ILS or LOC RWY 34L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

LOC I-FRL	APP CRS	Rwy Ldg	8500
109.3	339°	TDZE	329
		Apt Elev	346

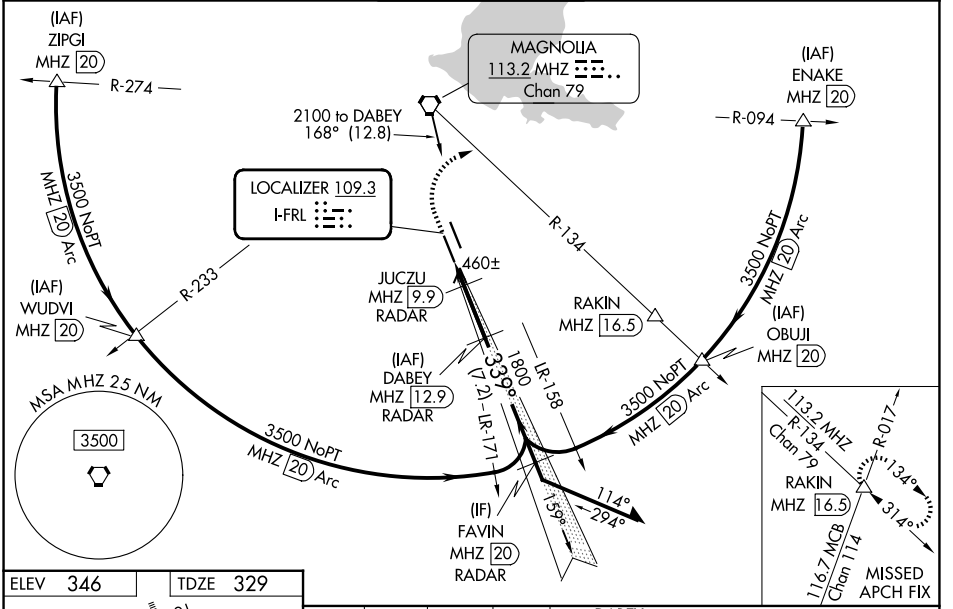
DME or RADAR required.

Ⓥ Circling NA for Cat E southwest of Rwy 16R-34L. Rwy 34L helicopter visibility reduction below RVR 4000 NA. 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 ASR Cat E visibility to RVR 4000, increase S-LOC 34L Cat A/B visibility to RVR 5500 and Cat C/D/E to 1⅜ SM. Procedure turn NA for Cat E.
* 860 when using HKS altimeter setting.
\# DME from MHZ VORTAC.

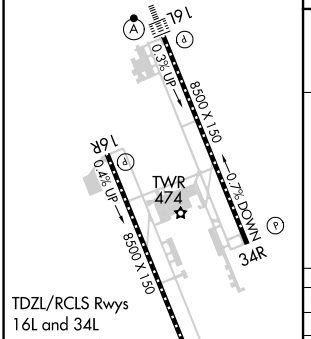
MALSR Ⓐ5

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, continue climb-in-hold to 3000.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	UNICOM
121.05	123.9 317.7	120.9 (CTAF) Ⓛ 352.0	121.7 348.6	122.95



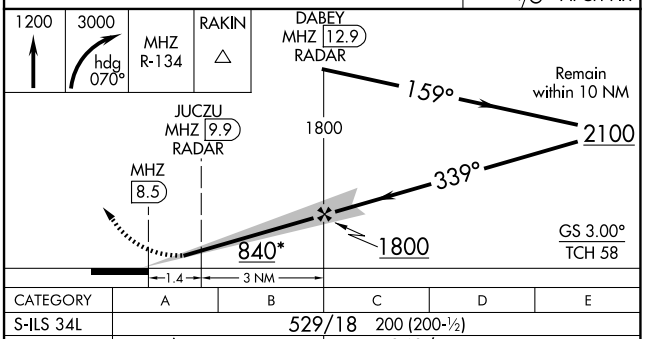
ELEV 346	TDZE 329



TDZL/RCLS Rwys 16L and 34L
REIL Rwys 16R and 34R Ⓛ
HIRL Rwys 16L-34R and 16R-34L Ⓛ

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D	E
S-ILS 34L	529/18 200 (200-½)				
S-LOC 34L*	840/40 511 (500-¾)		840/55 511 (500-1)		
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)
	JUCZU DME MINIMUMS #				
S-LOC 34L	760/40 431 (500-¾)				
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

SC-4, 16 APR 2026 to 14 MAY 2026
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