

WAAS CH 58012 W27A	APP CRS 270°	Rwy Idg 5445 TDZE 588 Apt Elev 590
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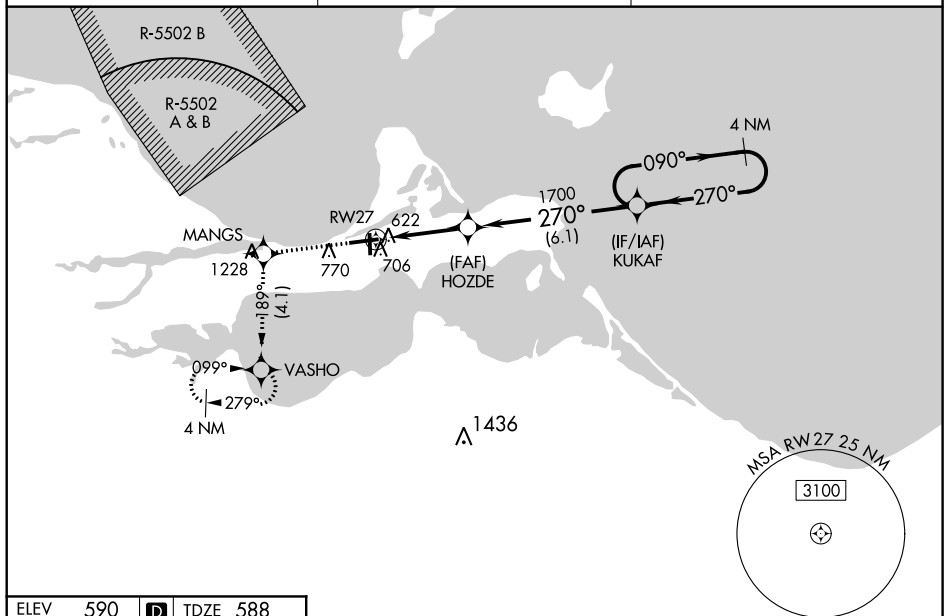
RNAV (GPS) RWY 27
ERIE-OTTAWA INTL (PCW)

RNP APCH.

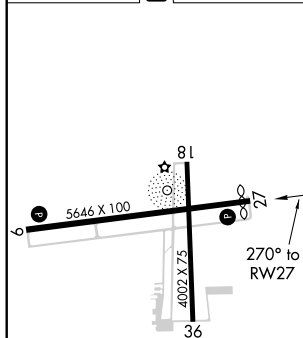
▼ Baro-VNAV NA when using Toledo Executive altimeter setting. For uncompensated
▲ Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
Rwy 27 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting
not received, use Toledo Executive altimeter setting and increase all DA/MDA 80
feet and all visibilities $\frac{1}{4}$ mile. Circling Rwy 18, 36 NA at night.

MISSED APPROACH:
Climb to 3000 direct
MANGS and on track
189° to VASHO
and hold, continue
climb-in-hold to 3000.

AWOS-3 118,775	CLEVELAND APP CON 126.35 346,325	UNICOM 122.8 (CTAF) 0
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ELEV	590	D	TDZE	588
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HIRL Rwy 9-27 **L**
MIRL Rwy 18-36 **L**
REIL Rwy 9 and 27 **L**

3000
↑

MANGS
✱

VASHO
✱

tr
189°

VGS1 and RNAV glidepath not coincident
(VGS1 Angle 3.00/TCH 26).

4 NM
Holding Pattern

KUKAF

HOZDE
1700

270°

090° → 2500
← 270°

RW27

1700

3.4 NM

6.1 NM

GP 3.00°
TCH 40

CATEGORY	A	B	C	D
LPV DA	910-1½	322 (400-1½)		
LNAV/VNAV DA	956-1¼	368 (400-1¼)		
LNAV MDA	980-1	392 (400-1)	980-1½	392 (400-1½)
CIRCLING	1140-1	550 (600-1)	1180-1½ 590 (600-1½)	1580-3 990 (1000-3)

ERIE-OTTAWA INTL(PCW)
RNAV (GPS) RWY 27