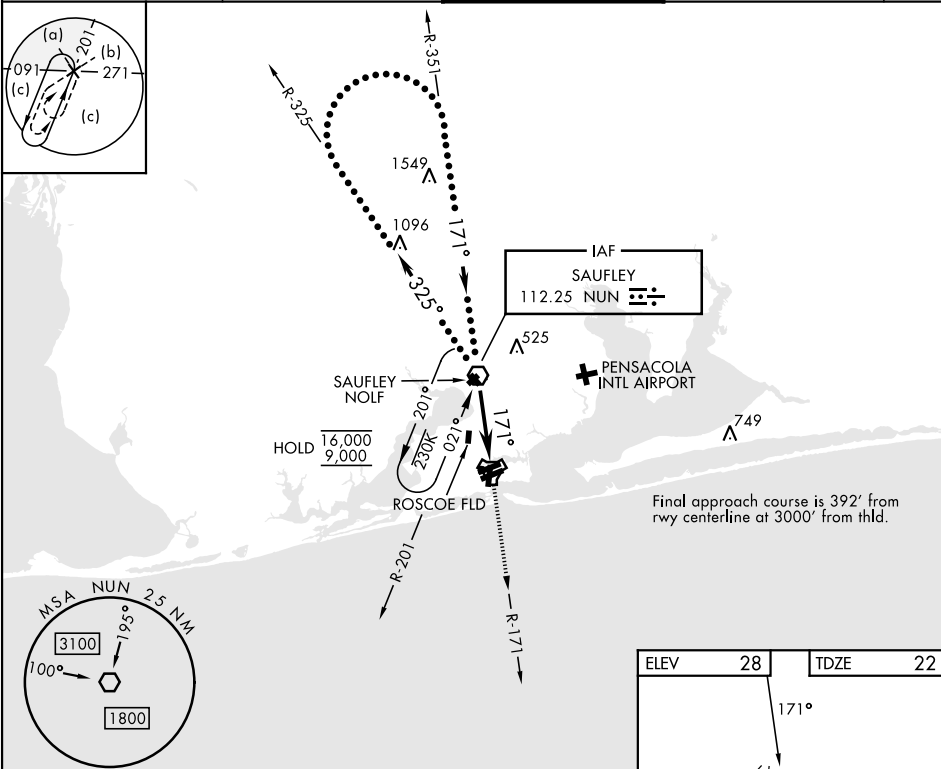


VOR NUN 112.25	APCH CRS 171°	Rwy ldg TDZE Arpt Elev	7136 22 28	[UN]	PENSACOLA NAS (FORREST SHERMAN FLD) (KNPA)	
RADAR required				MISSED APPROACH: Climb to 2000 via NUN VOR R-171. Expect RADAR vectors within 3 NM of MAP.		
Procedure not available when Pensacola South Military Operating Area (MOA) is active.						
ATIS 124.35 266.8		PENSACOLA APP CON 120.65 270.8		SHERMAN TOWER 120.7 340.2	GND CON 121.7 336.4	ASR/ PAR



EMERG SAFE ALT 100 NM 3100

Start right teardrop turn at 9000 min alt. Remain within 20 NM of NUN VOR.

Diagram showing the emergency safe altitude procedure. The flight path starts at 9000 ft, descends to 3000 ft, then to 2200 ft, and finally to 2000 ft. The flight path is within 20 NM of NUN VOR. The diagram also shows the location of the NUN VOR and the surrounding terrain.

CATEGORY	C	D	E
S-19	540-1 $\frac{3}{8}$	518 (600-1 $\frac{3}{8}$)	
CIRCLING	540-1 $\frac{1}{2}$ 512 (600-1 $\frac{1}{2}$)	600-2 572 (600-2)	640-2 $\frac{1}{4}$ 612 (700-2 $\frac{1}{4}$)

ELEV	28	TDZE	22		
Diagram showing the final approach and missed approach procedure. The flight path starts at 171°, descends to 61 ft, then to 25 ft, and finally to 1 ft. The missed approach procedure is to climb to 2000 ft via NUN VOR R-171. The diagram also shows the location of the TWR and the surrounding terrain.					
HIRL Rwy 1-19, 07L-25R, 07R-25L REIL Rwy 1-19, 07L-25R, 07R-25L					
FAF to MAP 6.0 NM					
Knots	120	140	160	180	200
Min:Sec	3:00	2:34	2:15	2:00	1:48