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## General Information

Location: OAKDALE LA USA  
ICAO: KACP  
Lat/Long: N30° 45.03', W092° 41.31'  
Elevation: 107 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +6:00 = UTC  
Magnetic Variation: 3.0° E  
Sectional Chart: Houston

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

Sunrise: 1134 Z  
Sunset: 0058 Z

## Runway Information

Runway: 18  
Length x Width: 5000 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 105 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 36  
Length x Width: 5000 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 107 ft  
Lighting: Edge, REIL, Pilot controlled

## Communication Information

AWOS: 118.275  
ASOS: 123.975 Secondary  
Allen Parish UNICOM: 122.800 CTAF PCL  
Maks Approach: 123.700  
Maks Departure: 123.700  
Polk Apch/Afss Ground Communication Outlet: 135.075

# KACP

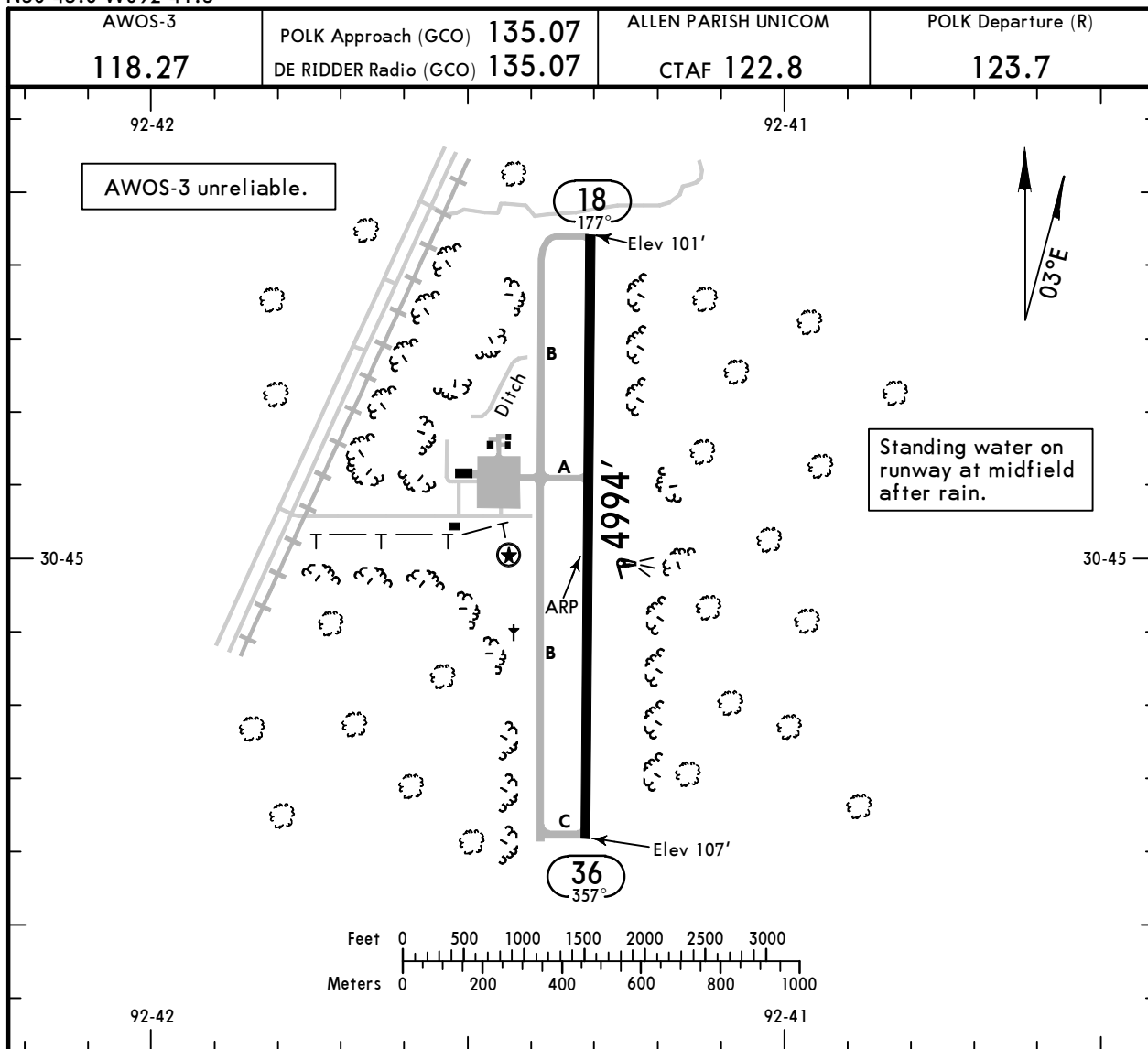
Apt Elev **107'**  
N30 45.0 W092 41.3



4 JUL 14 **(10-9)**

# OAKDALE, LA

ALLEN PARISH



### ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
18 36		① MIRL ① REIL PAPI-L (angle 3.0°)		75'

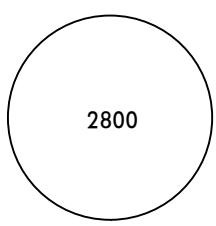
① Preset low intensity dusk-dawn; increase intensity on 122.8.

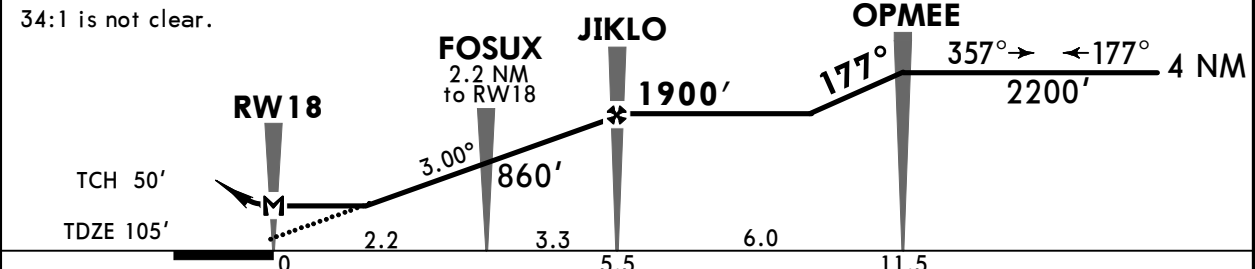
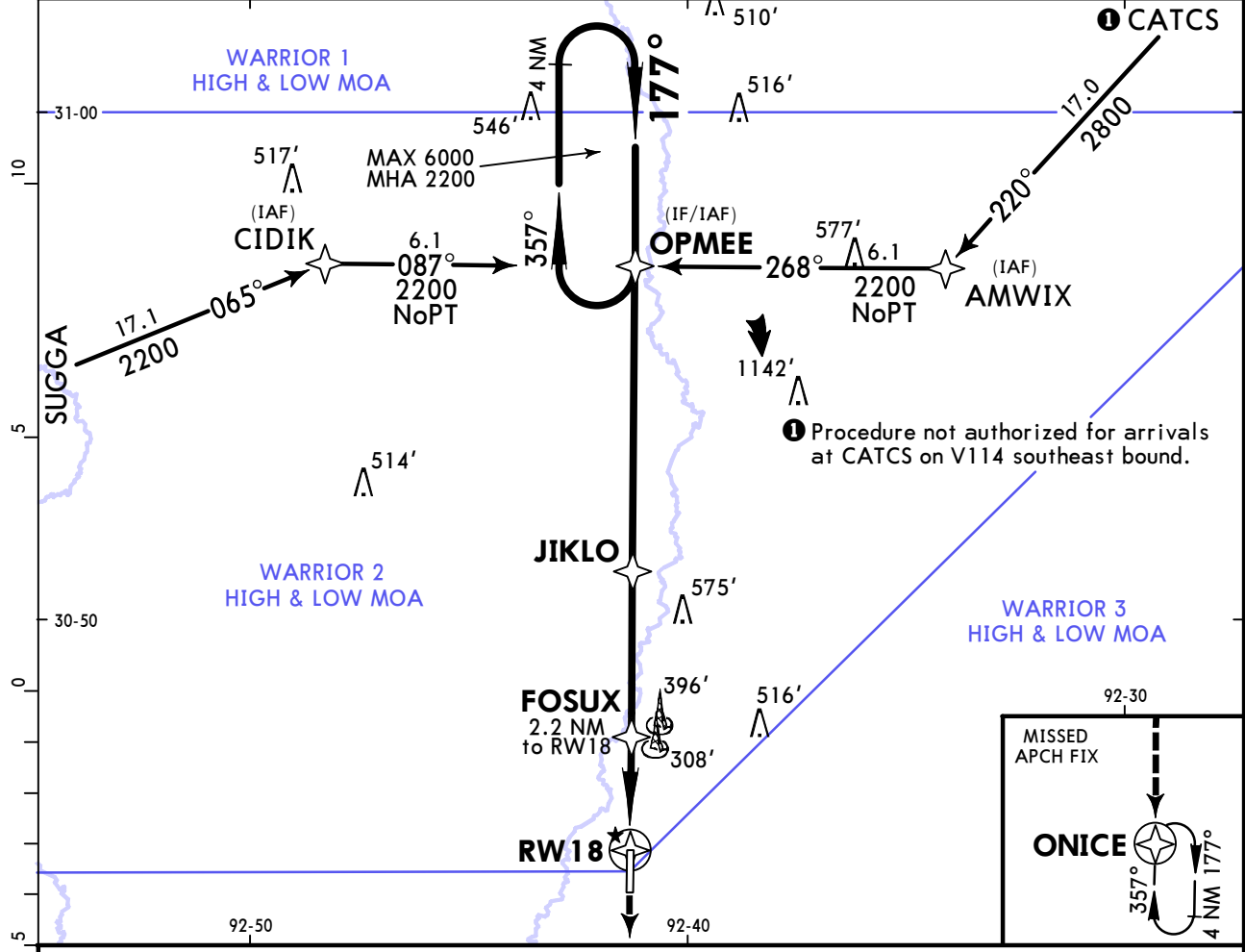
TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwys		Authorized Only When Local Weather Available	
Adequate Vis Ref	STD	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36	Other
1 & 2 Eng	1	A 800-2	NA
3 & 4 Eng	1/2	B 800-2	
		C NA	

**KACP**  
ALLEN PARISH

**JEPPESEN**  
18 MAR 22  
Eff 24 Mar **(12-1)** CAT A, B & C

**OAKDALE, LA**  
RNAV (GPS) Rwy 18

AWOS-3 <b>118.275</b>		POLK Approach (R) <b>123.7</b>		ALLEN PARISH UNICOM <b>CTAF 122.8</b>	
RNAV	Final Apch Crs <b>177°</b>	<b>JIKLO</b> <b>1900'</b> (1795')	MDA(H) (CONDITIONAL) <b>560'</b> (455')	Apt Elev 107'	 2800 MSA RW18
<b>MISSED APCH:</b> Climb to 2000' direct ONICE and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
RNP Apch - GPS					
1. Procedure not authorized at night. 2. Use local altimeter setting; if not received, use Alexandria Intl altimeter setting. 3. Rwy 18 helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000'	D → ONICE
Descent Angle	3.00°	372	478	531	637	849			
MAP at RW18									

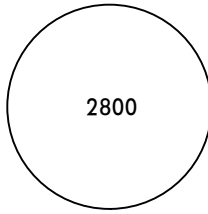
<b>TERPS</b>		<b>STRAIGHT-IN LANDING RWY 18</b>	
With Local Altimeter Setting MDA(H) <b>560'</b> (455')		With Alexandria Intl Altimeter Setting MDA(H) <b>660'</b> (555')	
A	1	1	
B			
C	1 3/8	1 5/8	
D	NA	NA	

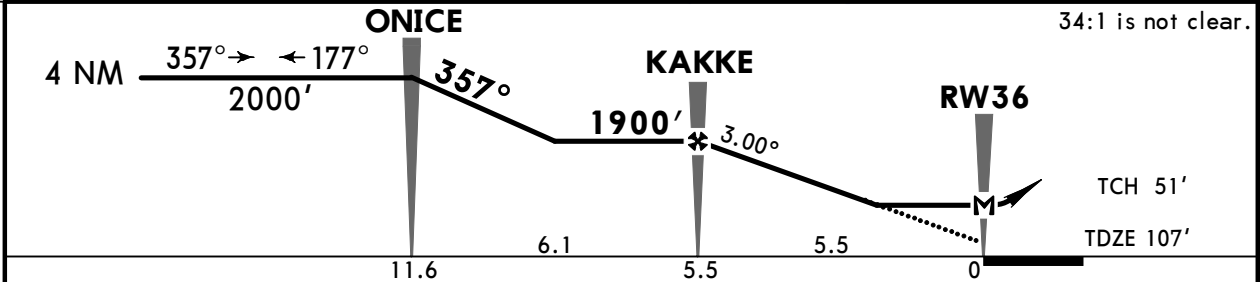
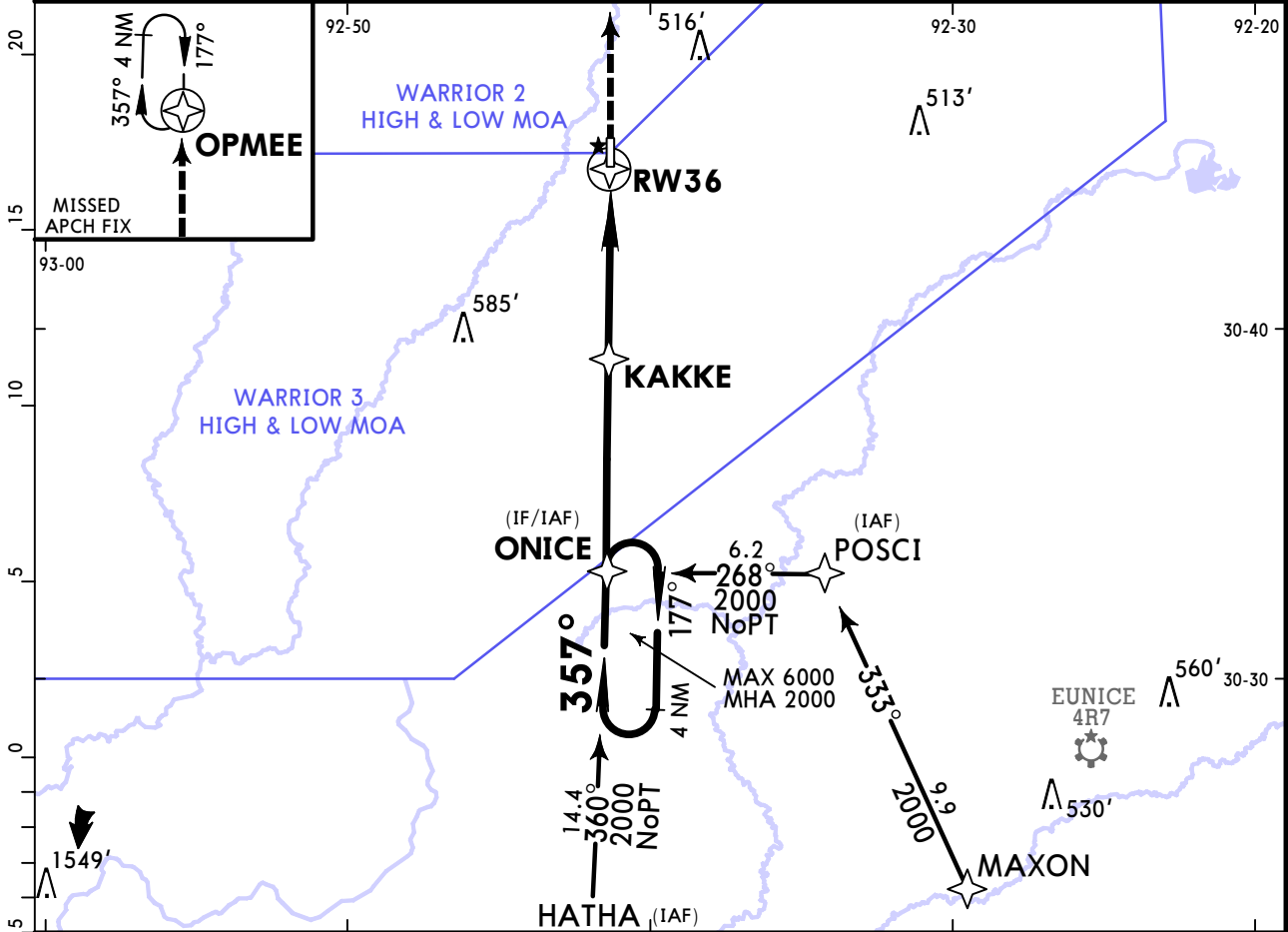
TERPS AMEND 1 24 MAR 2022

**KACP**  
ALLEN PARISH

**JEPPESEN**  
18 MAR 22  
Eff 24 Mar (12-2) CAT A, B & C

**OAKDALE, LA**  
RNAV (GPS) Rwy 36

AWOS-3 <b>118.275</b>		POLK Approach (R) <b>123.7</b>		ALLEN PARISH UNICOM <b>CTAF 122.8</b>	
RNAV	Final Apch Crs <b>357°</b>	<b>KAKKE</b> 1900' (1793')	MDA(H) (CONDITIONAL) <b>540' (433')</b>	Apt Elev 107'	 <p>2800 MSA RW36</p>
<b>MISSED APCH: Climb to 2200' direct OPMEE and hold.</b>					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
RNP Apch - GPS					
<p>1. Procedure not authorized at night. 2. Use local altimeter setting; if not received, use Alexandria Intl altimeter setting. 3. Rwy 36 helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 122.8.</p>					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	<b>2200'</b>	D →	<b>OPMEE</b>
Descent Angle	3.00°	372	478	531	637	849				
MAP at RW36										

	STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND	
	MDA(H) <b>540' (433')</b> With Local Altimeter Setting	MDA(H) <b>640' (533')</b> With Alexandria Intl Altimeter Setting	With Local Altimeter Setting	With Alexandria Intl Altimeter Setting
A	1	1	90 560' (453') - 1	660' (553') - 1
B	1	1	120 700' (593') - 1	800' (693') - 1
C	1¼	1½	140 760' (653') - 1¾	860' (753') - 2¼
D	NA	NA	D	NA

TERPS AMEND 3 24 MAR 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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**OAKDALE, LA (ALLEN PARISH - KACP)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KACP

### 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.