

WAAS CH 78134 W14A	APP CRS 140°	Rwy Idg TDZE Apt Elev	4001 826 832
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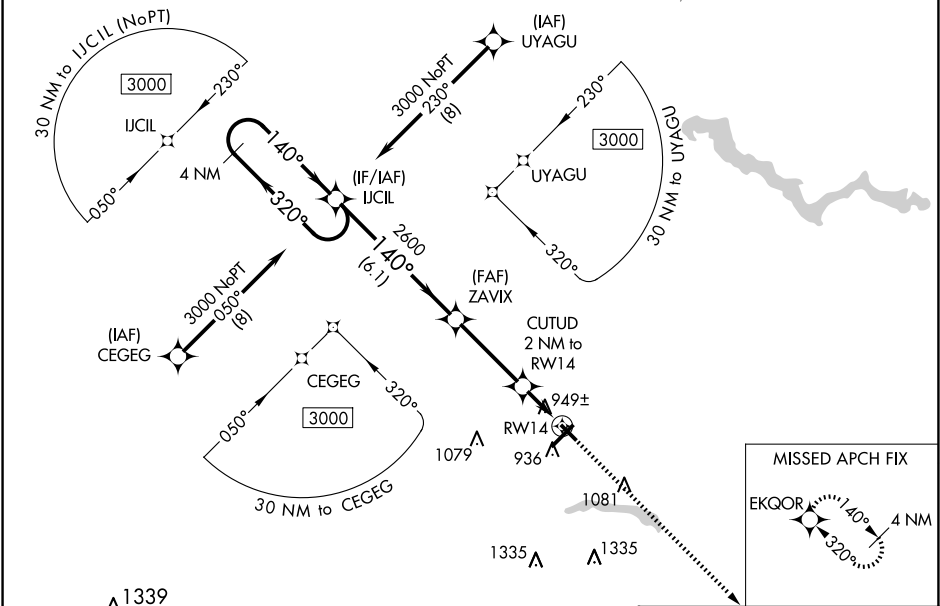
RNAV (GPS) RWY 14

KOKOMO MUNI (OKK)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°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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ELEV 832		TDZE 826		
4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.17/TCH 33).		
3000 ← 320° 140° →		3000 EKGOR		
GP 3.00° TCH 52		*LNAV only		
6.1 NM		3.4 NM		
1 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)

Diagram illustrating the 4 NM Holding Pattern and RNAV glidepath. The holding pattern is a racetrack with a 3000 ft altitude, 320° inbound, and 140° outbound. The RNAV glidepath starts at 3000 ft, descends to 2600 ft at 6.1 NM from ZAVIX, then descends to 1500 ft at 3.4 NM from ZAVIX. The holding pattern is 4 NM long. The RNAV glidepath is 1 NM from RW14. The diagram also shows the VGSI and RNAV glidepath not coincident (VGSI Angle 3.17/TCH 33).

Diagram illustrating the runway layout. Runway 14-32 is 6000 x 150 ft. Runway 5-23 is 4001 x 150 ft. The diagram shows the runway layout with the runway numbers 14, 32, 5, and 23. The diagram also shows the runway layout with the runway numbers 14, 32, 5, and 23.

MIRL Rwy 14-32 1

REIL Rwys 5, 14, and 32 1

HIRL Rwy 5-23 1