

List of pages in this Trip Kit

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Airport Information For KACK

Terminal Charts For KACK

Revision Letter For Cycle 05-2025

Change Notices

Notebook

General Information

Location: NANTUCKET MA USA
ICAO/IATA: KACK / ACK
Lat/Long: N41° 15.20', W070° 03.63'
Elevation: 47 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 16.0° W
Sectional Chart: New York

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

Sunrise: 0944 Z
Sunset: 2347 Z

Runway Information

Runway: 06
Length x Width: 6303 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 38 ft
Lighting: Edge, ALS, Centerline, Pilot controlled
Displaced Threshold: 538 ft

Runway: 15
Length x Width: 4500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 45 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 24
Length x Width: 6303 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 47 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 33
Length x Width: 4500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 41 ft

Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS: 127.500

Nantucket Tower: 118.300 CTAF PCL

Nantucket Ground: 132.500

Nantucket Clearance Delivery: 119.375

Boston Approach: 126.100

Boston Departure: 126.100

Nantucket UNICOM: 122.950

Bridgeport FSS: 116.200 RCO

Bridgeport FSS: 122.100 RCO

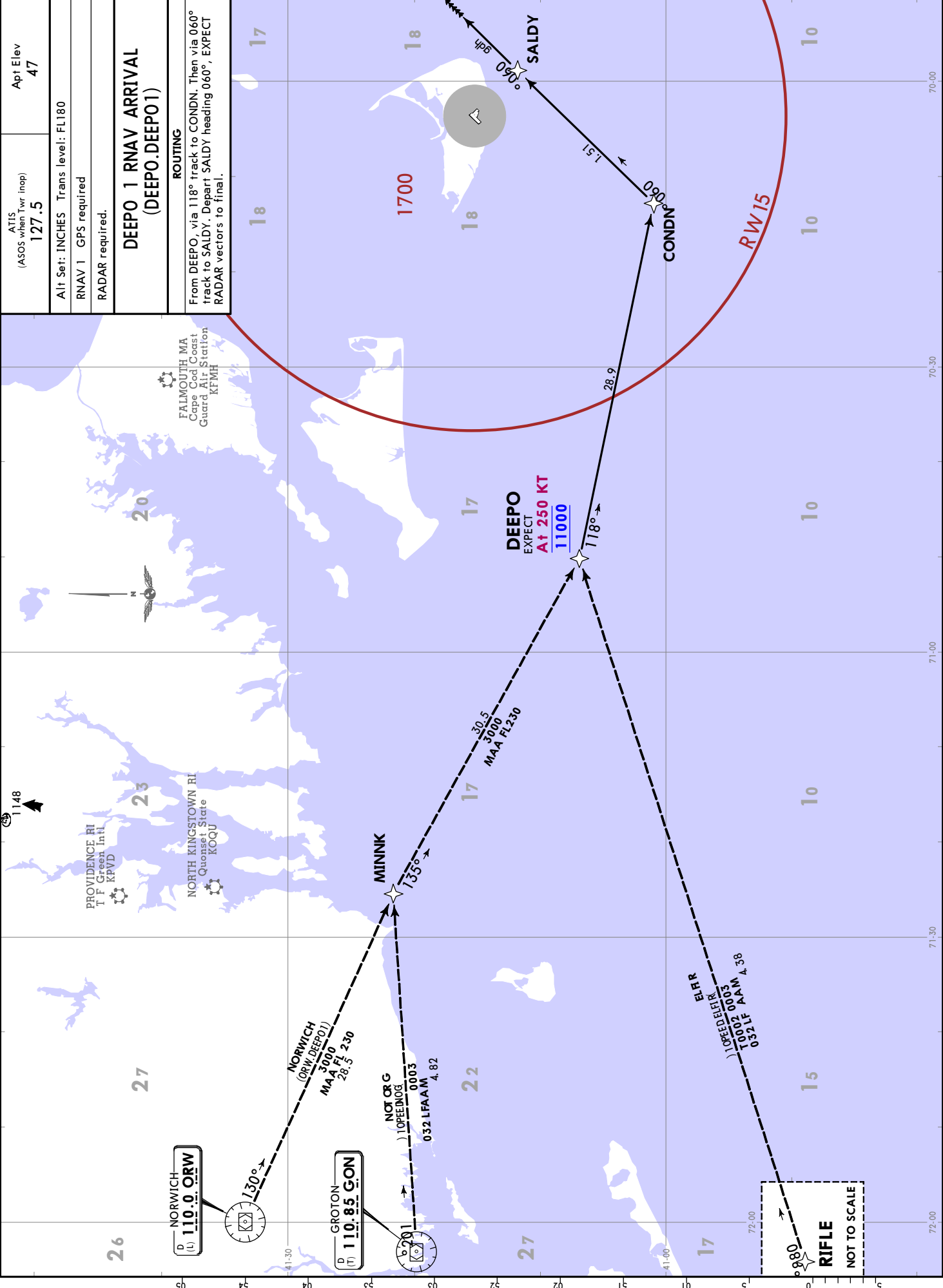
NANTUCKET, MASS
RNAV STAR

JEPPesen
 15 APR 22 (10-2)

ATIS (ASOS when Twr inop) 127.5	Apt Elev 47
Alt Set: INCHES Trans level: FL180	
RNAV 1 GPS required	
RADAR required.	
DEEPO 1 RNAV ARRIVAL (DEEPO.DEEPO1)	
ROUTING	
From DEEPO, via 118° track to CONDN. Then via 060° track to SALDY. Depart SALDY heading 060°, EXPECT RADAR vectors to final.	

ROUTING
 From DEEPO, via 118° track to CONDN. Then via 060° track to SALDY. Depart SALDY heading 060°, EXPECT RADAR vectors to final.

KACK/ACK
 NANTUCKET MEML



KACK/ACK

Apt Elev **47'**
N41 15.2 W070 03.6

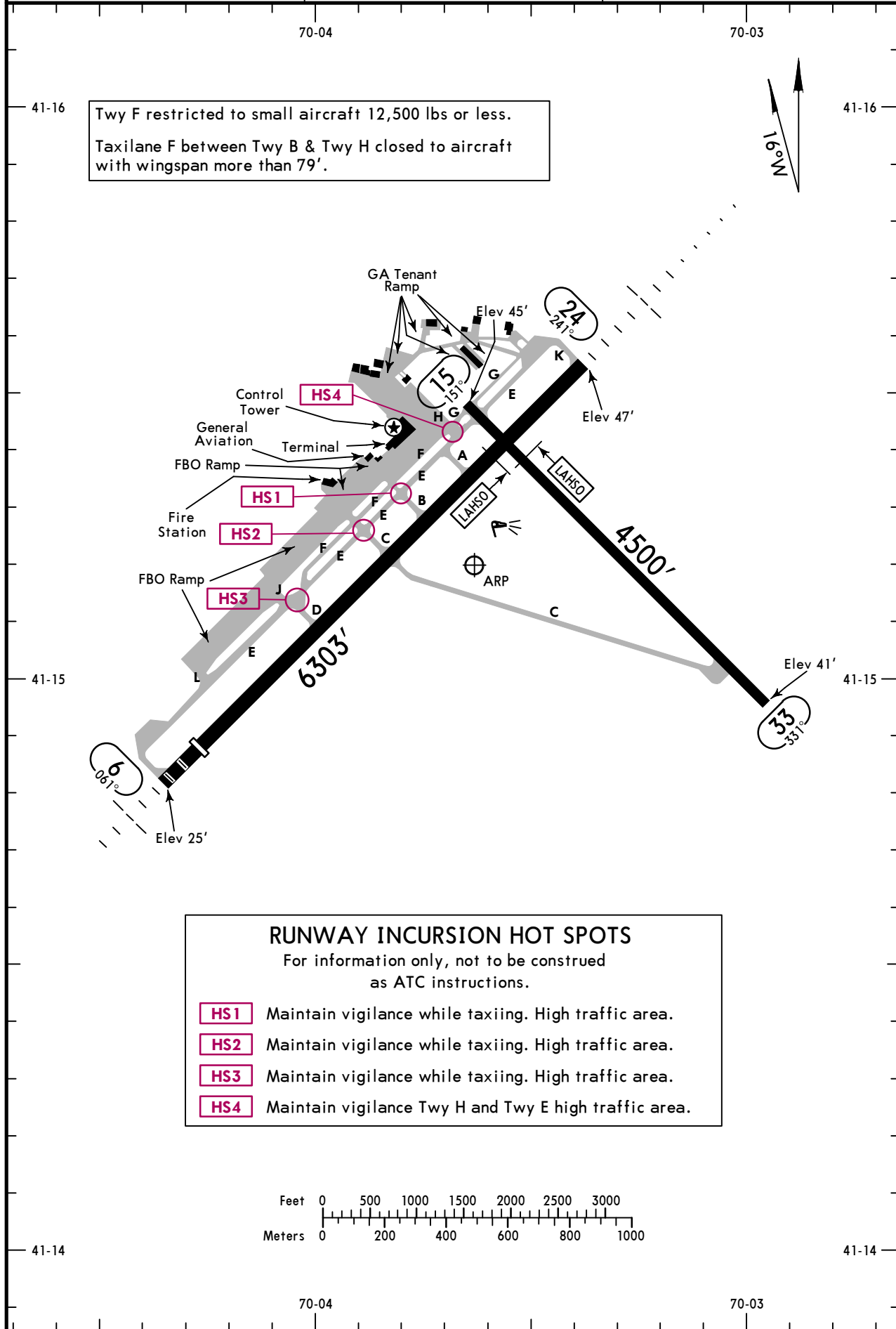


20 DEC 24 **(10-9)** Eff 26 Dec

NANTUCKET, MASS

NANTUCKET MEML

ATIS (ASOS when Twr Inop)	NANTUCKET Clearance	*Ground
127.5	119.375	132.5
*Tower		BOSTON Departure (R)
CTAF 118.3	UNICOM 122.95	126.1



Twy F restricted to small aircraft 12,500 lbs or less.
Taxilane F between Twy B & Twy H closed to aircraft with wingspan more than 79'.

RUNWAY INCURSION HOT SPOTS
For information only, not to be construed as ATC instructions.

- HS1** Maintain vigilance while taxiing. High traffic area.
- HS2** Maintain vigilance while taxiing. High traffic area.
- HS3** Maintain vigilance while taxiing. High traffic area.
- HS4** Maintain vigilance Twy H and Twy E high traffic area.

KACK/ACK



NANTUCKET, MASS

20 DEC 24

10-9A

Eff 26 Dec

NANTUCKET MEML

GENERAL

Deer & birds on and in vicinity of airport.
 Airport has noise abatement procedures, contact noise officer.
 Be aware of hi-speed military jet & heavy helicopter traffic in vicinity of Air Station Cape Cod.
 PPR 2 hours for unscheduled aircraft operations with more than 9 passenger seats, call airport manager.

ADDITIONAL RUNWAY INFORMATION

RWY		LANDING Threshold	BEYOND Glide Slope	USABLE LENGTHS		TAKE-OFF	WIDTH
				LAHSO Distance			
6 24	① HIRL CL ① MALSF ② PAPI-R RVR grooved	5765'	4820'	15/33	4316'		150'
	① HIRL CL ① SSALR ② PAPI-L TDZ RVR		5381'				

- ① Activate on 118.3 when Twr inop.
- ② Angle 3.00°.

15 33	③ MIRL REIL grooved						100'
	③ MIRL REIL PAPI-L (angle 3.00°)			6/24	3650'		

- ③ Activate on 118.3 when Twr inop.

TERPS

TAKE-OFF

Rwys 6, 24

LOWER THAN STANDARD OpSpec Authorization Required				STANDARD	
Both RVRs are required & controlling			RCLM or CL or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL			
TDZ RVR 5 Rollout RVR 5	TDZ RVR 10 Rollout RVR 10	TDZ RVR 12 Rollout RVR 10	TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 15, 33

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

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

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	Authorized Only When Tower Operating				VOR Rwy 24 RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24	RNAV (GPS) Rwy 33
	ILS Rwy 6	ILS Rwy 24	LOC Rwy 6 LOC Rwy 24	RNAV (GPS) Rwy 15		
A	600-2	800-2	800-2	800-2	800-2	800-2
B						
C						
D						
	700-2					
	700-2 1/4		800-2 1/4		800-2 1/4	1000-3

CHANGES: Alternate minimums.

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JEPPESEN
23 DEC 22 (10-9A1) Eff 29 DecNANTUCKET, MASS
NANTUCKET MEML

ODP TAKEOFF OBSTACLE NOTES

- RWY 6:
Terrain 204' from DER, 490' left of centerline, 52' MSL. Building 979' from DER, 636' left of centerline, 16' AGL/73' MSL.
- RWY 15:
Vegetation 2' from DER, 475' left of centerline, 48' MSL. Tree, vehicle on road beginning 8' from DER, 354' left of centerline, up to 23' AGL/56' MSL. Vegetation 32' from DER, 344' right of centerline, 46' MSL. Vegetation, tree beginning 105' from DER, 29' right of centerline, up to 11' AGL/50' MSL. Tree 346' from DER, 449' right of centerline, 51' MSL.
- RWY 24:
Trees beginning 12' from DER, 300' right of centerline, up to 60' AGL/77' MSL. Trees, fence beginning 65' from DER, 19' left of centerline, up to 60' AGL/90' MSL. Trees beginning 227' from DER, 33' right of centerline, up to 60' AGL/83' MSL.
- RWY 33:
Building 173' from DER, 371' right of centerline, 16' AGL/61' MSL. Buildings beginning 605' from DER, 235' left of centerline, up to 23' AGL/65' MSL. Building 894' from DER, 675' right of centerline, 91' MSL. Tower, building 895' from DER, 318' right of centerline, up to 52' AGL/98' MSL. Tower, buildings, pole beginning 902' from DER, 168' right of centerline, up to 58' AGL/103' MSL. Building, tree beginning 923' from DER, 254' left of centerline, up to 38' AGL/78' MSL. Trees beginning 1286' from DER, 282' left of centerline, up to 43' AGL/83' MSL. Tree 1963' from DER, 113' left of centerline, 50' AGL/99' MSL.

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JEPPESEN

SMGCS

NANTUCKET MEML

25 OCT 24

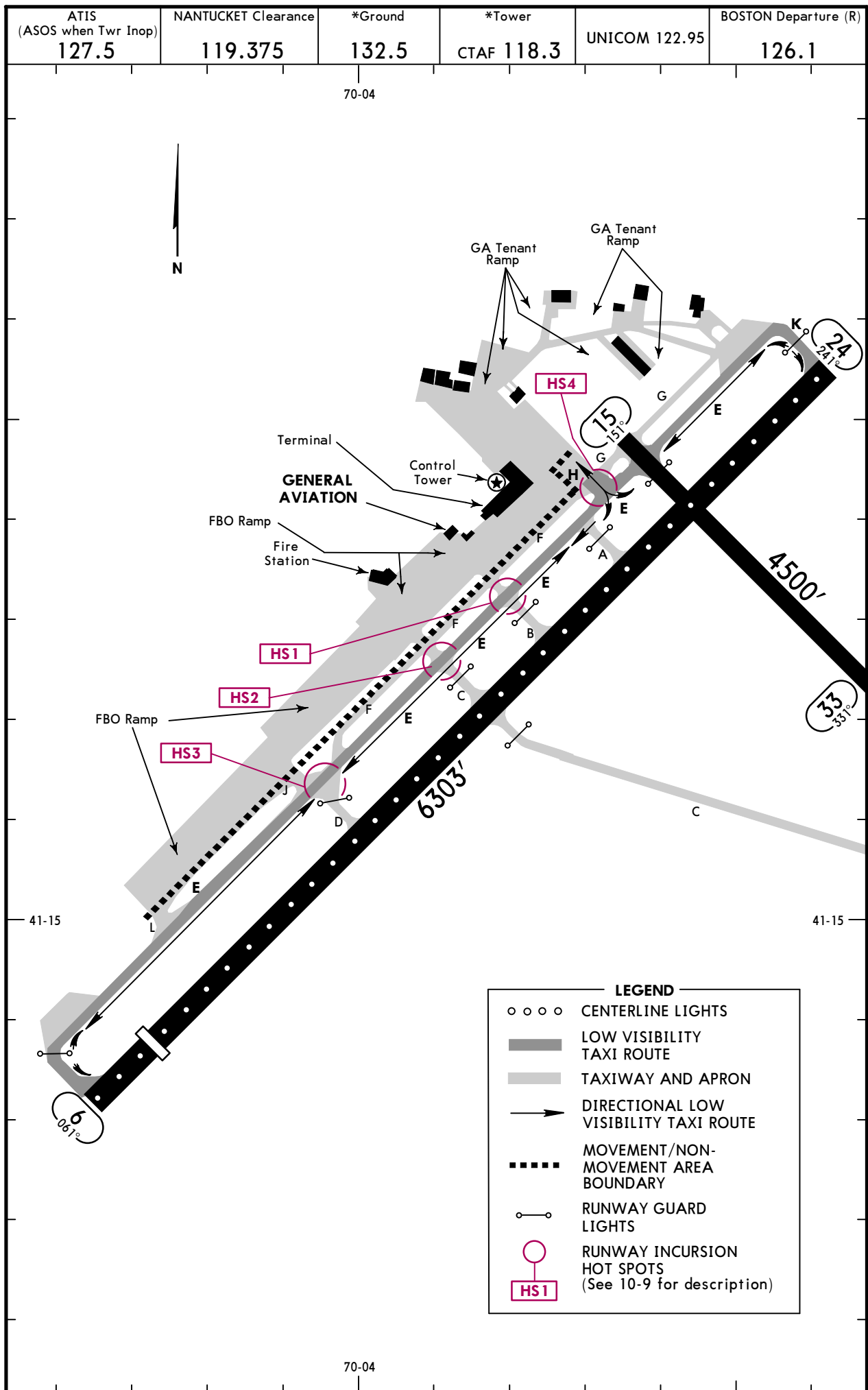
10-9B

Eff 31 Oct

NANTUCKET, MASS

LESS THAN RVR 1200 to 600

LOW VISIBILITY TAXI ROUTES



CHANGES: FBO ramp extended.

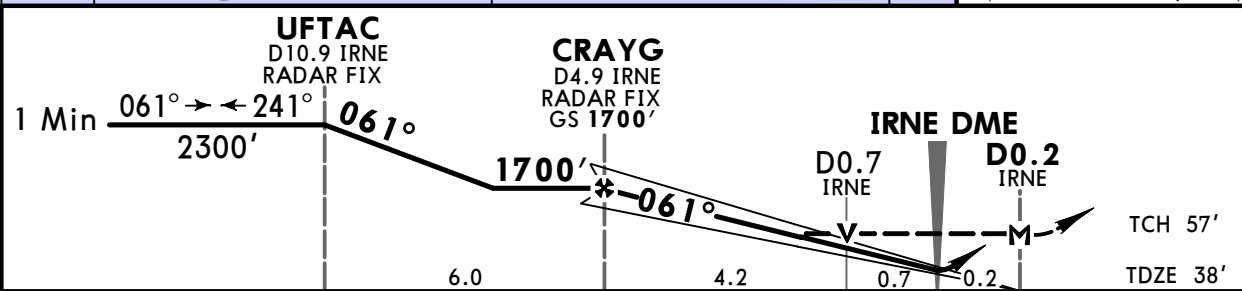
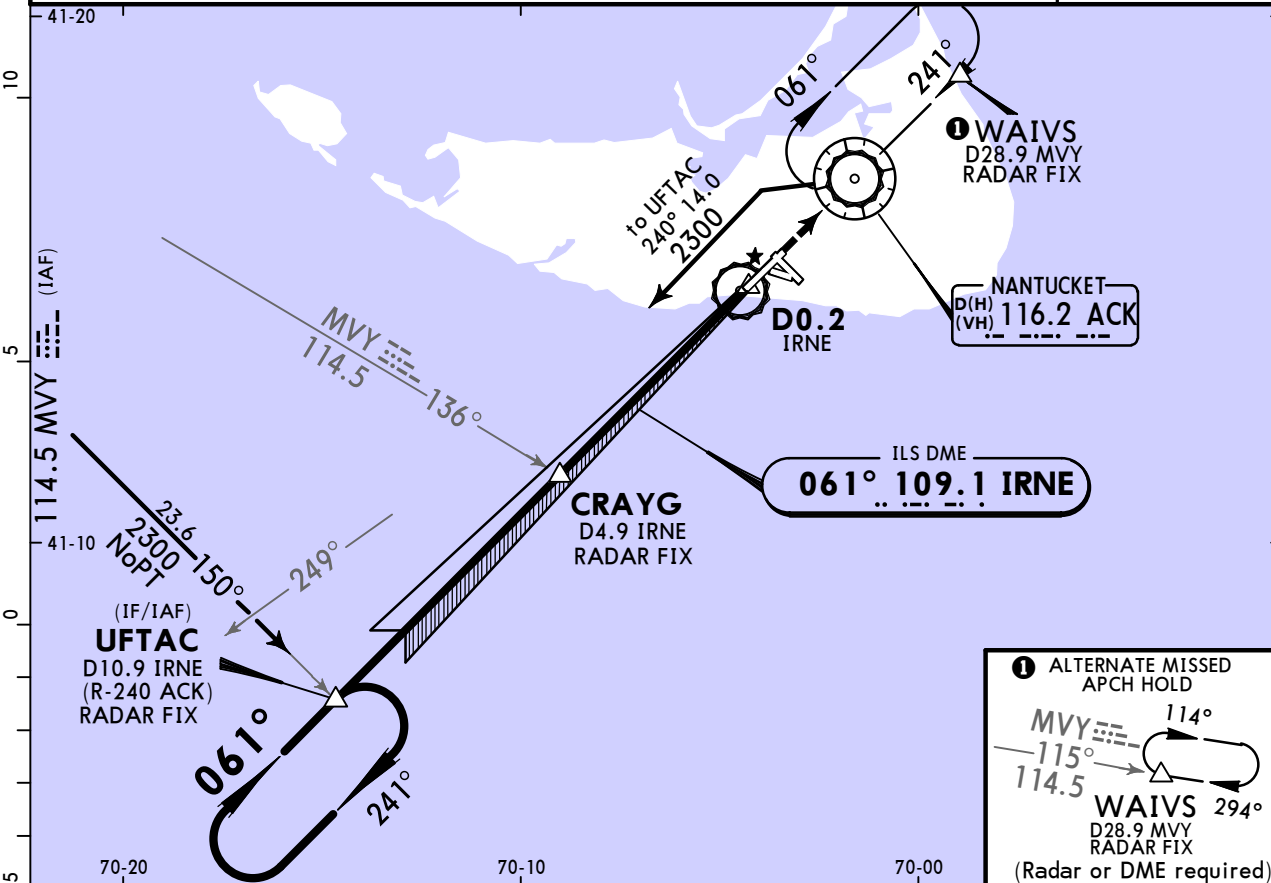
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KACK/ACK NANTUCKET MEML

JEPPESSEN
20 DEC 24 **11-1** Eff 26 Dec

NANTUCKET, MASS ILS or LOC Rwy 6

ATIS (ASOS when Twr Inop) 127.5		BOSTON Approach (R) 126.1		*NANTUCKET Tower CTAF 118.3		*Ground 132.5	
LOC IRNE 109.1	Final Apch Crs 061°	CRAYG 1700' (1662')		ILS DA(H) (CONDITIONAL) 238' (200')	Apt Elev 47'	TDZE 38'	
MISSED APCH: Climb to 1800' direct ACK VOR and hold, continue climb-in-hold to 1800'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Hyannis altimeter setting. 2. VDP not authorized when using Hyannis altimeter setting. 3. Pilot controlled lighting 118.3.							



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI 1800' ACK 116.2
GS	3.00°	372	478	531	637	849	
MAP at D0.2 IRNE or CRAYG to MAP	5.1	4:22	3:24	3:04	2:33	2:11	

TERPS	STRAIGHT-IN LANDING RWY 6				CIRCLE-TO-LAND		
	ILS		LOC (GS out)		With Local Altimeter setting	With Hyannis Altimeter Setting	
	DA(H) 238' (200')	DA(H) 301' (263')	MDA(H) 380' (342')	MDA(H) 460' (422')	Max Kts. MDA(H)	MDA(H)	
A	ALS out	ALS out	ALS out	ALS out	90	480'(433') - 1	560'(513') - 1
B	RVR 40 or 3/4	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	120	500'(453') - 1	580'(533') - 1
C		RVR 45 or 7/8	RVR 40 or 3/4	RVR 50 or 1	140	720'(673') - 2	800'(753') - 2 1/4
D			RVR 55 or 1	1 1/4	165	720'(673') - 2 1/4	800'(753') - 2 1/2

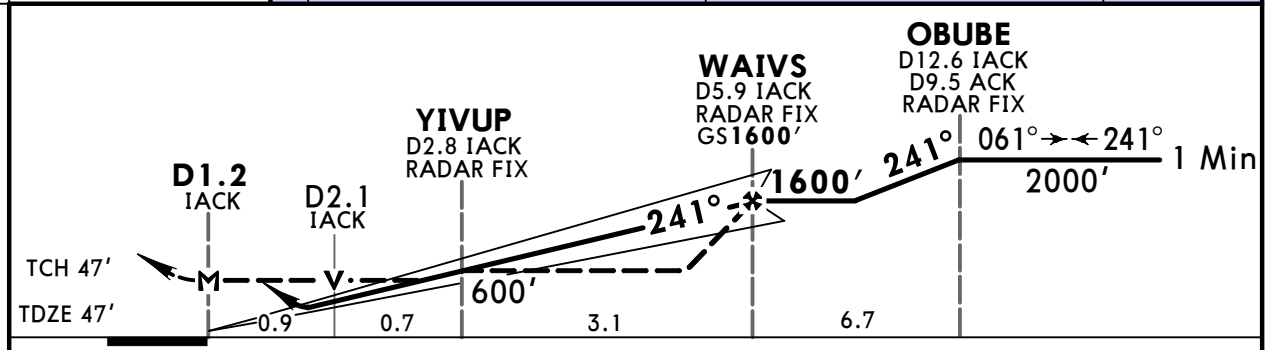
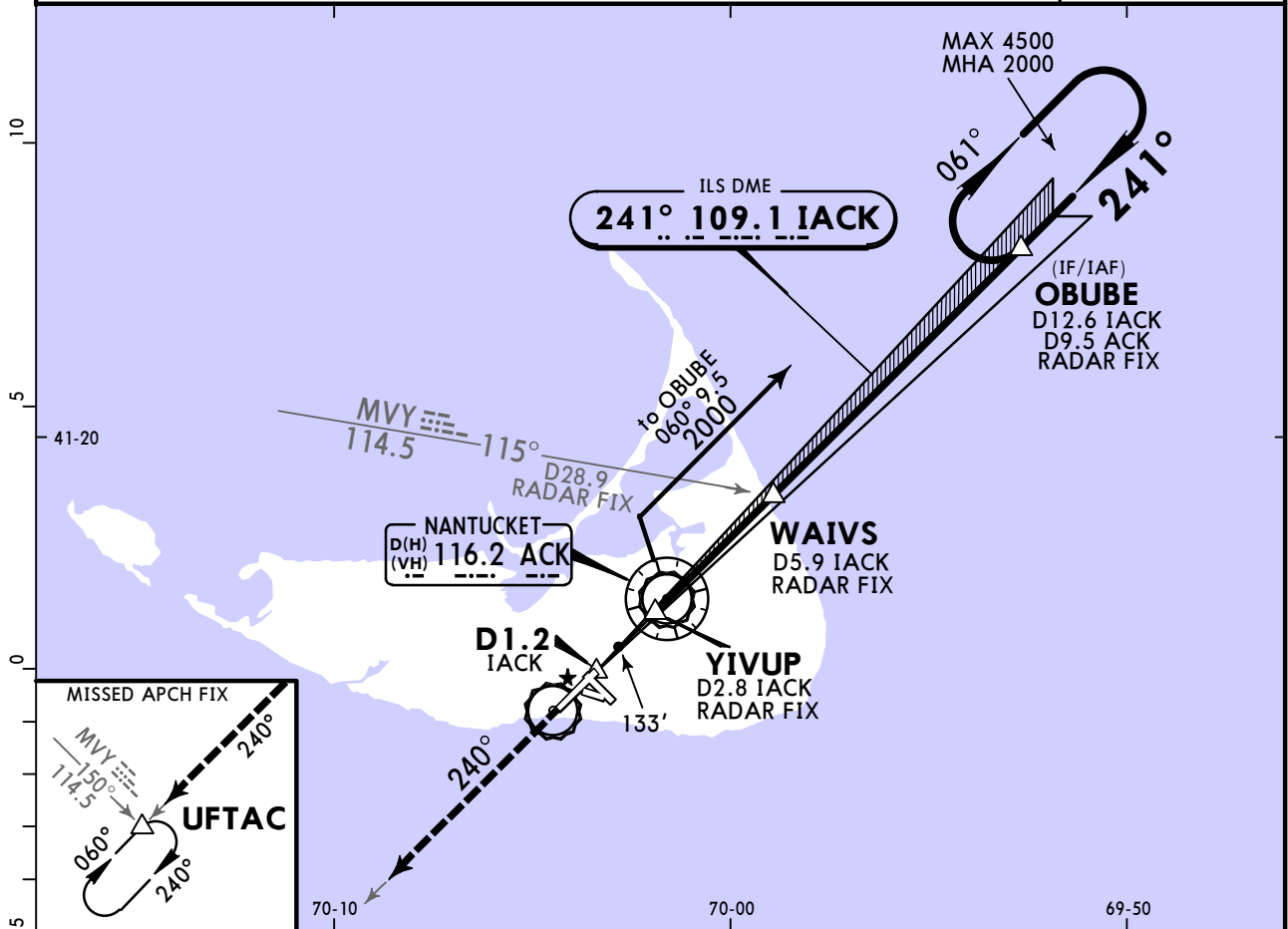
TERPS AMEND 2A 29 MAR 2018

KACK/ACK NANTUCKET MEML

JEPPESEN
20 DEC 24 **(11-2)** Eff 26 Dec

NANTUCKET, MASS ILS or LOC Rwy 24

ATIS (ASOS when Twr Inop) 127.5		BOSTON Approach (R) 126.1		*NANTUCKET Tower CTAF 118.3		*Ground 132.5	
LOC IACK 109.1	Final Apch Crs 241°	WAIVS 1600' (1553')		ILS DA(H) 247' (200')	Apt Elev 47' TDZE 47'		1900 MSA ACK VOR
MISSED APCH: Climb to 2300' outbound on ACK VOR R-240 to UFTAC INT and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. DME or RADAR required. 2. Pilot controlled lighting 118.3.							



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI 2300' on 116.2 UFTAC R-240	
GS	3.00°	372	478	531	637	743		849
MAP at D1.2 IACK or WAIVS to MAP	4.7	4:02	3:08	2:49	2:21	2:01		1:46

TERPS					STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND	
ILS DA(H) 247' (200')		LOC (GS out) MDA(H) 400' (353')			Max Kts	MDA(H)		
TDZ/CL out	RAIL/ALS out	RAIL/ALS out		90		480' (433') -1		
A	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	120	500' (453') -1		
B				RVR 30 or 5/8	140	720' (673') -2		
C				RVR 55 or 1	165	720' (673') -2 1/4		
D								

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: Procedure.

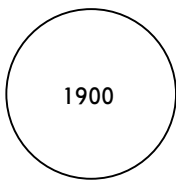
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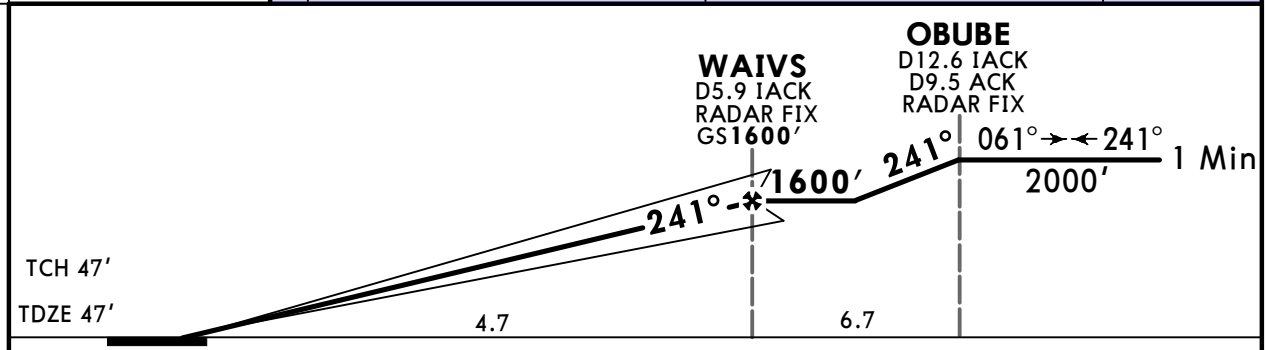
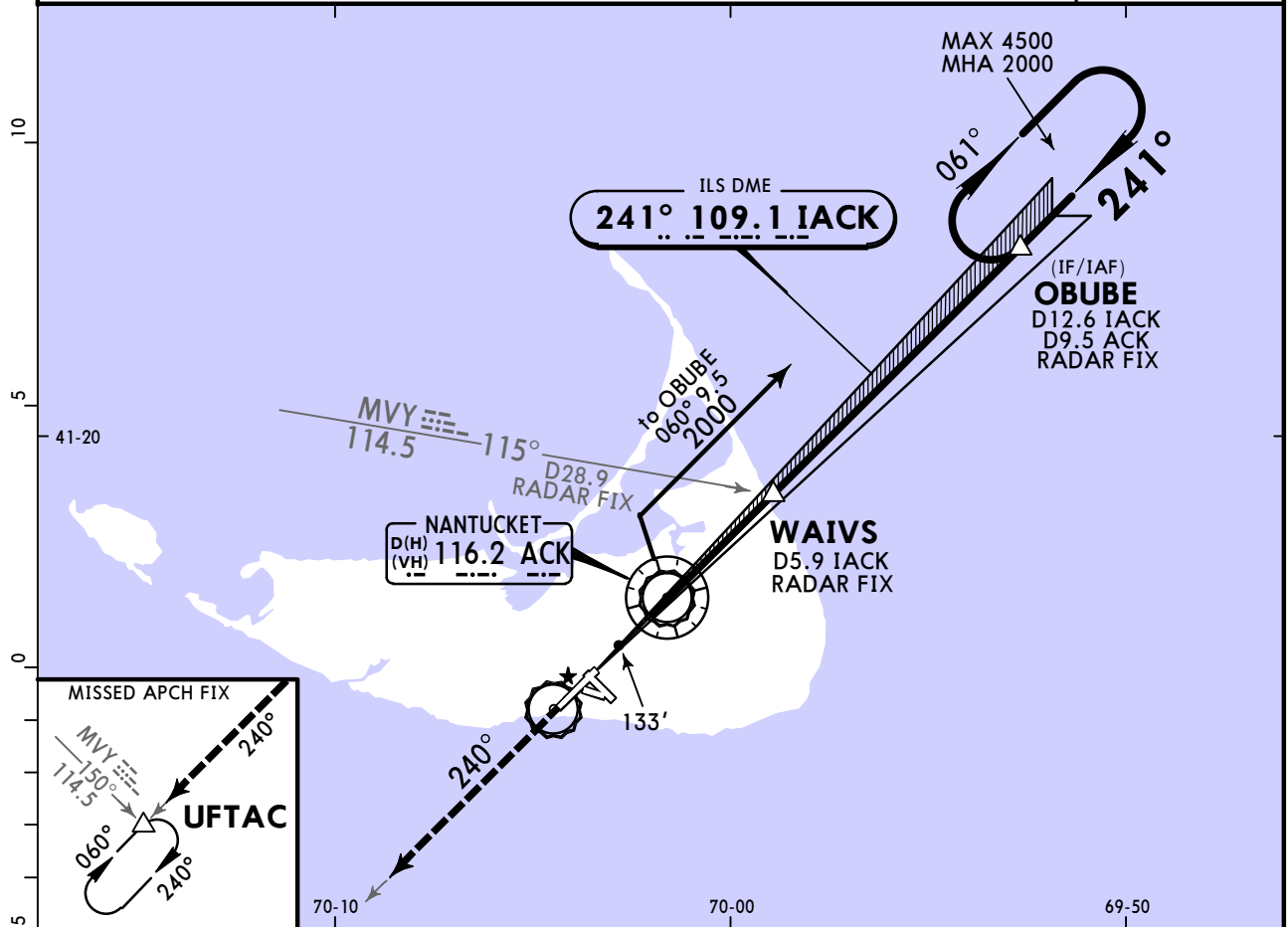
TERPS AMEND 17 26 DEC 2024

KACK/ACK NANTUCKET MEML

JEPPesen
20 DEC 24 **(11-2A)** Eff 26 Dec

NANTUCKET, MASS ILS Rwy 24 SA CAT I

ATIS (ASOS when Twr Inop) 127.5		BOSTON Approach (R) 126.1		*NANTUCKET Tower CTAF 118.3		*Ground 132.5	
LOC IACK 109.1	Final Apch Crs 241°	WAIVS 1600' (1553')		SA CAT I ILS RA 141' DA(H) 197' (150')		Apt Elev 47' TDZE 47'	
MISSED APCH: Climb to 2300' outbound on ACK VOR R-240 to UFTAC INT and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Special aircrew and aircraft certification required. 2. Procedure not authorized when Control Tower closed. 3. DME or RADAR required. 4. Pilot controlled lighting 118.3.							



Gnd speed-Kts	70	90	100	120	140	160	SSALR 2300'	ACK on 116.2 R-240	UFTAC
GS	3.00°	372	478	531	637	849			

TERPS STRAIGHT-IN LANDING RWY 24
SA CAT I ILS
RA 141'
 DA(H) **197'** (150')

A	RVR 14
B	
C	
D	

1 Requires specific OPSPEC, MSPEC or LOA approval.
 CHANGES: New procedure. © JEPPesen, 2024. ALL RIGHTS RESERVED.

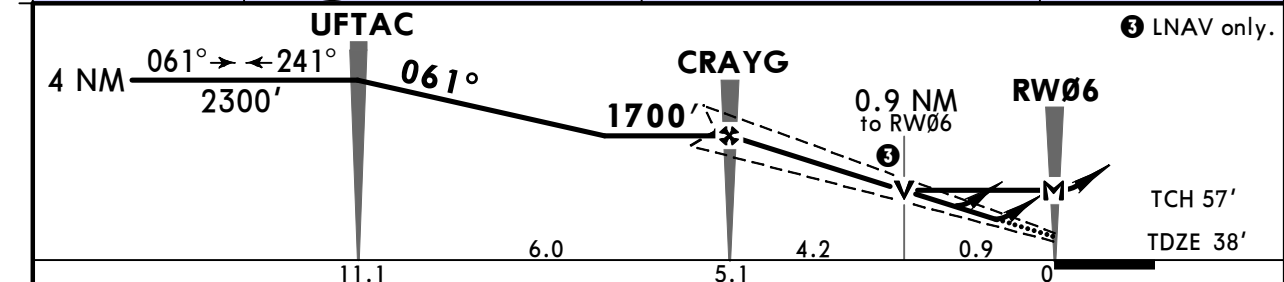
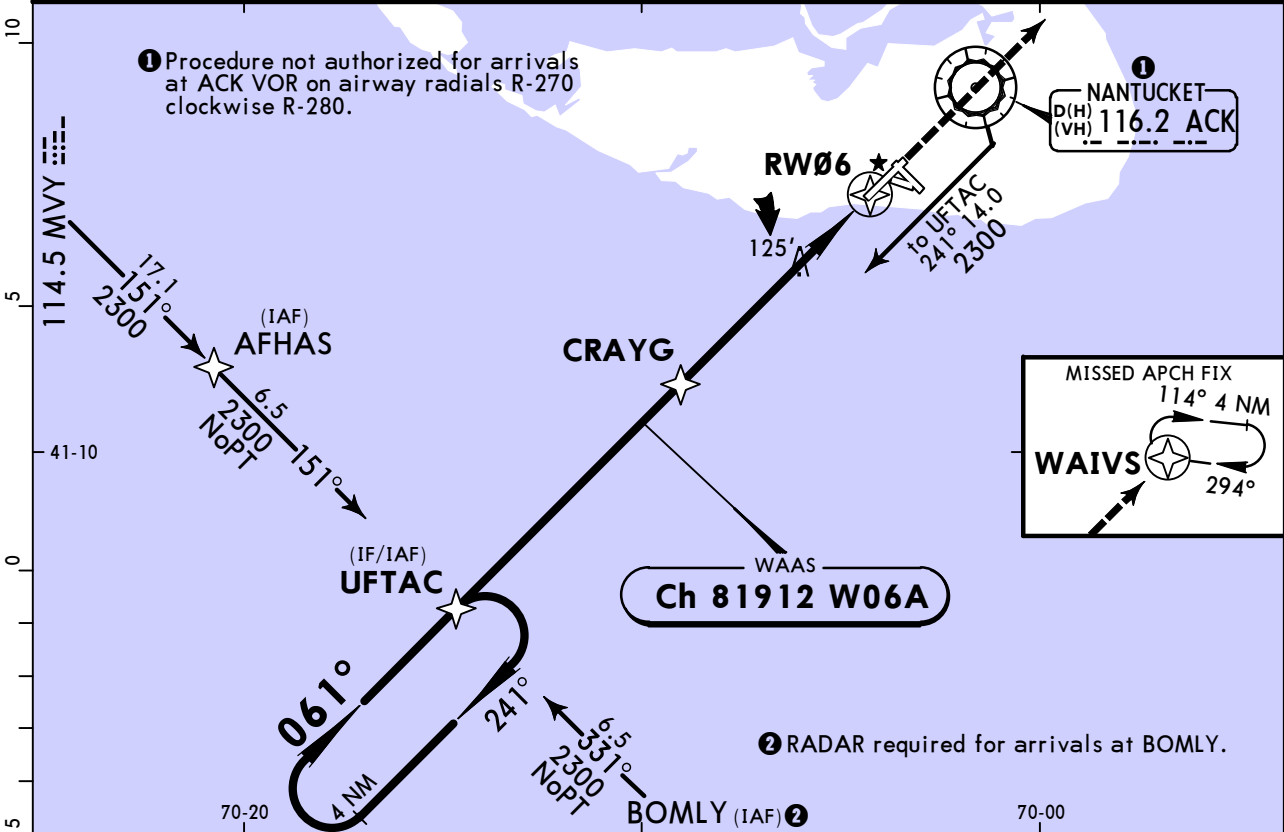
TERPS AMEND 17 26 DEC 2024

KACK/ACK NANTUCKET MEML

JEPPESEN
30 AUG 24 **(12-1)** **Eff 5 Sep**

NANTUCKET, MASS RNAV (GPS) Rwy 6

BRIEFING STRIP™	ATIS (ASOS when Twr inop)		BOSTON Approach (R)		*NANTUCKET Tower		*Ground			
	127.5		126.1		CTAF 118.3		132.5			
	WAAS Ch 81912 W06A		Final Apch Crs 061°		CRAYG 1700' (1662')		LPV DA(H) (CONDITIONAL) 238' (200')		Apt Elev 47' TDZE 38'	
	MISSED APCH: Climb to 1800' direct WAIVS and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Hyannis altimeter setting. 2. Baro-VNAV and VDP not authorized when using Hyannis altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 118.3.									



Gnd speed-Kts	70	90	100	120	140	160	MALSF	1800'	PAPI	D	WAIVS
Glide Path Angle	3.00°	372	478	531	637	849					
MAP at RW06											

	STRAIGHT-IN LANDING RWY 6					CIRCLE-TO-LAND		
	1 LPV DA(H) 238' (200')	2 LNAV/VNAV DA(H) 300' (262')		3 LNAV MDA(H) 380' (342')		With Local Altimeter Setting	With Hyannis Altimeter Setting	
	ALS out	ALS out	ALS out	ALS out	ALS out	MDA(H)	MDA(H)	
A						90	480' (433') - 1	560' (513') - 1
B						120	500' (453') - 1	580' (533') - 1
C	RVR 40 or 3/4	RVR 40 or 3/4	RVR 45 or 7/8	RVR 40 or 3/4	RVR 55 or 1	140	720' (673') - 2	800' (753') - 2 1/4
D						165	720' (673') - 2 1/4	800' (753') - 2 1/2

TERPS AMEND 1 15 SEP 2016

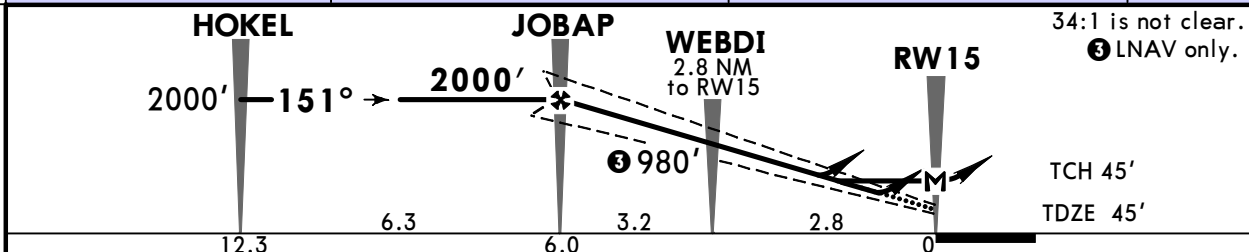
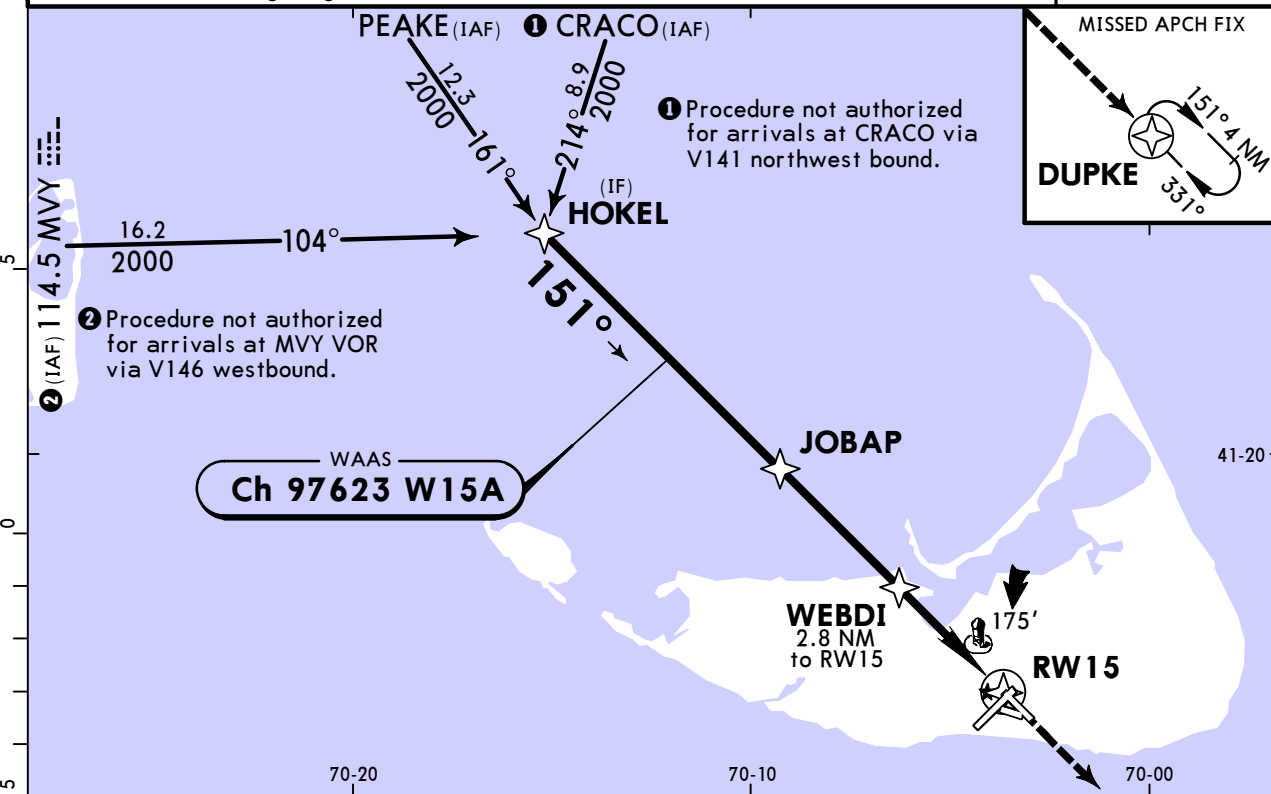
1 DA(H) 301' (263') ALL CATS ALS out VIS RVR 45 or 7/8 with Hyannis altimeter setting.
 2 DA(H) 363' (325') ALL CATS ALS out VIS RVR 60 or 1 1/4 with Hyannis altimeter setting.
 3 MDA(H) 460' (422') CAT C/D VIS RVR 50 or 1, CAT C/D ALS out VIS 1 1/4 with Hyannis altimeter setting.

KACK/ACK NANTUCKET MEML

JEPPESEN
30 AUG 24 **12-2** Eff 5 Sep

NANTUCKET, MASS RNAV (GPS) Rwy 15

ATIS (ASOS when Twr inop) 127.5		BOSTON Approach (R) 126.1		*NANTUCKET Tower CTAF 118.3		*Ground 132.5	
WAAS Ch 97623 W15A		Final Apch Crs 151°		JOBAP 2000' (1955')		LPV DA(H) (CONDITIONAL) 295' (250')	
				Apt Elev 47'		TDZE 45'	
MISSED APCH: Climb to 2300' direct DUPKE and hold.							
RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Use local altimeter setting; if not received, use Hyannis altimeter setting. 2. Baro-VNAV not authorized when using Hyannis altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 43°C. 4. Rwy 15 helicopter visibility reduction below 3/4 SM not authorized. 5. Pilot controlled lighting 118.3.							



Gnd speed-Kts	70	90	100	120	140	160	REIL	2300'	D →	DUPKE
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW15										

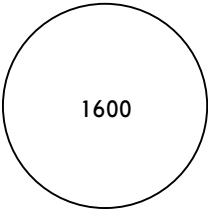
TERPS		STRAIGHT-IN LANDING RWY 15 With Local Altimeter Setting			
		LPV DA(H) 295' (250')	LNAV/VNAV DA(H) 480' (435')		LNAV MDA(H) 440' (395')
A					1
B					1
C	1		1½		1½
D					1½
		With Hyannis Altimeter Setting			
		LPV DA(H) 358' (313')	LNAV/VNAV DA(H) 543' (498')		LNAV MDA(H) 520' (475')
A					1
B					1
C	1		1¾		1¾
D					1¾

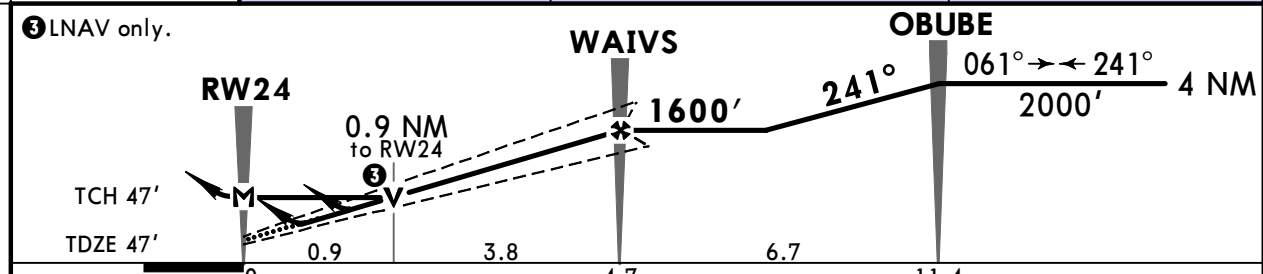
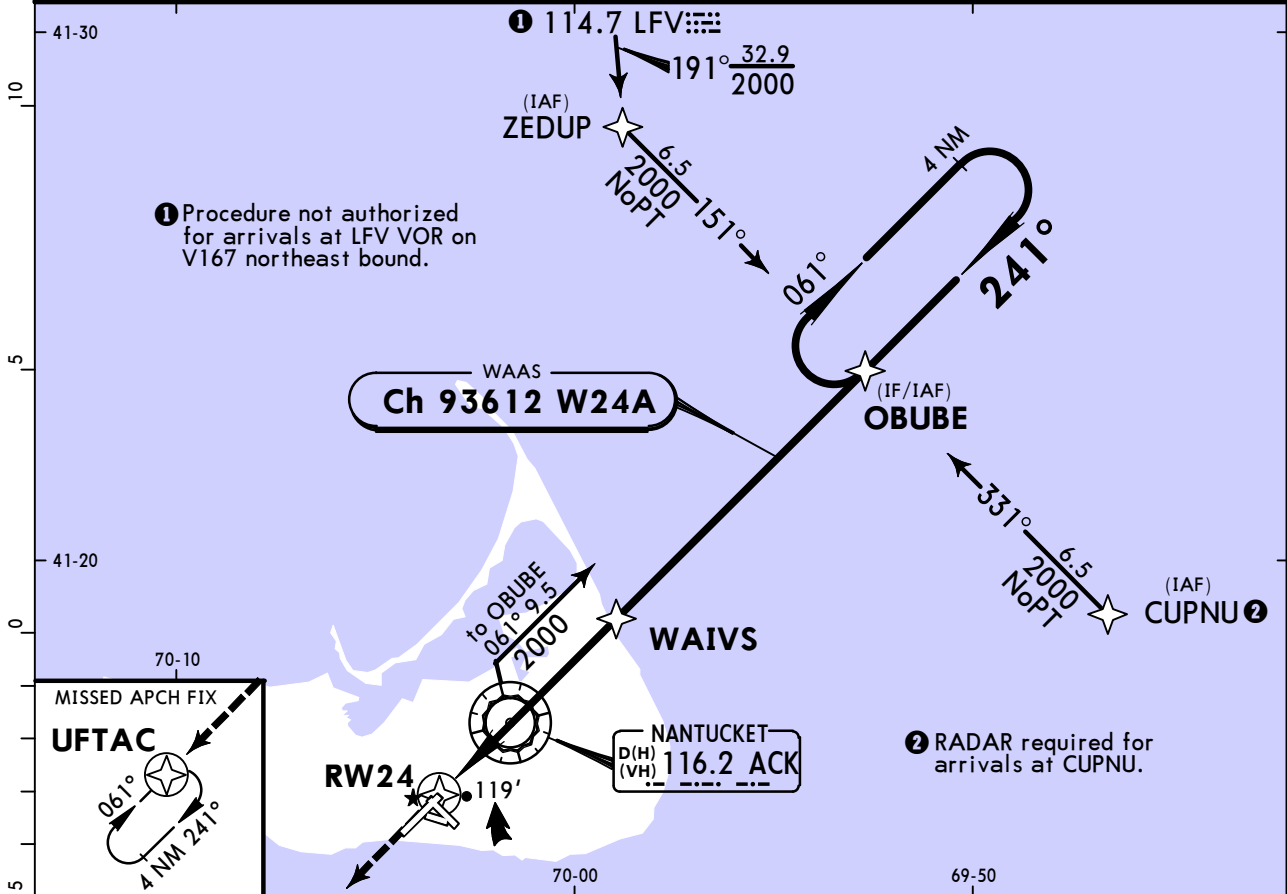
TERPS AMEND 08 5 MAR 2015

KACK/ACK NANTUCKET MEML

JEPPESSEN
30 AUG 24 **(12-3)** **Eff 5 Sep**

NANTUCKET, MASS RNAV (GPS) Rwy 24

ATIS (ASOS when Twr inop) 127.5		BOSTON Approach (R) 126.1		*NANTUCKET Tower CTAF 118.3		*Ground 132.5		
WAAS Ch 93612 W24A	Final Apch Crs 241°	WAIVS 1600' (1553')	LPV DA(H) (CONDITIONAL) 247' (200')	Apt Elev 47' TDZE 47'		 1600 MSA RW24		
MISSED APCH: Climb to 2300' direct UFTAC and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Hyannis altimeter setting. 2. Baro-VNAV and VDP not authorized when using Hyannis altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -12°C (11°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 118.3.								



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI	2300'	D → UFTAC
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW24									

TERPS							CIRCLE-TO-LAND				
STRAIGHT-IN LANDING RWY 24											
1 LPV		2 LNAV/VNAV		3 LNAV			With Local Altimeter Setting		With Hyannis Altimeter Setting		
DA(H) 247' (200')		DA(H) 300' (253')		MDA(H) 380' (333')			MDA(H)		MDA(H)		
TDZ/CL out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		Max Kts			
A	4				RVR 24		90	480' (433') - 1	560' (513') - 1		
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	120	500' (453') - 1	580' (533') - 1		
C						RVR 26 or 1/2	140	720' (673') - 2	800' (753') - 2 1/4		
D							165	720' (673') - 2 1/4	800' (753') - 2 1/2		

1 DA(H) 310' (263') ALL CATS RAIL/ALS out VIS RVR 45 or 3/4 with Hyannis altimeter setting.
2 DA(H) 363' (316') ALL CATS VIS RVR 30 or 5/8, ALL CATS RAIL/ALS out VIS RVR 50 or 1 with Hyannis altimeter setting.
3 MDA(H) 460' (413') CAT C, D VIS RVR 40 or 3/4, CAT C, D RAIL/ALS out RVR 60 or 1 1/4 with Hyannis altimeter setting.
4 RVR 24 or 1/2 when using Hyannis altimeter setting.

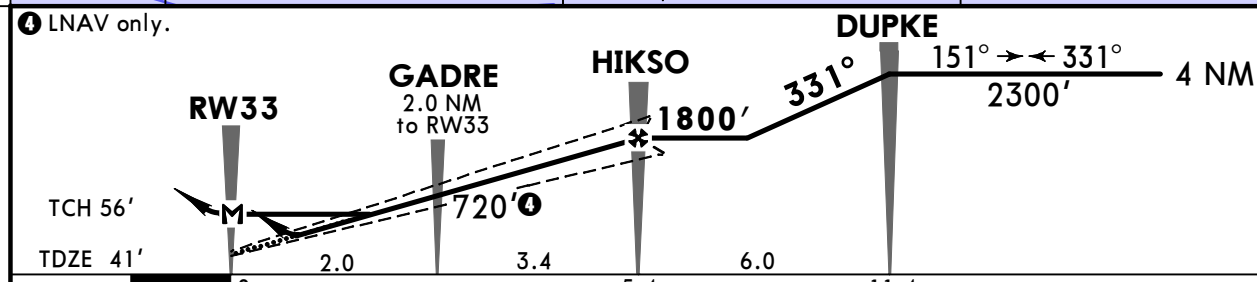
TERPS AMEND 1B 7 DEC 2017

KACK/ACK NANTUCKET MEML

JEPPESSEN
30 AUG 24 **(12-4)** **Eff 5 Sep**

NANTUCKET, MASS RNAV (GPS) Rwy 33

ATIS (ASOS when Twr inop) 127.5		BOSTON Approach (R) 126.1		*NANTUCKET Tower CTAF 118.3		*Ground 132.5		
WAAS Ch 77835 W33A	Final Apch Crs 331°	HIKSO 1800' (1759')	LPV DA(H) (CONDITIONAL) 291' (250')	Apt Elev 47' TDZE 41'		 MSA RW33		
MISSED APCH: Climb to 2500' direct CEROD and on track 260° to CLAMY and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Hyannis altimeter setting. 2. Baro-VNAV not authorized when using Hyannis altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C (13°F) or above 54°C (130°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 118.3.								



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2500'	D → CEROD
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW33									

TERPS	STRAIGHT-IN LANDING RWY 33			CIRCLE-TO-LAND	
	1 LPV DA(H) 291' (250')	2 LNAV/VNAV DA(H) 301' (260')	3 LNAV MDA(H) 380' (339')	With Local Altimeter Setting Max Kts MDA(H)	With Hyannis Altimeter Setting MDA(H)
A				90 480' (433') -1	560' (513') -1
B				120 500' (453') -1	580' (533') -1
C	1	1	1	140 720' (673') -2	800' (753') -2 1/4
D				165 1000' (953') -3	1080' (1033') -3

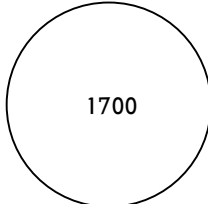
1 DA(H) 354' (313') with Hyannis altimeter setting.
 2 DA(H) 364' (323') with Hyannis altimeter setting.
 3 MDA(H) 460' (419') CAT C, D VIS 1 1/8 with Hyannis altimeter setting.

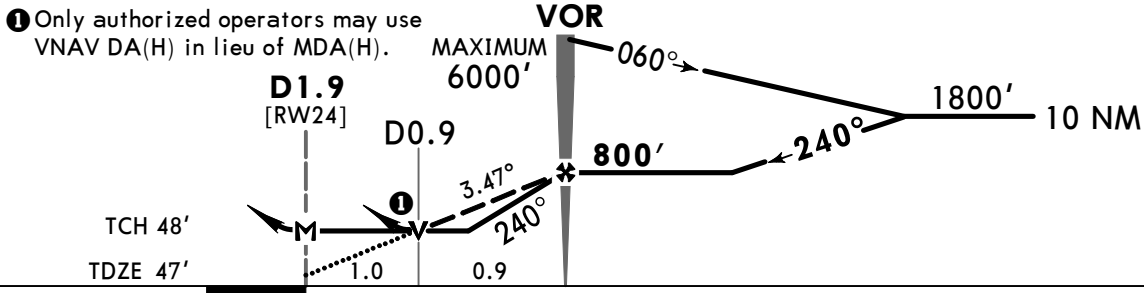
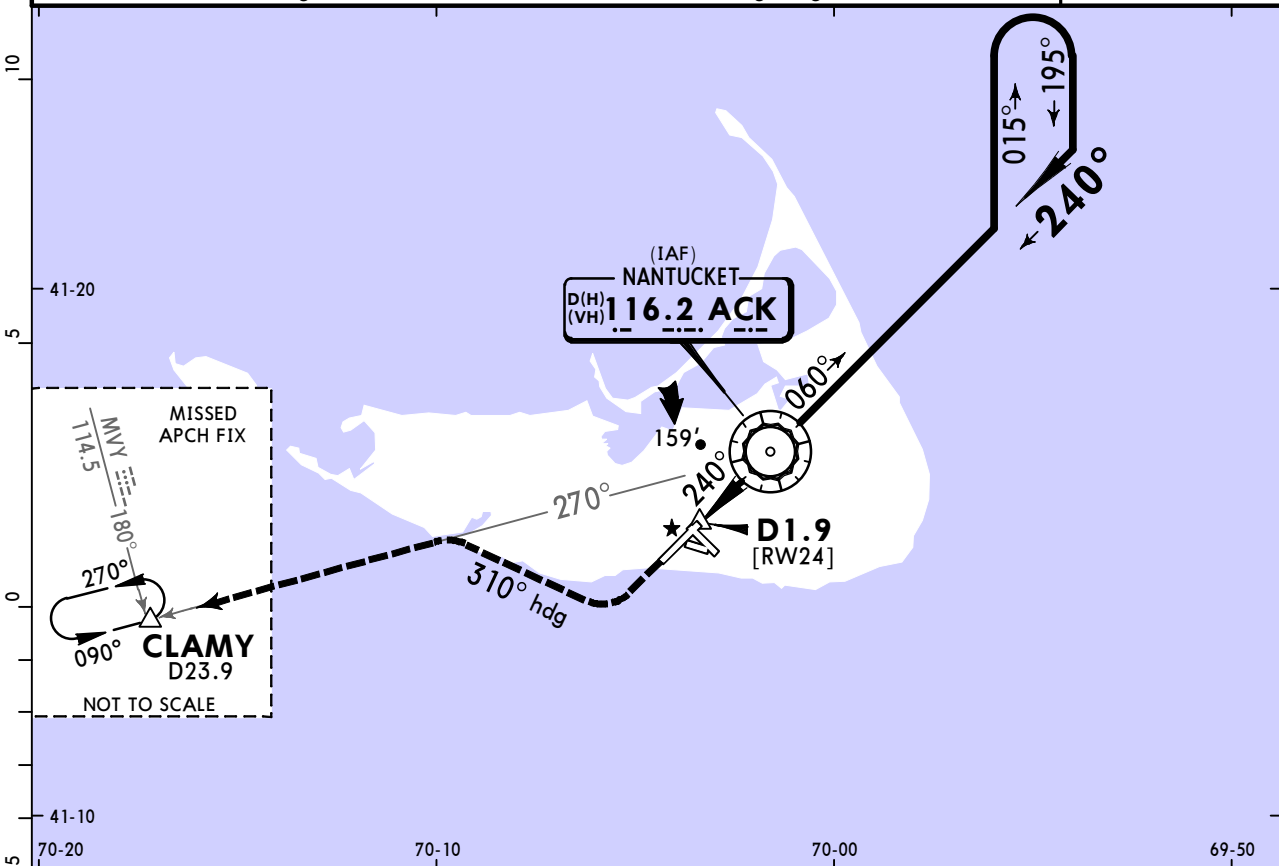
TERPS AMEND 1A 5 MAR 2015

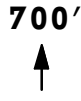
KACK/ACK NANTUCKET MEML

JEPPESEN
30 AUG 24 **13-1** **Eff 5 Sep**

NANTUCKET, MASS VOR Rwy 24

ATIS (ASOS when Twr Inop) 127.5		BOSTON Approach (R) 126.1		*NANTUCKET Tower CTAF 118.3		*Ground 132.5	
VOR ACK 116.2	Final Apch Crs 240°	VOR 800' (753')	MDA(H) (CONDITIONAL) 440' (393')	Apt Elev 47' TDZE 47'		 1700 MSA ACK VOR	
MISSED APCH: Climb to 700' then climbing RIGHT turn to 2500' via heading 310° and outbound on ACK VOR R-270 to CLAMY INT/D23.9 and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Hyannis altimeter setting. 2. VDP not authorized when using Hyannis altimeter setting. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 118.3.							



Gnd speed-Kts	70	90	100	120	140	160	SSALR PAPI 	700' 2500' ↑ ↻ via RT	310° hdg and ACK R-270 116.2	
Descent Angle	3.47°	430	553	614	737	860				983
MAP at D1.9 or VOR to MAP	1.9	1:38	1:16	1:08	0:57	0:49				0:43

TERPS				STRAIGHT-IN LANDING RWY 24		CIRCLE-TO-LAND			
		MDA(H) 440' (393')		MDA(H) 520' (473')		With Local Altimeter Setting		With Hyannis Altimeter Setting	
		With Local Altimeter Setting		With Hyannis Altimeter Setting					
		RAIL/ALS out		RAIL/ALS out		Max Kts		MDA(H)	
A				RVR 24	RVR 50	90	480'(433') -1	560'(513') -1	
B	RVR 24 or 1/2	RVR 50 or 1		RVR 24 or 1/2	RVR 50 or 1	120	500'(453') -1	580'(533') -1	
C				RVR 40 or 3/4	RVR 60 or 1/4	140	720'(673') -2	800'(753') -2 1/4	
D	RVR 50 or 1	RVR 60 or 1/4		RVR 50 or 1	1 1/2	165	720'(673') -2 1/4	800'(753') -2 1/2	

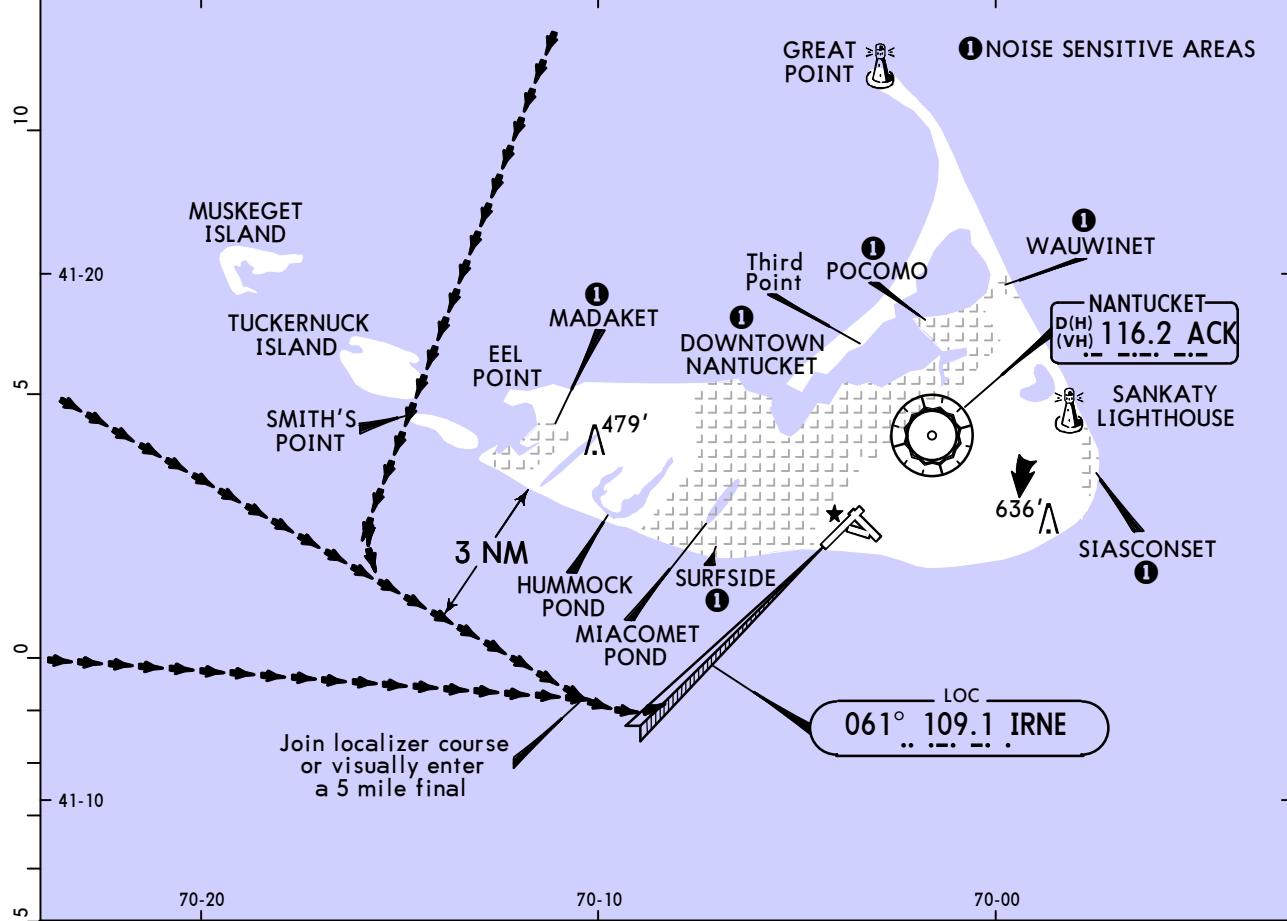
TERPS AMEND 14B 20 OCT 2011

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30 AUG 24
Eff 5 Sep (19-1)

NANTUCKET, MASS TUCKERNUCK VISUAL Rwy 6

ATIS (ASOS when Twr inop) 127.5		BOSTON Approach (R) 126.1		*NANTUCKET Tower CTAF 118.3		*Ground 132.5	
NAVAIDS- Refer to Planview	Final Apch Crs See Planview	No FAF		CEIL-VIS 2100' -5	Apt Elev 47'		1600 MSA ACK VOR
No Missed Approach procedure							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. RADAR required. 2. Procedure not authorized when control tower is closed. 3. Enter at least a 5 mile final or as directed by Nantucket Tower. 4. Pilot controlled lighting 118.3.							



WEATHER MINIMUMS Ceiling 2100' - VIS 5	
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TERPS (vertical text on left)

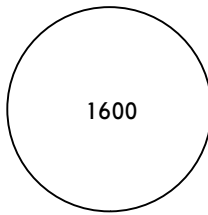
CHANGES: Center frequency deleted, MSA, VOR service volume, chart format.

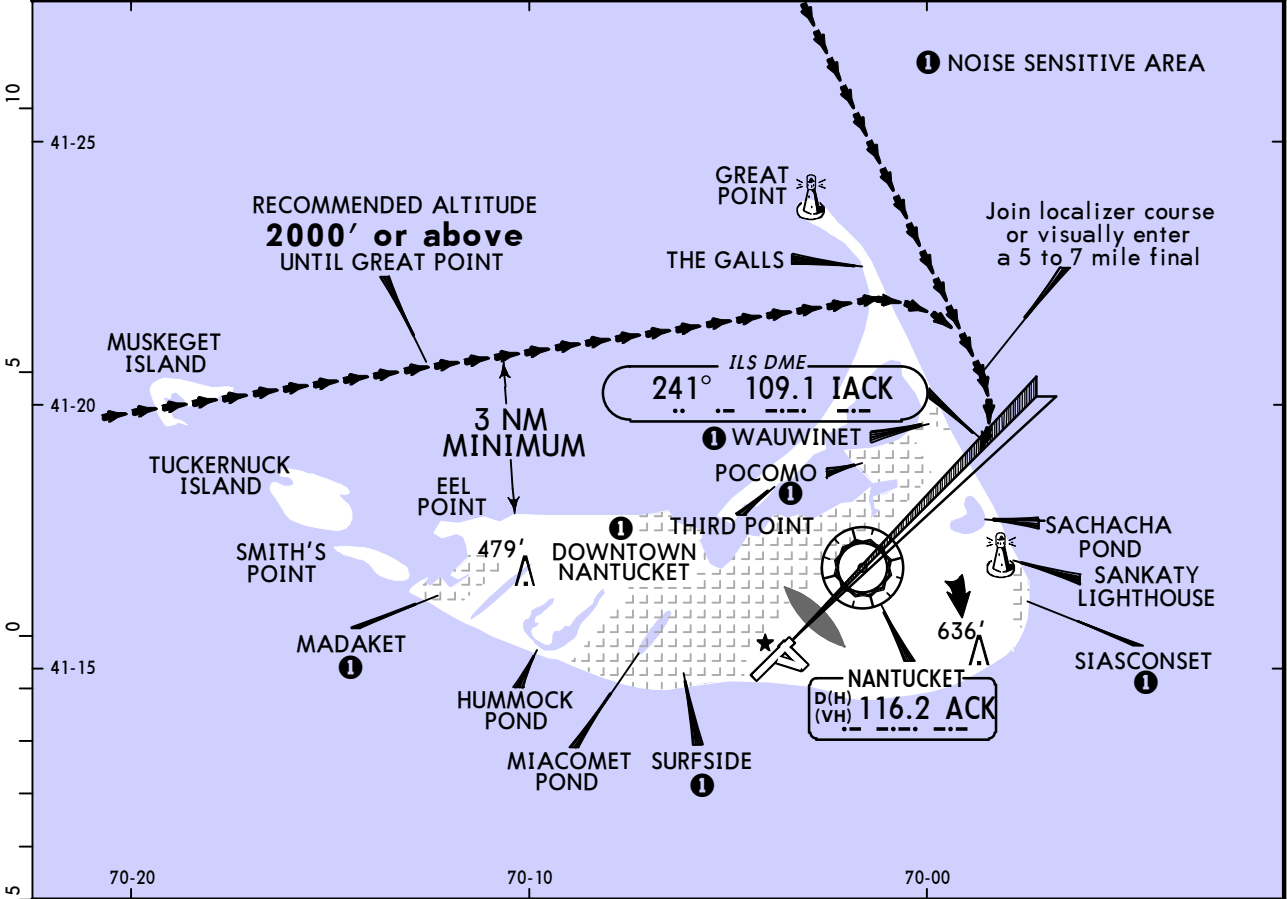
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KACK/ACK NANTUCKET MEML

JEPPESEN
30 AUG 24
Eff 5 Sep (19-2)

NANTUCKET, MASS GREAT POINT VISUAL Rwy 24

ATIS (ASOS when Twr inop) 127.5		BOSTON Approach (R) 126.1		*NANTUCKET Tower CTAF 118.3		*Ground 132.5	
NAVAIDS- Refer to Planview	Final Apch Crs See Planview	No FAF		CEIL-VIS 2100' - 5	Apt Elev 47'		 1600 MSA ACK VOR
No Missed Approach procedure							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. RADAR required. 2. Procedure not authorized when control tower is closed. 3. Vertical guidance Navaid and Angle: IACK LOC 3.00° 4. Pilot controlled lighting 118.3.							



TERPS AMEND 1 10 NOV 2016

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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NANTUCKET, MA (NANTUCKET MEML - KACK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KACK

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

MALSRL & SSALRL RAIL out Lighting Condition - U.S. FAA Locations The FAA has confirmed that for MALSRL and SSALRL approach light systems, the RAIL out, or partial system condition, is not applicable when determining landing visibilities When any component of a MALSRL or SSALRL 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.