

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBAD

Terminal Charts For KBAD

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: BOSSIER CITY LA USA
ICAO/IATA: KBAD / BAD
Lat/Long: N32° 30.12', W093° 39.76'
Elevation: 165 ft

Airport Use: Military
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 2.0° E
Sectional Chart: Memphis

Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 999 ft (834 ft AGL)

Sunrise: 1149 Z
Sunset: 0040 Z

Runway Information

Runway: 15
Length x Width: 11758 ft x 299 ft
Surface Type: asphalt
TDZ-Elev: 165 ft
Lighting: Edge, ALS, REIL
Stopway: 1000 ft

Runway: 33
Length x Width: 11758 ft x 299 ft
Surface Type: asphalt
TDZ-Elev: 163 ft
Lighting: Edge, ALS, REIL
Stopway: 1000 ft

Communication Information

ATIS: 30.702 Military
Barksdale Tower: 27.830 Military
Barksdale Tower: 128.250
Barksdale Ground: 121.800
Barksdale Ground: 25.350 Military

Shreveport Approach: 123.750
Shreveport Approach: 119.900 Initial Contact
Shreveport Approach: 36.072 Military
Shreveport Approach: 33.555 Initial Contact Military
Shreveport Airport Radar Service Area: 36.072 (320°-152°) Military
Shreveport Airport Radar Service Area: 119.900 (153°-319°)
Shreveport Airport Radar Service Area: 123.750 (320°-152°)
Shreveport Airport Radar Service Area: 33.555 (153°-319°) Military
Shreveport Departure: 123.750
Shreveport Departure: 119.900 Initial Contact
Shreveport Departure: 36.072 Military
Shreveport Departure: 33.555 Initial Contact Military
Raymond 06 Airlift Command Post: 32.100 Military
Shreveport Radar: 33.555 Military
Dispatch Operations: 25.442 Military
Shreveport Radar: 119.900
Raymond 06 Airlift Command Post: 31.100 Military

KBAD/BAD

Apt Elev **165'**
N32 30.1 W093 39.8

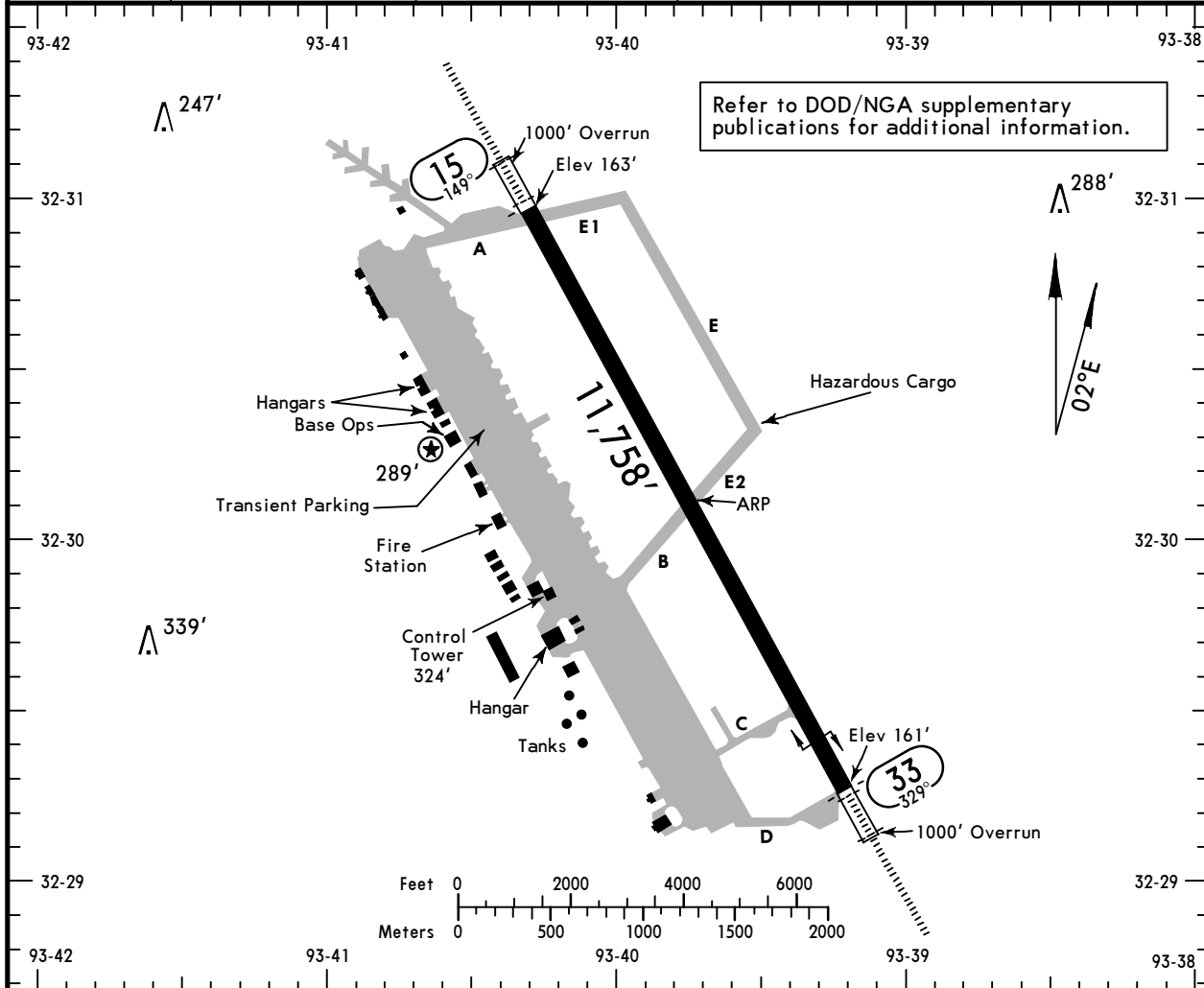


28 APR 23 (30-9)

BARKSDALE AFB

BOSSIER CITY, LA

*ATIS 307.025 VOT 108.2	BARKSDALE Ground 121.8 253.5	Tower 128.25 278.3	SHREVEPORT Departure (R) 153°-319° 119.9 335.55	320°-152° 123.75 360.725
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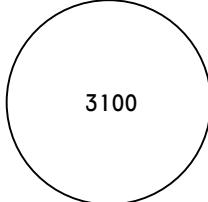
RWY	ADDITIONAL RUNWAY INFORMATION				WIDTH	
	LANDING BEYOND THRESHOLD		TAKE-OFF	USABLE LENGTHS		
	HIRL	ALSF-I (non-std)			PAPI-L	RVR
15					10,553'	299'
33					10,633'	

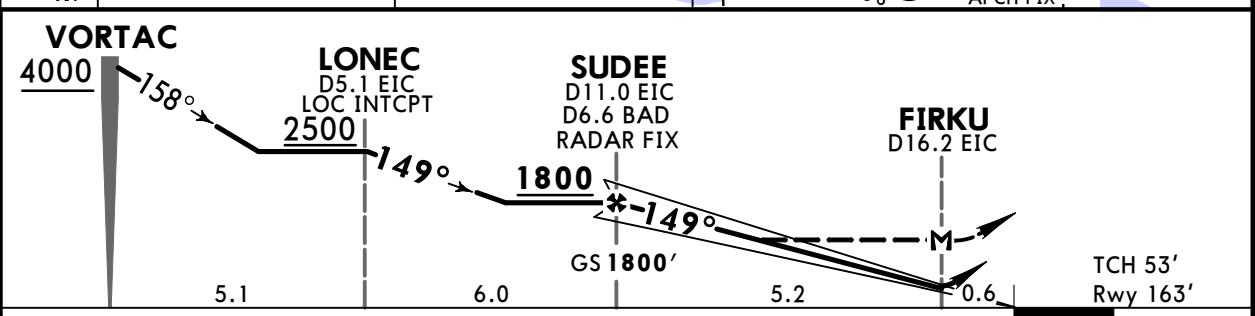
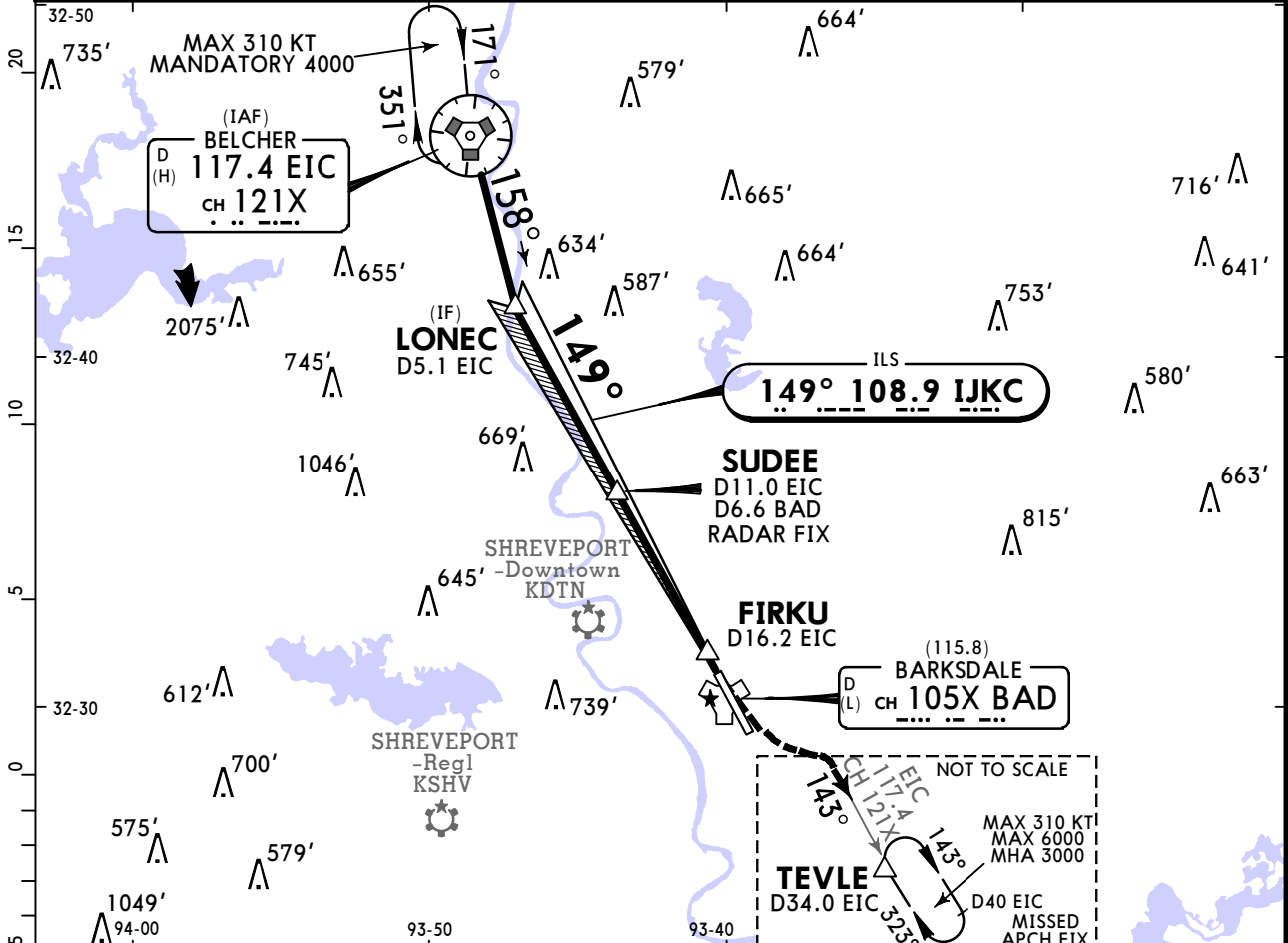
TAKE-OFF	
All Rwy's	
STD	
1 & 2 Eng	R50 or V1
3 & 4 Eng	R24 or V1/2

KBAD/BAD
BOSSIER CITY, LA

JEPPESEN
28 APR 23 **(31-1)**

BARKSDALE AFB
ILS or LOC Y Rwy 15

*ATIS 307.025	SHREVEPORT Approach (R) 153°-319° 119.9 335.55	320°-152° 123.75 360.725	BARKSDALE Tower 128.25 278.3	Ground 121.8 253.5
LOC IJKC 108.9	Final Apch Crs 149°	SUDEE 1800' (1637')	ILS DA(H) 363' (200')	Apt Elev 165' Rwy 163'
MISSED APCH: Climb to 2000' then climbing LEFT turn to join EIC VORTAC R-143 outbound direct TEVLE/D34.0 EIC and hold, maintain 3000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR or DME required. 2. EMERG SAFE ALT 100 NM 3700'. 3. DME from EIC VORTAC unusable below 400' MSL.				
MSA EIC VORTAC				



Gnd speed-Kts	70	90	100	120	140	160	ALS-F I PAPI	2000'	LT	EIC 117.4 CH 121X R-143	TEVLE
GS	2.50°	310	398	442	531	619					
MAP at FIRKU or SUDEE to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57				

TERPS MIL (USAF) AMEND 6	Military STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	ILS DA(H) 363' (200')		LOC (GS out) MDA(H) 640' (477')		Not Authorized West of Rwy	
	ALS out		ALS out		Max Kts	MDA(H)
	A		500'- R24 or V1/2	500'- R55 or V1		
	B	200'- R24 or V1/2	200'- R40 or V3/4	500'- R50 or V1	500'- V1 3/8	B
C					C	
D					D	
E					E	
					165	760'(595') 600'- V2
					200	780'(615') 700'- V2 1/4

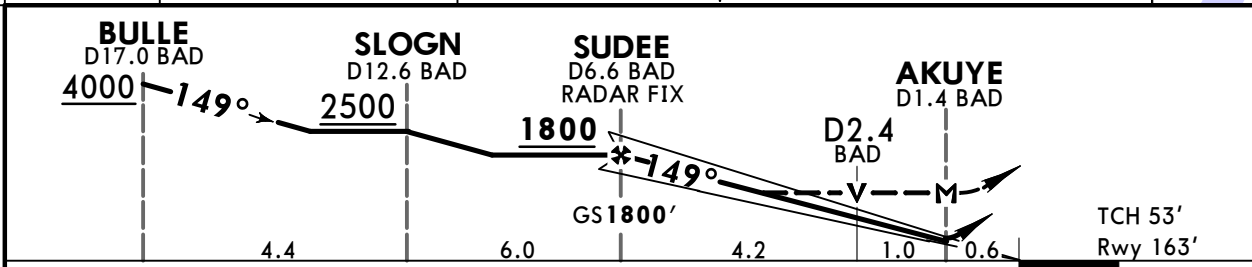
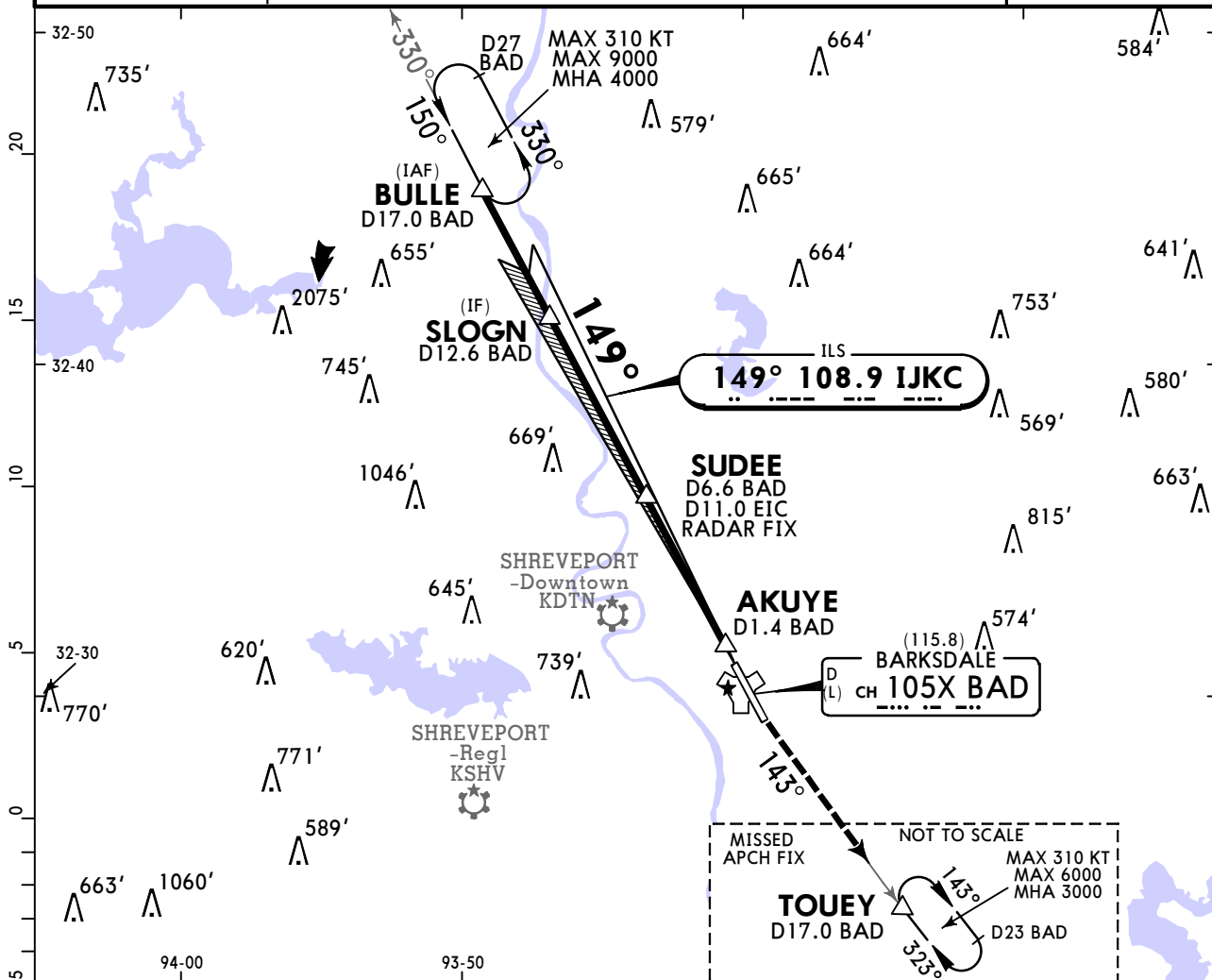
CHANGES: Chart format, CAT E added, reindexed.

KBAD/BAD
BOSSIER CITY, LA

JEPPESSEN
28 APR 23 **(31-2)**

BARKSDALE AFB
ILS or LOC Z Rwy 15

*ATIS 307.025	SHREVEPORT Approach (R) 153°-319° 119.9 335.55	320°-152° 123.75 360.725	BARKSDALE Tower 128.25 278.3	Ground 121.8 253.5
LOC IJKC 108.9	Final Apch Crs 149°	SUDEE 1800' (1637')	ILS DA(H) 363' (200')	Apt Elev 165' Rwy 163'
MISSED APCH: Climb to 3000' via BAD TACAN R-143 direct TOUEY and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. RADAR or DME required. 2. EMERG SAFE ALT 100 NM 3300'.				MSA BAD TACAN



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI	3000'	via BAD CH 105X (115.8) R-143	TOUEY
GS	2.50°	310	398	442	531	619				
MAP at AKUYE or SUDEE to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57			

TERPS MIL (USAF) AMEND 6	Military				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS DA(H) 363' (200')		LOC (GS out) MDA(H) 640' (477')		Not Authorized West of Rwy			
	ALS out		ALS out		Max Kts	MDA(H)		
	A		500'- R24 or V1/2	500'- R55 or V1		A	NOT AUTHORIZED	
	B				B			
C	200'- R24 or V1/2	200'- R40 or V3/4	500'- R50 or V1	500'- V1 3/8	C			
D				165	760'(595') 600'- V2			
E				200	780'(615') 700'- V2 1/4			

KBAD/BAD
BOSSIER CITY, LA

28 APR 23

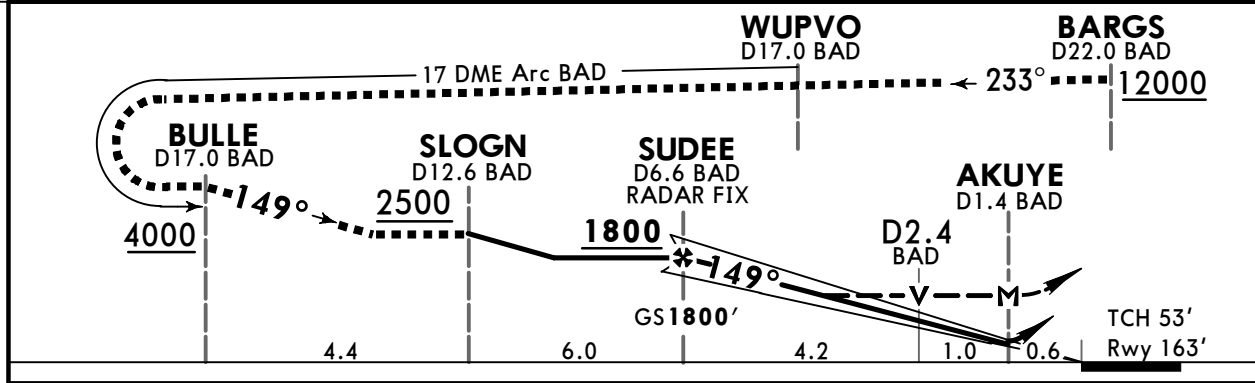
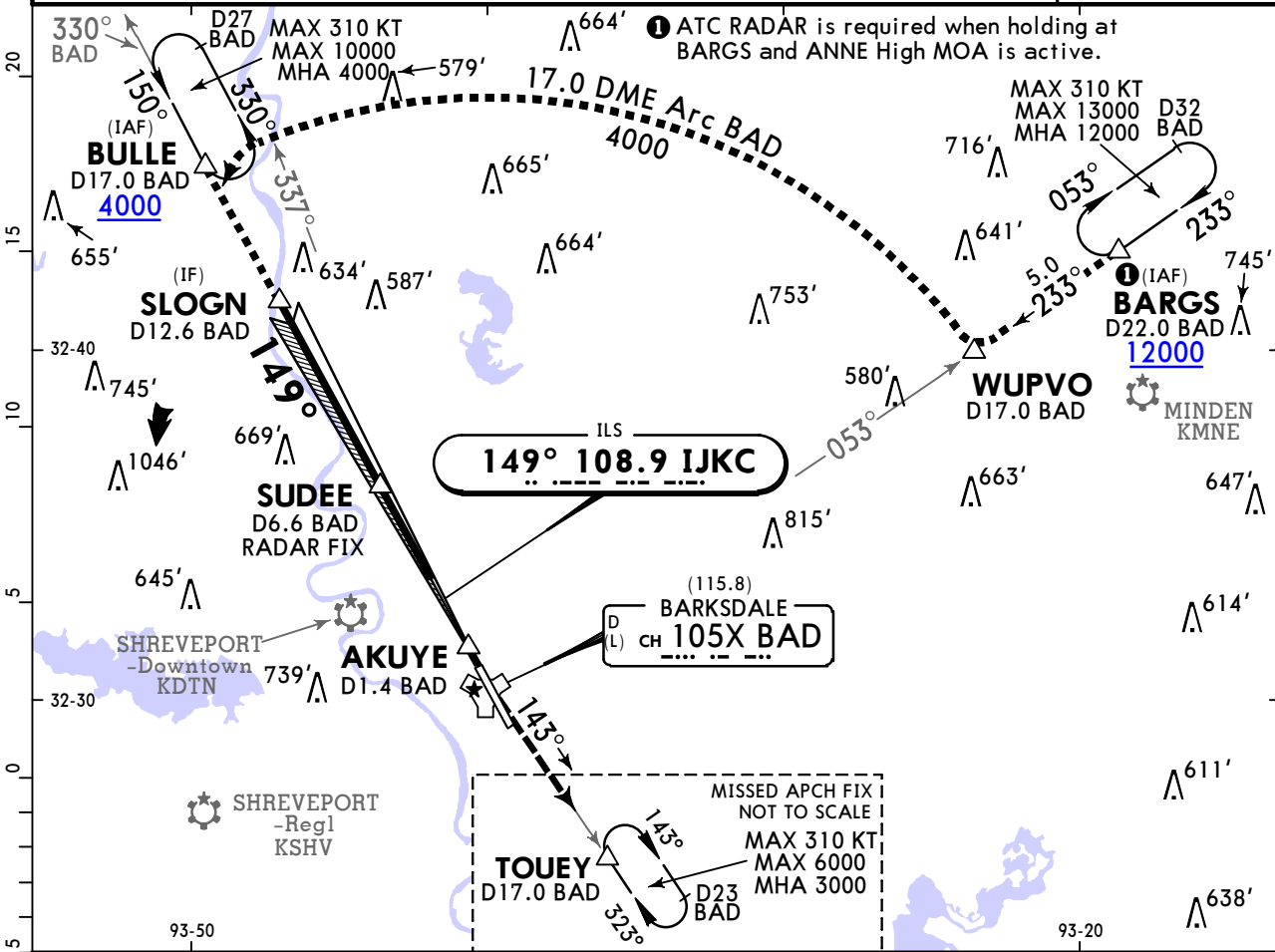
(31-3)

JEPPESSEN

CAT C, D & E

BARKSDALE AFB
HI-ILS or LOC W Rwy 15

*ATIS 307.025	SHREVEPORT Approach (R) 153°-319° 320°-152° 119.9 335.55 123.75 360.725			BARKSDALE Tower 128.25 278.3	Ground 121.8 253.5
LOC IJKC 108.9	Final Apch Crs 149°	SUDEE 1800' (1637')	ILS DA(H) 363' (200')	Apt Elev 165' Rwy 163'	
MISSED APCH: Climb to 3000' via BAD TACAN R-143 direct TOUEY/D17.0 BAD and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				MSA BAD TACAN	
1. RADAR or DME required. 2. EMERGENCY SAFE ALTITUDE 100 NM 3200'.					



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 	3000' via BAD CH 105X (115.8) R-143 TOUEY	
GS	2.50°	310	398	442	531	619			707
MAP at AKUYE or SUDEE to MAP	5.2	4:27	3:28	3:07	2:36	2:14			1:57

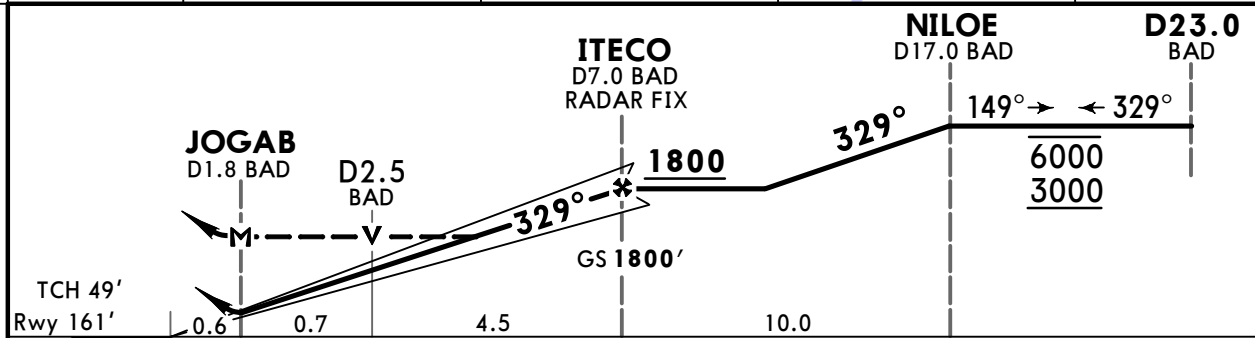
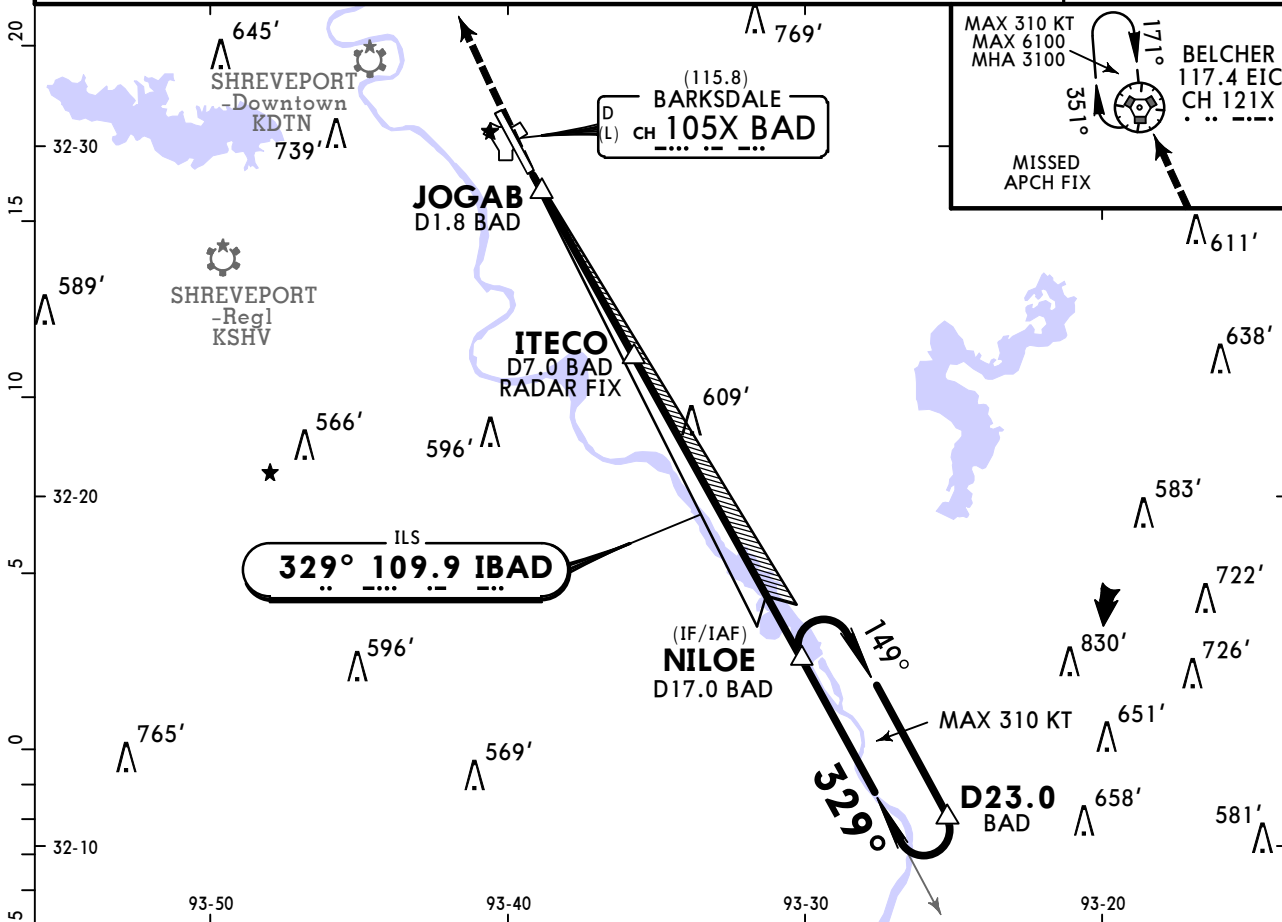
TERPS MIL (USAF) AMEND 6	Military				STRAIGHT-IN LANDING				CIRCLE-TO-LAND					
	ILS DA(H) 363' (200')		LOC (GS out) MDA(H) 640' (477')		ALS out		ALS out		Not Authorized West of Rwy		Max Kts		MDA(H)	
	A/B NOT APPLICABLE		A/B NOT APPLICABLE		C NOT APPLICABLE		C NOT APPLICABLE		165		760' (595')		600' - V2	
	D R24 or V1/2		D R40 or V3/4		D R50 or V1		D V1 3/8		200		780' (615')		700' - V2 1/4	
	E		E		E		E		E		E		E	

KBAD/BAD
BOSSIER CITY, LA

JEPPESEN
28 APR 23 **(31-4)**

BARKSDALE AFB
ILS or LOC W Rwy 33

*ATIS	SHREVEPORT Approach (R) 153°-319°				BARKSDALE Tower 320°-152°		Ground	
307.025	119.9	335.55	123.75	360.725	128.25	278.3	121.8	253.5
LOC IBAD 109.9	Final Apch Crs 329°	ITECO 1800' (1639')	ILS DA(H) 361' (200')	Apt Elev 165' Rwy 161'				
MISSED APCH: Climb to 3100' direct EIC VORTAC and hold.								
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'		
1. RADAR or DME required. 2. CAUTION: Glideslope unreliable inside DA(H). 3. CAUTION: Glideslope unusable for coupled approaches below 425'. 4. EMERG SAFE ALT 100 NM 3300'.								
MSA BAD TACAN								



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI	3100'	EIC 117.4 CH 121X
GS	2.50°	310	398	442	531	707			
MAP at JOGAB or ITECO to MAP	5.2	4:33	3:32	3:11	2:39	2:16	1:59		

Military				STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
ILS DA(H) 361' (200')		LOC (GS out) MDA(H) 560' (399')		Not Authorized West of Rwy		Max Kts	
ALS out		ALS out		MDA(H)			
A		400'- R24 or V1/2	400'- R55 or V1	NOT AUTHORIZED			
B							
C	200'- R24 or V1/2	200'- R40 or V3/4	400'- R35 or V5/8	400'- R60 or V1 1/8	165 760'(595') 600'- V2		
D					200 780'(615') 700'- V2 1/4		
E							

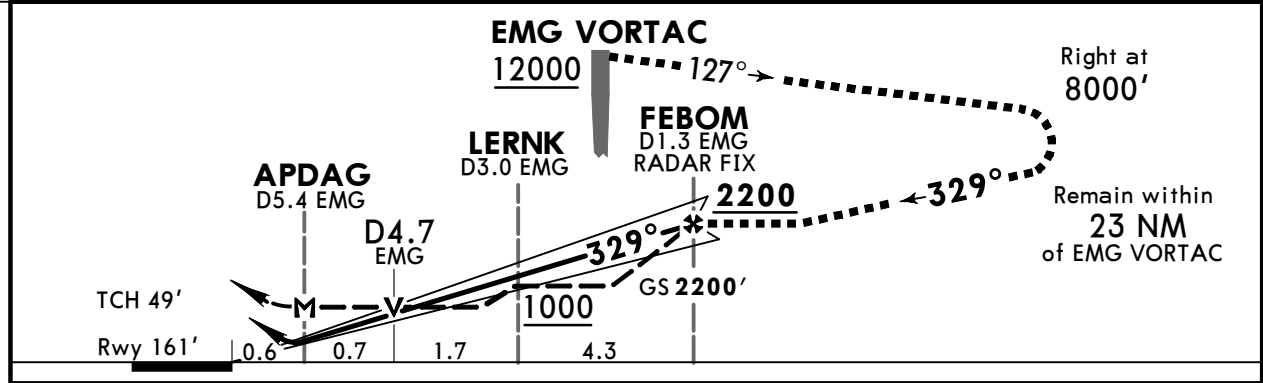
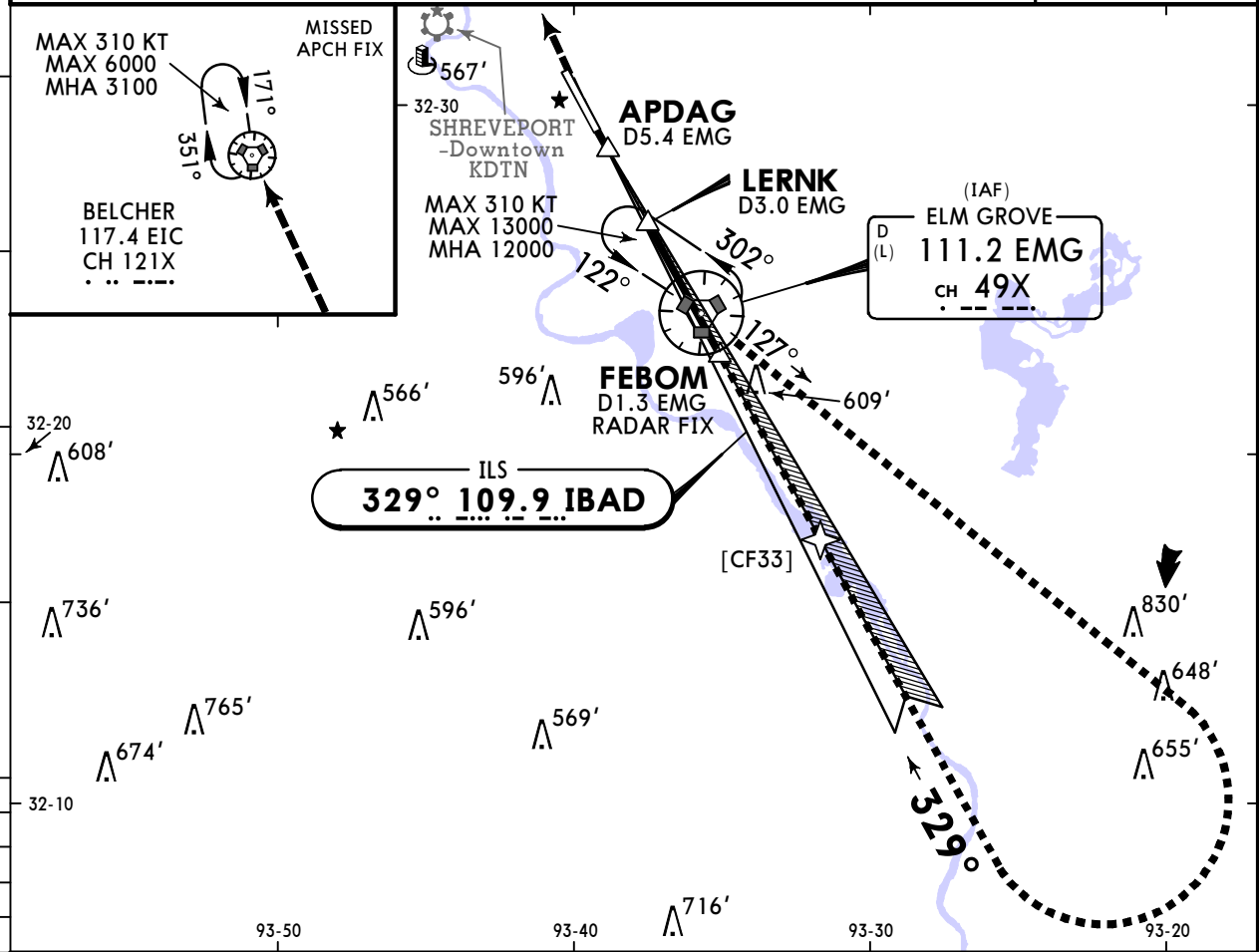
CHANGES: Chart format, CAT E added, reindexed.

KBAD/BAD
BOSSIER CITY, LA

JEPPESSEN
28 APR 23 **(31-5)**

CAT C, D & E **BARKSDALE AFB**
HI-ILS or LOC Y Rwy 33

*ATIS 307.025	SHREVEPORT Approach (R) 153°-319° 320°-152° 119.9 335.55 123.75 360.725			BARKSDALE Tower 128.25 278.3		Ground 121.8 253.5		
LOC IBAD 109.9	Final Apch Crs 329°	FEBOM 2200' (2039')	ILS DA(H) 361' (200')	Apt Elev 165' Rwy 161'		3100 MSA EMG VORTAC		
MISSED APCH: Climb to 3100' direct EIC VORTAC and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				



Gnd speed-Kts	70	90	100	120	140	160	ALSFI PAPI	3100'	EIC 117.4 CH 121X
GS	2.50°	310	398	442	531	619			
MAP at APDAG or FEBOM to MAP	6.7	5:45	4:28	4:01	3:21	2:52	2:31		

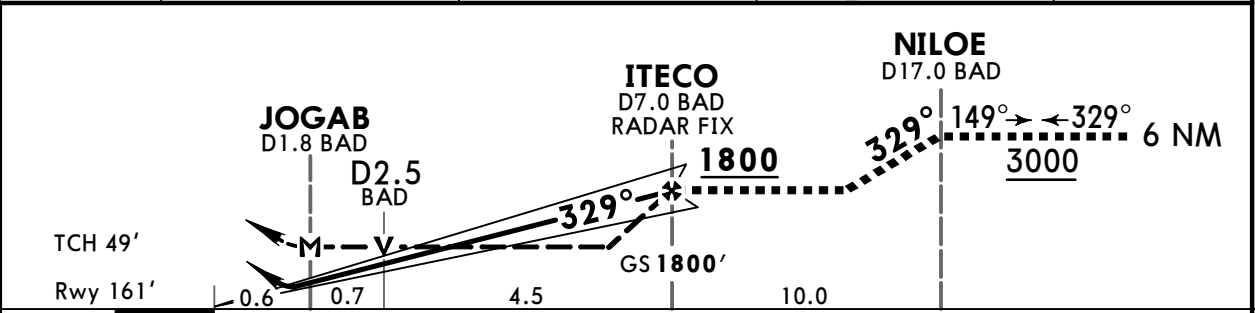
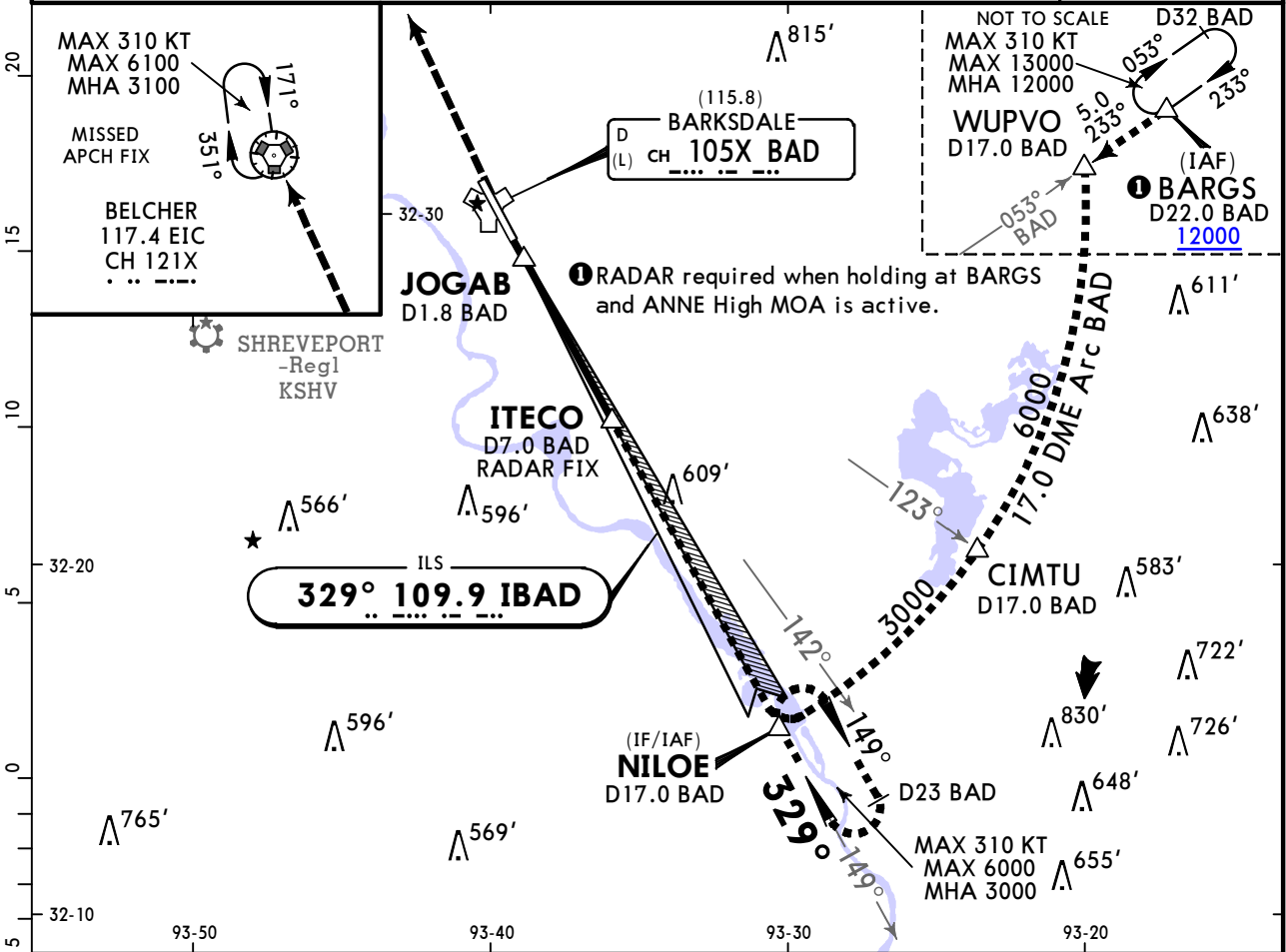
TERPS MIL (USAF) AMEND 5	Military STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	ILS DA(H) 361' (200')		LOC (GS out) MDA(H) 560' (399')		Not Authorized West of Rwy		Max Kts	
	ALS out		ALS out		MDA(H)		A/B	
	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		C	
	A/B	200'- R24 or V1/2	200'- R40 or V3/4	400'- R35 or V5/8	400'- R60 or V1 1/8	165	760'(595')	600'- V2
C	NOT AUTHORIZED				200	780'(615')	700'- V2 1/4	

KBAD/BAD
BOSSIER CITY, LA

JEPESEN
28 APR 23 **(31-6)**

CAT C, D & E **BARKSDALE AFB**
HI-ILS or LOC Z Rwy 33

*ATIS 307.025	SHREVEPORT Approach (R) 153°-319° 320°-152° 119.9 335.55 123.75 360.725			BARKSDALE Tower 128.25 278.3		Ground 121.8 253.5	
LOC IBAD 109.9	Final Apch Crs 329°	ITECO 1800' (1639')	ILS DA(H) 361' (200')	Apt Elev 165' Rwy 161'			
MISSED APCH: Climb to 3100' direct EIC VORTAC and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. RADAR or DME required. 2. CAUTION: Glideslope unreliable inside DH. 3. CAUTION: Glideslope unusable for coupled approached below 425'. 4. EMERGENCY SAFE ALTITUDE 100 NM 3200'.							
MSA BAD TACAN							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	3100'	D	EIC 117.4 CH 121X
GS	2.50°	310	398	442	531	619				
MAP at JOGAB or ITECO to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57			

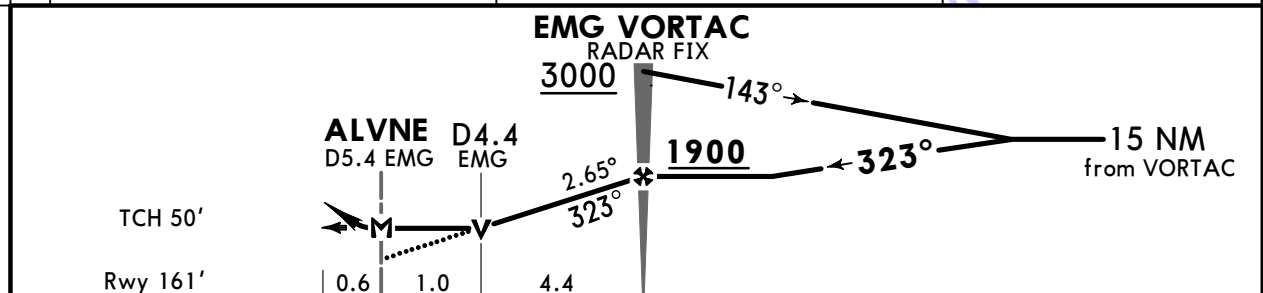
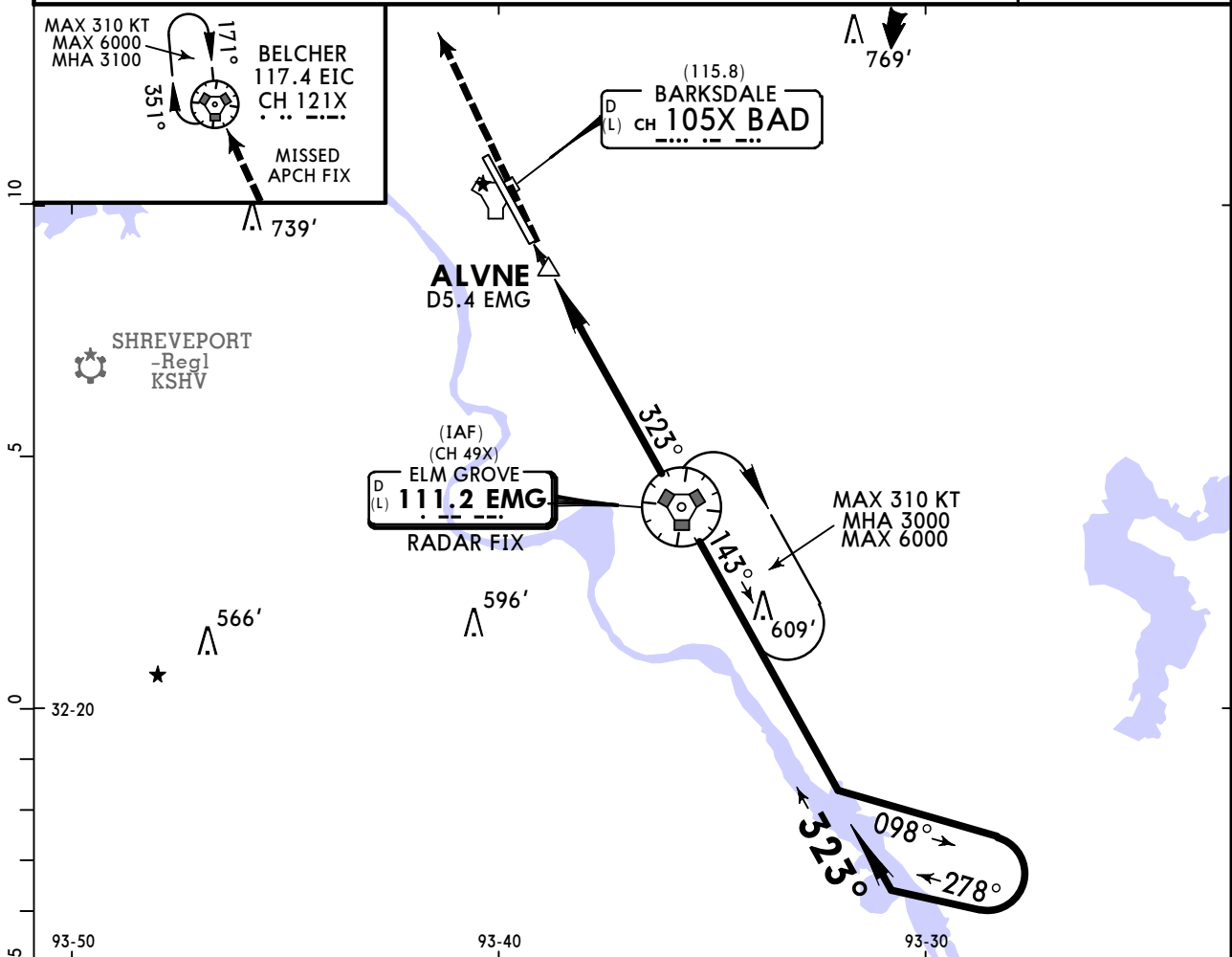
TERPS MIL (USAF) AMEND 5	Military				STRAIGHT-IN LANDING				CIRCLE-TO-LAND					
	ILS		LOC (GS out)		ILS		LOC (GS out)		Not Authorized West of Rwy		Max Kts		MDA(H)	
	DA(H) 361' (200')		MDA(H) 560' (399')		ALS out		ALS out		Max Kts		MDA(H)			
	A/B		NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE		A/B		NOT APPLICABLE			
	C		200'-		200'-		400'-		400'-		C		NOT AUTHORIZED	
D		R24 or V1/2		R40 or V3/4		R35 or V1		R60 or V1 1/8		165		760'(595') 600'- V2		
E										200		780'(615') 700'- V2 1/4		

KBAD/BAD
BOSSIER CITY, LA

JEPPesen
28 APR 23 **(33-1)**

BARKSDALE AFB
VOR DME Y Rwy 33

*ATIS 307.025	SHREVEPORT Approach (R) 153°-319° 119.9 335.55 123.75 360.725	BARKSDALE Tower 128.25 278.3	Ground 121.8 253.5
VORTAC EMG 111.2 (CH 49X)	Final Apch Crs 323°	EMG VORTAC 1900 (1739')	MDA(H) 640' (479')
MISSED APCH: Climb to 3100' direct EIC VORTAC and hold.			3100
Alt Set: INCHES		Trans level: FL 180	
1. RADAR or DME required. 2. EMERG SAFE ALT 100 NM 3300'.			MSA EMG VORTAC



Gnd speed-Kts	70	90	100	120	140	160	ALSFI	3100'	EIC
Descent angle	2.65°	328	422	469	562	656	PAPI	3100'	117.4
MAP at ALVNE or VORTAC to MAP	5.4	4:38	3:36	3:14	2:42	2:19			CH 121X

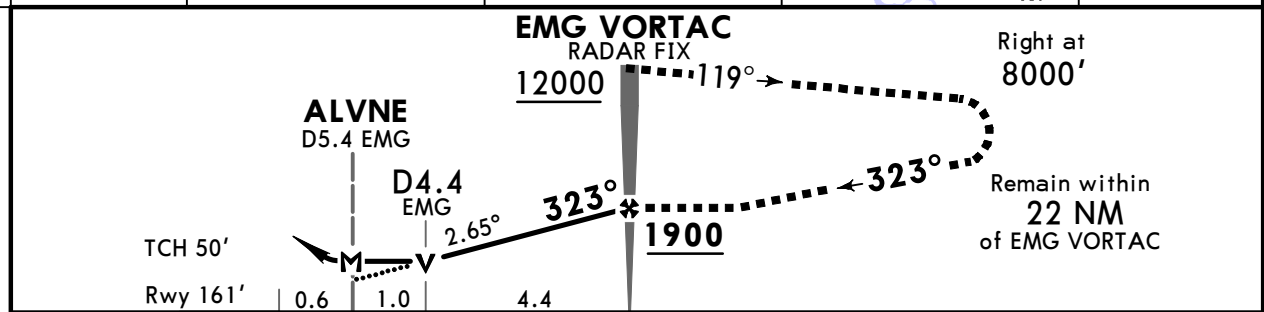
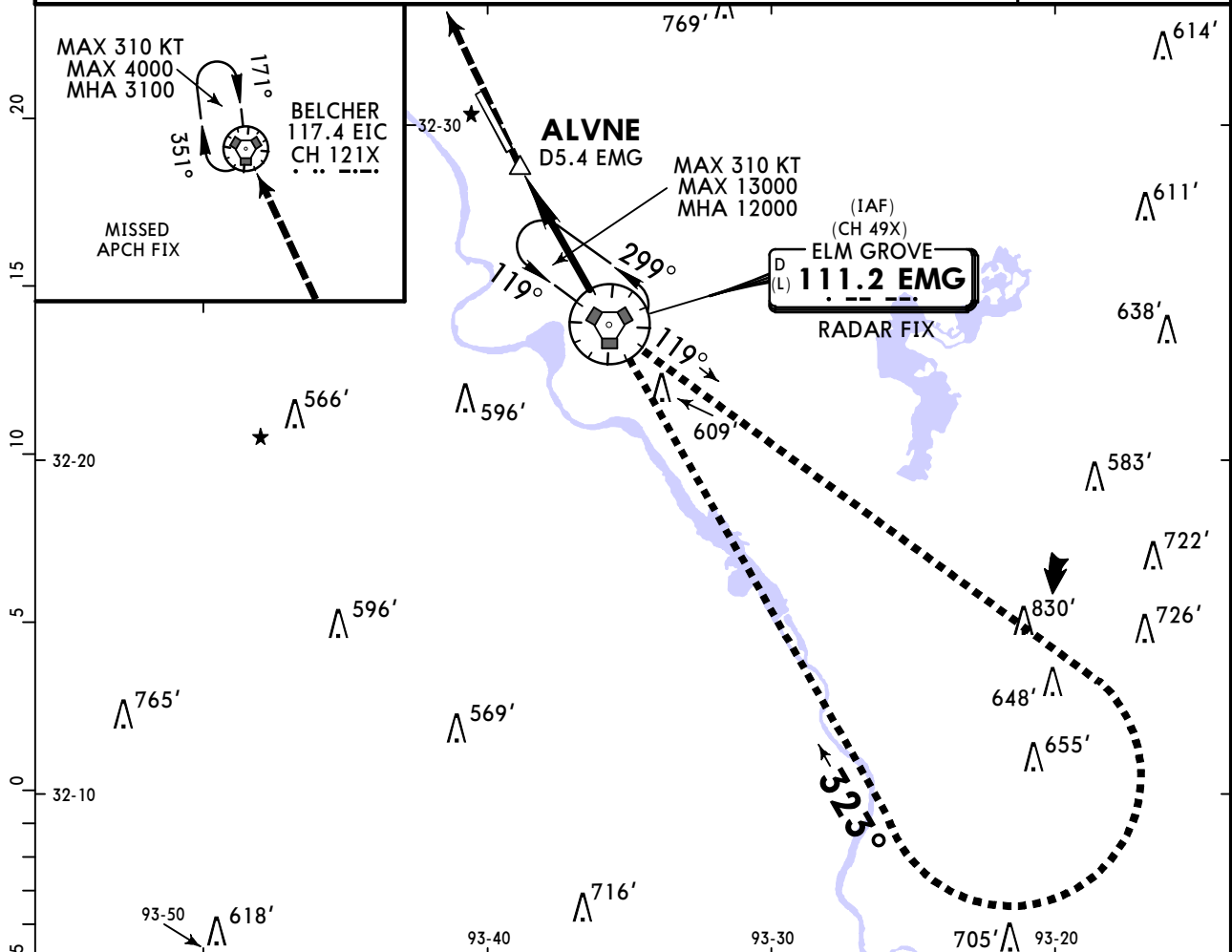
Military STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
MDA(H) 640' (479')				Not Authorized West of Rwy			
ALS out				Max Kts			
A	500'- R24 or V1/2	500'- R55 or V1		A	MDA(H)		
B				B	NOT AUTHORIZED		
C				C			
D	500'- R50 or V1	500'- V1 3/8		165	760'(595')	600'- V2	
E				200	780'(615')	700'- V2 1/4	

KBAD/BAD
BOSSIER CITY, LA

JEPPesen
28 APR 23 **(33-2)**

CAT C, D & E **BARKSDALE AFB**
HI-VOR DME Z Rwy 33

*ATIS 307.025	SHREVEPORT Approach (R) 153°-319° 119.9 335.55	320°-152° 123.75 360.725	BARKSDALE Tower 128.25 278.3	Ground 121.8 253.5
VORTAC EMG 111.2 (CH 49X)	Final Apch Crs 323°	EMG VORTAC 1900 (1739')	MDA(H) 640' (479')	Apt Elev 165' Rwy 161'
MISSED APCH: Climb to 3100' direct EIC VORTAC and hold.				3100
Alt Set: INCHES		Trans level: FL 180		
1. RADAR or DME required.		2. EMERGENCY SAFE ALTITUDE 100 NM 3200'.		



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI	3100'	EIC 117.4 CH 121X
Descent Angle 2.65°	328	422	469	562	656	750			
MAP at ALVNE or EMG to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02		

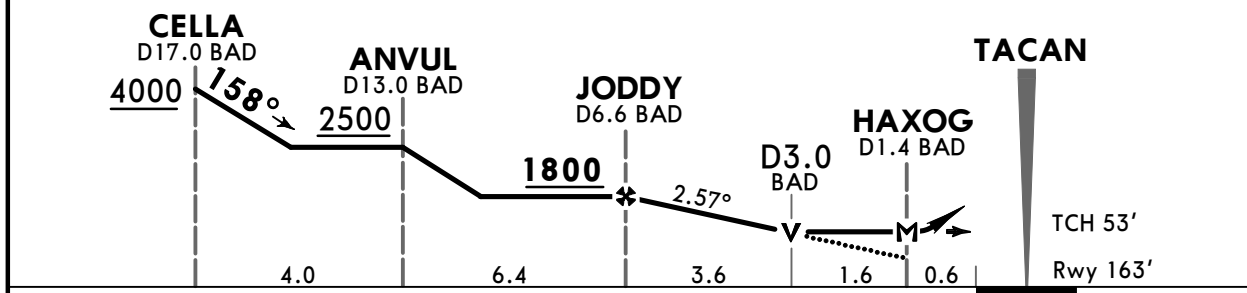
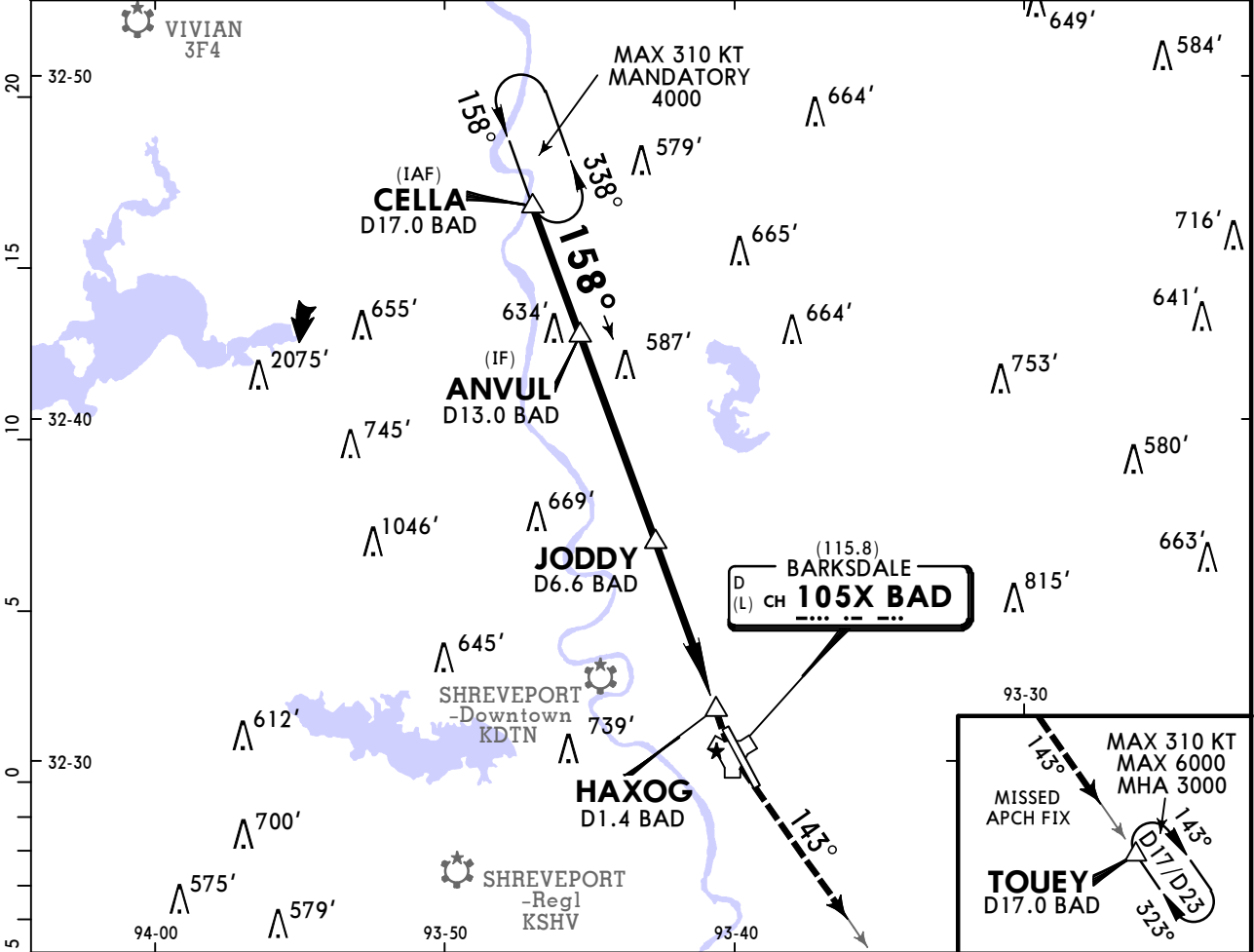
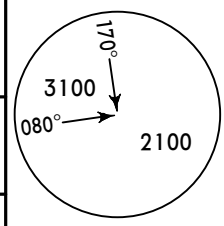
TERPS MIL (USAF) AMEND 5	Military				STRAIGHT-IN LANDING				CIRCLE-TO-LAND			
	MDA(H) 640' (479')								Not Authorized West of Rwy			
	ALS out								Max Kts			
	NOT APPLICABLE								MDA(H)			
	A/B	NOT APPLICABLE								NOT APPLICABLE		
C	NOT APPLICABLE								NOT AUTHORIZED			
D	500'- R50 or V1				500'- V1 3/8				165		760'(595') 600'- V2	
E									200		780'(615') 700'- V2 1/4	

KBAD/BAD
BOSSIER CITY, LA

JEPPESEN
2 OCT 20 (34-1)

BARKSDALE AFB
TACAN Y Rwy 15

BRIEFING STRIP™	ATIS	SHREVEPORT Approach (R) 153°-319° 320°-152°			BARKSDALE Tower		Ground	
	307.025	119.9	335.55	123.75	360.725	128.25	278.3	121.8 253.5
	TACAN BAD CH 105X (115.8)	Final Apch Crs 158°	JODDY 1800 (1637')	MDA(H) 800' (637')	Apt Elev 165'	Rwy 163'		
	MISSED APCH: Climb to 3000' via BAD TACAN R-143 direct TOUEY/D17.0 BAD and hold.							
	Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 2.57°	318	409	455	545	636	727

ALS-I PAPI **3000'** BAD CH **105X** (115.8) via **R-143**

TERPS MIL (USAF) AMEND 8	Military		STRAIGHT-IN LANDING MDA(H) 800' (637')		ALS out	Max Kts	CIRCLE-TO-LAND Not Authorized West of Rwy	
	A	700'- R24 or V1/2	700'- R55 or V1	A			NOT AUTHORIZED	
	B			B				
	C			C				
	D	700'- V1 3/8	700'- V1 3/4	165	800'(635')	700'- V2		
E			200	800'(635')	700'- V2 1/4			

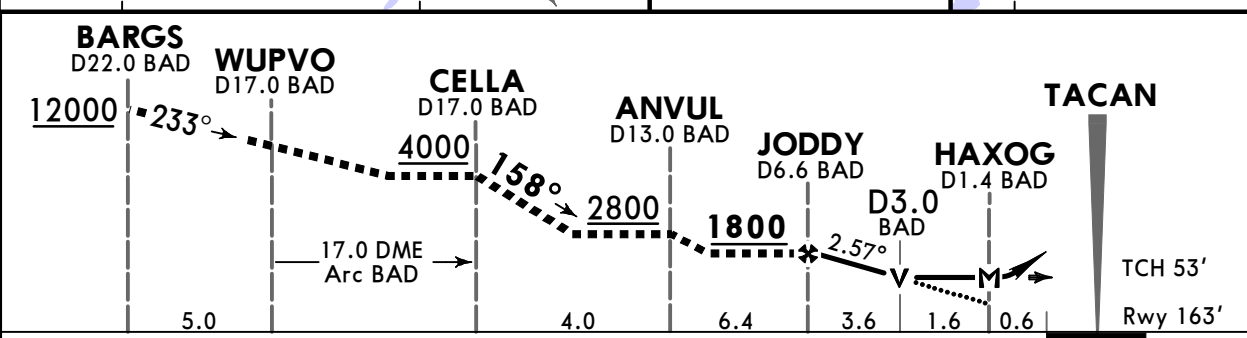
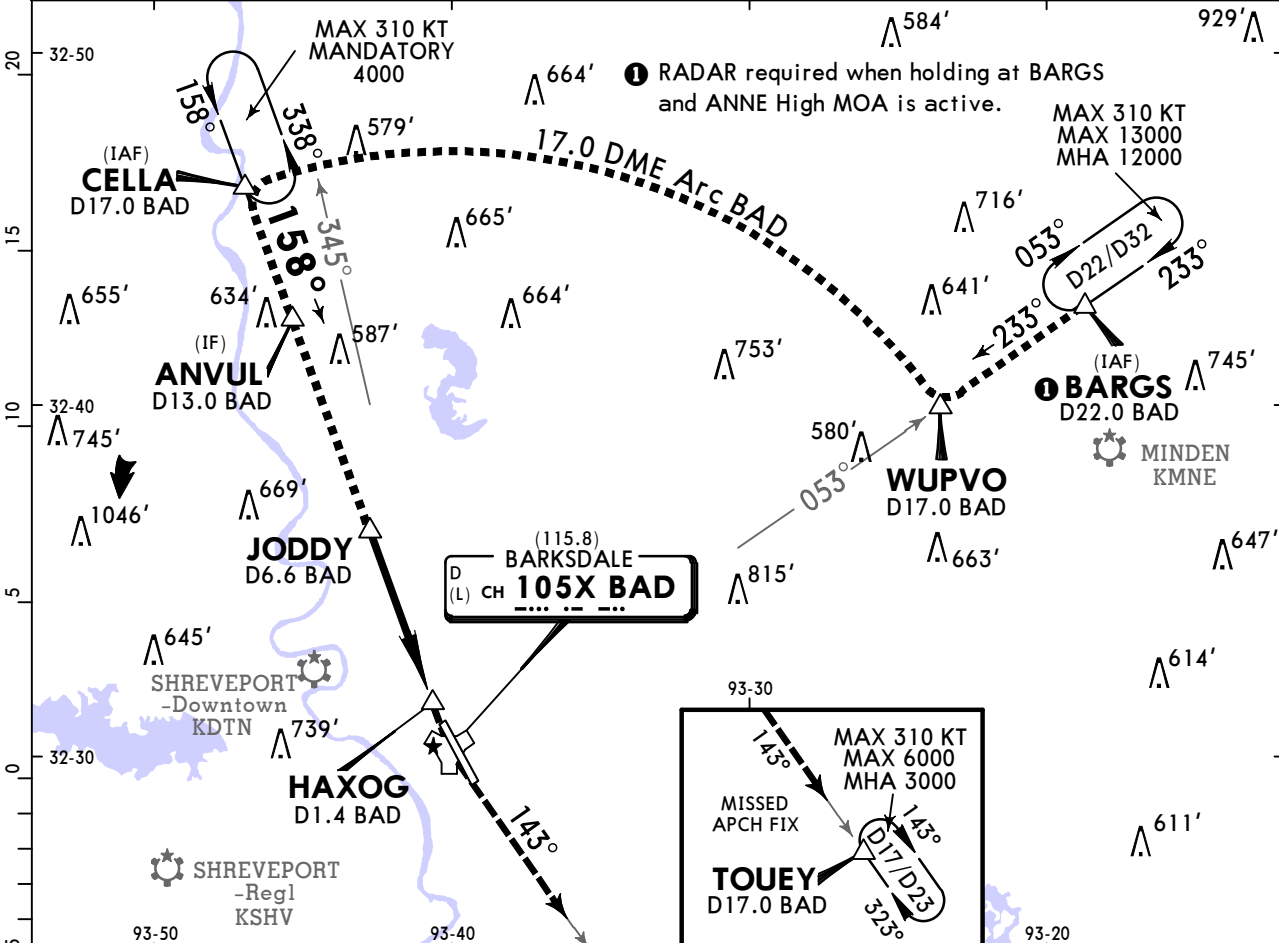
CHANGES: New procedure.

KBAD/BAD
BOSSIER CITY, LA

JEPPESEN
2 OCT 20 **(34-2)**

CAT C, D & E **BARKSDALE AFB**
HI-TACAN Z Rwy 15

BRIEFING STRIP™	ATIS	SHREVEPORT Approach (R) 153°-319° 320°-152°			BARKSDALE Tower		Ground	
	307.025	119.9	335.55	123.75	360.725	128.25	278.3	121.8 253.5
	TACAN BAD CH 105X (115.8)	Final Apch Crs 158°	JODDY 1800 (1637')	MDA(H) 800' (637')	Apt Elev 165'	Rwy 163'		
	MISSED APCH: Climb to 3000' via BAD TACAN R-143 direct TOUEY/D17.0 BAD and hold.							
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'			MSA BAD TACAN
I. EMERGENCY SAFE ALTITUDE 100 NM 3200'.								



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 3000' BAD CH 105X via (115.8) R-143
Descent Angle 2.57°	318	409	455	545	636	727	
MAP at HAXOG							

TERPS MIL (USAF) AMEND 8	Military		STRAIGHT-IN LANDING MDA(H) 800' (637')		CIRCLE-TO-LAND Not Authorized West of Rwy	
			ALS out		Max Kts	
	A	NOT APPLICABLE	NOT APPLICABLE		A	NOT APPLICABLE
	B	NOT APPLICABLE	NOT APPLICABLE		B	NOT APPLICABLE
	C	NOT APPLICABLE	NOT APPLICABLE		C	NOT AUTHORIZED
D	700'- V1 3/8	700'- V1 3/4		165	800'(635') 700'- V2	
E				200	800'(635') 700'- V2 1/4	

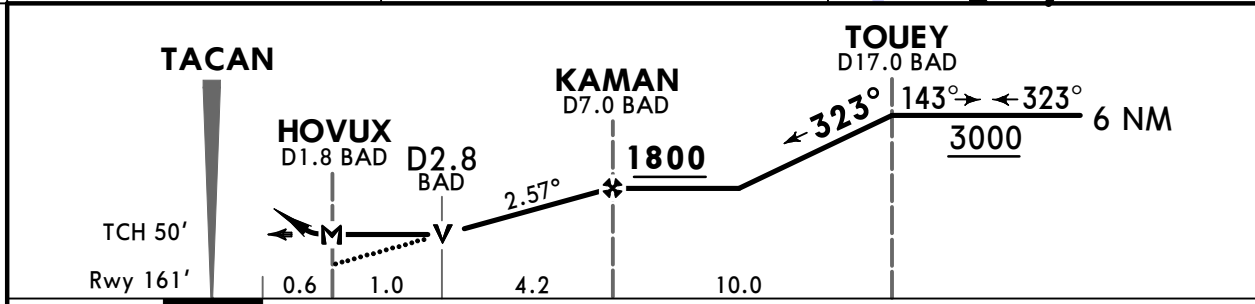
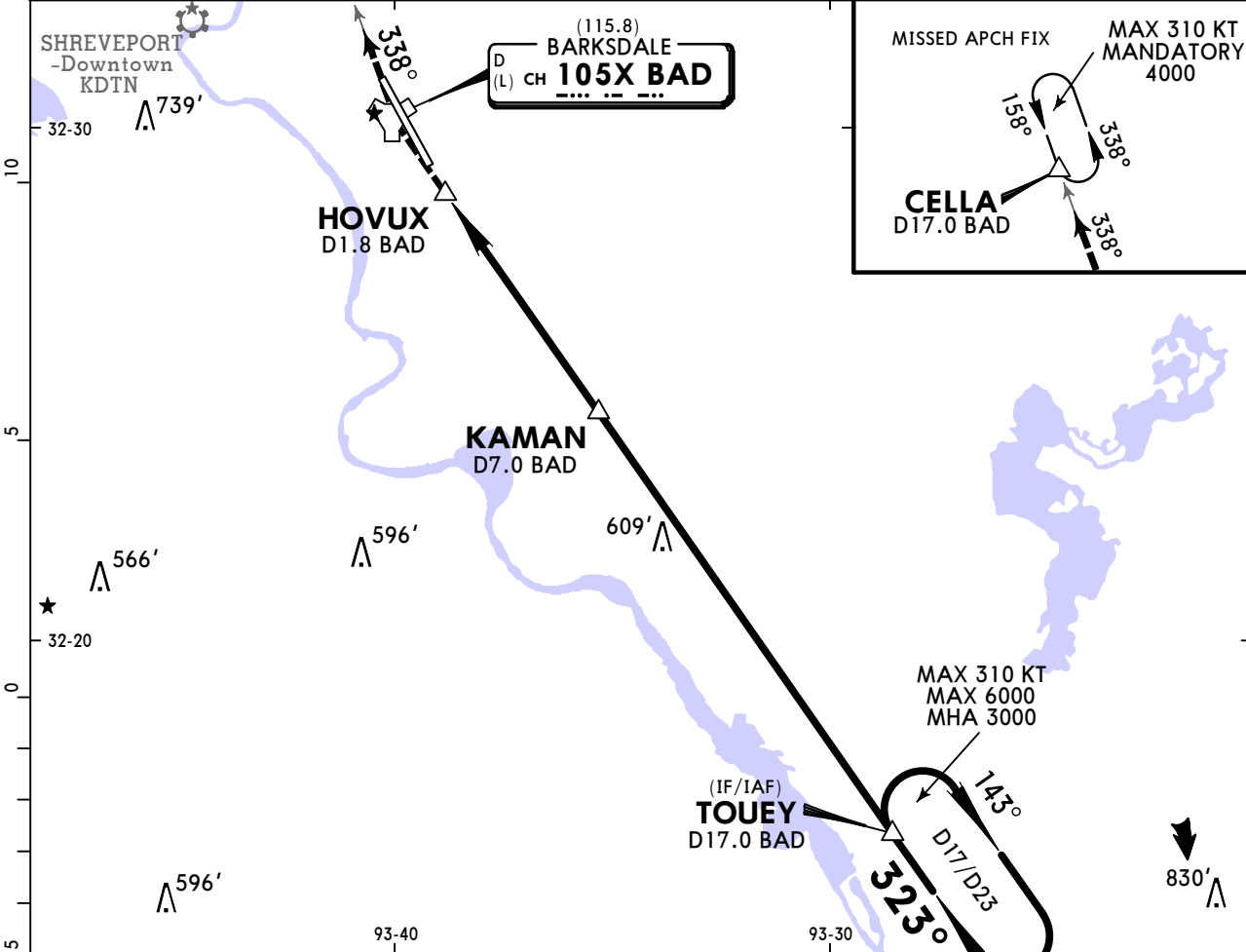
CHANGES: New procedure.

KBAD/BAD
BOSSIER CITY, LA

JEPPESSEN
2 OCT 20 **(34-3)**

BARKSDALE AFB
TACAN Y Rwy 33

BRIEFING STRIP™	ATIS	SHREVEPORT Approach (R) 153°-319° 320°-152°				BARKSDALE Tower		Ground	
	307.025	119.9	335.55	123.75	360.725	128.25	278.3	121.8 253.5	
	TACAN BAD CH 105X (115.8)	Final Apch Crs 323°	KAMAN 1800 (1639')	MDA(H) 640' (479')	Apt Elev 165' Rwy 161'				
	MISSED APCH: Climb to 4000' via BAD TACAN R-338 direct CELLA/D17.0 BAD and hold.								
	Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'		MSA BAD TACAN	
1. EMERGENCY SAFE ALTITUDE 100 NM 3200'.									



Gnd speed-Kts	70	90	100	120	140	160		4000' via CH 105X (115.8) R-338
Descent Angle 2.57°	318	409	455	545	636	727		
MAP at HOVUX								

TERPS MIL (USAF) AMEND 6	Military		STRAIGHT-IN LANDING MDA(H) 640' (479')			CIRCLE-TO-LAND Not Authorized West of Rwy		
			ALS out			Max Kts	MDA(H)	
	A	500'- R24 or V1/2		500'- R55 or V1		A	NOT AUTHORIZED	
	B					B		
	C					C		
D	500'- R50 or V1		500'- V1 3/8		165	760'(595')	600'- V2	
E					200	780'(615')	700'- V2 1/4	

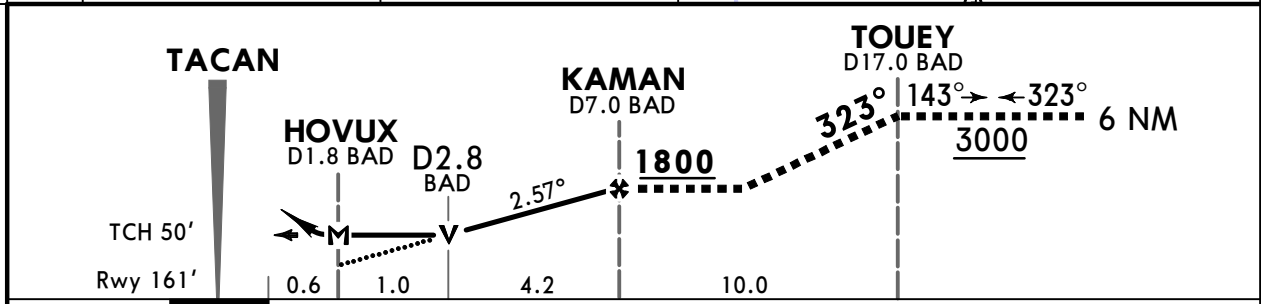
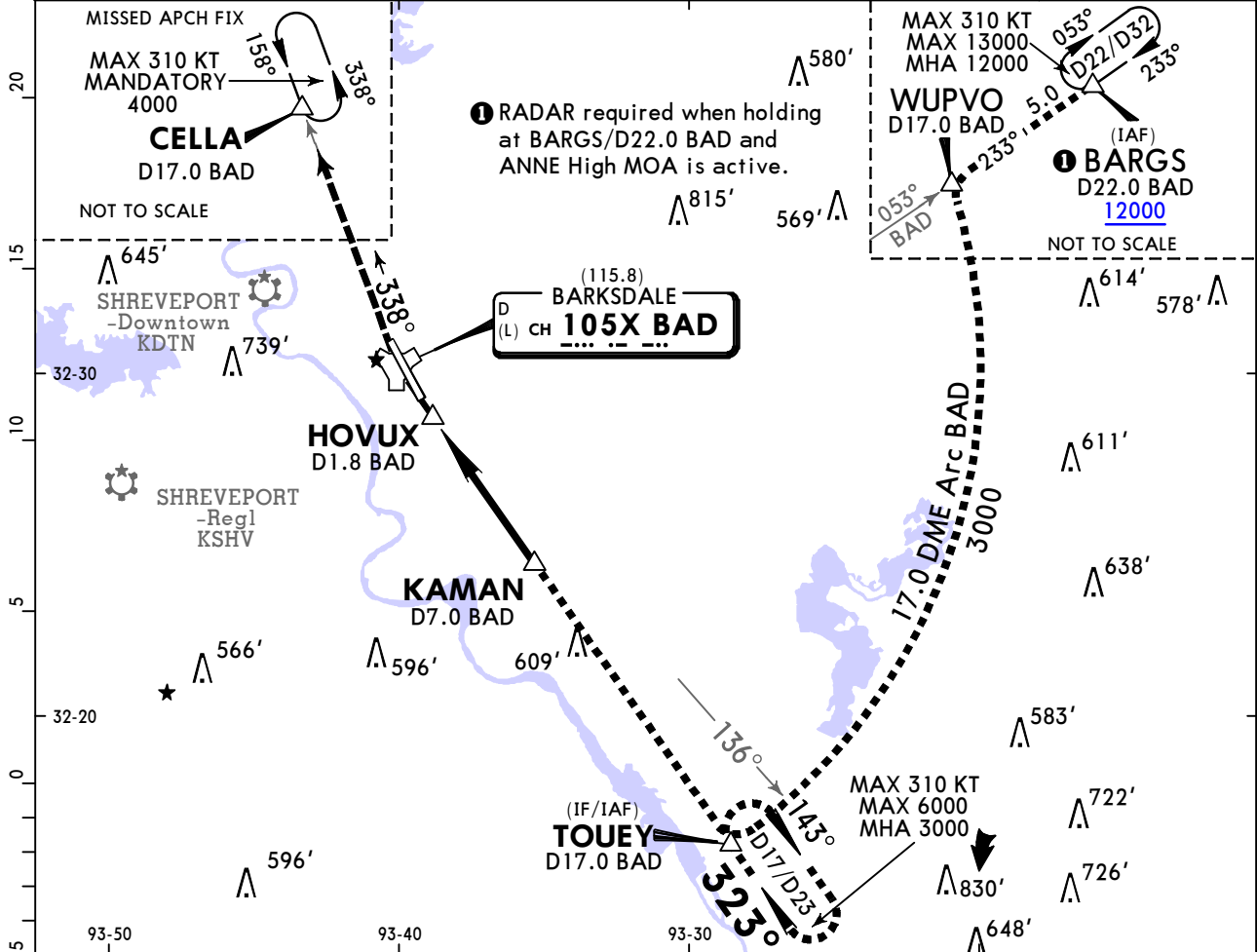
CHANGES: New procedure.

KBAD/BAD
BOSSIER CITY, LA

JEPPESSEN
2 OCT 20 **(34-4)**

CAT C, D & E **BARKSDALE AFB**
HI-TACAN Z Rwy 33

BRIEFING STRIP™	ATIS	SHREVEPORT Approach (R) 153°-319° 320°-152°			BARKSDALE Tower		Ground	
	307.025	119.9	335.55	123.75	360.725	128.25	278.3	121.8 253.5
	TACAN BAD CH 105X (115.8)	Final Apch Crs 323°	KAMAN 1800 (1639')	MDA(H) 640' (479')	Apt Elev 165' Rwy 161'			
	MISSED APCH: Climb to 4000' via BAD TACAN R-338 direct CELLA/D17.0 BAD and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA BAD TACAN		
1. EMERGENCY SAFE ALTITUDE 100 NM 3200'.								



Gnd speed-Kts	70	90	100	120	140	160		4000' BAD via CH 105X (115.8) R-338
Descent Angle 2.57°	318	409	455	545	636	727		
MAP at HOVUX								

TERPS MIL (USAF) AMEND 7	Military		STRAIGHT-IN LANDING MDA(H) 640' (479')		CIRCLE-TO-LAND Not Authorized West of Rwy	
			ALS out		Max Kts	MDA(H)
	A	NOT APPLICABLE	NOT APPLICABLE		A	NOT APPLICABLE
	B	NOT APPLICABLE	NOT APPLICABLE		B	NOT APPLICABLE
	C	NOT APPLICABLE	NOT APPLICABLE		C	NOT AUTHORIZED
D	500'- R50 or V1	500'- V1 3/8		165	760'(595') 600'- V2	
E				200	780'(615') 700'- V2 1/4	

CHANGES: New procedure.

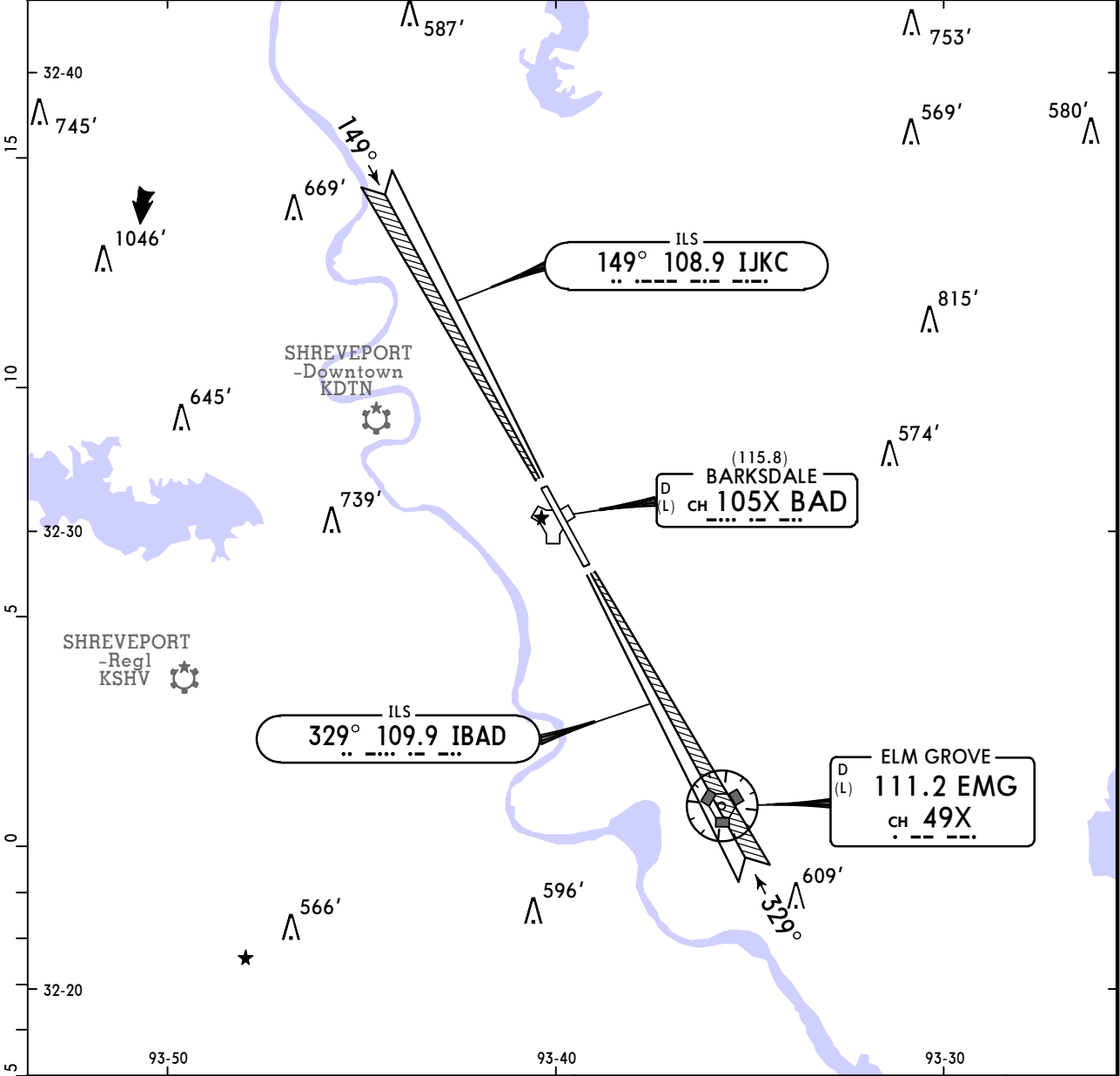
KBAD/BAD
BOSSIER CITY, LA



BARKSDALE AFB
*ASR All Rwys

28 APR 23 (38-1)

BRIEFING STRIP™	*ATIS		SHREVEPORT Approach (R)							
	307.025		119.9		335.55		123.75		360.725	
	SHREVEPORT Radar						BARKSDALE Tower		Ground	
	118.6	119.9	125.1	335.55	350.2	128.25	278.3	121.8	253.5	
RADAR	Final Apch Crs By ATC	No FAF	MDA(H) Refer to Minimums	Apt Elev 165' Rwy 15 163' Rwy 33 161'	No MSA published					
MISSED APCH: As directed by RADAR CONTROLLER.										
Alt Set: INCHES			Trans level: FL 180			Trans alt: 18000'				



MAP 1.0 NM from Threshold								Lighting - Refer to Airport Chart

TERPS MIL (USAF) AMEND 5	Military STRAIGHT-IN LANDING				CIRCLE-TO-LAND				
	ASR 15		ASR 33		Not Authorized West of Rwy.				
	MDA(H) 640' (477')		MDA(H) 640' (479')						
	ALS out		ALS out		MDA(H)				
	A	500'- R24 or V1/2	500'- R55 or V1	500'- R24 or V1/2	500'- R55 or V1	NOT AUTHORIZED			
	B	500'- R50 or V1	500'- V1 3/8	500'- R50 or V1	500'- V1 3/8				
C									
D					165	760' (595')	600'- V2		
E					200	780' (615')	700'- V2 1/4		

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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BOSSIER CITY, LA (BARKSDALE AFB - KBAD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBAD

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.