

LOC/DME I-GFN <u>111.15</u> Chan 48(Y)	APP CRS 325°	Rwy Ldg 6380 TDZE 902 Apt Elev 926
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ILS Z or LOC Z RWY 32
PIEDMONT TRIAD INTL (GSO)

DME required.



Rwy 32 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

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.

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

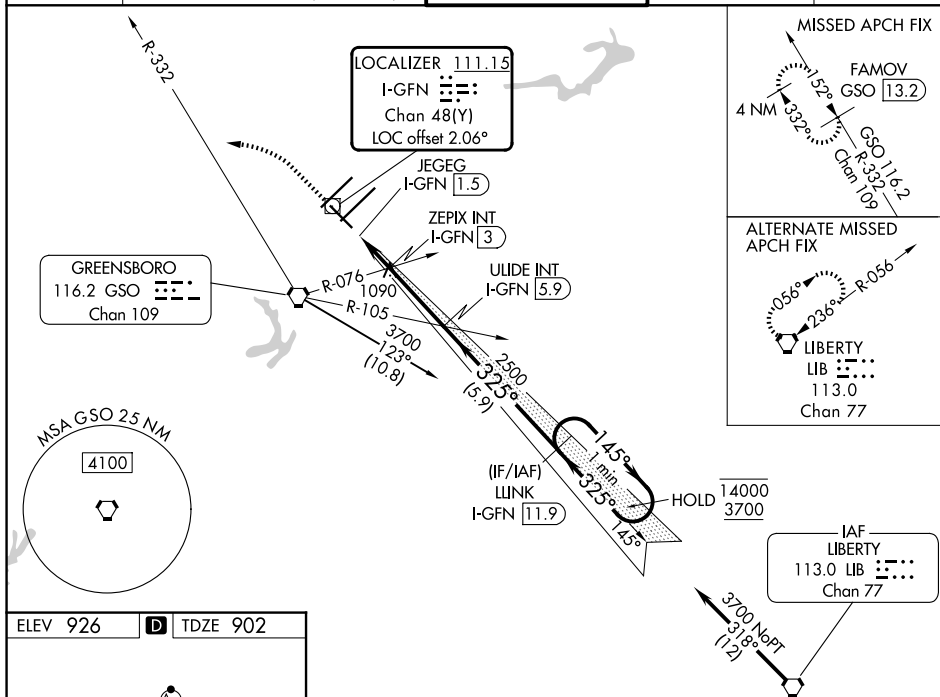


Diagram illustrating the TDZ/CL (Touchdown Zone/Centerline) for Runways 5L, 23R, and 23L. The diagram shows the layout of the runways, including the centerlines and edges, and the associated dimensions (9000 X 150 and 10001 X 150). It also indicates the 325° heading and the 0.3% DOWN slope.

1400 ↑	3700 hdg 307°	GSO R-332	FAMOV GSO 13.2	ULIDE INT I-GFN 5.9	LINK I-GFN 11.9	One Minute Holding Pattern
CATEGORY	A		B		C	D
S-ILS 32			1152- ³ / ₄		250 (300- ³ / ₄)	
S-LOC 32	1400-1		498 (500-1)		1400-1 ³ / ₈	498 (500-1 ³ / ₈)
CIRCLING	1440-1		514 (600-1)		1700-2 ¹ / ₄ 774 (800-2 ¹ / ₄)	1700-2 ¹ / ₂ 774 (800-2 ¹ / ₂)