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Airport Information For KBAZ

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Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: NEW BRAUNFELS TX USA
ICAO: KBAZ
Lat/Long: N29° 42.34', W098° 02.59'
Elevation: 658 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 8.0° E
Sectional Chart: San Antonio

Fuel Types: 100 Octane (LL), Jet A, Jet A+
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: 1209 Z
Sunset: 0055 Z

Runway Information

Runway: 13
Length x Width: 6503 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 658 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 17
Length x Width: 5364 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 651 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 522 ft

Runway: 31
Length x Width: 6503 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 646 ft
Lighting: Edge, Pilot controlled

Runway: 35
Length x Width: 5364 ft x 100 ft
Surface Type: asphalt

TDZ-Elev: 650 ft

Lighting: Edge, Pilot controlled

Communication Information

ATIS: 119.325

ATIS: 120.825 Secondary

ASOS: 119.325

New Braunfels Tower: 127.050 CTAF PCL

New Braunfels Ground: 120.175

San Antonio Clearance Delivery: 134.750

San Antonio Approach: 124.450

San Antonio Departure: 128.050

New Braunfels UNICOM: 122.700

KBAZ

Apt Elev **658'**
N29 42.3 W098 02.5

JEPPESSEN

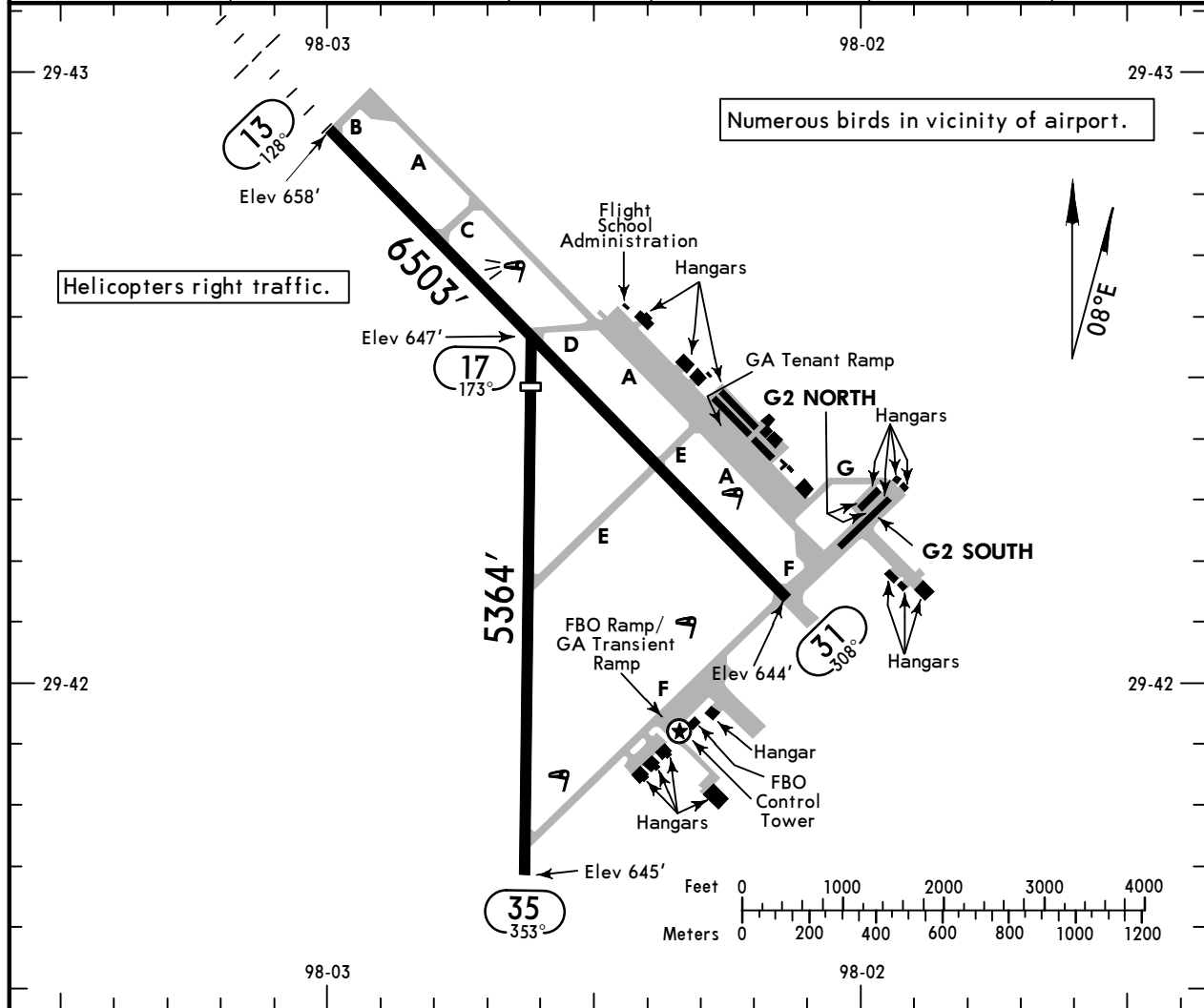
NEW BRAUNFELS, TEXAS

26 NOV 21

(10-9)

NEW BRAUNFELS NATL

ATIS (ASOS when Twr Inop) 119.325	*NEW BRAUNFELS Clearance (when twr inop) 134.75	*Ground 120.175	*Tower CTAF 127.05	UNICOM 122.75	SAN ANTONIO Departure 128.05
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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
13	① MIRL MALS REIL PAPI-L (angle 3.0°)				100'
31	① MIRL PAPI-L (angle 3.0°)				100'
17	① MIRL	4842'			100'
35					

① Activate on 127.05.

TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwy's		Authorized Only When Local Weather Available	
Adequate Vis Ref		STD	
1 & 2 Eng	1/4	1	800-2
3 & 4 Eng	1/2	1/2	

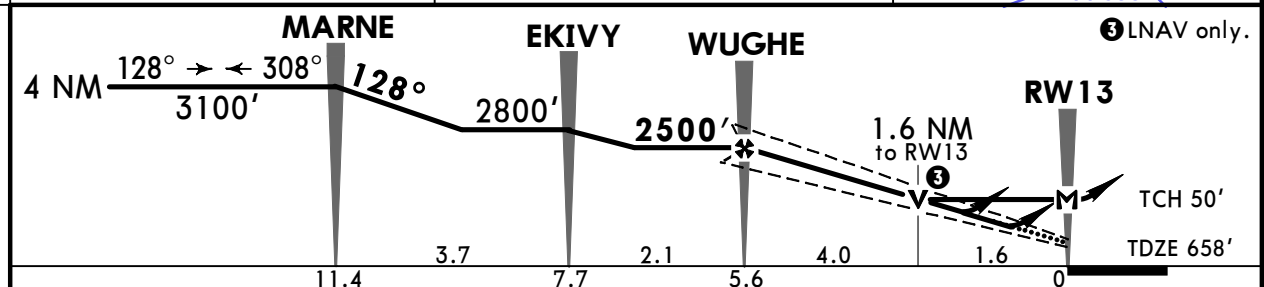
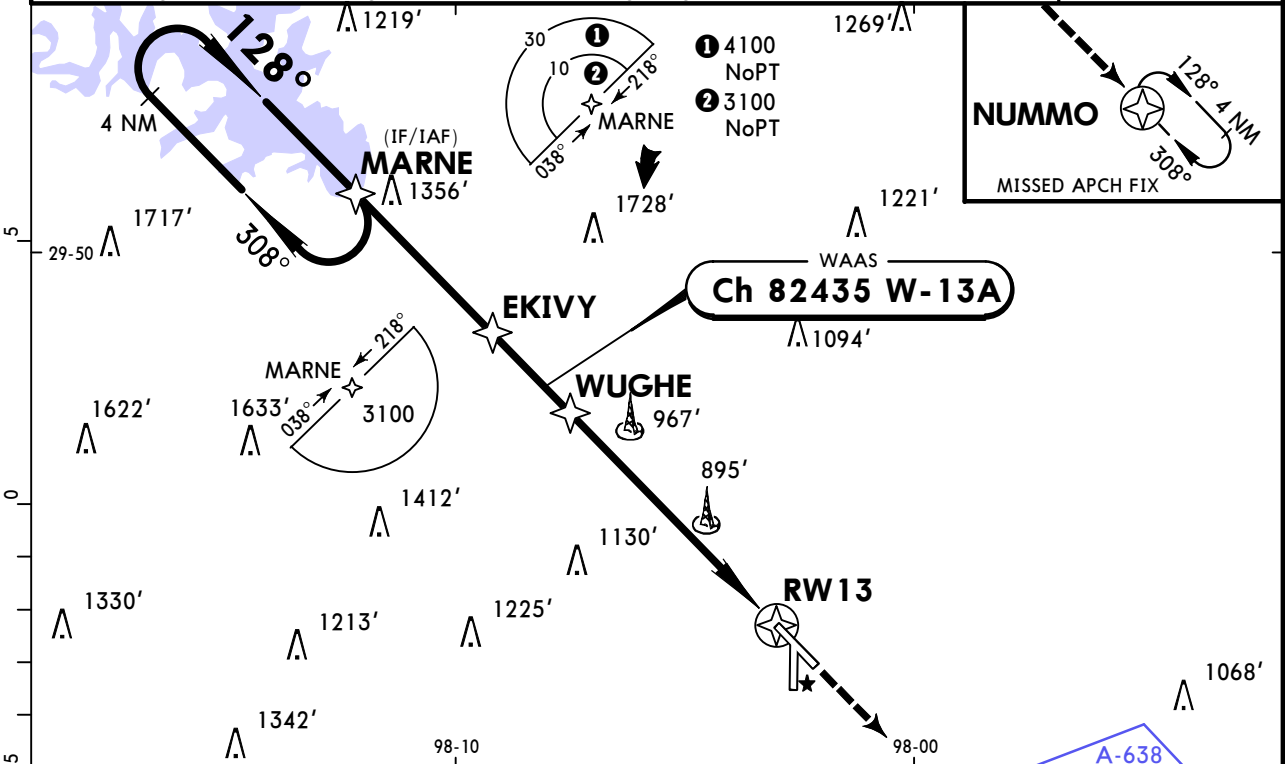
AMEND 1

KBAZ NEW BRAUNFELS NATL

26 NOV 21 **(12-1)**

NEW BRAUNFELS, TEXAS RNAV (GPS) Rwy 13

ATIS (ASOS when Twr Inop) 119.325		SAN ANTONIO Approach (R) 124.45		*NEW BRAUNFELS Tower CTAF 127.05		*Ground 120.175	
WAAS Ch 82435 W-13A		Final Apch Crs 128°		WUGHE 2500' (1842')		LPV DA(H) (CONDITIONAL) 908' (250')	
				Apt Elev 658'		TDZE 658'	
MISSED APCH: Climb to 3500' direct NUMMO and hold, continue climb-in-hold to 3500'.							TAA 30 NM IAF
Alt Set: INCHES		Trans level: FL180			Trans alt: 18000'		
RNP apch							
1. Use local altimeter setting; if not received, use San Marcos Regl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -6°C (22°F) or above 54°C (130°F). 3. Baro-VNAV and VDP not authorized when using San Marcos Regl altimeter setting. 4. Pilot controlled lighting 127.05.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	3500'	D	NUMMO
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW13										

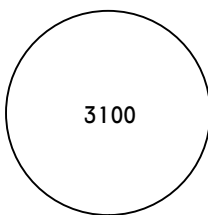
TERPS		STRAIGHT-IN LANDING RWY 13 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
		LPV DA(H) 908' (250')	LNAV/VNAV DA(H) 1126' (468')		LNAV MDA(H) 1220' (562')	Max Kts MDA(H)	
		ALS out	ALS out		ALS out	90	1220' (562') - 1
A						120	1240' (582') - 1
B	3/4		1/4	1 3/8	1	140	1280' (622') - 1 3/4
C					1 3/8	165	1320' (662') - 2
D							
		With San Marcos Regl Altimeter Setting				With San Marcos Regl Altimeter Setting	
		LPV DA(H) 951' (293')	LNAV/VNAV DA(H) 1169' (511')		LNAV MDA(H) 1280' (622')	Max Kts MDA(H)	
		ALS out	ALS out		ALS out	90	1280' (622') - 1
A						120	1300' (642') - 1
B	3/4	7/8	1/2	1 3/8	1	140	1340' (682') - 2
C					1 5/8	165	1380' (722') - 2 1/4
D							

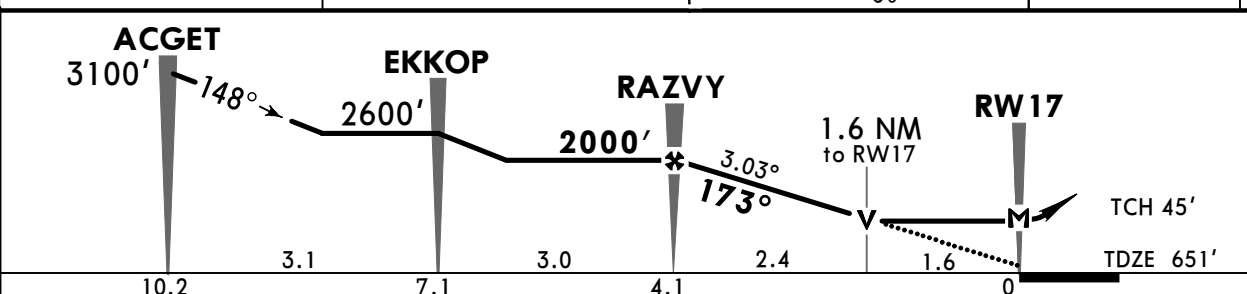
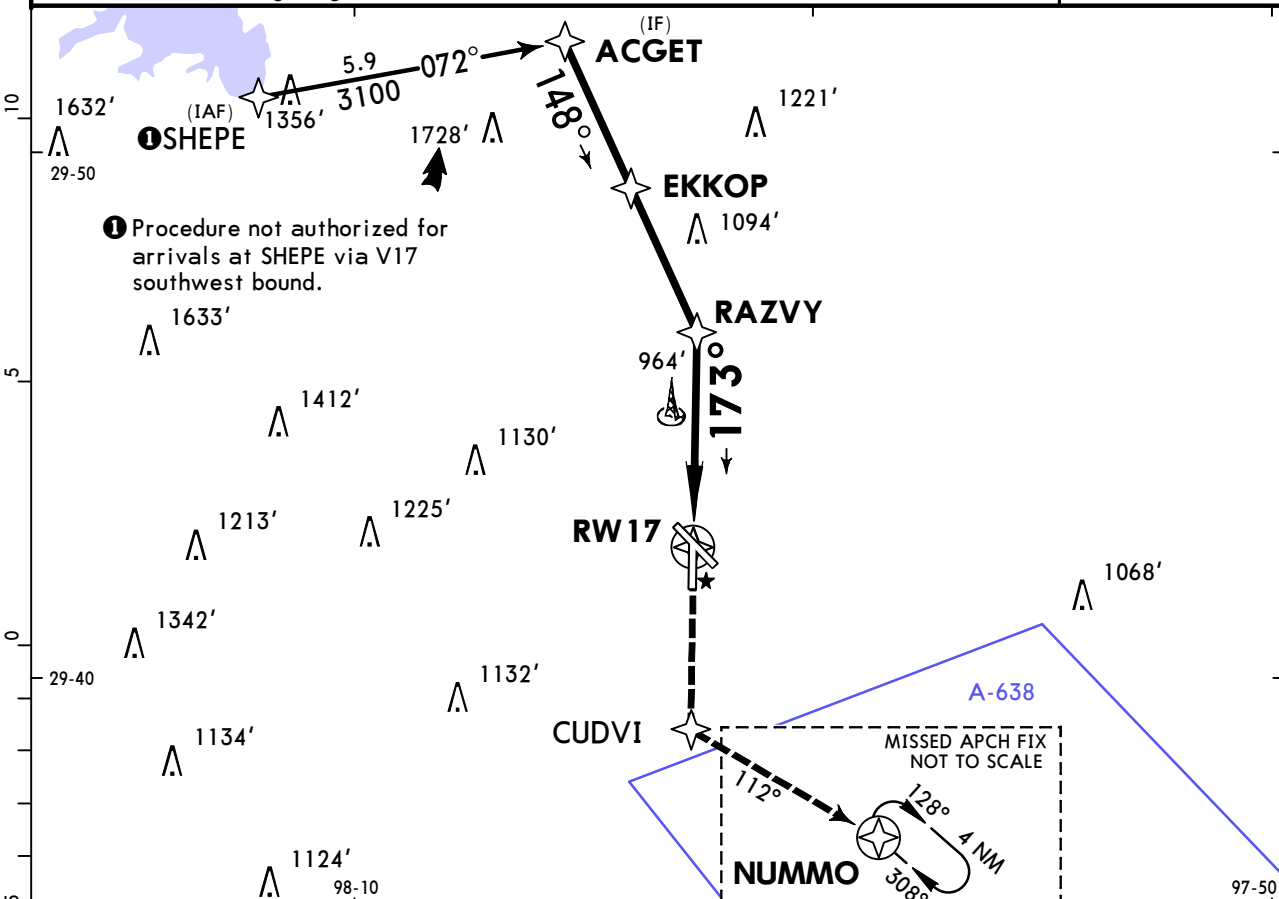
TERPS AMEND 1A 30 APR 2015

KBAZ NEW BRAUNFELS NATL

26 NOV 21 **12-2**

NEW BRAUNFELS, TEXAS RNAV (GPS) Rwy 17

ATIS (ASOS when Twr Inop) 119.325		SAN ANTONIO Approach (R) 124.45		*NEW BRAUNFELS Tower CTAF 127.05		*Ground 120.175	
RNAV	Final Apch Crs 173°	RAZVY 2000' (1349')		LNAV MDA(H) (CONDITIONAL) 1220' (569')	Apt Elev 658' TDZE 651'		 <p>3100 MSA RW17</p>
MISSED APCH: Climb to 3500' direct CUDVI and via 112° track to NUMMO and hold. Continue climb in hold to 3500'.							
Alt Set: INCHES		Trans level: FL180			Trans alt: 18000'		
RNP apch							
<ol style="list-style-type: none"> 1. Use local altimeter setting; if not received, use San Marcos Regl altimeter setting. 2. VDP not authorized when using San Marcos Regl altimeter setting. 3. Pilot controlled lighting 127.05. 							



Gnd speed-Kts	70	90	100	120	140	160	3500'	D →	CUDVI
Descent angle	3.03°	375	482	536	643	750			
MAP at RW17									

TERPS	STRAIGHT-IN LANDING RWY 17	
	LNAV	
	With Local Altimeter Setting	With San Marcos Regl Altimeter Setting
	MDA(H) 1220' (569')	MDA(H) 1280' (629')
A		1
B	1	1
C	1 5/8	1 7/8
D	1 3/4	1 3/4

TERPS ORIG-B 8 NOV 2018

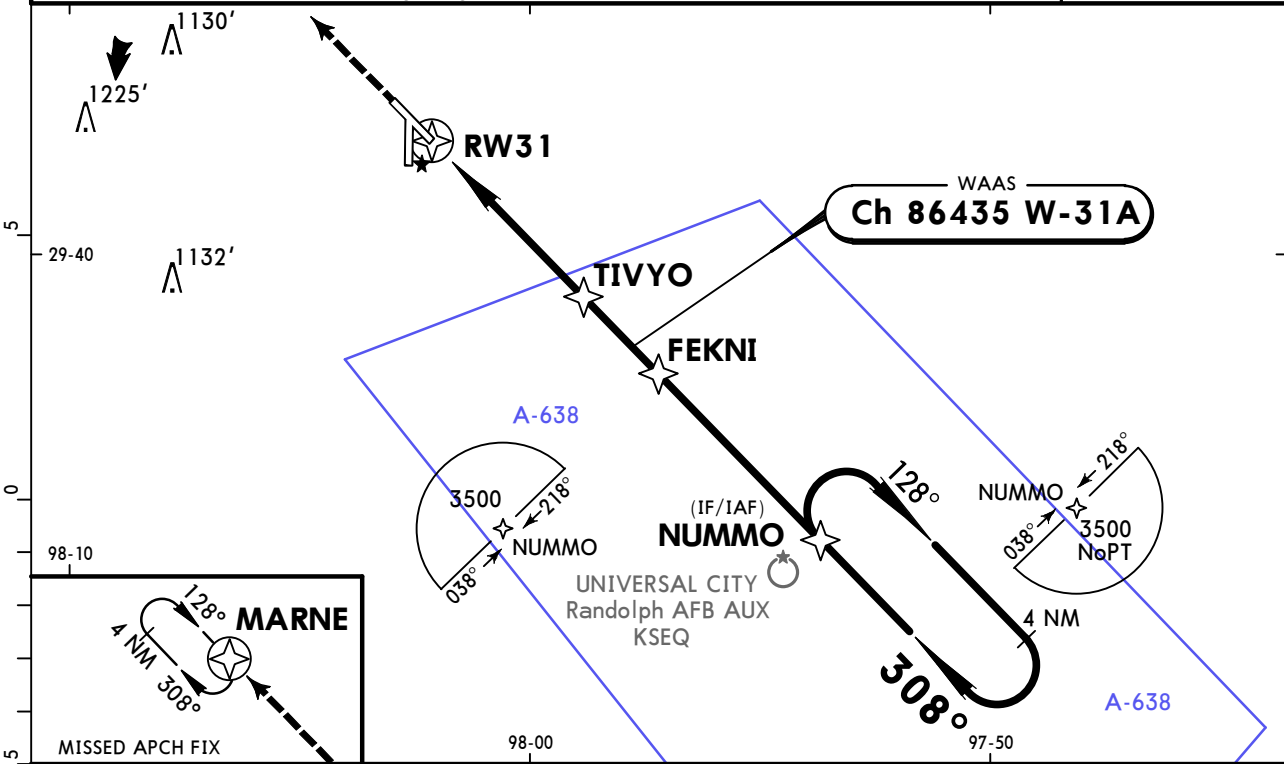
KBAZ NEW BRAUNFELS NATL

26 NOV 21 (12-3)

JEPPESEN NEW BRAUNFELS, TEXAS RNAV (GPS) Rwy 31

BRIEFING STRIP™

ATIS (ASOS when Twr Inop) 119.325	SAN ANTONIO Approach (R) 124.45	*NEW BRAUNFELS Tower CTAF 127.05	*Ground 120.175
WAAS Ch 86435 W-31A	Final Apch Crs 308°	TIVYO 2000' (1354')	LPV DA(H) (CONDITIONAL) 896' (250')
MISSED APCH: Climb to 3100' direct MARNE and hold.			TAA 30 NM IAF
Alt Set: INCHES		Trans level: FL180	
1. Use local altimeter setting; if not received, use San Marcos Regl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -5°C (23°F) or above 54°C (130°F). 4. Baro-VNAV and VDP not authorized when using San Marcos Regl altimeter setting. 5. Helicopter visibility reduction below 3/4 SM not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 127.05.			



① LNAV only.	TIVYO	FEKNI	NUMMO
RW31	2000'	2500'	3500'
TCH 45'	1.2 NM to RW31		4 NM
TDZE 646'	0	1.2	2.9
	4.1	6.1	10.5

Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3100'	D → MARNE
Glide Path Angle	3.00°	372	478	531	637	743			
MAP at RW31									

TERPS			STRAIGHT-IN LANDING RWY 31 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting		
	LPV DA(H) 896' (250')	LNAV/VNAV DA(H) 1068' (422')	LNAV MDA(H) 1080' (434')					
A			1			90	1100' (442') - 1	
B	3/4	1 3/8				120	1240' (582') - 1	
C			1 1/4			140	1280' (622') - 1 3/4	
D						165	1320' (662') - 2	
TERPS			STRAIGHT-IN LANDING RWY 31 With San Marcos Regl Altimeter Setting			CIRCLE-TO-LAND With San Marcos Regl Altimeter Setting		
	LPV DA(H) 939' (293')	LNAV/VNAV DA(H) 1111' (465')	LNAV MDA(H) 1140' (494')					
A			1			90	1160' (502') - 1	
B	1	1 5/8				120	1300' (642') - 1	
C			1 3/8			140	1340' (682') - 2	
D						165	1380' (722') - 2 1/4	

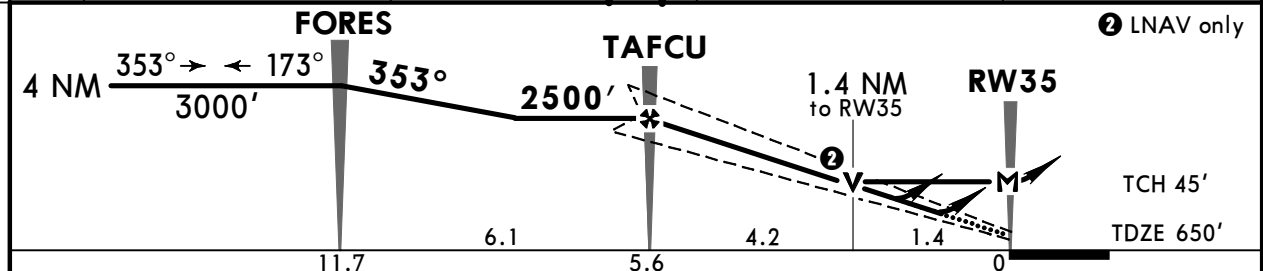
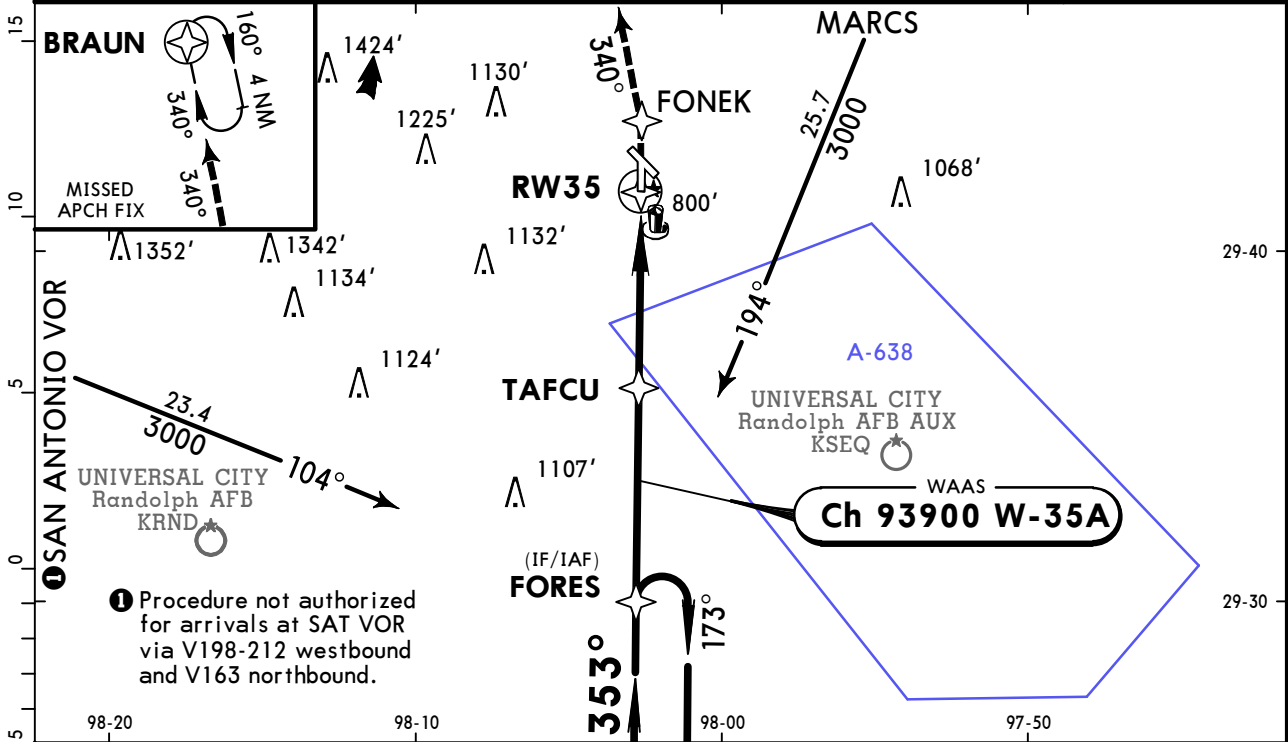
TERPS AMEND 1 30 APR 2015

KBAZ NEW BRAUNFELS NATL

JEPPESEN
26 NOV 21 (12-4)

NEW BRAUNFELS, TEXAS RNAV (GPS) Rwy 35

ATIS (ASOS when Twr Inop) 119.325		SAN ANTONIO Approach (R) 124.45		*NEW BRAUNFELS Tower CTAF 127.05		*Ground 120.175	
WAAS Ch 93900 W-35A	Final Apch Crs 353°	TAFCU 2500' (1850')		LPV DA(H) (CONDITIONAL) 929' (279')	Apt Elev 658' TDZE 650'		3100 MSA RW35
MISSED APCH: Climb to 3100' direct FONEK and via 340° track to BRAUN and hold. Continue climb in hold to 3100'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
RNP apch							
1. Use local altimeter setting; if not received, use San Marcos Regl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. Baro-VNAV and VDP not authorized when using San Marcos Regl altimeter setting. 4. Pilot controlled lighting 127.05.							



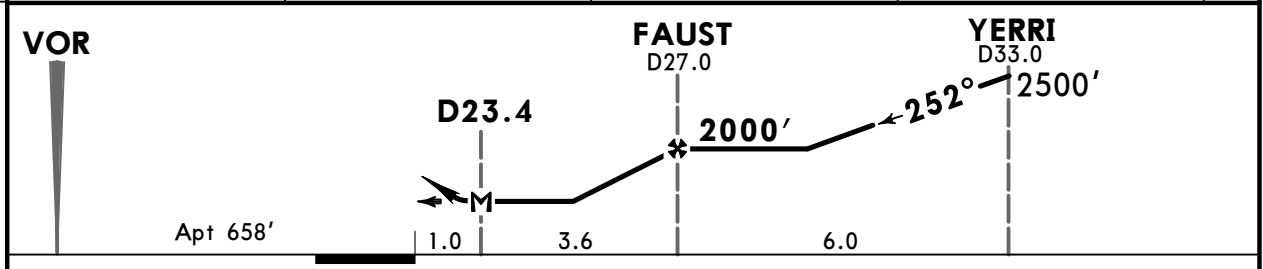
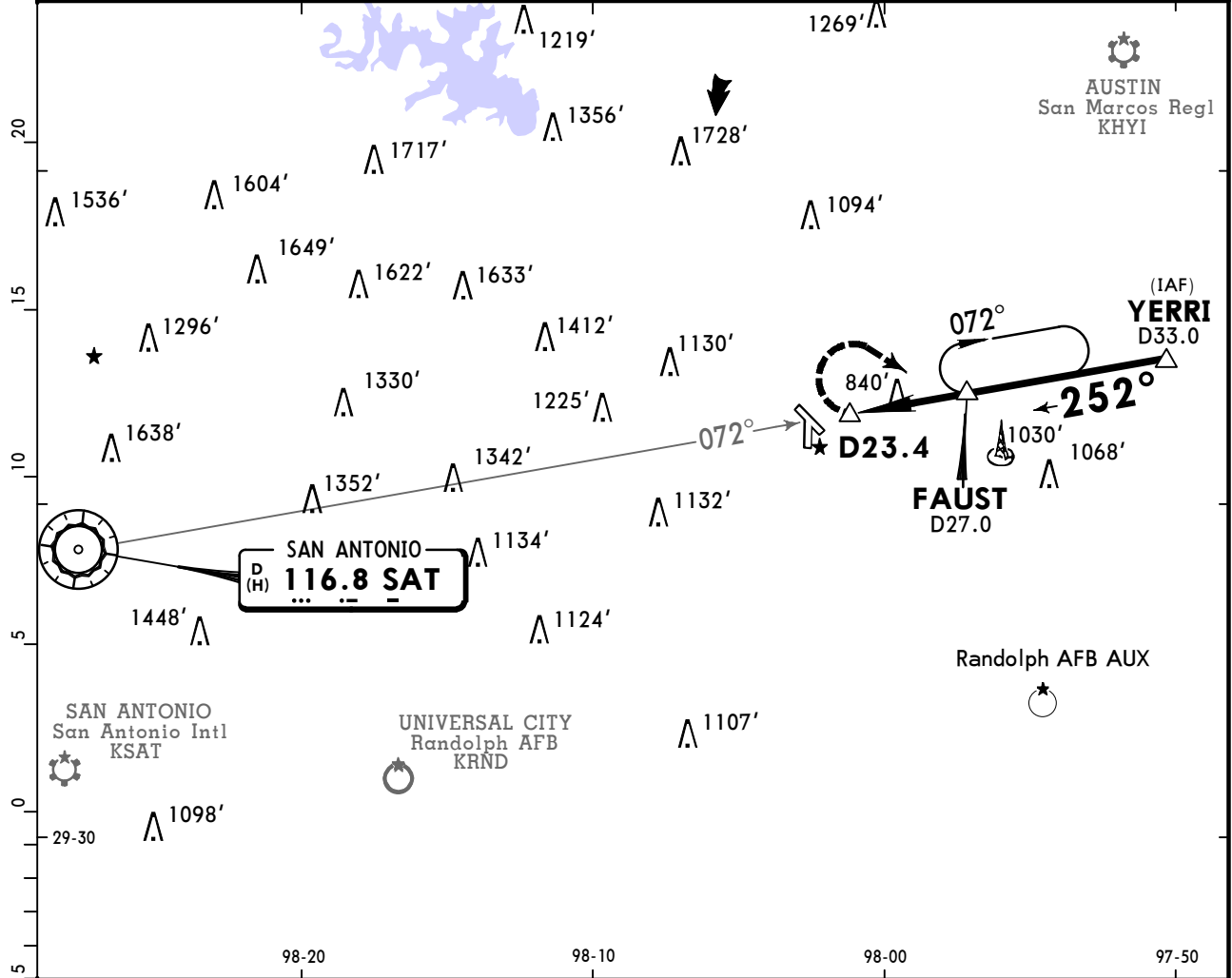
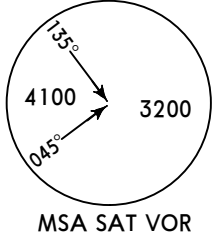
Gnd speed-Kts	70	90	100	120	140	160	3100'	D → FONEK
Glide Path Angle	3.00°	372	478	531	637	849		
MAP at RW35								

TERPS		STRAIGHT-IN LANDING RWY 35		
		LPV	LNAV/VNAV	LNAV
		With Local Altimeter Setting		
		DA(H) 929' (279')	DA(H) 1110' (460')	MDA(H) 1140' (490')
A				1
B	1		1¾	1¾
C				1½
D				1½
		With San Marcos Regl Altimeter Setting		
		DA(H) 972' (322')	DA(H) 1153' (503')	MDA(H) 1200' (550')
A				1
B	1		1¾	1½
C				1¾
D				1¾

TERPS AMEND 2B 30 APR 2015

KBAZ NEW BRAUNFELS NATL 26 NOV 21 (13-1) NEW BRAUNFELS, TEXAS VOR DME-A

ATIS (ASOS when Twr Inop) 119.325	SAN ANTONIO Approach (R) 124.45	*NEW BRAUNFELS Tower CTAF 127.05	*Ground 120.175
VOR SAT 116.8	Final Apch Crs 252°	FAUST 2000' (1342')	MDA(H) Refer to Minimums Apt Elev 658'
MISSED APCH: Climbing RIGHT turn to 2500' outbound via SAT VOR R-072 to FAUST D27.0 and hold.			
Alt Set: INCHES		Trans level: FL 180	
Radar required for procedure entry.		Trans alt: 18000'	
1. Pilot controlled lighting 127.05.			



MAP at D23.4					Lighting-Refer to Airport Chart
2500' via SAT R-072					FAUST

TERPS		CIRCLE-TO-LAND
	Max Kts	MDA(H)
A	90	1180' (522') - 1
B	120	1240' (582') - 1 1/4
C	140	1280' (622') - 1 3/4
D	165	1320' (662') - 2

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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NEW BRAUNFELS, TX (NEW BRAUNFELS NATL - KBAZ)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBAZ

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.