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Terminal Charts For KBBW

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: BROKEN BOW NE USA
ICAO/IATA: KBBW / BBW
Lat/Long: N41° 26.19', W099° 38.53'
Elevation: 2546 ft

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

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

Sunrise: 1205 Z
Sunset: 0113 Z

Runway Information

Runway: 14
Length x Width: 4203 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 2546 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 32
Length x Width: 4203 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 2534 ft
Lighting: Edge, Pilot controlled

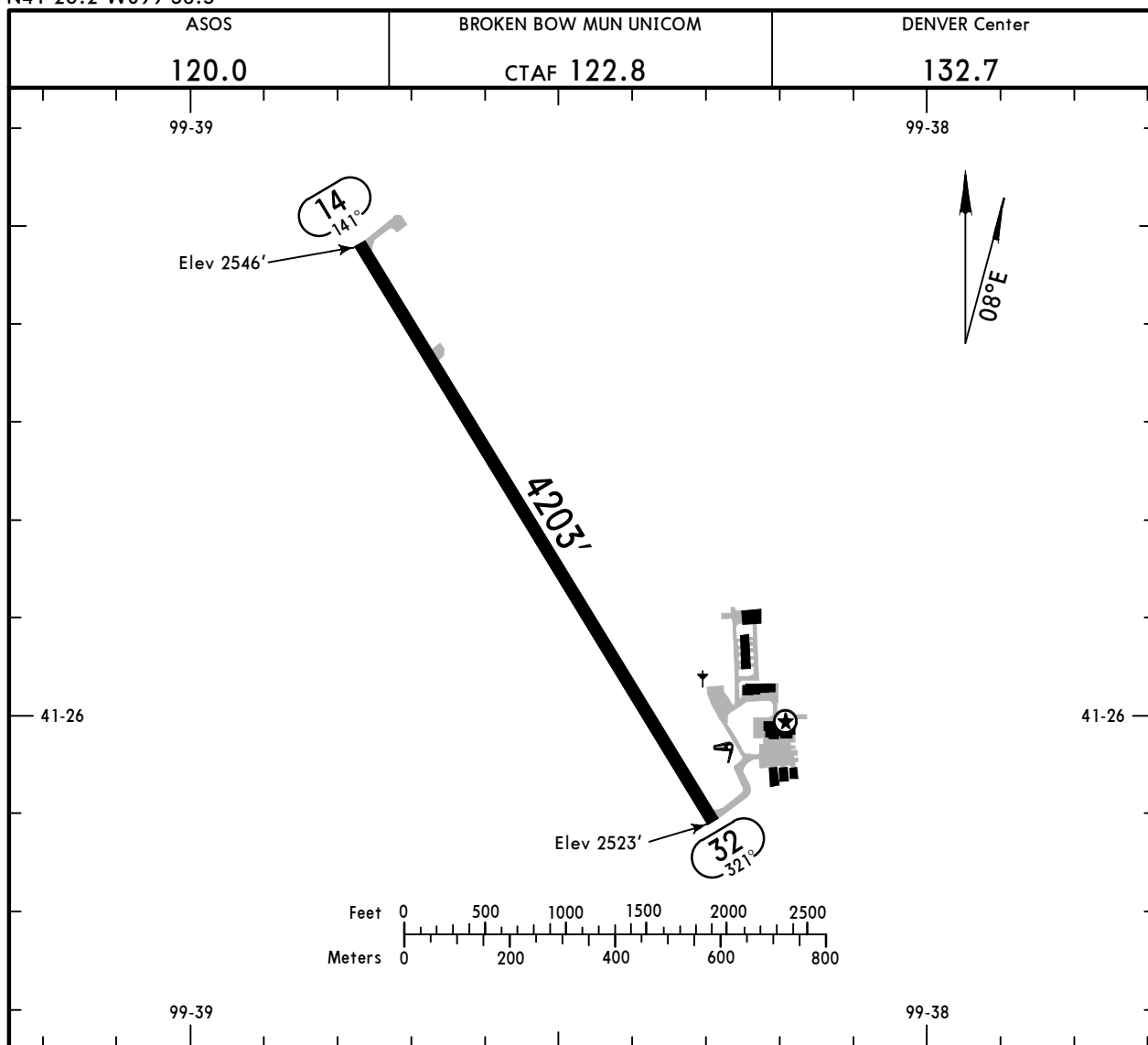
Communication Information

ASOS: 120.000
ASOS: 118.425 Secondary
Broken Bow Mun/ Keith Gla UNICOM: 122.800 CTAF PCL
Denver ACC: 132.700 Remote Communications Air-Ground

KBBW/BBW
 Apt Elev **2546'**
 N41 26.2 W099 38.5

JEPPesen
 4 SEP 20 **(10-9)**

BROKEN BOW, NEBR
BROKEN BOW MUN/GLAZE



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
14	① MIRL ① REIL ① PAPI-L (angle 3.0°)				75'
32	① MIRL ① PAPI-L (angle 3.0°)				

① Activate on 122.8.

TAKE-OFF						FOR FILING AS ALTERNATE Authorized Only When Broken Bow Weather Available RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 VOR Rwy 14 VOR DME Rwy 32	
Rwy 32			Rwy 14				
With Min climb of 310'/NM to 3000'		For Visual Climb Over Airport	With Min climb of 240'/NM to 3100'		Other		
Adequate Vis Ref	STD		Adequate Vis Ref	STD			
1 & 2 Eng	1/4	1	1100-3	1/4	1	A	800-2
3 & 4 Eng		1/2			1/2	400-2 3/4	
						D	NA

VISUAL CLIMB OVER AIRPORT (VCOA)

Rwy 32: Obtain ATC approval for Visual Climb Over Airport when requesting IFR clearance. Climb in visual conditions to cross Broken Bow Mun/Keith Glaze field at or above 3500' before proceeding on course.

(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

AMEND 4

ODP TAKEOFF OBSTACLE NOTES

- RWY 14:

Vehicle on road 10' from DER, 487' right of centerline, 2532' MSL. Buildings beginning 12' from DER, 463' left of centerline, up to 19' AGL/2544' MSL. Building 56' from DER, 512' left of centerline, 24' AGL/2549' MSL. Building, general utility pole, pole, tree beginning 202' from DER, 170' left of centerline, up to 43' AGL/2572' MSL. Tree 1568' from DER, 20' left of centerline, 2575' MSL. Tree 1606' from DER, 90' right of centerline, 2573' MSL. Tree 1628' from DER, 107' left of centerline, 2576' MSL. Tree 1659' from DER, 21' left of centerline, 2579' MSL. Building 2574' from DER, 567' right of centerline, 66' AGL/2599' MSL. Tree 2831' from DER, 1243' right of centerline, 2605' MSL. Tower 2.2 NM from DER, 1858' right of centerline, 305' AGL/2931' MSL.

- RWY 32:

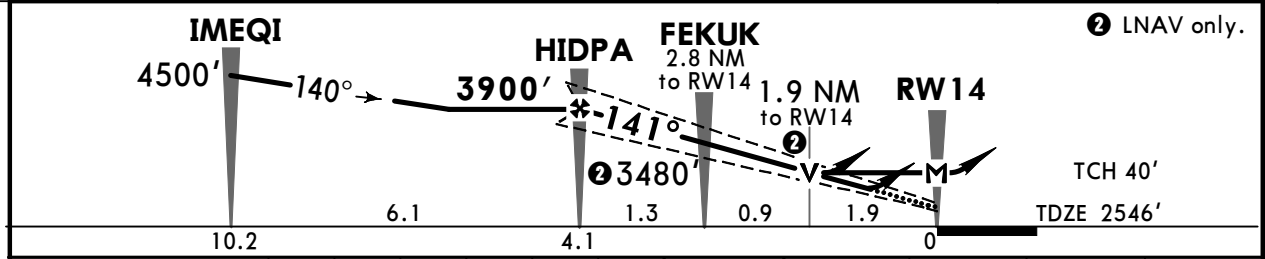
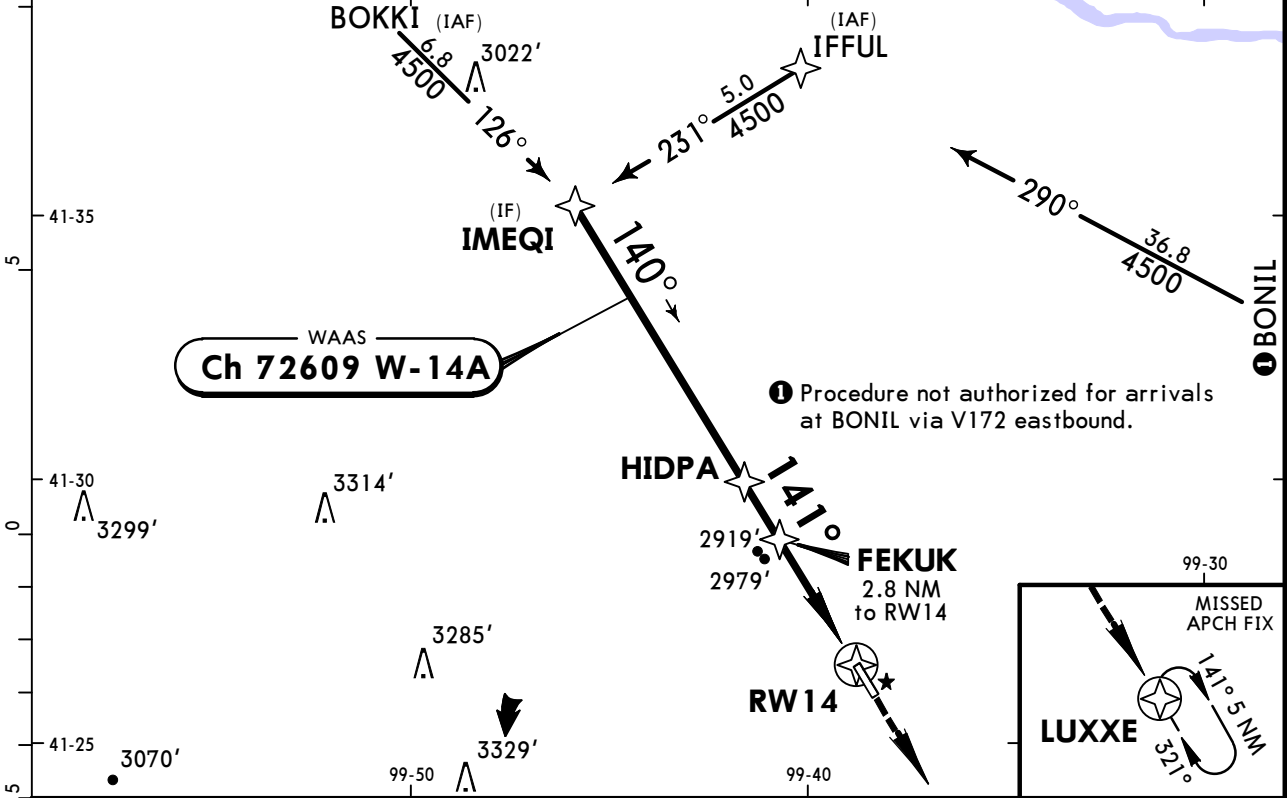
Electrical systems beginning 39' from DER, 71' left of centerline, up to 3' AGL/2548' MSL. Electrical system 39' from DER, 112' right of centerline, 4' AGL/2550' MSL. Pole, fences, tree beginning 46' from DER, 325' right of centerline, up to 12' AGL/2559' MSL. Vehicle on road 191' from DER, 341' left of centerline, 2556' MSL. Trees, vehicle on road beginning 760' from DER, 253' left of centerline, up to 2634' MSL. Trees beginning 1256' from DER, 780' right of centerline, up to 2627' MSL. Tree 2562' from DER, 1073' right of centerline, 2654' MSL. Tree, terrain beginning 2707' from DER, 1216' left of centerline, up to 2642' MSL. Terrain 3558' from DER, 1398' left of centerline, 2651' MSL. Terrain 3790' from DER, 1358' left of centerline, 2655' MSL. Terrain 4015' from DER, 1337' left of centerline, 2661' MSL. Tree, terrain beginning 4061' from DER, 1335' left of centerline, up to 2690' MSL. Terrain 4440' from DER, 1498' left of centerline, 2693' MSL. Terrain, tree beginning 4444' from DER, 1375' left of centerline, up to 2714' MSL. Terrain beginning 5541' from DER, 1579' left of centerline, up to 2723' MSL. Terrain, tree beginning 5601' from DER, 1487' left of centerline, up to 2760' MSL. Terrain beginning 1 NM from DER, 1760' left of centerline, up to 2764' MSL. Tree 1.4 NM from DER, 1375' right of centerline, 2778' MSL. Trees beginning 1.4 NM from DER, 1253' right of centerline, up to 2788' MSL. Tree 1.4 NM from DER, 692' left of centerline, 2778' MSL. Terrain, trees beginning 1.4 NM from DER, 1525' right of centerline, up to 2804' MSL. Terrain 1.5 NM from DER, 1354' left of centerline, 2794' MSL. Terrain beginning 1.5 NM from DER, 1203' left of centerline, up to 2798' MSL. Building, terrain beginning 1.5 NM from DER, 1476' left of centerline, up to 16' AGL/2816' MSL. Trees, terrain beginning 1.5 NM from DER, 948' left of centerline, up to 2827' MSL. Tree 1.6 NM from DER, 1173' left of centerline, 2830' MSL.

KBBW/BBW BROKEN BOW MUN/GLAZE

JEPESEN
2 NOV 18 (12-1) CAT A & B

BROKEN BOW, NEBR RNAV (GPS) Rwy 14

ASOS 120.0		DENVER Center 132.7		BROKEN BOW MUN UNICOM CTAF 122.8	
WAAS Ch 72609 W-14A	Final Apch Crs 141°	Minimum Alt HIDPA 3900' (1354')	LPV DA(H) (CONDITIONAL) 2801' (255')	Apt Elev 2546' TDZE 2546'	
MISSED APCH: Climb to 4300' direct LUXXE and hold.					4500 MSA RW14
RNP Apch	Alt Set: INCHES		Trans level: FL 180		
1. Use local altimeter setting; if not received, use North Platte Regl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C or above 54°C. 3. VDP and Baro/VNAV not authorized when using North Platte altimeter setting. 4. Rwy 14 helicopter visibility reduction below 3/4 SM not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	4300'	D → LUXXE
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW14									

STRAIGHT-IN LANDING RWY 14 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H)	LNAV/VNAV DA(H)	LNAV MDA(H)	Max Kts	MDA(H)
2801' (255')	3191' (645')	3180' (634')	90	3180' (634') - 1
A	1	2 1/4	120	
B				
C	NA	NA	C	NA
D			D	

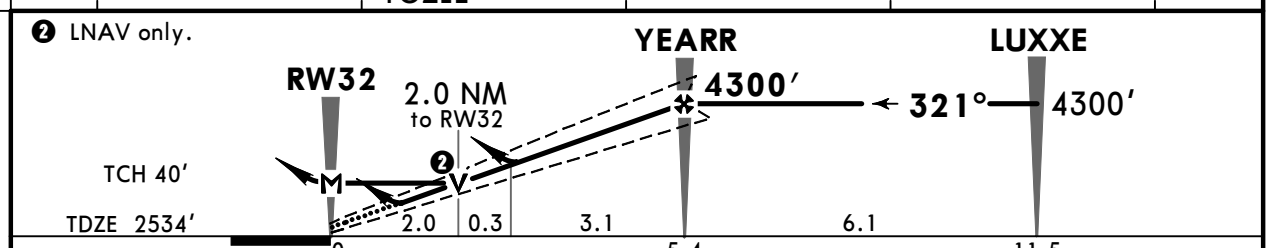
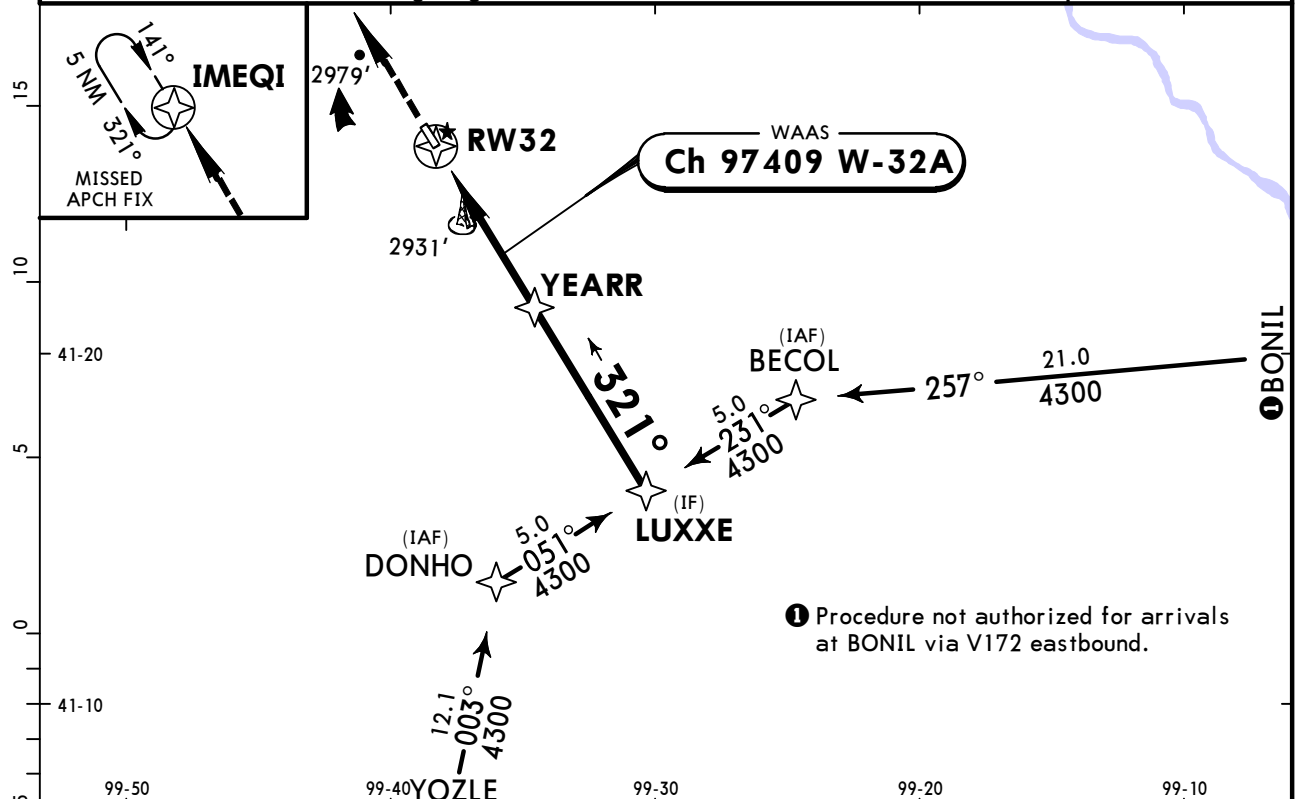
With North Platte Regl Altimeter Setting			With North Platte Regl Altimeter Setting	
LPV DA(H)	LNAV/VNAV DA(H)	LNAV MDA(H)	Max Kts	MDA(H)
2961' (415')	3351' (805')	3340' (794')	90	3340' (794') - 1
A	1 1/2	3	120	3340' (794') - 1 1/4
B				
C	NA	NA	C	NA
D			D	

CHANGES: Apt Elev, TDZE, minimums, notes, chart format.

KBBW/BBW JEPPESEN BROKEN BOW, NEBR

BROKEN BOW MUN/GLAZE 2 NOV 18 (12-2) CAT A & B RNAV (GPS) Rwy 32

ASOS 120.0		DENVER Center 132.7		BROKEN BOW MUN UNICOM CTAF 122.8	
WAAS Ch 97409 W-32A	Final Apch Crs 321°	Minimum Alt YEARR 4300' (1766')	LPV DA(H) (CONDITIONAL) 2833' (299')	Apt Elev 2546' TDZE 2534'	
MISSED APCH: Climb to 4500' direct IMEQI and hold.					
RNP Apch	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use North Platte Regl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C or above 54°C. 3. VDP and Baro/VNAV not authorized when using North Platte altimeter setting. 4. Rwy 32 helicopter visibility reduction below 3/4 SM not authorized. 5. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	4500'	IMEQI
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW32									

STRAIGHT-IN LANDING RWY 32 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 2833' (299')	LNAV/VNAV DA(H) 3301' (767')	LNAV MDA(H) 3200' (666')	Max Kts	MDA(H)
A 1	2 3/4	1	90	3200' (654') - 1
B NA	NA	NA	120	NA
C NA	NA	NA	C	NA
D NA	NA	NA	D	NA

With North Platte Regl Altimeter Setting			With North Platte Regl Altimeter Setting	
LPV DA(H) 2993' (459')	LNAV/VNAV DA(H) 3461' (927')	LNAV MDA(H) 3360' (826')	Max Kts	MDA(H)
A 1 3/4	4	1	90	3360' (814') - 1
B NA	NA	1 1/4	120	3360' (814') - 1 1/4
C NA	NA	NA	C	NA
D NA	NA	NA	D	NA

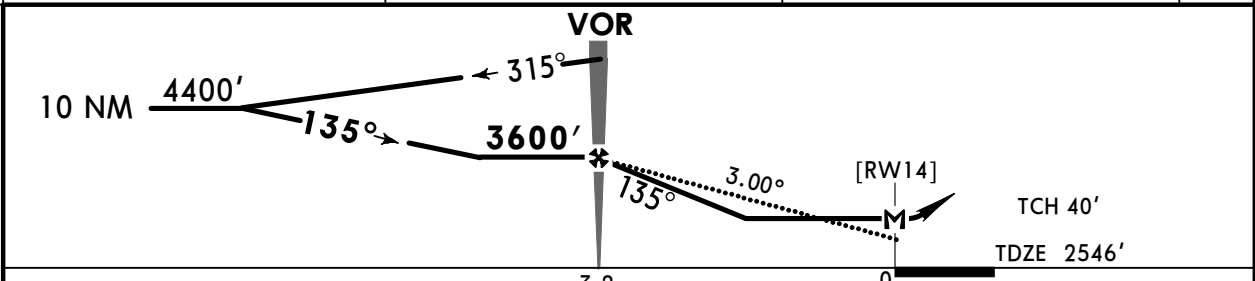
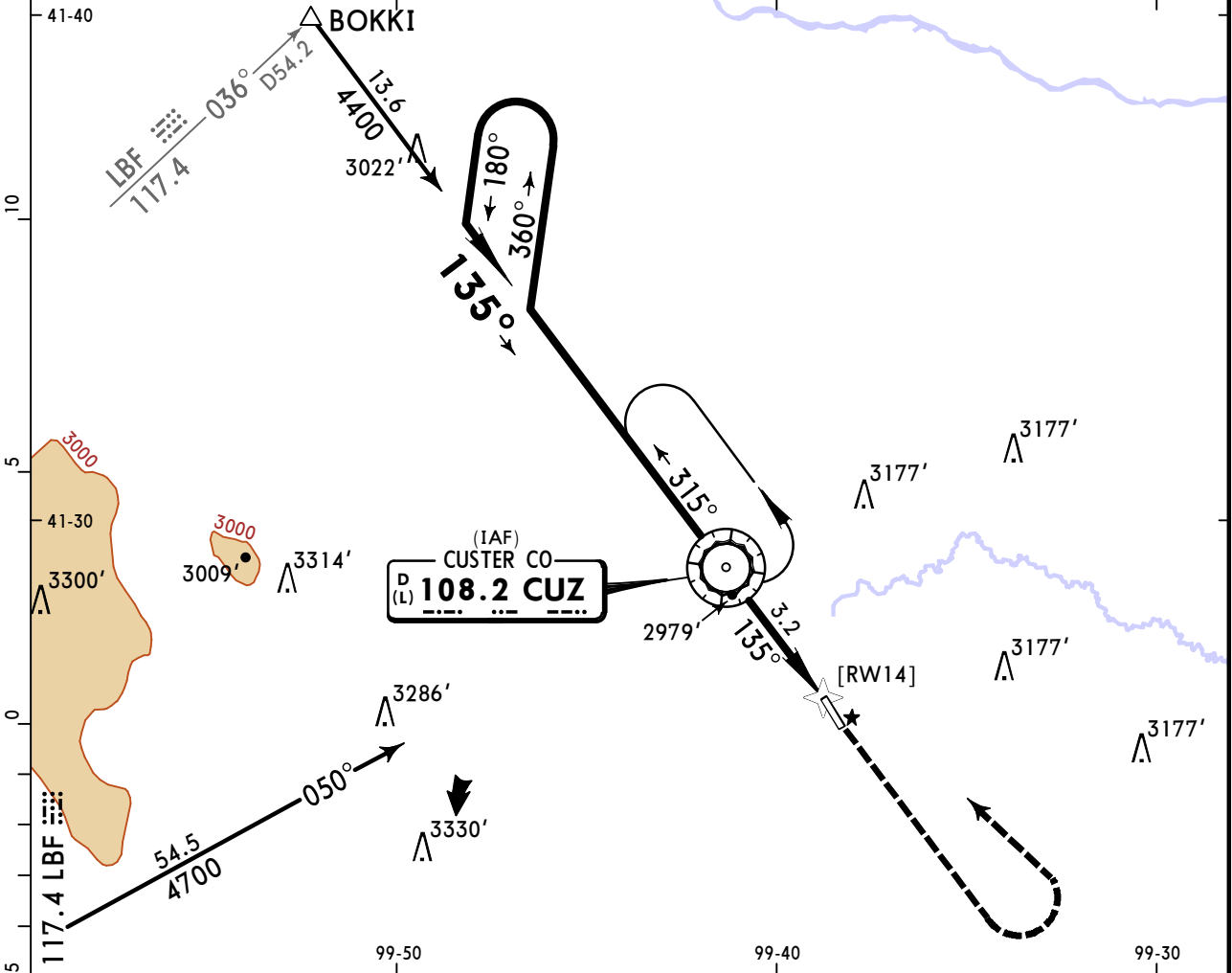
KBBW/BBW BROKEN BOW MUN/GLAZE

JEPPESEN
12 MAY 23 (13-1)

BROKEN BOW, NEBR VOR Rwy 14

CAT A & B

ASOS 120.0		DENVER Center (R) 132.7		BROKEN BOW MUN/GLAZE UNICOM CTAF 122.8	
VOR CUZ 108.2	Final Apch Crs 135°	VOR 3600' (1054')	MDA(H) (CONDITIONAL) 3240' (694')	Apt Elev 2546'	4500 MSA CUZ VOR
MISSED APCH: Climb to 4400' then LEFT turn direct CUZ VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use North Platte Regl altimeter setting. 2. Rwy 14 helicopter visibility reduction below 3/4 not authorized. 3. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	4400' ↑	← LT	→ D →	CUZ 108.2
Descent Angle 3.00°	372	478	531	637	743	849					
VOR to MAP	3.2	2:45	2:08	1:55	1:36	1:22	1:12				

STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND		
MDA(H) 3240' (694') With Local Altimeter Setting			MDA(H) 3380' (834') With North Platte Regl Altimeter Setting		
			Max Kts	With Local Altimeter Setting	With North Platte Regl Altimeter Setting
A	1	1	90	3280' (734') - 1	3440' (894') - 1¼
B	1	1¼	120		
C	NA	NA	C	NA	NA
D	NA	NA	D	NA	NA

TERPS AMEND 4E 18 MAY 2023

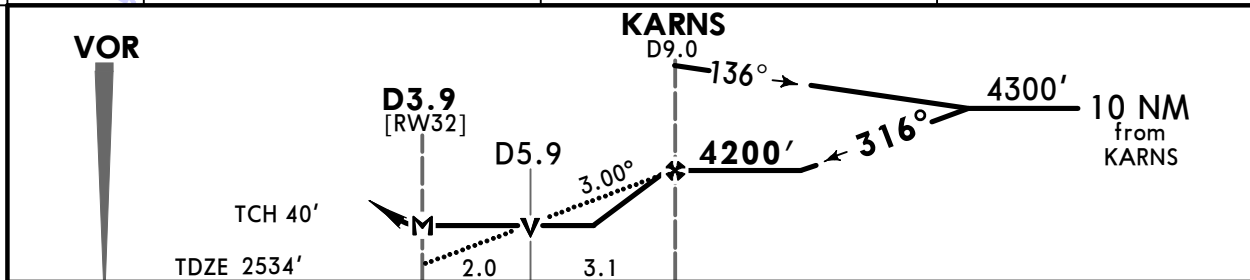
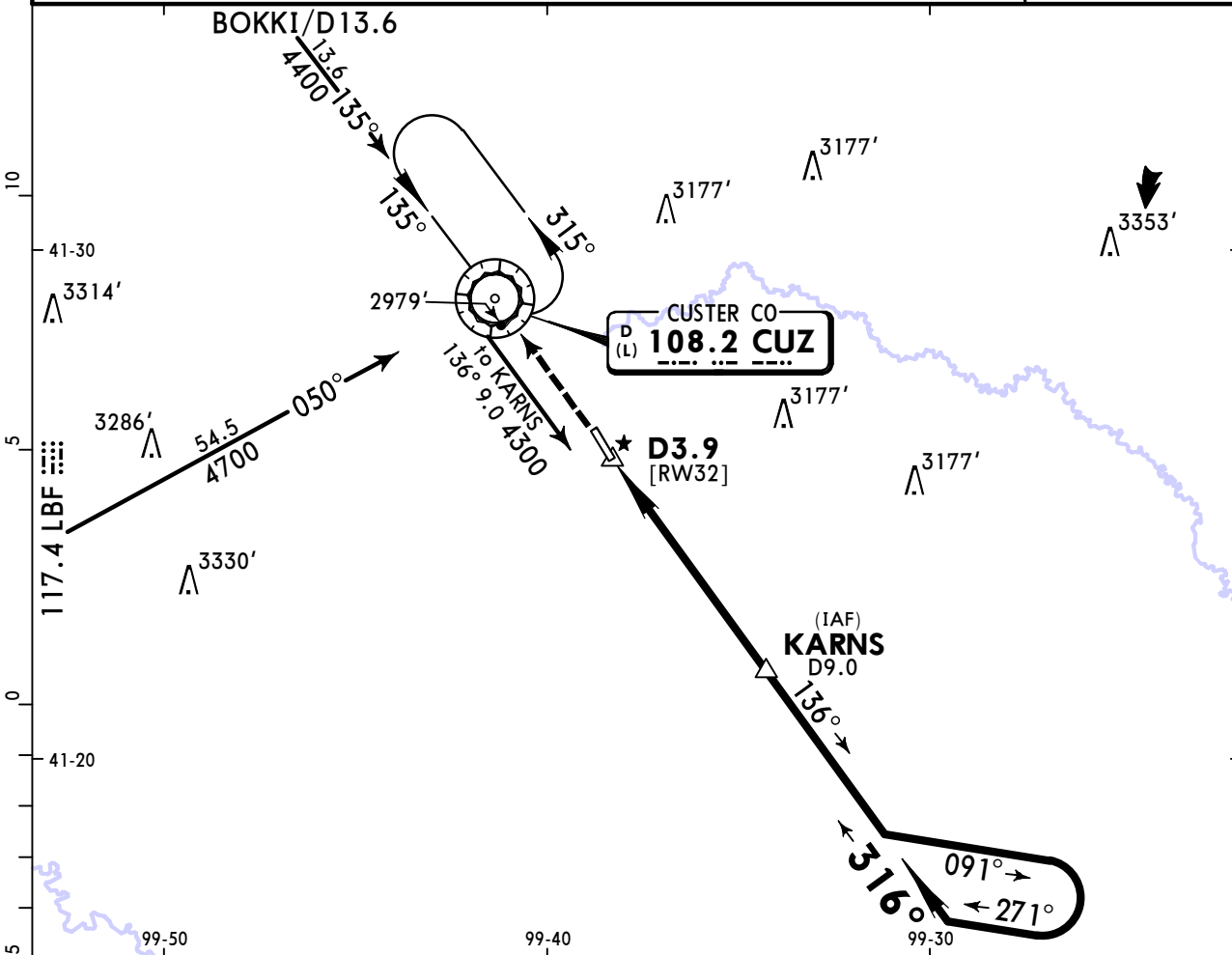
KBBW/BBW
BROKEN BOW MUN/GLAZE

JEPPESSEN
 12 MAY 23 **(13-2)**

BROKEN BOW, NEBR
VOR DME Rwy 32

CAT A & B

ASOS 120.0		DENVER Center (R) 132.7		BROKEN BOW MUN/GLAZE UNICOM CTAF 122.8	
VOR CUZ 108.2	Final Apch Crs 316°	KARNS 4200' (1666')	MDA(H) (CONDITIONAL) 3200' (666')	Apt Elev 2546'	4500 MSA CUZ VOR
MISSED APCH: Climb to 4400' direct CUZ VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use North Platte Regl altimeter setting. 2. VDP not authorized when using North Platte Regl altimeter setting. 3. Rwy 32 helicopter visibility reduction below 3/4 SM not authorized. 4. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	4400'	D	CUZ 108.2
Descent Angle 3.00°	372	478	531	637	743	849				
MAP at D3.9 or KARNAS to MAP	5.1	4:22	3:24	3:04	2:33	2:11				

STRAIGHT-IN LANDING RWY 32			CIRCLE-TO-LAND		
MDA(H) 3200' (666')		MDA(H) 3360' (826')	With Local Altimeter Setting		With North Platte Regl Altimeter Setting
With Local Altimeter Setting		With North Platte Regl Altimeter Setting	MDA(H)		MDA(H)
A	1	1	3200' (654') - 1	3360' (814') - 1	
B	1	1 1/4		3360' (814') - 1 1/4	
C	NA	NA	NA		NA
D	NA	NA	NA		NA

TERPS ORIG-D 30 APR 2015

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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BROKEN BOW, NE (BROKEN BOW MUN/ KEITH GLAZE - KBBW)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBBW

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.