

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
ILS STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.29**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
JHW	ILS OR LOC RWY 25	8B	JAMESTOWN	NY		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
1723	1721	ILS OR LOC RWY 25	8A	07/14/2022	10W	2000
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
I-JHW	420848.19N/0791616.73W	27 NOVEMBER 2025	ROUTINE			

TERMINAL ROUTES

THIS IS A CORRECTED COPY OF A PROCEDURE ORIGINALLY PUBLISHED IN TL 25-24.

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
JHW VOR/DME		KRAUS INT/I-JHW 6.56 DME					352.85	1.35	3800

MISSED APPROACH

MAP:

ILS: DA
LOC: 6.38 NM AFTER KRAUS INT/I-JHW 6.56 DME OR AT I-JHW 0.18 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 2420 THEN CLIMBING RIGHT TURN TO 3800 ON HEADING 125 AND I-JHW LOCALIZER COURSE NE (069) TO KRAUS INT/I-JHW 6.56 DME AND HOLD. CONTINUE CLIMB-IN-HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT	SIDE OF COURSE	OUTBOUND	FT WITHIN	MILES OF	(IAF)
2. HOLD E KRAUS INT/I-JHW 6.56 DME, RT, 248.95 INBOUND, 3800 IN LIEU OF PT (FAF/IAF), MAX 6000.					
3. FAC: 248.95	FAF: KRAUS INT/I-JHW 6.56 DME	DIST FAF TO MAP: 6.38		DIST FAF TO THLD: 6.38	
4. MIN ALT: KRAUS INT/I-JHW 6.56 DME 3800, DIPRE/I-JHW 2.27 DME 2420*					
5. DIST TO THLD FROM OM:	MM:	IM:	150 HAT:	GS ANT: 1026	
6. MIN GS INCPT: 3800	GS ALT AT PFAF: KRAUS INT/I-JHW 6.56 DME 3800			OM:	MM: IM:
7. GS ANGLE: 3.00	34:1:	20:1:	TCH: 48.1		
8. MSA FROM: JHW VOR/DME 3900					

QUALITY
35
CHECKED

NOTES:

CHART NOTE: AUTOPILOT COUPLED APPROACH NA BELOW 2420.
CHART NOTE: CIRCLING TO RWY 13/31 NA AT NIGHT.
CHART NOTE: VDP NA WHEN USING DKK ALTIMETER SETTING.
*2620 WHEN USING DKK ALTIMETER SETTING.
CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DKK ALTIMETER SETTING AND INCREASE S-ILS 25 DA TO 2166 FEET AND ALL VISIBILITIES 3/8 SM, INCREASE ALL MDA 200 FEET, INCREASE S-LOC 25 VISIBILITIES CAT A/B 1/4 SM, CAT C/D 1/2 SM, INCREASE CIRCLING CAT C/D 1/2 SM, DIPRE FIX MINIMUMS INCREASE S-LOC 25 VISIBILITIES CAT C/D 1/2 SM, CIRCLING VISIBILITIES CAT C 1/2 SM, CAT D 3/4 SM.

ADDITIONAL FLIGHT DATA:

CHART FAS OSBT: 1752 TREE 420918N/0791450W
CHART IN PLANVIEW (CFCJJ) AT 421440.99N/0790306.51W
CHART 1939 TREE 421258N/0790849W.
CHART VDP AT 1.14 DME.
DISTANCE VDP TO THLD 0.97 NM.

MINIMUMS:

TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
S-ILS 25	1971	1/2	250	1971	1/2	250	1971	1/2	250	1971	1/2	250			
S-LOC 25	2420	1/2	699	2420	1/2	699	2420	1 1/2	699	2420	1 1/2	699			
CIRCLING	2420	1	697	2420	1	697	2420	2	697	2420	2 1/4	697			
DIPRE FIX MINIMUMS (DME REQUIRED)															
S-LOC 25	2080	1/2	359	2080	1/2	359	2080	5/8	359	2080	5/8	359			
CIRCLING	2200	1	477	2200	1	477	2260	1 1/2	537	2340	2	617			



CHANGES - REASONS

1. MISSED APPROACH INSTRUCTIONS: UPDATED FROM "CLIMB TO 2420 THEN CLIMBING RIGHT TURN TO 3800 ON HEADING 125 AND I-JHW LOCALIZER COURSE NE (069) TO KRAUS INT/I-JHW 6.56 DME AND HOLD" TO "CLIMB TO 2420 THEN CLIMBING RIGHT TURN TO 3800 ON HEADING 125 AND I-JHW LOCALIZER COURSE NE (069) TO KRAUS INT/I-JHW 6.56 DME AND HOLD. CONTINUE CLIMB-IN-HOLD" – CLIMB-IN-HOLD REQUIRED IAW 8260.3G 8-2-5, 16-7-1.
2. PROFILE LINE 2: UPDATED FROM "HOLD E KRAUS INT/I-JHW 6.56 DME, RT, 248.96 INBOUND, 3800 IN LIEU OF PT (FAF/IAF), MAX 6000" TO "HOLD E KRAUS INT/I-JHW 6.56 DME, RT, 248.95 INBOUND, 3800 IN LIEU OF PT (FAF/IAF), MAX 6000" – UPDATED AIRNAV DATA, UPDATED COURSE.
3. PROFILE LINE 3: UPDATED FAC FROM "248.96" TO "248.95" – UPDATED AIRNAV DATA, UPDATED COURSE.
4. PROFILE LINE 5: UPDATED GS ANT FROM "1025" TO "1026" - UPDATED AIRNAV DATA.
5. NOTES: REMOVED "CHART NOTE: VDP NA WITH DUNKIRK ALTIMETER SETTING" – DUPLICATE NOTE.
6. NOTES: ADDED "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DUNKIRK ALTIMETER SETTING AND INCREASE S-ILS 25 DA TO 2161 AND ALL MDA 200 FEET; INCREASE S-ILS 25 ALL CATS VISIBILITY 3/4 MILE; INCREASE S-LOC 25 CATS A AND B VISIBILITY TO 3/4, CIRCLING CATS A AND B 1 1/4, INCREASE S-LOC 25 CATS C AND D VISIBILITY TO 2, CIRCLING CATS C VISIBILITY 2 3/4 AND D VISIBILITY 3, DIPRE FIX MINIMUMS INCREASE S-LOC 25 CATS C AND D VISIBILITY 1 1/8, AND CIRCLING CATS C VISIBILITY 2 AND CAT D VISIBILITY 2 3/4 MILE" AND "CHART NOTE: FOR INOPERATIVE MALSR WHEN USING DUNKIRK ALTIMETER SETTING, INCREASE S-ILS 25 ALL CATS VISIBILITY 1 3/8 MILE" - MOVED FROM PART C: GENERAL REMARKS.
7. ADDITIONAL FLIGHT DATA: REMOVED "CHART CIRCLING ICON" – NO LONGER REQUIRED, IAW MEMO SUBJECT: REMOVAL OF CIRCLING ICONS DTD 5/15/2025.
8. ADDITIONAL FLIGHT DATA: UPDATED NOTE FROM "CHART VDP AT 1.14 DME*" TO "CHART VDP AT 1.14 DME" AND REMOVED "LOC ONLY" – ASTERISK NO LONGER REQUIRED; NO LONGER REQUIRED.
9. ADDITIONAL FLIGHT DATA: REMOVED "HOLD E, RT 248.65 INBOUND" –MISSED APPROACH IS TO THE FAF, NO LONGER REQUIRED IAW 8260.19J 8-6-6.

09/11/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/09/2025:

1. TERMINAL ROUTES: JHW VOR/DME TO KRAUS INT/I-JHW 6.56 DME LEG REMOVED (JHW) FROM COURSE.
2. PROFILE LINE 4: UPDATED FROM "KRAUS INT/I-JHW 6.56 DME 3800, DIPRE/I-JHW 2.27 DME 2420*" TO "KRAUS INT/I-JHW 6.56 DME 3800, DIPRE/I-JHW 2.27 DME 2420" - REMOVED ASTERISK.
3. NOTES: REMOVED "CHART NOTE: FOR INOPERATIVE MALSR WHEN USING DUNKIRK ALTIMETER SETTING, INCREASE S-ILS 25 ALL CATS VISIBILITY 1 3/8 MILE."
4. NOTES: UPDATED CHART NOTE FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DUNKIRK ALTIMETER SETTING AND INCREASE S-ILS 25 DA TO 2161 AND ALL MDA 200 FEET; INCREASE S-ILS 25 ALL CATS VISIBILITY 3/4 MILE; INCREASE S-LOC 25 CATS A AND B VISIBILITY TO 3/4, CIRCLING CATS A AND B 1 1/4, INCREASE S-LOC 25 CATS C AND D VISIBILITY TO 2, CIRCLING CATS C VISIBILITY 2 3/4 AND D VISIBILITY 3, DIPRE FIX MINIMUMS INCREASE S-LOC 25 CATS C AND D VISIBILITY 1 1/8, AND CIRCLING CATS C VISIBILITY 2 AND CAT D VISIBILITY 2 3/4 MILE" TO "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DKK ALTIMETER SETTING AND INCREASE S-ILS 25 DA TO 2166 FEET AND ALL VISIBILITIES 3/8 SM, INCREASE ALL MDA 200 FEET, INCREASE S-LOC 25 VISIBILITIES CAT A/B 1/4 SM, CAT C/D 1/2 SM, INCREASE CIRCLING CAT C/D 1/2 SM, DIPRE FIX MINIMUMS INCREASE VISIBILITIES CAT C/D 1/2 SM, CIRCLING VISIBILITIES CAT C 1/2 SM, CAT D 3/4 SM."
5. NOTES: UPDATED NOTE FROM "**2620 WHEN USING DUNKIRK ALTIMETER SETTING" TO "**2620 WHEN USING DKK ALTIMETER SETTING."
6. ADDITIONAL FLIGHT DATA: UPDATED CHART NOTE FROM "VDP NA WITH DUNKIRK ALTIMETER SETTING" TO "VDP NA WHEN USING DKK ALTIMETER SETTING" AND MOVED TO NOTES.
7. MINIMUMS: REMOVED ASTERISK FROM S-LOC 25.

09/22/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/09/2025:

1. NOTES: UPDATED FROM "WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DKK ALTIMETER SETTING AND INCREASE S-ILS 25 DA TO 2166 FEET AND ALL VISIBILITIES 3/8 SM, INCREASE ALL MDA 200 FEET, INCREASE S-LOC 25 VISIBILITIES CAT A/B 1/4 SM, CAT C/D 1/2 SM, INCREASE CIRCLING CAT C/D 1/2 SM, DIPRE FIX MINIMUMS INCREASE VISIBILITIES CAT C/D 1/2 SM, CIRCLING VISIBILITIES CAT C 1/2 SM, CAT D 3/4 SM" TO "CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE DKK ALTIMETER SETTING AND INCREASE S-ILS 25 DA TO 2166 FEET AND ALL VISIBILITIES 3/8 SM, INCREASE ALL MDA 200 FEET, INCREASE S-LOC 25 VISIBILITIES CAT A/B 1/4 SM, CAT C/D 1/2 SM, INCREASE CIRCLING CAT C/D 1/2 SM, DIPRE FIX MINIMUMS INCREASE S-LOC 25 VISIBILITIES CAT C/D 1/2 SM, CIRCLING VISIBILITIES CAT C 1/2 SM, CAT D 3/4 SM."
2. PROFILE LINE 4: UPDATED FROM "KRAUS INT/I-JHW 6.56 DME 3800, DIPRE/I-JHW 2.27 DME 2420" TO "KRAUS INT/I-JHW 6.56 DME 3800, DIPRE/I-JHW 2.27 DME 2420*" - ADDED ASTERISK.

09/30/2025: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 09/24/2025.

1. ADDED "6.38 NM AFTER" TO BEGINNING OF LOC MISSED APPROACH POINT

COORDINATED WITH:

A4A ☒ ALPA ☒ AOPA ☒ APA ☐ HAI ☐ NBAA ☒

OTHER: ZOB, BUFFALO APCH

FLIGHT CHECKED BY

JAMES MICHAEL HAWLEY

Digitally signed by

RAKE MCGRAW OFFICE

Sep 30, 2025

FIOG

DATE

08/27/2025

DEVELOPED BY

RAKE MCGRAW (JUDITH TUTTLE)

Digitally signed by

RAKE MCGRAW OFFICE

Sep 30, 2025

AJV-A431

DATE

06/06/2025

APPROVED BY

RAKE MCGRAW

Digitally signed by

RAKE MCGRAW OFFICE

Sep 30, 2025

AJV-A422

DATE

10/23/2025

TITLE
MANAGER

QUALITY
35
CHECKED