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General Information

Location: AMERY WI USA
ICAO/IATA: KAHH / AHH
Lat/Long: N45° 16.87', W092° 22.52'
Elevation: 1088 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 1.0° E
Sectional Chart: Green Bay

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

Sunrise: 1051 Z
Sunset: 0121 Z

Runway Information

Runway: 18
Length x Width: 4000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1080 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 36
Length x Width: 4000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1088 ft
Lighting: Edge, REIL, Pilot controlled

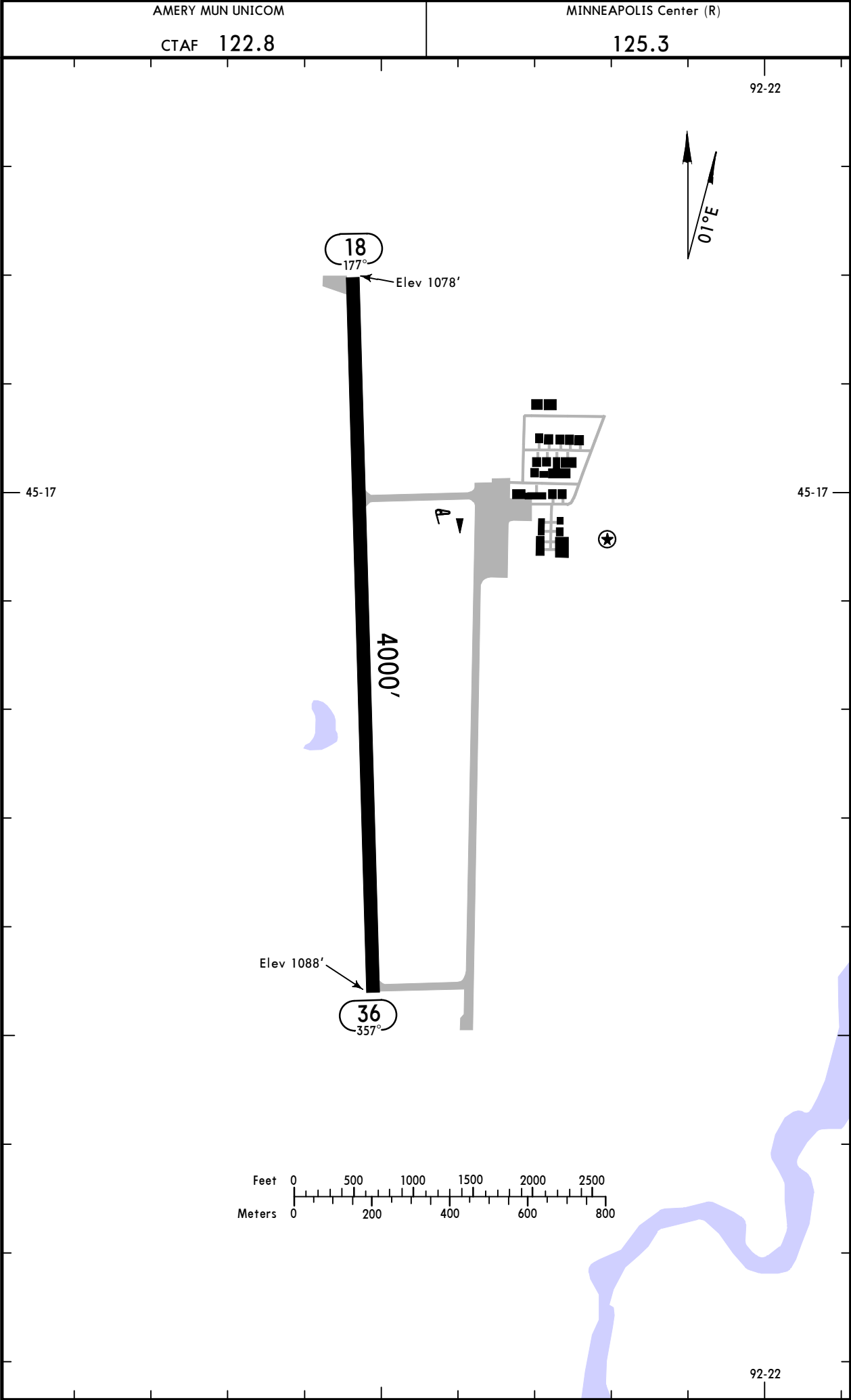
Communication Information

AWOS: 120.000 Secondary
AWOS: 119.925 Secondary
Amery Mun UNICOM: 122.800 CTAF PCL
Minneapolis ACC: 125.300 Remote Communications Air-Ground

KAHH/AHH
Apt Elev **1088'**
N45 16.9 W092 22.5

 **JEPPesen**
13 OCT 23 **(10-9)**

AMERY, WISC
AMERY MUN



KAHH/AHH

 **JEPPesen**
13 OCT 23 **(10-9A)**

AMERY, WISC
AMERY MUN

GENERAL

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
18	① MIRL ② REIL ②③ PAPI-L (angle 4.00°)				75'
36	① MIRL ② REIL ② PAPI-L (angle 3.00°, TCH 23')				

- ① Preset to low sunset-sunrise; increase intensity and activate on 122.8.
② Activate on 122.8.
③ Unusable beyond 8° right of centerline.

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TAKE-OFF

	Rwy 36		Rwy 18		
	Adequate Vis Ref	STD	With Mim climb of 390'/NM to 1500'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	400-1 1/2
3 & 4 Eng		1/2		1/2	

TAKE-OFF OBSTACLE NOTES

Rwy 18, navaid 8' from DER, 97' left of centerline, 15' AGL/1089' MSL. Tree 301' from DER, 480' left of centerline, 100' AGL/1124' MSL. Tree 410' from DER, 472' left of centerline, 100' AGL/1127' MSL. Vehicles on road beginning 608' from DER, crossing left and right of centerline, up to 15' AGL/1110' MSL. Trees beginning 667' from DER, 419' left of centerline, up to 100' AGL/1131' MSL. Trees beginning 644' from DER, 41' right of centerline, up to 100' AGL/1125' MSL. Trees, pole, tank beginning 708' from DER, 559' right of centerline, up to 1167' MSL. Tower 6684' from DER, 2073' left of centerline, 140' AGL/1340' MSL.

Rwy 36, vehicles on road beginning 12' from DER, crossing left and right of centerline, up to 15' AGL/1191' MSL. Trees beginning 83' from DER, 151' right of centerline, up to 100' AGL/1092' MSL. Trees beginning 287' from DER, 269' right of centerline, up to 100' AGL/1117' MSL. Trees beginning 1022' from DER, 22' right of centerline, up to 100' AGL/1151' MSL. Trees beginning 2295' from DER, 98' right of centerline, up to 100' AGL/1155' MSL. Trees beginning 2856' from DER, 179' right of centerline, up to 100' AGL/1173' MSL. Pole and tree 352' from DER, 564' left of centerline, up to 1102' MSL. Tree 569' from DER, 256' left of centerline, 100' AGL/1118' MSL. Trees and pole beginning 611' from DER, 396' left of centerline, up to 100' AGL/1149' MSL. Trees beginning 2093' from DER, 270' left of centerline, up to 100' AGL/1150' MSL. Trees beginning 3827' from DER, 387' left of centerline, up to 100' AGL/1190' MSL.

FOR FILING AS ALTERNATE

A	NA
B	
C	
D	

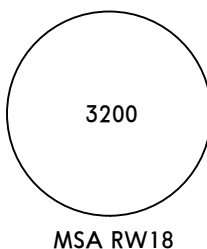
AMEND 1 C

KAHH/AHH
AMERY MUN

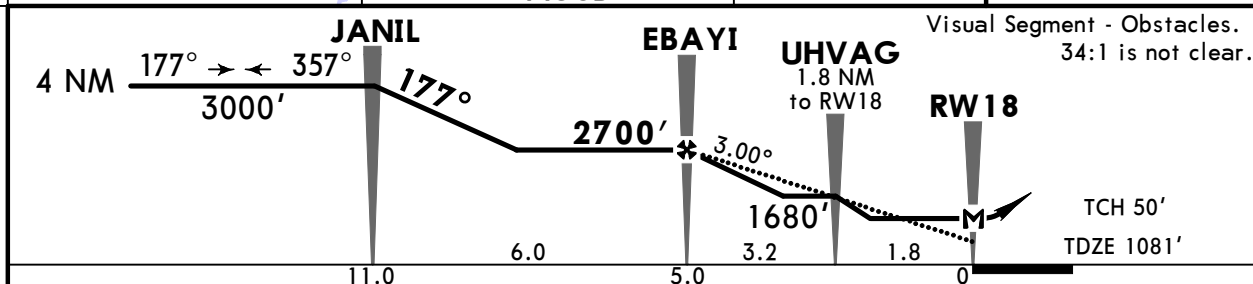
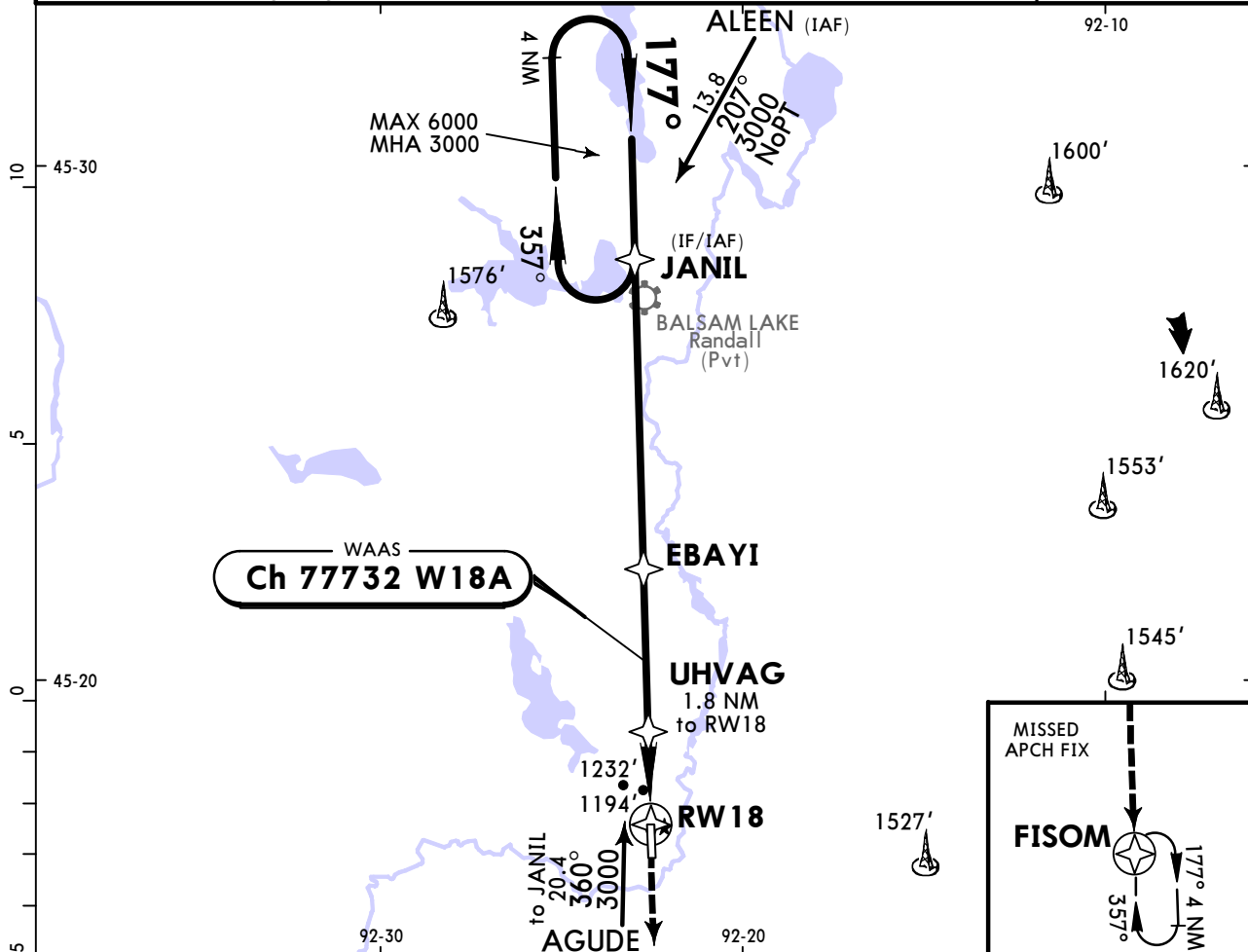
JEPPESEN
13 MAR 26
Eff 19 Mar 12-1 CAT A, B & C

AMERY, WISC
RNAV (GPS) Rwy 18

BRIEFING STRIP™

MINNEAPOLIS Center (R)				AMERY MUN UNICOM	
125.3				CTAF 122.8	
WAAS Ch 77732 W18A	Final Apch Crs 177°	EBAYI 2700' (1619')	LP MDA(H) (CONDITIONAL) 1500' (419')	Apt Elev 1088' TDZE 1081'	
MISSED APCH: Climb to 3000' direct FISOM and hold.					
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	
1. Procedure not authorized at night. 2. Use KRNH altimeter setting (AWOS-3 120.0); if not received, use KOEO altimeter setting. 3. VNAV not applicable when using KOEO altimeter setting. 4. Rwy 18 helicopter visibility reduction below 1 SM not authorized. 5. VGS and descent angle not coincident. 6. Pilot controlled lighting 122.8.					

MSA RW18



Gnd speed-Kts	70	90	100	120	140	160		REIL PAPI-L	3000' ↑		FISOM
Descent Angle 3.00°	372	478	531	637	743	849					
MAP at RW18											

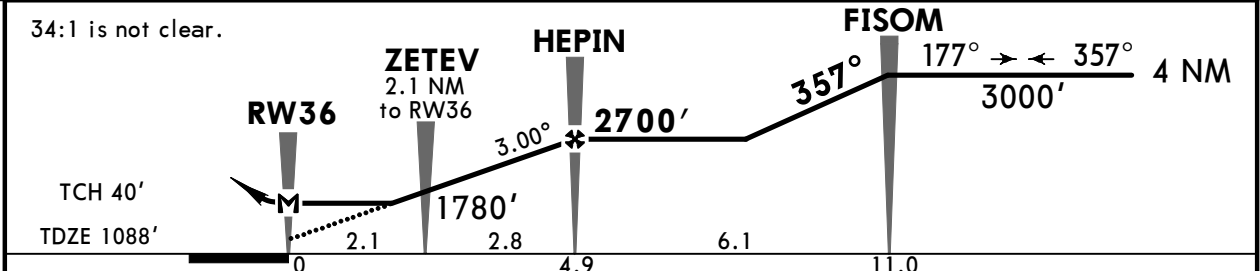
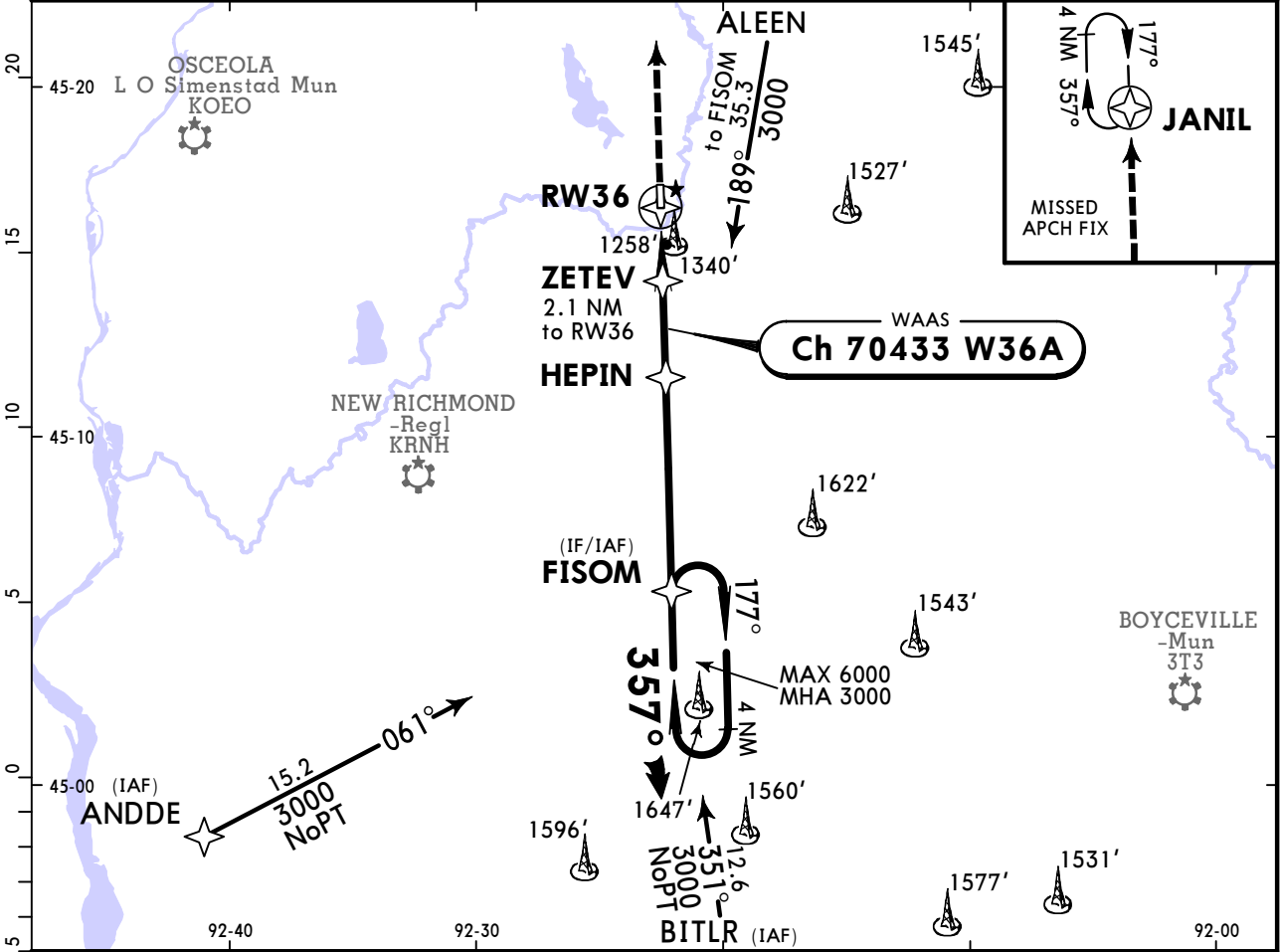
TERPS					CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 18						
LP		LNAV				
MDA(H)	MDA(H)	MDA(H)	MDA(H)	MDA(H)	With KRNH Altimeter Setting	With KOEO Altimeter Setting
1500' (419')	1520' (439')	1600' (519')	1620' (539')	1620' (539')	Max Kts	
With KRNH Altimeter setting	With KOEO Altimeter setting	With KRNH Altimeter setting	With KOEO Altimeter setting	With KOEO Altimeter setting	90	1740' (652') - 1
A	1	1	1	1	120	1760' (672') - 1
B	1	1	1	1	140	1740' (652') - 1 3/4
C	1 1/8	1 1/4	1 3/8	1 1/2	D	1760' (672') - 2
D	NA	NA	NA	NA		NA

KAHH/AHH
AMERY MUN

JEPPESEN
13 MAR 26
Eff 19 Mar **(12-2)** CAT A, B & C

AMERY, WISC
RNAV (GPS) Rwy 36

MINNEAPOLIS Center (R)				AMERY MUN UNICOM	
125.3				CTAF 122.8	
WAAS Ch 70433 W36A	Final Apch Crs 357°	HEPIN 2700' (1612')	LP MDA(H) (CONDITIONAL) 1560' (472')	Apt Elev 1088' TDZE 1088'	3200 MSA RW36
MISSED APCH: Climb to 3000' direct JANIL and hold.					
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	
1. Procedure not authorized at night. 2. Use KRNH altimeter setting (AWOS-3 120.0); if not received, use KOEO altimeter setting. 3. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 23'). 4. Rwy 36 helicopter visibility reduction below 1 SM not authorized. 5. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160			REIL	3000'	D	JANIL
Descent Angle	3.00°	372	478	531	637	743	849			↑		
MAP at RW36												

TERPS		STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
		LP		LNAV					
MDA(H) 1560' (472') With KRNH Altimeter setting		MDA(H) 1580' (492') With KOEO Altimeter setting		MDA(H) 1680' (592') With KRNH Altimeter setting		MDA(H) 1700' (612') With KOEO Altimeter setting		 With KRNH Altimeter Setting	With KOEO Altimeter Setting
								Max Kts	
A	1	1	1	1	1	90	1740'(652') - 1	1760'(672') - 1	
B									120
C	1 ³ / ₈	1 ³ / ₈	1 ³ / ₄	1 ³ / ₄	140	1740'(652') - 1 ³ / ₄	1760'(672') - 2		
D	NA	NA	NA	NA	D	NA	NA		

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
AMERY, WI (AMERY MUN - KAHH)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAHH

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.