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Airport Information For KACZ

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Revision Letter For Cycle 05-2025

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Notebook

General Information

Location: WALLACE NC USA
ICAO: KACZ
Lat/Long: N34° 43.07', W078° 00.23'
Elevation: 38 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 9.0° W
Sectional Chart: Charlotte

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: 1029 Z
Sunset: 0006 Z

Runway Information

Runway: 09
Length x Width: 4153 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 38 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 149 ft

Runway: 27
Length x Width: 4153 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 36 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 151 ft

Communication Information

ATIS: 124.975 Secondary
AWOS: 121.075
AWOS: 120.675 Secondary
Wallace-Pender UNICOM: 122.800 CTAF PCL
Wilmington Approach: 135.750

Wilmington Departure: 135.750

Washington ACC: 124.025 Remote Communications Air-Ground

KACZ

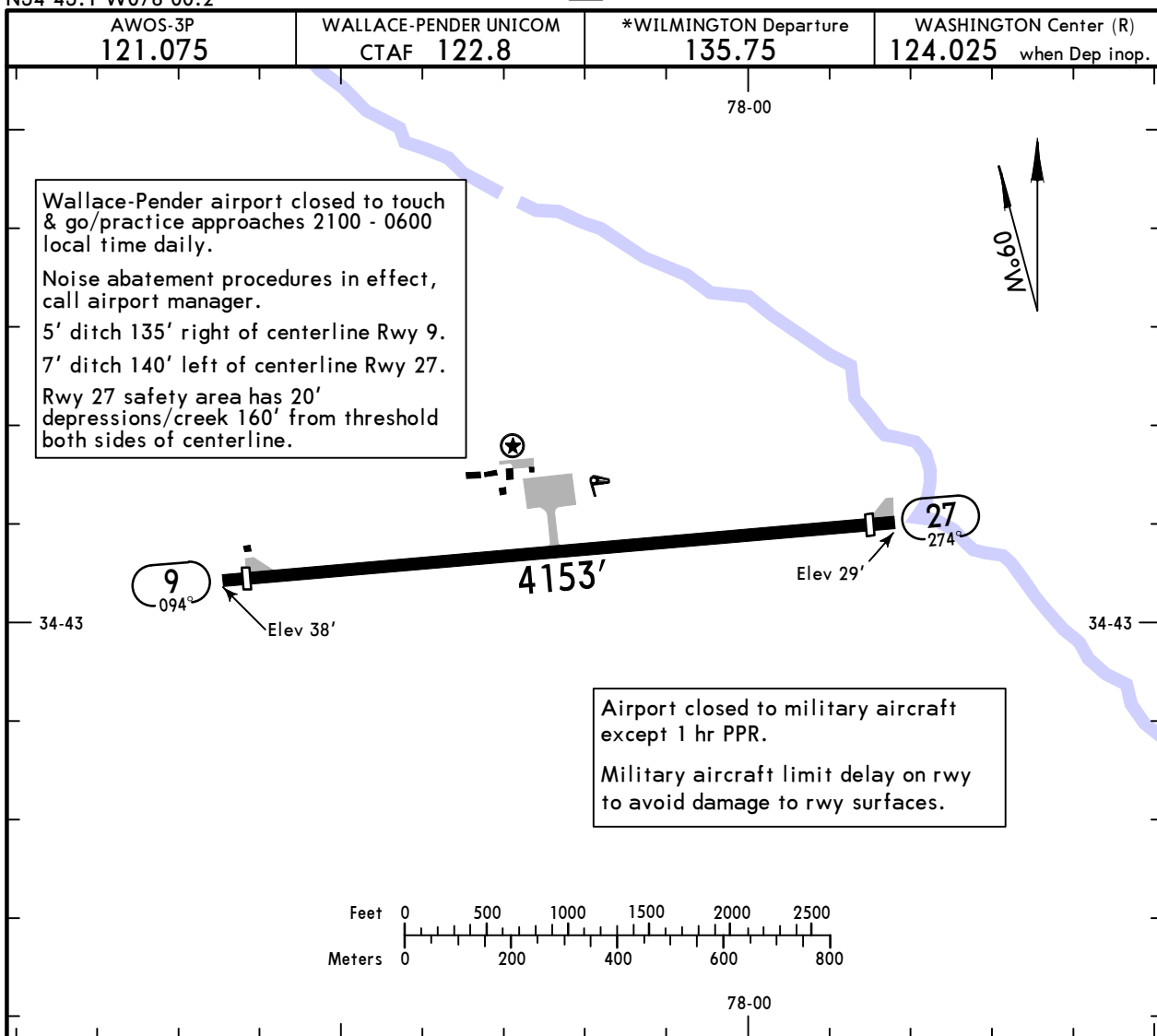
Apt Elev **38'**
N34 43.1 W078 00.2



19 JUL 24 (10-9)

WALLACE, N CAR

WALLACE-PENDER



Wallace-Pender airport closed to touch & go/practice approaches 2100 - 0600 local time daily.
Noise abatement procedures in effect, call airport manager.
5' ditch 135' right of centerline Rwy 9.
7' ditch 140' left of centerline Rwy 27.
Rwy 27 safety area has 20' depressions/creek 160' from threshold both sides of centerline.

Airport closed to military aircraft except 1 hr PPR.
Military aircraft limit delay on rwy to avoid damage to rwy surfaces.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	LANDING BEYOND Glide Slope		
9	① MIRL PAPI-L (angle 3.10°)	4004'			75'
27	① MIRL PAPI-L (angle 3.51°)	4002'			

① Activate on 122.8.

TERPS

TAKE-OFF

Rwy 27

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

Rwy 9

With Min climb of 389'/NM to 400'

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD		Other
RCLM or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	300-1

FOR FILING AS ALTERNATE

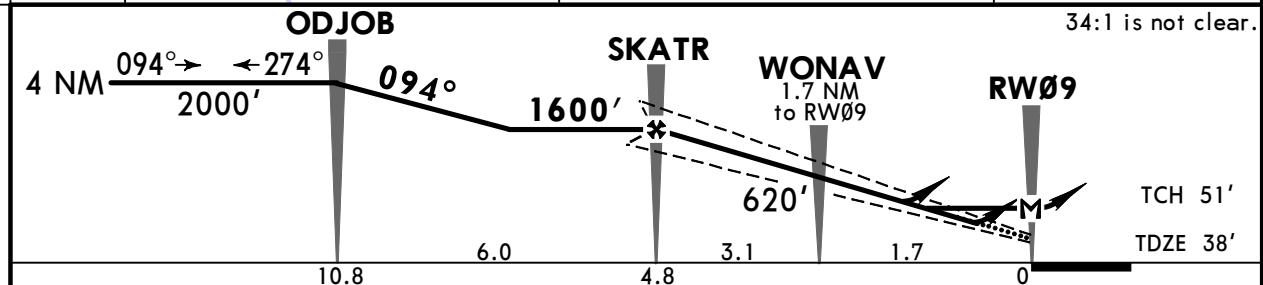
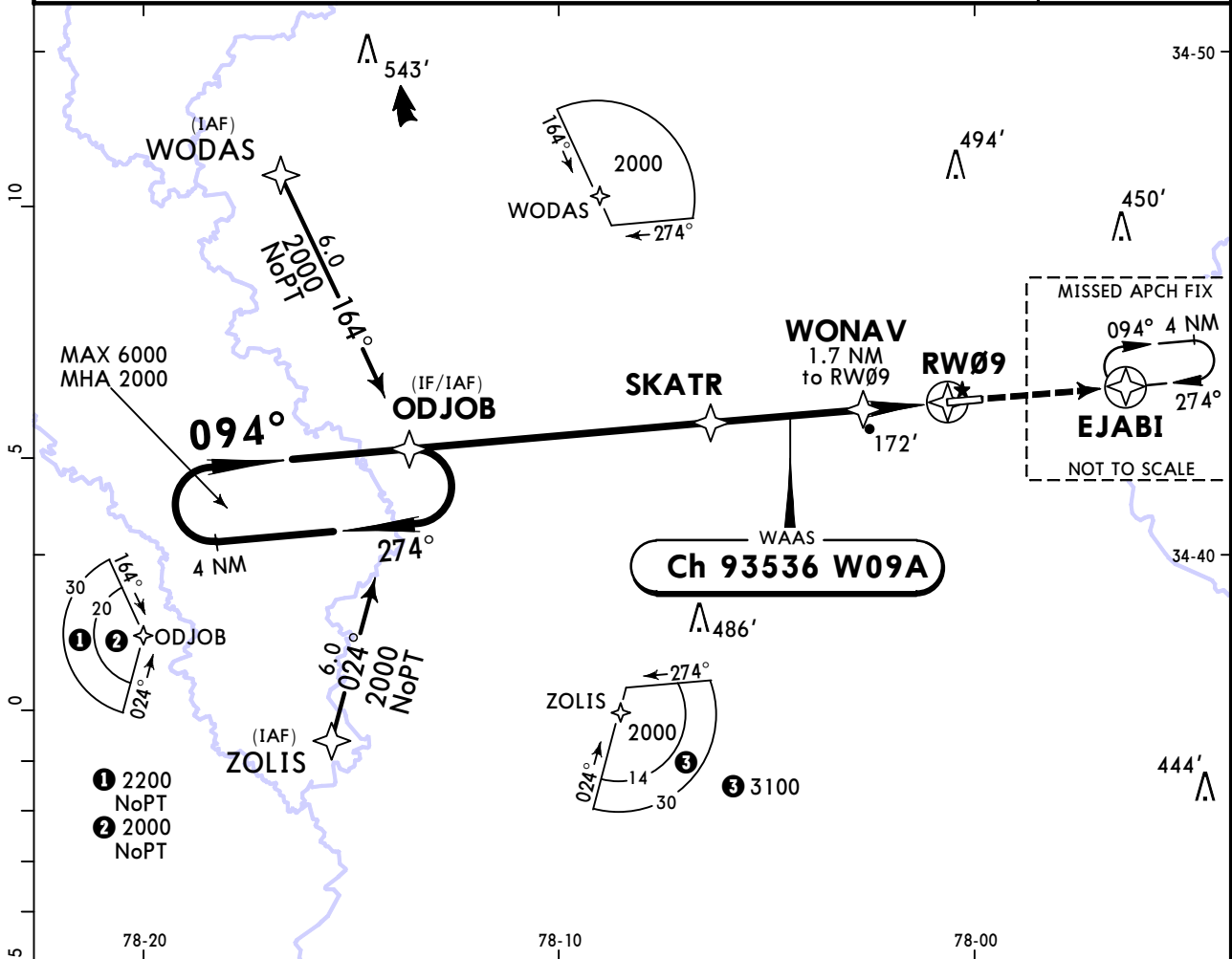
A	NA
B	
C	
D	

KACZ WALLACE-PENDER

JEPPESSEN
12 APR 24 (12-1)

WALLACE - N CAR RNAV (GPS) Rwy 9

AWOS-3P 121.075		*WILMINGTON Approach 135.75		WASHINGTON Center (R) 124.025 when App inop.		WALLACE-PENDER UNICOM CTAF 122.8	
WAAS Ch 93536 W09A		Final Apch Crs 094°		SKATR 1600' (1562')		LPV DA(H) 401' (363')	
				Apt Elev 38'		TDZE 38'	
MISSED APCH: Climb to 2000' direct EJABI and hold.							TAA 30 NM IAF
RNP Apch - GPS Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Straight-in and Circling Rwy 9 not authorized at night. 2. Use local altimeter setting; if not received, use Kenansville altimeter setting. 3. Baro-VNAV not authorized. 4. Rwy 9 helicopter visibility reduction below 1 SM not authorized. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.10°/TCH 40'). 6. Pilot controlled lighting 122.8.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	D	EJABI
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at RW09										

TERPS				STRAIGHT-IN LANDING RWY 9		CIRCLE-TO-LAND	
	LPV DA(H) 401' (363')	LNAV/VNAV DA(H) 538' (500')	LNAV MDA(H) 500' (462')	Max Kts	MDA(H)		
A				90	620' (582') - 1		
B				120			
C	1	1 5/8	1	140	820' (782') - 2 1/4		
D			1 3/8	165	820' (782') - 2 1/2		

CHANGES: Notes, chart format.

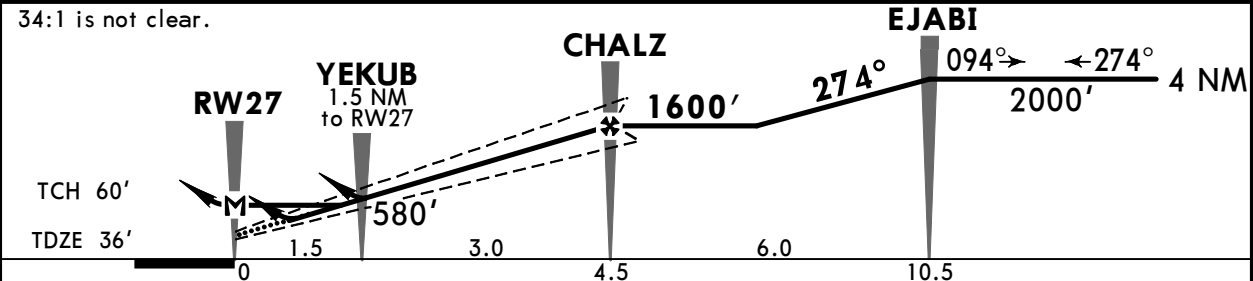
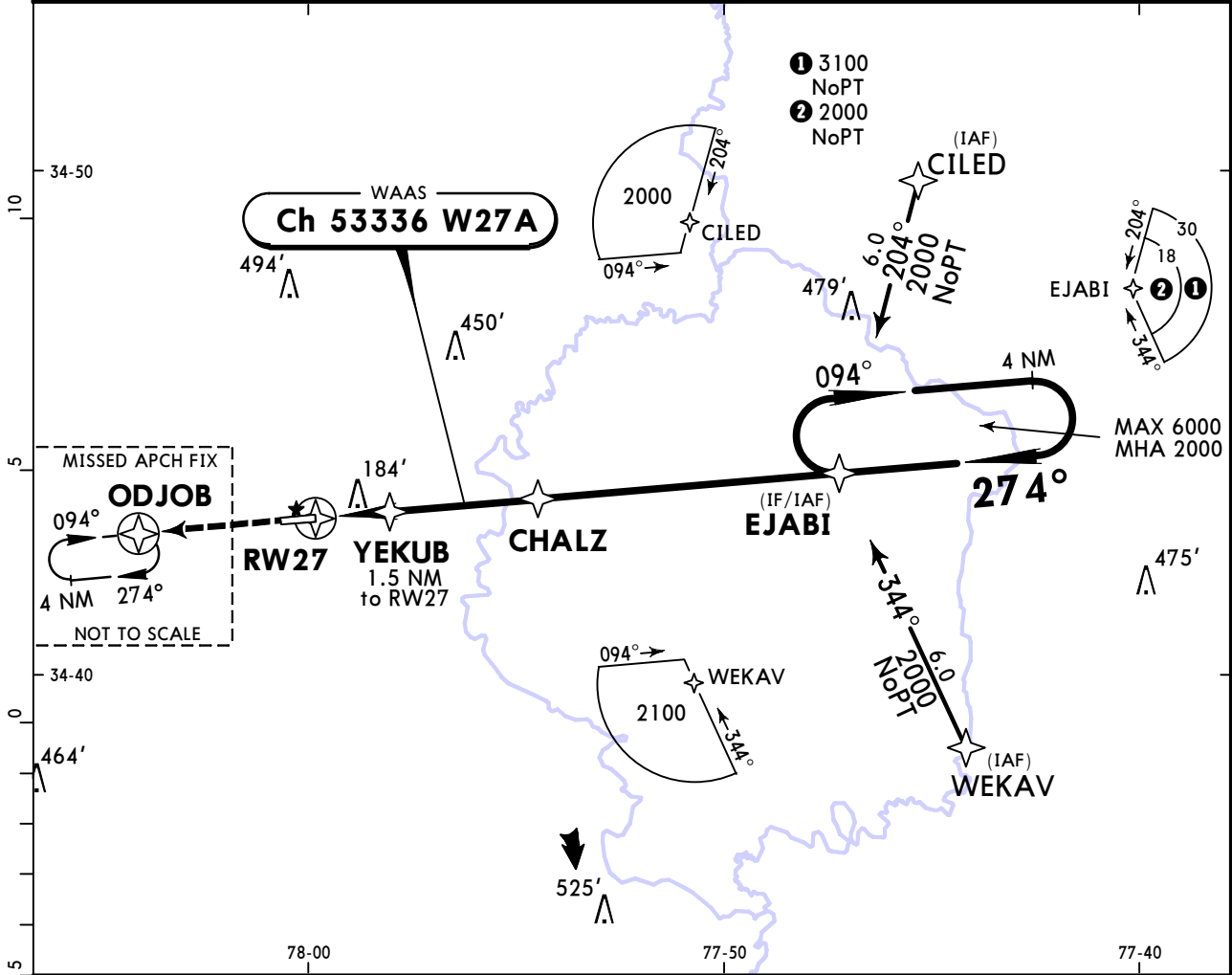
TERPS ORIG-B 20 JUN 2019

KACZ WALLACE-PENDER

JEPPESSEN
12 APR 24 (12-2)

WALLACE, N CAR RNAV (GPS) Rwy 27

AWOS-3P 121.075		*WILMINGTON Approach 135.75		WASHINGTON Center (R) 124.025 when App inop.		WALLACE-PENDER UNICOM CTAF 122.8	
WAAS Ch 53336 W27A		Final Apch Crs 274°		CHALZ 1600' (1564')		LPV DA(H) 406' (370')	
				Apt Elev 38'		TDZE 36'	
MISSED APCH: Climb to 2000' direct ODJOB and hold.							TAA 30 NM IAF
RNP Apch - GPS Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Circling Rwy 9 not authorized at night. 2. Use local altimeter setting; if not received, use Kenansville altimeter setting. 3. Baro-VNAV not authorized. 4. Rwy 27 helicopter visibility reduction below 3/4 SM not authorized. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.51°/TCH 44'). 6. Pilot controlled lighting 122.8.							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	D	ODJOB
Glide Path Angle	3.20°	396	510	566	679	793				
MAP at RW27										

TERPS				STRAIGHT-IN LANDING RWY 27		CIRCLE-TO-LAND	
	LPV DA(H) 406' (370')	LNAV/VNAV DA(H) 599' (563')	LNAV MDA(H) 560' (524')	Max Kts	MDA(H)		
A				90	620' (582') - 1		
B	1	1 3/4	1	120	820' (782') - 2 1/4		
C			1 1/2	140	820' (782') - 2 1/2		
D	NA	NA		165	820' (782') - 2 1/2		

TERPS ORIG-C 20 JUN 2019

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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WALLACE, NC (WALLACE-PENDER - KACZ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KACZ

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.