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General Information

Location: ALEXANDER CITY AL USA
ICAO/IATA: KALX / ALX
Lat/Long: N32° 54.88', W085° 57.78'
Elevation: 686 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° W
Sectional Chart: Atlanta

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: 1110 Z
Sunset: 0025 Z

Runway Information

Runway: 18
Length x Width: 5422 ft x 96 ft
Surface Type: asphalt
TDZ-Elev: 675 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 623 ft

Runway: 36
Length x Width: 5422 ft x 96 ft
Surface Type: asphalt
TDZ-Elev: 648 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS: 118.325
Russell UNICOM: 122.700 CTAF PCL
Montgomery Approach: 121.200
Montgomery Departure: 121.200
Atlanta ACC: 120.450 Remote Communications Air-Ground

KALX/ALX

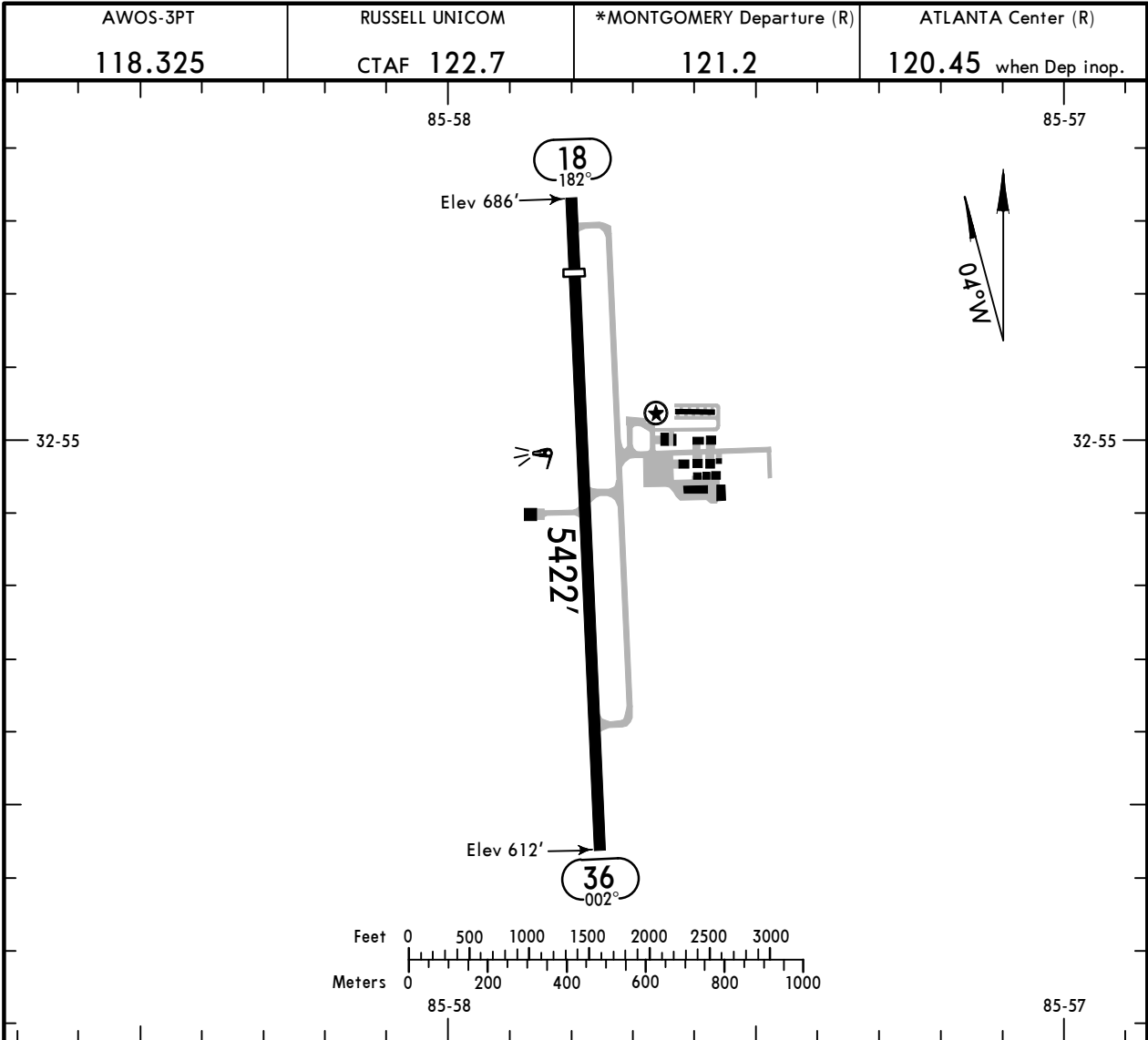
Apt Elev **686'**
N32 54.9 W085 57.8

JEPPesen

13 OCT 23 **(10-9)**

ALEXANDER CITY, ALA

RUSSELL

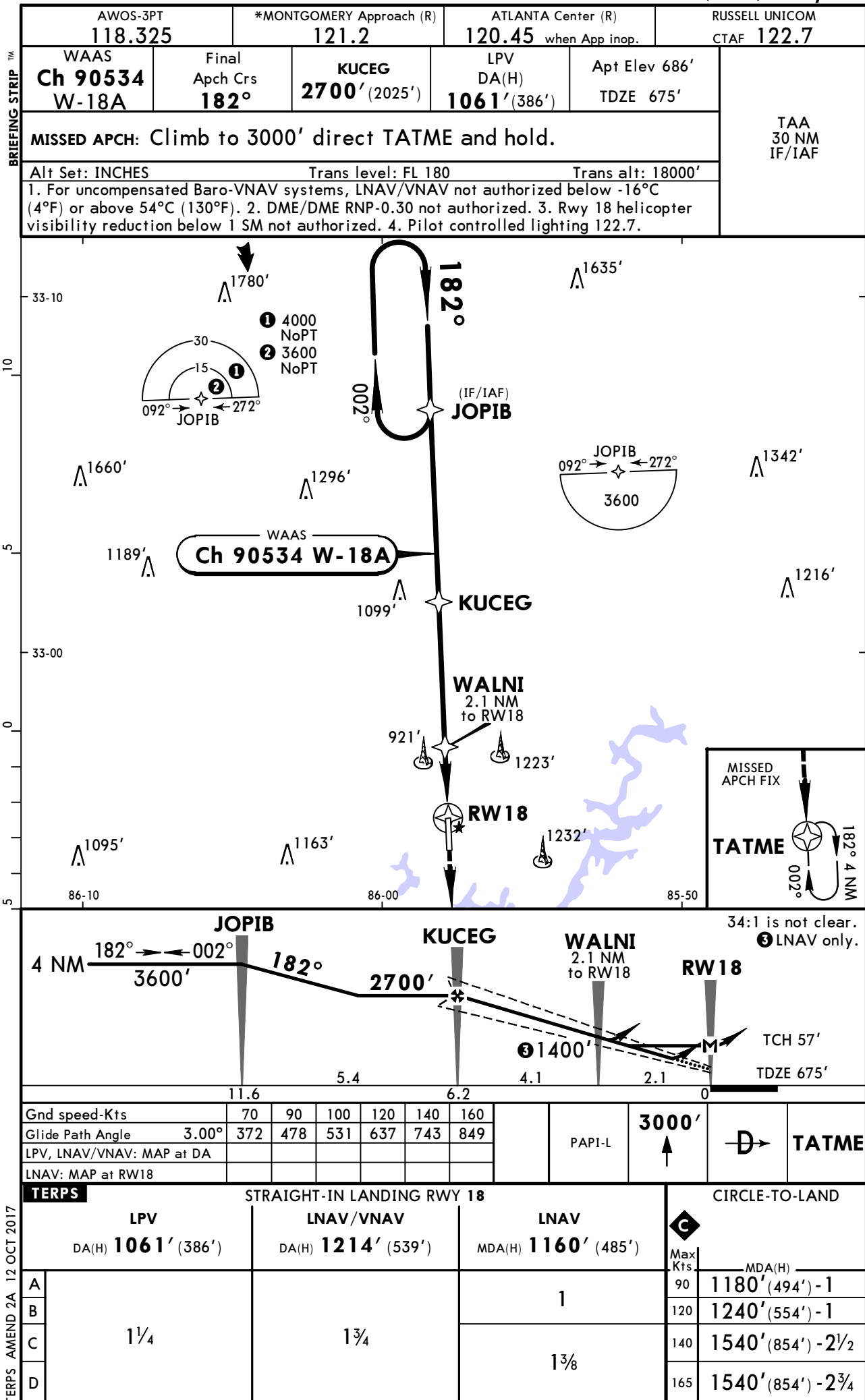


ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
18	① MIRL ② PAPI-L (angle 3.00°)	4799'			96'
36	① MIRL ① REIL ③ PAPI-L (angle 3.00°)				

- ① Activate on 122.7.
- ② Unusable beyond 5° left and 6° right of centerline.
- ③ Unusable beyond 6° left of centerline.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE						FOR FILING AS ALTERNATE	
Rwy 18			Rwy 36				
Adequate Vis Ref	STD	With Min climb of 385'/NM to 1000'		Other			
		Adequate Vis Ref	STD				
1 & 2 Eng	1/4	1	1/4	1	300-1	A	800-2
3 & 4 Eng		1/2		1/2		B	900-2 1/2
						C	900-2 3/4
						D	900-2 3/4

OBSTACLE DP: Rwy 36, climb heading 002° to 1300' before turning right.

KALX/ALX
RUSSELL
JEPPesen
24 JAN 20 **(12-1)**
ALEXANDER CITY, ALA
RNAV (GPS) Rwy 18


CHANGES: VGSI coincident note removed.

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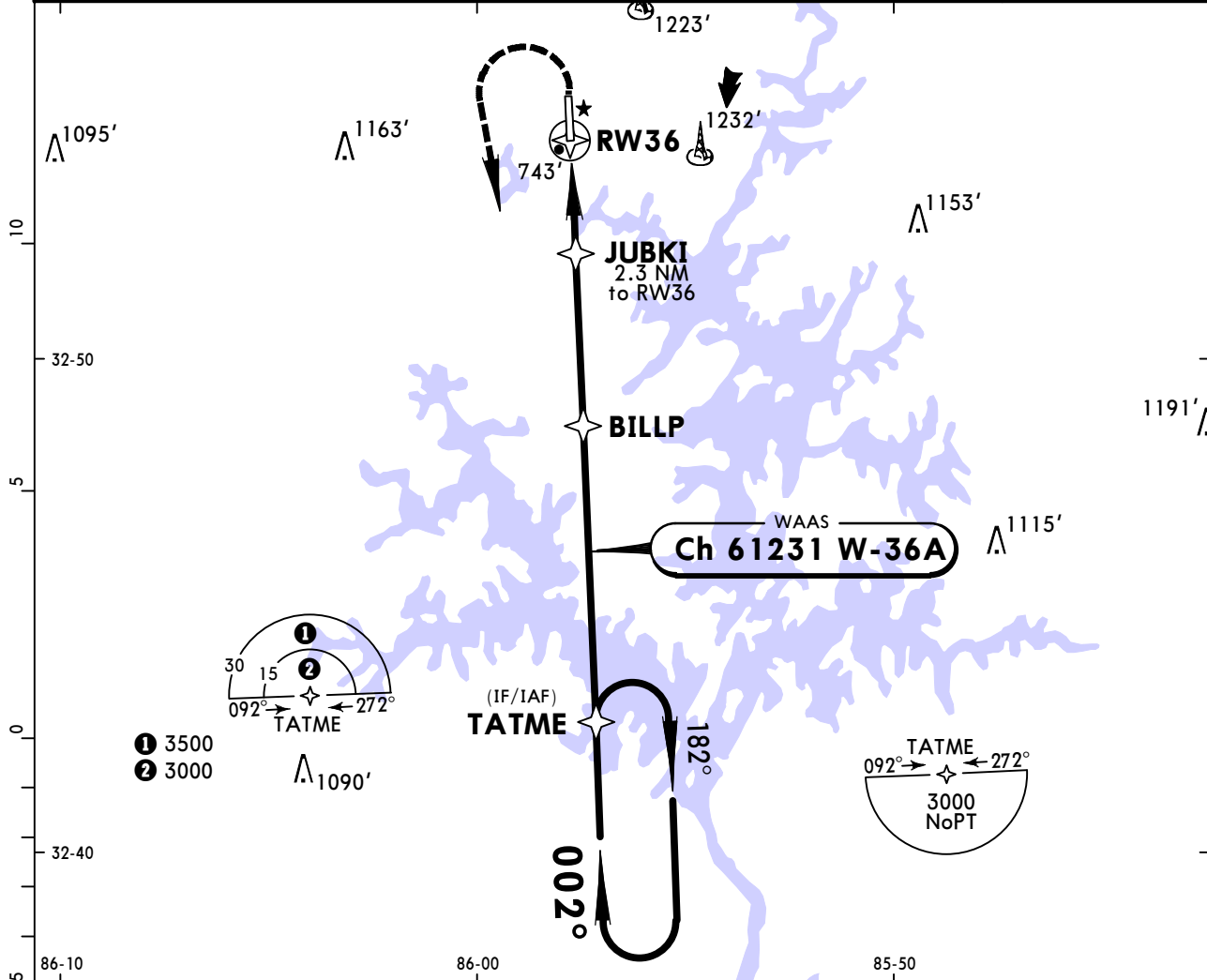
KALX/ALX
RUSSELL

JEPPESSEN
24 JAN 20 **(12-2)**

ALEXANDER CITY, ALA
RNAV (GPS) Rwy 36

BRIEFING STRIP™

AWOS-3PT 118.325		*MONTGOMERY Approach (R) 121.2		ATLANTA Center (R) 120.45 when App inop.		RUSSELL UNICOM CTAF 122.7	
WAAS Ch 61231 W-36A	Final Apch Crs 002°	BILLP 2500' (1852')	LPV DA(H) 898' (250')	Apt Elev 686' TDZE 648'		TAA 30 NM IF/IAF	
MISSED APCH: Climb to 1100' then climbing LEFT turn to 3000' direct TATME and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 45'). 4. Pilot controlled lighting 122.7.							



③ LNAV only.		JUBKI 2.3 NM to RW36		BILLP		TATME	
RW36		1.1 NM to RW36		2500'		002° 182° 002° 4 NM	
TCH 50'		1380' ③		002°		3000'	
TDZE 648'		0 1.1 1.2 3.5 5.8 6.0 11.8					
Gnd speed-Kts	70	90	100	120	140	160	
Glide Path Angle 3.00°	372	478	531	637	743	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW36							
REIL		1100'		3000'		TATME	
PAPI-L		↑		LT			

TERPS		STRAIGHT-IN LANDING RWY 36			CIRCLE-TO-LAND	
LPV		LNAV/VNAV	LNAV		Max Kts	MDA(H)
DA(H)	898' (250')	DA(H)	940' (292')			
A	1	1 1/8	1	90	1180' (494') - 1	
B				120	1240' (554') - 1	
C			1 1/8	140	1540' (854') - 2 1/2	
D				165	1540' (854') - 2 3/4	

CHANGES: None.

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TERPS AMEND 3 12 OCT 2017

ALEXANDER CITY, AL (RUSSELL - KALX)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KALX

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.