

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.

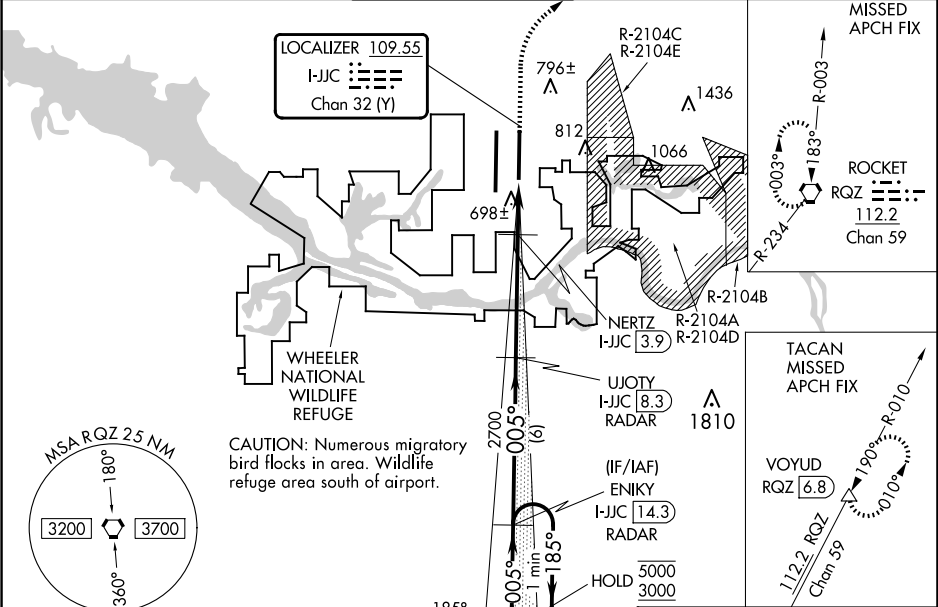
ASR

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	CLNC DEL 120.35	UNICOM 122.95
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One Minute Holding Pattern		ENIKY I-JJC 14.3 RADAR		UJOTY I-JJC 8.3 RADAR		4000 hdg 005°		RQZ R-234		RQZ	
5000 ← 185°		005° →		005°		2700		NERTZ I-JJC 3.9		I-JJC 2.8	
3000				2700		1260		I-JJC 1.8			
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)				1260-1⅞ 631 (700-1⅞)		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		D TDZE 595									
TDZ/CL 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	