

WAAS CH 66028 W27A	APP CRS 274°	Rwy Ldg 3882 TDZE 777 Apt Elev 781
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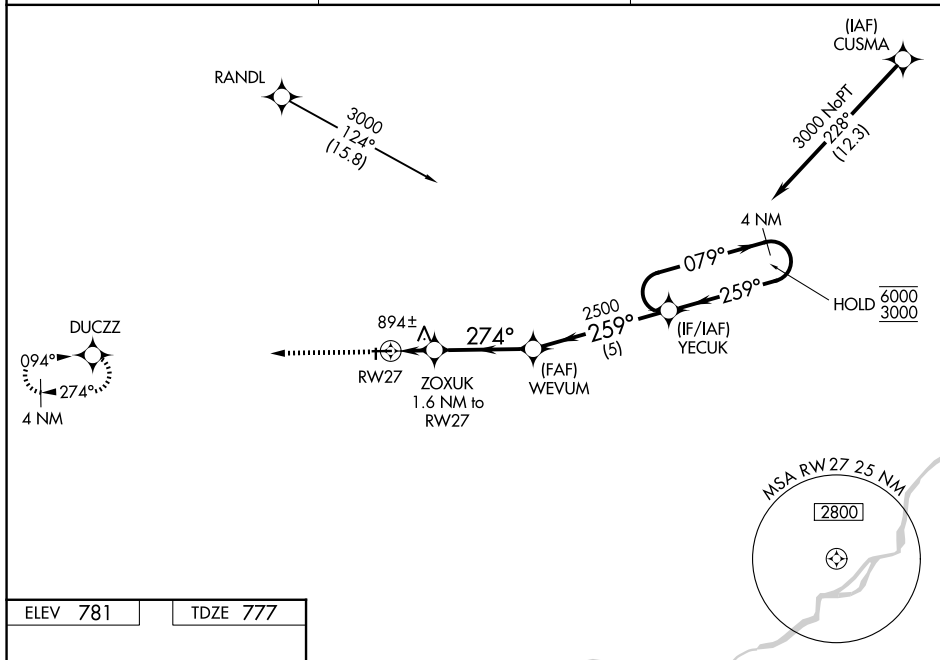
RNAV (GPS) RWY 27
FULTON COUNTY (USE)

RNP APCH - GPS.

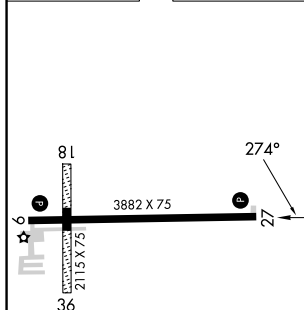
- T** Rwy 27 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A Circling NA to Rwy 18 and 36.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
 Circling Rwy 9 NA at night.

MISSED APPROACH:
Climb to 3000 direct
DUCZZ and hold.

AWOS-3PT 127.375	TOLEDO APP CON 134.35 317.55	UNICOM 123.0 (CTAF) 0
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ELEV 781		TDZE 777
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The diagram illustrates the RWY 27 approach procedure. It shows a series of waypoints: ZOXUK (1.6 NM to RWY 27), WEVUM (2500 ft), YECUK, and a final holding pattern at 4 NM. The vertical scale indicates 3000 ft and 3000 ft. The horizontal scale shows distances of 1.6 NM, 3.5 NM, and 5 NM. The approach path includes a 274° turn from ZOXUK to WEVUM, a 259° turn from WEVUM to YECUK, and a 079° turn from YECUK to the final holding pattern. The final holding pattern is a 4 NM Holding Pattern. The diagram also shows the VLSI and RNAV glidepaths, which are not coincident, with a GP 3.10° TCH 55.