

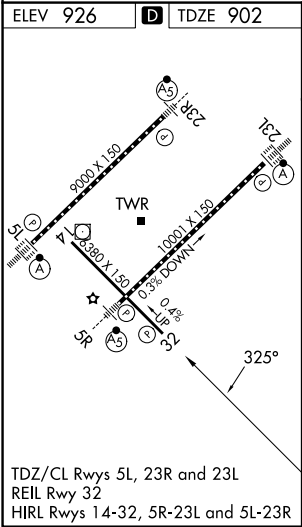
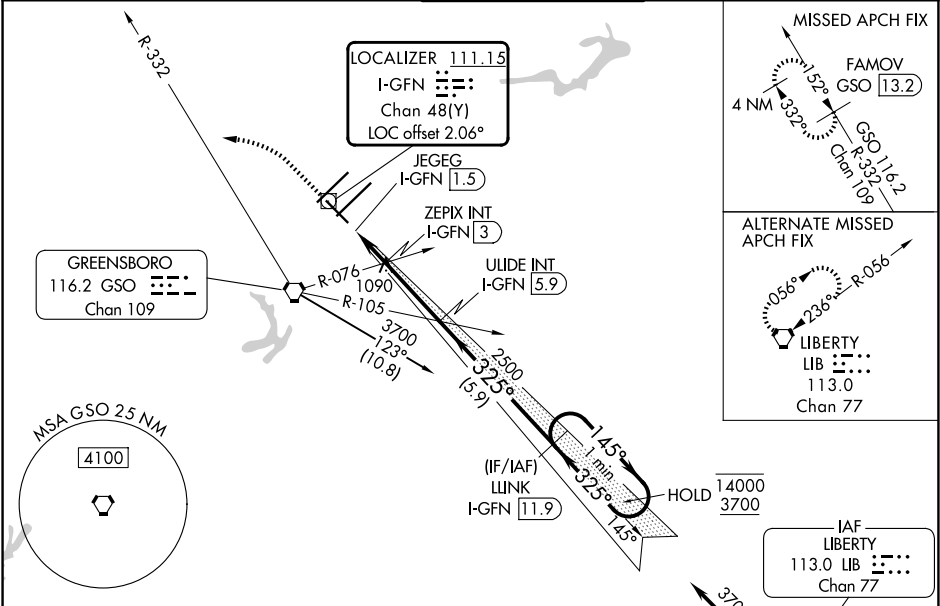
LOC/DME I-GFN 111.15 Chan 48(Y)	APP CRS 325°	Rwy Ldg TDZE 902 Apt Elev 926
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ILS Z or LOC Z RWY 32

PIEDMONT TRIAD INTL (GSO)

DME required.	MISSED APPROACH: Climb to 1400 then climbing left turn to 3700 on heading 307° and GSO VORTAC R-332 to FAMOV/GSO 13.2 DME and hold.
Rwy 32 helicopter visibility reduction below ¾ SM NA.	

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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1400 ↑	3700 hdg 307°	GSO R-332	FAMOV GSO 13.2	ULIDE INT I-GFN 5.9	WINK I-GFN 11.9	One Minute Holding Pattern
Diagram illustrating a flight path with various segments and distances. The path starts at a 1400/3700 altitude, turns 307 degrees, and proceeds through several segments with distances of 0.4, 1, 0.6, 2.9, and 5.9 NM. Key points include JEGEG I-GFN 1.5, ZEPIX INT I-GFN 3, and a 325-degree turn. A shaded area indicates a specific segment. The path ends at a 1400/3700 altitude with a 145-degree turn. GS 3.00° TCH 53 is noted.						
CATEGORY	A		B	C		D
S-ILS 32	1152-¾ 250 (300-¾)					
S-LOC 32	1400-1	498 (500-1)	1400-1¾ 498 (500-1¾)			
CIRCLING	1440-1	514 (600-1)	1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)		