

LOC/DME I-JHW
109.7
Chan **34**

APP CRS
249°

Rwy Ldg
TDZE
1721
Apt Elev
1723

ILS or LOC RWY 25
CHAUTAUQUA COUNTY/JAMESTOWN (JHW)

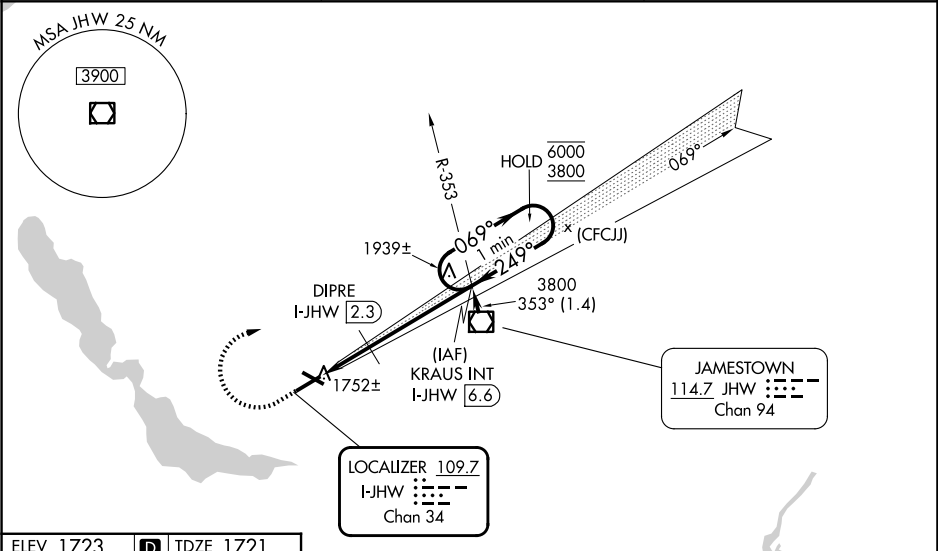
⚠ NA

Autopilot coupled approach NA below 2420. Circling to Rwy 13/31 NA at night. VDP NA when using DKK altimeter setting. When local altimeter setting not received, use DKK altimeter setting and increase S-ILS 25 DA to 2166 feet and all visibilities $\frac{3}{8}$ SM, increase all MDA 200 feet, increase S-LOC 25 visibilities Cat A/B $\frac{1}{4}$ SM, Cat C/D $\frac{1}{2}$ SM, increase Circling Cat C/D $\frac{1}{2}$ SM, DIPRE fix minimums increase S-LOC 25 visibilities Cat C/D $\frac{1}{2}$ SM, Circling visibilities Cat C $\frac{1}{2}$ SM, Cat D $\frac{3}{4}$ SM.

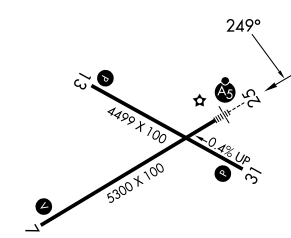
MALSRL


MISSED APPROACH: Climb to 2420 then climbing right turn to 3800 on heading 125° and I-JHW localizer course NE (069°) to KRAUS INT/I-JHW 6.6 DME and hold. Continue climb-in-hold.

AWOS-3PT 118.425	BUFFALO APP CON * 126.05	UNICOM 122.975 (CTAF) 
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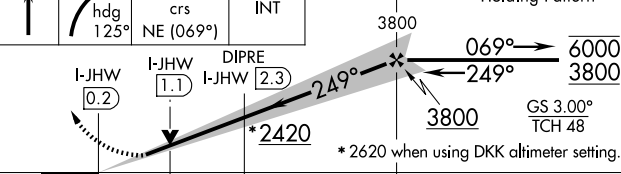
ELEV 1723  TDZE 1721



REIL Rwy 31 
MIRL Rwy 13-31 
HIRL Rwy 7-25 

FAF to MAP 6.4 NM

Knots	60	90	120	150	180
Min:Sec	6:24	4:16	3:12	2:34	2:08

2420	3800	I-JHW LOC crs NE (069°)	KRAUS INT	KRAUS INT I-JHW 6.6	One Minute Holding Pattern
					
CATEGORY	A	B	C	D	
S-ILS 25	1971- $\frac{1}{2}$		250 (300- $\frac{1}{2}$)		
S-LOC 25	2420- $\frac{1}{2}$ 699 (700- $\frac{1}{2}$)		2420-1 $\frac{1}{2}$ 699 (700-1 $\frac{1}{2}$)		
CIRCLING	2420-1 697 (700-1)		2420-2 697 (700-2)		2420-2 $\frac{1}{4}$ 697 (700-2 $\frac{1}{4}$)
DIPRE FIX MINIMUMS (DME REQUIRED)					
S-LOC 25	2080- $\frac{1}{2}$ 359 (400- $\frac{1}{2}$)		2080- $\frac{5}{8}$ 359 (400- $\frac{5}{8}$)		
CIRCLING	2200-1 477 (500-1)		2260-1 $\frac{1}{2}$ 537 (600-1 $\frac{1}{2}$)		2340-2 617 (700-2)