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JEPPESEN
JeppView for Windows

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General Information

Location: LIMA OH USA
ICAO/IATA: KAOH / AOH
Lat/Long: N40° 42.45', W084° 01.62'
Elevation: 975 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 6.0° W
Sectional Chart: Detroit

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

Sunrise: 1128 Z
Sunset: 2326 Z

Runway Information

Runway: 10
Length x Width: 6000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 961 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 28
Length x Width: 6000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 975 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ASOS: 132.850 Secondary
ASOS: 128.725
Lima Allen Co UNICOM: 122.700 CTAF PCL
Columbus Approach: 121.825
Columbus Departure: 118.425

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KAOH/AOH

Apt Elev **975′**

N40 42.4 W084 01.6

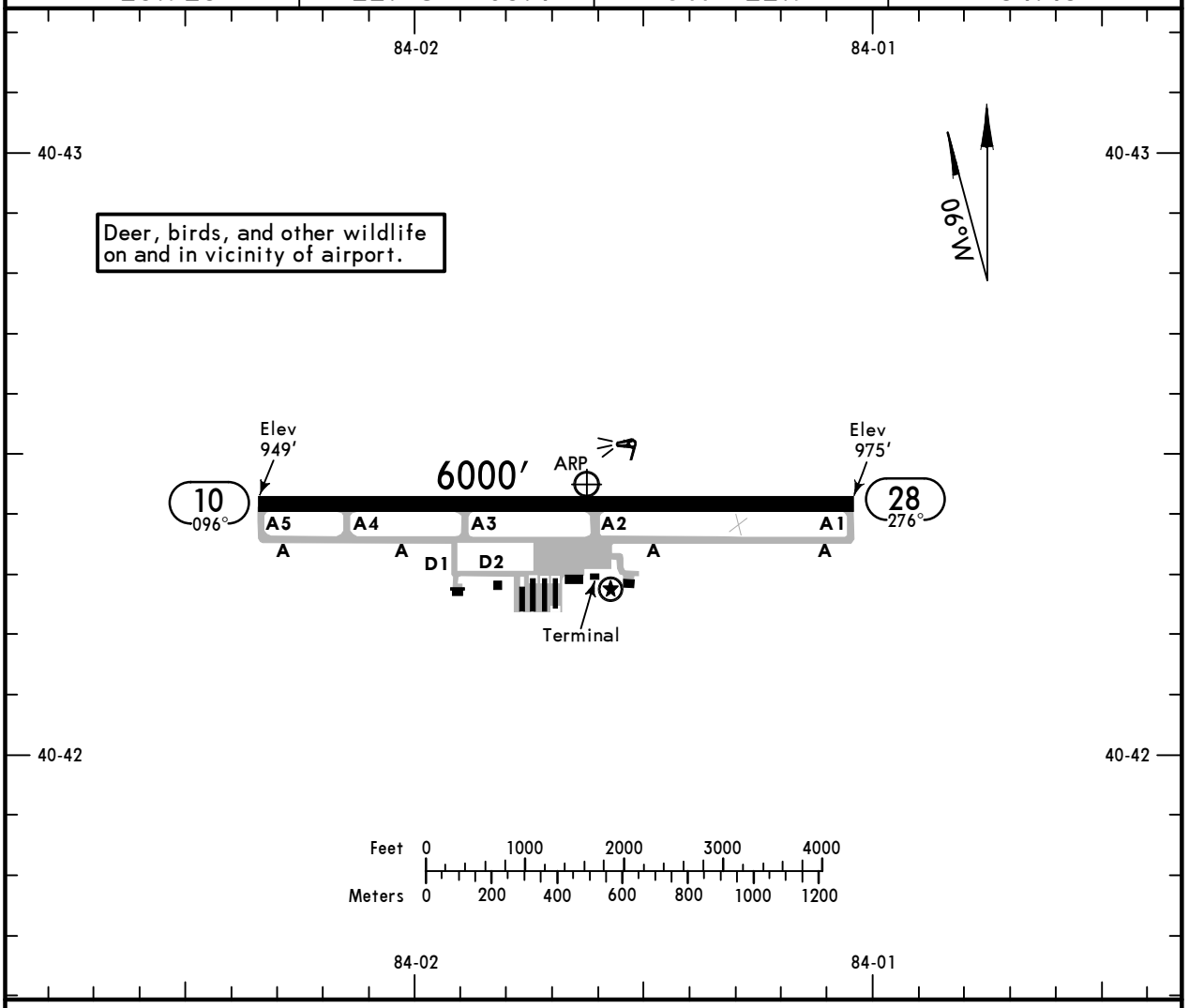
JEPPESEN

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

LIMA, OHIO

LIMA ALLEN CO

ASOS	DAYTON Radio	LIMA ALLEN CO UNICOM	COLUMBUS Departure (R)
128.725	122.1G 108.4T	CTAF 122.7	134.45



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
10 28	❶ HIRL ❶ REIL PAPI-L (angle 3.00°) grooved		4951′		150′

❶ Activate on 122.7.

TERPS

TAKE-OFF

Rwys 10, 28

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

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available		
	RNAV (GPS) Rwy 10	RNAV (GPS) Rwy 28	Other
A B C D	800-2	800-2 900-2¾	NA

AMEND 1A

CHANGES: Communication freq, take-off minimums, chart format.

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KAOH/AOH
LIMA ALLEN CO

JEPPESEN
14 APR 23 (11-1) Eff 20 Apr

LIMA, OHIO
ILS or LOC Rwy 28

ASOS	COLUMBUS Approach (R)	DAYTON Radio	LIMA ALLEN CO UNICOM
128.725	121.825	122.1G 108.4T	CTAF 122.7

BRIEFING STRIP ™

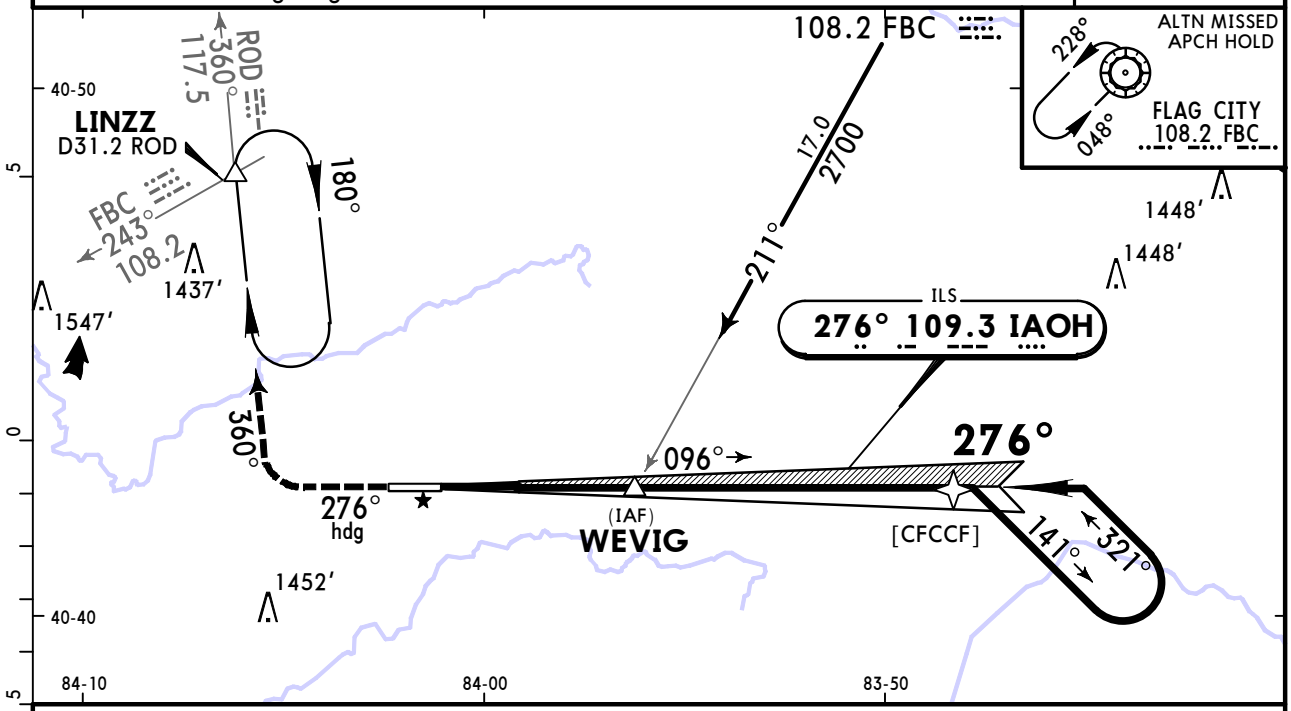
LOC IAOH	Final Apch Crs	WEVIG	ILS DA(H) (CONDITIONAL)	Apt Elev 975′
109.3	276°	2200′ (1225′)	1175′ (200′)	TDZE 975′

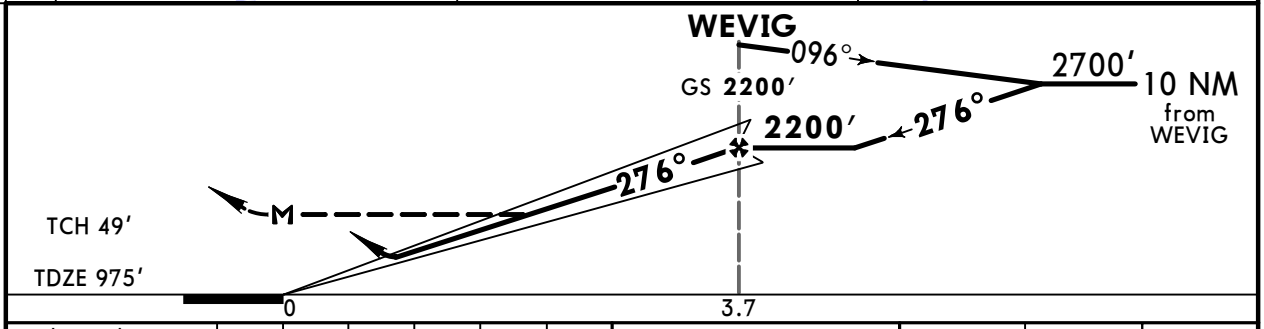
MISSED APCH: Climb to 3000′ outbound on heading 276°and RIGHT turn on ROD VOR R-360 to LINZZ INT/D31.2 ROD and hold, or as directed by ATC.

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

1. Use local altimeter setting; if not received, use Findlay altimeter setting.
2. Pilot controlled lighting 122.7.

3000
MSA FBC VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
WEVIG to MAP	3.7	3:10	2:28	2:13	1:51	1:35	1:23

REIL
PAPI-L
3000′ on 276° hdg

TERPS

STRAIGHT-IN LANDING RWY **28**

With Local Altimeter Setting

	ILS DA(H) 1175′ (200′)	LOC (GS out) MDA(H) 1500′ (525′)
A	3/4	1
B		
C		1 1/2
D		

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1500′ (525′) -1
120	
140	1540′ (565′) -1½
165	1820′ (845′) -2¾

With Findlay Altimeter Setting

	ILS DA(H) 1255′ (280′)	LOC (GS out) MDA(H) 1580′ (605′)
A	7/8	1
B		
C		1¾
D		

With Findlay Altimeter Setting

Max Kts	MDA(H)
90	1580′ (605′) -1
120	
140	1620′ (645′) -1¾
165	1900′ (925′) -3

TERPS AMEND 5B 21 AUG 2014

CHANGES: Approach frequency.

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KAOH/AOH
LIMA ALLEN CO

JEPPESEN
14 APR 23 (12-1) Eff 20 Apr

LIMA, OHIO
RNAV (GPS) Rwy 10

ASOS	COLUMBUS Approach (R)	DAYTON Radio	LIMA ALLEN CO UNICOM
128.725	121.825	122.1G 108.4T	CTAF 122.7

BRIEFING STRIP ™

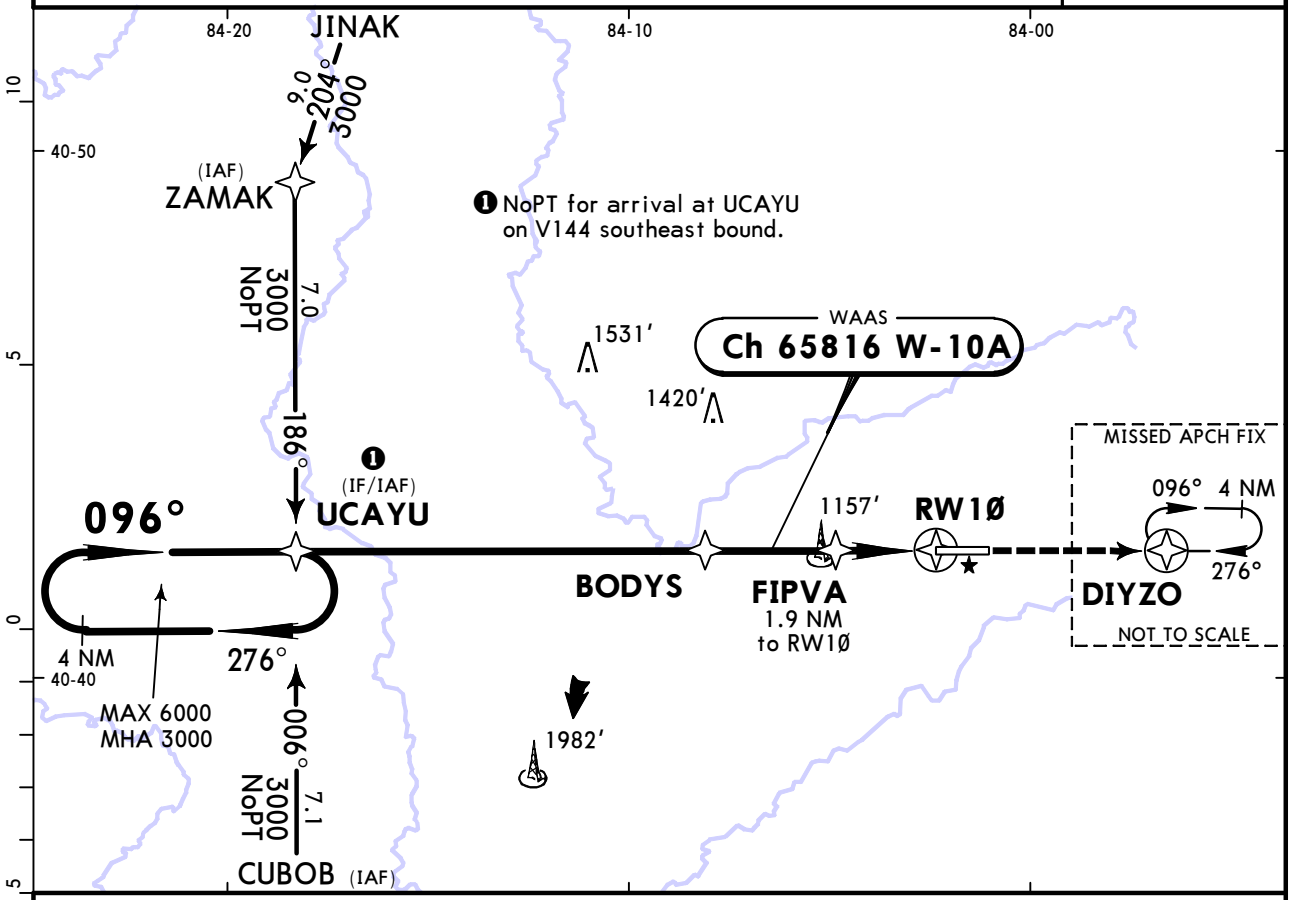
WAAS	Final Apch Crs	BODYS	LPV DA(H)	Apt Elev 975′
Ch 65816 W-10A	096°	2400′ (1439′)	1211′ (250′)	TDZE 961′

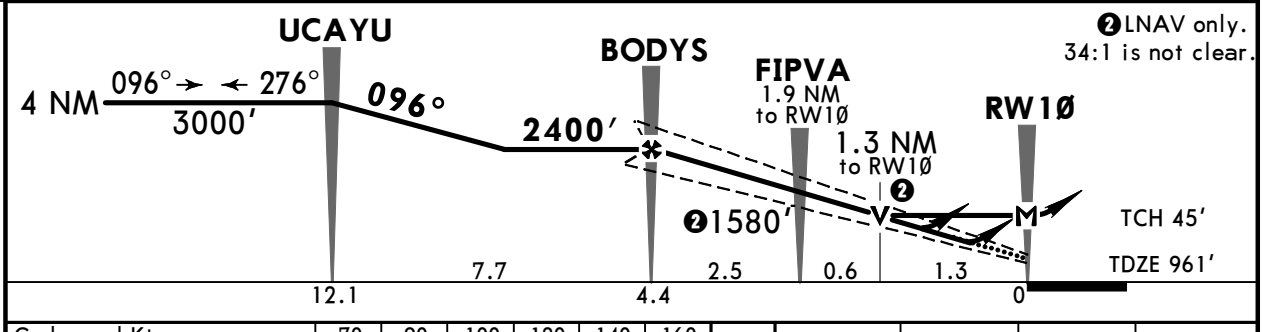
MISSED APCH: Climb to 3000′ direct DIYZO and hold.

RNP Apch | 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 10 helicopter visibility reduction below 3/4 SM not authorized. 3. Pilot controlled lighting 122.7.

3000
MSA RW1Ø





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW1Ø							

REIL
PAPI-L

3000′

DIYZO

TERPS STRAIGHT-IN LANDING RWY **10**

	LPV	LNAV/VNAV	LNAV
	DA(H) 1211′ (250′)	DA(H) 1272′ (311′)	MDA(H) 1420′ (459′)
A	1	1	1
B			
C			1⅜
D			

TERPS AMEND 1C 30 JAN 2020

CHANGES: Approach frequency.

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KAOH/AOH
LIMA ALLEN CO

JEPPESEN
14 APR 23 (12-2) Eff 20 Apr

LIMA, OHIO
RNAV (GPS) Rwy 28

ASOS	COLUMBUS Approach (R)	DAYTON Radio	LIMA ALLEN CO UNICOM
128.725	121.825	122.1G 108.4T	CTAF 122.7

BRIEFING STRIP ™

WAAS	Final Apch Crs	WEVIG	LPV DA(H) (CONDITIONAL)	Apt Elev 975′
Ch 50511 W-28A	276°	2200′ (1225′)	1175′ (200′)	TDZE 975′

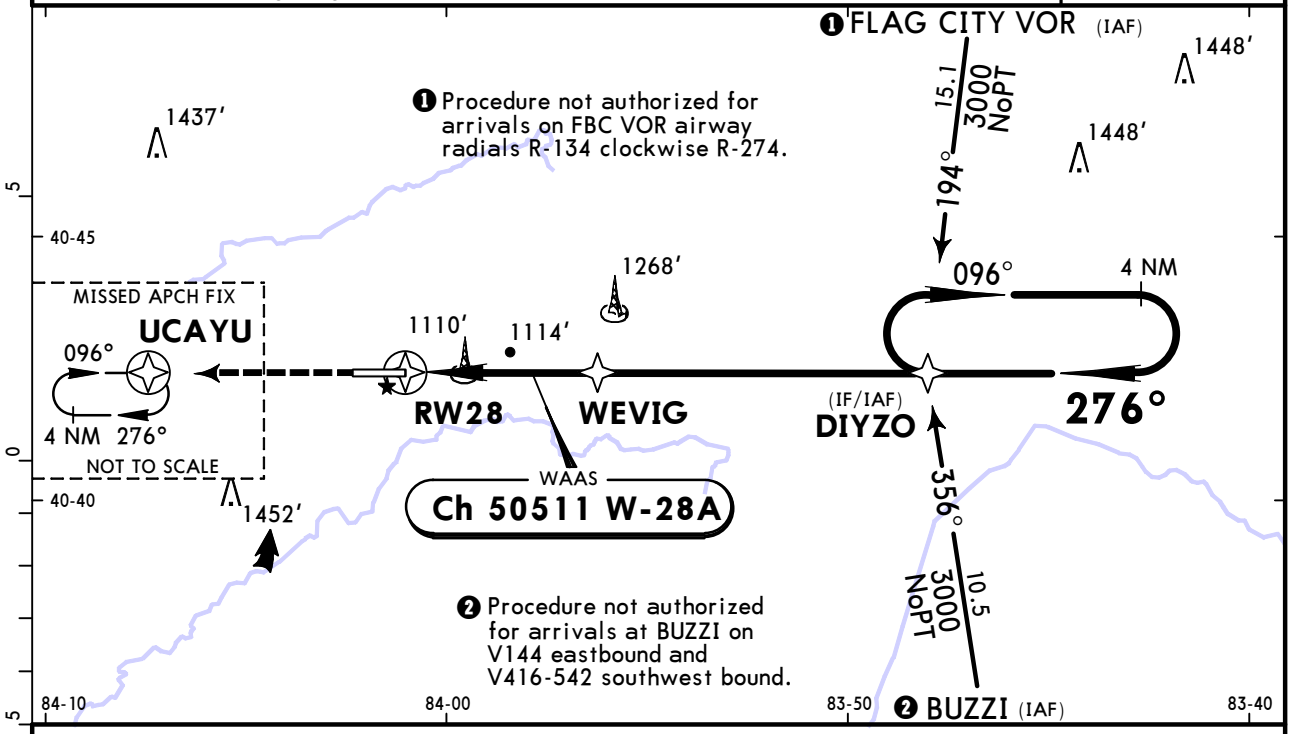
MISSED APCH: Climb to 3000′ direct UCAYU and hold.

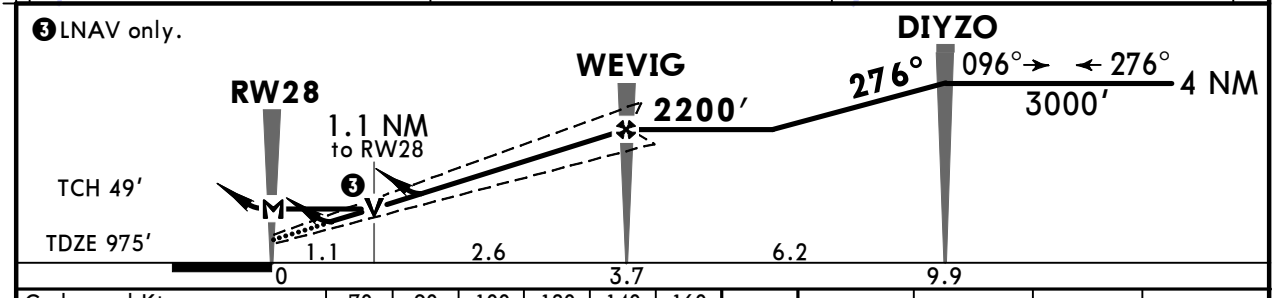
Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000′

1. Use local altimeter setting; if not received, use Findlay altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 37°C (98°F). 4. VDP and Baro-VNAV not authorized when using Findlay altimeter setting.
5. Pilot controlled lighting 122.7.

3000

MSA RW28





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28						

REIL
PAPI-L

3000′

D

UCAYU

TERPS

STRAIGHT-IN LANDING RWY **28**
With Local Altimeter Setting

	LPV DA(H) 1175′ (200′)	LNAV/VNAV DA(H) 1397′ (422′)	LNAV MDA(H) 1380′ (405′)
A	3/4	1 3/8	1
B			
C			1 1/8
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1420′ (445′) - 1
120	1440′ (465′) - 1
140	1540′ (565′) - 1 1/2
165	1820′ (845′) - 2 3/4

With Findlay Altimeter Setting

	LPV DA(H) 1255′ (280′)	LNAV/VNAV DA(H) 1477′ (502′)	LNAV MDA(H) 1460′ (485′)
A	7/8	1 5/8	1
B			
C			1 3/8
D			

With Findlay Altimeter Setting

Max Kts	MDA(H)
90	1500′ (525′) - 1
120	1520′ (545′) - 1
140	1620′ (645′) - 1 3/4
165	1900′ (925′) - 3

TERPS AMEND 2C 1 MAR 2018

CHANGES: Approach frequency.

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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

LIMA, OH (LIMA ALLEN CO - KAOH)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAOH

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.