

List of pages in this Trip Kit

- Trip Kit Index
- Airport Information For KAIO
- Terminal Charts For KAIO
- Revision Letter For Cycle 08-2026
- Change Notices
- Notebook

General Information

Location: ATLANTIC IA USA
ICAO/IATA: KAIO / AIO
Lat/Long: N41° 24.23', W095° 02.92'
Elevation: 1165 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E
Sectional Chart: Omaha

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 1965 ft (800 ft AGL)

Sunrise: 1111 Z
Sunset: 0122 Z

Runway Information

Runway: 02
Length x Width: 5000 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1151 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 12
Length x Width: 3132 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1161 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 290 ft

Runway: 20
Length x Width: 5000 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1151 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 30
Length x Width: 3132 ft x 75 ft

Surface Type: asphalt
TDZ-Elev: 1163 ft
Lighting: Edge, Pilot controlled

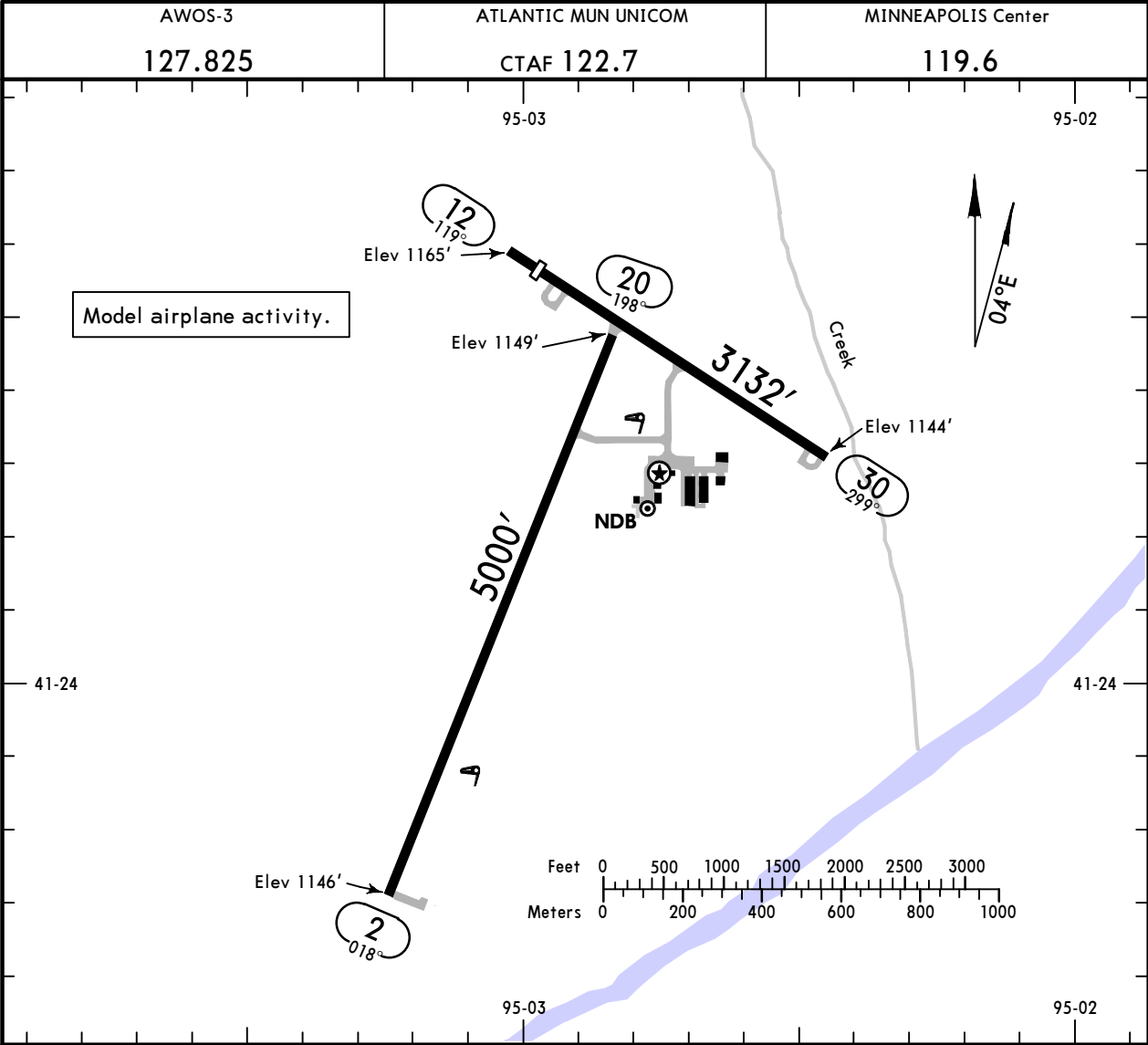
Communication Information

AWOS: 118.325 Secondary
AWOS: 127.825
Atlantic Mun UNICOM: 122.700 CTAF PCL
Minneapolis ACC: 119.600 Remote Communications Air-Ground

KAIO/AIO
Apt Elev **1165'**
N41 24.2 W095 02.9

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13 MAY 22 **(10-9)**

ATLANTIC, IOWA
ATLANTIC MUN



ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING BEYOND	
				Threshold	TAKE-OFF
2	① MIRL	① REIL	① PAPI-L (angle 3.00°)		
20	① MIRL	① REIL	① PAPI-L		
12	① MIRL	PVASI-L (angle 3.90°)		2842'	
30	① MIRL	PLASI-L			

① Activate on 122.7.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE									FOR FILING AS ALTERNATE		
Rwys 20, 30			Rwy 2			Rwy 12					
Adequate Vis Ref	STD	With Mim climb of 208' /NM to 1400'		Other	With Mim climb of 321' /NM to 1700'		Other				
		Adequate Vis Ref	STD		Adequate Vis Ref	STD					
1 & 2 Eng	1/4	1	1/4	1	300- 1 1/2	1/4	1	400- 2 1/2	A	800-2	
3 & 4 Eng		1/2		1/2			1/2		B		
									C		800-2 1/4
									D		NA

OBSTACLE DP: Rwy 12, climb via 119° heading to 1700' before proceeding on course. Rwy 20, climb via 198° heading to 2300' before proceeding on course. Rwy 30, climb via 299° heading to 1900' before proceeding on course.

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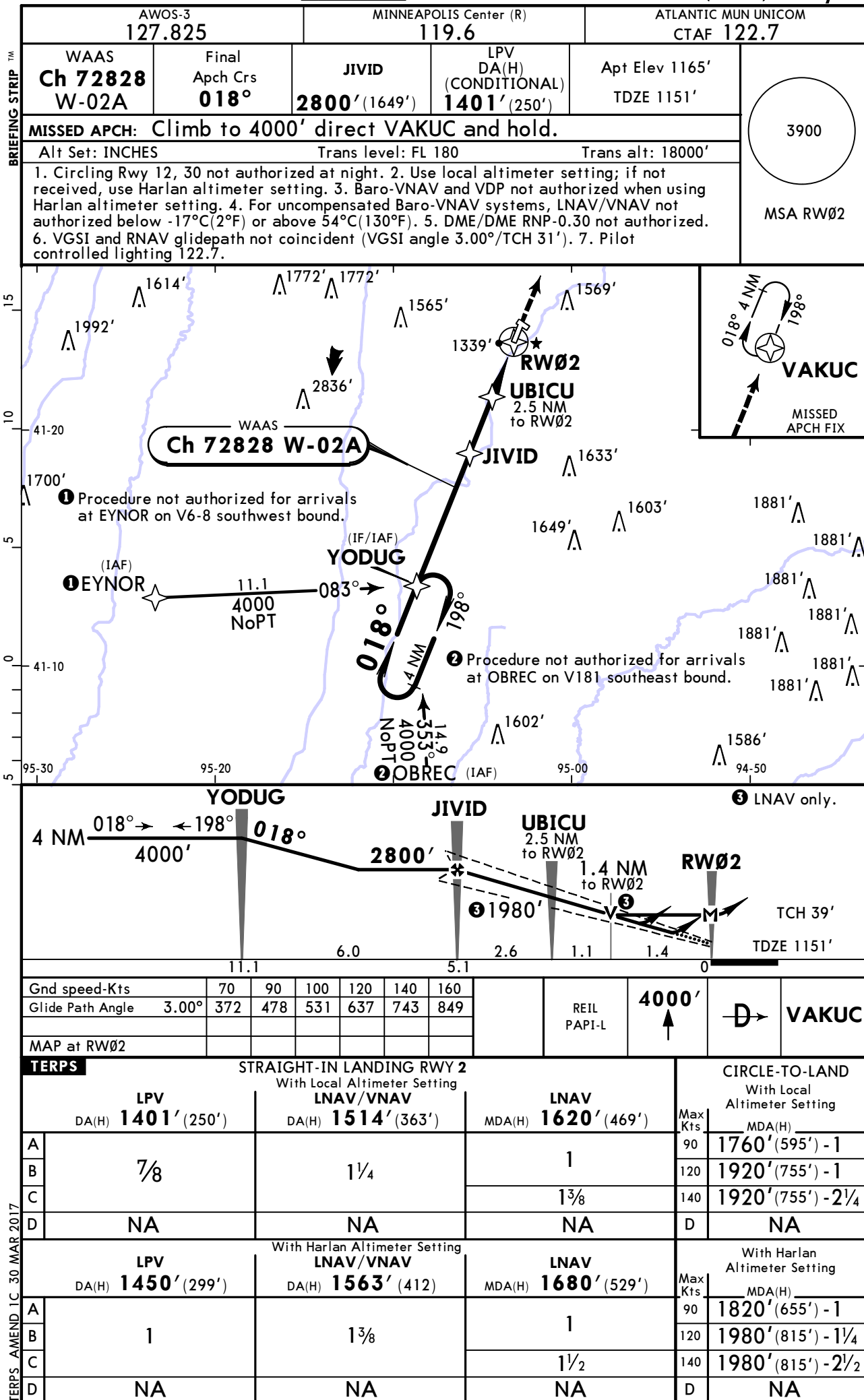
17 FEB 23
Eff 23 Feb

12-1

CAT A, B & C

ATLANTIC, IOWA

RNAV (GPS) Rwy 2

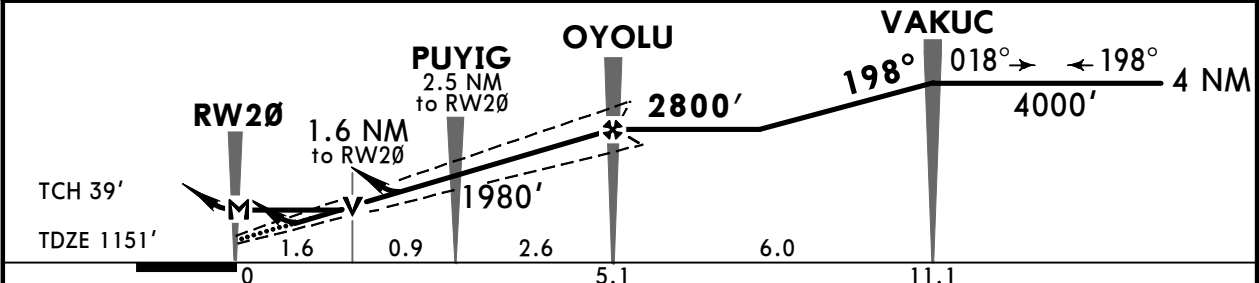
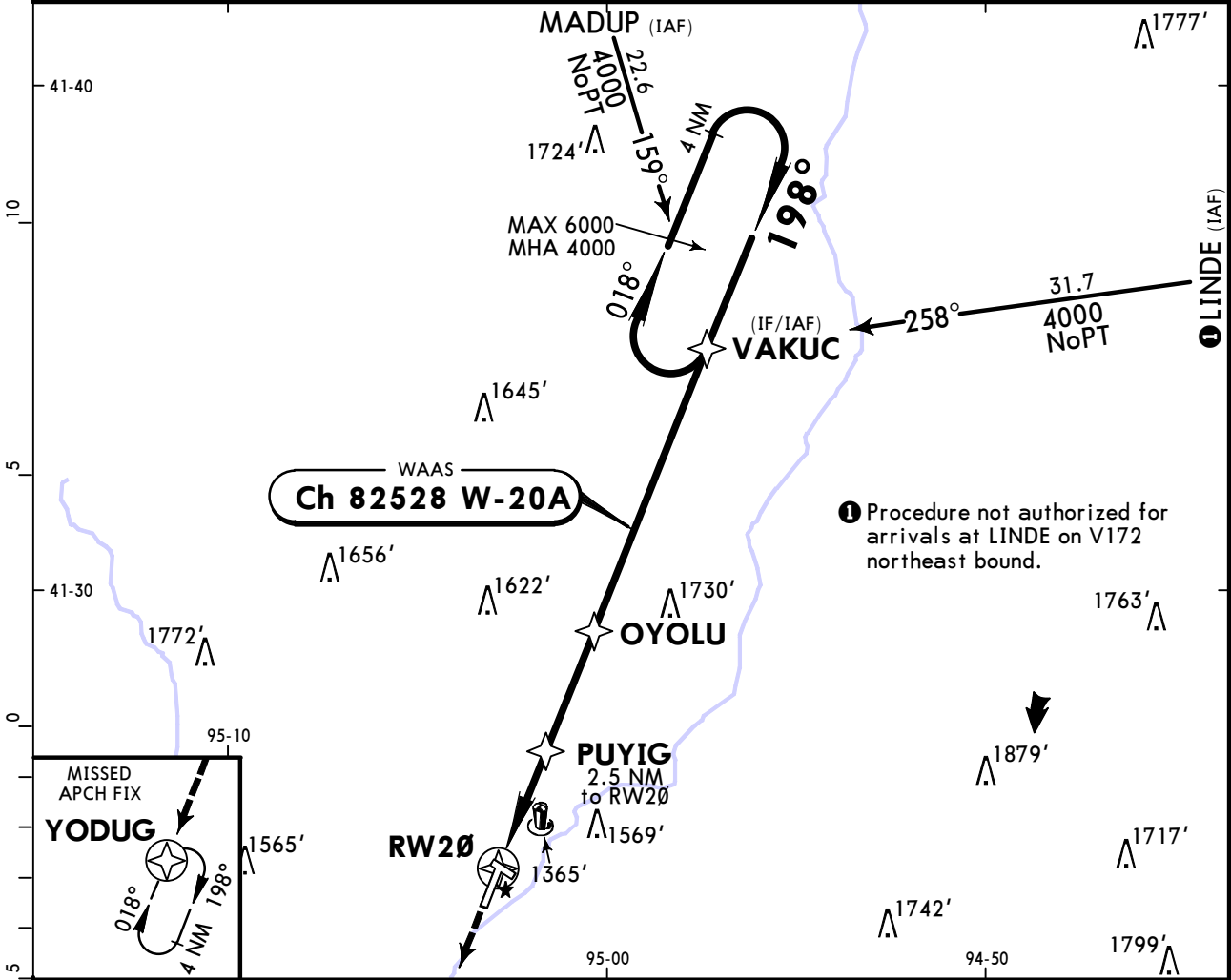


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17 FEB 23
Eff 23 Feb (12-2) CAT A, B & C

ATLANTIC, IOWA
RNAV (GPS) Rwy 20

AWOS-3 127.825		MINNEAPOLIS Center (R) 119.6		ATLANTIC MUN UNICOM CTAF 122.7	
WAAS Ch 82528 W-20A	Final Apch Crs 198°	OYOLU 2800' (1649')	LPV DA(H) 1447' (296')	Apt Elev 1165' TDZE 1151'	3900 MSA RW20
MISSED APCH: Climb to 4000' direct YODUG and hold, continue climb-in-hold to 4000'.					
RNP Apch-GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	
1. Circling Rwy 12, 30 not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C or above 54°C. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 31'). 4. Pilot controlled lighting 122.7.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	4000'	D →	YODUG
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW20										

TERPS						CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 20							
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 1447' (296')		DA(H) 1733' (582')		MDA(H) 1680' (529')			
A				1		90	1760' (595') - 1
B	1	1 3/4				120	1920' (755') - 1
C				1 1/2		140	1920' (755') - 2 1/4
D	NA	NA		NA		D	NA

CHANGES: Missed approach text, notes, minimums, comms, topo.

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ATLANTIC, IA (ATLANTIC MUN - KAIO)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAIO

Chart Change Notices for Country USA

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

Due to a change of the FAA's statute mile equivalent value for RVR, approach charts with a visibility of RVR 55 or 1 1/4 should be RVR 55 or 1.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

MALSR & SSALR RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSR and SSALR approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities. When any component of a MALSR or SSALR approach light system is inoperative, such as RAIL out, the landing visibilities should be determined as if the entire lighting system were inoperative (ALS out). Therefore, the RAIL out visibility column should be disregarded.

Type: Gen Tmnl

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

ILS Procedures RVR 1800 Statute Mile Equivalent-U.S. FAA Airports On a number of ILS approach procedures at U.S. FAA airports, the published landing visibility value of RVR 1800 depicts a Statute Mile equivalent value of 3/8 Statute Mile. According to FAA FAR and AIM publications, the Statute Mile equivalent for RVR 1800 should be 1/2 Statute Mile. Beginning with the revision dated 20 May 2016 affected U.S. ILS approach charts will be updated to depict the appropriate Statute Mile equivalent visibility of 1/2 Statute Mile.