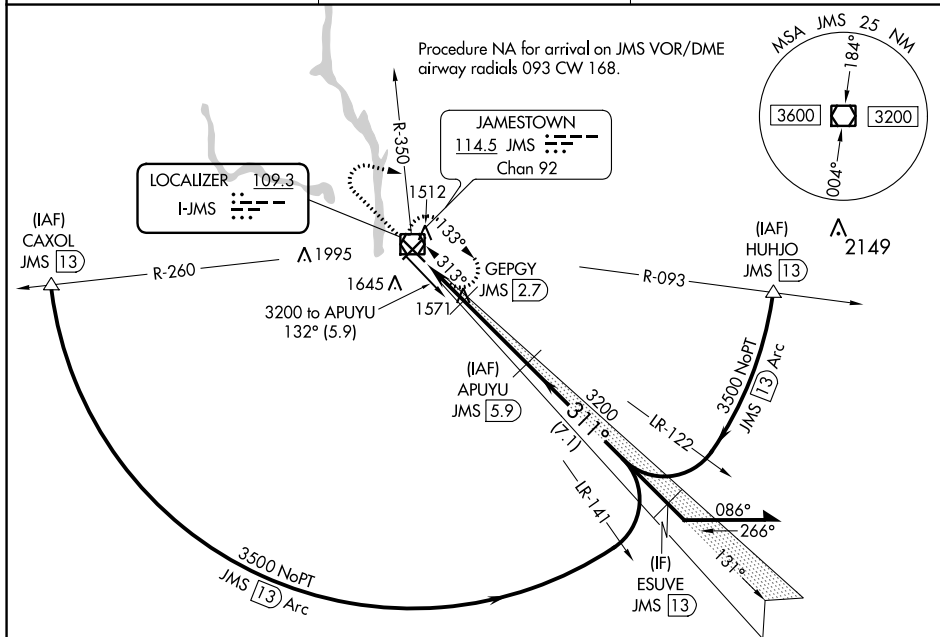


LOC I-JMS 109.3	APP CRS 311°	Rwy Idg 6502 TDZE 1498 Apt Elev 1500
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ILS or LOC RWY 31
JAMESTOWN RGNL (JMS)

  NA	Autopilot coupled approach NA below 1900. DME required. DME from JMS VOR/DME. Simultaneous reception of I-JMS and JMS VOR/DME required.	MALSR 	MISSED APPROACH: Climb to 3200 then right turn heading 100° and on JMS VOR/DME R-350 to JMS VOR/DME and hold.
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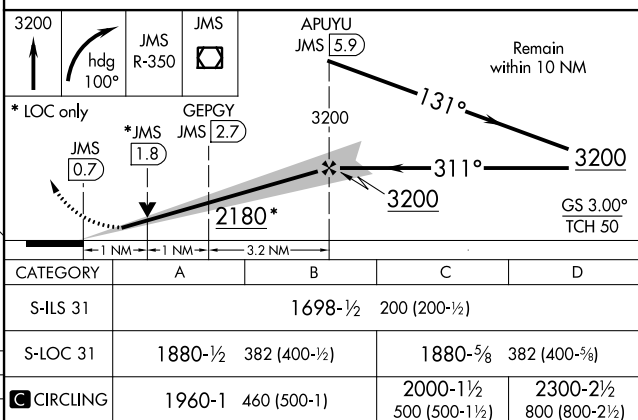
ASOS 118.425	MINNEAPOLIS CENTER 124.2 270.3	UNICOM 123.0 (CTAF) 0
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JAMESTOWN, NORTH DAKOTA

Amdt 8 07DEC17

DME REQUIRED



JAMESTOWN RGNL (JMS)

ILS or LOC RWY 31

LOC I-JMS	APP CRS	Rwy Idg	6502
109.3	131°	TDZE	1500
		Appt Elev	1500

LOC BC RWY 13

JAMESTOWN RGNL (JMS)

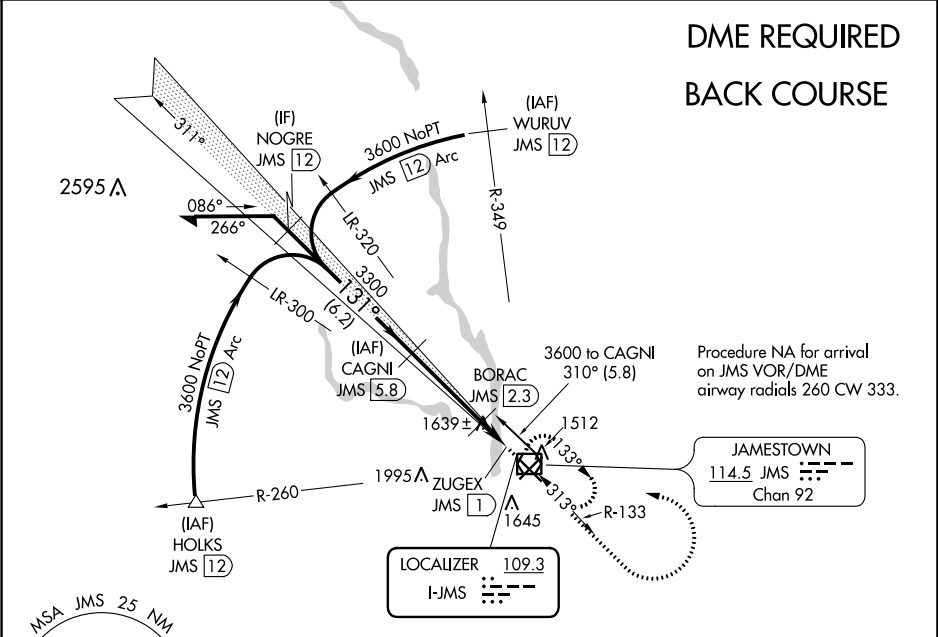
▼

NA

Rwy 13 helicopter visibility reduction below ¾ SM NA.
DME required. DME from JMS VOR/DME. Simultaneous reception of I-JMS and JMS VOR/DME required.

MISSED APPROACH: Climb to 3600 then left turn direct JMS VOR/DME and hold.

ASOS 118.425	MINNEAPOLIS CENTER 124.2 270.3	UNICOM 123.0 (CTAF) 0
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ELEV 1500

TDZE 1500

Remain within 10 NM

Disregard GS indications.

CATEGORY	A	B	C	D
S-13	1900-1	400 (400-1)	1900-1½	400 (400-1½)
CIRCLING	1960-1	460 (500-1)	2000-1½	2300-2½

MIRL Rwy 4-22 0
HIRL Rwy 13-31 0
REIL Rws 4, 13, and 22 0

WAAS CH 65805 W13A	APP CRS 131°	Rwy Idg TDZE 1500 Apt Elev 1500
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RNAV (GPS) RWY 13

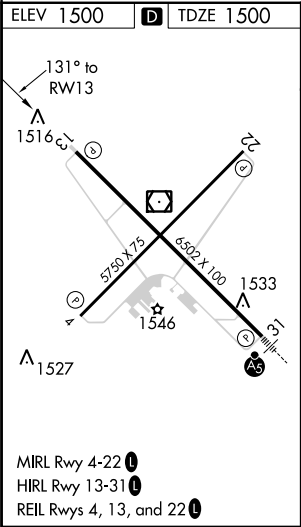
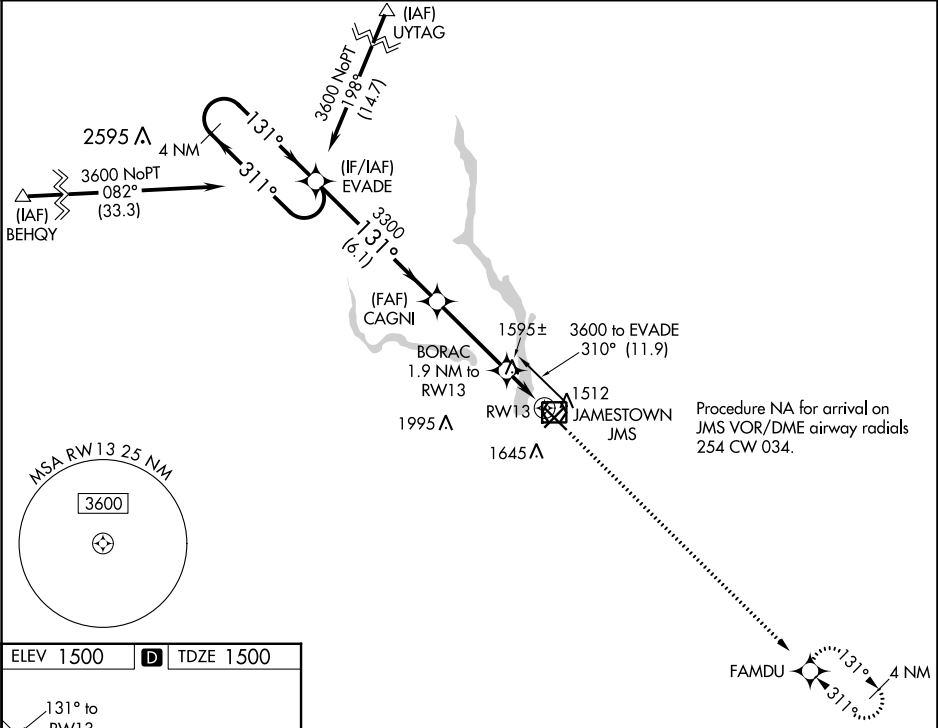
JAMESTOWN RGNL (JMS)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Rwy 13 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct FAMDU and hold.

ASOS 118.425	MINNEAPOLIS CENTER 124.2 270.3	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		EVADE	CAGNI	BORAC 1.9 NM to RW13	3500	FAMDU
3600		311°	131°	131°	3300	
GP 3.00° TCH 52						
		6.1 NM	3.5 NM	0.9 NM	1 NM	
CATEGORY	A	B	C	D		
LPV DA	1787-1		287 (300-1)			
LNAV/VNAV DA	1820-1		320 (400-1)			
LNAV MDA	1860-1		360 (400-1)		1860-1¼ 360 (400-1¼)	
CIRCLING	1960-1		460 (500-1)		2000-1½ 500 (500-1½)	
					2300-2½ 800 (800-2½)	

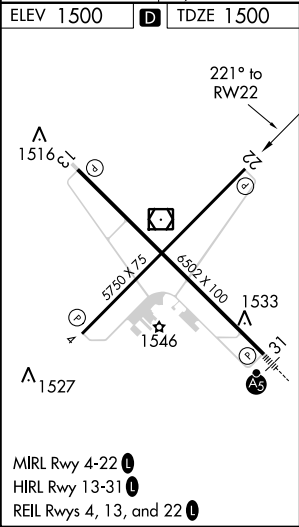
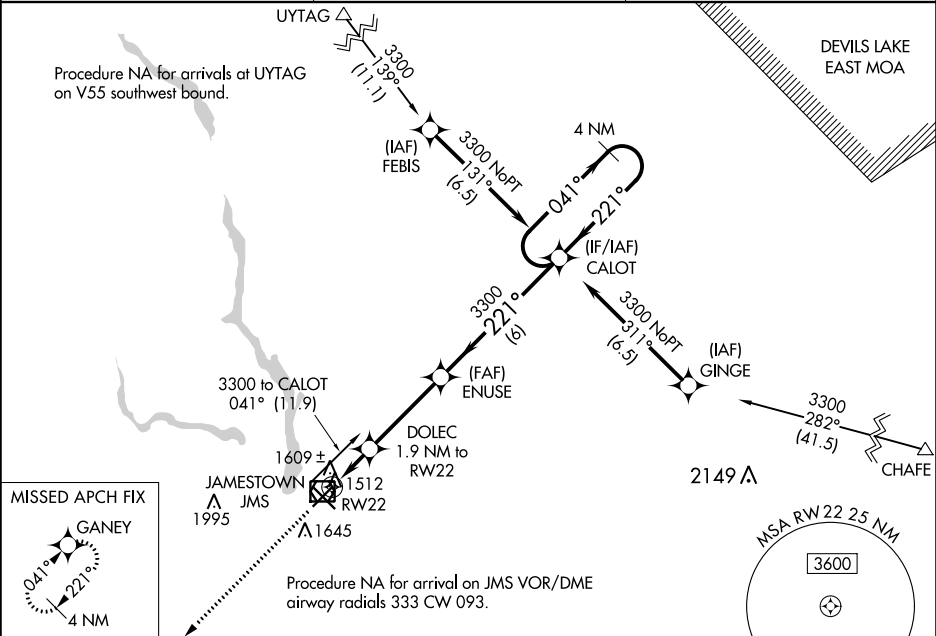
WAAS CH 70505 W22A	APP CRS 221°	Rwy Idg TDZE 1500 Apt Elev 1500
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RNAV (GPS) RWY 22

JAMESTOWN RGNL (JMS)

▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (5°F) or above 54°C (130°F). DME/DME RNP- 0.3 NA.	MISSED APPROACH: Climb to 3700 direct GANEY and hold.
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ASOS 118.425	MINNEAPOLIS CENTER 124.2 270.3	UNICOM 123.0 (CTAF) 0
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ELEV 1500 D TDZE 1500				
3700 GANEY VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 21). DOLEC 1.9 NM to RWY 22 ENUSE 3300 CALOT 4 NM Holding Pattern 041° → 3300 ← 221° GP 3.00° TCH 45 2140* 1.1 NM 0.9 NM 3.6 NM 6 NM				
CATEGORY	A	B	C	D
LPV DA	1750-3/4 250 (300-3/4)			
LNAV/VNAV DA	1790-1 290 (300-1)			
LNAV MDA	1860-1 360 (400-1)			
C CIRCLING	1960-1	460 (500-1)	2000-1 1/2 500 (500-1 1/2)	2300-2 1/2 800 (800-2 1/2)

VOR/DME JMS	APP CRS	Rwy Idg	6502
114.5	123°	TDZE	1500
Chan 92		Apt Elev	1500

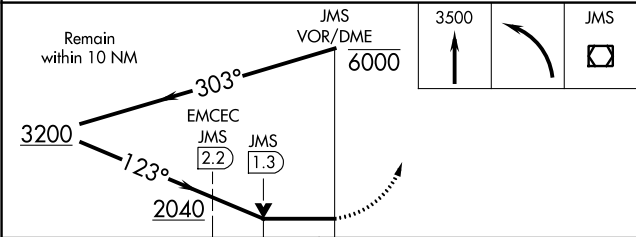
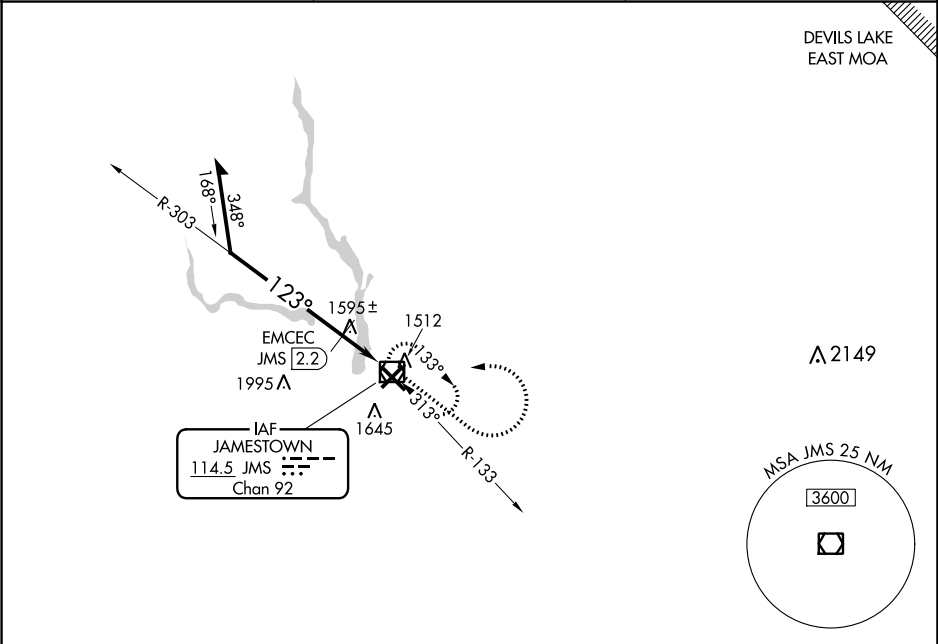
VOR RWY 13

JAMESTOWN RGNL (JMS)

Rwy 13 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3500 then left turn direct JMS VOR/DME and hold.

ASOS 118,425	MINNEAPOLIS CENTER 124.2 270.3	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-13	2040-1	540 (600-1)	2040-1½ 540 (600-1½)	2040-1¾ 540 (600-1¾)
CIRCLING	2040-1	540 (600-1)	2040-1½ 540 (600-1½)	2300-2½ 800 (800-2½)
EMCEC FIX MINIMUMS				
S-13	1860-1 360 (400-1)		1860-1¼ 360 (400-1¼)	
CIRCLING	1960-1	460 (500-1)	2000-1½ 500 (500-1½)	2300-2½ 800 (800-2½)

ELEV 1500

D

TDZE 1500

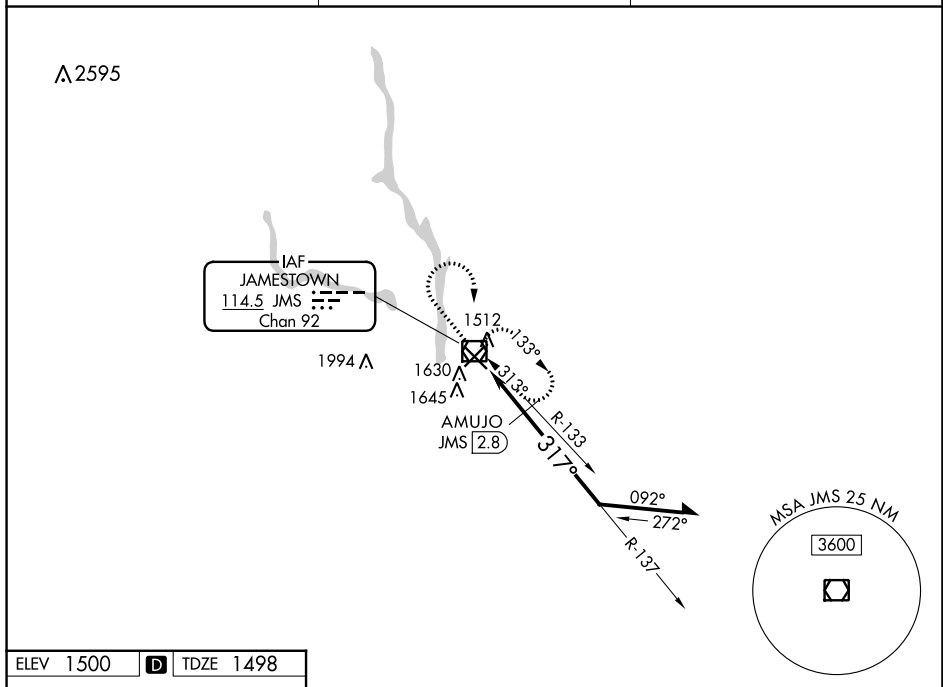
MIRL Rwy 4-22 0
HIRL Rwy 13-31 0
REIL Rws 4, 13, and 22 0

VOR/DME JMS 114.5 Chan 92	APP CRS 317°	Rwy Idg 6502 TDZE 1498 Apt Elev 1500
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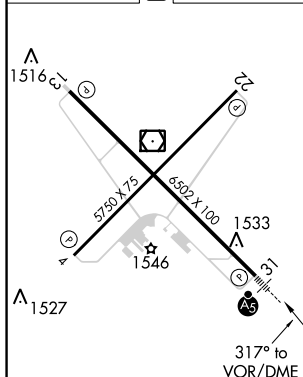
VOR RWY 31
JAMESTOWN RGNL (JMS)



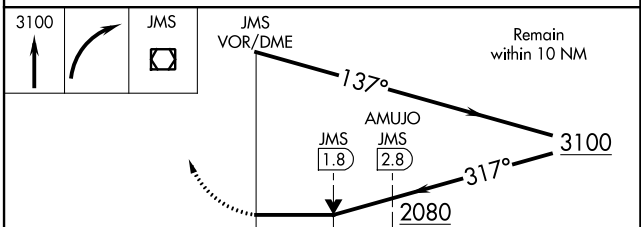
ASOS 118.425	MINNEAPOLIS CENTER 124.2 270.3	UNICOM 123.0 (CTAF) 0
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ELEV 1500	D	TDZE 1498
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MIRL Rwy 4-22 **L**
HIRL Rwy 13-31 **L**
REIL Rwy 4, 13, and 22 **L**



CATEGORY		A	B	C	D
S-31	2080-½	582 (600-½)	2080-1 582 (600-1)	2080-1¼ 582 (600-1¼)	
C CIRCLING	2080-1	580 (600-1)	2080-1¾ 580 (600-1¾)	2300-2½ 800 (800-2½)	
AMUJO FIX MINIMUMS					
S-31	1900-½	402 (400-½)	1900-¾ 402 (400-¾)	1900-1 402 (400-1)	
C CIRCLING	1960-1	460 (500-1)	2000-1½ 500 (500-1½)	2300-2½ 800 (800-2½)	