

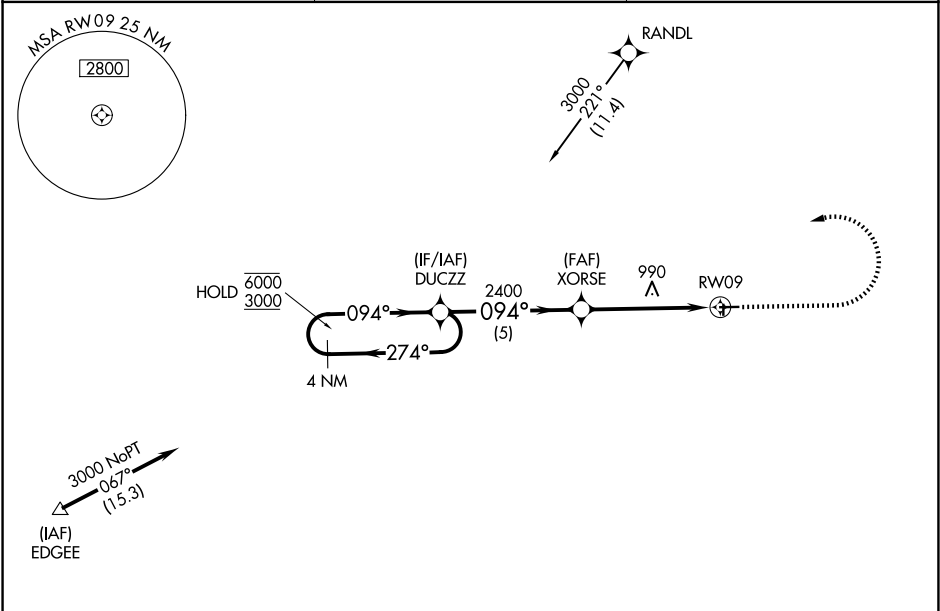
|                                        |                        |                                                               |
|----------------------------------------|------------------------|---------------------------------------------------------------|
| WAAS<br>CH <b>93828</b><br><b>W09A</b> | APP CRS<br><b>094°</b> | Rwy Ldg <b>3882</b><br>TDZE <b>779</b><br>Apt Elev <b>781</b> |
|----------------------------------------|------------------------|---------------------------------------------------------------|

RNAV (GPS) RWY 9

FULTON COUNTY (USE)

|                 |                                                                                                                                                                                                                                                 |                                                                                       |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| RNP APCH - GPS. | <div><div><div></div><div></div></div><div>Rwy 9 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 18 and 36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. Procedure NA at night.</div></div> | MISSED APPROACH: Climb to 2100 then climbing left turn to 3000 direct DUCZZ and hold. |
|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|

|                           |                                        |                                 |
|---------------------------|----------------------------------------|---------------------------------|
| AWOS-3P<br><b>127.375</b> | TOLEDO APP CON<br><b>134.35 317.55</b> | UNICOM<br><b>123.0 (CTAF) 0</b> |
|---------------------------|----------------------------------------|---------------------------------|



|                                 |        |  |             |  |                                                                  |  |                         |  |
|---------------------------------|--------|--|-------------|--|------------------------------------------------------------------|--|-------------------------|--|
|                                 |        |  |             |  | ELEV 781                                                         |  | TDZE 779                |  |
| 4 NM Holding Pattern            |        |  |             |  | VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 24). |  | 2100 3000 DUCZZ         |  |
| 6000 ← 274°<br>3000      094° → |        |  |             |  | DUCZZ                                                            |  | XORSE 2400              |  |
| GP 3.00°<br>TCH 40              |        |  |             |  | 2400                                                             |  | RW09                    |  |
|                                 |        |  |             |  | 5 NM                                                             |  | 5 NM                    |  |
| CATEGORY                        | A      |  | B           |  | C                                                                |  | D                       |  |
| LPV DA                          |        |  | 1108-1      |  | 329 (400-1)                                                      |  |                         |  |
| LNAV/VNAV DA                    |        |  | 1185-1½     |  | 406 (500-1½)                                                     |  |                         |  |
| LNAV MDA                        | 1240-1 |  | 461 (500-1) |  | 1240-1¾                                                          |  | 461 (500-1¾)            |  |
| CIRCLING                        | 1280-1 |  | 499 (500-1) |  | 1480-2<br>699 (700-2)                                            |  | 1480-2¼<br>699 (700-2¼) |  |
|                                 |        |  |             |  | REIL Rwys 9 and 27 0<br>MIRL Rwy 9-27 0                          |  |                         |  |