

ILS RWY 16L (CAT II & III)  
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

ALSF-2

**MISSED APPROACH:** Climb to 800 then climbing left turn to 3000 on heading 090° and MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME and hold.

MSA MHZ 25 NM

3500

(IAF) WOSBU MHZ 16

2200 NoPT to IGIH 113° (2.8) and 159° (5.8)

(IF) IGIH MHZ 8

2200 NoPT MHZ 8 Arc

(IAF) ECESU MHZ 8

113.2 MHz R-134 Chan 79

RAKIN MHZ 16.5

116.7 MCB Chan 114

MISSED APCH FIX

MAGNOLIA 113.2 MHz Chan 79

2200 219° (1.6)

LOCALIZER 110.5 I-JAN

FANEN 2200 267° (13)

LOM/IAF ALLEN 365 JA :---

ALTERNATE MISSED APCH FIX

ALLEN 365 JA :---

1537

ROMAR

588

517

639

ELEV 346

TDZE 312

Diagram illustrating a non-precision approach for CAT II RA 119/12 100 DA 412. The diagram shows the approach path, glidepath, and various angles and distances.

Key parameters and labels:

- Approach Path:** 33° (initial), 159° (intermediate), 159° (final).
- Glidepath:** 3.00° (TCH 55°).
- Distances:** 2200 (initial), 2155 (intermediate), 2200 (final), 5.5 NM (total), 1051' (final).
- Angles:** 33°, 159°, 159°.
- Labels:** JA LOM, IM, RAKIN, VGS and ILS glidepath not coincident (VGS Angle 3.00/TCH 71°).

REIL Rwy's 16R and 34R **L**  
 HIRL Rwy's 16L-34R and 16R-34L **L**

CATEGORY II & III ILS - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED