

LOC/DME I-JJC 109.55 Chan 32(Y)	APP CRS 005°	Rwy Ldg TDZE 595 Apt Elev 629
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ILS or LOC RWY 36R
HUNTSVILLE INTL-CARL T JONES FLD (HSV)

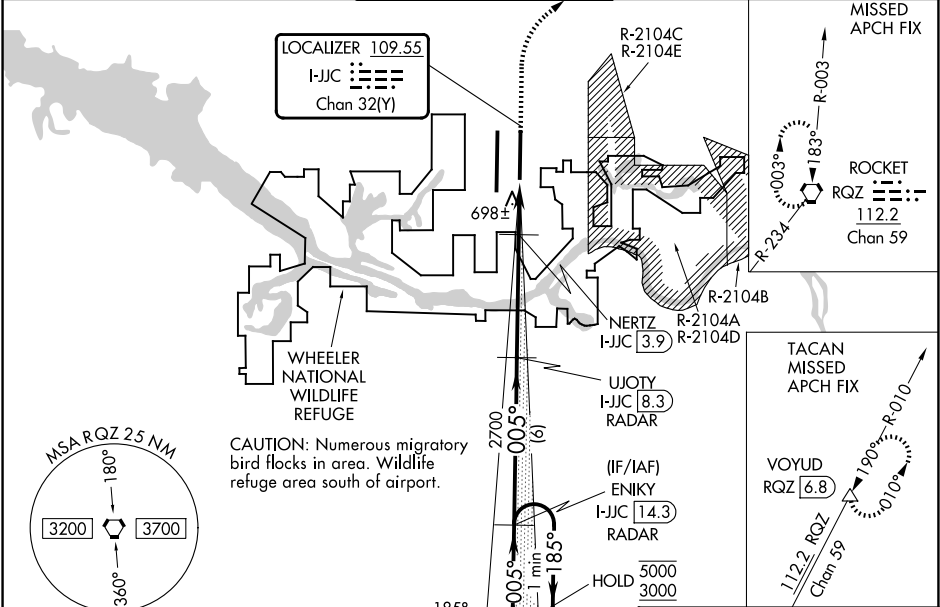
RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-ILS 36R Cat E visibility to RVR 4000 and S-LOC 36R Cat C/D/E visibility to 1½ SM; NERTZ Fix minimums: increase S-LOC 36R Cat E visibility to RVR 6000. Circling NA for Cat C/D/E east of Rwy 18L-36R.

MALSR

MISSED APPROACH: Climb to 4000 on heading 005° to intercept RQZ R-234 and right turn to RQZ VORTAC and hold, continue climb-in-hold to 4000. (TACAN aircraft continue climb to 5000 on RQZ VORTAC R-010 to VOYUD/RQZ 6.8 DME and hold north, left turn, 190° inbound, continue climb-in-hold to 5000).

ATIS 121.25	HUNTSVILLE APP CON★ 125.6 354.1	HUNTSVILLE TOWER★ 127.6 (CTAF) 350.35	GND CON 121.9 269.525	UNICOM 122.95
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One Minute Holding Pattern		ENIKY I-JJC 14.3 RADAR	UJOTY I-JJC 8.3 RADAR	4000	RQZ R-234	RQZ
5000 ← 185°		005° →	005°	hdg 005°		
3000		2700	1260			
GS 3.00° TCH 55		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).				
		6 NM	4.4 NM	1.1 NM	1 NM	
CATEGORY	A	B	C	D	E	
S-ILS 36R	818/24 223 (200-½)					
S-LOC 36R	1260/24	665 (700-½)	1260-1½ 665 (700-1½)			
CIRCLING	1260-1	631 (700-1)	1260-1¾ 631 (700-1¾)	1260-2 631 (700-2)	1260-2¼ 631 (700-2¼)	
NERTZ FIX MINIMUMS						
S-LOC 36R	980/24	385 (400-½)	980/35 385 (400-¾)			
CIRCLING	1160-1	531 (600-1)	1160-1½ 531 (600-½)	1240-2 611 (700-2)	1260-2¼ 631 (700-2¼)	
ELEV 629 TDZE 595						TDZL/RCLS Rwy 18R and 36L HIRL Rwy 18L-36R and 18R-36L
FAF to MAP 6.5 NM						
						Knots 60 90 120 150 180 Min:Sec 6:30 4:20 3:15 2:36 2:10

SE-4, 03 SEP 2026 to 01 OCT 2026

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