

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBDG

Terminal Charts For KBDG

Revision Letter For Cycle 16-2023

Change Notices

Notebook

## General Information

Location: BLANDING UT USA  
ICAO/IATA: KBDG / BDG  
Lat/Long: N37° 35.00', W109° 29.00'  
Elevation: 5868 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +7:00 = UTC  
Magnetic Variation: 12.0° E  
Sectional Chart: Denver

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: 1248 Z  
Sunset: 0148 Z

## Runway Information

Runway: 17  
Length x Width: 5781 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 5868 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 35  
Length x Width: 5781 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 5821 ft  
Lighting: Edge, REIL, Pilot controlled

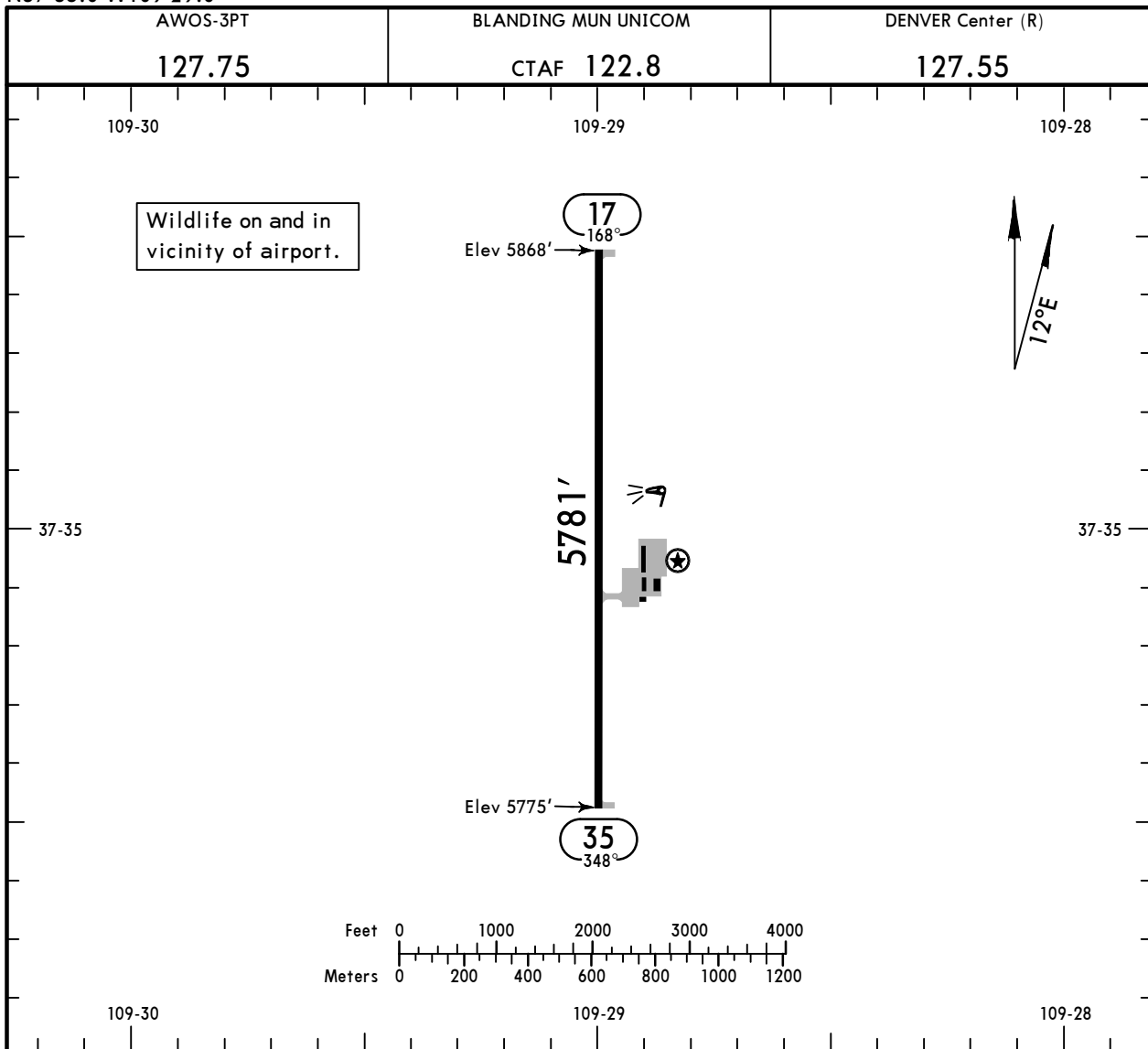
## Communication Information

AWOS: 127.750  
Blanding Mun UNICOM: 122.800 CTAF PCL  
Denver ACC: 127.550 Remote Communications Air-Ground

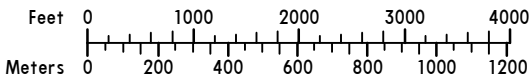
**KBDG/BDG**  
 Apt Elev **5868'**  
 N37 35.0 W109 29.0

**JEPPESEN**  
 17 FEB 23 **(10-9)** Eff 23 Feb

**BLANDING, UTAH**  
**BLANDING MUN**



Wildlife on and in vicinity of airport.



**ADDITIONAL RUNWAY INFORMATION**

RWY	17 35	① MIRA ① REIL ① PAPI-L (angle 3.0°)	USABLE LENGTHS			WIDTH
			Threshold	Glide Slope	TAKE-OFF	
						75'

① Activate on 122.8.

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

	Rwy 17		Rwy 35	
	Adequate Vis Ref	STD	With Min climb of 290'/NM to 6800'	Visual Climb Over Airport
1 & 2 Eng	1/4	1	300-1 1/8	4700-5
3 & 4 Eng		1/2		

**FOR FILING AS ALTERNATE**

Authorized Only When Local Weather Available.

RNAV (GPS) Rwy 35

A	800-2
B	900-2 3/4
C	NA
D	NA

**OBSTACLE DP:** Rwy 17: Climbing left turn heading 090° to intercept DVC R-223 to DVC VOR, continue climb to MEA of intended route.

Rwy 35: Climbing right turn heading 035° to intercept DVC R-237 to DVC VOR, continue climb to MEA of intended route.

**VISUAL CLIMB OVER AIRPORT:** Rwy 35: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Blanding Mun Airport at or above 10,400' before proceeding on course.

(For TAKEOFF OBSTACLE NOTES see 10-9A1)

AMEND 2

## ODP TAKEOFF OBSTACLE NOTES

- RWY 17:

Vegetation 131' from DER, 100' left of centerline, 5778' MSL. Pole 611' from DER, 266' left of centerline, 25' AGL/5791' MSL. Pole 620' from DER, 561' right of centerline, 27' AGL/5791' MSL. Pole beginning 721' from DER, 467' right of centerline, up to 35' AGL/5798' MSL.

- RWY 35:

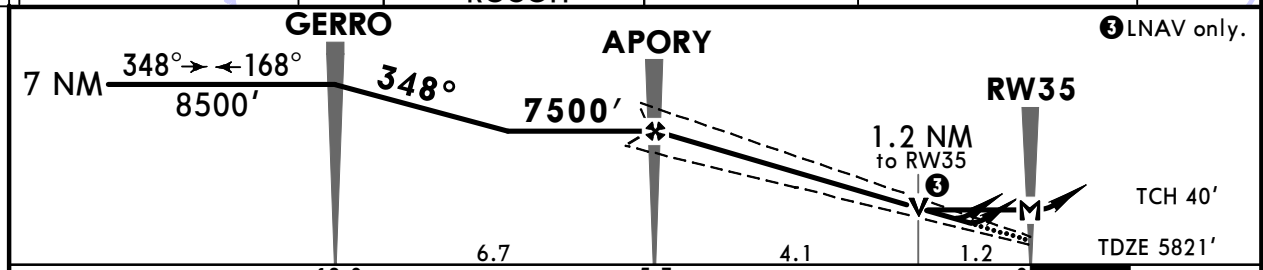
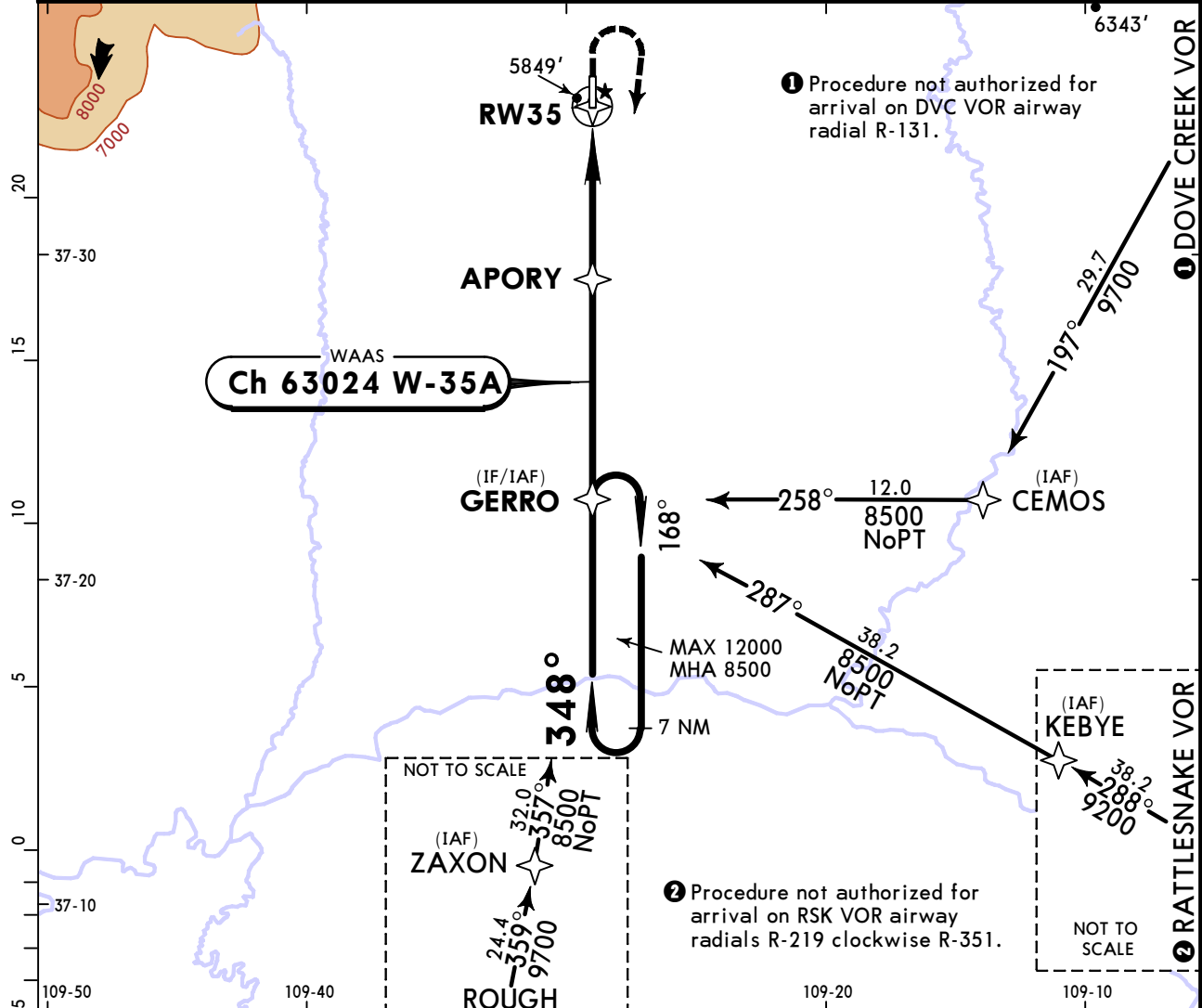
Vegetation, fence beginning 148' from DER, 247' right of centerline, up to 5880' MSL. Vehicle on road 173' from DER, 197' left of centerline, 5879' MSL. Tree, terrain beginning 276' from DER, 262' right of centerline, up to 5883' MSL. Tree, terrain, vehicle on road beginning 432' from DER, 16' right of centerline, up to 5887' MSL. Vehicle on road 467' from DER, 187' left of centerline, 5880' MSL. Vehicle on road 516' from DER, 37' left of centerline, 5882' MSL. Terrain, vehicle on road beginning 670' from DER, 194' right of centerline, up to 5889' MSL. Vehicle on road, terrain beginning 822' from DER, 363' right of centerline, up to 5893' MSL. Tree 1382' from DER, 822' right of centerline, 5909' MSL. Tree 2261' from DER, 1018' right of centerline, 5928' MSL. Trees beginning 2447' from DER, 1114' right of centerline, up to 5942' MSL. Pole 3149' from DER, 1300' right of centerline, 30' AGL/5956' MSL. Pole, building beginning 3242' from DER, 836' right of centerline, up to 46' AGL/5971' MSL. Tree 3651' from DER, 790' left of centerline, 5971' MSL. Pole, tree beginning 3889' from DER, 609' left of centerline, up to 33' AGL/5980' MSL. Pole beginning 3988' from DER, 65' right of centerline, up to 32' AGL/5975' MSL. Windmill, pole beginning 4135' from DER, 10' left of centerline, up to 5986' MSL. Pole, tree beginning 4174' from DER, 299' left of centerline, up to 36' AGL/5990' MSL. Pole 4199' from DER, 1272' right of centerline, 33' AGL/5979' MSL. Pole 4426' from DER, 1361' right of centerline, 34' AGL/5982' MSL. Pole 4467' from DER, 619' left of centerline, 29' AGL/5992' MSL. Pole 4492' from DER, 1264' right of centerline, 34' AGL/5984' MSL. Tree 4558' from DER, 739' left of centerline, 5998' MSL. Stadium, pole beginning 4594' from DER, 323' left of centerline, up to 6016' MSL. Pole beginning 4723' from DER, 1256' right of centerline, up to 32' AGL/5988' MSL. Pole 5080' from DER, 1356' right of centerline, 32' AGL/5996' MSL. Pole, tree beginning 5484' from DER, 370' left of centerline, up to 33' AGL/6019' MSL. Pole beginning 5494' from DER, 83' left of centerline, up to 37' AGL/6022' MSL. Tree 5561' from DER, 349' right of centerline, 6015' MSL. Tree, building beginning 5757' from DER, 189' left of centerline, up to 6026' MSL. Tree 1.1 NM from DER, 310' left of centerline, 6042' MSL. Building 1.1 NM from DER, 1517' right of centerline, 61' AGL/6054' MSL. Tower, pole beginning 1.2 NM from DER, 389' left of centerline, up to 65' AGL/6090' MSL. Tower 1.3 NM from DER, 104' right of centerline, 40' AGL/6070' MSL. Tower 1.3 NM from DER, 665' right of centerline, 66' AGL/6092' MSL. Trees beginning 1.5 NM from DER, 0' right of centerline, up to 6122' MSL. Tree 1.5 NM from DER, 159' left of centerline, 6114' MSL. Tree 1.6 NM from DER, 406' left of centerline, 6116' MSL. Trees beginning 1.6 NM from DER, 118' left of centerline, up to 6130' MSL. Trees beginning 1.6 NM from DER, 45' right of centerline, up to 6142' MSL. Trees beginning 1.6 NM from DER, 28' right of centerline, up to 6145' MSL. Tree 1.9 NM from DER, 43' right of centerline, 6175' MSL. Tree 2 NM from DER, 712' left of centerline, 6182' MSL. Tree 2 NM from DER, 912' right of centerline, 6189' MSL.

# KBDG/BDG BLANDING MUN

**JEPPESEN**  
17 FEB 23  
Eff 23 Feb (12-1) CAT A, B & C

# BLANDING, UTAH RNAV (GPS) Rwy 35

AWOS-3PT 127.75		DENVER Center (R) 127.55		BLANDING MUN UNICOM CTAF 122.8	
WAAS <b>Ch 63024</b> W-35A	Final Apch Crs <b>348°</b>	APORY <b>7500'</b> (1679')	LPV DA(H) <b>6071'</b> (250')	Apt Elev 5868' TDZE 5821'	
<b>MISSED APCH:</b> Climb to 6300' then climbing RIGHT turn to 8500' direct GERRO and hold. (Do not exceed 165 KT until GERRO)					12,600  MSA RW35
RNP Apch	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -26°C or above 54°C. 2. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	REIL	6300'	8500'	D → GERRO
Glide Path Angle	3.00°						PAPI-L	↑	RT	
MAP at RW35										

TERPS						STRAIGHT-IN LANDING RWY 35			CIRCLE-TO-LAND		
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)				
DA(H)	6071' (250')	DA(H)	6077' (256')	MDA(H)	6200' (379')		90	120	140		
A					1	90	6440' (572')	-1			
B	1	1	1	1	1	120	6540' (672')	-1			
C					1 1/4	140	6760' (892')	-2 3/4			
D	NA	NA	NA	NA	NA	D	NA				

### Chart changes since cycle 15-2023

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

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

**BLANDING, UT (BLANDING MUN - KBDG)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KBDG

### 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.