

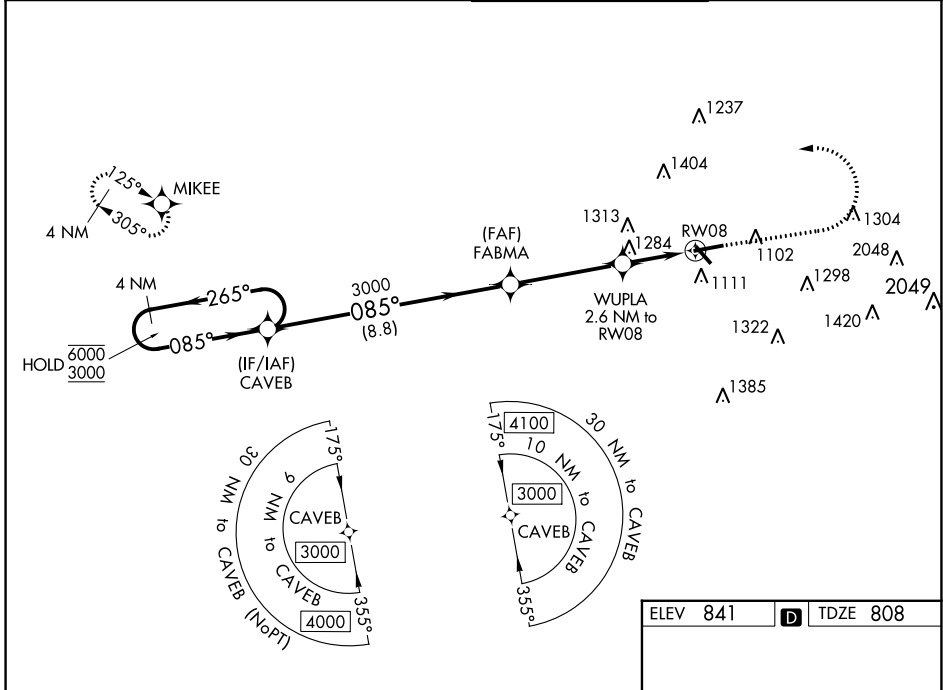
WAAS CH <b>65804</b> <b>W08A</b>	APP CRS <b>085°</b>	Rwy ldg TDZE Apt Elev	<b>5797</b> <b>808</b> <b>841</b>
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# RNAV (GPS) Y RWY 8

FULTON COUNTY EXEC/CHARLIE BROWN FLD (F'TY)

RNP APCH.	MALSRS 	MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct MIKEE and hold.
<p><b>▼</b> Circling Rwy 14, 32 NA at night. Rwy 8 helicopter visibility reduction below <math>\frac{3}{4}</math> SM NA.  <b>▲</b> For uncompensated Baro-VNAV systems, LNAV/VNAV NA below <math>-11^{\circ}\text{C}</math> or above <math>54^{\circ}\text{C}</math>.                  For inop ALS, increase LNAV/VNAV all Cats visibility to <math>2\frac{1}{2}</math> 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.</p>		

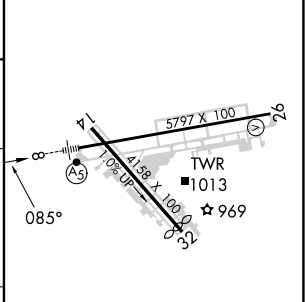
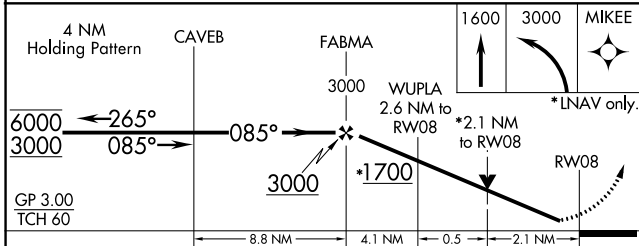
ATIS <b>120.175</b>	ATLANTA APP CON <b>121.0 268.7</b>	FULTON COUNTY TOWER <b>118.45 257.8</b>	GND CON <b>121.7 348.6</b>
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SE-4, 05 SEP 2024 to 03 OCT 2024

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ELEV 841	<b>D</b> TDZE 808
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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 $\frac{5}{8}$ )
<b>C</b> CIRCLING	1540-1	699 (700-1)	1740-2 $\frac{3}{4}$ 899 (900-2 $\frac{3}{4}$ )	1740-3 899 (900-3)

HIRL Rwy 8-26  
REIL Rws 14, 26