ILS or LOC RWY 5R

PIEDMONT TRIAD INTL (GSO)

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

T A Simultaneous approach authorized. For inop ALS, increase S-LOC 5R Cat C/D to RVR 6000.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR (A5)

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 LIB 113.0 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 R-247 054° (CFDXV) 234° 189° 600
2900 247° (2.9) R-108 R-305
(IAF) PAGAN INT LIB 24 I-LZY 7.5 RADAR
3700 305° (24)
LIBERTY 113.0 LIB Chan 77

MSA GSO 25 NM 4100

ELEV 926 D TDZE 900
TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

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

PAGAN INT LIB 24 I-LZY 7.5 RADAR

1600	3000	GSO	KIMES
↑	hdg 139°	R-108	△

Remain within 10 NM
234° 2900
054° 2800
2800
I-LZY 3
I-LZY 1.8
GS 3.00° TCH 53
4.6 NM 1.2 NM

TWR
9000 X 150
6380 X 150
10001 X 150
0.3% DOWN
0.4% UP
5L 23R 5R 32 054°

CATEGORY	A	B	C	D
S-ILS 5R **	1100/24	200 (200-½)		
S-LOC 5R	1320/24 420 (400-½)		1320/40	420 (400-¾)
CIRCLING	1440-1 514 (600-1)		1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

SE-2, 29 OCT 2026 to 26 NOV 2026
SE-2, 29 OCT 2026 to 26 NOV 2026