

22-MAR-2018

**GSO-KGSO**

1-10

AOI

AOI

**GENERAL****Operational Hours****ATS Hours:** H24**AD OPS Hours:** Attended continuously**Airport Information****RFF:** FAA Index C / CAT 7**Fuel:** Jet A**PCN:** RWY 05L/23R: 137/F/C/X/T

RWY 05R/23L: 91/F/C/X/T

RWY 14/32: 62/F/C/X/T

**Operation****Low Visibility Procedures**

Surface Movement Guidance and Control System (SMGCS) in use when LVP activated.

**TWY Restriction**

TWY E not AVBL for wingspan above 52m / 171ft.

TWY E between J and H not visible from TWR.

TWY K northeast of K6 CLSD except for cargo ACFT.

**Hot Spots**

HOT SPOT No.	DESCRIPTION
HS 1	On TWY K. Southwest direction. Holding short of RWY 32/14. Intersection often used for small ACFT departing RWY 32. "Back-Taxi" for additional RWY length requires control TWR approval.
HS 2	On TWY D1. Southwest direction. Holding short of RWY 32/14. Intersection often used for small ACFT departing RWY 14. High volume of AD vehicular TFC uses this route to access south side of AD.

**ARRIVAL****Speed**

MAX IAS 250KT below 10000ft.

**Communication****COM Failure:** See CRAR.

22-MAR-2018

**GSO-KGSO****1-20****AOI****ARRIVAL****Arrival Procedure****Non-standard GP intercept position on  
RWY 05L**

GP intercepts RWY 05L at *320m / 1049ft* after landing threshold.  
 Remaining DIST beyond GP is *2423m / 7951ft*.

**RWY 05R**

GP intercepts RWY 05R at *308m / 1011ft* after landing threshold.  
 Remaining DIST beyond GP is *2740m / 8990ft*.

**RWY 23R**

GP intercepts RWY 23R at *320m / 1049ft* after landing threshold.  
 Remaining DIST beyond GP is *2423m / 7951ft*.

**RWY 32**

GP intercepts RWY 32 at *308m / 1011ft* after landing threshold.  
 Remaining DIST beyond GP is *1637m / 5369ft*.

**DEPARTURE****Take-off Minima**

RWY		05L/23R, 05R/23L	
1+2 ENG	ft - ft/SM	0 - 5000R/1.0V	SID TRSHA
3+4 ENG		0 - 2400R/0.5V	MNM climb gradient 8.3% up to 1440
RWY		14/32	
1+2 ENG	ft - ft/SM	0 - 1.0V	SID TRSHA
3+4 ENG		0 - 0.5V	MNM climb gradient 8.3% up to 1440

**Speed**

MAX IAS 250KT below 10000ft.

**Communication**

**COM Failure:** See CRAR.

19-APR-2018

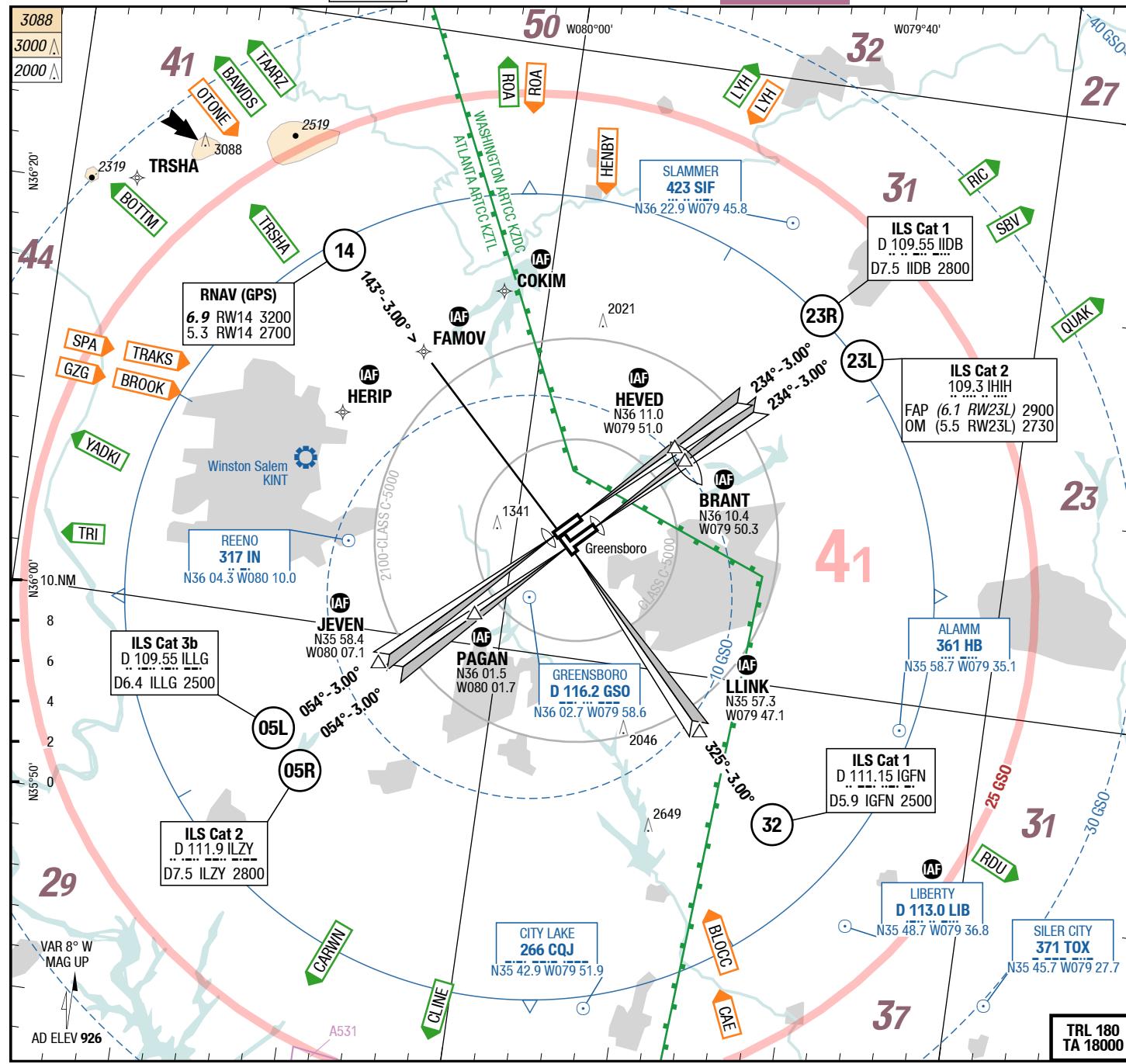
## United States Greensboro Piedmont Triad Intl

AGC  
AFC

Piedmont Triad Intl Greensboro United States

GSO-KGSO

2-10



D-ATIS	128.550 ASOS	
APP	124.350 250°-049°	126.600 050°-249°
DEP	124.350 250°-049°	126.600 050°-249°
TWR	119.100	
UNICOM	122.950	
GND	121.900	
DLV	121.750	
PDC		

## Landing RWY system:

05L	HL-P2F	THR 916 (33hPa) / TDZ 916 (---%) -0.7%
23R		
05R	ML-P1R	THR 900 (32hPa) / TDZ 900 (---%) -0.1%
23L		
14	HL-P2F	THR 925 (33hPa) / TDZ 925 (---%) -0.4%
32		

19-APR-2018

GSO-KGSO

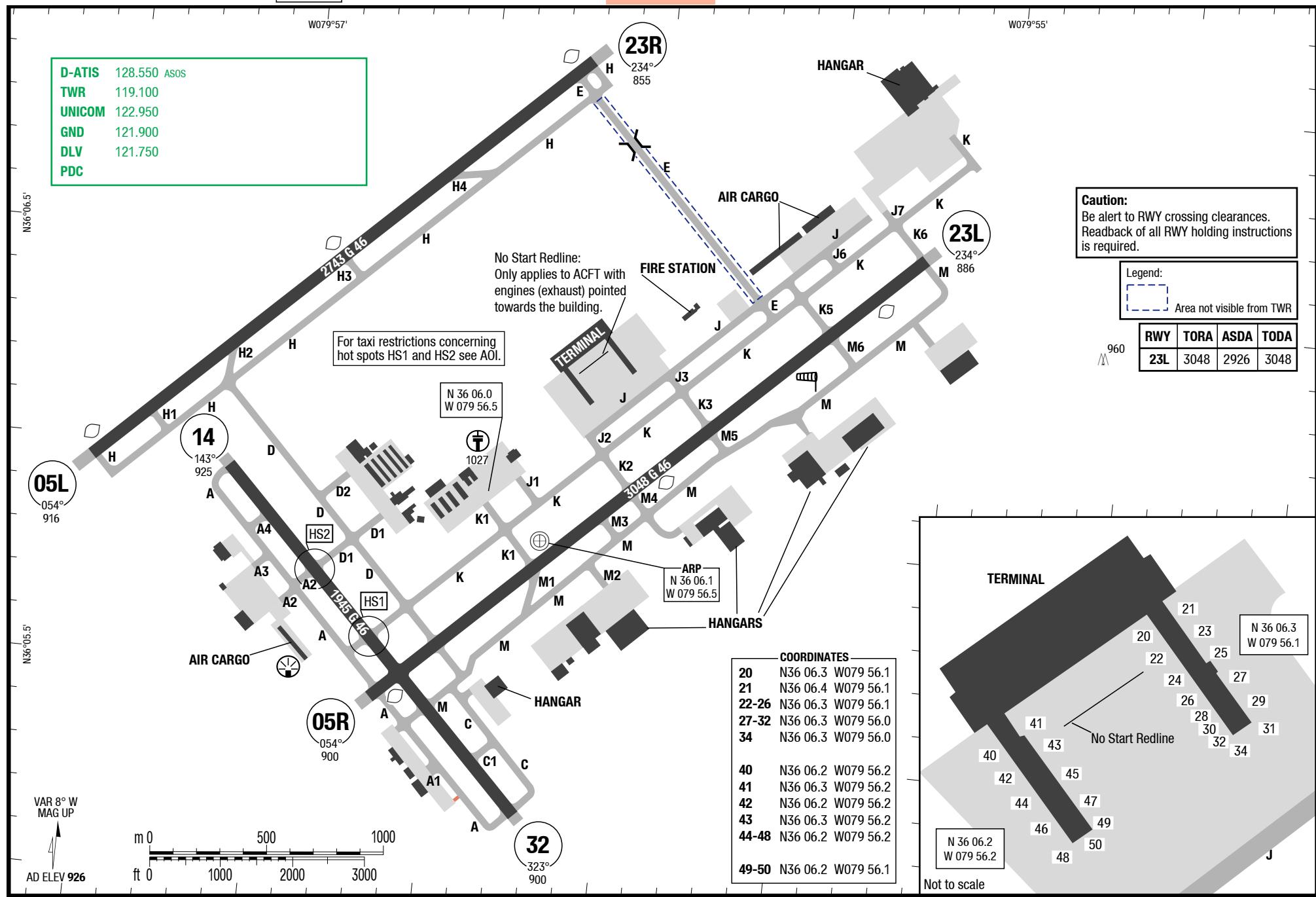
United States Greensboro Piedmont Triad Intl

3-20

AGC

AGC

Piedmont Triad Intl Greensboro United States



12-JUL-2018/UFN

12-JUL-2018

GSO-KGSO

United States Greensboro Piedmont Triad Intl

3-21

Tempo AGC

Piedmont Triad Intl Greensboro United States

AGC

AGC

NIL

NIL

Tempo AGC

W079°55'

W079°57'

D-ATIS 128.550 ASOS  
TWR 119.100  
UNICOM 122.950  
GND 121.900  
DLV 121.750  
PDC

REF NOTAMs A0794/18, A0797/18, A0800/18,  
A0801/18, A0802/18, A0803/18, A0804/18

N36 06.5'

N36 05.5'

VAR 8° W  
MAG UP

m 0 1000 2000 3000  
ft 0 1000 2000 3000

AD ELEV 926

W079°57'

W079°55'

E

H

K

E

H

J

H

I

K

H

L

M

H

N

O

H

P

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R

S

H

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12-JUL-2018/UFN

12-JUL-2018

GSO-KGSO

United States Greensboro Piedmont Triad Intl

Tempo DEP RWY 23R

3-28

Tempo ARR/DEP RWY 05L

Piedmont Triad Intl Greensboro United States

Tempo DEP RWY 23R

Tempo ARR/DEP RWY 05L

RVR below 1200ft to 600ft

W079°57'

W079°55'

D-ATIS 128.550 ASOS  
 TWR 119.100  
 UNICOM 122.950  
 GND 121.900  
 DLV 121.750  
 PDC

**Caution:**  
 Be alert to RWY crossing clearances.  
 Readback of all RWY holding instructions  
 is required.

For taxi restrictions concerning  
 hot spots HS1 and HS2 see A01.

N36°06.5'

05L

054°  
916

14

143°  
925

05R

054°  
900

32

323°  
900

LVC

LVC

LVC

LVC

Piedmont Triad Intl Greensboro United States

Tempo DEP RWY 23R

Tempo ARR/DEP RWY 05L

W079°55'

HANGAR

K

AIR CARGO

FIRE STATION

E

J

K

M

K

M

HANGARS

C

A

C1

A1

A

C

M

M1

M2

M3

M4

M5

M6

M

K5

K6

K

J7

1

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M

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J6

10

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12-JUL-2018/UFN

12-JUL-2018

United States Greensboro Piedmont Triad Intl

Piedmont Triad Intl Greensboro United States

GSO-KGSO

3-29

Tempo DEP RWY 23R

LVC

LVC

Tempo DEP RWY 23R

W079°55'

RVR below 1200ft to 600ft

W079°57'

D-ATIS 128.550 ASOS  
 TWR 119.100  
 UNICOM 122.950  
 GND 121.900  
 DLV 121.750  
 PDC

**Caution:**  
 Be alert to RWY crossing clearances.  
 Readback of all RWY holding instructions  
 is required.

For taxi restrictions concerning  
 hot spots HS1 and HS2 see A01.

N36°06.5'

05L

054°  
916

AIR CARGO

05R

054°  
900VAR 8° W  
MAG UP

AD ELEV 926

32  
323°  
90023R  
234°  
855HANGAR  
KAIR CARGO  
FIRE STATION  
E  
J  
K  
23L  
234°  
886No Start Redline:  
Only applies to ACFT with engines (exhaust) pointed towards the building.TERMINAL  
J  
K  
J3  
J2  
K3  
K2  
M5  
M4  
M3  
M2  
M1ARP  
N 36 06.1  
W 079 56.5HANGARS  
C  
C1  
A1  
A  
M  
C  
AREF NOTAMs A0794/18, A0797/18, A0800/18,  
A0801/18, A0802/18, A0803/18, A0804/18

Changes: new

19-APR-2018

United States **Greensboro** Piedmont Triad Intl **C** **C** Piedmont Triad Intl **Greensboro** United States

GSO-KGSO

3-30

**ARR/DEP RWY 05L**

LVC

LVC

Piedmont Triad Intl **Greensboro** United States

**DEP RWY 23R**

**ARR/DEP RWY 05L**

W079°55'

**RVR below 1200ft to 600ft**

W079°57'

<b>D-ATIS</b>	128.550	ASOS
<b>TWR</b>	119.100	
<b>UNICOM</b>	122.950	
<b>GND</b>	121.900	
<b>DLV</b>	121.750	
<b>PDC</b>		

**Caution:**  
Be alert to RWY crossing clearances.  
Readback of all RWY holding instructions  
is required.

For taxi restrictions concerning hot spots HS1 and HS2 see A01.

## Changes: LAHSO

19-APR-2018

United States **Greensboro** Piedmont Triad Intl**GSO-KGSO**

3-40

**DEP RWY 23R****LVC****LVC**Piedmont Triad Intl **Greensboro** United States**DEP RWY 23R****RVR below 1200ft to 600ft**

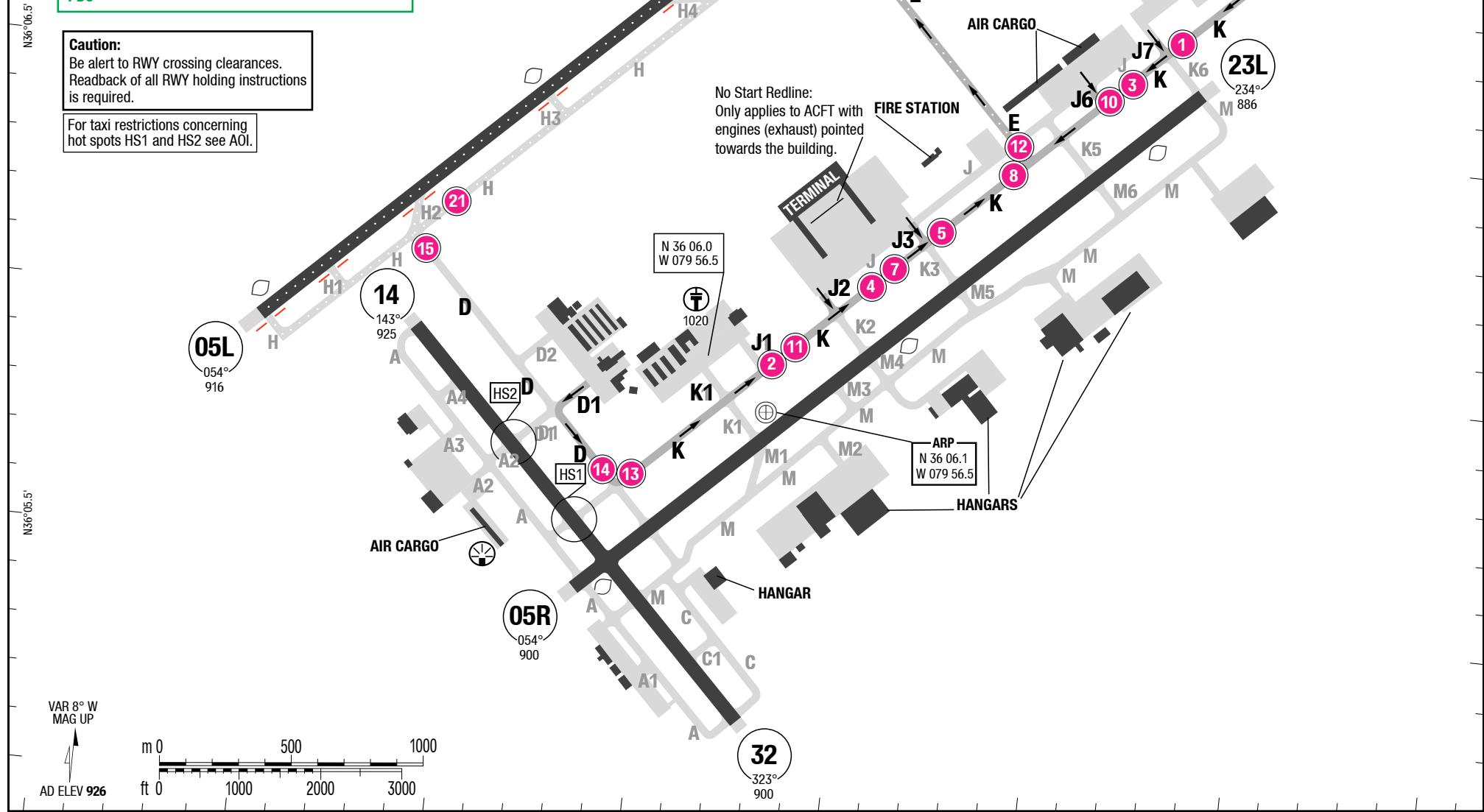
W079°57'

W079°55'

D-ATIS 128.550 ASOS  
 TWR 119.100  
 UNICOM 122.950  
 GND 121.900  
 DLV 121.750  
 PDC

**Caution:**  
 Be alert to RWY crossing clearances.  
 Readback of all RWY holding instructions  
 is required.

For taxi restrictions concerning  
 hot spots HS1 and HS2 see A01.



Changes: LAHSO

**Effective 24-MAY-2018**

17-MAY-2018

GSO-KGSO

United States Greensboro Piedmont Triad Intl

Piedmont Triad Intl **Greensboro** United States

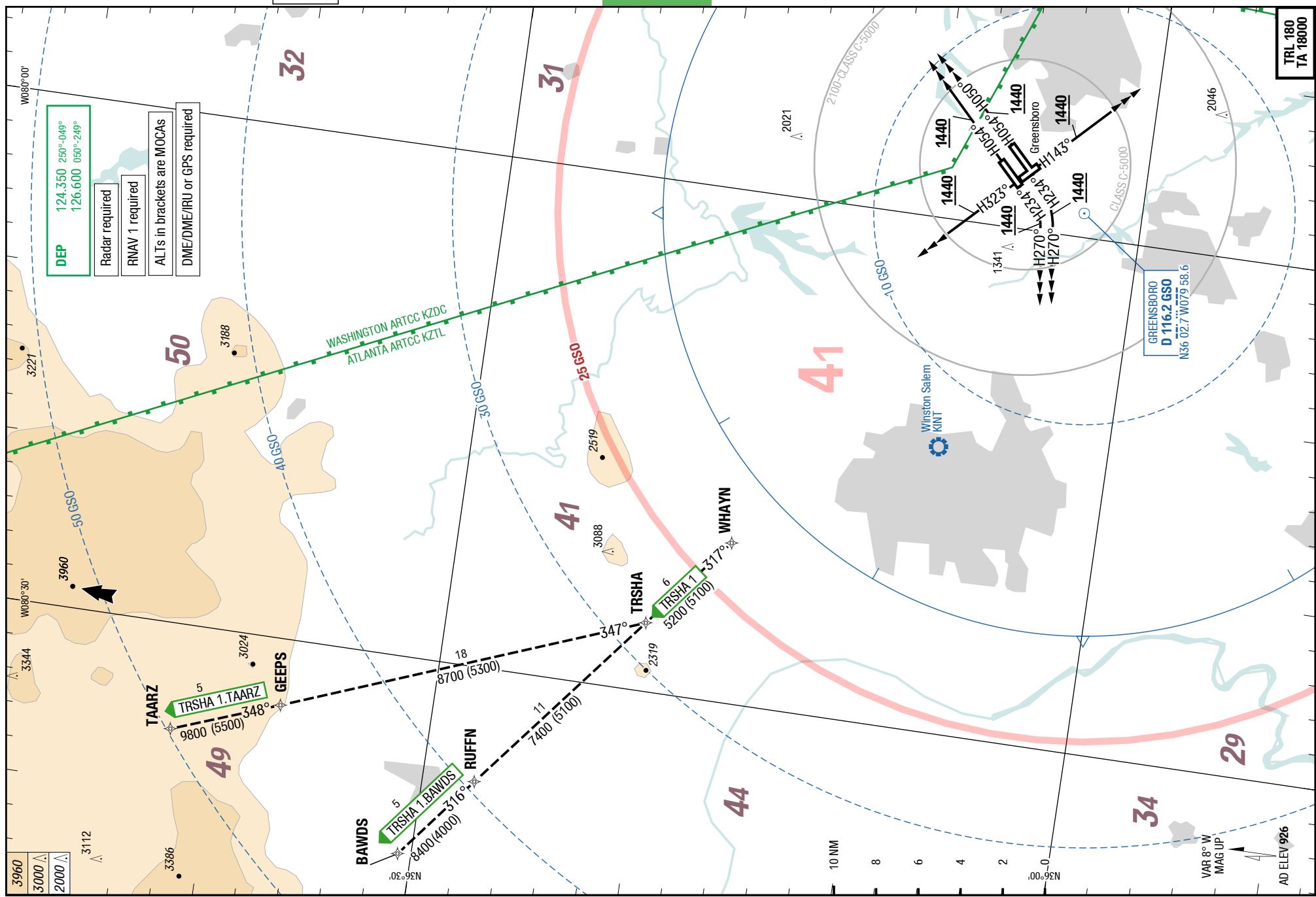
QUAKER 5 (QUAK 5)

4-10

12

10

## **TRS HA 1 RNAV**



Effective 24-MAY-2018

17-MAY-2018

United States Greensboro Piedmont Triad Intl

GSO-KGSO

4-20

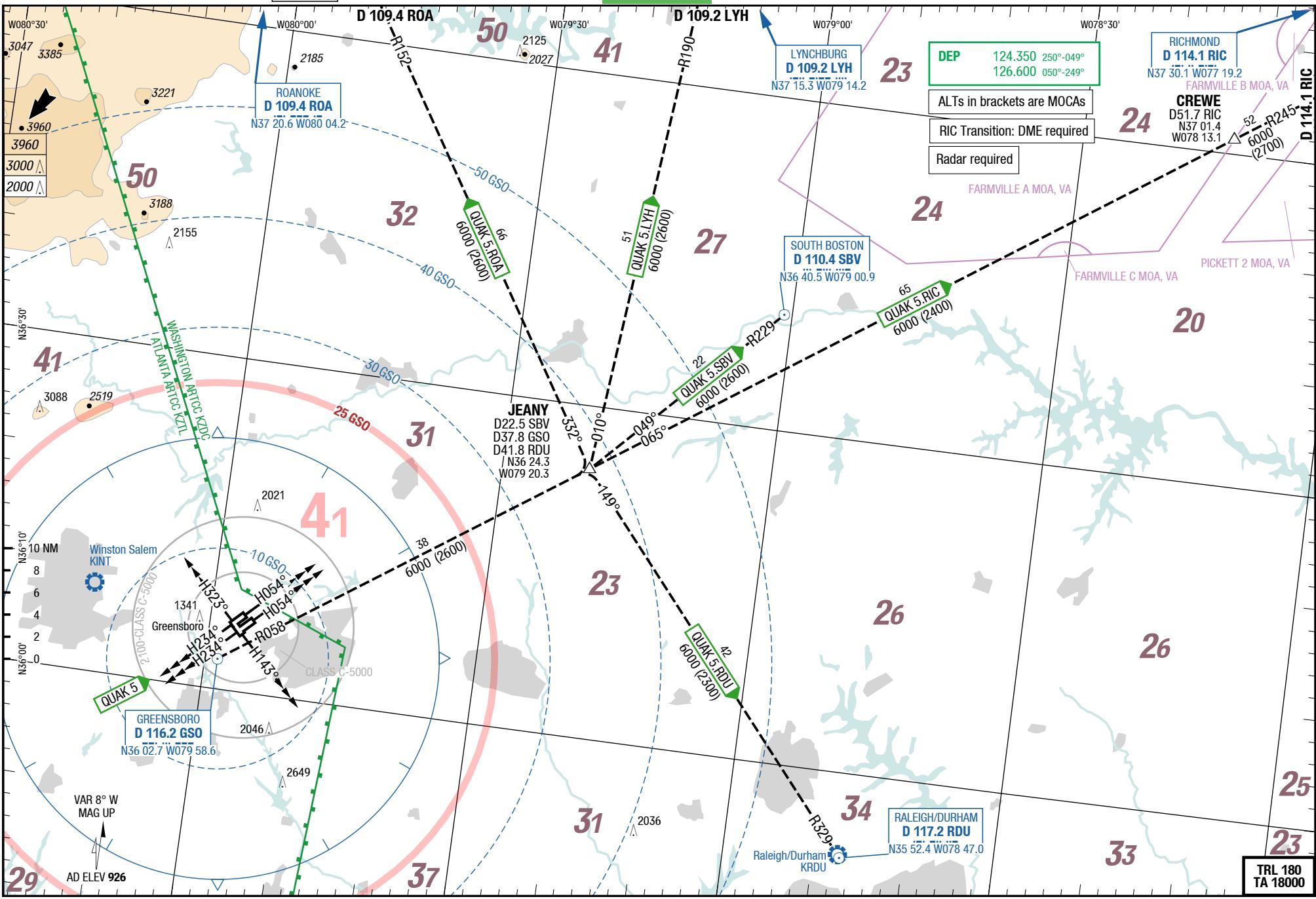
QUAKER 5 (QUAK 5)

SID

SID

Piedmont Triad Intl Greensboro United States

QUAKER 5 (QUAK 5)



**Effective 05-JAN-2017**

United States **Greensboro** Piedmont Triad Intl

27-228-2010

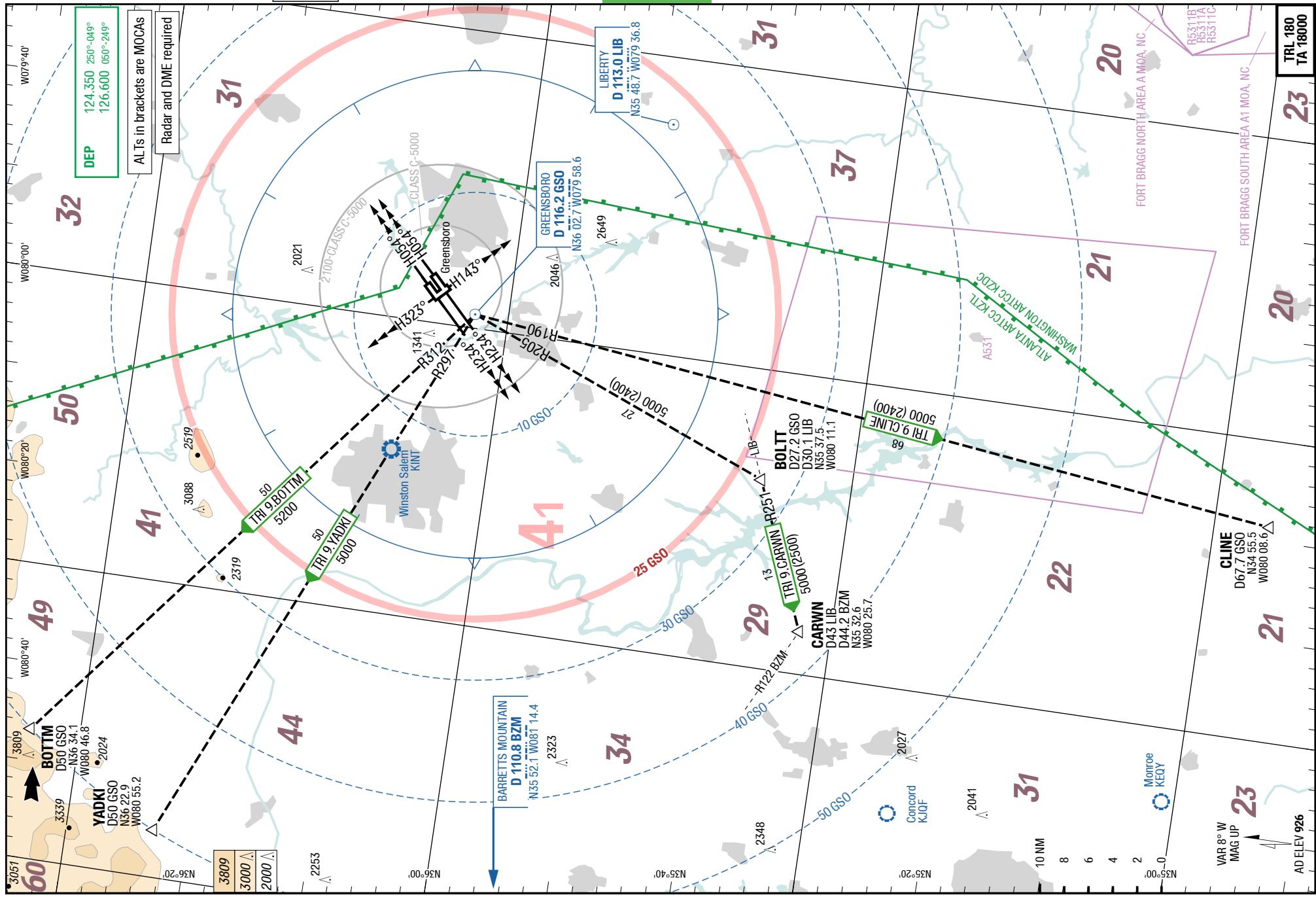
**GSO-KGSO**

-30

## **TRIAD 9 (TRI 9)**

Piedmont Triad Intl **Greensboro** United States

TRIAD 9 (TRI 9)



## Changes: PROC, NAVAID, PROC renumbered

## GSO-KGSO

5-10

## TRSVA 1 RNAV

## TRSVA 1

RWYs 05L (054°) / 05R (054°) / 14 (143°) / 23L/R (234°) / 32 (323°)

DESIGNATOR	ROUTING	ALTITUDES
<b>TRSVA 1</b>		
124.350 (250°-049°)		
126.600 (050°-249°) ①		
<b>RWY 05L</b>	HDG 054° - at MNM <b>1440</b> expect vectors to WHAYN - TRSVA	
<b>RWY 05R</b>	HDG 054° - at MNM <b>1440 LT</b> HDG 050° - expect vectors to WHAYN - TRSVA	
<b>RWY 14</b>	HDG 143° - at MNM <b>1440</b> expect vectors to WHAYN - TRSVA	
<b>RWYs 23L/23R</b>	HDG 234° - at MNM <b>1440 RT</b> HDG 270° - expect vectors to WHAYN - TRSVA	
<b>RWY 32</b>	HDG 323° - at MNM <b>1440</b> expect vectors to WHAYN - TRSVA	
<b>TRANSITION</b>		
<b>BAWDS</b> TRSVA - RUFFN - BAWDS		
<b>TAARZ</b> TRSVA - GEEPS - TAARZ		

① Expect clearance to field altitude / flight level 10 minutes after departure

## GSO-KGSO

5-20

## QUAKER 5 (QUAK 5)

## QUAKER 5

RWYs 05L (054°) / 05R (054°) / 14 (143°) / 23L (234°) / 23R (234°) / 32 (323°)

DESIGNATOR	ROUTING	ALTITUDES
QUAKER 5 QUAK 5 124.350 (250°-049°) 126.600 (050°-249°) ①		Initial climb by ATC
RWYs 05L/05R	HDG 054° - radar vectors will be provided to intercept assigned radial associated with the issued transition, or if no transition assigned, radar vectors will be provided to the appropriate fix.	
RWY 14	HDG 143° - radar vectors will be provided to intercept assigned radial associated with the issued transition, or if no transition assigned, radar vectors will be provided to the appropriate fix.	
RWYs 23L/23R	HDG 234° - radar vectors will be provided to intercept assigned radial associated with the issued transition, or if no transition assigned, radar vectors will be provided to the appropriate fix.	
RWY 32	HDG 323° - radar vectors will be provided to intercept assigned radial associated with the issued transition, or if no transition assigned, radar vectors will be provided to the appropriate fix.	
<b>TRANSITION</b>		
<b>LYNCHBURG (LYH)</b> GSO - R058 GSO to JEANY - intercept R190 LYH to LYH		
<b>RALEIGH/DURHAM (RDU)</b> GSO - R058 GSO to JEANY - intercept R329 RDU to RDU		
<b>RICHMOND (RIC)</b> GSO - R058 GSO to JEANY - 065° to CREWE - intercept R245 RIC to RIC		
<b>ROANOKE (ROA)</b> GSO - R058 GSO to JEANY - intercept R152 ROA to ROA		
<b>SOUTH BOSTON (SBV)</b> GSO - R058 GSO to JEANY - intercept R229 SBV to SBV		

① Expect filed altitude / flight level 10 minutes after departure.

**GSO-KGSO****5-30****TRIAD 9 (TRI 9)****TRIAD 9**

RWYs 05L (054°) / 05R (054°) / 14 (143°) / 23L (234°) / 23R (234°) / 32 (323°)

DESIGNATOR	ROUTING	ALTITUDES
<b>TRIAD 9</b>		
<b>TRI 9</b>		
124.350 (250°-049°)		
126.600 (050°-249°)		
(1)		
<b>RWYs 05L/05R</b>	HDG 054°- expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, then as filed. If no transition assigned, expect vectors to the appropriate fix.	
<b>RWY 14</b>	HDG 143°- expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, then as filed. If no transition assigned, expect vectors to the appropriate fix.	
<b>RWYs 23L/23R</b>	HDG 234°- expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, then as filed. If no transition assigned, expect vectors to the appropriate fix.	
<b>RWY 32</b>	HDG 323°- expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, then as filed. If no transition assigned, expect vectors to the appropriate fix.	
<b>TRANSITION</b>		
<b>BOTTM</b>		
GSO - R312 <b>GSO</b> to BOTTM		
<b>CARWN</b>		
GSO - R205 <b>GSO</b> to BOLTT - intercept R251 <b>LIB</b> to CARWN		
<b>CLINE</b>		
GSO - R190 <b>GSO</b> to CLINE		
<b>YADKI</b>		
GSO - R297 <b>GSO</b> to YADKI		

(1) Expect clearance to filed altitude / flight level 10 minutes after departure.

**GSO-KGSO**

**5-50**

**Obstacle Departure**

SIDPT

**Obstacle Departure**

<b>RWY</b>	<b>Notes</b>
<b>05L</b>	Trees beginning 1328ft from DER, 524ft left of centerline, up to 88ft AGL/912ft MSL.
<b>05R</b>	Terrain and trees beginning 3ft from DER, 499ft right of centerline, up to 102ft AGL/981ft MSL. Trees beginning 2751ft from DER, 1191ft left of centerline, 57ft AGL/966ft MSL.
<b>14</b>	Pole and railroad signal beginning 937ft from DER, 604ft right of centerline, up to 51ft AGL/940ft MSL.
<b>23L</b>	Trees beginning 834ft from DER, 719ft left of centerline, up to 65ft AGL/934ft MSL.
<b>23R</b>	Trees beginning 1195ft from DER, 191ft left of centerline, up to 100ft AGL/970ft MSL. Utility pole 170ft from DER, 540ft left of centerline, 33ft AGL/936ft MSL. Trees beginning 1715ft from DER, 358ft right of centerline, up to 100ft AGL/967ft MSL.
<b>32</b>	Trees beginning 1ft from DER, 289ft right of centerline, up to 90ft AGL/1019ft MSL.

**Effective 24-MAY-2018**

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17-MAY-2018

**GSO-KGSO**

United States Greensboro Piedmont Triad Intl

Piedmont Triad Intl **Greensboro** United States

BLOCC 2 / BROOK 3

6-10

TRAKS 2 RNAV

6-10

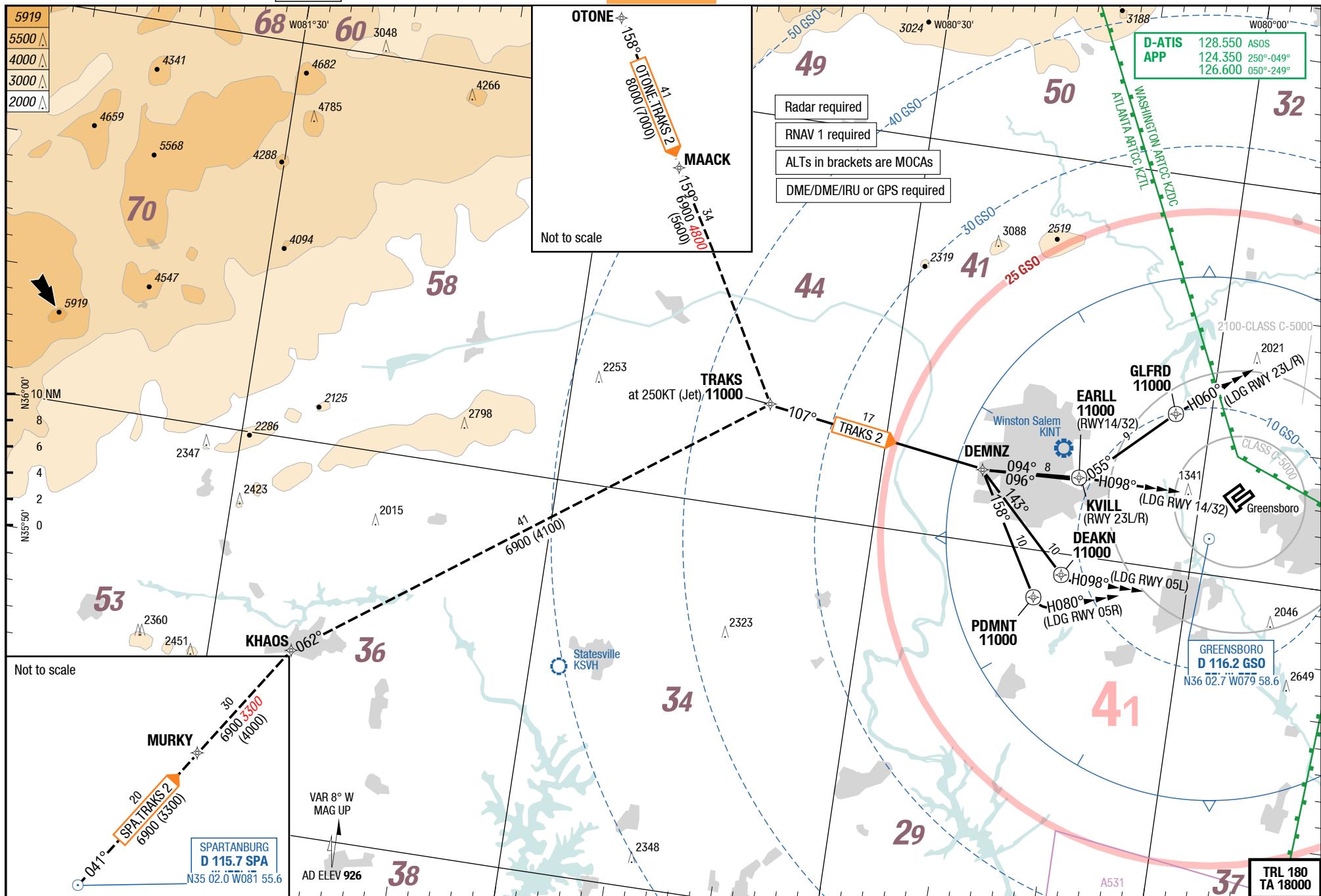
STAR

STAR

Piedmont Triad Intl **Greensboro** United States

BLOCC 2 / BROOK

TRAKS 2 RNAV



**Effective 24-MAY-2018  
17-MAY-2018**

United States **Greensboro** Piedmont Triad Intl **AR** **AR** Piedmont Triad Intl **Greensboro** United States

GSO-KGSO

6-20

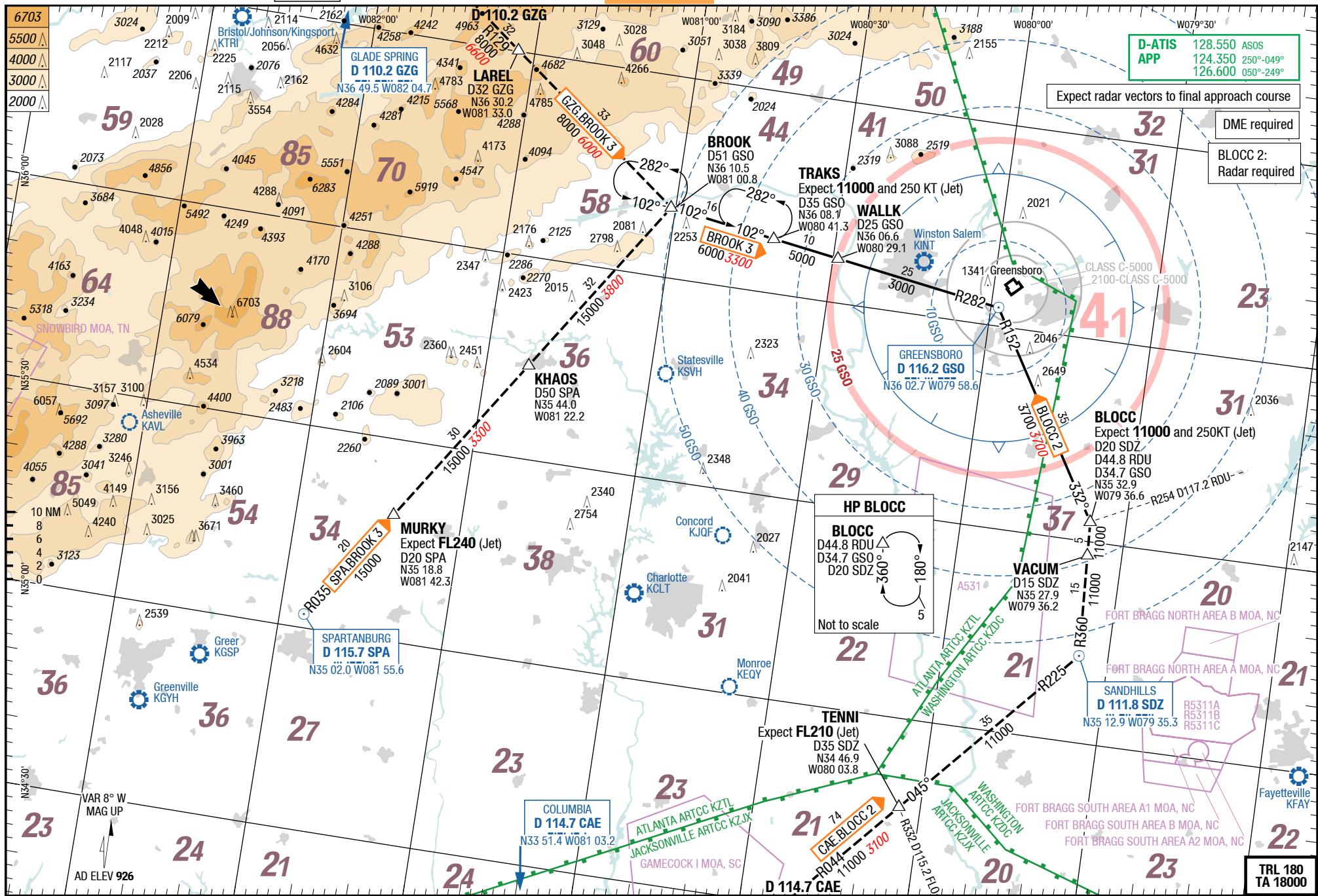
**BLOCC 2 / BROOK 3**

STAR

STAR

Piedmont Triad Intl **Greensboro** United States

BLOCC 2 / BROOK 3



Effective 05-JAN-2017

29-DEC-2016

GSO-KGSO

United States Greensboro Piedmont Triad Intl

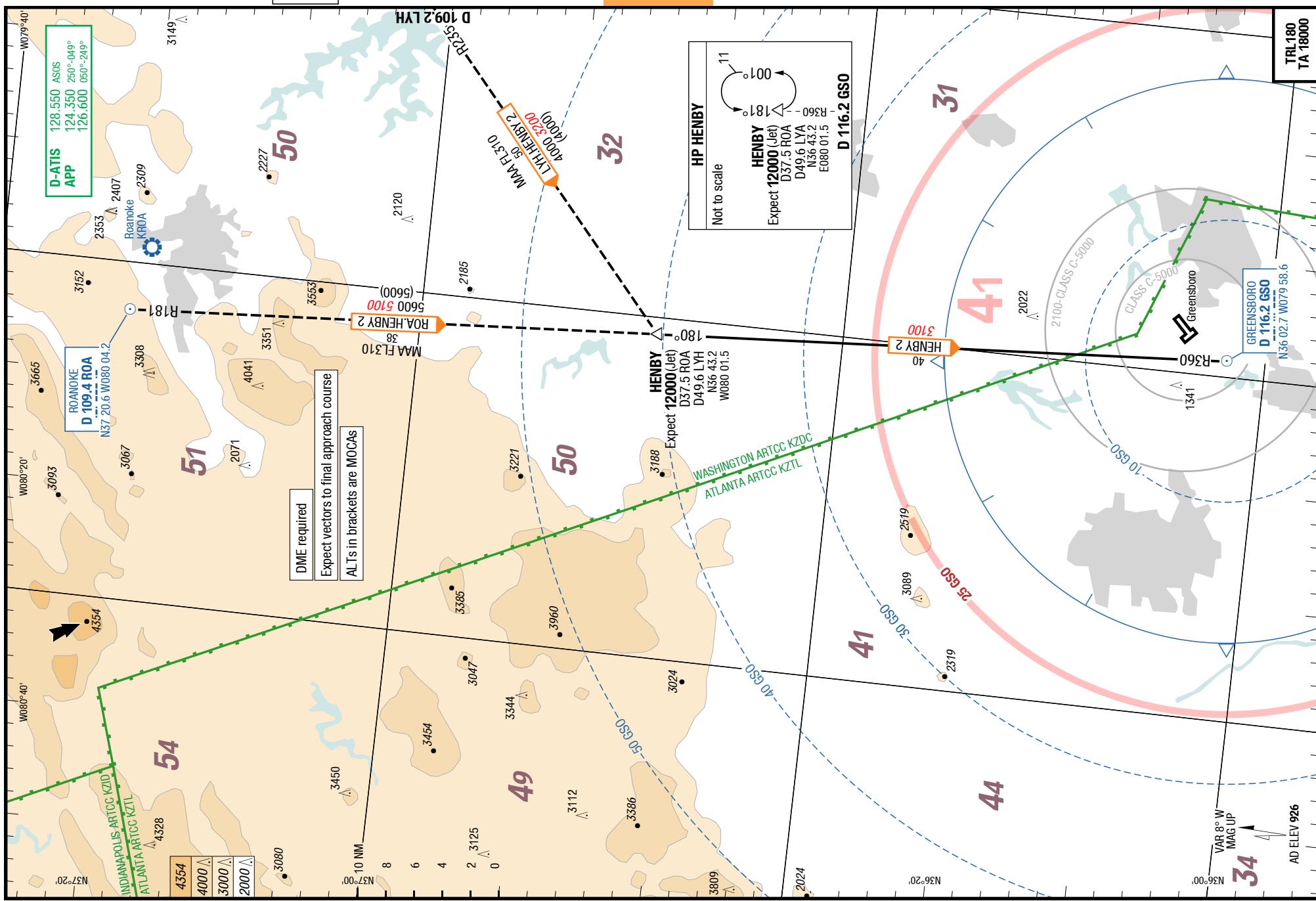
HENBY 2

STAR

STAR

Piedmont Triad Intl Greensboro United States

6-30



19-APR-2018

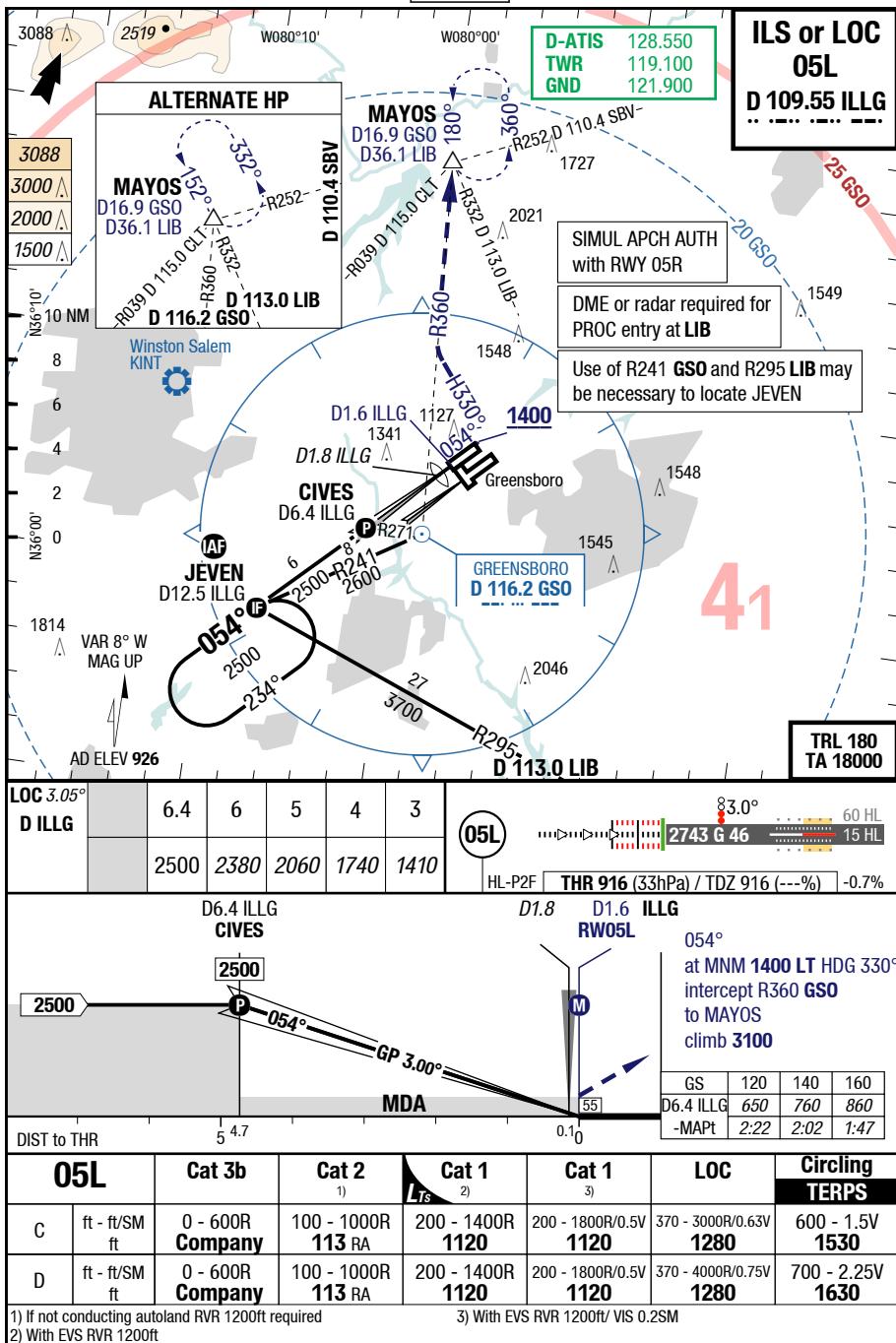
## United States Greensboro Piedmont Triad Intl

IAC

GSO-KGSO

7-10

ILS or LOC 05L

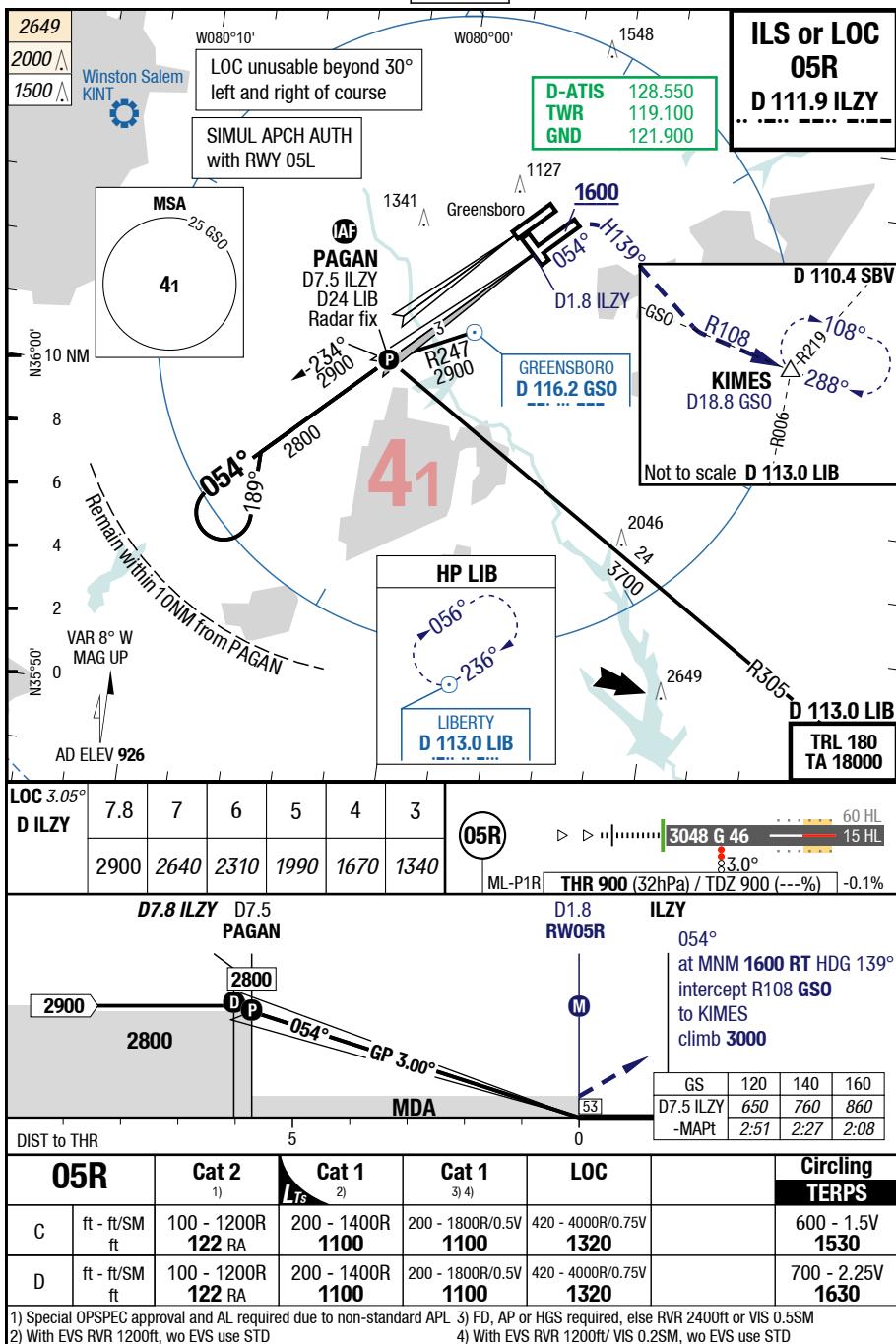


19-APR-2018

GSO-KGSO

7-20

ILS or LOC 05R

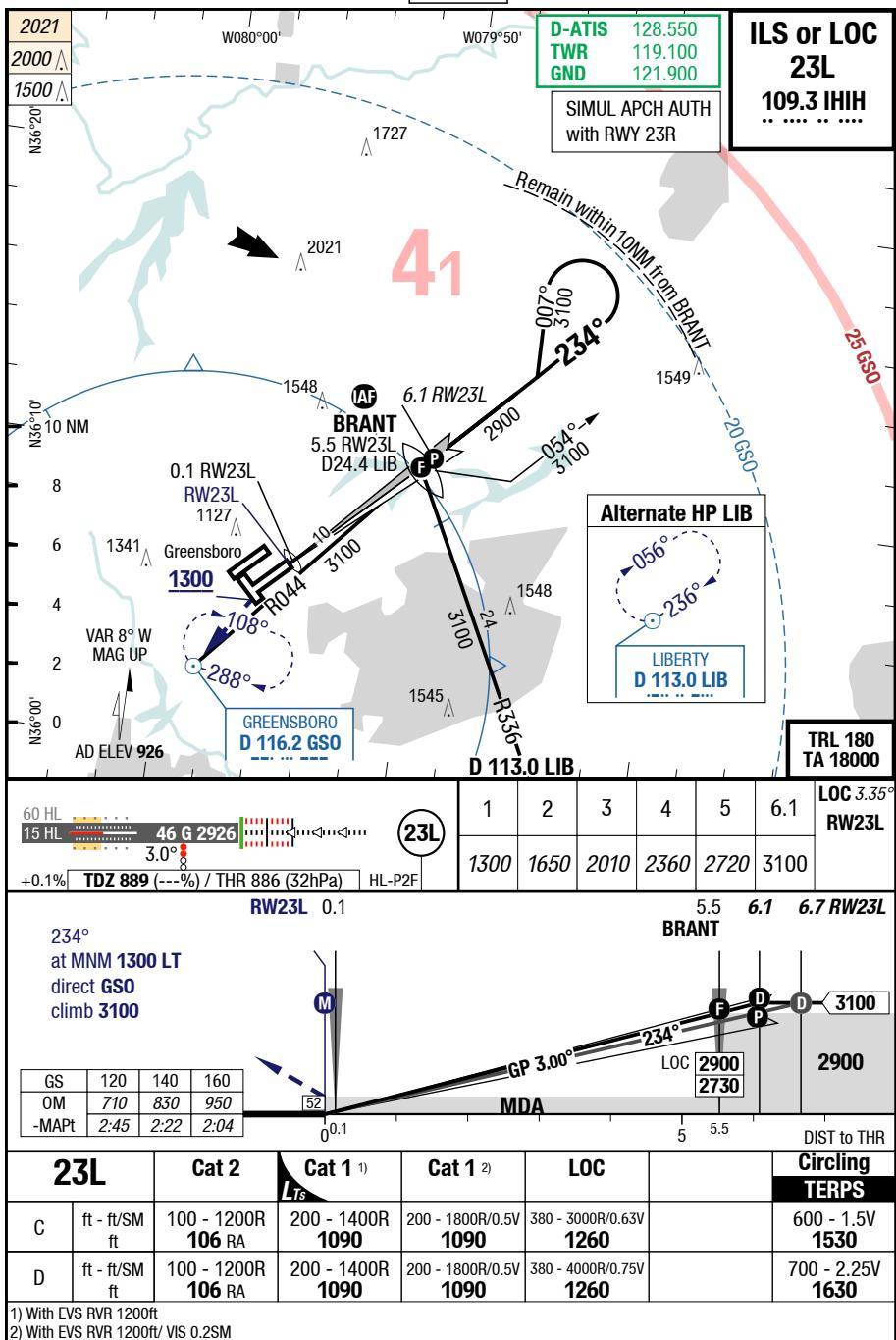


10-AUG-2017

GSO-KGSO

7-30

ILS or LOC 23L



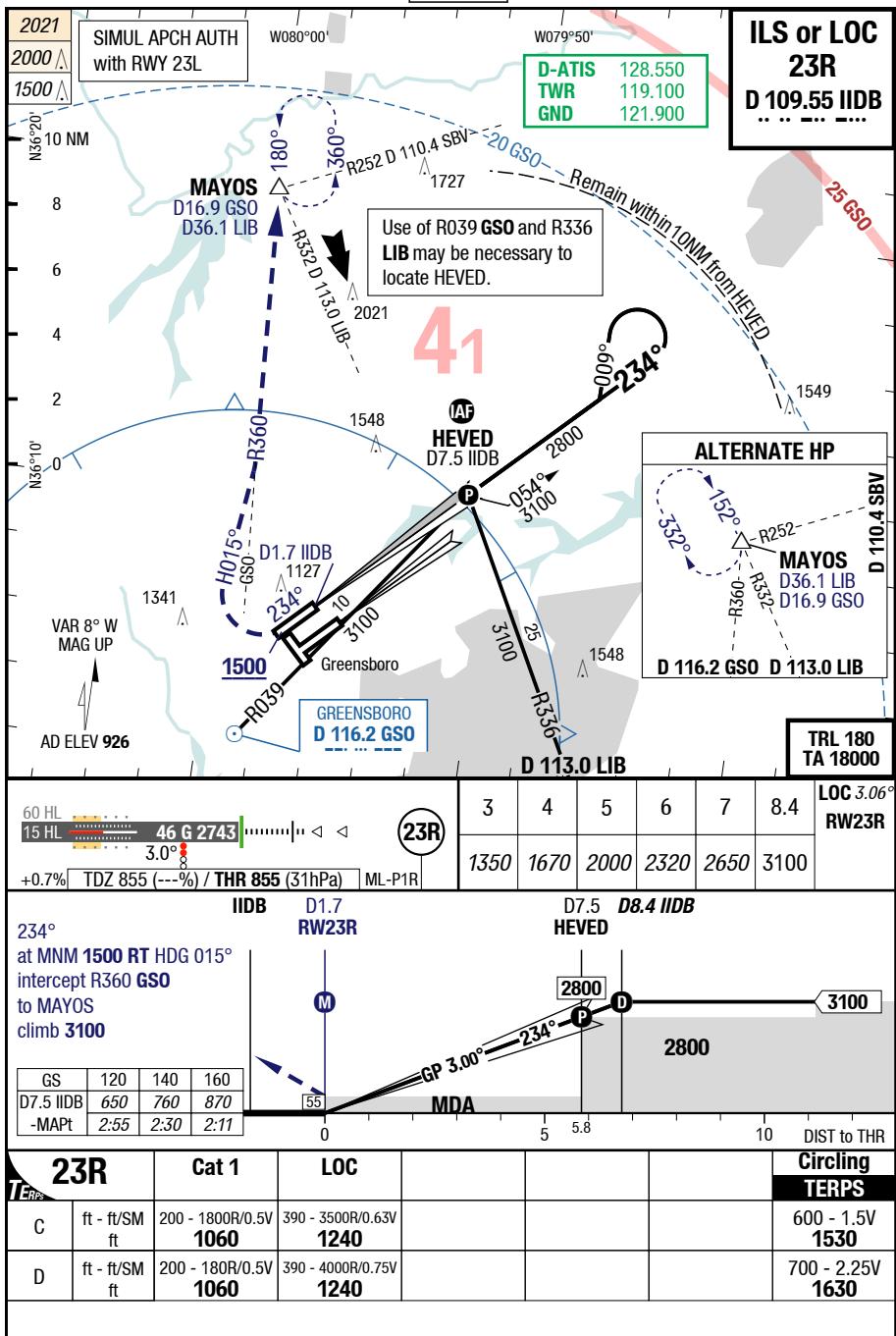
10-AUG-2017

GSO-KGSO

7-40

ILS or LOC 23R

IAC



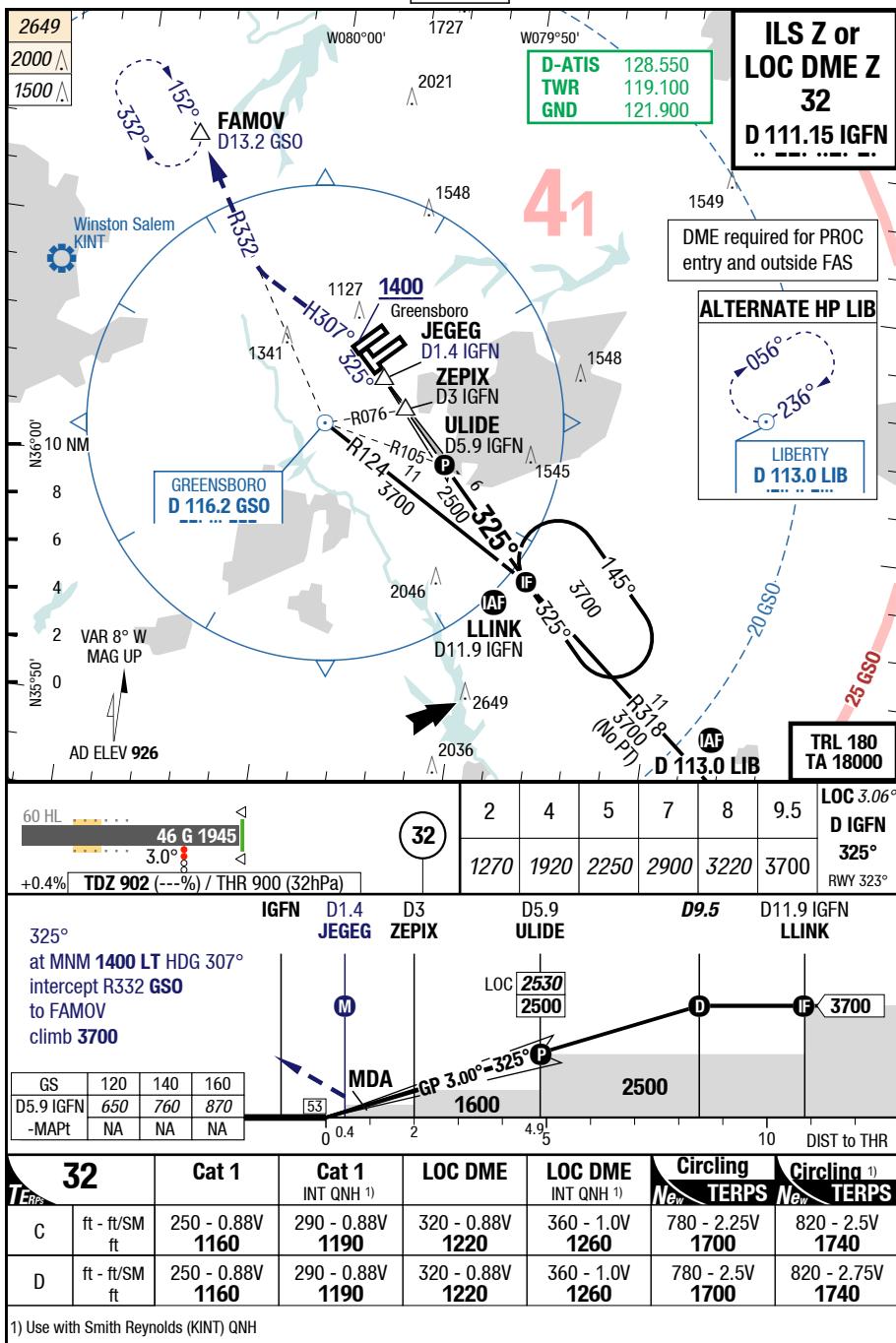
10-AUG-2017

GSO-KGSO

7-50

ILS Z or LOC DME Z 32

IAC

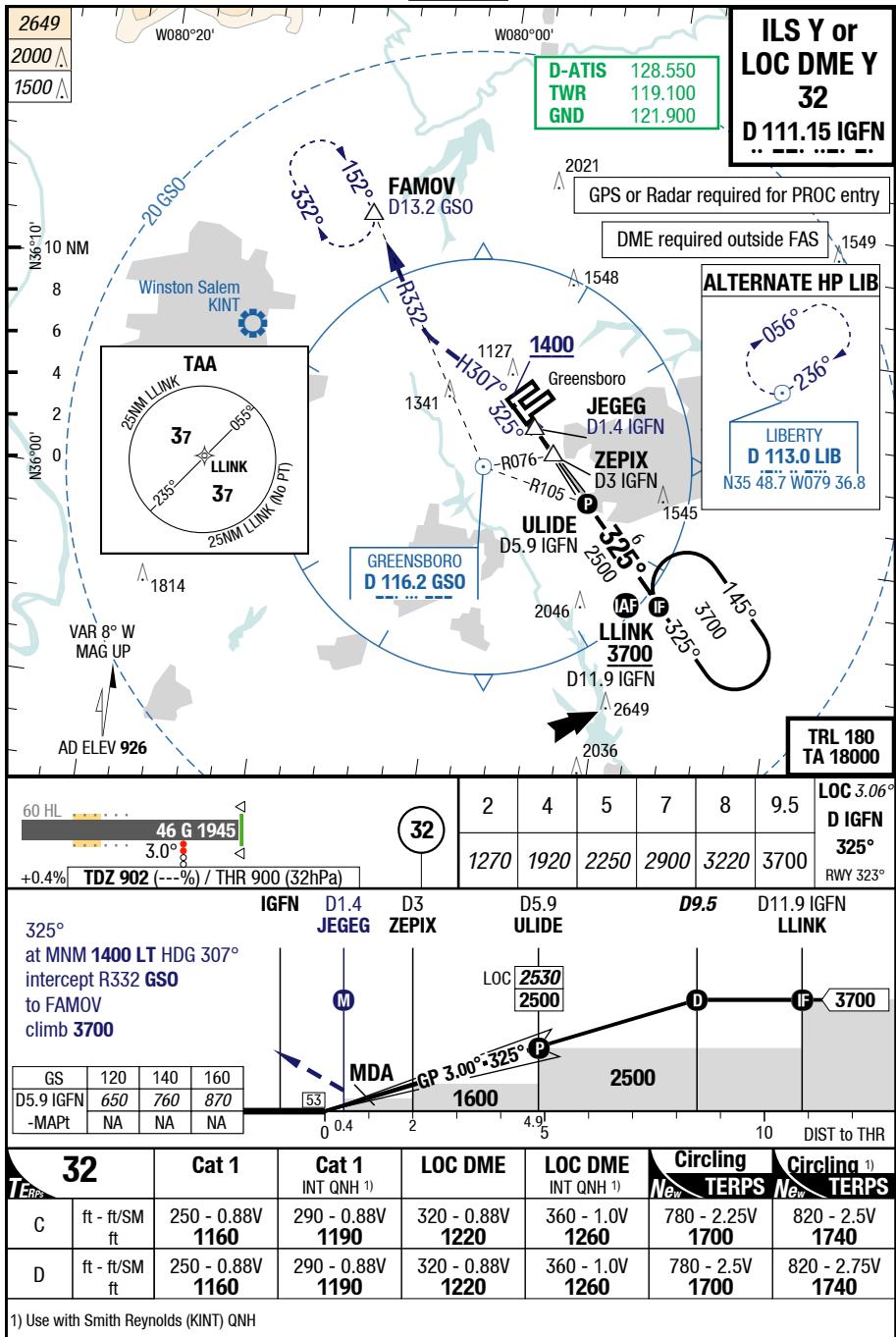


10-AUG-2017

GSO-KGSO

7-60

## **ILS Y or LOC DME Y 32**



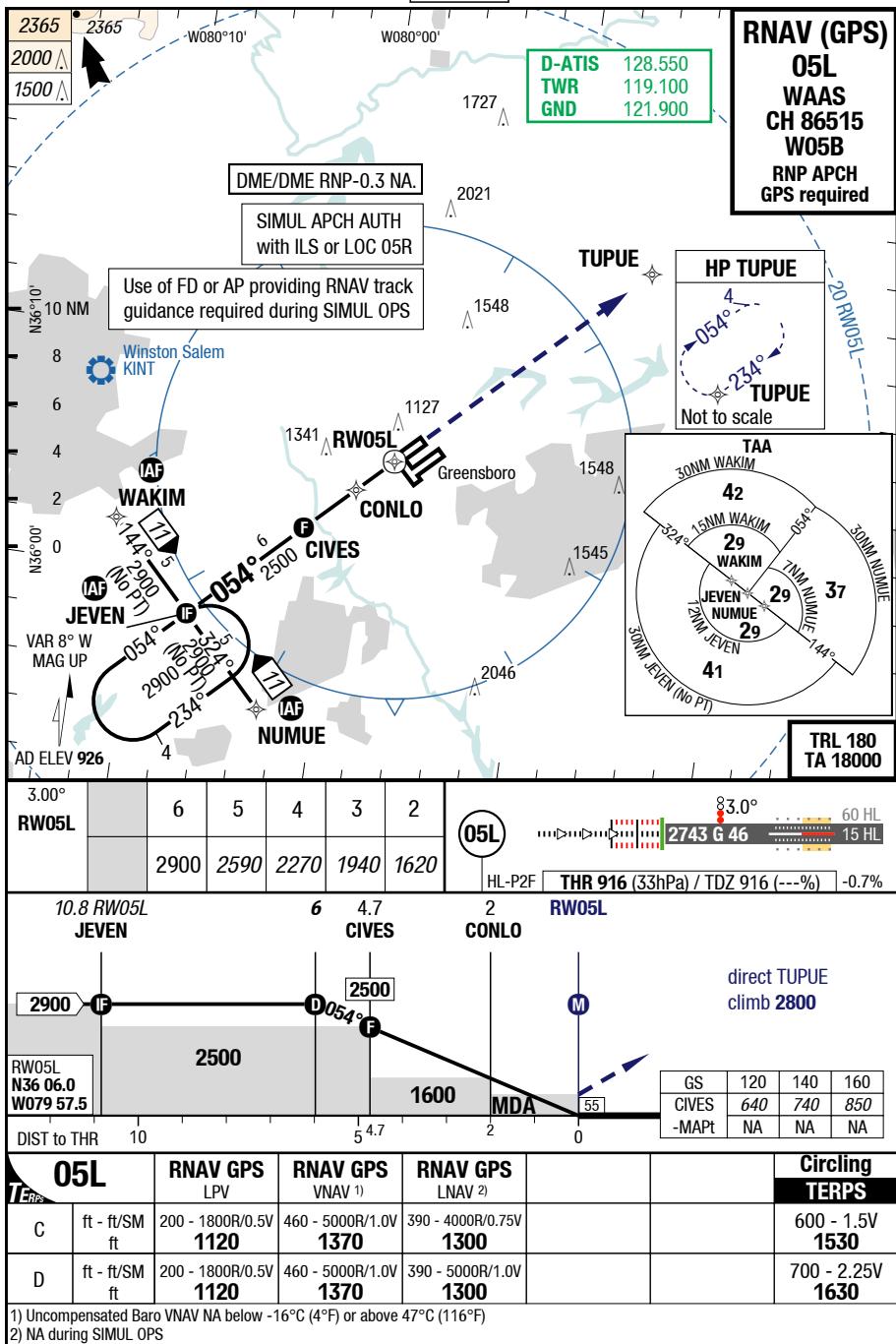
1) Use with Smith Reynolds (KINT) QNH

10-AUG-2017

GSO-KGSO

7-70

**RNAV (GPS) 05L**



1) Uncompensated Baro VNAV NA below -16°C (4°F) or above 47°C (116°F)

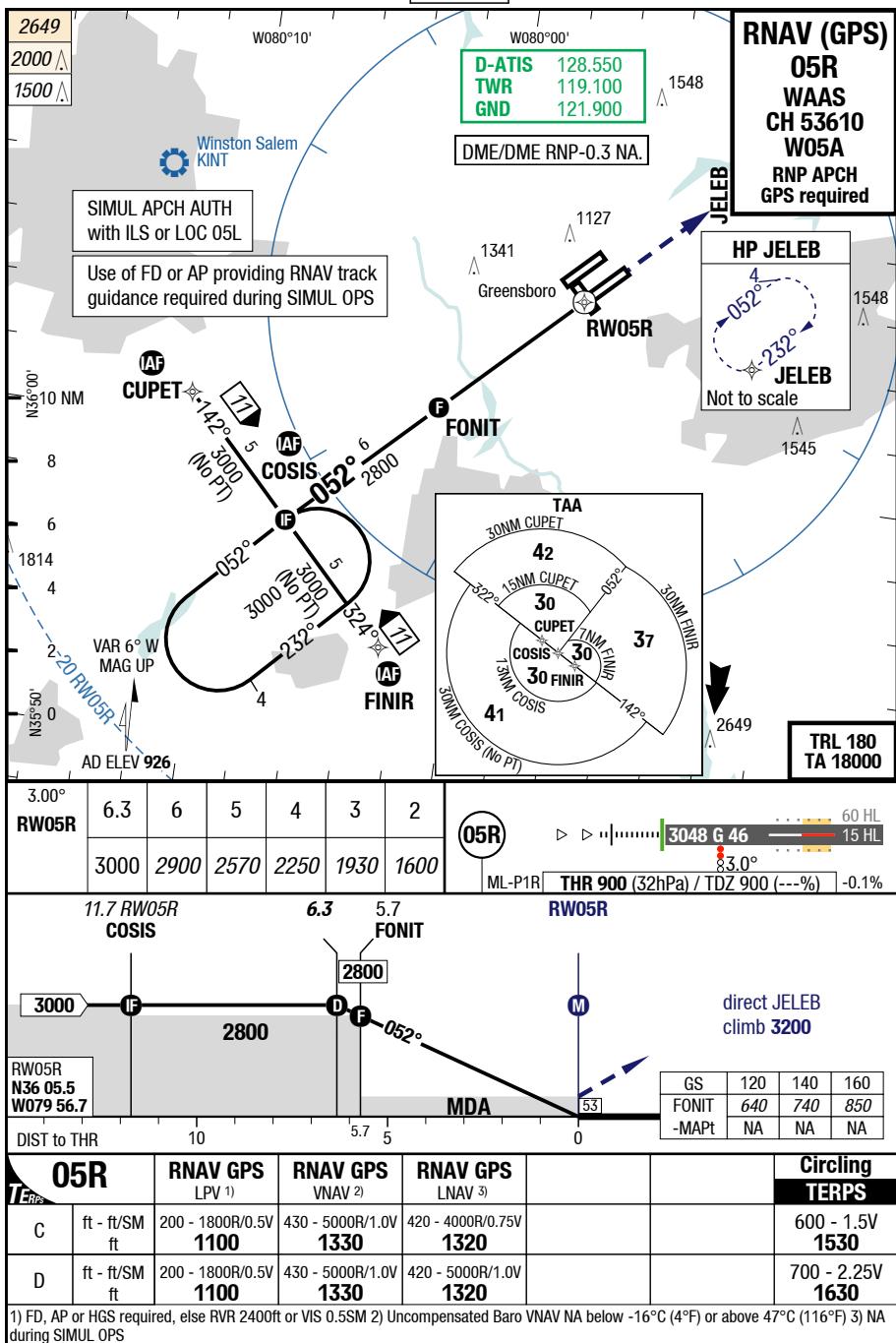
## 2) NA during SIMUL OPS

10-AUG-2017

GSO-KGSO

7-80

RNAV (GPS) 05R



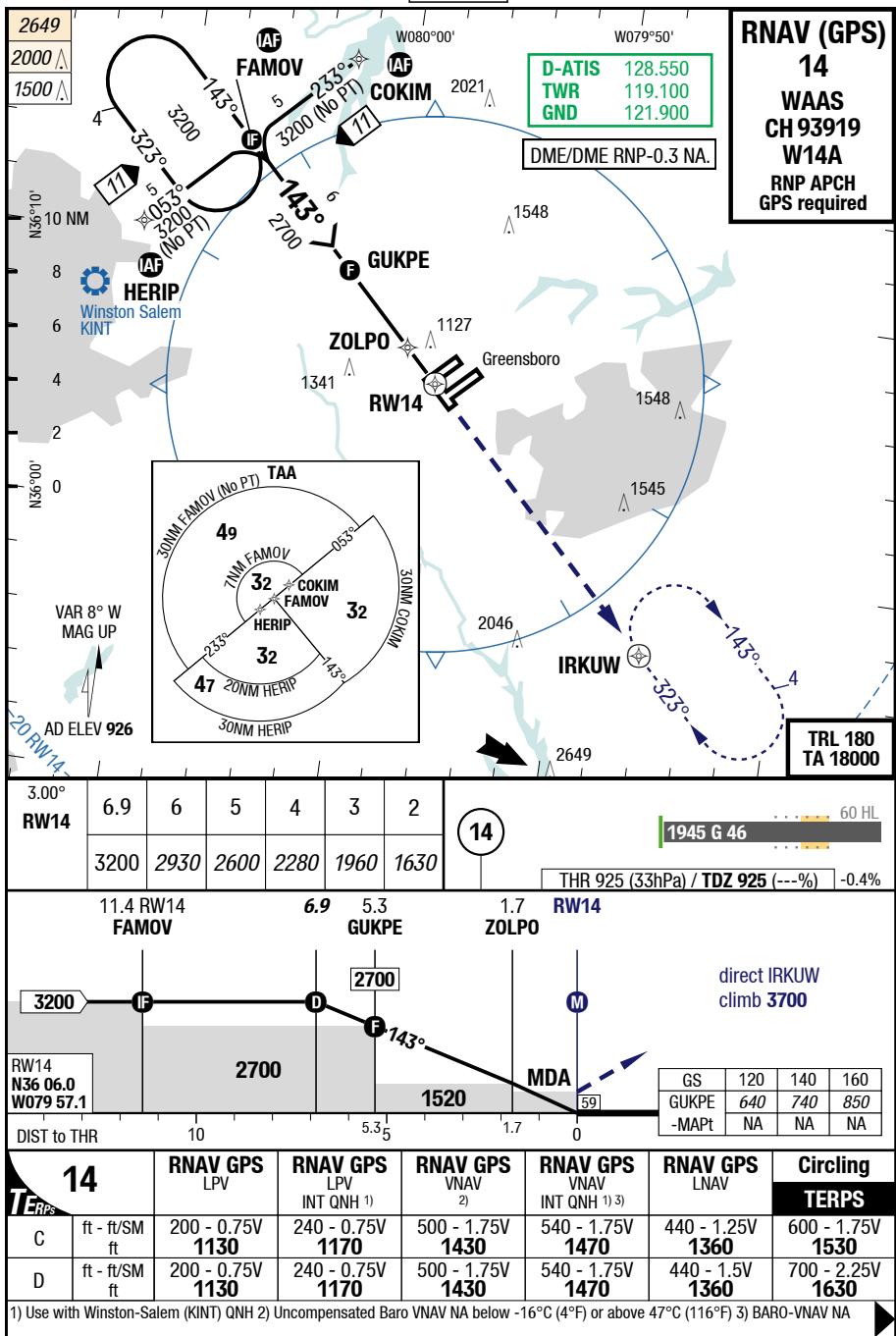
10-AUG-2017

GSO-KGSO

7-90

RNAV (GPS) 14

IAC



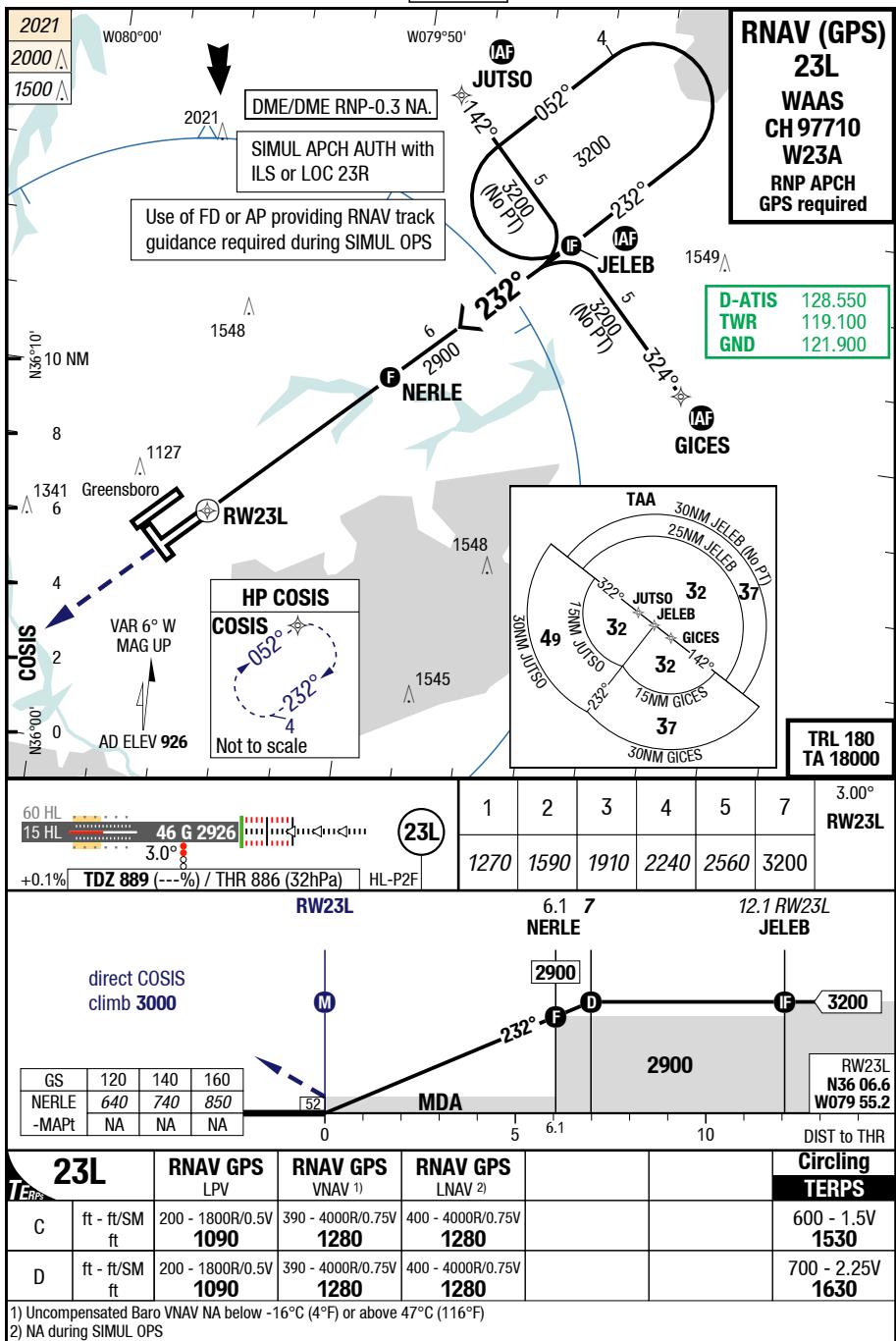
1) Use with Winston-Salem (KINT), OHM-2 Uncompensated Pero VNAV NA below -163°C (-15°F) or above +47°C (+116°F). 2) RAPD VNAV NA

10-AUG-2017

GSO-KGSO

7-100

**RNAV (GPS) 23L**



1) Uncompensated Baro VNAV NA below -16°C (4°F) or above 47°C (116°F)

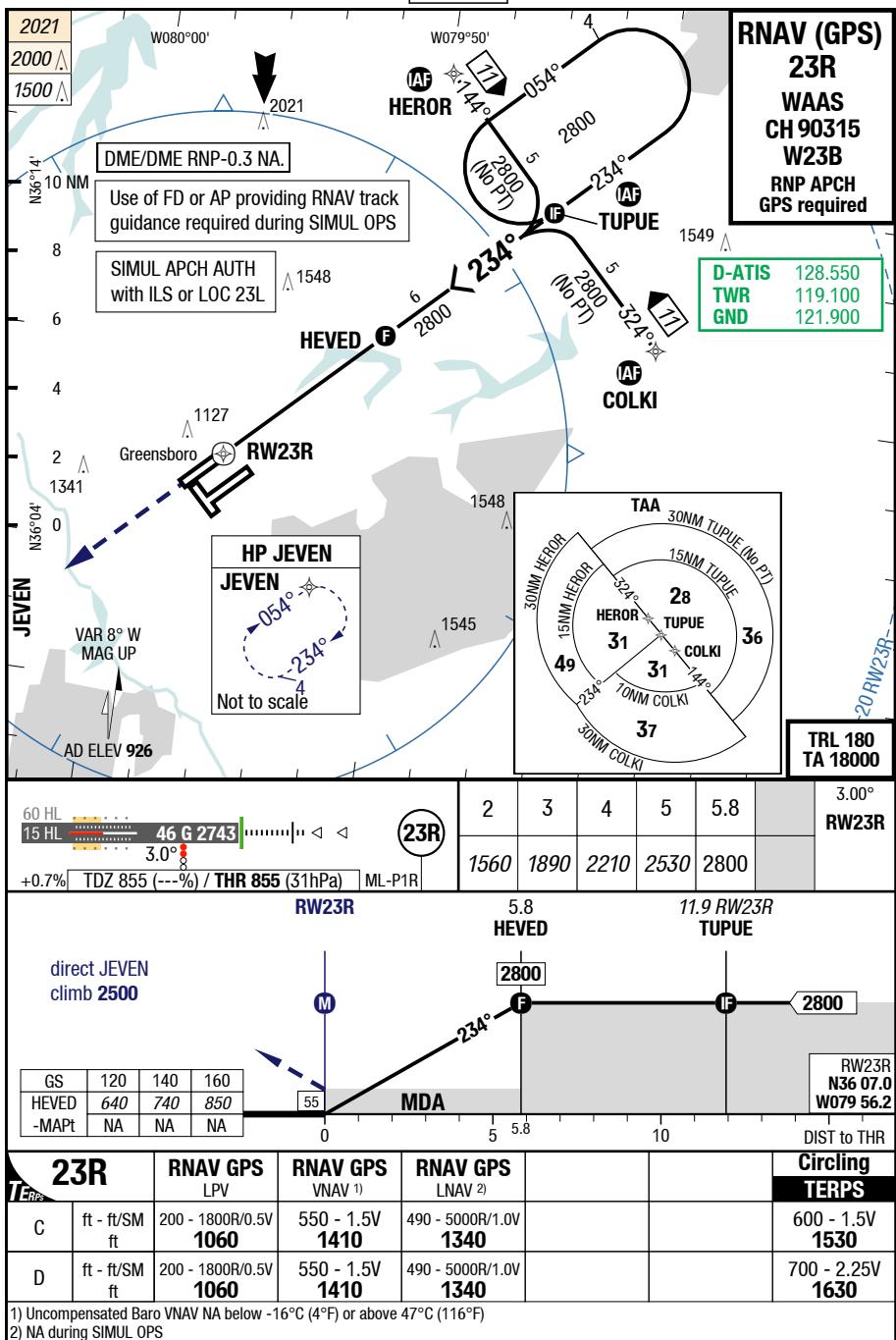
## 2) NA during SIMUL OPS

10-AUG-2017

GSO-KGSO

7-110

RNAV (GPS) 23R



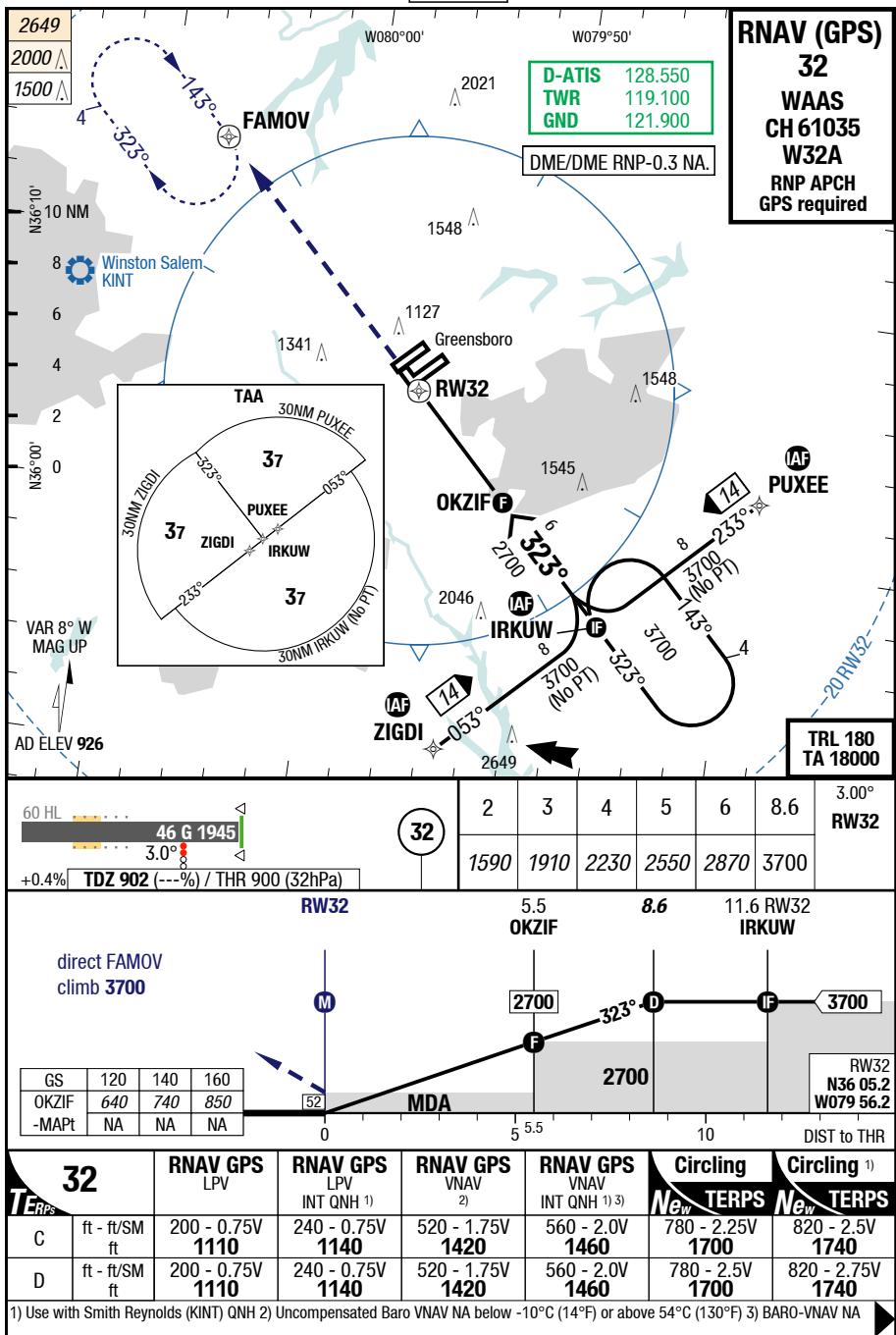
10-AUG-2017

GSO-KGSO

7-120

RNAV (GPS) 32

IAC



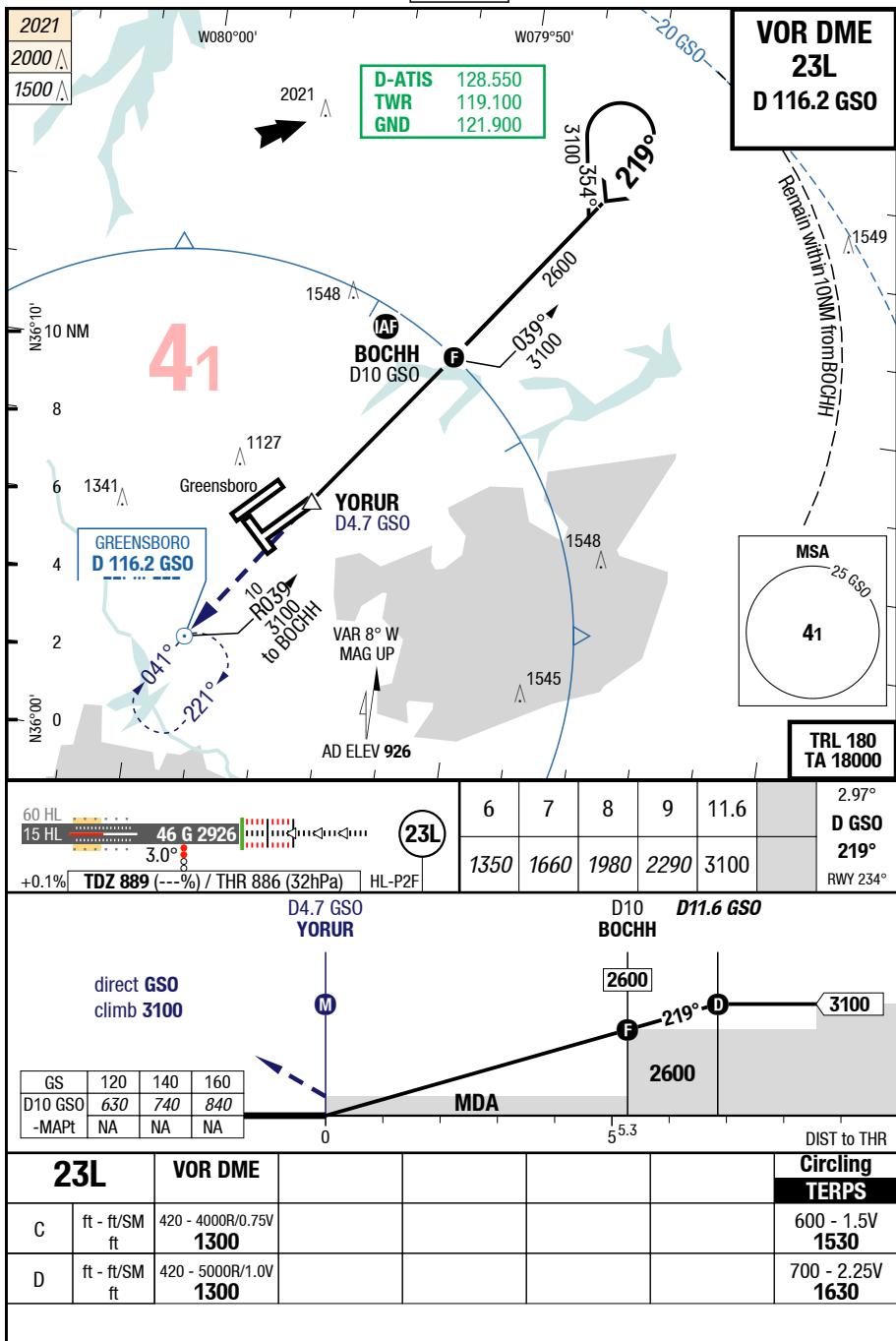
26-JAN-2017

GSO-KGSO

7-130

VOR DME 23L

IAC



10-AUG-2017

IAC

**GSO-KGSO****7-150****WxMinima Overflow**

14		RNAV GPS LNAV INT QNH 1)					
C	ft - ft/SM ft	480 - 1.38V <b>1400</b>					
D	ft - ft/SM ft	480 - 1.5V <b>1400</b>					

1) Use with Winston-Salem (KINT) QNH

32		RNAV GPS LNAV	RNAV GPS LNAV INT QNH 1)				
C	ft - ft/SM ft	500 - 1.38V <b>1400</b>	540 - 1.5V <b>1440</b>				
D	ft - ft/SM ft	500 - 1.38V <b>1400</b>	540 - 1.5V <b>1440</b>				

1) Use with Smith Reynolds (KINT) QNH