

List of pages in this Trip Kit

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

General Information

Location: KAISER/LAKE OZARK MO USA
ICAO/IATA: KAIZ / AIZ
Lat/Long: N38° 05.76', W092° 32.97'
Elevation: 869 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 0.0° E
Sectional Chart: Kansas City

Fuel Types: 100 Octane (LL), Jet A
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1109 Z
Sunset: 0105 Z

Runway Information

Runway: 04
Length x Width: 6497 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 863 ft
Lighting: Edge

Runway: 22
Length x Width: 6497 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 869 ft
Lighting: Edge

Communication Information

AWOS: 120.225 Secondary
AWOS: 135.325
Fine Meml UNICOM: 122.800 CTAF PCL
Mizzu Approach: 124.100
Mizzu Departure: 124.100

KAIZ/AIZ

Apt Elev 869'

N38 05.8 W092 33.0

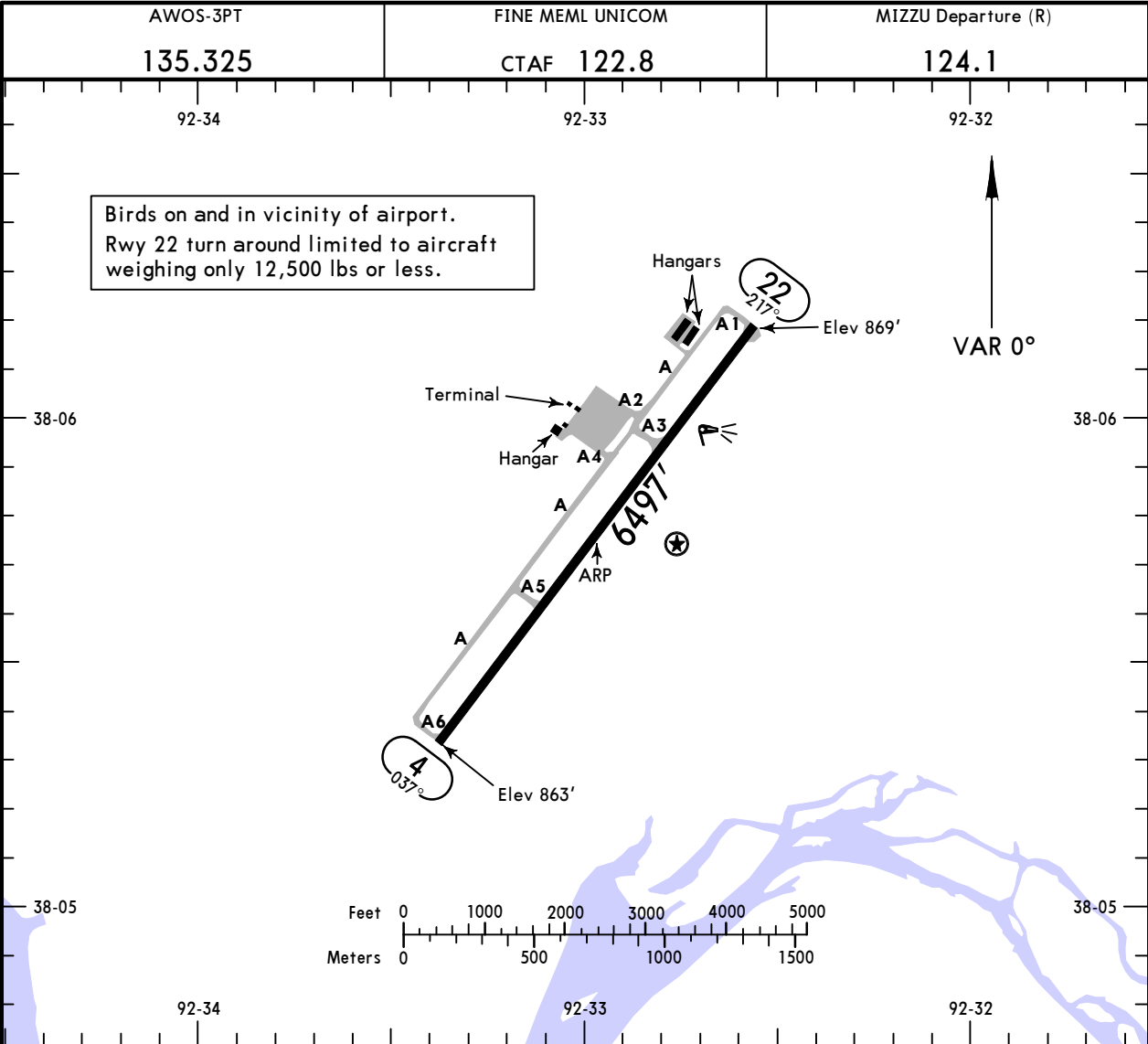
21 NOV 25

10-9

Eff 27 Nov

JEPPESSEN KAISER/LAKE OZARK, MO

FINE MEML



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4	MIRL ① VASI-L (angle 3.00°, TCH 53') aggregate friction				100'
22	MIRL ① VASI-L (angle 3.00°, TCH 43') seal coat				

① Activate on 122.8.

TERPS		TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwys					
LOWER THAN STANDARD OpSpec Authorization Required	STANDARD				
	RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng		
1/4	1/2	1	A	Authorized Only When Local Weather Available RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 22 VOR Rwy 4	
			B		
			C		
			D	800-2	
				NA	

TAKE-OFF OBSTACLE NOTES: Rwy 4, pole 366' from DER, 446' right of centerline, 17' AGL/887' MSL. Trees beginning 333' from DER, 480' right of centerline, up to 80' AGL/913' MSL. Trees beginning 584' from DER, 456' left of centerline, up to 80' AGL/914' MSL.
Rwy 22, trees beginning 233' from DER, 133' right of centerline, up to 80' AGL/949' MSL. Trees beginning 26' from DER, 350' left of centerline, up to 80' AGL/937' MSL.

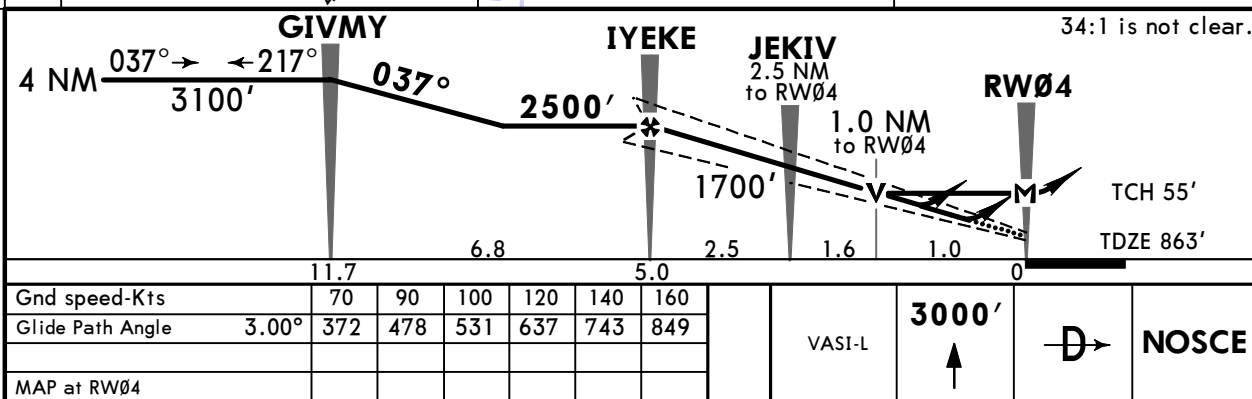
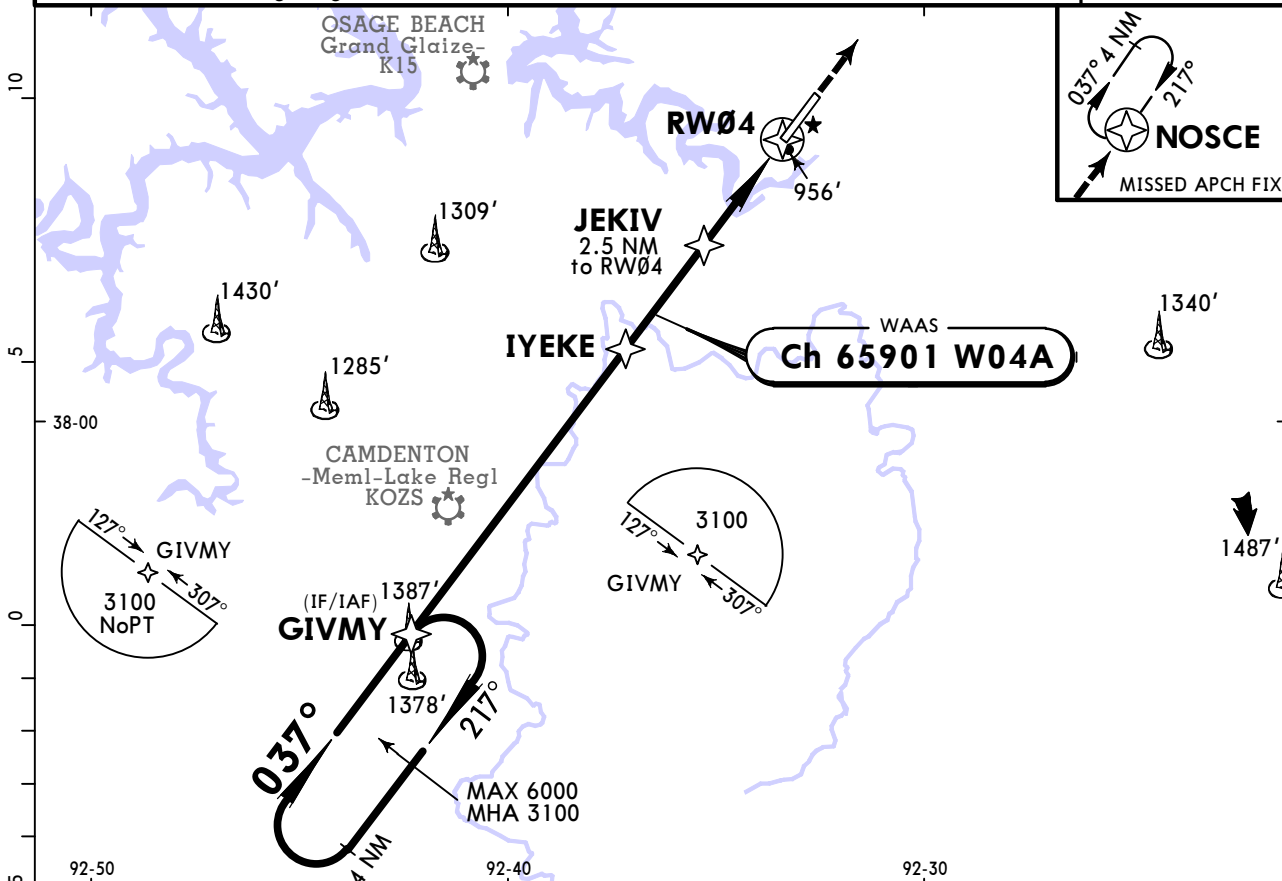
AMEND 2

KAIZ/AIZ
FINE MEML

JEPPESSEN KAISER/LAKE OZARK, MO
16 JAN 26
Eff 22 Jan (12-1) CAT A, B & C RNAV (GPS) Rwy 4

BRIEFING STRIP™

AWOS-3PT 135.325		MIZZU Approach (R) 124.1		FINE MEML UNICOM CTAF 122.8	
WAAS Ch 65901 W04A	Final Apch Crs 037°	IEYKE 2500' (1637')	LNAV/VNAV DA(H) (CONDITIONAL) 1114' (251')	Apt Elev 869' TDZE 863'	TAA 30 NM IAF/IF
MISSED APCH: Climb to 3000' direct NOSCE and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
RNP Apch - GPS					
1. Use local altimeter setting; if not received, use KOZS altimeter setting. 2. Baro-VNAV and VDP not authorized when using KOZS altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C or above 54°C. 4. Rwy 4 helicopter visibility reduction below 1 SM not authorized. 5. Pilot controlled lighting 122.8.					



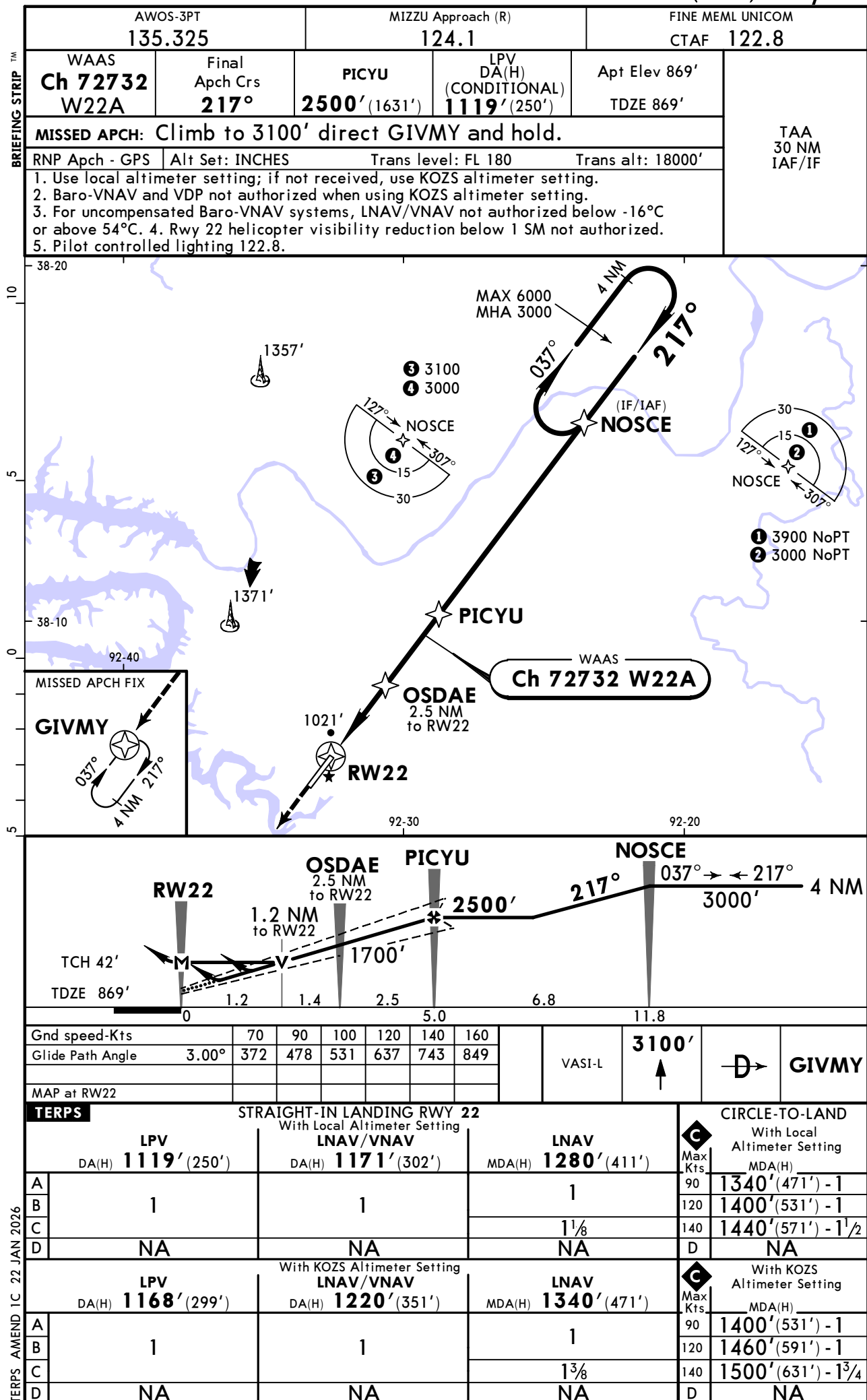
TERPS			STRAIGHT-IN LANDING RWY 4 With Local Altimeter Setting			STRAIGHT-IN LANDING RWY 4 With KOZS Altimeter Setting		
LPV DA(H) 1155' (292')			LNAV/VNAV DA(H) 1114' (251')			LNAV MDA(H) 1220' (357')		
A	1		1		1			
B	1		1		1			
C	1		1		1			
D	NA		NA		NA			
LPV DA(H) 1204' (341')			LNAV/VNAV DA(H) 1163' (300')			LNAV MDA(H) 1280' (417')		
A	1		1 1/8		1			
B	1		1 1/8		1 1/8			
C	1		1 1/8		1 1/8			
D	NA		NA		NA			

KAIZ/AIZ
FINE MEML
JEPPesen

16 JAN 26
Eff 22 Jan

(12-2)

CAT A, B & C

KAISER/LAKE OZARK, MO
RNAV (GPS) Rwy 22


CHANGES: Minimums, notes, topo, chart format.

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KAIZ/AIZ
FINE MEML

6 AUG 21 (13-1)

KAISER/LAKE OZARK, MO
CAT A, B & C
VOR Rwy 4

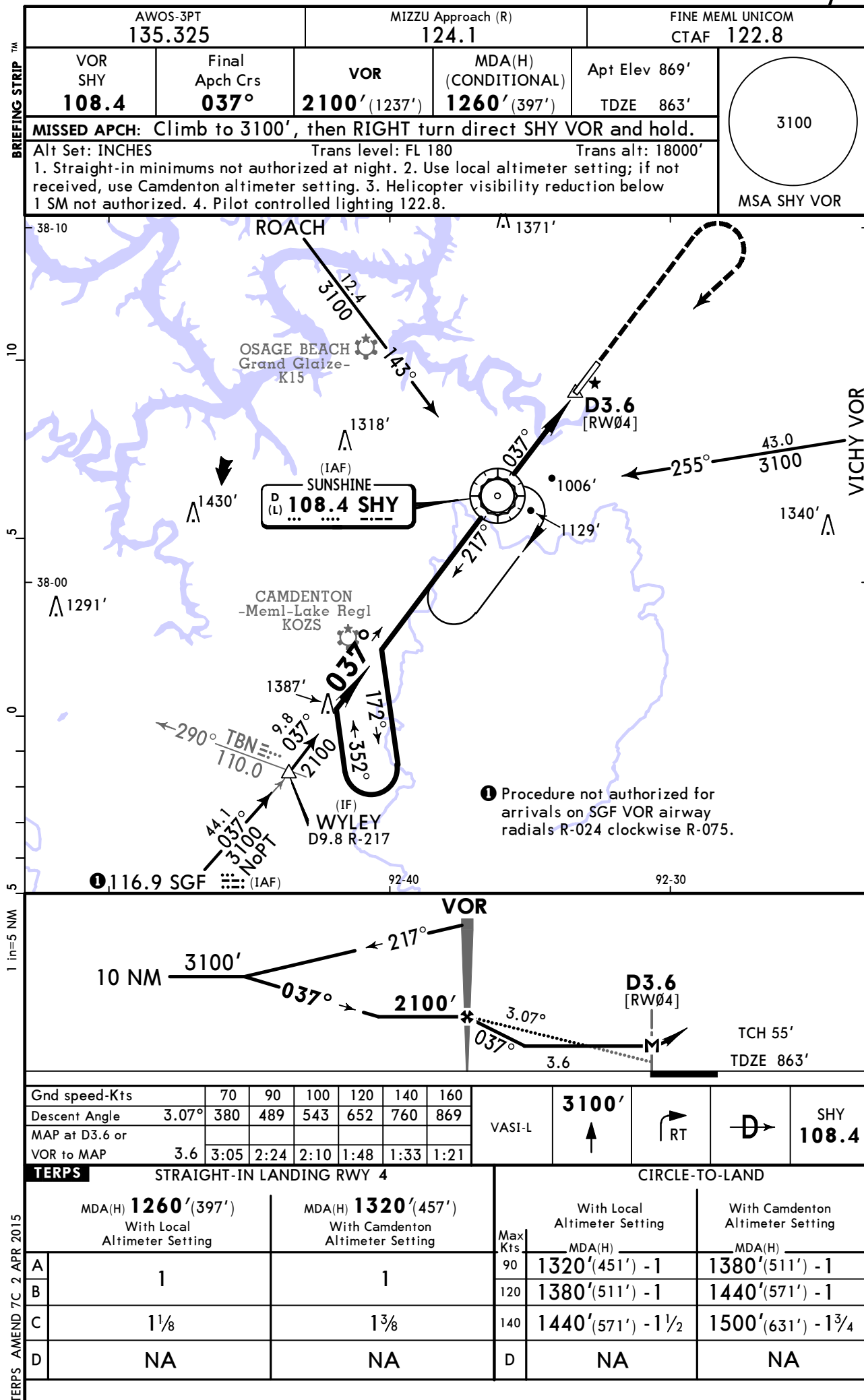


Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KAISER/LAKE OZARK, MO (FINE MEML - KAIZ)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAIZ

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.