

ILS or LOC RWY 34L
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

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.
--	---

(IAF) ZIPGI MHZ 20

R-274

LOM ALLEN 365 JA ::--

LOCALIZER 109.3 I-FRL ::::

2100 to DABEY 168° (12.8)

MAGNOIA 113.2 MHZ :::: Chan 79

MSA 25 NM 3500

(IAF) ENAKE MHZ 20

R-094

3500 NpT Arc

(IAF) WUDVI MHZ 20

R-233

2409

3500 NpT Arc

JUCZU MHZ 10 RADAR

DABEY (IAF) MHZ 12.8 RADAR

RAKIN MHZ 16.5

OBUI (IAF) MHZ 20

3500 NpT Arc

ALTERNATE MISSED APCH FIX

ALLEN 365 JA ::--

ELEV 346

TDZE 329

RAKIN MHZ 16.5

MISSED APCH FIX

FAVIN (IF) MHZ 20 RADAR

114° 294°

116.7 MCB Chan 114

113.2 MHZ Chan 79

R-134

R-017

134° 314°

Diagram illustrating the FAF to MAP segment of the approach for Runway 34R. The diagram shows the 339° heading, 4.4 NM distance from the FAF. It includes REIL Rwy 16R and 34R, and HIRL Rwy 16L-34R and 16R-34L. The diagram also shows the TWR at 474 feet and the 34L runway. The diagram includes a table with speed and time data for the FAF to MAP segment.

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

SC-4, 18 APR 2024 to 16 MAY 2024