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Revision Letter For Cycle 05-2025

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General Information

Location: BELLAIRE MI USA
ICAO/IATA: KACB / ACB
Lat/Long: N44° 59.31', W085° 11.90'
Elevation: 623 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 5.0° W
Sectional Chart: Green Bay

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

Sunrise: 1036 Z
Sunset: 0056 Z

Runway Information

Runway: 02
Length x Width: 5003 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 623 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 20
Length x Width: 5003 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 622 ft
Lighting: Edge, REIL, Pilot controlled

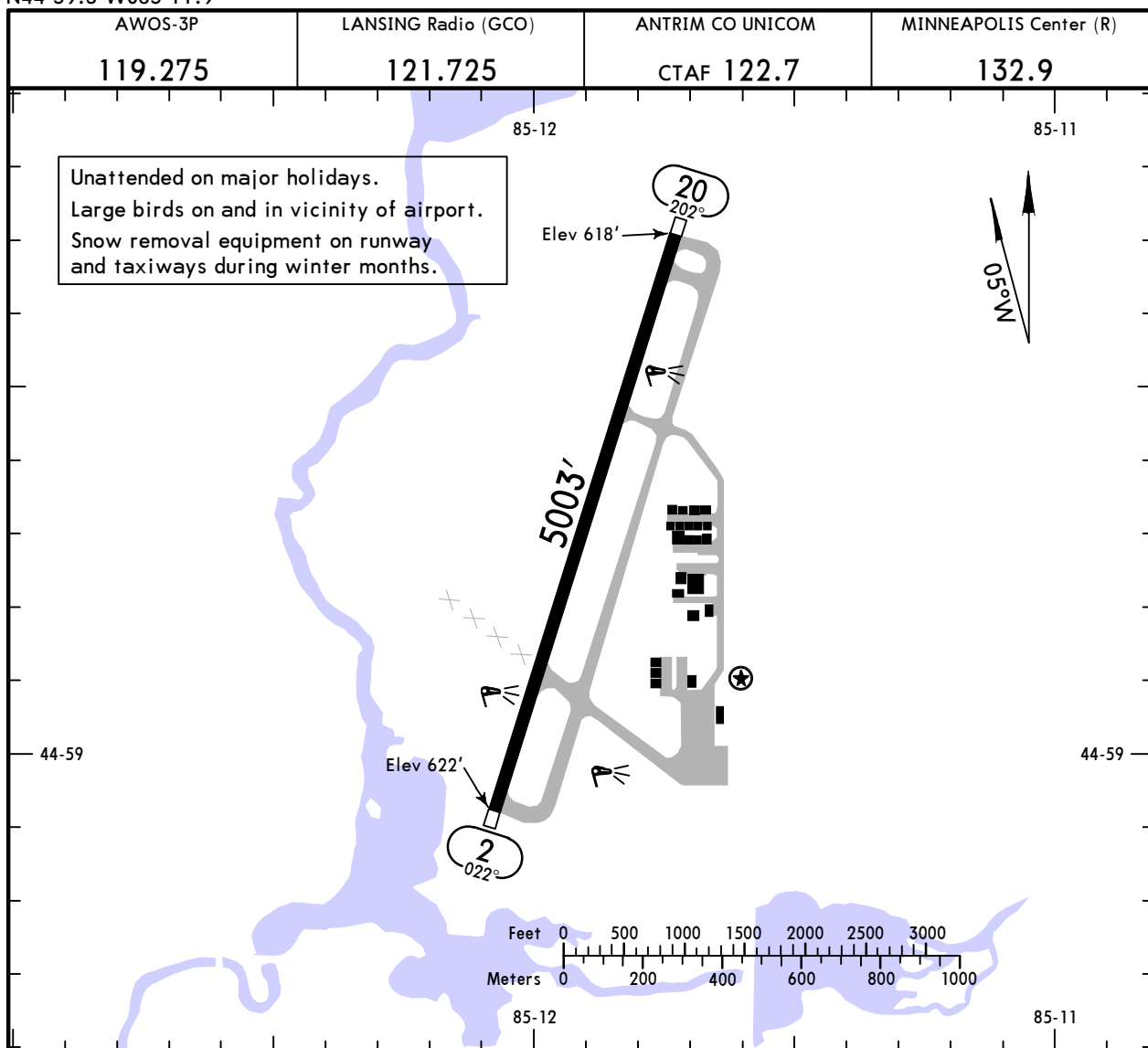
Communication Information

AWOS: 119.275
Antrim Co UNICOM: 122.700 CTAF PCL
Minneapolis ACC: 132.900 Remote Communications Air-Ground

KACB/ACB
 Apt Elev **623'**
 N44 59.3 W085 11.9

JEPPesen
 9 JUN 23 **(10-9)** Eff 15 Jun

BELLAIRE, MICH
ANTRIM CO



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING	BEYOND	TAKE-OFF	
		Threshold	Glide Slope		
2 ③ 20	① ② MIRL ① REIL ① PAPI-L (angle 3.00°)				100'
	① ② MIRL ① REIL ① PAPI-L (angle 3.25°)				

- ① Activate or increase intensity on 122.7.
- ② Preset to low intensity.
- ③ Porous friction course overlay.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 20		Rwy 2		
	Adequate Vis Ref	STD	With Min climb of 417'/NM to 1500'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	700-3
3 & 4 Eng		1/2	1/2		

FOR FILING AS ALTERNATE

Authorized Only
 When Local
 Weather Available

RNAV(GPS) Rwy 2

A	800-2
B	
C	1000-2 3/4
D	1100-3

OBSTACLE DP: Rwy 2, climb heading 022° to 1200' before turning right.
 Rwy 20, climb heading 202° to 1300' before turning left.

AMEND 6

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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BELLAIRE, MI (ANTRIM CO - KACB)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KACB

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(Series): AWOS-3 changes to AWOS-3P.

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.