

LOC/DME I-JJC 109.55 Chan 32 (Y)	APP CRS 005°	Rwy Ldg TDZE 595 Apt Elev 629
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ILS or LOC RWY 36R
HUNTSVILLE INTL-CARL T JONES FLD (HSV)

RADAR required for procedure entry. DME or RADAR required.

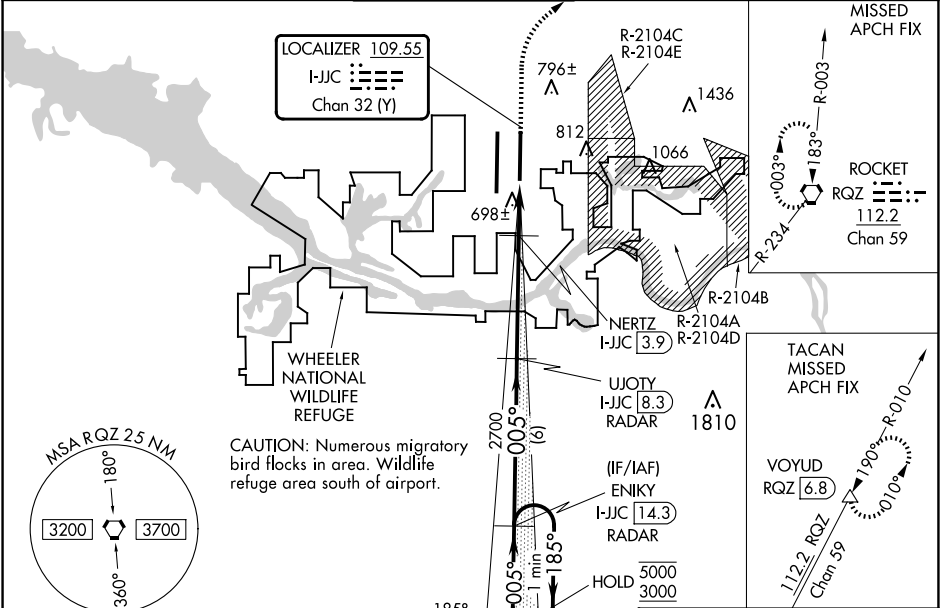
ASR

Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000 and S-LOC 36R Cat C/D/E visibility to 1½ SM; NERTZ Fix minimums: increase S-LOC 36R Cat E visibility to RVR 6000. Circling NA for Cat C/D/E east of Rwy 18L-36R.

MALSR

MISSED APPROACH: Climb to 4000 on heading 005° to intercept RQZ R-234 and right turn to RQZ VORTAC and hold, continue climb-in-hold to 4000. (TACAN aircraft continue climb to 5000 on RQZ VORTAC R-010 to VOYUD/RQZ 6.8 DME and hold north, left turn, 190° inbound, continue climb-in-hold to 5000).

ATIS 121.25	HUNTSVILLE APP CON ★ 125.6 354.1	HUNTSVILLE TOWER ★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	CLNC DEL 120.35	UNICOM 122.95
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One Minute Holding Pattern		ENIKY I-JJC 14.3 RADAR		UJOTY I-JJC 8.3 RADAR		4000 hdg 005° NERTZ I-JJC 3.9		RQZ R-234		RQZ	
5000 ← 185° 3000 005° →		005°		2700		1260		I-JJC 2.8		I-JJC 1.8	
GS 3.00° VGSi and ILS glidepath not coincident TCH 55 (VGSi Angle 3.00/TCH 72).											
		6 NM		4.4 NM		1.1 NM		1 NM			
CATEGORY		A		B		C		D		E	
S-ILS 36R		818/24 223 (200-½)									
S-LOC 36R		1260/24 665 (700-½)				1260-1½ 665 (700-½)					
CIRCLING		1260-1 631 (700-1)				1260-1½ 631 (700-1½)		1260-2 631 (700-2)		1260-2¼ 631 (700-2¼)	
NERTZ FIX MINIMUMS											
S-LOC 36R		980/24 385 (400-½)				980/35 385 (400-¾)					
CIRCLING		1160-1 531 (600-1)				1160-1½ 531 (600-½)		1240-2 611 (700-2)		1260-2¼ 631 (700-2¼)	

ELEV 629 TDZE 595

TDZ/CL Rwy 18R and 36L
HIRL Rwy 18L-36R and 18R-36L

FAC to MAP 6.5 NM

Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

SE-4, 30 OCT 2025 to 27 NOV 2025

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