

LOC I-JHF 111.7	APP CRS 159°	Rwy Ldg TDZE Apt Elev 5387 341 341	ILS or LOC RWY 16 HAWKINS FLD (HKS)
---------------------------	------------------------	--	--

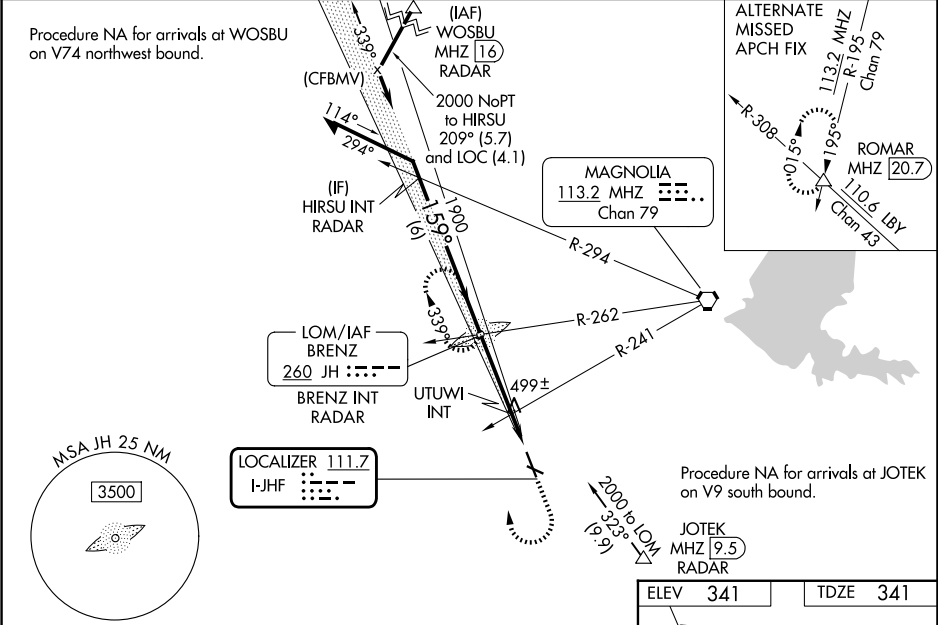
⚠ When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting, increase all DA 19 feet and all MDA 20 feet, increase Circling Cat C visibility ¼ mile and UTUWI fix Circling Cat C visibility ¼ mile. For inop MALSR, increase S-LOC 16 Cats C/D visibility ¾, increase UTUWI fix S-LOC 16 Cats C/D visibility ¾. For inop MALSR when using Jackson-Medgar Wiley Evers Intl altimeter setting increase S-LOC Cats C/D visibility ¾. Glideslope unusable when control tower closed, only localizer minimums authorized during this period. ADF required.

MALS

⚠

MISSED APPROACH: Climb to 2000 then climbing right turn to 3500 direct BRENZ LOM and hold.

ASOS 120.625	JACKSON APP CON ★ 123.9 319.2	HAWKINS TOWER ★ 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9 (When twr closed)	UNICOM 122.95
------------------------	---	---	-------------------------------	---	-------------------------



ELEV 341		TDZE 341	
2000		3500	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	
1866		1900	
339°		159°	
2000		1900	