

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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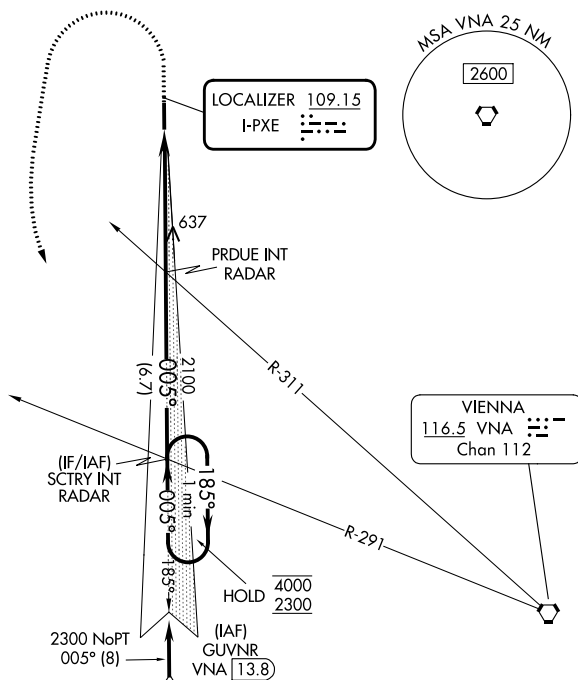
▼ Autopilot coupled approach NA below 900. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-LS-36. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting: increase all DA to 705 feet; increase all MDAs 40 feet and Circling 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 $\frac{1}{8}$ 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

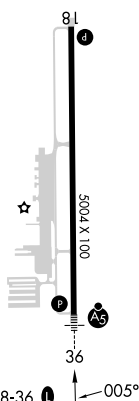
MISSED APPROACH: Climb to 1100 then climbing left turn to 2300 on heading 195° and VNA R-291 to SCTRY INT/ RADAR and hold.

AWOS-3
123.825

ATLANTA APP CON★
124.2 279.6

UNICOM
122.725 (CTAF) **L**

ELEV 418		TDZE 417
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HIRI Rwy 18-36 005°

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

1100
↑
hdg 195°

VNA R-291

SCTR INT

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 30).

One Minute Holding Pattern

SCTR INT RADAR

PRDUE INT RADAR

2100

005°

185° → 4000
← 005° 2300

GS 3.00°
TCH 45

5.2 NM

6.7 NM

CATEGORY	A	B	C	D
S-ILS 36	667- ³ / ₄ 250 (300- ³ / ₄)			
S-LOC 36	900- ³ / ₄ 483 (500- ³ / ₄)		900-1 483 (500-1)	
CIRCLING	900-1 482 (500-1)		1140-2 722 (800-2)	1280-2 ³ / ₄ 862 (900-2 ³ / ₄)