

## List of pages in this Trip Kit

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Revision Letter For Cycle 05-2025

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## General Information

Location: ADRIAN MI USA  
ICAO/IATA: KADG / ADG  
Lat/Long: N41° 52.06', W084° 04.64'  
Elevation: 802 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +5:00 = UTC  
Magnetic Variation: 6.0° W  
Sectional Chart: Detroit

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

Sunrise: 1039 Z  
Sunset: 0044 Z

## Runway Information

Runway: 05  
Length x Width: 5001 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 798 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 11  
Length x Width: 1779 ft x 150 ft  
Surface Type: turf  
TDZ-Elev: 802 ft

Runway: 23  
Length x Width: 5001 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 798 ft  
Lighting: Edge, Pilot controlled

Runway: 29  
Length x Width: 1779 ft x 150 ft  
Surface Type: turf  
TDZ-Elev: 802 ft

## Communication Information

ATIS: 134.550 Secondary

ASOS: 118.825

Lenawee Co UNICOM: 122.800 CTAF PCL

Toledo Approach: 134.350

Toledo Departure: 134.350

Coast Guard Ops Operations: 156.800

Coast Guard Ops Operations: 569.600

Coast Guard Ops Operations: 268.700

Coast Guard Ops Operations: 218.200

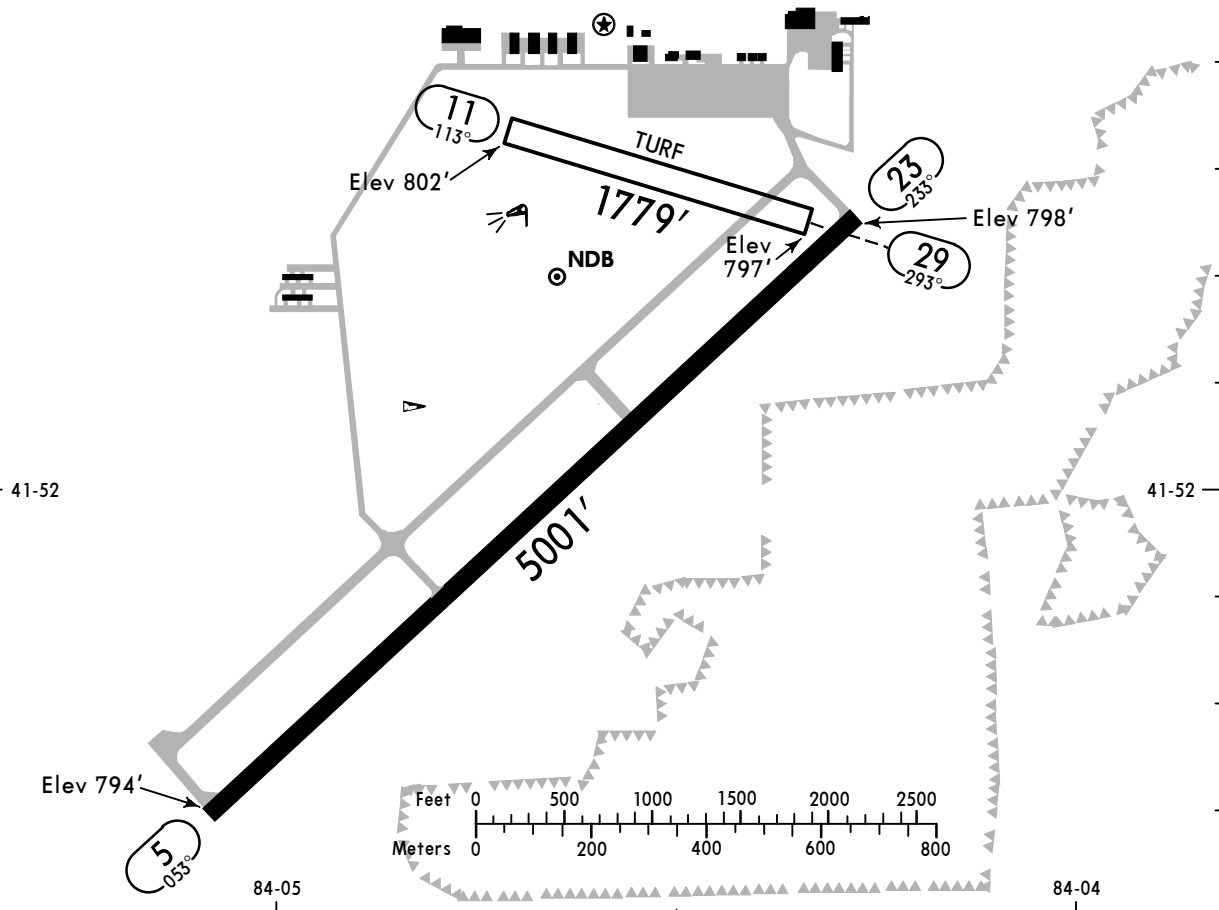
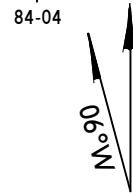
**KADG/ADG**  
 Apt Elev **802'**  
 N41 52.0 W084 04.7

**JEPPesen**  
 25 OCT 24 **(10-9)** Eff 31 Oct

**ADRIAN, MICH**  
**LENAWEE CO**

ASOS <b>118.825</b>	LENAWEE CO UNICOM <b>CTAF 122.8</b>	TOLEDO Departure (R) <b>134.35</b>
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Snow removal for Rwy 5/23 and Twys only.  
 Taxi on hard surfaces only during spring thaw and wet conditions.  
 Extensive glider operations Apr-Oct.  
 Rwy 11/29 closed Dec-Apr and when snow covered except for ski equipped aircraft. No snow removal.  
 No system navigation removal.



**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
5	①HIRL ②REIL ③PAPI-L (angle 3.0°)				100'
23	①HIRL ③PAPI-L (angle 3.0°)				150'
11					
29					

- ① Preset low intensity, increase intensity and activate on 122.8.
- ② Increase intensity and activate on 122.8.

TERPS				TAKE-OFF		FOR FILING AS ALTERNATE	
LOWER THAN STANDARD OpSpec Authorization Required			STANDARD		Authorized Only When Local Weather Available		
RCLM or HIRL or Adequate Vis Ref			3 & 4 Eng	1 & 2 Eng			
1/4			1/2	1	NA	800-2	

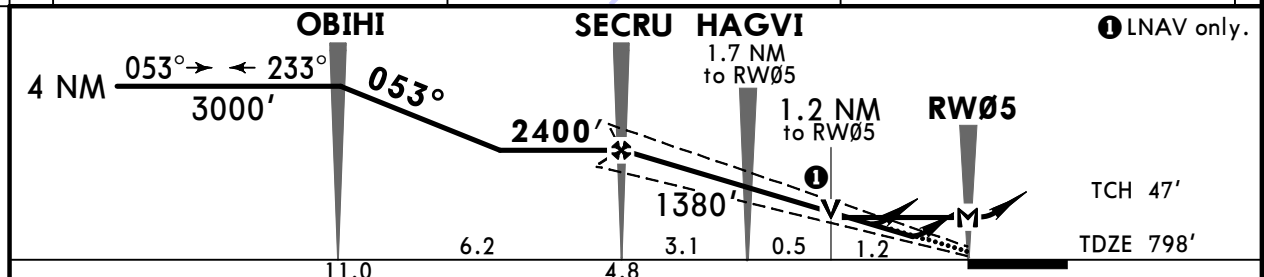
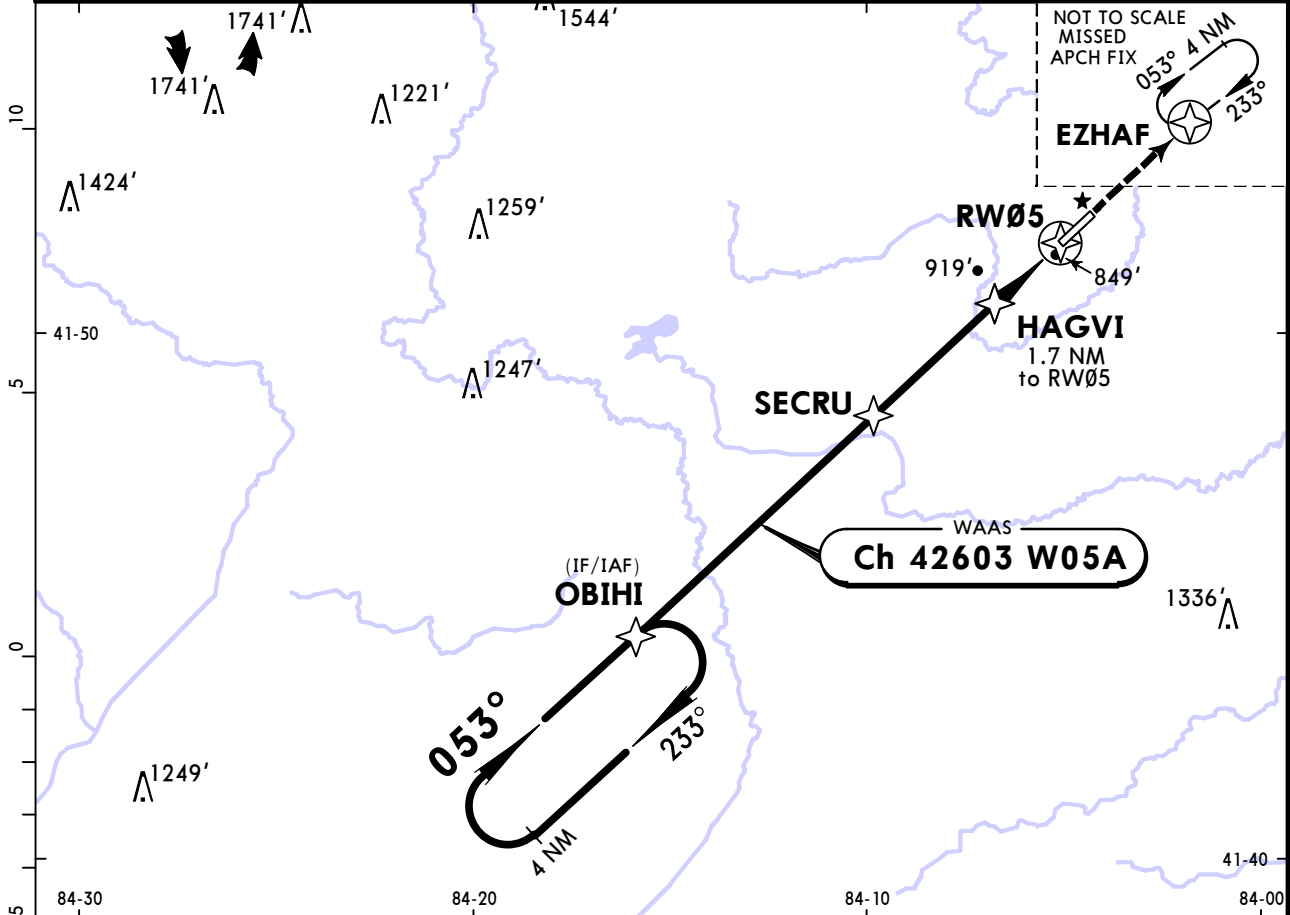
TAKE-OFF OBSTACLE NOTES: Rwy 5, multiple trees beginning 1837' from DER, 149' left of centerline, up to 75' AGL/873' MSL. Multiple trees beginning 953' from DER, 146' right of centerline, up to 74' AGL/872' MSL.  
 Rwy 23, tree 1231' from DER, 633' left of centerline, 55' AGL/849' MSL.

**KADG/ADG**  
LENAWEE CO

**JEPPESSEN**  
25 OCT 24 (12-1) Eff 31 Oct

**ADRIAN, MICH**  
RNAV (GPS) Rwy 5

ASOS 118.825		TOLEDO Approach (R) 134.35		LENAWEE CO UNICOM CTAF 122.8		
WAAS <b>Ch 42603</b> W05A	Final Apch Crs <b>053°</b>	<b>SECRU</b> <b>2400'</b> (1602')	LPV DA(H) (CONDITIONAL) <b>1048'</b> (250')	Apt Elev 802' TDZE 798'		
<b>MISSED APCH:</b> Climb to 3000' direct EZHAF and hold.					2800  MSA RW05	
RNP Apch - GPS		Alt Set: INCHES		Trans level: FL 180		
				Trans alt: 18000'		
1. Use local altimeter setting; if not received, use Ann Arbor Mun altimeter setting. 2. Baro-VNAV and VDP not authorized when using Ann Arbor Mun altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C or above 54°C. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 32'). 5. Pilot controlled lighting 122.8.						



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

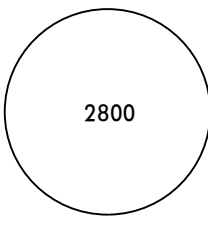
TERPS			STRAIGHT-IN LANDING RWY 5		
<b>1 LPV</b> DA(H) <b>1048'</b> (250')		<b>2 LNAV/VNAV</b> DA(H) <b>1119'</b> (321')		<b>3 LNAV</b> MDA(H) <b>1200'</b> (402')	
A					1
B	3/4		1 1/4		1 1/4
C					
D					

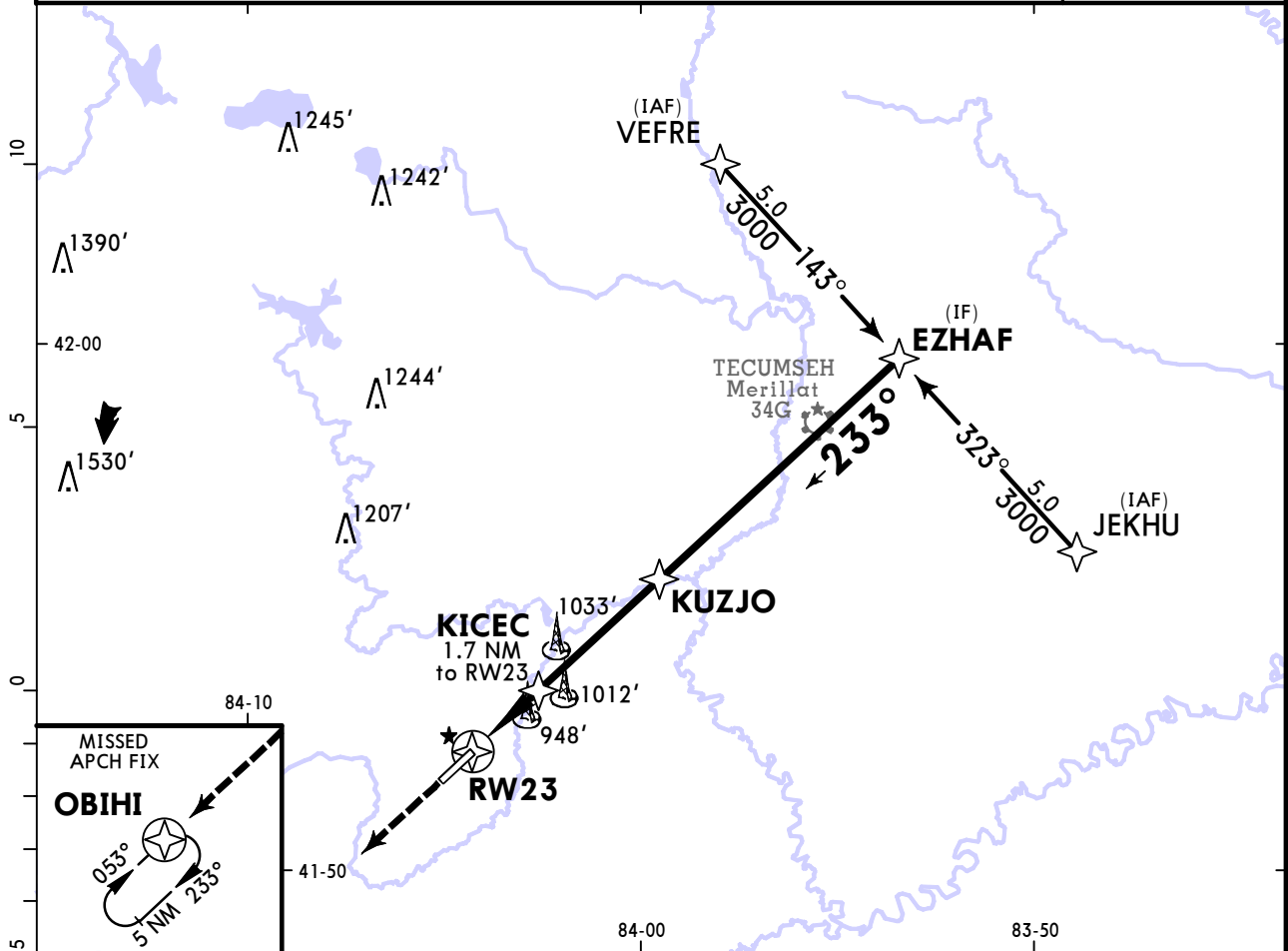
- 1** DA(H) 1114' (316') ALL CATS VIS 7/8 with Ann Arbor Mun altimeter setting.
- 2** DA(H) 1185' (387') with Ann Arbor Mun altimeter setting.
- 3** MDA(H) 1280' (482') CATS C/D VIS 1 1/2 with Ann Arbor Mun altimeter setting.

**KADG/ADG**  
LENAWEE CO

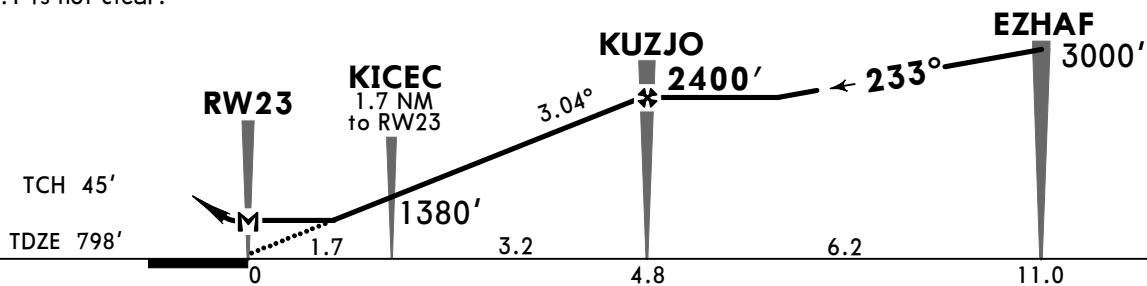
**JEPPESEN**  
25 OCT 24 **(12-2)** Eff 31 Oct

**ADRIAN, MICH**  
**RNAV (GPS) Rwy 23**

ASOS <b>118.825</b>		TOLEDO Approach (R) <b>134.35</b>		LENAWEE CO UNICOM CTAF 122.8	
RNAV	Final Apch Crs <b>233°</b>	<b>KUZJO</b> <b>2400'</b> (1602')	MDA(H) (CONDITIONAL) <b>1260'</b> (462')	Apt Elev 802'	 2800 MSA RW23
<b>MISSED APCH: Climb to 3000' direct OBIHI and hold.</b>					
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use Ann Arbor Mun altimeter setting. 2. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 32'). 3. Rwy 23 helicopter visibility reduction below 3/4 SM not authorized. 4. Pilot controlled lighting 122.8.					



34:1 is not clear.



Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.04°	376	484	538	645	753	861
MAP at RW23						

PAPI-L	<b>3000'</b>	<b>D</b>	<b>OBIHI</b>
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TERPS		STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND	
		MDA(H) <b>1260'</b> (462')	MDA(H) <b>1340'</b> (542')	Not Authorized to Rwy 11 and 29	
		With Local Altimeter Setting	With Ann Arbor Mun Altimeter Setting	With Local Altimeter Setting	With Ann Arbor Mun Altimeter Setting
A	1	1	1	90 <b>1300'</b> (498') - 1	<b>1380'</b> (578') - 1
B	1	1	1	120 <b>1320'</b> (518') - 1	<b>1400'</b> (598') - 1
C	1 3/8	1 5/8	1 5/8	140 <b>1340'</b> (538') - 1 1/2	<b>1420'</b> (618') - 1 3/4
D	1 1/2	1 3/4	1 3/4	165 <b>1440'</b> (638') - 2	<b>1520'</b> (718') - 2 1/4

TERPS ORIG-D 24 MAY 2018

CHANGES: ASOS frequency.

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### 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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**ADRIAN, MI (LENAWEE CO - KADG)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KADG

### 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.