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## General Information

Location: BRYCE CANYON UT USA  
ICAO/IATA: KBCE / BCE  
Lat/Long: N37° 42.39', W112° 08.75'  
Elevation: 7590 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +7:00 = UTC  
Magnetic Variation: 14.0° E  
Sectional Chart: Las Vegas

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

Sunrise: 1259 Z  
Sunset: 0159 Z

## Runway Information

Runway: 03  
Length x Width: 7395 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 7590 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 21  
Length x Width: 7395 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 7564 ft  
Lighting: Edge, REIL, Pilot controlled

## Communication Information

ASOS: 135.475  
Bryce Canyon UNICOM: 122.800 CTAF PCL  
Salt Lake City ACC: 133.600 Remote Communications Air-Ground  
Cedar City FSS: 122.200 RCO

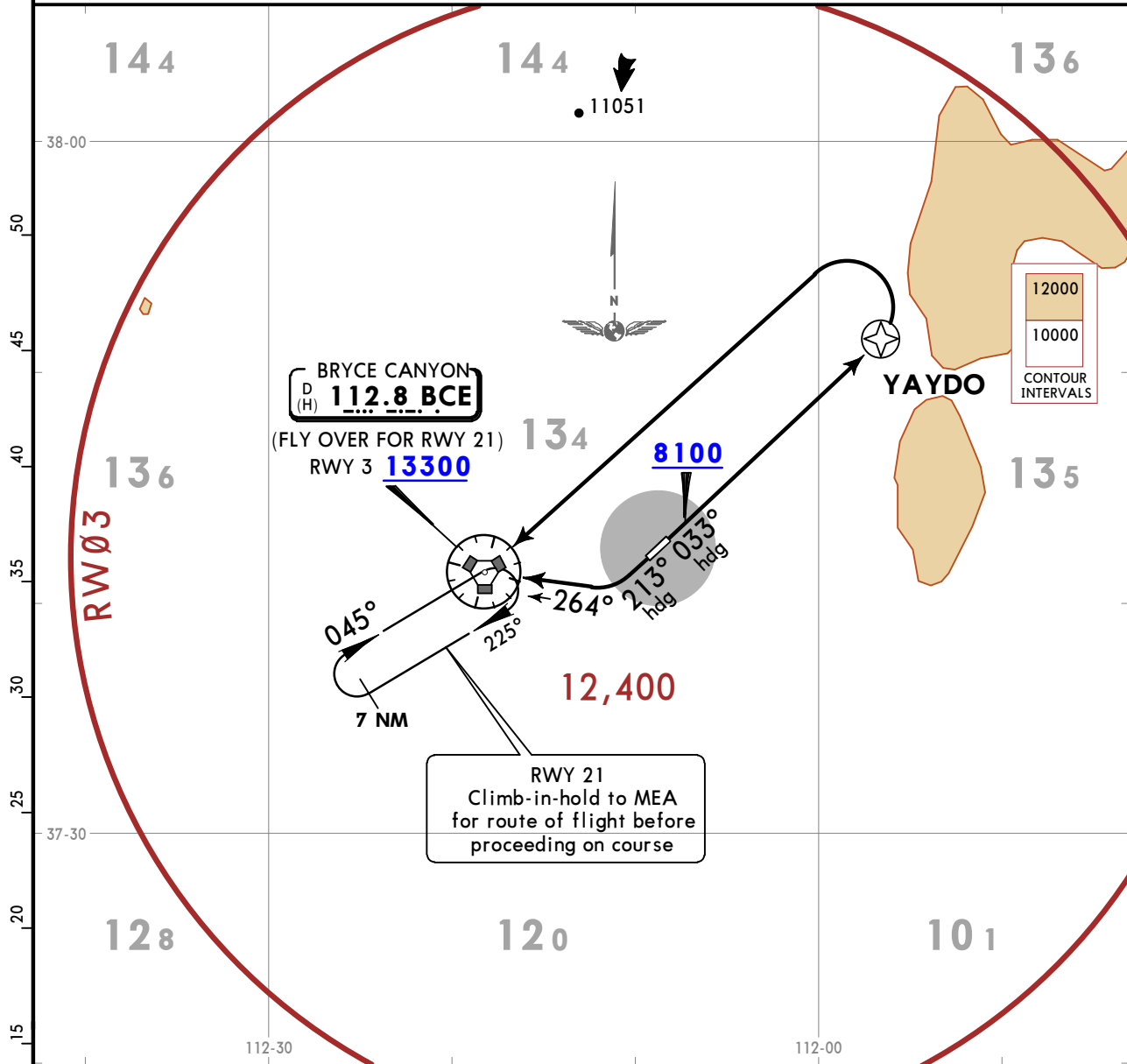
**KBCE/BCE**  
**BRYCE CANYON**

**JEPPESEN**  
12 JUL 19 **10-3**

**BRYCE CANYON, UTAH**  
**RNAV DP**

SALT LAKE CITY Center <b>133.6</b>	Apt Elev <b>7590</b>	Trans alt: 18000 <b>1. GPS required.</b> <b>2. RNAV 1.</b>
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**OBSTACLE**  
**BRYCE 2 RNAV DEPARTURE (BRYCE2.BRYCE)**



This DP requires takeoff minimums:  
 Rwy 3: Standard (or lower than standard, if authorized) with a minimum climb of 285 per NM to 12100.  
 Rwy 21: Standard (or lower than standard, if authorized) with a minimum climb of 310 per NM to 10500.

**Standard Takeoff Minimums**

	Adequate Vis Ref	STD	Gnd speed-KT						
1 & 2 Eng	1/4	1	75	100	150	200	250	300	
3 & 4 Eng			1/2	285 per NM	356	475	713	950	1188
			310 per NM	388	517	775	1033	1292	1550

**TAKEOFF OBSTACLE NOTES**

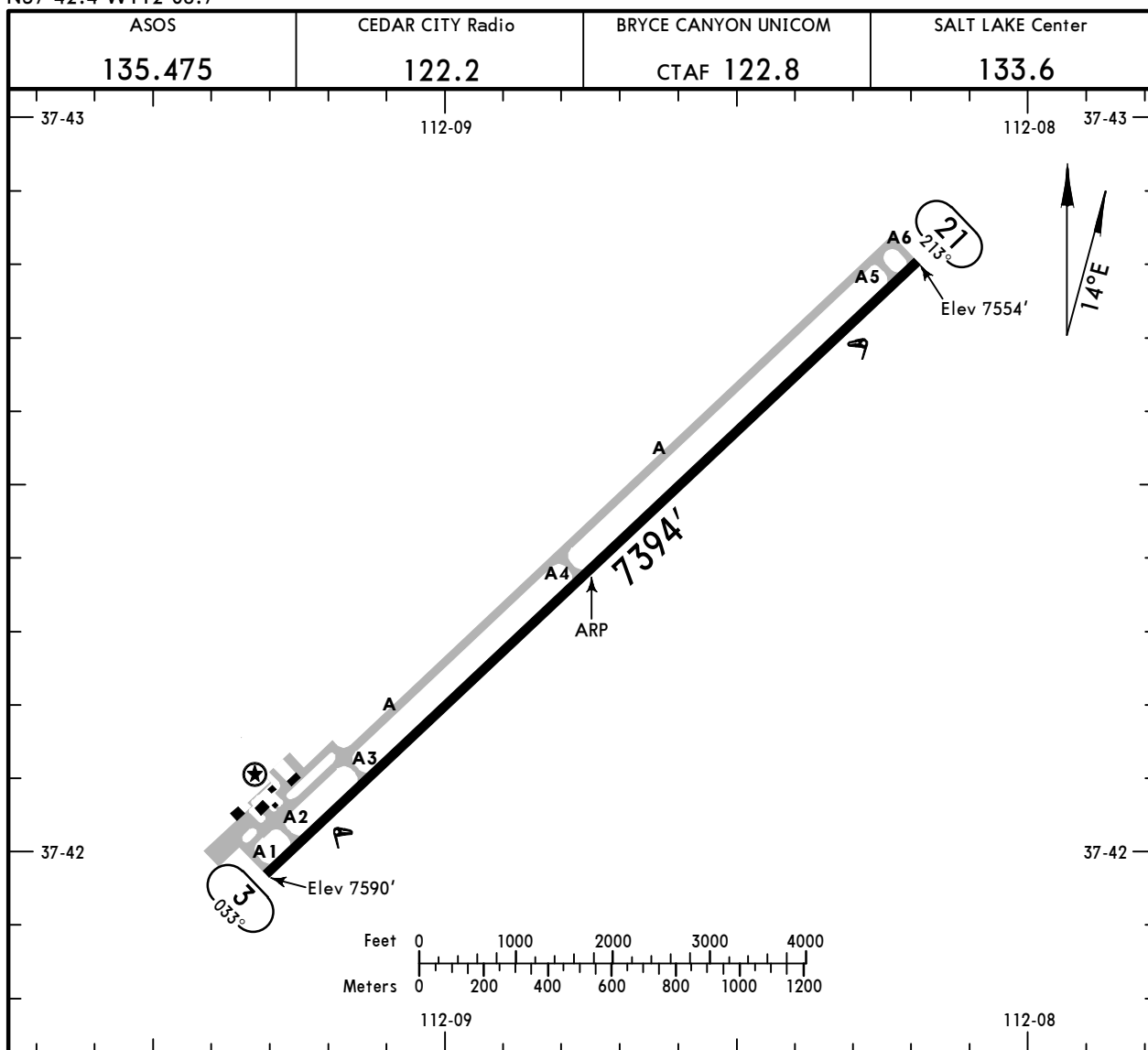
Rwy 3: Vehicles on road 135 from DER, 374 LEFT of centerline, 15 AGL/7588 MSL. Fence 38 from DER, 377 RIGHT of centerline, 8 AGL/7558 MSL.  
 Rwy 21: Fence 23 from DER, 375 LEFT of centerline, 4 AGL/7593 MSL. Fence 296 from DER, 530 RIGHT of centerline, 4 AGL/7601 MSL. Vehicles on road beginning 49 from DER, 28 RIGHT of centerline, 15 AGL/7623 MSL. Multiple poles beginning 867 from DER, 706 RIGHT of centerline, 39 AGL/7638 MSL.

RWY	INITIAL CLIMB
<b>3</b>	Climb heading 033° to 8100, then climb to 13300 direct YAYDO and LEFT turn direct BCE VOR before proceeding on course.
<b>21</b>	Climb heading 213° to intercept course 264° to BCE VOR and hold. Continue climb-in-hold to MEA for route of flight before proceeding on course.

**KBCE/BCE**  
 Apt Elev **7590'**  
 N37 42.4 W112 08.7

**JEPPESSEN**  
 9 AUG 19 **(10-9)** **Eff 15 Aug**

**BRYCE CANYON, UTAH**  
**BRYCE CANYON**



**ADDITIONAL RUNWAY INFORMATION**

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
3 21	① MIRL ① REIL ① PAPI-L (angle 3.0°)	porous friction course overlay		75'

① Activate on 122.8.

TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwys		RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21	
1 & 2 Eng	<b>USE BRYCE DEPARTURE</b>	A	800-2
3 & 4 Eng		B	
		C	
		D	NA

A  
M  
E  
N  
D  
0

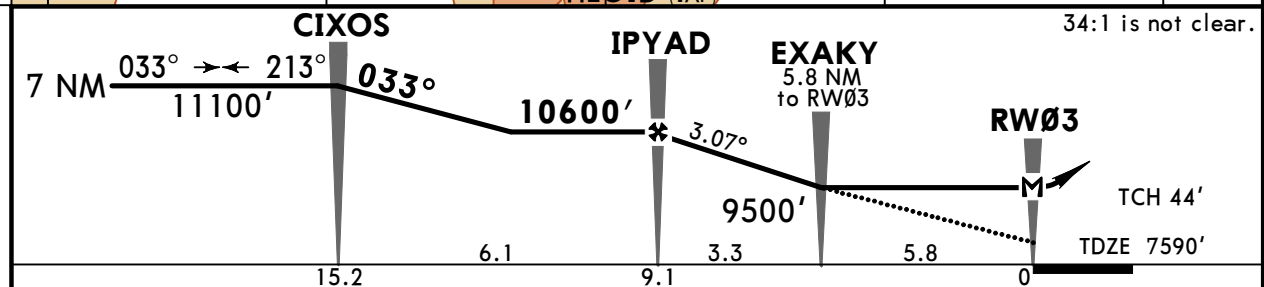
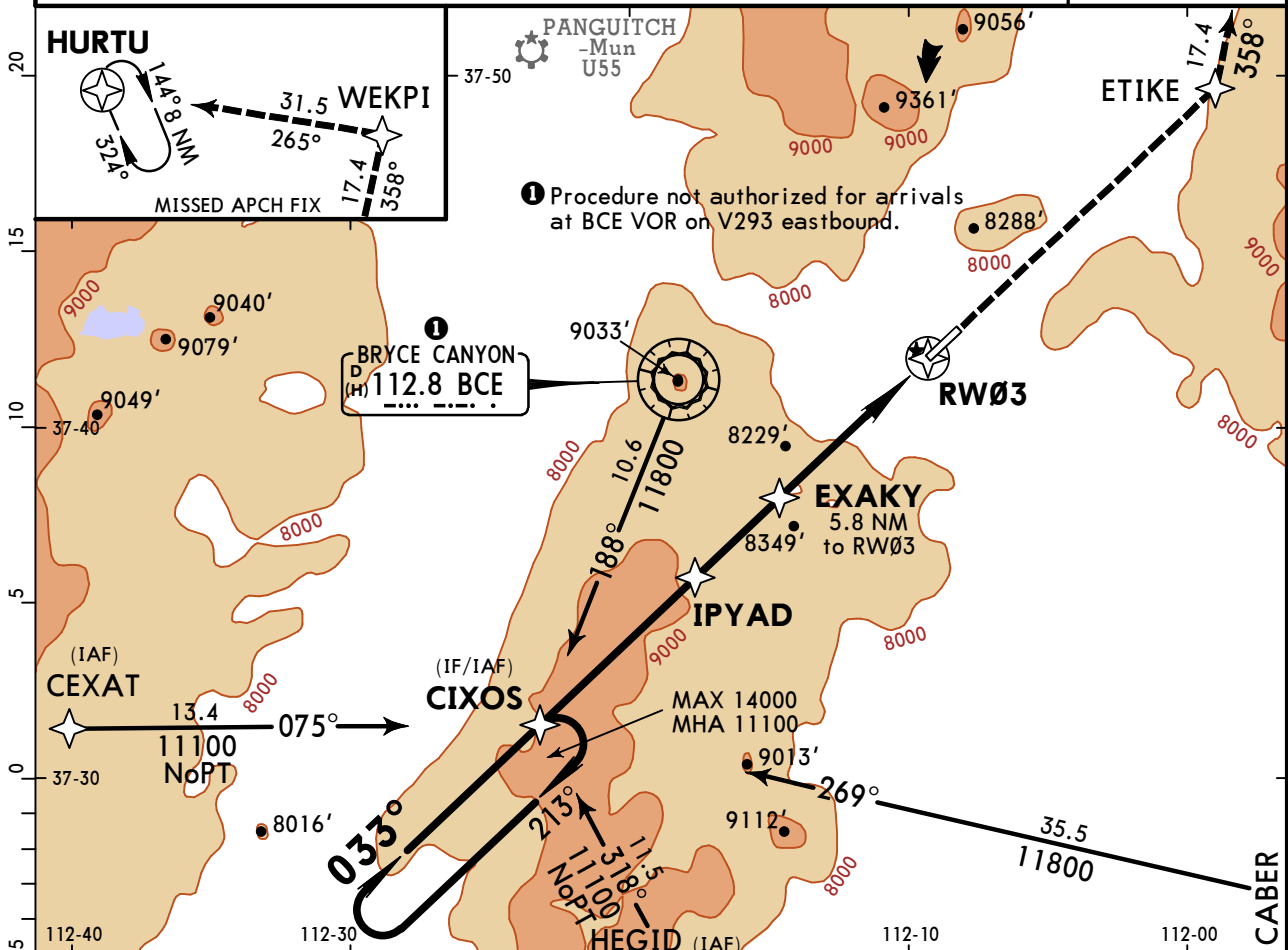
# KBCE/BCE BRYCE CANYON

**JEPPesen**  
28 MAY 21 (12-1)

# BRYCE CANYON, UTAH RNAV (GPS) Rwy 3

ASOS <b>135.475</b>		SALT LAKE Center <b>133.6</b>		CEDAR CITY Radio <b>122.2</b>		BRYCE CANYON UNICOM <b>CTAF 122.8</b>		
RNAV	Final Apch Crs <b>033°</b>	IPYAD <b>10600'</b> (3010')	RNAV MDA(H) <b>8440'</b> (850')	Apt Elev 7590' TDZE 7590'		<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;"> <span>12,400</span> </div> <p>MSA RW03</p>		
<b>MISSED APCH: Climb to 13000' direct ETIKE and on track 358° to WEKPI and LEFT turn on track 265° to HURTU and hold.</b>								
RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'					

1. Procedure not authorized at night. 2. Use local altimeter setting; if not received, procedure not authorized. 3. Rwy 3 helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 122.8.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	13000'	D →	ETIKE
Descent Angle	3.07°	380	489	543	652	869				

MAP at RW03

**STRAIGHT-IN LANDING RWY 3**

LNAV  
MDA(H) **8440'**(850')

A	1
B	1¼
C	2½
D	NA

TERPS AMEND OE 15 AUG 2019

# KBCE/BCE BRYCE CANYON

JEPPESEN

# BRYCE CANYON, UTAH RNAV (GPS) Rwy 21

28 MAY 21

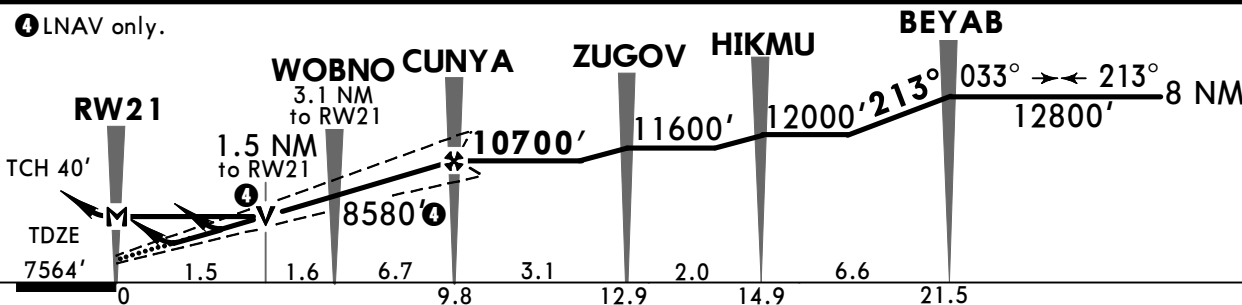
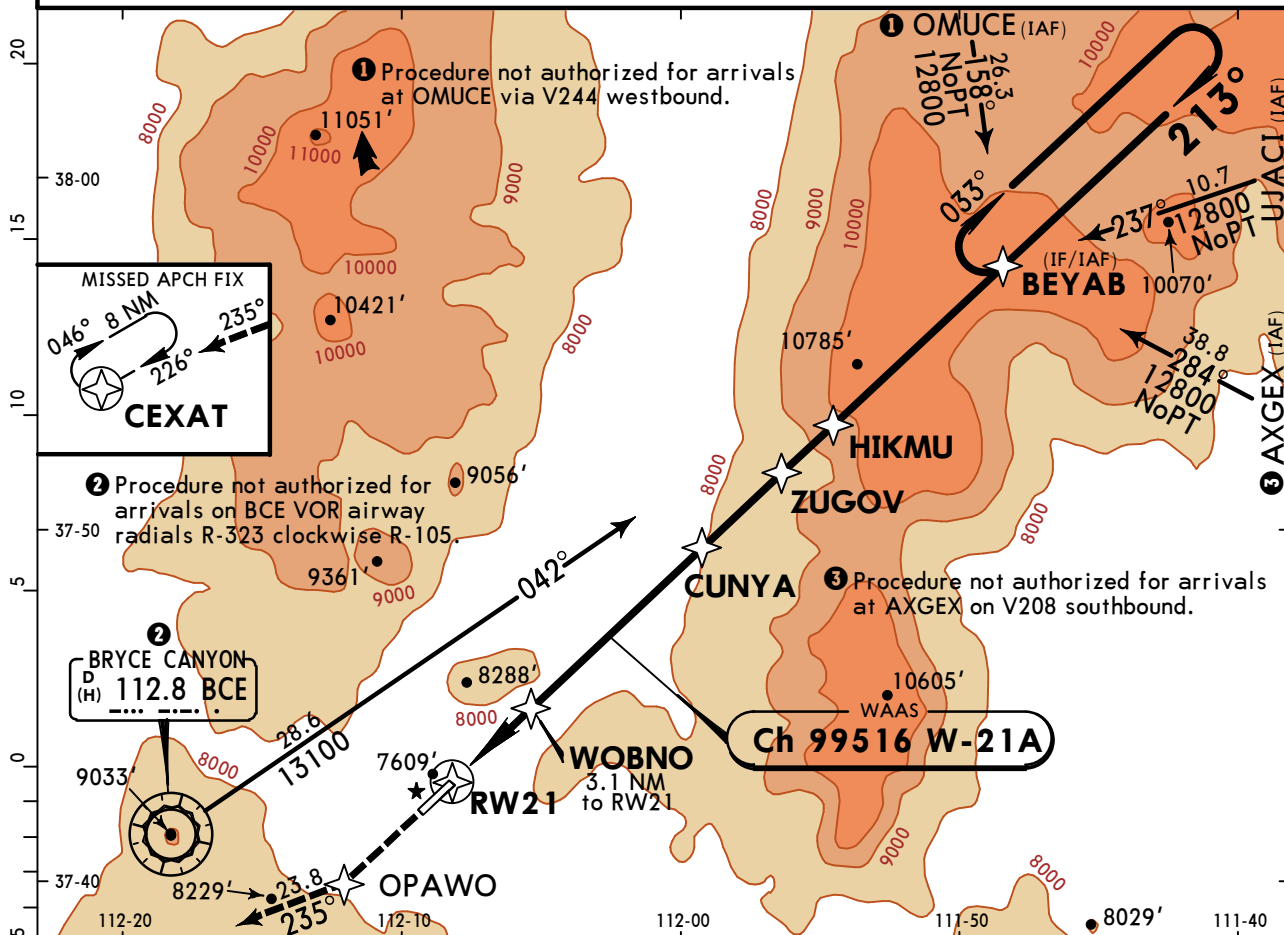
(12-2)

CAT A, B & C

RNAV (GPS) Rwy 21

ASOS 135.475		SALT LAKE Center 133.6		CEDAR CITY Radio 122.2		BRYCE CANYON UNICOM CTAF 122.8	
WAAS <b>Ch 99516</b> W-21A	Final Apch Crs <b>213°</b>	CUNYA <b>10700'</b> (3136')		LPV DA(H) <b>7889'</b> (325')	Apt Elev 7590'	12,400 MSA RW21	
MISSED APCH: Climb to 12300' direct OPAWO and on track 235° to CEXAT and hold.							
RNP Apch	Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'	

1. Use local altimeter setting; if not received, procedure not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -30°C or above 54°C. 3. VGSI and RNAV glidepath not coincident. 4. Rwy 21 helicopter visibility reduction below 3/4 SM not authorized. 5. Pilot controlled lighting 122.8.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	12300'	D → OPAWO	
Glide Path Angle	3.00°	372	478	531	637	743				849
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW21										

TERPS		STRAIGHT-IN LANDING RWY 21		
	LPV	LNAV/VNAV	LNAV	
	DA(H) 7889'(325')	DA(H) 8016'(452')	MDA(H) 8040'(476')	
A				
B	1 1/8	1 1/2	1	
C			1 3/8	
D	NA	NA	NA	

TERPS AMEND 1C 20 JUN 2014

### 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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**BRYCE CANYON, UT (BRYCE CANYON - KBCE)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KBCE

### 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.