

WAAS CH 86723 W18A	APP CRS 188°	Rwy Idg 5000 TDZE 285 Apt Elev 285
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RNAV (GPS) RWY 18

WEEDON FLD (EUF)

RNP APCH - GPS.			MISSED APPROACH: Climb to 1300 then climbing right turn to 2200 direct EPICU and hold.	
▼ When local altimeter setting not received, use Columbus, GA altimeter setting and increase LPV DA to 632 feet and all visibilities $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 739 feet and all visibilities $\frac{1}{8}$ SM; increase all MDAs 40 feet and LNAV visibility Cats C and D $\frac{1}{8}$ SM and Circling visibility Cats C and D $\frac{1}{4}$ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Columbus, GA altimeter setting.				
▲ NA	ASOS 128.325	ATLANTA APP CON ★ 125.5 323.1	CLNC DEL 134.25 339.8	UNICOM 122.8 (CTAF) ①

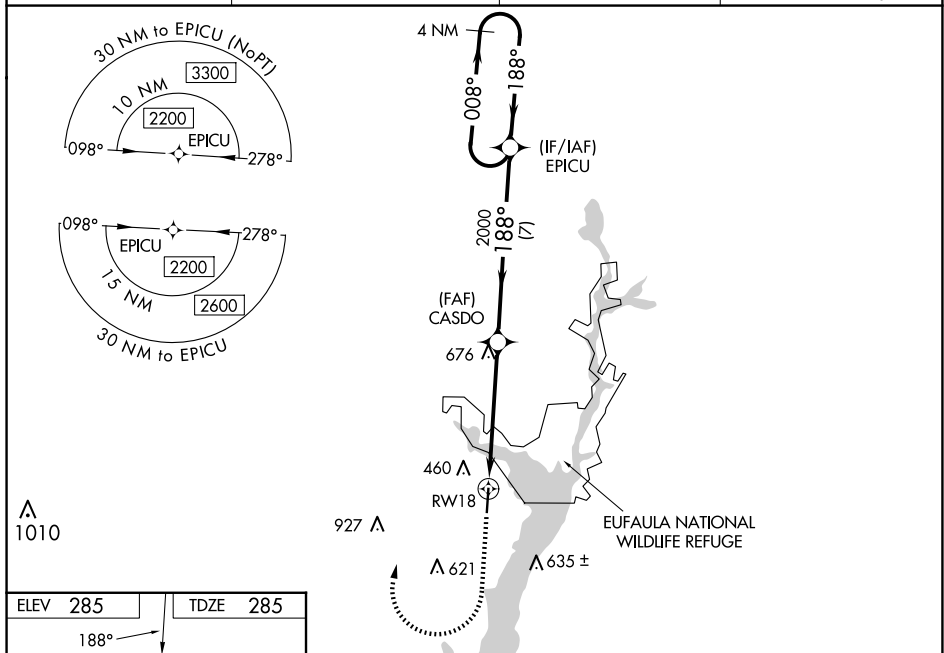


Diagram illustrating the MIRL Rwy 18-36 holding pattern. The diagram shows a vertical runway with a 5000 x 100 ft area. A holding pattern is depicted with a 180-degree turn. Key points include CASDO (2000 ft), RW18 (2 NM to RW18), and EPICU (4 NM Holding Pattern). The diagram also shows the VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 26).