

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KACT

Terminal Charts For KACT

Revision Letter For Cycle 05-2025

Change Notices

Notebook

General Information

Location: WACO TX USA
ICAO/IATA: KACT / ACT
Lat/Long: N31° 36.73', W097° 13.82'
Elevation: 516 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 7.0° E
Sectional Chart: San Antonio

Oxygen Types: High Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1151 Z
Sunset: 0118 Z

Runway Information

Runway: 01
Length x Width: 7107 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 511 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 102 ft

Runway: 14
Length x Width: 5103 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 513 ft
Lighting: Edge, REIL

Runway: 19
Length x Width: 7107 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 505 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 32
Length x Width: 5103 ft x 150 ft
Surface Type: asphalt

TDZ-Elev: 516 ft

Lighting: Edge

Communication Information

ATIS: 123.850

ASOS: 123.850

Waco Tower: 119.300 CTAF PCL

Waco Ground: 121.900

Waco Approach: 127.650

Waco Departure: 126.125

Waco UNICOM: 122.950

Ft Worth ACC: 133.300 Remote Communications Air-Ground

Ft Worth FSS: 122.600 RCO

KA~~C~~T/ACT

Apt Elev **516'**
N31 36.7 W097 13.8

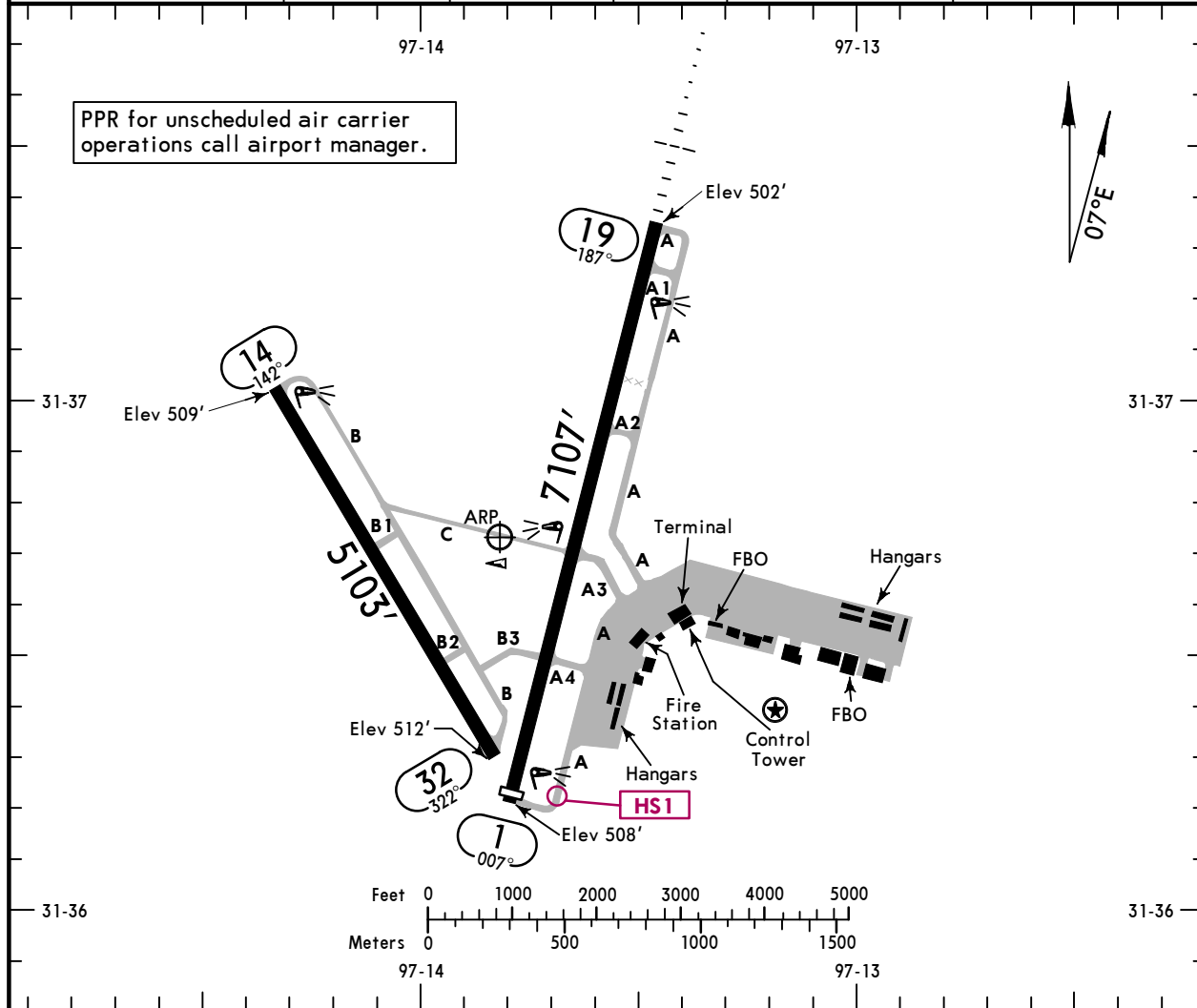


15 MAR 24 **(10-9)** Eff 21 Mar

WACO, TEXAS

WACO REGL

ATIS (ASOS when Twr inop)	*WACO Ground	*Tower	UNICOM	*WACO Departure (R)	FT WORTH Center (R)
123.85	121.9	CTAF 119.3	122.95	126.125	133.3 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
1	① HIRL PAPI-R (angle 3.00°) grooved	7005'			150'
19	① HIRL ① MALSR grooved RVR	②	5546'		
14	③ MIRL ③ REIL PAPI-L (angle 3.00°) grooved				150'
32	③ MIRL PAPI-L (angle 3.00°) grooved				

- ① Preset low intensity; increase intensity and activate on 119.3 when Twr inop.
- ② LDA 6605'.
- ③ Preset low intensity when wind favors, otherwise not available.

RUNWAY INCURSION HOT SPOTS



For information only, not to be construed as ATC instructions.

HS1 Rwy 1 hold short line at approach end not visible from the tower.

TAKE-OFF			FOR FILING AS ALTERNATE			
All Rwys			Authorized Only When Local Weather Available		Authorized Only When Twr Operating	
Adequate Vis Ref		STD	Authorized Only When Twr Operating	VOR DME Rwy 32 RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 19 RNAV (GPS) Rwy 32	VOR Rwy 14	RADAR-1
1 & 2 Eng	3 & 4 Eng		ILS Rwy 19	LOC Rwy 19		
RVR 16 or 1/4	RVR 50 or 1					
	RVR 24 or 1/2		600-2	800-2	800-2	800-2

TAKE-OFF OBSTACLE NOTES: Rwy 1, rising terrain beginning 11' from DER, 34' right of centerline, up to 504' MSL. Pole 1170' from DER, 593' left of centerline, 34' AGL/534' MSL. Tree 1674' from DER, 794' right of centerline, 80' AGL/581' MSL.

Rwy 19, rod 590' from DER, 257' right of centerline, 40' AGL/524' MSL.

Rwy 32, trees beginning 501' from DER, 17' left of centerline, up to 70' AGL/562' MSL. Trees beginning 836' from DER, 30' right of centerline, up to 80' AGL/609' MSL.

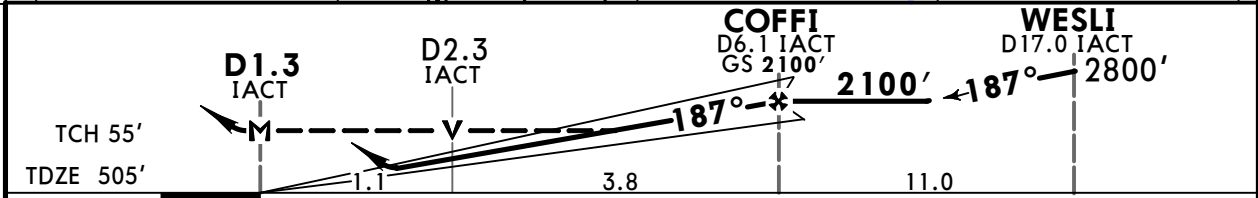
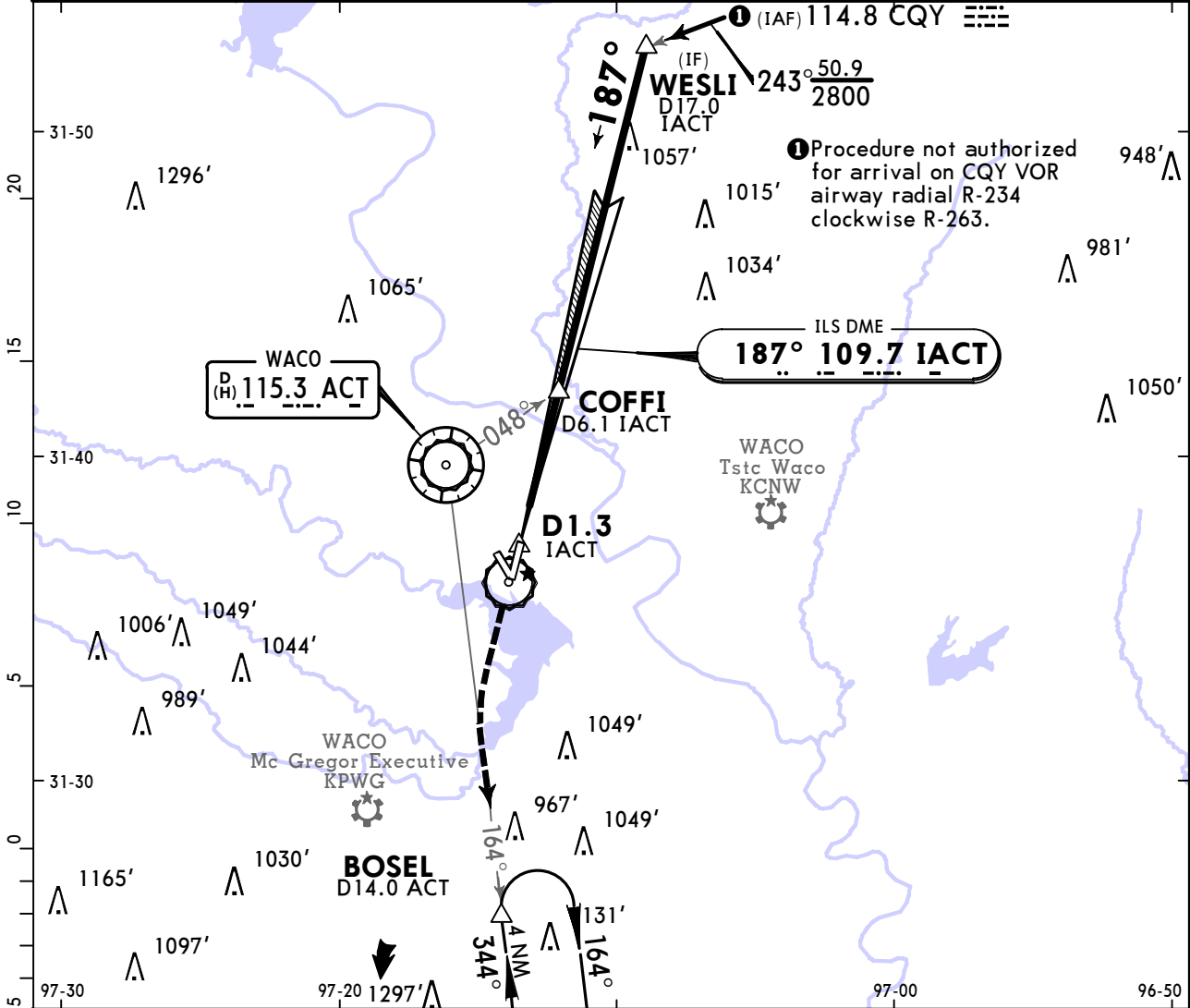
KACT/ACT WACO REGL

JEPPESSEN

24 JAN 20 **(11-1) Eff 30 Jan**

WACO, TEXAS ILS or LOC Rwy 19

ATIS (ASOS when Twr inop) 123.85	*WACO Approach (R) 127.65	FT WORTH Center 133.3 when App inop.	*WACO Tower CTAF 119.3	*Ground 121.9	
LOC IACT 109.7	Final Apch Crs 187°	COFFI 2100' (1595')	ILS DA(H) 705' (200')	Apt Elev 516' TDZE 505'	
MISSED APCH: Climb to 1500' then climbing LEFT turn to 4000' outbound via ACT VOR R-164 to BOSEL INT/D14.0 ACT and hold, continue climb-in-hold to 4000'.					
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'
1. DME required. 2. Pilot controlled lighting 119.3.					MSA ACT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1500'	4000'	ACT	BOSEL
Descent Angle	3.00°	372	478	531	637	743					
MAP at D1.3 IACT or COFFI to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50	↑	LT	115.3	R-164

TERPS				STRAIGHT-IN LANDING RWY 19		CIRCLE-TO-LAND	
ILS DA(H) 705' (200')		LOC (GS out) MDA(H) 900' (395')		Max Kts	MDA(H)	C	
FULL	RAIL/ALS out	RAIL/ALS out				90	120
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	90	940'(424')-1	
B			RVR 24 or 1/2	RVR 50 or 1	120	980'(464')-1	
C			RVR 35 or 5/8	RVR 60 or 1/4	140	1020'(504')-1 1/2	
D			RVR 35 or 5/8	RVR 60 or 1/4	165	1160'(644')-2	
1 RVR 18 with Flight Director or Autopilot or HUD to DA.							

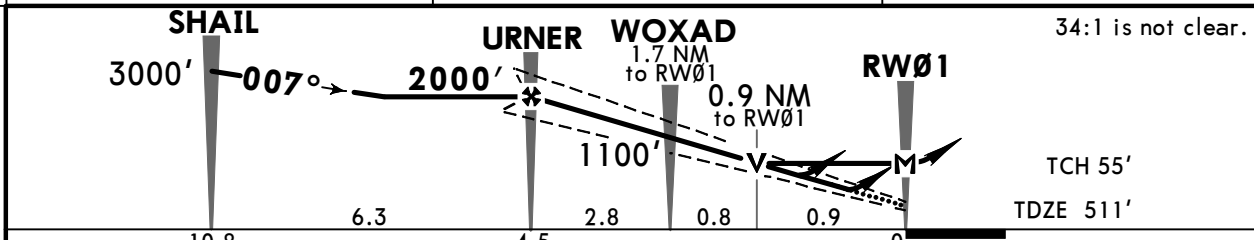
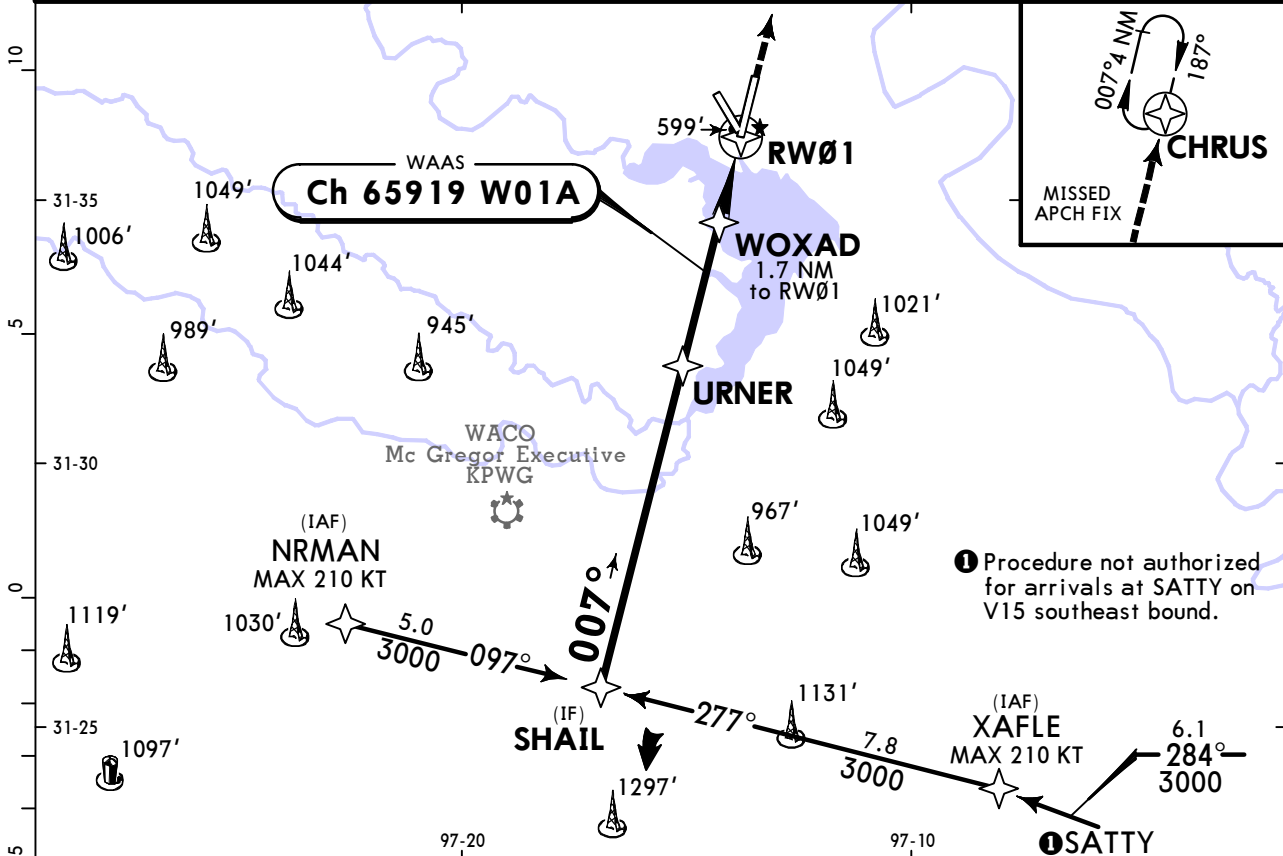
TERPS AMEND 17 30 JAN 2020

KACT/ACT WACO REGL

JEPPESSEN
20 DEC 24 **(12-1) Eff 26 Dec**

WACO, TEXAS RNAV (GPS) Rwy 1

ATIS (ASOS when Twr Inop) 123.85	*WACO Approach (R) 127.65	FT WORTH Center (R) 133.3 when App inop.	*WACO Tower CTAF 119.3	*Ground 121.9
WAAS Ch 65919 W01A	Final Apch Crs 007°	URNER 2000' (1489')	LPV DA(H) (CONDITIONAL) 761' (250')	Apt Elev 516' TDZE 511'
MISSED APCH: Climb to 3000' direct CHRUS and hold.				3600 MSA RW01
RNP Apch - GPS	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'	
1. When local altimeter setting not received, use KPWG altimeter setting. 2. Baro-VNAV and VDP not authorized when using KPWG altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C or above 54°C. 4. Rwy 1 helicopter visibility reduction below 3/4 SM not authorized. 5. Pilot controlled lighting 119.3.				



Gnd speed-Kts	70	90	100	120	140	160	PAPI-R	3000'	D → CHRUS
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW01									

TERPS			STRAIGHT-IN LANDING RWY 1 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting		
	LPV DA(H) 761' (250')	LNAV/VNAV DA(H) 782' (271')	LNAV MDA(H) 860' (349')			Max Kts	MDA(H)	
A						90	940' (424') -1	
B						120	980' (464') -1	
C	3/4	7/8	1			140	1020' (504') -1 1/2	
D						165	1160' (644') -2	
			With KPWG Altimeter Setting			With KPWG Altimeter Setting		
	LPV DA(H) 792' (281')	LNAV/VNAV DA(H) 813' (302')	LNAV MDA(H) 900' (389')			Max Kts	MDA(H)	
A						90	980' (464') -1	
B						120	1020' (504') -1	
C	7/8	1	1 1/8			140	1060' (544') -1 1/2	
D						165	1200' (684') -2 1/4	

TERPS AMEND 2 26 DEC 2024

KACT/ACT WACO REGL



WACO, TEXAS

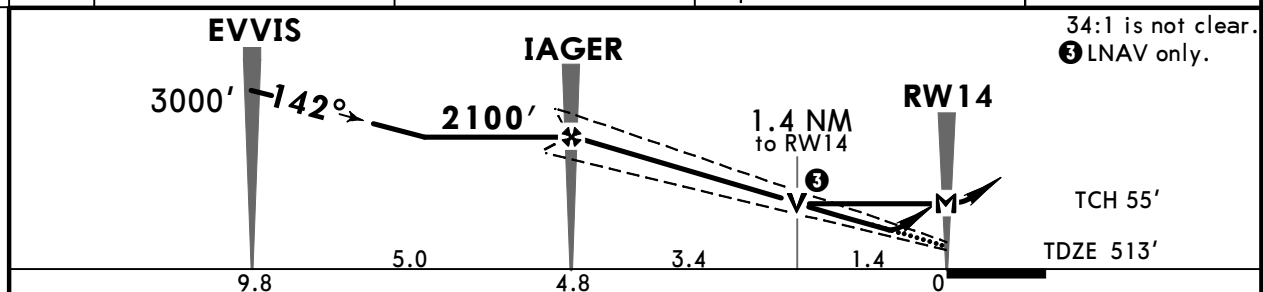
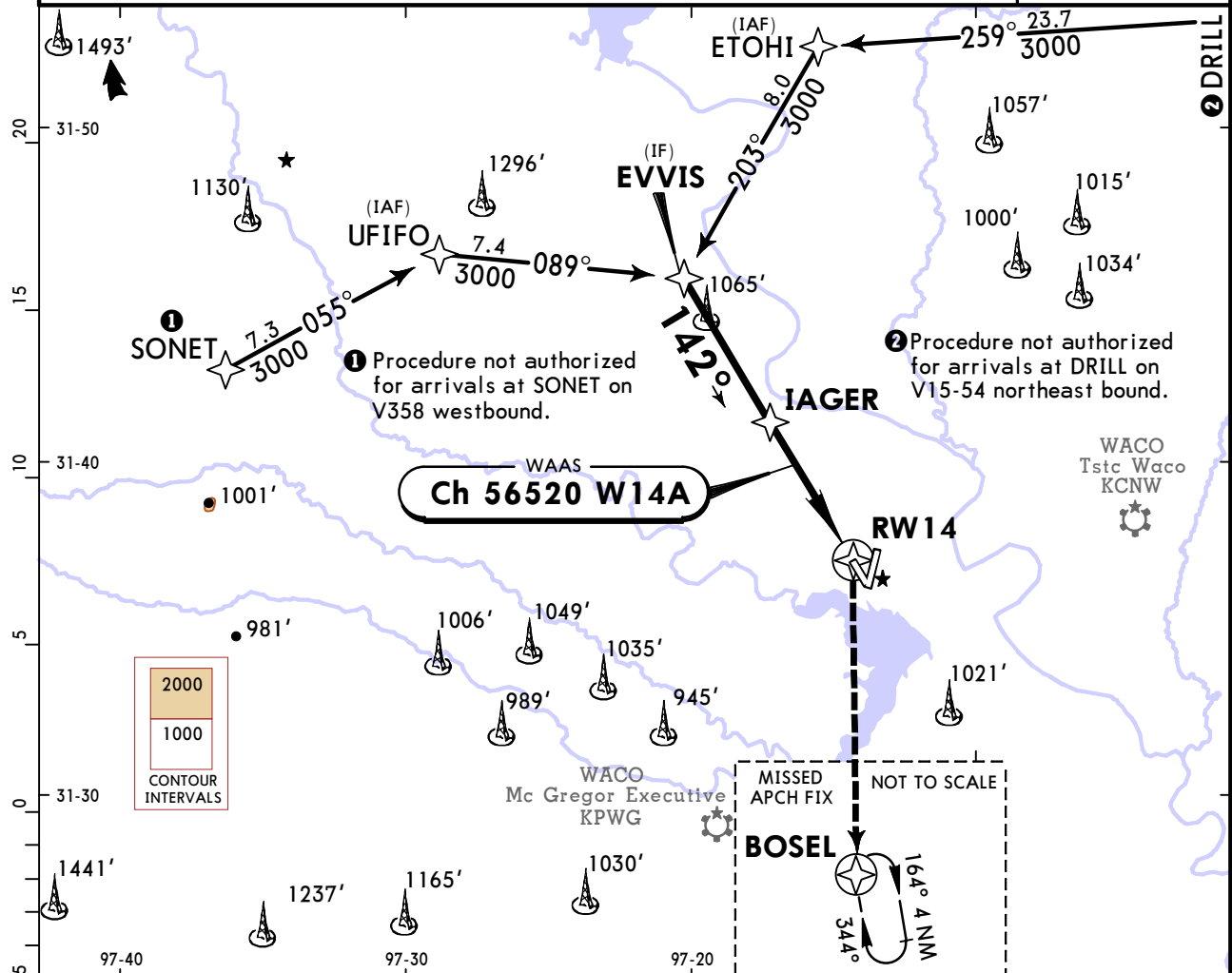
20 DEC 24

(12-2)

Eff 26 Dec

RNAV (GPS) Rwy 14

ATIS (ASOS when Twr Inop) 123.85		*WACO Approach (R) 127.65		FT WORTH Center (R) 133.3 when App inop.		*WACO Tower CTAF 119.3		*Ground 121.9	
WAAS Ch 56520 W14A		Final Apch Crs 142°		IAGER 2100' (1587')		LPV DA(H) 763' (250')		Apt Elev 516' TDZE 513'	
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 4000' direct BOSEL and hold, continue climb-in-hold to 4000'.									
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C or above 54°C. 2. Rwy 14 helicopter visibility reduction below 3/4 SM not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 58'). 4. Pilot controlled lighting 119.3.									



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	1000'	4000'	D → BOSEL
Glide Path Angle 3.00°	372	478	531	637	743	849		↑	RT	

TERPS			STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND		
LPV DA(H) 763' (250')		LNAV/VNAV DA(H) 763' (250')		LNAV MDA(H) 1020' (507')		Max Kts 90 120 140 165	MDA(H)	
3/4		3/4		1			1020' (504') - 1	
3/4		3/4		1 3/8			1020' (504') - 1 1/2	
3/4		3/4		1 3/8			1160' (644') - 2	

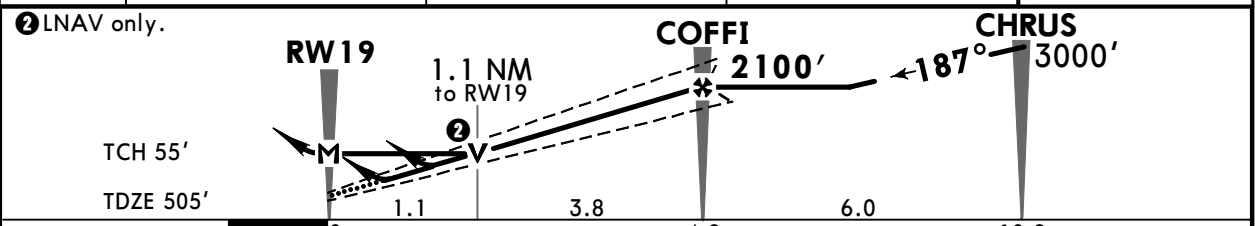
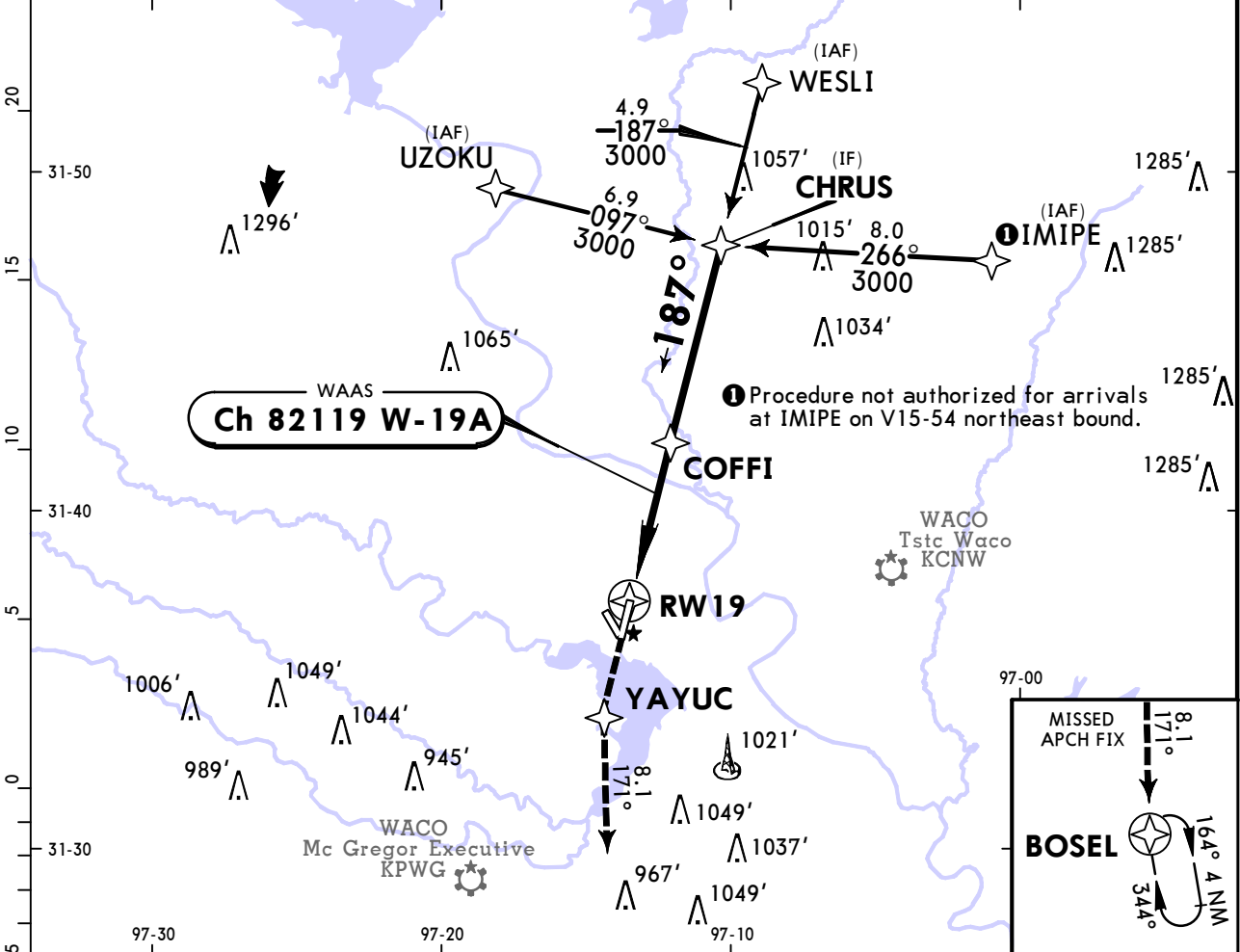
TERPS AMEND 1 30 JAN 2020

KACT/ACT WACO REGL

JEPPESSEN
4 AUG 23 (12-3)

WACO, TEXAS RNAV (GPS) Rwy 19

ATIS (ASOS when Twr inop) 123.85	*WACO Approach (R) 127.65	FT WORTH Center (R) 133.3 when App inop.	*WACO Tower CTAF 119.3	*Ground 121.9	
WAAS Ch 82119 W-19A	Final Apch Crs 187°	COFFI 2100' (1595')	LPV DA(H) 705' (200')	Apt Elev 516' TDZE 505'	
MISSED APCH: Climb to 4000' direct YAYUC and on track 171° to BOSEL and hold, continue climb-in-hold to 4000'.				3600	
Alt Set: INCHES		Trans level: FL 180			MSA RW19
RNP Apch-GPS		Trans alt: 18000'			
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -8°C or above 54°C. 2. Pilot controlled lighting 119.3.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	YAYUC
Glide Path Angle	3.00°	372	478	531	637	743	849		
MAP at RW19									

	STRAIGHT-IN LANDING RWY 19				CIRCLE-TO-LAND	
	LPV DA(H) 705' (200')	LNAV/VNAV DA(H) 755' (250')		LNAV MDA(H) 900' (395')		Max Kts
	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	MDA(H)	
A	1			RVR 24	RVR 50	90 940' (424') -1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	or 1	120 980' (464') -1
C				RVR 35 or 5/8	RVR 60 or 1/4	140 1020' (504') -1 1/2
D						165 1160' (644') -2

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

TERPS AMEND 1A 10 AUG 2023

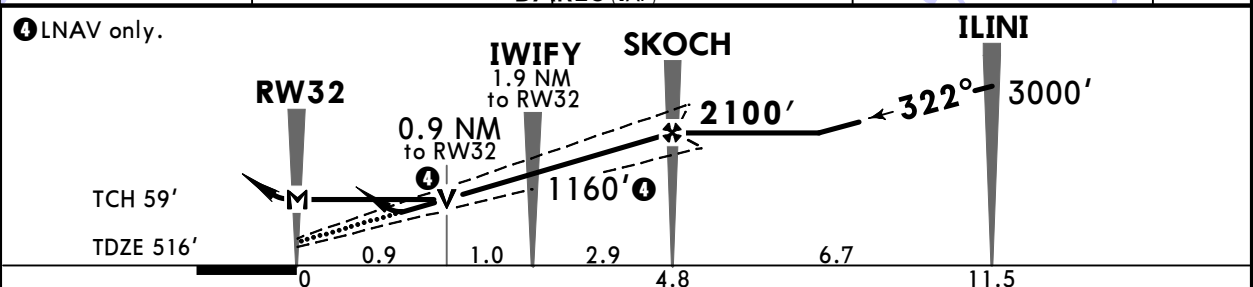
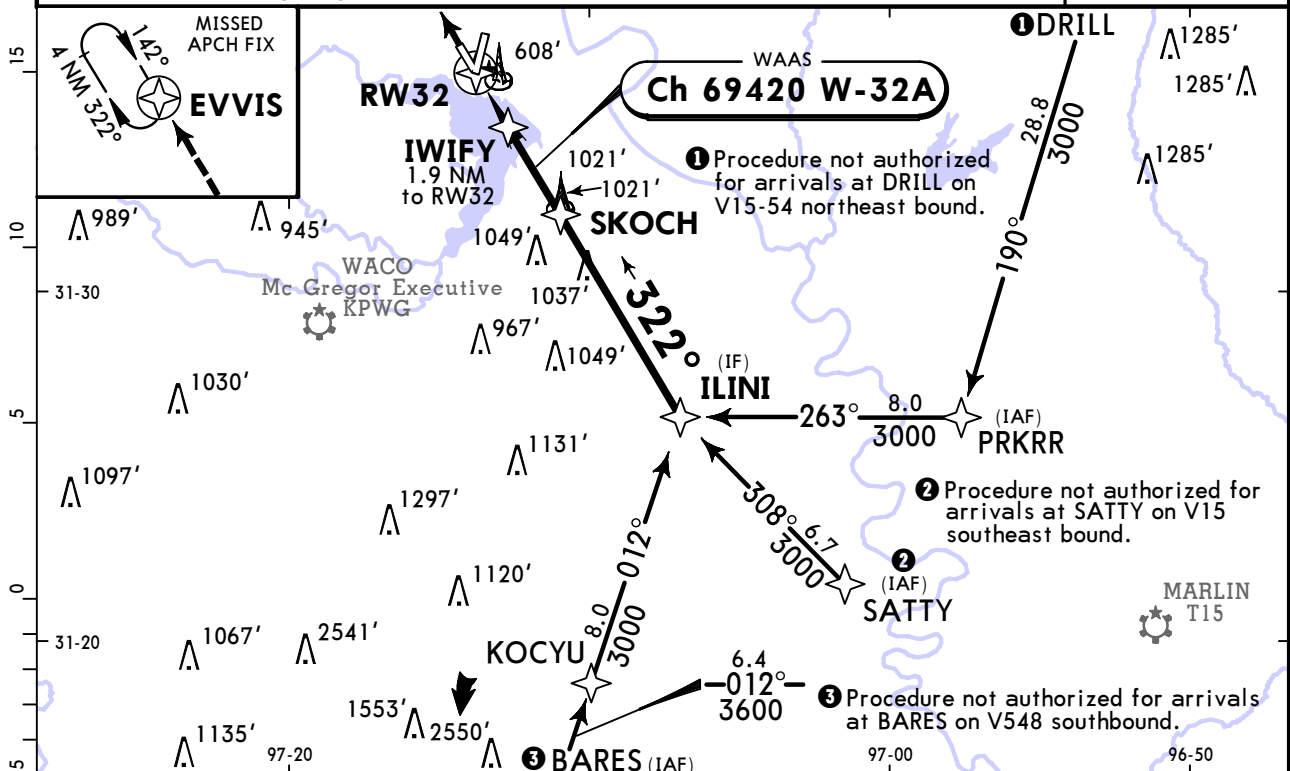
KACT/ACT WACO REGL



4 AUG 23 (12-4)

WACO, TEXAS RNAV (GPS) Rwy 32

ATIS (ASOS when Twr Inop) 123.85	*WACO Approach (R) 127.65	FT WORTH Center (R) 133.3 when App inop.	*WACO Tower CTAF 119.3	*Ground 121.9
WAAS Ch 69420 W-32A	Final Apch Crs 322°	SKOCH 2100' (1584')	LPV DA(H) (CONDITIONAL) 766' (250')	Apt Elev 516' TDZE 516'
MISSED APCH: Climb to 4000' direct EVVIS and hold, continue climb-in-hold to 4000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use McGregor Executive altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -13°C (9°F) or above 54°C (130°F). 4. VDP and Baro-VNAV not authorized when using McGregor Executive altimeter setting. 5. Pilot controlled lighting 119.3.				



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849		PAPI-L	4000'	→ EVVIS
MAP at RW32										

TERPS			STRAIGHT-IN LANDING RWY 32 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting		
	LPV DA(H) 766' (250')	LNAV/VNAV DA(H) 773' (257')	LNAV MDA(H) 860' (344')			Max Kts	MDA(H)	
A						90	940' (424') -1	
B	3/4	3/4	1			120	980' (464') -1	
C						140	1020' (504') -1 1/2	
D						165	1160' (644') -2	
TERPS			With McGregor Executive Altimeter Setting			With McGregor Executive Altimeter Setting		
	LPV DA(H) 797' (281')	LNAV/VNAV DA(H) 804' (288')	LNAV MDA(H) 900' (384')			Max Kts	MDA(H)	
A						90	980' (464') -1	
B	7/8	7/8	1			120	1020' (504') -1	
C			1 1/8			140	1060' (544') -1 1/2	
D						165	1200' (684') -2 1/4	

TERPS ORIG-D 2 APR 2015

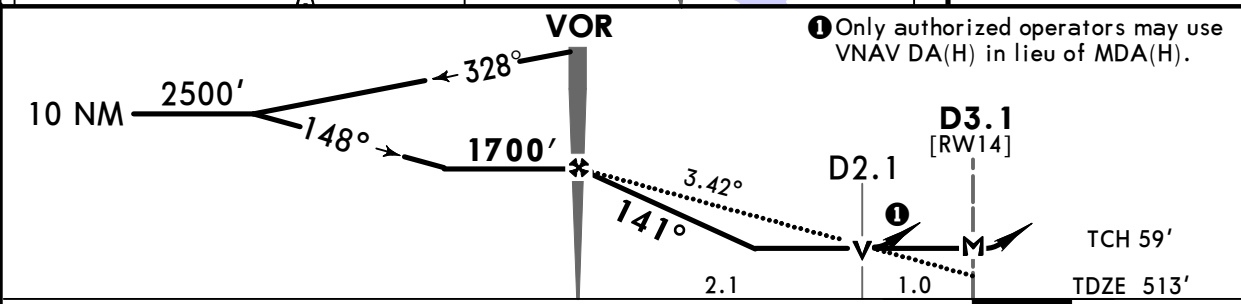
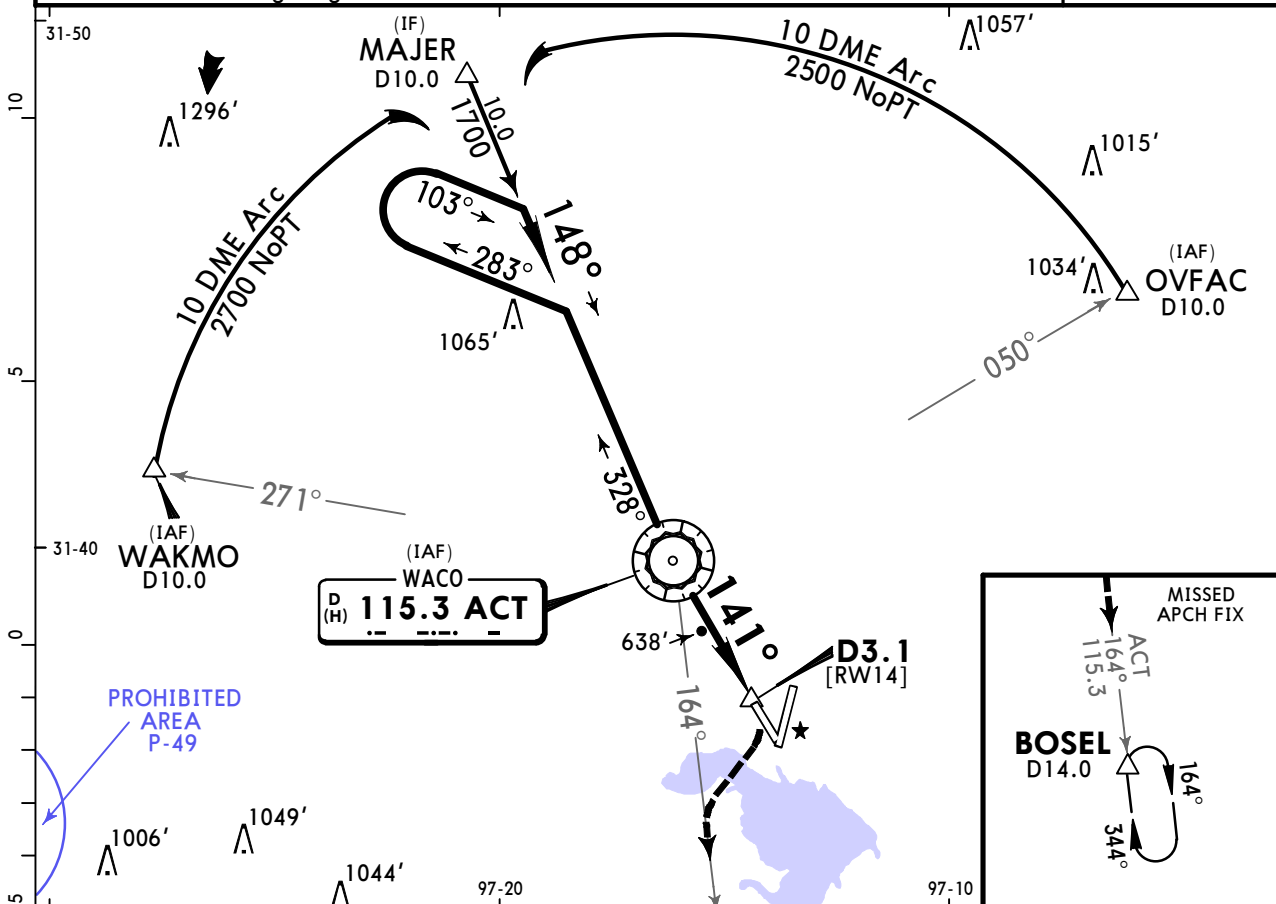
KACT/ACT WACO REGL

JEPPESSEN
9 AUG 19 **(13-1)** Eff 15 Aug

WACO, TEXAS VOR Rwy 14

ATIS (ASOS when Twr inop) 123.85		*WACO Approach (R) 127.65		FT WORTH Center 133.3 when App inop.		*WACO Tower CTAF 119.3		*Ground 121.9	
VOR ACT 115.3	Final Apch Crs 141°	Minimum Alt VOR 1700' (1187')		MDA(H) (CONDITIONAL) 900' (387')		Apt Elev 516' TDZE 513'		<p>2500 090° ← 270° 3600 MSA ACT VOR</p>	
MISSED APCH: Climbing RIGHT turn to 4000' on ACT VOR R-164 to BOSEL/D14.0 and hold, continue climb-in-hold to 4000'.									
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'			

1. DME required. 2. Use local altimeter setting; if not received, use McGregor Executive altimeter setting. 3. VDP not authorized with McGregor Executive altimeter setting. 4. Rwy 14 helicopter visibility reduction below 3/4 SM not authorized. 5. VGSI and descent angles not coincident (VGSI angle 3.0°/TCH 58'). 6. Pilot controlled lighting 119.3.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.42°	424	545	605	726	847	968
MAP at D3.1 or VOR to MAP	3.1	2:39	2:04	1:52	1:33	1:20

REIL	4000'	ACT	BOSEL
PAPI-L	RT	115.3 R-164	

	STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
	MDA(H) 900' (387') With Local Altimeter Setting	MDA(H) 940' (427') With McGregor Executive Altimeter Setting	With Local Altimeter Setting	With McGregor Executive Altimeter Setting
A	1	1	90 940' (424') -1	90 980' (464') -1
B	1	1	120 980' (464') -1	120 1020' (504') -1
C	1 1/8	1 1/4	140 1020' (504') -1 1/2	140 1060' (544') -1 1/2
D	1 1/8	1 1/4	165 1160' (644') -2	165 1200' (684') -2 1/4

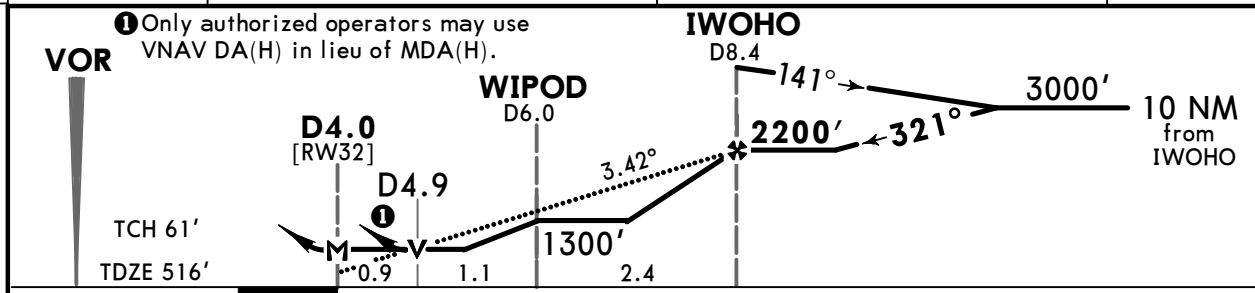
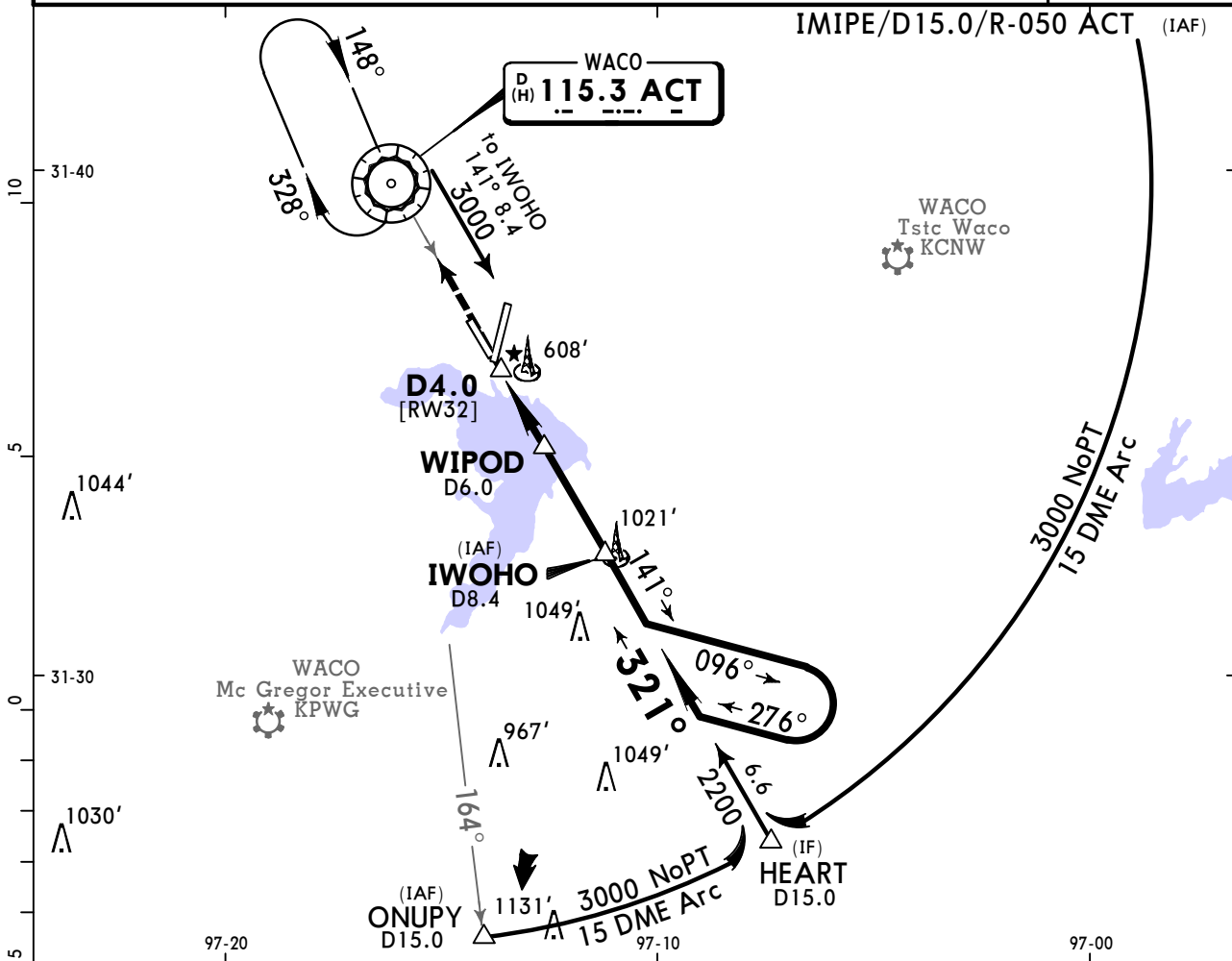
TERPS AMEND 23C 15 AUG 2019

KACT/ACT WACO REGL

JEPPesen
9 AUG 19 **(13-2)** Eff 15 Aug

WACO, TEXAS VOR DME Rwy 32

ATIS (ASOS when Twr inop) 123.85	*WACO Approach (R) 127.65	FT WORTH Center 133.3 when App inop.	*WACO Tower CTAF 119.3	*Ground 121.9
VOR ACT 115.3	Final Apch Crs 321°	Minimum Alt IWOHO 2200' (1684')	MDA(H) (CONDITIONAL) 860' (344')	Apt Elev 516' TDZE 516'
MISSED APCH: Climb to 3000' direct ACT VOR and hold, continue climb-in-hold to 3000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use McGregor Executive altimeter setting. 2. VDP not authorized with McGregor Executive altimeter setting. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 119.3.				



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	D	ACT 115.3
Descent Angle	3.42°	424	545	605	726	968				
MAP at D4.0										

	STRAIGHT-IN LANDING RWY32		CIRCLE-TO-LAND	
	MDA(H) 860' (344') With Local Altimeter Setting	MDA(H) 900' (384') With McGregor Executive Altimeter Setting	Max Kts	MDA(H)
A	1	1	90	940' (424') -1
B			120	980' (464') -1
C			140	1020' (504') -1½
D			165	1160' (644') -2
				With McGregor Executive Altimeter Setting
				MDA(H)
				980' (464') -1
				1020' (504') -1
				1060' (544') -1½
				1200' (684') -2¼

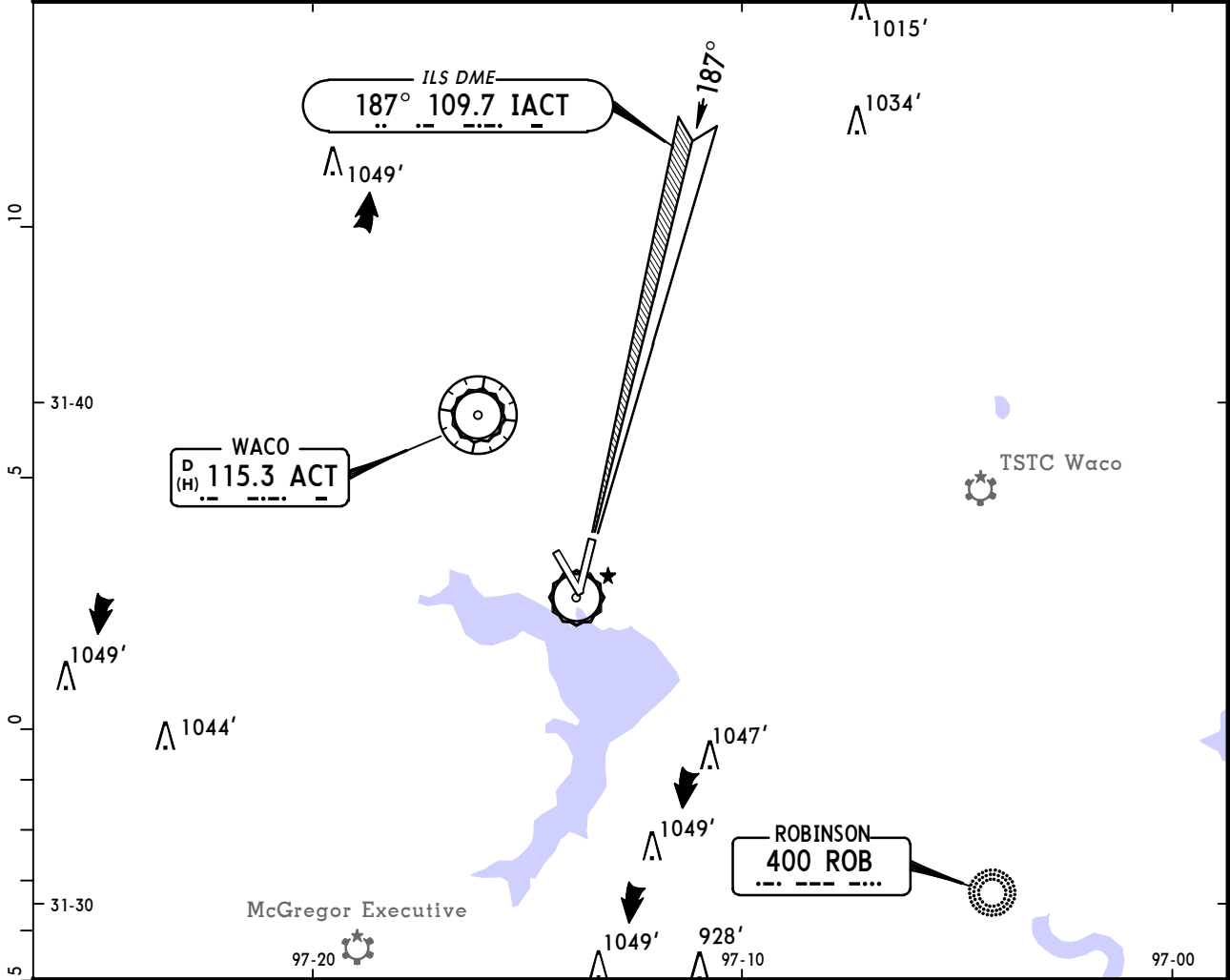
TERPS AMEND 15B 2 APR 2015

KACT/ACT
WACO REGL

JEPPESEN
17 SEP 10
Eff 23 Sep (18-1)

WACO, TEXAS
RADAR-1 *ASR All Rwys

ATIS (ASOS when Twr inop) 123.85		*WACO Approach (R) 127.65		FT WORTH Center 133.3 when App inop.		*WACO Tower CTAF 119.3		*Ground 121.9		
BRIEFING STRIP™	RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 516' TDZE- See below		No MSA published			
	Missed Approach-See below									
	Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. When control tower closed, procedure not authorized. 2. Pilot controlled lighting 119.3.									



MISSED APCH:
 Runway 1: Climb to 2000' then LEFT turn direct ACT VOR.
 Runway 14: Climb to 1300' then climbing LEFT turn to 2000' direct ACT VOR.
 Runway 19 & 32: Climb to 1300' then climbing RIGHT turn to 2000' direct ACT VOR.

RWY 1 TDZE 509'	RWY 14 TDZE 513'	RWY 19 TDZE 504'	RWY 32 TDZE 516'
--------------------	---------------------	---------------------	---------------------

ASR Rwys 1, 14, 19, 32: MAP at Rwy Thr

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
ASR 1 MDA(H) 860' (351')		ASR 14 MDA(H) 920' (407')		ASR 19 MDA(H) 880' (376')		ASR 32 MDA(H) 1020' (504')	
				RAIL out	ALS out	Max Kts	MDA(H)
A						90	1020' (504') - 1
B	1	1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120	1020' (504') - 1
C		1 1/4				140	1020' (504') - 1 1/2
D	1 1/4	1 1/4	RVR 50 or 1	RVR 60 or 1 1/4		165	1080' (564') - 2

TERPS AMEND 4 23 SEP 2010



Chart changes since cycle 04-2025

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

WACO, TX (WACO REGL - KACT)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KACT

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(Series) FT WORTH Center 133.3 changed to FT WORTH Center (R) 133.3.

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.