

WAAS CH <b>58012</b> <b>W27A</b>	APP CRS <b>270°</b>	Rwy Idg TDZE <b>588</b> Apt Elev <b>590</b>
--	------------------------	---

RNAV (GPS) RWY 27

ERIE-OTTAWA INTL (PCW)

RNP APCH.

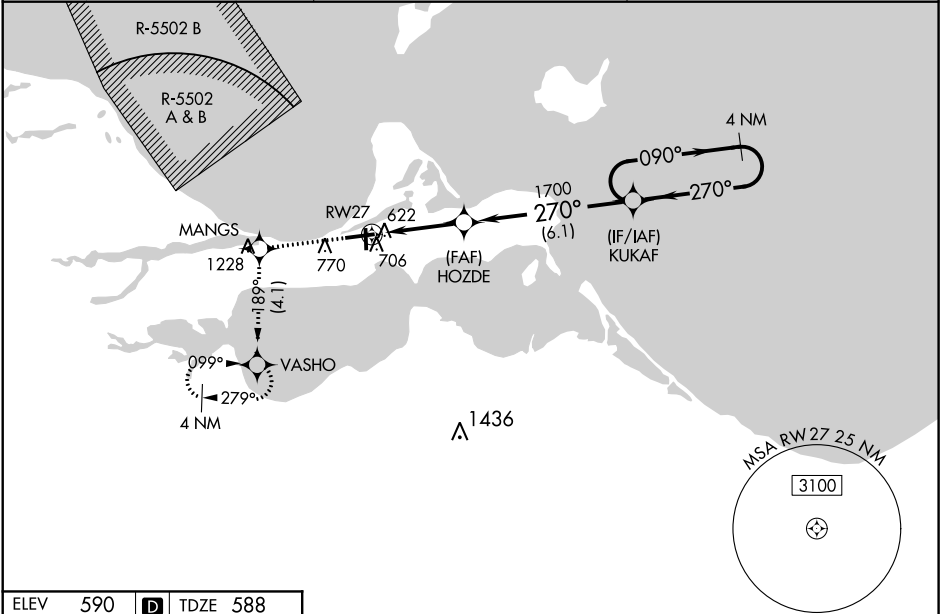
▼

⚠

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 ¾ SM NA. When local altimeter setting not received, use Toledo Executive altimeter setting and increase all DA/MDA 80 feet and all visibilities ¼ 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 <b>118.775</b>	CLEVELAND APP CON <b>126.35 346.325</b>	UNICOM <b>122.8 (CTAF) 0</b>
--------------------------	--	---------------------------------



ELEV 590	<b>D</b>	TDZE 588
----------	----------	----------

Diagram of RWY 27 showing HIRL (5646 X 100), MIRL (4002 X 75), and REIL (270° to RWY 27). Other runways shown are 81, 36, and 9.

HIRL Rwy 9-27

MIRL Rwy 18-36

REIL Rwy 9 and 27

3000	MANGS	tr 189°	VASHO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).
				KUKAF 4 NM Holding Pattern
			HOZDE 1700	270° 090° 2500
			RWY 27 1700	GP 3.00° TCH 40
			3.4 NM	6.1 NM
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 1580-3 590 (600-1½) 990 (1000-3)	

EC-2, 31 DEC 2020 to 28 JAN 2021

EC-2, 31 DEC 2020 to 28 JAN 2021