

LOC I-JAN
110.5

APP CRS
159°

Rwy Ldg
TDZE
Apt Elev
8500
312
346

ILS or LOC RWY 16L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

DME or RADAR required for Cat E.

⚠

Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use HKS altimeter setting and increase S-ILS 16L DA to 531 feet; increase all MDAs 20 feet and S-LOC 16L visibility Cat C/D/E to RVR 3500.

ASR

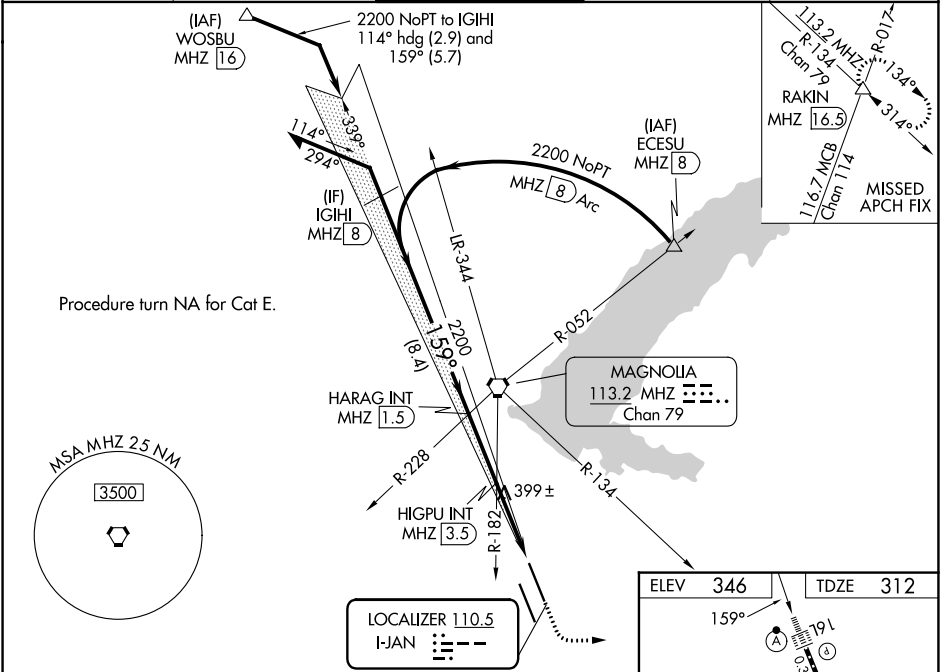
For inop ALS, increase S-ILS 16L Cat E visibility to RVR 4000 and increase S-LOC 16L Cats C/D/E visibility to RVR 5500. For inop ALS when using HKS Field altimeter setting, increase S-ILS 16L Cat E visibility to RVR 4000 and increase S-LOC 16L Cats C/D/E visibility to RVR 5500.

ALS-F-2

A

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and on MHZ VORTAC R-134 to RAKIN INT/16.5 DME and hold, continue climb-in-hold to 3000.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 352.0	GND CON 121.7 348.6	UNICOM 122.95
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VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71). Remain within 10 NM

800

3000

MHZ R-134

RAKIN

2200

339°

159°

2200

1340

2.7 NM

3.1 NM

GS 3.00° TCH 55

HARAG INT MHZ 1.5

HIGPU INT MHZ 3.5

LOCALIZER 110.5 I-JAN

ELEV 346

TDZE 312

159°

191

0.3% UP

0.3% DOWN

8500 X 150

34R

TWR

34L

AS

TDZL/RCLS Rwy 16L and 34L

REIL Rwy 16R and 34R

HIRL Rwy 16L-34R and 16R-34L

FAF to MAP 5.8 NM

CATEGORY	A	B	C	D	E
S-ILS 16L	512/18 200 (200-½)				
S-LOC 16L	660/24	348 (400-½)	660/30	348 (400-¾)	
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56