

22195

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

MISSED APPROACH: Climbing right turn to 3000 on heading 120° and MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME and hold

MAGNOLIA
113.2 MHz
Chan 79

MSA MHZ 25 NM
3500

(IAF) ZIPGI
MHZ [20]

R-274

R-094

(IAF) ENAKE
MHZ [20]

Λ 644
2100 to CAYAD
172° (13.5)

Λ 597
478

Λ 639
517

Λ 936

R-134

RAKIN
MHZ [16.5]

(IAF) OBUJI
MHZ [20]

3500 NoPT
MHZ [20] Arc

(IAF) WUDVI
MHZ [20]

Λ 2409

R-233
Λ 1537

588 Λ

(IAF) CAYAD
MHZ [13.5]

LR-166

2000
352
16.5

3500 NoPT
MHZ [20] Arc

LR-178

127°

307°

R-172

(IF) CUVEN
MHZ [20]

ELEV 346 TDZE 329

791

113.2 MHz
Chan 79

RAKIN
MHZ [16.5]

116.7 MCB
Chan 114

MISSED APCH FIX

R-017
134°
314°

The diagram illustrates the REIL (Runway End Identifier Lights) system for two parallel runways, 34R and 34L. Runway 34R is shown with a dashed line and a solid line, both labeled '800' X 150'. Runway 34L is shown with a dashed line and a solid line, both labeled '800' X 150'. The REIL lights are represented by a series of 'V' shapes along the runway ends. A 'TWR 474' (Tower) is located between the runways. A '352° 5 NM from FAF' (Final Approach Fix) is indicated by an arrow pointing towards the runways. The diagram also shows '891' and '34R' labels, and a '34L' label with a 'V' shape at the end of the runway.

3000 hdg 120°		MHZ R-134	RAKIN △	CAYAD MHZ 13.5 Remain within 15 NM		
		MHZ 8.5	MHZ 9.9	172° 2100 352° 2000 ≤3.05° TCH 55		
1.4		3.6 NM				
CATEGORY	A	B	C	D	E	
S-34L	840/55	511 (500-1)	840-1 $\frac{3}{8}$ 511 (500-1 $\frac{3}{8}$)			
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1 $\frac{1}{2}$ 554 (600-1 $\frac{1}{2}$)	960-2 614 (700-2)	1040-2 $\frac{1}{2}$ 694 (700-2 $\frac{1}{2}$)	

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
VOR/DME or TACAN RWY 34L

SC-4, 22 FEB 2024 to 21 MAR 2024