

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBBG

Terminal Charts For KBBG

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: BRANSON MO USA
ICAO/IATA: KBBG / BKG
Lat/Long: N36° 31.92', W093° 12.03'
Elevation: 1302 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 2.0° E
Sectional Chart: Kansas City

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

Sunrise: 1144 Z
Sunset: 0042 Z

Runway Information

Runway: 14
Length x Width: 7140 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1275 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 32
Length x Width: 7140 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1302 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ATIS: 124.625
AWOS: 124.625
ASOS: 121.125 Secondary
Branson Tower: 128.150 CTAF PCL
Branson Ground: 118.400
Springfield Clearance Delivery: 126.350
Branson Clearance Delivery: 118.400
Springfield Approach: 126.350

Springfield Departure: 126.350

Branson UNICOM: 122.950

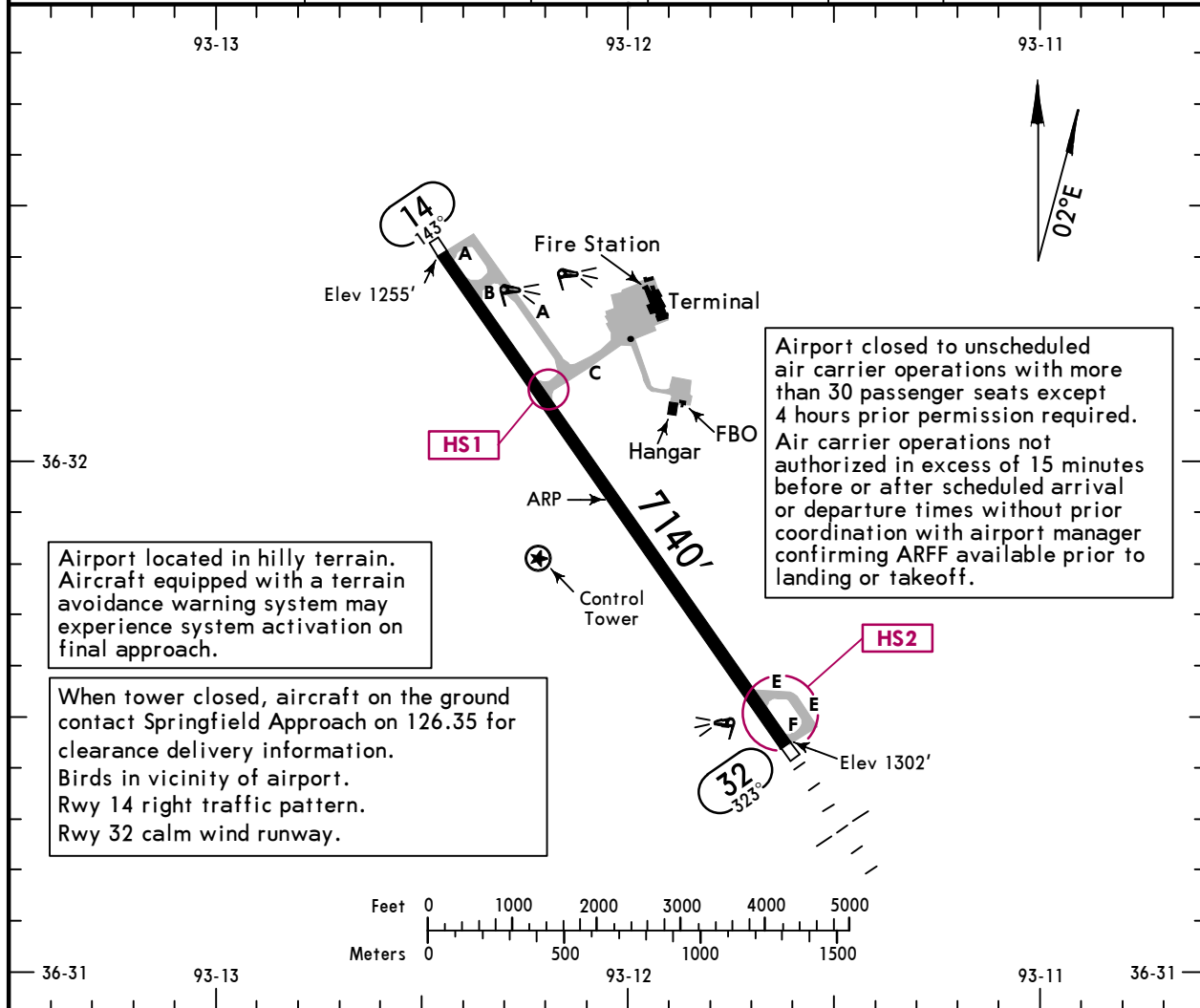
Memphis ACC: 126.850 Remote Communications Air-Ground

KBBG/BKG
 Apt Elev **1302'**
 N36 31.9 W093 12.0

JEPESEN
 23 DEC 22 **(10-9)**

BRANSON, MO
BRANSON

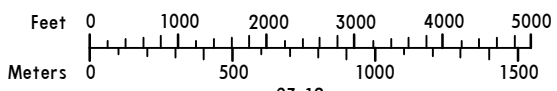
ATIS (AWOS-3 when Twr inop)	*BRANSON Clearance	*Ground	*Tower	UNICOM	SPRINGFIELD Departure (R)
124.625	118.4	118.4	CTAF 128.15	122.95	126.35



Airport located in hilly terrain. Aircraft equipped with a terrain avoidance warning system may experience system activation on final approach.

When tower closed, aircraft on the ground contact Springfield Approach on 126.35 for clearance delivery information. Birds in vicinity of airport. Rwy 14 right traffic pattern. Rwy 32 calm wind runway.

Airport closed to unscheduled air carrier operations with more than 30 passenger seats except 4 hours prior permission required. Air carrier operations not authorized in excess of 15 minutes before or after scheduled arrival or departure times without prior coordination with airport manager confirming ARFF available prior to landing or takeoff.



RWY		USABLE LENGTHS			
		Threshold	Glide Slope	TAKE-OFF	WIDTH
14	① HIRL ① REIL ① PAPI-L (angle 3.0°)				150'
32	① HIRL ① MALSF ① PAPI-L (angle 3.0°)		6090'		

① Activate on 128.15 when Twr inop.

RUNWAY INCURSION HOT SPOTS **HS**

For information only, not to be construed as ATC instructions.

- HS1** Westbound traffic on Taxiway C must remain alert so as to not mistake Runway 14/32 for a parallel taxiway. First left turn out of ramp area is Runway 14/32.
- HS2** Use caution for aircraft utilizing Taxiways E and F as a turn around after landing on Runway 14 or taxiing to hold while waiting to depart runway 32. Back taxi required on Runway 14/32 for full length departure on Runway 32 and frequently utilized by aircraft landing Runway 14.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE		
All Rwys			Authorized Only When Local Weather Available		ILS Rwy 32 LOC Rwy 32
	Adequate Vis Ref	STD	RNAV (GPS) Rwy 14	RNAV (GPS) Rwy 32	
1 & 2 Eng	1/4	1	A 800-2	800-2	NA
3 & 4 Eng		1/2	C 800-2 1/4	1000-2 3/4	
			D 800-2 1/2	1000-3	

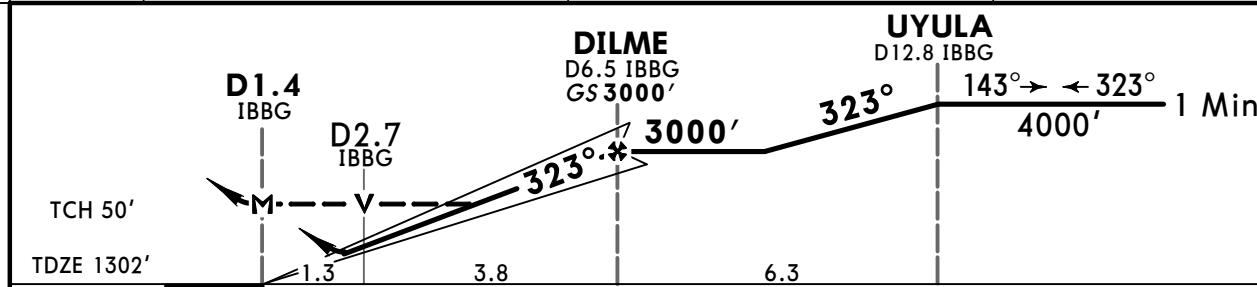
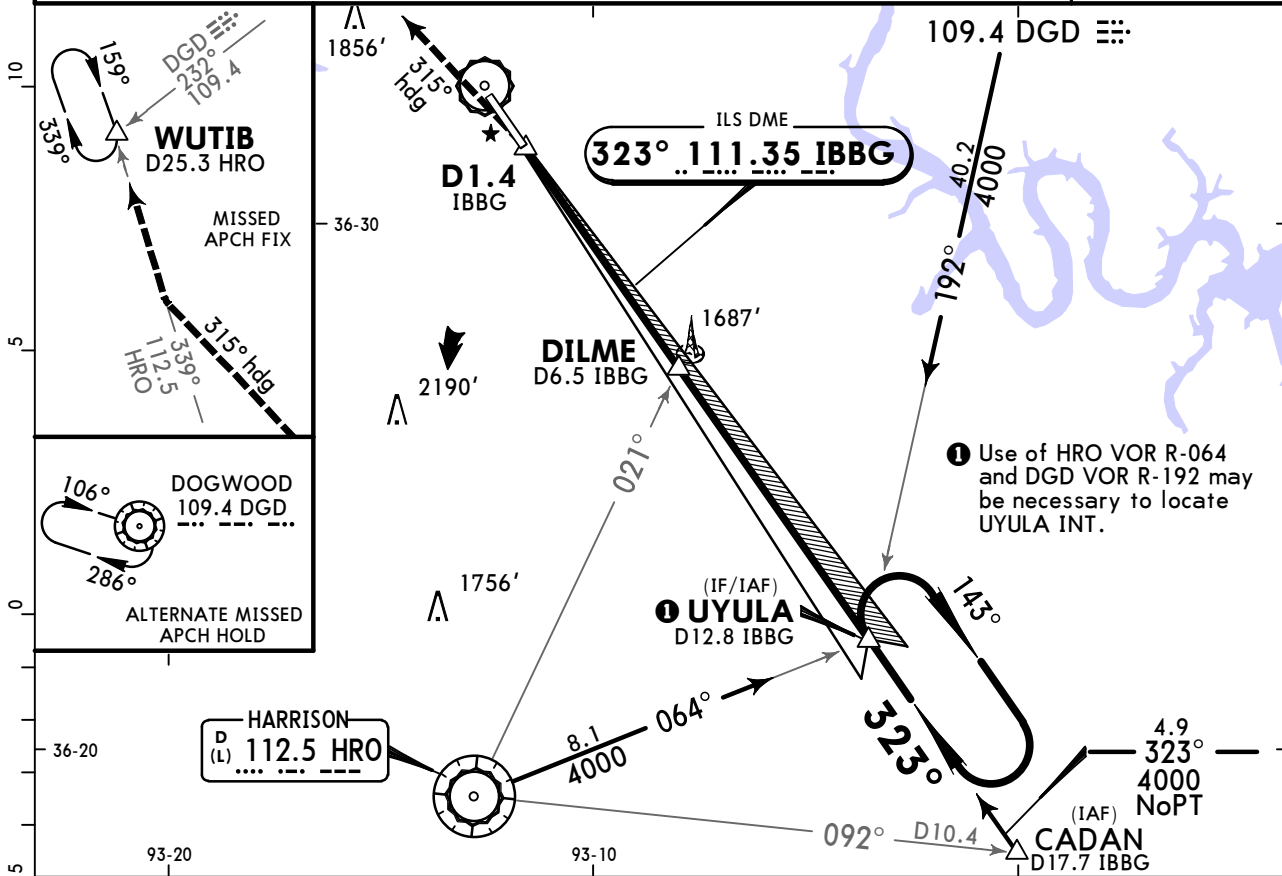
OBSTACLE DP: Rwy 32, climb via 323° heading to 2000' before turning left.

KBBG/BKG BRANSON

JEPPesen
23 DEC 22 (11-1)

BRANSON, MO ILS or LOC Rwy 32

ATIS (AWOS-3 when Twr inop) 124.625		SPRINGFIELD Approach (R) 126.35		*BRANSON Tower CTAF 128.15		*Ground 118.4	
LOC IBBG 111.35	Final Apch Crs 323°	DILME 3000' (1698')		ILS DA(H) (CONDITIONAL) 1502' (200')	Apt Elev 1302' TDZE 1302'		3700
MISSED APCH: Climb to 4000' on heading 315° and outbound HRO VOR R-339 to WUTIB INT/D25.3 HRO and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. Use local altimeter setting; if not received, use Harrison, Ark altimeter setting. 2. VDP not authorized when using Harrison, Ark altimeter setting. 3. Pilot controlled lighting 128.15.							MSA HRO VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI	4000' on 315° hdg and 112.5 R-339
GS 3.00°	372	478	531	637	743	849		
MAP at D1.4 IBBG or DILME to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55	

	STRAIGHT-IN LANDING RWY 32		CIRCLE-TO-LAND	
	1 ILS DA(H) 1502' (200')	2 LOC (GS out) MDA(H) 1760' (458')	With Local Altimeter Setting	With Harrison, Ark Altimeter Setting
A	1	1	Max Kts 90 MDA(H) 1760' (458') -1	MDA(H) 1820' (518') -1
B			120 MDA(H) 1900' (598') -1	MDA(H) 1960' (658') -1
C			140 MDA(H) 2220' (918') -2 3/4	MDA(H) 2280' (978') -3
D			165 MDA(H) 2220' (918') -3	

1 DA(H) 1549' (247') with Harrison, Ark altimeter setting.
2 MDA(H) 1820' (518') VIS CAT C/D 1 1/4 with Harrison, Ark altimeter setting.

TERPS ORIG-B 24 JUL 2014

KBBG/BKG BRANSON

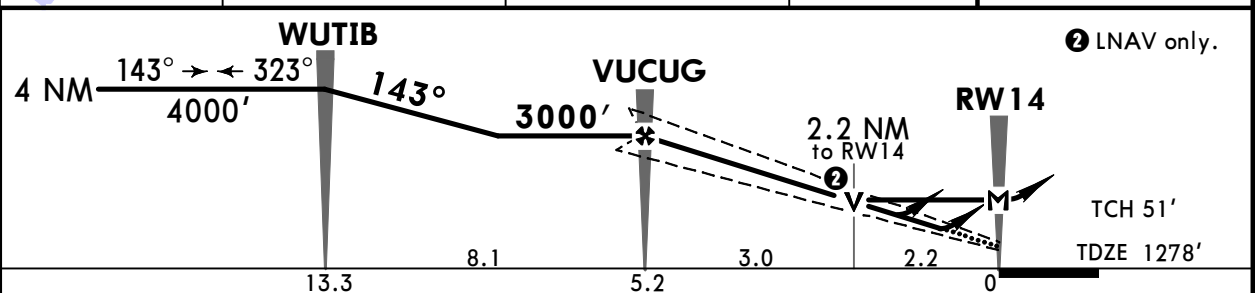
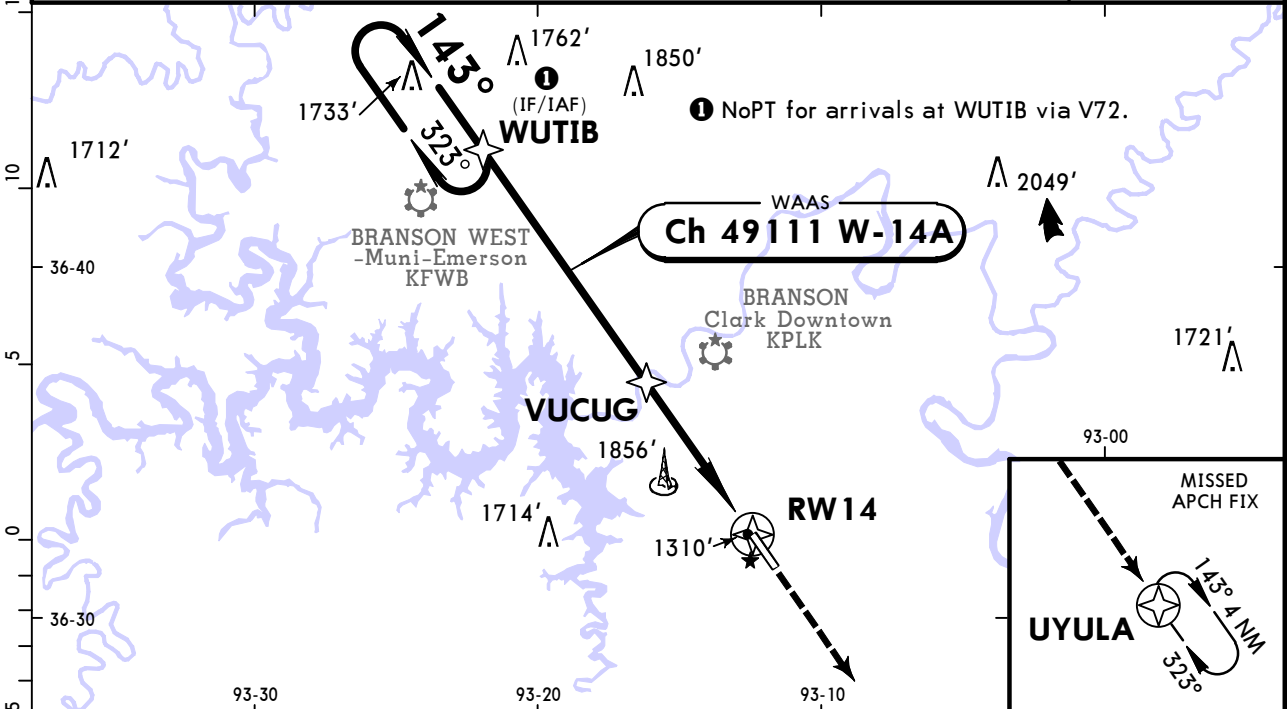
19 MAR 21

(12-1)

BRANSON, MO RNAV (GPS) Rwy 14



ATIS (AWOS-3 when Twr inop) 124.625		SPRINGFIELD Approach (R) 126.35		*BRANSON Tower CTAF 128.15		*Ground 118.4		
WAAS Ch 49111 W-14A	Final Apch Crs 143°	VUCUG 3000' (1722')	LPV DA(H) (CONDITIONAL) 1525' (247')	Apt Elev 1302' TDZE 1278'				
MISSED APCH: Climb to 4000' direct UYULA and hold.								
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'				
RNP Apch								
1. Use local altimeter setting; if not received, use Harrison, Ark altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C or above 46°C. 3. VDP and Baro-VNAV not authorized when using Harrison, Ark altimeter setting. 4. Pilot controlled lighting 128.15.								



Gnd speed-Kts	70	90	100	120	140	160	REIL	4000'		UYULA
Glide Path Angle	3.00°	372	478	531	637	743	PAPI-L			
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW14										

STRAIGHT-IN LANDING RWY 14			
With Local Altimeter Setting			
LPV DA(H) 1525' (247')	LNAV/VNAV DA(H) 1798' (520')	LNAV MDA(H) 2020' (742')	
A		1	
B		1¼	
C	1	2¼	
D		2½	
With Harrison, Ark Altimeter Setting			
LPV DA(H) 1572' (294')	LNAV/VNAV DA(H) 1845' (567')	LNAV MDA(H) 2080' (802')	
A		1	
B		1¼	
C	1	2¼	
D		2½	

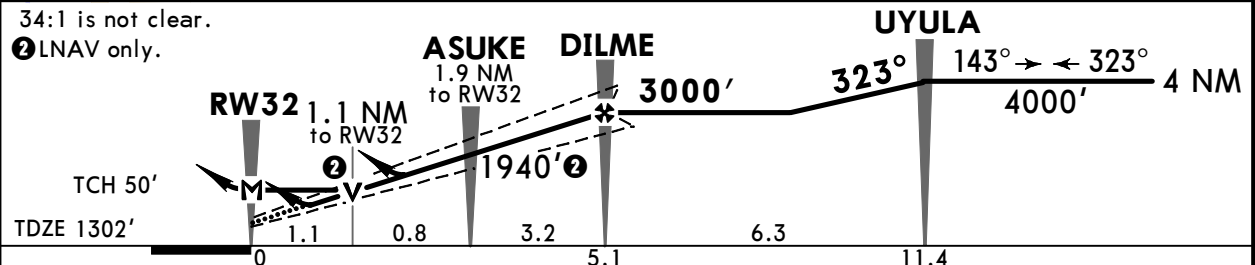
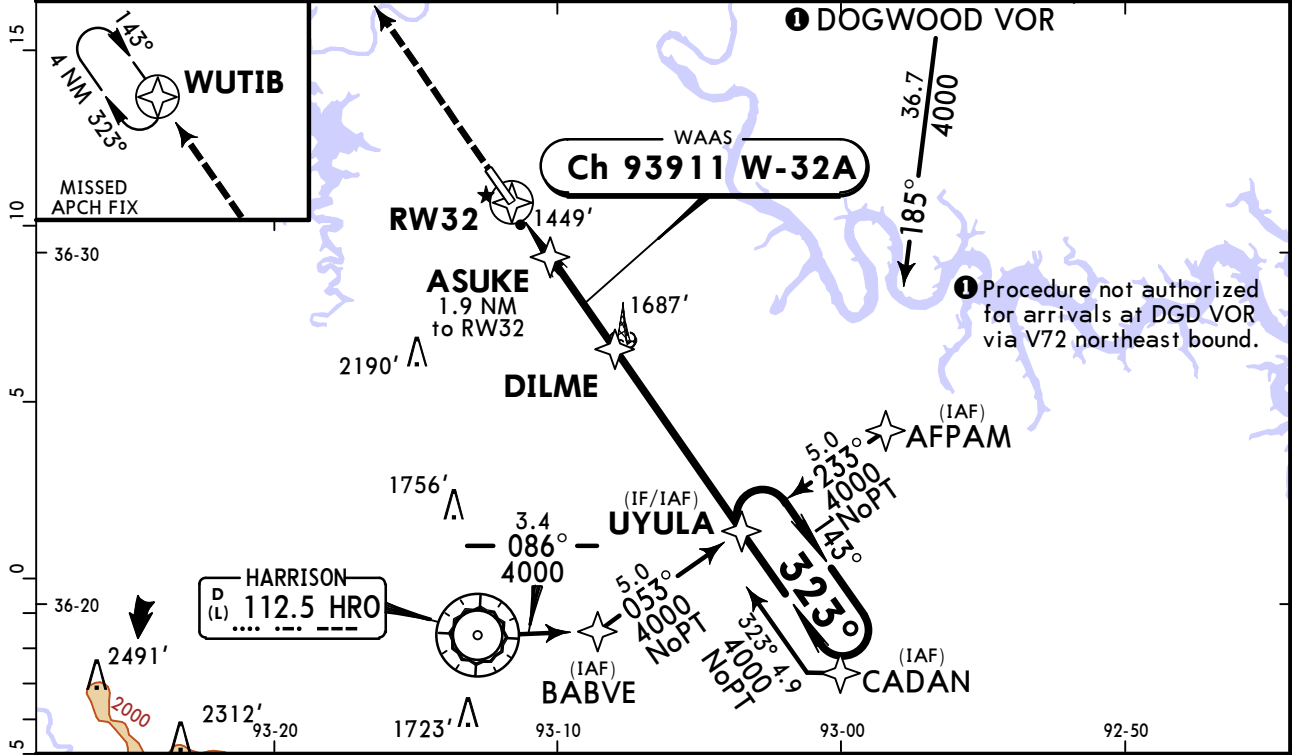
TERPS ORIG-B 26 JUN 2014

KBBG/BKG BRANSON

19 MAR 21 **(12-2)**

BRANSON, MO RNAV (GPS) Rwy 32

ATIS (AWOS-3 when Twr inop) 124.625		SPRINGFIELD Approach (R) 126.35		*BRANSON Tower CTAF 128.15		*Ground 118.4			
BRIEFING STRIP™	WAAS Ch 93911 W-32A	Final Apch Crs 323°	DILME 3000' (1698')	LPV DA(H) (CONDITIONAL) 1502' (200')	Apt Elev 1302'	<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>3700</p> <p>MSA RW32</p>			
	MISSED APCH: Climb to 4000' direct WUTIB and hold.								
	RNP Apch	Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'	
	1. Use local altimeter setting; if not received, use Harrison, Ark altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. VDP and Baro-VNAV not authorized when using Harrison, Ark altimeter setting. 4. Pilot controlled lighting 128.15.								



Gnd speed-Kts	70	90	100	120	140	160	MALSF PAPI 4000' ↑ WUTIB
Glide Path Angle	3.00°						
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW32							

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND			
With Local Altimeter Setting				With Local Altimeter Setting			
LPV		LNAV/VNAV		LNAV		LNAV	
DA(H)	ALS out	DA(H)	ALS out	MDA(H)	ALS out	MDA(H)	ALS out
1502' (200')		1757' (455')		1700' (398')			
A		B		C		D	
1		1 1/2		1 1/4		90	1760' (458') -1
1		1 1/2		1 1/4		120	1900' (598') -1
1		1 1/2		1 1/4		140	2220' (918') -2 3/4
1		1 1/2		1 1/4		165	2220' (918') -3
With Harrison, Ark Altimeter Setting				With Harrison, Ark Altimeter Setting			
DA(H)	ALS out	DA(H)	ALS out	MDA(H)	ALS out	MDA(H)	ALS out
1549' (247')		1804' (502')		1760' (458')			
A		B		C		D	
1		1 3/4		1 1/2		90	1820' (518') -1
1		1 3/4		1 1/2		120	1960' (658') -1
1		1 3/4		1 1/2		140	2280' (978') -3 1/4
1		1 3/4		1 1/2		165	2280' (978') -3 1/2

TERPS ORIG-B 25 MAR 2021

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

BRANSON, MO (BRANSON - KBBG)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBBG

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.