

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)

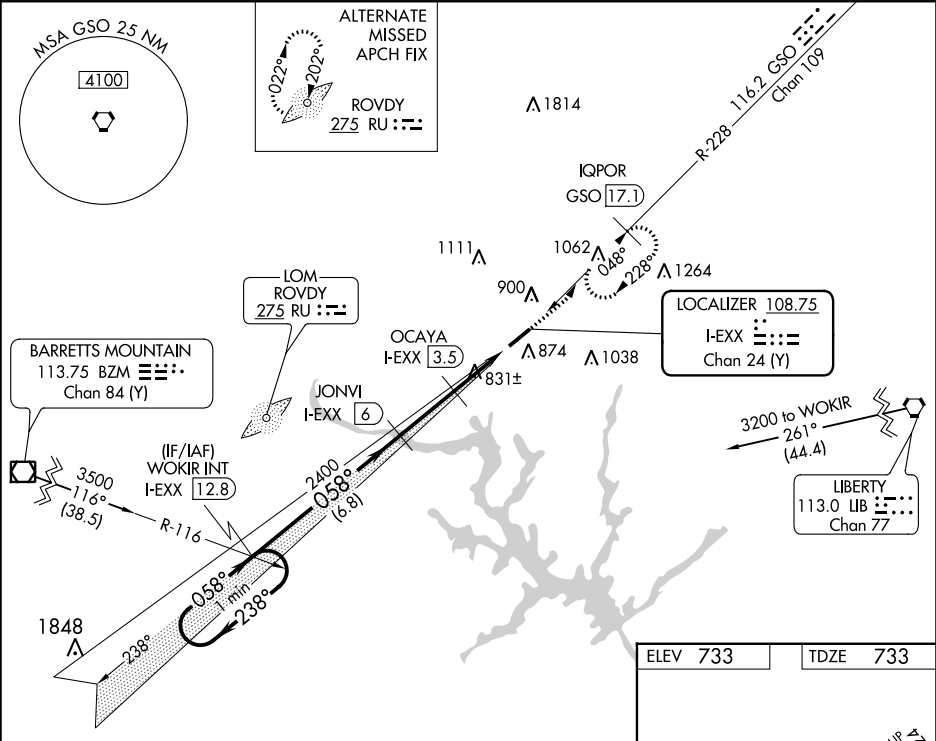
NA

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-3 119.825	GREENSBORO APP CON 126.6 327.075	GCO 135.075	UNICOM 122.8 (CTAF) 0
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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

6.8 NM, 2.5 NM, 1.8 NM, 0.8 NM

1200, 2600, GSO R-228, IQPOR GSO **17.1**

LOC only.

WOKIR INT I-EXX **12.8**, JONVI I-EXX **6**, OCAYA I-EXX **3.5**, I-EXX **1.7**, I-EXX **0.9**

3000, 2400, 2600, 1600

058°

5004 x 100

0.6% UP

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**