

ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29				Bearings, headings, courses, 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 in feet RVR.											
TERMINAL ROUTES										MISSED APPROACH					
FROM		TO		COURSE AND DISTANCE				ALTITUDE		ILS: DA LOC: 4.44 NM AFTER DABEY/MHZ 12.84 DME/RADAR OR AT MHZ 8.48 DME CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 3000 ON HEADING 070 AND MHZ VORTAC R-134 TO RAKIN INT/MHZ 16.54 DME AND HOLD. ALTERNATE MA (DO NOT CHART): CLIMB TO 1200 THEN CLIMBING RIGHT TURN TO 2200 DIRECT ALLEN LOM AND HOLD. (ADF REQUIRED). ADDITIONAL FLIGHT DATA: HOLD SE, RT, 314.22 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NW ALLEN LOM, RT, 158.98 INBOUND CHART FAS OBST: 491 POLE 321605N/0900335W # DME FROM MHZ VORTAC CHART: ASR. CHART MHZ R-094 AT ENAKE. CHART MHZ R-274 AT ZIPGI. CHART MHZ R-134 AT OBUJI. CHART MHZ R-233 AT WUDVI. CHART CIRCLING ICON.					
MHZ VORTAC		DABEY/MHZ 12.84 DME/RADAR		167.62 / 12.84				2100							
ENAKE/MHZ 20.00 DME CW (IAF)		FAVIN/MHZ 20.00 DME/RADAR (NOPT)		20.00 DME ARC (MHZ LR-158)				3500							
ZIPGI/MHZ 20.00 DME CCW (IAF)		FAVIN/MHZ 20.00 DME/RADAR (NOPT)		20.00 DME ARC (MHZ LR-171)				3500							
OBUJI/MHZ 20.00 DME CW (IAF)		FAVIN/MHZ 20.00 DME/RADAR (NOPT)		20.00 DME ARC (MHZ LR-158)				3500							
WUDVI/MHZ 20.00 DME CCW (IAF)		FAVIN/MHZ 20.00 DME/RADAR (NOPT)		20.00 DME ARC (MHZ LR-171)				3500							
FAVIN/MHZ 20.00 DME/RADAR (IF)		DABEY/MHZ 12.84 DME/RADAR		338.99 / 7.21 (I-FRL)				1800							
1. PT <u>L</u> SIDE OF COURSE <u>158.99</u> OUTBOUND <u>2100</u> FT WITHIN <u>10</u> MILES OF <u>DABEY</u> (IAF) 2. _____ 3. FAC: <u>338.99</u> FAF: <u>DABEY/MHZ 12.84 DME/RADAR</u> DIST FAF TO MAP: <u>4.44</u> THLD: <u>4.44</u> 4. MIN. ALT: <u>DABEY 1800, JUCZU/MHZ 9.95 DME/RADAR 840*</u> 5. DIST TO THLD FROM OM: <u>-</u> MM: <u>-</u> IM: <u>-</u> 150 HAT: <u>-</u> 100 HAT: <u>-</u> GS ANT: <u>1148</u> 6. MIN GS INCPT: <u>1800</u> GS ALT AT: <u>DABEY 1800</u> OM: <u>-</u> MM: <u>-</u> IM: <u>-</u> 7. GS ANGLE: <u>3.00</u> TCH: <u>57.8</u> 8. MSA FROM: <u>MHZ VORTAC 3500</u>										MAG VAR: 1W		EPOCH YEAR: 2020			
MINIMUMS															
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A		ILS: STANDARD #			LOC: STANDARD @			
CATEGORY >>>>>	A			B			C			D			E		
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA
S-ILS 34L	529	1800	200	529	1800	200	529	1800	200	529	1800	200	529	1800	200
S-LOC 34L	840	4000	511	840	4000	511	840	5500	511	840	5500	511	840	5500	511
CIRCLING	880	1	534	880	1	534	900	1 1/2	554	960	2	614	1040	2 1/2	694
JUCZU DME MINIMUMS#															
S-LOC 34L	760	4000	431	760	4000	431	760	4000	431	760	4000	431	760	4000	431
CIRCLING	880	1	534	880	1	534	900	1 1/2	554	960	2	614	1040	2 1/2	694
NOTES: CHART NOTE: CIRCLING NA FOR CAT E SW OF RWY 16R-34L. CHART NOTE: DME OR RADAR REQUIRED. *LOC ONLY CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE HAWKINS FIELD ALTIMETER SETTING AND (CONTINUED ON PAGE 2)															
CITY AND STATE		ELEVATION: 346 TDZE: 329		FACILITY IDENTIFIER: I-FRL		PROCEDURE NO./AMDT NO./EFFECTIVE DATE:				SUP:					
JACKSON, MS		AIRPORT NAME:		JACKSON-MEDGAR WILEY EVERS INTL		ILS OR LOC RWY 34L, AMDT 6C				AMDT: 6B					
										DATED		05/25/2017			

 QUALITY
10
CHECKED

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
ROUTINE					
COORDINATED WITH:					
ATA <div><input checked="" type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>		ALPA <div><input checked="" type="checkbox"/></div>	
APA <div><input checked="" type="checkbox"/></div>		AOPA <div><input checked="" type="checkbox"/></div>		NBAA <div><input checked="" type="checkbox"/></div>	
OTHER (specify) <div><input checked="" type="checkbox"/></div>		ZME, JAN APP CON, JAN ATCT, AMGR			
FLIGHT CHECKED BY					
NAME:		PROCESSED IAW FLIGHT INSPECTION TEAM (AJW-333) MEMO, MAY 30, 2017, SUBJECT: FLIGHT INSPECTION NOT REQUIRED.		Digitally signed by VICTOR B NASO	
FIFO		DATE:			
DEVELOPED BY					
NAME:		Digitally signed by BRYAN BLUE BRYAN W BLUE		FIFO	
Jul 07, 2017		APPROVED BY		AJV-5411	
DATE:		GEORGE DAVIS		03/18/2017	
Digitally signed by VICTOR B NASO		MANAGER		FIFO	
AJV-5410		DATE:			
CHANGES:					
1. INTERMEDIATE COURSE REVERSAL 10NM TO DABEY COURSE CHANGED FROM 337.99 TO 338.99.					
2. INTERMEDIATE FAVIN TO DABEY COURSE CHANGED FROM 337.99 TO 338.99.					
3. FINAL (ILS) DABEY TO DA COURSE CHANGED FROM 337.99 TO 338.99.					
4. FINAL (LOC) DABEY TO JUCZU COURSE CHANGED FROM 337.99 TO 338.99.					
5. FINAL (LOC) STEPDOWN JUCZU TO MAP CHANGED FROM 337.99 TO 338.99.					
6. PROCEDURE TURN OUTBOUND DABEY TO 10NM COURSE CHANGED FROM 157.99 TO 158.99.					
7. INCORPORATED OLD P-NOTAM IN PROCEDURE FILE 3/5201, AMDT 6A- CHART NOTE: DME REQUIRED. DELETE PLANVIEW NOTE: DME OR RADAR REQUIRED FOR CAT E.					
8. INCORPORATED ACTIVE P-NOTAM 7/7652 - CHART TDZE 329, DELETE THRE 329. CHART NOTE: RWY 34L HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED. DELETE NOTE: HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 SM NOT AUTHORIZED.					
9. ADDED ALTERNATE MINIMUMS # CAT D 700-2, CAT E 700-2 1/2, @ CAT E 800-2 1/2.					
REASONS:					
1, 2, 3, 4, 5, 6. NEW AIRPORT DATA PER AIRNAV, ALL COURSES CHANGED BY ONE DEGREE TO REFLECT NEW AIRPORT MAGVAR FROM E00/2005 TO W01/2020.					
7. PRB RESULTS FOR WAIVER THAT ALLOWS GREATER THAN 6 DEGREE DME DIVERGENCE FOR LOC FAF.					
8. CHANGED THRESHOLD ZONE 305 TO TDZE 312. THIS IS SET TO PUBLISHED ON 8/17/17. THIS PROJECT WILL PUBLISH ON 10/17/17.					
9. PER 8260.19G 8-6-4 TAKEOFF AND ALTERNATE MINIMUMS (4).					



**ILS - STANDARD
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29**

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NOTES, (CONT.):

INCREASE ALL DA 19 FEET AND ALL MDA 20 FEET; INCREASE S-ILS 34L VISIBILITY TO RVR 4000.

CHART NOTE: FOR INOPERATIVE ALS, INCREASE S-ILS 34L CAT E VISIBILITY TO RVR 4000 AND S-LOC 34L ALL

CATS VISIBILITY TO 1 3/8 SM.

CHART NOTE: FOR INOPERATIVE ALS WHEN USING HAWKINS FIELD ALTIMETER SETTING, INCREASE S-LOC 34L CAT E VISIBILITY TO 1 1/2 SM.

CHART NOTE: INOPERATIVE TABLE DOES NOT APPLY TO S-ILS 34L WHEN USING HAWKINS FIELD ALTIMETER SETTING.

CHART NOTE: RWY 34L HELICOPTER VISIBILITY REDUCTION BELOW RVR 4000 NOT AUTHORIZED.

CHART NOTE: PROCEDURE TURN NA FOR CAT E.

*860 WHEN USING HAWKINS FIELD ALTIMETER SETTING

CITY AND STATE

JACKSON, MS**ELEVATION: 346****TDZE: 329**

AIRPORT NAME:

JACKSON-MEDGAR WILEY EVERS INTLFACILITY
IDENTIFIER:**I-FRL**

PROCEDURE NO./AMDT NO./EFFECTIVE DATE:

ILS OR LOC RWY 34L, AMDT 6C

SUP:

AMDT:

6B

DATED:

05/25/2017

QUALITY
10
CHECKED

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBAA <div><input type="checkbox"/></div>		OTHER (specify) <div><input type="checkbox"/></div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES:					
REASONS:					



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD

PART - A OBSTRUCTION DATA

1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL		ROC		ALT. ADJUSTMENTS		MIN. ALT.			
FEEDER		MHZ VORTAC		DABEY/MHZ 12.84		1. TOWER (28-000732)		322313.10N/0900948.96W		742 (1B)		1000		AT358		2100			
				DME/RADAR		2. TERRAIN		321636.00N/0895927.00W		499 (500)				AS1500		2000			
INITIAL: ARC		ENAKE/MHZ 20.00		FAVIN/MHZ 20.00		3. TOWER (28-000983)		321529.00N/0894722.00W		1397 (3C)		1000		AT1103		3500			
		DME CW		DME/RADAR		4. TERRAIN		321930.30N/0893959.70W		632 (600)				AS1500		2100			
INITIAL: ARC		ZIPGI/MHZ 20.00		FAVIN/MHZ 20.00		5. TOWER (28-000032)		321249.95N/0902256.52W		2409 (2C)		1000				3500			
		DME CCW		DME/RADAR		6. TERRAIN		320237.60N/0900109.60W		565 (600)				AS1500		2100			
INITIAL: ARC		OBUJI/MHZ 20.00		FAVIN/MHZ 20.00		7. TOWER (28-001103)		321328.00N/0895016.00W		955 (5D)		1000		AT1545		3500			
		DME CW		DME/RADAR		8. TERRAIN		321328.00N/0895016.00W		600 (600)				AS1500		2100			
INITIAL: ARC		WUDVI/MHZ 20.00		FAVIN/MHZ 20.00		5. TOWER (28-000032)		321249.95N/0902256.52W		2409 (2C)		1000		AT1545		3500			
		DME CCW		DME/RADAR		6. TERRAIN		320237.60N/0900109.60W		565 (600)				AS1500		2100			
INTERMEDIATE: PT		10 NM		DABEY/MHZ 12.84		9. TOWER (28-001835)		320444.48N/0900049.77W		852 (1A)		500		AT448		1800			
				DME/RADAR		10. TERRAIN		320516.00N/0900220.00W		550 (600)				AS1000		1600			
INTERMEDIATE		FAVIN/MHZ 20.00		DABEY/MHZ 12.84		11. TOWER (28-020167)		320805.24N/0900340.80W		852 (1A)		500		AT515 SA-67		1800			
		DME/RADAR		DME/RADAR		12. TERRAIN		320824.00N/0895724.00W		502 (500)				AS1000		1500			
2. PROCEDURE TURN		DABEY		10 NM		15. TOWER (28-001503)		321045.76N/0900518.00W		937 (1B)		1000				2000			
						16. TERRAIN		320942.00N/0894839.00W		568 (600)				AS1500		2100			
3. MISSED APPROACH	MAP:		DA / 4.44 NM		RAKIN INT/MHZ						ASC				3000				
			AFTER DABEY/MHZ		16.54 DME		17. TOWER (28-001502)		322035.90N/0895801.03W		936 (1B)		1000		2000				
	ELEV:		359/510				18. TERRAIN		321418.00N/0895409.00W		552 (600)				AS1500		2100		
4. CIRCLING AREA		DISTANCE		HT. ABV. ARPT.															
CATEGORY A		1.3 NM		REQUIRED	ACTUAL	534 / 534		19. STPLE (KJANT2765)		321823.99N/0900320.13W		572 (1A)		300		880 / 880			
CATEGORY B		1.5 NM				534 / 534		20. TOWER (28-001647)		321851.00N/0900204.00W		579 (1B)		300		880 / 880			
CATEGORY C		1.7 NM				554 / 554		21. TOWER (28-002747)		321621.66N/0900601.83W		588 (1B)		300		900 / 900			
CATEGORY D		2.3 NM				614 / 614		22. AAO		321512.96N/0900128.77W		659 (2C)		300		960 / 960			
CATEGORY E		4.5 NM				694 / 694		23. AAO		321743.11N/0895743.51W		729 (2C)		300		1040 / 1040			
5. MINIMUM SAFE ALTITUDES																			
SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A		SECTOR		OBSTRUCTION		BRG/DIST		ELEVATION (MSL)		M S A	
360-360		TWR (28-000032)		229/19.5		2409 (2C)		3500											
CITY AND STATE		ELEVATION: 346		FACILITY		PROCEDURE AND AMENDMENT NO:		REGION											
JACKSON, MS		AIRPORT NAME: JACKSON-MEDGAR WILEY EVERS INTL		I-FRL		ILS OR LOC RWY 34L, AMDT 6C		ASO											

PART B - SUPPLEMENTAL DATA										PART C - REMARKS: VDP NOT ESTABLISHED - FINAL FACILITY DOES NOT HAVE DME. VGSI DATA: NONE BLOCK 6: MALSR'S ARE "ON" WHEN CONTROL TOWER IS CLOSED. ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED. CAT A: 1.30NM CAT B: 1.82NM CAT C: 2.86NM CAT D: 3.73NM CAT E: 4.66NM NO ADDITIONAL AIRSPACE REQUIRED. RASS PRESSURE PATTERNS SAME KJAN 346.4, KHKS 341.3 RA = 18.2. KJAN AND KHKS ARE ON WMSCR VEGETATION HEIGHT OF 100 FEET UTILIZED PER PREVIOUS AMENDMENT INTERMEDIATE AND MISSED CONTROLLING OBSTACLE AND TERRAIN THE SAME FOR ALL SEGMENTS "VISUAL PORTION OF FINAL" S-ILS, S-LOC: 34:1 409 TREE (KJANT1796) 321710.74N-0900420.43W (2.39) 34:1 PENETRATION DOES NOT FALL INSIDE PRIMARY ALTIMETER ILS (200' HATH) VISI OEA. OBSTACLE #11 IS LOCATED 562.25 FEET INTO THE SECONDARY AREA. MISSED APPROACH OBSTACLES CONT. ALTERNATE: 19. TOWER (28-000906) 322421.29N/0900843.58W 655 (1B) 1000 1700 20. TERRAIN 322433.00N/0900751.00W 361 (400) AS1500 1900							
1. COMMUNICATIONS WITH:			2. WEATHER SERVICE			3. ALTIMETER SETTING											
ZME ARTCC JAN APP CON JAN TOWER				N W S	OTHER: ASOS		SOURCE:KJAN / KHKS										
				F A A			DISTANCE: 0 / 7.57										
				A / C			HOURS REMOTE OPERATION: - / BACKUP										
SATISFACTORY ON:			LOCATION: KJAN			ADJUSTMENT: 0											
4. MONITOR STATUS	X	V H F	X	U H F	H F	PRIMARY NAVAID: I-FRL											
						MONITOR POINT: JAN ATCT											
						HRS	CAT 1	TWR OPEN									
						OPTN:	CAT 3	TWR CLOSED									
5. APPROACH & RUNWAY LIGHTING	X								ALSF-2 16L								
									(S) SALS								
									X	MALSR 34L (PCL)							
									X	HIRL 16L (PCL), 16R (PCL), 34L (PCL), 34R (PCL)							
										MIRL							
									X	REIL 16R (PCL), 34R (PCL)							
									X	TDZ 16L, 34L							
									X	C/L 16L, 16R, 34L, 34R							
									X	OTHER (SPECIFY) PAPI-4R 34R PAPI-4L 16L, 16R							
6. RUNWAY MARKINGS											BASIC						
											ALL WEATHER PIR-G 16L, 16R, 34L, 34R						
											INSTRUMENT						
7. RUNWAY VISUAL RANGE													APPROACH 16L, 34L, 34R				
													MIDFIELD 16L, 34R				
													ROLL OUT 16L, 34R				
8. GLIDE PATH														GP ANGLE: 3.00			
														ELEV RWY THRESHOLD: 328.8			
														DISTANCE FROM RWY: 1148			
														ELEV GP ANTENNA: 319.7			
															THRESHOLD CROSSING HEIGHT: 57.8		
9. FINAL APPROACH COURSE AIMING			X												RUNWAY THRESHOLD FT. FROM THRESHOLD		
															ON CENTERLINE FT. FROM CENTERLINE		
10. WAIVERS: 1 ORDER 8260.3B, VOLUME 1, PARAGRAPH 286; GREATER THAN 6 DEGREE DIVERGENCE TO RETAIN DME FOR FIX MAKE-UP AT DABEY																	
PART D - PREPARED BY: BRYAN BLUE										DATE: 03/18/2017							
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5411							



STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD		
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PART - A OBSTRUCTION DATA

[illegible]

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:	
1. COMMUNICATIONS WITH:				2. WEATHER SERVICE			3. ALTIMETER SETTING				
SATISFACTORY ON:					N W S	OTHER:		SOURCE:			
					F A A			DISTANCE:			
					A / C			HOURS REMOTE OPERATION:			
	V H F		U H F		H F	LOCATION:			ADJUSTMENT:		
4. MONITOR STATUS		PRIMARY NAVAID:									
		MONITOR POINT:									
		HRS	CAT 1								
		OPTN:	CAT 3								
5. APPROACH & RUNWAY LIGHTING										ALS	
										(S) SALS	
										MALS	
										HIRL	
										MIRL	
										REIL	
										TDZ	
										C/LINE	
6. RUNWAY MARKINGS										OTHER (SPECIFY)	
		BASIC									
		ALL WEATHER									
7. RUNWAY VISUAL RANGE		INSTRUMENT									
		APPROACH									
		MIDFIELD									
8. GLIDE PATH		ROLL OUT									
		GP ANGLE:				ELEV RWY THRESHOLD:					
		DISTANCE FROM RWY:				ELEV GP ANTENNA:					
9. FINAL APPROACH COURSE AIMING						THRESHOLD CROSSING HEIGHT:					
		RUNWAY THRESHOLD				FT. FROM THRESHOLD					
		ON CENTERLINE				FT. FROM CENTERLINE					
10. WAIVERS:											
PART D - PREPARED BY:										DATE:	
TITLE:										OFFICE:	

