



<b>Flight Procedure Tracking Form</b>		<b>Action:</b> FLIGHT CHECK	<b>Task Type:</b> IAP	<b>Date Open:</b> 10/04/2016	<b>Task #:</b> 2014071726505820003	<b>Request #:</b> 20140717265058
<b>Procedure:</b> ILS OR LOC RWY 23 AMDT 10C			<b>Airport ID:</b> KOKK	<b>Airport:</b> KOKOMO MUNI		<b>Reimbursable #:</b> NO
<b>City:</b> KOKOMO	<b>ST:</b> IN	<b>GPS #:</b>	<b>Estimated Chart Date:</b> 04/27/2017		<b>FICO #:</b> 1178616	
<b>Fac ID:</b> OKK		<b>Fac. Type:</b> ILS			<b>Specialist:</b> PABLO ORTIZ	
<b>Procedure Review</b>						
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>		
<b>Lead:</b>	06/21/2016	01/18/2017	JULIE MORGAN	QUALITY		
<b>QA:</b>	12/20/2016			4 2/23CTabaka		
<b>Liaison:</b>		01/23/2017	MARY MCDONALD	CHECKED		
<b>Procedure Comments:</b>			<b>Remark Type:</b> INFORMATION			
ASSIGNED MAG/VAR OKK VORTAC: OLD 0E - NEW 5W  CONTACT: STEVEN VARGAS, AJV-5421 405.954.0695  02/16/17: THIS IS A CORRECTED COPY OF THE FORM APPROVED ON 12/19/19. 1. REMOVED #@ NA WHEN TOWER CLOSED. 2. CORRECTED REASON 1, 3. WORDING FROM OKK VORATC TO OKK VORTAC.						

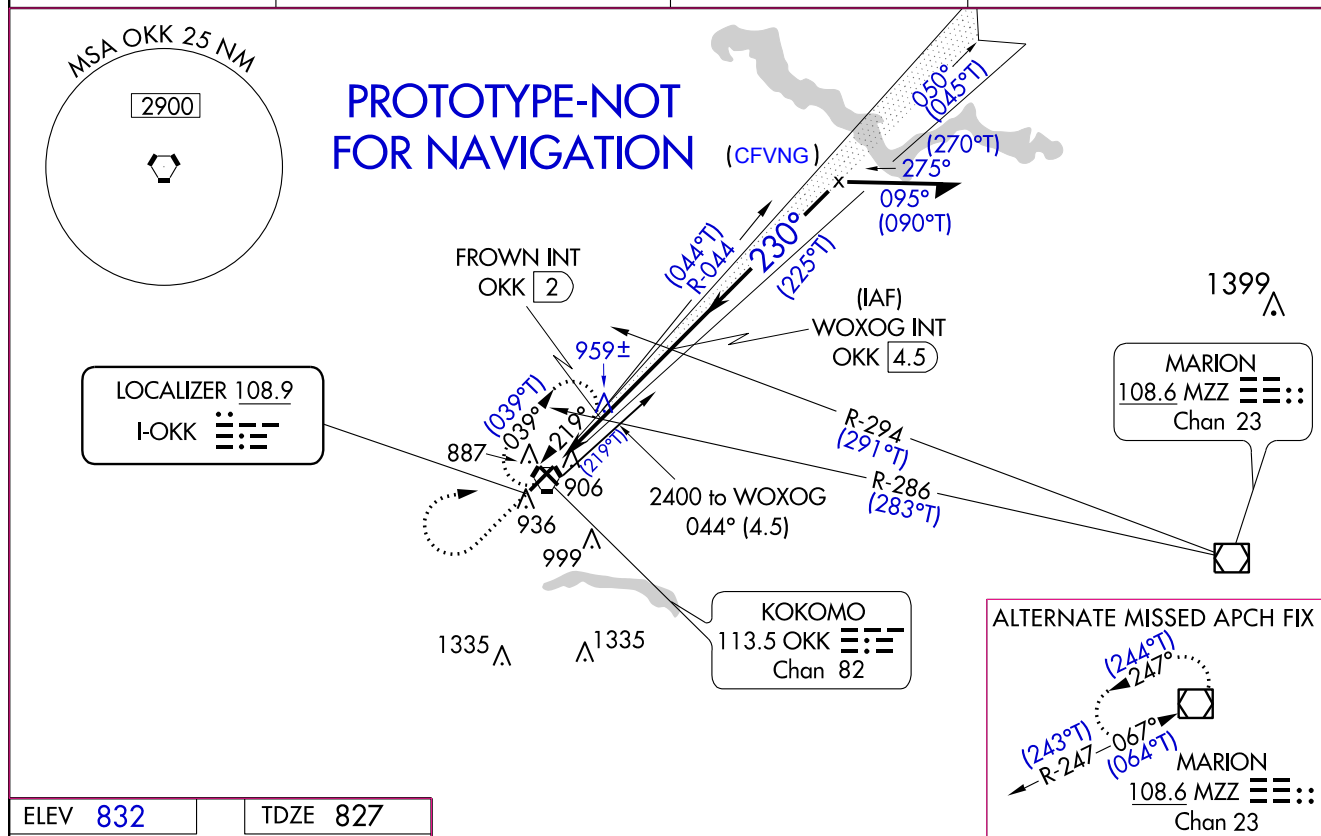
<b>FIPC BASIC FORM</b>							
<b>PROCEDURE:</b> ILS OR LOC RWY 23 10B			<b>AIRPORT NAME:</b> KOKOMO MUNI		<b>AIRPORT ID:</b> KOKK	<b>SPECIAL CONTROL NO:</b> BP-05-090-16	
<b>FAC ID:</b> OKK		<b>CITY:</b> KOKOMO			<b>ST:</b> IN	<b>ORIG CHART DATE:</b> 06/23/2016	
<b>DFL TYPE:</b> PROC/A	<b>THIRD PARTY:</b> <input type="checkbox"/> YES	<b>EST. TIME ON SITE:</b> 0.5	<b>REIMB. NUMBER:</b>		<b>PTS TASK ID:</b>		
<b>PREFLIGHT NOTES</b>							
<b>REVIEWER:</b> scott wiebe					<b>DATE:</b> 06/01/2016		
<b>COMMENTS:</b>					<b>CHECK ONE:</b>		
					<input checked="" type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT		
							<b>YES</b>
					<b>CPV COMPLETE?</b>		<b>X</b>
<b>PROCEDURE RESULTS</b>							
<b>INSPECTION DATE:</b> 06/01/2016		<b>CREW #:</b> VN219	<b>N #:</b> N68	<b>INSTRUMENT PROCEDURE STATUS:</b> <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> UNSAT		<b>ARINC CODING:</b> <input type="checkbox"/> SAT <input type="checkbox"/> SAT/GOLD <input type="checkbox"/> UNSAT	
<b>FLIGHT INSPECTOR SIGNATURE:</b> scott wiebe @ 06/01/2016 14:13			<b>PRINTED NAME:</b> WIEBE, GREGORY SCOTT				<b>NOTAM INITIATED?</b> <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
<b>FLIGHT INSPECTOR REMARKS:</b> Note: New CNF CFGNG was not in the custom FMS data base at the time of inspection. Fix was manually entered and flight checked SAT.							
<b>IN-FLIGHT OBSTACLE REPORT</b>							
<b>OBSTRUCTION ID #:</b>	<b>COORDINATES OR LOCATION:</b>		<b>GNSS ALTITUDE (MSL):</b>		<b>BAROMETRIC ALTITUDE (MSL):</b>		<b>HEIGHT ABOVE GROUND LEVEL:</b>

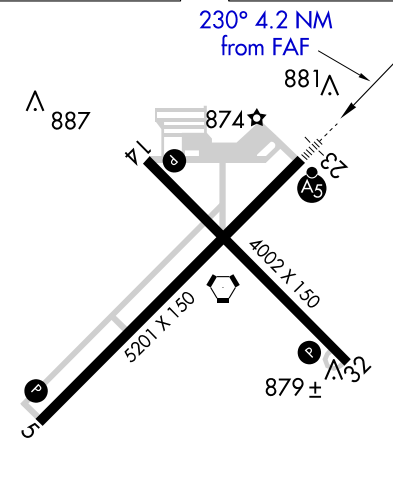



LOC I-OKK <b>108.9</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev <b>5201</b> <b>827</b> <b>832</b>
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# ILS or LOC RWY 23

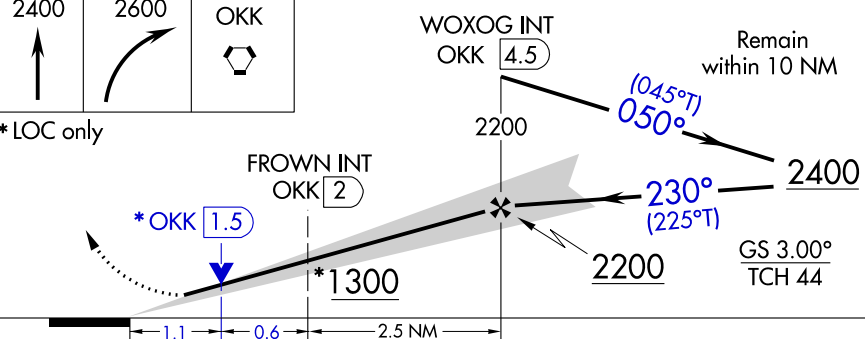
KOKOMO MUNI (OKK)

		<b>MISSED APPROACH:</b> Climb to 2400 then climbing right turn to 2600 direct OKK VORTAC and hold.	
AWOS-3 <b>113.5</b>	GRISSOM APP CON★ <b>121.05 338.275</b>	CLNC DEL <b>120.0</b>	UNICOM <b>123.0 (CTAF)</b> 





ELEV <b>832</b>	TDZE <b>827</b>
	
MRL Rwy 14-32  REIL Rwy 5 and 14  HIRL Rwy 5-23 	
FAF to MAP 4.2 NM	
Knots	60 90 120 150 180
Min:Sec	4:12 2:48 2:06 1:41 1:24

2400	2600	OKK
		
* LOC only		



The diagram illustrates the final approach segment for a runway. It shows a profile view with the following elements:

- FROWN INT OKK 2**: A vertical line indicating the Frown Intersection at an OKK altitude of 2.
- WOXOG INT OKK 4.5**: A vertical line indicating the Woxog Intersection at an OKK altitude of 4.5.
- Altitudes**: Various altitudes are marked along the profile, including 2400, 2200, 2300, 2400, and 2600.
- Angles**: Angles of 104.5°, 050°, 230° (225°T), and GS 3.00° TCH 44 are indicated.
- Distances**: Horizontal distances of 1.1, 0.6, and 2.5 NM are shown.
- OKK 1.5**: A blue arrow points to a specific point on the profile labeled OKK 1.5.
- 1300**: A blue asterisk and the number 1300 are shown near the FROWN INT.

CATEGORY	A	B	C	D
S-ILS 23	1027-1/2 200 (200-1/2)			
S-LOC 23	1300-1/2 473 (500-1/2)		1300-1 473 (500-1)	1300-1 473 (500-1)
 CIRCLING	1300-1 468 (500-1)		1400-1 1/2 568 (600-1 1/2)	1640-2 1/2 808 (900-2 1/2)
FROWN FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)				
S-LOC 23	1220-1/2 393 (400-1/2)		1220-3/4 393 (400-3/4)	
 CIRCLING	1260-1 428 (500-1)	1300-1 468 (500-1)	1400-1 1/2 568 (600-1 1/2)	1640-2 1/2 808 (900-2 1/2)

OLD

KOKOMO, INDIANA

AL-711 (FAA)

15064

LOC I-OKK	APP CRS	Rwy Idg	5201
108.9	227°	TDZE	827
		Apt Elev	830

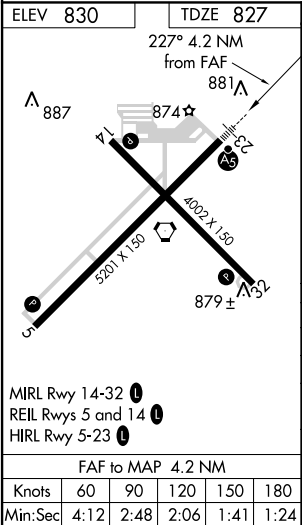
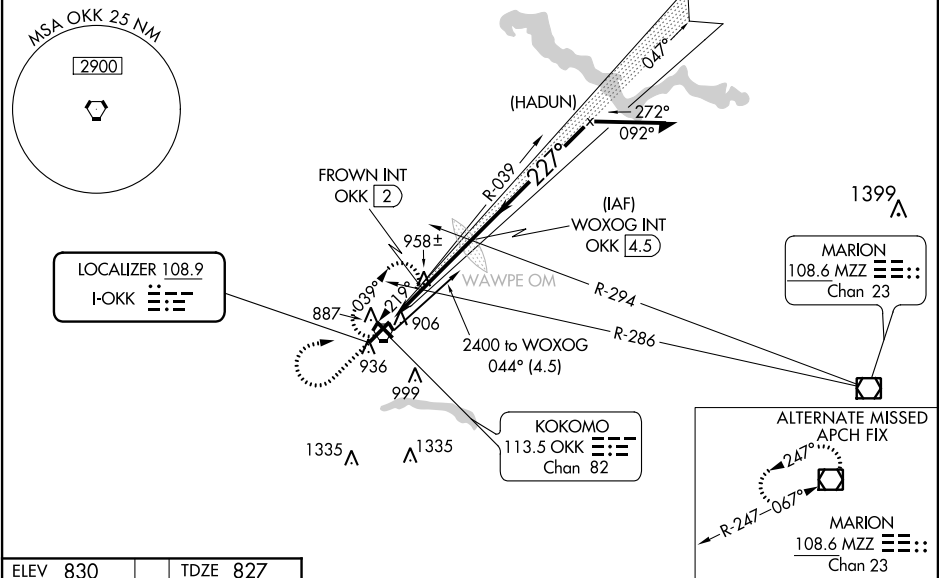
# ILS or LOC RWY 23

KOKOMO MUNI (OKK)

When local altimeter setting not received, use Muncie altimeter setting and increase all DA 96 feet and all MDA 100 feet; increase S-LOC 23 Cat C/D and FROWN FIX minimums S-23 Cat C/D visibility ¼ mile, increase Circling Cat C visibility ¼ mile. For inoperative MALSR increase S-LOC 23 Cat C/D visibility to 1¾. FROWN FIX Minimums increase S-LOC 23 Cat C/D visibility to 1¾. For inoperative MALSR when using Muncie altimeter setting, increase S-LOC 23 Cat C/D visibility and Circling Cat C to 1¾ and FROWN FIX Minimums S-LOC 23 Cat C/D visibility to 1¾.

**MALSR**  
MISSED APPROACH:  
Climb to 2400 then climbing right turn to 2600 direct OKK VORTAC and hold.

AWOS-3 113.5	GRISOM APP CON* 121.05 338.275	CLNC DEL 120.0	UNICOM 123.0 (CTAF) 1
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ELEV 830	TDZE 827	2400	2600	OKK	WOXOG INT OKK 4.5	Remain within 10 NM
*LOC only *1400 when using Muncie altimeter setting.						
FROWN INT OKK 2						
*1300						
1.7 NM 2.5 NM						
CATEGORY	A	B	C	D		
S-ILS 23	1027-½ 200 (200-½)					
S-LOC 23	1300-½ 473 (500-½)	1300-1 473 (500-1)				
CIRCLING	1300-1 470 (500-1)	1300-1½ 470 (500-1½)		1380-2 550 (600-2)		
FROWN FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)						
S-LOC 23	1220-½ 393 (400-½)	1220-¾ 393 (400-¾)				
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)		

KOKOMO, INDIANA  
Amdt 10A 29MAY14

40°32'N - 86°04'W

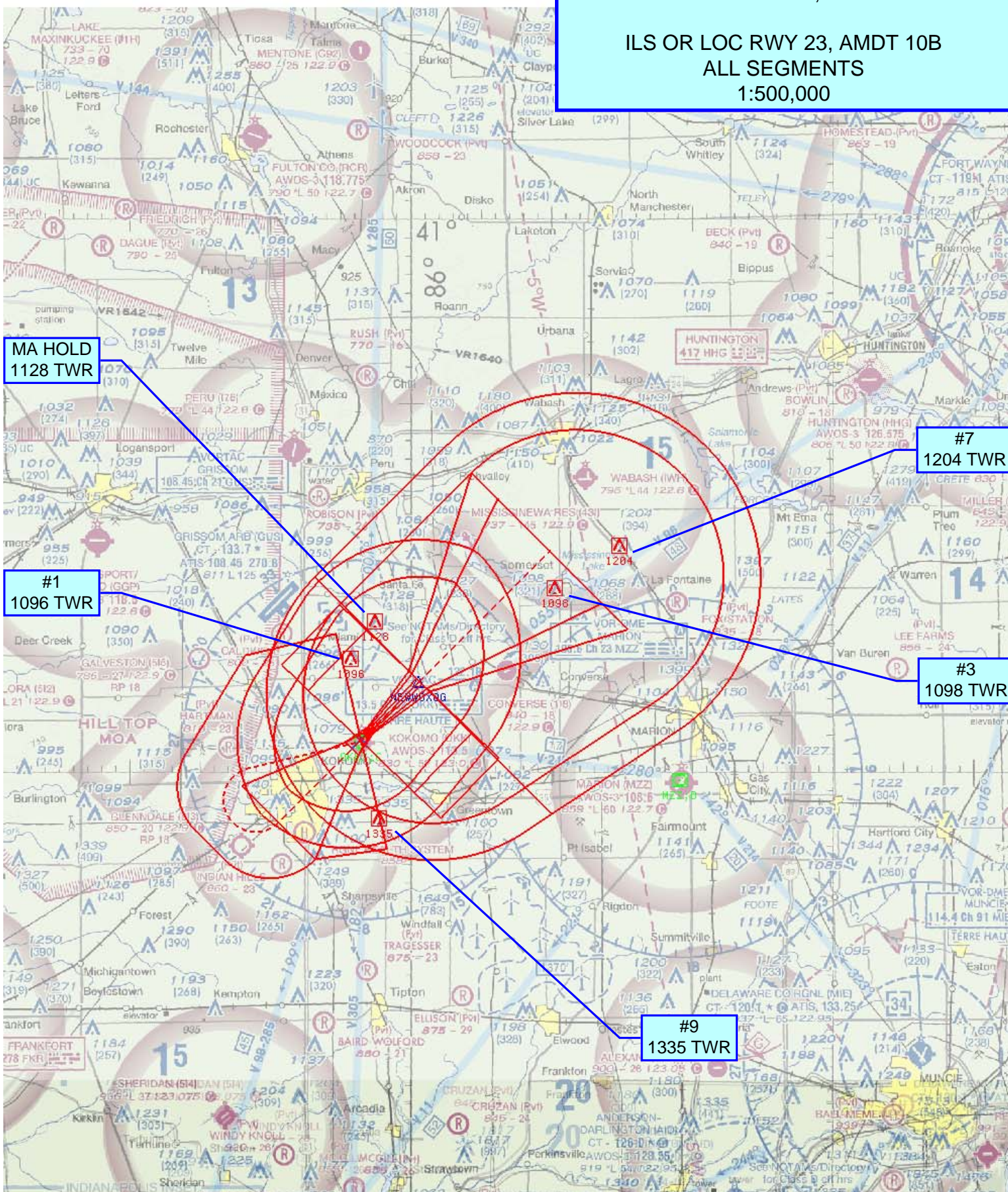
# KOKOMO MUNI (OKK)

## ILS or LOC RWY 23



KOKK  
KOKOMO MUNI  
KOKOMO, IN

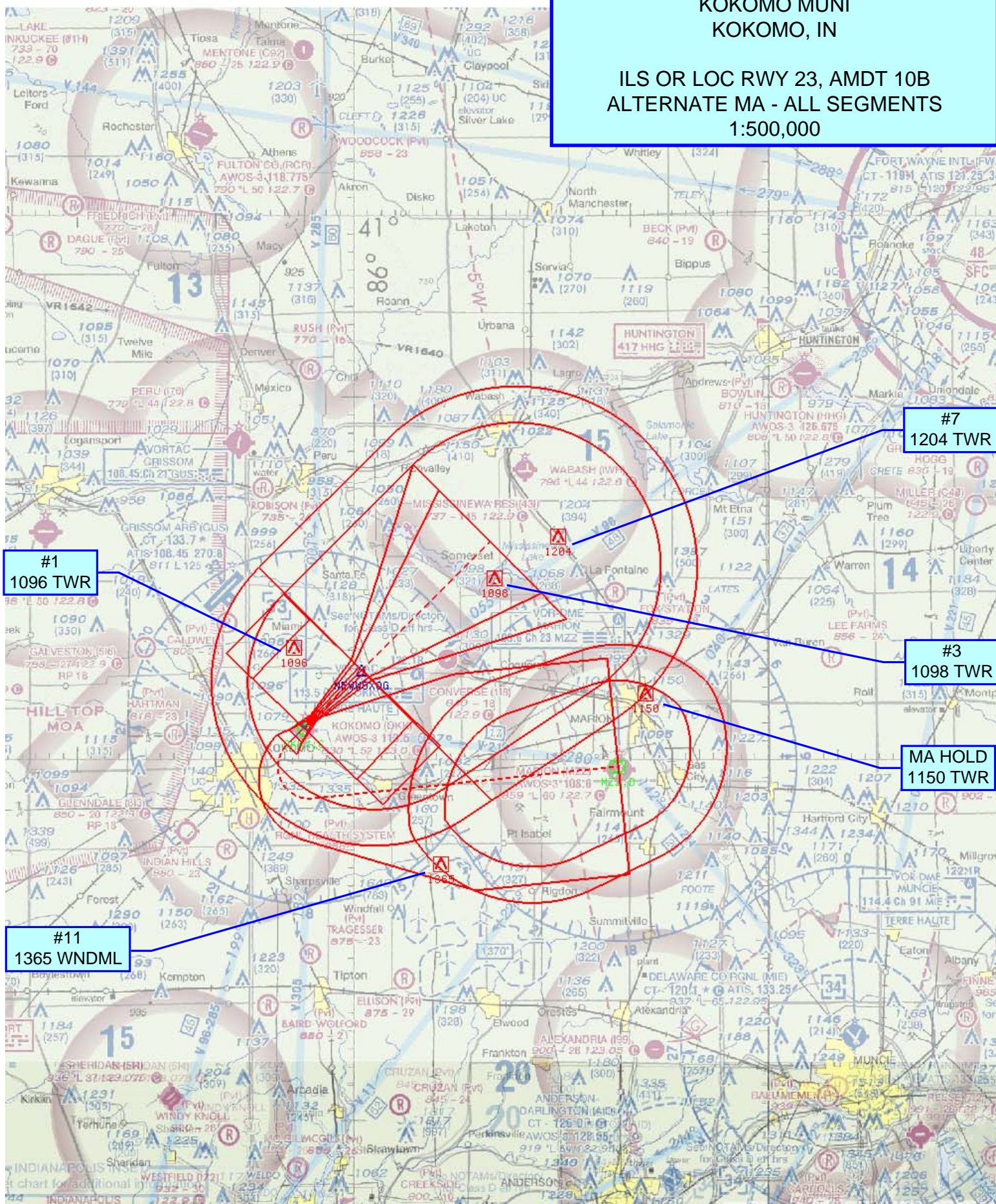
ILS OR LOC RWY 23, AMDT 10B  
ALL SEGMENTS  
1:500,000





KOKK  
KOKOMO MUNI  
KOKOMO, IN

ILS OR LOC RWY 23, AMDT 10B  
ALTERNATE MA - ALL SEGMENTS  
1:500,000



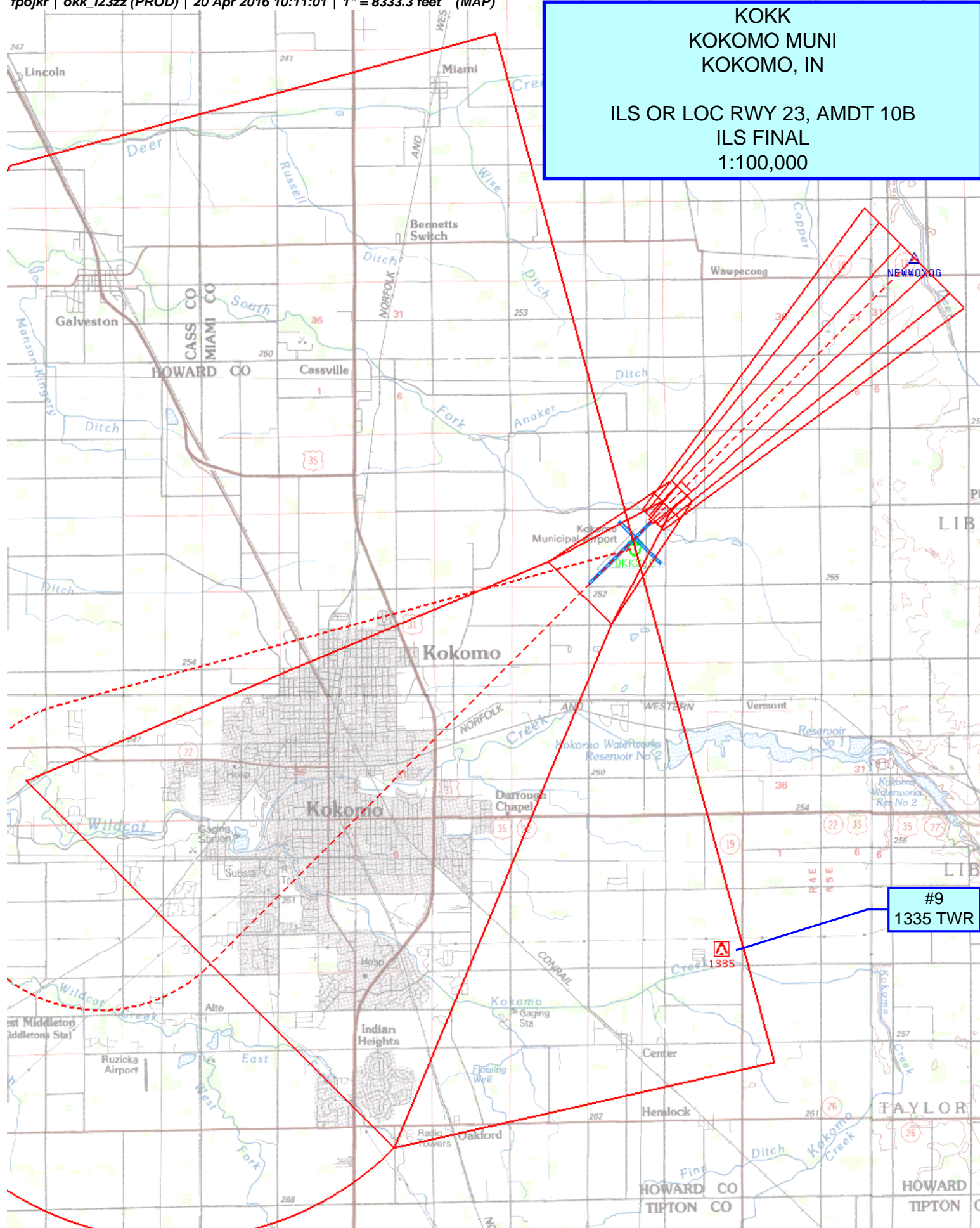


NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

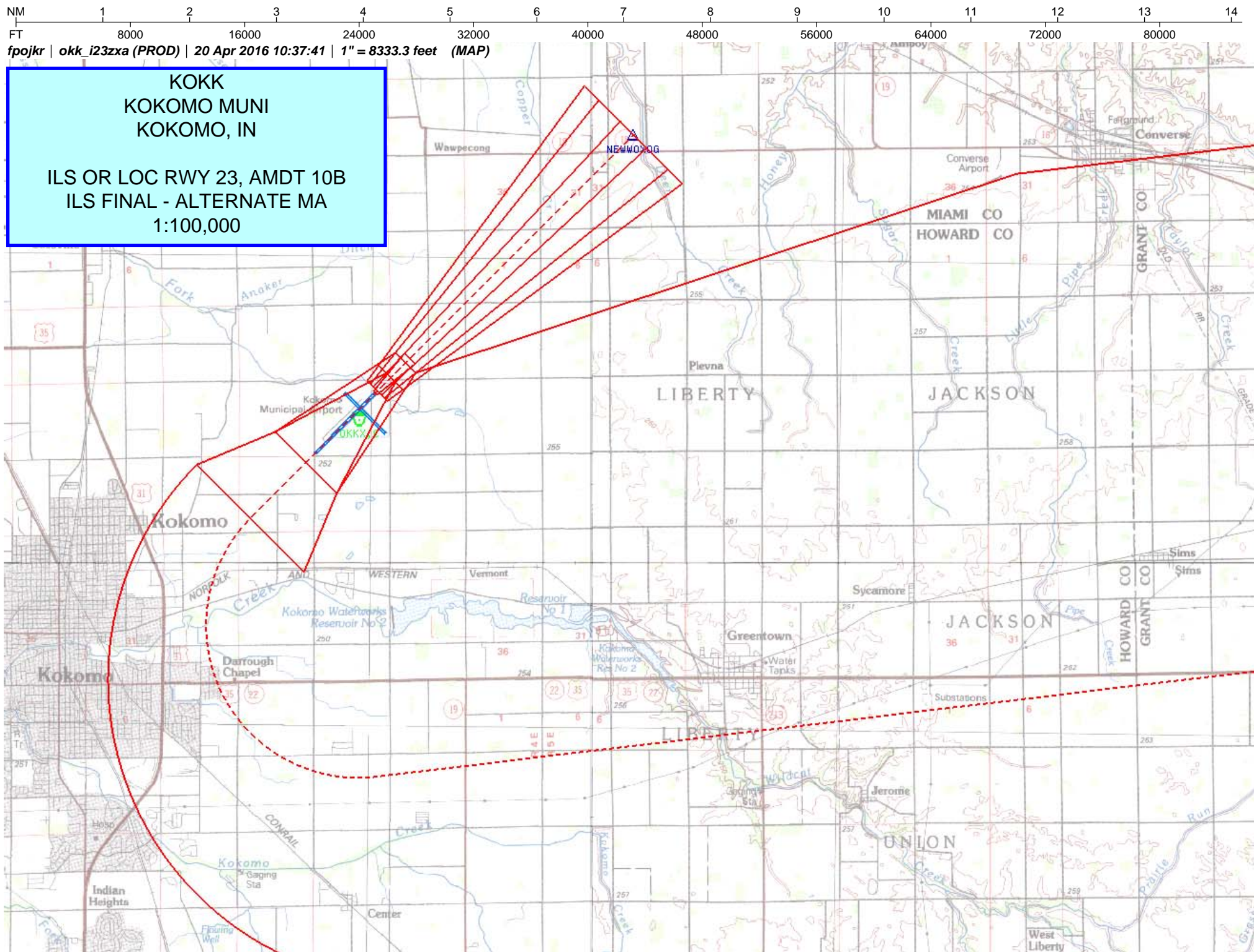
fpojkr | okk\_i23zz (PROD) | 20 Apr 2016 10:11:01 | 1" = 8333.3 feet (MAP)

KOKK  
KOKOMO MUNI  
KOKOMO, IN

ILS OR LOC RWY 23, AMDT 10B  
ILS FINAL  
1:100,000



#9  
1335 TWR



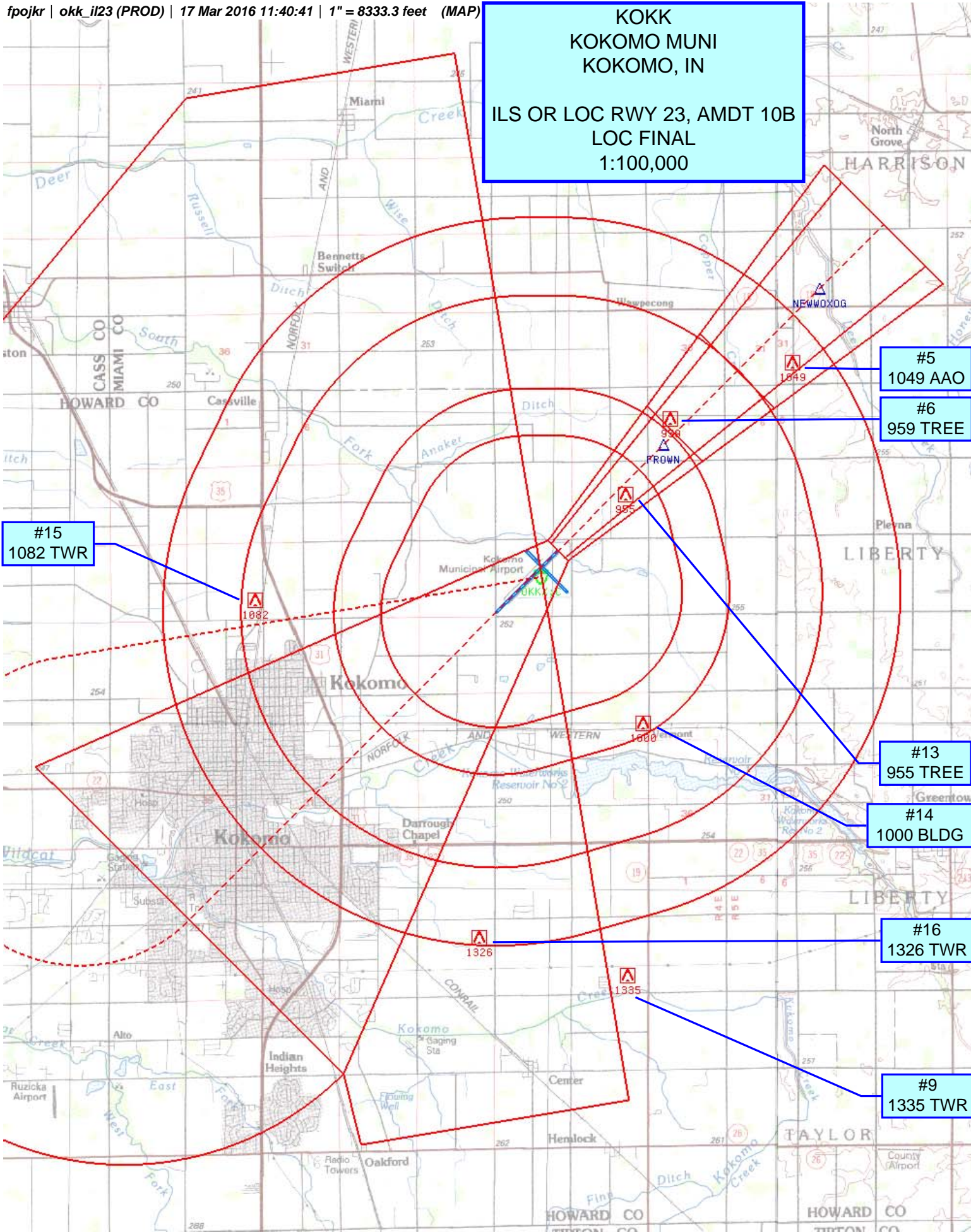


NM 1 2 3 4 5 6 7 8 9 10  
FT 8000 16000 24000 32000 40000 48000 56000 64000

fpojkr | okk\_il23 (PROD) | 17 Mar 2016 11:40:41 | 1" = 8333.3 feet (MAP)

KOKK  
KOKOMO MUNI  
KOKOMO, IN

ILS OR LOC RWY 23, AMDT 10B  
LOC FINAL  
1:100,000



#5  
1049 AAO

#6  
959 TREE

#15  
1082 TWR

#13  
955 TREE

#14  
1000 BLDG

#16  
1326 TWR

#9  
1335 TWR

# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY:

STATE:

AIRPORT NAME:

ID:

PROCEDURE:

AMDT:

DOCKET # :

(96-AXX-X/Required/Not Required)

**ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.**

1. Distance from \_\_\_\_\_ to 1000' point \_\_\_\_\_

(Enter THLD, FAF, ARP, FACILITY, as appropriate)

2. Width of \_\_\_\_\_ segment at 1000' point \_\_\_\_\_

(Enter appropriate segment , final, intermediate, etc.)

3. True Course of \_\_\_\_\_ segment containing 1000' point \_\_\_\_\_

4. High Terrain in \_\_\_\_\_ segment containing 1000' point \_\_\_\_\_

5. Distance from \_\_\_\_\_ to 1500' point \_\_\_\_\_

(If 1500' point in PT maneuvering area or holding pattern note in remarks)

6. Width of \_\_\_\_\_ segment at 1500' point \_\_\_\_\_

7. True Course of \_\_\_\_\_ segment containing 1500' point \_\_\_\_\_

8. High Terrain in \_\_\_\_\_ segment containing 1500' point \_\_\_\_\_

9. Threshold Coordinates (if straight-in) ... \_\_\_\_\_ / \_\_\_\_\_

10. ARP Coordinates ..... \_\_\_\_\_ / \_\_\_\_\_

11. Runway Approach End and distance furthest from ARP.....RWY \_\_\_\_\_

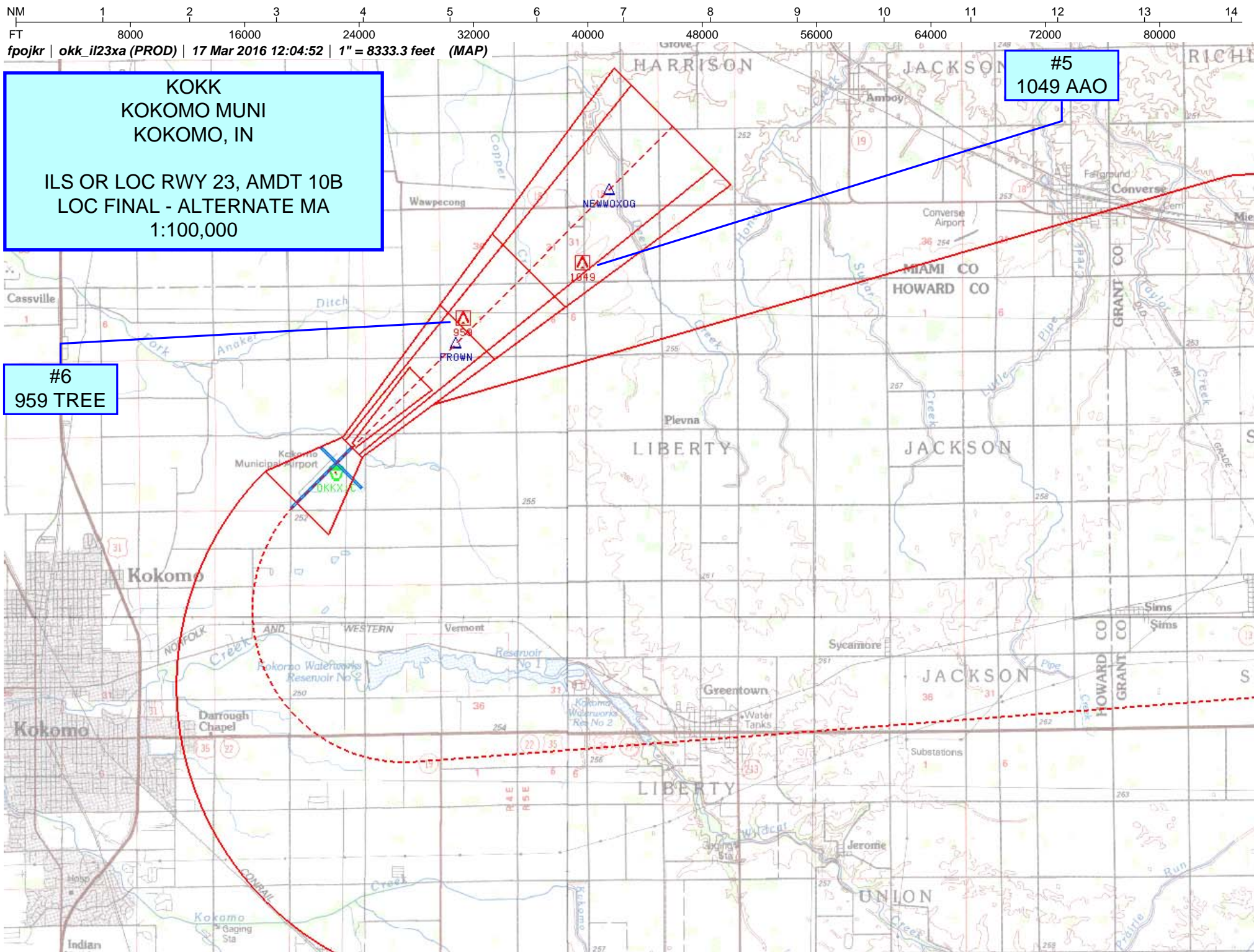
Distance \_\_\_\_\_ NM

12. FAF Coordinates ..... \_\_\_\_\_ / \_\_\_\_\_

(Click to Select)

**REMARKS:**





LOC I-OKK	APP CRS	Rwy Idg	5201
108.9	227°	TDZE	827
		Apt Elev	830

ILS or LOC RWY 23

KOKOMO MUNI (OKK)

⚠ When local altimeter setting not received, use Muncie altimeter setting and increase all DA 96 feet and all MDA 100 feet; increase S-LOC 23 Cat C/D and FROWN FIX minimums S-23 Cat C/D visibility ¼ mile, increase Circling Cat C visibility ¼ mile. For inoperative MALSR increase S-LOC 23 Cat C/D visibility to 1¾. FROWN FIX Minimums increase S-LOC 23 Cat C/D visibility to 1¾. For inoperative MALSR when using Muncie altimeter setting, increase S-LOC 23 Cat C/D visibility and Circling Cat C to 1¾ and FROWN FIX Minimums S-LOC 23 Cat C/D visibility to 1¾.

MALSR

MISSED APPROACH: Climb to 2400 then climbing right turn to 2600 direct OKK VORTAC and hold.

AWOS-3	GRISSEM APP CON*	CLNC DEL	UNICOM
113.5	121.05 379.3	120.0	123.0 (CTAF) 1

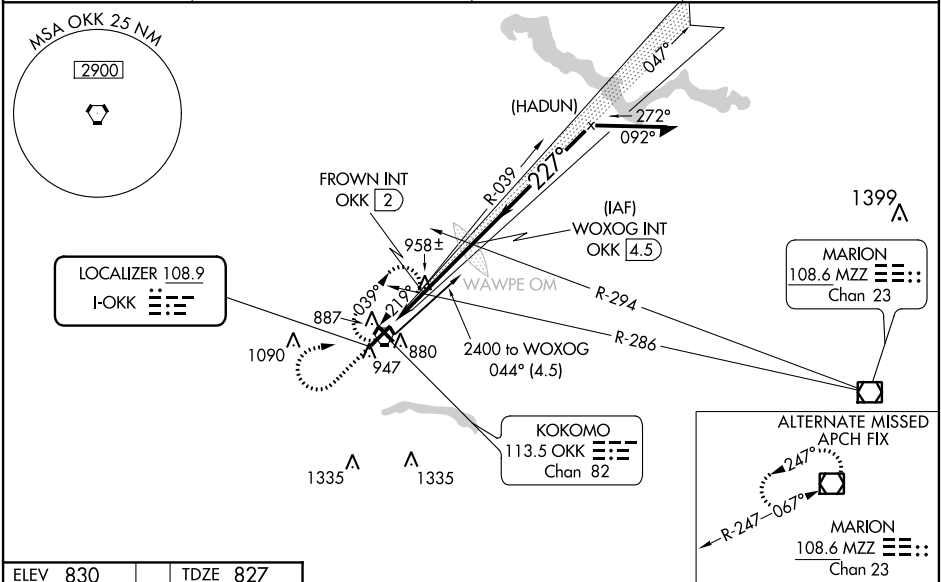


Diagram showing a VOR/DME station (FAF) with radial and distance information. The diagram includes a VOR symbol with a star, a DME symbol, and a distance of 4.2 NM from the FAF. Radial lines are marked at 227° and 260°. Distances are marked as 874, 879 ±, and 4002 X 150. A note "A 887" is present.

MIRL Rwy 14-32 **(1)**  
 REIL Rwys 5 and 14 **(1)**  
 HIRL Rwy 5-23 **(1)**

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

Diagram showing a VOR/DME station (FROWN INT) with radial and distance information. The diagram includes a VOR symbol with a star, a DME symbol, and a distance of 4.2 NM from the FAF. Radial lines are marked at 227° and 260°. Distances are marked as 874, 879 ±, and 4002 X 150. A note "A 887" is present.

CATEGORY	A	B	C	D
S-ILS 23	1027-½ 200 (200-½)			
S-LOC 23	1300-½	473 (500-½)	1300-1	473 (500-1)
CIRCLING	1300-1	470 (500-1)	1300-1½ 470 (500-1½)	1380-2 550 (600-2)
FROWN FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)				
S-LOC 23	1220-½	393 (400-½)	1220-¾	393 (400-¾)
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1½ 450 (500-1½)	1380-2 550 (600-2)



LOC I-OKK <b>108.9</b>	APP CRS <b>227°</b>	Rwy Idg THRE Apt Elev <b>5201</b> <b>819</b> <b>830</b>
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# ILS or LOC RWY 23 KOKOMO MUNI (OKK)

**T** When local altimeter setting not received, use Muncie altimeter setting and increase all DA 96 feet and all MDA 100 feet; increase S-LOC 23 Cat C/D and FROWN FIX minimums S-23 Cat C/D visibility ¼ mile, increase Circling Cat C visibility ¼ mile. For inoperative MALSR increase S-LOC 23 Cat C/D visibility to 1½. FROWN FIX Minimums increase S-LOC 23 Cat C/D visibility to 1½. For inoperative MALSR when using Muncie altimeter setting, increase S-LOC 23 Cat C/D visibility and Circling Cat C to 1¾ and FROWN FIX Minimums S-LOC 23 Cat C/D visibility to 1¾.

MALSR



**MISSED APPROACH:**  
Climb to 2400 then climbing right turn to 2600 direct OKK VORTAC and hold.

AWOS-3  
**113.5**

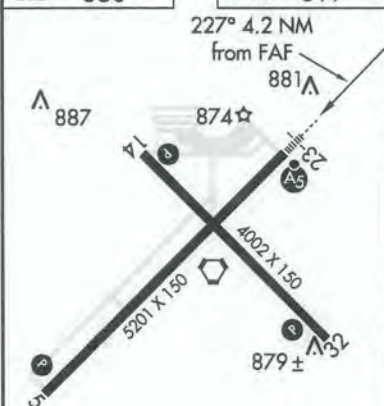
GRISSOM APP CON\*  
**121.05 379.3**

CLNC DEL  
**120.0**

UNICOM  
**123.0 (CTAF) 0**

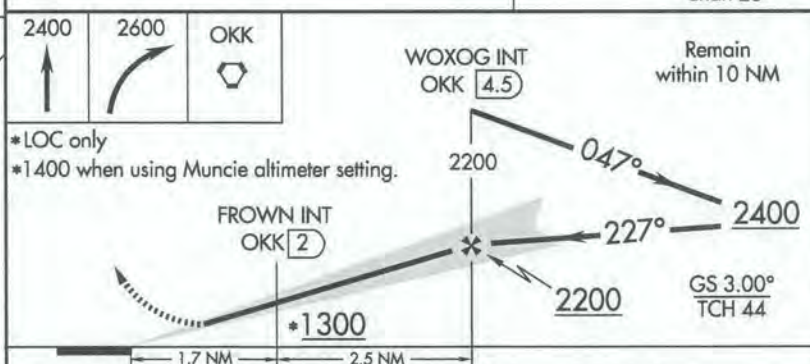


ELEV 830 THRE 819



MIRL Rwy 14-32 **L**  
REIL Rwy 5 and 14 **L**  
HIRL Rwy 5-23 **L**

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24



CATEGORY	A	B	C	D
S-ILS 23	1019-1/2 200 (200-1/2)			
S-LOC 23	1300-1/2 481 (500-1/2)	1300-1 481 (500-1)		
CIRCLING	1300-1 470 (500-1)	1300-1 1/2 470 (500-1 1/2)		1380-2 550 (600-2)
FROWN FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED)				
S-LOC 23	1220-1/2 401 (400-1/2)	1220-3/4 401 (400-3/4)		
CIRCLING	1260-1 430 (500-1)	1280-1 450 (500-1)	1280-1 1/2 450 (500-1 1/2)	1380-2 550 (600-2)

KOKOMO, INDIANA

Amdt 10 15DEC11

40°32'N - 86°04'W

KOKOMO MUNI (OKK)  
ILS or LOC RWY 23

EC-2, 15 DEC 2011 to 12 JAN 2012

EC-2, 15 DEC 2011 to 12 JAN 2012



NM 7 14 21 28 35 42 49  
 FT 42000 84000 126000 168000 210000 252000 294000  
 fpotlk | okk ialt (PROD) | 24 Jun 2011 09:26:50 | 1" = 41666.7 feet (MAP)

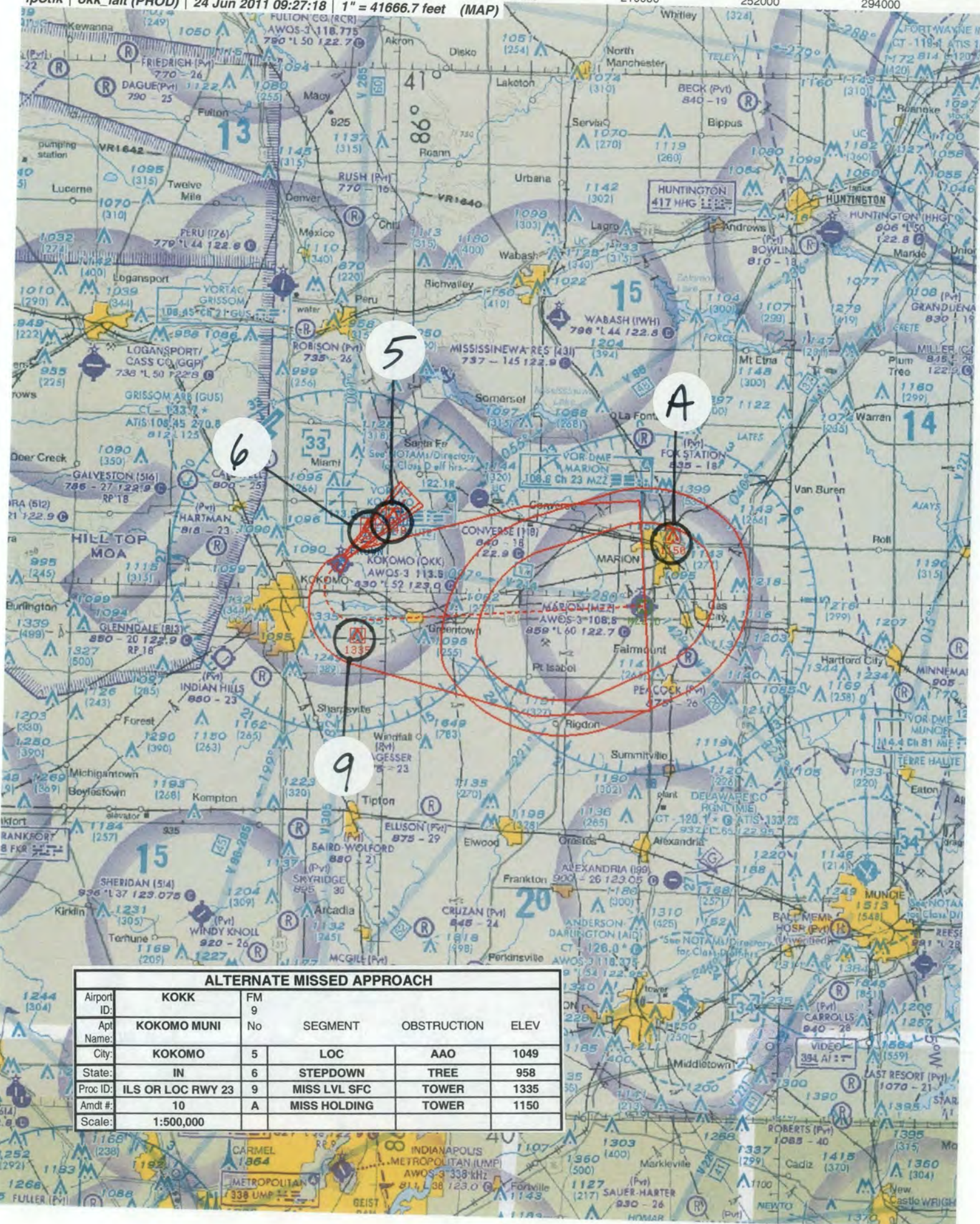


# ALTERNATE MISSED APPROACH

Airport ID:	KOKK	FM 9			
Apt Name:	KOKOMO MUNI	No	SEGMENT	OBSTRUCTION	ELEV
City:	KOKOMO		ILS	ASC	
State:	IN	9	MISS LVL SFC	TOWER	1335
Proc ID:	ILS OR LOC RWY 23	A	MISS HOLDING	TOWER	1150
Amdt #:	10				
Scale:	1:500,000				



NM  
FT 7 14 21 28 35 42 49  
42000 84000 126000 168000 210000 252000 294000  
fpotlk | okk ialt (PROD) | 24 Jun 2011 09:27:18 | 1" = 41666.7 feet (MAP)

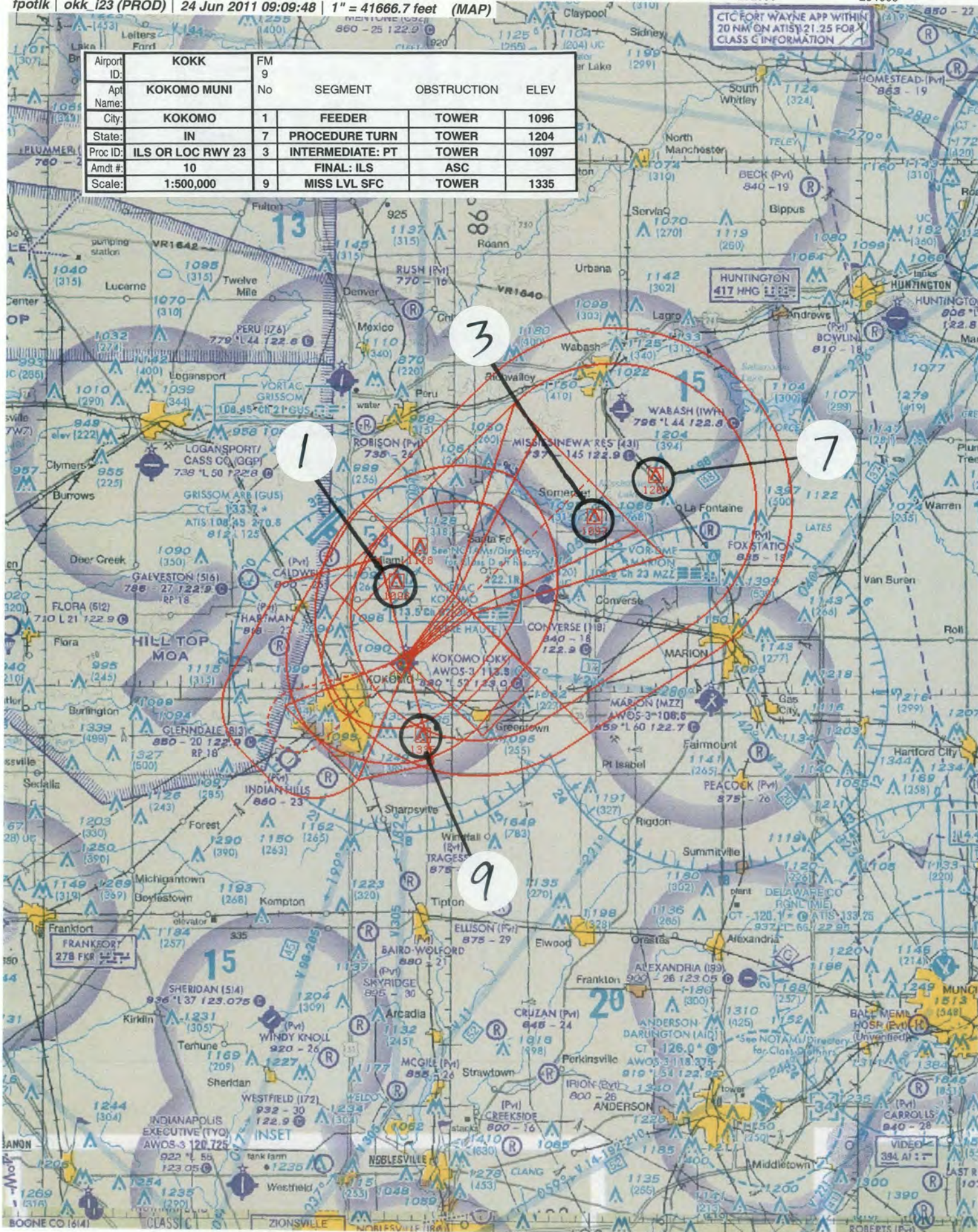


#### ALTERNATE MISSED APPROACH

Airport ID:	KOKK	FM			
Apt Name:	KOKOMO MUNI	No	SEGMENT	OBSTRUCTION	ELEV
City:	KOKOMO	5	LOC	AAO	1049
State:	IN	6	STEPDOWN	TREE	958
Proc ID:	ILS OR LOC RWY 23	9	MISS LVL SFC	TOWER	1335
Amdt #:	10	A	MISS HOLDING	TOWER	1150
Scale:	1:500,000				



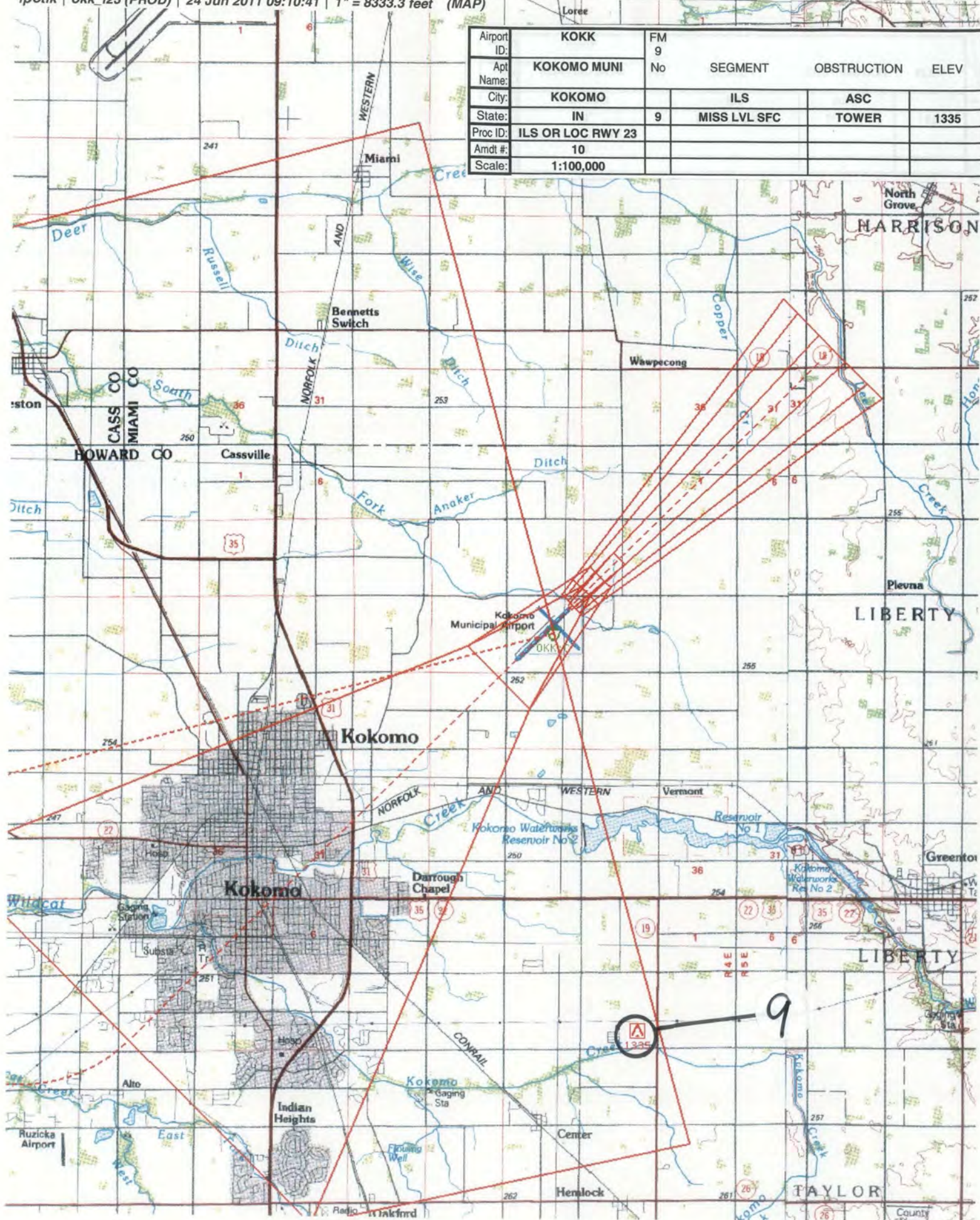
Airport ID:	KOKK	FM 9			
Apt Name:	KOKOMO MUNI	No	SEGMENT	OBSTRUCTION	ELEV
City:	KOKOMO	1	FEEDER	TOWER	1096
State:	IN	7	PROCEDURE TURN	TOWER	1204
Proc ID:	ILS OR LOC RWY 23	3	INTERMEDIATE: PT	TOWER	1097
Amdt #:	10		FINAL: ILS	ASC	
Scale:	1:500,000	9	MISS LVL SFC	TOWER	1335





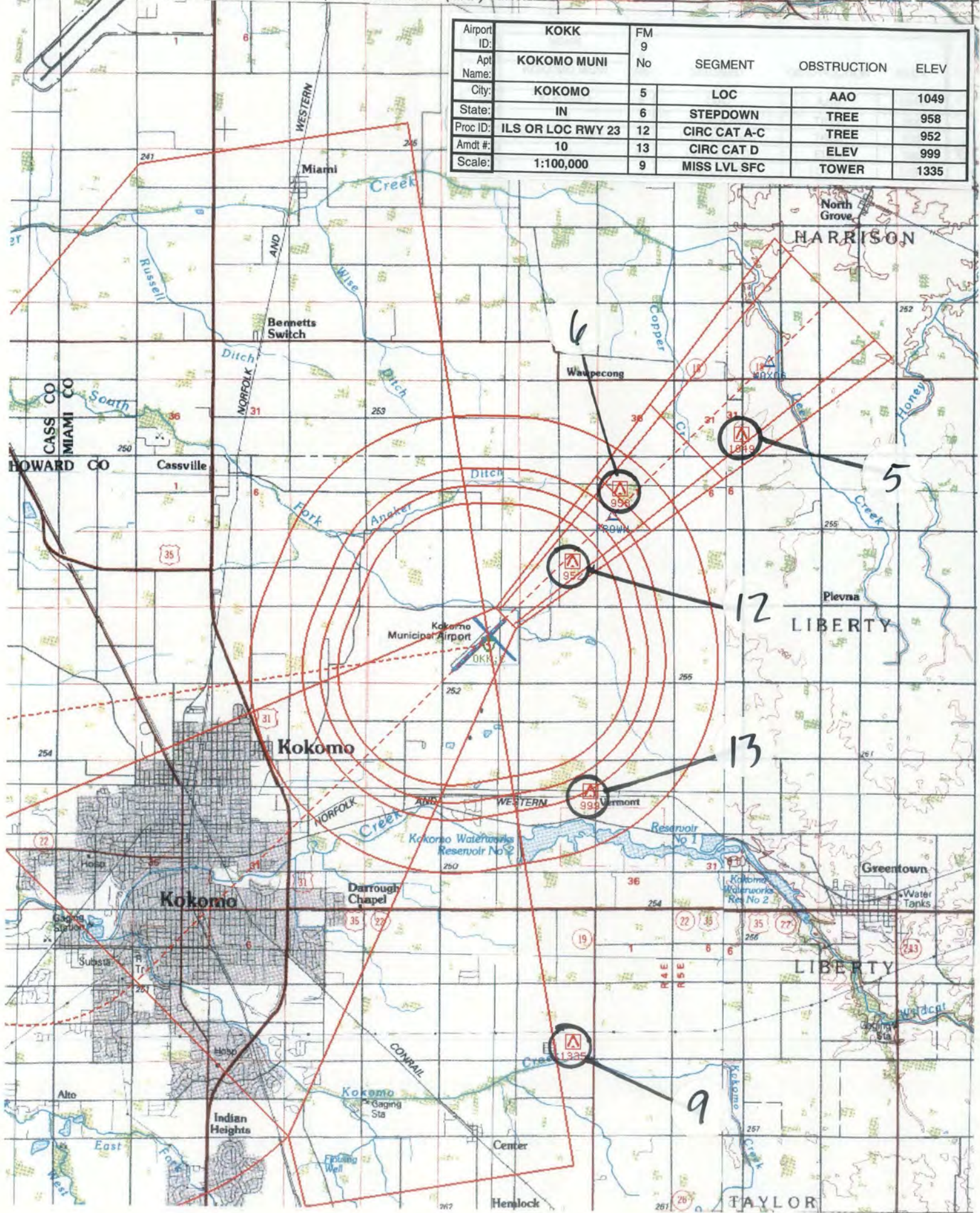
NM  
FT  
1 2 3 4 5 6 7 8 9 10  
8000 16000 24000 32000 40000 48000 56000 64000  
fpotlk | okk\_i23 (PROD) | 24 Jun 2011 09:10:41 | 1" = 8333.3 feet (MAP)

Airport ID:	KOKK	FM 9			
Apt Name:	KOKOMO MUNI	No	SEGMENT	OBSTRUCTION	ELEV
City:	KOKOMO		ILS	ASC	
State:	IN	9	MISS LVL SFC	TOWER	1335
Proc ID:	ILS OR LOC RWY 23				
Amdt #:	10				
Scale:	1:100,000				





Airport ID:	KOKK	FM			
Apt Name:	KOKOMO MUNI	No	SEGMENT	OBSTRUCTION	ELEV
City:	KOKOMO	5	LOC	AAO	1049
State:	IN	6	STEPDOWN	TREE	958
Proc ID:	ILS OR LOC RWY 23	12	CIRC CAT A-C	TREE	952
Amdt #:	10	13	CIRC CAT D	ELEV	999
Scale:	1:100,000	9	MISS LVL SFC	TOWER	1335





<b>Flight Procedure Tracking Form</b>			<b>Action:</b> REVIEW/INQUIRY	<b>Task Type:</b> BRO	<b>Date Open:</b> 06/20/2013	<b>Task #:</b> 2013062017111201002	<b>Request #:</b> 20130620171112
<b>Procedure:</b> ILS OR LOC RWY AMDT 23				<b>Airport ID:</b> KOKK	<b>Airport:</b> KOKOMO MUNI		<b>Reimbursable #:</b>
<b>City:</b> ST: IN			<b>GPS #:</b>		<b>Estimated Chart Date:</b> 01/10/2014		<b>FICO #:</b>
<b>Fac ID:</b>		<b>Fac. Type:</b>		<b>Specialist:</b> AISHAT NAUZO			
<b>Procedure Review</b>							
	<b>Rec'd</b>	<b>Rel'd</b>	<b>Full Name</b>	<b>Comments</b>			
<b>Lead:</b>							
<b>QA:</b>							
<b>Liaison:</b>							
<b>Procedure Comments:</b>				<b>Remark Type:</b> INFORMATION			
<p>BIENNIAL REVIEW FINDINGS: NEW OBSTACLE REQUIRES S-ILS DA TO BE RAISED. ALSO 20:1 PENETRATIONS WERE FOUND AND ALL STRAIGHT IN APPROACH ENDS AT AIRPORT WERE EVALUATED TO ASSESS IMPACT: S-ILS 23 DA 1069/HATH 250 ALL CATS. VIS 1 ALL CATS. S-LOC 23 VIS 1 CATS A/B. FROWN FIX MINIMUMS S-LOC 23 VIS 1 ALL CATS. CIRCLING TO RWY 05/32 NA AT NIGHT. NOTAM ACTION REQUIRED.</p>							

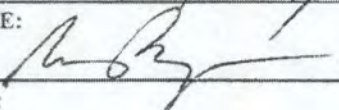
# FLIGHT INSPECTION PROCEDURE CONTROL FORM

PROCEDURE: ILS OR LOC RWY 23 10.00		AIRPORT NAME: KOKOMO MUNI		AIRPORT ID: KOKK	SPECIAL CONTROL NO: BP-9-79-11
CITY: KOKOMO				ST: IN	ORIG CHART DATE: 12/15/11
FAC ID: OKK	DFL TYPE: PROC/A	THIRD PARTY: <input type="checkbox"/> YES	EST. TIME ON SITE: 0.5	REIMB. NUMBER:	

## PREFLIGHT NOTES

REVIEWER:	DATE:				
COMMENTS:	ASSOCIATED FACILITIES:	CHECK ONE: <input type="checkbox"/> FLT CK REQ <input type="checkbox"/> NFCR <input type="checkbox"/> REJECT			
		<table border="1"><tr><td></td><td>YES</td><td>NO</td></tr></table>		YES	NO
			YES	NO	
		VIDEO MAP REQUIRED?			
		ESV(S) ATTACHED?			
GROUND MAINTENANCE?					
		ARINC CODING 424?			

## POST FLIGHT

INSPECTION DATE: 10/13/2011	CREW #: VN130	N #: 54	CHECK ONE: <input checked="" type="checkbox"/> SAT <input type="checkbox"/> SAT W/CHANGES <input type="checkbox"/> SAT / GOLD <input type="checkbox"/> UNSAT	NOTAM ISSUED? <input type="checkbox"/> YES
FLIGHT INSPECTOR SIGNATURE: 			PRINTED NAME: Ramon Payne	
FLIGHT INSPECTOR REMARKS:				

RECEIVED OCT 14 2011



# TERMINAL AIRSPACE DATA REQUIREMENTS

CITY: **KOKOMO**

STATE: **IN**

AIRPORT NAME: **KOKOMO MUNI**

ID: **KOKK**

PROCEDURE: **ILS OR LOC RWY 23**

AMDT: **10**

DOCKET#: **NOT REQUIRED**

(96-AXX-X/Required/Not Required)

**ALL DIST TO 1/100 NM; ELEV TO NEAREST FT; COORD TO 1/100 SEC; DEG TO 1/100 DG.**

1. Distance from THLD to 1000' point 2.94  
(Enter THLD, FAF, ARP, FACILITY, as appropriate)
2. Width of FINAL segment at 1000' point 0.86  
(Enter appropriate segment, final, intermediate, etc.)
3. True Course of FINAL segment containing 1000' point 224.94
4. High Terrain in FINAL segment containing 1000' point 849
5. Distance from FAF to 1500' point 7.00  
(If 1500' point in PT maneuvering area or holding pattern note in remarks)
6. Width of INTERMEDIATE segment at 1500' point 5.92
7. True Course of INTERMEDIATE segment containing 1500' point 224.94
8. High Terrain in INTERMEDIATE segment containing 1500' point 837
9. Threshold Coordinates (if straight-in) ... 403157.79N / 0860314.66W
10. ARP Coordinates ..... 403141.44N / 0860332.36W
11. Runway Approach End and distance furthest from ARP ..... RWY 5  
Distance 0.50 NM
12. FAF Coordinates ..... 403456.17N / 0855921.10W

**REMARKS: Approach/Drawing attached.**

# Periodic Review

01-07-16

KOKOMO MUNI AIRPORT  
KOKOMO, IN (KOKK)

ILS OR LOC RWY 23 AMDT 10A

## Summary/Findings

1. PARTIAL REVIEW. 2. AMENDMENT REQUIRED. 3. FACILITY MAGVAR OUT OF TOLERANCE: 2W/1985, 5W/2020. NOTAM REQUIRED: NO. AMENDMENT REQUIRED: YES. APPLY NEW CIRCLING RADII FROM 8260-3B, CHANGE 21. NEW OIS SURVEY: VG DATED 06/23/2012 FACILITY MAGVAR OUT OF TOLERANCE. ADDITIONAL INFORMATION: USING NEW CIRCLING RADII WILL IMPACT CIRCLING MINIMA. THERE IS A NOTAM THAT LOWERS S-IN AND CIRCLING MINIMA BELOW WHAT'S PUBLISHED AND BELOW WHAT THE IAPA EVALUATION CONVEYS VISI CHECK COMPLETE. EVALUATED REVISED (CAT A/B) VISUAL AREAS ONLY BUILT USING IAPA NOV. 8, 2012 CRITERIA. REVIEWED BY: STEPHANIE A. BARBEE (LOCKHEED MARTIN), 01-07-2016.

## Actions/Notes

QC by James DuBois on 1/27/16. 1. Partial review. 2. NOTAM & Amdt req. 3. OKK ILS Mag Var out of tolerance: 1985/2W, 2020/5.03W. NOTAM REQ: T NOTAM 6/7207 1. S-ILS 23 DA 1077/ HAT 250. 2. Change Local Altimeter note to read: When local altimeter setting not received, use Muncie altimeter setting and increase all DA 96 ft and all MDA 100 ft; increase S-ILS 23 all CATS visibility 1/4 mile, S-LOC 23 CAT C/D 1/4 mile, Circling CAT C 1/8 mile, FROWN fix minimums S-LOC 23 CAT C/D 1/4 mile. 3. Change for Inoperative MALSR note to read: For inoperative MALSR, increase S-ILS 23 all CATS visibility to 7/8 mile, S-LOC 23 CAT C/D to 1 3/8 mile, FROWN fix minimums S-LOC 23 CAT C/D to 1 1/8 mile. 4. Change For inoperative MALSR when using Muncie Altimeter note to read: For inoperative MALSR when using Muncie altimeter setting, increase S-ILS 23 all CATS visibility to 1 1/8 mile, S-LOC 23 CAT C/D to 1 5/8 mile, FROWN fix minimums S-LOC CAT C/D to 1 3/8 mile. AMDT REQUIRED: 1. Permanent changes to 6/7207. ADDITIONAL INFORMATION: 1. No CAT A/B 20:1 pens any RWY. 2. Ref T NOTAM 6/7207, REASONS: S-ILS 23 DA/HAT from 1027/200 to 1077/250 ref



KOKKT0103 BLDG/18-023243 (same Lat/Long) @403208.11N/0860254.56W, 41 AGL/867 MSL, AC 1A. S-ILS 23 DA/HAT increase only reissued from 5/1020 & 4/0794. Local Altimeter note chgd by adding S-ILS 23 1/4 mile increase ref above DA increase & chgd Circling CAT C vis from 1/4 to 1/8 per S-LOC 23 SI no light min, note will now read: When local altimeter setting not received, use Muncie altimeter setting and increase all DA 96 ft and all MDA 100 ft; increase S-ILS 23 all CATS visibility 1/4 mile, S-LOC 23 CAT C/D 1/4 mile, Circling CAT C 1/8 mile, FROWN fix minimums S-LOC 23 CAT C/D 1/4 mile. Chgd Inop MALSR note by adding S-ILS 23 vis increase ref DA increase ref above, note will now read: For inoperative MALSR, increase S-ILS 23 all CATS visibility to 7/8 mile, S-LOC 23 CAT C/D to 1 3/8 mile, FROWN fix minimums S-LOC 23 CAT C/D to 1 1/8 mile. Chgd For inop MALSR when using Muncie Altimeter note by adding S-ILS 23 vis increase ref above DA increase and S-LOC 23 CAT C/D chg from "to 1 3/4" to "to 1 5/8" per .3b table 3-5a, note will now read: For inoperative MALSR when using Muncie altimeter setting, increase S-ILS 23 all CATS visibility to 1 1/8 mile, S-LOC 23 CAT C/D to 1 5/8 mile, FROWN fix minimums S-LOC CAT C/D to 1 3/8 mile. 3. Expanded Circling radii. 4. Expanded Circling radii. 5. ILS, OKK VORTAC & MZZ VOR/DME Mag Var. 6. Did not convert to P NOTAM as abbrev Amdt scheduled for 5/26/16.

# Continuation Page

1/27/2016

Print NOTAMS

Print

Project Name: OKK ILS or LOC RWY 23 S-ILS Increase & Notes Chgs.

Project Reason: Chgd S-ILS 23 DA/HAT from 1027/200 to 1077/250 ref KOKKT0103 BLDG/18-023243 (same Lat/Long) @403208.11N/0860254.56W, 41 AGL/867 MSL, AC 1A. S-ILS 23 DA/HAT increase only reissued from 5/1020 & 4/0794. Local Altimeter note chgd by adding S-ILS 23 1/4 mile increase ref above DA increase & chgd Circling CAT C vis from 1/4 to 1/8 per S-LOC 23 SI no light min, note will now read: When local altimeter setting not received, use Muncie altimeter setting and increase all DA 96 ft and all MDA 100 ft; increase S-ILS 23 all CATS visibility 1/4 mile, S-LOC 23 CAT C/D 1/4 mile, Circling CAT C 1/8 mile, FROWN fix minimums S-LOC 23 CAT C/D 1/4 mile. Chgd Inop MALSR note by adding S-ILS 23 vis increase ref DA increase ref above, note will now read: For inoperative MALSR, increase S-ILS 23 all CATS visibility to 7/8 mile, S-LOC 23 CAT C/D to 1 3/8 mile, FROWN fix minimums S-LOC 23 CAT C/D to 1 1/8 mile. Chgd For inop MALSR when using Muncie Altimeter note by adding S-ILS 23 vis increase ref above DA increase and S-LOC 23 CAT C/D chg from "to 1 3/4" to "to 1 5/8" per .3b table 3-5a, note will now read: For inoperative MALSR when using Muncie altimeter setting, increase S-ILS 23 all CATS visibility to 1 1/8 mile, S-LOC 23 CAT C/D to 1 5/8 mile, FROWN fix minimums S-LOC CAT C/D to 1 3/8 mile.

Last Updated By: James DuBois

Last Updated At: 2016-01-27 15:13:44.572105

Status: Verified

6/1207  
IFDC ~~XXXXX~~ OKK IAP KOKOMO MUNI, KOKOMO, IN. ILS OR LOC RWY 23, AMDT 10A... S-ILS 23 DA 1077/HAT 250 ALL CATS. CHANGE LOCAL ALTIMETER SETTING NOTE TO READ: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE MUNCIE ALTIMETER SETTING AND INCREASE ALL DA 96 FT AND ALL MDA 100 FT; INCREASE S-ILS 23 ALL CATS VISIBILITY 1/4 MILE, S-LOC 23 CAT C/D 1/4 MILE, CIRCLING CAT C 1/8 MILE, FROWN FIX MINIMUMS S-LOC 23 CAT C/D 1/4 MILE. CHANGE FOR INOPERATIVE MALSR NOTE TO READ: FOR INOPERATIVE MALSR, INCREASE S-ILS 23 ALL CATS VISIBILITY TO 7/8 MILE, S-LOC 23 CAT C/D TO 1 3/8 MILE, FROWN FIX MINIMUMS S-LOC 23 CAT C/D TO 1 1/8 MILE. CHANGE FOR INOPERATIVE MALSR WHEN USING MUNCIE ALTIMETER NOTE TO READ: FOR INOPERATIVE MALSR WHEN USING MUNCIE ALTIMETER SETTING, INCREASE S-ILS 23 ALL CATS VISIBILITY TO 1 1/8 MILE, S-LOC 23 CAT C/D TO 1 5/8 MILE, FROWN FIX MINIMUMS S-LOC CAT C/D TO 1 3/8 MILE. 1601271513-1609071511EST

Brian Butth

<https://notams.aim.faa.gov/nmpc/action/notam/print>

1/1