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Airport Information For KACV

Terminal Charts For KACV

Revision Letter For Cycle 05-2025

Change Notices

Notebook

General Information

Location: ARCATA/EUREKA CA USA
ICAO/IATA: KACV / ACV
Lat/Long: N40° 58.67', W124° 06.51'
Elevation: 222 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 17.0° E
Sectional Chart: Klamath Falls

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: 1321 Z
Sunset: 0322 Z

Runway Information

Runway: 01
Length x Width: 4501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 204 ft
Lighting: Edge, REIL

Runway: 14
Length x Width: 6046 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 205 ft
Lighting: Edge, Centerline, REIL, Pilot controlled
Displaced Threshold: 245 ft

Runway: 19
Length x Width: 4501 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 208 ft
Lighting: Edge

Runway: 32
Length x Width: 6046 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 221 ft

Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled
Displaced Threshold: 200 ft

Communication Information

ASOS: 118.525

California Redwood Coast UNICOM: 123.000 CTAF PCL

Seattle ACC: 124.850 Remote Communications Air-Ground

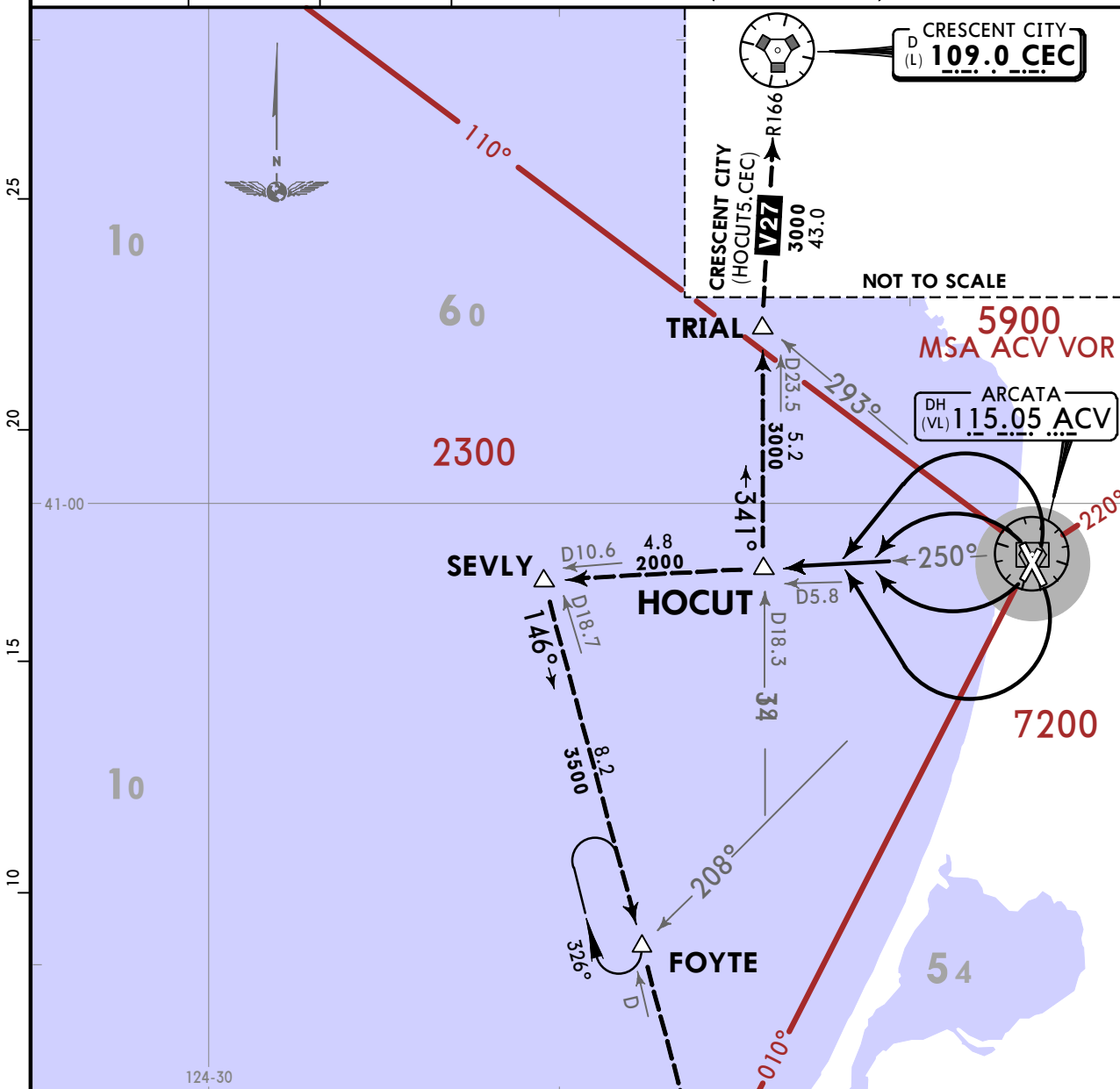
Oakland FSS: 122.600 RCO

KACV/ACV
 CALIFORNIA REDWOOD
 COAST-HUMBOLDT CO

JEPPESEN
 27 MAY 22 **10-3**

ARCATA/EUREKA, CALIF
SID

SEATTLE Center 124.85 **Apt Elev 222** **Trans alt: 18000** **HOCUT 5 DEPARTURE (HOCUT5.HOCUT)**
(ALL RWYS)



OBSTACLES
 See TAKEOFF OBSTACLE NOTES page (10-3OB1).

This SID requires takeoff minimums (for standard minimums, refer to airport chart):
 Rwy 1: Standard (or lower than standard, if authorized) with minimum climb of 360 per NM to 500.
 Rwy 14: 400-2 1/2 or standard (or lower than standard, if authorized) with minimum climb of 382 per NM to 600.
 Rws 19, 32: Standard (or lower than standard, if authorized).

Gnd speed-KT	75	100	150	200	250	300
360 per NM	450	600	900	1200	1500	1800
382 per NM	477	637	955	1273	1592	1910

RWY	INITIAL CLIMB	TOP ALTITUDE
1, 32	Climbing LEFT turn on ACV R250.	Assigned by ATC
14, 19	Climbing RIGHT turn on ACV R250.	

ROUTING
 On transition or assigned route.

KACV/ACV
CALIFORNIA REDWOOD
COAST-HUMBOLDT CO

 **JEPPESSEN**
 27 MAY 22 (10-30B1)

ARCATA/EUREKA, CALIF

TAKEOFF OBSTACLE NOTES - DEPs

- Rwy 1: Rwy lights 10 from DER, 54 left and right of centerline, 1 AGL/209 MSL. Fence beginning 150 from DER, 397 right of centerline, up to 9 AGL/217 MSL. Tree, fence, pole beginning 222 from DER, 158 right of centerline, up to 260 MSL. Tree 276 from DER, 491 left of centerline, 245 MSL. Trees beginning 310 from DER, 198 left of centerline, up to 248 MSL. Tree 383 from DER, 408 right of centerline, 316 MSL. Trees beginning 385 from DER, 0 left of centerline, up to 179 AGL/325 MSL. Trees beginning 423 from DER, 11 left of centerline, up to 118 AGL/260 MSL. Trees beginning 583 from DER, 6 left of centerline, up to 178 AGL/278 MSL. Trees beginning 1922 from DER, 179 right of centerline, up to 344 MSL. Trees beginning 2291 from DER, 266 right of centerline, up to 124 AGL/356 MSL. Tree 3390 from DER, 164 left of centerline, 150 AGL/335 MSL. Trees beginning 3400 from DER, 108 left of centerline, up to 175 AGL/357 MSL. Trees beginning 3478 from DER, 12 left of centerline, up to 187 AGL/364 MSL. Tree 3602 from DER, 725 right of centerline, 358 MSL. Trees beginning 3603 from DER, 1 right of centerline, up to 177 AGL/365 MSL. Trees beginning 3714 from DER, 34 left of centerline, up to 192 AGL/369 MSL. Trees beginning 3722 from DER, 51 left of centerline, up to 197 AGL/372 MSL. Trees beginning 3763 from DER, 1 left of centerline, up to 202 AGL/375 MSL. Tree 4016 from DER, 567 right of centerline, 367 MSL. Trees beginning 4017 from DER, 67 right of centerline, up to 197 AGL/373 MSL. Trees beginning 6044 from DER, 852 left of centerline, up to 163 AGL/379 MSL. Tree 1.1 NM from DER, 48 right of centerline, 385 MSL. Trees beginning 1.2 NM from DER, 1220 right of centerline, up to 416 MSL. Trees beginning 1.7 NM from DER, 2648 right of centerline, up to 602 MSL. Tree 1.8 NM from DER, 3460 right of centerline, 605 MSL.

- Rwy 14: Rwy lights 9 from DER, 54 left and right of centerline, 1 AGL/223 MSL. Tree 621 from DER, 591 left of centerline, 256 MSL. Tree, antenna, pole, beginning 733 from DER, 378 left of centerline, up to 262 MSL. Tree 1086 from DER, 716 right of centerline, 277 MSL. Trees beginning 1110 from DER, 717 right of centerline, up to 290 MSL. Tree 1701 from DER, 860 left of centerline, 283 MSL. Trees beginning 1843 from DER, 875 left of centerline, up to 307 MSL. Trees beginning 2568 from DER, 801 left of centerline, up to 321 MSL. Trees beginning 3085 from DER, 565 left of centerline, up to 326 MSL. Tree 3807 from DER, 1202 left of centerline, 374 MSL. Trees beginning 3827 from DER, 794 left of centerline, up to 392 MSL. Trees beginning 4152 from DER, 813 left of centerline, up to 420 MSL. Trees beginning 4514 from DER, 1245 left of centerline, up to 443 MSL. Trees beginning 4707 from DER, 880 left of centerline, up to 446 MSL. Trees beginning 5176 from DER, 1028 left of centerline, up to 447 MSL. Trees beginning 5712 from DER, 1337 left of centerline, up to 467 MSL. Trees beginning 1.1 NM from DER, 1618 left of centerline, up to 515 MSL. Trees beginning 1.2 NM from DER, 1929 left of centerline, up to 565 MSL. Tree 1.7 NM from DER, 3238 left of centerline, 568 MSL. Trees beginning 1.8 NM from DER, 1864 left of centerline, up to 588 MSL.

- Rwy 19: Rwy lights 9 from DER, 55 left and right of centerline, 189 MSL. Vegetation 15 from DER, 270 right of centerline, 191 MSL. Tree 776 from DER, 696 right of centerline, 77 AGL/215 MSL.

- Rwy 32: Fence, beginning 91 from DER, 476 right of centerline, up to 196 MSL. Fence 132 from DER, 221 left of centerline, 8 AGL/188 MSL. Tree, fence, bush beginning 183 from DER, 202 left of centerline, up to 195 MSL. Fence beginning 268 from DER, 176 right of centerline, up to 13 AGL/197 MSL. Obstacle light DME, NAVAID beginning 580 from DER, 258 right of centerline, up to 29 AGL/203 MSL. Tree 1022 from DER, 624 right of centerline, 256 MSL. Trees beginning 1036 from DER, 448 right of centerline, up to 267 MSL.

KACV/ACV



ARCATA/EUREKA, CALIF CALIFORNIA REDWOOD COAST-HUMBOLDT CO

3 JAN 25 **10-9A**

GENERAL							
Rwy 1-19 not available for scheduled air carrier operations with more than 9 passenger seats or unscheduled air carrier at least 31 passenger seats.							
ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		
					Threshold	Landing Beyond Glide Slope	TAKE-OFF
1	①MIRL ①REIL ①VASI-L	grooved					150'
19	①MIRL	grooved					46m
① Prior permission required.							
14	②HIRL CL ②REIL ②PAPI-L (angle 3.00°)	grooved RVR		④5801'1768m		6046'1843m	150'
32	②HIRL ②CL ②MALSR ②TDZ ②③PAPI-L	grooved RVR		5846'1782m	4825'1471m	6046'1843m	46m
② Activate on 123.0. ③ Angle 3.00°. ④ LDA 5601' (1707m).							
TERPS TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE							
Rwy 32							
LOWER THAN STANDARD OpSpec Authorization Required				STANDARD			
Both RVRs are required & controlling				RCLM or CL or HIRL or Adequate Vis Ref			
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL		3 & 4 Eng		1 & 2 Eng	
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	
Rwy 19							
LOWER THAN STANDARD OpSpec Authorization Required				STANDARD			
RCLM or Adequate Vis Ref				3 & 4 Eng		1 & 2 Eng	
1/4				1/2		1	
Rwy 1							
With Mim climb of 360'/NM to 500'				For Visual Climb Over Airport			
LOWER THAN STANDARD OpSpec Authorization Required				STANDARD			
RCLM or Adequate Vis Ref				3 & 4 Eng		1 & 2 Eng	
1/4				1/2		1	
				1100-2 1/2			
Rwy 14							
With Mim climb of 382'/NM to 600'				Other			
LOWER THAN STANDARD OpSpec Authorization Required				STANDARD			
Both RVRs are required & controlling				RCLM or CL or HIRL or Adequate Vis Ref			
CL & HIRL	CL, or RCLM & HIRL	RCLM (day only) or CL or HIRL		3 & 4 Eng		1 & 2 Eng	
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	
				400-2 1/2			
OBSTACLE DP							
Rwys 1, 32: Climbing left turn to intercept ACV VOR R-250 to HOCUT INT and continue climb to MEA on V27.							
Rwys 14, 19: Climbing right turn to intercept ACV VOR R-250 to HOCUT INT and continue climb to MEA on V27.							
(For ODP TAKEOFF OBSTACLE NOTES see 10-9A1)							
VISUAL CLIMB OVER AIRPORT (VCOA)							
Rwy 1, obtain ATC approval for visual climb over airport when requesting IFR clearance. Climb in visual conditions to cross California Redwood Coast-Humboldt Co westbound at or above 1200' to intercept ACV VOR R-250 to HOCUT INT and continue climb to MEA on V27.							
FOR FILING AS ALTERNATE							
RNAV (GPS) Rwy 14		RNAV (GPS) Rwy 32		RNAV (GPS) Rwy 1		Other	
A					900-2		NA
B	800-2		800-2		900-2 1/2		
C					900-2 3/4		
D			800-2 1/4		900-2 3/4		

KACV/ACV



5 FEB 21 (10-9A1)

 ARCATA/EUREKA, CALIF
 CALIFORNIA REDWOOD
 COAST-HUMBOLDT CO

ODP TAKEOFF OBSTACLE NOTES

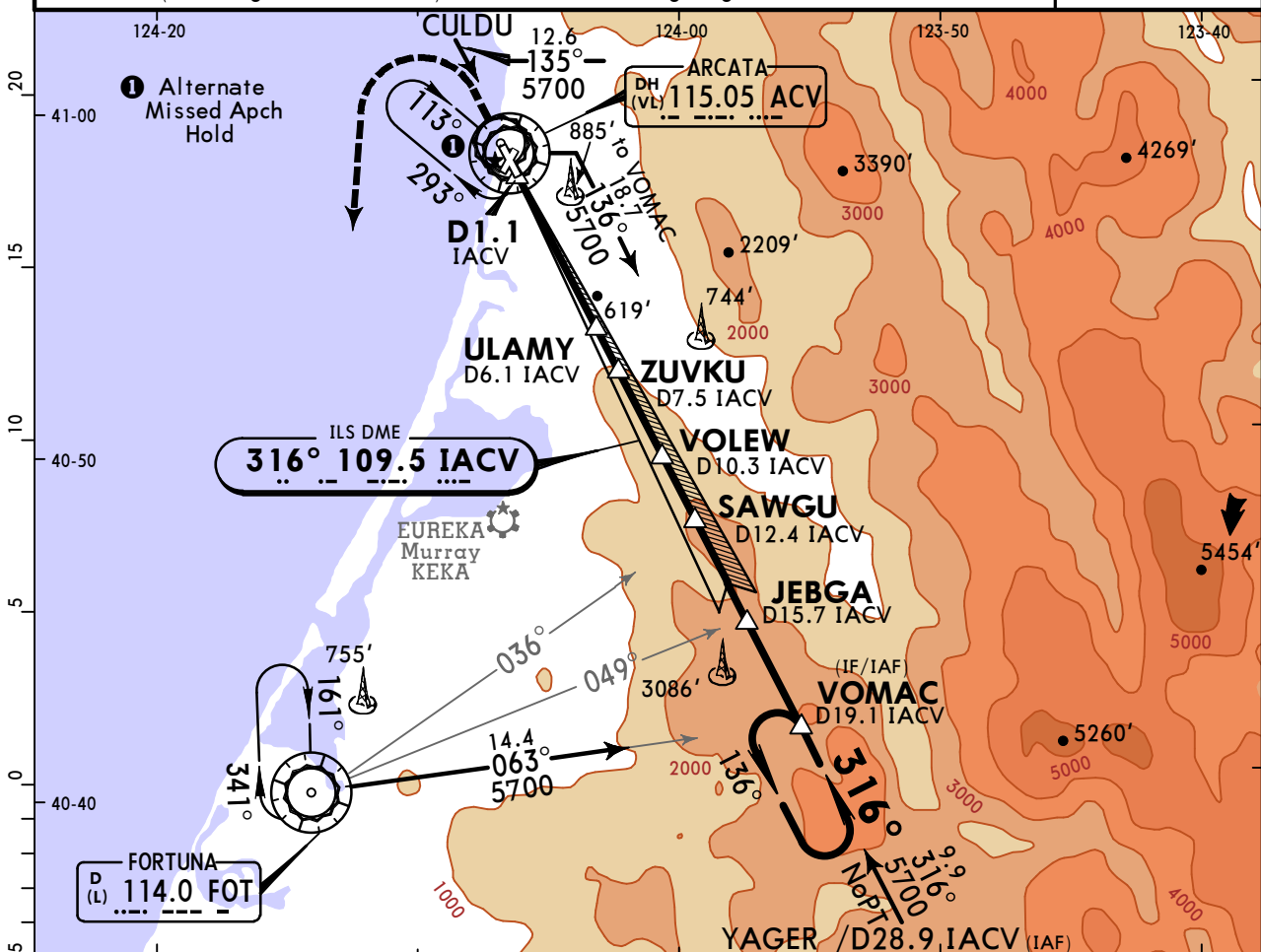
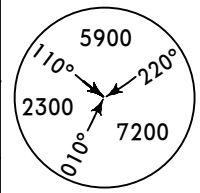
- Rwy 1:
Runway lights 10' from DER, 54' left and right of centerline, 1' AGL/209' MSL. Fence beginning 150' from DER, 397' right of centerline, up to 9' AGL/217' MSL. Tree, fence, pole beginning 222' from DER, 158' right of centerline, up to 260' MSL. Tree 276' from DER, 491' left of centerline, 245' MSL. Trees beginning 310' from DER, 198' left of centerline, up to 248' MSL. Tree 383' from DER, 408' right of centerline, 316' MSL. Trees beginning 385' from DER, 0' left of centerline, up to 179' AGL/325' MSL. Trees beginning 423' from DER, 11' left of centerline, up to 118' AGL/260' MSL. Trees beginning 583' from DER, 6' left of centerline, up to 178' AGL/278' MSL. Trees beginning 1922' from DER, 179' right of centerline, up to 344' MSL. Trees beginning 2291' from DER, 266' right of centerline, up to 124' AGL/356' MSL. Tree 3390' from DER, 164' left of centerline, 150' AGL/335' MSL. Trees beginning 3400' from DER, 108' left of centerline, up to 175' AGL/357' MSL. Trees beginning 3478' from DER, 12' left of centerline, up to 187' AGL/364' MSL. Tree 3602' from DER, 725' right of centerline, 358' MSL. Trees beginning 3603' from DER, 1' right of centerline, up to 177' AGL/365' MSL. Trees beginning 3714' from DER, 34' left of centerline, up to 192' AGL/369' MSL. Trees beginning 3722' from DER, 51' left of centerline, up to 197' AGL/372' MSL. Trees beginning 3763' from DER, 1' left of centerline, up to 202' AGL/375' MSL. Tree 4016' from DER, 567' right of centerline, 367' MSL. Trees beginning 4017' from DER, 67' right of centerline, up to 197' AGL/373' MSL. Trees beginning 6044' from DER, 852' left of centerline, up to 163' AGL/379' MSL. Tree 1.1 NM from DER, 48' right of centerline, 385' MSL. Trees beginning 1.2 NM from DER, 1220' right of centerline, up to 416' MSL. Trees beginning 1.7 NM from DER, 2648' right of centerline, up to 602' MSL. Tree 1.8 NM from DER, 3460' right of centerline, 605' MSL.
- Rwy 14:
Runway lights 9' from DER, 54' left and right of centerline, 1' AGL/223' MSL. Tree 621' from DER, 591' left of centerline, 256' MSL. Tree, ant, pole, beginning 733' from DER, 378' left of centerline, up to 262' MSL. Tree 1086' from DER, 716' right of centerline, 277' MSL. Trees, beginning 1110' from DER, 717' right of centerline, up to 290' MSL. Tree 1701' from DER, 860' left of centerline, 283' MSL. Trees beginning 1843' from DER, 875' left of centerline, up to 307' MSL. Trees, beginning 2568' from DER, 801' left of centerline, up to 321' MSL. Trees, beginning 3085' from DER, 565' left of centerline, up to 326' MSL. Tree 3807' from DER, 1202' left of centerline, 374' MSL. Trees, beginning 3827' from DER, 794' left of centerline, up to 392' MSL. Trees, beginning 4152' from DER, 813' left of centerline, up to 420' MSL. Trees, beginning 4514' from DER, 1245' left of centerline, up to 443' MSL. Trees, beginning 4707' from DER, 880' left of centerline, up to 446' MSL. Trees, beginning 5176' from DER, 1028' left of centerline, up to 447' MSL. Trees, beginning 5712' from DER, 1337' left of centerline, up to 467' MSL. Trees, beginning 1.1 NM from DER, 1618' left of centerline, up to 515' MSL. Trees, beginning 1.2 NM from DER, 1929' left of centerline, up to 565' MSL. Tree 1.7 NM from DER, 3238' left of centerline, 568' MSL. Trees beginning 1.8 NM from DER, 1864' left of centerline, up to 588' MSL.
- Rwy 19
Runway lights 9' from DER, 55' left and right of centerline, 189' MSL. Vegetation 15' from DER, 270' right of centerline, 191' MSL. Tree 776' from DER, 696' right of centerline, 77' AGL/215' MSL.
- Rwy 32:
Fence, beginning 91' from DER, 476' right of centerline, up to 196' MSL. Fence 132' from DER, 221' left of centerline, 8' AGL/188' MSL. Tree, fence, bush beginning 183' from DER, 202' left of centerline, up to 195' MSL. Fence, beginning 268' from DER, 176' right of centerline, up to 13' AGL/197' MSL. Obstacle light DME, navaid, beginning 580' from DER, 258' right of centerline, up to 29' AGL/203' MSL. Tree 1022' from DER, 624' right of centerline, 256' MSL. Trees, beginning 1036' from DER, 448' right of centerline, up to 267' MSL.

KACV/ACV CALIFORNIA REDWOOD COAST-HUMBOLDT CO

26 MAY 23 (11-1)
SEATTLE Center (R)
OAKLAND Radio

ARCATA/EUREKA, CALIF ILS or LOC Rwy 32

ASOS 118.525		SEATTLE Center (R) 124.85		OAKLAND Radio 122.6		CALIFORNIA REDWOOD COAST-HUMBOLDT CO UNICOM CTAF 123.0	
LOC IACV 109.5	Final Apch Crs 316°	VOLEW 3200' (2979')		ILS DA(H) 441' (220')	Apt Elev 222' TDZE 221'		
MISSED APCH: Climb to 800', then climbing LEFT turn to 3000' direct FOT VOR and hold.							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
1. DME required. 2. Use IACV DME when on LOC course. 3. VGSI and ILS glidepath not coincident (VGSI angle 3.00°/TCH 43'). 4. Pilot controlled lighting 123.0.							MSA ACV VOR



② LOC only.

	ZUVKU D7.5 IACV	VOLEW D10.3 IACV	SAWGU D12.4 IACV	JEBGA D15.7 IACV	VOMAC D19.1 IACV	
TCH 47'						136° ← 316° 1
TDZE 221'	1.9	3.1	1.4	2.8	2.1	3.3
	D1.1 IACV	ULAMY D6.1 IACV	D3.0 IACV	3200'	3700'	4700'
			316° GS 3200'			5700' Min

Gnd speed-Kts	70	90	100	120	140	160	MALSR	800'	3000'	FOT
GS	3.00°	372	478	531	637	849	PAPI	↑	← LT	114.0
MAP at D1.1 IACV										

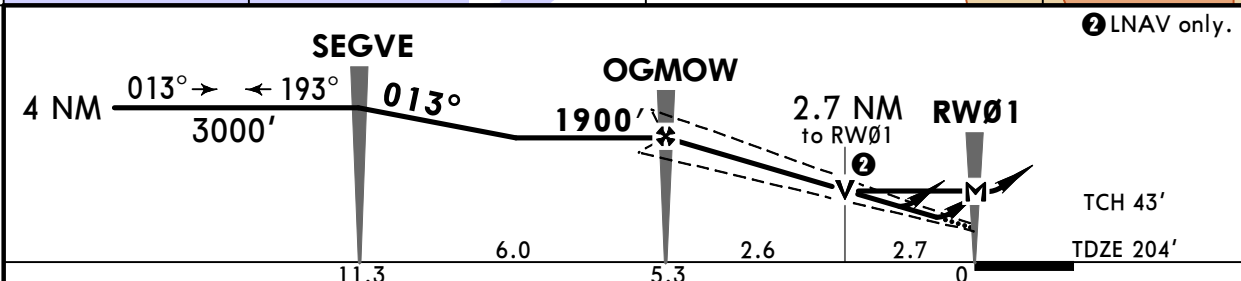
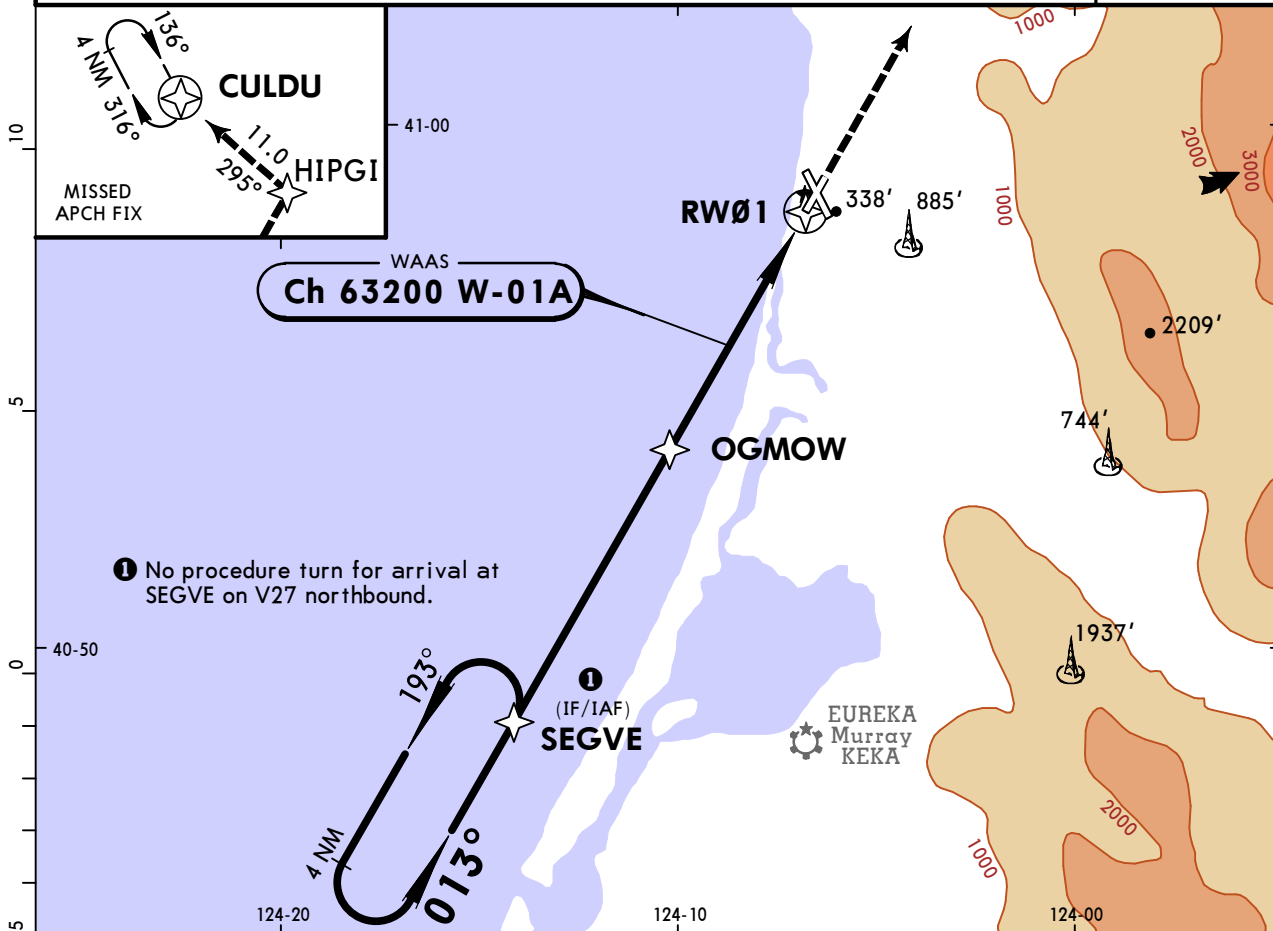
TERPS					STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND	
ILS			LOC (GS out)		Not Authorized Northeast of Rwy 14-32			
DA(H) 441' (220')			MDA(H) 880' (659')					
TDZ or CL out			RAIL/ALS out		RAIL/ALS out		Max Kts	
A							90	
B							120	
C	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4		RVR 24 or 1/2	RVR 50 or 1	880' (658') -1	
D					1 3/8	1 7/8	140	
							165	
							880' (658') -2	

KACV/ACV
CALIFORNIA REDWOOD
COAST-HUMBOLDT CO

JEPPESEN
 14 APR 23 (12-1)

ARCATA/EUREKA, CALIF
RNAV (GPS) Rwy 1

ASOS 118.525		SEATTLE Center (R) 124.85		OAKLAND Radio 122.6		CALIFORNIA REDWOOD COAST-HUMBOLDT CO UNICOM CTAF 123.0	
WAAS Ch 63200 W-01A		Final Apch Crs 013°		OGMOW 1900' (1696')		LNAV/VNAV DA(H) 838' (634')	
				Apt Elev 222'		TDZE 204'	
MISSED APCH: Climb to 3200' direct HIPGI and on track 295° to CULDU and hold.							6900
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
RNP Apch - GPS							
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -2°C or above 54°C. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 48'). 3. Pilot controlled lighting 123.0.							



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	3200'	D →	HIPGI
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at RW01										

TERPS						STRAIGHT-IN LANDING RWY 1			CIRCLE-TO-LAND Not Authorized Northeast of Rwy 14-32			
LPV		LNAV/VNAV			LNAV			Max Kts	MDA(H)			
DA(H) 870' (666')		DA(H) 838' (634')			MDA(H) 1080' (876')				90	1080' (858') - 1¼		
A						1			120	1080' (858') - 2½		
B	2½		2½			1¼			140	1080' (858') - 2½		
C						2½			165	1080' (858') - 2¾		
D												

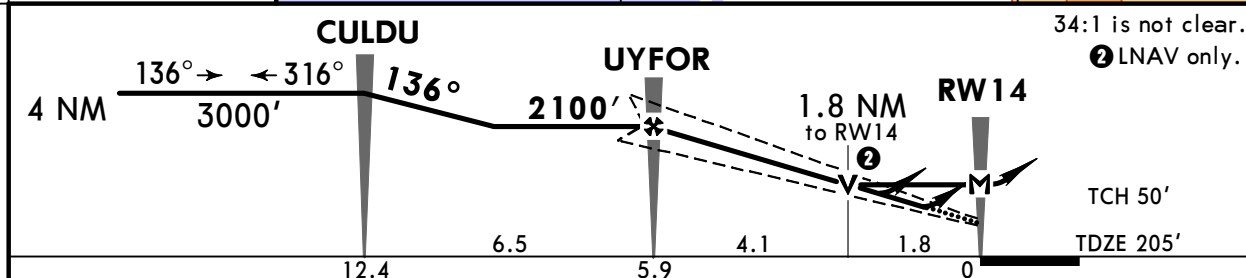
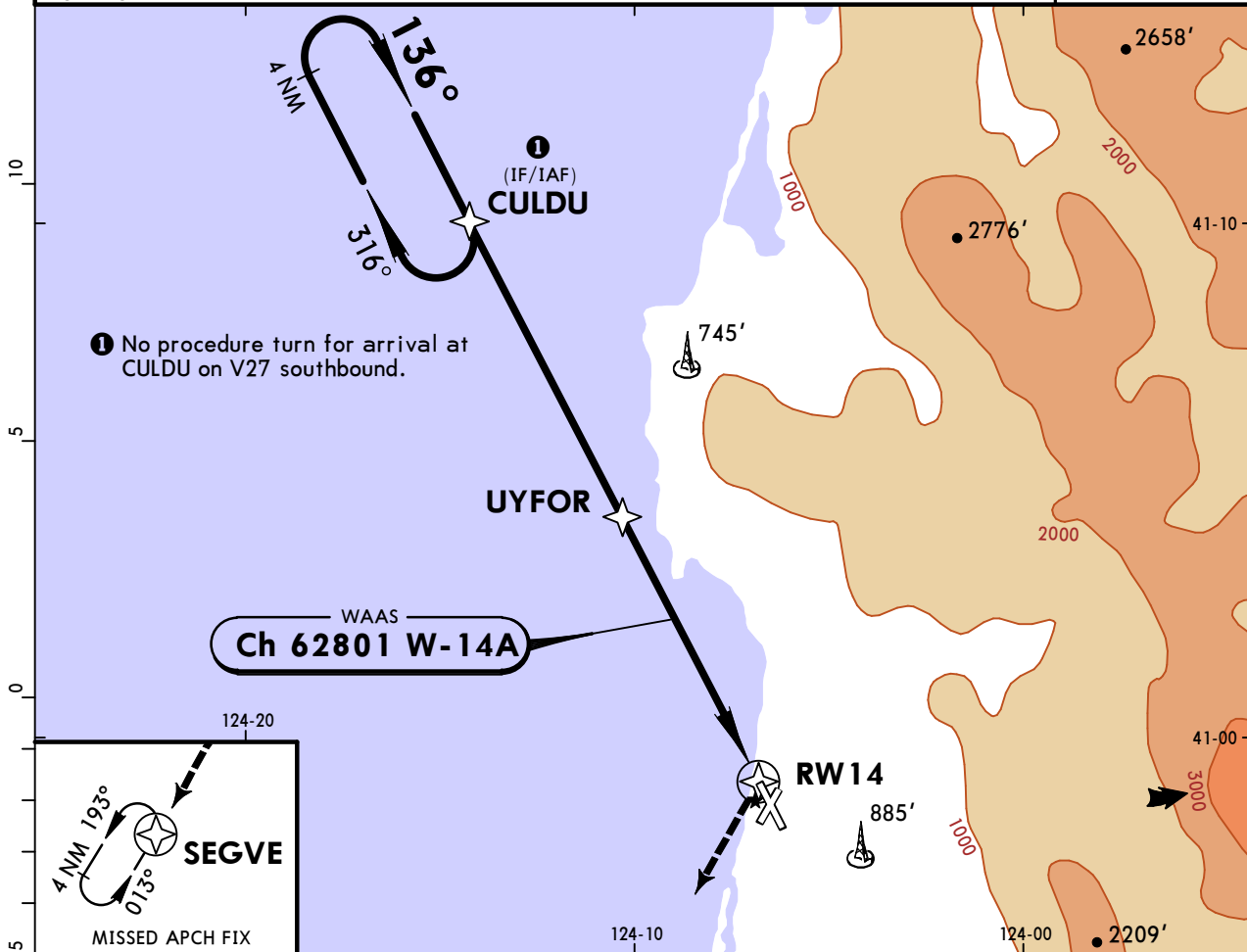
TERPS AMEND 2B 12 OCT 2017

KACV/ACV
CALIFORNIA REDWOOD
COAST-HUMBOLDT CO

JEPPESEN
 14 APR 23 (12-2)

ARCATA/EUREKA, CALIF
RNAV (GPS) Rwy 14

ASOS 118.525		SEATTLE Center (R) 124.85		OAKLAND Radio 122.6		CALIFORNIA REDWOOD COAST-HUMBOLDT CO UNICOM CTAF 123.0		
WAAS Ch 62801 W-14A	Final Apch Crs 136°	UYFOR 2100' (1895')	LPV DA(H) 455' (250')	Apt Elev 222'		7100 MSA RW14		
MISSED APCH: Climbing RIGHT turn to 3000' direct SEGVE and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -2°C (29°F) or above 54°C (130°F). 3. Rwy 14 helicopter visibility reduction below 3/4 SM not authorized. 4. Pilot controlled lighting 123.0.								



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3000' RT	D → SEGVE
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW14									

TERPS			STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND Not Authorized Northeast of Rwy 14-32			
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)		
DA(H) 455' (250')		DA(H) 570' (365')		MDA(H) 820' (615')			820' (598') - 1		
RVR 45 or 7/8		1 1/4		RVR 55 or 1			120	840' (618') - 1 3/4	
				1 3/4			140	880' (658') - 2	
A							165		

CHANGES: Radio added, minimums, chart format.

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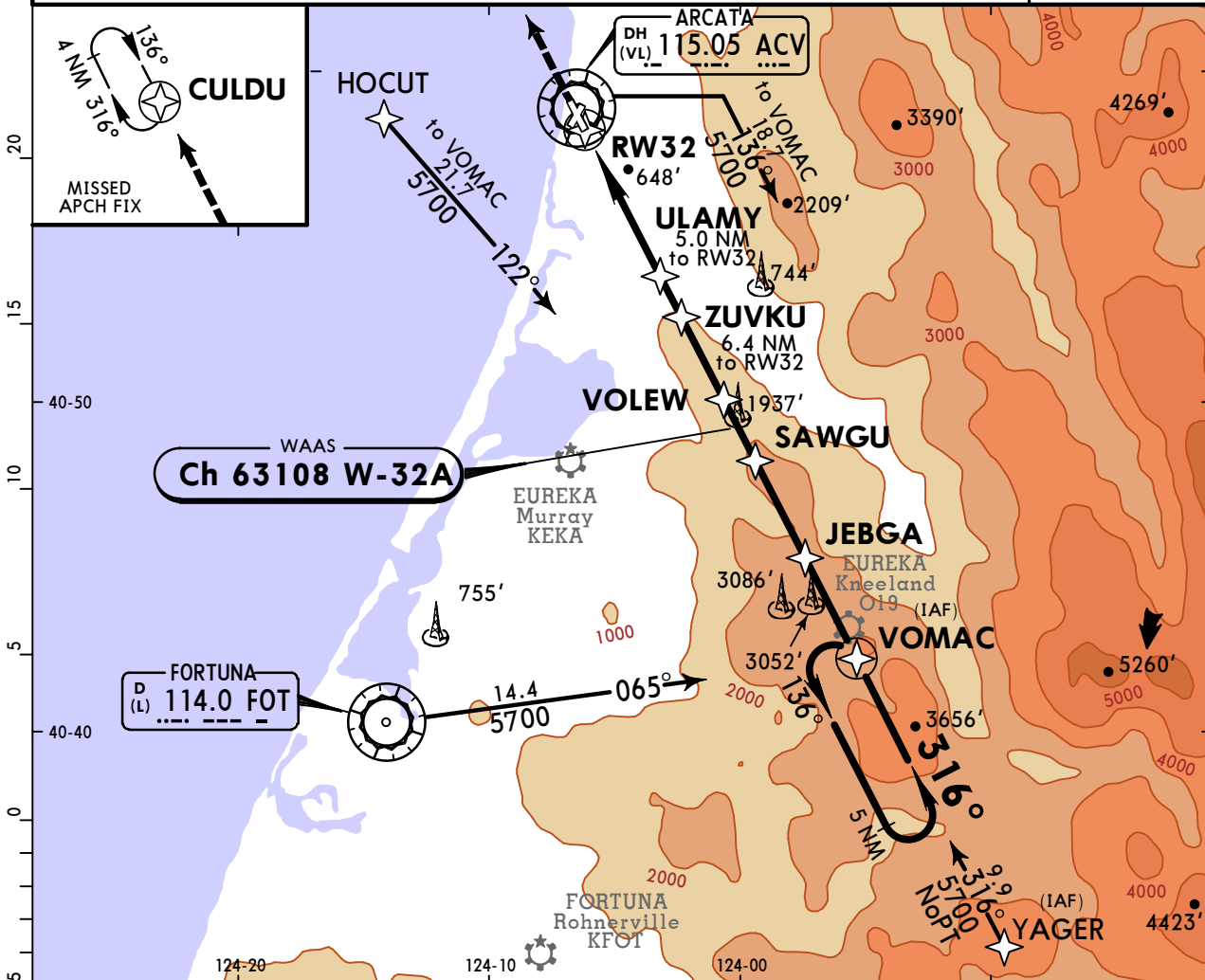
TERPS AMEND 1B 12 OCT 2017

KACV/ACV CALIFORNIA REDWOOD COAST-HUMBOLDT CO

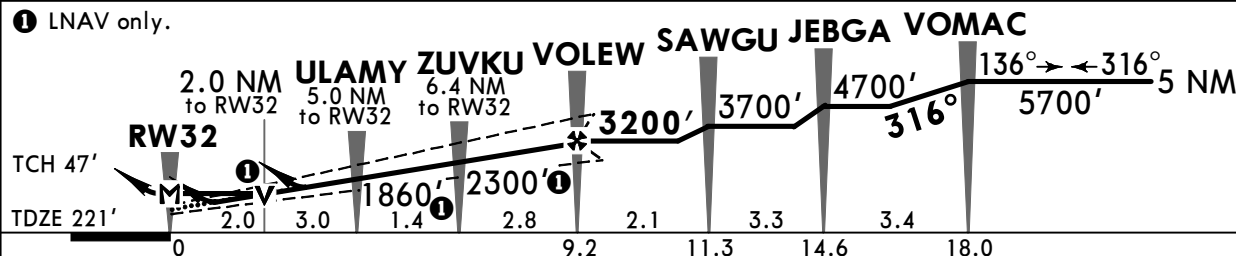
JEPPESEN
26 MAY 23 (12-3)

ARCATA/EUREKA, CALIF RNAV (GPS) Rwy 32

ASOS 118.525		SEATTLE Center (R) 124.85		OAKLAND Radio 122.6		CALIFORNIA REDWOOD COAST-HUMBOLDT CO UNICOM CTAF 123.0	
WAAS Ch 63108 W-32A	Final Apch Crs 316°	VOLEW 3200' (2979')		LPV DA(H) 441' (220')	Apt Elev 222'		7200
MISSED APCH: Climb to 3000' direct CULDU and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA RW32	
1. DME/DME RNP-0.30 not authorized. 2. Baro-VNAV not authorized. 3. VGSI and RNAV glidepath not coincident (angle 3.00°/TCH 43'). 4. Pilot controlled lighting 123.0.							



① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	PAPI ↑	D → CULDU
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW32									

	STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND	
	LPV DA(H) 441' (220')		LNAV/VNAV DA(H) 1056' (835')		LNAV MDA(H) 900' (679')	
	TDZ or CL out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	MDA(H)
A					RVR 24 or 1/2	900'(678') - 1
B	RVR 18 or 1/2	RVR 24 or 1/2	RVR 40 or 3/4	2 1/2	3	900'(678') - 2
C					1 1/2	900'(678') - 2
D					2	900'(678') - 2 1/4

TERPS AMEND 2A 26 APR 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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ARCATA/EUREKA, CA (CALIFORNIA REDWOOD COAST - HUM - KACV)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KACV

Type: Terminal

Effectivity: Temporary

Begin Date: 20220127

End Date: Until Further Notice

(11-1) ILS OR LOC RWY 32; ACV VOR service volume is low (VL) ACV DME service volume is high (VH) (12-3) RNAV GPS RWY 32; ACV VOR service volume is low (VL) ACV DME service volume is high (VH)

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.