

WAAS CH 45505 W26A	APP CRS 264°	Rwy Idg 5500 TDZE 671 Apt Elev 672
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RNAV (GPS) RWY 26
KEOKUK MUNI (EOK)

RNP APCH - GPS.

⚠ Circling Rwy 32 NA at night. Baro-VNAV and VDP NA when using Burlington altimeter setting. Inop table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. When local altimeter setting not received, use Burlington altimeter setting and increase LPV DA to 927 feet, increase LNAV/VNAV DA to 1005 feet, increase all MDAs 60 feet, and Circling visibility Cat C ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV all Cats visibility to 1 SM. For inop ALS, when using Burlington altimeter setting, increase LNAV/VNAV all Cats and LNAV Cats A and B visibility to 1 SM.

MALSR



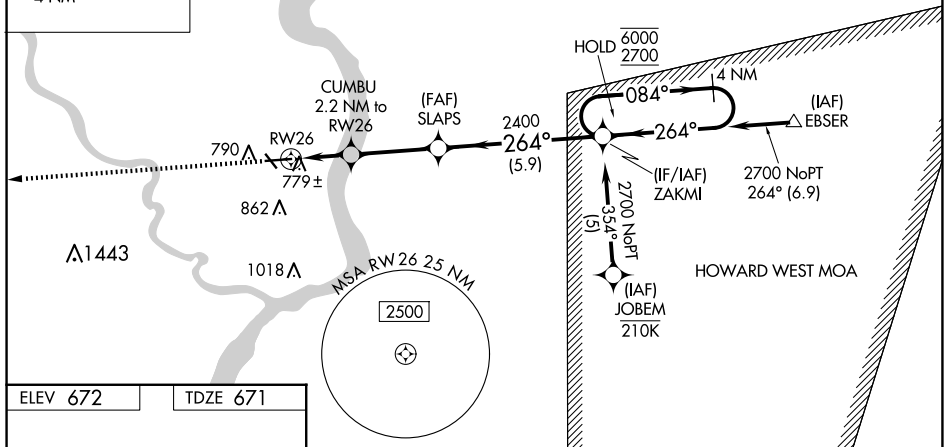
MISSED APPROACH:
Climb to 2700 direct
BITOY and hold.

AWOS-3
118,375

KANSAS CITY CENTER
126.225 317.775

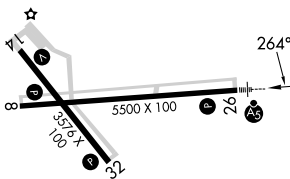
UNICOM
122.8 (CTAF) **L**

MISSED APCH FIX



ELEV 672

TDZE 671



2700	RITTOY
	

1 NM +

RW26 RW26

REV 12/03

A schematic diagram of a device structure. It shows a top layer with a central rectangular region. Below this layer is a horizontal line representing a substrate or another layer. The distance between the bottom edge of the central region and the substrate is labeled '1 nm'. The width of the central region is also labeled '1 nm'.

CATEGORY		A	B	C	D
LPV	DA	871- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			NA
UNAV/ VNAV	DA	949- $\frac{3}{4}$ 278 (300- $\frac{3}{4}$)			NA
UNAV	MDA	1040- $\frac{3}{4}$ 369 (400- $\frac{3}{4}$)			NA
CIRCLING		1180-1 508 (600-1)	1220-1 548 (600-1)	1220-1 $\frac{1}{2}$ 548 (600-1 $\frac{1}{2}$)	NA

REIL Rwys 8, 14, and 32 **L**
MIRL Rwys 8-26 and 14-32 **L**