ILS RWY 5R (SA CAT II)

PIEDMONT TRIAD INTL (GSO)

LOC/DME I-LZY	APP CRS	Rwy Ldg 10001
111.9	054°	TDZE 900
Chan 56		Apt Elev 926

Simultaneous approach authorized.
REDUCED LIGHTING: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

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	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

ALTERNATE MISSED APCH FIX
056° 236° R-056
LIBERTY
113.0 LIB
Chan 77

MISSED APCH FIX
R-006 110.4 SBV Chan 41
116.2 GSO R-108 Chan 109
108° 288°
R-219 113.0 LIB Chan 77
KIMES GSO 18.8

LOCALIZER 111.9
I-LZY
Chan 56

GREENSBORO
116.2 GSO
Chan 109

1051
1142
2900
247° (2.9)
R-108
R-247
R-305
MSA GSO 25 NM
4100
(CFDXV)
054°
(IAF)
PAGAN INT
LIB 24
I-LZY 7.5
RADAR
234°
090°
181°
3700
305°
(24)
LIBERTY
113.0 LIB
Chan 77

ELEV 926 D TDZE 900

Remain within 10 NM
PAGAN INT
LIB 24
I-LZY 7.5
RADAR
234°
2900
054°
2800
GS 3.00°
TCH 53
2800

1600	3000	GSO	KIMES
	hdg 139°	R-108	△

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).

5.7 NM 1000'

CATEGORY	A	B	C	D
S-ILS 5R	RA 122/12 100 DA 1000			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

9000 X 150
TWR
10001 X 150
6380 X 150
0.3% DOWN
0.4% UP
5L
23R
23L
5R
32

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 29 OCT 2026 to 26 NOV 2026