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| Flight Procedures Cover Page | Task Action: FLIGHT CHECK | Task Type: IAP | Estimated Chart Date: 07/09/2026 | APWS Task ID: EB02F8D447B543A49C86447897DA1E7E | APWS Project ID: 217EA7C492F1453D959F4C9FD8D8017F |
| Procedure: RNAV (GPS) RWY 6 AMDT 2 | | Enroute: NO | Specialist: Denton, Hope | | Agreement Number: |
| Airport ID: KIKW | | | Airport City: MIDLAND | | State: MI |
| Facility ID: | Facility Type: | Flight Inspection Remark Type: Hold FC Slot | | | |

Procedure Comments:

UTILIZED PENDING DATA FOR KGYB AIRPORT AND RUNWAYS.

MOP VOR MON - DELETE MOP FEEDER.

APPROVAL LETTER: FOR VDA HIGHER THAN VGSI VDA. 8260.3G, PAR 2-6-2 (a).

CONTACT CASIMIR TABAKA: AJV-A432, 405-202-7857.





Federal Aviation Administration

Memorandum

Date: January 2, 2025

To: Manager, Flight Procedure Standards

From: Lonnie Everhart

Manager, Aero Nav Services

Terminal Procedures and Charting Team

Subject: **ACTION:** Approval Request, Jack Barstow, Midland, MI (KIKW), RNAV (GPS) RWY 6

Glidepath Angle (GPA) and Vertical Descent Angle (VDA). FAAO 8260.3F, para 2-6-2a. Approval is required to establish a GPA or a VDA (of a procedure where the FAC is straight-in aligned) that is more than 0.20 degrees greater than the glidepath angle of a visual glide slope indicator (VGSI) installed on the same runway.

The currently published RNAV (GPS) RWY 6 procedure was built with a Final Angle/TCH of 3.04/32 and has been flown without issue. Request to raise the currently published VDA to 3.25/32 in order to mitigate obstacles and maintain the published CAT A, B, and C minimums. The airport is planning a future study to allow for the mitigation of the non-coincident note by bringing the VDA/Glidepath Angle and Visual Glideslope within acceptable range. This process is expected to be accomplished within the next 3 years. If approval is not granted, the airport may not have this as a usable procedure, and relocating the VGSI at this time is not possible because of costs associated.

Will utilize CHART PROFILE NOTE: VGSI AND DESCENT ANGLES NOT COINCIDENT (VGSI ANGLE {ANGLE}/TCH {FEET}) per 8260.19J para 8-6-9m(1).

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| APP CRS | Rwy Idg | 3801 |
| 066° | TDZE | 628 |
| | Apt Elev | 635 |

RNAV (GPS) RWY 6

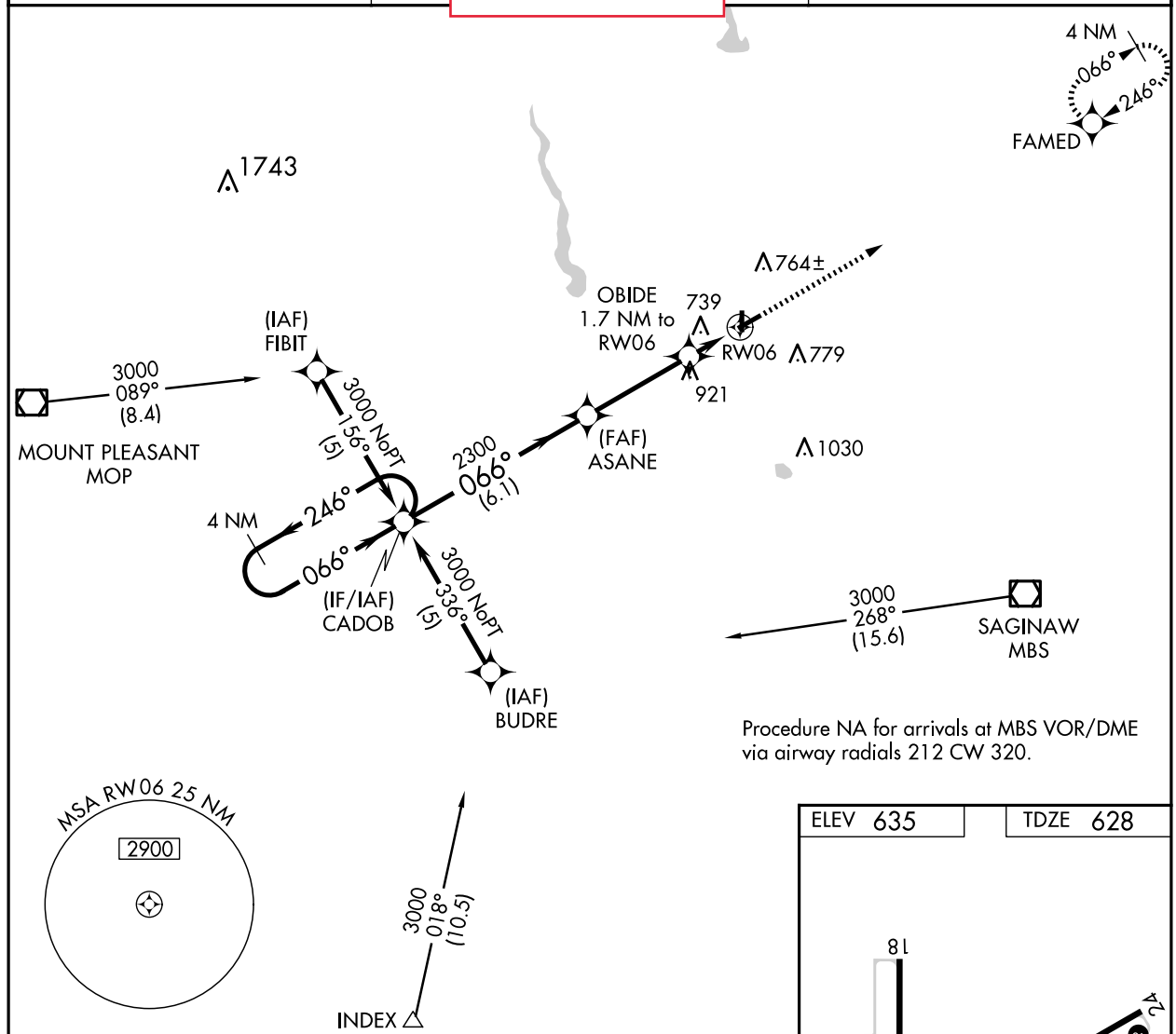
JACK BARSTOW (IKW)

OLD

▼ DME/DME RNP-0.3 NA. Rwy 24 helicopter visibility reduction below 3/4 SM NA.
 ▲ When local altimeter setting not received, use MBS altimeter setting. Increase all MDA 40 feet and LNAV Cat C visibility 1/2 SM at night.

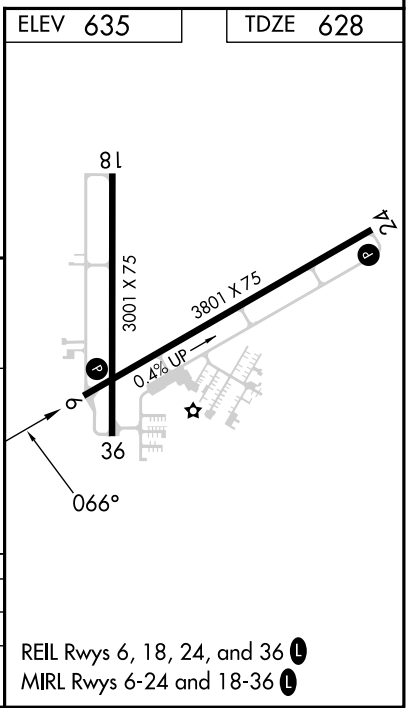
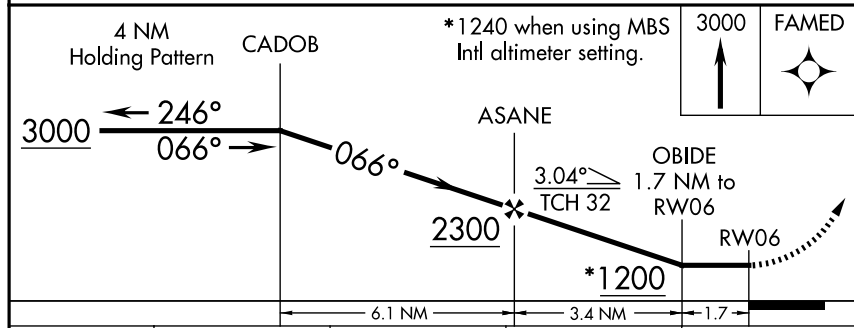
MISSED APPROACH: Climb to 3000 direct FAMED and hold.

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| AWOS-3 119.525 | | UNICOM 122.8 (CTAF) |
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EC-1, 22 JAN 2026 to 19 FEB 2026

EC-1, 22 JAN 2026 to 19 FEB 2026



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|----------|--------|-------------|-------------------------------|----|
| CATEGORY | A | B | C | D |
| LNAV MDA | 1000-1 | 372 (400-1) | | NA |
| CIRCLING | 1120-1 | 485 (500-1) | 1240-1 3/4 605 (700-1 3/4) | NA |