

LOC I-PAH <u>108.5</u>	APP CRS 045°	Rwy Ldg 6500 TDZE 411 Apt Elev 411
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ILS or LOC RWY 5
BARKLEY RGNL (PAH)

T When local altimeter setting not received, use Mayfield altimeter setting
A and increase DA to 672, and all MDA 80 feet. Increase S-LOC 5
 Cat C, D visibility $\frac{1}{8}$ SM. For inop ALS when using Mayfield altimeter
 setting, increase S-ILS 5 visibility to $\frac{7}{8}$ SM, all Cats.

MALSR



MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 0 306.9	GND CON 121.7 306.9	UNICOM 122.95
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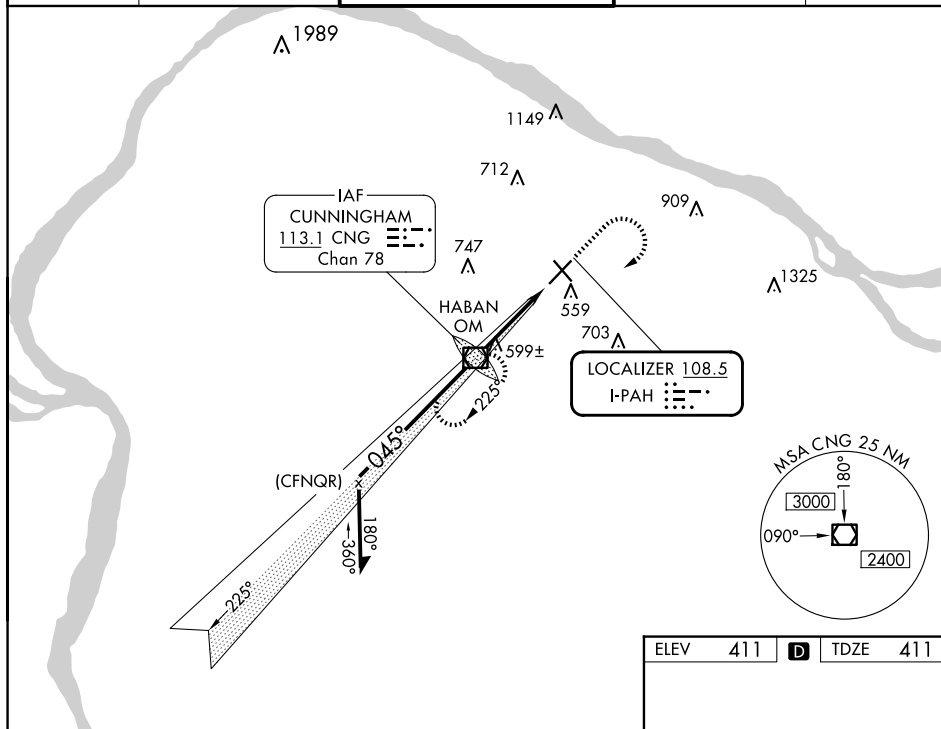


Figure 1-10 is a diagram illustrating a missed approach procedure. The diagram shows a missed approach path starting from a 3.8 NM distance from the runway, climbing at 045° to 1700 feet, then turning 225° to 2100 feet, and finally turning 045° to 1673 feet. A shaded area indicates the missed approach zone. A table on the right shows the climb and turn instructions: 1100 (climb), 2100 (turn), and CNG (climb).

1100	2100	CNG

CATEGORY	A	B	C	D
S-ILS 5	611-1/2 200 (200- 1/2)			
S-LOC 5	860-1/2	449 (500- 1/2)	860-7/8	449 (500- 7/8)
C CIRCLING	900-1	489 (500-1)	920-1 1/2 509 (600-1 1/2)	1100-2 1/4 689 (700-2 1/4)

