

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

FORT LAUDERDALE EXEC (FXXE)

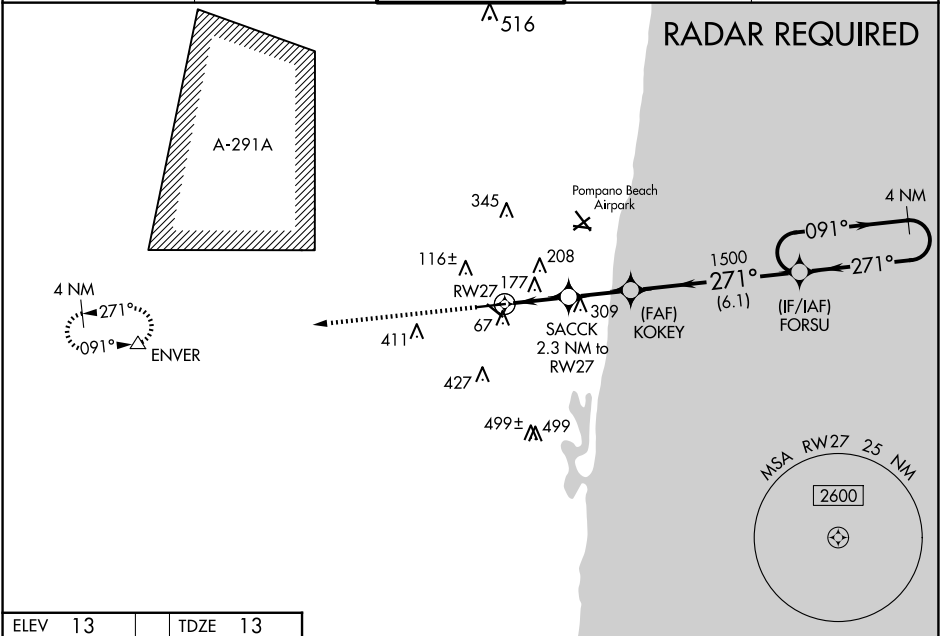
⚠

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 $\frac{1}{2}$ . 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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ELEV <b>13</b>	TDZE <b>13</b>
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2000

↑

ENVER

△

VGSI and RNAV glidepath not coincident  
(VGSI Angle 3.25/TCH 56).

\*LNAV only

FORSU

4 NM

Holding Pattern

091°

→

2000

←

271°

GP 3.00°

TCH 45

1.1

1.2 NM

2.2 NM

6.1 NM

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 $\frac{1}{4}$ )

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

271°

27

271°

27

271°

27

271°

27