

BROOK TWO ARRIVAL (BROOK.BROOK2)

GREENSBORO, NORTH CAROLINA

GREENSBORO ATIS 128.55
 WINSTON-SALEM ATIS 121.3
 GREENSBORO APP CON 124.35 269.225 (250°-049°)
 118.5 327.075 (050°-249°)

GLADE SPRING
 110.2 GZG Chan 39
 N36°49.51' - W82°04.74'
 L-26, H-12

LAREL
 N36°30.15' - W81°33.04'

BROOK
 N36°10.46' - W81°00.80'

WALK
 N36°06.59' - W80°29.06'

SMITH REYNOLDS

PIEDMONT TRIAD INTL

GREENSBORO
 116.2 GSO Chan 109
 N36°02.74' - W79°58.58'

KHAOS
 N35°43.98' - W81°22.24'

TRAKS
 N36°08.10' - W80°41.26'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect clearance to cross at 11000'/250K

MURKY
 N35°18.82' - W81°42.34'
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
 Expect clearance to cross at FL240

SPARTANBURG
 115.7 SPA Chan 104
 N35°02.02' - W81°55.62'
 L-24-25, H-9-12

NOTE: DME Required.

NOTE: Chart not to scale.

SE-2, 22 OCT 2009 to 19 NOV 2009

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GLADE SPRING TRANSITION (GZG.BROOK2): From over GZG VOR/DME via GZG R-129 to BROOK INT. Thence. . . .

SPARTANBURG TRANSITION (SPA.BROOK2): From over SPA VORTAC via SPA R-035 to BROOK INT. Thence. . . .

. . . .From over BROOK INT via GSO R-282 to GSO VORTAC. Expect radar vectors to final approach course.

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