

WAAS CH <b>66028</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Idg TDZE <b>777</b> Apt Elev <b>781</b>
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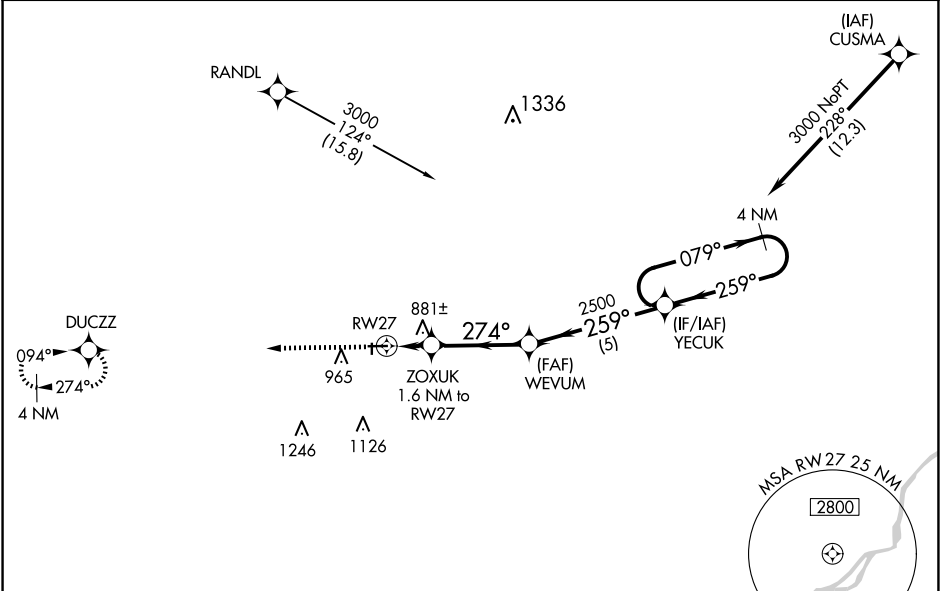
RNAV (GPS) RWY 27

FULTON COUNTY (USE)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct DUCZZ and hold.
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.  
Circling NA to Rwy 18 and 36. Rwy 27 helicopter visibility reduction below 1 SM NA.  
Procedure NA at night.

AWOS-3P <b>127.375</b>	TOLEDO APP CON <b>134.35 317.55</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV <b>781</b>	TDZE <b>777</b>
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Inset chart showing RWY 27 and RWY 36. Key features include:

- Distances:** 3882 X 75 ft (RWY 27), 2115 X 75 ft (RWY 36), and 81 ft (RWY 27).
- Angles:** 274° to RWY 27.

3000 DUCZZ VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 33).

\*LNAV only

ZOXUK 1.6 NM to RWY 27

WEVUM 2500

YECUK 4 NM Holding Pattern

079° 3000

259° 2500

GP 3.10° TCH 55

CATEGORY	A	B	C	D
LPV DA	1092-1 315 (400-1)			
LNAV/VNAV DA	1095-1 318 (400-1)			
LNAV MDA	1180-1 403 (400-1)	1180-1½ 403 (400-1½)		
CIRCLING	1320-1 539 (600-1)	1480-2 699 (700-2)	1480-2¼ 699 (700-2¼)	