

WAAS CH 40315 W27A	APP CRS 274°	Rwy Ldg 5502 TDZE 134 Apt Elev 141
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RNAV (GPS) RWY 27

DECATUR COUNTY INDUSTRIAL AIR PARK (BGE)

T Baro-VNAV NA when using Tallahassee Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). **A** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Tallahassee Intl altimeter setting. When local altimeter setting not received, use Tallahassee Intl altimeter setting and increase LPV DA to 429 feet and LNAV/VNAV DA to 651 feet; increase all MDAs 100 feet and increase LNAV/VNAV all Cots visibility $\frac{1}{2}$ SM, LNAV Cat C visibility $\frac{1}{4}$ SM and Circling Cat C, D visibility $\frac{1}{2}$ SM. For inoperative MALSR increase LNAV Cat D visibility to $\frac{1}{4}$ mile. For inoperative MALSR, when using Tallahassee Intl altimeter setting increase LPV all Cots visibility to 1 mile.

MALSR



MISSED APPROACH:
Climb to 2500 direct
FIS and hold.

AWOS-3PT 121.125	TALLAHASSEE APP CON★ 128.7 254.3	CLNC DEL 124.775 335.65	UNICOM 122.975 0 (CTAF)
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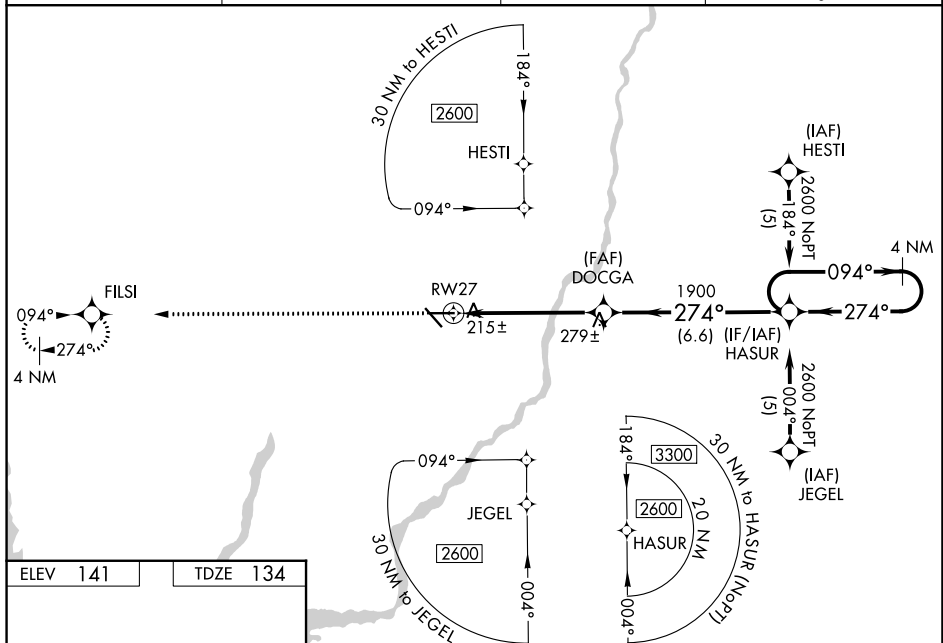


Diagram illustrating the HIRL Rwy 9-27 approach. The diagram shows a 3D perspective of the runway with a 3000 x 100 ft width and a 5502 x 149 ft length. A 274° heading is indicated. A 4 NM Holding Pattern is shown at HASUR. The approach path includes a 1.2 NM segment to RW27, a 4.2 NM segment to DOCGA, and a 6.6 NM segment to HASUR. The final approach segment is 2600 ft long with a 274° heading. The diagram also shows the 4 NM Holding Pattern at HASUR and the 274° heading.

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