

Flight Procedures Cover Page	Task Action: FLIGHT CHECK	Task Type: IAP	Estimated Chart Date: 06/12/2025	APWS Task ID: 715946F9172B42DF8E4007436D7891BA	APWS Project ID: 28A60582551841129B1643051FCA0E44
Procedure: ILS OR LOC RWY 34L AMDT 7		Enroute: NO	Specialist: Taylor, Jantzen		Agreement Number:
Airport ID: KJAN			Airport City: JACKSON		State: MS
Facility ID:	Facility Type:	Flight Inspection Remark Type: New FC Slot			
<div>Procedure Comments: ACTIVE DATE USED FOR AIRPORT AND RWYS PENDING DATA USED FOR FRL LOC CONTACT RAKE MCGRAW: AJV-A422: 405.954.8711</div> <div>4/15/25: THIS IS AN UPDATED COPY OF THE FORM DEVELOPED ON 1/3/25. ADDED "ON HEADING 070" TO MISSED APPROACH INSTRUCTIONS – UPDATED MISSED APPROACH INSTRUCTIONS.</div> <div>QUALITY 9 CHECKED BEGUE</div> <div>QUALITY 10 CHECKED</div>					

<b>FIPC BASIC FORM</b>						
<b>PROCEDURE:</b> ILS OR LOC RWY 34L AMDT 7			<b>AIRPORT NAME:</b> JACKSON-MEDGAR WILEY EVERS		<b>AIRPORT ID:</b> KJAN	<b>SPECIAL CONTROL NO:</b> AP-03-253-25
<b>FAC ID:</b> FRL		<b>CITY:</b> JACKSON			<b>ST:</b> MS	<b>ORIG CHART DATE:</b> 06/12/2025
<b>DFL TYPE:</b> PROC/A	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.4	<b>REIMB. NUMBER:</b>	<b>PTS TASK ID:</b> 715946F9172B42DF8E4007436D7891BA		
<b>PREFLIGHT NOTES</b>						
<b>REVIEWER:</b>					<b>DATE:</b>	
<b>COMMENTS:</b>					<b>CHECK ONE:</b> <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT	
						<b>YES</b>
					<b>CPV COMPLETE?</b>	
					<b>X</b>	
<b>PROCEDURE RESULTS</b>						
<b>INSPECTION DATE:</b> 03/26/2025	<b>CREW #:</b> VN553	<b>N #:</b> N80	<b>INSTRUMENT PROCEDURE STATUS:</b> <input type="checkbox"/> SAT <input checked="" type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> michael c mccurdy @ 03/26/2025 17:43			<b>PRINTED NAME:</b> MCCURDY, MICHAEL CURTIS			<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> Sat with changes to add "on heading 070" to missed approach procedure. Was removed from previous amdt in error.						
<b>IN-FLIGHT OBSTACLE REPORT</b>						
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>	<b>GNSS ALTITUDE (MSL):</b>	<b>BAROMETRIC ALTITUDE (MSL):</b>	<b>HEIGHT ABOVE GROUND LEVEL:</b>		

LOC I-FRL <b>109.3</b>	APP CRS <b>339°</b>	Rwy Idg TDZE Apt Elev	<b>8500</b> <b>329</b> <b>346</b>
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**OLD**

# ILS or LOC RWY 34L

## JACKSON-MEDGAR WILEY EVERS INTL (JAN)

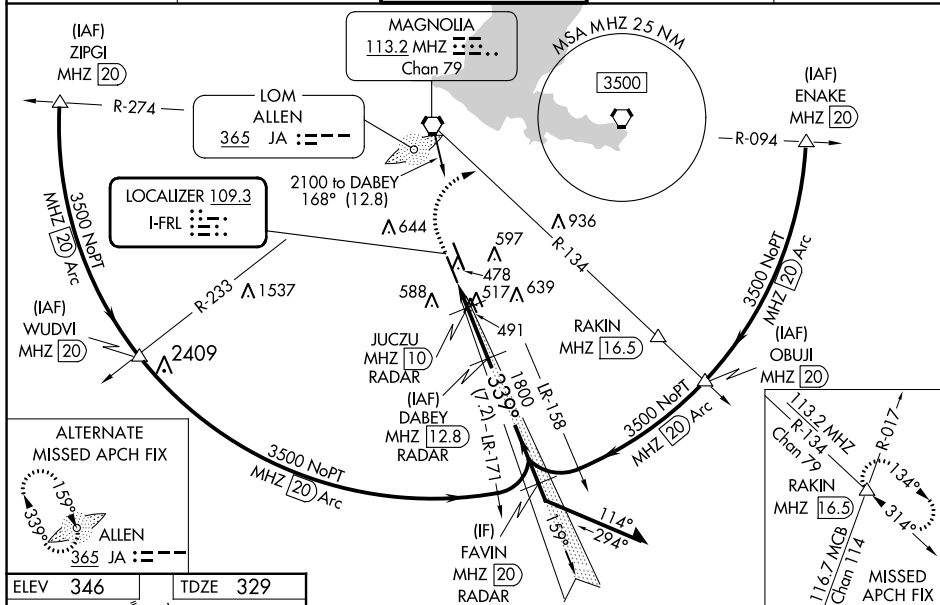
▼ Circling NA for Cat E southwest of Rwy 16R-34L. DME or RADAR required. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet; increase S-ILS 34L visibility to RVR 4000. For inop ALS, increase S-ILS 34L Cat E visibility to RVR 4000 and S-LOC 34L all Cats visibility to 1½ SM. For inop ALS when using Hawkins Fld altimeter setting, increase S-LOC 34L Cat E visibility to 1½ SM. Inop table does not apply to S-ILS 34L when using Hawkins Fld altimeter setting. Rwy 34L helicopter visibility reduction below RVR 4000 NA. Procedure turn NA for Cat E. #DME from MHZ VORTAC.

MALSR

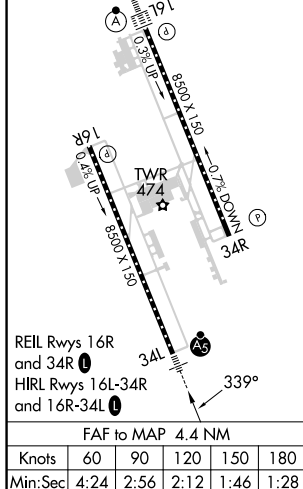


MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 070° and MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME and hold.

ATIS <b>121.05</b>	JACKSON APP CON* <b>123.9 317.7</b>	JACKSON TOWER* <b>120.9 (CTAF) 0 352.0</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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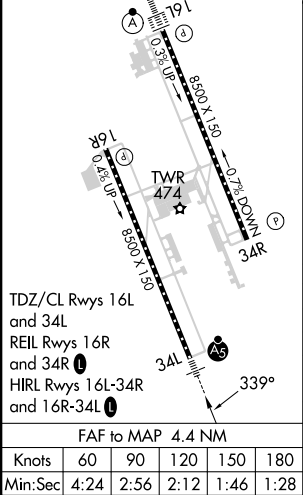
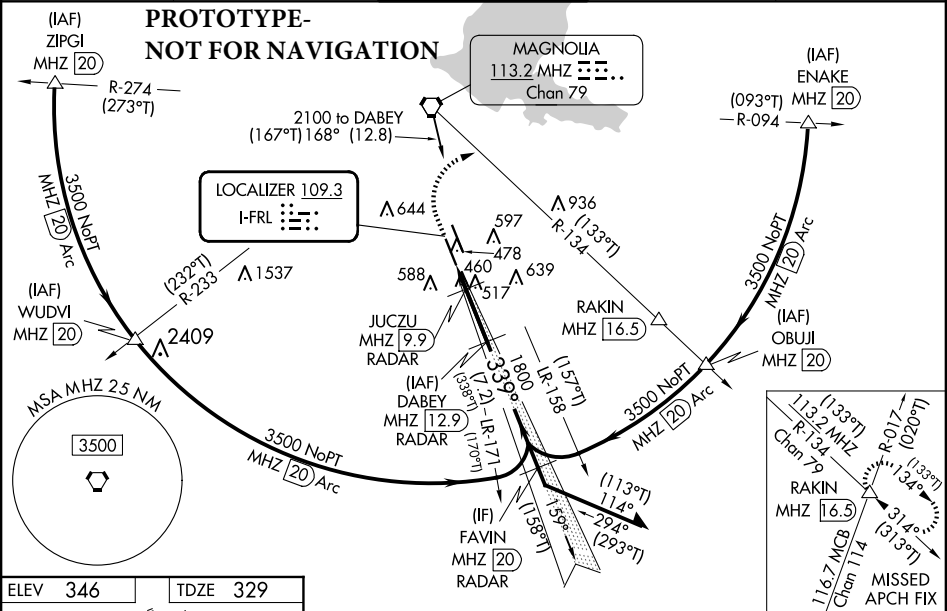
ELEV 346	TDZE 329
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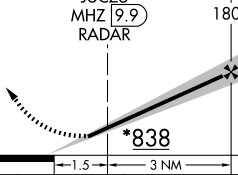




LOC I-FRL <b>109.3</b>	APP CRS <b>339°</b>	Rwy Idg TDZE Apt Elev <b>8500</b> <b>329</b> <b>346</b>
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ILS or LOC RWY 34L  
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

DME or RADAR required.		<div><div>MALSR</div><div><div><div>A5</div><div><div><div></div><div></div><div></div></div></div></div></div></div>	<div>MISSED APPROACH: 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, CONTINUE CLIMB-IN-HOLD TO 3000.</div>	
<div><div><div><div><div></div><div></div></div><div><div></div><div></div></div></div><div>Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use HKS altimeter setting and increase all S-ILS 34L DA to 548 feet increase MDAs 20 feet. For inop ALS, increase S-ILS 34L Cat E visibility to RVR 4000. Increase S-LOC 34L Cat A/B visibility to RVR 5500 and Cat C/D/E to 1%SM. Procedure turn NA for Cat E. Rwy 34L helicopter visibility reduction below RVR 4000 NA. * 860 when using HKS altimeter setting. # DME from MHZ VORTAC.</div></div></div>				
<div>ATIS</div> <div>121.05</div>	<div>JACKSON APP CON★</div> <div>123.9 317.7</div>	<div>JACKSON TOWER★</div> <div>120.9 (CTAF) 0 352.0</div>	<div>GND CON</div> <div>121.7 348.6</div>	<div>UNICOM</div> <div>122.95</div>



		RAKIN MHZ R-134 △	DABEY MHZ 12.9 RADAR	Remain within 10 NM	
		JUCZU MHZ 9.9 RADAR	1800	2100	GS 3.00° TCH 58
CATEGORY	A	B	C	D	E
S-ILS 34L	529/18 200 (200-1/2)				
S-LOC 34L*	838/40	509 (500-3/4)	838/55	509 (500-1)	
 CIRCLING	880-1	900-1	900-1 1/2	960-2	1040-2 1/2
	534 (600-1)	554 (600-1)	554 (600-1 1/2)	614 (700-2)	694 (700-2 1/2)
JUCZU DME MINIMUMS #					
S-LOC 34L	760/40 431 (500-3/4)				
 CIRCLING	880-1	900-1	900-1 1/2	960-2	1040-2 1/2
	534 (600-1)	554 (600-1)	554 (600-1 1/2)	614 (700-2)	694 (700-2 1/2)



