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Airport Information For KABE

Terminal Charts For KABE

Revision Letter For Cycle 05-2025

Change Notices

Notebook

General Information

Location: ALLENTOWN PA USA
ICAO/IATA: KABE / ABE
Lat/Long: N40° 39.14', W075° 26.42'
Elevation: 394 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 12.0° W
Sectional Chart: New York

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

Sunrise: 1007 Z
Sunset: 0007 Z

Runway Information

Runway: 06
Length x Width: 7599 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 394 ft
Lighting: Edge, ALS, Centerline

Runway: 13
Length x Width: 5800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 386 ft
Lighting: Edge, ALS

Runway: 24
Length x Width: 7599 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 386 ft
Lighting: Edge, Centerline, REIL
Displaced Threshold: 510 ft

Runway: 31
Length x Width: 5800 ft x 150 ft

Surface Type: asphalt
TDZ-Elev: 383 ft
Lighting: Edge, REIL

Communication Information

ATIS: 126.975
Allentown Tower: 120.500
Allentown Tower: 25.795 Military
Allentown Ground: 25.795 Military
Allentown Ground: 121.900
Allentown Clearance Delivery: 25.795 Military
Allentown Clearance Delivery: 124.050
Allentown Approach: 35.180 Initial Contact Military
Allentown Approach: 124.450 Initial Contact
Allentown Approach: 119.650 Initial Contact
Allentown Airport Radar Service Area: 124.450
Allentown Airport Radar Service Area: 119.650 At or below 3000 ft
Allentown Airport Radar Service Area: 35.180 Military
Allentown Departure: 124.450 Initial Contact
Allentown Departure: 35.180 Initial Contact Military
Allentown Departure: 119.650 Initial Contact
Allentown UNICOM: 122.950

KABE/ABE

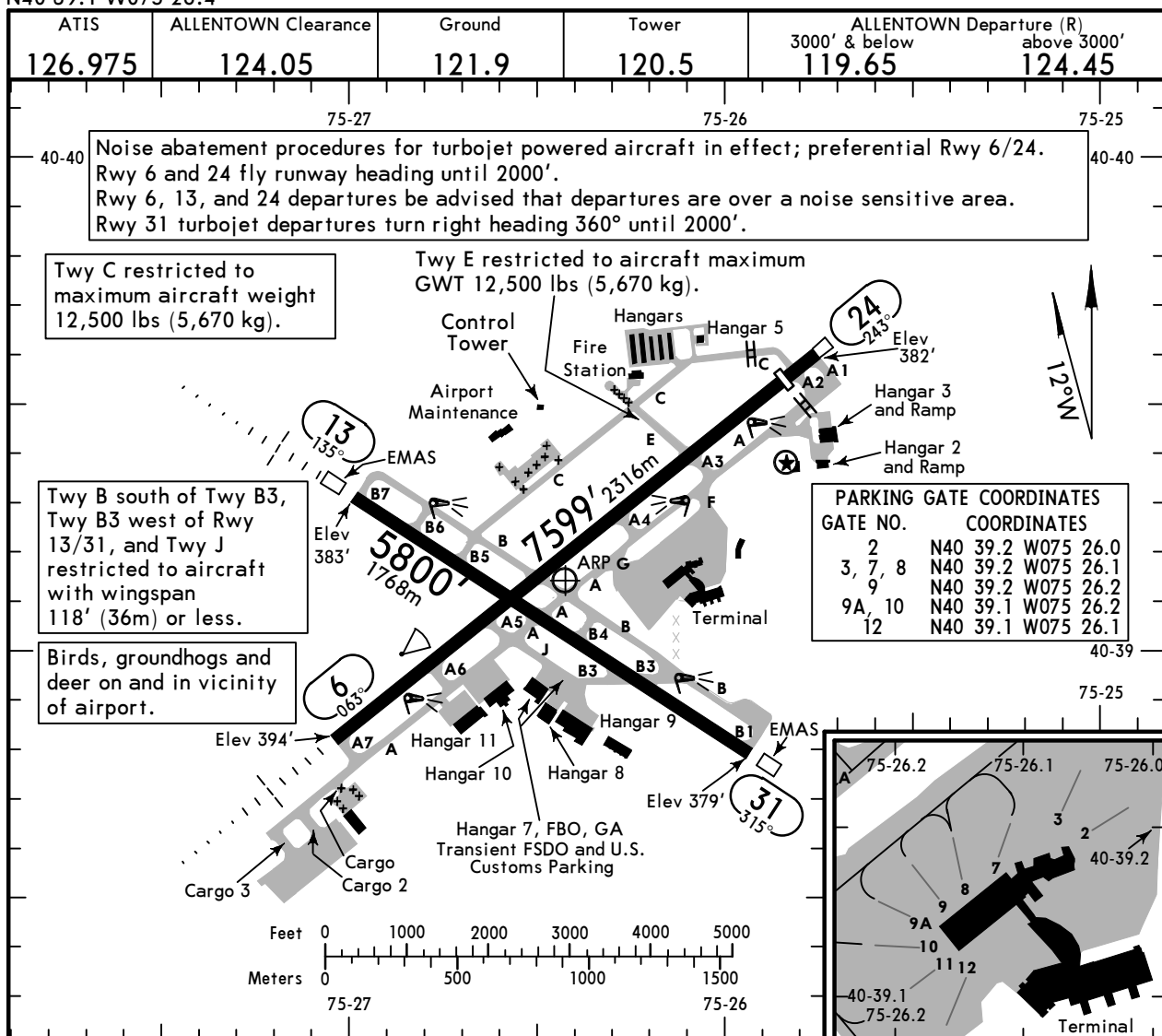
Apt Elev **394'**
N40 39.1 W075 26.4



16 FEB 24 **(10-9)**

ALLENTOWN, PA

LEHIGH VALLEY INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
6 ① 24	HIRL CL MALSR PAPI-L (angle 3.00°) RVR		6379' 1944m		150' 46m
	HIRL REIL CL PAPI-R (angle 3.00°) RVR	7089' 2161m	6033' 1839m		
13 31	HIRL MALSR grooved		4798' 1462m		150' 46m
	HIRL REIL PAPI-L (angle 3.00°) grooved				

① Grooved.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 6, 24					Rwy 13, 31		
Both RVRs are required and controlling.		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1
Rollout RVR 5	Rollout RVR 10						

OBSTACLE DP: Rwy 6, climb on heading 063° to 900' before turning south.
Rwy 13, climbing left turn on a heading between 315° clockwise to 100° from departure end of runway, or minimum climb of 415' per NM to 1600' for headings 101° through 314°.
Rwy 24, climb on heading 243° to 1400' before turning south.
Rwy 31, climb on heading 315° to 1400' before proceeding on course.
(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

FOR FILING AS ALTERNATE

	ILS Rwy 6 ILS Rwy 24	LOC Rwy 6 LOC DME Rwy 24 RNAV (GPS) Rwy 6	RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 24 RNAV (GPS) Rwy 31	ILS Rwy 13 LOC Rwy 13
A				
B				
C	600-2	800-2	800-2 1/4	900-2
D		1300-3		1300-3

CHANGES: Runway 24 lighting.

KABE/ABE



 24 JAN 20 **10-9A1** Eff 30 Jan

 ALLENTOWN, PA
 LEHIGH VALLEY INTL

ODP TAKEOFF OBSTACLE NOTES

◦ RWY 6:

Lighting 10' from DER, 54' right of centerline, 2' AGL/383' MSL.
 Terrain beginning 23' from DER, 388' left of centerline, up to 385' MSL.
 Terrain 169' from DER, 472' left of centerline, 386' MSL.
 Lighting 174' from DER, 479' left of centerline, 3' AGL/389' MSL.
 Building 322' from DER, 287' right of centerline, 19' AGL/396' MSL.
 Traverse way 350' from DER, 509' left of centerline, 407' MSL.
 Traverse way, fence beginning 378' from DER, 558' left of centerline, up to 409' MSL.
 Tree 1220' from DER, 812' right of centerline, 427' MSL.
 Trees, pole beginning 1242' from DER, 97' left of centerline, up to 441' MSL.
 Trees, poles beginning 1434' from DER, 110' left of centerline, up to 454' MSL.
 Trees beginning 1622' from DER, 152' right of centerline, up to 429' MSL.
 Trees, pole, transmission line beginning 1666' from DER, 91' right of centerline, up to 464' MSL.

◦ RWY 13:

Lighting 10' from DER, 55' right of centerline, 2' AGL/381' MSL.
 Pole, 124' from DER, 436' left of centerline, up to 387' MSL.
 Pole, tree beginning 191' from DER, 329' left of centerline, up to 31' AGL/407' MSL.
 Pole 766' from DER, 692' right of centerline, 28' AGL/408' MSL.
 Tree 792' from DER, 632' right of centerline, 411' MSL.
 Tree, pole beginning 851' from DER, 408' right of centerline, up to 413' MSL.
 Tree 1370' from DER, 511' right of centerline, 415' MSL.
 Tree 1598' from DER, 58' right of centerline, 429' MSL.
 Trees beginning 1681' from DER, 25' right of centerline, up to 431' MSL.
 Tree 1769' from DER, 757' right of centerline, 435' MSL.
 Trees beginning 1852' from DER, 11' right of centerline, up to 437' MSL.
 Trees beginning 2140' from DER, 115' left of centerline, up to 441' MSL.

◦ RWY 24:

Sign, lighting beginning 4' from DER, 56' right of centerline, up to 2' AGL/396' MSL.
 Lighting 10' from DER, 55' left of centerline, 3' AGL/396' MSL.
 Vertical structure 931' from DER, 667' right of centerline, 423' MSL.

◦ RWY 31:

Lighting 9' from DER, 5' left of centerline, 1' AGL/384' MSL.
 Traverse way 31' from DER, 412' right of centerline, 385' MSL.
 Trees beginning 624' from DER, 510' left of centerline, up to 414' MSL.
 Trees beginning 986' from DER, 715' left of centerline, up to 431' MSL.

KABE/ABE

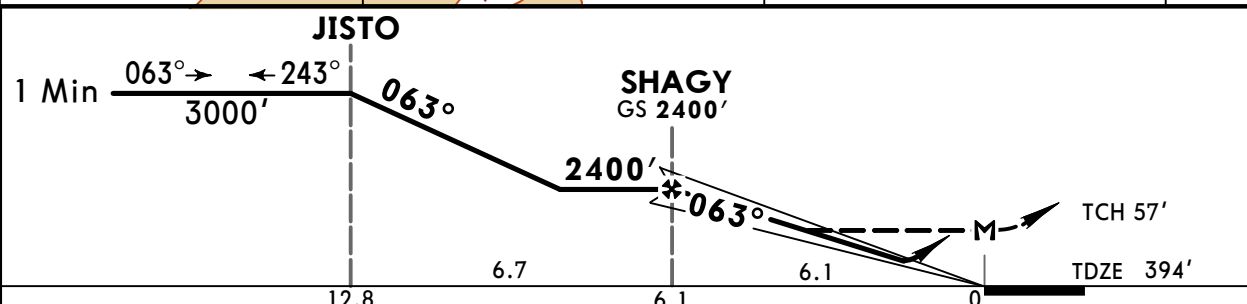
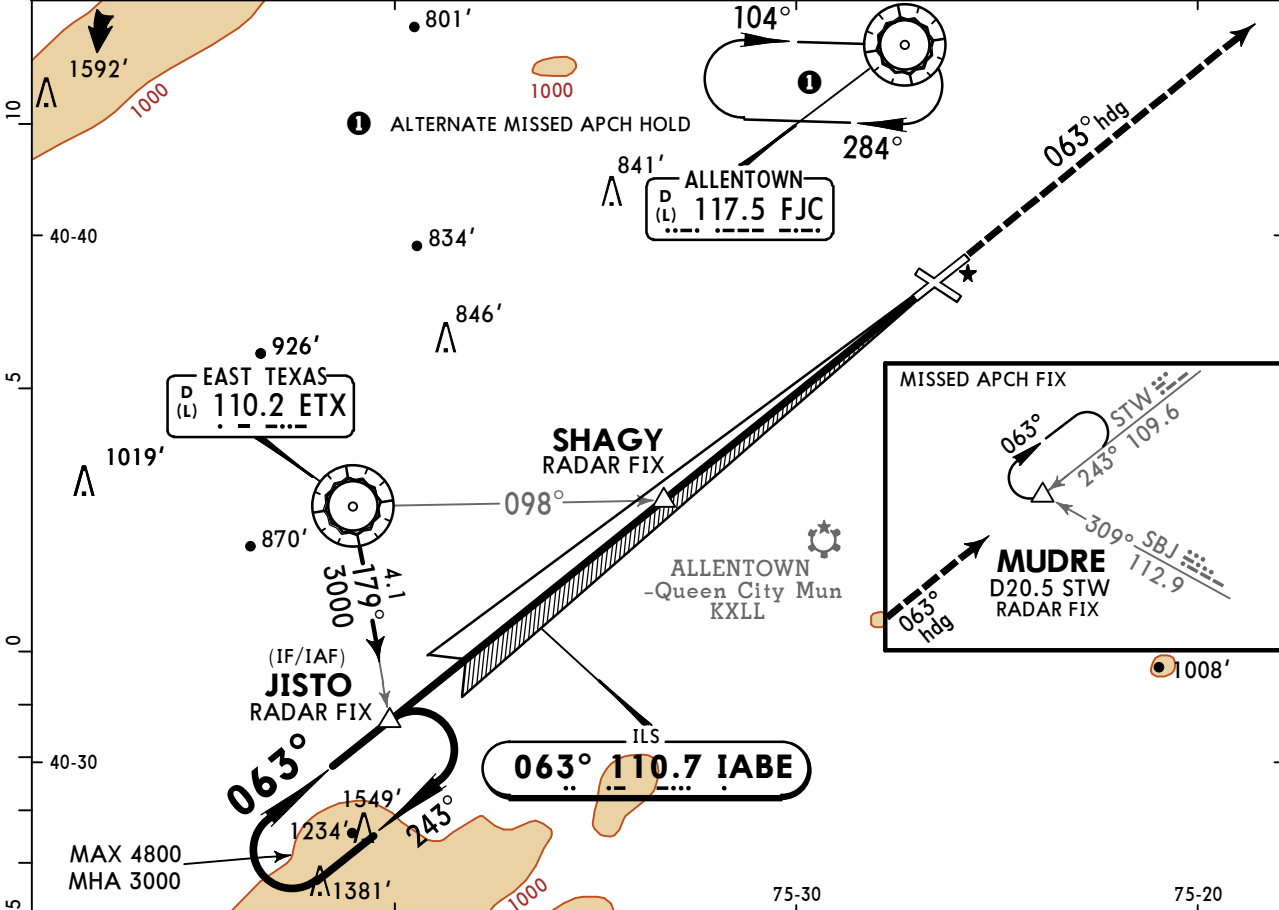
LEHIGH VALLEY INTL

JEPPESEN
 24 JAN 20 **(11-1)** Eff 30 Jan

ALLENTOWN, PA

ILS or LOC Rwy 6

ATIS 126.975	ALLENTOWN Approach (R) 3000' & below 119.65 above 3000' 124.45		ALLENTOWN Tower 120.5		Ground 121.9
LOC IABE 110.7	Final Apch Crs 063°	GS SHAGY 2400' (2006')	ILS DA(H) 594' (200')	Apt Elev 394' TDZE 394'	
MISSED APCH: Climb to 3000' on heading 063° and inbound on STW VOR R-243 to MUDRE INT/D20.5 STW/RADAR FIX and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 48').					MSA ETX VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS R PAPI	3000' on 063° hdg and STW 109.6 MUDRE R-243
GS	3.00°	372	478	531	637	743		
SHAGY to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17	

TERPS STRAIGHT-IN LANDING RWY 6				CIRCLE-TO-LAND	
ILS DA(H) 594' (200')		LOC (GS out) MDA(H) 920' (526')		Max Kts	MDA(H)
FULL	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out		
A				90	920' (526') - 1
B	1		RVR 24 or 1/2	120	
C	RVR 24 or 1/2	RVR 40 or 3/4		140	1180' (786') - 2 1/4
D			RVR 55 or 1	165	1600' (1206') - 3

1 RVR 18 authorized with use of Flight Director or Autopilot or HUD to DA.

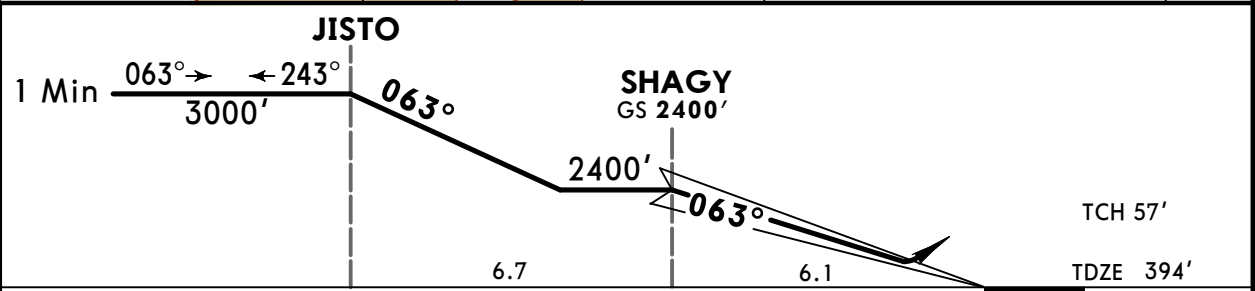
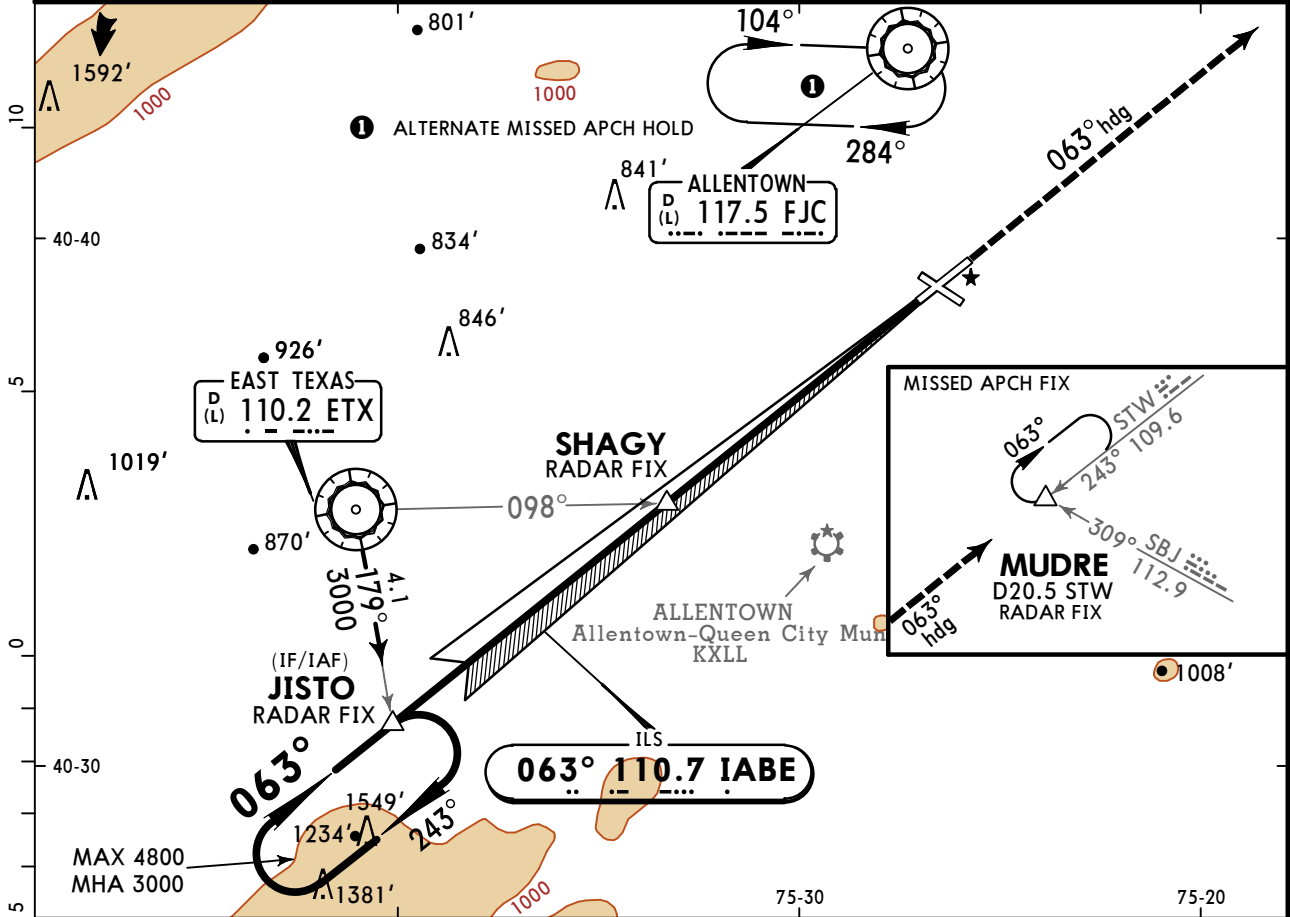
TERPS AMEND 24 3 JAN 2019

KABE/ABE LEHIGH VALLEY INTL

JEPPESEN
28 DEC 18 **(11-1A)** Eff 3 Jan

ALLENTOWN, PA ILS Rwy 6 SA CAT I

ATIS 126.975	ALLENTOWN Approach (R) 3000' & below 119.65 above 3000' 124.45		ALLENTOWN Tower 120.5	Ground 121.9
LOC IABE 110.7	Final Apch Crs 063°	GS SHAGY 2400' (2006')	SA CAT I ILS RA 154' DA(H) 544' (150')	Apt Elev 394' TDZE 394'
MISSED APCH: Climb to 3000' on heading 063° and inbound on STW VOR R-243 to MUDRE INT/D20.5 STW/RADAR FIX and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew & Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 48').				MSA ETX VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' on 063° hdg and 109.6 STW R-243 MUDRE
GS	3.00°	372	478	531	637	849	

TERPS STRAIGHT-IN LANDING RWY 6

1 SA CAT I ILS
RA 154'
DA(H) **544'** (150')

RVR 14

1 Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

TERPS AMEND 24 3 JAN 2019

KABE/ABE

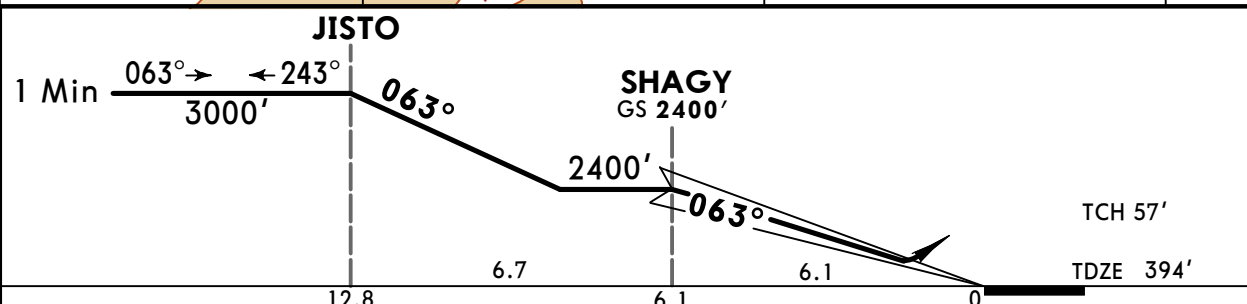
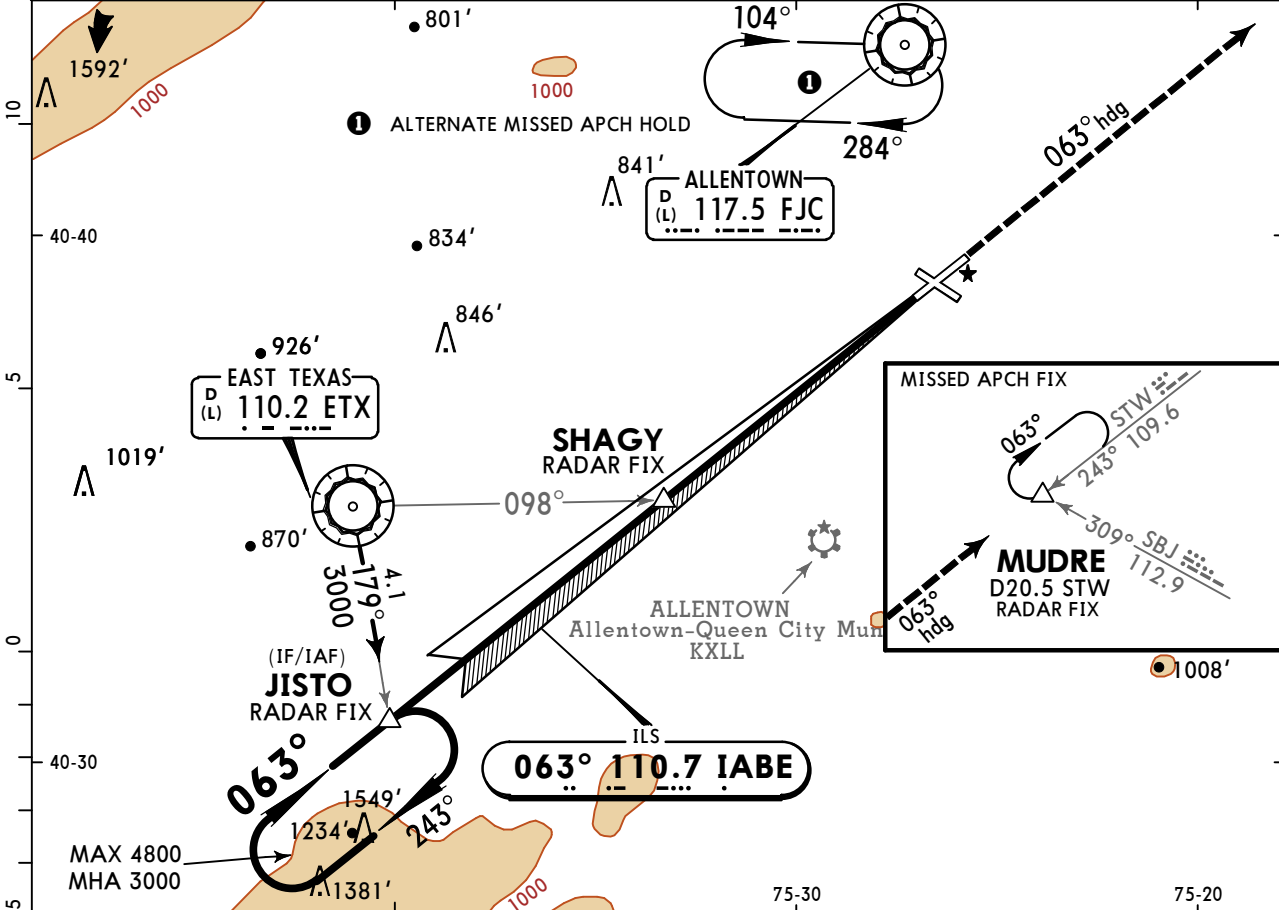
LEHIGH VALLEY INTL

JEPPESEN
 28 DEC 18 **(11-1B)** **Eff 3 Jan**

ALLENTOWN, PA

ILS Rwy 6 SA CAT II

ATIS 126.975	ALLENTOWN Approach (R) 3000' & below 119.65	above 3000' 124.45	ALLENTOWN Tower 120.5	Ground 121.9
LOC IABE 110.7	Final Apch Crs 063°	GS SHAGY 2400' (2006')	SA CAT II ILS RA 114' DA(H) 494' (100')	Apt Elev 394' TDZE 394'
MISSED APCH: Climb to 3000' on heading 063° and inbound on STW VOR R-243 to MUDRE INT/D20.5 STW/RADAR FIX and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Special Aircrew and Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 48').				



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' on 063° hdg and 109.6 STW R-243 MUDRE
GS	3.00°	372	478	531	637	849	

TERPS STRAIGHT-IN LANDING RWY 6
SA CAT II ILS RA 114'
 DA(H) 494' (100')

A	RVR 12
B	
C	
D	

Reduced Lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

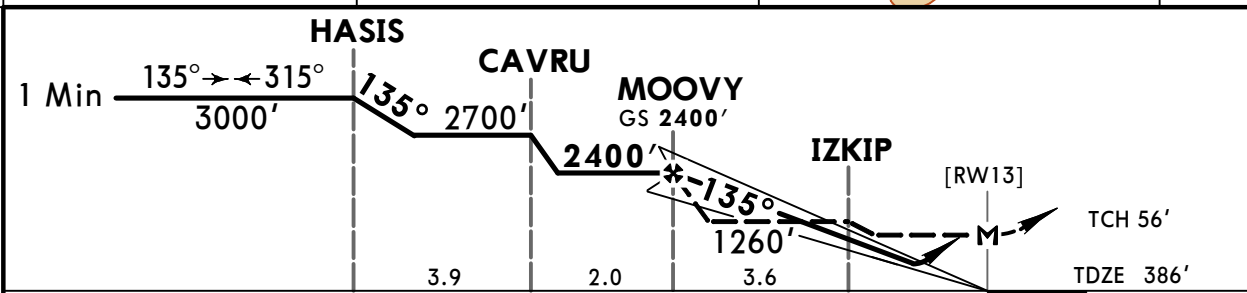
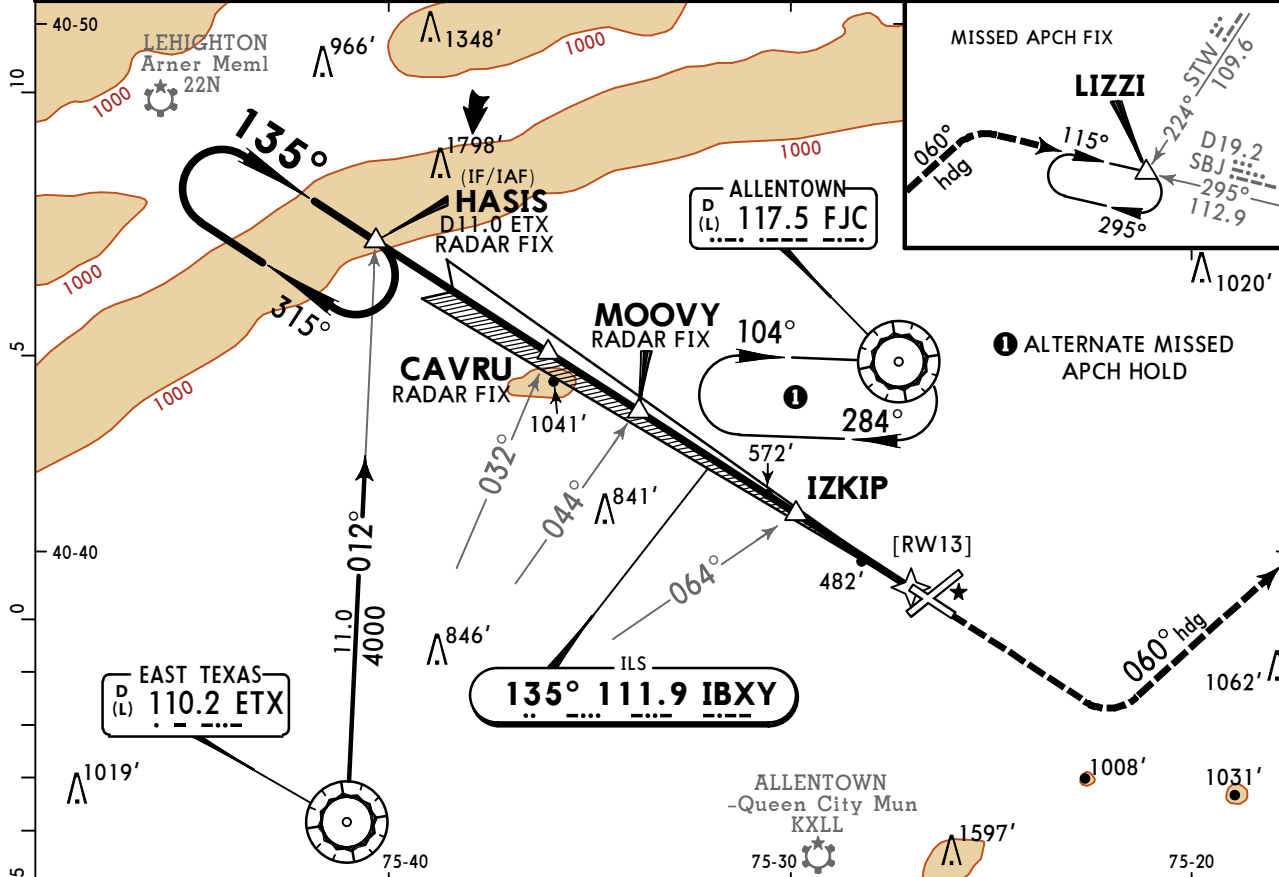
TERPS AMEND 24 3 JAN 2019

KABE/ABE LEHIGH VALLEY INTL

JEPPESSEN
14 OCT 22 (11-2)

ALLENTOWN, PA ILS or LOC Rwy 13

BRIEFING STRIP™	ATIS	ALLENTOWN Approach (R)		ALLENTOWN Tower	Ground
	126.975	3000' & below 119.65	above 3000' 124.45	120.5	121.9
	LOC IBXY 111.9	Final Apch Crs 135°	MOOVY 2400' (2014')	ILS DA(H) 586' (200')	Apt Elev 394' TDZE 386'
	MISSED APCH: Climb to 1300' then climbing LEFT turn to 3000' on heading 060° and SBJ VOR R-295 inbound to LIZZI INT and hold, or as directed by ATC.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
					MSA ETX VOR



MOOVY to MAP	6.2	5:19	4:08	3:43	3:06	2:39	2:20
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	STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND		
	ILS		LOC (GS out)		C		
	FULL	RAIL/ALS out	With IZKIP MDA(H) 740' (354')	Without IZKIP MDA(H) 1260' (874')	With IZKIP	Without IZKIP	
A			1/2	1	90	840' (446') - 1	1260' (866') - 1 1/4
B	1/2	3/4	1	3/4	120	900' (506') - 1	
C			5/8	2	140	1180' (786') - 2 1/4	1260' (866') - 2 1/2
D				2 1/2	165	1600' (1206') - 3	1600' (1206') - 3

TERPS AMEND 8 28 APR 2016

I Dual VOR receivers required.

CHANGES: Minimums, chart format.

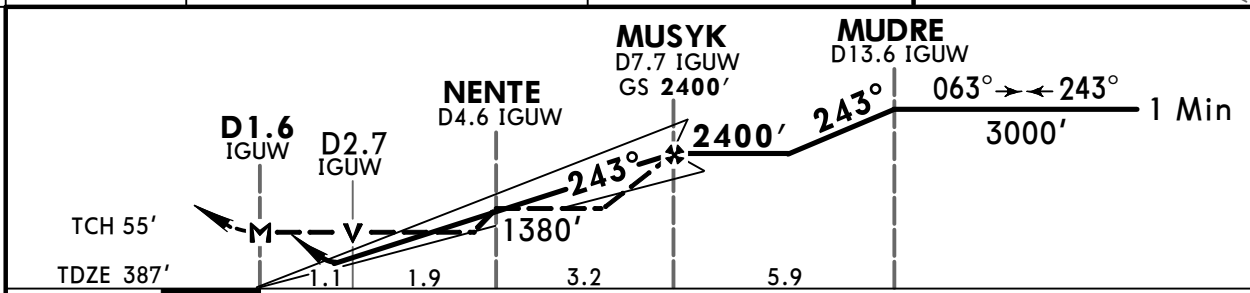
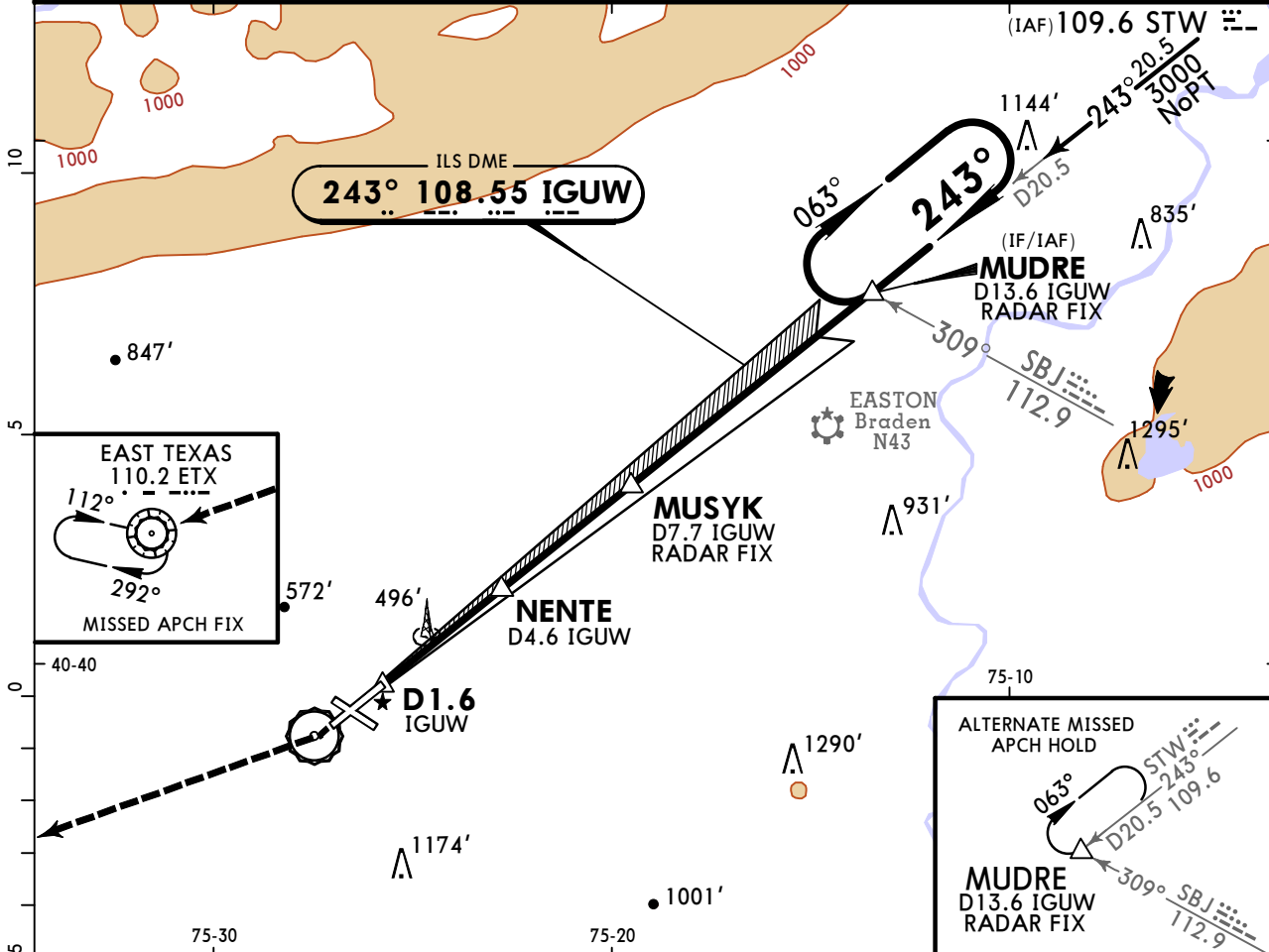
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KABE/ABE LEHIGH VALLEY INTL

JEPPESSEN
14 OCT 22 **(11-3)**

ALLENTOWN, PA ILS or LOC DME Rwy 24

BRIEFING STRIP™	ATIS	ALLENTOWN Approach (R)		ALLENTOWN Tower		Ground
	126.975	3000' & below	above 3000'	120.5		121.9
	LOC IGUW	Final Apch Crs	MUSYK	ILS DA(H)	Apt Elev 394'	
	108.55	243°	2400'(2013')	587'(200')	TDZE 387'	
MISSED APCH: Climb to 900' then climbing RIGHT turn to 3000' direct ETX VOR and hold, or as directed by ATC.						MSA ETX VOR
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'	
VGSI and ILS glidepath not coincident.						



Gnd speed-Kts	70	90	100	120	140	160	REIL	900'	3000'	D →	ETX 110.2
GS	3.00°	372	478	531	637	849					
MAP at D1.6 IGUW											

TERPS AMEND 1B 24 MAY 2018	STRAIGHT-IN LANDING RWY 24						CIRCLE-TO-LAND				
	ILS			LOC (GS out)				MDA(H)			
	DA(H) 587'(200')			MDA(H) 800'(413')							
	A	RVR 40 or 3/4			RVR 55 or 1			90	900'(506') - 1		
	B							120	1180'(786') - 2 1/4		
C	140				RVR 60 or 1 1/4			165	1600'(1206') - 3		
D	165										

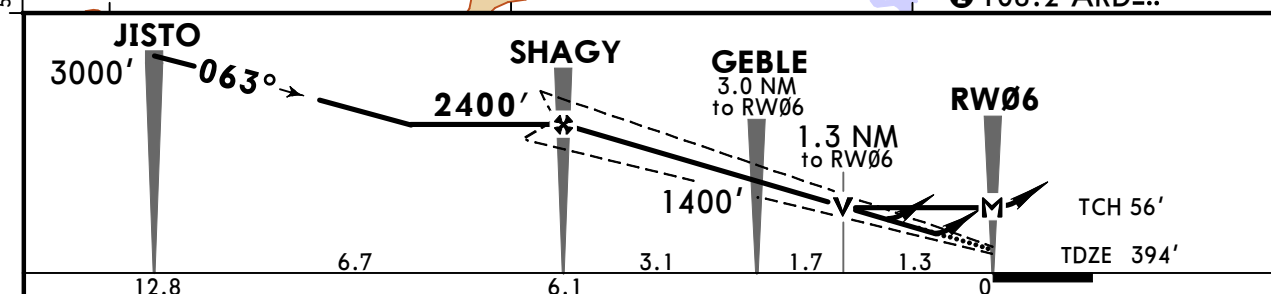
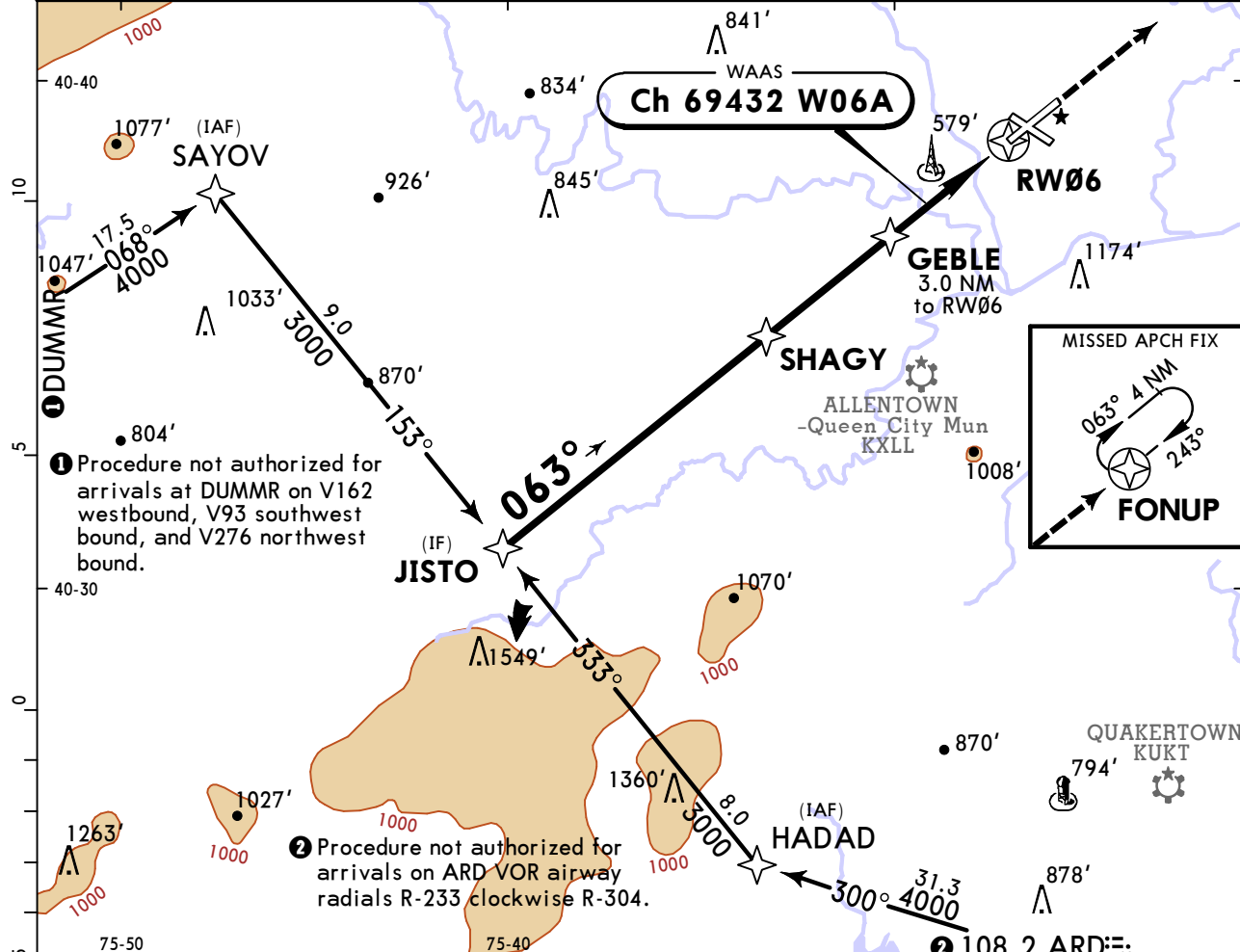
CHANGES: Lighting, minimums, chart format.

KABE/ABE LEHIGH VALLEY INTL

JEPPESSEN
10 MAY 24 (12-1)

ALLENTOWN, PA RNAV (GPS) Rwy 6

ATIS 126.975	ALLENTOWN Approach (R) 3000' & below 119.65	ALLENTOWN Tower above 3000' 124.45	ALLENTOWN Tower 120.5		Ground 121.9
WAAS Ch 69432 W06A	Final Apch Crs 063°	SHAGY 2400' (2006')	LPV DA(H) 594' (200')	Apt Elev 394' TDZE 394'	3600 MSA RW06
MISSED APCH: Climb to 3000' direct FONUP 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 -8°C or above 54°C. 2. VGSI and RNAV glidepath not coincident.					



Gnd speed-Kts	70	90	100	120	140	160	MALS R	3000'	D	FONUP
Glide Path Angle	3.00°	372	478	531	637	743	PAPI			
MAP at RW06										

TERPS	STRAIGHT-IN LANDING RWY 6				CIRCLE-TO-LAND	
	LPV DA(H) 594'(200')	LNAV/VNAV DA(H) 644'(250')		LNAV MDA(H) 840'(446')	C	
	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	Max Kts	MDA(H)
A				RVR 24 or 1/2	90	900'(506') - 1
B	1 RVR 24 or 1/2			RVR 50 or 1	120	
C		RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	140	1180'(786') - 2 1/4
D				RVR 45 or 7/8	165	1600'(1206') - 3

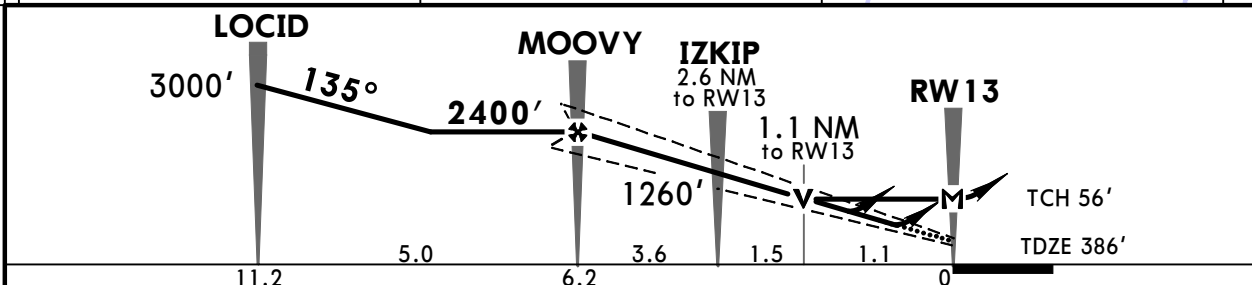
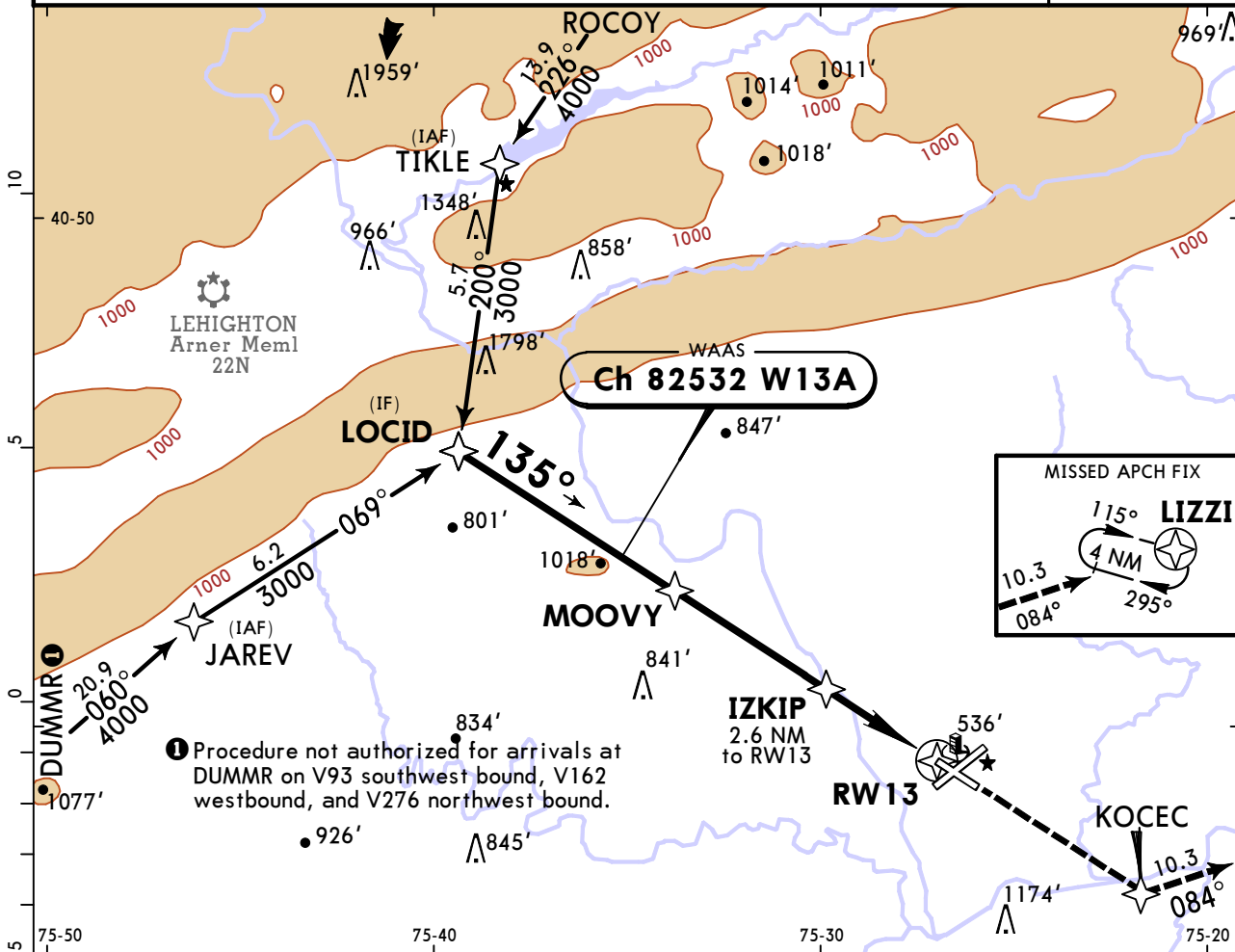
1 RVR 18 with Flight Director or Autopilot or HUD to DA.
 CHANGES: BEERS to SAYOV removed, notes, topography, format. © JEPPESSEN, 2004, 2024. ALL RIGHTS RESERVED.

KABE/ABE LEHIGH VALLEY INTL

JEPPESSEN
10 MAY 24 (12-2)

ALLENTOWN, PA RNAV (GPS) Rwy 13

BRIEFING STRIP™	ATIS	ALLENTOWN Approach (R)		ALLENTOWN Tower		Ground	
	126.975	3000' & below 119.65	above 3000' 124.45	120.5		121.9	
	WAAS Ch 82532 W13A	Final Apch Crs 135°	MOOVY 2400' (2014')	LPV DA(H) 586' (200')	Apt Elev 394' TDZE 386'		<div style="border: 1px solid black; border-radius: 50%; width: 60px; height: 60px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3600</div> MSA RW13
	MISSED APCH: Climb to 3000' direct KOCEC and on track 084° to LIZZI and hold.						
	RNP Apch - GPS		Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C or above 54°C.							



Gnd speed-Kts	70	90	100	120	140	160	MALSR 	KOCEC
Glide Path Angle	3.00°	372	478	531	637	743		
MAP at RW13								

TERPS AMEND 2A 16 MAY 2024	TERPS						STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
	LPV		LNAV/VNAV				LNAV			Max Kts MDA(H)		
	DA(H) 586' (200')		DA(H) 700' (314')				MDA(H) 800' (414')					
	RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out					
	A					1/2	1	90	900' (506') - 1			
B					1/2	1	120	1180' (786') - 2 1/4				
D	1/2	3/4	1/2	1	3/4	1 1/8	165	1600' (1206') - 3				

KABE/ABE

LEHIGH VALLEY INTL

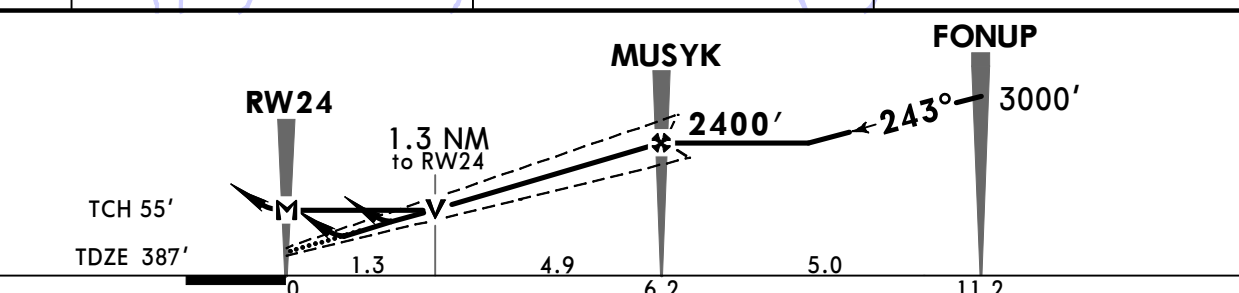
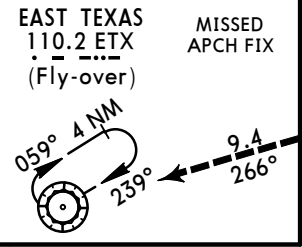
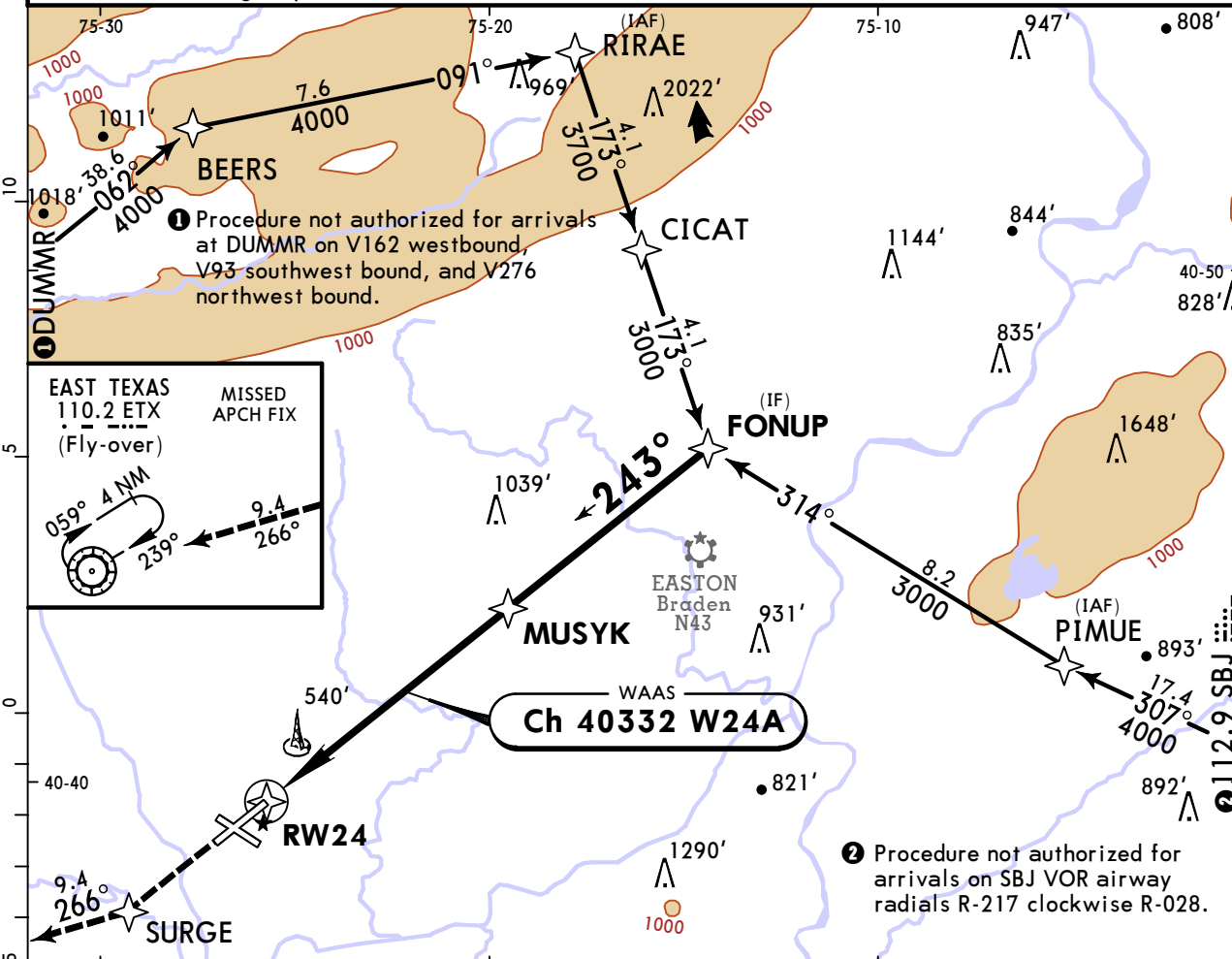
JEPPESSEN
10 MAY 24 (12-3)

ALLENTOWN, PA

RNAV (GPS) Rwy 24

BRIEFING STRIP™	ATIS	ALLENTOWN Approach (R)		ALLENTOWN Tower	Ground
	126.975	3000' & below 119.65	above 3000' 124.45	120.5	121.9
	WAAS Ch 40332 W24A	Final Apch Crs 243°	MUSYK 2400' (2013')	LPV DA(H) 587' (200')	Apt Elev 394' TDZE 387'
MISSED APCH: Climb to 3000' direct SURGE and on track 266° to ETX VOR and hold.					3600 MSA RW24

RNP Apch - GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -8°C or above 54°C.
 2. VGSI and RNAV glidepath not coincident.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	3000'	D → SURGE
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW24									

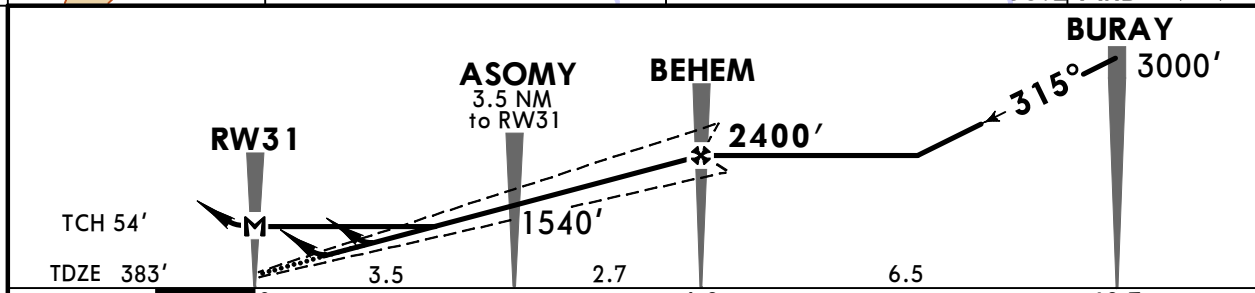
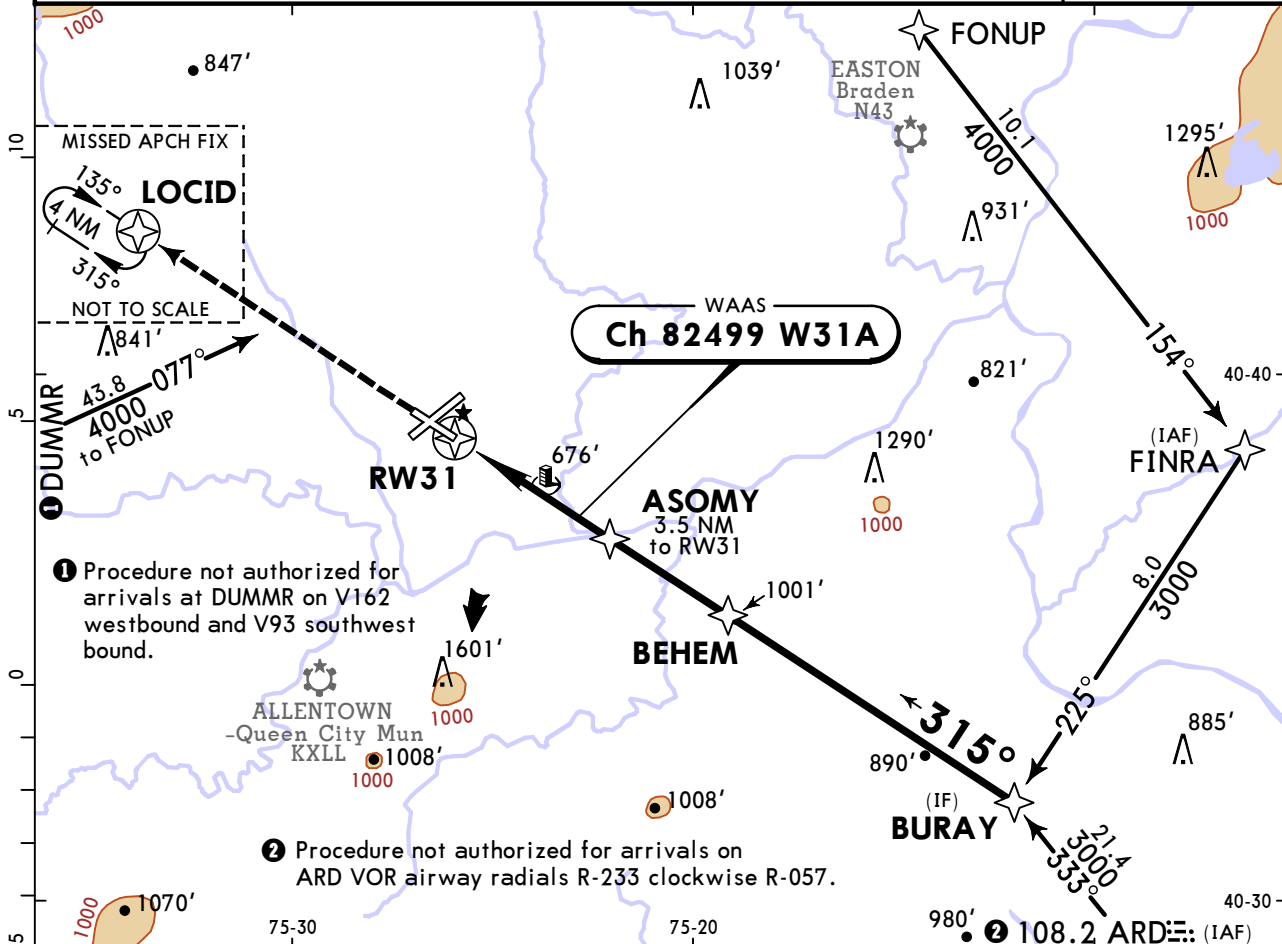
TERPS AMEND 1C 24 MAY 2018	STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND	
	LPV DA(H) 587' (200')	LNAV/VNAV DA(H) 783' (396')	LNAV MDA(H) 860' (473')	Max Kts	MDA(H)
	A		RVR 55 or 1		
	B			120	
	C	RVR 40 or 3/4	1 1/4		140
D			1 3/8	165	1600' (1206') - 3

KABE/ABE LEHIGH VALLEY INTL

JEPPESSEN
10 MAY 24 **(12-4)**

ALLENTOWN, PA RNAV (GPS) Rwy 31

ATIS 126.975	ALLENTOWN Approach (R) 3000' & below 119.65	above 3000' 124.45	ALLENTOWN Tower 120.5	Ground 121.9
WAAS Ch 82499 W31A	Final Apch Crs 315°	BEHEM 2400' (2017')	LPV DA(H) 633' (250')	Apt Elev 394' TDZE 383'
MISSED APCH: Climb to 3000' direct LOCID and hold.				3600 MSA RW31
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C or above 54°C. 2. Rwy 31 helicopter visibility reduction below 3/4 SM not authorized.				



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000'	D →	LOCID
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at RW31										

TERPS	STRAIGHT-IN LANDING RWY 31			CIRCLE-TO-LAND
	LPV DA(H) 633' (250')	LNAV/VNAV DA(H) 758' (375')	LNAV MDA(H) 940' (557')	
A	3/4	1 1/4	1 5/8	Max Kts: 90 MDA(H) 940' (546') - 1
B				120 MDA(H) 1180' (786') - 2 1/4
C				140 MDA(H) 1600' (1206') - 3
D				165

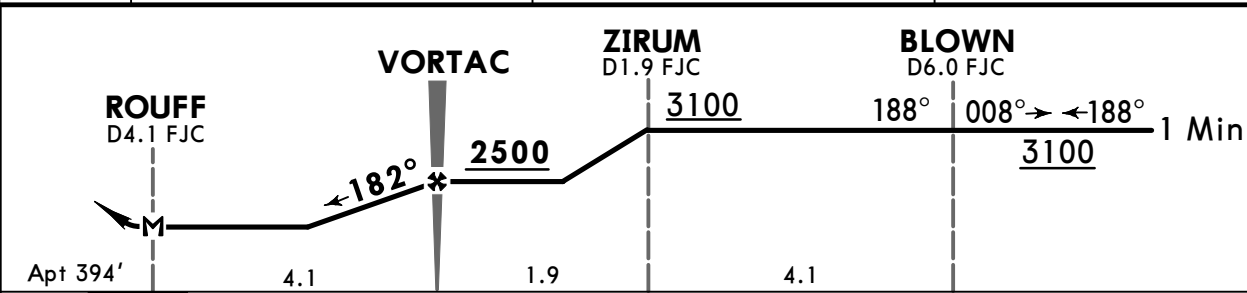
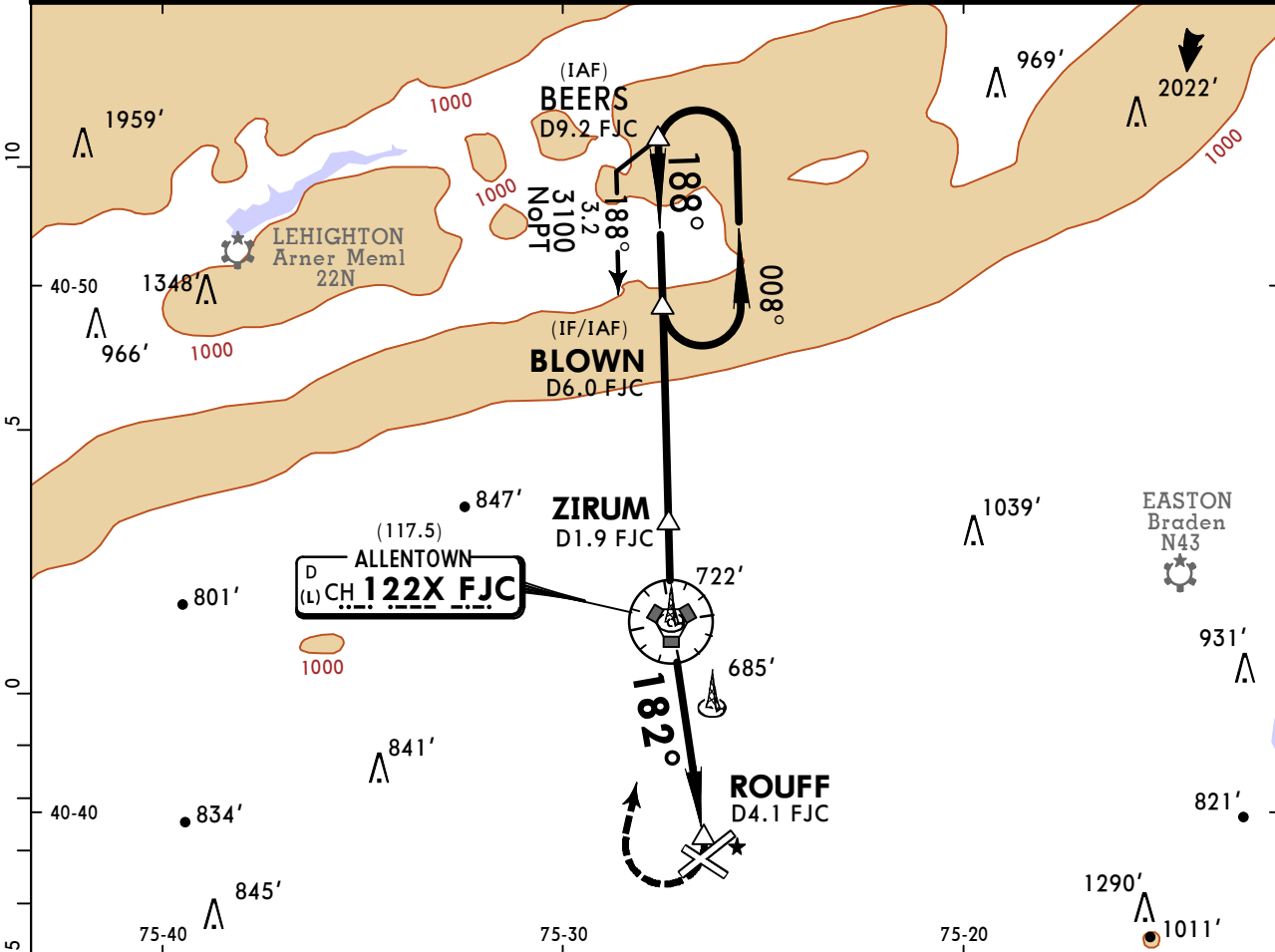
TERPS AMEND 2C 16 MAY 2024

KABE/ABE LEHIGH VALLEY INTL

JEPPESEN
30 APR 21 (14-1)

ALLENTOWN, PA TACAN-C

BRIEFING STRIP™	ATIS	ALLENTOWN Approach (R)			ALLENTOWN Tower		Ground	
	126.975	3000' & below	above 3000'		120.5	257.95	121.9	257.95
	TACAN FJC CH 122X (117.5)	Final Apch Crs 182°	VORTAC 2500 (2106')	MDA(H) Refer to Minimums	Apt Elev 394'			
	MISSED APCH: Climbing RIGHT turn to 3100' direct FJC VORTAC then via FJC R-008 to BLOWN/D6.0 FJC and hold.							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			
								MSA FJC VORTAC



MAP at ROUFF						Lighting - Refer to Airport Chart	3100'	RT	FJC CH 122X (117.5)
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TERPS ORIG-A 24 MAY 2018		Max Kts	MDA(H)
A	90		940' (546') -V1
B	120		1180' (786') -V2 1/4
C	140		1600' (1206') -V3
D	165		



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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ALLENTOWN, PA (LEHIGH VALLEY INTL - KABE)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KABE

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

MALSRL & SSALRL RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSRL and SSALRL approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSRL or SSALRL 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.