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Terminal Charts For KACQ

Revision Letter For Cycle 05-2025

Change Notices

Notebook

General Information

Location: WASECA MN USA
ICAO: KACQ
Lat/Long: N44° 04.41', W093° 33.18'
Elevation: 1127 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 2.0° E
Sectional Chart: Omaha

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

Sunrise: 1112 Z
Sunset: 0127 Z

Runway Information

Runway: 15
Length x Width: 3399 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1127 ft
Lighting: Edge, Pilot controlled

Runway: 33
Length x Width: 3399 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1125 ft
Lighting: Edge, Pilot controlled

Communication Information

AWOS: 128.325 Secondary
AWOS: 118.425
Waseca Mun/Maynard Richar UNICOM: 122.800 CTAF PCL
Minneapolis ACC: 135.000 Remote Communications Air-Ground

KACQ

Apt Elev **1127'**
N44 04.4 W093 33.2

JEPPESEN

16 SEP 22 **(10-9)**

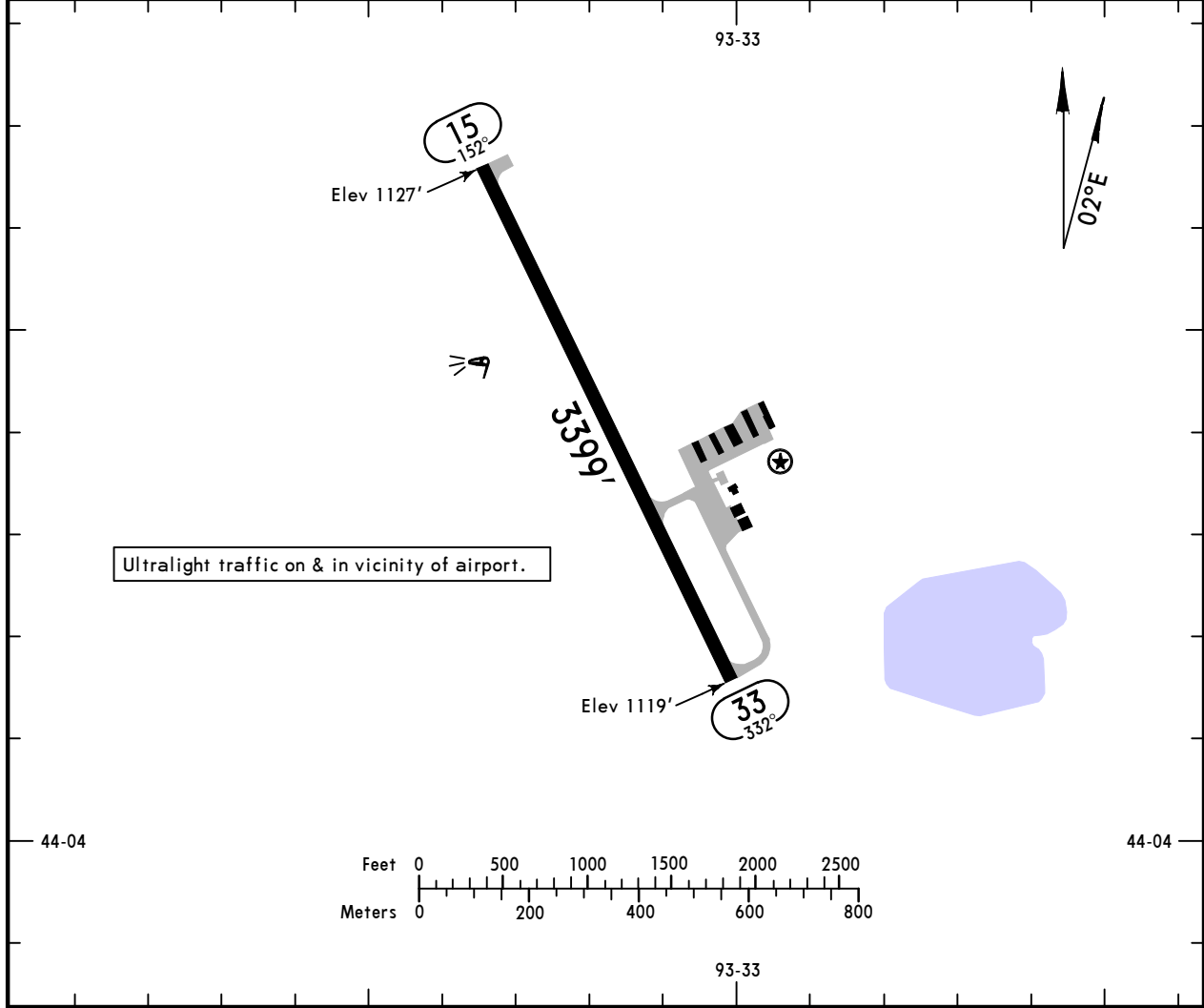
WASECA, MINN
WASECA MUN/MAYNARD R STENSRUD

MINNEAPOLIS Center (R)

AWOS-3
118.425

WASECA MUN/MAYNARD
R STENSRUD UNICOM
CTAF **122.8**

135.0



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
15 33	① ② MIRL ② AVASI-L			75'

- ① Preset low intensity Sunset-Sunrise.
- ② Activate or increase intensity on 122.8.

TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwys		Authorized Only When Local Weather Available	
Adequate Vis Ref		RNAV (GPS) Rwy 15 RNAV (GPS) Rwy 33	
1 & 2 Eng	1/4	STD	800-2
3 & 4 Eng	1/2		NA

TAKE-OFF OBSTACLE NOTES: Rwy 15, tree 560' from DER, 560' right of centerline, 100' AGL/1239' MSL. Terrain beginning 172' from DER, on centerline, up to 1149' MSL.
Rwy 33, tree 5042' from DER, 1533' right of centerline, 100' AGL/1259' MSL.

ORIG

KACQ

JEPPESEN

WASECA, MINN

**WASECA MUN/
MAYNARD R STENSRUD**

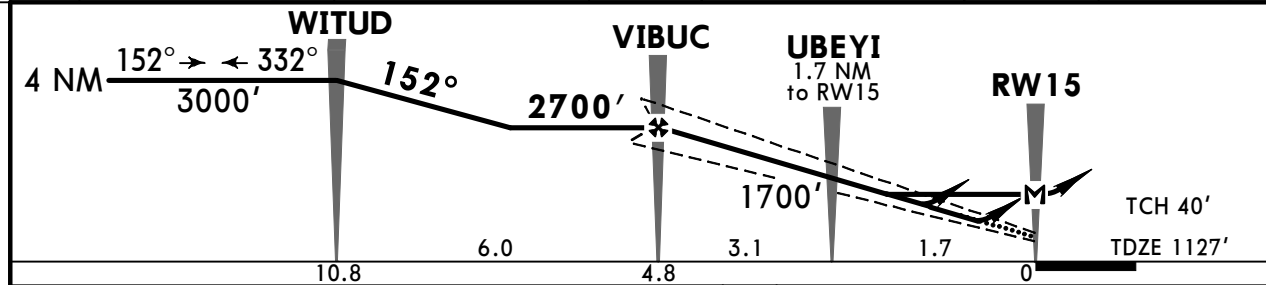
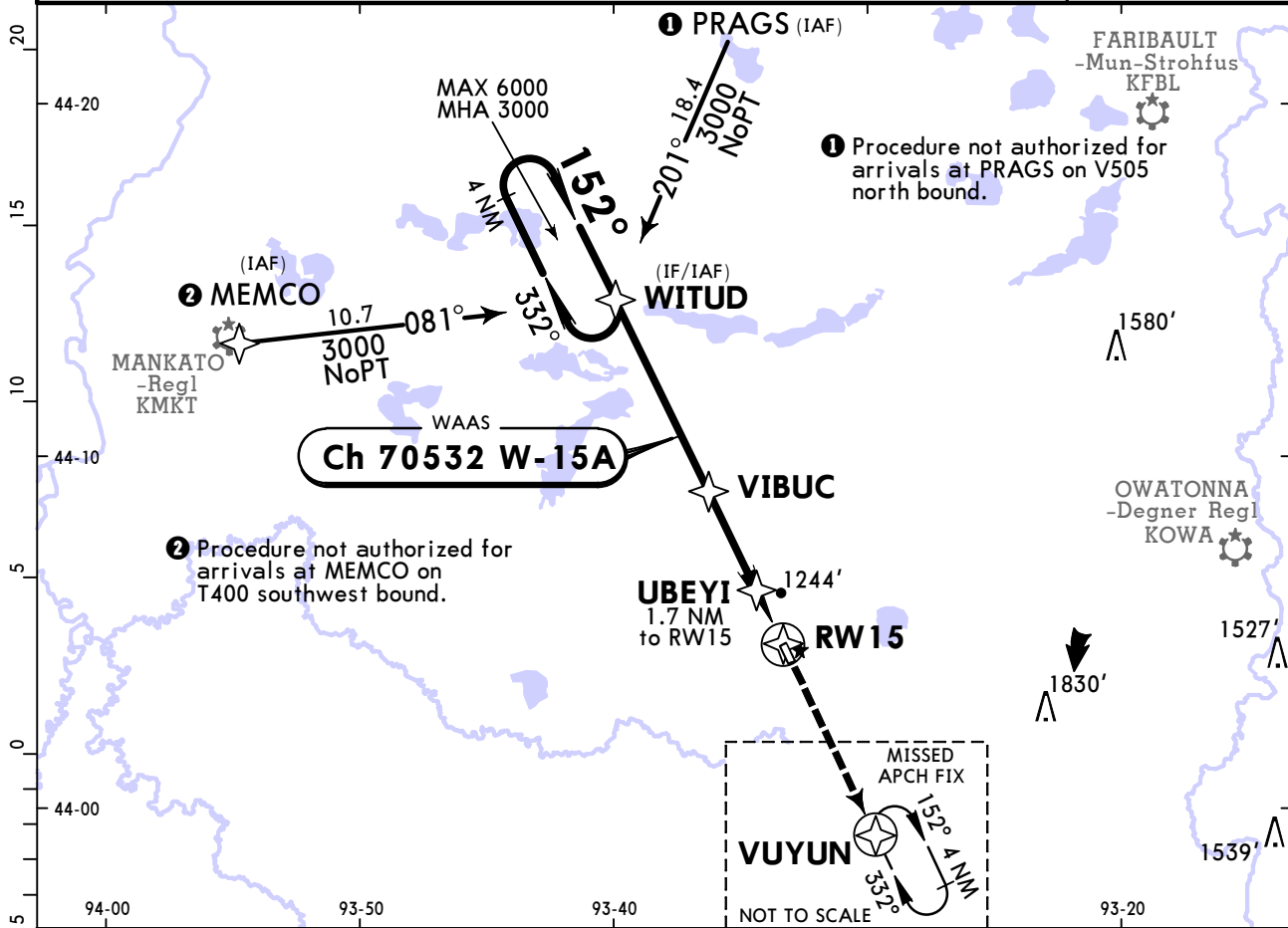
24 NOV 23
Eff 30 Nov

(12-1)

CAT A, B & C

RNAV (GPS) Rwy 15

AWOS-3 118.425		MINNEAPOLIS Center (R) 135.0		WASECA MUN/MAYNARD R STENSRUD UNICOM CTAF 122.8	
WAAS Ch 70532 W-15A	Final Apch Crs 152°	VIBUC 2700' (1573')	LPV DA(H) 1377' (250')	Apt Elev 1127' TDZE 1127'	
MISSED APCH: Climb to 3000' direct VUYUN and hold.					2900 MSA RW15
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
RNP Apch - GPS					
1. Procedure not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C or above 54°C. 3. Helicopter visibility reduction below 1 SM not authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 2.50°/TCH 25'). 5. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	AVASI-L	3000'	D	VUYUN
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW15										

TERPS						STRAIGHT-IN LANDING RWY 15		CIRCLE-TO-LAND	
	LPV DA(H)	LNAV/VNAV DA(H)		LNAV MDA(H)		Max Kts	MDA(H)		
A	1377' (250')	1516' (389')		1540' (413')			90	1560' (433') - 1	
B	1	1 1/8		1		120	1620' (493') - 1		
C				1 1/8		140	1760' (633') - 1 3/4		
D	NA	NA		NA		D	NA		

TERPS AMEND 2 30 NOV 2023

KACQ

WASECA MUN/
MAYNARD R STENSRUD

JEPPESEN

WASECA, MINN

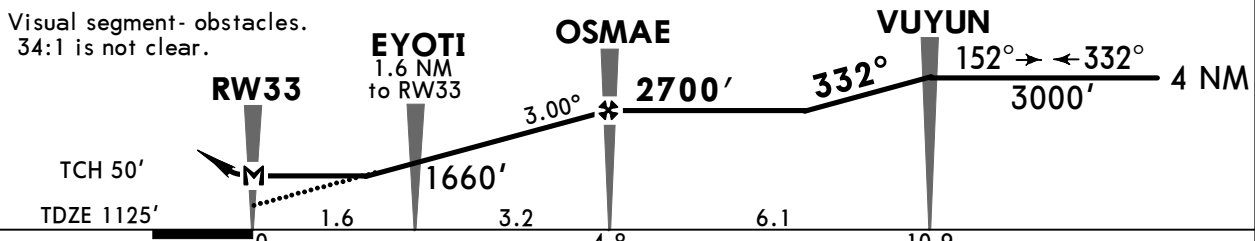
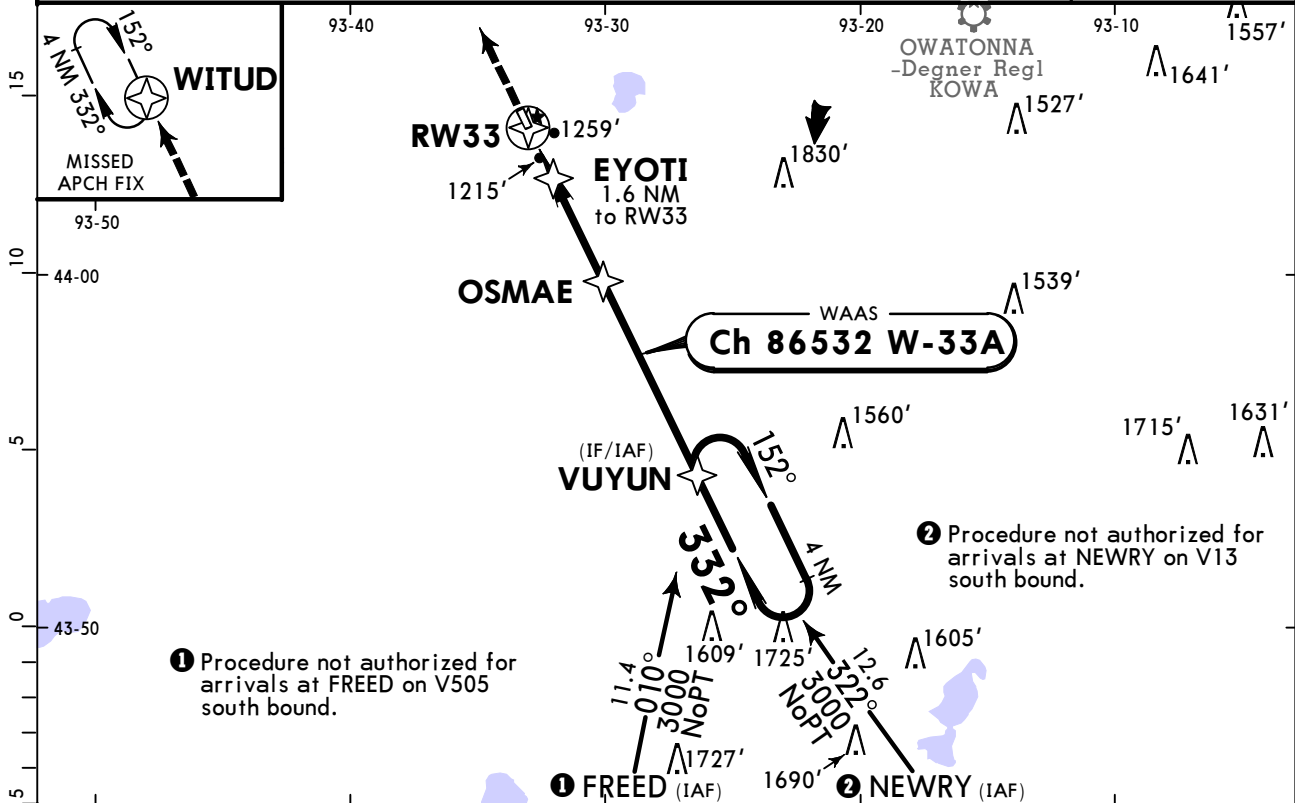
24 NOV 23
Eff 30 Nov

(12-2)

CAT A, B & C

RNAV (GPS) Rwy 33

AWOS-3 118.425		MINNEAPOLIS Center (R) 135.0		WASECA MUN/MAYNARD R STENSRUD UNICOM CTAF 122.8	
WAAS Ch 86532 W-33A	Final Apch Crs 332°	OSMAE 2700' (1575')	LP MDA(H) (CONDITIONAL) 1480' (355')	Apt Elev 1127' TDZE 1125'	2900 MSA RW33
MISSED APCH: Climb to 3000' direct WITUD and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Procedure not authorized at night. 2. Use local altimeter setting; if not received, use Owatonna 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	AVASI-L	3000'	D → WITUD
Descent Angle	3.00°	372	478	531	637	743			
MAP at RW33									

TERPS				STRAIGHT-IN LANDING RWY 33 With Local Altimeter Setting		CIRCLE-TO-LAND With Local Altimeter Setting	
	LP MDA(H)	1480' (355')	LNAV MDA(H)	1520' (395')	Max Kts	MDA(H)	
A					90	1560' (433') - 1	
B	1		1		120	1620' (493') - 1	
C			1 1/8		140	1760' (633') - 1 1/2	
D	NA		NA		D	NA	
TERPS				With Owatonna Altimeter Setting		With Owatonna Altimeter Setting	
	LP MDA(H)	1520' (395')	LNAV MDA(H)	1560' (435')	Max Kts	MDA(H)	
A					90	1600' (473') - 1	
B	1		1		120	1660' (533') - 1	
C			1 1/8		140	1800' (673') - 1 5/8	
D	NA		NA		D	NA	

TERPS ORIG-B 17 AUG 2017

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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WASECA, MN (WASECA MUN/MAYNARD RICHARD STE - KACQ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KACQ

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.