

WAAS CH 72706 W31A	APP CRS 313°	Rwy Idg 5118 TDZE 807 Apt Elev 808
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RNAV (GPS) RWY 31
ATLANTA RGNL FALCON FLD (FFC)

RNP APCH.



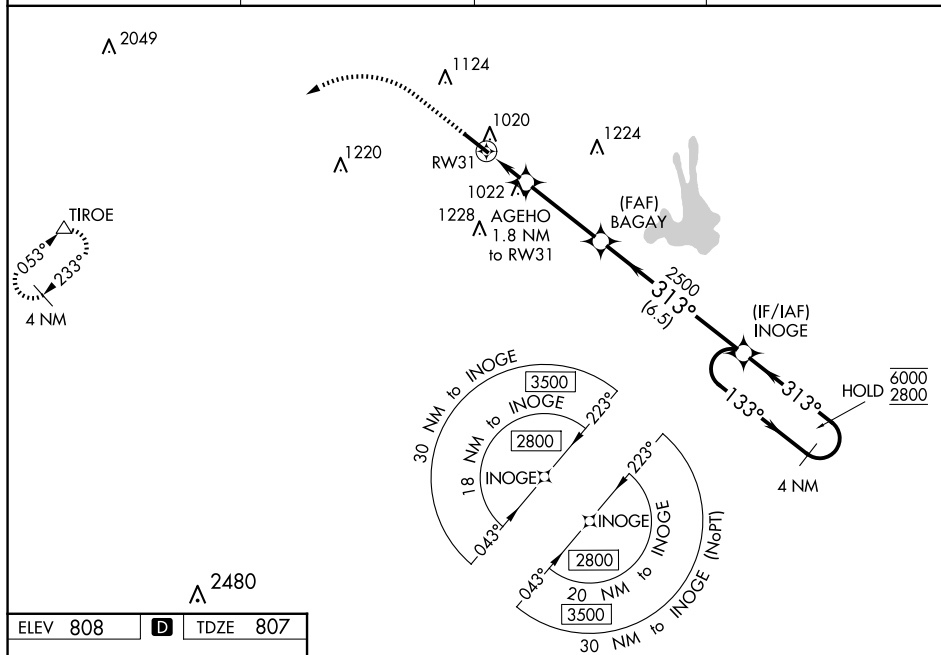
Circling Rwy 13 NA at night. Rwy 31 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cat A/B visibility to $1\frac{1}{2}$ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C .

ODALS



MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 direct TIORE and hold.

ASOS 118.525	ATLANTA APP CON 119.8 354.125	CLNC DEL 119.8	UNICOM 123.05 (CTAF) 0
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The diagram illustrates the RW31 instrument approach procedure. It begins with a 313° heading towards the runway. Key features include:

- AGEHO**: A point 1.8 NM from the runway.
- BAGAY**: A point where the glidepath changes, with a 2500 ft altitude indicated.
- INOGE**: The final approach fix, located 4 NM from BAGAY.
- Holding Pattern**: Established at INOGE with a 133° outbound leg and a 313° inbound leg.
- Glidepath**: GP 3.00°, TCH 38.
- Altitudes**: 1500, 3500, and 2500 ft are marked along the profile.
- Distances**: 1.8 NM, 3.4 NM, and 6.5 NM are indicated between key points.