

WAAS CH <b>40315</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Idg <b>5502</b> TDZE <b>134</b> Apt Elev <b>141</b>
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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.



**MISSED APPROACH:**  
Climb to 2500 direct  
FIS and hold.

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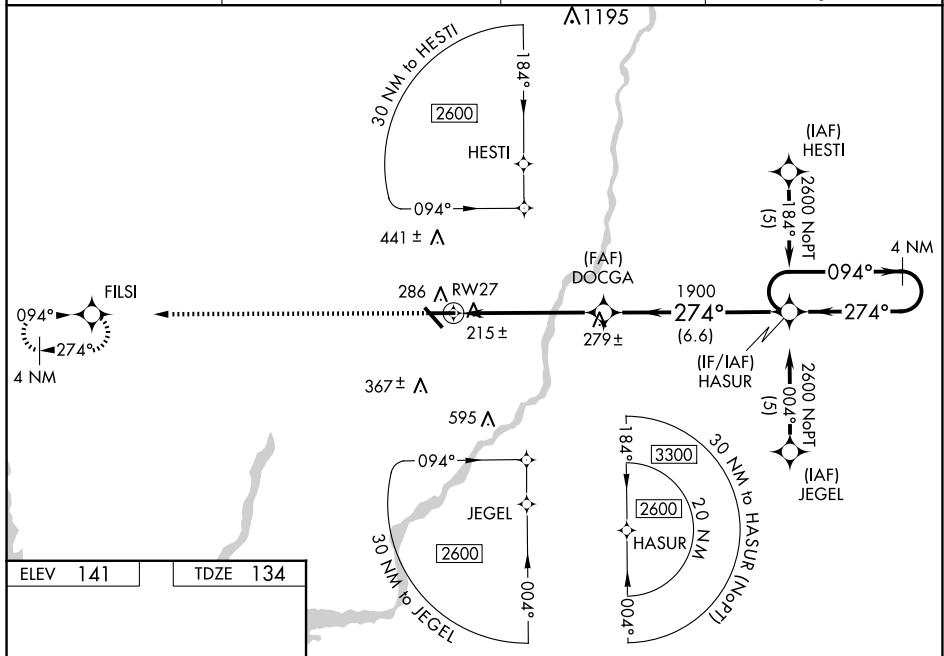


Diagram illustrating the HIRL Rwy 9-27 instrument approach chart. The chart shows a 3000 x 100m runway and a 5502 x 149m taxiway. The approach is a 274° descent from 2600 feet to 1900 feet, then a 274° climb to 2600 feet. The chart includes a table of approach parameters and a diagram of the runway and taxiway layout.

CATEGORY	A	B	C	D
LPV DA	334-1/2	200 (200-1/2)		
LNNAV/VNAV DA	556-1	422 (500-1)		
LNNAV MDA	540-1/2	406 (400-1/2)	540-3/4 406 (400-3/4)	540-1 406 (400-1)
CIRCLING	600-1	459 (500-1)	800-13/4 659 (700-13/4)	860-21/4 719 (800-21/4)

SE-4, 07 AUG 2025 to 04 SEP 2025

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