

LOC I-JHF <u>111.7</u>	APP CRS 159°	Rwy Idg 5387 TDZE 341 Apt Elev 341
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ILS or LOC RWY 16
HAWKINS FLD (HKS)

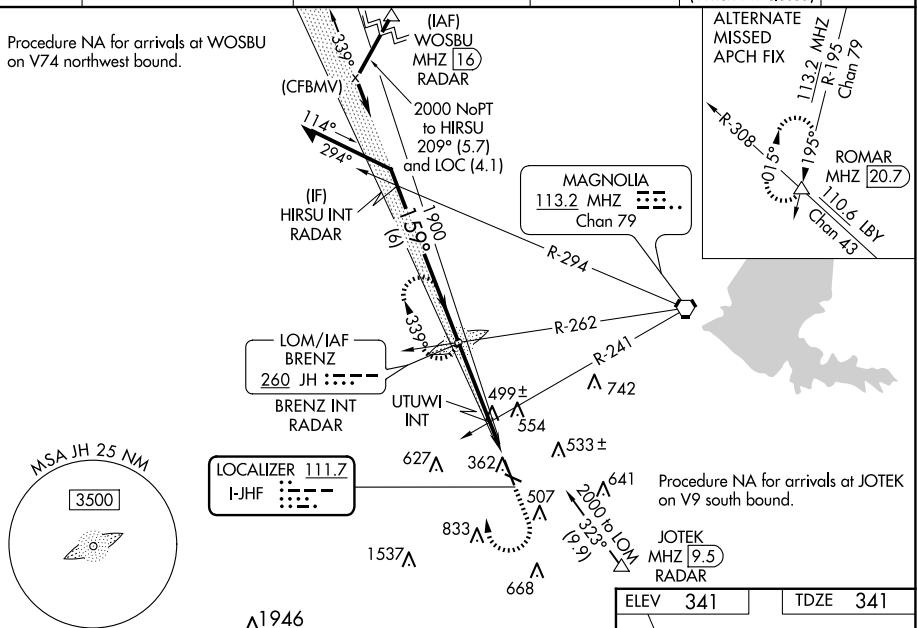
⚠ When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting, increase all DA 19 feet and all MDA 20 feet, increase Circling Cat C visibility $\frac{1}{4}$ mile and UUTUW fix Circling Cat C visibility $\frac{1}{4}$ mile. For inop MALSR, increase S-LOC 16 Cats C/D visibility $\frac{1}{2}$, increase UUTUW fix S-LOC 16 Cats C/D visibility $\frac{1}{2}$. For inop MALSR when using Jackson-Medgar Wiley Evers Intl altimeter setting increase S-LOC Cats C/D visibility $\frac{1}{2}$. Glideslope unusable when control tower closed, only localizer minimums authorized during this period. ADF required.

MALSR
A5

MISSED APPROACH:
Climb to 2000 then
climbing right turn to
3500 direct BRENZ
LOM and hold.

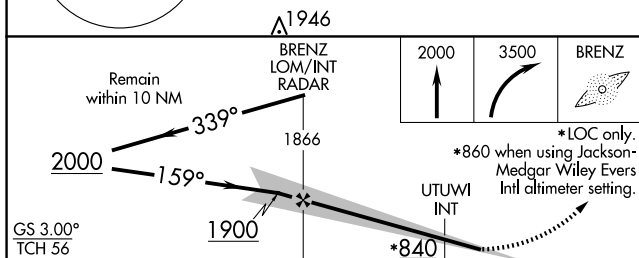
ASOS 120.625	JACKSON APP CON ★ 123.9 319.2	HAWKINS TOWER ★ 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9 (When twr closed)	UNICOM 122.95
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Procedure NA for arrivals at WOSBU
on V74 northwest bound.



Procedure NA for arrivals at JOTEK on V9 south bound.

JOTEK
MHZ 9.5



			3.1 NM	1.5 NM	
CATEGORY	A	B	C	D	
S-ILS 16	541-1/2 200 (200-1/2)				
S-LOC 16	840-1/2 499 (500-1/2)		840-1 499 (500-1)		
CIRCLING	860-1	880-1	1140-2 1/4	1320-3	
	519 (600-1)	539 (600-1)	799 (800-2 1/4)	979 (1000-3)	
UTUWI FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)					
S-LOC 16	760-1/2 419 (500-1/2)		760-3/4 419 (500-3/4)		
CIRCLING	860-1	880-1	1140-2 1/4	1320-3	
	519 (600-1)	539 (600-1)	799 (800-2 1/4)	979 (1000-3)	

Diagram illustrating the FAF to MAP 4.6 NM segment. The diagram shows a 159° heading from the FAF, a 5.387 NM distance, and a 3431 x 150 ft obstacle clearance. The diagram also shows the TWR at 397, the REIL Rwy 34, HIRL Rwy 16-34, and MRL Rwy 11-29. The diagram is labeled with 'ELEV 341' and 'TDZE 341'.

FAF to MAP 4.6 NM	
Knots	60 90 120 150 180
Min:Sec	4:36 3:04 2:18 1:50 1:32

ILS or LOC RWY 16