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Airport Information For KADC

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Revision Letter For Cycle 05-2025

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Notebook

General Information

Location: WADENA MN USA
ICAO: KADC
Lat/Long: N46° 26.84', W095° 12.68'
Elevation: 1368 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E
Sectional Chart: Twin Cities

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

Sunrise: 1113 Z
Sunset: 0140 Z

Runway Information

Runway: 16
Length x Width: 4007 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1368 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 34
Length x Width: 4007 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1364 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 03
Length x Width: 2100 ft x 75 ft
Surface Type: turf
TDZ-Elev: 1365 ft

Runway: 21
Length x Width: 2100 ft x 75 ft
Surface Type: turf
TDZ-Elev: 1356 ft

Communication Information

AWOS: 118.875

AWOS: 118.325 Secondary

Wadena Mun UNICOM: 122.800 CTAF PCL

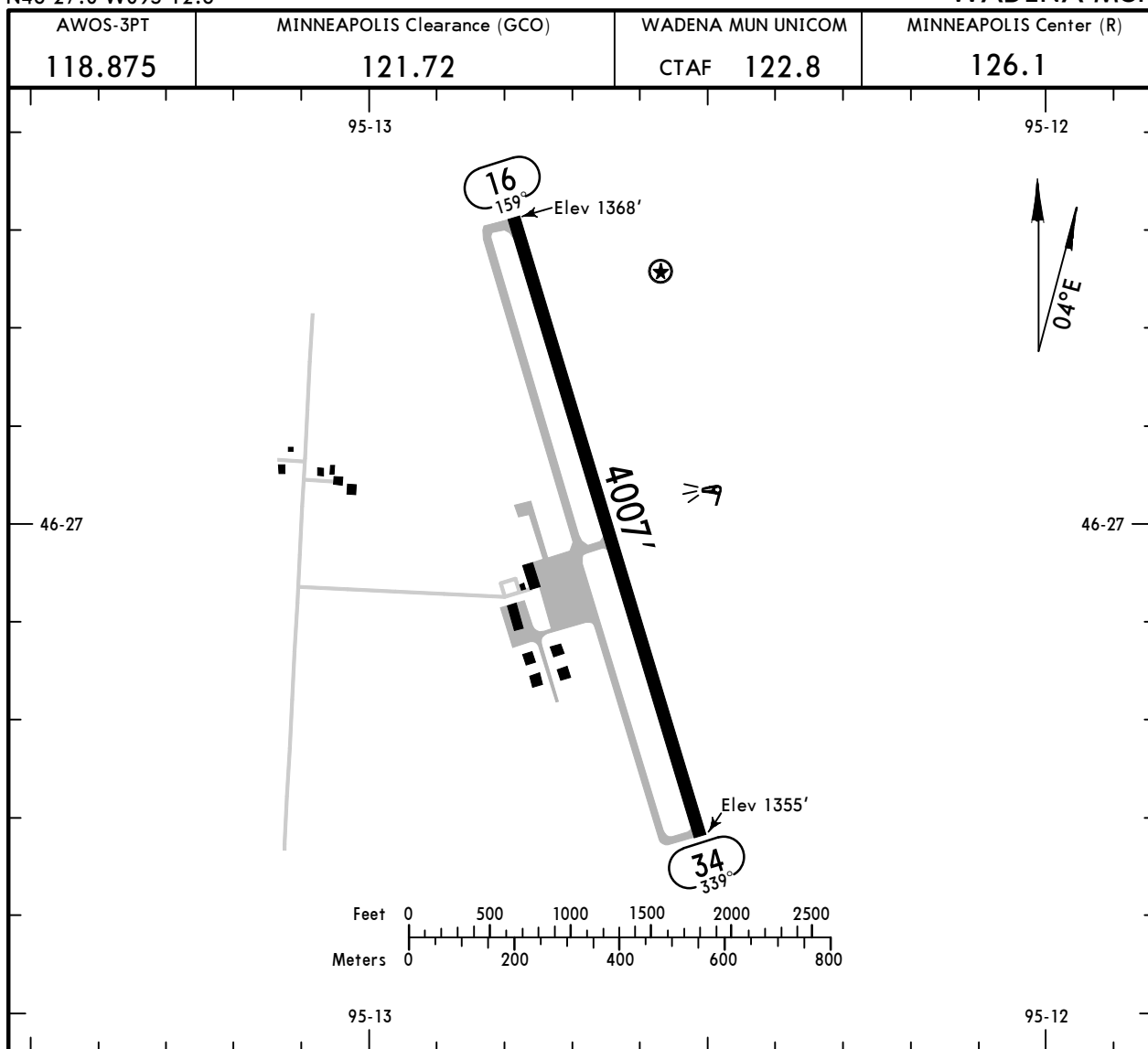
Minneapolis Center / Fss Ground Communication Outlet: 121.725

Minneapolis ACC: 126.100 Remote Communications Air-Ground

KADC
 Apt Elev **1368'**
 N46 27.0 W095 12.6

JEPPESSEN
 28 OCT 22 **(10-9)** Eff 3 Nov

WADENA, MINN
WADENA MUN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING	BEYOND	TAKE-OFF	
		Threshold	Glide Slope		
16 34	① MIRL ① REIL ① PAPI-L (angle 3.0°)				75'

① Preset low intensity, increase intensity and activate on 122.8.

TAKE-OFF		FOR FILING AS ALTERNATE Authorized Only When Local Weather Available RNAV (GPS) Rwy 16 RNAV (GPS) Rwy 34
All Rwys		
Adequate Vis Ref	STD	
1 & 2 Eng	1	
3 & 4 Eng	1/2	800-2

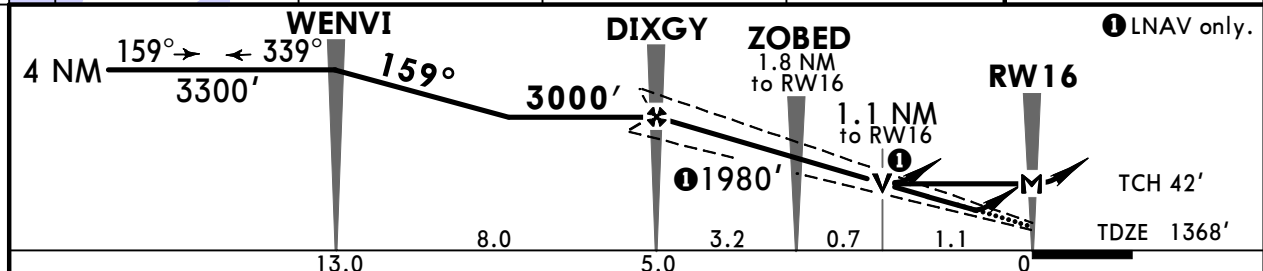
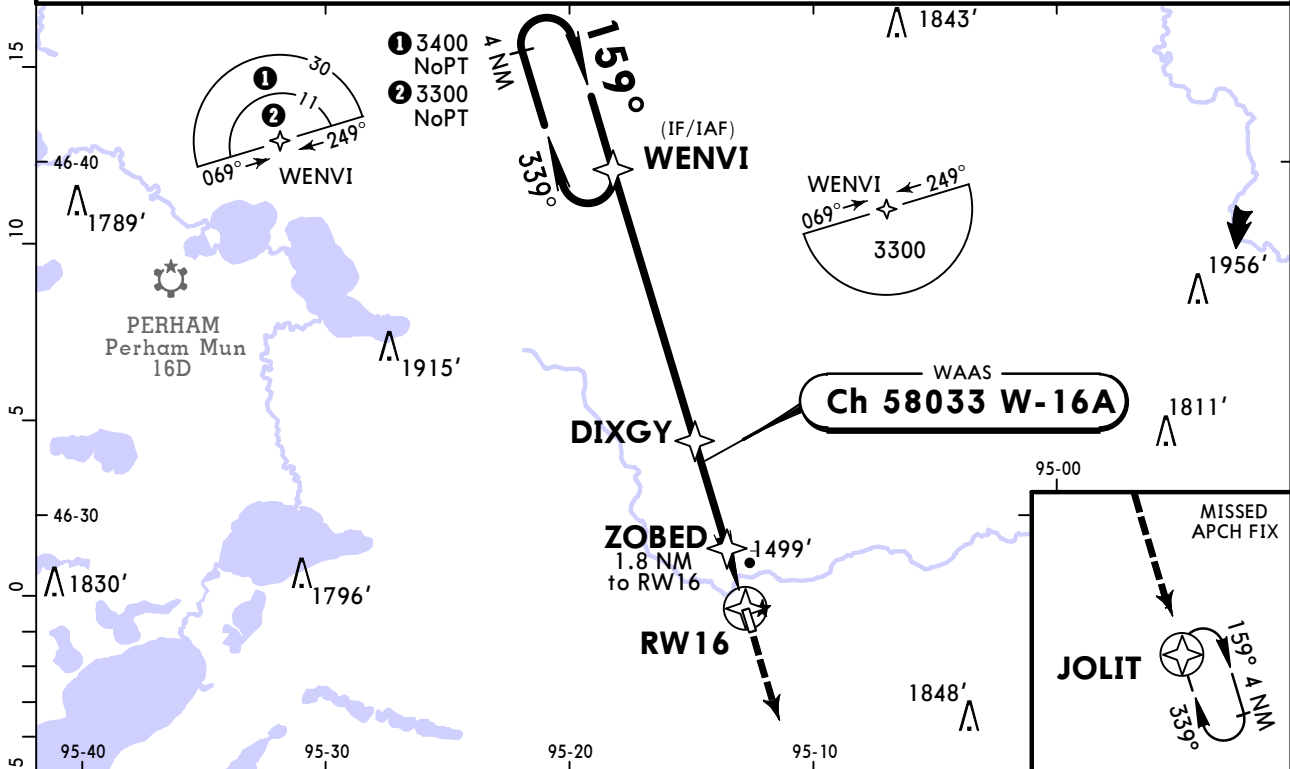
AMEND 1

KADC
WADENA MUN

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28 OCT 22
Eff 3 Nov (12-1) CAT A, B & C

WADENA, MINN
RNAV (GPS) Rwy 16

AWOS-3PT 118.875		MINNEAPOLIS Center (R) 126.1		WADENA MUN UNICOM CTAF 122.8	
WAAS Ch 58033 W-16A	Final Aptch Crs 159°	DIXGY 3000' (1632')	LPV DA(H) (CONDITIONAL) 1631' (263')	Apt Elev 1368' TDZE 1368'	TAA 30 NM IAF
MISSED APCH: Climb to 3300' direct JOLIT and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use Staples altimeter setting. 2. VDP and Baro-VNAV not authorized with Staples altimeter setting. 3. DME/DME RNP 0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (1°F) or above 54°C (130°F). 5. Helicopter visibility reduction below 1 SM not authorized. 6. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3300'	JOLIT
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW16									

TERPS			STRAIGHT-IN LANDING RWY 16			CIRCLE-TO-LAND		
			With Local Altimeter Setting			With Local Altimeter Setting		
	LPV DA(H) 1631'(263')	LNAV/VNAV DA(H) 1767'(399')	LNAV MDA(H) 1760'(392')			Max Kts	MDA(H)	
A				1	1	90	1780'(412') - 1	
B	1	1 3/8				120	1820'(452') - 1	
C				1 1/8		140	1940'(572') - 1 1/2	
D	NA	NA		NA		D	NA	
			With Staples Altimeter Setting			With Staples Altimeter Setting		
	DA(H) 1683'(315')	DA(H) 1819'(451')	MDA(H) 1820'(452')			Max Kts	MDA(H)	
A				1	1	90	1840'(472') - 1	
B	1	1 1/2				120	1880'(512') - 1	
C				1 3/8		140	2000'(632') - 1 3/4	
D	NA	NA		NA		D	NA	

TERPS AMEND 0A 2 APR 2015

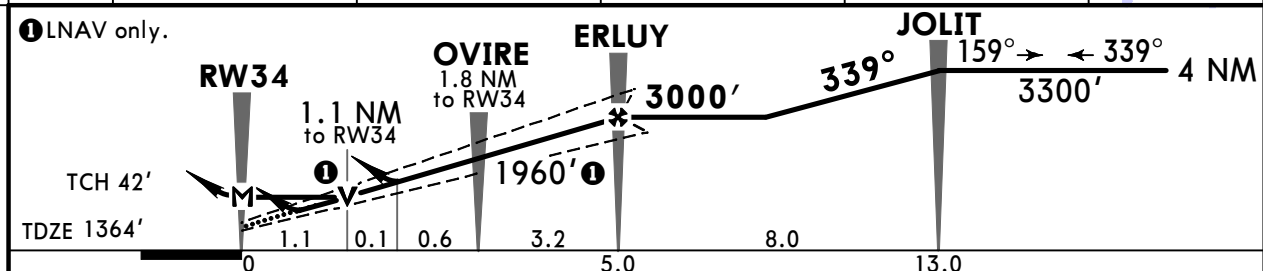
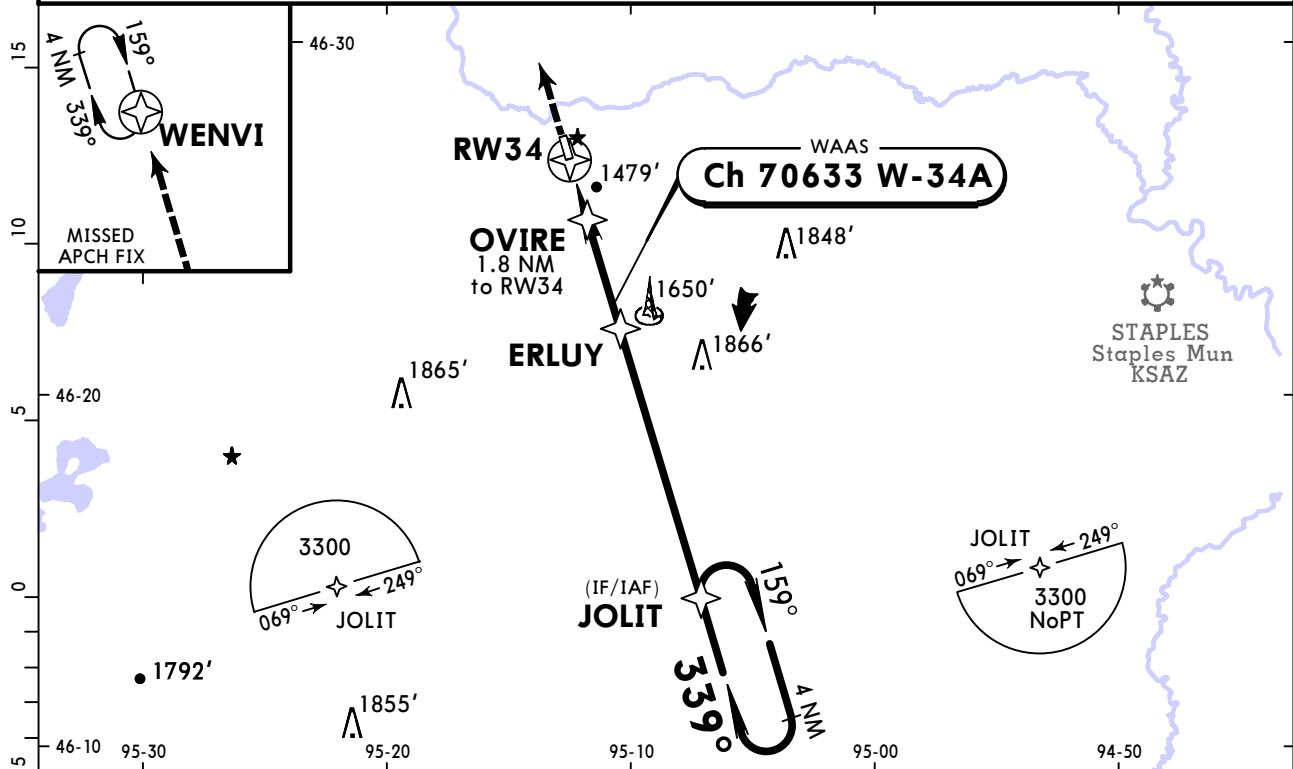
BRIEFING STRIP™

KADC WADENA MUN

JEPPESEN
28 OCT 22
Eff 3 Nov (12-2) CAT A, B & C

WADENA, MINN RNAV (GPS) Rwy 34

AWOS-3PT 118.875		MINNEAPOLIS Center (R) 126.1		WADENA MUN UNICOM CTAF 122.8	
WAAS Ch 70633 W-34A	Final Apch Crs 339°	ERLUY 3000' (1636')	LPV DA(H) (CONDITIONAL) 1614' (250')	Apt Elev 1368' TDZE 1364'	TAA 30 NM IAF
MISSED APCH: Climb to 3300' direct WENVI and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use Staples altimeter setting. 2. VDP and Baro-VNAV not authorized with Staples altimeter setting. 3. DME/DME RNP 0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (1°F) or above 54°C (130°F). 5. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160		REIL	3300'	→	WENVI
Glide Path Angle	3.00°	372	478	531	637	849		PAPI-L	↑		
MAP at RW34											

TERPS						STRAIGHT-IN LANDING RWY 34			CIRCLE-TO-LAND		
						With Local Altimeter Setting			With Local Altimeter Setting		
LPV		LNAV/VNAV		LNAV		Max Kts			MDA(H)		
DA(H) 1614'(250')		DA(H) 1791'(427')		MDA(H) 1740'(376')							
A					90	1780'(412') - 1					
B	1	1½		1	120	1820'(452') - 1					
C				1⅛	140	1940'(572') - 1½					
D	NA	NA		NA	D	NA					
						With Staples Altimeter Setting			With Staples Altimeter Setting		
DA(H) 1666'(302')		DA(H) 1843'(479')		MDA(H) 1800'(436')		Max Kts			MDA(H)		
A					90	1840'(472') - 1					
B	1	1⅝		1	120	1880'(512') - 1					
C				1¾	140	2000'(632') - 1¾					
D	NA	NA		NA	D	NA					

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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WADENA, MN (WADENA MUN - KADC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KADC

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.