

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

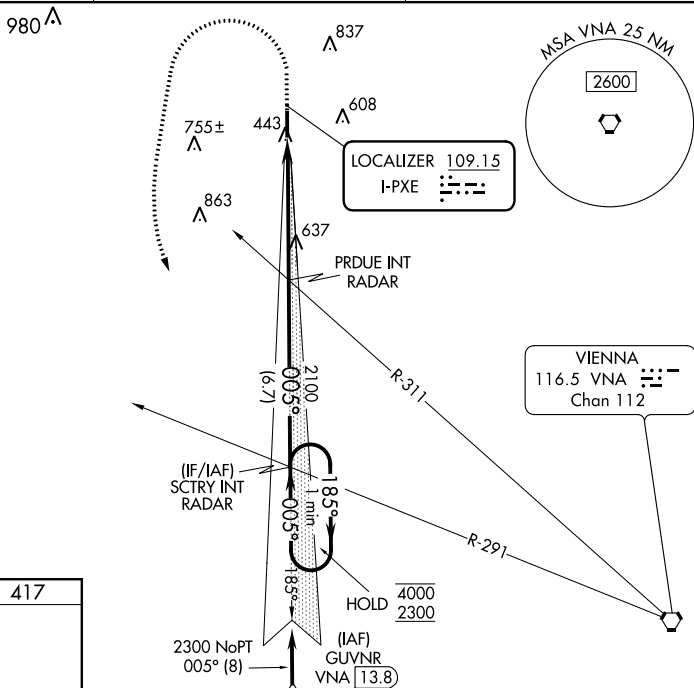
	DME or RADAR required
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▼ Autopilot coupled approach NA below 900. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-LS-36. When local altimeter setting not received, use Middle Georgia Rgnl altimeter setting: increase all DA to 705 feet; increase all 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-LS all Cats visibility to $\frac{7}{8}$ SM and S-LOC 36 Cats A/B visibility to 1 SM.

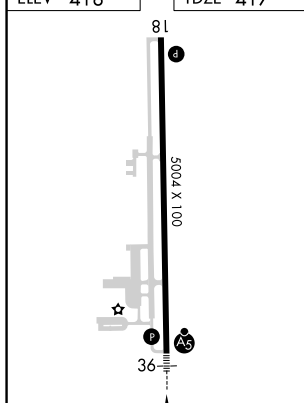
MALSR

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
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FIFV 418		TDZE 417
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HIRL Rwy 18-36 **L** $\swarrow$ 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 ↑	2300 hdg 195°	VNA R-291	SCTRY INT		VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00°/TCH 30).		One Minute 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)			
C CIRCLING	900-1 482 (500-1)				1140-2 722 (800-2)		1280-2 $\frac{3}{4}$ 862 (900-2 $\frac{3}{4}$)	