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Revision Letter For Cycle 16-2023

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Notebook

General Information

Location: BATTLE MOUNTAIN NV USA
ICAO/IATA: KBAM / BAM
Lat/Long: N40° 35.94', W116° 52.46'
Elevation: 4536 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 13.0° E
Sectional Chart: Salt Lake City

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

Sunrise: 1314 Z
Sunset: 0221 Z

Runway Information

Runway: 04
Length x Width: 7300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4536 ft
Lighting: Edge, Pilot controlled

Runway: 13
Length x Width: 7299 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4536 ft
Lighting: Edge, Pilot controlled

Runway: 22
Length x Width: 7300 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 4533 ft
Lighting: Edge, Pilot controlled

Runway: 31
Length x Width: 7299 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 4536 ft

Lighting: Edge, Pilot controlled

Communication Information

AWOS: 119.450

Battle Mountain UNICOM: 122.800 CTAF PCL

Salt Lake City ACC: 132.250 Remote Communications Air-Ground

Reno FSS: 122.400 RCO

KBAM/BAM

Apt Elev **4536'**
N40 35.9 W116 52.5

4 AUG 23

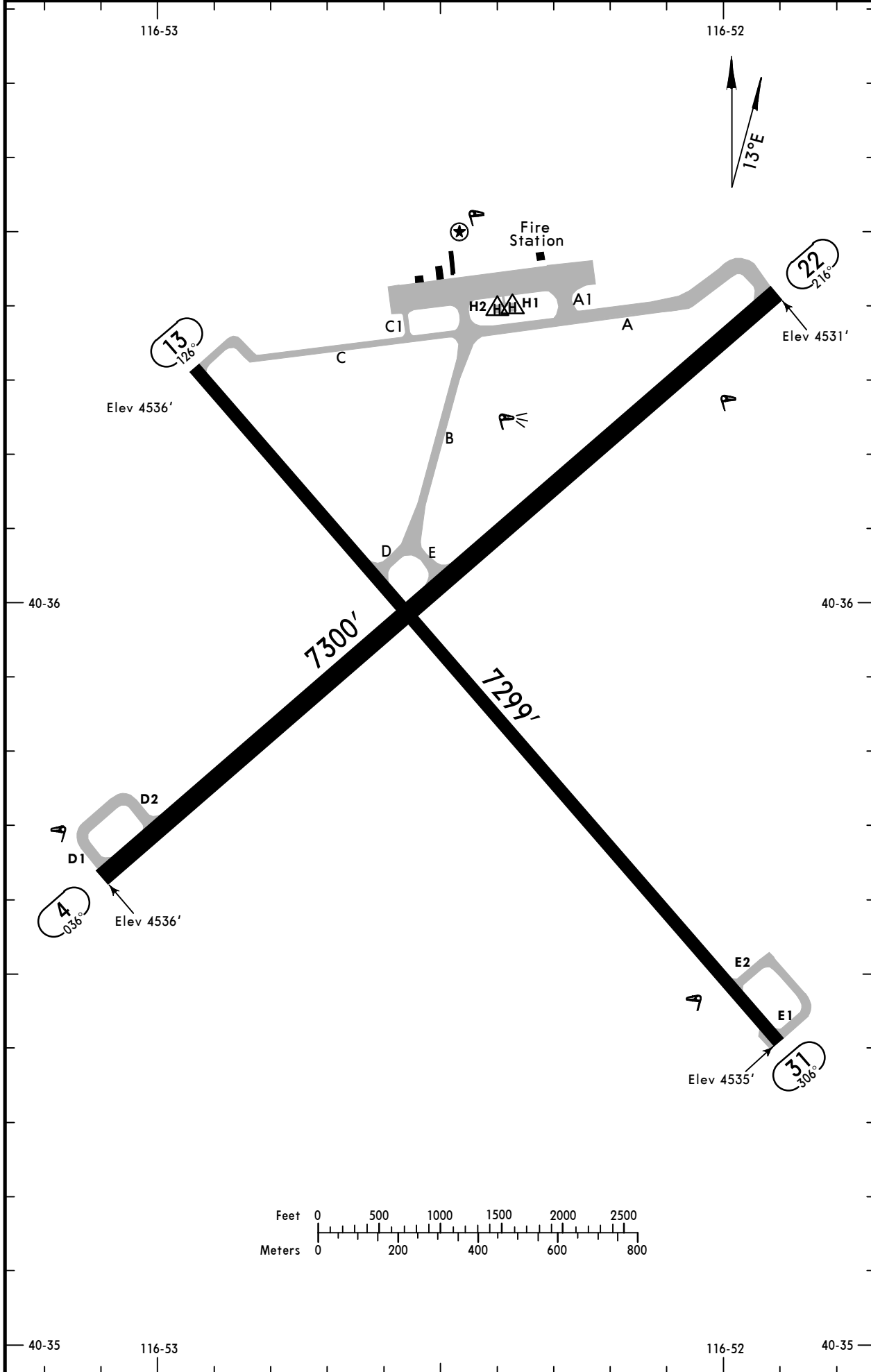
10-9

Eff 10 Aug

JEPPESEN BATTLE MOUNTAIN, NEV

BATTLE MOUNTAIN

AWOS-3 119.45	BATTLE MOUNTAIN UNICOM CTAF 122.8	RENO Radio 122.4	SALT LAKE CITY Center (R) 132.25
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KBAM/BAM

JEPPESEN

BATTLE MOUNTAIN, NEV

4 AUG 23

10-9A

Eff 10 Aug

BATTLE MOUNTAIN

GENERAL										
ADDITIONAL RUNWAY INFORMATION										
RWY					USABLE LENGTHS			WIDTH		
					LANDING BEYOND	TAKE-OFF	TAKE-OFF			
				Threshold	Glide Slope					
4 22	① MIRL VASI-R ① MIRL ① PAPI-L (angle 3.00°)							150'		
① Activate on 122.8.										
13 31	② MIRL							100'		
② Activate on 122.8.										
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE										
		Rwys 22, 31		Rwy 4		Rwy 13				
		Adequate Vis Ref	STD	With Min climb of 335'/NM to 6300'		For Climb in Visual Conditions	With Min climb of 350'/NM to 6500'		For Climb in Visual Conditions	
				Adequate Vis Ref	STD		Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	1/4	1	4800-3	1/4	1	4800-3		
3 & 4 Eng	1/4	1/2	1/4	1/2	4800-3	1/4	1/2	4800-3		
OBSTACLE DP: Rwy 4, climb on heading 036° and BAM VOR outbound to 8200' before proceeding on course. Rwy 13, climbing right turn heading 240° and BAM VOR R-210 outbound to 10,000' before proceeding on course. Rwy 22, climb direct BAM VOR and proceed on BAM R-210 outbound to 10,100' before proceeding on course. Rwy 31, climb on heading 306° and BAM R-329 outbound to 9100' before proceeding on course.										
VISUAL CLIMB OVER AIRPORT (VCOA): Rwy 4, 13: obtain ATC approval for Visual Climb Over Airport when requesting IFR clearance. Climb in visual conditions to cross Battle Mountain Airport at or above 9200 before proceeding on course.										
TAKE-OFF OBSTACLE NOTES: Rwy 04, trees beginning 129' from DER, 18' right of centerline, up to 45' AGL/4570' MSL. Trees beginning 153' from DER, 55' left of centerline, up to 45' AGL/4570' MSL. Rwy 13, vehicle on road 15' from DER, 171' right of centerline, 4558' MSL. Sign 19' from DER, 250' left of centerline, 4' AGL/4537' MSL. Tree, vehicle on road beginning 42' from DER, 23' right of centerline, up to 55' AGL/4566' MSL. Trees beginning 116' from DER, 151' left of centerline, up to 45' AGL/4566' MSL. Trees beginning 120' from DER, 47' right of centerline, up to 45' AGL/4570' MSL. Trees beginning 497' from DER, 127' left of centerline, up to 45' AGL/4570' MSL. Trees beginning 731' from DER, 71' right of centerline, up to 45' AGL/4573' MSL. Trees beginning 956' from DER, 79' left of centerline, up to 45' AGL/4573' MSL. Trees 1493' from DER, 667' right of centerline, 45' AGL/4576' MSL. Rwy 22, tree, navigational aid, wind indicator beginning 101' from DER, 13' right of centerline, up to 45' AGL/4570' MSL. Trees beginning 125' from DER, 133' left of centerline, up to 45' AGL/4570' MSL. Trees beginning 499' from DER, 60' left of centerline, up to 45' AGL/4573' MSL. Trees beginning 1270' from DER, 215' left of centerline, up to 45' AGL/4576' MSL. Rwy 31, vegetation 33' from DER, 487' left of centerline, 4540' MSL. Trees beginning 50' from DER, 80' right of centerline, up to 45' AGL/4573' MSL. Trees beginning 124' from DER, 46' left of centerline, up to 45' AGL/4573' MSL.										
FOR FILING AS ALTERNATE										
		RNAV (GPS) Rwy 4				RNAV (GPS) Rwy 22				Authorized Only When Local Weather Available VOR RWY 4
A									800-2	
B	800-2				800-2				800-2	
C									NA	
D					1000-3				NA	

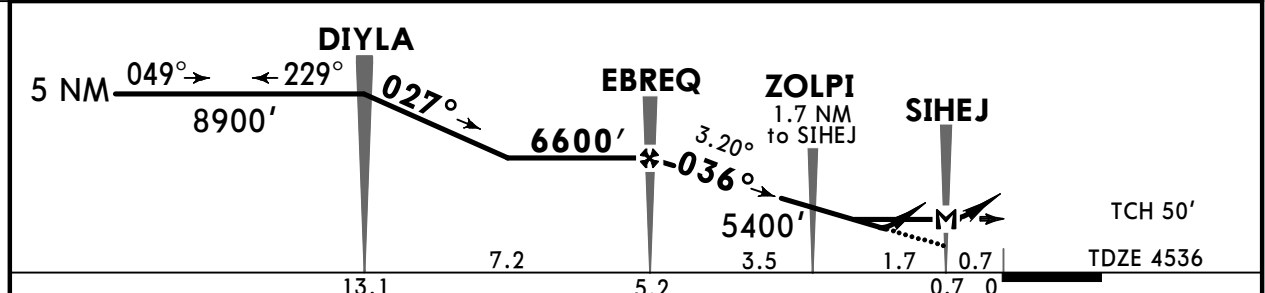
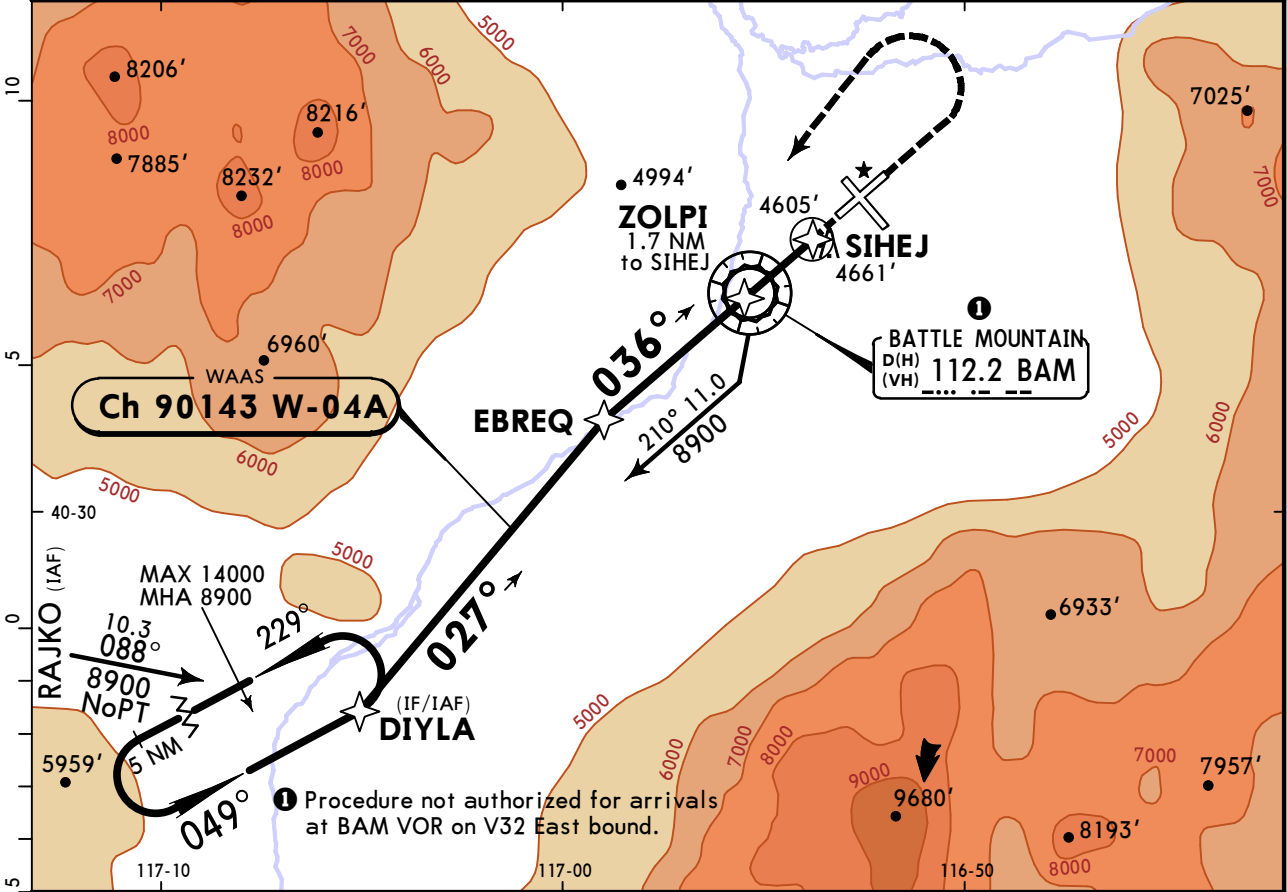
KBAM/BAM BATTLE MOUNTAIN

4 AUG 23
Eff 10 Aug (12-1)

CAT A & B

BATTLE MOUNTAIN, NEV RNAV (GPS) Rwy 4

AWOS-3 119.45		SALT LAKE CITY Center (R) 132.25		RENO Radio 122.4		BATTLE MOUNTAIN UNICOM CTAF 122.8		
WAAS Ch 90143 W-04A		Final Apch Crs 036°		EBREQ 6600' (2064')		LP MDA(H) 4860' (324')		
				Apt Elev 4536'		TDZE 4536'		
MISSED APCH: (Do not exceed 175 Kts until DIYLA) Climb to 5500' then climbing LEFT turn to 8900' direct DIYLA and hold, do not exceed 230 Kts when continuing climb-in-hold to 8900'.								
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 26'). 2. Pilot controlled lighting 122.8.								MSA SIHEJ



Gnd speed-Kts	70	90	100	120	140	160	VASI-R	5500'	8900'	DIYLA
Descent Angle	3.20°	396	510	566	679	793				

TERPS				STRAIGHT-IN LANDING RWY 4				CIRCLE-TO-LAND				
LP		LNAV		Max Kts		MDA(H)						
MDA(H) 4860'(324')		MDA(H) 5020'(484')		90		5020'(484') -1						
A	1		1		120							
B	1		1									
C	NA		NA		C		NA					
D	NA		NA		D		NA					

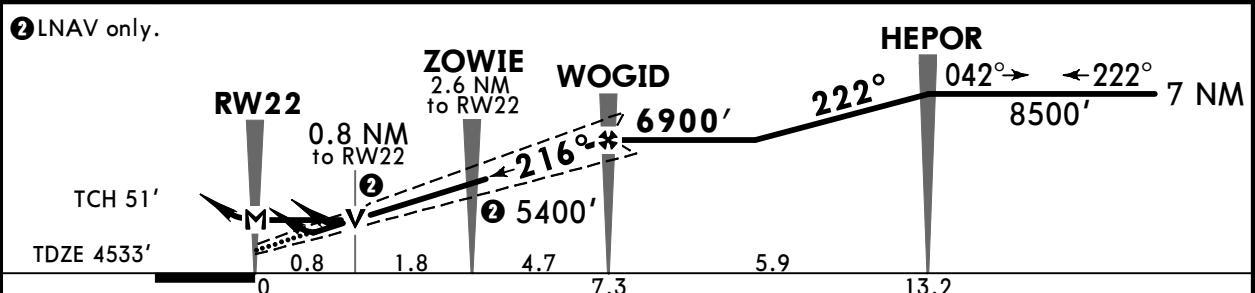
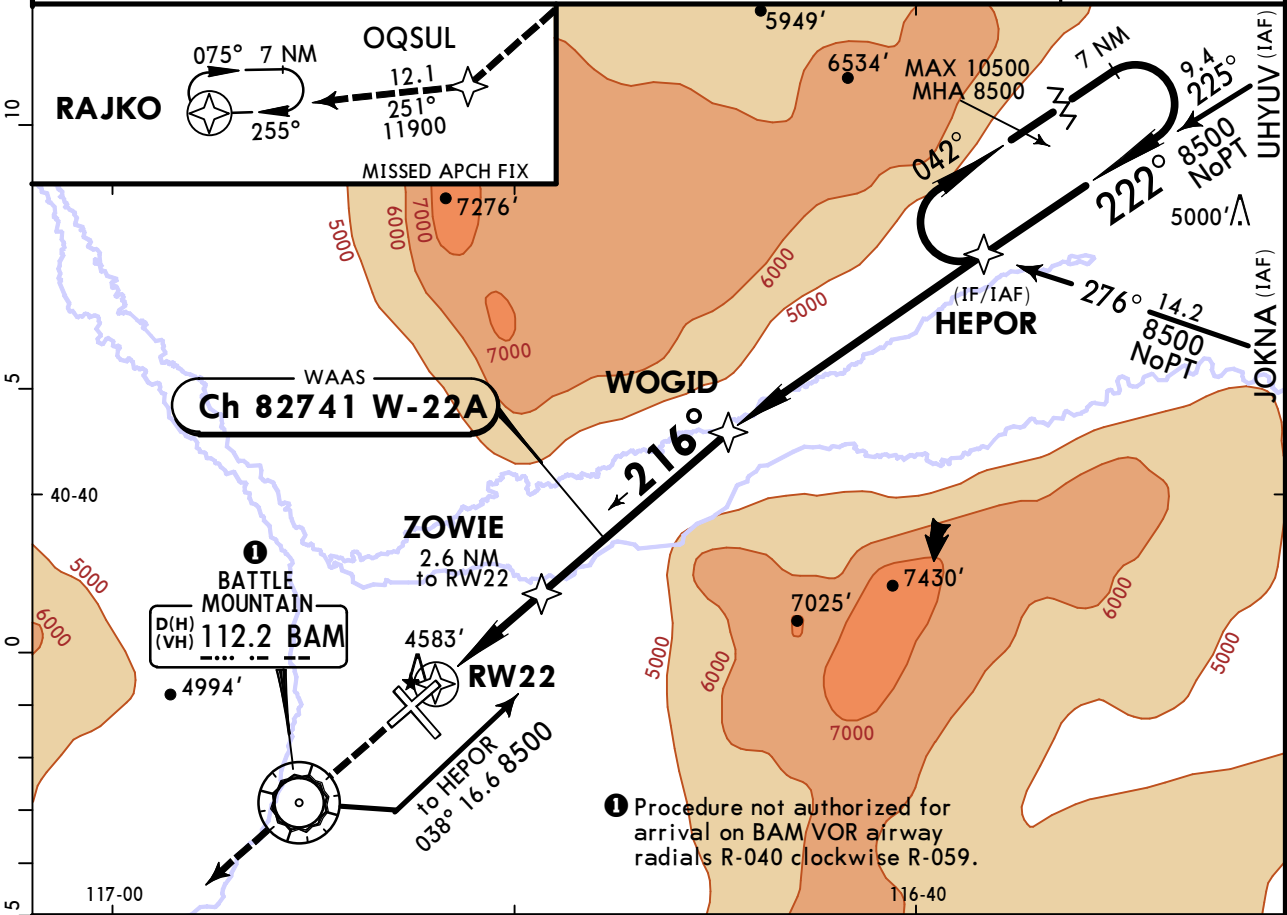
TERPS AMEND 1 8 NOV 2018

KBAM/BAM BATTLE MOUNTAIN

JEPPESEN
4 AUG 23
Eff 10 Aug (12-2)

BATTLE MOUNTAIN, NEV RNAV (GPS) Rwy 22

AWOS-3 119.45		SALT LAKE CITY Center (R) 132.25		RENO Radio 122.4		BATTLE MOUNTAIN UNICOM CTAF 122.8		
WAAS Ch 82741 W-22A		Final Apch Crs 216°		WOGID 6900' (2367')		LPV DA(H) 4753' (220')		
				Apt Elev 4536'		TDZE 4533		
MISSED APCH: Climb to 11900' direct OQSUL and track 251° to RAJKO and hold, continue climb-in-hold to 11900'.							10,900	
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Baro-VNAV not authorized. 2. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 45'). 3. Pilot controlled lighting 122.8.								
MSA RW22								



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	11900'	D	OQSUL
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW22										

	STRAIGHT-IN LANDING RWY 22			CIRCLE-TO-LAND	
	LPV DA(H) 4753' (220')	LNAV/VNAV DA(H) 4808' (275')	LNAV MDA(H) 4980' (447')	Max Kts	MDA(H)
A				90	4980' (444') -1
B			1	120	5000' (464') -1
C	1	1		140	5000' (464') -1½
D			1⅜	165	5460' (924') -3

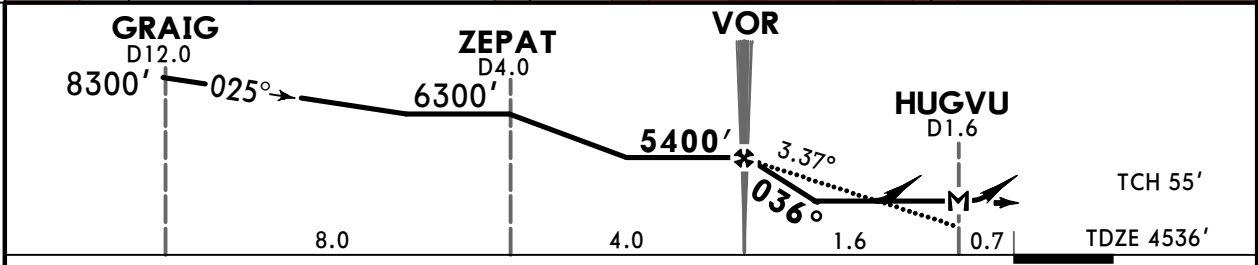
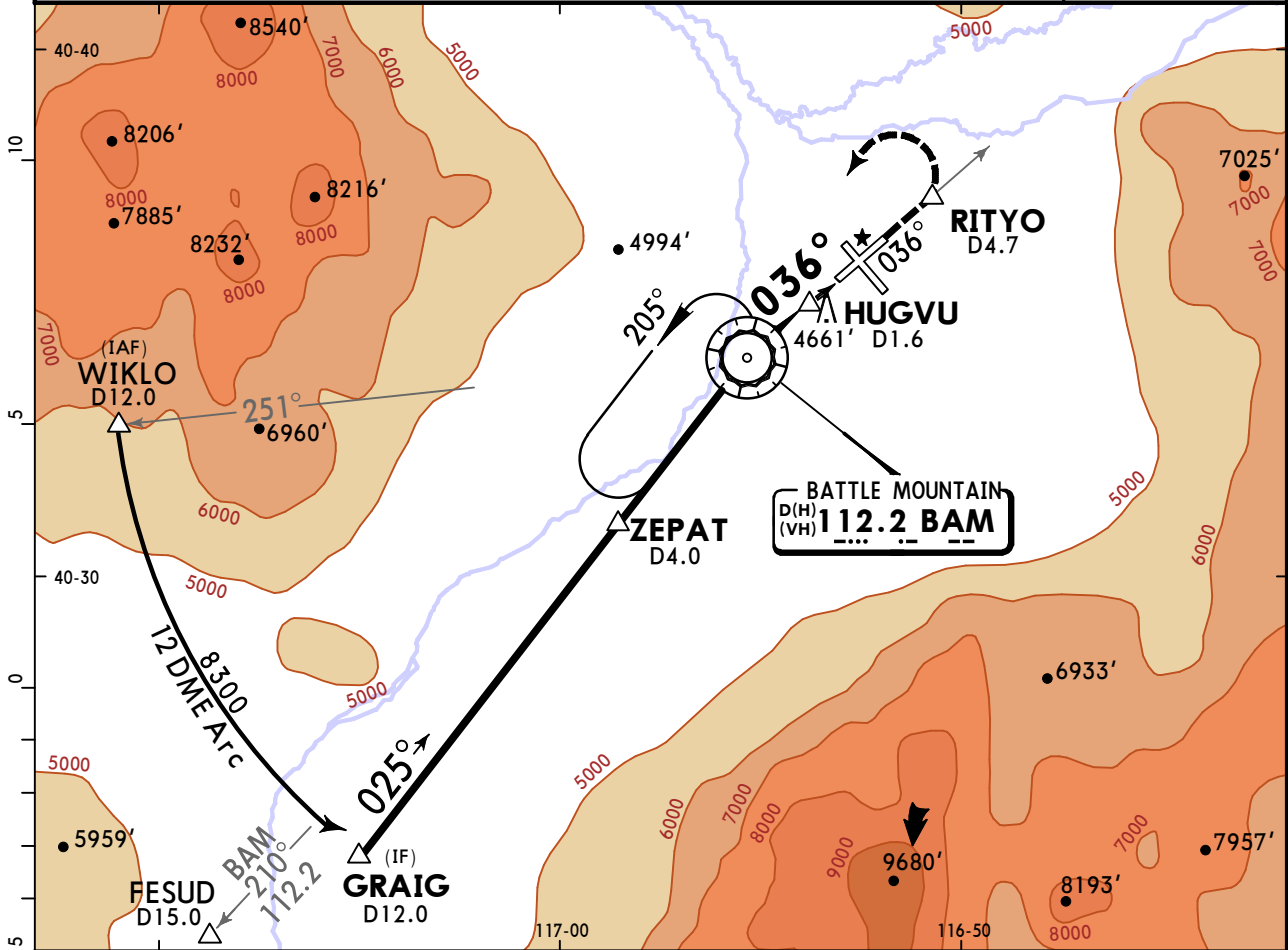
TERPS ORIG 8 NOV 2018

KBAM/BAM BATTLE MOUNTAIN

JEPPESEN
4 AUG 23
Eff 10 Aug (13-1)

BATTLE MOUNTAIN, NEV
CAT A & B
VOR Rwy 4

AWOS-3 119.45		SALT LAKE CITY Center (R) 132.25		RENO Radio 122.4		BATTLE MOUNTAIN UNICOM CTAF 122.8			
VOR BAM 112.2	Final Apch Crs 036°	VOR 5400' (864')	MDA(H) 4920' (384')	Apt Elev 4536' TDZE 4536'					
MISSED APCH: Climb to 10000' on BAM VOR R-036 to RITYO/BAM D4.7 and LEFT turn direct BAM VOR and on BAM VOR R-210 to FESUD/BAM D15.0 and RIGHT turn direct BAM VOR and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
DME required									
1. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 26').									
2. Pilot controlled lighting 122.8.									
MSA BAM VOR									



Gnd speed-Kts	70	90	100	120	140	160	VASI-R	10000' on BAM R-036	RITYO
Descent Angle 3.37°	417	537	596	716	835	954			
MAP at HUGVU									

TERPS		STRAIGHT-IN LANDING RWY4	CIRCLE-TO-LAND
		MDA(H) 4920' (384')	 Max Kts MDA(H) 90 4980' (444') -1 120 5000' (464') -1 C NA D NA
A			
B	1		
C	NA		
D			

TERPS AMEND 7A 26 MAR 2020

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BATTLE MOUNTAIN, NV (BATTLE MOUNTAIN - KBAM)				
REV	AIRPORT, AIRPORT INFO	10-9	04 Aug 2023	10 Aug 2023
REV	AIRPORT INFO (CONTD), TAK...	10-9A	04 Aug 2023	10 Aug 2023
REV	RNAV (GPS) RWY 4	12-1	04 Aug 2023	10 Aug 2023
REV	RNAV (GPS) RWY 22	12-2	04 Aug 2023	10 Aug 2023
REV	VOR RWY 4	13-1	04 Aug 2023	10 Aug 2023

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBAM

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.