

US DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION							ILS - STANDARD INSTRUMENT APPROACH PROCEDURE TITLE 14 CFR PART 97.29										Bearings, headings, courses, and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or in feet RVR.									
TERMINAL ROUTES														MISSED APPROACH												
FROM				TO			COURSE AND DISTANCE				ALTITUDE		ILS: DA LOC: I-BBJ 1.08 DME													
EOK NDB				SLAPS/I-BBJ 6.30 DME			086.52 / 6.00				2400		CLIMB TO 2600 THEN RIGHT TURN DIRECT EOK NDB AND HOLD.  ALTERNATE MA (DO NOT CHART): CLIMB TO 2600 THEN RIGHT TURN DIRECT BRL VOR/DME AND HOLD.  ADDITIONAL FLIGHT DATA: HOLD W, RT, 086.52 INBOUND. CHART IN PLANVIEW: ALTERNATE MA HOLDING, HOLD NW BRL VOR/DME, RT, 129.21 INBOUND. CHART FAS OBST: 789 TREE 402805N/0911829W CHART 790 ANT ON TANK 402741N/0912658W. CHART VDP AT 2.11 DME* DISTANCE VDP TO THLD 1.04 NM. *LOC ONLY. CHART IN PLANVIEW: BRL VOR/DME. CHART BRL 15.1 DME AT EBSE INT. CHART PLANVIEW NOTE: DME OR RADAR REQUIRED.													
EBSE INT/I-BBJ 19.16 DME (IAF)				SLAPS/I-BBJ 6.30 DME (NOPT)			263.72 / 12.86 (I-BBJ)				2400															
1. PT <u>L</u> SIDE OF COURSE <u>083.72</u> OUTBOUND <u>2400</u> FT WITHIN <u>10</u> MILES OF <u>SLAPS</u> (IAF)																										
2.																										
3. FAC: <u>263.72</u> FAF: <u>SLAPS/I-BBJ 6.30 DME</u> DIST FAF TO MAP: <u>          </u> THLD: <u>5.23</u>																										
4. MIN. ALT: <u>SLAPS 2400</u>																										
5. DIST TO THLD FROM OM: <u>5.23</u> MM: <u>-</u> IM: <u>-</u> 150 HAT: <u>-</u> 100 HAT: <u>-</u> GS ANT: <u>775</u>																										
6. MIN GS INCPT: <u>2400</u> GS ALT AT: <u>-</u> OM: <u>-</u> MM: <u>-</u> IM: <u>-</u>																										
7. GS ANGLE: <u>3.00</u> TCH: <u>40.0</u>																										
8. MSA FROM: <u>EOK NDB 2500</u>																										
MAG VAR: 2E EPOCH YEAR: 1985																										
MINIMUMS																										
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT							ALTERNATE: N A X																			
CATEGORY =====>		A			B			C			D			E												
	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA	DH/MDA	VIS	HAT/HAA											
S-ILS 26	871	1/2	200	871	1/2	200	871	1/2	200		NA															
S-LOC 26	1040	1/2	369	1040	1/2	369	1040	1/2	369		NA															
CIRCLING	1180	1	508	1180	1	508	1220	1 1/2	548		NA															
NOTES: CHART NOTE: ADF REQUIRED. VDP NA WHEN USING BURLINGTON ALTIMETER SETTING. CHART NOTE: WHEN VGSI INOP, CIRCLING RWY 32 NA AT NIGHT. CHART NOTE: WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BURLINGTON ALTIMETER SETTING AND INCREASE (CONTINUED ON PAGE 2)																										
CITY AND STATE KEOKUK, IA				ELEVATION: 672 TDZE: 671 AIRPORT NAME: KEOKUK MUNI				FACILITY IDENTIFIER: I-BBJ		PROCEDURE NO./AMDT NO./EFFECTIVE DATE: ILS OR LOC/DME RWY 26, ORIG-D						SUP: AMDT: ORIG-C DATED 12/13/2012										



ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
ROUTINE					
COORDINATED WITH:					
ATA <div></div>		AAT <div></div>		ALPA <div>X</div>	
APA <div></div>		AOPA <div>X</div>		NBAA <div>X</div>	
OTHER (specify)		<div>X</div> ZKC ARTCC, AMGR, MKC FPO			
FLIGHT CHECKED BY					
NAME:		Digitally signed by FLIGHT INSPECTION NOT REQUIRED, ROBERT INGELS STUCKERT BEV L BORDY		FIFO FIOG	DATE: 12/05/2006
DEVELOPED BY May 25, 2017					
NAME:		Digitally signed by BEV L BORDY (STEVEN OWNBEY) BEV L BORDY		FIFO AJV-5433	DATE: 05/22/2017
APPROVED BY May 25, 2017					
NAME:		Digitally signed by PATRICK J. MULQUEEN BEV L BORDY MANAGER		FIFO AJV-5430	DATE:
CHANGES: May 25, 2017					
<div>1. PREVIOUSLY CHARTED CHANGES FROM P-NOTAM ACTIONS FOR AMENDMENT ORIG-A, ORIG-B AND ORIG-C HAVE BEEN INCORPORATED ON THIS FORM.</div> <div>2. PLANVIEW NOTE UPDATED TO REFLECT BRLVOR/DME.</div> <div>3. UPDATED ALL REFERENCES OF BRL VORTAC TO BRL VOR/DME.</div> <div>4. UPDATED ATIIIMETER CHART NOTE FROM WHEN LOCAL ALTIMTER SEETING NOT RECEIVED, USE BURLINGTON ALTIMTER SETTING AND INCREASE ALL DA 59 FEET AND ALL MDA 60 FEET, INCREASE S-LOC 26 AND CIRCLING CAT C VISIBILITY 1/4 MILE TO WHEN LOCAL ALTIMETER SETTING NOT RECEIVED, USE BURLINGTON ALTIMETER SETTING AND INCREASE DA TO 930 FEET AND ALL MDAS 60 FEET, INCREASE S-LOC 26 AND CIRLCLING CAT C VISIBILITY 1/4 SM.</div>					
REASONS:					
<div>1. IAW 8260.19G PARA 8-3-4C (3).</div> <div>2,3. TACR PROJECT</div> <div>4. IAW 8260.19G PARA 8-6-5L(1)(A)2</div> <div>THIS DOES NOT QUALIFY AS A PERIODIC REVIEW-TACR PROJECT.</div>					
<div>QUALITY 4 CHECKED</div>					

ILS - STANDARD  
INSTRUMENT APPROACH PROCEDURE - TITLE 14 CFR PART 97.29

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NOTES, (CONT.):  
DA TO 930 FEET AND ALL MDA 60 FEET. INCREASE S-LOC 26 AND CIRCLING CAT C VISIBILITY 1/4 SM.  
CHART NOTE: CIRCLING TO RWY 32 NA AT NIGHT.  
CHART NOTE: FOR INOPERATIVE MALSR WHEN USING BURLINGTON ALTIMETER SETTING, INCREASE S-ILS 26 CATS A/B/C VISIBILITY TO 1 MILE.



CITY AND STATE KEOKUK, IA	ELEVATION: 672      TDZE: 671 AIRPORT NAME: KEOKUK MUNI	FACILITY IDENTIFIER: I-BBJ	PROCEDURE NO./ AMDT NO./EFFECTIVE DATE: ILS OR LOC/DME RWY 26, ORIG-D	SUP:
				AMDT:      ORIG-C
				DATED:      12/13/2012

ALL AFFECTED PROCEDURES REVIEWED? <div><input type="checkbox"/> YES</div> <div><input type="checkbox"/> NO</div>		COORDINATES OF FACILITIES		REQUIRED EFFECTIVE DATE	
COORDINATED WITH:					
ATA <div><input type="checkbox"/></div>		AAT <div><input type="checkbox"/></div>	ALPA <div><input type="checkbox"/></div>	APA <div><input type="checkbox"/></div>	AOPA <div><input type="checkbox"/></div>
NBAA <div><input type="checkbox"/></div>		OTHER (specify) <div><input type="checkbox"/></div>			
FLIGHT CHECKED BY					
NAME:				FIFO	DATE:
DEVELOPED BY					
NAME:				FIFO	DATE:
APPROVED BY					
NAME:				FIFO	DATE:
CHANGES:					
REASONS:					

STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD													
PART - A OBSTRUCTION DATA													
1. APP SEGMENT		FROM		TO		OBSTRUCTION		COORDINATES		ELEV. MSL	ROC	ALT. ADJUSTMENTS	MIN. ALT.
FEEDER		EOK NDB		SLAPS/I-BBJ 6.30		1. TOWER (16-2002)		402409.00N/0912552.00W		952 (4D)	1000	AT448	2400
				DME		2. TERRAIN		402706.00N/0912006.00W		703 (700)		AS1500	2200
INTERMEDIATE		EBSER INT/I-BBJ		SLAPS/I-BBJ 6.30		3. 200' AAO		402724.00N/0911527.00W		929 (4E)	500	AC98 AT873	2400
		19.16 DME		DME		4. TERRAIN		402724.00N/0911527.00W		729 (700)		AS1500	2200
		(IF/IAF)											
INTERMEDIATE: PT		10 NM		SLAPS/I-BBJ 6.30		5. TOWER (14-2434)		402455.00N/0910637.00W		1108 (2C)	500	AT792	2400
				DME		6. TERRAIN		402612.00N/0911151.00W		739 (700)		AS1500	2200
FINAL: ILS		GP INTCP		RW26							ASC		871/200
FINAL: LOC		SLAPS/I-BBJ 6.30		I-BBJ 1.08 DME		7. 100' TREE		402805.00N/0911829.00W		789 (2C)	250		1040
		DME											
2. PROCEDURE TURN		SLAPS		10 NM		8. TOWER (14-1473)		403625.00N/0911622.00W		1132 (4D)	1000	AT268	2400
						9. TERRAIN		402854.00N/0905521.00W		762 (800)		AS1500	2300
3. MISSED APPROACH	MAP:	DA / I-BBJ 1.08		EOK NDB							ASC		2600
		DME				10. TOWER (26-2080)		402401.00N/0913509.00W		1443 (2C)	1000		2500
	ELEV:	705/790				11. TERRAIN		402724.00N/0912803.00W		749 (700)		AS1500	2200
4. CIRCLING AREA		DISTANCE	HT. ABV. ARPT.										
CATEGORY A	1.3 NM	REQUIRED	350	ACTUAL	508	TOWER (19-002890)	402611.15N/0912540.11W		821 (4D)	300	AC50	1180	
CATEGORY B	1.5 NM		450		508	TOWER (19-002890)	402611.15N/0912540.11W		821 (4D)	300	AC50	1180	
CATEGORY C	1.7 NM		450		548	13. TOWER (16-1162)	402540.00N/0912529.00W		857 (5D)	300	AC50	1220	
CATEGORY D	2.3 NM		550										
CATEGORY E	4.5 NM		550										
5. MINIMUM SAFE ALTITUDES													PRIMARY NAVAIID: EOK NDB
SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A	SECTOR	OBSTRUCTION	BRG/DIST	ELEVATION (MSL)	M S A				
360-360	TOWER (26-2080)	239/08.0	1443 (2C)	2500									
CITY AND STATE			ELEVATION: 672		FACILITY		PROCEDURE AND AMENDMENT NO:			REGION			
KEOKUK, IA			AIRPORT NAME:		I-BBJ		ILS OR LOC/DME RWY 26, ORIG-D			ACE			
			KEOKUK MUNI										

QUALITY  
4

CHECKED

PART B - SUPPLEMENTAL DATA										PART C - REMARKS:																
1. COMMUNICATIONS WITH:					2. WEATHER SERVICE					3. ALTIMETER SETTING					PRECIPITOUS TERRAIN EVALUATION COMPLETED.											
FOD FSS ZKC ARTCC							N W S		OTHER: AWOS-3			SOURCE:KEOK / KBRL					BLOCK 3: ALTIMETER SETTING SOURCE: KEOK/KBRL DISTANCE: 23.82 HOURS REMOTE OPERATION: 24 ADJUSTMENT: 58.57 2. KEOK AWOS-3 AND KBRL ASOS ON SERVICE A. CHART VDP AT 2.11 DME (I-BBJ); DISTANCE VDP TO THLD 1.04 MILES. VGSI DATA: 3.00/40.									
							F A A					DISTANCE: 0 / 23.82														
							A / C					HOURS REMOTE OPERATION:														
SATISFACTORY ON:					LOCATION: KEOK					ADJUSTMENT: 0					SEE ATTACHED AIRSPACE LETTER.											
4. MONITOR STATUS					PRIMARY NAVAID: I-BBJ					MONITOR POINT:																
5. APPROACH & RUNWAY LIGHTING							ALS								OBST 1: REQUEST FLIGHT CHECK VERIFICATION. OBST 3 & 5: ILS AND LOC INTERMEDIATE SEGMENTS HAVE THE SAME CONTROLLING OBSTACLE. OBST 12: (KEOK0049). REMOTE ALTIMETER ROUNDED TO 60' AND PUBLISHED AS A NOTE. FPO NOTIFIED OF 20:1 PENETRATIONS. PARA 251, 20:1 PENETRATIONS RWY32: KEOK0014 TREE 684 402716.93N/0912535.07W 1.06 FT. KEOK0058 TREE 688 402714.10N/0912537.79W 0.27 FT.											
							(S) SALS																			
					X		MALSR 26 (PCL)																			
							HIRL																			
					X		MIRL 08 (PCL), 26 (PCL) MIRLNSTD 14 (PCL), 32 (PCL)																			
					X		REIL 08 (PCL), 14 (PCL), 32 (PCL)																			
							TDZ																			
							C/LINE																			
					X		OTHER (SPECIFY) VASI-4L 14 (PCL) PAPI-4L 08 (PCL), 26 (PCL), 32 (PCL)																			
6. RUNWAY MARKINGS					BASIC																					
					ALL WEATHER PIR-G 08, 26																					
					INSTRUMENT NPI-G 14, 32																					
7. RUNWAY VISUAL RANGE					APPROACH																					
					MIDFIELD																					
					ROLL OUT																					
8. GLIDE PATH					GP ANGLE: 3.00					ELEV RWY THRESHOLD: 670.6																
					DISTANCE FROM RWY: 775					ELEV GP ANTENNA: 664.0																
										THRESHOLD CROSSING HEIGHT: 40.0																
9. FINAL APPROACH COURSE AIMING					X		RUNWAY THRESHOLD			FT. FROM THRESHOLD																
					X		ON CENTERLINE			FT. FROM CENTERLINE																
10. WAIVERS: NONE															<div>QUALITY 4 CHECKED</div>											
PART D - PREPARED BY: BEV L BORDY (STEVEN OWNBEY)										DATE: 05/22/2017																
TITLE: AERONAUTICAL INFORMATION SPECIALIST										OFFICE: AJV-5433																