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JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

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Airport Information For KAOO
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Revision Letter For Cycle 08-2026
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Notebook

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General Information

Location: ALTOONA PA USA
ICAO/IATA: KAOO / AOO
Lat/Long: N40° 17.78', W078° 19.20'
Elevation: 1503 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 10.0° W
Sectional Chart: Detroit

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

Sunrise: 1105 Z
Sunset: 2303 Z

Runway Information

Runway: 03
Length x Width: 5465 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1503 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 12
Length x Width: 3668 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1480 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 21
Length x Width: 5465 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1486 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 30
Length x Width: 3668 ft x 75 ft
Surface Type: asphalt

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TDZ-Elev: 1482 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS: 123.675 Secondary
ASOS: 127.125
Altoona/Blair Co UNICOM: 123.000
Johnstown Approach: 121.200
Johnstown Departure: 121.200
Cleveland ACC: 124.400 Remote Communications Air-Ground
Altoona/Blair Co MULTICOM: 123.600 CTAF PCL
Altoona FSS: 122.200 RCO

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KA00/A00

Apt Elev **1503′**

N40 17.8 W078 19.2

JEPPESEN

26 APR 24 (10-9)

ALTOONA, PA

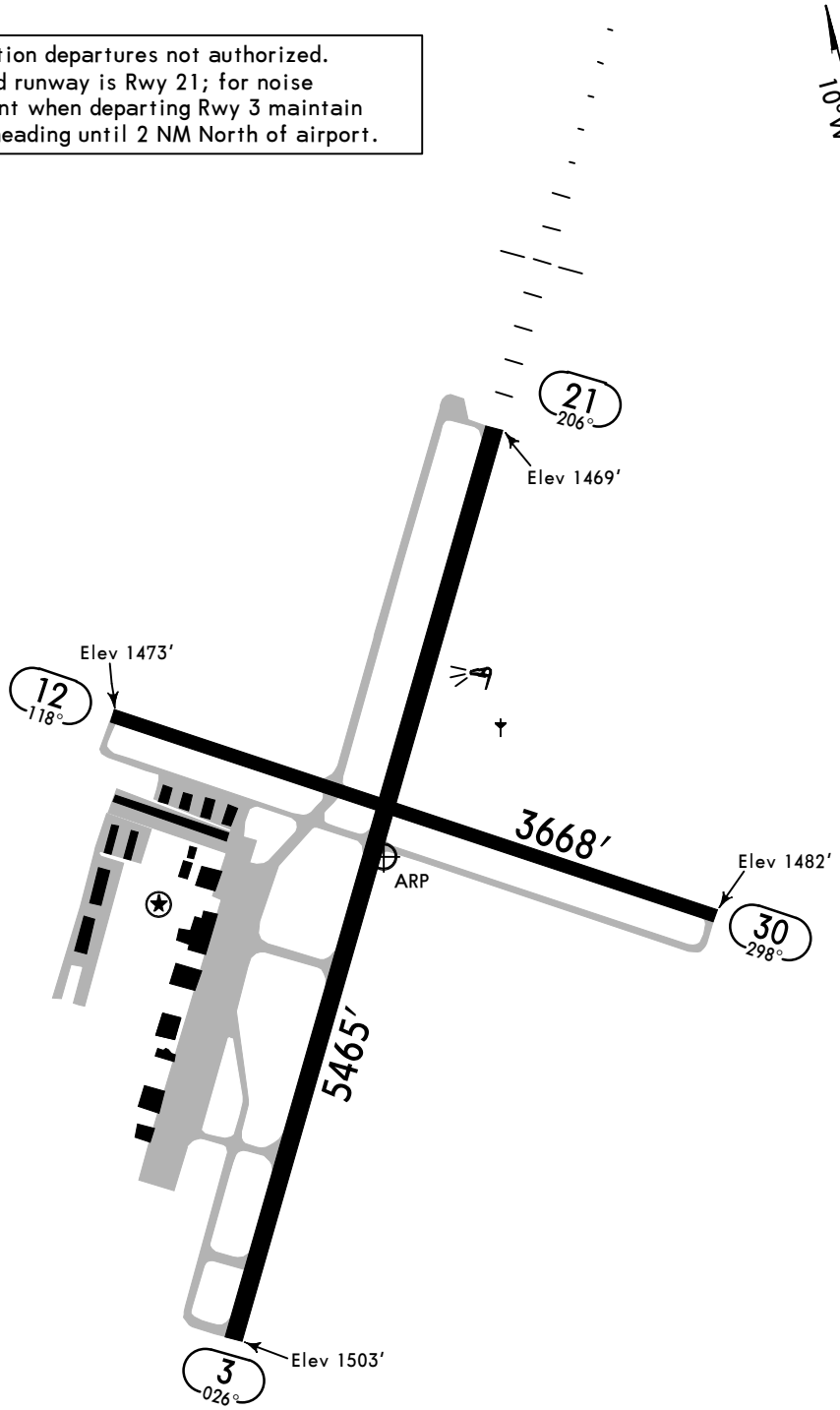
ALTOONA/BLAIR CO

ASOS	ALTOONA/BLAIR CO Traffic	*JOHNSTOWN Dep (R)	CLEVELAND Center (R)
127.125	CTAF 123.6	121.2	124.4 when Dep inop.

78-19

Intersection departures not authorized.
Preferred runway is Rwy 21; for noise abatement when departing Rwy 3 maintain runway heading until 2 NM North of airport.

10°W



40-18

40-18

Feet 0 500 1000 1500 2000 2500

Meters 0 200 400 600 800

40-17

40-17

78-19

CHANGES: UNICOM removed, additional info moved, afld diagram, format.

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GENERAL

Rwy/Twy conditions unmonitored outside of normal attendance hours.
Prior permission required 24 hrs for unscheduled air carrier and non-air carrier operations with more than 30 passenger seats; call airport manager.
Except for taxi, Rwy 12/30 not available for scheduled air carrier operations with more than 9 passengers and unscheduled for air carrier operations with more than 30 passengers.
Specialized aircraft (ultralight, homebuilt, etc) contact airport manager or CTAF 123.6 prior to landing.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
3	❶ HIRL ❷ REIL ❷ PAPI-L (angle 3.0°) grooved				100′
21	❶ HIRL ❷ MALSR ❷ PAPI-L (angle 3.0°) grooved		4467′		

❶ Preset low intensity; increase intensity and activate on 123.6.
❷ Increase intensity and activate on 123.6.

12	❸ MIRL ❹ REIL ❹ PAPI-L (angle 3.0°)				75′
30	❸ MIRL ❹ REIL ❹ PAPI-R (angle 4.0°)				

❸ Preset low intensity; increase intensity and activate on 123.6.
❹ Increase intensity and activate on 123.6.

TERPS

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 30

With Mim climb of 250′/NM to 3600′			For Climb In Visual Conditions	
LOWER THAN STANDARD OpSpec Authorization Required	STANDARD			
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	DAY	NIGHT
1/4	1/2	1	1600 -3	NA

Rwy 3

With Mim climb of 270′/NM to 2800′			For Climb In Visual Conditions	
LOWER THAN STANDARD OpSpec Authorization Required	STANDARD			
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	DAY	NIGHT
1/4	1/2	1	1600 -3	NA

Rwy 21

With Mim climb of 394′/NM to 3200′			For Climb In Visual Conditions	
LOWER THAN STANDARD OpSpec Authorization Required	STANDARD			
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	DAY	NIGHT
1/4	1/2	1	1600 -3	NA

Rwy 12

NA

OBSTACLE DP

Rwy 3, Climb hdg 026° to 2800′ before proceeding on course.
Rwy 21, Climb hdg 206° to 3200′ before proceeding on course.
Rwy 30, Climb hdg 298° to 3600′ before proceeding on course.

(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

VISUAL CLIMB OVER AIRPORT (VCOA): Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Altoona/Blair CO Airport at or above 3000′ before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	ILS Rwy 21	LOC Rwy 21 RNAV (GPS) Y Rwy 3 RNAV (GPS) Rwy 21	RNAV (GPS) Z Rwy 3
A	600-2	800-2	NA
B			
C		1300-3	
D		1400-3	

AMEND 5

CHANGES: New airport info page.

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TAKE-OFF OBSTACLE NOTES

◦ RWY 3:
Tree 60' from DER, 449' left of centerline, 1476' MSL. Pole 1124' from DER, 742' left of centerline, 50' AGL/1502' MSL. Trees beginning 1538' from DER, 563' left of centerline, up to 1541' MSL. Tree 3130' from DER, 594' left of centerline, 1554' MSL. Tree 4577' from DER, 844' right of centerline, 1584' MSL. Tree 4754' from DER, 827' right of centerline, 1598' MSL. Tree 5619' from DER, 1199' right of centerline, 1619' MSL. Trees beginning 5762' from DER, 1364' right of centerline, up to 1646' MSL. Tree 1 NM from DER, 1119' right of centerline, 1648' MSL. Trees beginning 1.1 NM from DER, 1129' right of centerline, up to 1658' MSL. Trees 1.4 NM from DER, 1628' right of centerline, 200' AGL/1759' MSL.

◦ RWY 21:
Tree 30' from DER, 422' left of centerline, 1525' MSL. Fence 33' from DER, 249' right of centerline, 4' AGL/1505' MSL. Tree, fence beginning 50' from DER, 319' left of centerline, up to 1526' MSL. Tree 137' from DER, 371' left of centerline, 1528' MSL. Pole, terrain, tree beginning 183' from DER, 265' left of centerline, up to 22' AGL/1536' MSL. Tree 881' from DER, 516' right of centerline, 1546' MSL. Trees beginning 1077' from DER, 43' right of centerline, up to 1549' MSL. Trees beginning 1249' from DER, 557' left of centerline, up to 1557' MSL. Trees beginning 1273' from DER, 225' left of centerline, up to 1561' MSL. Trees beginning 1774' from DER, 327' left of centerline, up to 1566' MSL. Trees beginning 1857' from DER, 277' left of centerline, up to 1570' MSL. Trees beginning 1923' from DER, 181' left of centerline, up to 1573' MSL. Trees beginning 2174' from DER, 244' left of centerline, up to 1582' MSL. Trees beginning 2532' from DER, 196' left of centerline, up to 1596' MSL. Trees beginning 2916' from DER, 242' left of centerline, up to 1610' MSL.

◦ RWY 30:
Tree 84' from DER, 257' right of centerline, 1480' MSL. Tree 92' from DER, 102' left of centerline, 1479' MSL. Tree 978' from DER, 316' right of centerline, 1499' MSL.

AMEND 5

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KA00/A00
ALTOONA/BLAIR CO

JEPPESEN
24 NOV 23 (11-1) Eff 30 Nov

ALTOONA, PA
ILS or LOC Rwy 21

ASOS	*JOHNSTOWN App (R)	CLEVELAND Center (R)	ALTOONA Traffic
127.125	121.2	124.4 when App inop.	CTAF 123.6

BRIEFING STRIP

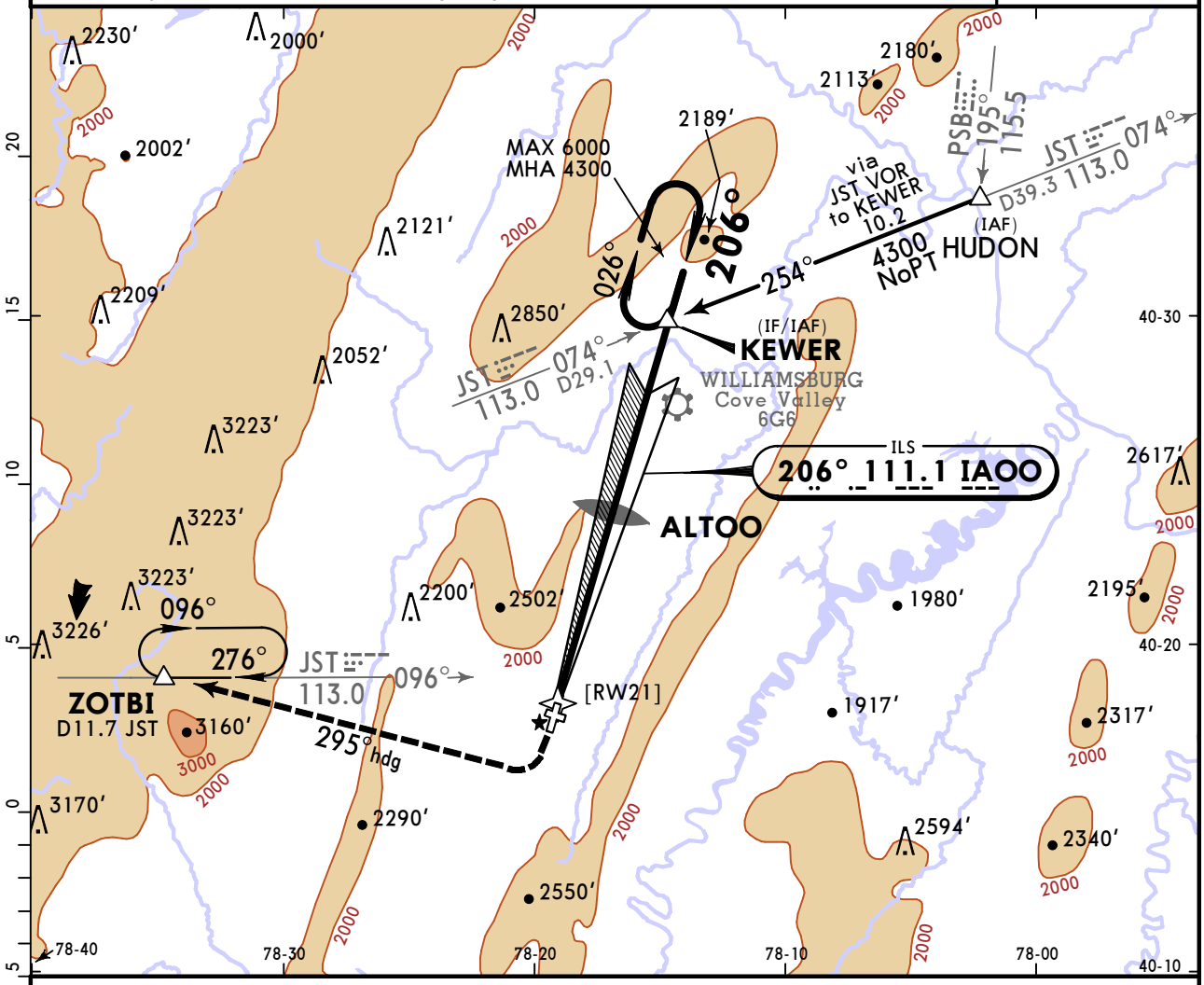
LOC IAOO	Final Apch Crs	ALTOO	ILS DA(H)	Apt Elev 1503'
111.1	206°	3444' (1958')	1686' (200')	TDZE 1486'

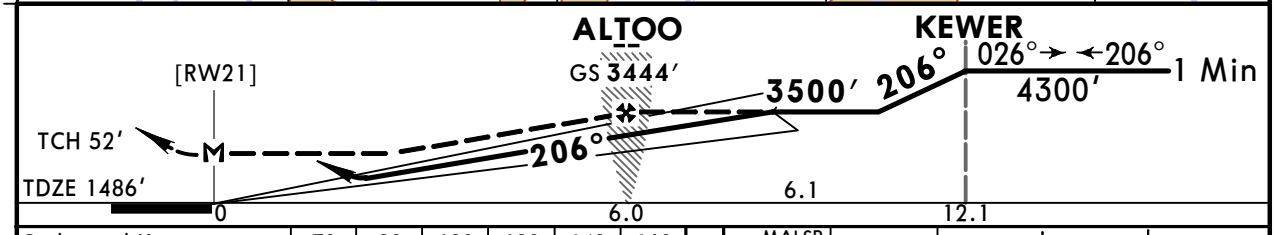
MISSED APCH: Climb to 2100' then climbing RIGHT turn to 5000' on heading 295° and inbound on JST VOR R-096 to ZOTBI/D11.7 JST and hold, continue climb-in-hold to 5000'.

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

1. DME required. 2. Pilot controlled lighting 123.6.

4400
MSA ARP





Gnd speed-Kts		70	90	100	120	140	160
ILS GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.09°	383	492	547	656	765	875
ALTOO to MAP	6.0	5:09	4:00	3:36	3:00	2:34	2:15

MALSR
PAPI

2100'

5000' RT on 295° hdg and JST 113.0 R-096

TERPS STRAIGHT-IN LANDING RWY 21

	ILS DA(H) 1686' (200') RAIL/ALS out		LOC (GS out) MDA(H) 2240' (754') RAIL/ALS out	
A	1/2	3/4	1/2	1
B			3/4	1 1/4
C			1 3/4	2
D				

CIRCLE-TO-LAND
Not Authorized to Rwys 12 and 30

C Max Kts	MDA(H)
90	2240' (737') -1
120	2240' (737') -1 1/4
140	1 2800' (1297') -3
165	1 2840' (1337') -3

1 Not Authorized northwest of Rwys 12 and 21.

TERPS AMEND 9 30 NOV 2023

CHANGES: Procedure.

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KA00/A00
ALTOONA/BLAIR CO

JEPPESEN
13 MAR 26 (12-1)

ALTOONA, PA
RNAV (GPS) Z Rwy 3

ASOS	*JOHNSTOWN App (R)	CLEVELAND Center (R)	ALTOONA/BLAIR CO Traffic
127.125	121.2	124.4 when App inop.	CTAF 123.6

BRIEFING STRIP ™

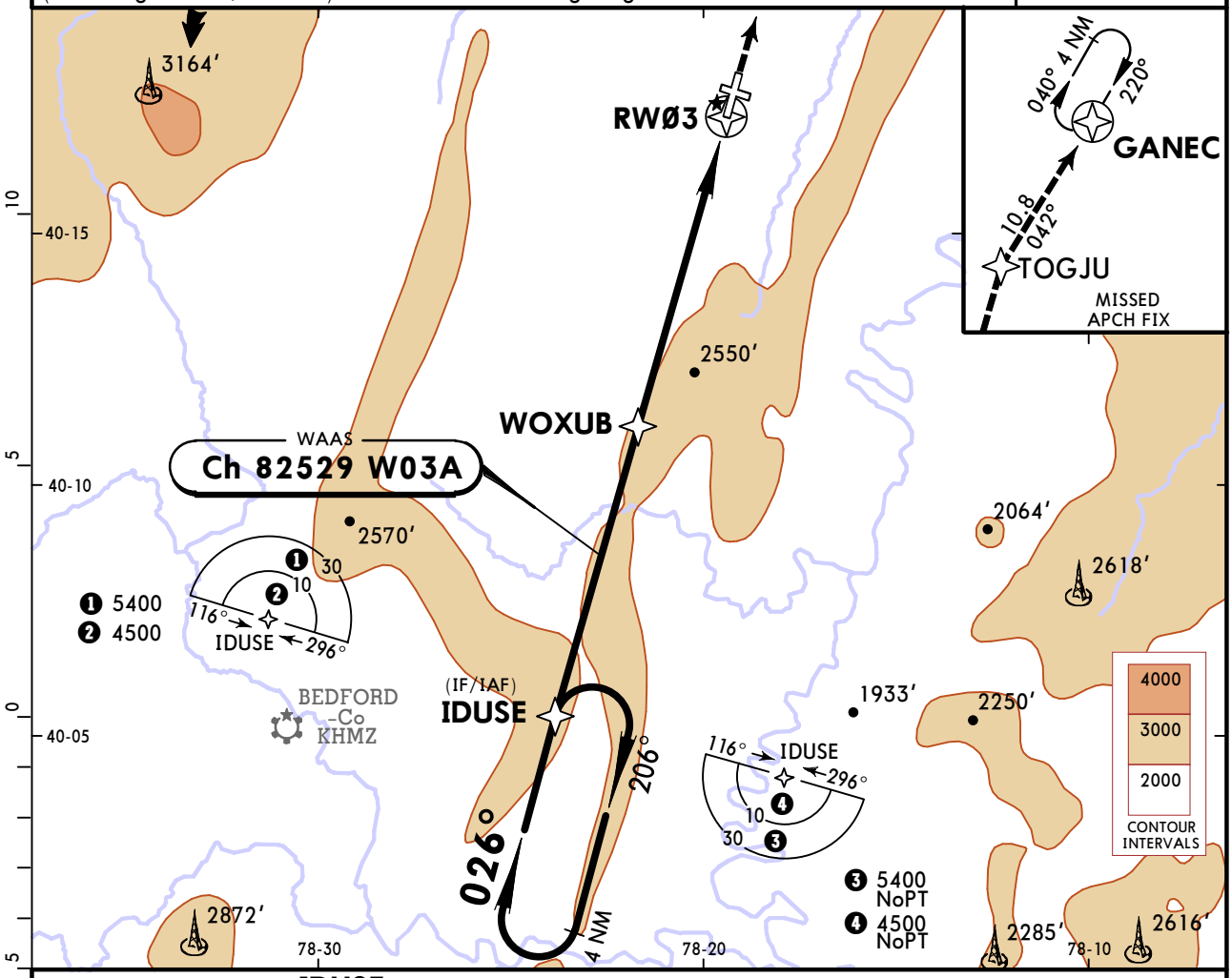
WAAS	Final Apch Crs	WOXUB	LPV DA(H) (CONDITIONAL)	Apt Elev 1503′
Ch 82529 W03A	026°	3600′ (2097′)	1828′ (325′)	TDZE 1503′

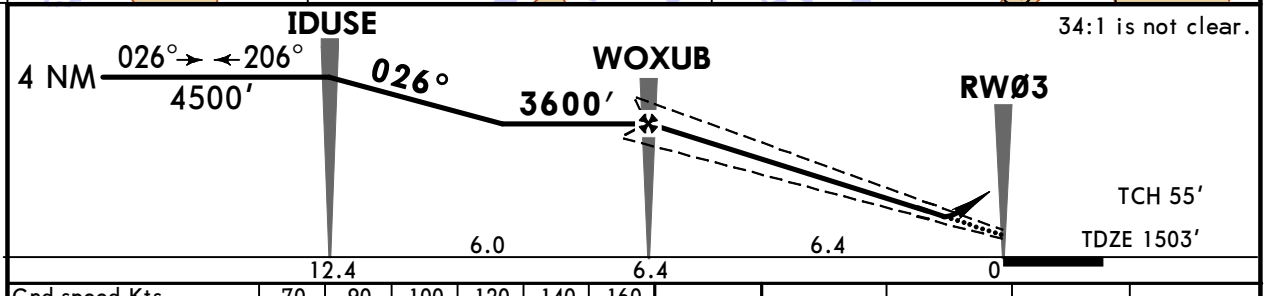
MISSED APCH: Climb to 5000′ direct TOGJU and on track 042° to GANEC and hold, continue climb-in-hold to 5000′.

TAA
30 NM
IAF

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

1. Use local altimeter setting; if not received, use Bedford Co altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Rwy 3 helicopter visibility reduction below 3/4 SM not authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 43′). 5. Pilot controlled lighting 123.6.





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

REIL
PAPI-L
5000′
D
TOGJU

TERPS

STRAIGHT-IN LANDING RWY 3

	With Local Altimeter Setting	With Bedford Co Altimeter Setting
	LPV DA(H) 1828′ (325′)	LPV DA(H) 1912′ (409′)
A	1	1⅜
B		
C		
D		

TERPS ORIG-B 12 OCT 2017

CHANGES: Topo.

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KA00/A00 ALTOONA/BLAIR CO

JEPPESEN

13 MAR 26 (12-2)

ALTOONA, PA RNAV (GPS) Y Rwy 3

ASOS	*JOHNSTOWN App (R)	CLEVELAND Center (R)	ALTOONA/BLAIR CO Traffic
127.125	121.2	124.4 when App inop.	CTAF 123.6

BRIEFING STRIP™

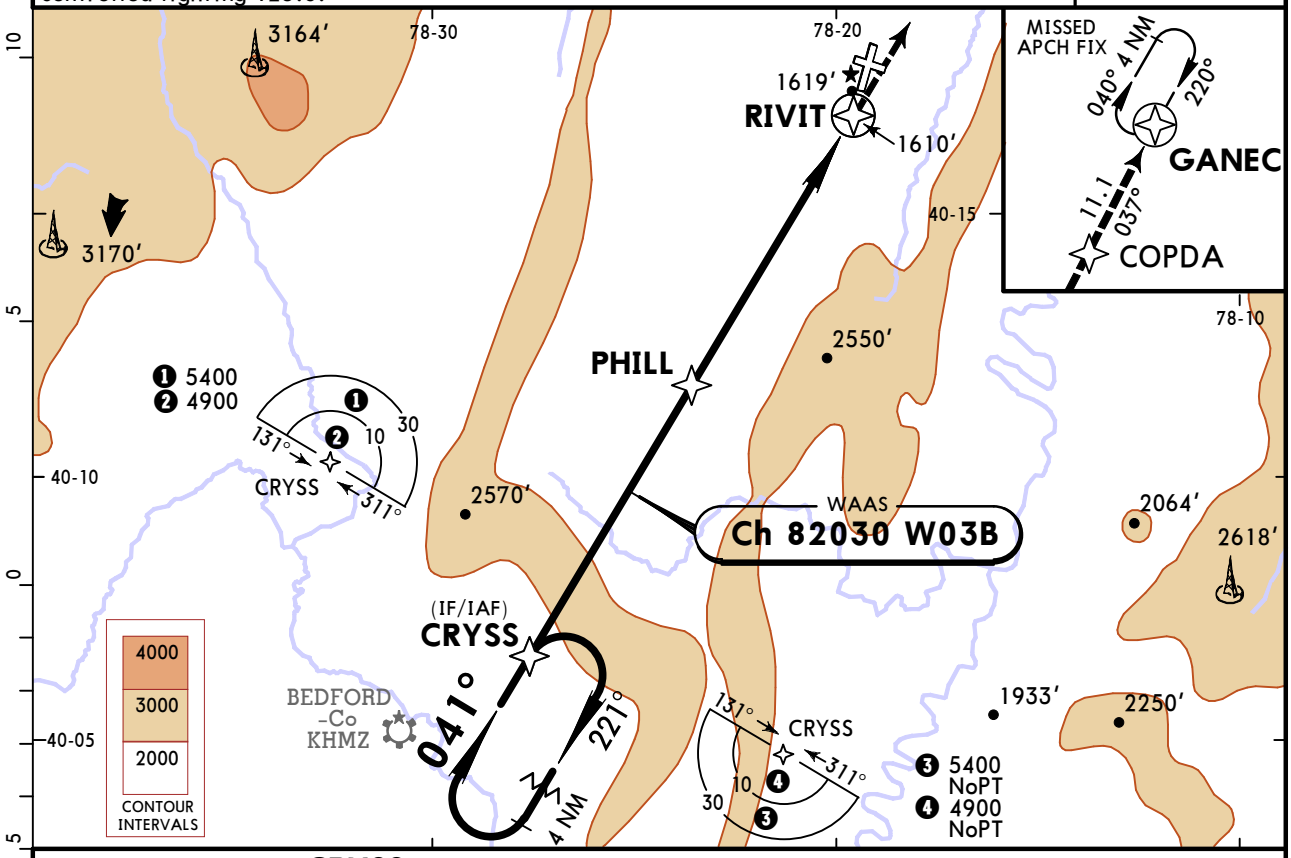
WAAS	Final Apch Crs	PHILL	LP MDA(H) (CONDITIONAL)	Apt Elev 1503′
Ch 82030 W03B	041°	3600′ (2097′)	1860′ (357′)	TDZE 1503′

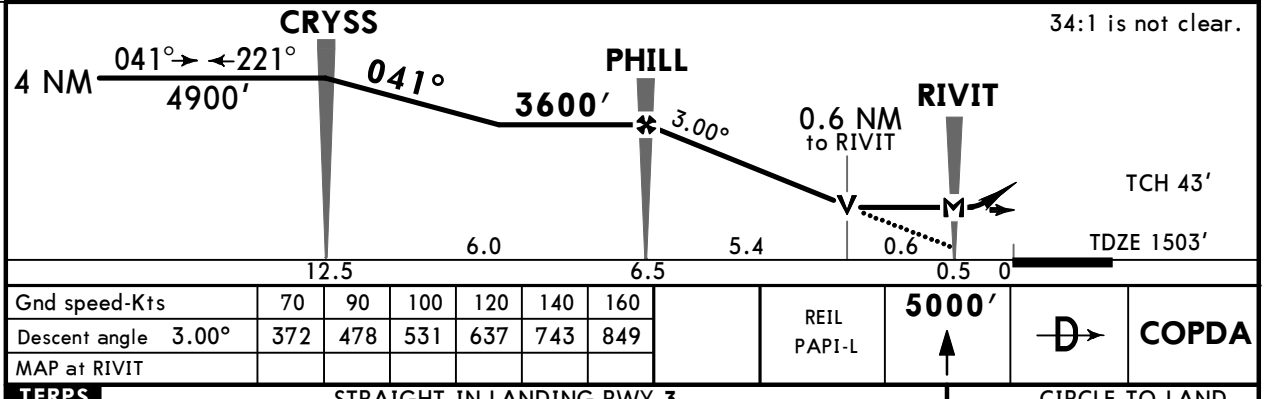
MISSED APCH: Climb to 5000′ direct COPDA on track 037° to GANEC and hold, continue climb-in-hold to 5000′.

TAA 30 NM IAF

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

1. Use local altimeter setting, if not received; use KHMZ altimeter setting. 2. VDP not authorized when using KHMZ altimeter setting. 3. Final approach course offset 15°. 4. Rwy 3 helicopter visibility reduction below 3/4 SM not authorized. 5. Pilot controlled lighting 123.6.





Gnd speed-Kts	70	90	100	120	140	160
Descent angle 3.00°	372	478	531	637	743	849
MAP at RIVIT						

REIL
PAPI-L

5000′

D

COPDA

TERPS

STRAIGHT-IN LANDING RWY 3

With Local Altimeter Setting

	LP MDA(H) 1860′ (357′)	LNAV MDA(H) 1880′ (377′)
A	1	1
B		
C		
D		

With KHMZ Altimeter Setting

	LP MDA(H) 1960′ (457′)	LNAV MDA(H) 1980′ (477′)
A	1	1
B		
C	1⅜	1⅜
D		

CIRCLE-TO-LAND

Not authorized to Rwys 12 and 30

Max Kts	With Local Altimeter Setting MDA(H)
90	2240′ (737′) - 1
120	2240′ (737′) - 1¼
140	1 2800′ (1297′) - 3
165	1 2840′ (1337′) - 3

Max Kts	With KHMZ Altimeter Setting MDA(H)
90	2340′ (837′) - 1¼
120	
140	1 2900′ (1397′) - 3
165	1 2940′ (1437′) - 3

1 Circling not authorized for Cat C and D northwest of Rwys 12 and 21

TERPS AMEND 1D 12 OCT 2017

CHANGES: Notes, topo.

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KA00/A00 ALTOONA/BLAIR CO

JEPPESEN 24 NOV 23 (12-3) Eff 30 Nov

ALTOONA, PA RNAV (GPS) Rwy 21

ASOS	*JOHNSTOWN App (R)	CLEVELAND Center (R)	ALTOONA Traffic
127.125	121.2	124.4 when App inop.	CTAF 123.6

BRIEFING STRIP TM

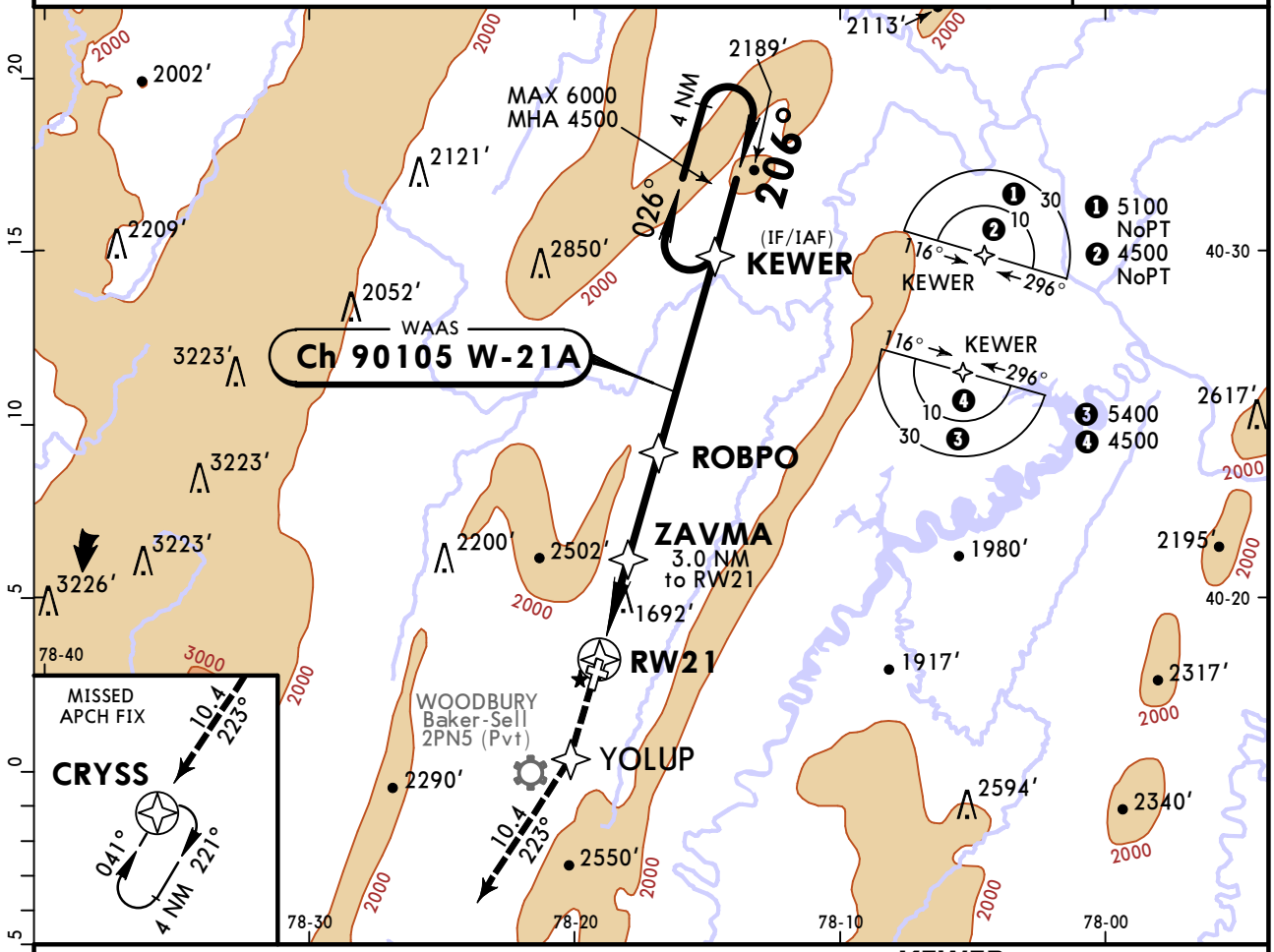
WAAS	Final Apch Crs	ROBPO	LPV DA(H)	Apt Elev 1503′
Ch 90105 W-21A	206°	3500′ (2014′)	1977′ (491′)	TDZE 1486′

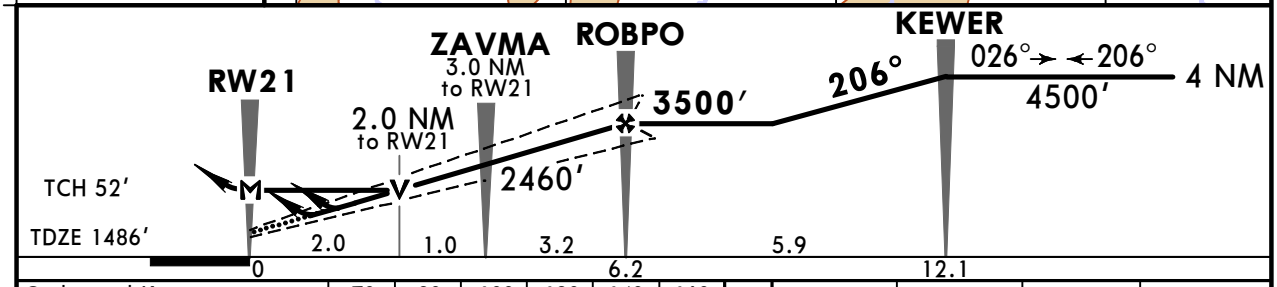
MISSED APCH: Climb to 5000′ direct YOLUP and on track 223° to CRYSS and hold, continue climb-in-hold to 5000′.

TAA 30 NM IAF

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

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C or above 54°C. 2. Pilot controlled lighting 123.6.





Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
MAP at RW21							

MALSR PAPI 5000′ D YOLUP

TERPS STRAIGHT-IN LANDING RWY 21

	LPV DA(H) 1977′ (491′) RAIL/ALS out		LNAV/VNAV DA(H) 1999′ (513′) RAIL/ALS out		LNAV MDA(H) 2160′ (674′) RAIL/ALS out	
A	1	1 3/8	1	1 1/2	1/2	1
B						
C					1 1/2	2
D						

CIRCLE-TO-LAND

Not Authorized to Rwys 12 and 30

Max Kts	MDA(H)
90 120	2240′ (737′) -1
140	1 2800′ (1297′) -3
165	1 2840′ (1337′) -3

1 Not Authorized northwest of Rwys 12 and 21.

TERPS AMEND 1E 30 NOV 2023

CHANGES: Procedure.

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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

ALTOONA, PA (ALTOONA/BLAIR CO - KAOO)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAOO

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.