

LOC I-PXE <u>109.15</u>	APP CRS 005°	Rwy Idg TDZE Apt Elev	5004 417 418
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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 ¼ 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 MDAs 40 feet and Circling visibility Cats C and D ¼ SM. For inop ALS, increase S-LOC 36 Cats A/B visibility to 1 SM and Cats C/D to 1 ½ SM. For inop ALS when using Middle Georgia Rgnl altimeter setting, increase S-ILS all Cats visibility to ½ SM and S-LOC 36 Cats A/B visibility to 1 SM.

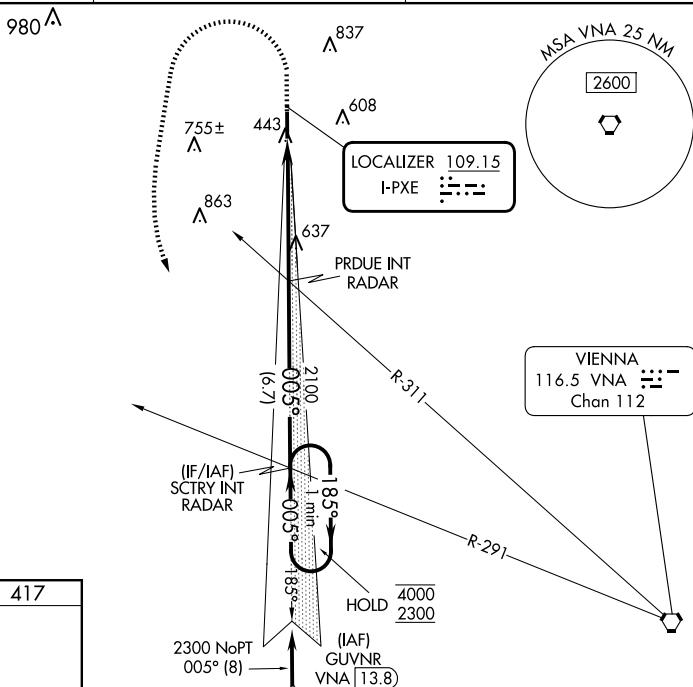
MALSR

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

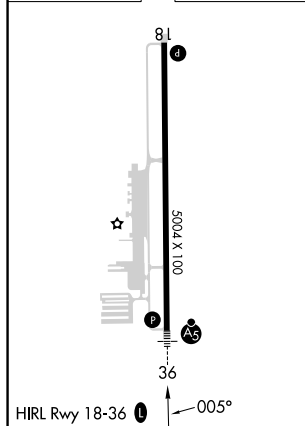
AWOS-3
123.825

ATLANTA APP CON★
124.2 279.6

UNICOM
122.725 (CTAF) **L**



ELEV 418		TDZE 417
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1100	2300	VNA R-291	SCTRY INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 30).		One Minute Holding Pattern
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Diagram illustrating a One Minute Holding Pattern. The pattern is centered on a 2100 frequency. The inbound leg is 6.7 NM long, and the outbound leg is 5.2 NM long. The pattern is centered on a 2100 frequency. The diagram also shows a 005-degree angle between the inbound and outbound legs. The diagram includes a table with the following information: 1100, 2300, VNA R-291, SCTRY INT, VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 30), One Minute Holding Pattern, and GS 3.00° TCH 45.

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)