

LOC I-OKK	APP CRS	Rwy Idg	6001
108.9	230°	TDZE	827
		Apt Elev	832

ILS or LOC RWY 23

KOKOMO MUNI (OKK)

RADAR required for procedure entry.

▼

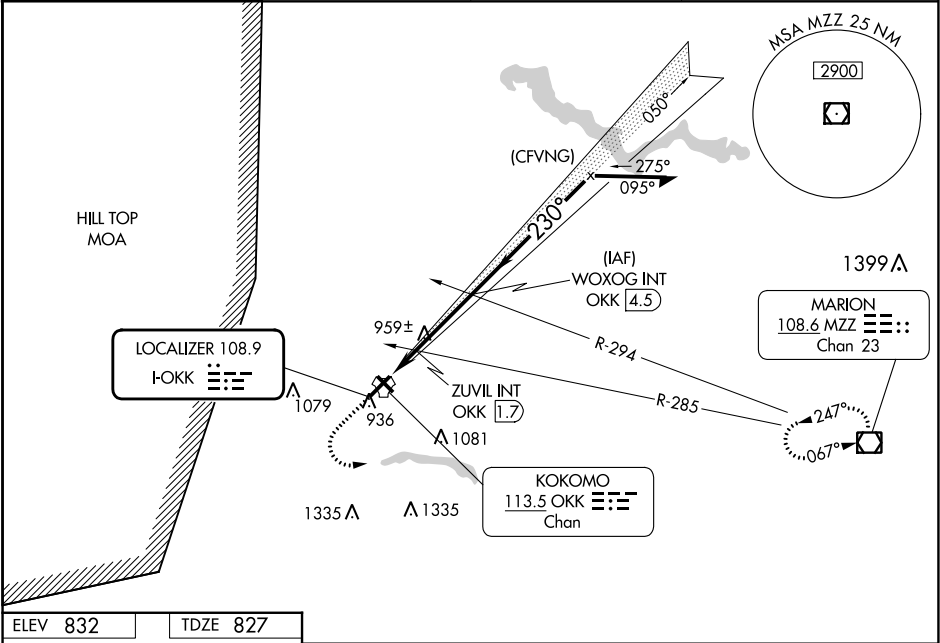
▲NA

For inop ALS, increase S-LOC 23 Cat C/D visibility to 1½ SM.
* DME from OKK

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 2600 direct MZZ VOR/DME and hold.

AWOS-3PT	GRISSEM APP CON*	CLNC DEL	UNICOM
128.675	121.05 338.275	120.0	123.0 (CTAF) 0



ELEV 832	TDZE 827	1400 2600 MZZ			
		WOXOG INT OKK (4.5) 2200 050° 230° 2400 2200 1300 ZUVIL INT OKK (1.7) 1.4 NM 2.8 NM Remain within 10 NM GS 3.00° TCH 44			
HIRL Rwy 5-23 0		CATEGORY			
MIRL Rwy 14-32 0		S-ILS 23			
REIL Rwys 5, 14, and 32 0		S-LOC 23			
FAF to MAP 4.2 NM		CIRCLING			
Knots		ZUVIL FIX MINIMUMS* (DUAL VOR RECEIVERS or DME REQUIRED)			
Min:Sec		S-LOC 23			
4:12		CIRCLING			
2:48		1260-1			
2:06		428 (500-1)			
1:41		1300-1			
1:24		468 (500-1)			
		1400-1½			
		568 (600-1½)			
		1420-2			
		588 (600-2)			

WAAS CH 78134 W14A	APP CRS 140°	Rwy Idg TDZE Apt Elev	4002 826 832
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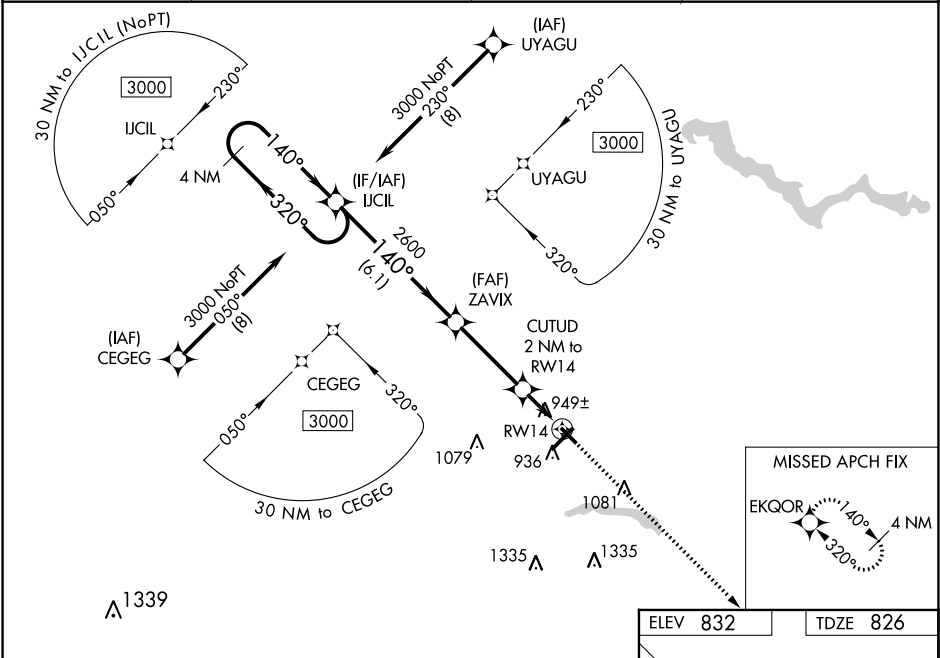
RNAV (GPS) RWY 14

KOKOMO MUNI (OKK)

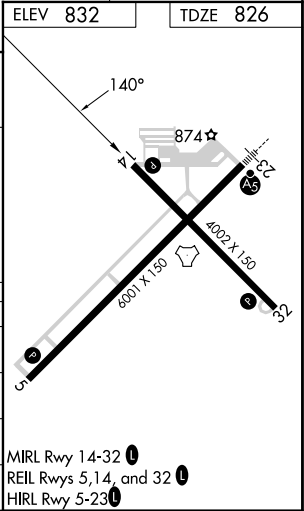
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct EKGOR and hold.

AWOS-3PT 128.675	GRISSEM APP CON* 121.05 338.275	CLNC DEL 120.0	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.17/TCH 33).		3000	EKGOR
3000		ZAVIX		*LNAV only	
GP 3.00° TCH 52		CUTUD 2 NM to RWY 14		*1 NM to RWY 14	
320°		2600		RWY 14	
140°		*1500		6001 X 150	
6.1 NM		3.4 NM		1 NM	
CATEGORY	A	B	C	D	
LPV DA	1076-1		250 (300-1)		
LNAV/VNAV DA	1199-1¼		373 (400-1¼)		
LNAV MDA	1200-1		374 (400-1)		
CIRCLING	1260-1 428 (500-1)	1300-1 468 (500-1)	1400-1½ 568 (600-1½)	1640-2½ 808 (900-2½)	



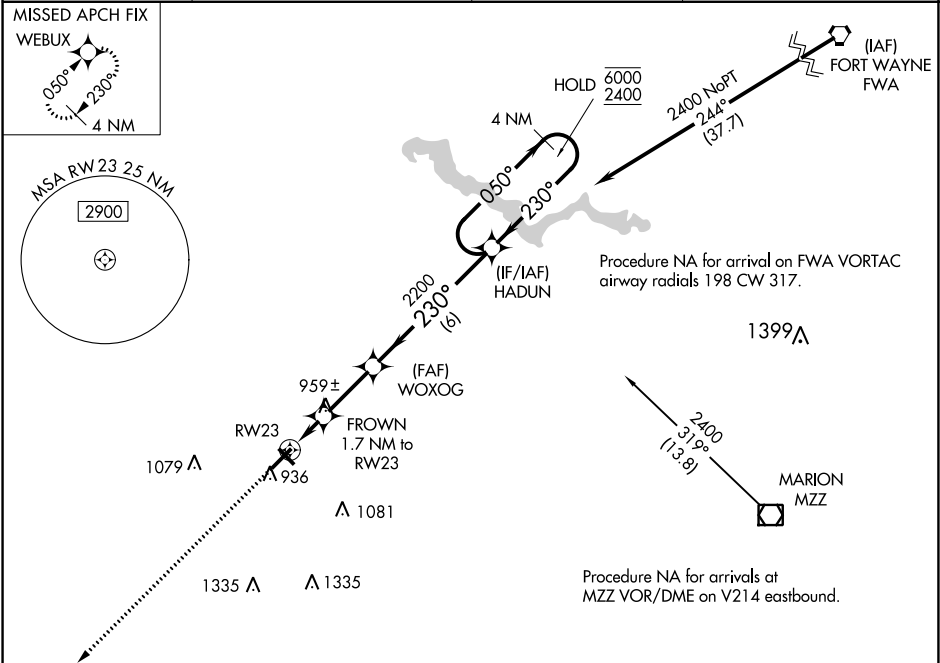
WAAS CH 40119 W23A	APP CRS 230°	Rwy Idg TDZE Apt Elev	6001 827 832
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RNAV (GPS) RWY 23

KOKOMO MUNI (OKK)

RNP APCH - GPS.	MALSR	MISSED APPROACH: Climb to 3000 direct WEBUX and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.		

AWOS-3PT 128.675	GRISSEM APP CON ★ 121.05 338.275	CLNC DEL 120.0	UNICOM 123.0 (CTAF) 0
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ELEV 832

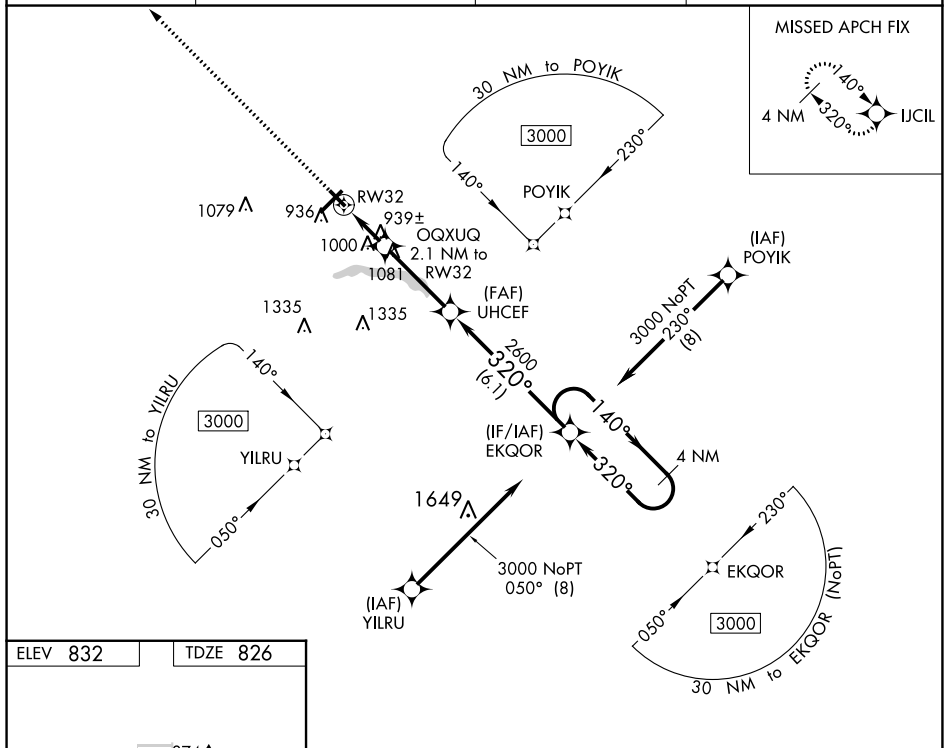
TDZE 827

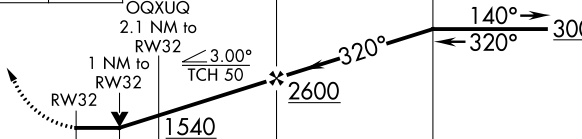
Diagram of the runway layout. RWY 23 is a 4002 x 130 ft runway. RWY 14-32 is a 6001 x 150 ft runway. RWY 5-23 is a 4002 x 130 ft runway. Obstacle heights are marked: 874, 1079, 1335, 1399, 1581, 1600, 1

WAAS CH 69534 W32A	APP CRS 320°	Rwy Idg TDZE Apt Elev	4002 826 832
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RNAV (GPS) RWY 32
KOKOMO MUNI (OKK)

	DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 3000 direct IJCL and hold.	
	AWOS-3PT 128.675	GRISSOM APP CON ★ 121.05 338.275	CLNC DEL 120.0	UNICOM 123.0 (CTAF) ①



3000 		ICIL 		VGSI and descent angles not coincident (VGSI Angle 3.18/TCH 33).				4 NM Holding Pattern	
									
CATEGORY		A		B		C		D	
LP MDA		1200-1 374 (400-1)							
LNAV MDA		1260-1 434 (500-1)				1260-1¼ 434 (500-1¼)			
CIRCLING		1260-1 428 (500-1)		1300-1 468 (500-1)		1400-1½ 568 (600-1½)		1640-2½ 808 (900-2½)	

KOKOMO, INDIANA

AL-711 (FAA)

24025

WAAS CH 78139 W05A	APP CRS 050°	Rwy Idg 6001 TDZE 832 Apt Elev 832
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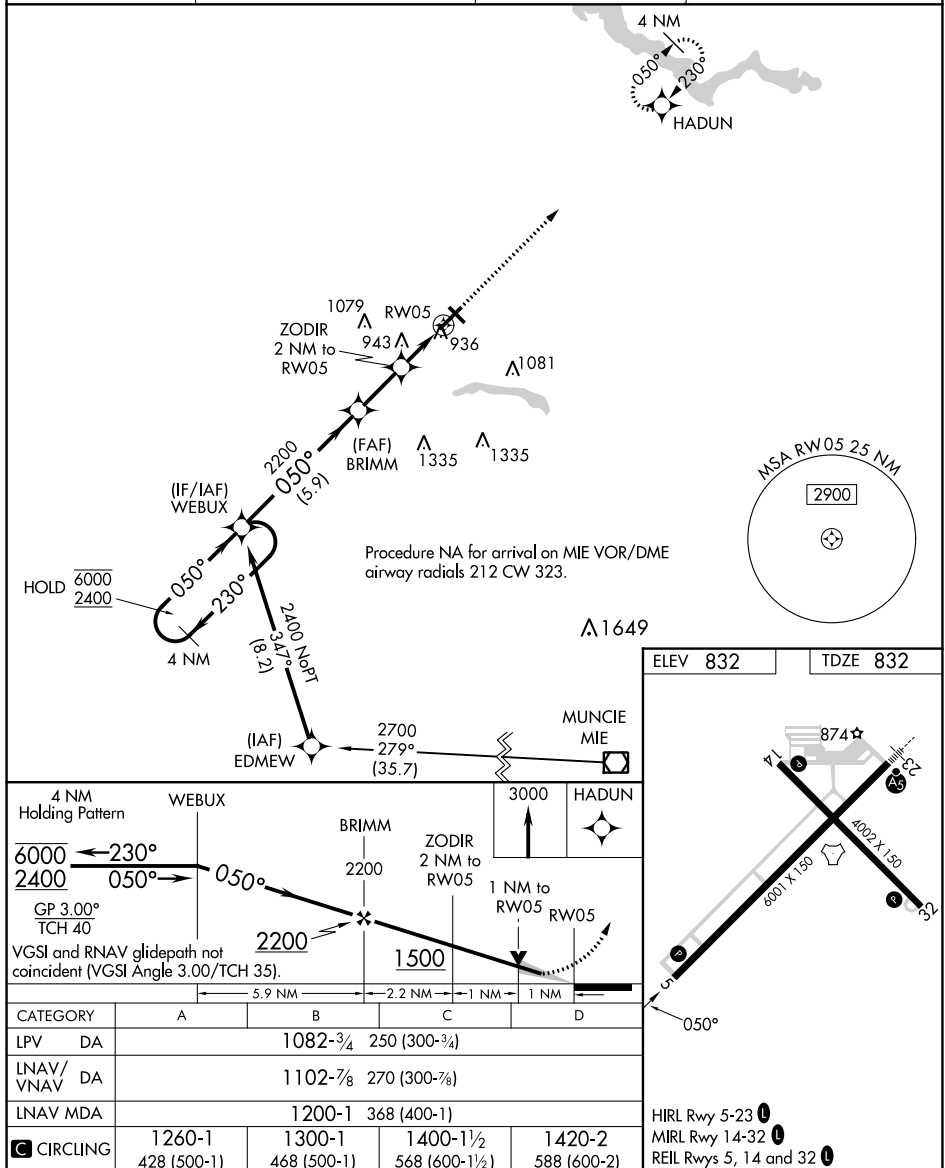
RNAV (GPS) RWY 5
KOKOMO MUNI (OKK)

RNP APCH - GPS.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C
A or above 54°C.

MISSED APPROACH: Climb to 3000 direct HADUN and hold.

AWOS-3PT 128.675	GRISSEM APP CON★ 121.05 338.275	CLNC DEL 120.0	UNICOM 123.0 (CTAF) ①
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EC-2, 22 FEB 2024 to 21 MAR 2024

EC-2, 22 FEB 2024 to 21 MAR 2024

KOKOMO, INDIANA
Amdt 1A 19MAY22

40°32'N-86°04'W

KOKOMO MUNI (OKK)
RNAV (GPS) RWY 5