

LOC/DME I-LZY 111.9 Chan 56	APP CRS 054°	Rwy Ldg 10001 TDZE 900 Apt Elev 926	ILS RWY 5R (SA CAT II) PIEDMONT TRIAD INTL (GSO)
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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 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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ALTERNATE MISSED APCH FIX

LIBERTY
113.0 LIB
Chan 77

LOCALIZER 111.9
I-LZY
Chan 56

GREENSBORO
116.2 GSO
Chan 109

LIBERTY
113.0 LIB
Chan 77

Diagram showing the ILS RWY 5R approach. Key features include: Runway 5R (2348' x 600'), Localizer 111.9 (Chan 56), GSO 116.2 (Chan 109), and Liberty 113.0 (Chan 77). The diagram illustrates the glidepaths (054° and 030°), the missed approach fix (MISSED APCH FIX), and the final approach fix (LIBERTY). The diagram also shows the MSA GSO 25 NM and the PAGAN INT (LIB 24, I-LZY 7.5) radar.

PAGAN INT
LIB 24
I-LZY 7.5
RADAR

Remain within 10 NM

2900
234°
054°
2800

GS 3.00°
TCH 53

1600
3000
hdg 139°

GSO R-108
KIMES
△

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

ELEV 926
D TDZE 900

Diagram showing the tower (TWR) and runway layout. Key features include: Runway 5R (2348' x 600'), Runway 5L (2348' x 600'), Runway 23L (2348' x 600'), and Runway 23R (2348' x 600'). The diagram also shows the tower (TWR) and the runway layout.

GREENSBORO, NORTH CAROLINA
Amdt 7D 25JAN24

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)
ILS RWY 5R (SA CAT II)