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General Information

Location: HERLONG CA USA
ICAO/IATA: KAHC / AHC
Lat/Long: N40° 15.96', W120° 09.04'
Elevation: 4012 ft

Airport Use: Military
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 13.0° E
Sectional Chart: Klamath Falls

Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 1254 Z
Sunset: 0300 Z

Runway Information

Runway: 09
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 4008 ft

Runway: 27
Length x Width: 10000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 4012 ft

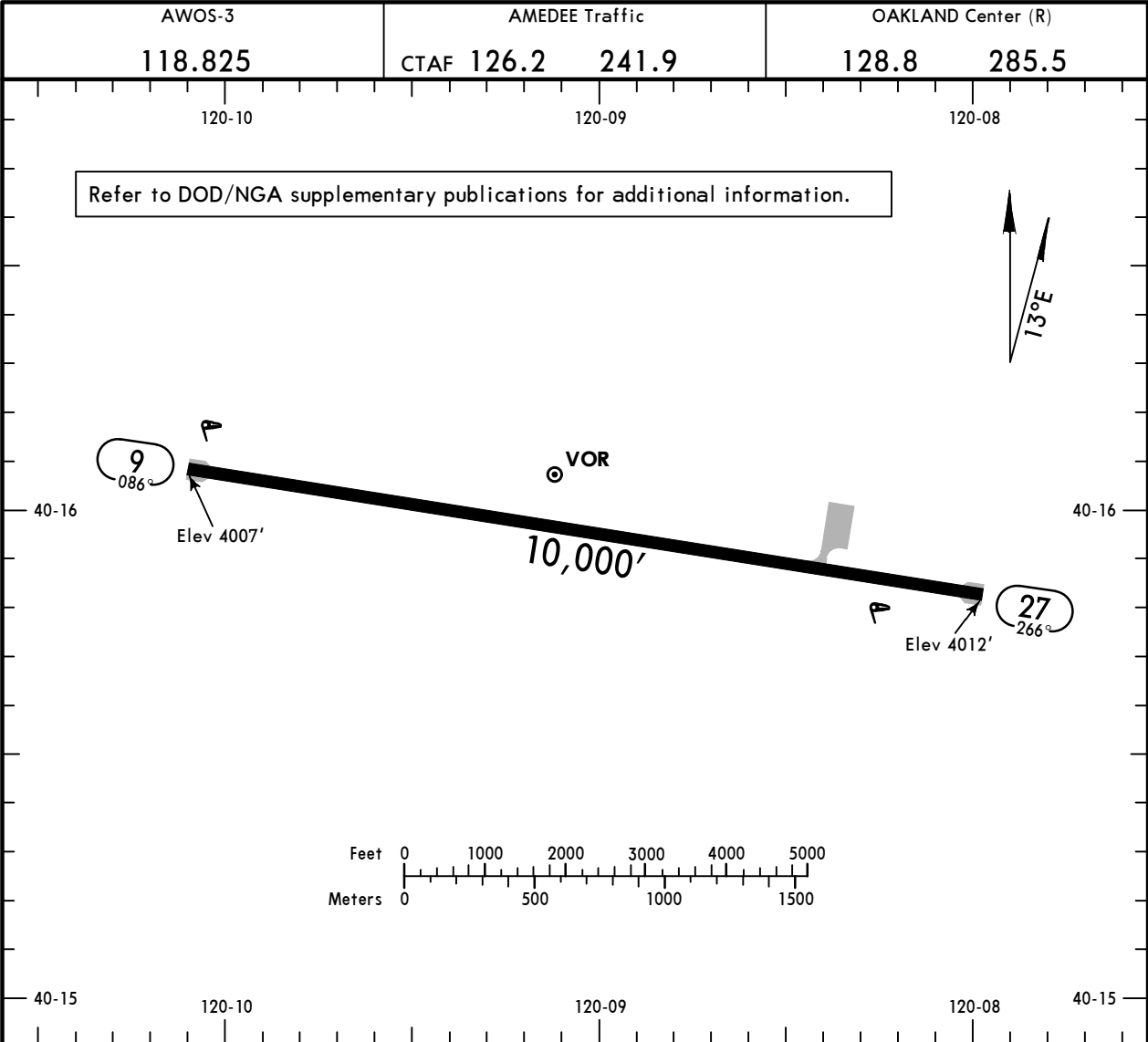
Communication Information

AWOS: 118.825
Amedee Aaf MULTICOM: 24.190 CTAF Military
Amedee Aaf MULTICOM: 126.200 CTAF
Oakland ACC: 28.550 Military
Oakland ACC: 128.800 Remote Communications Air-Ground

KAHC/AHC
Apt Elev **4012'**
N40 16.0 W120 09.0

JEPPesen
4 AUG 23 **(30-9)** **Eff 10 Aug**

HERLONG, CALIF
AMEDEE AAF



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
9	RL				150'
27	RL PAPI-L (angle 3.00°)				

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE							FOR FILING AS ALTERNATE		
	Rwy 9		Rwy 27		4100-3	A B C D			NA
	With Mim climb of 350'/NM to 9500'	1 VCOA	With Mim climb of 390'/NM to 8500'	1 VCOA					
	STD		STD						
1 & 2 Eng	1	4100-3	1	4100-3					
3 & 4 Eng	1/2		1/2						

OBSTACLE DP: Rwy 9, climbing right turn on a heading between 086° clockwise to 266° from departure end of runway. Rwy 27, climbing left turn on a heading between 086° clockwise to 266° from departure end of runway.

1 VISUAL CLIMB OVER AIRPORT (VCOA): All rwys, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Amedee AAF at or above 8000' before proceeding on course.

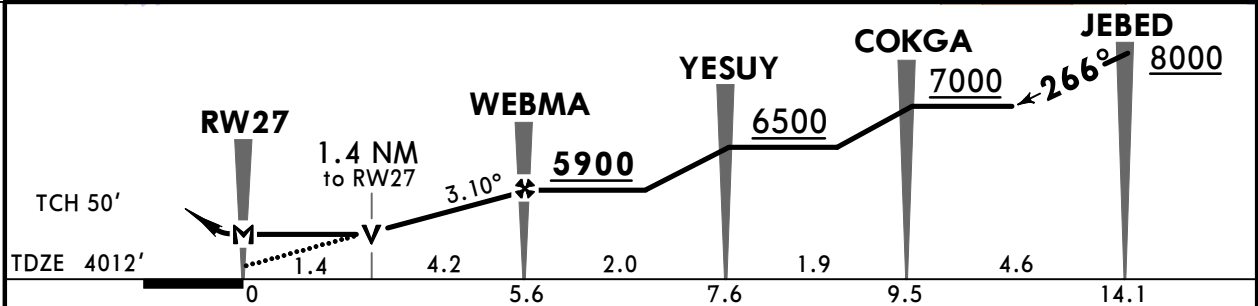
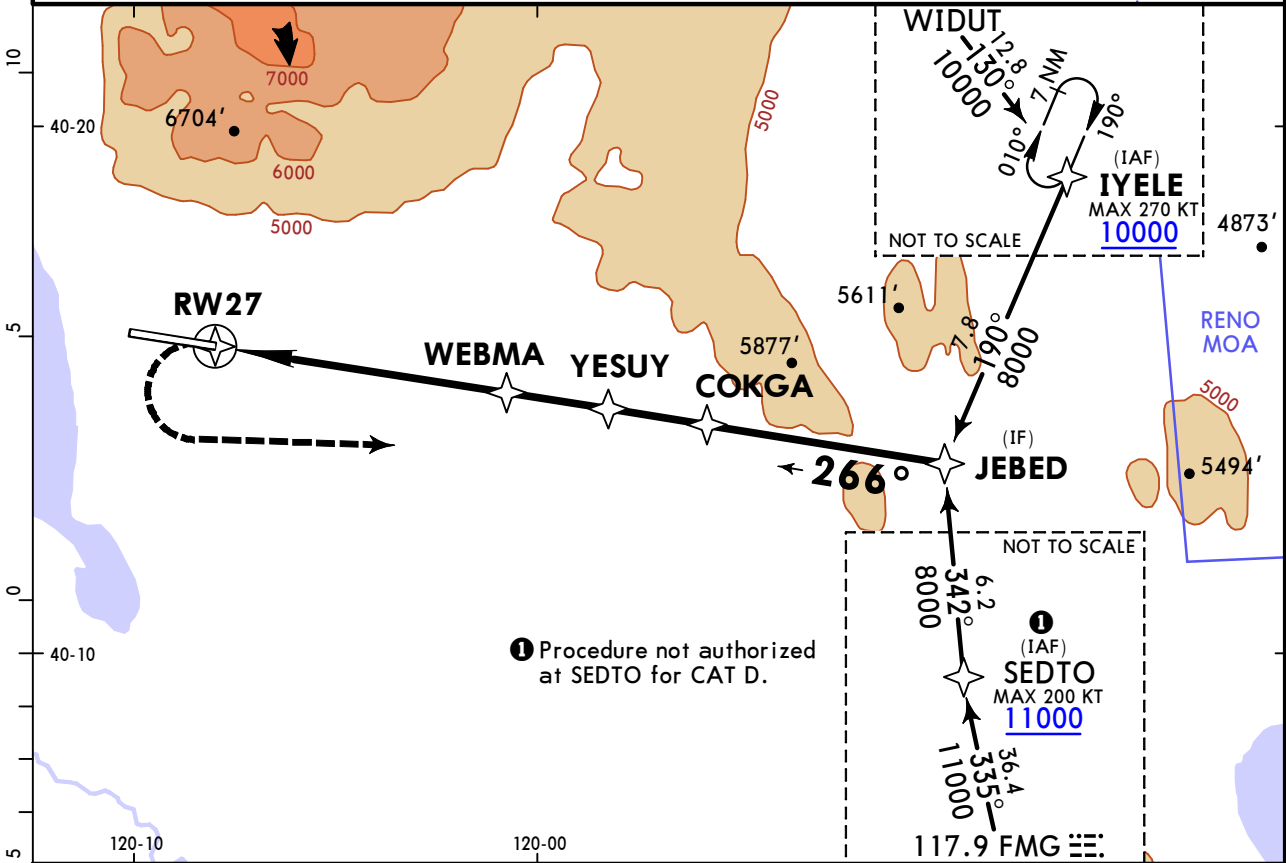
KAHC/AHC
AMEDEE AAF

JEPPESEN
4 AUG 23 (32-1) Eff 10 Aug

HERLONG, CALIF
RNAV (GPS) Rwy 27

AWOS-3 118.825		OAKLAND Center (R) 128.8 285.5		AMEDEE Traffic CTAF 126.2 241.9	
RNAV	Final Apch Crs 266°	WEBMA 5900 (1888')	LNAV MDA(H) (CONDITIONAL) 4540' (528')	Apt Elev 4012' TDZE 4012'	10000 MSA RW27
MISSED APCH: Climbing LEFT turn to 10000' direct JEBED and track 010° to IYELE and hold, continue climb-in-hold to 10000'. When authorized by ATC, continue climb-in-hold to 14000'.					

RNP Apch - GPS | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'
1. NOT FOR CIVIL USE. 2. Procedure not authorized at night. 3. Use local altimeter setting; if not received, use Susanville altimeter setting. 4. EMERG SAFE ALT 100 NM 13000'. 5. VDP not authorized when using Susanville altimeter setting. 6. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 87').



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L		10000'	LT	JEBED
Descent Angle	3.10°	384	494	548	658	768					
MAP at RW27											

Military STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
LNAV							
With Local Altimeter Setting MDA(H)		With Susanville Altimeter Setting MDA(H)		With Local Altimeter Setting		With Susanville Altimeter Setting	
4540' (528')		4620' (608')					
A	600'-V1	700'-V1	90	4540' (528') 600'-V1	4620' (608') 700'-V1		
B			120	4680' (668') 700'-V1	4760' (748') 800'-V1		
C	600'-V1 1/2	700'-V1 3/4	140	1 4680' (668') 700'-V1 3/4	1 4760' (748') 800'-V2 1/4		
D			165	1 4680' (668') 700'-2	1 4760' (748') 800'-V2 1/2		

1 Not authorized north of Rwy 9/27.

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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HERLONG, CA (AMEDEE AAF - KAHC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAHC

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

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.

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.