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## General Information

Location: AMERICUS GA USA  
ICAO: KACJ  
Lat/Long: N32° 06.65', W084° 11.33'  
Elevation: 468 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +5:00 = UTC  
Magnetic Variation: 4.0° W  
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A  
Oxygen Types: Low Pressure  
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: 1058 Z  
Sunset: 0027 Z

## Runway Information

Runway: 05  
Length x Width: 6011 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 468 ft  
Lighting: Edge, Pilot controlled

Runway: 10  
Length x Width: 3786 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 466 ft

Runway: 23  
Length x Width: 6011 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 464 ft  
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 28  
Length x Width: 3786 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 466 ft

## Communication Information

ATIS: 127.750 Secondary

AWOS: 128.375

Jimmy Carter Regl UNICOM: 122.800 CTAF PCL

Atlanta Clearance Delivery: 119.950

Atlanta Approach: 124.200

Atlanta Departure: 124.200

Atlanta ACC: 134.500 Remote Communications Air-Ground

**KACJ**

Apt Elev **468'**  
N32 06.6 W084 11.3

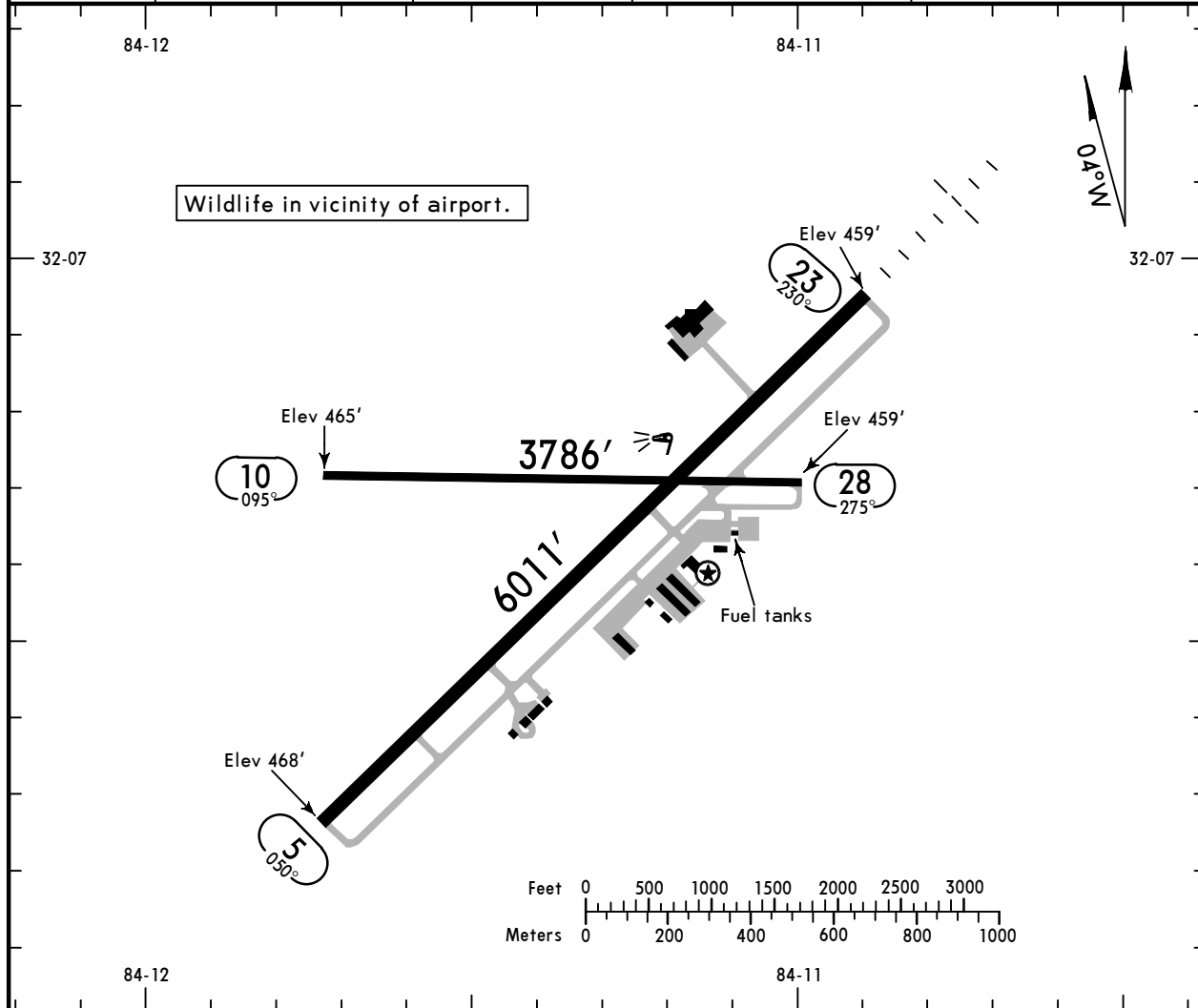
**JEPPESEN**

14 MAY 21 (10-9)

**AMERICUS, GA**

**CARTER REGL**

AWOS-3 <b>128.375</b>	ATLANTA Clearance <b>119.95</b>	CARTER REGL UNICOM <b>CTAF 122.8</b>	*ATLANTA Departure (R) <b>124.2</b>	ATLANTA Center <b>134.5</b> when Dep inop.
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**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
5	① HIRL ① PAPI-L (angle 3.00°)				100'
23	① HIRL ① MALSF REIL ① PAPI-L (angle 3.00°)		4890'		
10					75'
28					

① Activate on 122.8.

TAKE-OFF			FOR FILING AS ALTERNATE	
All Rwy's				
Adequate Vis Ref		STD		
1 & 2 Eng	1/4	1	A	NA
3 & 4 Eng		1/2	B	
			C	
			D	

AMEND 2A

# KACJ

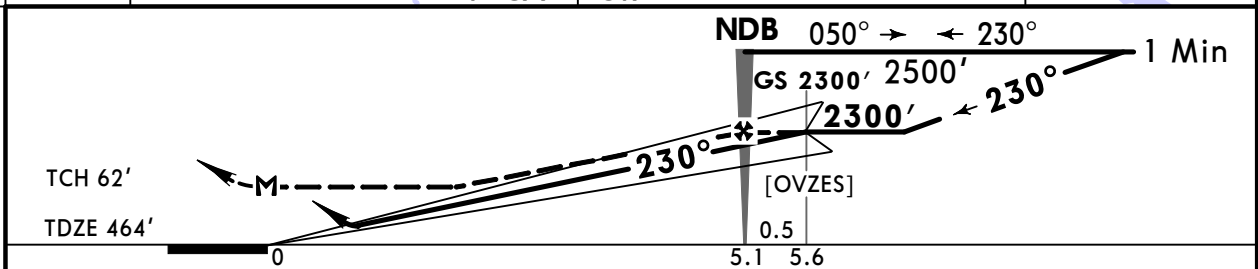
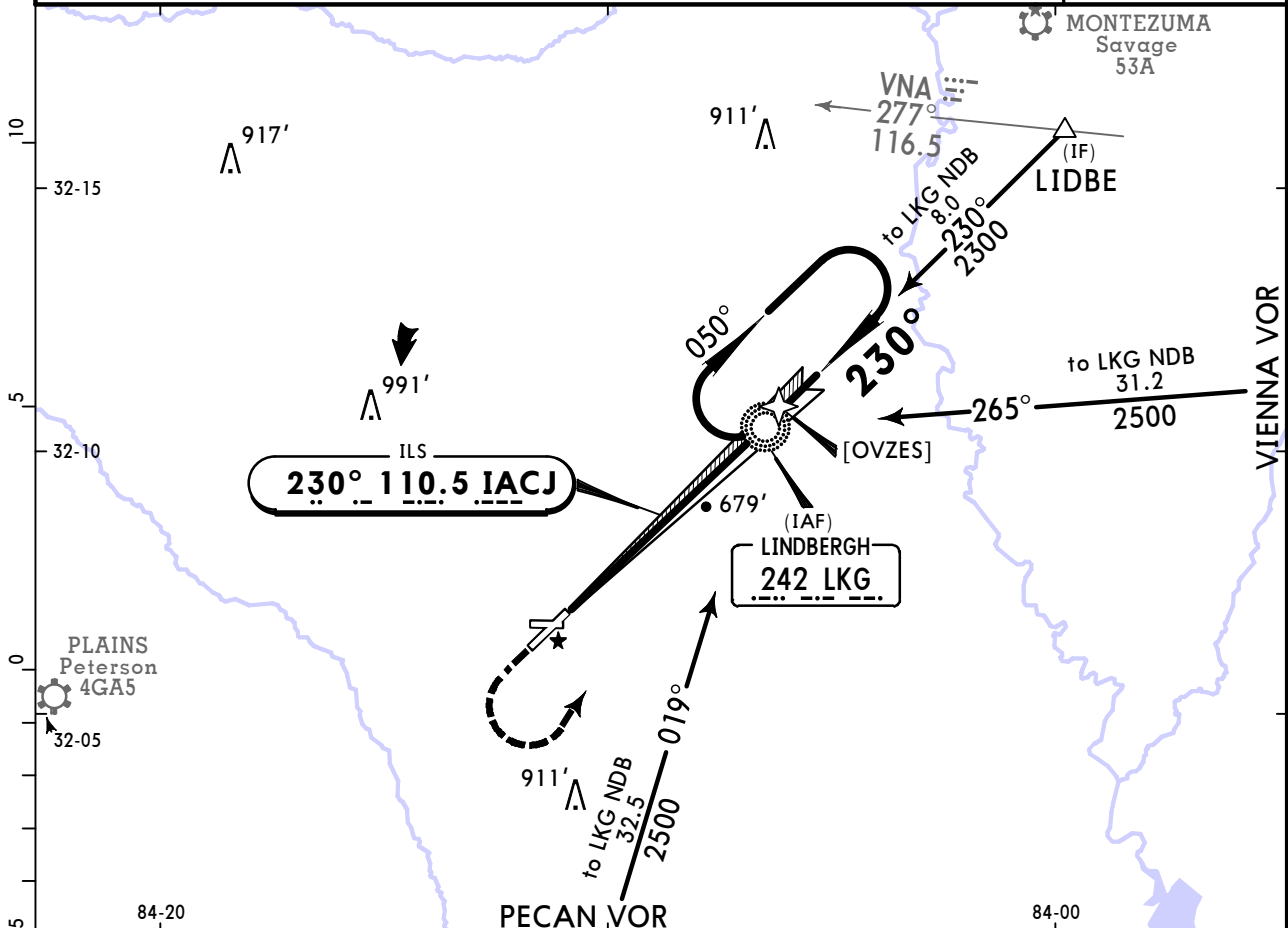
## JIMMY CARTER REGL

**JEPPESSEN**  
2 SEP 22 (11-1)

# AMERICUS, GA

## ILS or LOC Rwy 23

AWOS-3 <b>128.375</b>		*ATLANTA Approach (R) <b>124.2</b>		ATLANTA Center <b>134.5</b> when App inop.		JIMMY CARTER REGL UNICOM <b>CTAF 122.8</b>	
LOC IACJ <b>110.5</b>	Final Apch Crs <b>230°</b>	OVZES <b>2300'</b> (1836')		ILS DA(H) (CONDITIONAL) <b>775'</b> (311')	Apt Elev 468' TDZE 464'		
<b>MISSED APCH: Climb to 1100' then climbing LEFT turn to 2500' direct LKG NDB and hold.</b>							<p>MSA LKG NDB</p>
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. ADF required. 2. Circling Rwy 10, 28 not authorized at night. 3. Use local altimeter setting; if not received, use Columbus altimeter setting. 4. Rwy 23 helicopter visibility reduction below 3/4 SM not authorized. 5. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 59'). 6. Pilot controlled lighting 122.8.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	MALS F	1100'	2500'	D	LKG 242
GS	3.00°	372	478	531	637	743						
NDB to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55					

TERPS	STRAIGHT-IN LANDING RWY 23								CIRCLE-TO-LAND			
	ILS				LOC (GS out)				With Local Altimeter Setting		With Columbus Altimeter Setting	
	DA(H)	DA(H)	MDA(H)	MDA(H)	MDA(H)	MDA(H)	MDA(H)	MDA(H)	MDA(H)	MDA(H)		
A	775' (311')	889' (425')	940' (476')	1060' (596')	940' (472') - 1	1060' (592') - 1						
B	3/4	7/8	1	1 1/4	3/4	1						
C					1 1/8	1 3/8						
D					1 3/8	1 3/4						

# KACJ JIMMY CARTER REGL

**JEPPESSEN**  
29 SEP 23 (12-1)

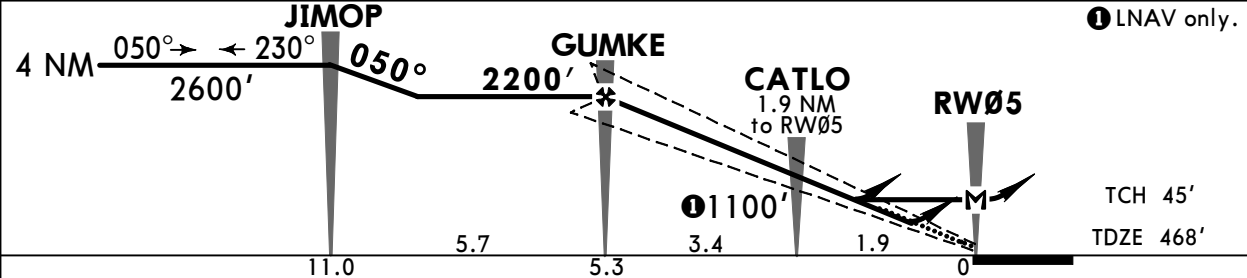
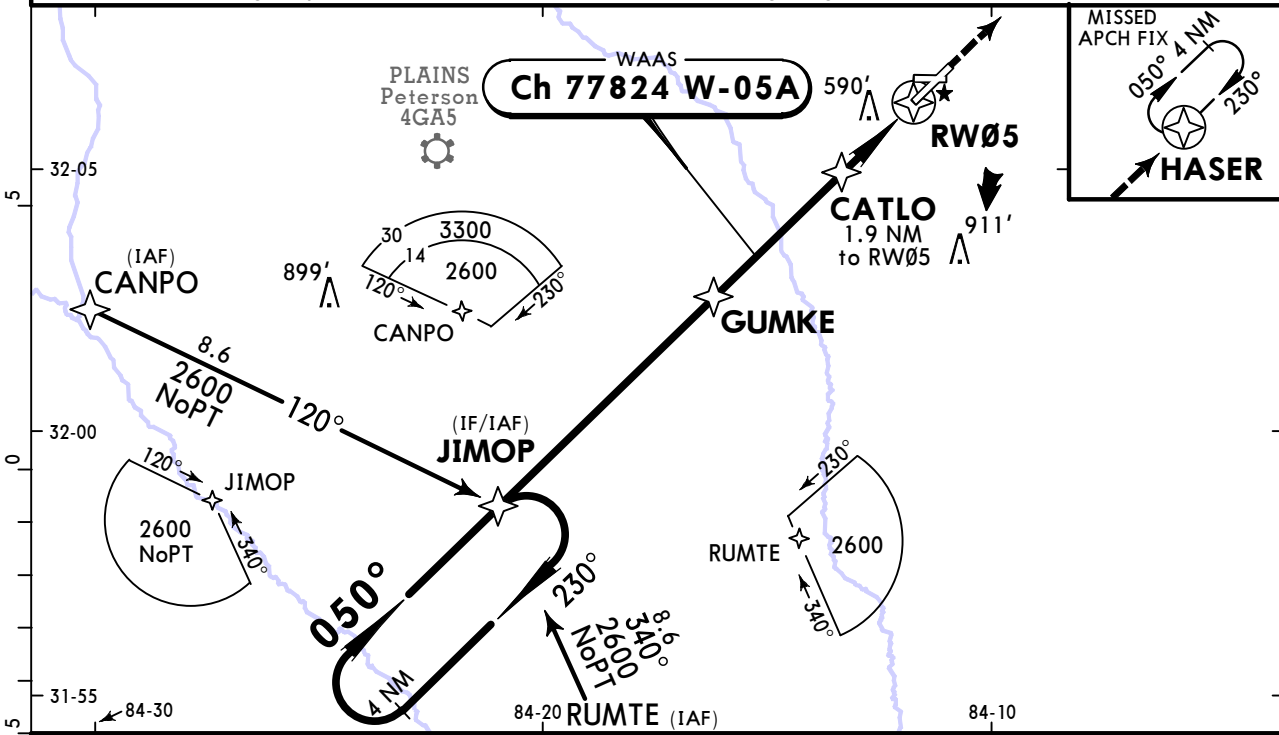
# AMERICUS, GA RNAV (GPS) Rwy 5

AWOS-3 128.375		*ATLANTA Approach (R) 124.2		ATLANTA Center 134.5 when App inop.		JIMMY CARTER REGL UNICOM CTAF 122.8	
WAAS <b>Ch 77824</b> W-05A		Final Apch Crs <b>050°</b>		<b>GUMKE</b> 2200' (1732')		LPV DA(H) (CONDITIONAL) <b>718'</b> (250')	
				Apt Elev 468'		TDZE 468'	
						TAA 30 NM IAF	

BRIEFING STRIP™

**MISSED APCH: Climb to 2600' direct HASER and hold.**  
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

- RNP Apch
1. Circling Rwy 10, 28 not authorized at night. 2. Use local altimeter setting; if not received, use Columbus altimeter setting. 3. Baro-VNAV not authorized when using Columbus altimeter setting.
  4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 40°C (104°F). 5. Rwy 5 helicopter visibility reduction below 3/4 SM not authorized.
  6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 122.8.



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RWY 5										

TERPS		STRAIGHT-IN LANDING RWY 5 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting	
	LPV DA(H) 718' (250')	LNAV/VNAV DA(H) 840' (372')	LNAV MDA(H) 840' (372')	Max Kts	MDA(H)	
A				90		
B				120		940' (472') - 1
C	1	1	1	140		1020' (552') - 1½
D				165		1280' (812') - 2¾
		With Columbus Altimeter Setting			With Columbus Altimeter Setting	
	LPV DA(H) 832' (364')	LNAV/VNAV DA(H) 954' (486')	LNAV MDA(H) 960' (492')	Max Kts	MDA(H)	
A				90		
B				120		1060' (592') - 1
C	1¼	1⅜	1	140		1140' (672') - 2
D			1⅜	165		1400' (932') - 3

TERPS AMEND 1C 16 AUG 2018

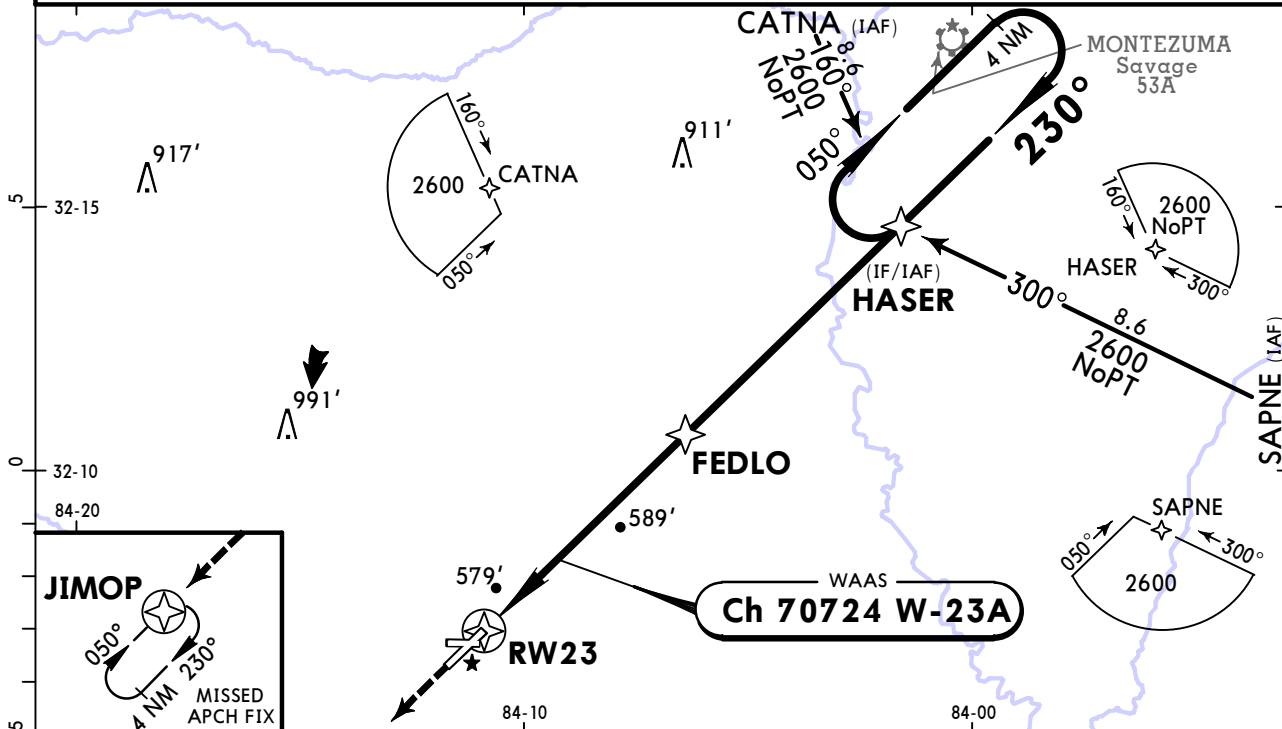
**KACJ**  
JIMMY CARTER REGL

**JEPPESSEN**  
29 SEP 23 **(12-2)**

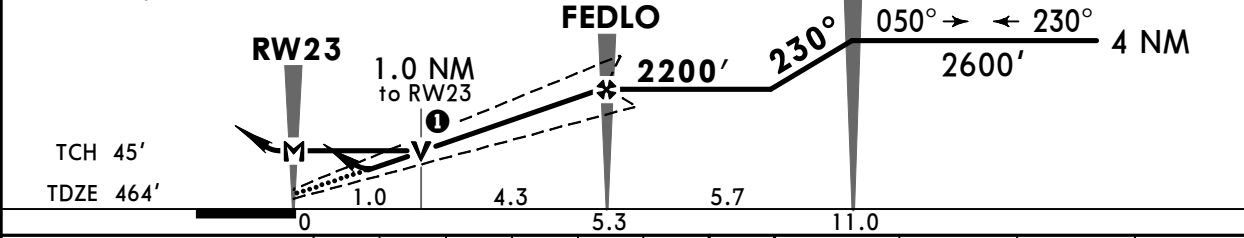
**AMERICUS, GA**  
**RNAV (GPS) Rwy 23**

AWOS-3 <b>128.375</b>		*ATLANTA Approach (R) <b>124.2</b>		ATLANTA Center <b>134.5</b> when App inop.		JIMMY CARTER REGL UNICOM <b>CTAF 122.8</b>	
WAAS <b>Ch 70724</b> W-23A	Final Apch Crs <b>230°</b>	FEDLO <b>2200'</b> (1736')	LPV DA(H) (CONDITIONAL) <b>760'</b> (296')	Apt Elev 468' TDZE 464'		TAA 30 NM IAF	
<b>MISSED APCH: Climb to 2600' direct JIMOP and hold.</b>							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
RNP Apch - GPS							

1. Circling Rwy 10, 28 not authorized at night. 2. Use local altimeter setting; if not received, use Columbus altimeter setting. 3. Baro-VNAV and VDP not authorized when using Columbus altimeter setting.
4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 41°C (105°F). 5. Rwy 23 helicopter visibility reduction below 3/4 SM not authorized.
6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 122.8.



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSF REIL PAPI	2600'	D → JIMOP
Glide Path Angle	3.00°	372	478	531	637	743			

TERPS		STRAIGHT-IN LANDING RWY 23 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
		LPV DA(H) 760' (296')	LNAV/VNAV DA(H) 765' (301')	LNAV MDA(H) 840' (376')	ALS out	ALS out	MDA(H)
A							90
B							120
C	3/4	7/8	3/4	7/8	3/4	1	140
D							165
							940' (472') - 1
							1020' (552') - 1 1/2
							1280' (812') - 2 3/4
		With Columbus Altimeter Setting				With Columbus Altimeter Setting	
		LPV DA(H) 876' (412')	LNAV/VNAV DA(H) 881' (417')	LNAV MDA(H) 960' (496')	ALS out	ALS out	MDA(H)
A							90
B							120
C	1	1 1/8	1	1 1/8	3/4	1	140
D					1 1/8	1 3/8	165
							1060' (592') - 1
							1140' (672') - 2
							1400' (932') - 3

TERPS AMEND ID 16 AUG 2018

## 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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**AMERICUS, GA (CARTER REGL - KACJ)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport KACJ

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(10-9) Airport name changed from CARTER REGL to JIMMY CARTER REGL

### 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.