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Terminal Charts For KALI
Revision Letter For Cycle 08-2026
Change Notices
Notebook

General Information

Location: ALICE TX USA
ICAO/IATA: KALI / ALI
Lat/Long: N27° 44.45', W098° 01.62'
Elevation: 178 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 6.0° E
Sectional Chart: Brownsville

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1149 Z
Sunset: 0109 Z

Runway Information

Runway: 13
Length x Width: 5997 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 178 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 4490 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 174 ft
Lighting: Edge, Pilot controlled

Runway: 31
Length x Width: 5997 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 174 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 4490 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 173 ft

Lighting: Edge, Pilot controlled

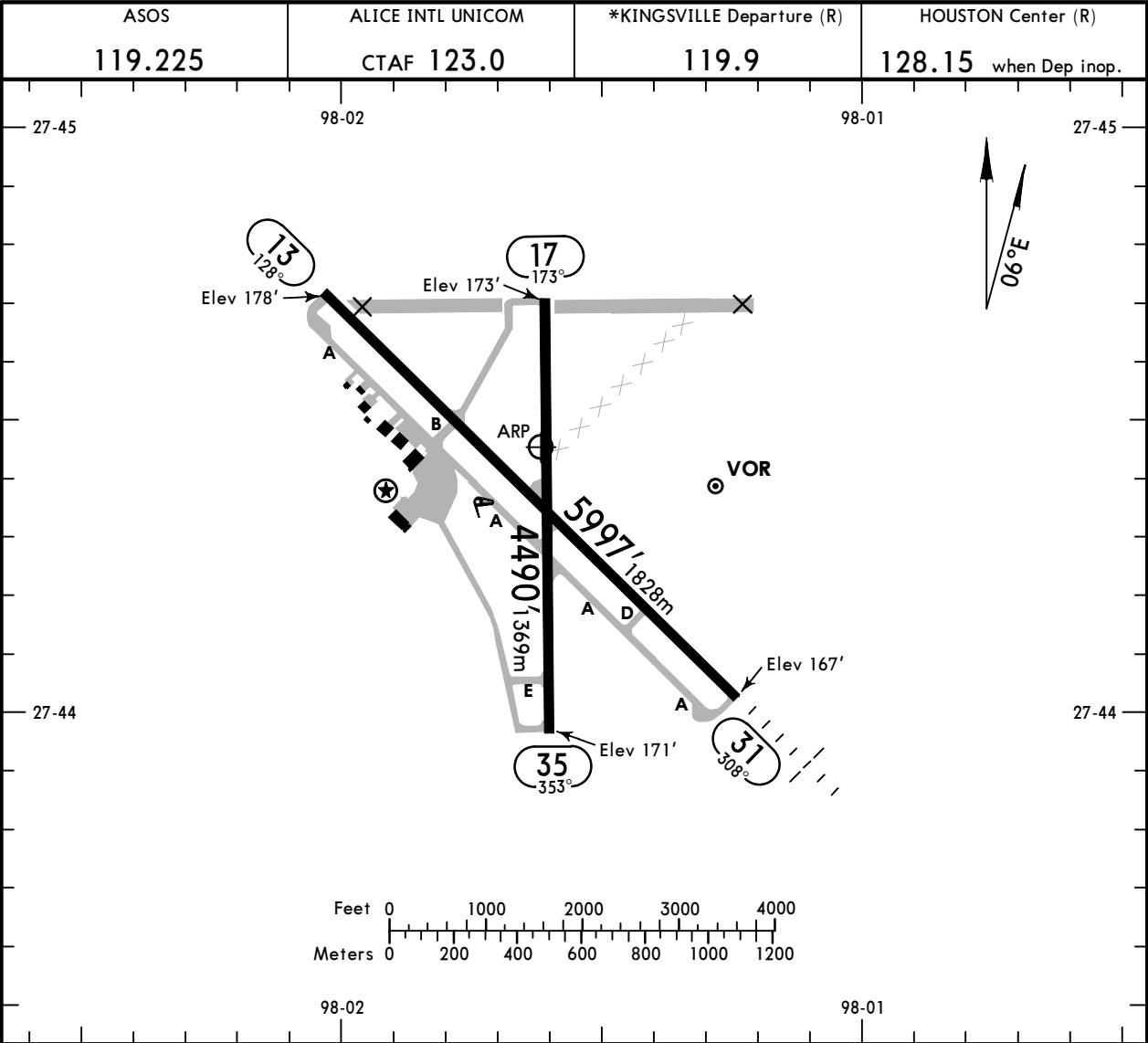
Communication Information

AWOS: 118.175 Secondary
ASOS: 119.225
Alice Intl UNICOM: 123.000 CTAF PCL
Kingsville Approach: 119.900
Kingsville Departure: 119.900
Houston ACC: 128.150 Remote Communications Air-Ground
San Angelo FSS: 122.600 RCO

KALI/ALI
Apt Elev **178'**
N27 44.5 W098 01.6

JEPPESSEN
1 SEP 23 **10-9** Eff 7 Sep

ALICE, TEXAS
ALICE INTL



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
13	① MIRL ② REIL PAPI-L (angle 3.00°)				100'
31	① MIRL ② MALS				30m
17	① MIRL ② PAPI-L (angle 3.00°)				100'
35					30m

① Preset low intensity dusk-2300 LT; increase intensity or activate after 2300 LT on 123.0.
② Activate on 123.0.

TAKE-OFF			FOR FILING AS ALTERNATE		
	All Rwys		Authorized Only When Local Weather Available		
	Adequate Vis Ref	STD	RNAV (GPS) Rwy 13	VOR Rwy 31 LOC DME Rwy 31 RNAV (GPS) Rwy 31	VOR-A
1 & 2 Eng	1/4	1	800-2	800-2	900-2
3 & 4 Eng		1/2			900-2 3/4
					900-3

(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

KALI/ALI

 **JEPPESEN**
1 SEP 23 **10-9A1** **Eff 7 Sep**

ALICE, TEXAS
ALICE INTL

TAKE-OFF OBSTACLE NOTES

- RWY 17:
Trees beginning 205' from DER, 254' left of centerline, up to 194' MSL. Tree 403' from DER, 316' right of centerline, 194' MSL. Poles beginning 601' from DER, 179' right of centerline, up to 34' AGL/204' MSL. Tree, poles beginning 618' from DER, 139' left of centerline, up to 203' MSL.
- RWY 31:
Pole 2' from DER, 251' right of centerline, 4' AGL/181' MSL. Building 159' from DER, 44' left of centerline, 187' MSL. Vertical structure, tree beginning 388' from DER, 256' left of centerline, up to 199' MSL. Tree 1072' from DER, 358' right of centerline, 207' MSL.
- RWY 35:
Vegetation 330' from DER, 287' right of centerline, 185' MSL. Tree 1154' from DER, 69' right of centerline, 202' MSL. Windmill 1461' from DER, 164' left of centerline, 42' AGL/214' MSL.

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KALI/ALI
ALICE INTL

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29 SEP 23

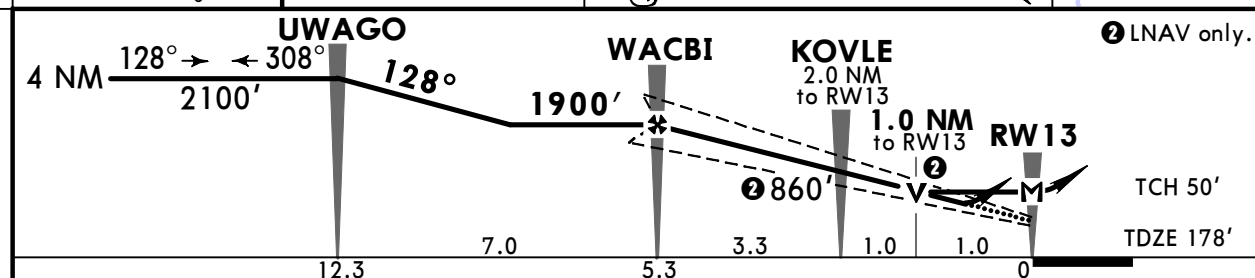
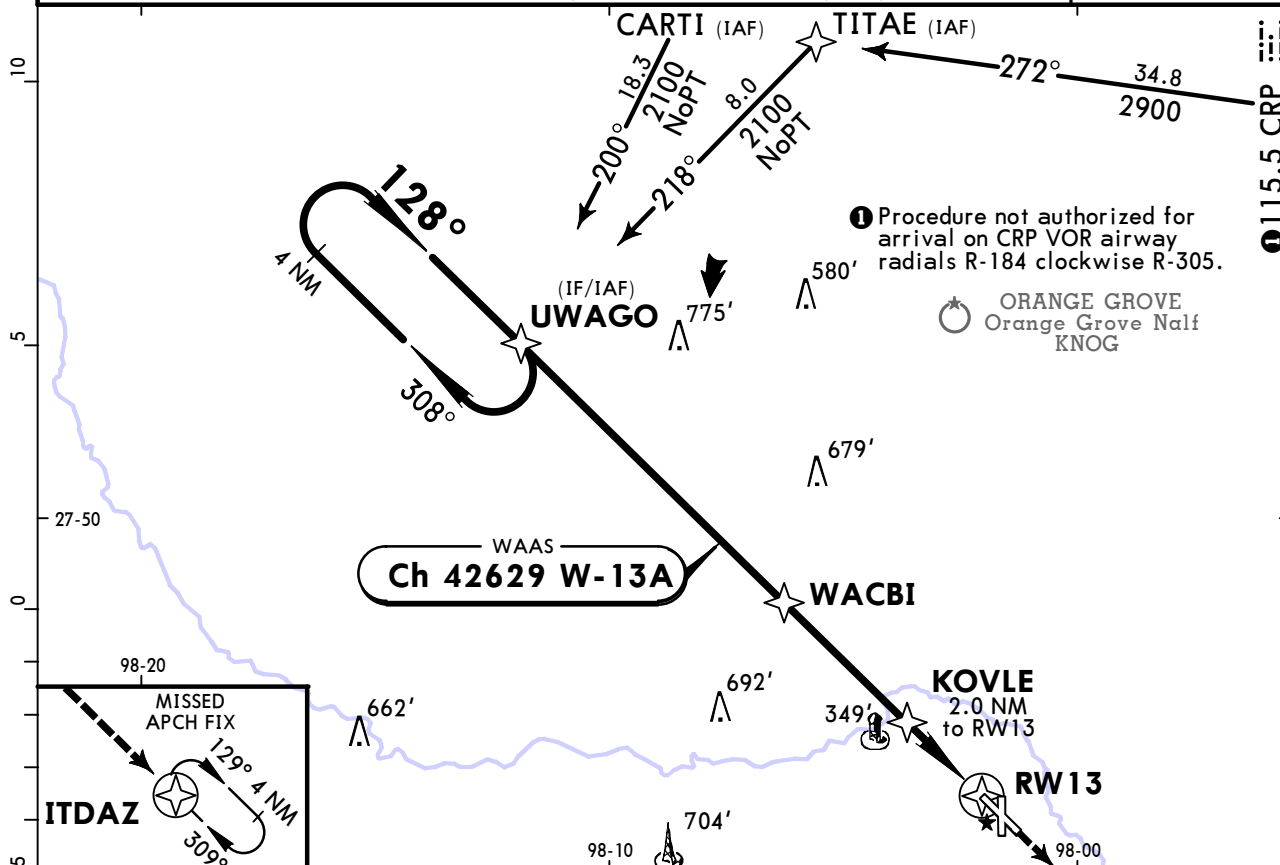
12-1

Eff 5 Oct

ALICE, TEXAS
RNAV (GPS) Rwy 13

BRIEFING STRIP™

ASOS 119.225		*KINGSVILLE Approach (R) 119.9		HOUSTON Center (R) 128.15 when App inop.		ALICE INTL UNICOM CTAF 123.0				
WAAS Ch 42629 W-13A		Final Apch Crs 128°		WACBI 1900'(1722')		LPV DA(H) (CONDITIONAL) 428'(250')		Apt Elev 178' TDZE 178'		2200 MSA RW13
MISSED APCH: Climb to 2600' direct ITDAZ and hold.										
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Nueces Co altimeter setting. 2. Baro-VNAV not authorized when using Nueces Co altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -3°C or above 42°C. 4. Rwy 13 helicopter visibility reduction below 3/4 SM not authorized. 5. VDP not authorized with Nueces Co altimeter setting. 6. Pilot controlled lighting 123.0.										



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2600'	D	ITDAZ
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW13										

TERPS

STRAIGHT-IN LANDING RWY 13		
With Local Altimeter Setting		
LPV DA(H) 428' (250')		LNAV/VNAV DA(H) 428' (250')
		LNAV MDA(H) 560' (382')
A	3/4	1
B		
C		1 1/8
D		
With Nueces Co Altimeter Setting		
LPV DA(H) 484' (306')		LNAV/VNAV DA(H) 484' (306')
		LNAV MDA(H) 620' (442')
A	1	1
B		
C		1 3/8
D		

CHANGES: Chart format.

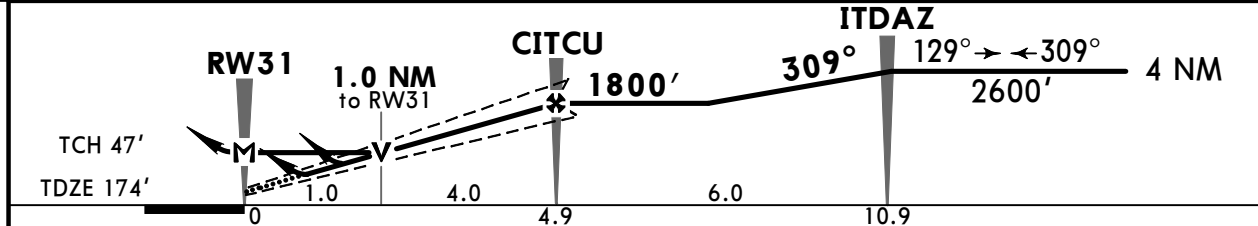
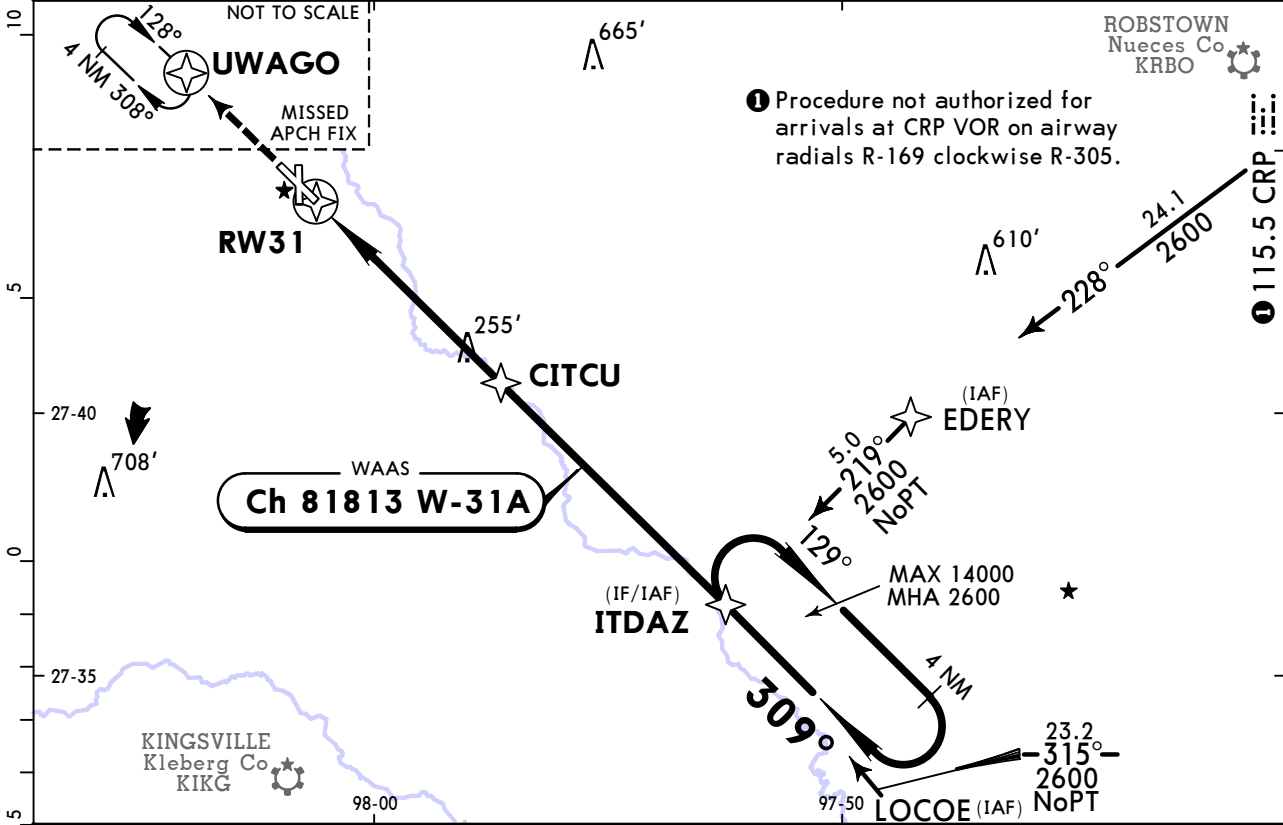
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KALI/ALI
ALICE INTL

JEPPESSEN
29 SEP 23 12-2 Eff 5 Oct

ALICE, TEXAS
RNAV (GPS) Rwy 31

ASOS 119.225		*KINGSVILLE Approach (R) 119.9		HOUSTON Center (R) 128.15 when App inop.		ALICE INTL UNICOM CTAF 123.0	
WAAS Ch 81813 W-31A	Final Apch Crs 309°	CITCU 1800' (1626')		LPV DA(H) (CONDITIONAL) 437' (263')	Apt Elev 178' TDZE 174'		2200 MSA RW31
MISSED APCH: Climb to 2100' direct UWAGO and hold.							
RNP APCH - GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use Nueces Co altimeter setting. 2. Baro-VNAV and VDP not authorized when using Nueces Co altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 54°C. 4. Pilot controlled lighting 123.0.							



Gnd speed-Kts	70	90	100	120	140	160	MALS </
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TERPS						STRAIGHT-IN LANDING RWY 31						CIRCLE-TO-LAND					
						With Local Altimeter Setting						With Local Altimeter Setting					
LPV		LNAV/VNAV		LNAV		DA(H)		DA(H)		MDA(H)		DA(H)		MDA(H)		Max Kts	
437' (263')		467' (293')		520' (346')		ALS out		ALS out		ALS out		ALS out		ALS out		90	
A																	600' (422') - 1
B																	640' (462') - 1
C																	700' (522') - 1½
D																	900' (722') - 2¼
						With Nueces Co Altimeter Setting						With Nueces Co Altimeter Setting					
LPV		LNAV/VNAV		LNAV		DA(H)		DA(H)		MDA(H)		DA(H)		MDA(H)		Max Kts	
494' (320')		524' (350')		580' (406')		ALS out		ALS out		ALS out		ALS out		ALS out		90	
A																	660' (482') - 1
B																	700' (522') - 1
C																	760' (582') - 1½
D																	960' (782') - 2½

CHANGES: Minimums, notes, chart format.

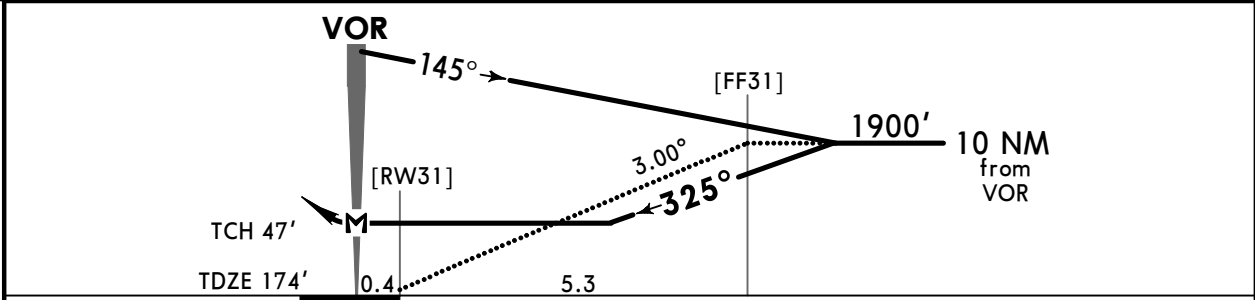
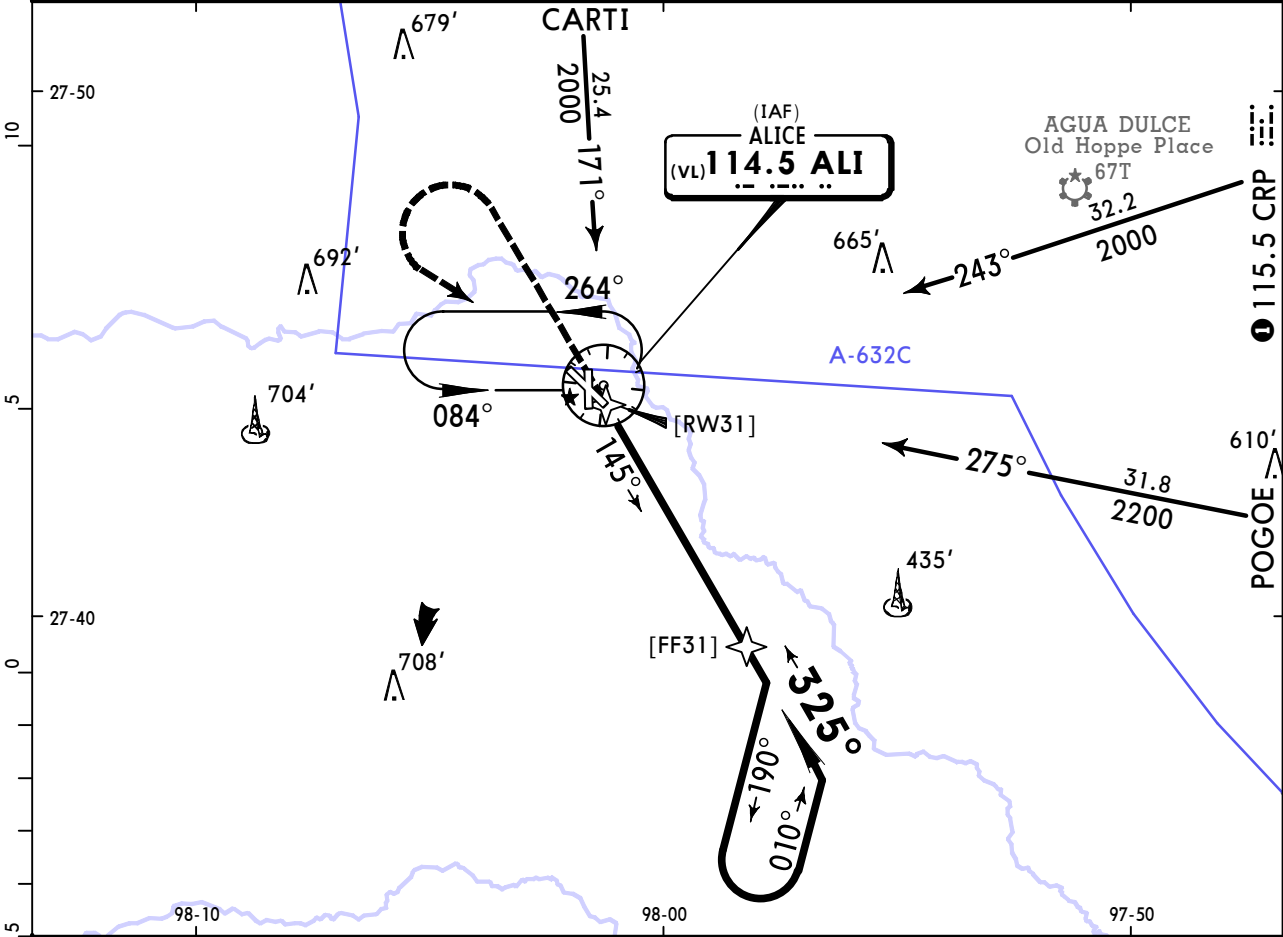
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KALI/ALI
ALICE INTL

JEPPESSEN
29 SEP 23 (13-1) Eff 5 Oct

ALICE, TEXAS
VOR Rwy 31

ASOS 119.225		*KINGSVILLE Approach (R) 119.9		HOUSTON Center (R) 128.15 when App inop.		ALICE INTL UNICOM CTAF 123.0	
VOR ALI 114.5	Final Apch Crs 325°	No FAF		MDA(H) (CONDITIONAL) 620' (446')	Apt Elev 178' TDZE 174'		2200 MSA ALI VOR
MISSED APCH: Climb to 1500' then climbing LEFT turn to 2000' direct ALI VOR and hold.							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
1. Use local altimeter setting; if not received, use Nueces Co altimeter setting. 2. Pilot controlled lighting 123.0.							



Gnd speed-Kts	70	90	100	120	140	160	MALS
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TERPS				STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
		MDA(H) 620' (446') With Local Altimeter Setting		MDA(H) 680' (506') With Nueces Co Altimeter Setting		With Local Altimeter Setting		With Nueces Co Altimeter Setting			
		ALS out		ALS out		MDA(H)		MDA(H)			
A	3/4	1		3/4		90	620' (442') - 1	680' (502') - 1			
B						120	640' (462') - 1	700' (522') - 1			
C	1	1 3/8		1 1/4		140	700' (522') - 1 1/2	760' (582') - 1 1/2			
D						165	900' (722') - 2 1/4	960' (782') - 2 1/2			

KALI/ALI
ALICE INTL

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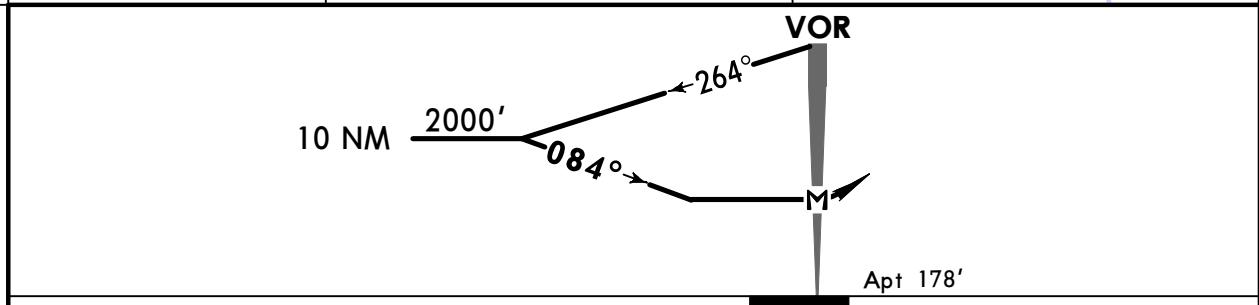
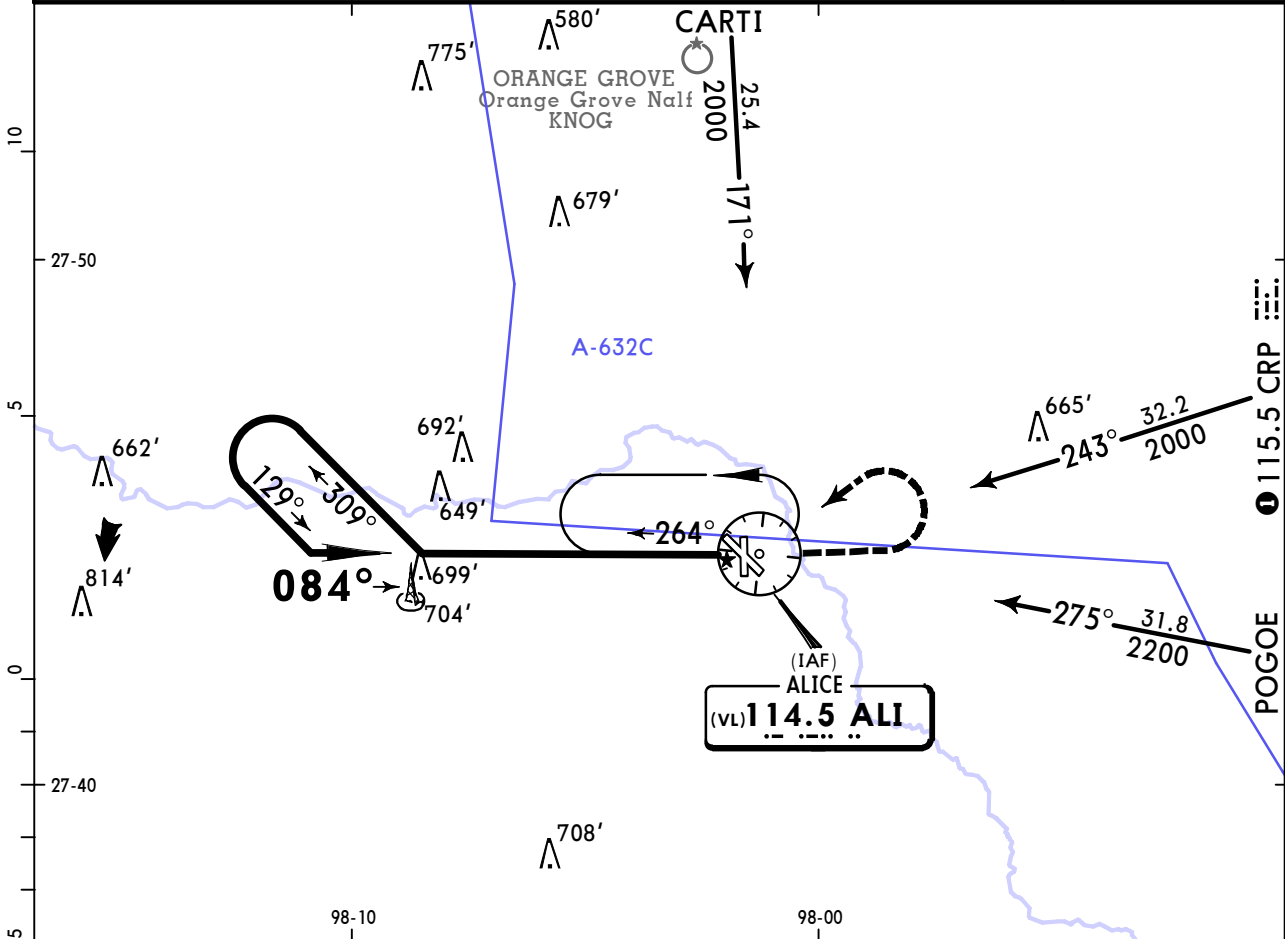
29 SEP 23

(13-2)

Eff 5 Oct

ALICE, TEXAS
VOR-A

ASOS 119.225		*KINGSVILLE Approach (R) 119.9		HOUSTON Center (R) 128.15 when App inop.		ALICE INTL UNICOM CTAF 123.0	
VOR ALI 114.5	Final Apch Crs 084°	No FAF		MDA(H) Refer to Minimums	Apt Elev 178'		2200 MSA ALI VOR
MISSED APCH: Climb to 1500' then climbing LEFT turn to 2000' direct ALI VOR and hold.							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		
1. Use local altimeter setting; if not received, use Nueces Co altimeter setting. 2. Pilot controlled lighting 123.0.							



				Lighting - Refer to Airport Chart		1500'	2000'	ALI 114.5
MAP at VOR						↑	LT	→

CIRCLE-TO-LAND			With Local Altimeter Setting	With Nueces Co Altimeter Setting
	Max Kts	MDA(H)		
A	90	1060' (882') - 1¼	1060' (882') - 1¼	1120' (942') - 1¼
B	120	1060' (882') - 2¾	1060' (882') - 2¾	1120' (942') - 2¾
C	140	1060' (882') - 3	1060' (882') - 3	1120' (942') - 3
D	165			

TERPS AMEND 15C 19 JUL 2018

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ALICE, TX (ALICE INTL - KALI)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KALI

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

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.

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.