

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBAX

Terminal Charts For KBAX

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: BAD AXE MI USA
ICAO: KBAX
Lat/Long: N43° 46.81', W082° 59.12'
Elevation: 764 ft

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

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: 1055 Z
Sunset: 0009 Z

Runway Information

Runway: 04
Length x Width: 3495 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 764 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 300 ft

Runway: 17
Length x Width: 5000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 763 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 22
Length x Width: 3495 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 764 ft
Lighting: Edge, Pilot controlled

Runway: 35
Length x Width: 5000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 756 ft

Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS: 125.925 Secondary

AWOS: 118.600

Huron Co Meml UNICOM: 123.075 CTAF PCL

Lansing FSS: 122.200 RCO

Cleveland ACC: 126.750 Remote Communications Air-Ground

KBAX

Apt Elev **764'**
N43 46.8 W082 59.1

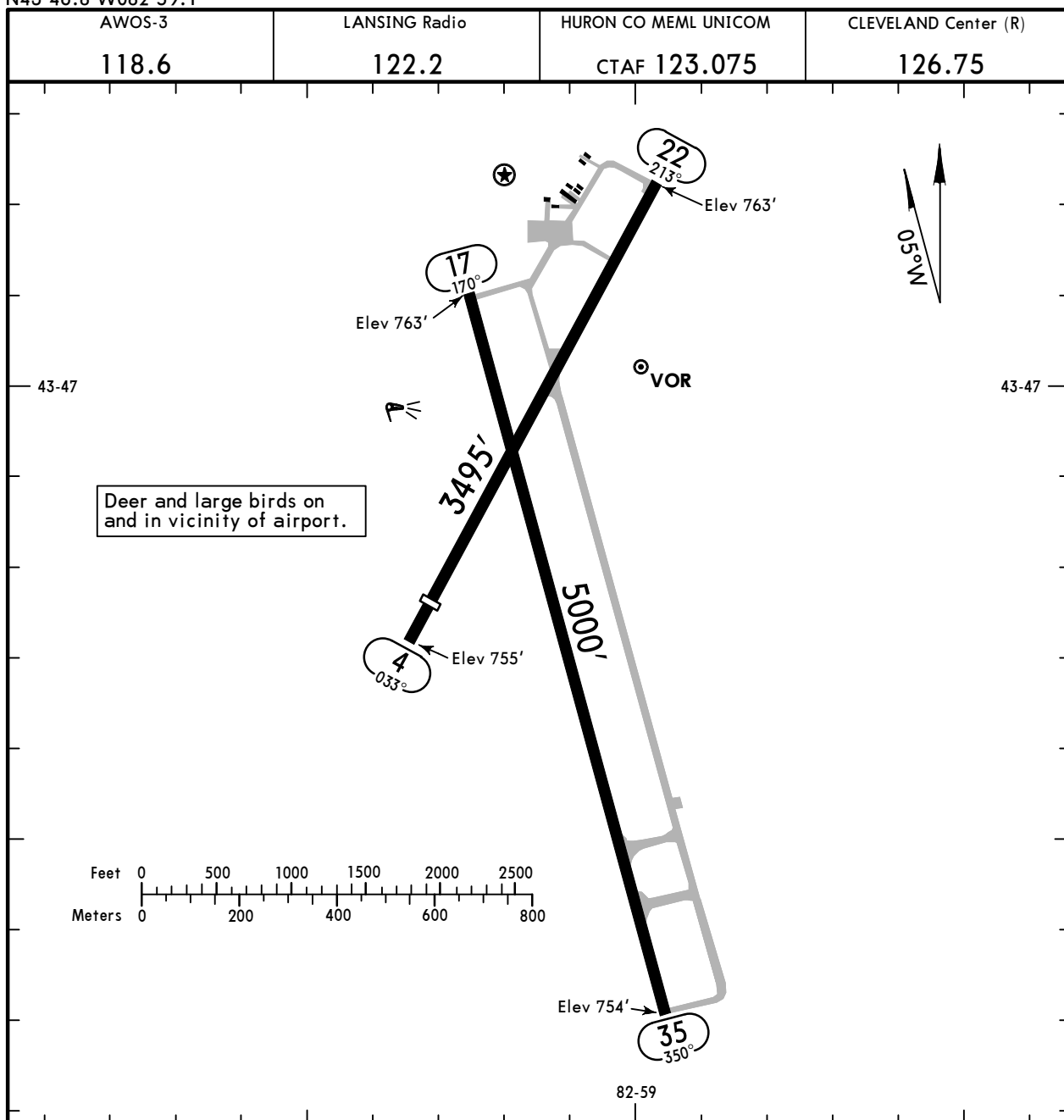


14 APR 23

(10-9) Eff 20 Apr

BAD AXE, MICH

HURON CO MEML



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	
4	① MIRL ② PAPI-L (angle 3.0°)	3195'			75'
22	① MIRL ② PAPI-L (angle 3.5°)				75'
17	① MIRL (non-std) ② REIL ③ PAPI-L (angle 3.0°)				75'
35					

- ① Increase intensity dusk-2130 LT, and activate after 2130 LT on 123.075.
- ② Activate on 123.075.

TAKE-OFF			FOR FILING AS ALTERNATE Authorized Only When Local Weather Available		
All Rwys			RNAV (GPS) Rwy 4 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 35		
Adequate Vis Ref		STD	Other		
1 & 2 Eng	1/4	1	A	NA	
3 & 4 Eng		1/2	B		
			C		800-2
			D		NA

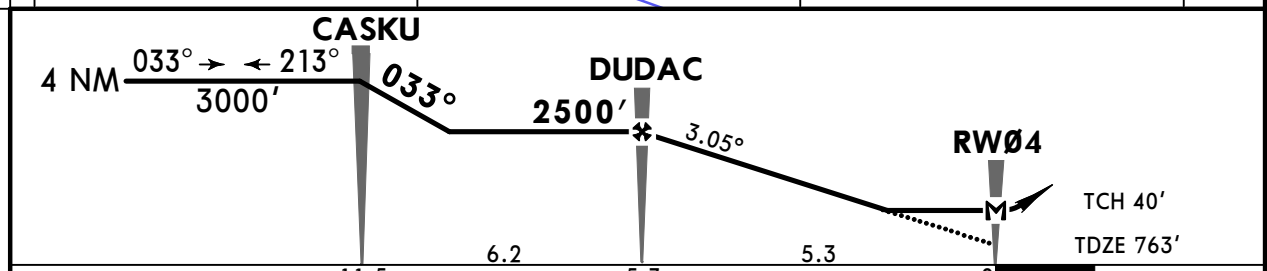
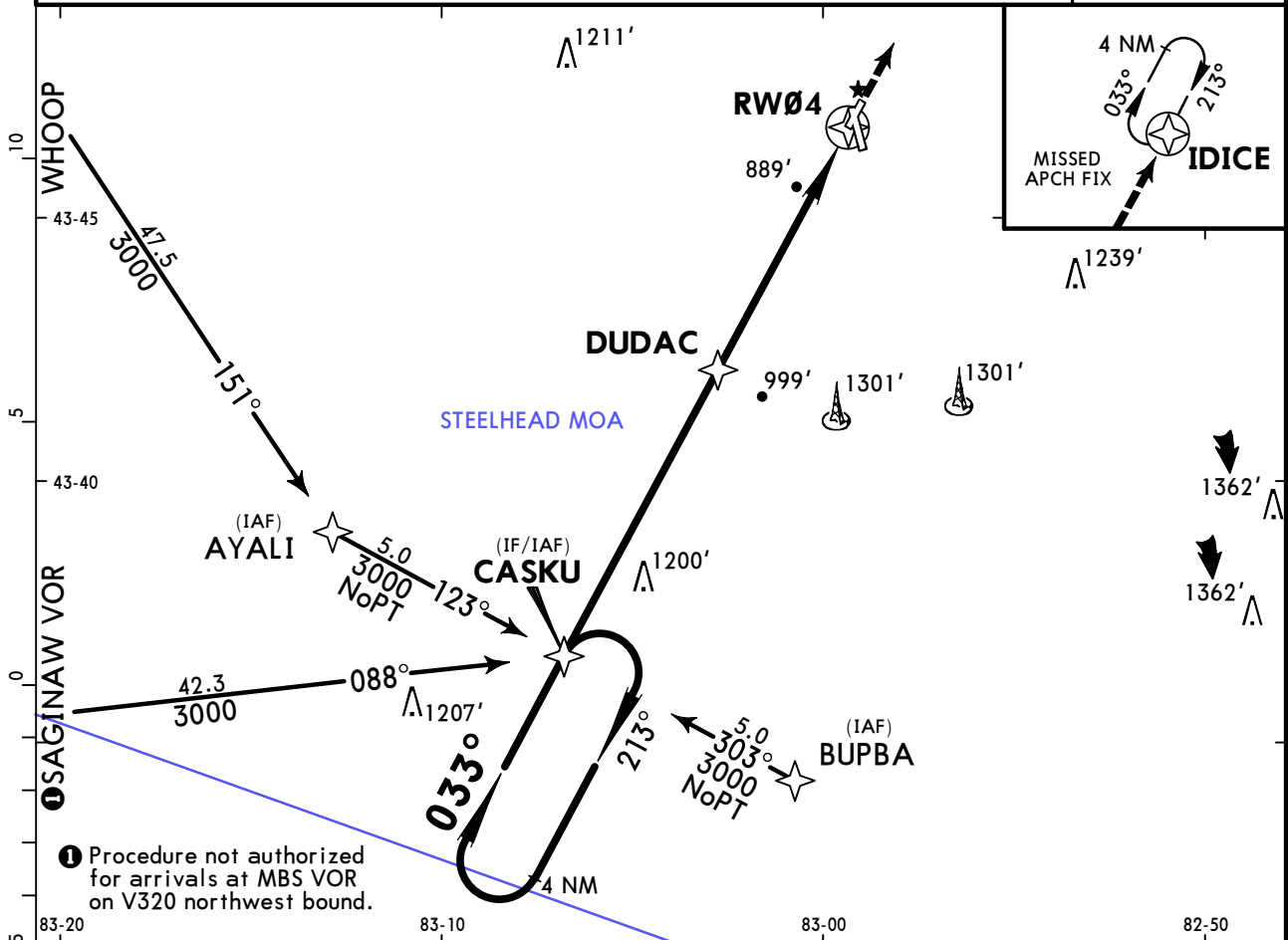
AMEND 4

KBAX
HURON CO MEML

JEPPESEN
14 APR 23
Eff 20 Apr (12-1) CAT A, B & C

BAD AXE, MICH
RNAV (GPS) Rwy 4

AWOS-3 118.6		CLEVELAND Center (R) 126.75		LANSING Radio 122.2	HURON CO MEML UNICOM CTAF 123.075	
RNAV	Final Apch Crs 033°	DUDAC 2500' (1737')	LNAV MDA(H) (CONDITIONAL) 1140' (377')	Apt Elev 763' TDZE 763'		
MISSED APCH: Climb to 3000' direct IDICE and hold.						
RNP Apch	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'		
1. Procedure not authorized at night. 2. Use local altimeter setting, if not received, use MBS Intl altimeter setting. 3. Helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 123.075.						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	D	IDICE	
Descent Angle	3.05°	378	486	540	648	755					863
MAP at RW04											

		STRAIGHT-IN LANDING RWY 4	
		LNAV	LNAV
		With Local Altimeter Setting	With MBS Intl Altimeter Setting
		MDA(H) 1140' (377')	MDA(H) 1280' (517')
A			1
B	1		
C			1½
D	NA		NA

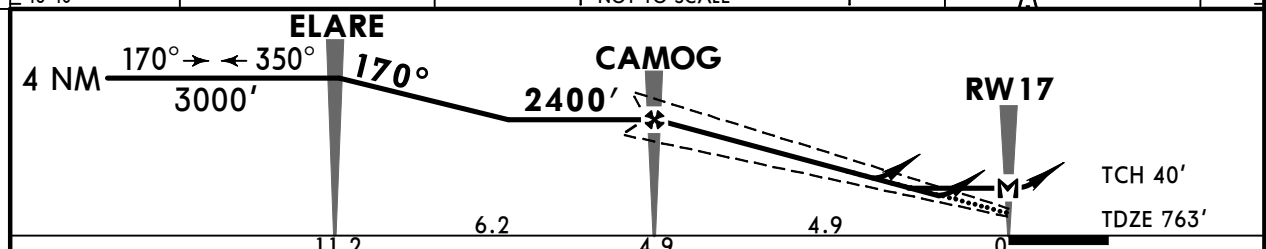
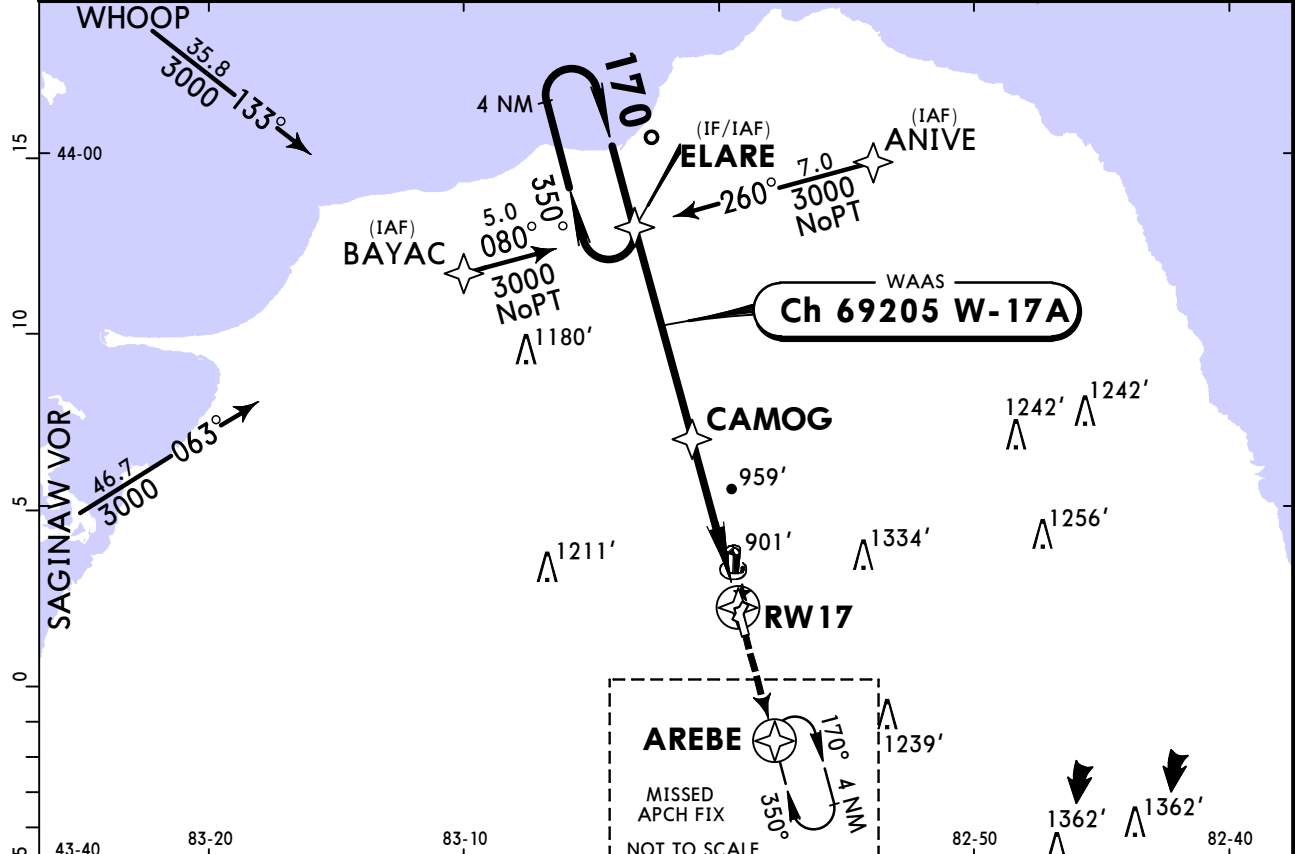
TERPS ORIG-B 18 SEP 2014

KBAX
HURON CO MEML

JEPPESEN
14 APR 23
Eff 20 Apr (12-2) CAT A, B & C

BAD AXE, MICH
RNAV (GPS) Rwy 17

AWOS-3 118.6		CLEVELAND Center (R) 126.75		LANSING Radio 122.2		HURON CO MEML UNICOM CTAF 123.075		
WAAS Ch 69205 W-17A		Final Apch Crs 170°		CAMOG 2400' (1637')		LPV DA(H) (CONDITIONAL) 1075' (312')		
				Apt Elev 763'		TDZE 763'		
MISSED APCH: Climb to 3000' direct AREBE and hold.							2400	
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Use local altimeter setting, if not received, use MBS Intl altimeter setting. 2. Baro-VNAV not authorized when using MBS Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C or above 54°C. 4. Rwy 17 helicopter visibility reduction below 3/4 SM not authorized. 5. Pilot controlled lighting 123.075.								
							MSA RW17	



Gnd speed-Kts	70	90	100	120	140	160	REIL	3000'	D → AREBE
Glide Path Angle	3.00°	372	478	531	637	743	PAPI-L	↑	
MAP at RW17									

TERPS				STRAIGHT-IN LANDING RWY 17		
				With Local Altimeter Setting		
LPV DA(H) 1075' (312')		LNAV/VNAV DA(H) 1352' (589')		LNAV MDA(H) 1220' (457')		
A					1	
B	1		2		1	
C	NA		NA		1 1/4	
D	NA		NA		NA	
				With MBS Intl Altimeter Setting		
LPV DA(H) 1204' (441')		LNAV/VNAV DA(H) 1481' (718')		LNAV MDA(H) 1360' (597')		
A					1	
B	1 3/8		2		1	
C	NA		NA		1 3/4	
D	NA		NA		NA	

KBAX
HURON CO MEML

JEPPESEN

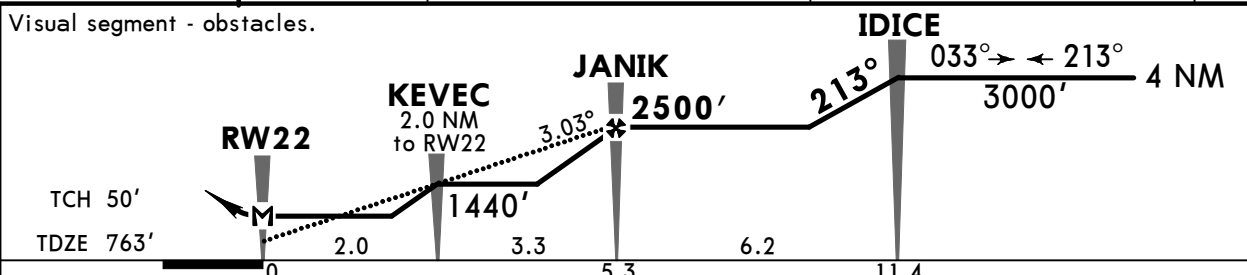
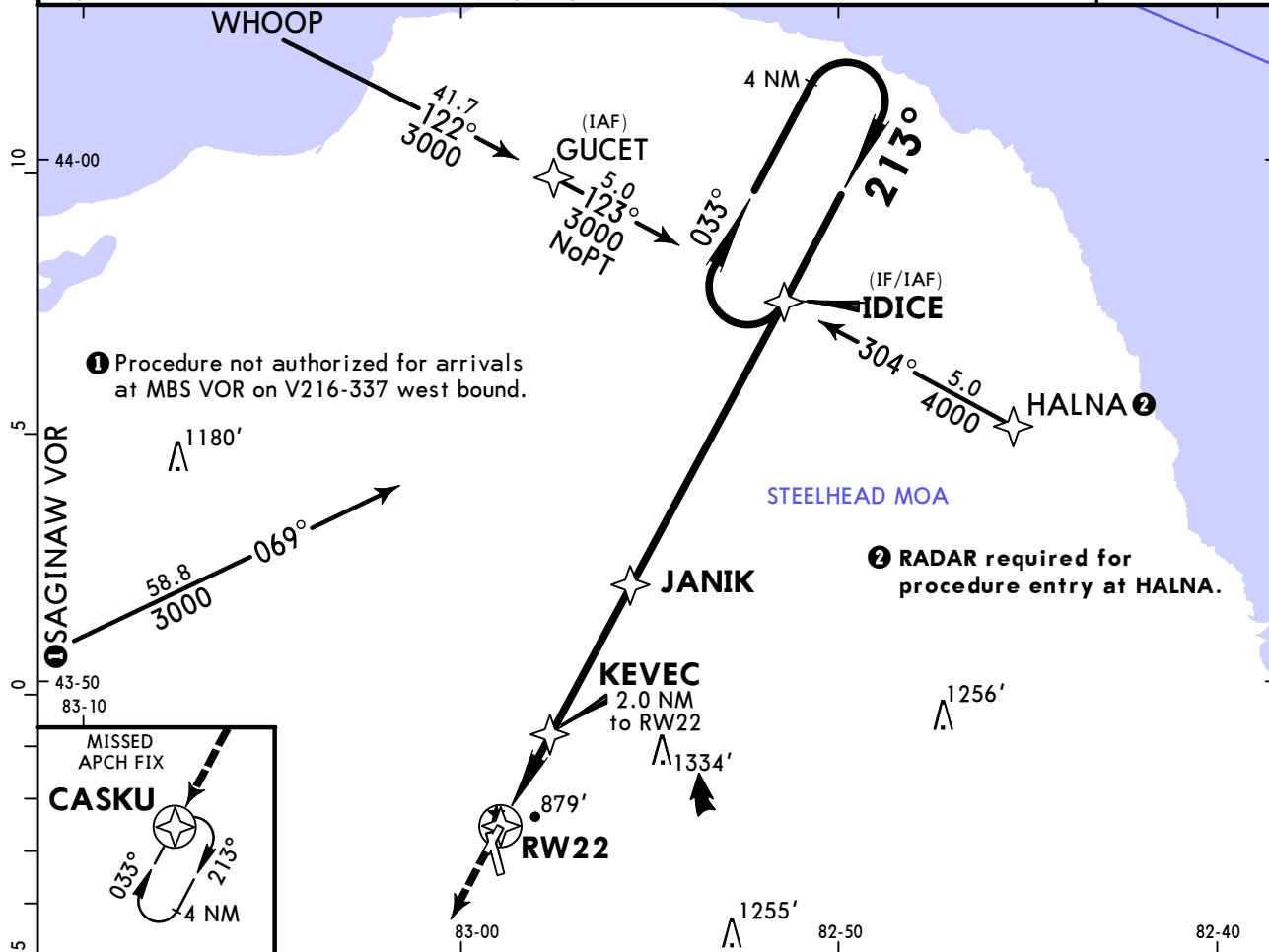
14 APR 23
Eff 20 Apr

(12-3)

CAT A, B & C

BAD AXE, MICH
RNAV (GPS) Rwy 22

AWOS-3 118.6		CLEVELAND Center (R) 126.75		LANSING Radio 122.2		HURON CO MEML UNICOM CTAF 123.075	
RNAV	Final Apch Crs 213°	JANIK 2500' (1737')		LNAV MDA(H) (CONDITIONAL) 1140' (377')		Apt Elev 763' TDZE 763'	
MISSED APCH: Climb to 3000' direct CASKU and hold.							2400
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Procedure not authorized at night. 2. Use local altimeter setting, if not received, use MBS Intl altimeter setting. 3. VNAV not applicable when using remote altimeter setting. 4. Rwy 22 helicopter visibility reduction below 1 SM not authorized. 5. VGSI and descent angle not coincident. 6. Pilot controlled lighting 123.075.							
							MSA RW22



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	D →	CASKU
Descent Angle	3.03°	375	482	536	643	750				
MAP at RW22										

STRAIGHT-IN LANDING RWY 22	
LNAV	
With Local Altimeter Setting	With MBS Intl Altimeter Setting
MDA(H) 1140' (377')	MDA(H) 1280' (517')
A	1
B	1
C	1½
D	NA

TERPS ORIG-C 17 AUG 2017

Chart changes since cycle 15-2023

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

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

BAD AXE, MI (HURON CO MEML - KBAX)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBAX

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.