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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

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Revision Letter For Cycle 08-2026
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General Information

Location: ALMA MI USA
ICAO/IATA: KAMN / AMN
Lat/Long: N43° 19.33', W084° 41.28'
Elevation: 754 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: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1131 Z
Sunset: 2328 Z

Runway Information

Runway: 09
Length x Width: 5004 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 754 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 18
Length x Width: 3198 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 754 ft
Lighting: Edge, Pilot controlled

Runway: 27
Length x Width: 5004 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 754 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 36
Length x Width: 3198 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 754 ft
Lighting: Edge, Pilot controlled

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Communication Information

AWOS: 124.175
AWOS: 133.025 Secondary
Gratiot Community UNICOM: 122.800 CTAF PCL
Great Lakes Clearance Delivery: 119.250
Great Lakes Approach: 126.450
Great Lakes Departure: 126.450
Cleveland ACC: 126.750 Remote Communications Air-Ground

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KAMN/AMN

Apt Elev **754′**
N43 19.3 W084 41.3

JEPPESEN
10 MAY 24 (10-9) **Eff 16 May**

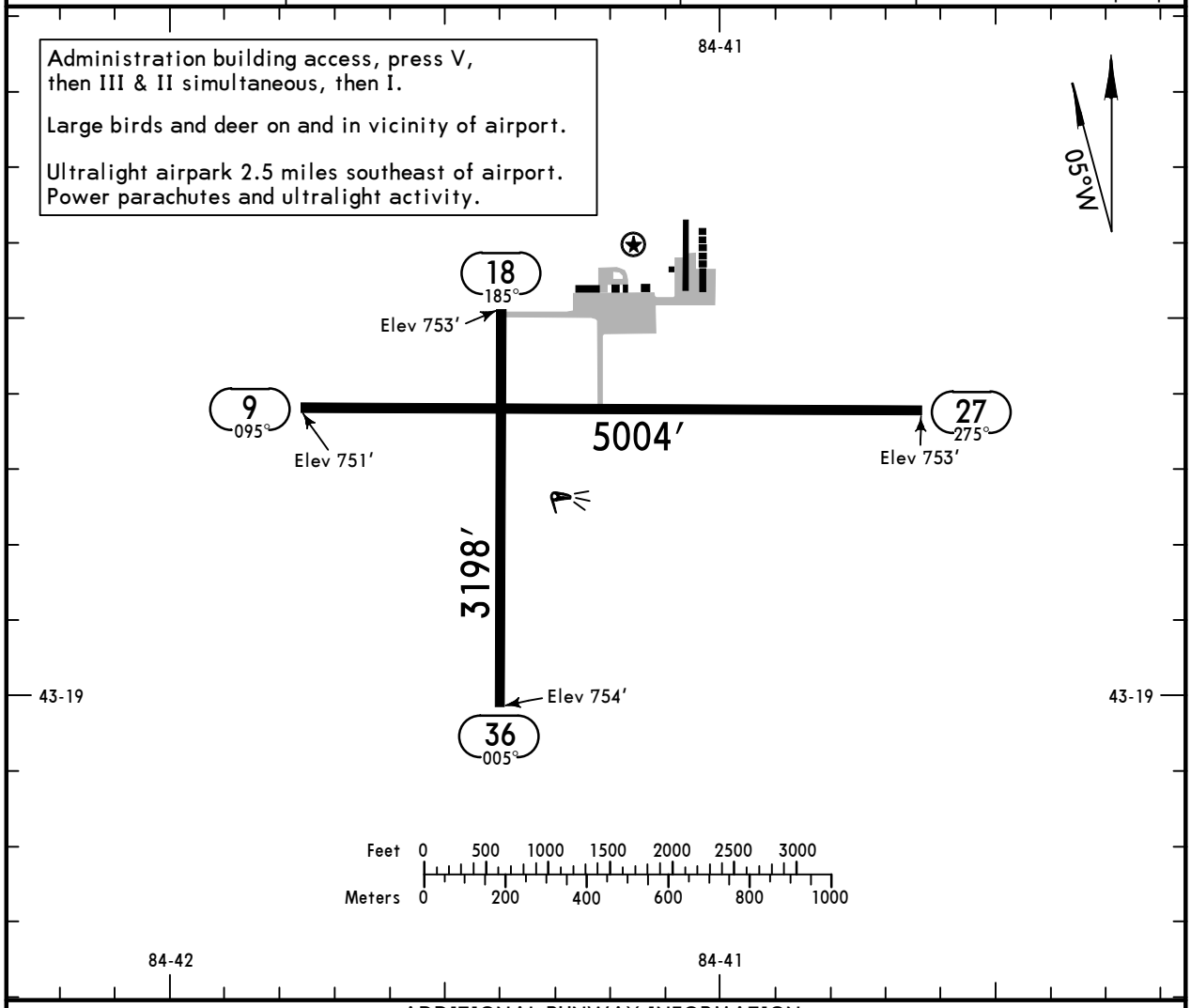
ALMA, MICH
GRATIOT COMMUNITY

AWOS-3P	GRATIOT COMMUNITY UNICOM	*GREAT LAKES Departure (R)	CLEVELAND Center (R)
124.175	CTAF 122.8	126.45	126.75 when Dep inop.

Administration building access, press V, then III & II simultaneous, then I.

Large birds and deer on and in vicinity of airport.

Ultralight airpark 2.5 miles southeast of airport. Power parachutes and ultralight activity.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
9 27	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.00°) grooved				75′
18 36	❶ MIRL grooved				75′

❶ Activate on 122.8.

TERPS

TAKE-OFF

Rwy 18, 27, 36

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
1/4	1/2	1

Rwy 9

With Mim climb of 251′/NM to 1400′

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD		Other
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	400-3

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27	Other
800-2	NA

A B C D

ORIG

CHANGES: Communications, take-off minimums, chart format.

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KAMN/AMN
GRATIOT COMMUNITY

JEPPESEN
12 JUL 19 (12-1)

ALMA, MICH
RNAV (GPS) Rwy 9

AWOS-3	*GREAT LAKES Approach (R)	CLEVELAND Center (R)	GRATIOT COMMUNITY UNICOM
124.175	126.45	126.75 when App inop.	CTAF 122.8

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 754′
Ch 90228 W-09A	**095°**	**HAKOT** **2000′** (1247′)	**1028′** (275′)	TDZE 753′

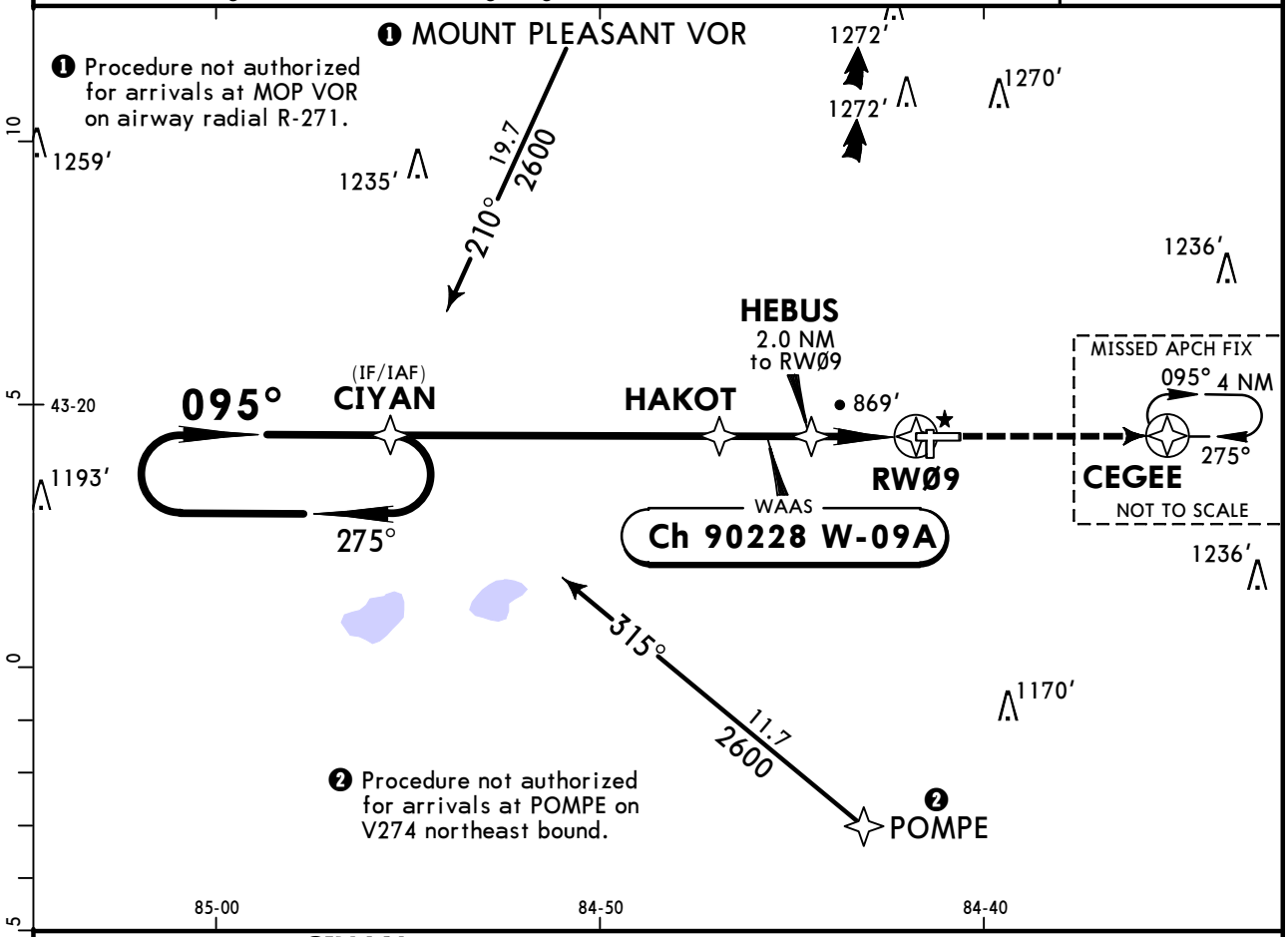
MISSED APCH: Climb to 2600′ direct CEGEE and hold.

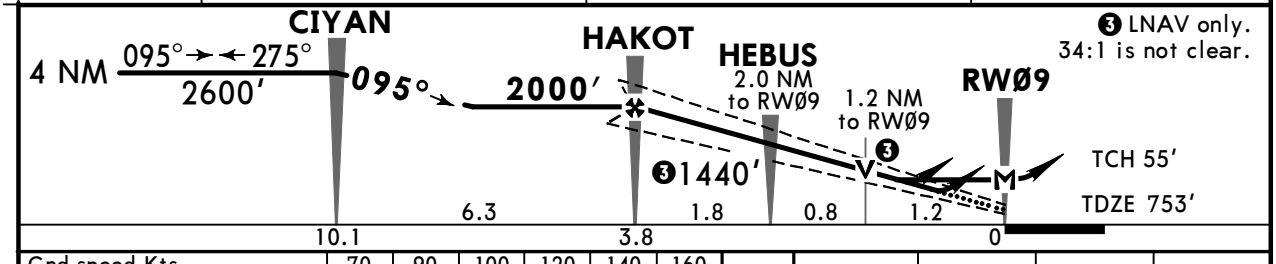
RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′

1. Use local altimeter setting; if not received, use Mt Pleasant altimeter setting. 2. Baro-VNAV not authorized when using Mt Pleasant altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C or above 39°C. 4. VGSI and RNAV glidepath not coincident. 5. Rwy 9 helicopter visibility reduction below 3/4 SM not authorized. 6. VDP not authorized with Mt Pleasant altimeter setting. 7. Pilot controlled lighting 122.8.

2900

MSA RWØ9





Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849		REIL PAPI-L	2600′	D	CEGEE
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RWØ9											

TERPS

STRAIGHT-IN LANDING RWY **9**
With Local Altimeter Setting

	1 LPV DA(H) **1028′** (275′)	**2** LNAV/VNAV DA(H) **1156′** (403′)	**3** LNAV MDA(H) **1160′** (407′)
A	1	1⅜	1
B			
C			1⅛
D			

1 DA(H) **1070′**(317′) with Mt Pleasant altimeter setting.
2 DA(H) **1198′**(445′) ALL CATS VIS 1 1/2 with Mt Pleasant altimeter setting.
3 MDA(H) **1220′**(467′) CATS A/B VIS 1, CATS C/D VIS 1 3/8 with Mt Pleasant altimeter setting.

TERPS AMEND 1B 30 APR 2015

CHANGES: Minimums, notes, chart formatting.

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KAMN/AMN
GRATIOT COMMUNITY

JEPPESEN
12 JUL 19 (12-2) CAT A, B & C

ALMA, MICH
RNAV (GPS) Rwy 18

AWOS-3	*GREAT LAKES Approach (R)	CLEVELAND Center (R)	GRATIOT COMMUNITY UNICOM
124.175	126.45	126.75 when App inop.	CTAF 122.8

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 754′
	185°	PAYOT 2400′ (1647′)	1160′ (407′)	TDZE 753′

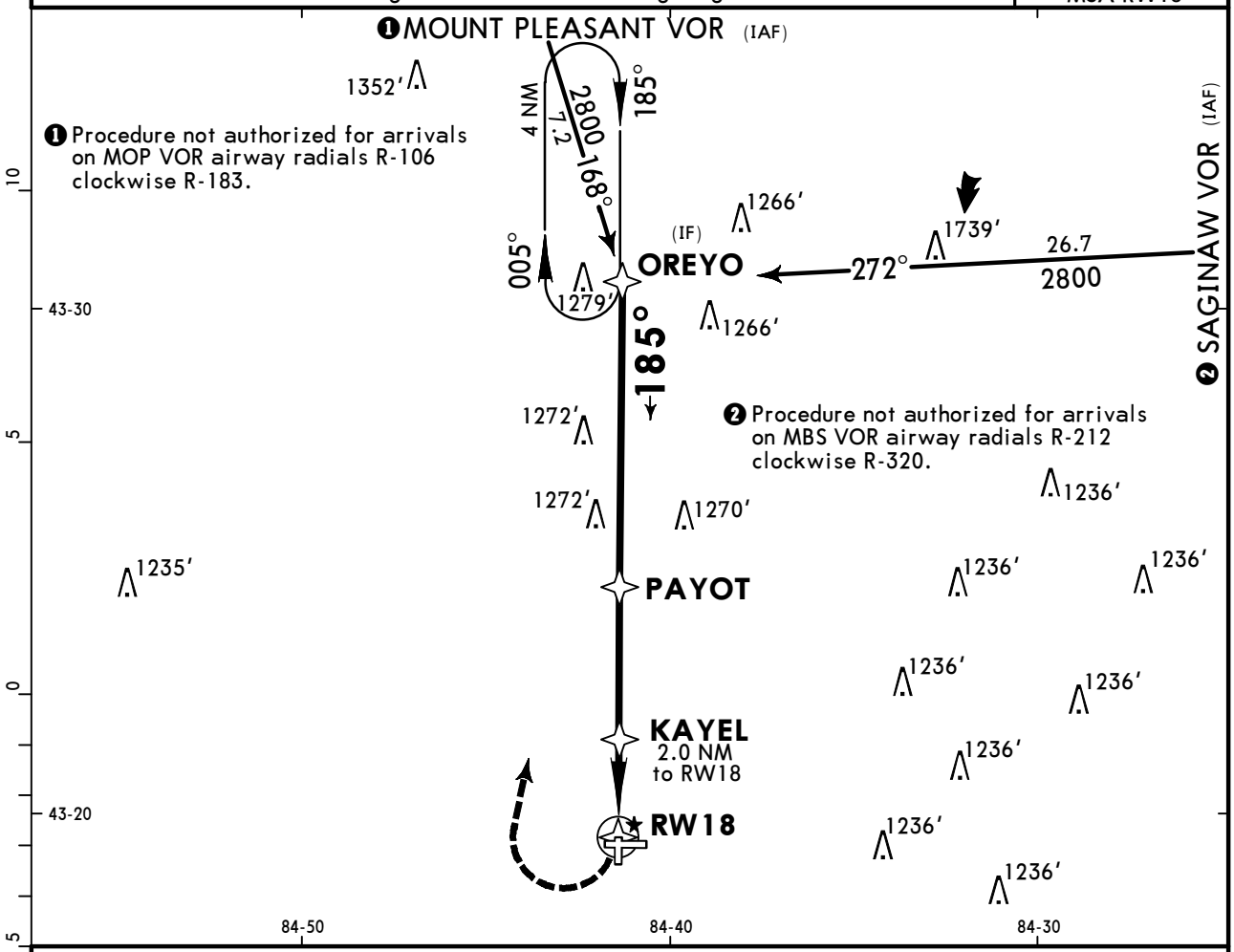
MISSED APCH: Climbing RIGHT turn to 2800′ direct OREYO and hold.

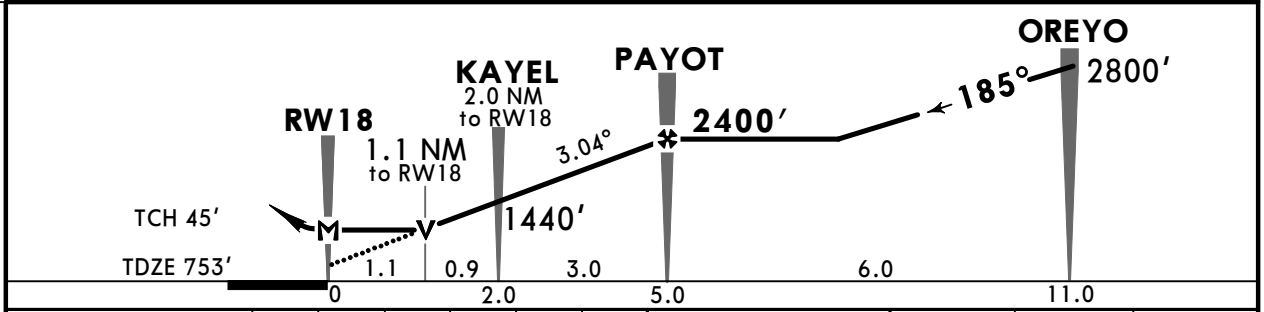
RNP Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Procedure not authorized at night. 2. Pilot controlled lighting 122.8

2800
MSA RW18

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.04°	376	484	538	645	753	861
MAP at RW18						

2800′ RT | D | OREYO

STRAIGHT-IN LANDING RWY **18**
LNAV
MDA(H) **1160′** (407′)

A	1
B	
C	1¼
D	NA

TERPS AMEND 0A 25 DEC 2003

CHANGES: Minimums, notes, chart formatting.

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KAMN/AMN
GRATIOT COMMUNITY

JEPPESEN
24 DEC 21 (12-3)

ALMA, MICH
RNAV (GPS) Rwy 27

AWOS-3P	*GREAT LAKES Approach (R)	CLEVELAND Center (R)	GRATIOT COMMUNITY UNICOM
124.175	126.45	126.75 when App inop.	CTAF 122.8

BRIEFING STRIP ™

WAAS	Final Apch Crs	EYELU	LPV DA(H)	Apt Elev 754′
Ch 58028 W-27A	**275°**	**2300′** (1547′)	**1003′** (250′)	TDZE 753′

MISSED APCH: Climb to 1900′ then climbing RIGHT turn to 2600′ direct CEGEE and hold.

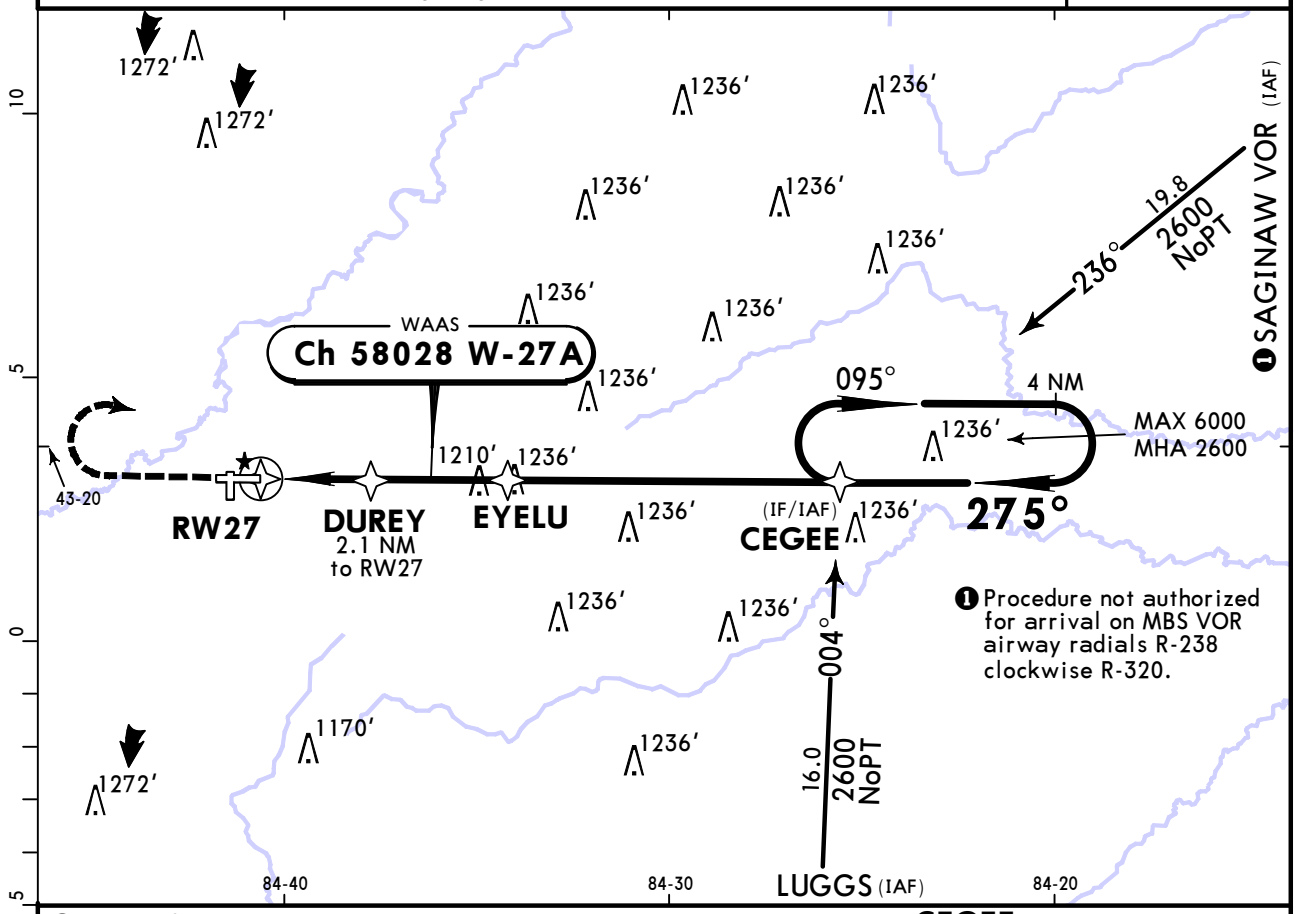
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

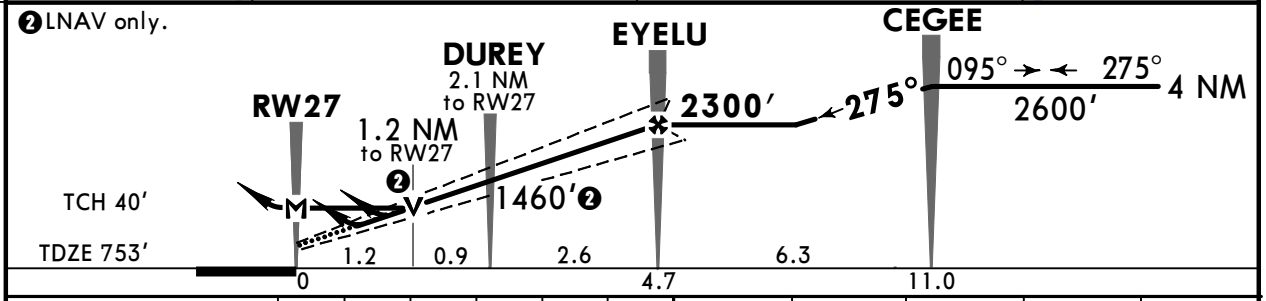
RNP Apch

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C or above 54°C. 2. Pilot controlled lighting 122.8.

2900

MSA RW27





Gnd speed-Kts		70	90	100	120	140	160					
Glide Path Angle	3.00°	372	478	531	637	743	849	REIL PAPI-L	1900′ ↑	2600′ RT	D	CEGEE
MAP at RW27												

TERPS STRAIGHT-IN LANDING RWY **27**

	LPV DA(H) 1003′ (250′)	LNAV/VNAV DA(H) 1036′ (283′)	LNAV MDA(H) 1160′ (407′)
A	1	1	1
B			
C			1⅛
D			

TERPS AMEND 2 5 NOV 2020

CHANGES: AWOS-3P, chart format, topo.

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KAMN/AMN
GRATIOT COMMUNITY

JEPPESEN
24 DEC 21 (13-1)
CAT A, B & C

ALMA, MICH
VOR Rwy 18

AWOS-3P	*GREAT LAKES Approach (R)	CLEVELAND Center (R)	GRATIOT COMMUNITY UNICOM
124.175	126.45	126.75 when App inop.	CTAF 122.8

BRIEFING STRIP ™

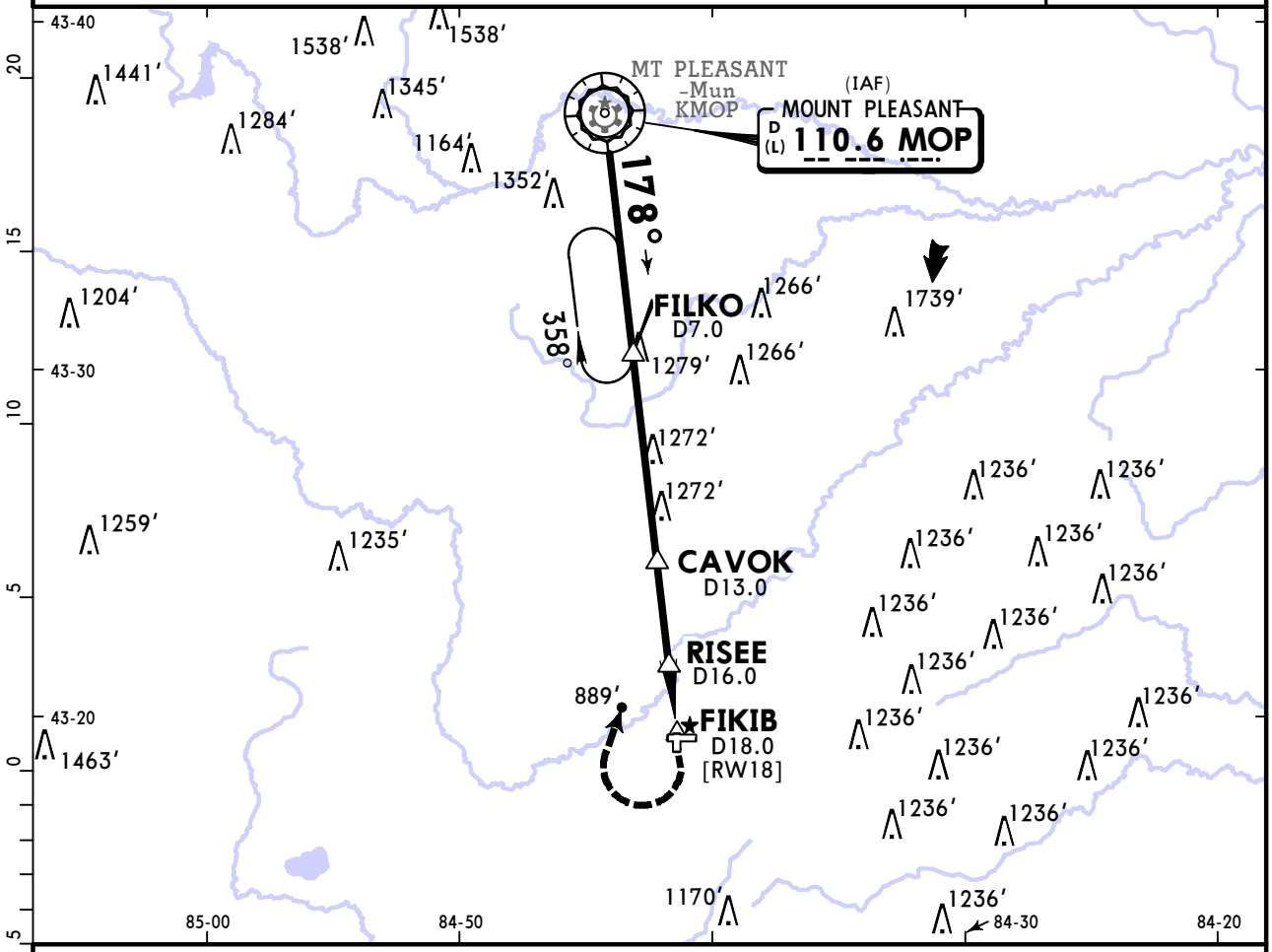
VOR MOP	Final Apch Crs	CAVOK	MDA(H)	Apt Elev 754′
110.6	178°	2400′ (1647′)	1140′ (387′)	TDZE 753′

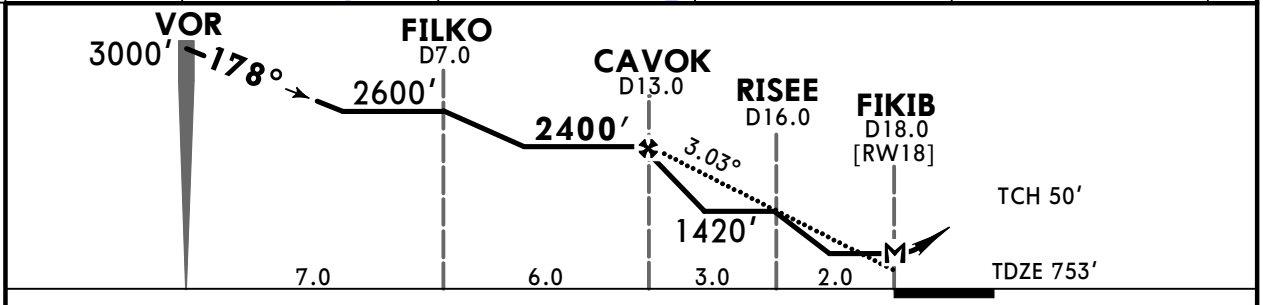
MISSED APCH: Climb to 1200′, then climbing RIGHT turn to 2600′ inbound on MOP VOR R-178 direct to FILKO D7.0 and hold.

Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. DME Required. 2. Night Landing: Rwy 18/36 not authorized. 3. Straight-in and circling Rwy 18, 36 not authorized at night. 4. Rwy 18 helicopter visibility reduction below 1 SM not authorized. 5. Pilot controlled lighting 122.8.

3100
MSA MOP VOR





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.03°	375	482	536	643	750	858
MAP at FIKIB							

1200′	2600′	MOP	FILKO
↑	RT	on 110.6 R-178	

TERPS AMEND 1C 29 MAR 2018

STRAIGHT-IN LANDING RWY 18

MDA(H) 1140′ (387′)

A	1
B	1
C	1¼
D	NA

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	1180′ (426′) -1
120	1220′ (466′) -1
140	1460′ (706′) -2
D	NA

CHANGES: AWOS-3P, chart format, topo, minimums.

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Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ALMA, MI (GRATIOT COMMUNITY - KAMN)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KAMN

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

(Series) AWOS-3 changed to AWOS-3P.

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.