

LOC I-JBR <u>110.15</u>	APP CRS 230°	Rwy Idg 6200 TDZE 262 Apt Elev 262
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ILS or LOC RWY 23

JONESBORO MUNI (JBR)

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| | <p>Circling NA northwest of Rwy 5-23. Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter not received, use Walnut Ridge altimeter setting: increase DA to 600 feet and all visibilities $\frac{1}{2}$ SM; increase all MDAs 60 feet, S-LOC 23 Cat C/D visibility $\frac{1}{2}$ SM and Circling Cat C $\frac{1}{4}$ SM. For Inop ALS, increase S-ILS 23 Cat A/B visibility to $\frac{1}{2}$ SM and S-LOC 23 Cat C/D to $\frac{1}{2}$ SM. For inop ALS when using Walnut Ridge altimeter setting, increase S-ILS 23 Cat A/B visibility to 1 SM. When using Walnut Ridge altimeter setting, inop table does not apply to S-LOC 23 Cats C/D. Circling Rwy 31 NA at night.</p> | <p>ODALS</p> | <p>MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.</p> |
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ASOS 118.525	MEMPHIS CENTER 120.075 289.4	UNICOM 123.0 (CTAF) U
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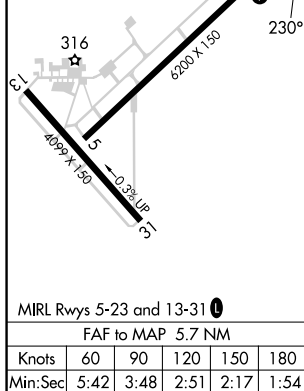
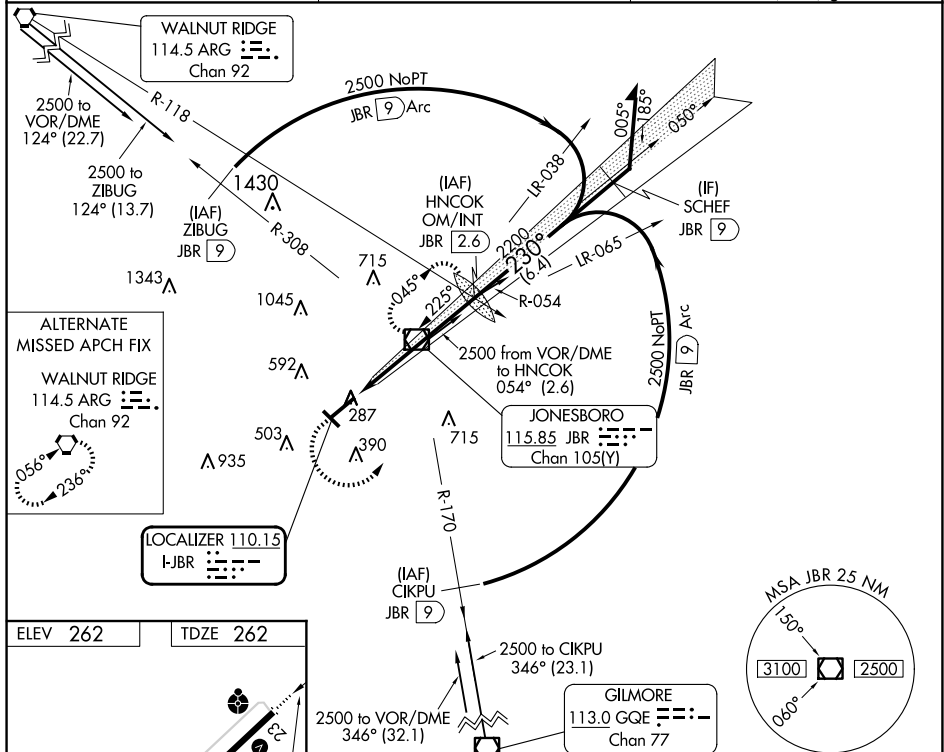


Diagram illustrating the S-ILS 23 approach for HNCOK OM/INT. The diagram shows the approach path, including the 2300 MSL glide slope, the 2143 MSL transition point, and the 2300 MSL final approach segment. The diagram also shows the JBR VOR/DME station and the JBR 2300 MSL glide slope. The diagram is divided into four categories: A, B, C, and D. Category A is the initial approach, Category B is the intermediate approach, Category C is the final approach, and Category D is the missed approach. The diagram includes a table of approach parameters for each category.

CATEGORY	A	B	C	D
S-ILS 23	546-3/4 284 (300-3/4)			
S-LOC 23	720-3/4 458 (500-3/4)	720-1/4 458 (500-1/4)		
CIRCLING	740-1 478 (500-1)	820-1/2 558 (600-1/2)	1080-2 3/4 818 (900-2 3/4)	