

LOC I-PXE 109.15	APP CRS 005°	Rwy Ldg TDZE Apt Elev	5004 417 418
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ILS or LOC RWY 36
PERRY-HOUSTON COUNTY (PXE)

	DME or RADAR required
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T Autopilot coupled approach NA below 900. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-LS-36. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting; increase all DA to 705 feet; increase all MDAs 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 $\frac{1}{2}$ SM. For inop ALS when using Middle Georgia Rgnl altimeter setting, increase S-LS 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
123.825

ATLANTA APP CON★
124.2 279.6

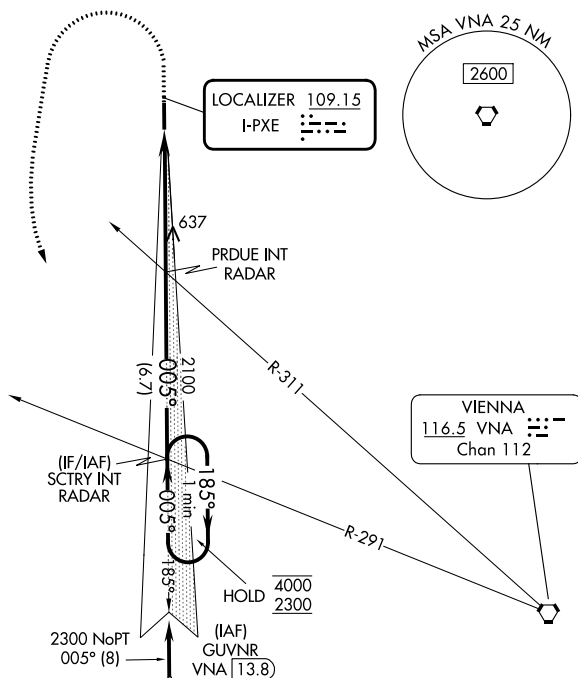
UNICOM
122.725 (CTAF) **L**

Diagram illustrating a One Minute Holding Pattern. The pattern is a racetrack shape. The inbound leg is 2100 feet, and the outbound leg is 4000 feet. The pattern is oriented 185 degrees. The holding pattern is for a glide slope of 3.00 degrees and a track of 45 degrees. The diagram shows the VNA R-291, SCTR INT, and PRDUE INT radars. The distance from the VNA R-291 to the SCTR INT is 5.2 NM, and from the SCTR INT to the PRDUE INT is 6.7 NM. The diagram also shows the VGS and ILS glidepaths not coincident (VGS Angle 3.00/TCH 30).