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Revision Letter For Cycle 16-2023

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General Information

Location: COLUMBUS IN USA
ICAO/IATA: KBAK / CLU
Lat/Long: N39° 15.71', W085° 53.78'
Elevation: 656 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 3.0° W
Sectional Chart: St Louis

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

Sunrise: 1112 Z
Sunset: 0015 Z

Runway Information

Runway: 05
Length x Width: 6401 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 653 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 14
Length x Width: 5000 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 655 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 23
Length x Width: 6401 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 656 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 32
Length x Width: 5000 ft x 100 ft
Surface Type: concrete

TDZ-Elev: 653 ft

Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS: 134.250 Secondary

AWOS: 119.750

Columbus Tower: 118.600 CTAF PCL

Columbus Ground: 121.600

Indy Clearance Delivery: 134.850

Indianapolis Approach: 134.850

Indianapolis Departure: 134.850

Columbus UNICOM: 122.950

Terre Haute FSS: 116.150

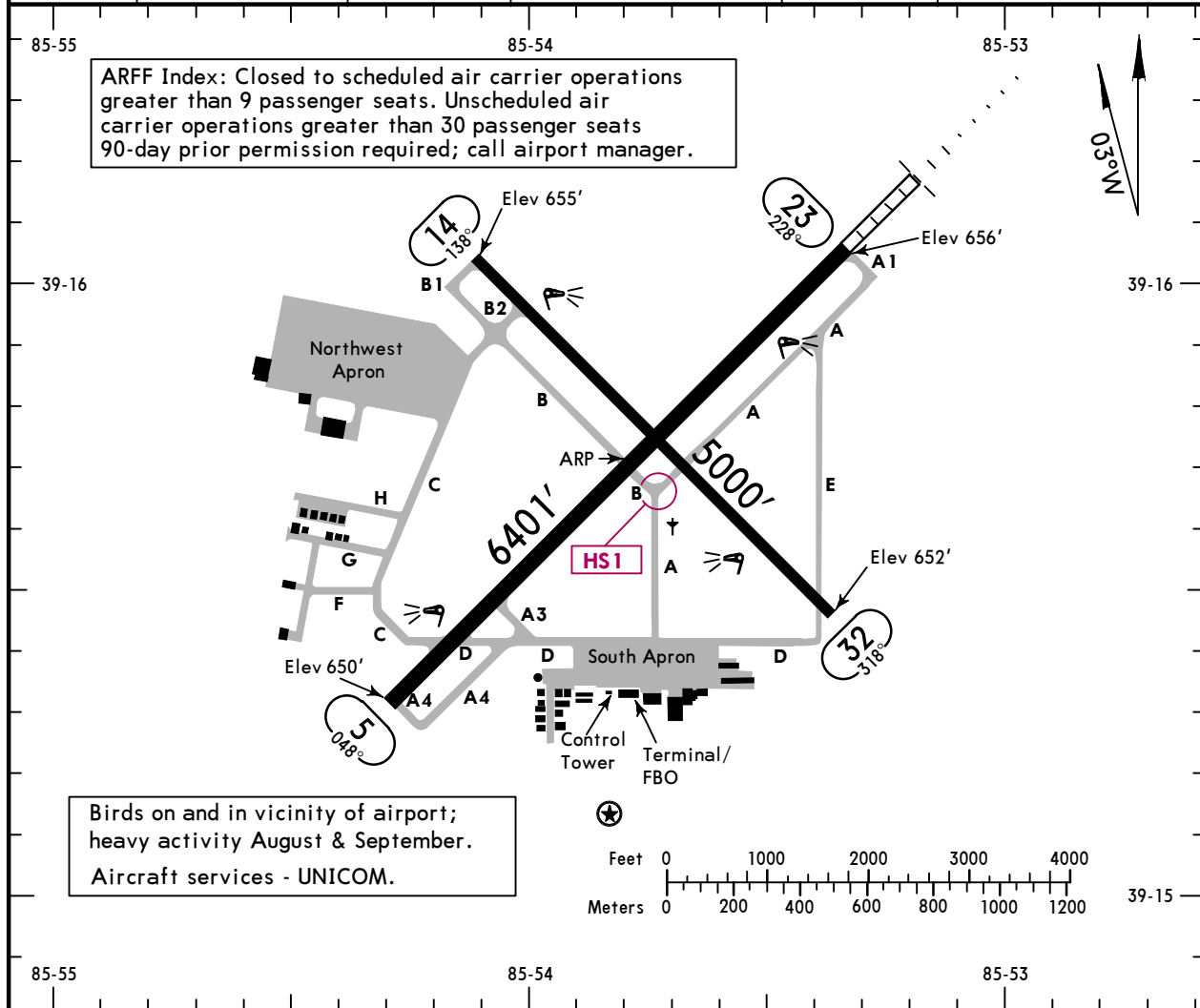
Terre Haute FSS: 122.100 RCO

KBK/CLU
 Apt Elev **656'**
 N39 15.7 W085 53.8

JEPPESSEN
 14 MAY 21 **(10-9)**

COLUMBUS, IND
COLUMBUS MUN

AWOS-3 119.75	*COLUMBUS Ground 121.6	*Tower CTAF 118.6	*INDIANAPOLIS Clearance 134.85 when Twr inop.	UNICOM 122.95	INDIANAPOLIS Departure (R) 134.85
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RWY	ADDITIONAL RUNWAY INFORMATION			USABLE LENGTHS			WIDTH
				LANDING	BEYOND	TAKE-OFF	
				Threshold	Glide Slope		
5	① HIRL	① REIL	PAPI-L (angle 3.00°)	grooved			150'
23	① HIRL	① MALSR	PAPI-L (angle 3.00°)	grooved	5400'		
14	① MIRL	① REIL	PAPI-L (angle 3.00°)	grooved			100'
32							

① Activate on 118.6 when Twr inop.

RUNWAY INCURSION "HOT SPOTS" HS1

HS1 Taxiway A and Taxiway B converge.

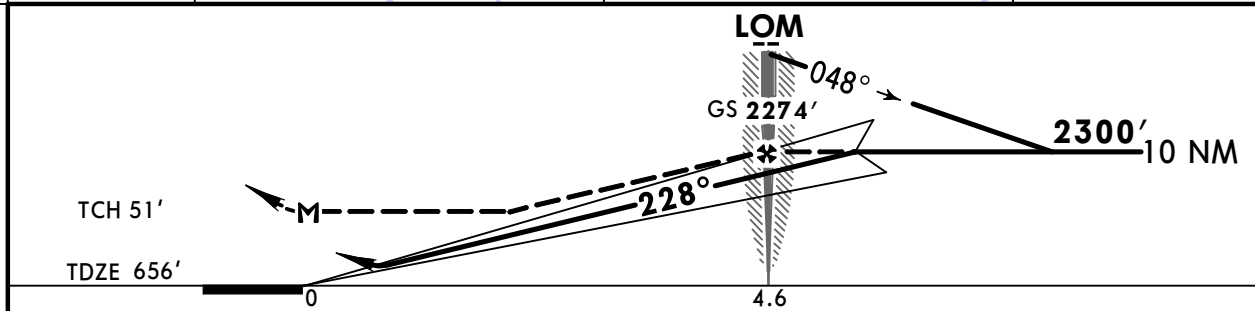
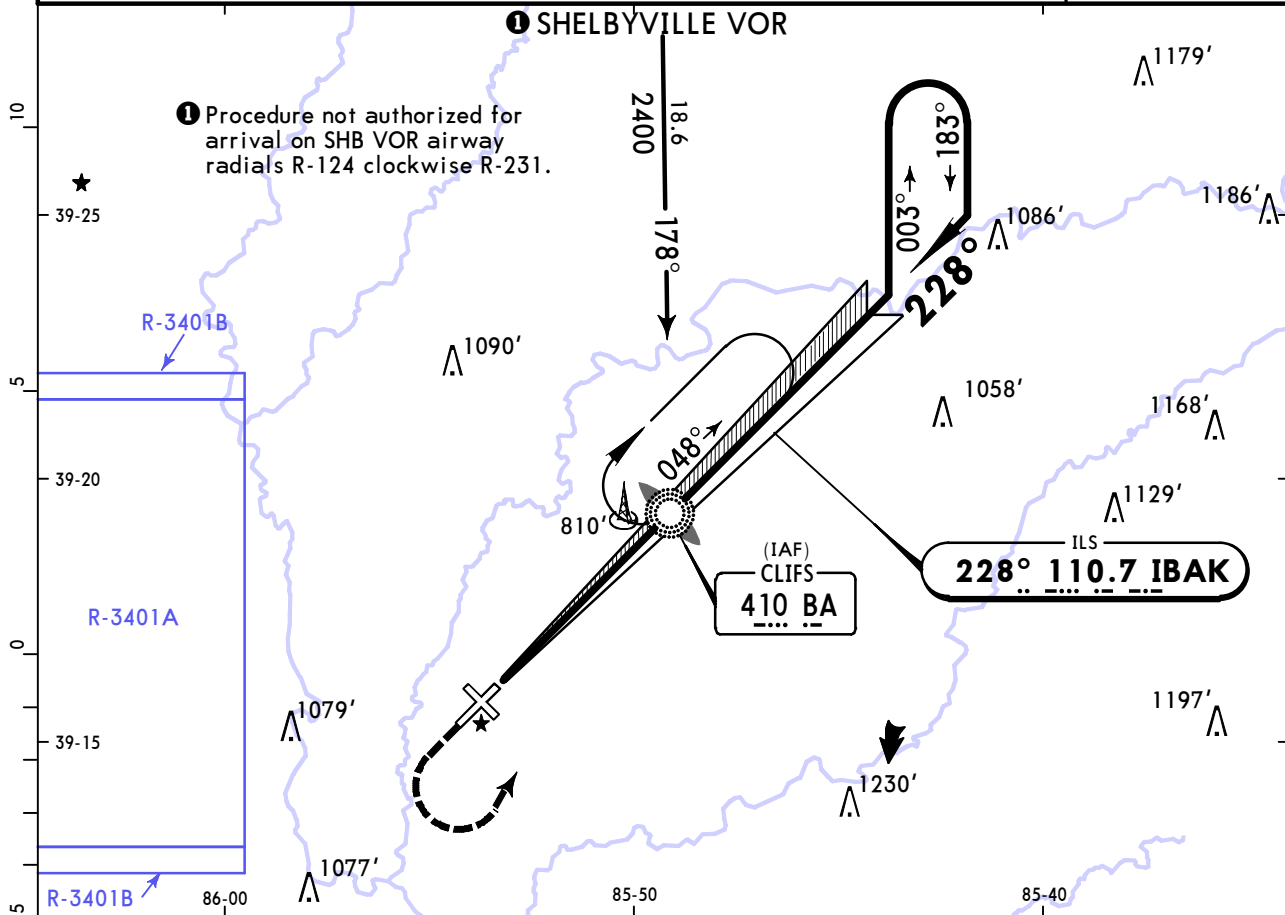
TAKE-OFF			FOR FILING AS ALTERNATE		
All Rwys			Authorized Only When Local Weather Available		
	Adequate Vis Ref	STD	RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 32	RNAV (GPS) Rwy 14	ILS or LOC Rwy 23
1 & 2 Eng	1/4	1	800-2	800-2	NA
3 & 4 Eng		1/2			
				800-2 1/2	

KBAK/CLU COLUMBUS MUN

JEPPESEN
5 AUG 22 **(11-1)** Eff 11 Aug

COLUMBUS, IND ILS or LOC Rwy 23

AWOS-3 119.75		INDIANAPOLIS Approach (R) 134.85		*COLUMBUS Tower CTAF 118.6		*Ground 121.6		
LOC IBAK 110.7	Final Apch Crs 228°	LOM 2274' (1618')	ILS DA(H) 906' (250')	Apt Elev 656' TDZE 656'				
MISSED APCH: Climb to 1500' then climbing LEFT turn to 2300' direct BA LOM and hold, continue climb-in-hold to 2300'.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. ADF or Radar required. 2. Pilot controlled lighting 118.6.							MSA BA LOM	



Gnd speed-Kts	70	90	100	120	140	160		1500'	2300'		BA 410	
GS	3.00°	372	478	531	637	743		849	↑			←
LOC Descent Angle	3.25°	403	518	575	690	805		920				
LOM to MAP	4.6	3:57	3:04	2:46	2:18	1:58		1:43				

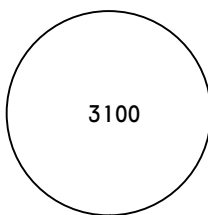
TERPS				STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND		
ILS		LOC (GS out)			Max Kts	MDA(H)		
DA(H) 906' (250')		MDA(H) 1060' (404')				90	1140'(484') - 1	
FULL		RAIL/ALS out		A	120	1200'(544') - 1		
1/2		3/4				140	1200'(544') - 1 3/4	
1/2		3/4					165	1400'(744') - 2 1/4
1/2		3/4						

TERPS AMEND 8B 11 AUG 2022

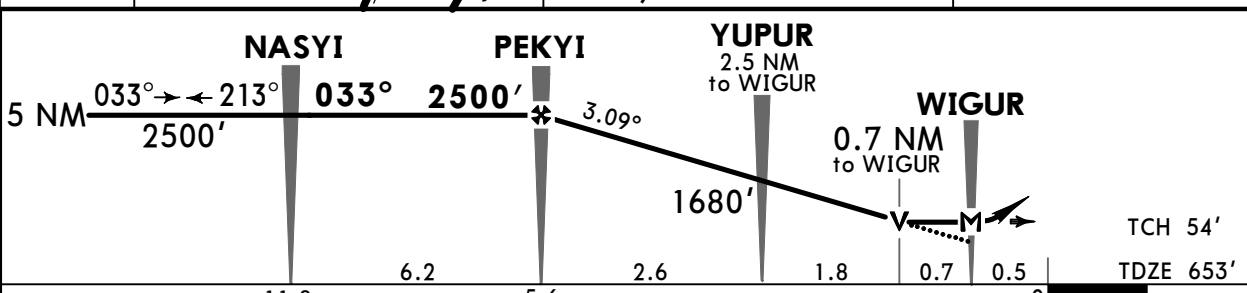
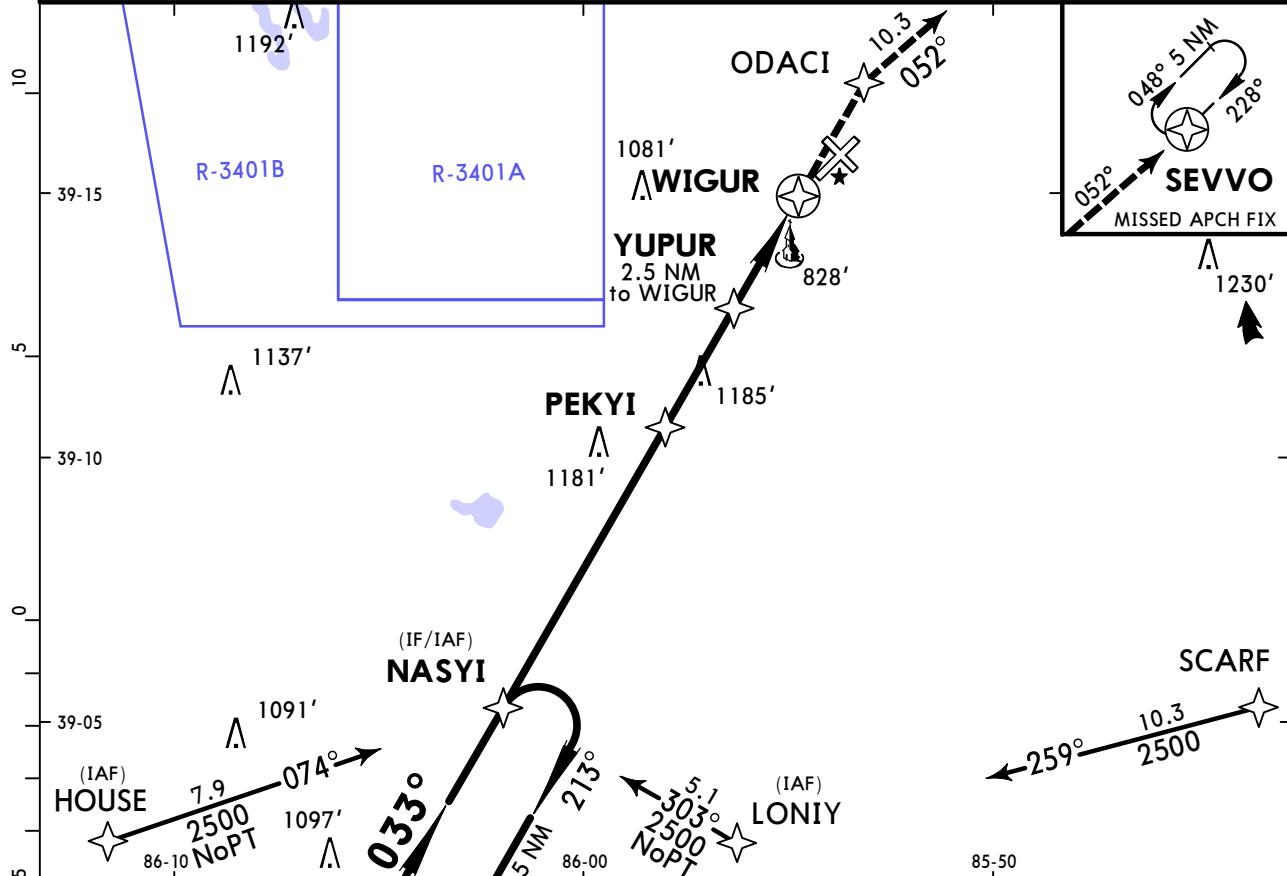
KBAK/CLU COLUMBUS MUN



JEPPESSEN
5 AUG 22 (12-1)

COLUMBUS, IND RNAV (GPS) Rwy 5

AWOS-3 119.75		INDIANAPOLIS Approach (R) 134.85		*COLUMBUS Tower CTAF 118.6		*Ground 121.6		
RNAV	Final Apch Crs 033°	PEKYI 2500' (1847')	LNAV MDA(H) (CONDITIONAL) 1080' (427')		Apt Elev 656' TDZE 653'	 <p>3100 MSA WIGUR</p>		
MISSED APCH: Climb to 2500' direct ODACI and on 052° track to SEVVO and hold.								
RNP Apch	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'				

1. Use local altimeter setting; if not received, use Indianapolis Intl altimeter setting.
2. VDP not authorized when using Indianapolis Intl altimeter setting.
3. Pilot controlled lighting 118.6.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L 2500' 	
Descent angle	3.09°	383	492	547	656	765		
MAP at WIGUR								

STRAIGHT-IN LANDING RWY 5 LNAV	
MDA(H) 1080' (427') With Local Altimeter Setting	MDA(H) 1180' (527') With Indianapolis Intl Altimeter Setting

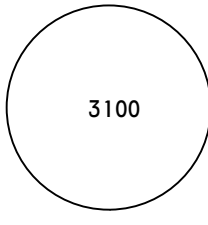
A	1	1
B	1	1
C	1 1/4	1 1/4
D	1 1/2	1 1/2

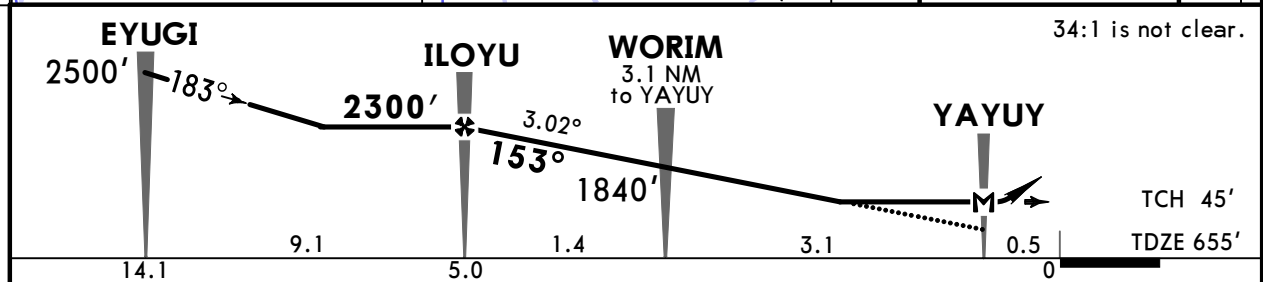
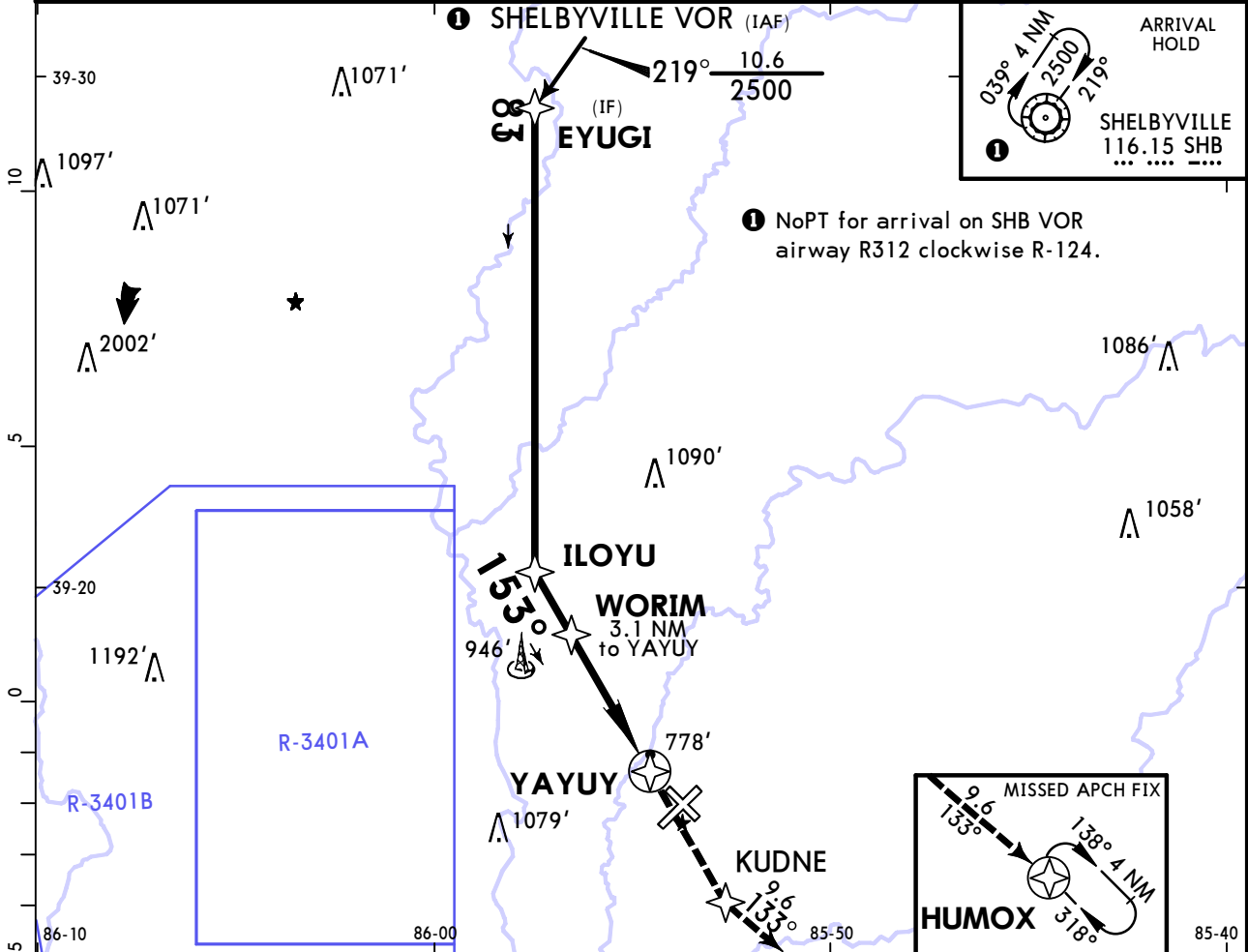
TERPS ORIG-B 1 FEB 2018

KBK/CLU
COLUMBUS MUN


JEPPESEN
5 AUG 22 (12-2)

COLUMBUS, IND
RNAV (GPS) Rwy 14

AWOS-3 119.75		INDIANAPOLIS Approach (R) 134.85		*COLUMBUS Tower CTAF 118.6		*Ground 121.6		
RNAV	Final Apch Crs 153°	ILOYU 2300' (1645')	LNAV MDA(H) 1040' (385')	Apt Elev 656' TDZE 655'		 <p>3100 MSA YAYUY</p>		
MISSED APCH: Climb to 2500' direct KUDNE and on 133° track to HUMOX and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
RNP Apch-GPS								
1. Rwy 14 helicopter visibility reduction below 1 SM not authorized. 2. Final approach course offset 14.99°. 3. Pilot controlled lighting 118.6.								



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2500'	D →	KUDNE	
Descent Angle	3.02°	374	481	534	641	748					855
MAP at YAYUY											

TERPS		STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
		LNAV MDA(H) 1040' (385')		 Max Kts	
A		1		90	1140' (484') -1
B		1		120	1200' (544') -1
C		1 1/8		140	1200' (544') -1 1/2
D		1 1/8		165	1400' (744') -2 1/2

TERPS AMEND ID 26 MAR 2020

KBAK/CLU COLUMBUS MUN



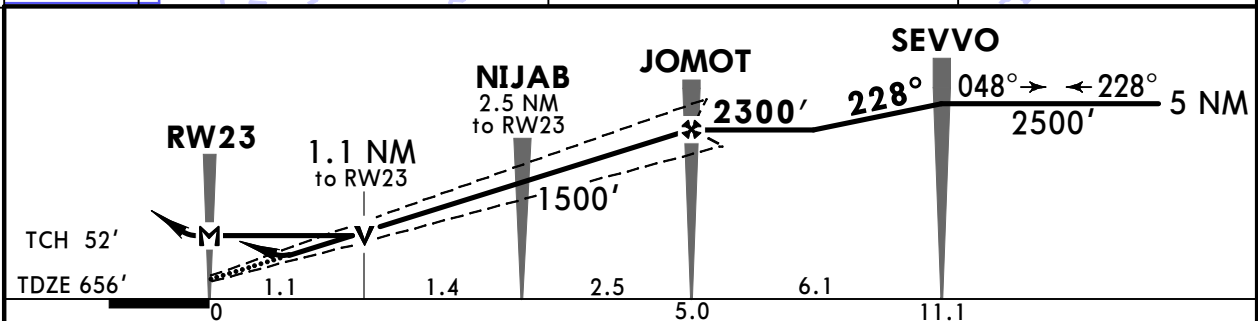
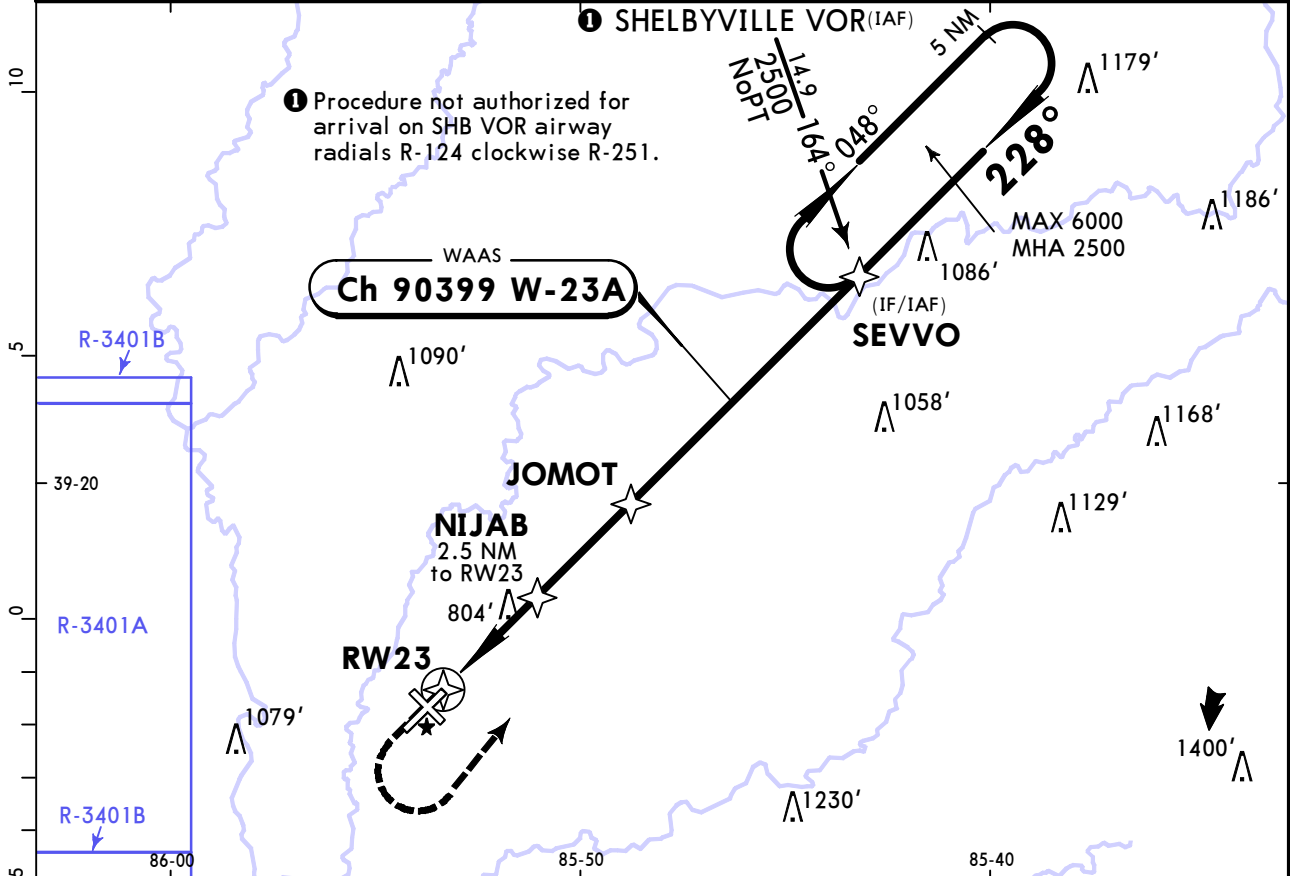
28 OCT 22

(12-3)

Eff 3 Nov

COLUMBUS, IND RNAV (GPS) Rwy 23

AWOS-3 119.75		INDIANAPOLIS Approach (R) 134.85		*COLUMBUS Tower CTAF 118.6		*Ground 121.6		
WAAS Ch 90399 W-23A		Final Apch Crs 228°		JOMOT 2300' (1644')		LPV DA(H) 906' (250')		
				Apt Elev 656'		TDZE 656'		
MISSED APCH: Climb to 1200', then climbing LEFT turn to 2500' direct SEVVO and hold.								
RNP Apch - GPS Alt Set: INCHES				Trans level: FL 180		Trans alt: 18000'		
Pilot controlled lighting 118.6.								



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	1200'	2500'	D → SEVVO
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW23										

TERPS				STRAIGHT-IN LANDING RWY 23			
LPV		LNAV		LPV		LNAV	
DA(H) 906' (250')		MDA(H) 1060' (404')		DA(H) 906' (250')		MDA(H) 1060' (404')	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A				1/2			1
B							
C	1/2		3/4				
D				3/4			1 1/8

TERPS AMEND 1 3 NOV 2022

KBAK/CLU COLUMBUS MUN



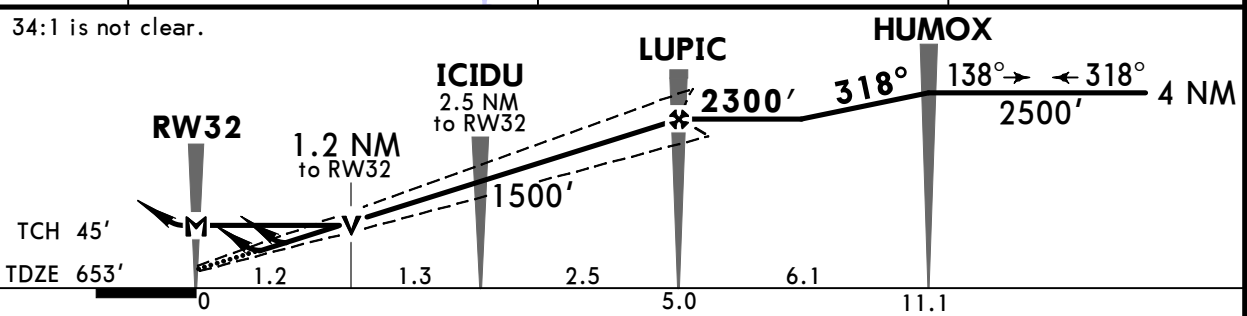
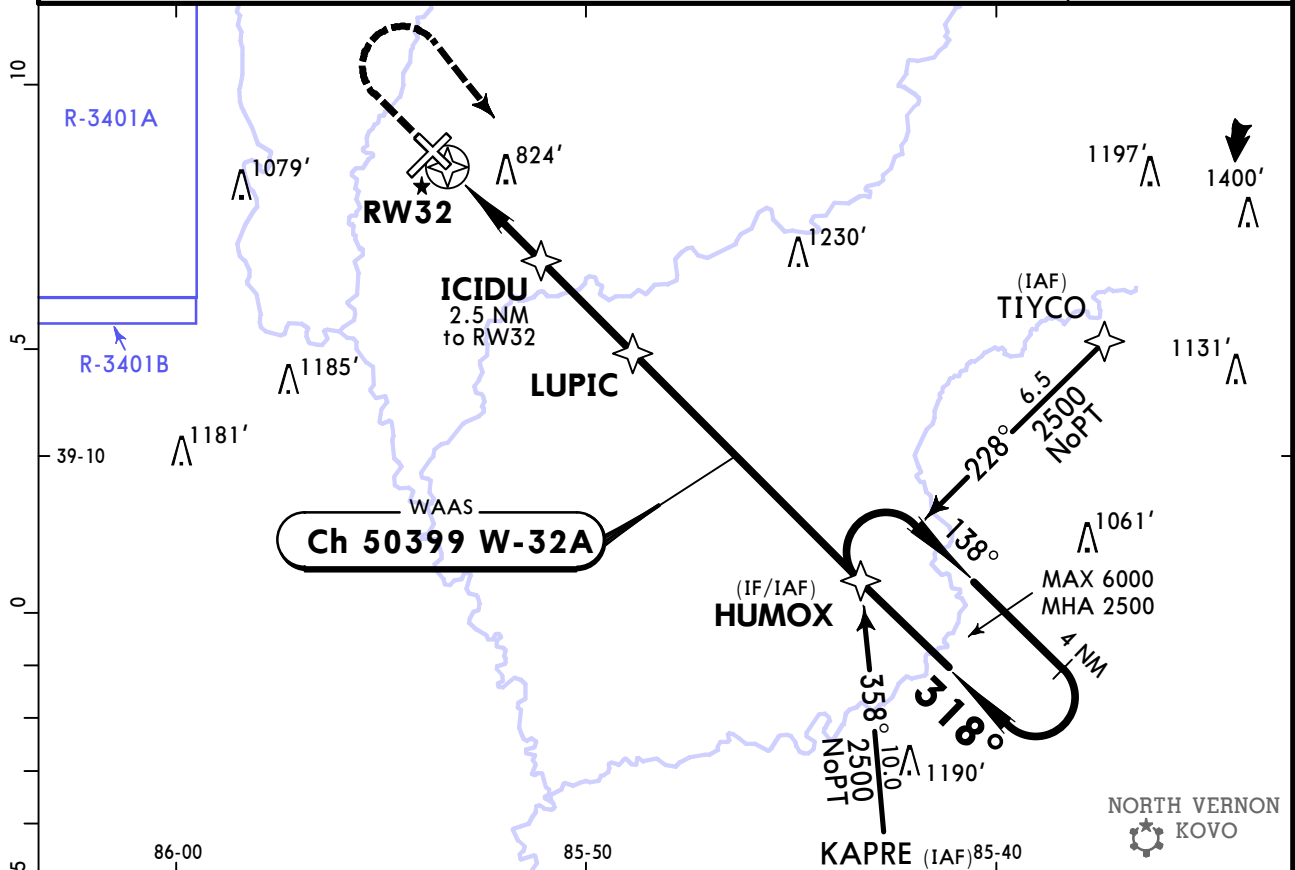
28 OCT 22

12-4

Eff 3 Nov

COLUMBUS, IND RNAV (GPS) Rwy 32

AWOS-3 119.75		INDIANAPOLIS Approach (R) 134.85		*COLUMBUS Tower CTAF 118.6		*Ground 121.6		
BRIEFING STRIP™	WAAS Ch 50399 W-32A	Final Apch Crs 318°	LUPIC 2300' (1647')	LPV DA(H) 903' (250')	Apt Elev 656' TDZE 653'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto; display: flex; align-items: center; justify-content: center;">3100</div> MSA RW32		
	MISSED APCH: Climb to 1300', then climbing RIGHT turn to 2500' direct HUMOX 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 -16°C or above 54°C. 2. Rwy 32 helicopter visibility reduction below 3/4 SM not authorized. 3. Pilot controlled lighting 118.6.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1300'	2500'	D → HUMOX
Glide Path Angle	3.04°	376	484	538	645	753		861	↑	
MAP at RW32										

TERPS			STRAIGHT-IN LANDING RWY 32		
	LPV DA(H) 903' (250')	LNAV/VNAV DA(H) 1056' (403')		LNAV MDA(H) 1080' (427')	
A				1	
B					
C	3/4	1 1/8			
D				1 1/4	

TERPS AMEND 1 3 NOV 2022

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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COLUMBUS, IN (COLUMBUS MUN - KBAK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBAK

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.