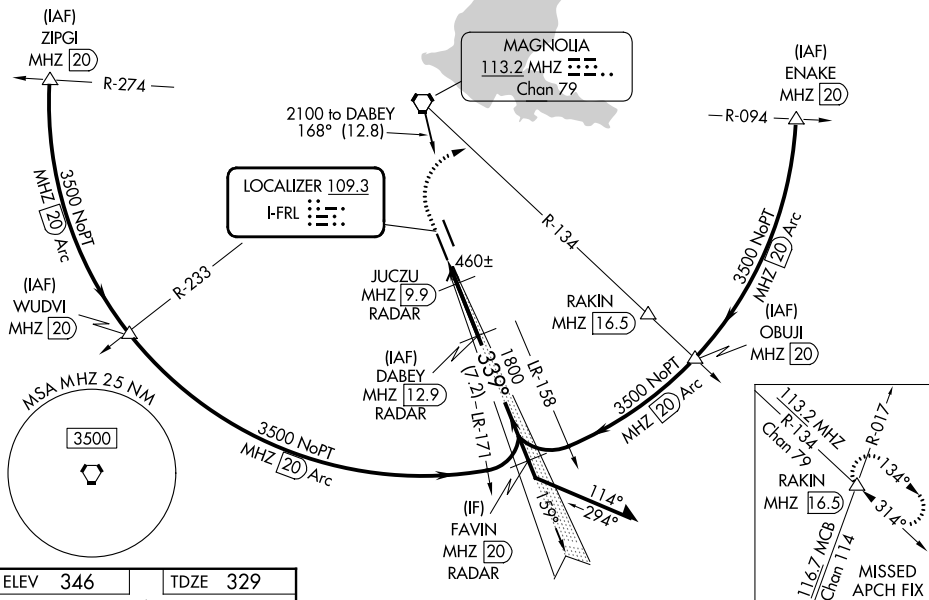


LOC I-FRL <u>109.3</u>	APP CRS 339°	Rwy Ldg 8500 TDZE 329 Apt Elev 346
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▼ Circling NA for Cat E southwest of Rwy 16R-34L. Rwy 34L helicopter visibility reduction below RVR 4000 NA. When local altimeter setting not received, use HKS altimeter setting and increase all S-ILS 34L NA to 548 feet increase MDAs 20 feet. For Inop ALS, increase S-ILS 34L Cat E visibility to RVR 4000, increase S-LOCC 34L Cat A/B visibility to RVR 5500 and Cat C/D/E to 1½ SM. Procedure turn NA for Cat E.

▲ * 860 when using HKS altimeter setting.
DME from MHZ VORTAC.

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.

UNICOM
122.95

SC-4, 01 OCT 2026 to 29 OCT 2026

Diagram illustrating the FAF to MAP for Runway 34R. The diagram shows two parallel runways, 16L and 34R, with a Tower (TWR) between them. Runway 16L has a length of 8000 X 150 and a 0.4% UP slope. Runway 34R has a length of 8000 X 150 and a 0.7% DOWN slope. A 34L runway is shown intersecting 16L at a 339-degree angle.

FAF to MAP		4.4 NM			
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

1200 ↑

3000 hdg 070°

MHZ 9.134 R-134

RAKIN △

JUCZU MHZ 9.9 RADAR

MHZ 8.5

1800

159°

Remain within 10 NM

2100

339°

840*

1800

GS 3.00°

TCH 58

CATEGORY	A	B	C	D	E
S-ILS 34L	529/18 200 (200-1/2)				
S-LOC 34L*	840/40	511 (500-3/4)	840/55	511 (500-1)	
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1 1/2 554 (600-1 1/2)	960-2 614 (700-2)	1040-2 1/2 694 (700-2 1/2)
JUCZU DME MINIMUMS #					
S-LOC 34L	760/40 431 (500-3/4)				
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1 1/2 554 (600-1 1/2)	960-2 614 (700-2)	1040-2 1/2 694 (700-2 1/2)

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

32°19'N-90°05'W

ILS or LOC RWY 34L