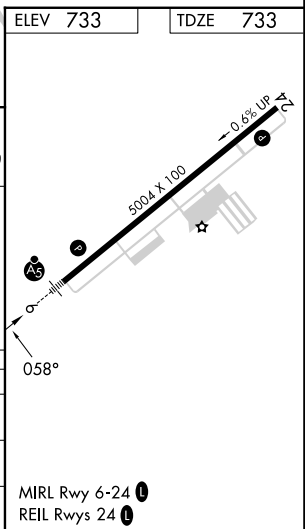


Figure 1-10 illustrates a non-parallel glidepath scenario. The diagram shows a flight path starting from a holding pattern at 3000 feet, descending to 2400 feet, and then following a non-parallel glidepath to 1600 feet. Key waypoints include WOKIR INT, JONVI, and OCAYA. The diagram also shows the GSO and ILS glidepaths, which are not coincident. The ILS glidepath is at 3.00 degrees, and the GSO glidepath is at 1.7 degrees. The diagram includes various altitudes, distances, and angles.

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



WAAS CH 69326 W24A	APP CRS 238°	Rwy Idg TDZE Apt Elev	5004 713 733
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RNAV (GPS) RWY 24

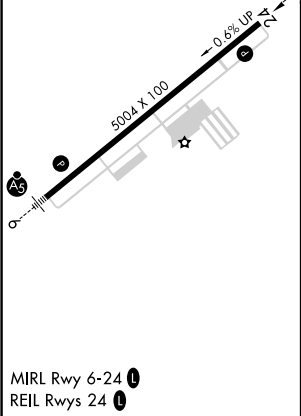
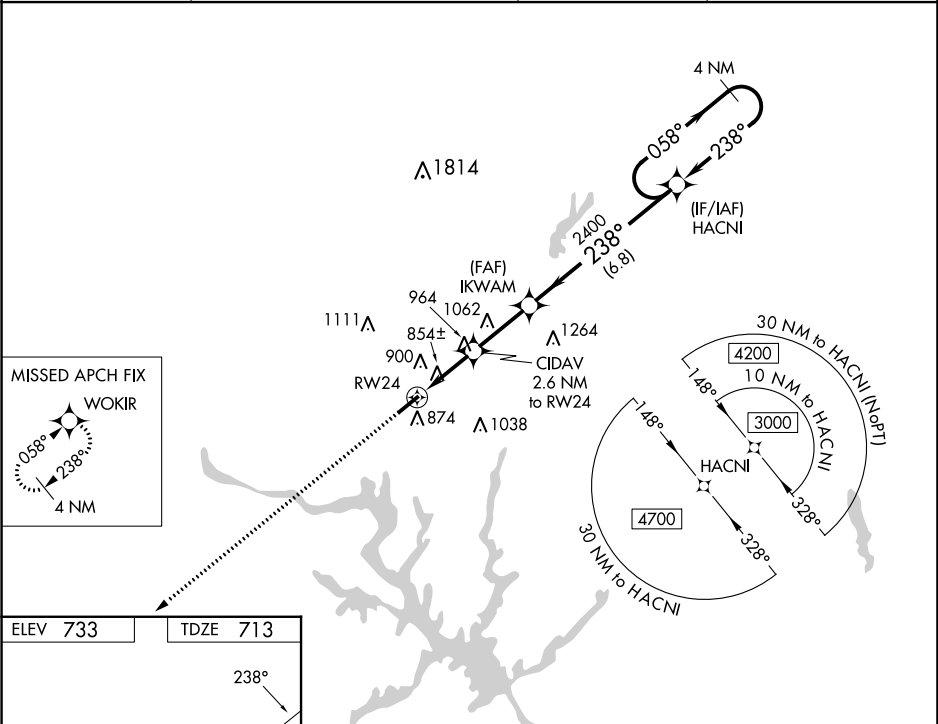
DAVIDSON COUNTY EXEC (E.XX)

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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility 1/8 SM, LNAV Cat C visibility 1/4 SM. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 3000 direct WOKIR and hold.

AWOS-3 119.825	GREENSBORO APP CON 126.6 327.075	GCO 135.075	UNICOM 122.8 (CTAF) 0
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3000	WOKIR	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).			4 NM Holding Pattern
		CIDAV 2.6 NM to RW24	IKWAM 2400	HACNI	3000
*LNAV only	*1.5 NM to RW24				GP 3.00° TCH 51
		1580*	2400		
	1.5 NM	1.1 NM	2.6 NM	6.8 NM	
CATEGORY	A	B	C	D	
LPV DA	1026-1	313 (300-1)		NA	
LNAV/VNAV DA	1150-1½	437 (500-1½)		NA	
LNAV MDA	1220-1	507 (500-1)	1220-1¾ 507 (500-1¾)	NA	
CIRCLING	1220-1 487 (500-1)	1240-1 507 (600-1)	1340-1¾ 607 (700-1¾)	NA	

WAAS CH 97628 W06A	APP CRS 058°	Rwy Idg TDZE 733 Apt Elev 733	5004 733
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RNAV (GPS) RWY 6

DAVIDSON COUNTY EXEC (E.XX)

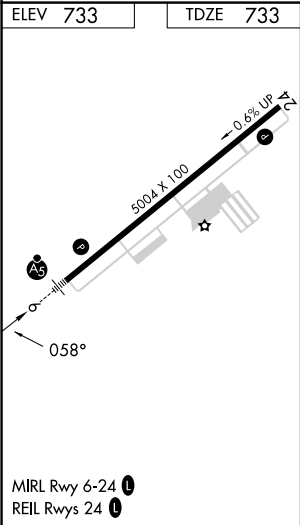
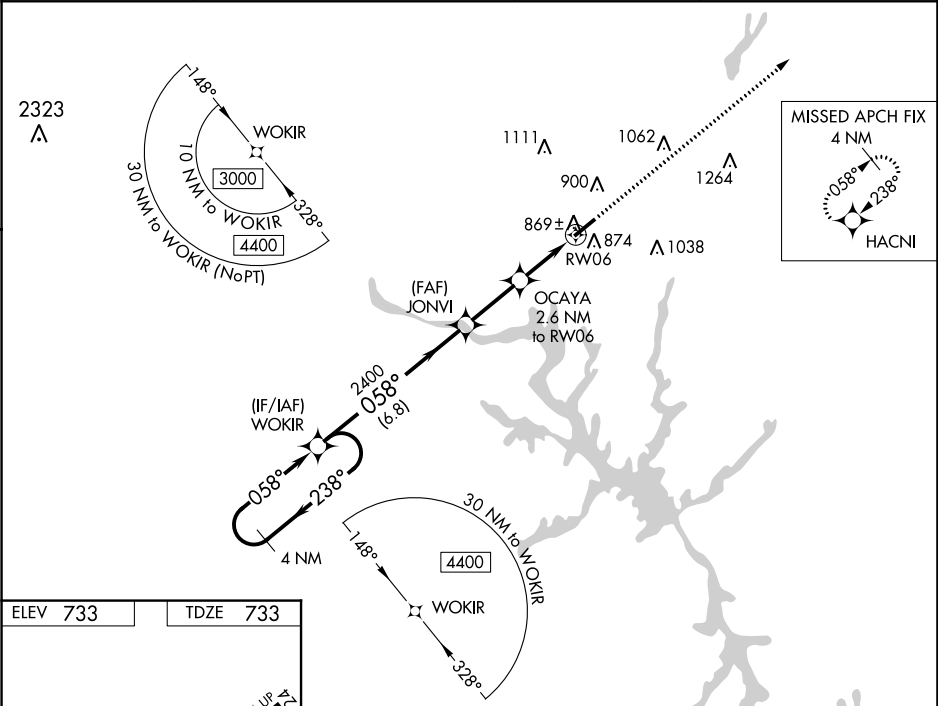
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40, increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ½ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MALSR

MISSED APPROACH:
Climb to 3000 direct
HACNI and hold.

AWOS-3 119.825	GREENSBORO APP CON 126.6 327.075	GCO 135.075	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern WOKIR				3000	HACNI
3000 ← 238° → 058° → 2400				058°	
GP 3.00° TCH 40				2400	
				*1600	
				0.8 NM to RW06	
				RW06	
				6.8 NM	2.5 NM
				1.8 NM	0.8 NM
CATEGORY	A	B	C	D	
LPV DA	983-7/8	250 (300-7/8)		NA	
LNAV/VNAV DA	1020-1	287 (300-1)		NA	
LNAV MDA	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	