

|                            |                        |                             |                                         |
|----------------------------|------------------------|-----------------------------|-----------------------------------------|
| LOC I-PXE<br><b>109.15</b> | APP CRS<br><b>005°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5004</b><br><b>417</b><br><b>418</b> |
|----------------------------|------------------------|-----------------------------|-----------------------------------------|

ILS or LOC RWY 36  
PERRY-HOUSTON COUNTY (PXE)

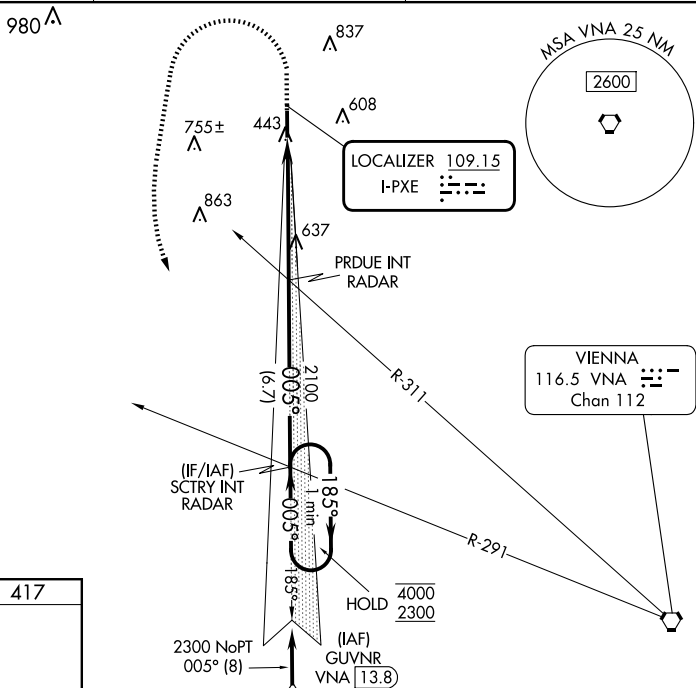
|                       |  |
|-----------------------|--|
| DME or RADAR required |  |
|-----------------------|--|

**▼** Autopilot coupled approach NA below 900. Rwy 36 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Inop table does not apply to S-ILS-36. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting: increase all DA to 705 feet; increase all MDA to 40 feet and Circling visibility Cats C and D  $\frac{1}{4}$  SM. For inop ALS, increase S-LOC 36 Cats A/B visibility to 1 SM and Cats C/D to  $\frac{1}{8}$  SM. For inop ALS when using Middle Georgia Rgnl altimeter setting, increase S-ILS all Cats visibility to  $\frac{7}{8}$  SM and S-LOC 36 Cats A/B visibility to 1 SM.

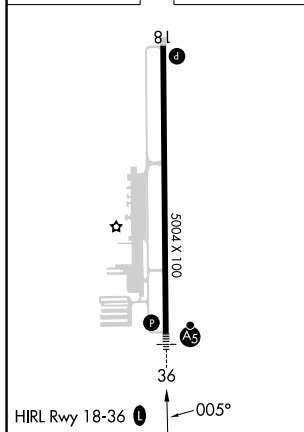
MALSR

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 2300 on heading 195° and VNA R-291 to SCTRY INT/ RADAR and hold.

|                          |                                        |                                          |
|--------------------------|----------------------------------------|------------------------------------------|
| AWOS-3<br><b>123.825</b> | ATLANTA APP CON★<br><b>124.2 279.6</b> | UNICOM<br><b>122.725</b> (CTAF) <b>L</b> |
|--------------------------|----------------------------------------|------------------------------------------|



|          |  |          |
|----------|--|----------|
| ELEV 418 |  | TDZE 417 |
|----------|--|----------|



|                   |                                              |                       |                                                                     |                                                    |                               |
|-------------------|----------------------------------------------|-----------------------|---------------------------------------------------------------------|----------------------------------------------------|-------------------------------|
| 1100<br>↑         | 2300<br>hdg<br>195°                          | VNA<br>R-291          | VGS1 and ILS glidepath not coincident<br>(VGS1 Angle 3.00°/TCH 30). |                                                    | One Minute<br>Holding Pattern |
|                   |                                              |                       |                                                                     |                                                    |                               |
| CATEGORY          | A                                            | B                     | C                                                                   | D                                                  |                               |
| S-ILS 36          | 667- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$ ) |                       |                                                                     |                                                    |                               |
| S-LOC 36          | 900- $\frac{3}{4}$ 483 (500- $\frac{3}{4}$ ) | 900-1 483 (500-1)     |                                                                     |                                                    |                               |
| <b>C</b> CIRCLING | 900-1 482 (500-1)                            | 1140-2<br>722 (800-2) |                                                                     | 1280-2 $\frac{3}{4}$<br>862 (900-2 $\frac{3}{4}$ ) |                               |