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Revision Letter For Cycle 05-2025

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Notebook

General Information

Location: APALACHICOLA FL USA
ICAO/IATA: KAAF / AAF
Lat/Long: N29° 43.65', W085° 01.64'
Elevation: 20 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 3.0° W
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A
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: 1105 Z
Sunset: 0026 Z

Runway Information

Runway: 06
Length x Width: 5271 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 20 ft
Lighting: Edge, Pilot controlled

Runway: 14
Length x Width: 5425 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 20 ft
Lighting: Edge, Pilot controlled

Runway: 18
Length x Width: 5251 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 20 ft

Runway: 24
Length x Width: 5271 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 20 ft
Lighting: Edge, Pilot controlled

Displaced Threshold: 217 ft

Runway: 32

Length x Width: 5425 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 20 ft

Lighting: Edge, Pilot controlled

Runway: 36

Length x Width: 5251 ft x 150 ft

Surface Type: concrete

TDZ-Elev: 20 ft

Displaced Threshold: 502 ft

Communication Information

ASOS: 119.925

ASOS: 119.975 Secondary

Apalachicola Regl-Randolp UNICOM: 122.800 CTAF PCL

Tyndall Approach: 124.150 Initial Contact

Tyndall Approach: 125.200

Tyndall Departure: 125.200

Tyndall Departure: 124.150 Initial Contact

Jacksonville ACC: 120.825 Remote Communications Air-Ground

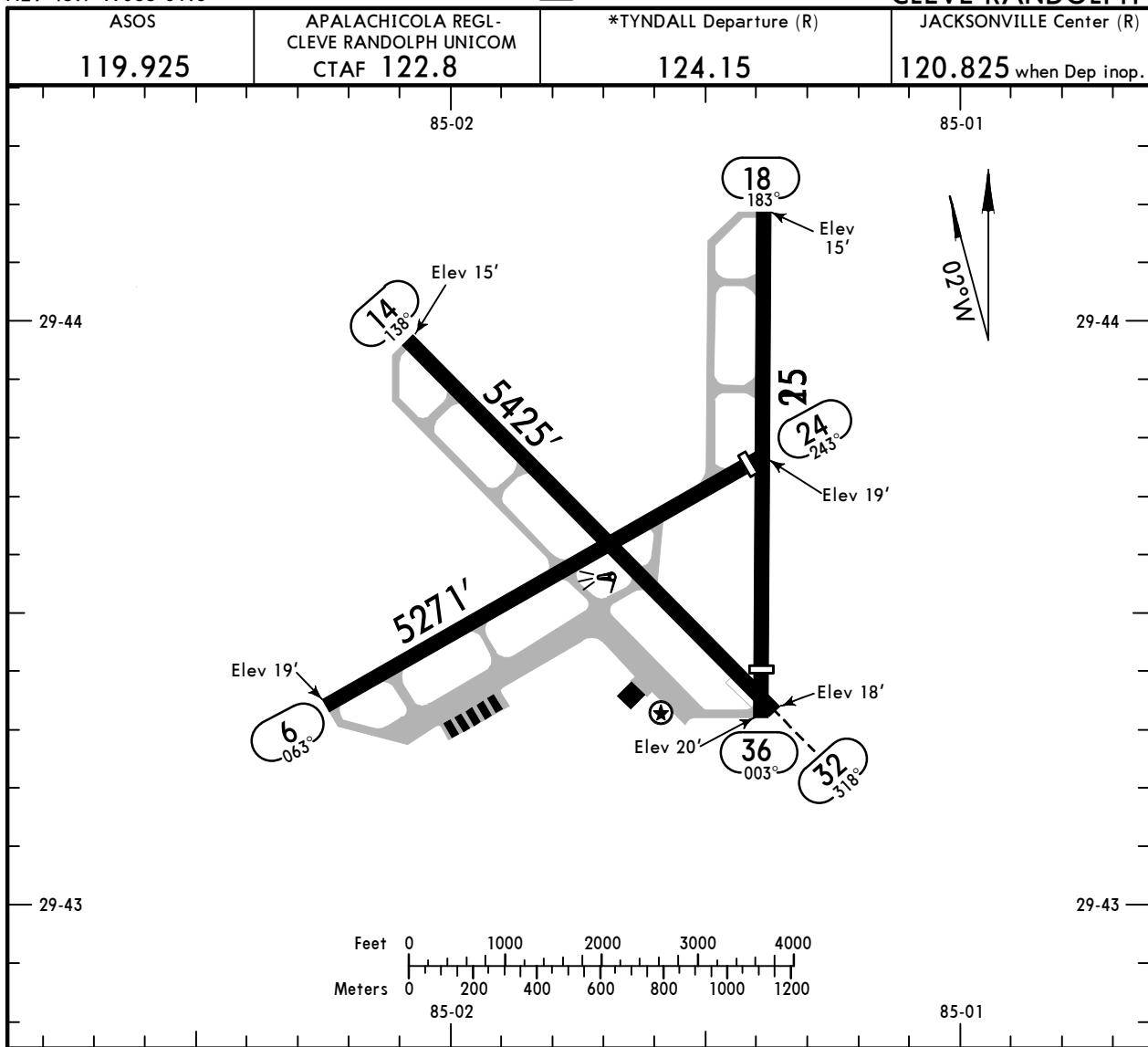
KA AF / AAF

Apt Elev **20'**
N29 43.7 W085 01.6

JEPPESEN

29 MAR 24 **(10-9)**

APALACHICOLA, FLA
APALACHICOLA REGL-
CLEVE RANDOLPH



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	
6 24	① MIRL ① PAPI-L (angle 3.0°)	5054'			150'
14 32	① MIRL ① PAPI-L (angle 3.0°)				150'
18 36		4749'			150'

① Activate on 122.8.

TERPS			TAKE-OFF		FOR FILING AS ALTERNATE Authorized Only When Local Weather Available RNAV (GPS) RWY 6 RNAV (GPS) RWY 14 RNAV (GPS) RWY 24 RNAV (GPS) RWY 32
All Rwys					
LOWER THAN STANDARD OpSpec Authorization Required		STANDARD			
RCLM or Adequate Vis Ref		3 & 4 Eng	1 & 2 Eng		
1/4	1/2	1	800-2		
			A B C D		

AMEND 1 A

KAAF/AAF

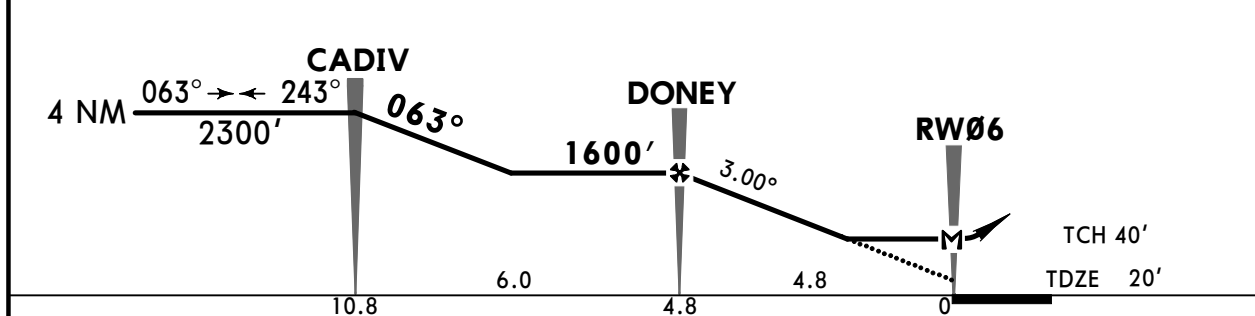
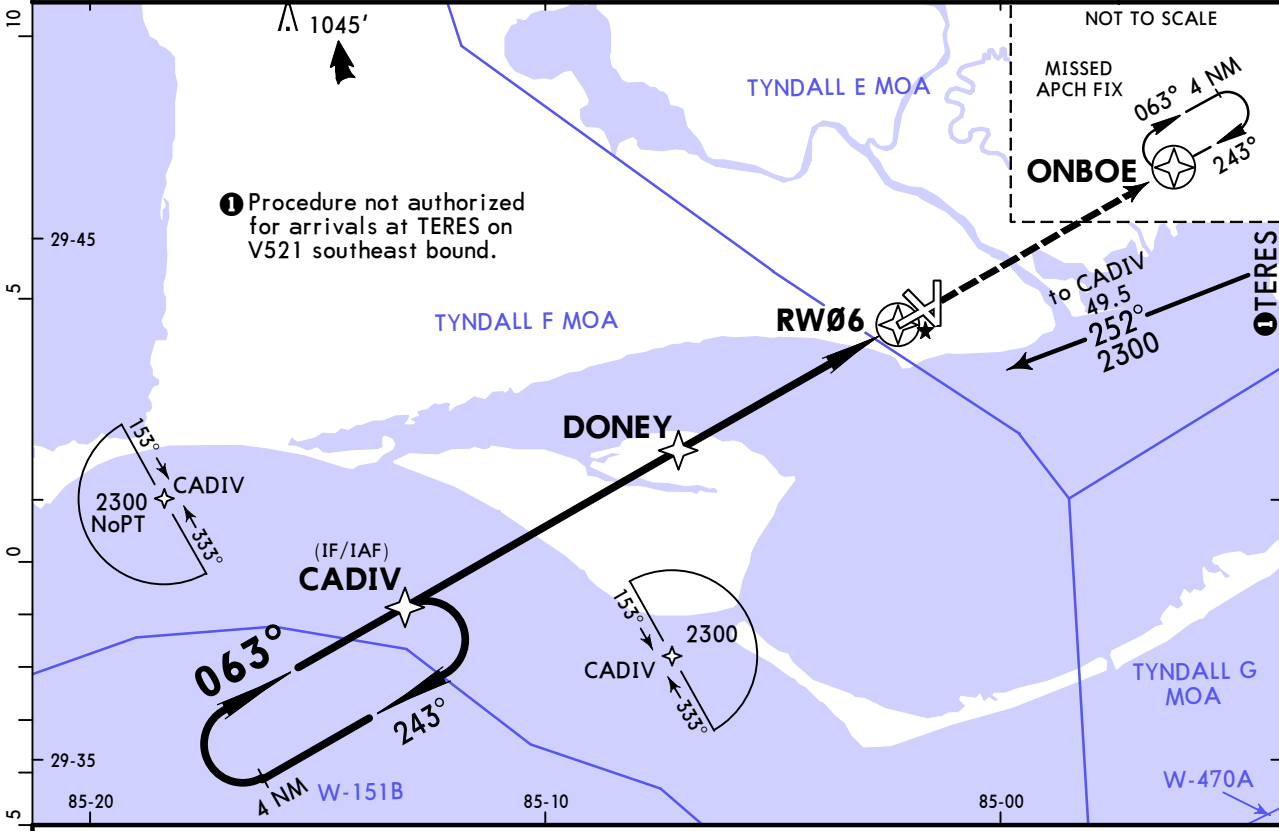
APALACHICOLA REGL- CLEVE RANDOLPH

JEPPESEN
29 MAR 24 (12-1)

APALACHICOLA, FLA

RNAV (GPS) Rwy 6

ASOS 119.925	*TYNDALL Approach (R) 124.15	JACKSONVILLE Center (R) 120.825 when App inop.	APALACHICOLA REGL- CLEVE RANDOLPH UNICOM CTAF 122.8
RNAV	Final Apch Crs 063°	DONEY 1600' (1580')	MDA(H) (CONDITIONAL) 460' (440')
MISSED APCH: Climb to 3000' direct ONBOE and hold.			Apt Elev 20' TDZE 20'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			TAA 30 NM IF/IAF
1. Straight-in Rwy 6 not authorized at night, circling Rwy 6, 14, 18, 24, 32 not authorized at night. 2. Use local altimeter setting; if not received, use Northwest Florida Beaches Intl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Helicopter visibility reduction below 1 SM not authorized. 5. Pilot controlled lighting 122.8.			



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	D	ONBOE
Descent Angle	3.00°	372	478	531	637	743				

TERPS		STRAIGHT-IN LANDING RWY 6	
		LNAV	
		With Local Altimeter Setting	With Northwest Florida Beaches Intl Altimeter Setting
		MDA(H) 460' (440')	MDA(H) 600' (580')
A	1	1	1
B	1 1/8	1 1/4	1 1/4
C	1 3/8	1 3/4	1 3/4
D	1 1/2	1 7/8	1 7/8

TERPS		CIRCLE-TO-LAND	
		With Local Altimeter Setting	With Northwest Florida Beaches Intl Altimeter Setting
		MDA(H)	MDA(H)
A	90	520' (500') - 1	660' (640') - 1
B	120	680' (660') - 1 3/4	820' (800') - 2 1/4
C	140	680' (660') - 2	820' (800') - 2 1/2
D	165	680' (660') - 2	820' (800') - 2 1/2

TERPS AMEND 1C 20 AUG 2015

KAFF/AAF

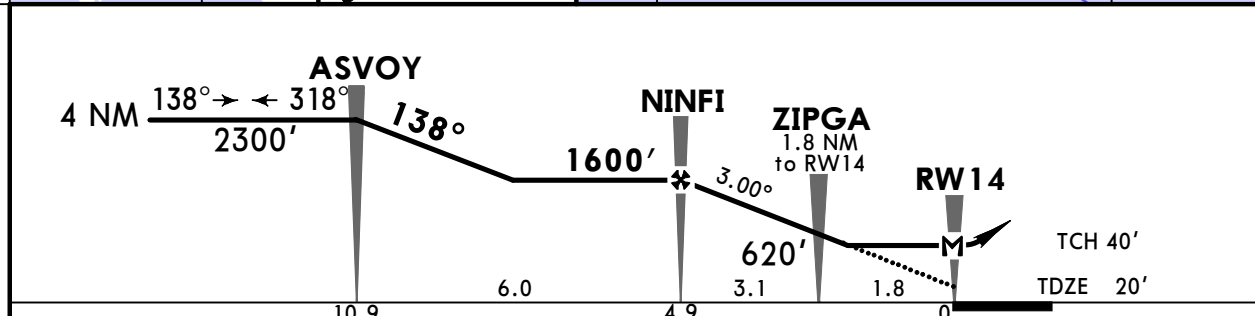
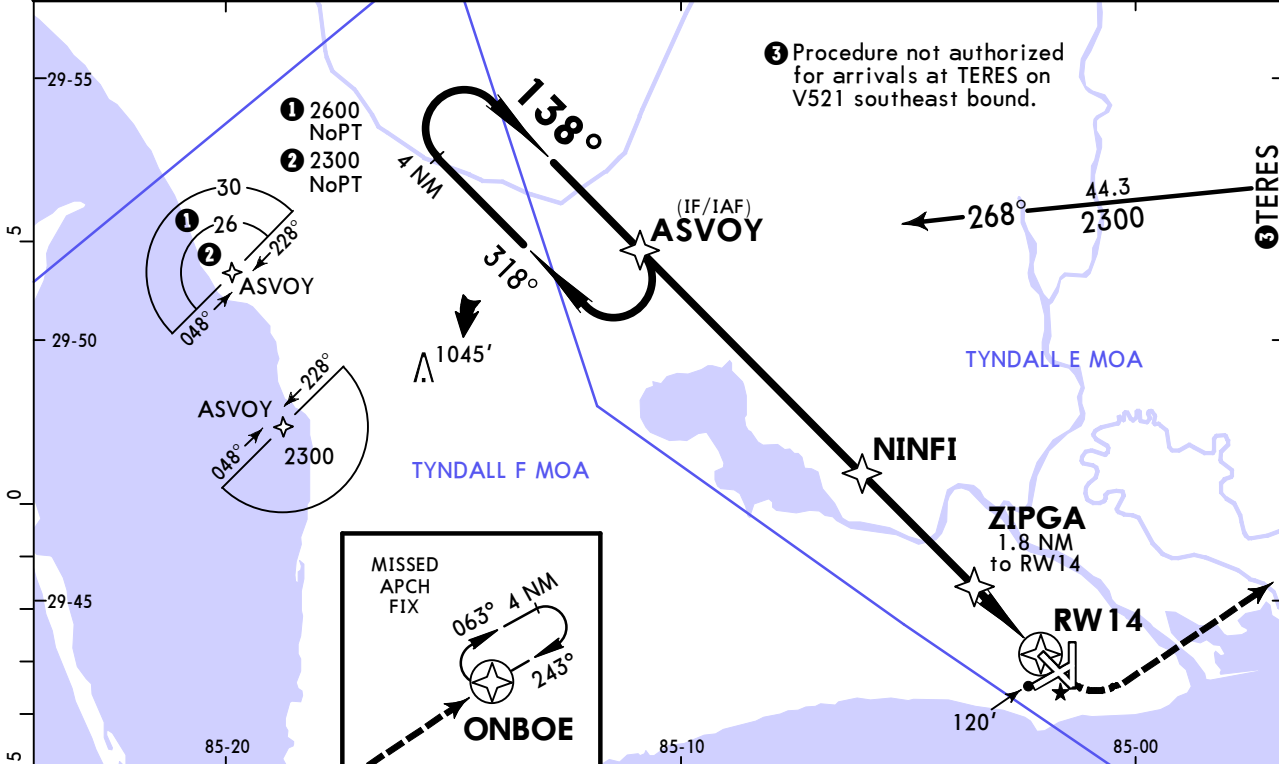
APALACHICOLA REGI- CLEVE RANDOLPH

JEPPESSEN
29 MAR 24 (12-2)

APALACHICOLA, FLA

RNAV (GPS) Rwy 14

ASOS 119.925		*TYNDALL Approach (R) 124.15		JACKSONVILLE Center (R) 120.825 when App inop.		APALACHICOLA REGI- CLEVE RANDOLPH UNICOM CTAF 122.8	
RNAV	Final Apch Crs 138°	NINFI 1600' (1580')	MDA(H) (CONDITIONAL) 400' (380')	Apt Elev 20'	TDZE 20'		
MISSED APCH: Climb to 500' then climbing LEFT turn to 3000' direct ONBOE and hold, continue climb-in-hold to 3000'.							TAA 30 NM IF/IAF
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
1. Straight-in Rwy 14 not authorized at night, circling Rwy 6, 14, 18, 24, 32 not authorized at night. 2. Use local altimeter setting; if not received, use Northwest Florida Beaches Intl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Helicopter visibility reduction below 1 SM not authorized. 5. Pilot controlled lighting 122.8.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	500'	3000'	D	ONBOE
Descent Angle	3.00°	372	478	531	637	849					
MAP at RW14											

	STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
	LNAV With Local Altimeter Setting	LNAV With Northwest Florida Beaches Intl Altimeter Setting	LNAV With Local Altimeter Setting	LNAV With Northwest Florida Beaches Intl Altimeter Setting
	MDA(H) 400' (380')	MDA(H) 540' (520')	MDA(H) _____	MDA(H) _____
A	1	1	90 520'(500') - 1	660'(640') - 1
B	1 1/8	1 1/2	120 680'(660') - 1 3/4	820'(800') - 2 1/4
C			140 680'(660') - 2	820'(800') - 2 1/2
D			165	

TERPS AMEND 2C 20 AUG 2015

KAAF/AAF

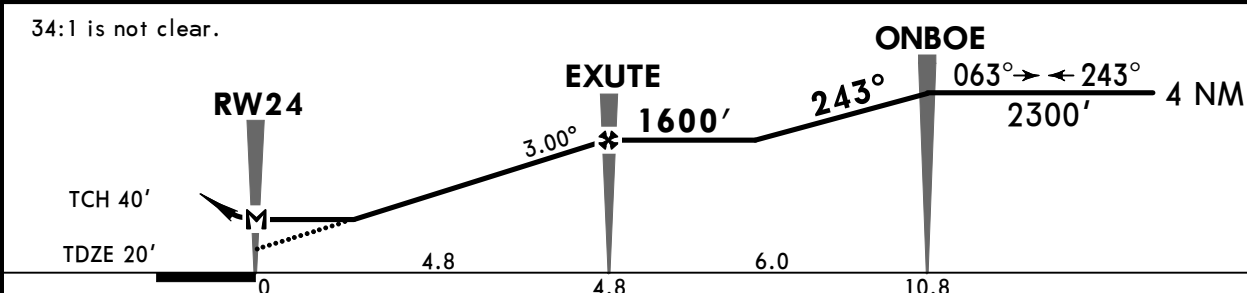
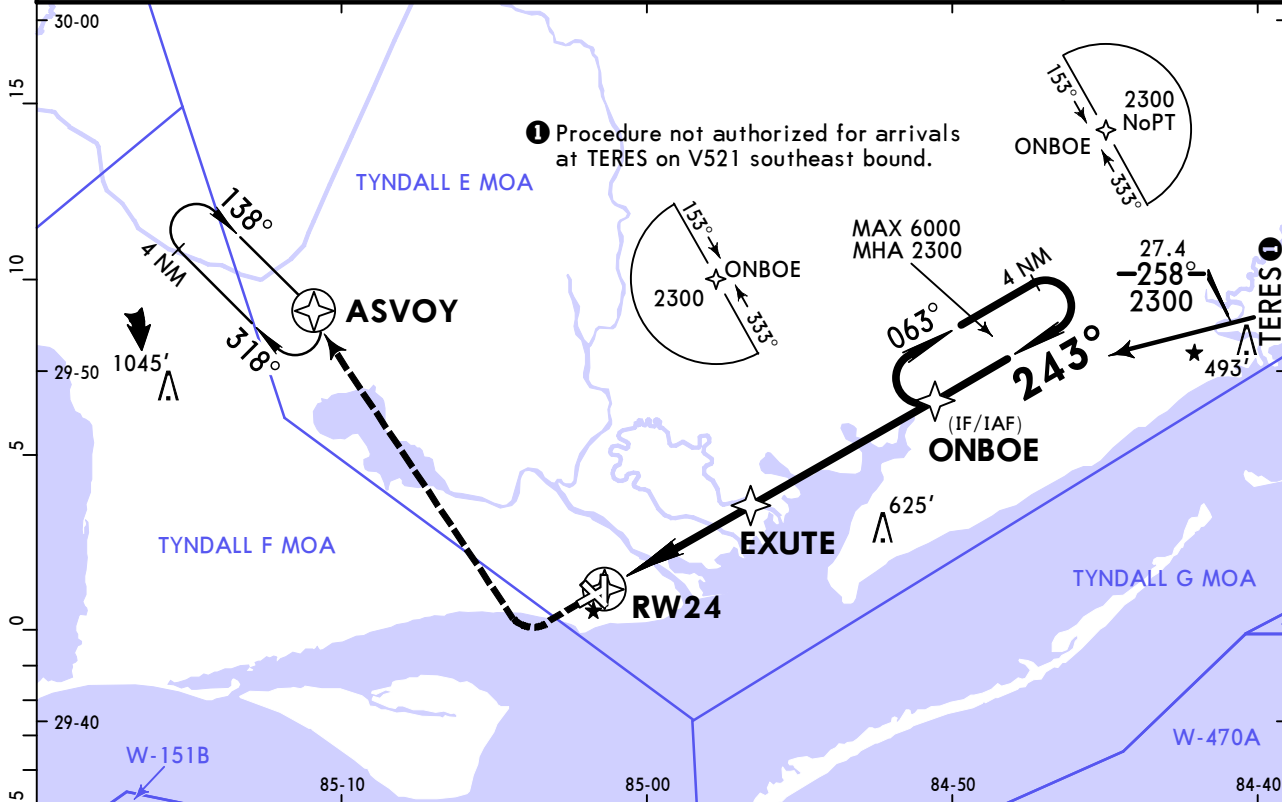
APALACHICOLA REGL- CLEVE RANDOLPH

JEPPESEN
29 MAR 24 (12-3)

APALACHICOLA, FLA

RNAV (GPS) Rwy 24

ASOS 119.925		*TYNDALL Approach (R) 124.15		JACKSONVILLE Center (R) 120.825 when App inop.		APALACHICOLA REGL- CLEVE RANDOLPH UNICOM CTAF 122.8	
RNAV	Final Apch Crs 243°	EXUTE 1600' (1580')		MDA(H) (CONDITIONAL) 500' (480')	Apt Elev 20' TDZE 20'		TAA 30 NM IF/IAF
MISSED APCH: Climb to 600' then climbing RIGHT turn to 3000' direct ASVOY and hold, continue climb-in-hold to 3000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
RNP Apch - GPS							
1. Straight-in Rwy 24 not authorized at night, circling Rwy 6, 18, 24, 32 not authorized at night. 2. Use local altimeter setting; if not received, use Northwest Florida Beaches Intl altimeter setting. 3. Rwy 24 helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 122.8.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	600'	3000'	D → ASVOY
Descent Angle	3.00°	372	478	531	637	743				
MAP at RW24										

	STRAIGHT-IN LANDING RWY 24		Max Kts	CIRCLE-TO-LAND	
	With Local Altimeter Setting	With Northwest Florida Beaches Intl Altimeter Setting		With Local Altimeter Setting	With Northwest Florida Beaches Intl Altimeter Setting
	MDA(H) 500' (480')	MDA(H) 640' (620')		MDA(H)	MDA(H)
A	1	1	90	520' (500') - 1	660' (640') - 1
B	1	1	120	680' (660') - 1 3/4	820' (800') - 2 1/4
C	1 3/8	1 3/4	140	680' (660') - 2	820' (800') - 2 1/2
D	1 3/8	1 3/4	165	680' (660') - 2	820' (800') - 2 1/2

TERPS AMEND 1E 8 SEP 2022

Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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APALACHICOLA, FL (APALACHICOLA REGL-RANDOLPH - KAAF)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KAAF

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

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.

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.