

WAAS CH 93919 W14A	APP CRS 143°	Rwy Idg TDZE Apt Elev	6380 925 926
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RNAV (GPS) RWY 14
PIEDMONT TRIAD INTL (GSO)

T Baro-VNAV NA when using Winston-Salem altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. **A** When local altimeter setting not received, use Winston-Salem altimeter setting: increase LPV DA to 1163 feet; increase LNAV/VNAV DA to 1461 feet; increase all MDAs 40 feet and visibility Cats C and D ¼ SM. VDP NA with Winston-Salem altimeter setting.

MISSED APPROACH:
Climb to 3700 direct
IRKUW 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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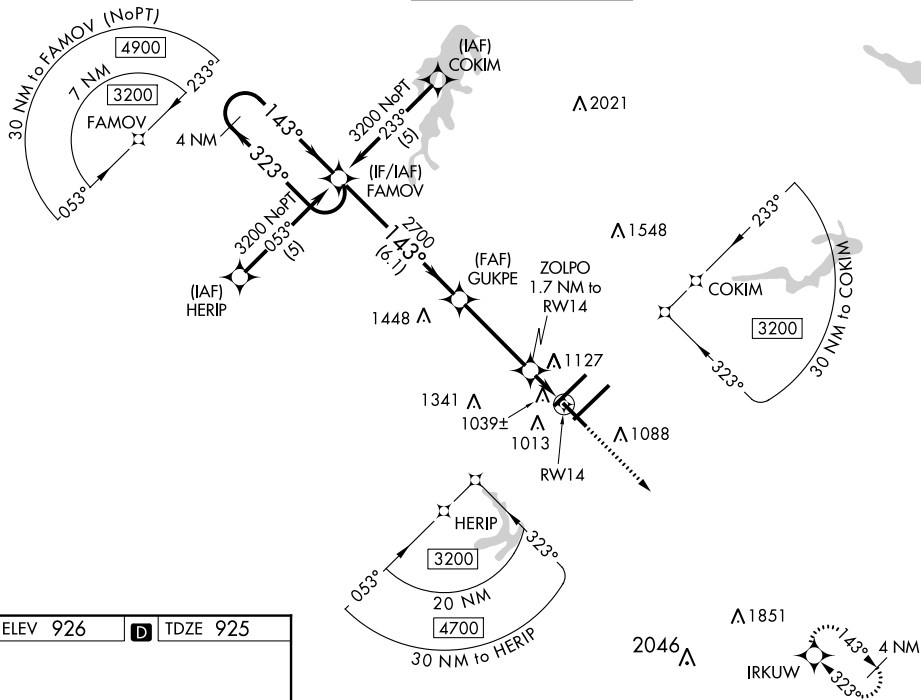


Diagram illustrating the layout of Runway 32 (HIRL Rwy 32) and its intersections with Runways 5L, 23R, and 23L. The diagram shows the runway configuration, including the 143° to RW14, the 1027 TWR, and the 5000 X 150 runway dimensions. The diagram also indicates the 0.3% DOWN and 0.4% UP slopes, and the 5L, 23R, and 23L runway designations.

4 NM Holding Pattern

FAMOV

GUKPE

ZOLPO
1.7 NM to RW14

*1.2 NM to RW14

RW14

*LNNAV only.

GP 3.00°
TCH 59

6.1 NM

3.6 NM

0.5

1.2

CATEGORY	A	B	C	D
LPV DA		1125- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)	
LNNAV/VNAV DA		1423- $\frac{1}{4}$	498 (500- $\frac{1}{4}$)	
LNNAV MDA	1360-1	435 (500-1)	1360- $\frac{1}{4}$ 435 (500- $\frac{1}{4}$)	1360- $\frac{1}{2}$ 435 (500- $\frac{1}{2}$)
C CIRCLING	1440-1	514 (600-1)	1700- $\frac{2}{4}$ 774 (800- $\frac{2}{4}$)	1700- $\frac{2}{2}$ 774 (800- $\frac{2}{2}$)