

List of pages in this Trip Kit

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- Revision Letter For Cycle 08-2026
- Change Notices
- Notebook

General Information

Location: WALLA WALLA WA USA
ICAO/IATA: KALW / ALW
Lat/Long: N46° 05.55', W118° 17.04'
Elevation: 1194 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 14.0° E
Sectional Chart: Seattle

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1257 Z
Sunset: 0256 Z

Runway Information

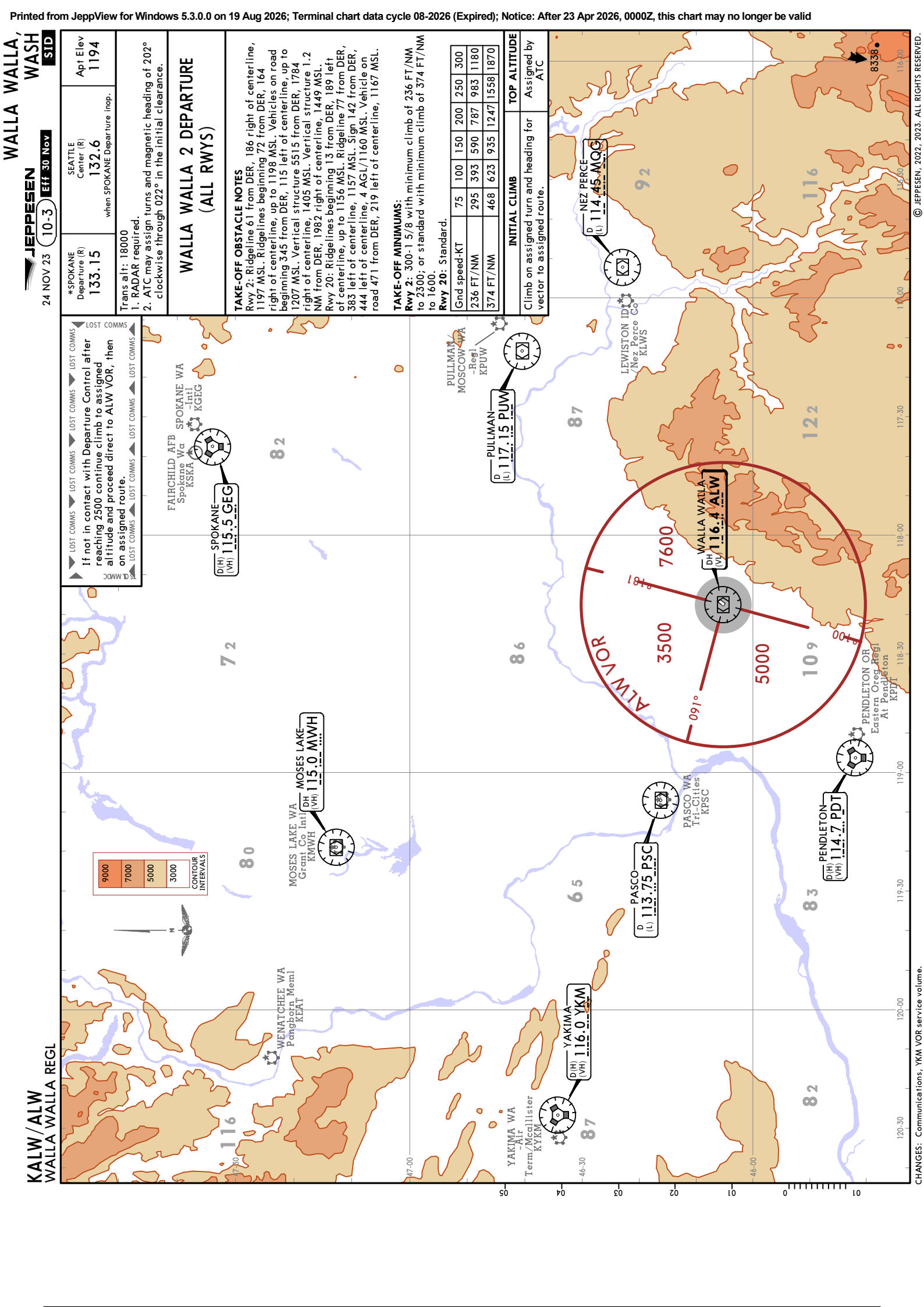
Runway: 02
Length x Width: 6527 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1175 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 20
Length x Width: 6527 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1194 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ASOS: 118.325 Secondary
ASOS: 135.875
Walla Walla Tower: 118.500 CTAF PCL
Walla Walla Ground: 121.600
Spokane Approach: 133.150
Spokane Departure: 133.150

Walla Walla UNICOM: 122.950
Seattle ACC: 132.600 Remote Communications Air-Ground
Seattle FSS: 122.300 RCO



KALW/ALW

Apt Elev 1194'

N46 05.6 W118 17.0

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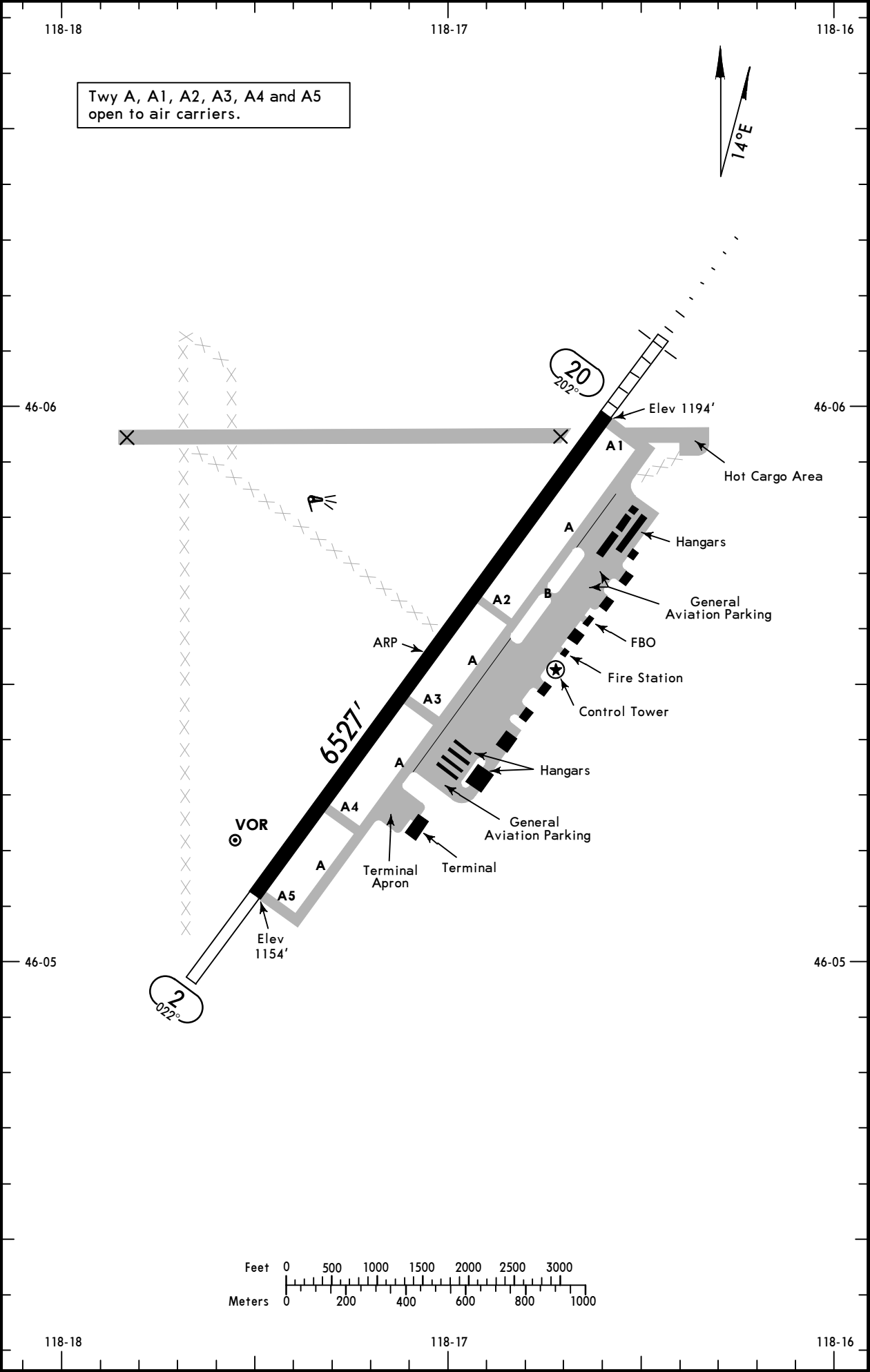
15 AUG 25

10-9

WALLA WALLA, WASH

WALLA WALLA REGL

ASOS	*WALLA WALLA Ground	*Tower	UNICOM 122.95	*SPOKANE Departure (R)	SEATTLE Center (R)
135.875	121.6	CTAF 118.5		133.15	132.6 when Dep inop.



CHANGES: Note.

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KALW/ALW



WALLA WALLA, WASH

11 OCT 24

10-9A

WALLA WALLA REGL

GENERAL

Closed to unscheduled air carrier operations with more than 30 passenger seats, except PPR; call airport manager.
Surface conditions unmonitored 0000-0300 local (0700-1000Z).
Portion of corner at Twy A & Twy A1 not visible by tower.
Intermittent ramp parking for 175,000 lbs MTOW, contact airport manager for arrangement.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
2 ① 20	② HIRL ② REIL ② PAPI-L (angle 3.00°)				150'
	② HIRL ② MALSR ② PAPI-L (angle 3.00°) RVR		5477'		

- ① Grooved.
② Activate on 118.5 when Twr inop.

TERPS

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 20

LOWER THAN STANDARD OpSpec Authorization Required	STANDARD	
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng
TDZ RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 2

With Mim climb of 374' /NM to 1500'			With Mim climb of 236' /NM to 2000'	For Visual Climb Over Airport
LOWER THAN STANDARD OpSpec Authorization Required	STANDARD			
RCLM or HIRL or Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng		
1/4	1/2	1	300-1 5/8	2900-3

OBSTACLE DP: Rwy 2, climbing left turn to 2500' on ALW VOR R-201, then climbing right turn direct ALW VOR to cross ALW VOR at or above minimum enroute altitude or minimum crossing altitude for route of flight.
Rwy 20, climb on ALW VOR R-201 to 2500', then climbing right turn direct ALW VOR to cross ALW VOR at or above minimum enroute altitude or minimum crossing altitude for route of flight.

VISUAL CLIMB OVER AIRPORT (VCOA): Rwy 2, obtain ATC approval for visual climb over airport when requesting IFR clearance. Climb in visual conditions to cross Walla Walla Regl Airport at or above 2500' before proceeding on course.

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

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available And When Twr Operating		Authorized Only When Local Weather Available		NA
ILS Rwy 20	LOC Rwy 20	VOR Rwy 2 RNAV (GPS) Rwy 2	RNAV (GPS) Rwy 20	
A B C D 600-2	800-2	800-2	1000-2	
	1000-2 3/4	1000-2 3/4	1000-3	
	1200-3	1200-3	1200-3	

KALW/ALW

 **JEPPesen**
2 SEP 22 **10-9A1** **Eff 8 Sep**

WALLA WALLA, WASH
WALLA WALLA REGL

ODP TAKEOFF OBSTACLE NOTES

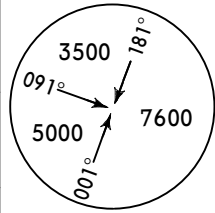
- RWY 2:
Ridgeline 61' from DER, 186' right of centerline, 1197' MSL. Ridgelines beginning 72' from DER, 164' right of centerline, up to 1198' MSL. Vehicles on road beginning 345' from DER, 115' left of centerline, up to 1207' MSL. Vertical structure 5515' from DER, 1784' right of centerline, 1405' MSL. Vertical structure 1.2 NM from DER, 1982' right of centerline, 1449' MSL.
- RWY 20:
Ridgelines beginning 13' from DER, 189' left of centerline, up to 1156' MSL. Ridgeline 77' from DER, 383' left of centerline, 1157' MSL. Sign 142' from DER, 444' left of centerline, 4' AGL/1160' MSL. Vehicle on road 471' from DER, 219' left of centerline, 1167' MSL.

KALW/ALW
WALLA WALLA REGL

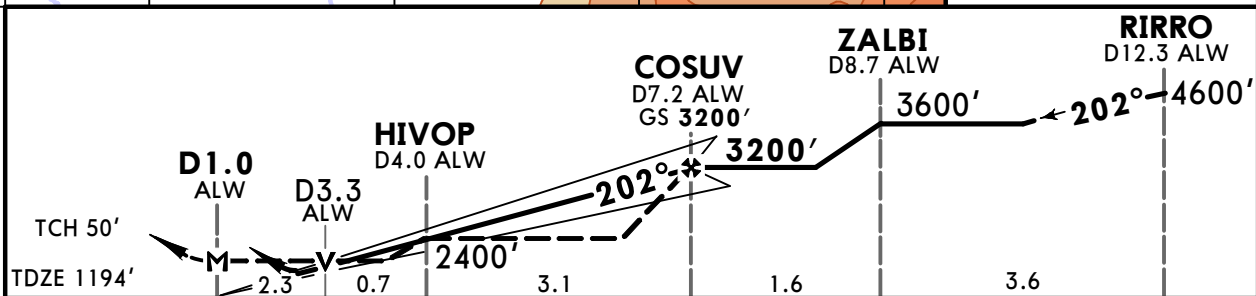
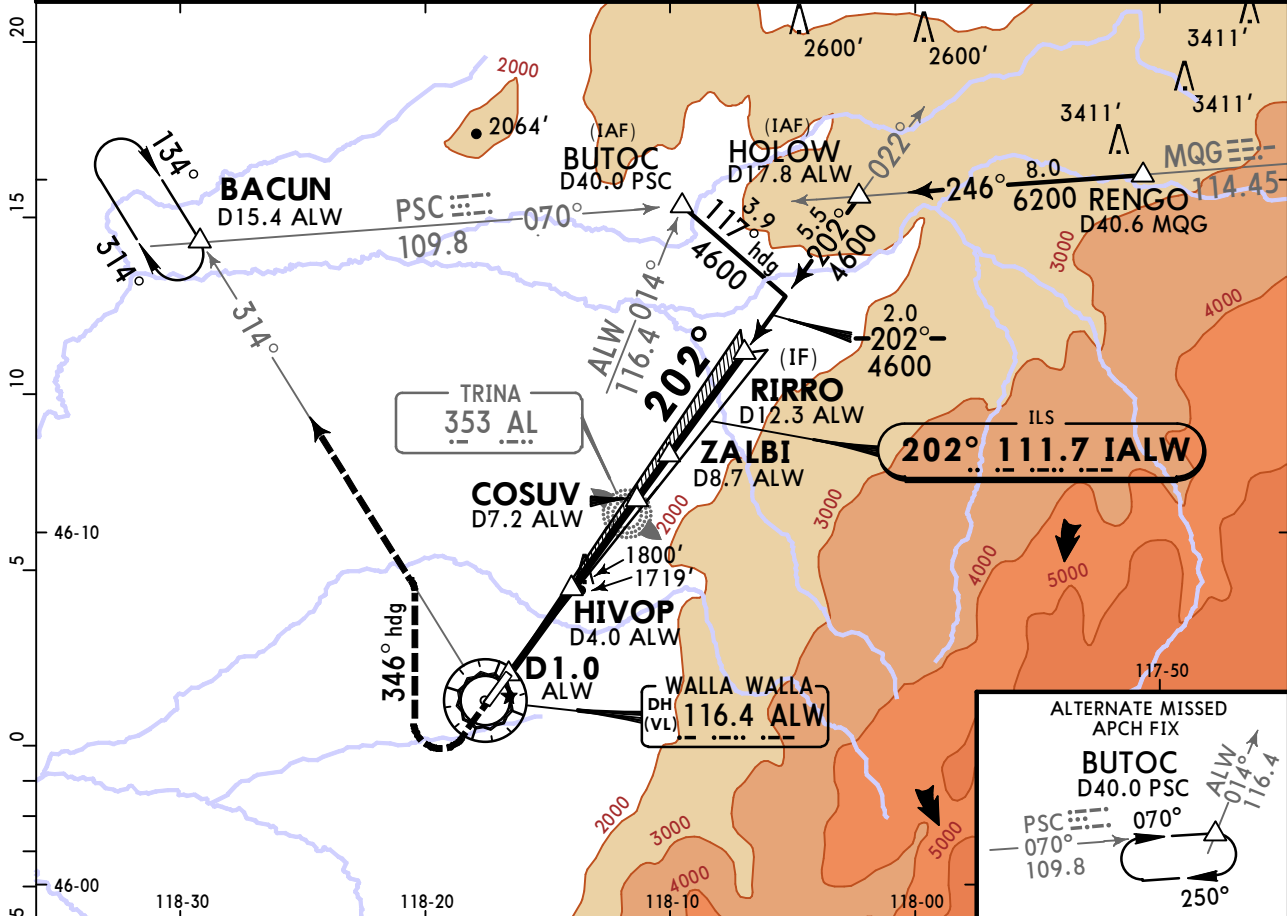
JEPPesen
24 NOV 23 **(11-1)** Eff 30 Nov

WALLA WALLA, WASH
ILS or LOC Rwy 20

ASOS 135.875	*SPOKANE Approach (R) 133.15	SEATTLE Center (R) 132.6 when App inop.	*WALLA WALLA Tower CTAF 118.5	*Ground 121.6
LOC IALW 111.7	Final Apch Crs 202°	COSUV 3200' (2006')	ILS DA(H) 1394' (200')	Apt Elev 1194' TDZE 1194'
MISSED APCH: Climb to 1800' then climbing RIGHT turn to 4000' on heading 346° and outbound on ALW VOR R-314 to BACUN INT/D15.4 ALW and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME required. 2. DME from ALW VOR. Simultaneous reception of IALW and ALW VOR DME required. 3. Pilot controlled lighting 118.5.				



MSA ALW VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1800'	4000'	346°	ALW
ILS GS	3.00°	372	478	531	637	743	849	PAPI	↑	RT	116.4
LOC Desc Angle	3.62°	448	557	641	769	897	1025				R-314
MAP at D1.0 ALW											

TERPS				STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND			
ILS		LOC (GS out)		DA(H) 1394' (200')		MDA(H) 1980' (786')		RAIL/ALS out		RAIL/ALS out	
A											
B											
C											
D											

1 RVR 18 authorized with Flight Director or Autopilot or HUD to DA (Not authorized when using Pendleton, Ore Altimeter Setting).

KALW/ALW
WALLA WALLA REGL

JEPPESEN
24 NOV 23 (12-1) Eff 30 Nov

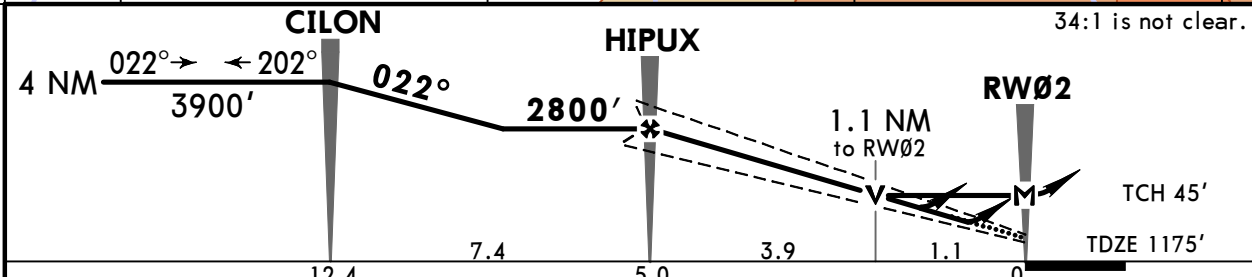
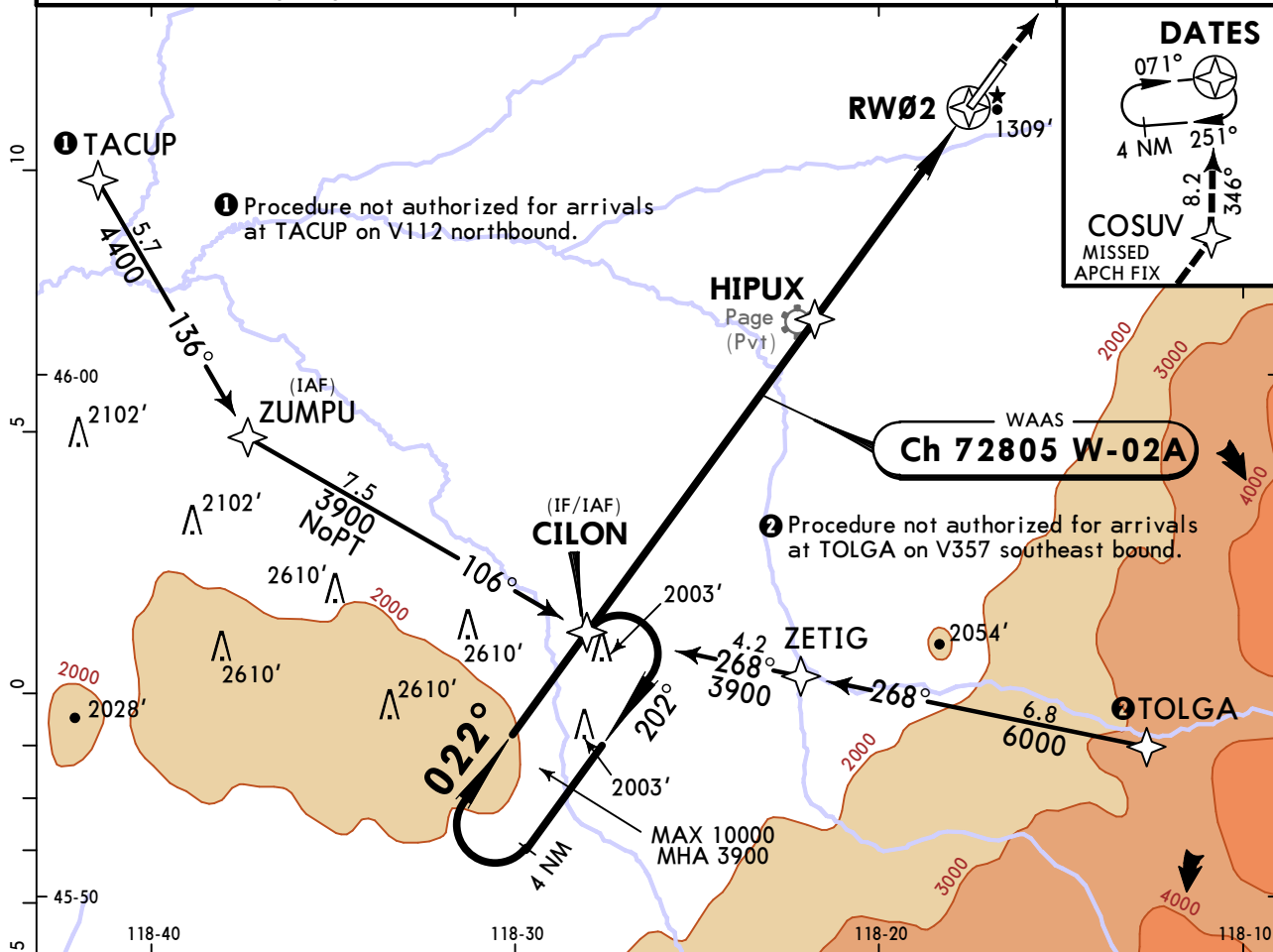
WALLA WALLA, WASH
RNAV (GPS) Rwy 2

BRIEFING STRIP™

ASOS 135.875	*SPOKANE Approach (R) 133.15	SEATTLE Center (R) 132.6 when App inop.	*WALLA WALLA Tower CTAF 118.5	*Ground 121.6
WAAS Ch 72805 W-02A	Final Apch Crs 022°	HIPUX 2800' (1625')	LPV DA(H) 1375' (200')	Apt Elev 1194' TDZE 1175'
MISSED APCH: Climb to 4000' direct COSUV and on track 346° to DATES and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
RNP Apch-GPS				
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C or above 54°C. 2. Rwy 2 helicopter visibility reduction below 3/4 SM not authorized. 3. Pilot controlled lighting 118.5.				

7600

MSA RW02



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle	3.00°	372	478	531	637	743	849			
MAP at RW02										

TERPS						CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 2									
LPV DA(H) 1375' (200')		LNAV/VNAV DA(H) 1511' (336')		LNAV MDA(H) 1560' (385')					
A						Max Kts	90	1760'	(566') -1
B							120	1820'	(626') -1
C	3/4	1					140	2120'	(926') -2 3/4
D							165	2300'	(1106') -3

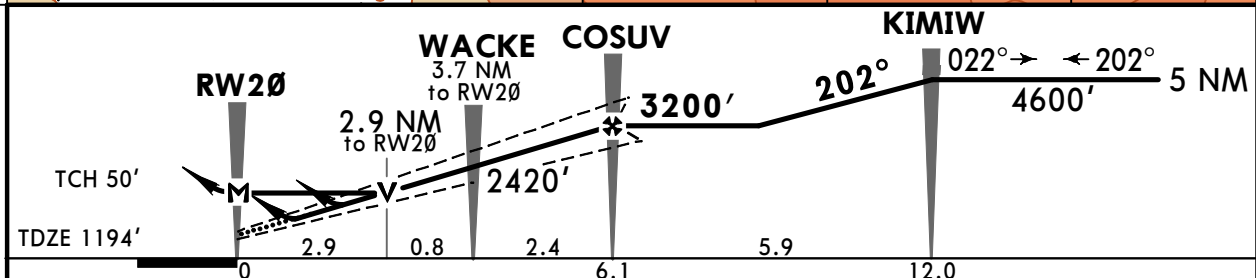
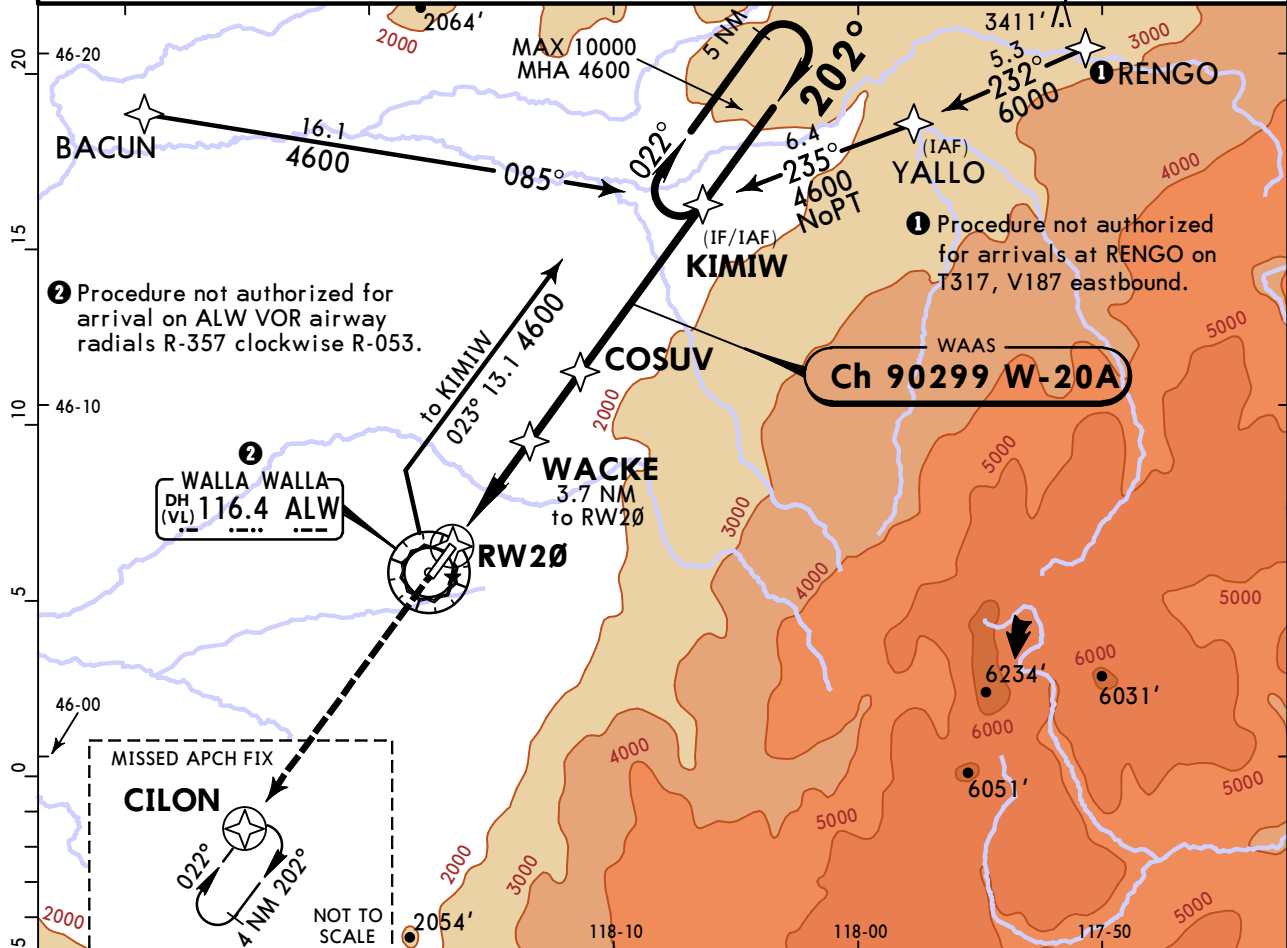
KALW/ALW WALLA WALLA REGL

24 NOV 23 (12-2) Eff 30 Nov

WALLA WALLA, WASH RNAV (GPS) Rwy 20

BRIEFING STRIP™

ASOS 135.875		*SPOKANE Approach (R) 133.15		SEATTLE Center (R) 132.6 when App inop.		*WALLA WALLA Tower CTAF 118.5		*Ground 121.6	
WAAS Ch 90299 W-20A		Final Apch Crs 202°		COSUV 3200' (2006')		LPV DA(H) 1394' (200')		Apt Elev 1194' TDZE 1194'	
MISSED APCH: Climb to 4000' direct CILON and hold.									7600 MSA RW20
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'			
RNP Apch-GPS									
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -11°C or above 54°C. 2. Pilot controlled lighting 118.5.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	D	CILON
Glide Path Angle	3.00°	372	478	531	637	743	PAPI			
MAP at RW20										

TERPS				STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND			
LPV		LNAV/VNAV		LNAV		LNAV		LNAV		LNAV	
DA(H) 1394' (200')		DA(H) 1773' (579')		MDA(H) 2160' (966')		MDA(H) 2160' (966')		MDA(H) 2160' (966')		MDA(H) 2160' (966')	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A	RVR 24 or 1/2	RVR 40 or 3/4	1 1/4	1 5/8	RVR 40 or 3/4	RVR 60 or 1/4	90	2160' (966') - 1 1/4		2160' (966') - 1 1/4	
B					RVR 55 or 1	1 1/2	120	2160' (966') - 1 1/2		2160' (966') - 1 1/2	
C							140	2160' (966') - 3		2160' (966') - 3	
D					2 1/2	3	165	2300' (1106') - 3		2300' (1106') - 3	

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

CHANGES: Communications.

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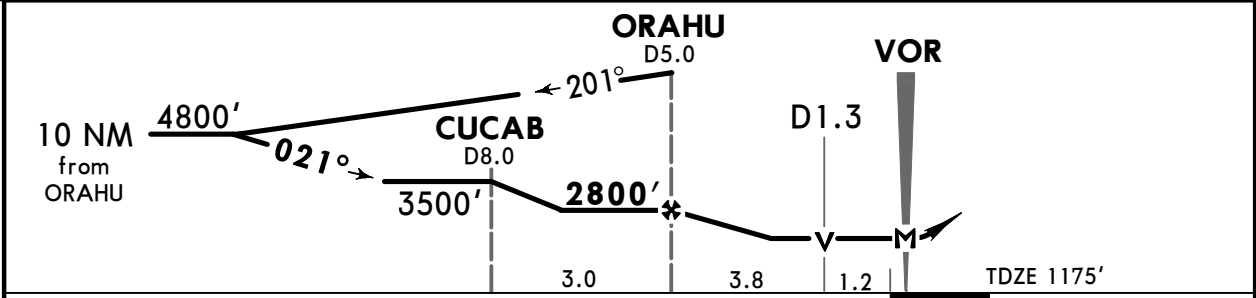
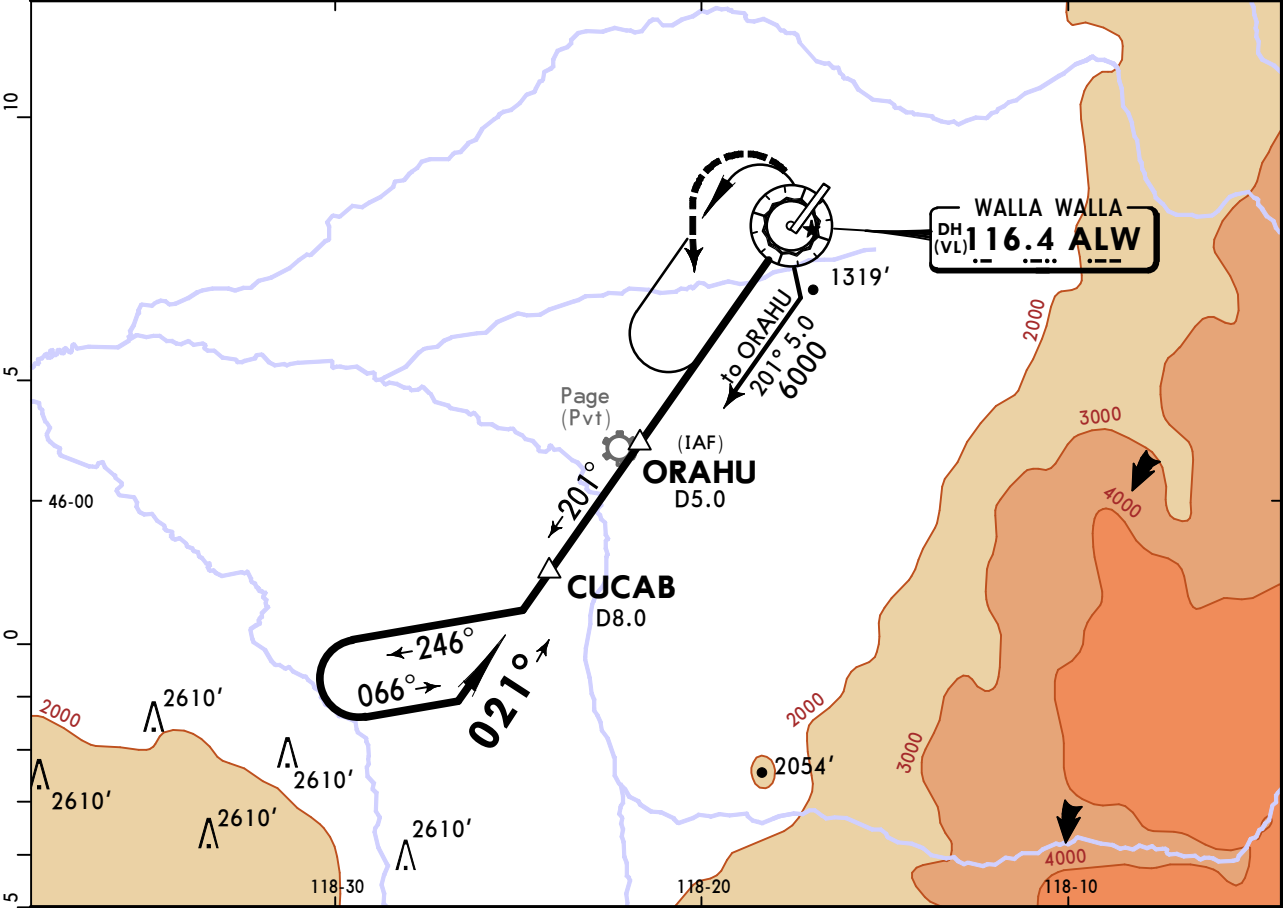
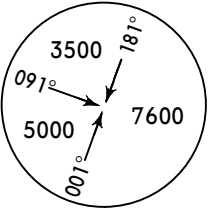
TERPS AMEND 1B 8 SEP 2022

KALW/ALW
WALLA WALLA REGL

JEPPESSEN
24 NOV 23 13-1 Eff 30 Nov

WALLA WALLA, WASH
VOR Rwy 2

ASOS 135.875	*SPOKANE Approach (R) 133.15	SEATTLE Center (R) 132.6 when App inop.	*WALLA WALLA Tower CTAF 118.5	*Ground 121.6
VOR ALW 116.4	Final Apch Crs 021°	ORAHU 2800' (1625')	MDA(H) 1580' (405')	Apt Elev 1194' TDZE 1175'
MISSED APCH: Climbing LEFT turn to 4900' outbound on ALW VOR R-201 within 10 NM then RIGHT turn direct ALW VOR and hold, continue climb-in-hold to 4900'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME required. 2. Rwy 2 helicopter visibilty reduction below 3/4 SM not authorized. 3. Pilot controlled lighting 118.5.				
				MSA ALW VOR



MAP at VOR	REIL PAPI-L	4900' on 116.4 LT R-201
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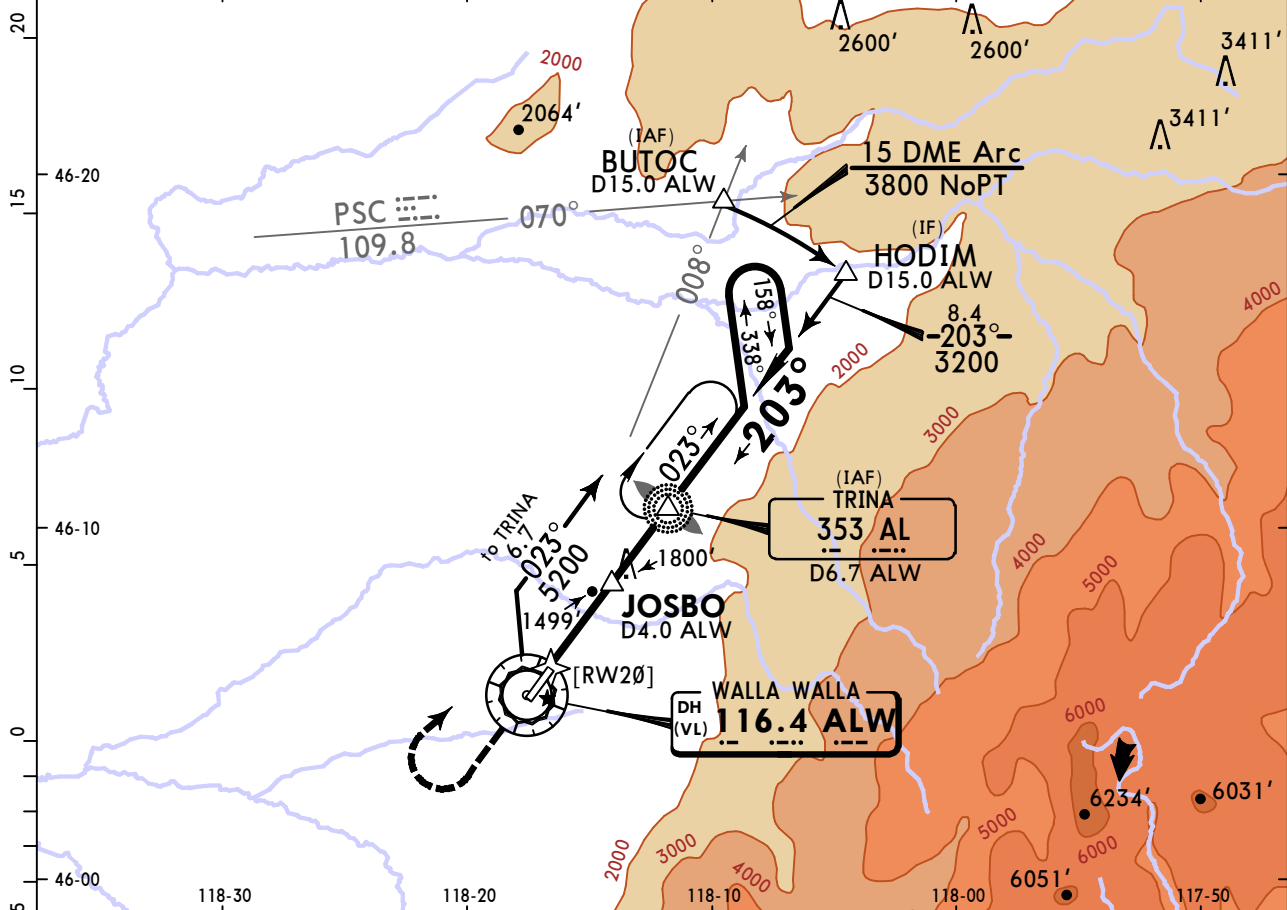
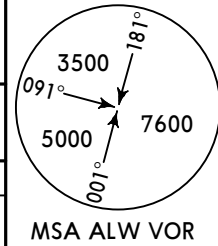
STRAIGHT-IN LANDING RWY 2		CIRCLE-TO-LAND	
MDA(H) 1580' (405')		Max Kts	
A	1	90	1760' (566') - 1
B	1	120	1820' (626') - 1
C	1 1/8	140	2120' (926') - 2 3/4
D	1 1/8	165	2300' (1106') - 3

KALW/ALW
WALLA WALLA REGL

JEPPESEN
24 NOV 23 **(13-2)** **Eff 30 Nov**

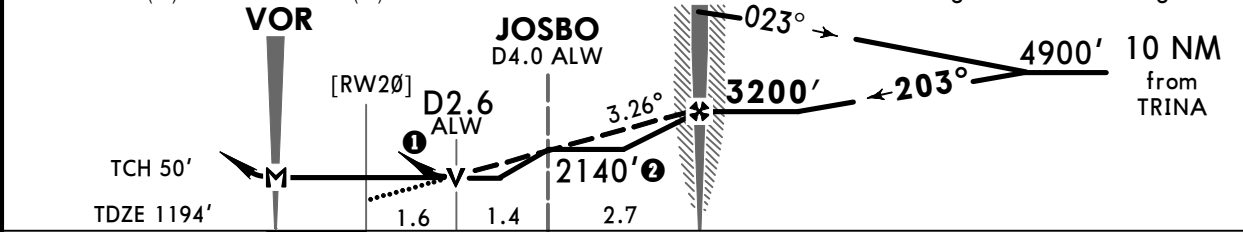
WALLA WALLA, WASH
VOR Rwy 20

ASOS 135.875	*SPOKANE Approach (R) 133.15	SEATTLE Center (R) 132.6 when App inop.	*WALLA WALLA Tower CTAF 118.5	*Ground 121.6
VOR ALW 116.4	Final Apch Crs 203°	TRINA 3200' (2006')	MDA(H) 1760' (566')	Apt Elev 1194' TDZE 1194'
MISSED APCH: Climb to 2300' then climbing RIGHT turn to 5100' direct TRINA LOM and hold, continue climb-in-hold to 5100'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. ADF required. 2. VGSi and descent angles not coincident (VGSi angle 3.00°/TCH 50'). 3. Pilot controlled lighting 118.5.				



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

② 2260' When Using Pendleton, Oreg Altimeter Setting



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2300'	5100'	AL 353
Descent Angle	3.26°	404	519	577	692	808	PAPI	↑	RT	
MAP at VOR										

TERPS				CIRCLE-TO-LAND			
STRAIGHT-IN LANDING RWY 20				CIRCLE-TO-LAND			
① With JOSBO				① With JOSBO			
Without JOSBO				Without JOSBO			
MDA(H) 1760' (566')				MDA(H) 2140' (946')			
RAIL/ALS out				RAIL/ALS out			
A	RVR 24 or 1/2	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1/4	90	1760' (566') - 1	2140' (946') - 1 1/4
B					120	1820' (626') - 1	
C	1 1/4	1 5/8	2	2 1/2	140	2120' (926') - 2 3/4	2140' (946') - 2 3/4
D					165	2300' (1106') - 3	2300' (1106') - 3

① DME required.

CHANGES: Communications.

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TERPS ORIG-A 8 SEP 2022

Chart changes since cycle 07-2026

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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WALLA WALLA, WA (WALLA WALLA REGL - KALW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KALW

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.