

LOC/DME I-JHW	APP CRS	Rwy Idg	5300
109.7	249°	TDZE	1721
Chan 34		Apt Elev	1723

ILS or LOC RWY 25

CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

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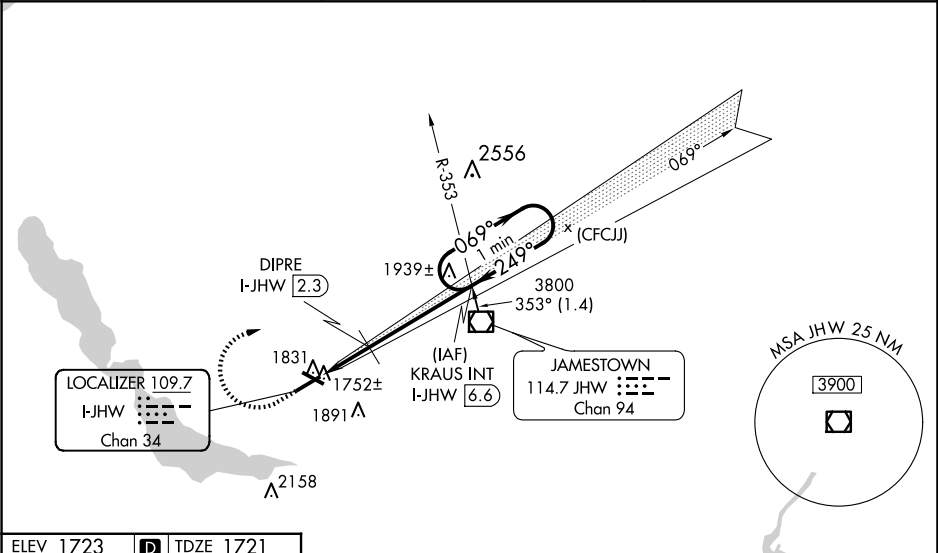
NA

Circling to Rwy 13/31 NA at night. Autopilot coupled approach NA below 2420. VDP NA with Dunkirk altimeter setting. Cat D SI NA when using Dunkirk altimeter. 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 ¾ mile; increase S-LOC 25 Cats A and B visibility to ¾, Circling Cats A and B 1¼, increase S-LOC 25 Cats C and D visibility to 2, Circling Cats C visibility 2¾ and D visibility 3, DIPRE fix minimums increase S-LOC 25 Cats C and D visibility 1½, and Circling Cats C visibility 2 and Cat D visibility 2¾ mile. For inoperative MALSR when using Dunkirk altimeter setting, increase S-ILS 25 all Cats visibility 1½ mile. VDP NA when using Dunkirk altimeter setting.

MALSR

MISSED APPROACH: Climb to 2420 then climbing right turn to 3800 on heading 125° and I-JHW LOC course NE to KRAUS INT/ I-JHW 6.6 DME and hold.

AWOS-3PT	BUFFALO APP CON★	UNICOM
118.425	126.05	122.975 (CTAF) 0



ELEV 1723 D TDZE 1721

REIL Rwy 31 0
MIRL Rwy 13-31 0
HIRL Rwy 7-25 0

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:23	4:15	3:11	2:33	2:08

2420	3800	LOC	KRAUS	KRAUS INT	One Minute Holding Pattern
↑	hdg 125°	crs NE	INT	I-JHW 6.6	
I-JHW 0.2	*I-JHW 1.1	DIPRE I-JHW 2.3	*2420	3800	069° → 3800
*LOC only.	1 NM	1.1 NM	4.3 NM	3800	GS 3.00° TCH 48
	A	B	C	D	
S-ILS 25	1971-1½	250 (300-½)			
S-LOC 25	2420-½ 699 (700-½)	2420-1½ 699 (700-1½)			
CIRCLING	2420-1 697 (700-1)	2420-2 697 (700-2)	2420-2¼ 697 (700-2¼)		
DIPRE FIX MINIMUMS (DME REQUIRED)					
S-LOC 25	2080-½ 359 (400-½)	2080-⅝ 359 (400-⅝)			
CIRCLING	2200-1 477 (500-1)	2260-1½ 537 (600-1½)	2340-2 617 (700-2)		