

WAAS CH 65804 W08A	APP CRS 085°	Rwy Idg 5797 TDZE 808 Apt Elev 841
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RNAV (GPS) Y RWY 8

FULTON COUNTY EXEC/CHARLIE BROWN FLD (FTY)

RNP APCH.

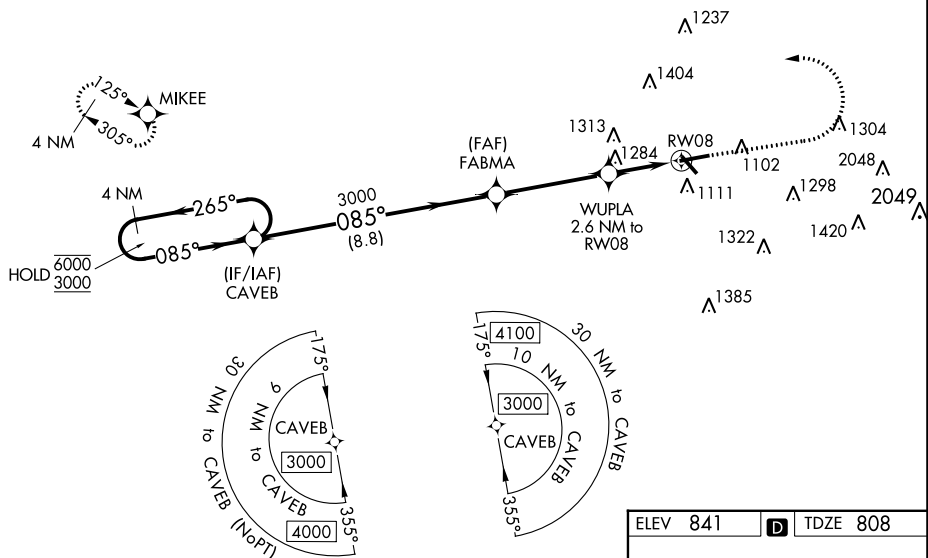
▼ Circling Rwy 14, 32 NA at night. Rwy 8 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C .
 For inop ALS, increase LNAV/VNAV all Cats visibility to $2\frac{1}{2}$ SM and LNAV Cat C/D to 2 SM. Ridge with trees to 1299' MSL between FAF and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums.

MALSR



MISSED APPROACH:
Climb to 1600 then
climbing left turn to 3000
direct MIKEE and hold.

ATIS 120.175	ATLANTA APP CON 121.0 268.7	FULTON COUNTY TOWER 118.45 257.8	GND CON 121.7 348.6
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ILS Approach Path Diagram:

- Holding Pattern:** GP 3.00 TCH 60 at 6000 ft.
- Waypoints:** CAVEB, FABMA, WUPLA, RW08.
- Distances:**
 - CAVEB to FABMA: 8.8 NM
 - FABMA to WUPLA: 4.1 NM
 - WUPLA to RW08: 0.5 NM
 - RW08 to Threshold: 2.1 NM
- Altitudes:** 3000 ft at FABMA, 1700 ft at RW08.
- Angles:** 265° and 085° from the holding pattern; 3° glide slope.
- Obstacles:** MIKEE (1600 ft), *INAV only (3000 ft).

CATEGORY	A	B	C	D
LPV DA	1058- $\frac{1}{2}$		250 (300- $\frac{1}{2}$)	
LNAV/VNAV DA	1637-1 $\frac{7}{8}$		829 (800-1 $\frac{7}{8}$)	
LNAV MDA	1540- $\frac{1}{2}$	732 (700- $\frac{1}{2}$)	1540-1 $\frac{5}{8}$	732 (700-1 $\frac{5}{8}$)
C CIRCLING	1540-1	699 (700-1)	1740-2 $\frac{3}{4}$ 899 (900-2 $\frac{3}{4}$)	1740-3 899 (900-3)

