

## List of pages in this Trip Kit

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Revision Letter For Cycle 05-2025

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## General Information

Location: ALTURAS CA USA  
ICAO: KAAAT  
Lat/Long: N41° 28.97', W120° 33.92'  
Elevation: 4378 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +8:00 = UTC  
Magnetic Variation: 16.0° E  
Sectional Chart: Klamath Falls

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

Sunrise: 1306 Z  
Sunset: 0309 Z

## Runway Information

Runway: 03  
Length x Width: 2506 ft x 60 ft  
Surface Type: asphalt  
TDZ-Elev: 4378 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 13  
Length x Width: 4228 ft x 50 ft  
Surface Type: asphalt  
TDZ-Elev: 4372 ft  
Lighting: Edge, Pilot controlled

Runway: 21  
Length x Width: 2506 ft x 60 ft  
Surface Type: asphalt  
TDZ-Elev: 4378 ft  
Lighting: Edge, Pilot controlled

Runway: 31  
Length x Width: 4228 ft x 50 ft  
Surface Type: asphalt  
TDZ-Elev: 4378 ft  
Lighting: Edge, REIL, Pilot controlled

## Communication Information

ASOS: 124.175

Alturas Mun UNICOM: 122.800 CTAF PCL

Seattle ACC: 127.600 Remote Communications Air-Ground

**KAAT**  
ALTURAS MUN



27 MAY 22 **10-3**

**ALTURAS, CALIF**

**RNAV DP**

**OBSTACLE**

**BACHS 2 RNAV DEPARTURE**  
**(BACHS2.BACHS)**  
**(ALL RWYS)**

SEATTLE  
Center (R)  
**127.6**

Apt Elev  
**4378**

Trans alt: 18000

RNAV 1 GPS required

Standard Takeoff Minimums

| Adequate Vis Ref |     | STD |
|------------------|-----|-----|
| 1 & 2 Eng        | 1/4 | 1   |
| 3 & 4 Eng        |     | 1/2 |

| Grnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|---------------|-----|-----|------|------|------|------|
| 230 per NM    | 288 | 383 | 575  | 767  | 958  | 1150 |
| 340 per NM    | 425 | 567 | 850  | 1133 | 1417 | 1700 |
| 365 per NM    | 456 | 608 | 913  | 1217 | 1521 | 1825 |
| 450 per NM    | 563 | 750 | 1125 | 1500 | 1875 | 2250 |

**TAKEOFF OBSTACLE NOTES**

Rwy 3: Trees, buildings, poles and a road with vehicles beginning 1 from DER, right and left of centerline, up to 100 AGL/4659 MSL.

Rwy 13: Trees and a road with vehicles beginning 1 from DER, right and left of centerline, up to 100 AGL/4519 MSL.

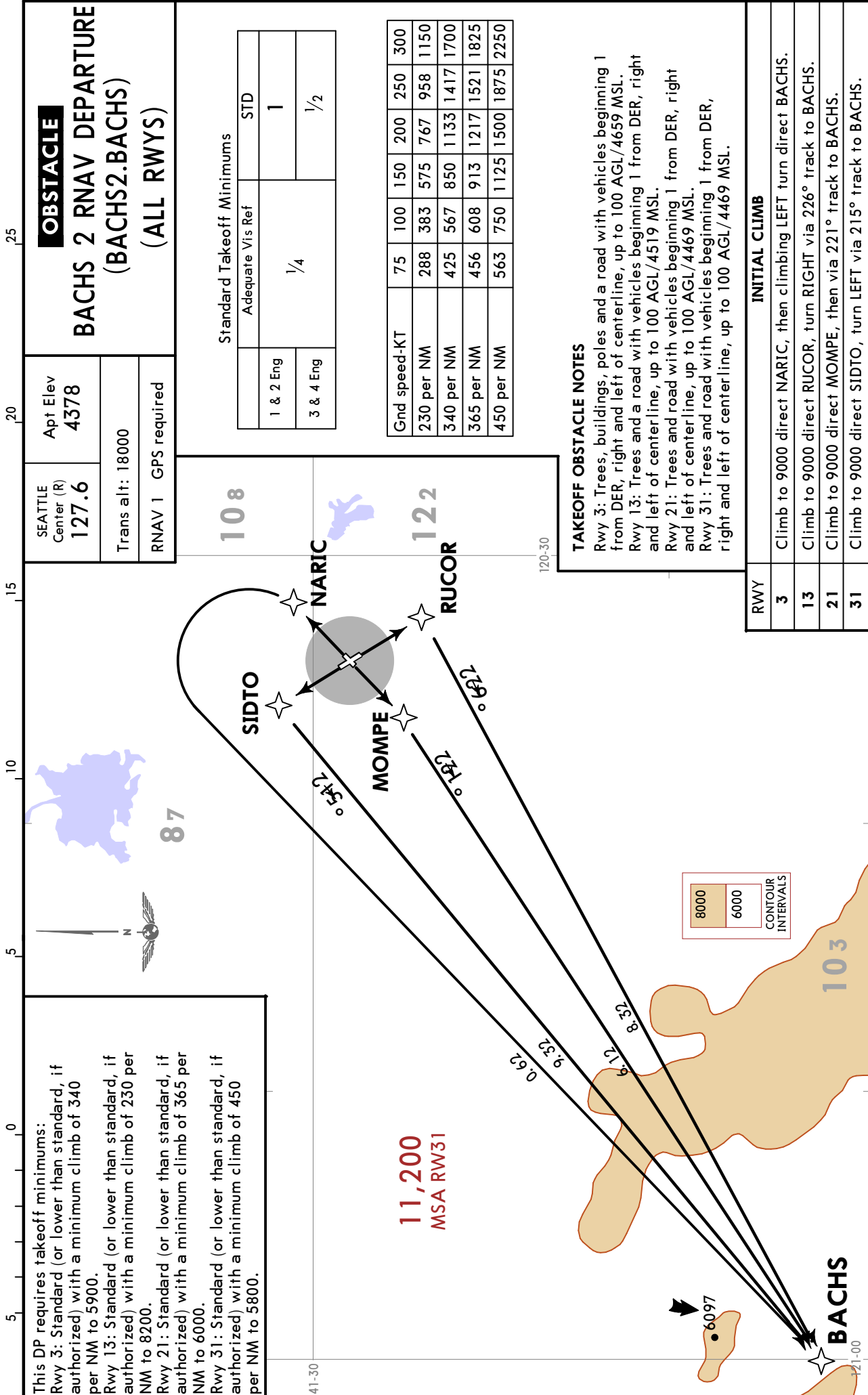
Rwy 21: Trees and road with vehicles beginning 1 from DER, right and left of centerline, up to 100 AGL/4469 MSL.

Rwy 31: Trees and road with vehicles beginning 1 from DER, right and left of centerline, up to 100 AGL/4469 MSL.

**INITIAL CLIMB**

| RWY | INITIAL CLIMB   |
|-----|---|
| 3   | Climb to 9000 direct NARIC, then climbing LEFT turn direct BACHS. |
| 13  | Climb to 9000 direct RUCOR, turn RIGHT via 226° track to BACHS.   |
| 21  | Climb to 9000 direct MOMPE, then via 221° track to BACHS.         |
| 31  | Climb to 9000 direct SIDTO, turn LEFT via 215° track to BACHS.    |

This DP requires takeoff minimums:  
 Rwy 3: Standard (or lower than standard, if authorized) with a minimum climb of 340 per NM to 5900.  
 Rwy 13: Standard (or lower than standard, if authorized) with a minimum climb of 230 per NM to 8200.  
 Rwy 21: Standard (or lower than standard, if authorized) with a minimum climb of 365 per NM to 6000.  
 Rwy 31: Standard (or lower than standard, if authorized) with a minimum climb of 450 per NM to 5800.

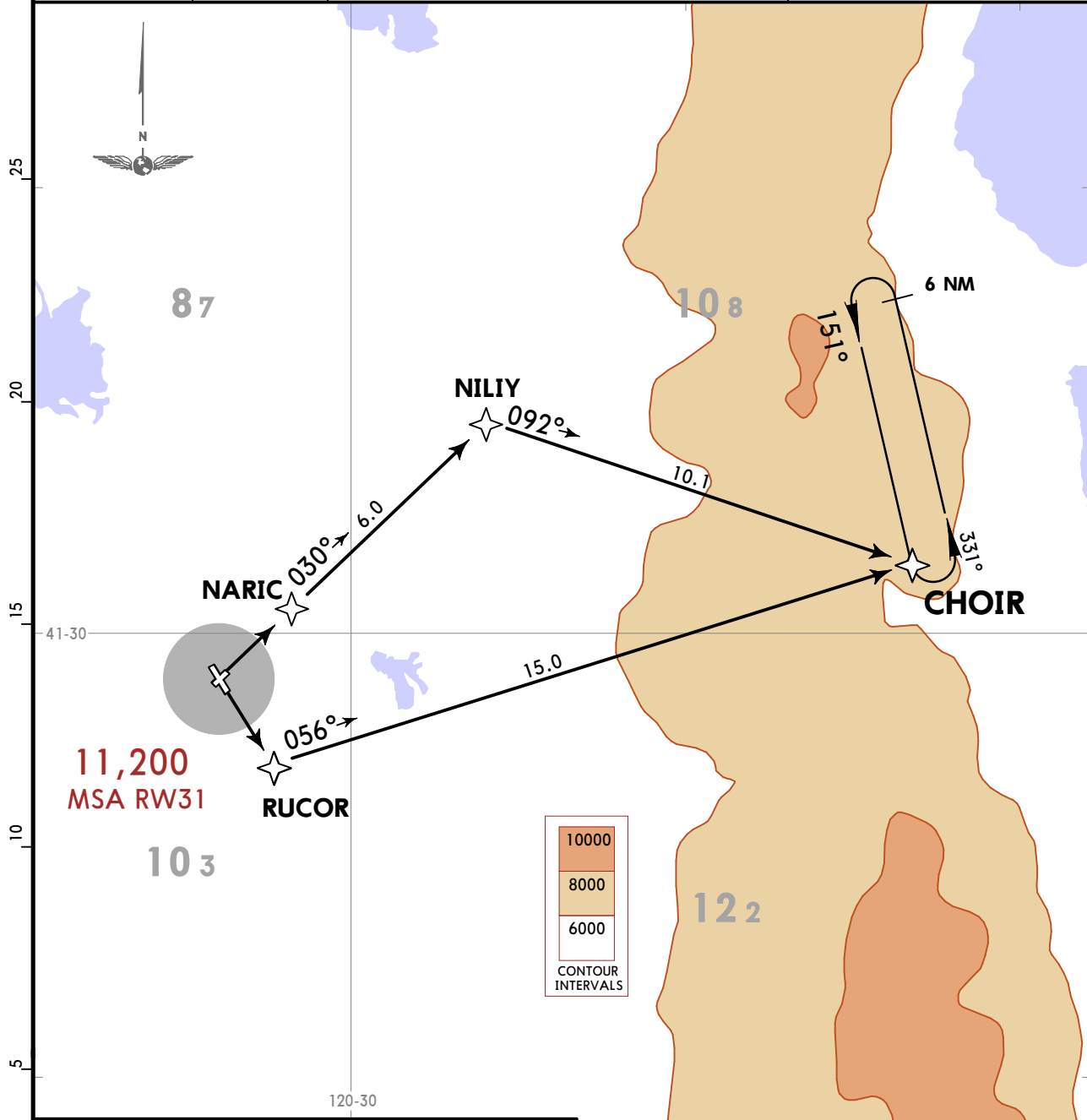


**KAAT**  
ALTURAS MUN

**JEPPESEN**  
27 MAY 22 **10-3A**

**ALTURAS, CALIF**  
**RNAV SID**

|                                |                  |  |                     |
|--------------------------------|------------------|--|---------------------|
| SEATTLE<br>Center (R)<br>127.6 | Apt Elev<br>4378 | <b>CHOIR 3 RNAV DEPARTURE</b><br><b>(CHOIR3.CHOIR)</b><br><b>(RWYS 3,13)</b> | Trans alt: 18000    |
|                                |                  |  | RNAV 1 GPS required |



This SID requires takeoff minimums (for standard minimums, refer to BACHS DP):  
 Rwy 3: Standard (or lower than standard, if authorized) with a minimum climb of 367 per NM to 11000.  
 Rwy 13: Standard (or lower than standard, if authorized) with a minimum climb of 389 per NM to 11000.  
 Rwys 21, 31: NA- ATC.

**TAKEOFF OBSTACLE NOTES**  
 Rwy 3: Trees, buildings, poles and a road with vehicles beginning 1 from DER, right and left of centerline, up to 100 AGL/ 4659 MSL.  
 Rwy 13: Trees and road with vehicles beginning 1 from DER, right and left of centerline, up to 100 AGL/4519 MSL.

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 367 per NM   | 459 | 612 | 918 | 1223 | 1529 | 1835 |
| 389 per NM   | 486 | 648 | 973 | 1297 | 1621 | 1945 |

| RWY | INITIAL CLIMB  | TOP ALTITUDE    |
|-----|--|-----------------|
| 3   | Climb to 11000 direct NARIC and via 030° track to NILIY and via 092° track to CHOIR. | Assigned by ATC |
| 13  | Climb to 11000 direct RUCOR and via 056° track to CHOIR.                             |                 |

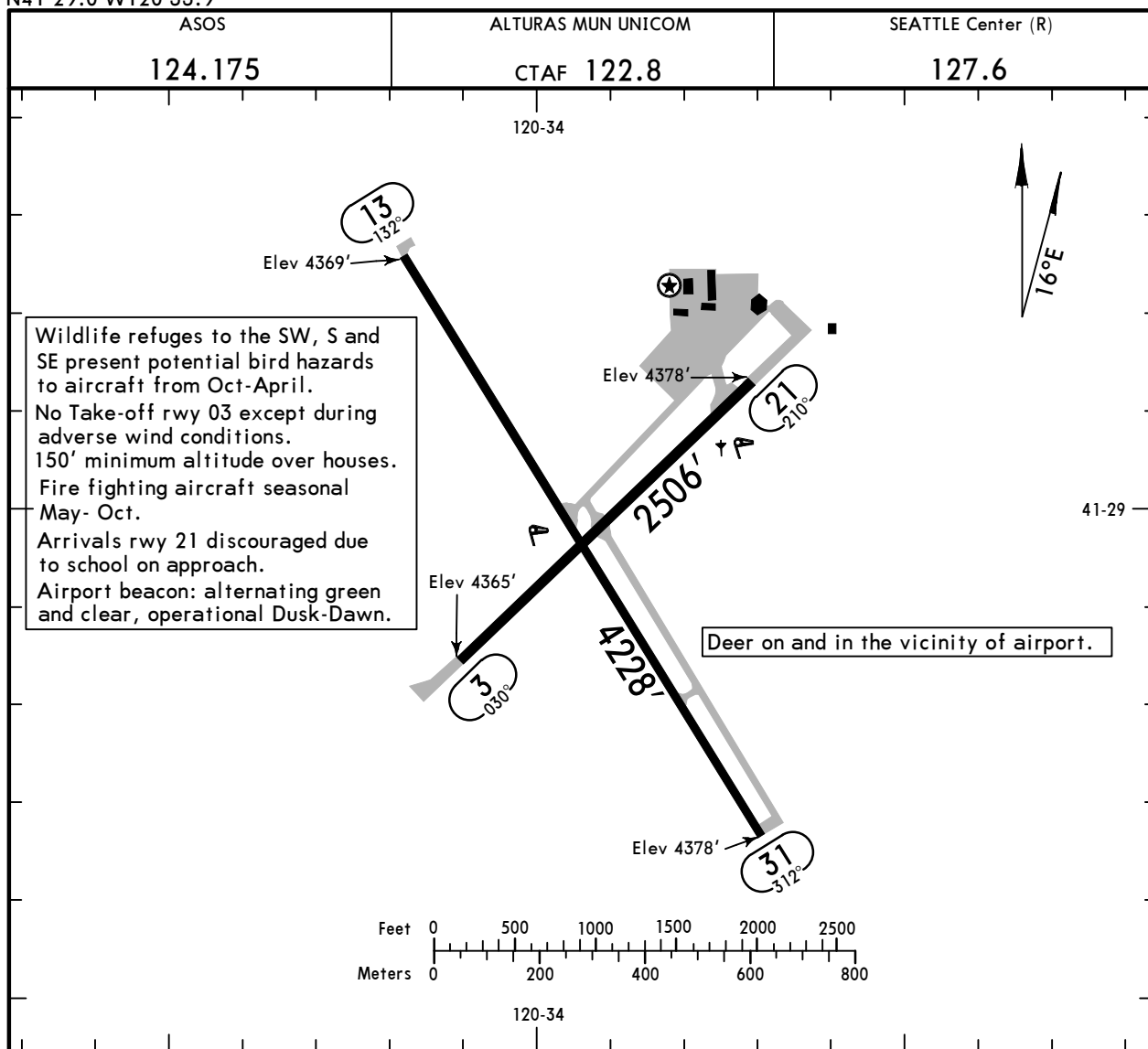
**ROUTING**  
 At CHOIR climb in holding (if required) before proceeding on course.

# KAAT

Apt Elev **4378'**  
N41 29.0 W120 33.9

**JEPPESSEN**  
19 JAN 24 (10-9)

**ALTURAS, CALIF**  
ALTURAS MUN



### ADDITIONAL RUNWAY INFORMATION

| RWY |                      | USABLE LENGTHS |             |          | WIDTH |
|-----|----------------------|----------------|-------------|----------|-------|
|     |                      | Threshold      | Glide Slope | TAKE-OFF |       |
| 3   | ① RL ① REIL ① VASI-L |                |             |          | 60'   |
| 21  | ① RL                 |                |             |          |       |
| 13  | ① MIRL               |                |             |          | 50'   |
| 31  | ① MIRL ① REIL        |                |             |          |       |
|     |                      |                |             |          |       |
|     |                      |                |             |          |       |

① Activate on 122.8.

### TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

### FOR FILING AS ALTERNATE

|            |     |     |   |     |       |
|------------|-----|-----|---|-----|-------|
| ① All Rwys |     |     |   | A   | 800-2 |
|            |     |     |   | B   | 900-2 |
| 1 & 2 Eng  | 1/4 | STD | 1 | C   | NA    |
| 3 & 4 Eng  |     |     |   | 1/2 |       |

① Use BACHS Departure.

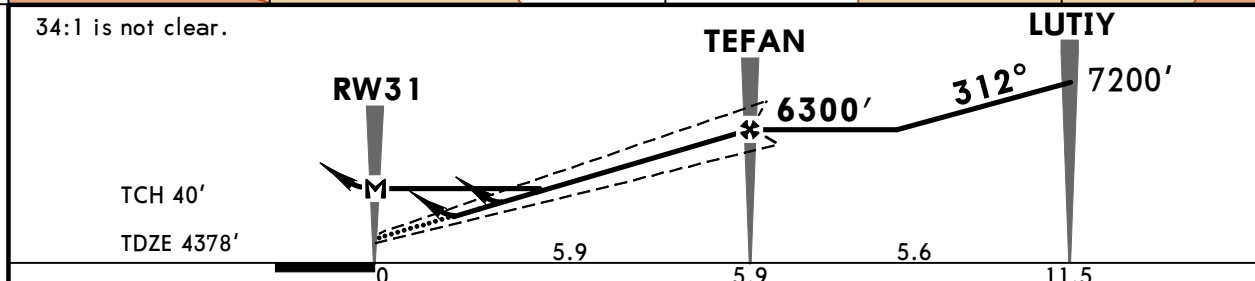
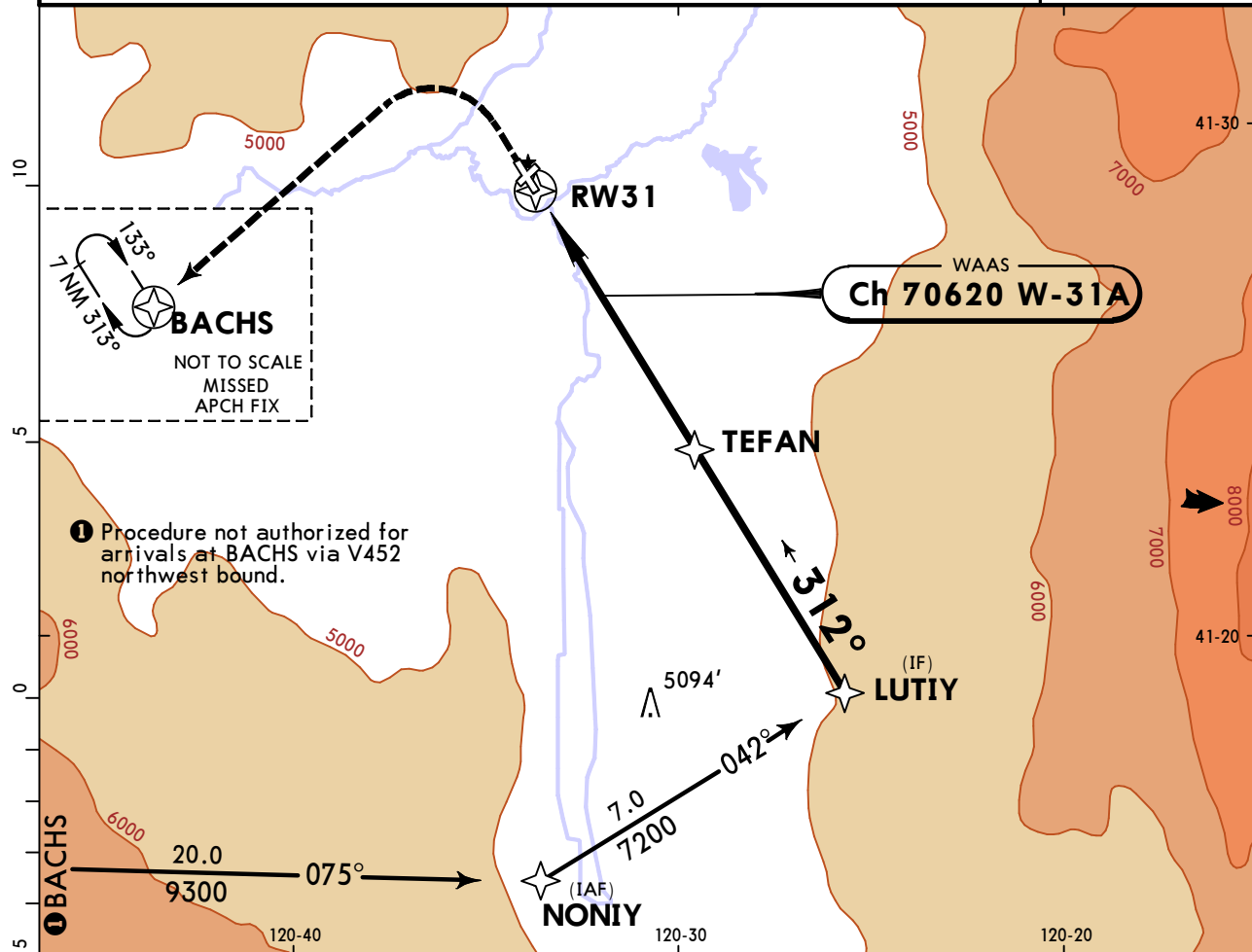
A M E N D 2

**KAAT**  
ALTURAS MUN

**JEPPESEN**  
19 JAN 24 **(12-1)** **CAT A, B**

**ALTURAS, CALIF**  
**RNAV (GPS) Rwy 31**

|  |                                  |                                    |                                     |   |                        |  |
|--|----------------------------------|------------------------------------|-------------------------------------|---|------------------------|--|
| ASOS<br><b>124.175</b>   |                                  | SEATTLE Center (R)<br><b>127.6</b> |                                     | ALTURAS MUN UNICOM<br><b>CTAF 122.8</b> |                        |  |
| WAAS<br><b>Ch 70620</b><br><b>W-31A</b>  | Final<br>Apch Crs<br><b>312°</b> | TEFAN<br><b>6300'</b> (1922')      | LPV<br>DA(H)<br><b>4830'</b> (452') | Apt Elev 4378'<br>TDZE 4378'            |                        |  |
| <b>MISSED APCH: Climb to 5400' then climbing LEFT turn to 9000' direct BACHS and hold.</b>   |                                  |                                    |                                     |   | 11,200<br><br>MSA RW31 |  |
| Alt Set: INCHES  |                                  | Trans level: FL 180                |                                     | Trans alt: 18000'                       |                        |  |
| 1. Procedure not authorized at night 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -23°C (-9°F) or above 54°C (130°F). 3. DME/DME RNP-0.30 not authorized. 4. Rwy 31 helicopter visibility reduction below 1 SM not authorized. 5. Pilot controlled lighting 122.8. |                                  |                                    |                                     |   |                        |  |



|                  |       |     |     |     |     |     |      |       |       |   |       |
|------------------|-------|-----|-----|-----|-----|-----|------|-------|-------|---|-------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | REIL | 5400' | 9000' | → | BACHS |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | 849  | ↑     | ↶     |   |       |
| MAP at RW31      |       |     |     |     |     |     |      |       |       |   |       |

|              |                                  |  |                                   |                                    |  |                       |                      |  |
|--------------|----------------------------------|--|-----------------------------------|------------------------------------|--|-----------------------|----------------------|--|
| <b>TERPS</b> |                                  |  | <b>STRAIGHT-IN LANDING RWY 31</b> |                                    |  | <b>CIRCLE-TO-LAND</b> |                      |  |
|              | LPV<br>DA(H) <b>4830'</b> (452') | LNAV/VNAV<br>DA(H) <b>4880'</b> (502') |                                   | LNAV<br>MDA(H) <b>5120'</b> (742') |  | Max Kts               | MDA(H)               |  |
| A            | 1 3/8                            | 1 3/8                                  |                                   | 1                                  |  | 90                    | 5120' (742') - 1     |  |
| B            |                                  |  |                                   | 1 1/4                              |  | 120                   | 5200' (822') - 1 1/4 |  |
| C            | NA                               | NA                                     |                                   | NA                                 |  | C                     | NA                   |  |
| D            |                                  |  |                                   |                                    |  | D                     |                      |  |

TERPS AMEND 2 1 FEB 2018

## Chart changes since cycle 04-2025

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

**ALTURAS, CA (ALTURAS MUN - KAAT)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KAAT

### 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.