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Revision Letter For Cycle 05-2025

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Notebook

General Information

Location: LINCOLN IL USA
ICAO: KAAA
Lat/Long: N40° 09.52', W089° 20.10'
Elevation: 594 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)
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1104 Z
Sunset: 0102 Z

Runway Information

Runway: 03
Length x Width: 4000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 593 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 14
Length x Width: 3021 ft x 135 ft
Surface Type: turf
TDZ-Elev: 591 ft
Displaced Threshold: 307 ft

Runway: 21
Length x Width: 4000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 594 ft
Lighting: Edge, Pilot controlled

Runway: 32
Length x Width: 3021 ft x 135 ft
Surface Type: turf
TDZ-Elev: 592 ft

Communication Information

ATIS: 127.650 Secondary

AWOS: 118.775

Logan Co UNICOM: 122.800 CTAF PCL

St Louis Approach: 126.150

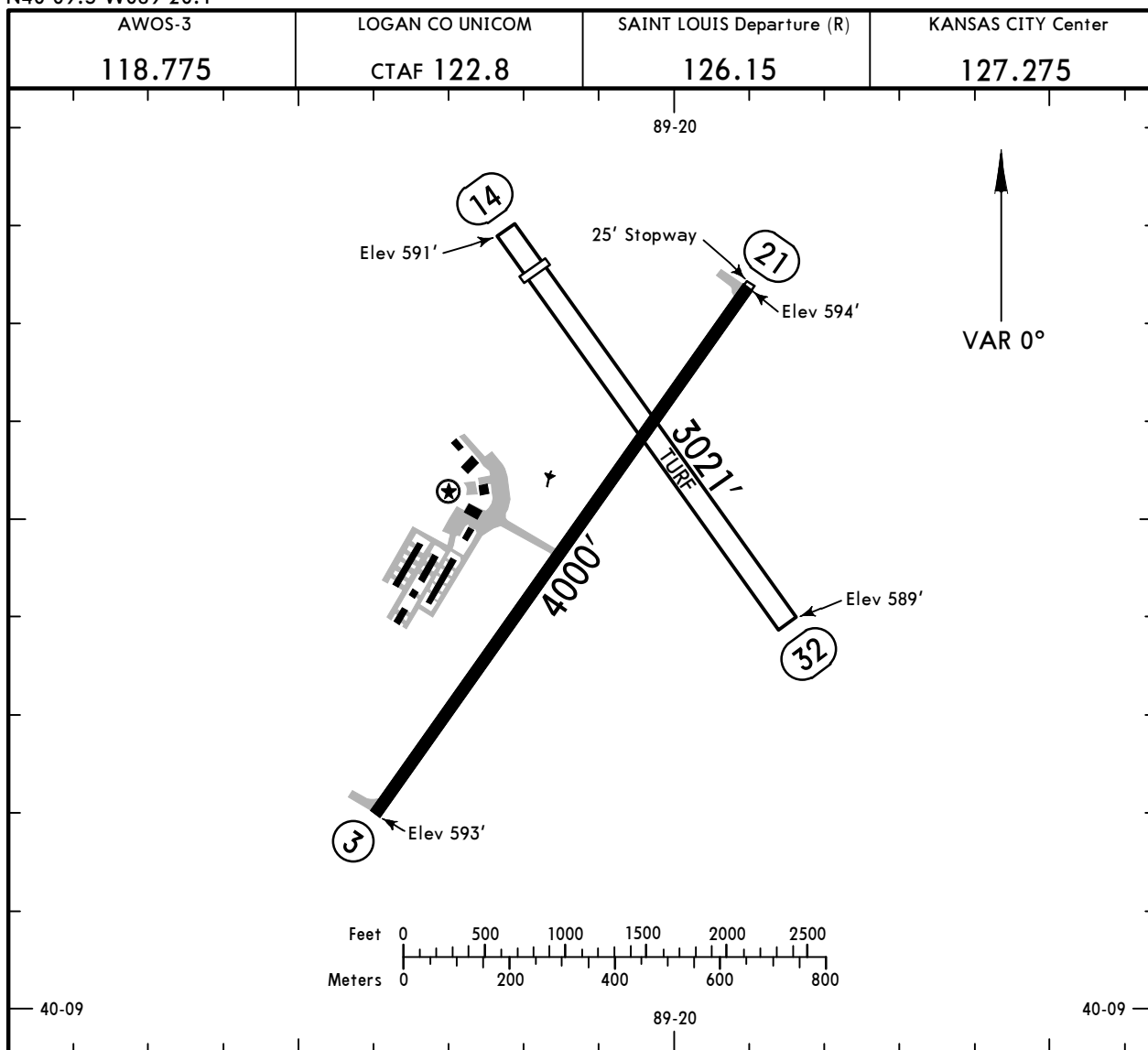
St Louis Departure: 126.150

Kansas City ACC: 127.275 Remote Communications Air-Ground

KAAA
 Apt Elev **594'**
 N40 09.5 W089 20.1

JEPPESEN
 2 SEP 22 **(10-9)** Eff 8 Sep

LINCOLN, ILL
LOGAN CO



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS			WIDTH
				LANDING	BEYOND	TAKE-OFF	
				Threshold	Glide Slope		
3	① MIRL	① REIL	① PAPI-L (angle 3.50°)				75'
21	① MIRL	① PAPI-L (angle 3.00°)					
14 ② 32				2714'			135'

- ① Activate on 122.8.
- ② Prior permission required to use Dec-Apr and after rain.

	TAKE-OFF						FOR FILING AS ALTERNATE Authorized Only When Local Weather Available		
	Rwy 3		Rwys 14, 32	Rwy 21			RNAV(GPS) Rwy 3		VOR Rwy 3
	Adequate Vis Ref	STD		With Min climb of 341'/NM to 800'		Other	RNAV(GPS) Rwy 21		
			Adequate Vis Ref	STD					
1 & 2 Eng	1/4	1	NA	1/4	1	300-1/2	A	800-2	800-2
3 & 4 Eng		1/2			1/2		B		
					C				
					D		800-2 1/4		

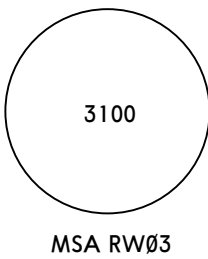
TAKE-OFF OBSTACLE NOTES: Note: Rwy 3, road/vehicles beginning 210' from DER, 296' right of centerline, up to 15' AGL/607' MSL. Trees beginning 783' from DER, 353' left of centerline, up to 100' AGL/664' MSL. Trees 2733' from DER, 390' left of centerline, up to 100' AGL/676' MSL.

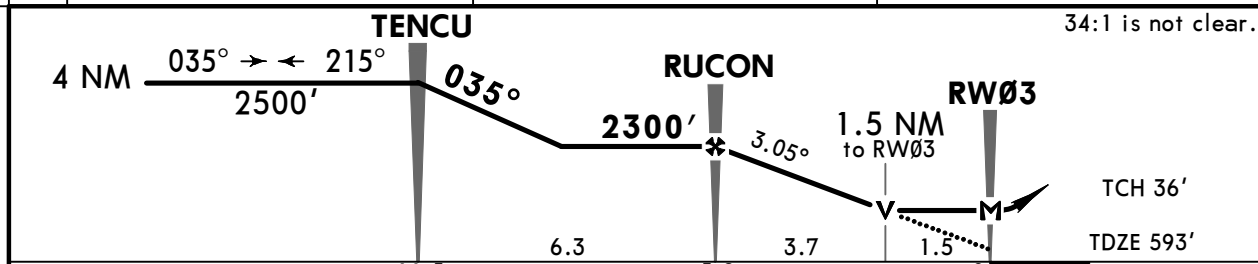
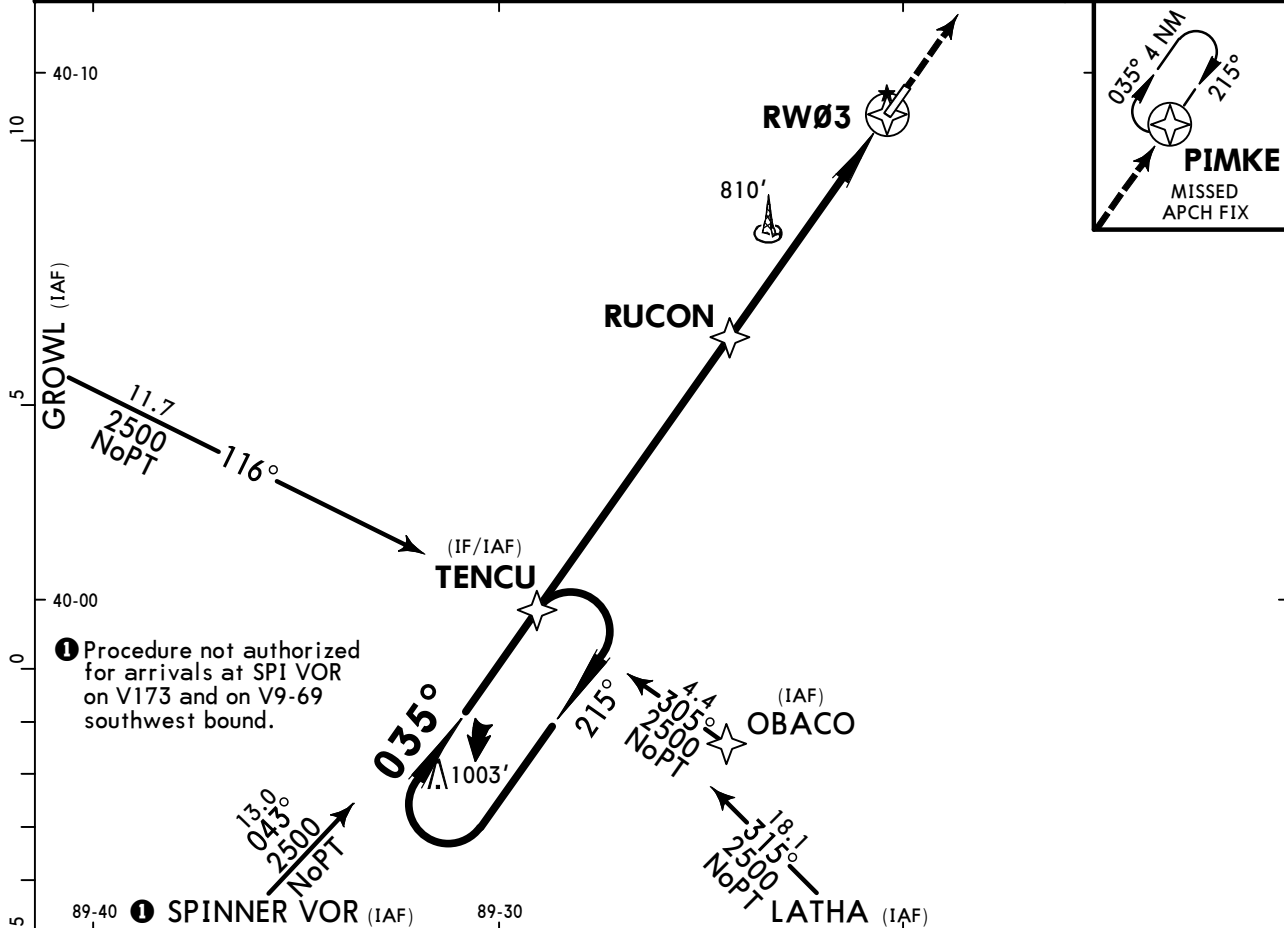
Note: Rwy 21, navaid 9' from DER, 111' right of centerline, 3' AGL/594' MSL. Trees beginning 377' from DER, 546' right of centerline, up to 100' AGL/621' MSL. Trees beginning 1773' from DER, 155' right of centerline, up to 100' AGL/669' MSL. Multiple towers beginning 3190' from DER, 579' right of centerline, up to 101' AGL/689' MSL. Tower 4139' from DER, 158' left of centerline, 126' AGL/715' MSL.

KAAA
LOGAN CO

JEPPESEN
2 SEP 22 (12-1) Eff 8 Sep

LINCOLN, ILL
RNAV (GPS) Rwy 3

AWOS-3 118.775		SAINT LOUIS Approach (R) 126.15		KANSAS CITY Center 127.275		LOGAN CO UNICOM CTAF 122.8		
RNAV	Final Apch Crs 035°	RUCON 2300' (1707')	LNAV MDA(H) (CONDITIONAL) 1120' (527')	Apt Elev 594' TDZE 593'				
MISSED APCH: Climb to 2700' direct PIMKE and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
RNP apch.								
1. Use local altimeter setting; if not received, use Springfield, Ill altimeter setting. 2. VDP not authorized with Springfield, Ill altimeter setting. 3. Rwy 3 helicopter visibility reduction below 3/4 SM not authorized. 4. Pilot controlled lighting 122.8.								



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2700'	D →	PIMKE
Descent angle 3.05°	378	486	540	648	755	863				
MAP at RW03										

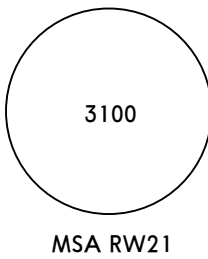
STRAIGHT-IN LANDING RWY 3	
LNAV	
MDA(H) 1120' (527') With Local Altimeter Setting	MDA(H) 1180' (587') With Springfield, Ill Altimeter Setting
A	1
B	1
C	1½
D	1¾

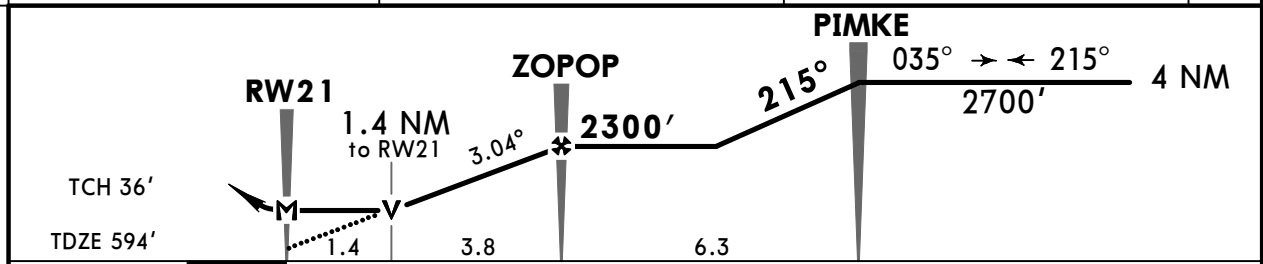
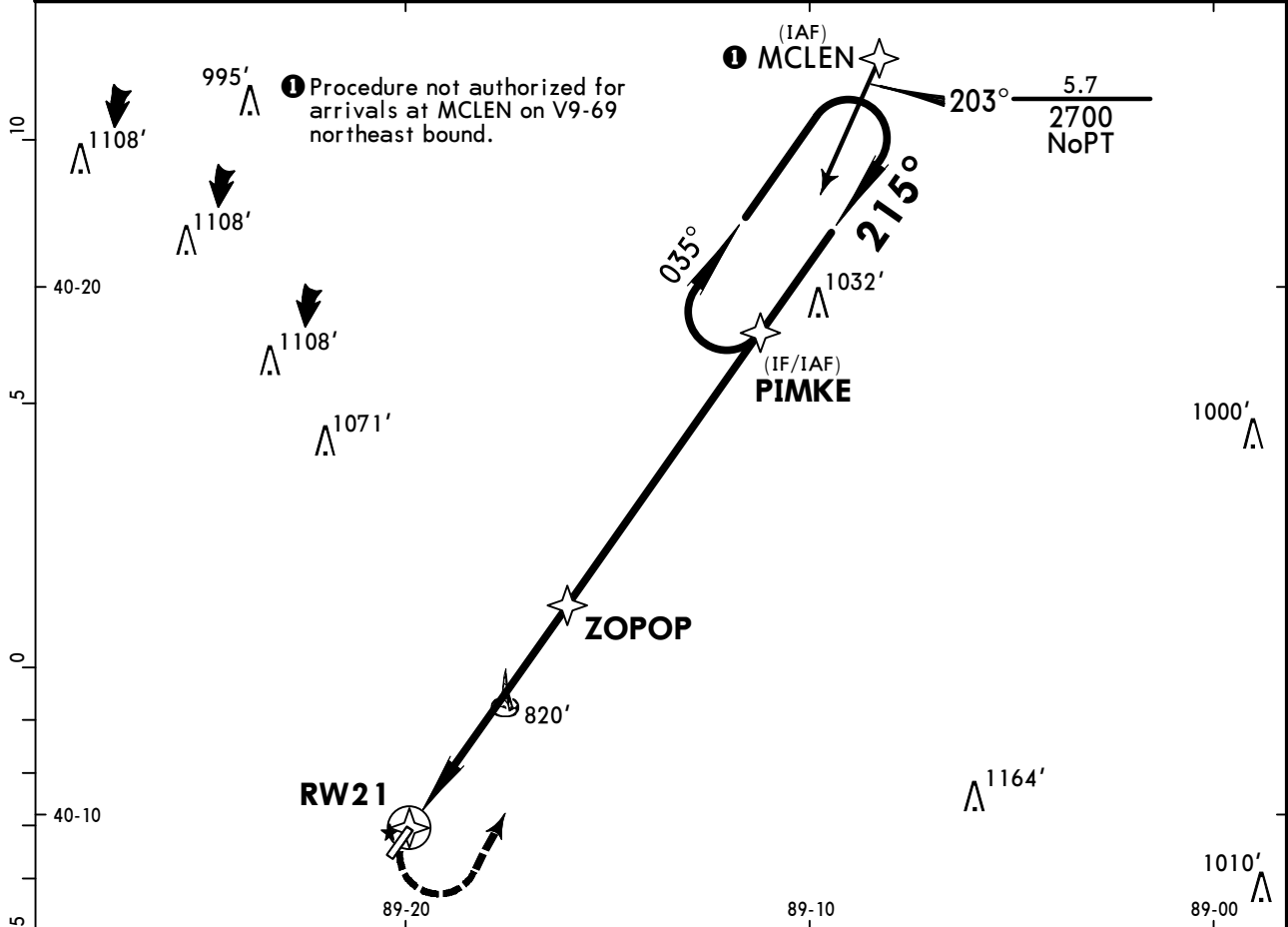
TERPS AMEND 0B 24 MAY 2018

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JEPPESEN
2 SEP 22 (12-2) Eff 8 Sep

LINCOLN, ILL
RNAV (GPS) Rwy 21

AWOS-3 118.775		SAINT LOUIS Approach (R) 126.15		KANSAS CITY Center 127.275		LOGAN CO UNICOM CTAF 122.8	
RNAV	Final Apch Crs 215°	ZOPOP 2300' (1706')		LNAV MDA(H) (CONDITIONAL) 1080' (486')	Apt Elev 594'		
MISSED APCH: Climbing LEFT turn to 2700' direct PIMKE and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
RNP apch.							
1. Use local altimeter setting; if not received, use Springfield, Ill altimeter setting. 2. VDP not authorized with Springfield, Ill altimeter setting. 3. Rwy 21 helicopter visibility reduction below 3/4 SM not authorized. 4. Pilot controlled lighting 122.8.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2700'	LT	PIMKE
Descent angle 3.04°	376	484	538	645	753	861				
MAP at RW21										

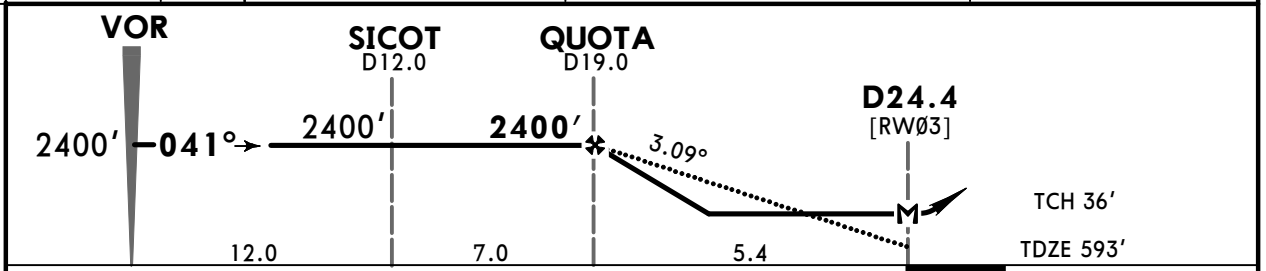
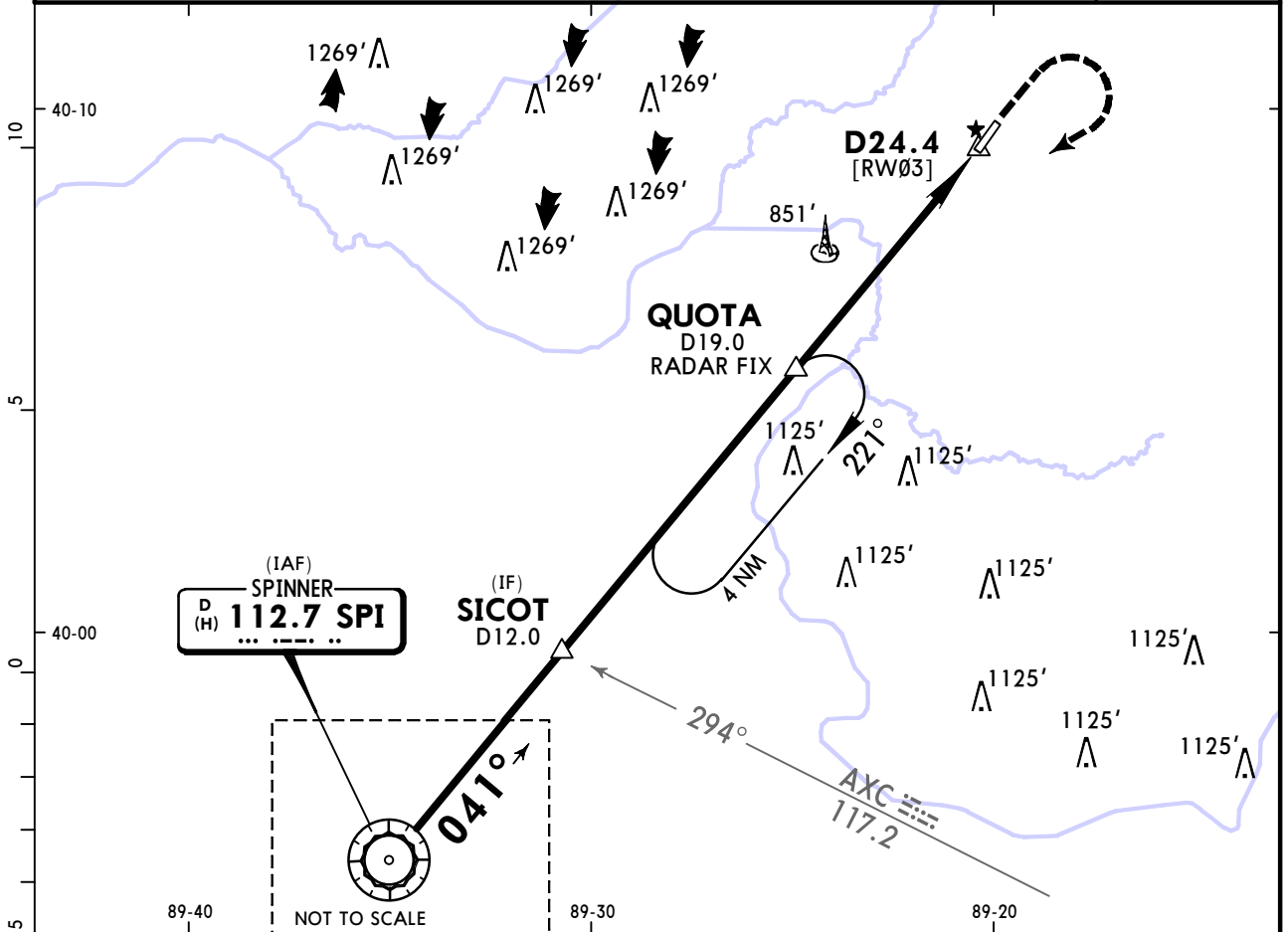
TERPS AMEND 08 24 MAY 2018		STRAIGHT-IN LANDING RWY 21			
		LNAV		LNAV	
		MDA(H) 1080' (486')		MDA(H) 1140' (546')	
		With Local Altimeter Setting		With Springfield, Ill Altimeter Setting	
A		1		1	
B		1 1/4		1 1/4	
C		1 1/2		1 1/2	
D		1 1/2		1 1/2	

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JEPPESEN
2 SEP 22 **(13-1)** Eff 8 Sep

LINCOLN, ILL
VOR Rwy 3

AWOS-3 118.775		SAINT LOUIS Approach (R) 126.15		KANSAS CITY Center 127.275		LOGAN CO UNICOM CTAF 122.8	
VOR SPI 112.7	Final Apch Crs 041°	QUOTA 2400' (1807')		MDA(H) (CONDITIONAL) 1120' (527')	Apt Elev 594' TDZE 593'		
MISSED APCH: Climb to 2000' then climbing RIGHT turn to 2400' inbound via SPI VOR R-041 to QUOTA D19.0/RADAR FIX and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME or radar required. 2. Use local altimeter setting; if not received, use Springfield, Ill altimeter setting. 3. Rwy 3 helicopter visibility reduction below 3/4 SM not authorized. 4. VGSI and descent angles not coincident (VGSI angle 3.50°/TCH 26'). 5. Pilot controlled lighting 122.8.							



Gnd speed-Kts	70	90	100	120	140	160	REIL	2000'	2400'	SPI	QUOTA
Descent angle 3.09°	383	492	547	656	765	875	PAPI-L	↑	↻ RT	via 112.7 R-041	
MAP at D24.4 or QUOTA to MAP	5.4	4:38	3:36	3:14	2:42	2:19					

	STRAIGHT-IN LANDING RWY 3		Max Kts	CIRCLE-TO-LAND	
	MDA(H) 1120' (527') With Local Altimeter Setting	MDA(H) 1180' (587') With Springfield, Ill Altimeter Setting		With Local Altimeter Setting MDA(H)	With Springfield, Ill Altimeter Setting MDA(H)
A	1	1	90	1140' (546') -1	1200' (606') -1
B	1¼	1¼	120	1140' (546') -1¼	1200' (606') -1¼
C	1½	1½	140	1280' (686') -2	1340' (746') -2¼
D	1¾	1¾	165	1280' (686') -2¼	1340' (746') -2½

TERPS AMEND 7B 24 MAY 2018

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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LINCOLN, IL (LOGAN CO - KAAA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAAA

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

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.

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.