

RNAV (GPS) RWY 5R
PIEDMONT TRIAD INTL (GSO)

V For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
A Simultaneous approach authorized. Use of FD or AP required during simultaneous operations.
 LNAV procedure NA during simultaneous operations.
 **RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH:
Climb to 3200 direct
JELEB and hold.

30 NM to CUPET

4200

15 NM

3000

CUPET

144°

234°

30 NM to COSIS (NoPT)

13 NM

COSIS

3000

4100

144°

324°

RW05R

(IAF) CUPET

3000 NoPT (5)

144°

2800

054° (6)

(FAF) FONIT

(IF/IAF) COSIS

3000 NoPT (5)

054°

234°

324°

30 NM to FINIR

7 NM

FINIR

3700

3000

234°

324°

HOLD

6000

3000

054°

234°

4 NM

(IAF) FINIR

MISSED APCH FIX

4 NM

054°

234°

JELEB

ELEV 926	D	TDZE 900
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35

Diagram illustrating the TDZ/CL and REIL for Runway 32, showing the layout of Runways 5L, 23R, and 23L, and the location of the Tower (TWR).

Runway Dimensions and Slope:

- Runway 5L: 9000' x 150'
- Runway 23R: 9000' x 150'
- Runway 23L: 10001' x 150'
- Runway 32: 4380' x 150', 0.5% DOWN

Other Features:

- TWR (Tower) located between Runways 5L and 23R.
- Angle of 0.54° indicated for Runway 5L.
- Runway 32 is shown with its TDZ/CL and REIL.

SE-2, 01 OCT 2026 to 29 OCT 2026