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|---------------------------|------------------------|---|------------------------|
| LOC I-FTY 109.1 | APP CRS 085° | Rwy Ldg TDZE 5797 808 | Apt Elev 841 |
|---------------------------|------------------------|---|------------------------|


ILS or LOC RWY 8

FULTON COUNTY EXEC/CHARLIE BROWN FLD (FTY)

RADAR required to define TALDE.
RADAR required for procedure entry.

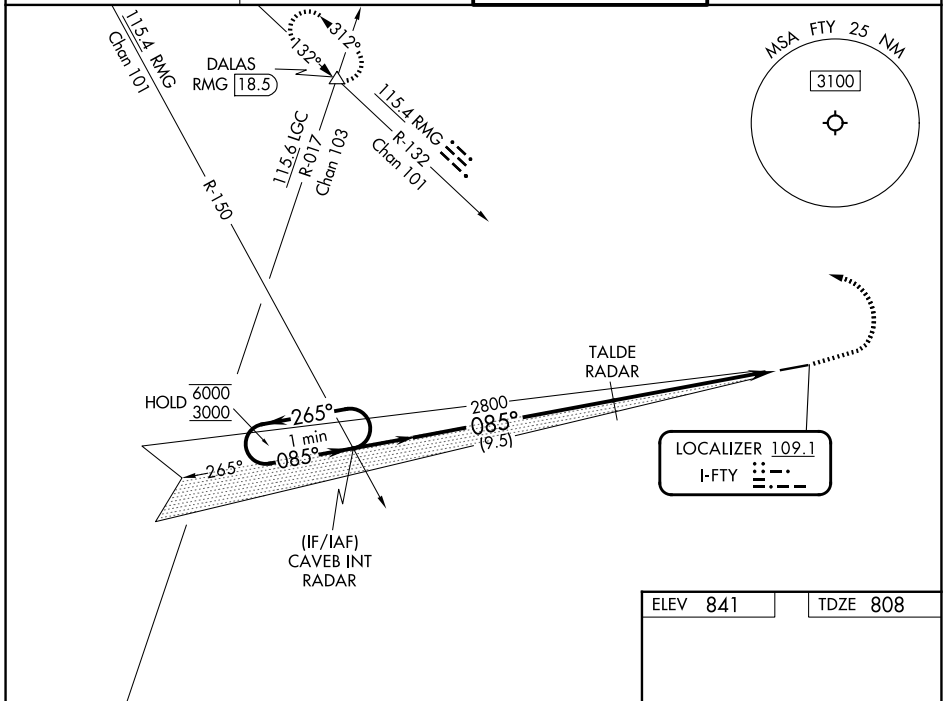
⚠ Rwy 8 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For inop ALS, increase S-LOC 8 Cat A visibility to 1 SM, Cat C/D visibility to $2\frac{1}{2}$ SM. Ridge with trees to 1299' MSL between FAF and runway threshold may be obscured by clouds even with airfield ceiling at or above procedure minimums.

MALSR



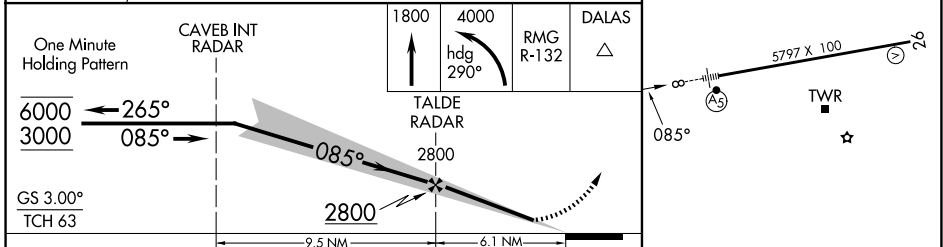
MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 on heading 290° and RMG R-132 to DALAS INT/ RMG VORTAC 18.5 DME and hold.

| | | | |
|------------------------|---------------------------------------|--|-------------------------------|
| ATIS 120.175 | ATLANTA APP CON 121.0 268.7 | FULTON COUNTY TOWER 118.45 257.8 | GND CON 121.7 348.6 |
|------------------------|---------------------------------------|--|-------------------------------|



SE-4, 16 APR 2026 to 14 MAY 2026

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|--|---|--|--|----------------------------|-------|----------|----|-----|-----|-----|---------|------|------|------|------|------|
| ELEV 841 | TDZE 808 | | | | | | | | | | | | | | | |
| One Minute Holding Pattern | CAVEB INT RADAR | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>1800</td> <td>4000</td> <td>RMG R-132</td> <td>DALAS</td> </tr> <tr> <td>↑</td> <td>hdg 290°</td> <td></td> <td>△</td> </tr> </table> | 1800 | 4000 | RMG R-132 | DALAS | ↑ | hdg 290° | | △ | | | | | | | | |
| 1800 | 4000 | RMG R-132 | DALAS | | | | | | | | | | | | | |
| ↑ | hdg 290° | | △ | | | | | | | | | | | | | |
| CATEGORY | A | B | C | D | | | | | | | | | | | | |
| S-ILS 8 | 1058- $\frac{1}{2}$ 250 (300- $\frac{1}{2}$) | | | | | | | | | | | | | | | |
| S-LOC 8 | 1640- $\frac{3}{4}$ | 832 (800- $\frac{3}{4}$) | 1640-1 $\frac{7}{8}$ | 832 (800-1 $\frac{7}{8}$) | | | | | | | | | | | | |
| CIRCLING | 1640-1 799 (800-1) | 1640-1 $\frac{1}{4}$ 799 (800-1 $\frac{1}{4}$) | 1740-2 $\frac{3}{4}$ 899 (900-2 $\frac{3}{4}$) | 1740-3 899 (900-3) | | | | | | | | | | | | |
| HIRL Rwy 8-26 REIL Rwy 26 | | | | | | | | | | | | | | | | |
| FAF to MAP 6.1 NM | | | | | | | | | | | | | | | | |
| <table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>6:06</td> <td>4:04</td> <td>3:03</td> <td>2:26</td> <td>2:02</td> </tr> </table> | | | | | Knots | 60 | 90 | 120 | 150 | 180 | Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |
| Knots | 60 | 90 | 120 | 150 | 180 | | | | | | | | | | | |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 | | | | | | | | | | | |