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List of pages in this Trip Kit

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

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General Information

Location: WATERLOO IA USA
ICAO/IATA: KALO / ALO
Lat/Long: N42° 33.51', W092° 24.06'
Elevation: 873 ft

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

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1120 Z
Sunset: 0106 Z

Runway Information

Runway: 12
Length x Width: 8399 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 873 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 18
Length x Width: 6003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 871 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 30
Length x Width: 8399 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 868 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 36
Length x Width: 6003 ft x 150 ft
Surface Type: asphalt

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TDZ-Elev: 869 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS: 120.650
ASOS: 120.650
Waterloo Tower: 125.075 CTAF PCL
Waterloo Ground: 121.900
Waterloo Approach: 126.750 Secondary
Waterloo Approach: 118.900
Waterloo Departure: 118.900
Waterloo Departure: 126.750 Secondary
Waterloo Regl UNICOM: 122.950 Air-Ground
Chicago Artcc ACC: 118.900 Secondary
Army Guard Operations: 142.600 Military
Ft Dodge FSS: 122.050 RCO

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KALO/ALO

Apt Elev **873′**

N42 33.5 W092 24.1

JEPPESEN

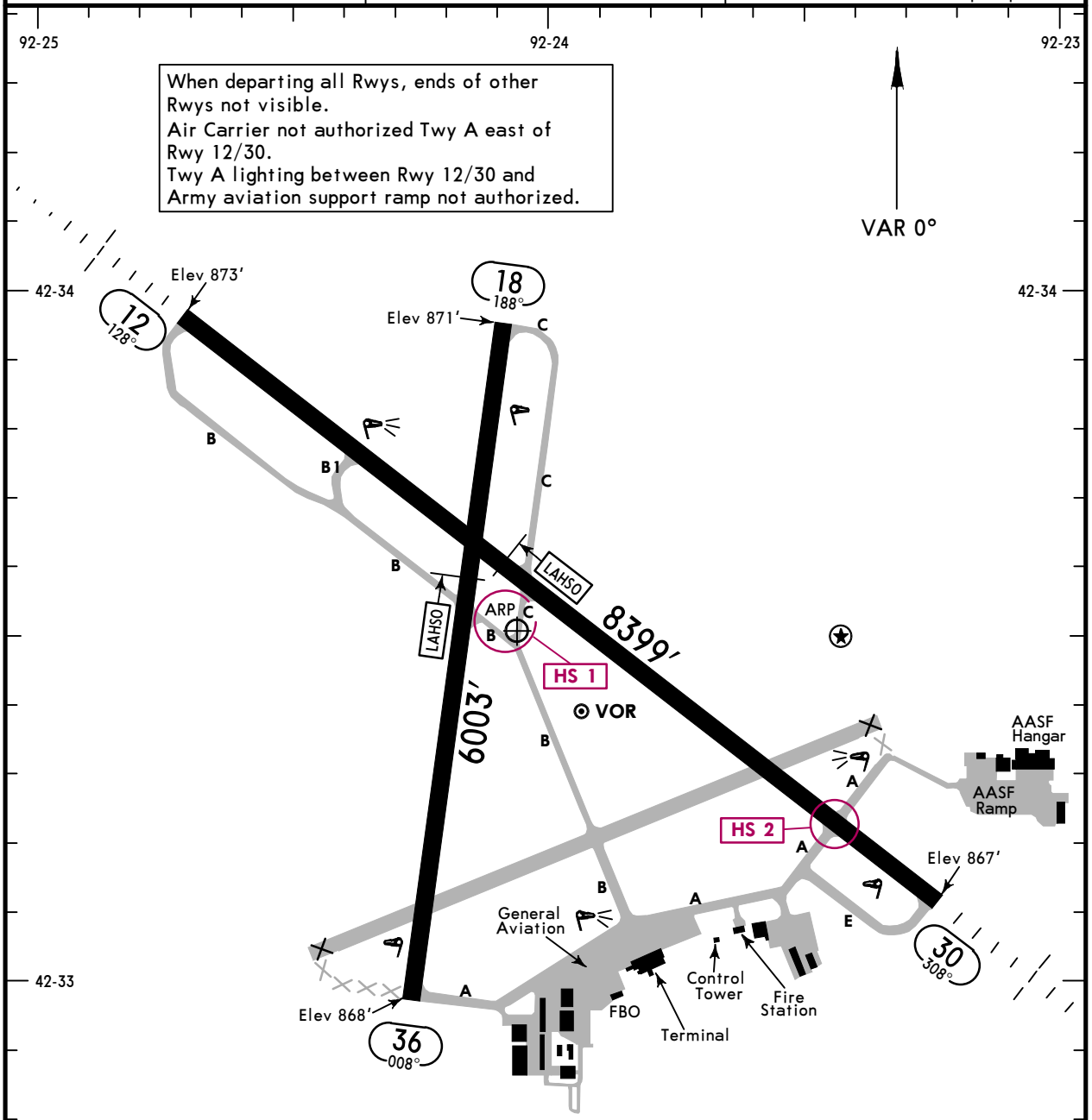
26 SEP 25 (10-9) **Eff 2 Oct**

WATERLOO, IOWA

WATERLOO REGL

ATIS (ASOS when Twr Inop)	*WATERLOO Clearance	*Ground	*Tower
120.65	121.9	121.9	CTAF 125.075
UNICOM 122.95	*DES MOINES Departure (R)		MINNEAPOLIS Center (R)
	118.9		118.9 when Dep inop.

When departing all Rwys, ends of other Rwys not visible.
Air Carrier not authorized Twy A east of Rwy 12/30.
Twy A lighting between Rwy 12/30 and Army aviation support ramp not authorized.



RUNWAY INCURSION HOT SPOTS HS1

For information only, not to be construed as ATC instructions.

HS1 The intersection of taxiway B and C outbound holding position markings for runways 12/30 and 18/36 are immediately after the split of taxiways B and C.

HS2 Use caution when crossing runway 12/30 on taxiway A inbound and outbound. Taxiway A is used as a pass through taxiway to the ANG hangar.

Feet 0 500 1000 1500 2000 2500 3000

Meters 0 200 400 600 800 1000

CHANGES: Clearance added, Departure call sign.

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GENERAL

Birds on and in vicinity of airport.
Rwy 30 calm wind runway.
Personnel and equipment performing snow removal operations will monitor CTAF.
When tower closed and during snow events, all arrival/departing aircraft announce their intentions on CTAF 5 minutes prior to using the runways.
ARFF: Closed to unscheduled air carrier operations with more than 10 passenger seats except with 72 hour prior permission required. ARFF C: Available on 72 hour request.
Air carrier operations over 9 passenger seats not authorized over 15 minutes before or after scheduled arrival or departure times except with prior coordination with airport manager.
Airport surface conditions unmonitored 0400-1030 Z daily.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING Threshold	BEYOND Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
12 ❶	❷HIRL ❷MALSR PAPI-L (angle 3.0°, TCH 57') RVR		7340'			150'
30	❷HIRL ❷MALS VASI-L (TCH 52')			18/36 4800'		

❶ Grooved.
❷ Activate on 125.075 when Twr inop.

18 ❸	❹MIRL REIL ❹VASI-L (TCH 42')					150'
36	❹MIRL REIL ❹PAPI-L (angle 3.0°, TCH 51')			12/30 3650'		

❸ Grooved.
❹ Activate on 125.075 when Twr inop.

TERPS

TAKE-OFF

Rwys 12, 18, 30

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 36

With Mim Climb of 235'/NM to 1100'			Other
LOWER THAN STANDARD OpSpec Authorization Required	STANDARD		
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	300-1 1/8

(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 12	LOC Rwy 12 LOC (BACK CRS) Rwy 30	VOR Rwy 12 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 30 RNAV (GPS) Rwy 36	Authorized Only When Local Weather Available: VOR Rwy 18
A	600-2	800-2	800-2	800-2
B				
C				
D		800-2 1/4	800-2 1/4	800-2 1/4

AMEND 1

CHANGES: None.

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ODP TAKEOFF OBSTACLE NOTES

- RWY 18:

  Navigational aid 40′ from DER, 150′ left of centerline, 4′ AGL/870′ MSL. Navigational aid 40′ from DER, 149′ right of centerline, 4′ AGL/870′ MSL. Vehicle on road beginning 465′ from DER, 500′ right of centerline, up to 883′ MSL. Trees beginning 2383′ from DER, 802′ right of centerline, up to 940′ MSL. Tree 2539′ from DER, 802′ left of centerline, 948′ MSL. Tree 2852′ from DER, 1262′ right of centerline, 941′ MSL.

- RWY 30:

  Sign 15′ from DER, 275′ left of centerline, 3′ AGL/875′ MSL. Trees beginning 554′ from DER, 603′ right of centerline, up to 891′ MSL. Tree 1904′ from DER, 637′ right of centerline, 925′ MSL. Tree 2112′ from DER, 883′ right of centerline, 929′ MSL. Tree 2163′ from DER, 936′ right of centerline, 931′ MSL. Tree 2213′ from DER, 1004′ right of centerline, 940′ MSL. Tree 4202′ from DER, 1342′ right of centerline, 978′ MSL. Trees beginning 4337′ from DER, 1541′ right of centerline, up to 995′ MSL.

- RWY 36:

  Terrain, navigational aid beginning 20′ from DER, 150′ left of centerline, up to 875′ MSL. Navigational aid 28′ from DER, 148′ right of centerline, 4′ AGL/872′ MSL. Tree 909′ from DER, 605′ right of centerline, 932′ MSL. Tree 1093′ from DER, 752′ right of centerline, 945′ MSL. Trees beginning 1131′ from DER, 542′ right of centerline, up to 950′ MSL. Tree 1243′ from DER, 543′ right of centerline, 957′ MSL. Tree, pole beginning 1463′ from DER, 9′ right of centerline, up to 960′ MSL. Tree 1744′ from DER, 122′ left of centerline, 926′ MSL. Trees beginning 1781′ from DER, 10′ left of centerline, up to 935′ MSL. Trees beginning 2191′ from DER, 9′ left of centerline, up to 959′ MSL. Tree, pole beginning 2217′ from DER, 4′ right of centerline, up to 976′ MSL. Trees beginning 2614′ from DER, 1′ right of centerline, up to 980′ MSL. Trees beginning 2734′ from DER, 6′ right of centerline, up to 983′ MSL. Trees beginning 4421′ from DER, 460′ right of centerline, up to 984′ MSL. Trees beginning 4452′ from DER, 418′ right of centerline, up to 987′ MSL. Tree 4480′ from DER, 480′ right of centerline, 988′ MSL. Tree 4484′ from DER, 457′ right of centerline, 993′ MSL. Tree 4485′ from DER, 502′ right of centerline, 995′ MSL. Trees beginning 4525′ from DER, 441′ right of centerline, up to 996′ MSL. Trees beginning 4564′ from DER, 402′ right of centerline, up to 1003′ MSL. Trees beginning 4598′ from DER, 378′ right of centerline, up to 1006′ MSL. Trees beginning 4670′ from DER, 383′ right of centerline, up to 1007′ MSL. Trees beginning 4764′ from DER, 384′ right of centerline, up to 1010′ MSL. Trees beginning 4793′ from DER, 357′ right of centerline, up to 1011′ MSL. Trees beginning 4840′ from DER, 400′ right of centerline, up to 1013′ MSL. Trees beginning 4846′ from DER, 26′ right of centerline, up to 1016′ MSL. Tree 5110′ from DER, 27′ left of centerline, 1009′ MSL. Tree 5180′ from DER, 6′ left of centerline, 1010′ MSL. Tree 5426′ from DER, 721′ right of centerline, 1028′ MSL.

AMEND 1

CHANGES: New chart.

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KALO/ALO
WATERLOO REGL

JEPPESEN

26 SEP 25 (11-1) Eff 2 Oct

WATERLOO, IOWA
ILS or LOC Rwy 12

ATIS (ASOS when Twr inop)	*DES MOINES Approach (R)	MINNEAPOLIS Center (R)	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.075	121.9

BRIEFING STRIP ™

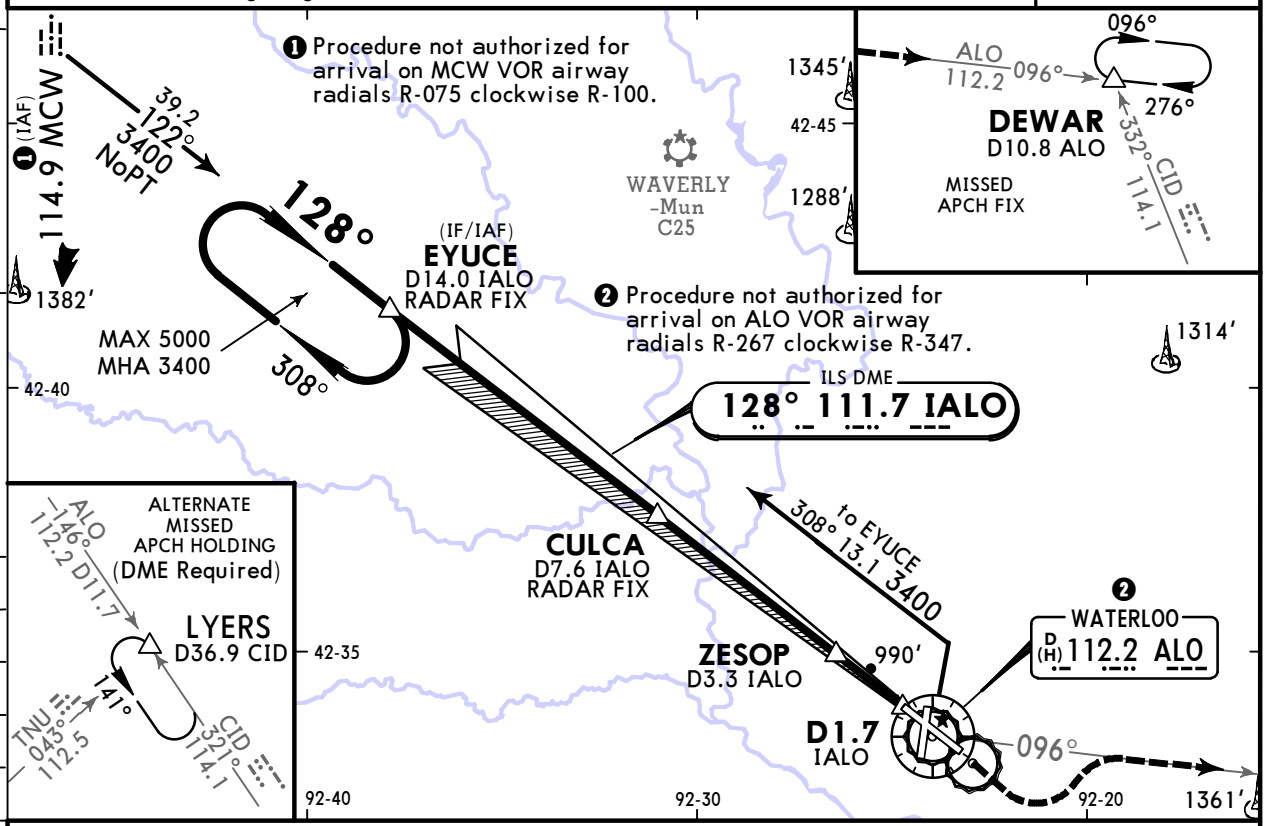
LOC IALO	Final Apch Crs	CULCA	ILS DA(H)	Apt Elev 873'
111.7	128°	2800'(1927')	1073'(200')	TDZE 873'

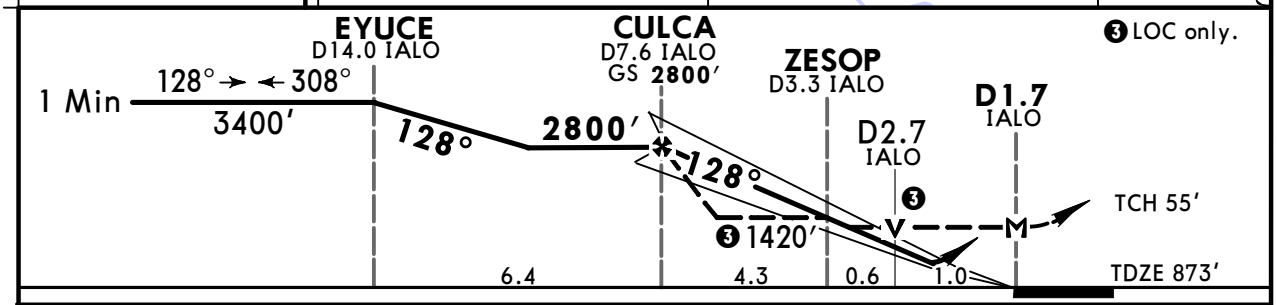
MISSED APCH: Climb to 1400' then climbing LEFT turn to 3300' outbound on ALO VOR R-096 to DEWAR INT/D10.8 ALO and hold.

Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000'

1. DME or RADAR required. 2. Use IALO DME when on localizer course.
3. Pilot controlled lighting 125.075.

MSA ALO VOR: 180° 3200; 270° 4000; 360° 2700





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.7 IALO or CULCA to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13

MALSR — PAPI — 1400' — 3300' LT on ALO 112.2 R-096 — DEWAR

TERPS STRAIGHT-IN LANDING RWY 12

	ILS DA(H) 1073'(200')		LOC (GS out) MDA(H) 1240 (367') ❷ With ZESOP		MDA(H) 1420'(547') Without ZESOP	
		RAIL/ ALS out		RAIL/ ALS out		RAIL/ ALS out
A	❶ RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1
B						
C			RVR 35 or ⅝	RVR 55 or 1	RVR 60 or 1¼	1¾
D						

CIRCLE-TO-LAND

C Max Kts	❷ With ZESOP MDA(H)	Without ZESOP MDA(H)
90	1360'(487') -1	1420'(547') -1
120	1400'(527') -1	
140	1480'(607') -1¾	1480'(607') -1¾
165	1600'(727') -2¼	1600'(727') -2¼

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.
❷ DME required.

TERPS AMEND 10B 5 DEC 2019

CHANGES: Approach call sign.

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KALO/ALO
WATERLOO REGL

JEPPESEN

26 SEP 25
Eff 2 Oct
(11-2)

WATERLOO, IOWA
LOC (BACK CRS) Rwy 30

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*DES MOINES Approach (R)	MINNEAPOLIS Center (R)	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.075	121.9

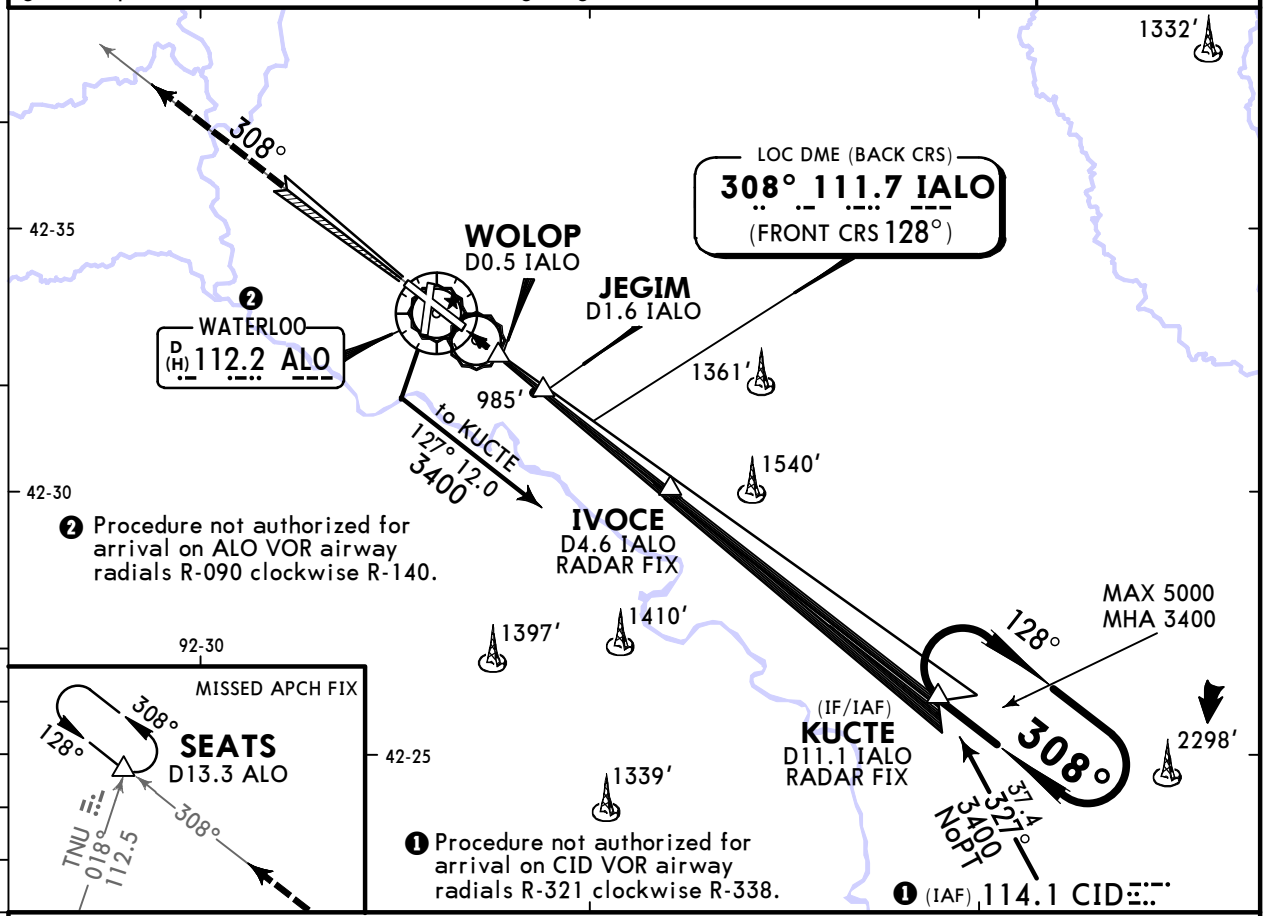
LOC IALO	Final Apch Crs	IVOCE	MDA(H)	Apt Elev 873′
111.7	308° (Front Crs 128°)	2500′(1632′)	1240′(372′)	TDZE 868′

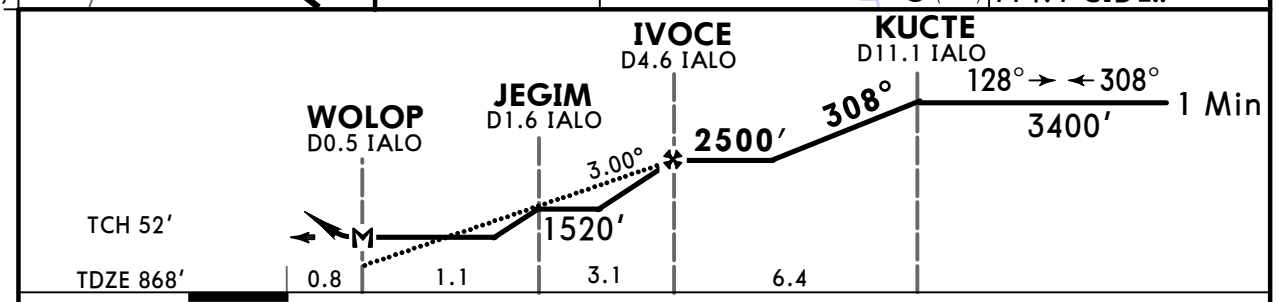
MISSED APCH: Climb to 3500′ on ALO VOR R-308 to SEATS INT/D13.3 ALO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME required. 2. Use IALO DME when on the localizer course. 3. Disregard glide slope indications. 4. Pilot controlled lighting 125.075.

MSA ALO VOR: 180°–3200, 270°–4000, 360°–2700





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at WOLOP or IVOCE to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32

MALS / VASI — 3500′ on ALO 112.2 R-308 — SEATS

TERPS

STRAIGHT-IN LANDING RWY 30

MDA(H) 1240′(372′)

		ALS out
A	3/4	1
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360′(487′) -1
120	1400′(527′) -1
140	1480′(607′) -1¾
165	1600′(727′) -2¼

TERPS AMEND 12A 5 DEC 2019

CHANGES: Approach call sign, chart format.

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KALO/ALO
WATERLOO REGL

JEPPESEN

26 SEP 25 (12-1) Eff 2 Oct

WATERLOO, IOWA
RNAV (GPS) Rwy 12

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*DES MOINES Approach (R)	MINNEAPOLIS Center (R)	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.075	121.9

WAAS	Final Apch Crs	CULCA	LPV DA(H)	Apt Elev 873′
Ch 72801 W12A	128°	2800′ (1927′)	1073 (200′)	TDZE 873′

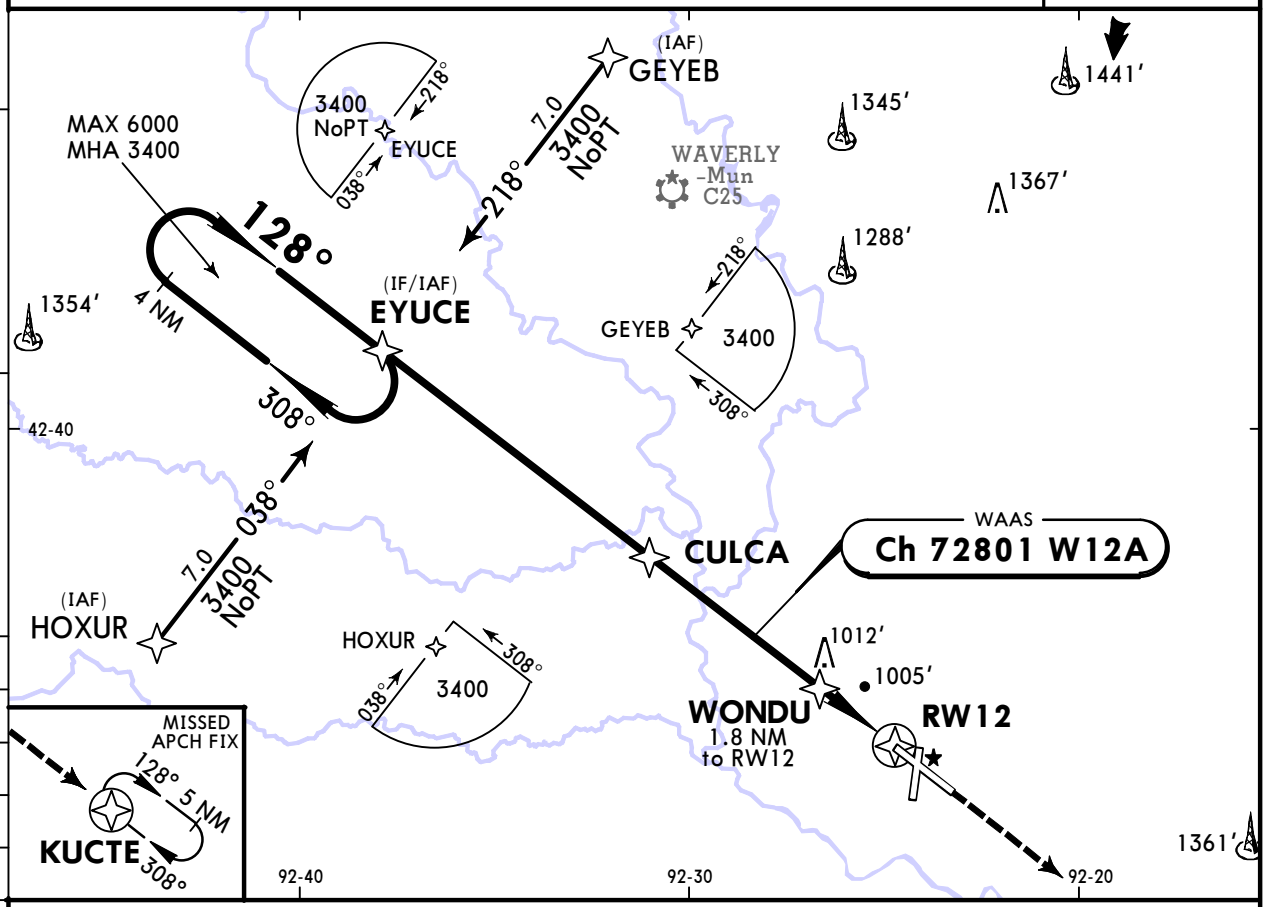
MISSED APCH: Climb to 3400′ direct KUCTE and hold.

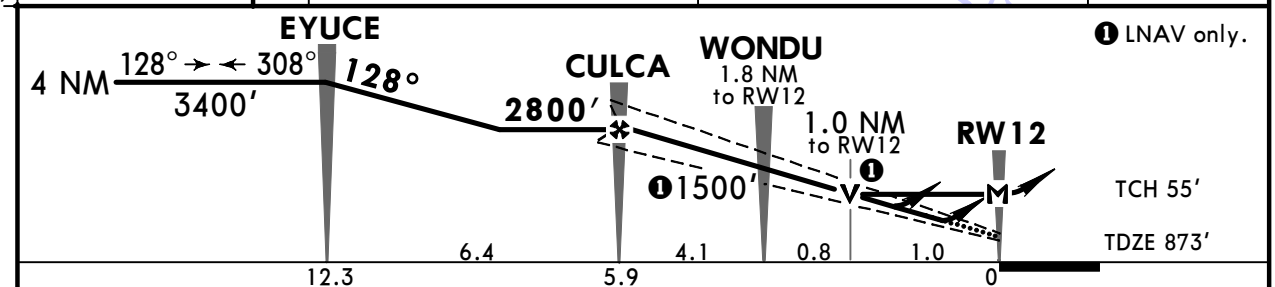
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

RNP Apch

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-3°F) or above 54°C (130°F). 2. Pilot controlled lighting 125.075.

TAA 30 NM IAF





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

MALSR PAPI — 3400′ — D — KUCTE

TERPS — STRAIGHT-IN LANDING RWY 12

	LPV DA(H) 1073′ (200′)		LNAV/VNAV DA(H) 1252′ (379′)		LNAV MDA(H) 1260′ (387′)	
		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 30 or ⅝	RVR 55 or 1	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 35 or ⅝	RVR 60 or 1¼
D						

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360′ (487′) -1
120	1400′ (527′) -1
140	1480′ (607′) -1¾
165	1600′ (727′) -2¼

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 1 13 SEP 2018

CHANGES: Approach call sign.

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KALO/ALO
WATERLOO REGL

JEPPESEN

26 SEP 25 (12-2) Eff 2 Oct

WATERLOO, IOWA
RNAV (GPS) Rwy 18

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*DES MOINES Approach (R)	MINNEAPOLIS Center (R)	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.075	121.9

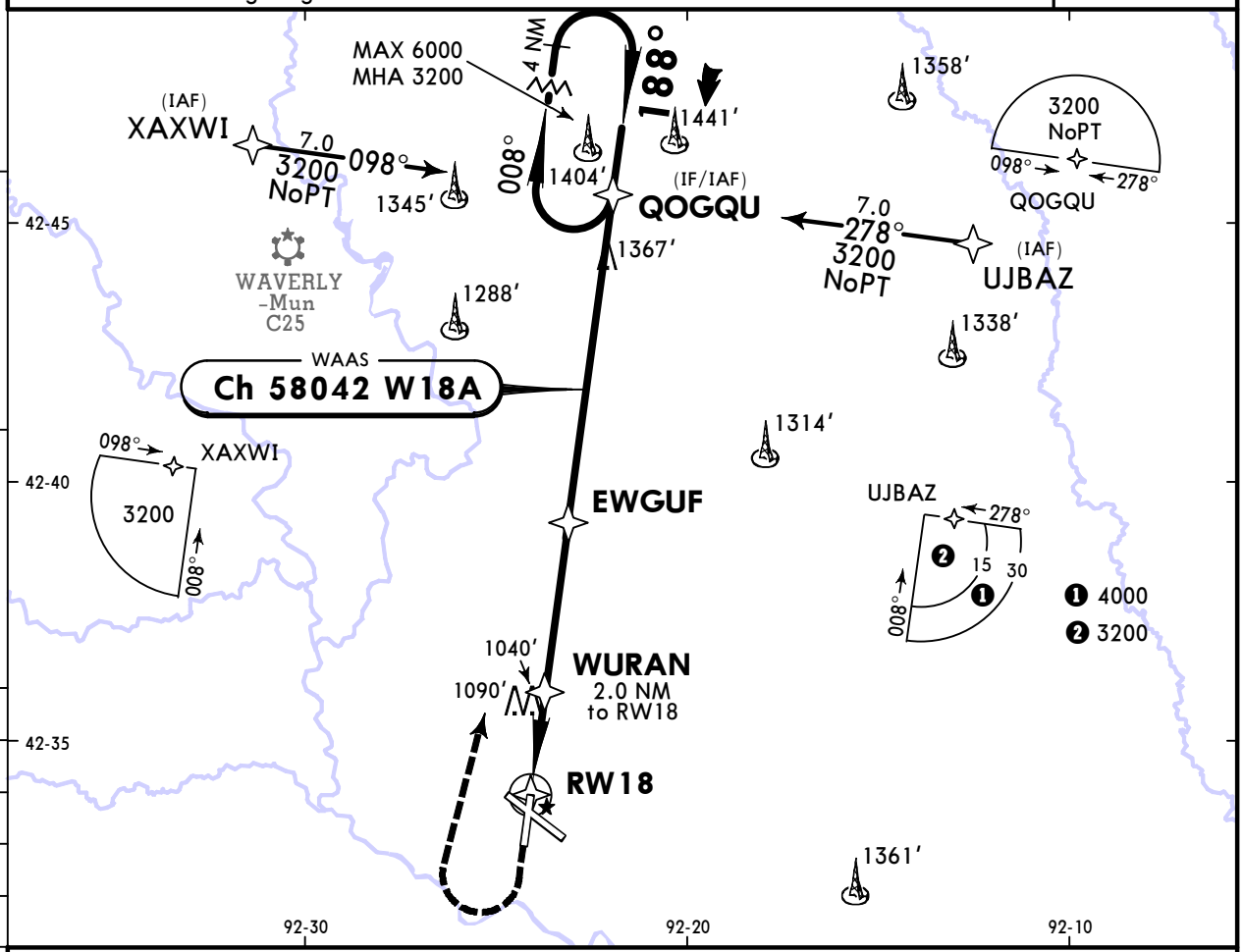
WAAS	Final Apch Crs	EWGUF	LP MDA(H)	Apt Elev 873'
Ch 58042 W18A	188°	2600'(1729')	1300'(429')	TDZE 871'

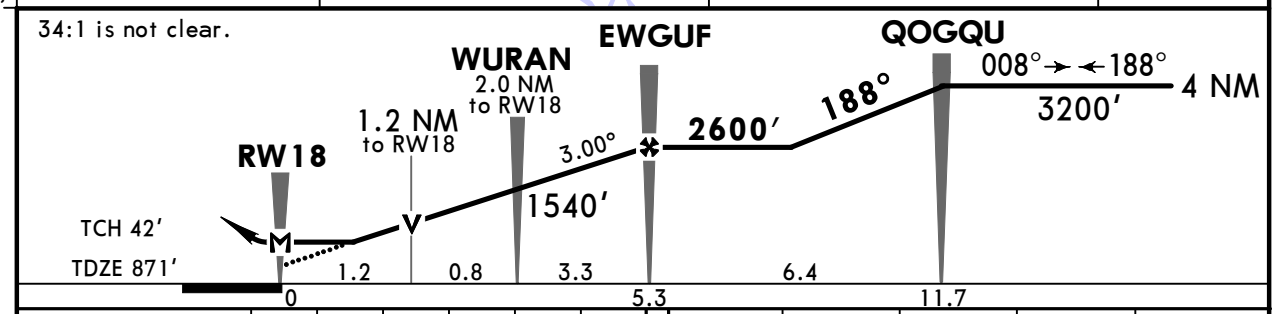
MISSED APCH: Climb to 2000', then climbing RIGHT turn to 3200' direct QOGQU and hold.

TAA 30 NM IAF

RNP Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. Rwy 18 helicopter visibility reduction below 3/4 SM not authorized.
2. Pilot controlled lighting 125.075.





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at RW18							

REIL | VASI-L | 2000' | 3200' RT | D | QOGQU

TERPS STRAIGHT-IN LANDING RWY 18

	LP MDA(H) 1300'(429')	LNAV MDA(H) 1340'(469')
A	1	1
B		
C	1¼	1⅜
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1360'(487') -1
120	1400'(527') -1
140	1480'(607') -1¾
165	1600'(727') -2¼

TERPS AMEND 1 13 SEP 2018

CHANGES: Approach call sign.

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KALO/ALO
WATERLOO REGL

JEPPESEN

26 SEP 25 (12-3) Eff 2 Oct

WATERLOO, IOWA
RNAV (GPS) Rwy 30

BRIEFING STRIP ™

ATIS (ASOS when Twr inop)	*DES MOINES Approach (R)	MINNEAPOLIS Center (R)	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.075	121.9

WAAS	Final Apch Crs	IVOCE	LPV DA(H)	Apt Elev 873′
Ch 78201 W30A	308°	2500′ (1632′)	1068′ (200′)	TDZE 868′

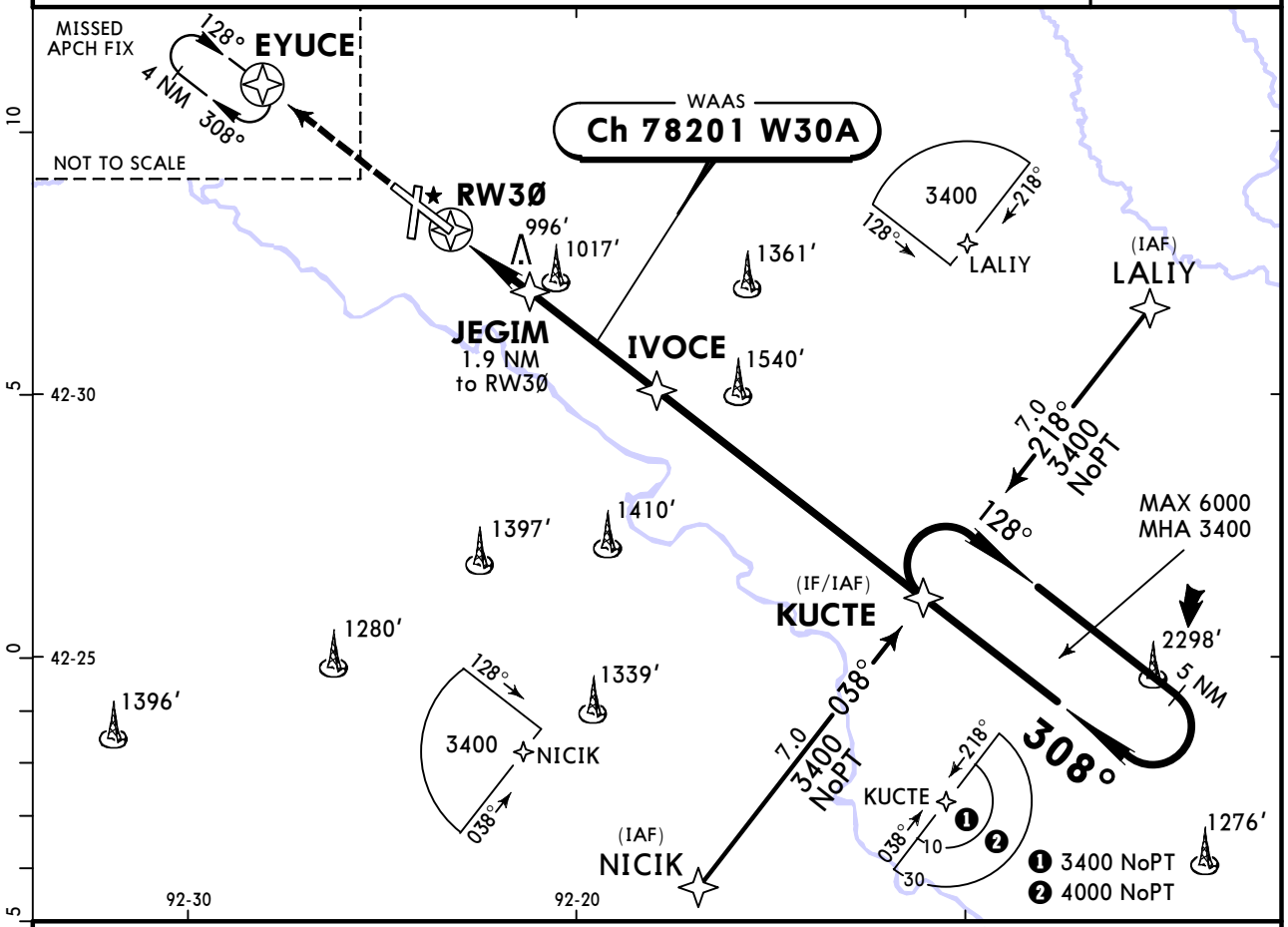
MISSED APCH: Climb to 3400′ direct EYUCE and hold.

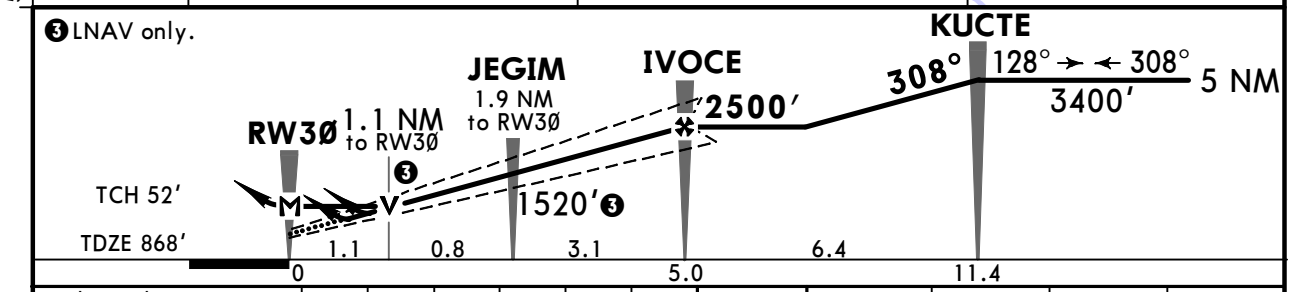
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

RNP Apch

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C (-4°F) or above 54°C (130°F). 2. Pilot controlled lighting 125.075.

TAA 30 NM IAF





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW3Ø							

MALS / VASI — 3400′ — D — EYUCE

TERPS — STRAIGHT-IN LANDING RWY 30

	LPV DA(H) 1068′ (200′) ALS out	LNAV/VNAV DA(H) 1145′ (277′)		LNAV MDA(H) 1260′ (392′)	
			ALS out		ALS out
A	3/4	3/4	7/8	3/4	1
B					
C				7/8	1 1/8
D					

CIRCLE-TO-LAND

Ⓒ Max Kts	MDA(H)
90	1360′ (487′) -1
120	1400′ (527′) -1
140	1480′ (607′) -1 3/4
165	1600′ (727′) -2 1/4

TERPS AMEND 1 13 SEP 2018

CHANGES: Approach call sign.

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KALO/ALO
WATERLOO REGL

JEPPESEN

26 SEP 25 (12-4) Eff 2 Oct

WATERLOO, IOWA
RNAV (GPS) Rwy 36

BRIEFING STRIP™

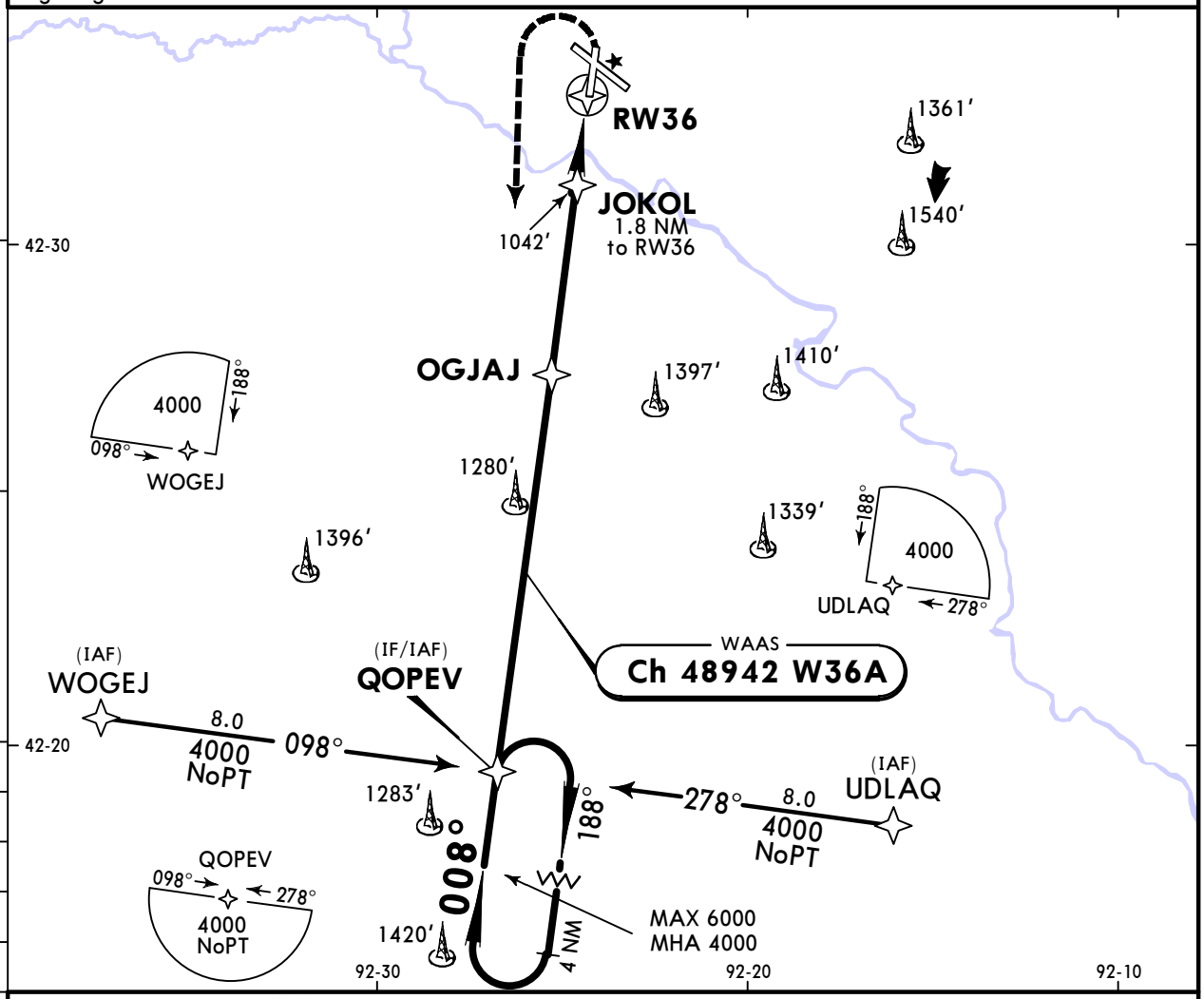
ATIS (ASOS when Twr inop)	*DES MOINES Approach (R)	MINNEAPOLIS Center (R)	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.075	121.9

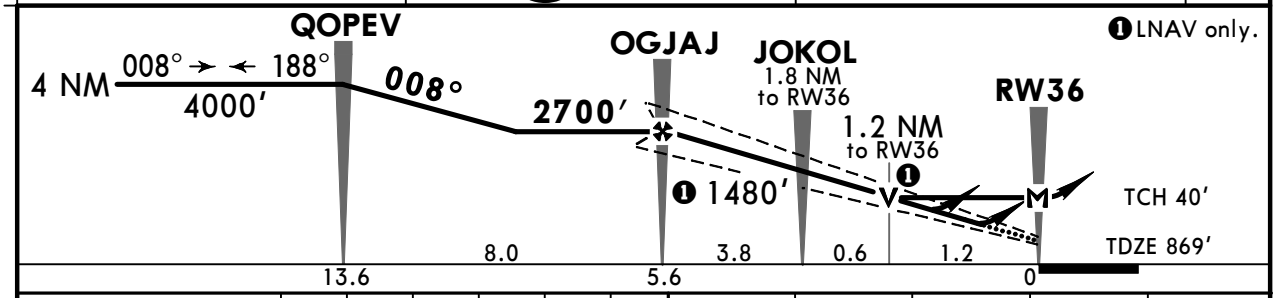
WAAS	Final Apch Crs	OGJAJ	LPV DA(H)	Apt Elev 873′	TAA 30 NM IAF
Ch 48942 W36A	008°	2700′ (1831′)	1069′ (200′)	TDZE 869′	

MISSED APCH: Climb to 2000′, then climbing LEFT turn to 4000′ direct QOPEV and hold.

RNP Apch - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below - 20°C (-4°F) or above 54°C (130°F). 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/ TCH 51′). 3. Pilot controlled lighting 125.075.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

REIL | PAPI-L | 2000′ | 4000′ LT | QOPEV

TERPS STRAIGHT-IN LANDING RWY 36

	LPV DA(H) 1069′ (200′)	LNAV/VNAV DA(H) 1190′ (321′)	LNAV MDA(H) 1300′ (431′)
A	¾	1	1
B			
C			1¼
D			

CIRCLE-TO-LAND

Max Kts	MDA(H)	
90	1360′ (487′)	-1
120	1400′ (527′)	-1
140	1480′ (607′)	-1¾
165	1600′ (727′)	-2¼

TERPS AMEND 1A 13 SEP 2018

CHANGES: Approach call sign.

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KALO/ALO
WATERLOO REGL

JEPPESEN

26 SEP 25 (13-1) Eff 2 Oct

WATERLOO, IOWA
VOR Rwy 12

BRIEFING STRIP ™

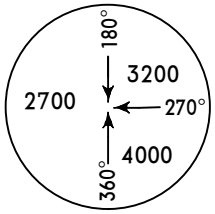
ATIS (ASOS when Twr inop)	*DES MOINES Approach (R)	MINNEAPOLIS Center (R)	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.075	121.9

VOR ALO	Final Apch Crs	No FAF	MDA(H)	Apt Elev 873′
112.2	**133°**		**1500′** (627′)	TDZE 873′

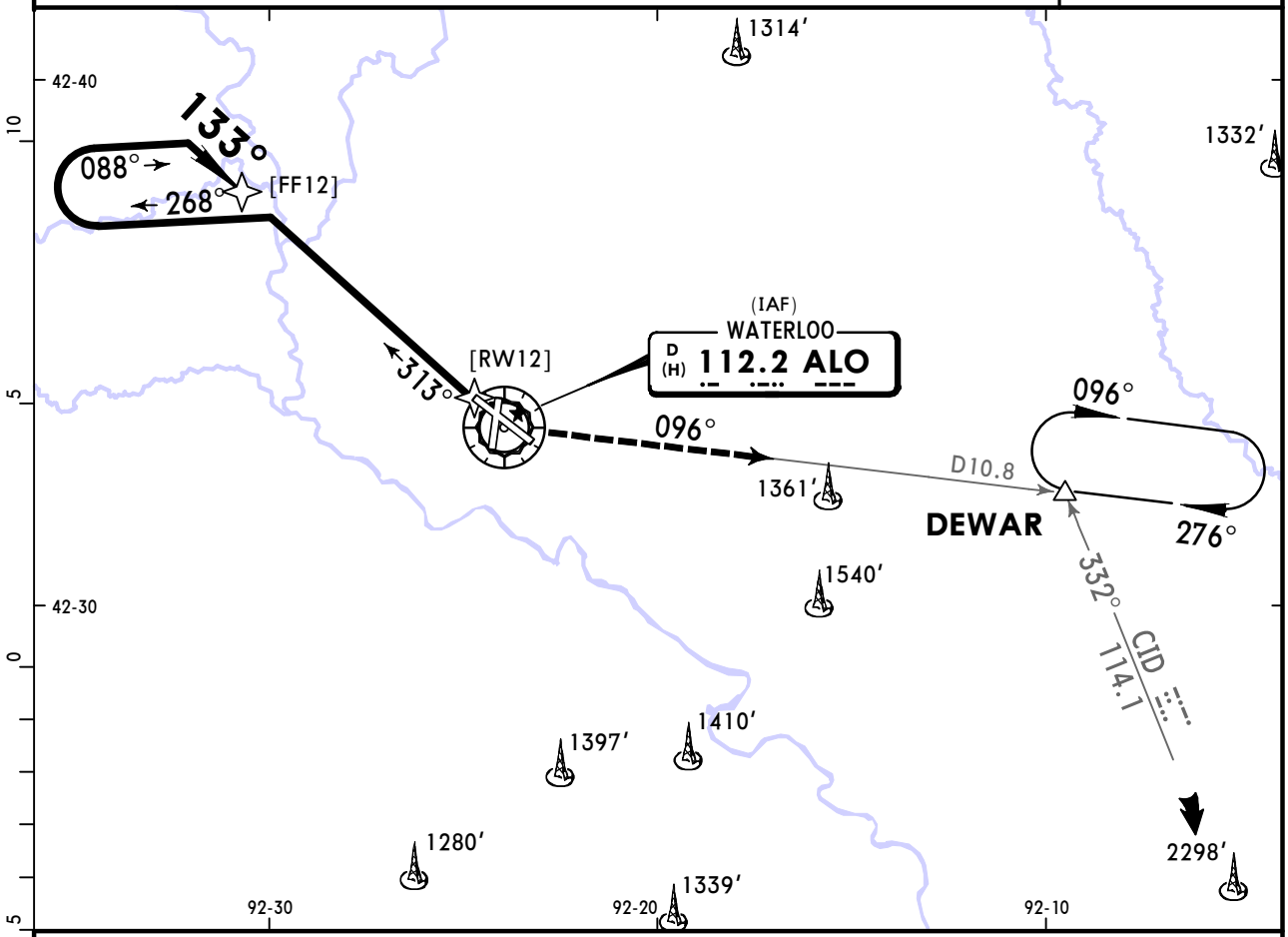
MISSED APCH: Climbing LEFT turn to 3300′ outbound on ALO VOR R-096 to DEWAR INT and hold.

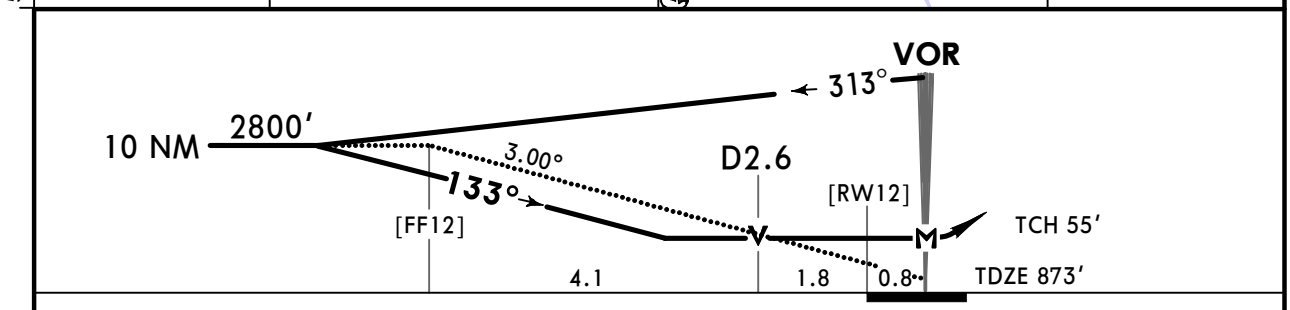
Alt Set: INCHES — Trans level: FL 180 — Trans alt: 18000′

Pilot controlled lighting 125.075.



MSA ALO VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at VOR							

MALSR — PAPI — LT

3300′ on ALO **112.2** **R-096**

DEWAR

TERPS

STRAIGHT-IN LANDING RWY **12**

MDA(H) **1500′** (627′)

	RAIL/ALS out	
A, B	RVR 24 or ½	RVR 50 or 1
C, D	1⅜	1¾

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1500′ (627′) -1
120	
140	1500′ (627′) -1¾
165	1600′ (727′) -2¼

TERPS AMEND 10C 5 DEC 2019

CHANGES: Approach call sign.

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KALO/ALO
WATERLOO REGL

JEPPESEN

26 SEP 25 (13-2) Eff 2 Oct

WATERLOO, IOWA
VOR Rwy 18

ATIS (ASOS when Twr inop)	*DES MOINES Approach (R)	MINNEAPOLIS Center (R)	*WATERLOO Tower	*Ground
120.65	118.9	118.9 when App inop.	CTAF 125.075	121.9

VOR ALO	Final Apch Crs	No FAF	MDA(H)	Apt Elev 873′
112.2	176°		1600′ (729′)	TDZE 871′

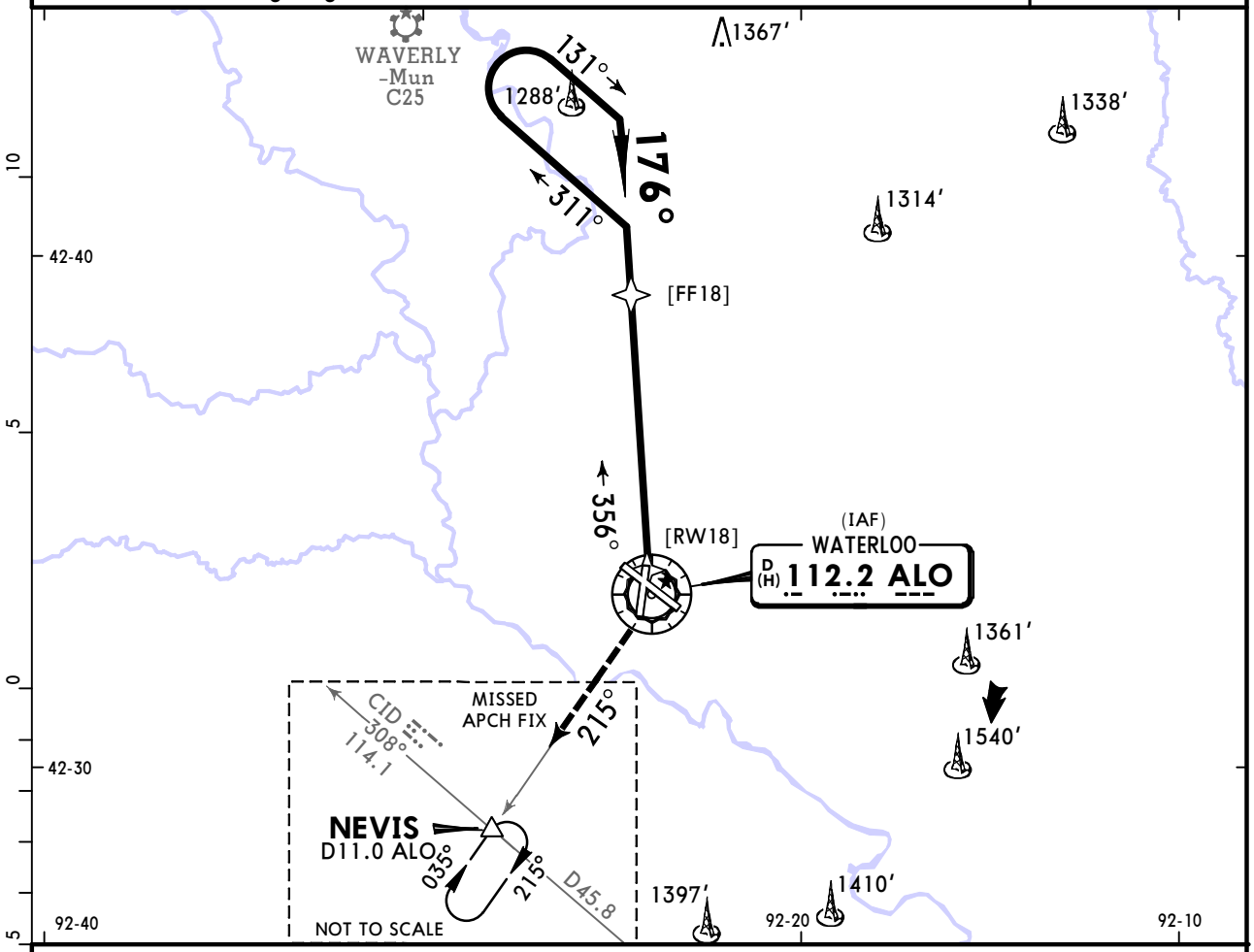
MISSED APCH: Climbing RIGHT turn to 2800′ outbound on ALO VOR R-215 to NEVIS INT and hold.

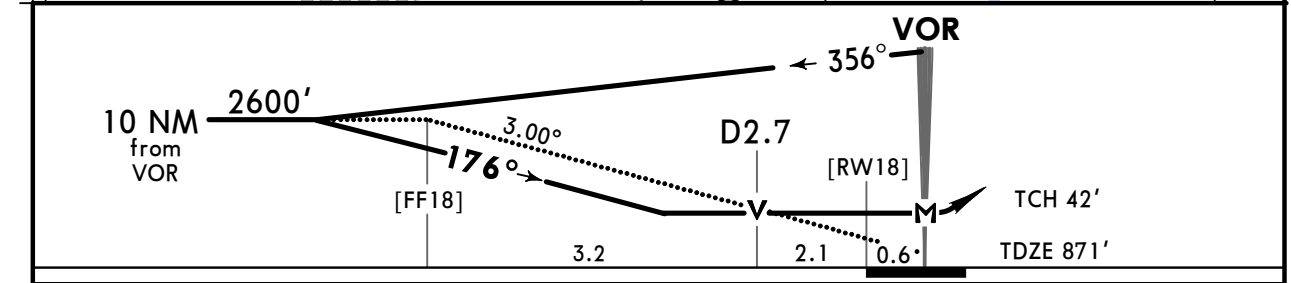
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Rwy 18 helicopter visibility reduction below 3/4 SM not authorized.
2. Pilot controlled lighting 125.075.

MSA ALO VOR: 08 3200; 2700 270°; 4000; 63

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at VOR						

REIL
VASI-L

2800′ RT on ALO 112.2 R-215

NEVIS

TERPS STRAIGHT-IN LANDING RWY **18**

MDA(H) **1600′** (729′)

		Max Kts	MDA(H)
A	1	90	1600′(727′) -1
B		120	
C	2	140	1600′(727′) -2
D		165	1600′(727′) -2¼

CIRCLE-TO-LAND

C

TERPS AMEND 10 10 OCT 2019

CHANGES: Approach call sign.

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Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

WATERLOO, IA (WATERLOO REGL - KALO)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KALO

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.