

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.

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
GSO-KGS0

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AGC
AFC

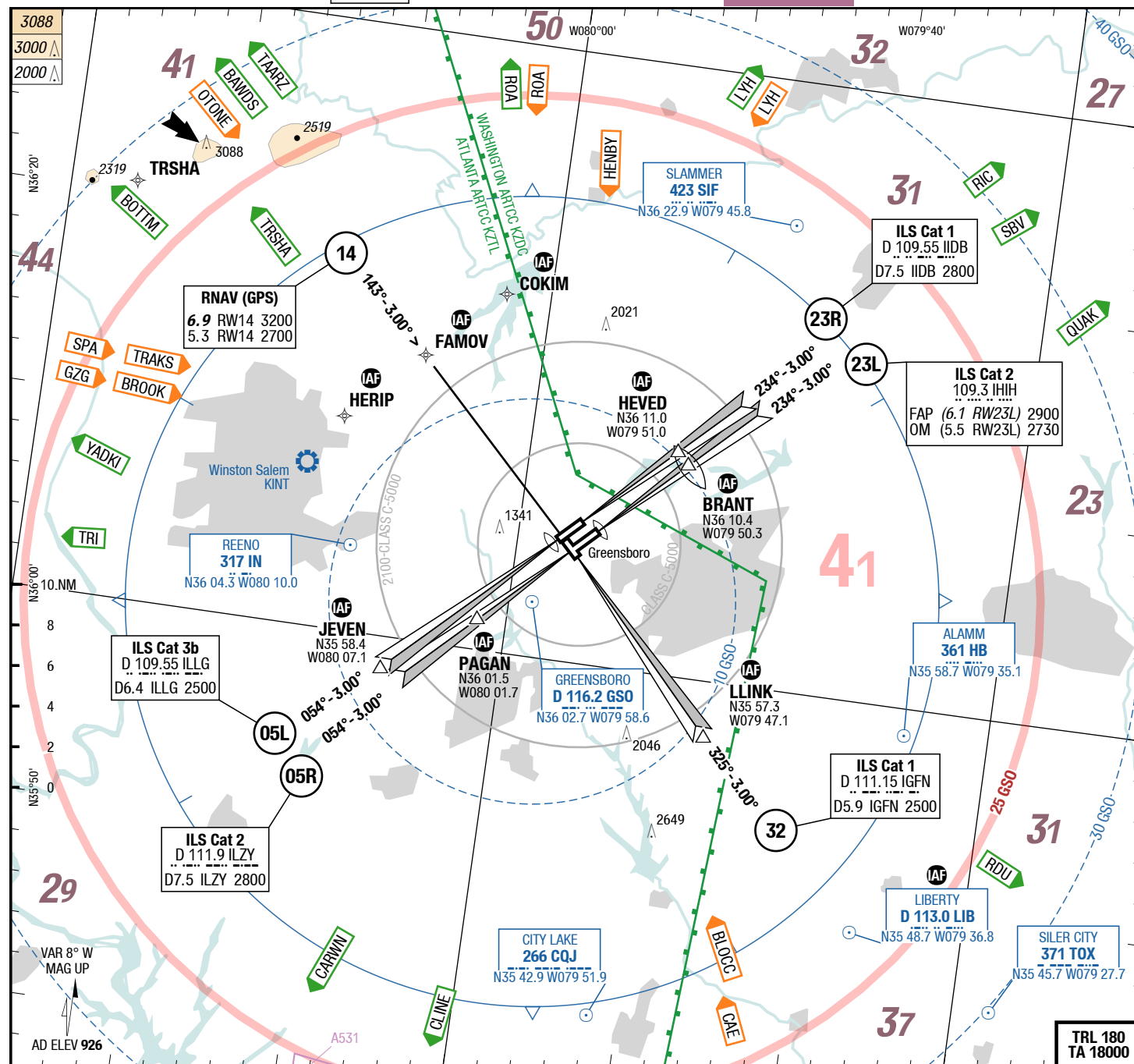
AFC

AFC

Piedmont Triad Intl Greensboro United States

AGC
AFC

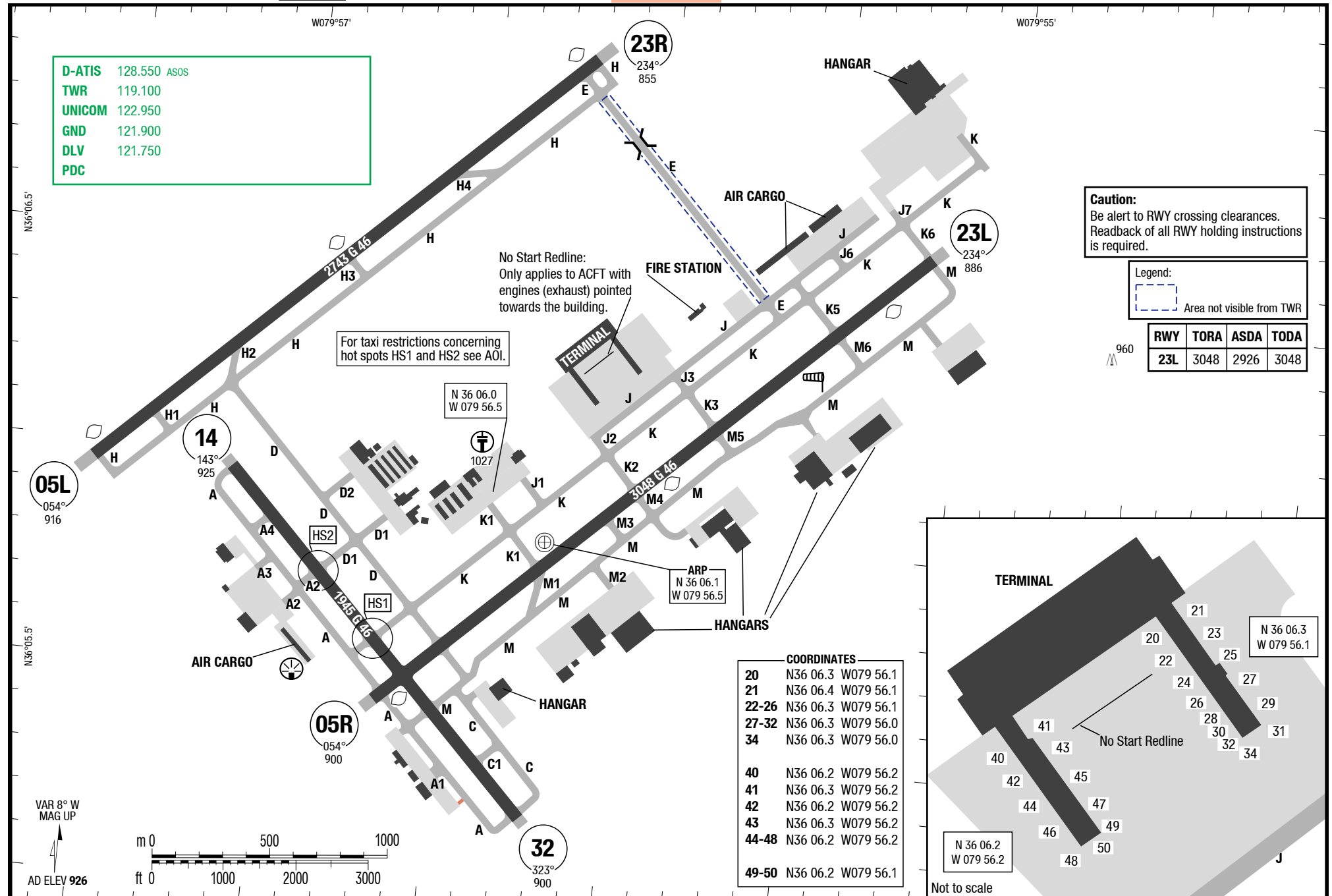
2-10



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

Landing RWY system:	
05L	THR 916 (33hPa) / TDZ 916 (---%) -0.7%
23R	THR 855 (---%) / THR 855 (31hPa) ML-P1R
05R	THR 900 (32hPa) / TDZ 900 (---%) -0.1%
23L	THR 889 (---%) / THR 886 (32hPa) HL-P2F
14	THR 925 (33hPa) / TDZ 925 (---%) -0.4%
32	THR 900 (32hPa) / TDZ 900 (---%) -0.4%

Changes: IM



12-JUL-2018/UFN

12-JUL-2018

GSO-KGSO

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NIL

Tempo AGC

AGC

AGC

Piedmont Triad Intl Greensboro United States

NIL

Tempo AGC

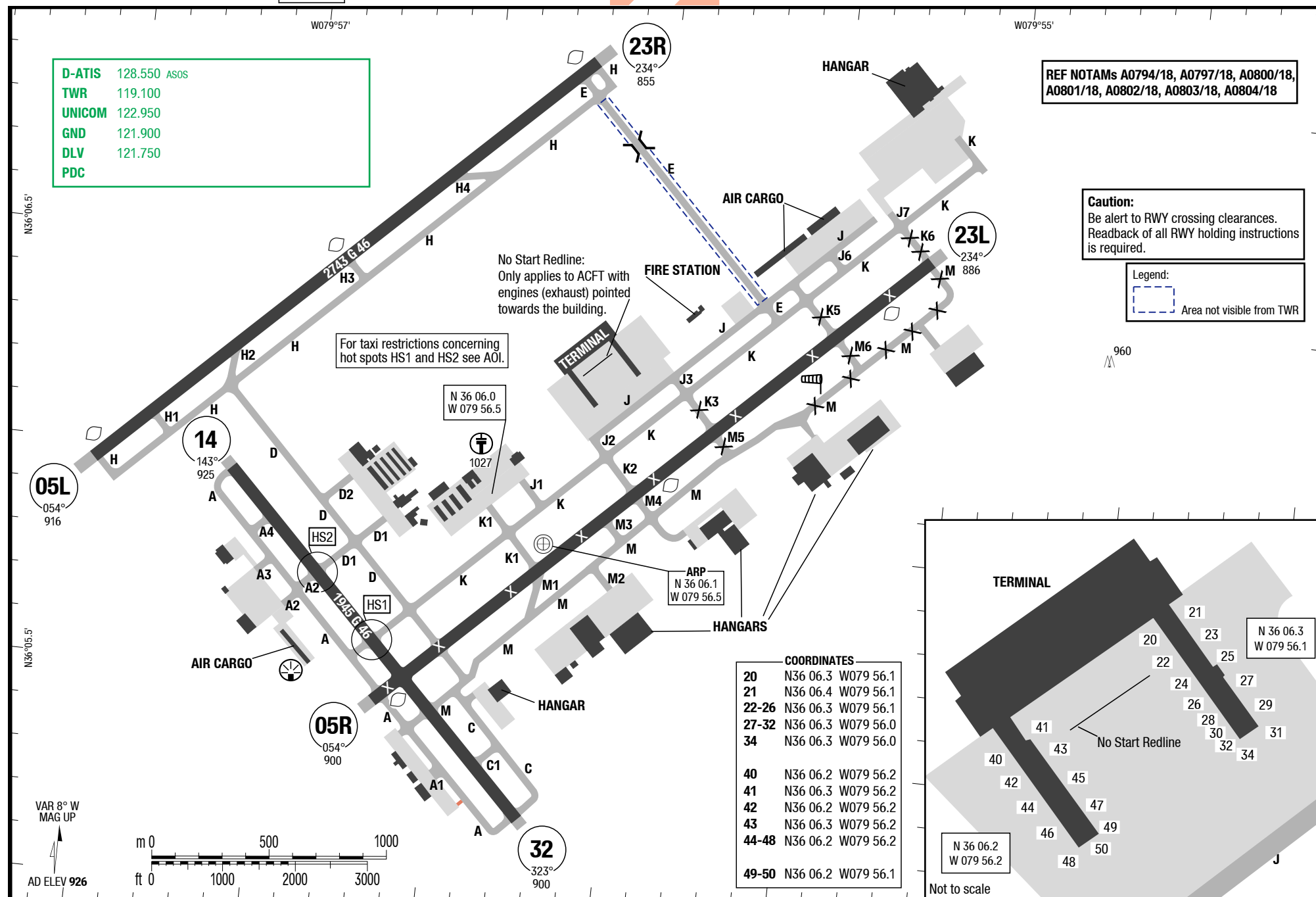
3-21

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

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

Legend:
Area not visible from TWR



Changes: new

12-JUL-2018/UFN

12-JUL-2018

GSO-KGS0

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Tempo DEP RWY 23R

3-28

Tempo ARR/DEP RWY 05L

LVC

LVC

Piedmont Triad Intl Greensboro United States

Tempo DEP RWY 23R

Tempo ARR/DEP RWY 05L

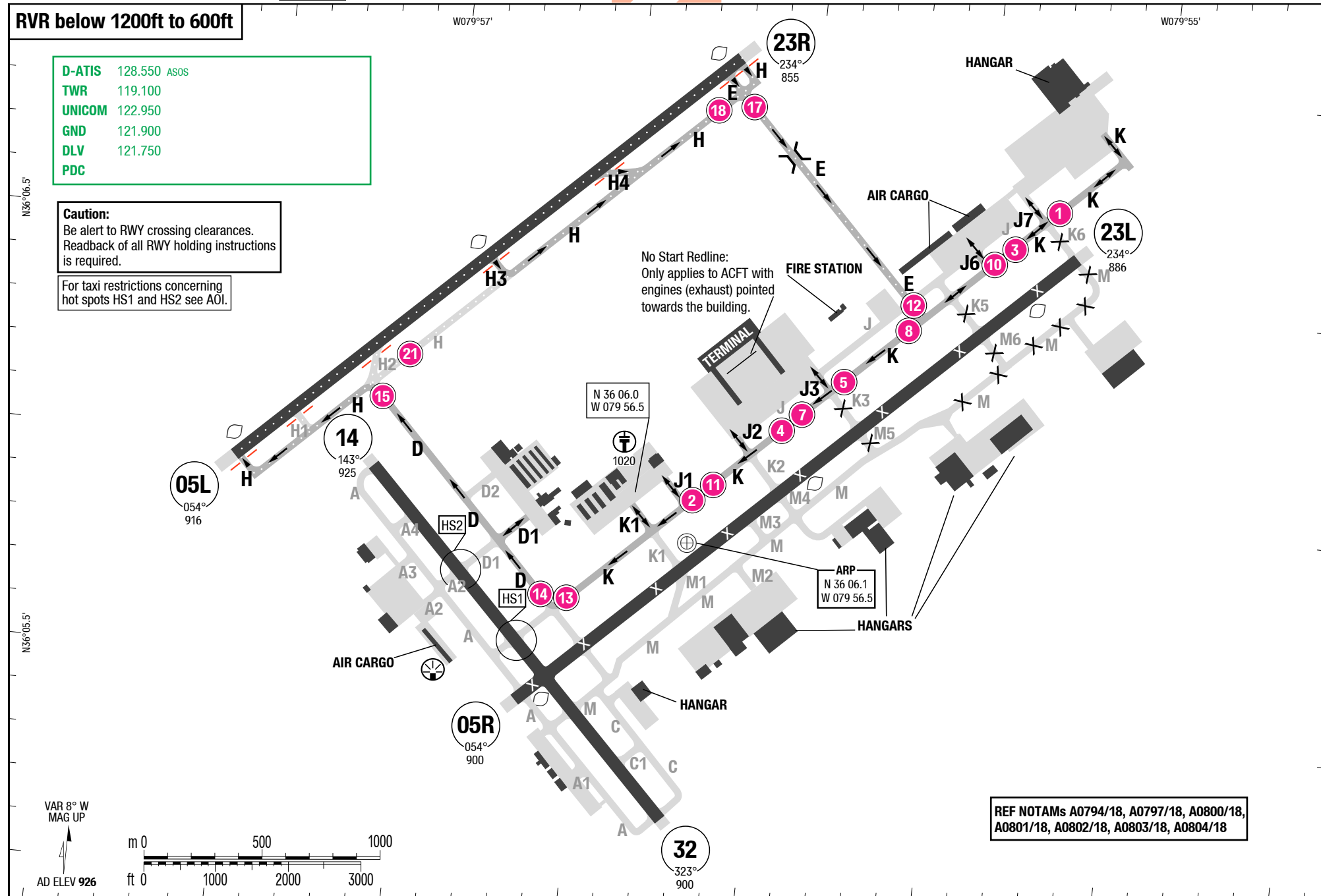
RVR below 1200ft to 600ft

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.

No Start Redline:
Only applies to ACFT with
engines (exhaust) pointed
towards the building.



Changes: new

12-JUL-2018/UFN

12-JUL-2018

GSO-KGS0

United States Greensboro Piedmont Triad Intl

LVC

LVC

Piedmont Triad Intl Greensboro United States

3-29

Tempo DEP RWY 23R

Tempo DEP RWY 23R

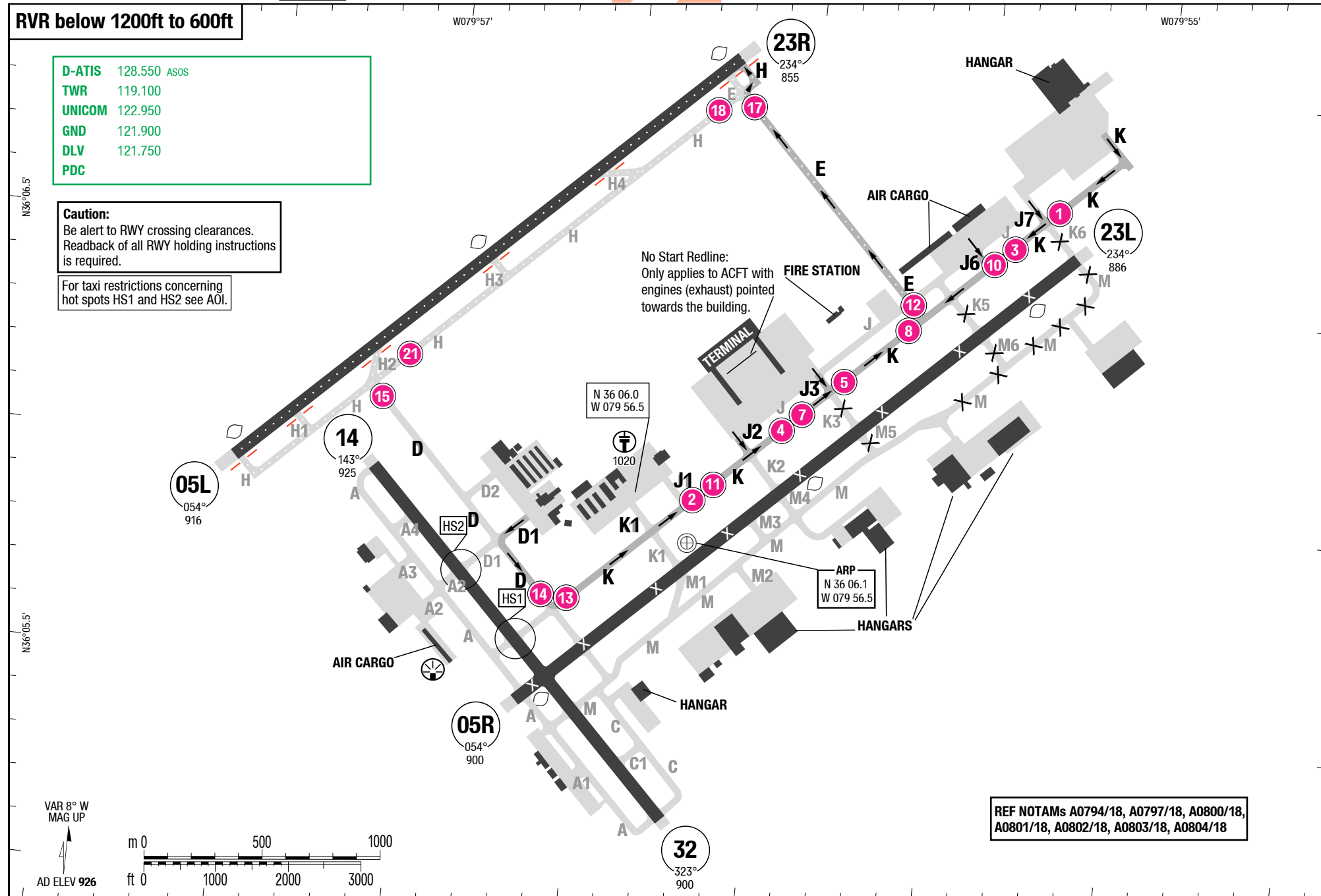
RVR below 1200ft to 600ft

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.

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Only applies to ACFT with
engines (exhaust) pointed
towards the building.



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

Changes: new

19-APR-2018
GSO-KGS0

United States Greensboro Piedmont Triad Intl

DEP RWY 23R

ARR/DEP RWY 05L

LVC

LVC

Piedmont Triad Intl Greensboro United States

DEP RWY 23R

ARR/DEP RWY 05L

3-30

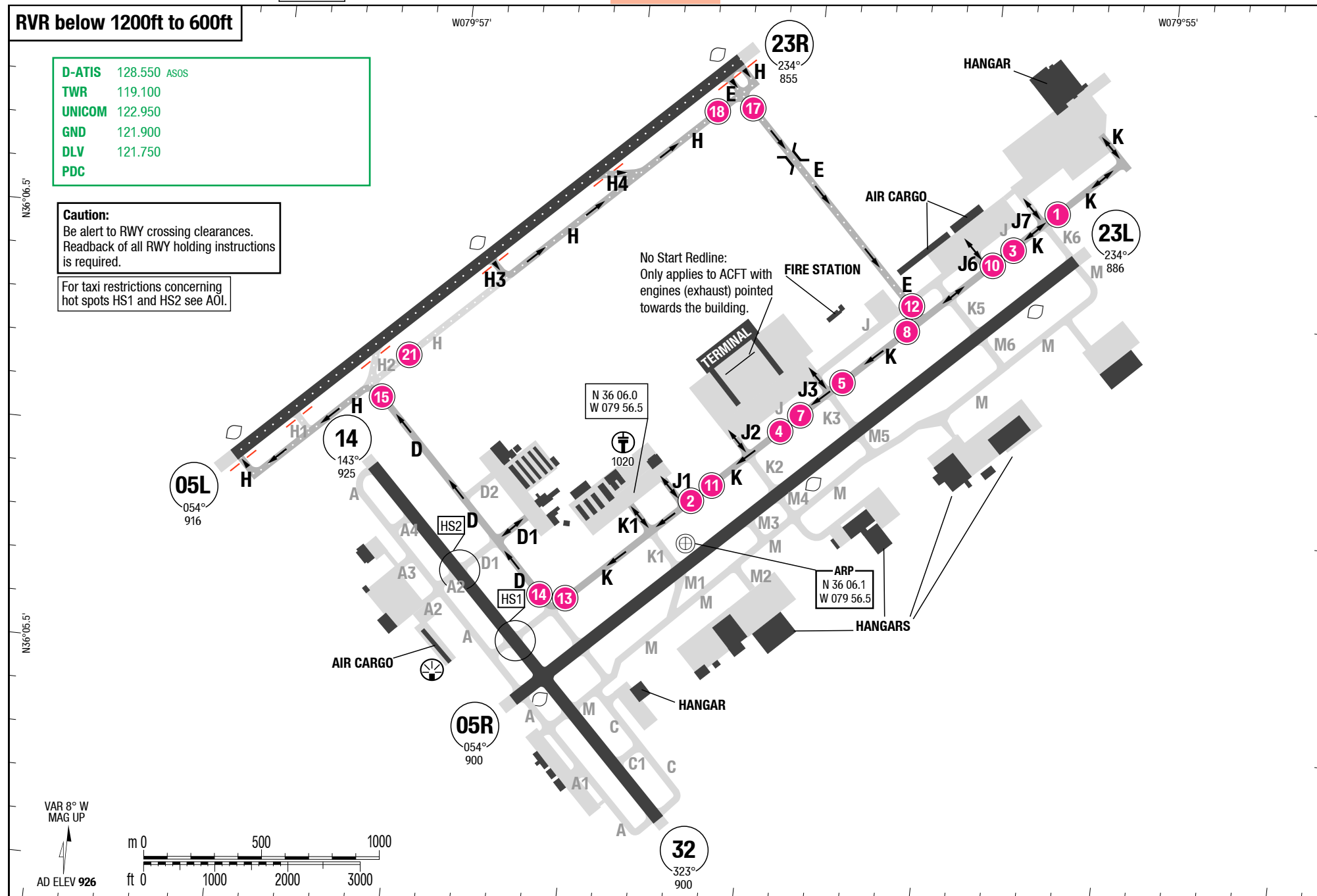
RVR below 1200ft to 600ft

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
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For taxi restrictions concerning
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Only applies to ACFT with
engines (exhaust) pointed
towards the building.



Changes: LAHSO

19-APR-2018
GSO-KGS0

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LVC

LVC

Piedmont Triad Intl Greensboro United States

3-40

DEP RWY 23R

DEP RWY 23R

RVR below 1200ft to 600ft

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.

No Start Redline:
Only applies to ACFT with
engines (exhaust) pointed
towards the building.

HANGAR

AIR CARGO

23R
234°
855

23L
234°
886

05L
054°
916

14
143°
925

05R
054°
900

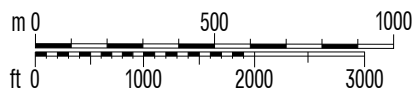
32
323°
900

N 36 06.0
W 079 56.5
1020

ARP
N 36 06.1
W 079 56.5

VAR 8° W
MAG UP

AD ELEV 926



Changes: LAHSO

GSO-KGSO

QUAKER 5 (QUAK 5)

TRSHA 1 RNAV

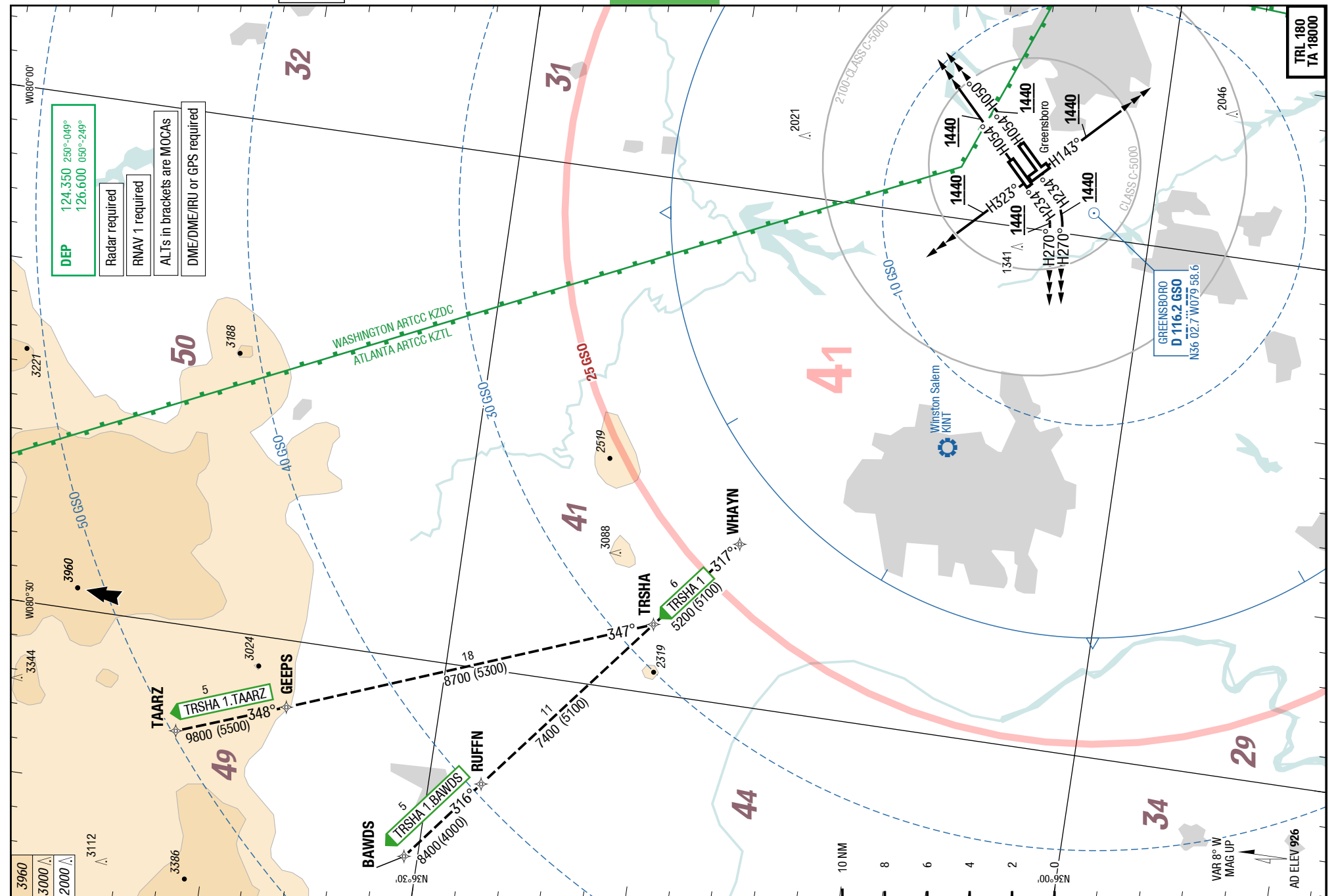
SID

SID

QUAKER 5 (QUAK 5)

TRSHA 1 RNAV

4-10



Changes: Nil

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GSO-KGSO

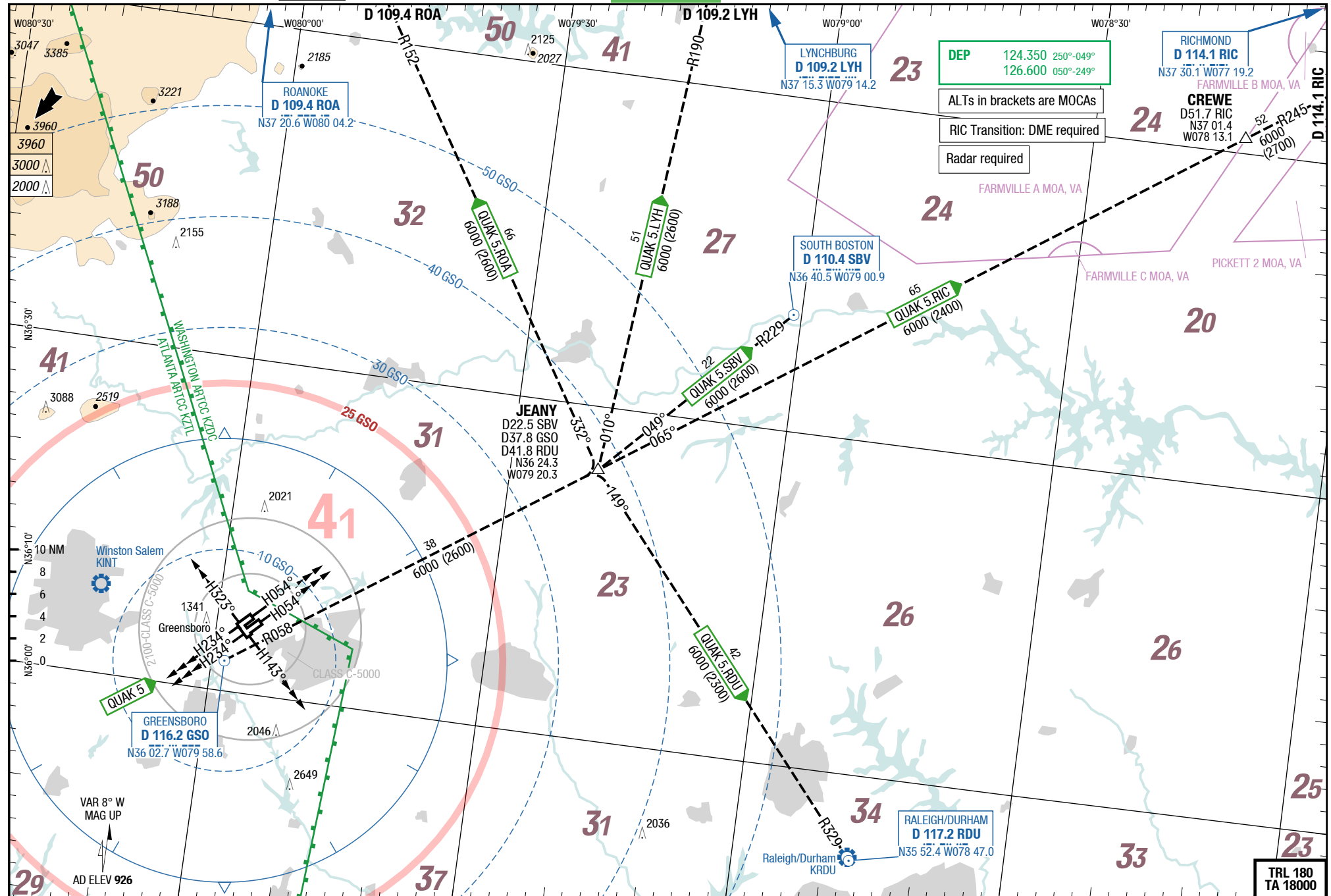
4-20

QUAKER 5 (QUAK 5)

SID

SID

QUAKER 5 (QUAK 5)



Changes: Track, chart title, OBST, SUAs, PROC renumbered

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Effective 05-JAN-2017

29-DEC-2016

GSO-KGSO

United States Greensboro Piedmont Triad Intl

NIL

SID

SID

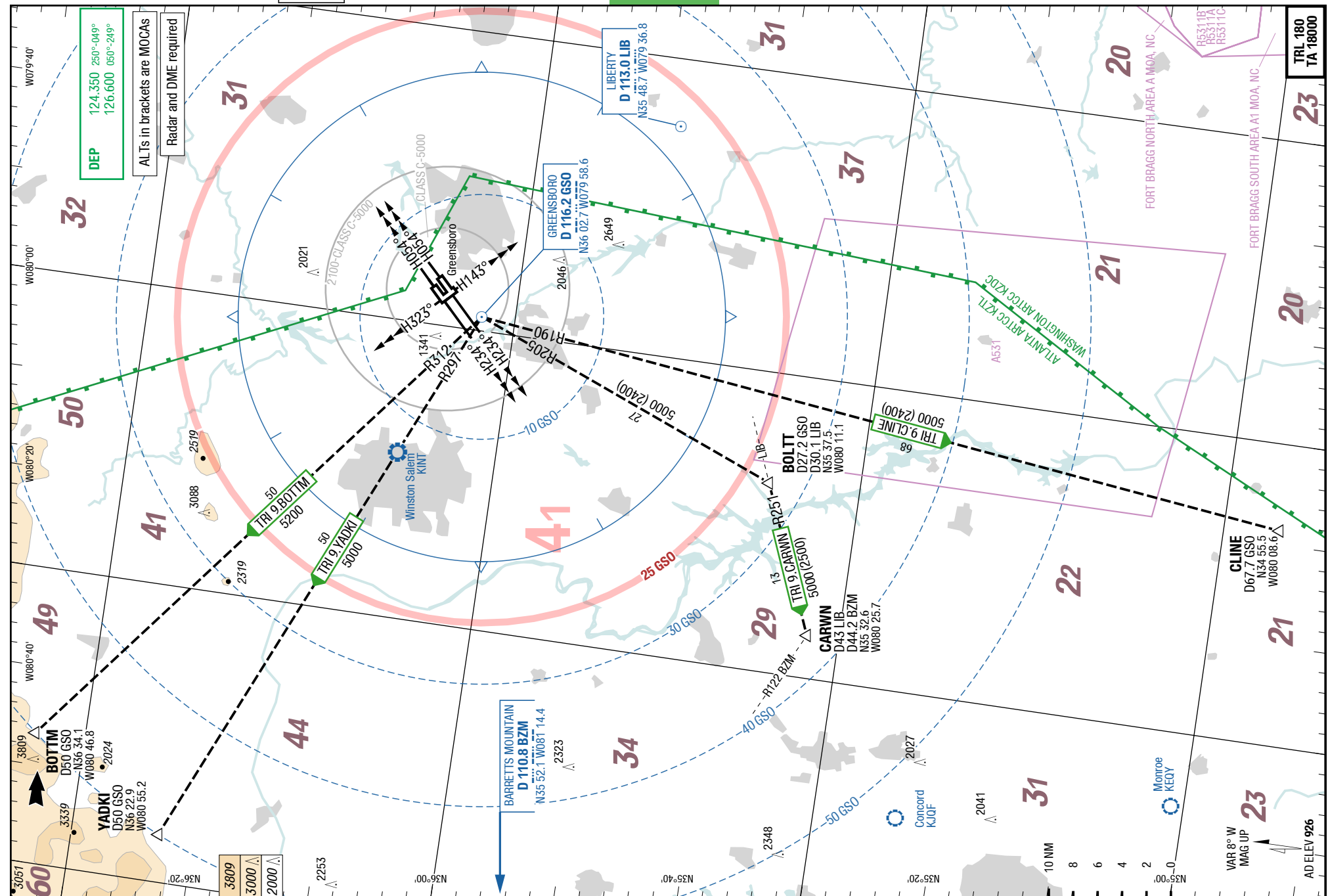
Piedmont Triad Intl Greensboro United States

NIL

TRIAD 9 (TRI 9)

4-30

TRIAD 9 (TRI 9)



Changes: PROC, NAVAID, PROC renumbered

TRSHA 1

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

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

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

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.	
	TRANSITION	
	LYNCBURG (LYH) GSO - R058 GSO to JEANY - intercept R190 LYH to LYH	
	RALEIGH/DURHAM (RDU) GSO - R058 GSO to JEANY - intercept R329 RDU to RDU	
	RICHMOND (RIC) GSO - R058 GSO to JEANY - 065° to CREWE - intercept R245 RIC to RIC	
	ROANOKE (ROA) GSO - R058 GSO to JEANY - intercept R152 ROA to ROA	
	SOUTH BOSTON (SBV) 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
TRIAD 9 TRI 9 124.350 (250°-049°) 126.600 (050°-249°) ^①		
RWYs 05L/05R	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.	
RWY 14	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.	
RWYs 23L/23R	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.	
RWY 32	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.	
	TRANSITION	
	BOTTM GSO - R312 GSO to BOTTM	
	CARWN GSO - R205 GSO to BOLTT - intercept R251 LIB to CARWN	
	CLINE GSO - R190 GSO to CLINE	
	YADKI GSO - R297 GSO to YADKI	
^① Expect clearance to filed altitude / flight level 10 minutes after departure.		

Changes: PROC renumbered, Transition

GSO-KGSO

5-50

Obstacle Departure

SIDPT

Obstacle Departure

RWY	Notes
05L	Trees beginning 1328ft from DER, 524ft left of centerline, up to 88ft AGL/912ft MSL.
05R	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.
14	Pole and railroad signal beginning 937ft from DER, 604ft right of centerline, up to 51ft AGL/940ft MSL.
23L	Trees beginning 834ft from DER, 719ft left of centerline, up to 65ft AGL/934ft MSL.
23R	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.
32	Trees beginning 1ft from DER, 289ft right of centerline, up to 90ft AGL/1019ft MSL.

GSO-KGSO

BLOCC 2 / BROOK 3

TRAKS 2 RNAV

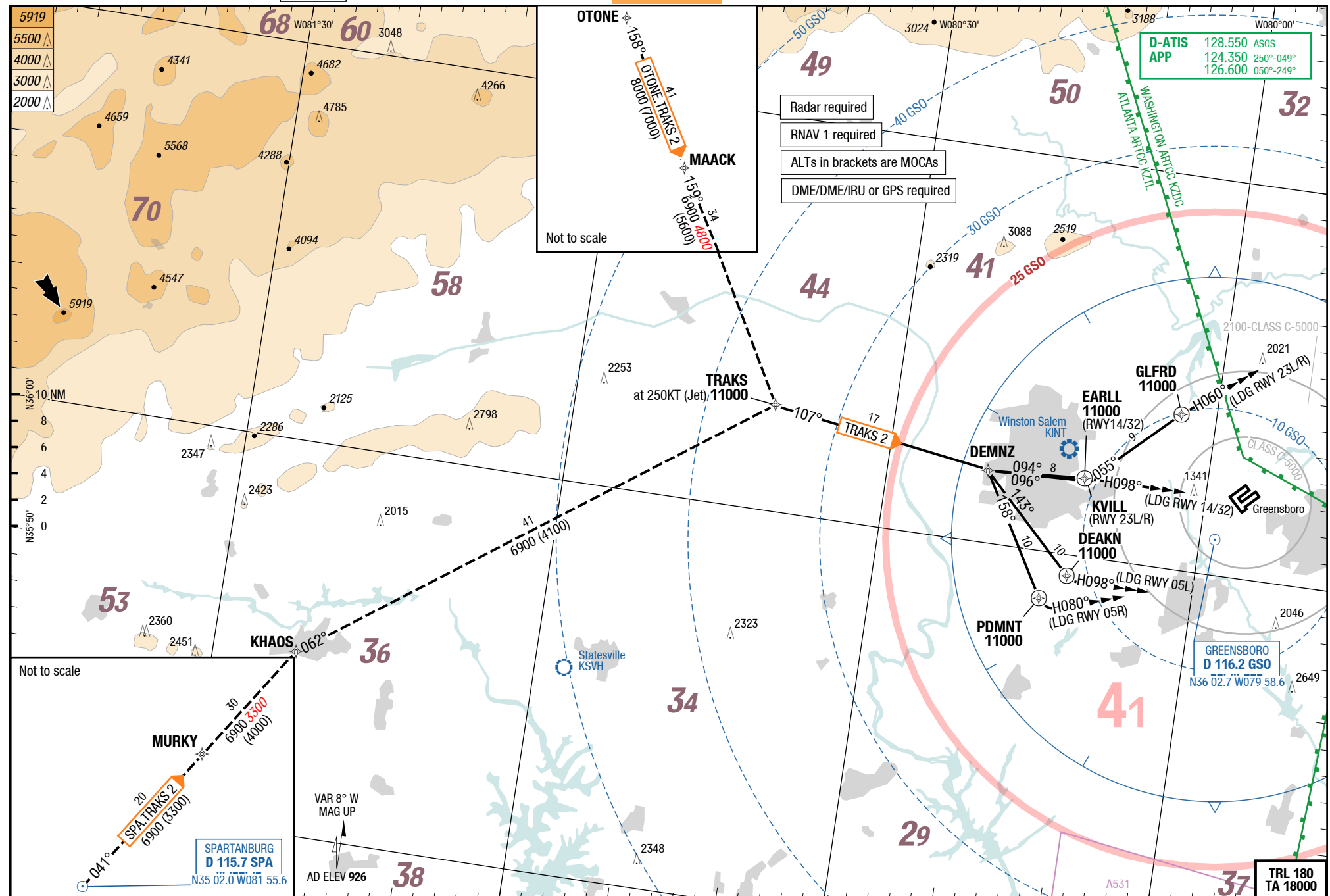
STAR

STAR

BLOCC 2 / BROOK 3

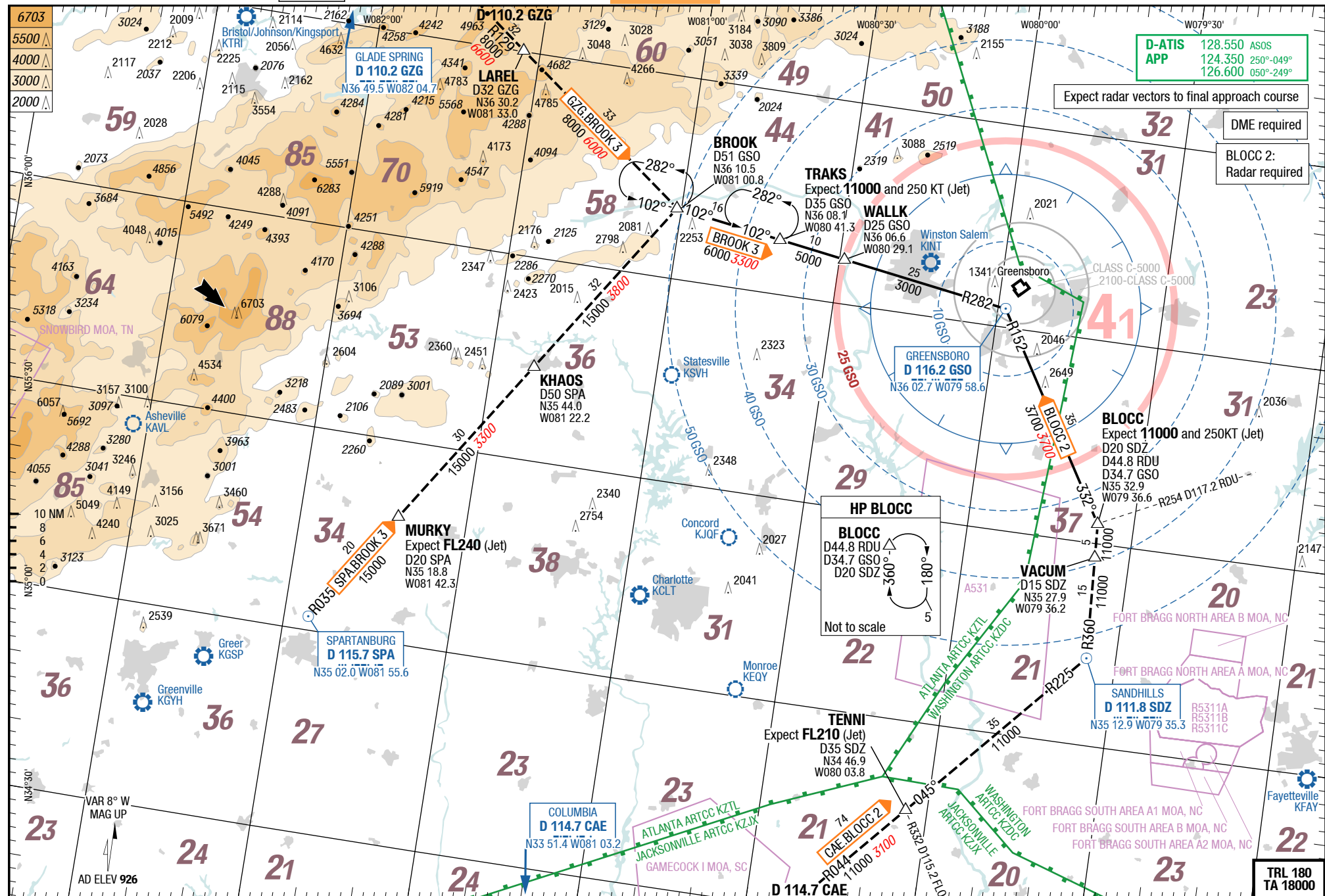
TRAKS 2 RNAV

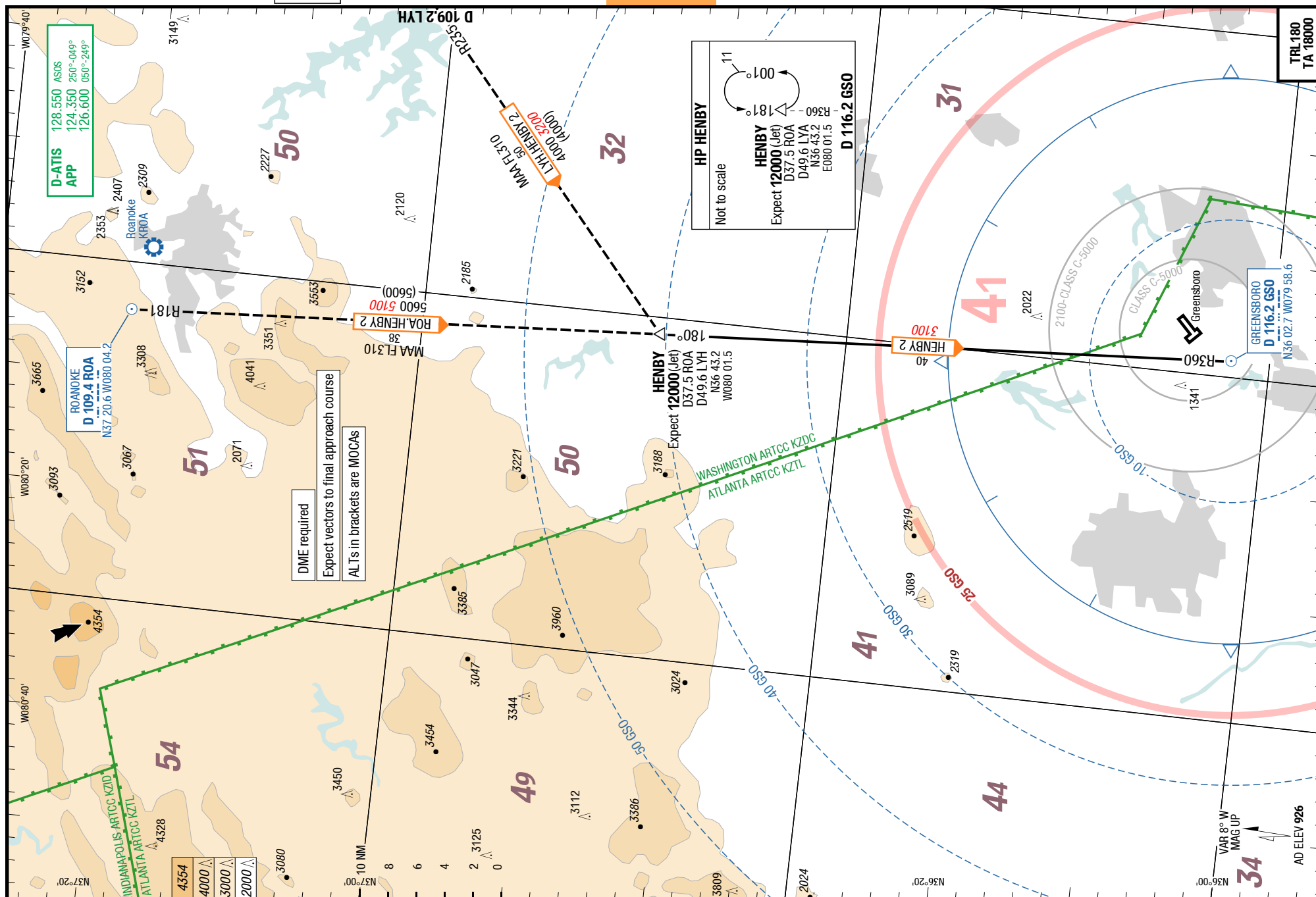
6-10



Changes: Nil

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19-APR-2018

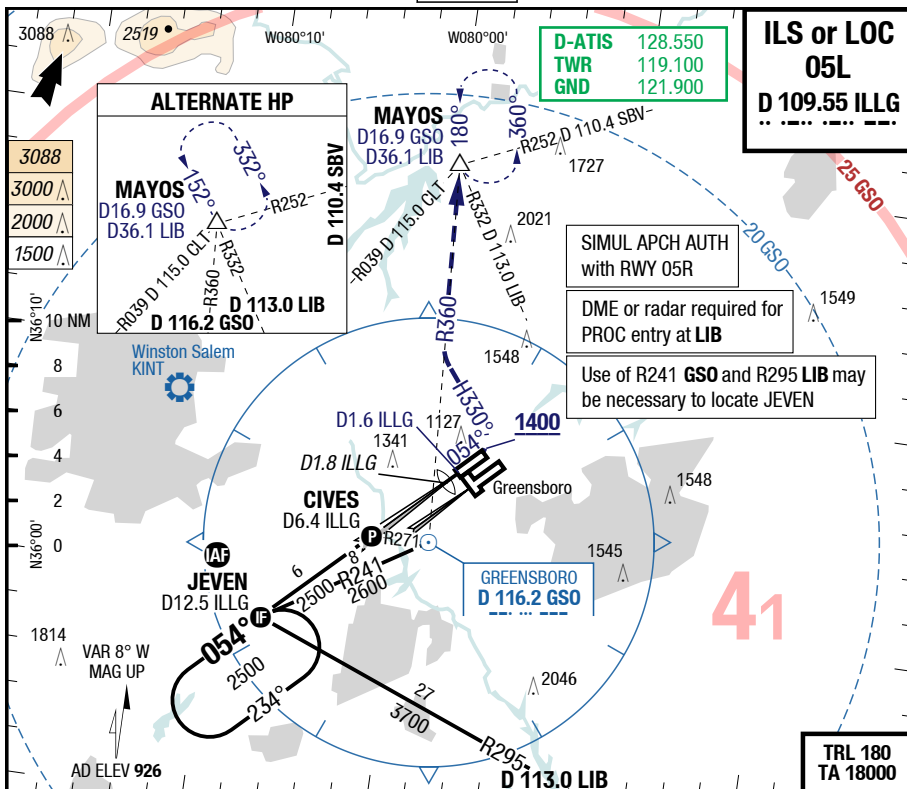
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IAC

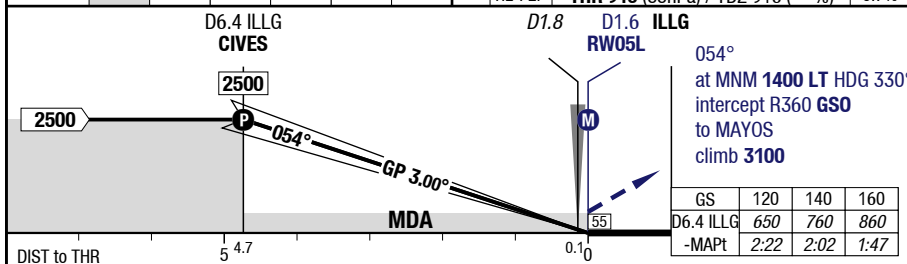
GSO-KGSO

7-10

ILS or LOC 05L



LOC 3.05° D ILLG	6.4	6	5	4	3
	2500	2380	2060	1740	1410



05L	Cat 3b	Cat 2 1)	Cat 1 2)	Cat 1 3)	LOC	Circling TERPS
C	ft - ft/SM ft 0 - 600R Company	100 - 1000R 113 RA	200 - 1400R 1120	200 - 1800R/0.5V 1120	370 - 3000R/0.63V 1280	600 - 1.5V 1530
D	ft - ft/SM ft 0 - 600R Company	100 - 1000R 113 RA	200 - 1400R 1120	200 - 1800R/0.5V 1120	370 - 4000R/0.75V 1280	700 - 2.25V 1630

1) If not conducting autoland RVR 1200ft required

3) With EVS RVR 1200ft/ VIS 0.2SM

2) With EVS RVR 1200ft

Changes: IM

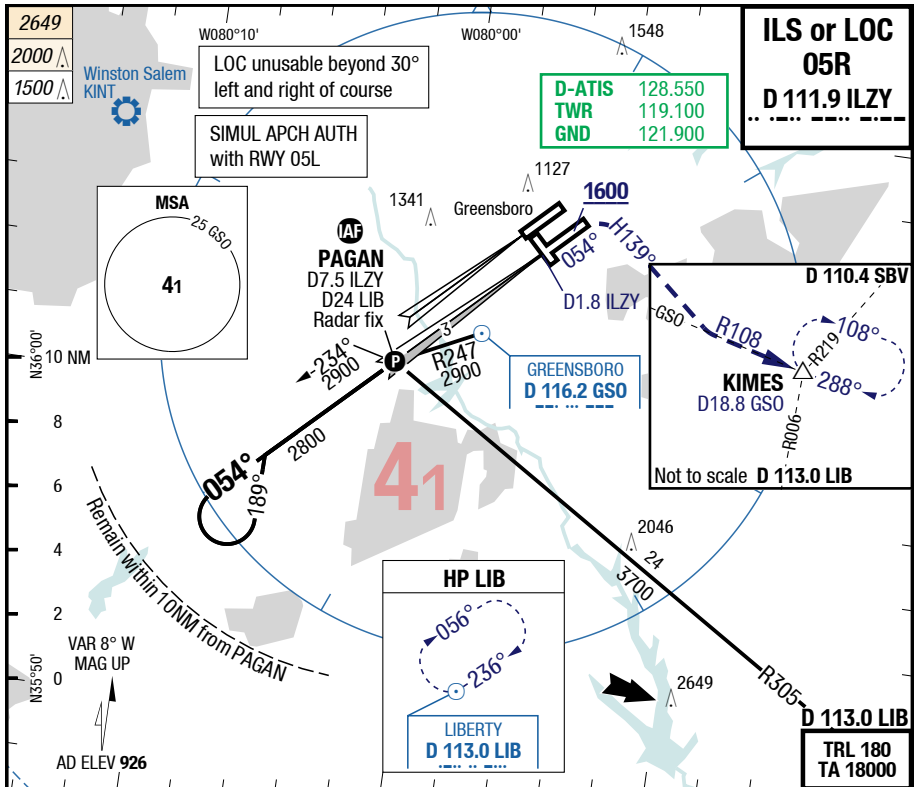
Orig B

19-APR-2018

GSO-KGSO

7-20

ILS or LOC 05R



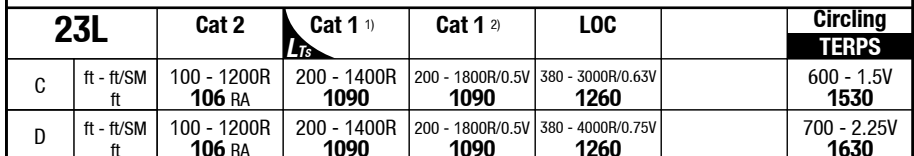
LOC 3.05° D ILZY								7.8	7	6	5	4	3	05R		▷ 3048 G 46 60 HL 83.0° 15 HL	
								2900	2640	2310	1990	1670	1340	ML-P1R		THR 900 (32hPa) / TDZ 900 (---%) -0.1%	
D7.8 ILZY D7.5 PAGAN														D1.8 RW05R		ILZY	
2900								2800		D P		054° GP 3.00°		M		054° at MNM 1600 RT HDG 139° intercept R108 GSO to KIMES climb 3000	
								2800				MDA		53			
DIST to THR								5		0							
05R								Cat 2 1)		Cat 1 2) LIS		Cat 1 3) 4)		LOC		Circling TERPS	
C		ft - ft/SM ft		100 - 1200R 122 RA		200 - 1400R 1100		200 - 1800R/0.5V 1100		420 - 4000R/0.75V 1320				600 - 1.5V 1530			
D		ft - ft/SM ft		100 - 1200R 122 RA		200 - 1400R 1100		200 - 1800R/0.5V 1100		420 - 4000R/0.75V 1320				700 - 2.25V 1630			
1) Special OPSPEC approval and AL required due to non-standard APL 3) FD, AP or HGS required, else RVR 2400ft or VIS 0.5SM																	
2) With EVS RVR 1200ft. wo EVS use STD 4) With EVS RVR 1200ft/ VIS 0.2SM. wo EVS use STD																	

1) Special OPSPEC approval and AL required due to non-standard APL 3) FD, AP or HGS required, else RVR 2400ft or VIS 0.5SM
 2) With EVS RVR 1200ft, wo EVS use STD 4) With EVS RVR 1200ft/ VIS 0.2SM, wo EVS use STD

Changes: Nil

AMDT 7B

ILS or LOC 23L



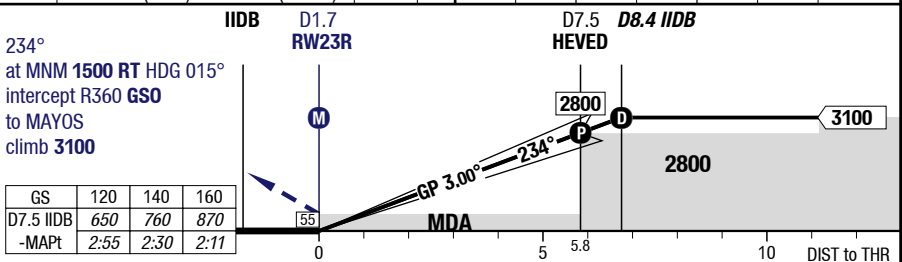
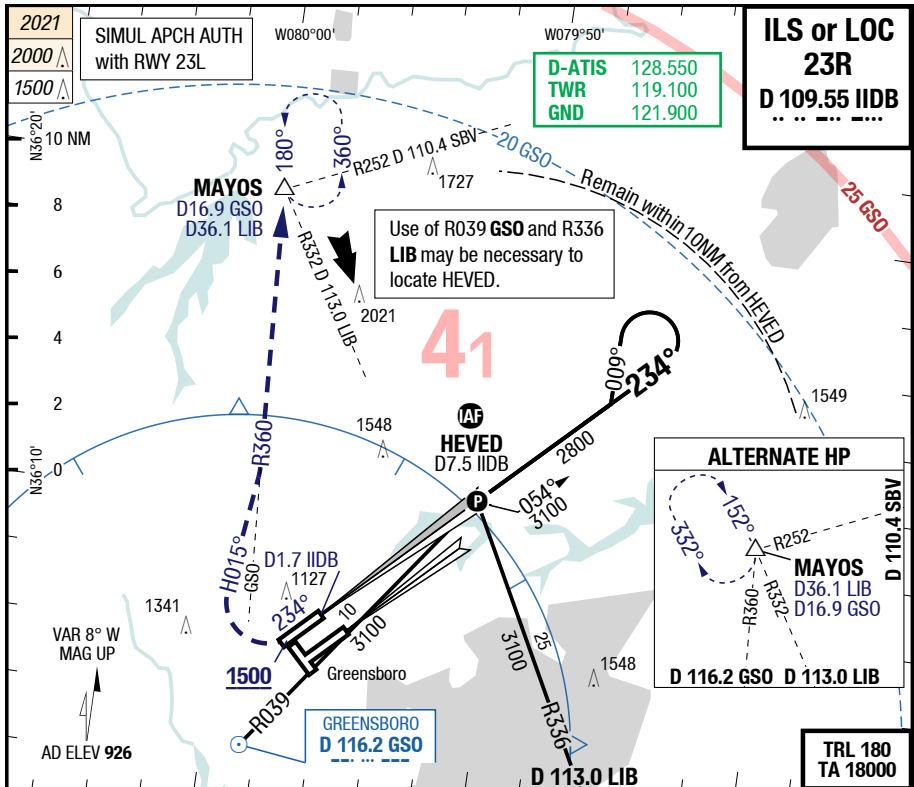
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10-AUG-2017

GSO-KGSO

7-40

ILS or LOC 23R



23R		Cat 1	LOC	Circling TERPS	
C	ft - ft/SM ft	200 - 1800R/0.5V 1060	390 - 3500R/0.63V 1240	600 - 1.5V 1530	
D	ft - ft/SM ft	200 - 180R/0.5V 1060	390 - 4000R/0.75V 1240	700 - 2.25V 1630	

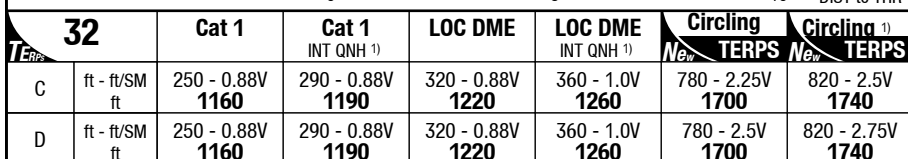
Changes: MIN, AMDT No

Orig C

ILS Z or LOC DME Z 32

Orig

ILS Y or LOC DME Y 32



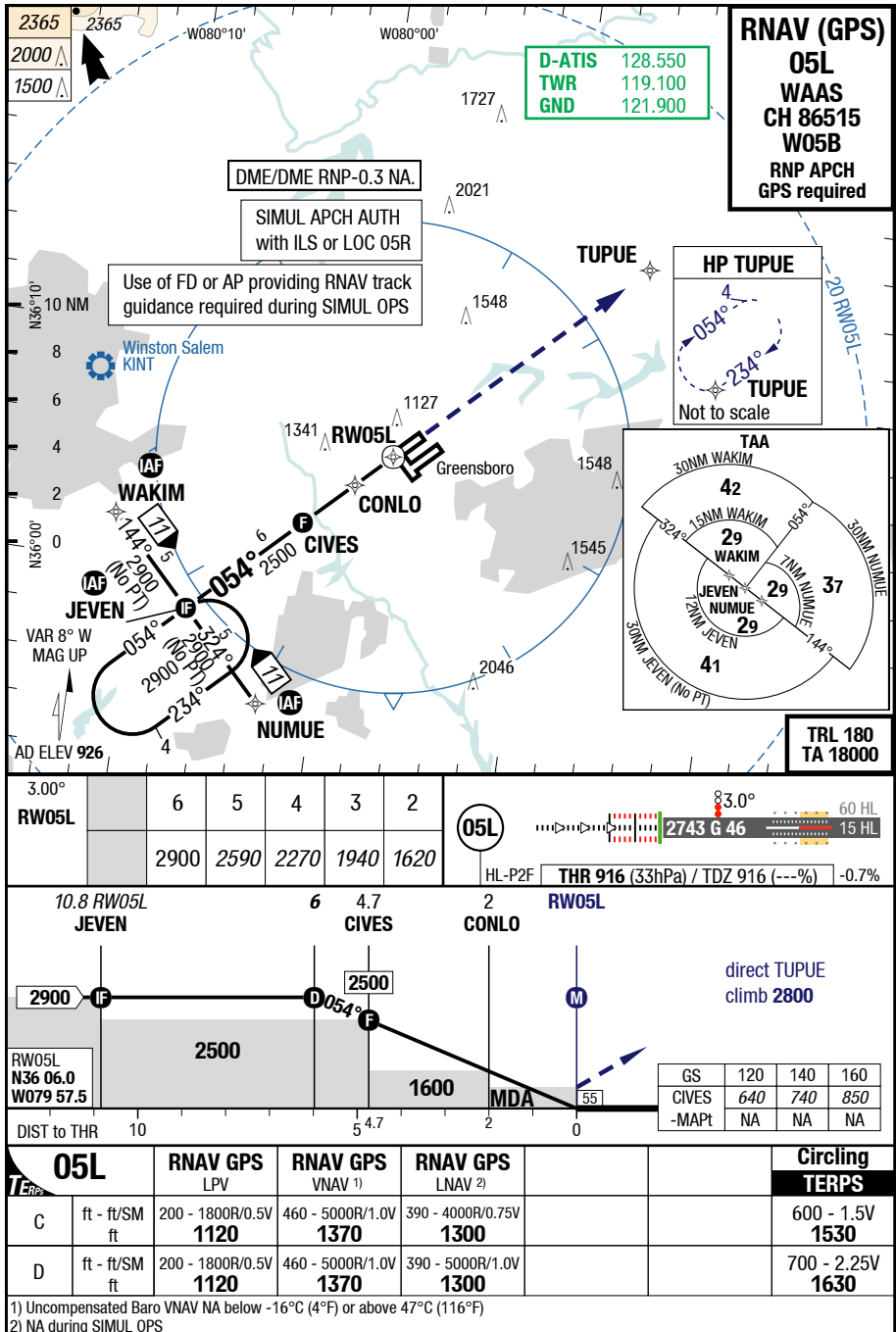
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10-AUG-2017

GSO-KGSO

7-70

RNAV (GPS) 05L



Changes: MIN, AMDT No

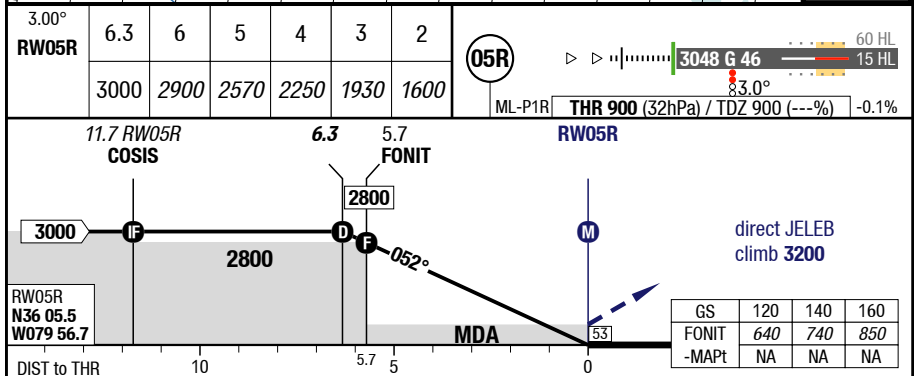
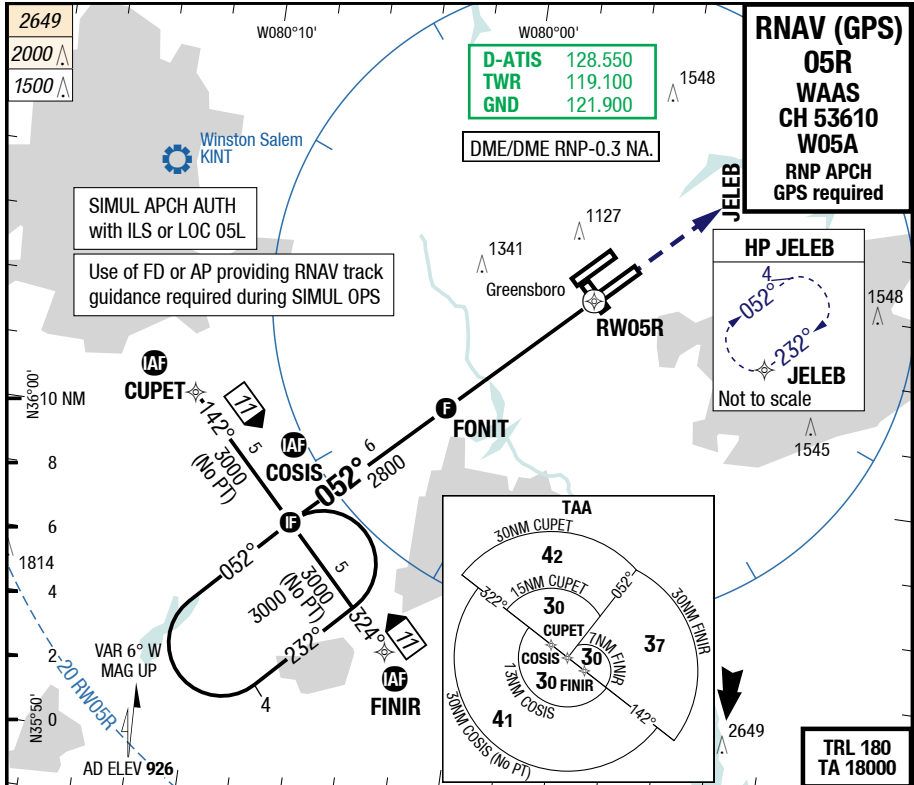
Orig C

10-AUG-2017

GSO-KGSO

7-80

RNAV (GPS) 05R



TERPS		05R	RNAV GPS LPV 1)	RNAV GPS VNAV 2)	RNAV GPS LNAV 3)	Circling TERPS
C	ft - ft/SM ft	200 - 1800R/0.5V 1100	430 - 5000R/1.0V 1330	420 - 4000R/0.75V 1320		600 - 1.5V 1530
D	ft - ft/SM ft	200 - 1800R/0.5V 1100	430 - 5000R/1.0V 1330	420 - 5000R/1.0V 1320		700 - 2.25V 1630

1) FD, AP or HGS required, else RVR 2400ft or VIS 0.5SM 2) Uncompensated Baro VNAV NA below -16°C (4°F) or above 47°C (116°F) 3) NA during SIMUL OPS

Changes: MIN, AMDT No

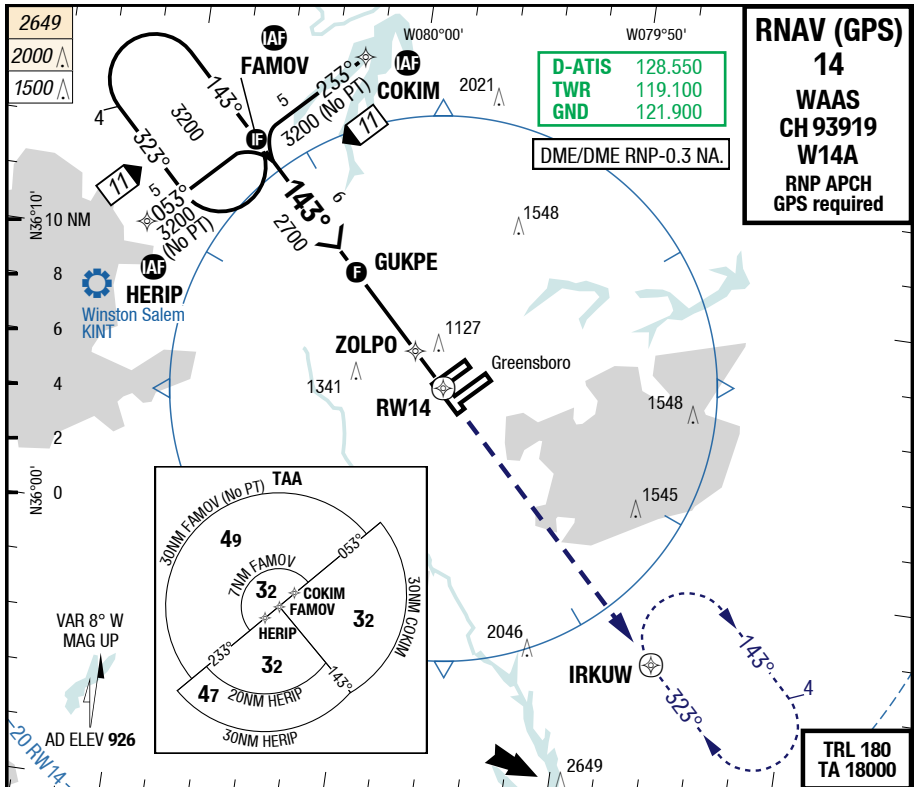
AMDT 2D

10-AUG-2017

GSO-KGSO

7-90

RNAV (GPS) 14



3.00°

RW14

6.9

6

5

4

3

2

14

60 HL

1945 G 46

THR 925 (33hPa) / TDZ 925 (---%)

-0.4%

11.4 RW14 FAMOV

6.9

5.3 GUKPE

1.7 ZOLPO

RW14

3200

2700

1520

MDA

direct IRKUW climb 3700

GS	120	140	160
GUKPE	640	740	850
-MAPt	NA	NA	NA

3200

2700

1520

MDA

143°

59

3200

2700

1520

MDA

143°

59

3200

2700

1520

MDA

143°

59

3200

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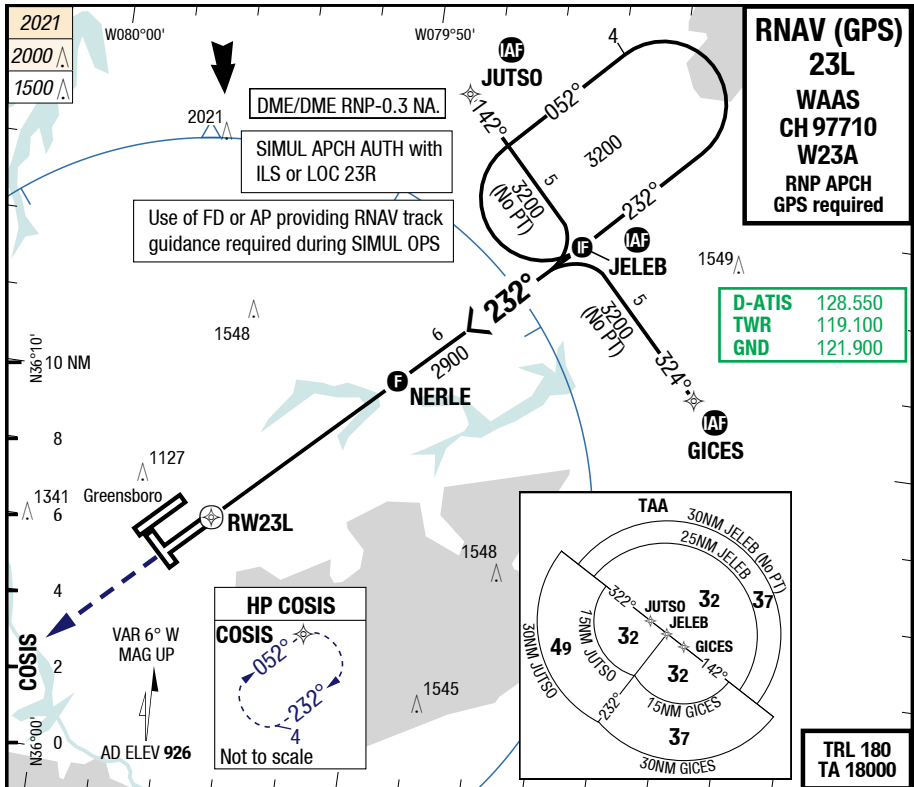
1) Use with Winston-Salem (KINT) QNH 2) Uncompensated Baro VNAV NA below -16°C (4°F) or above 47°C (116°F) 3) BARO-VNAV NA

10-AUG-2017

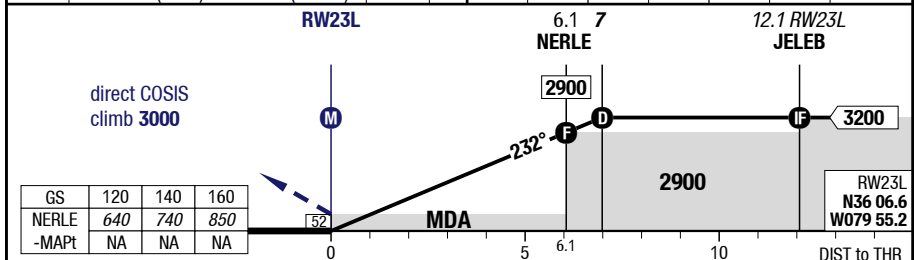
GSO-KGSO

7-100

RNAV (GPS) 23L



60 HL	46 G 2926	3.0°	1	2	3	4	5	7	3.00°
15 HL			1270	1590	1910	2240	2560	3200	RW23L
+0.1% TDZ 889 (---%) / THR 886 (32hPa) HL-P2F									



23L	RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS LNAV 2)	Circling TERPS
C	ft - ft/SM ft 200 - 1800R/0.5V 1090	390 - 4000R/0.75V 1280	400 - 4000R/0.75V 1280	600 - 1.5V 1530
D	ft - ft/SM ft 200 - 1800R/0.5V 1090	390 - 4000R/0.75V 1280	400 - 4000R/0.75V 1280	700 - 2.25V 1630

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

2) NA during SIMUL OPS

Changes: MIN, AMDT No

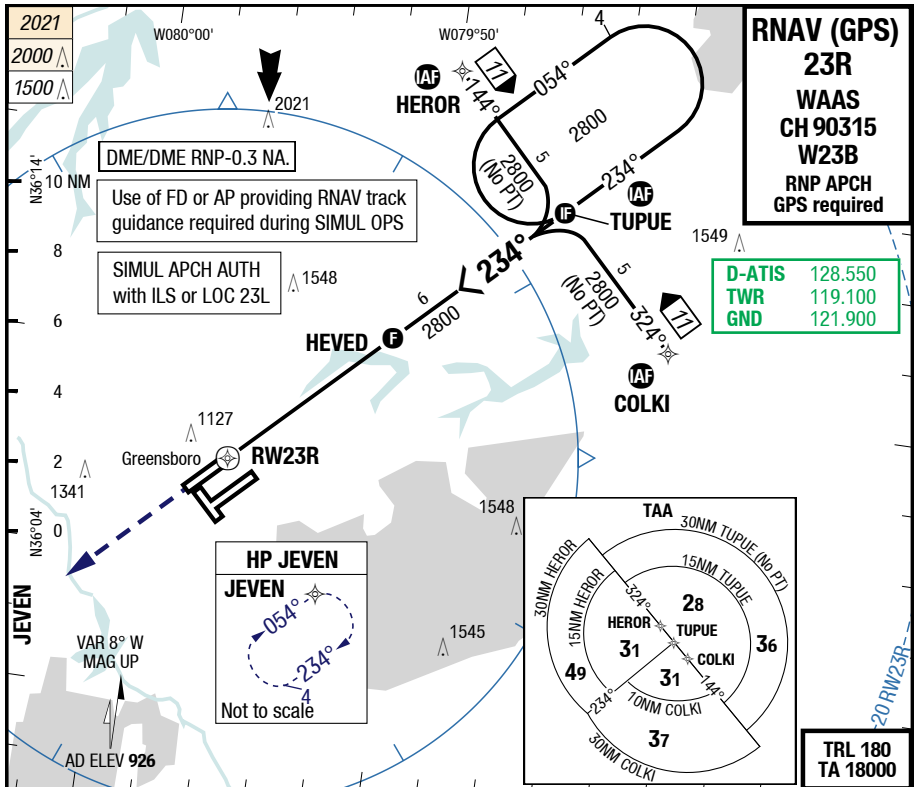
AMDT 2C

10-AUG-2017

GSO-KGSO

7-110

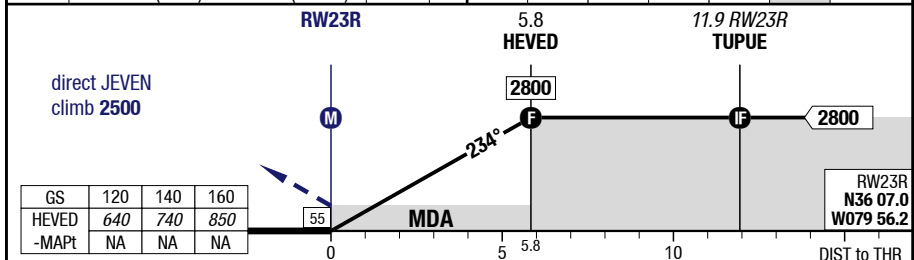
RNAV (GPS) 23R



60 HL
 15 HL
 46 G 2743
 3.0°
 +0.7% TDZ 855 (---%) / THR 855 (31hPa) ML-P1R

23R

2	3	4	5	5.8	3.00°
1560	1890	2210	2530	2800	RW23R



23R	RNAV GPS LPV	RNAV GPS VNAV 1)	RNAV GPS LNAV 2)	Circling TERPS
C	ft - ft/SM ft 200 - 1800R/0.5V 1060	550 - 1.5V 1410	490 - 5000R/1.0V 1340	600 - 1.5V 1530
D	ft - ft/SM ft 200 - 1800R/0.5V 1060	550 - 1.5V 1410	490 - 5000R/1.0V 1340	700 - 2.25V 1630

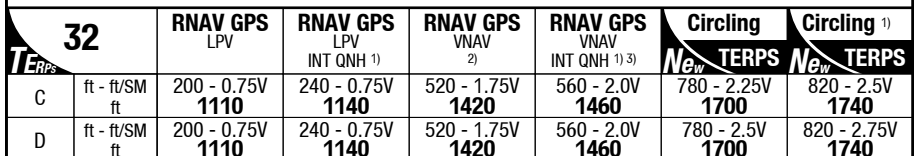
1) Uncompensated Baro VNAV NA below -16°C (4°F) or above 47°C (116°F)

2) NA during SIMUL OPS

Changes: MIN, AMDT No

Orig C

RNAV (GPS) 32



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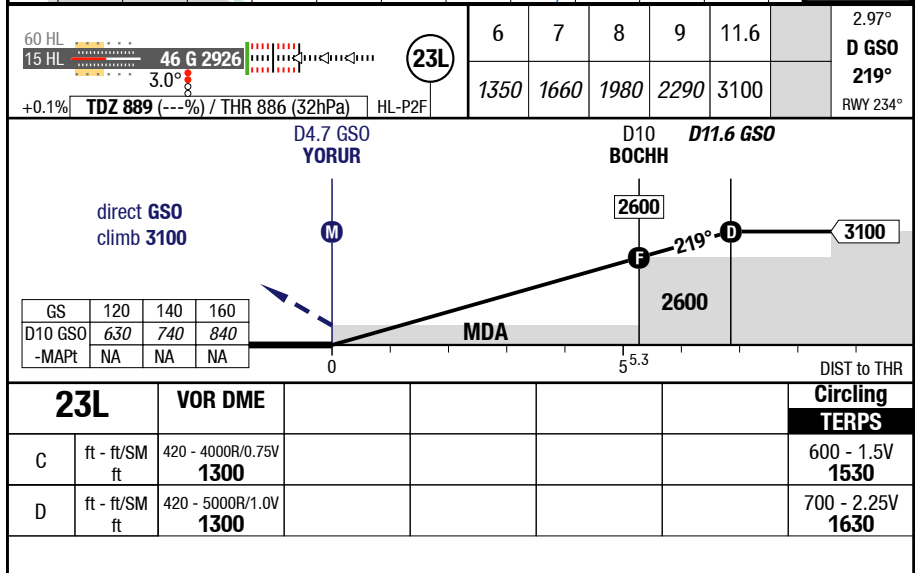
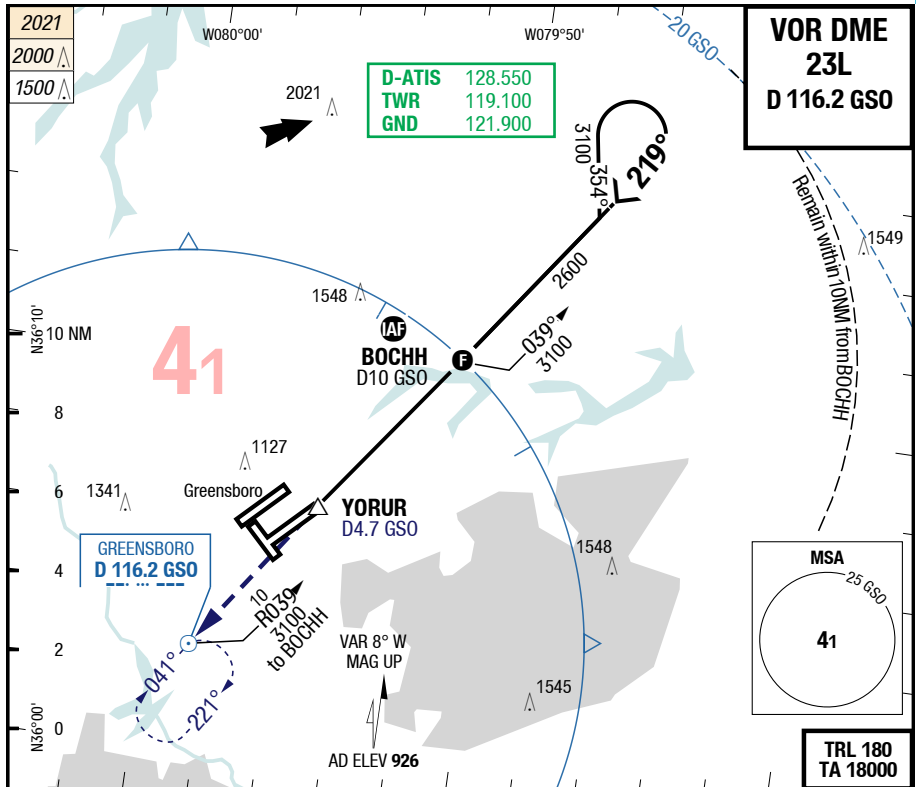
26-JAN-2017
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United States Greensboro Piedmont Triad Intl

IAC

7-130

VOR DME 23L



Changes: TDZE, chart layout, ROD, TOPO, Editorial

AMDT 10A

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7-150

WxMinima Overflow

14		RNAV GPS LNAV INT QNH ¹⁾				
TERPS						
C	ft - ft/SM ft	480 - 1.38V 1400				
D	ft - ft/SM ft	480 - 1.5V 1400				
1) Use with Winston-Salem (KINT) QNH						
32		RNAV GPS LNAV	RNAV GPS LNAV INT QNH ¹⁾			
TERPS						
C	ft - ft/SM ft	500 - 1.38V 1400	540 - 1.5V 1440			
D	ft - ft/SM ft	500 - 1.38V 1400	540 - 1.5V 1440			
1) Use with Smith Reynolds (KINT) QNH						