

VOR/DME JBR	APP CRS	Rwy Idg	4011
115.85	019°	TDZE	290
Chan 105(Y)		Apt Elev	290

VOR RWY 4

KIRK FLD (PGR)

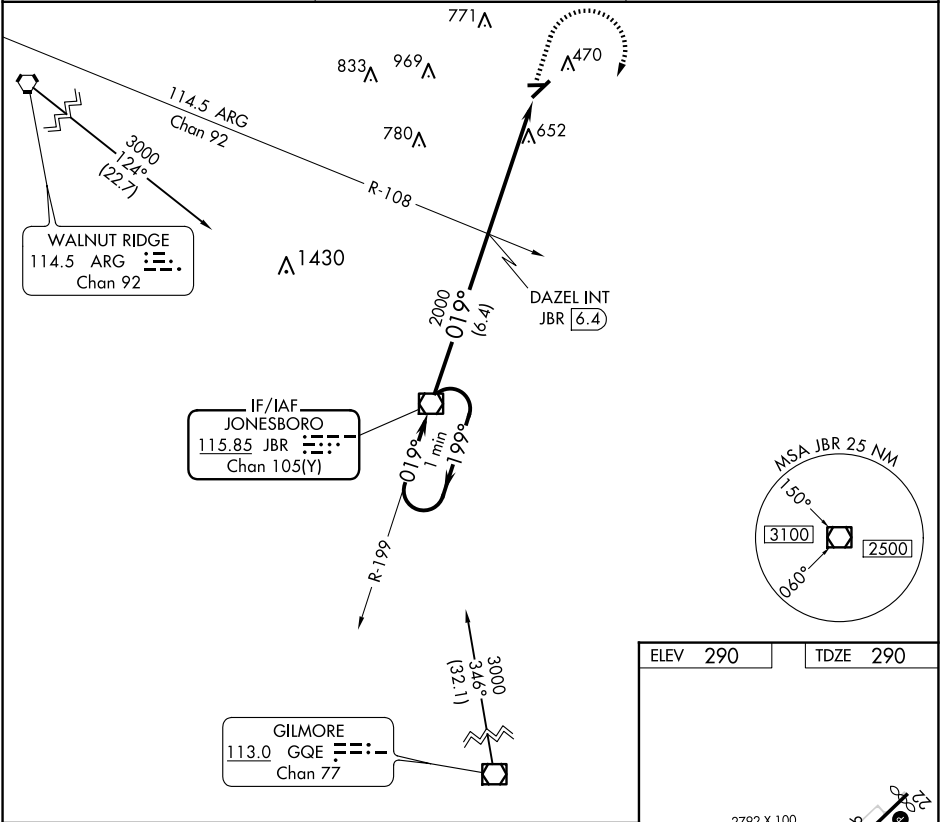
▼

▲ NA

Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA to Rwy 8 and 26. Use Jonesboro altimeter setting; when not received, use Walnut Ridge altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct JBR VOR/DME and hold.

JBR ASOS	MEMPHIS CENTER	UNICOM
118.525	120.075 289.4	122.8 (CTAF) 0



ELEV 290

TDZE 290

Diagram showing the final approach segment, including the runway (Rwy 4-22) and the MSA JBR 25 NM. The diagram also shows the MSA JBR 25 NM and the MSA JBR 25 NM.

MIRL Rwy 4-22 0

REIL Rwy 4 and 22 0

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

One Minute Holding Pattern		JBR VOR/DME	1500	3000	JBR
3000 ← 199°		019° →	DAZEL INT JBR (6.4)	JBR (11.7)	
VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 18).		2000	3.00°	TCH 40	
		6.4 NM	5.2 NM		
CATEGORY	A	B	C	D	
S-4	980-1	690 (700-1)	NA		
CIRCLING	980-1	1000-1	NA		
	690 (700-1)	710 (800-1)			