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Revision Letter For Cycle 05-2025

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Notebook

General Information

Location: CAMPBELLSVILLE KY USA

ICAO: KAAS

Lat/Long: N37° 21.50', W085° 18.56'

Elevation: 921 ft

Airport Use: Public

Daylight Savings: Observed

UTC Conversion: +5:00 = UTC

Magnetic Variation: 5.0° W

Sectional Chart: St Louis

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

Sunrise: 1053 Z

Sunset: 0040 Z

Runway Information

Runway: 05

Length x Width: 5004 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 904 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 23

Length x Width: 5004 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 921 ft

Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS: 120.050 Secondary

AWOS: 121.125

Taylor Co UNICOM: 122.700 CTAF PCL

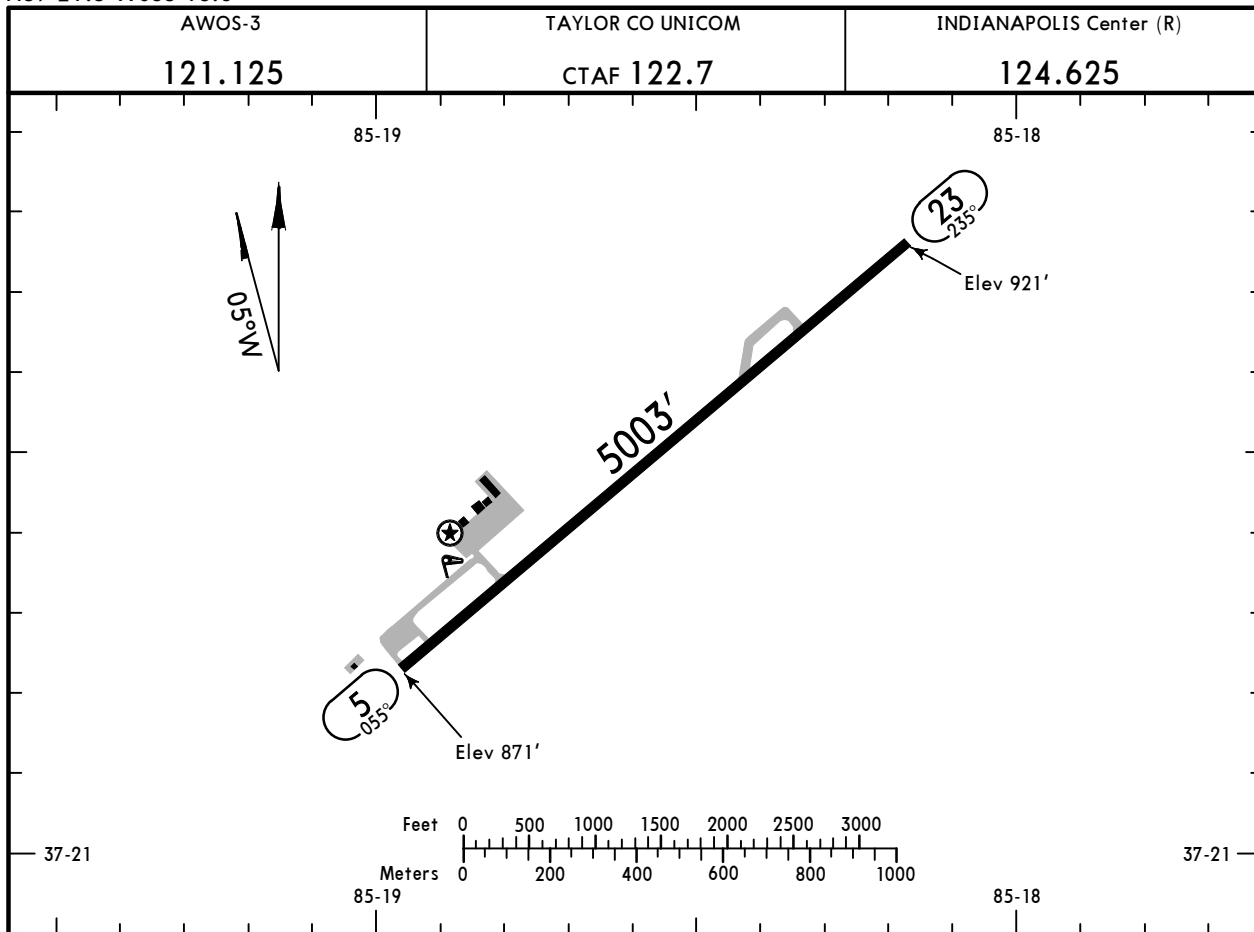
Indianapolis ACC: 124.625 Remote Communications Air-Ground

KAAS

Apt Elev **921'**
N37 21.5 W085 18.6

JEPPESEN
30 AUG 24 **(10-9)** Eff 5 Sep

CAMPBELLSVILLE, KY
TAYLOR CO



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			WIDTH
	LANDING	BEYOND	TAKE-OFF	
	Threshold	Glide Slope		
5	① MIRL ② REIL ③ PAPI-L (angle 3.5°)			75'
23	① MIRL ② REIL ③ PAPI-L (angle 3.25°)			

- ① Preset on low intensity; increase intensity on 122.7.
- ② Activate on 122.7.

TERPS

TAKE-OFF

Rwy 23

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

Rwy 5

FOR FILING AS ALTERNATE

With Mim climb of 260'/NM to 2000'		Visual climb Over Airport	
LOWER THAN STANDARD OpSpec Authorization Required	STANDARD		
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	1000-2 1/2
			A B C D
			NA

VISUAL CLIMB OVER AIRPORT (VCOA): Rwy 5, Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Taylor County Airport at or above 1800' before proceeding on course.

(For TAKEOFF OBSTACLE NOTES see 10-9A1)

KAAS


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 2 NOV 18 **10-9A1** **Eff 8 Nov**

CAMPBELLSVILLE, KY

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ODP TAKEOFF OBSTACLE NOTES

- Rwy 05: Building, trees beginning 56' from DER, 398' left of centerline, up to 25' AGL/945' MSL. Fence 208' from DER, 267' right of centerline, 9' AGL/933' MSL. Fence 724' from DER, 329' right of centerline, 6' AGL/939' MSL. Transmission line, poles beginning 1467' from DER, 877' right of centerline, up to 26' AGL/968' MSL. Trees beginning 1856' from DER, 168' right of centerline, up to 81' AGL/1002' MSL. Poles, transmission line, trees beginning 1935' from DER, 668' left of centerline, up to 36' AGL/980' MSL. Transmission line, poles, trees beginning 2133' from DER, 258' left of centerline, up to 39' AGL/981' MSL. Trees beginning 2248' from DER, 464' left of centerline, up to 83' AGL/1005' MSL. Trees beginning 3256' from DER, 856' right of centerline, up to 91' AGL/1031' MSL. Tree 3956' from DER, 1143' left of centerline, 89' AGL/1025' MSL.

- Rwy 23, vehicles on roadway beginning 3' from DER, 427' left of centerline, up to 13' AGL/882' MSL. Vehicles on roadway 4' from DER, 346' right of centerline, 16' AGL/883' MSL. Transmission line, poles beginning 81' from DER, 400' right of centerline, up to 29' AGL/894' MSL. Tree 573' from DER, 591' left of centerline, 49' AGL/909' MSL. Tree 669' from DER, 575' left of centerline, 60' AGL/920' MSL. Building 1094' from DER, 156' right of centerline, 39' AGL/899' MSL. Trees, elevator beginning 1145' from DER, 248' right of centerline, up to 65' AGL/926' MSL. Tree 2732' from DER, 738' left of centerline, 69' AGL/949' MSL. Tree 3722' from DER, 1197' left of centerline, 112' AGL/978' MSL. Tree 4854' from DER, 1708' left of centerline, 100' AGL/999' MSL.

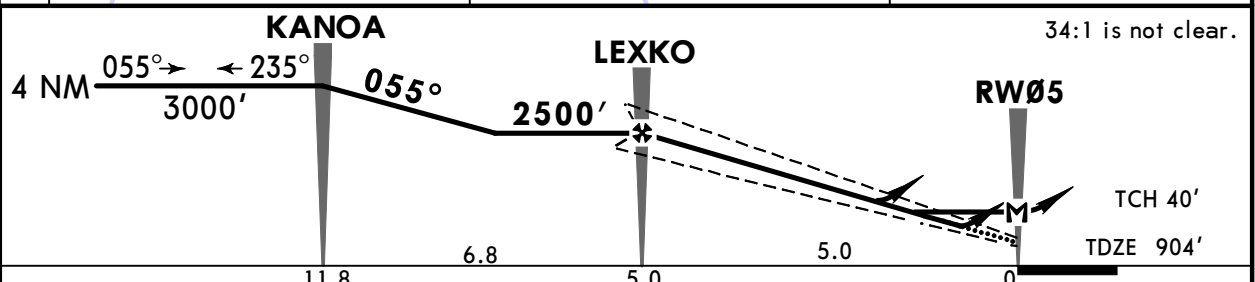
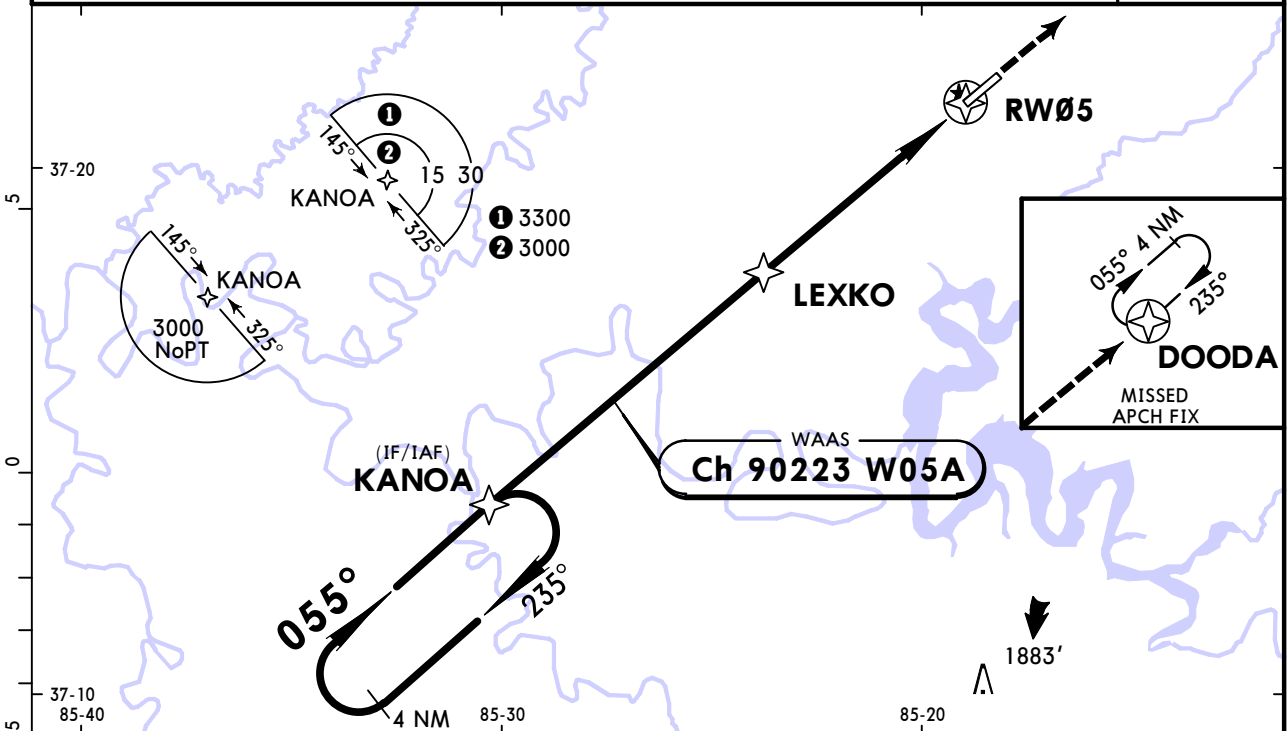
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JEPPESSEN
30 AUG 24 **(12-1)** **Eff 5 Sep**

CAMPBELLVILLE, KY
RNAV (GPS) Rwy 5

AWOS-3 121.125		INDIANAPOLIS Center (R) 124.625		TAYLOR CO UNICOM CTAF 122.7	
WAAS Ch 90223 W05A	Final Apch Crs 055°	LEXKO 2500' (1596')	LPV DA(H) (CONDITIONAL) 1154' (250')	Apt Elev 921'	TDZE 904'
MISSED APCH: Climb to 3000' direct DOODA and hold.					TAA 30 NM IAF
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Night landing: Rwy 5 not authorized for CAT C and D aircraft. 2. Use local altimeter setting; if not received, use Somerset altimeter setting. 3. Baro-VNAV not authorized when using Somerset altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 54°C (130°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Helicopter visibility reduction below 3/4 SM not authorized. 8. Pilot controlled lighting 122.7.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000'	D	DOODA
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW05										

TERPS				STRAIGHT-IN LANDING RWY 5 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting		
	LPV DA(H)	LNAV/VNAV DA(H)	MDA(H)	1	1 3/4	1	Max Kts	MDA(H)	
A	1154' (250')	1389' (485')	1340' (436')				90	1380' (459') - 1	
B	1	1 3/4					120	1400' (479') - 1	
C						1 1/4	140	1480' (559') - 1 1/2	
D							165	1660' (739') - 2 1/4	
TERPS				STRAIGHT-IN LANDING RWY 5 With Somerset Altimeter Setting			CIRCLE-TO-LAND With Somerset Altimeter Setting		
	LPV DA(H)	LNAV/VNAV DA(H)	MDA(H)	1	2 1/8	1	Max Kts	MDA(H)	
A	1243' (339')	1478' (574')	1440' (536')				90	1480' (559') - 1	
B							120	1500' (579') - 1	
C	1 1/4	2 1/8				1 1/2	140	1580' (659') - 1 3/4	
D							165	1760' (839') - 2 3/4	

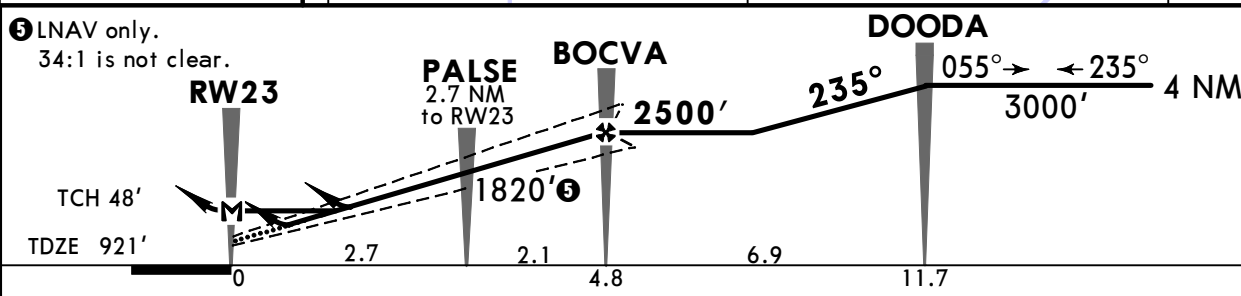
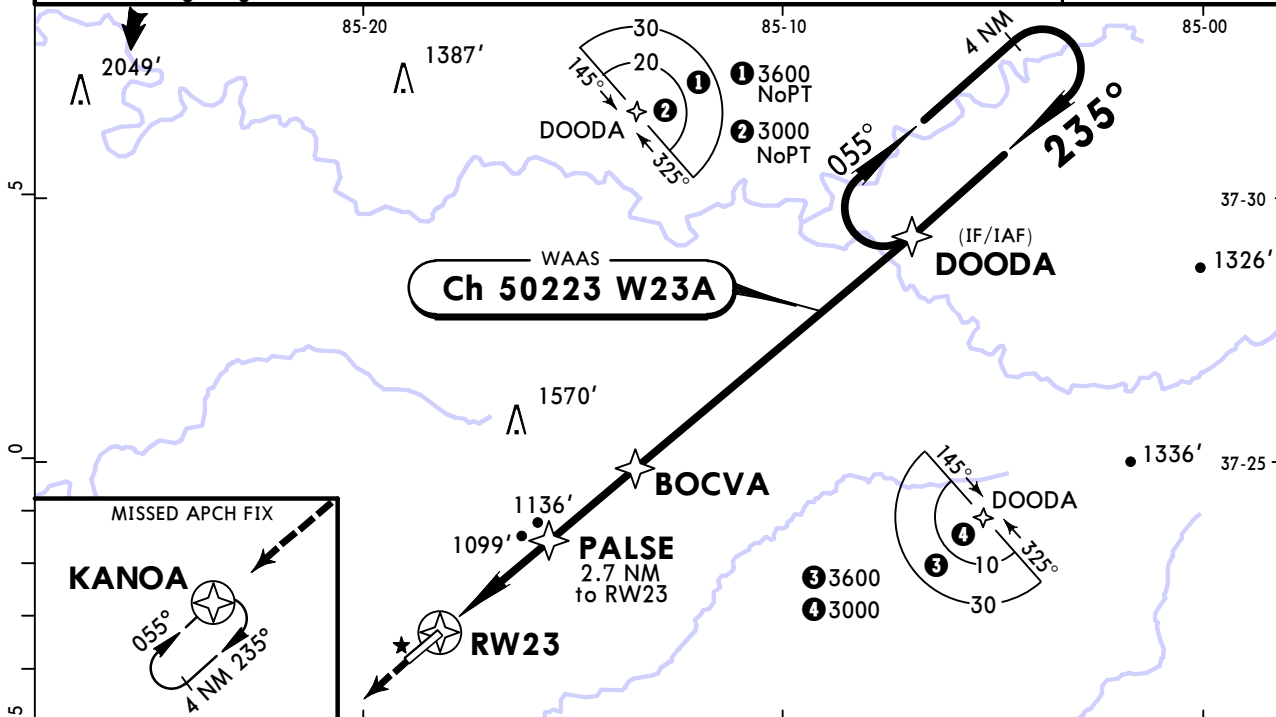
TERPS AMEND 1 13 NOV 2014

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JEPPESSEN
30 AUG 24 **(12-2)** **Eff 5 Sep**

CAMPBELLVILLE, KY
RNAV (GPS) Rwy 23

AWOS-3 121.125		INDIANAPOLIS Center (R) 124.625		TAYLOR CO UNICOM CTAF 122.7	
WAAS Ch 50223 W23A	Final Apch Crs 235°	BOCVA 2500' (1579')	LPV DA(H) (CONDITIONAL) 1177' (256')	Apt Elev 921' TDZE 921'	
MISSED APCH: Climb to 3000' direct KANOA and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use Somerset altimeter setting. 2. Baro-VNAV not authorized when using Somerset altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Helicopter visibility reduction below 3/4 SM not authorized. 7. Pilot controlled lighting 122.7.					
					TAA 30 NM IAF



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000'	D → KANOA
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW23									

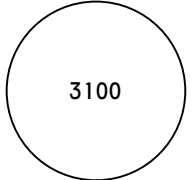
TERPS				STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND	
				With Local Altimeter Setting		With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV		Max Kts	
DA(H) 1177' (256')		DA(H) 1366' (445')		MDA(H) 1360' (439')		MDA(H)	
A				1	90	1380' (459') - 1	
B	3/4		1/2		120	1400' (479') - 1	
C				1/4	140	1480' (559') - 1 1/2	
D					165	1660' (739') - 2 1/4	
				With Somerset Altimeter Setting		With Somerset Altimeter Setting	
LPV		LNAV/VNAV		LNAV		Max Kts	
DA(H) 1266' (345')		DA(H) 1455' (534')		MDA(H) 1460' (539')		MDA(H)	
A				1	90	1480' (559') - 1	
B			1/8		120	1500' (579') - 1	
C	1			1/2	140	1580' (659') - 1 3/4	
D					165	1760' (839') - 2 3/4	

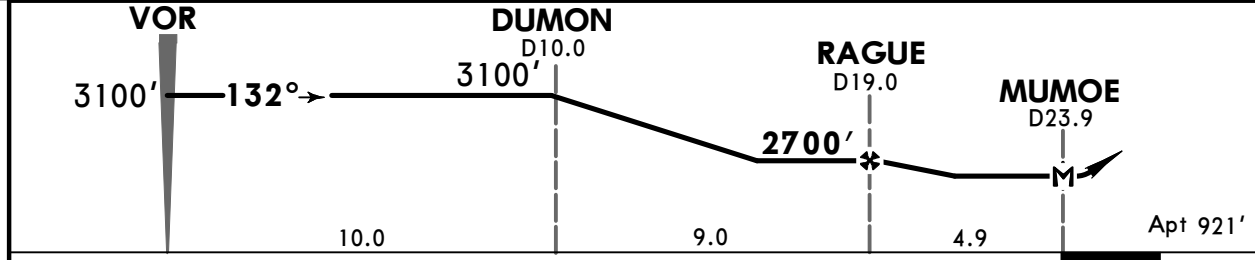
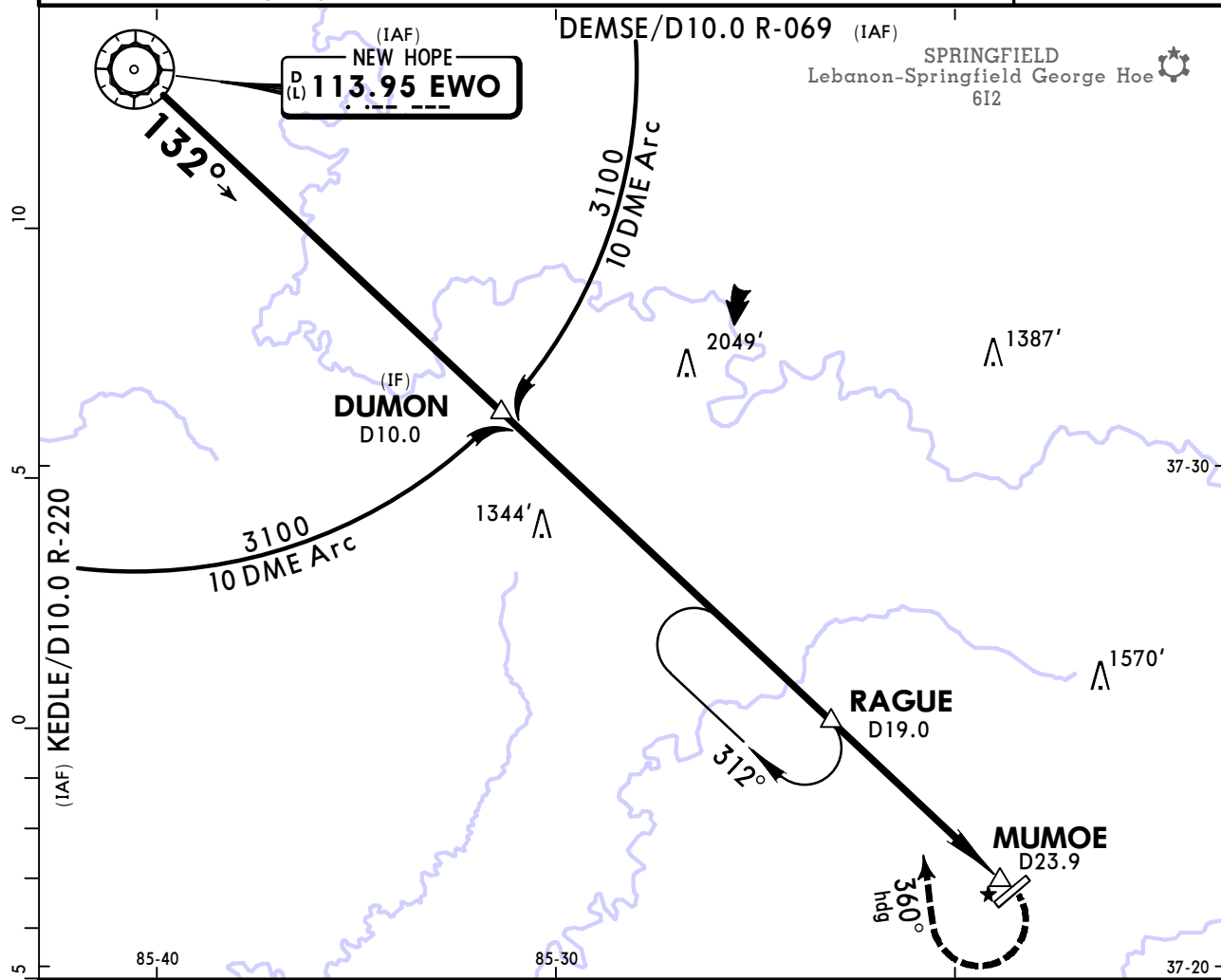
TERPS AMEND 1 - 13 NOV 2014

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JEPPESEN
30 AUG 24 **(13-1)** **Eff 5 Sep**

CAMPBELLVILLE, KY
VOR DME-A

AWOS-3 121.125		INDIANAPOLIS Center (R) 124.625		TAYLOR CO UNICOM CTAF 122.7		
VOR EWO 113.95	Final Apch Crs 132°	RAGUE 2700' (1779')	MDA(H) Refer to Minimums	Apt Elev 921'		
MISSED APCH: Climbing RIGHT turn to 3100' on heading 360° and inbound via EWO VOR R-132 to RAGUE/D19.0 and hold.					 3100 MSA EWO VOR	
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Use local altimeter setting; if not received, use Somerset altimeter setting. 2. Pilot controlled lighting 122.7.						



Lighting - Refer to Airport Chart	3100'	on 360° hdg	and 113.95 R-132	RAGUE
MAP at MUMOE				

		CIRCLE-TO-LAND	
		With Local Altimeter Setting	With Somerset Altimeter Setting
	Max Kts	MDA(H)	MDA(H)
A	90	1540' (619') - 1	1640' (719') - 1
B	120	1540' (619') - 1¾	1640' (719') - 2
C	140	1660' (739') - 2¼	1760' (839') - 2¾
D	165		

TERPS AMEND 7 13 NOV 2014

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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CAMPBELLSVILLE, KY (TAYLOR CO - KAAS)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAAS

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.