

WAAS CH <b>50319</b> <b>W27A</b>	APP CRS <b>271°</b>	Rwy Idg TDZE <b>13</b> Apt Elev <b>13</b>	<b>6002</b>
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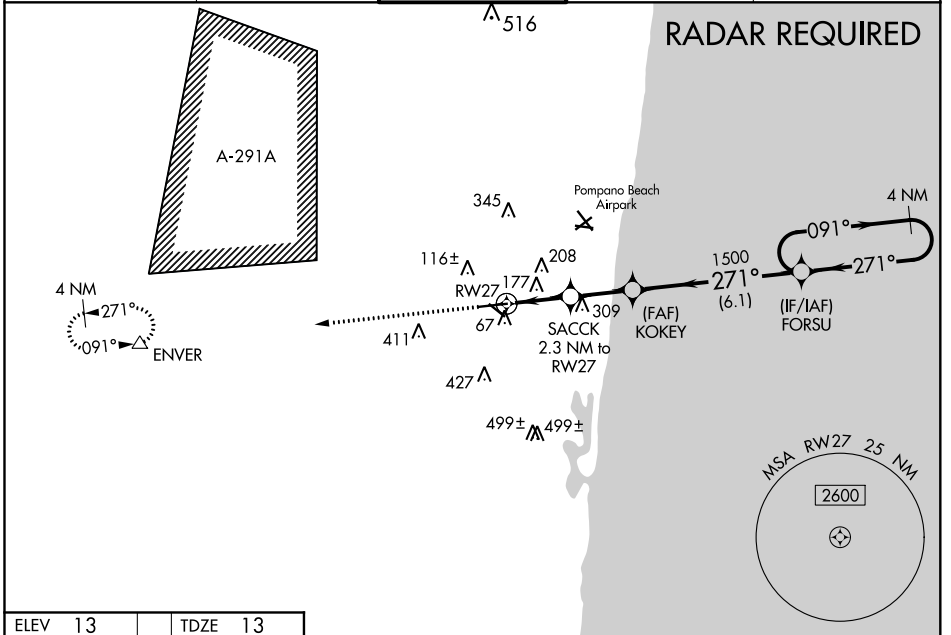
# RNAV (GPS) RWY 27

FORT LAUDERDALE EXECUTIVE (FXE)

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 4°C (40°F) or above 54°C (130°F).  
**⚠** DME/DME RNP-0.3 NA. When local altimeter setting not received, use Fort Lauderdale/Hollywood Intl altimeter setting and increase LPV DA to 414; LNAV/VNAV DA to 468. Increase all MDA 20 feet and increase LPV all Cats and LNAV Cats C/D visibility to 1 $\frac{3}{8}$ . Baro-VNAV and VDP NA when using Fort Lauderdale/Hollywood Intl altimeter setting. Helicopter visibility reduction below  $\frac{3}{4}$  SM NA.

MISSED APPROACH: Climb to 2000 direct ENVER and hold.

ATIS <b>119.85</b>	MIAMI APP CON <b>119.7 306.3</b>	EXECUTIVE TOWER <b>120.9 239.3</b>	GND CON <b>121.75</b>	CLNC DEL <b>127.95</b>
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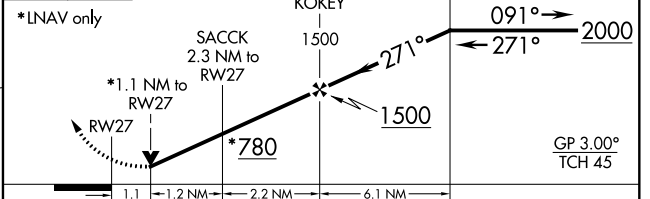
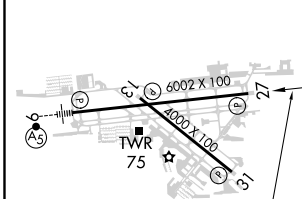


SE-3, 25 FEB 2021 to 25 MAR 2021

SE-3, 25 FEB 2021 to 25 MAR 2021

ELEV <b>13</b>	TDZE <b>13</b>
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2000 ENVER  
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 VGSi and RNAV glidepath not coincident (VGSi Angle 3.25/TCH 56).  
 4 NM Holding Pattern FORSU



CATEGORY	A	B	C	D
LPV DA		396-1 $\frac{1}{4}$	383 (400-1 $\frac{1}{4}$ )	
LNAV/VNAV DA		450-1 $\frac{1}{2}$	437 (500-1 $\frac{1}{2}$ )	
LNAV MDA	440-1	427 (500-1)	440-1 $\frac{1}{4}$	427 (500-1 $\frac{1}{4}$ )
<b>C</b> CIRCLING	520-1 507 (600-1)	620-1 607 (700-1)	780-2 $\frac{1}{4}$ 767 (800-2 $\frac{1}{4}$ )	780-2 $\frac{1}{2}$ 767 (800-2 $\frac{1}{2}$ )

HIRL Rwy 9-27  
 MIRL Rwy 13-31  
 REIL Rwy 13, 27 and 31