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Revision Letter For Cycle 16-2023

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Notebook

General Information

Location: WILLMAR MN USA
ICAO/IATA: KBDH / ILL
Lat/Long: N45° 07.02', W095° 07.76'
Elevation: 1126 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E
Sectional Chart: Twin Cities

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 2100 ft (974 ft AGL)

Sunrise: 1142 Z
Sunset: 0059 Z

Runway Information

Runway: 03
Length x Width: 2980 ft x 250 ft
Surface Type: turf
TDZ-Elev: 1126 ft

Runway: 13
Length x Width: 5500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1124 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 21
Length x Width: 2980 ft x 250 ft
Surface Type: turf
TDZ-Elev: 1126 ft

Runway: 31
Length x Width: 5500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1126 ft

Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS: 119.275 Secondary

AWOS: 113.700

Willmar Mun/Rice UNICOM: 122.800 CTAF PCL

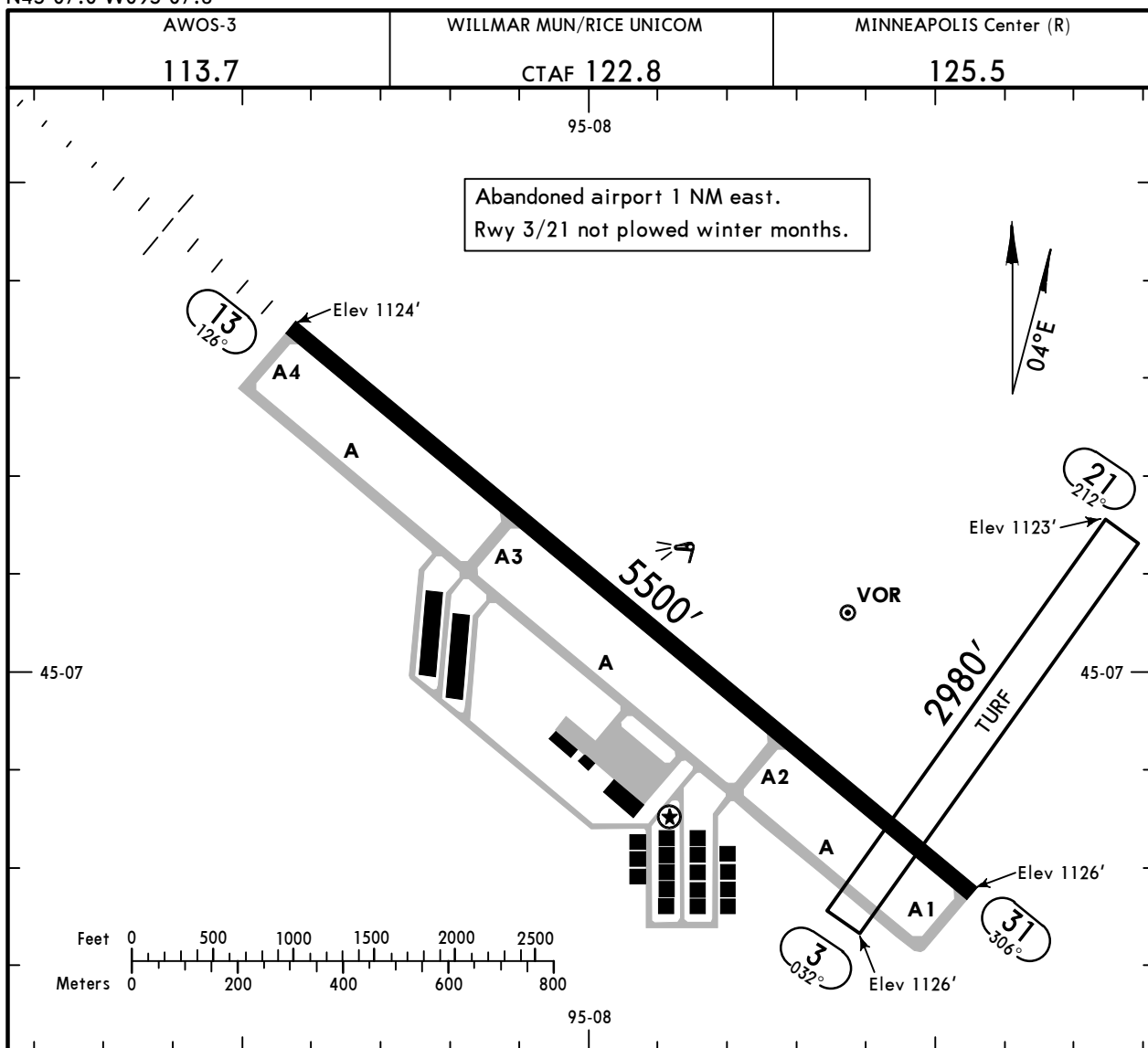
Minneapolis ACC: 125.500 Remote Communications Air-Ground

Princeton FSS: 122.150

KBDH
 Apt Elev **1126'**
 N45 07.0 W095 07.8

JEPPESSEN
 7 JAN 22 **(10-9)**

WILLMAR, MINN
WILLMAR MUN/RICE



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	
3	① 21				250'
13	② 31	③ HIRL ④ MALSR ④ PAPI-R (angle 3.00°)	4549'		100'
		③ HIRL ④ REIL ④ PAPI-L (angle 3.00°)			

- ① Marked with yellow cones.
- ② 200' unusable pavement beyond runway, both ends.
- ③ Preset to low intensity sunset-sunrise; activate or increase intensity on 122.8.
- ④ Activate or increase intensity on 122.8.

TAKE-OFF			FOR FILING AS ALTERNATE		
Rwys 13, 31		Rwys 3, 21	Authorized Only When Local Weather Available		
Adequate Vis Ref	STD		RNAV (GPS) Rwy 31	VOR Rwy 31 RNAV (GPS) Rwy 13	Other
1 & 2 Eng	1/4	1	A B C D	800-2	NA
3 & 4 Eng		1/2		800-2	
			900-2 3/4		

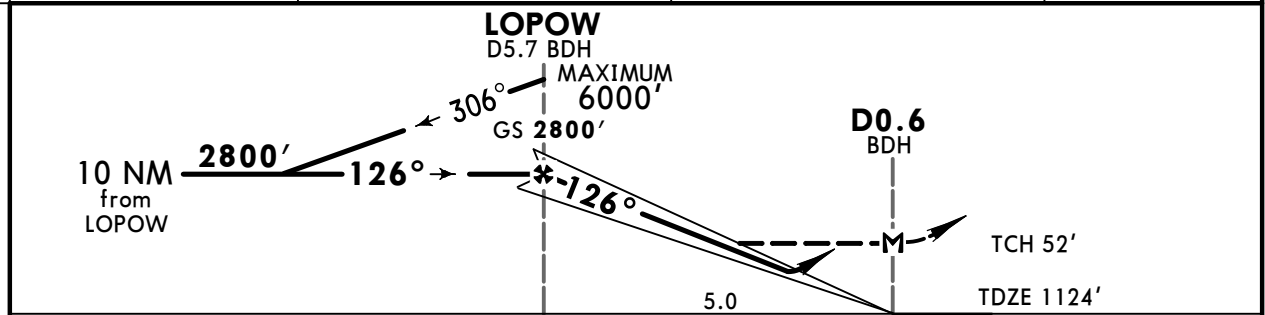
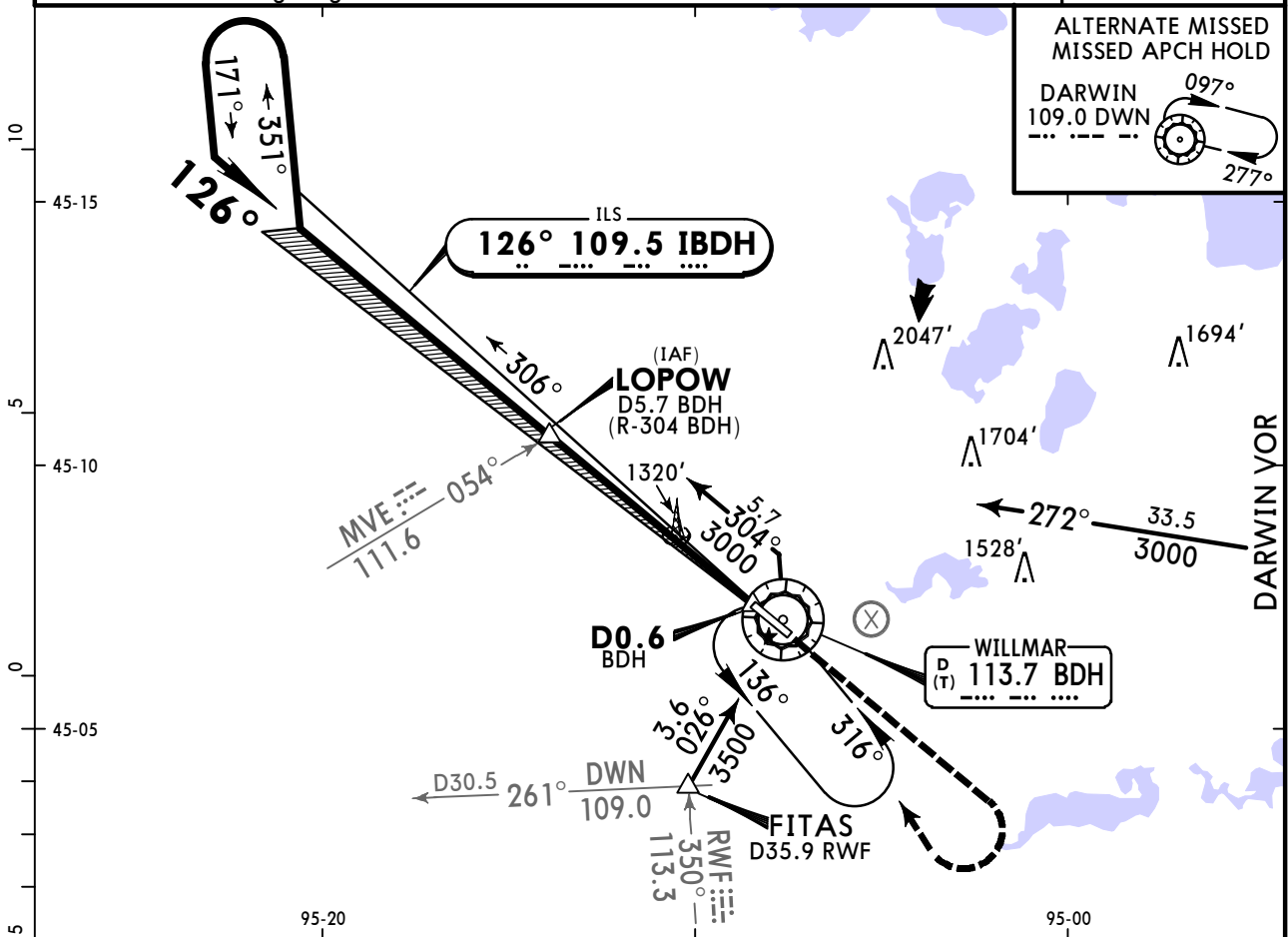
TAKE-OFF OBSTACLE NOTES: Rwy 31, Tree 1338' from DER, 740' left of centerline, 67' AGL/1193' MSL.

KBDH
WILLMAR MUN-RICE

JEPPESEN
14 MAY 21 (11-1)

WILLMAR, MINN
ILS or LOC Rwy 13

AWOS-3 113.7		MINNEAPOLIS Center (R) 125.5		WILLMAR MUN-RICE UNICOM CTAF 122.8	
LOC IBDH 109.5	Final Apch Crs 126°	LOPOW 2800' (1676')	ILS DA(H) (CONDITIONAL) 1324' (200')	Apt Elev 1126' TDZE 1124'	
MISSED APCH: Climb to 2500' then climbing RIGHT turn to 3000' direct BDH VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use Olivia Regl altimeter setting. 2. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2500'	3000'	D	BDH 113.7
GS	3.00°	372	478	531	637	743					
MAP at D0.6 BDH or LOPOW to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53				

STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND Not authorized Rwy 3, 21			
1 ILS		2 LOC (GS out)		With Local Altimeter Setting		With Olivia Regl Altimeter Setting	
DA(H) 1324' (200')		MDA(H) 1620' (496')		MDA(H)		MDA(H)	
FULL		RAIL/ALS out		RAIL/ALS out		RAIL/ALS out	
A			1		90	1620' (494')-1	1680' (554')-1
B			1		120	1660' (534')-1 1/2	1720' (594')-1 1/2
C	3/4		1 1/4		140	1960' (834')-2 3/4	2020' (894')-3
D			1 1/2		165		

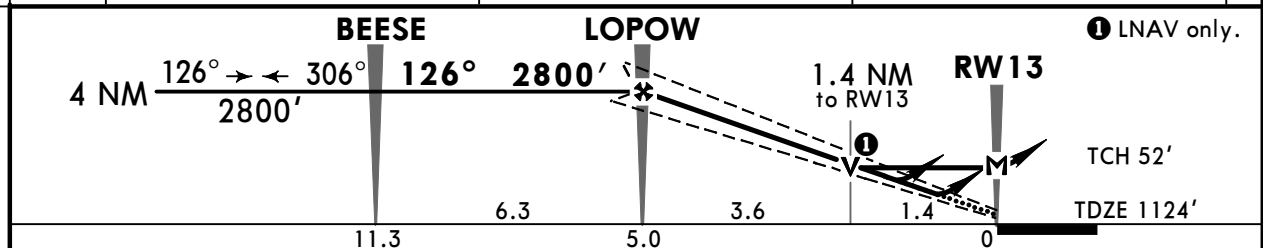
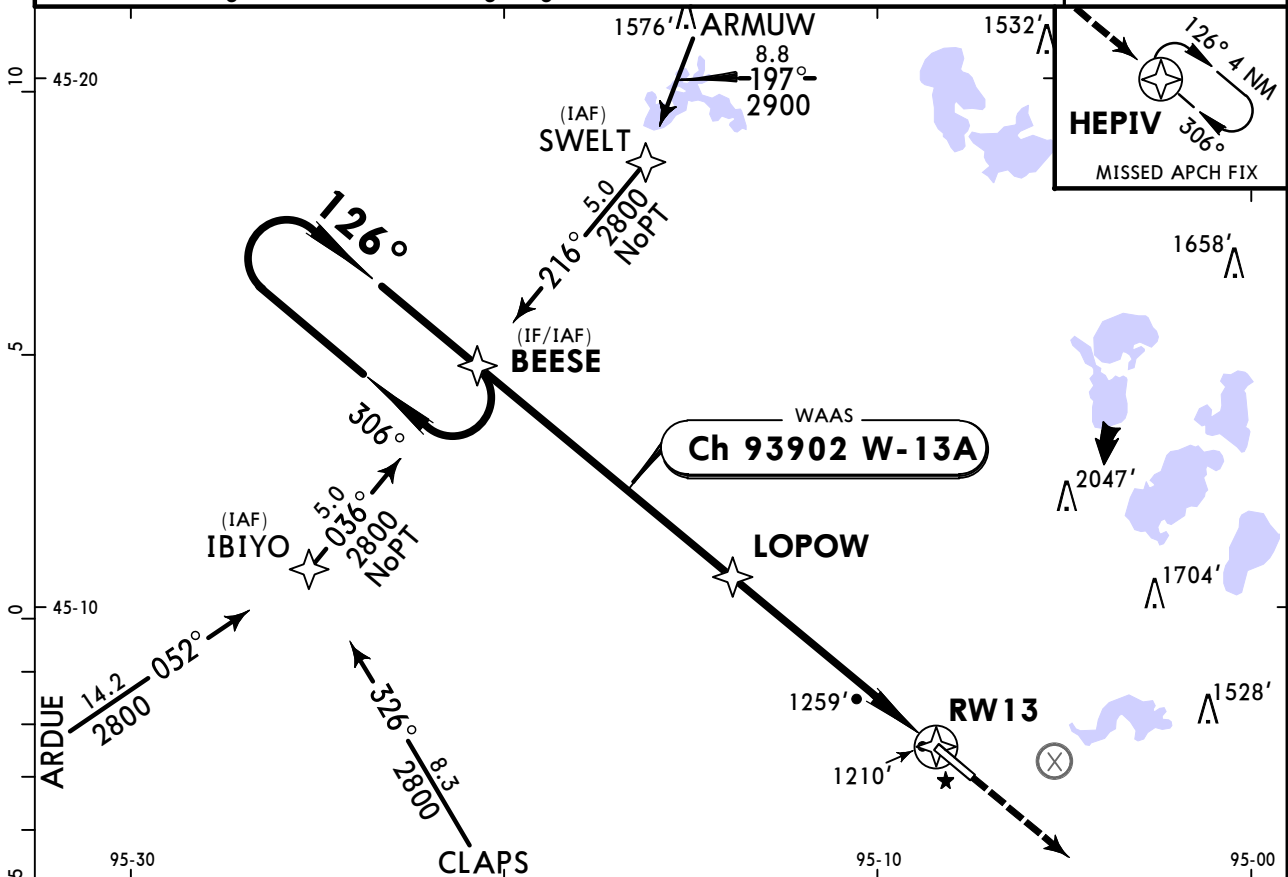
1 DA(H) 1379' (255') with Olivia Regl altimeter setting.
 2 MDA(H) 1680' (556') with Olivia Regl altimeter setting.

KBDH
WILLMAR MUN-RICE

JEPPESEN
14 MAY 21 (12-1)

WILLMAR, MINN
RNAV (GPS) Rwy 13

AWOS-3 113.7		MINNEAPOLIS Center (R) 125.5		WILLMAR MUN-RICE UNICOM CTAF 122.8	
WAAS Ch 93902 W-13A	Final Apch Crs 126°	LOPOW 2800' (1676')	LPV DA(H) (CONDITIONAL) 1387' (263')	Apt Elev 1126' TDZE 1124'	
MISSED APCH: Climb to 2800' direct HEP IV and hold.					3100 MSA RW13
RNP Apch	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use Olivia Regl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C or above 46°C. 3. Baro-VNAV and VDP not authorized when using Olivia Regl altimeter setting. 4. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2800'	D → HEP IV
Glide Path Angle	3.00°	372	478	531	637	849			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW13									

STRAIGHT-IN LANDING RWY 13						CIRCLE-TO-LAND		
1 LPV		2 LNAV/VNAV		3 LNAV		Not authorized Rwy 3, 21		
DA(H) 1387' (263')		DA(H) 1480' (356')		MDA(H) 1620' (496')		With Local Altimeter Setting	With Olivia Regl Altimeter Setting	
RAIL/ALS out		RAIL/ALS out		RAIL/ALS out		MDA(H)	MDA(H)	
A				1	1½	90	1620' (494')-1	1680' (554')-1
B						120		
C	1	1¼	1¼	1¼	1¾	140	1660' (534')-1½	1720' (594')-1½
D				1½	2	165	1960' (834')-2¾	2020' (894')-3

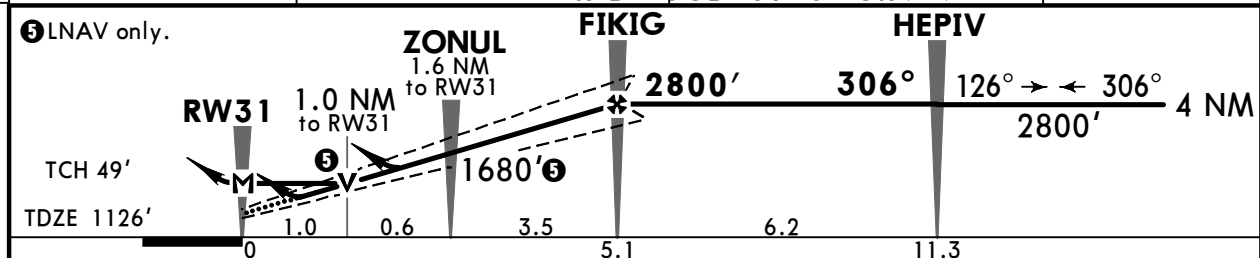
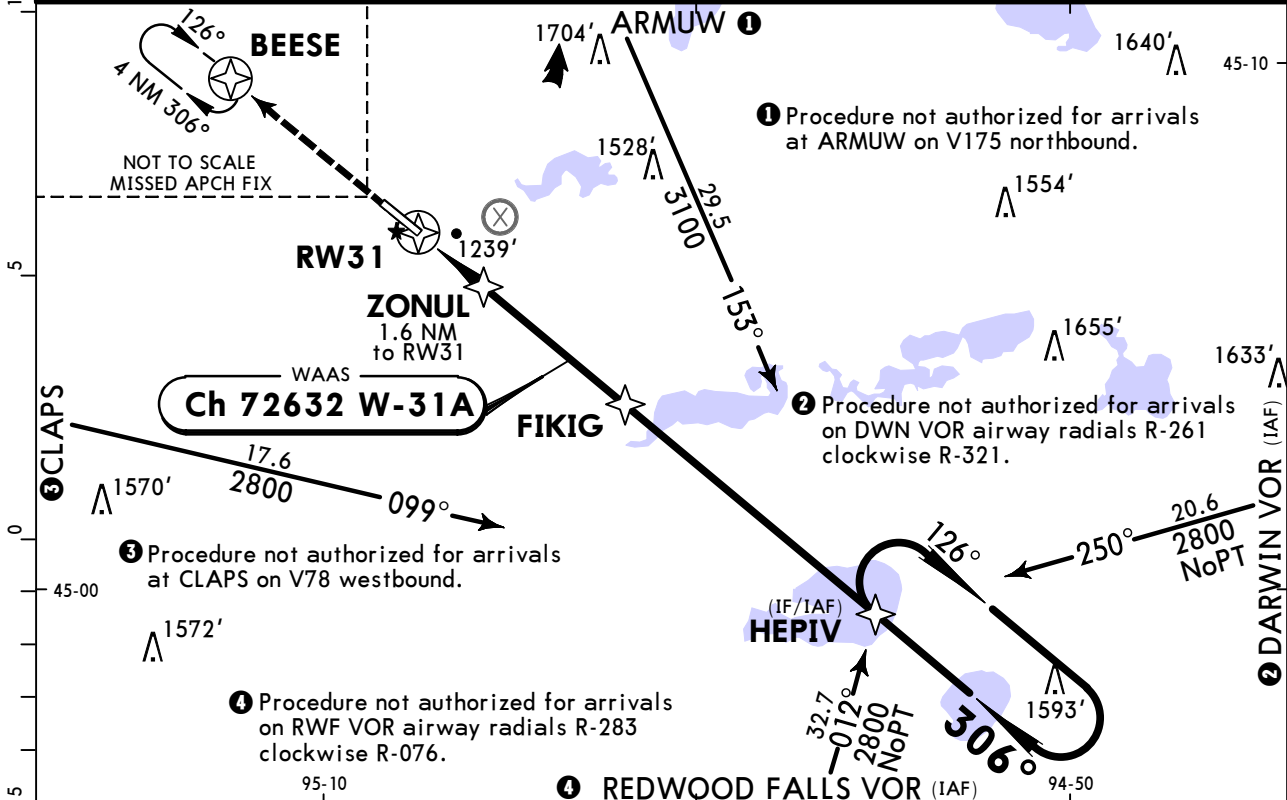
1 DA(H) 1442' (318') with Olivia Regl altimeter setting.
2 DA(H) 1535' (411') with Olivia Regl altimeter setting.
3 MDA(H) 1680' (556') with Olivia Regl altimeter setting.

KBDH
WILLMAR MUN-RICE

JEPPESSEN
14 MAY 21 (12-2)

WILLMAR, MINN
RNAV (GPS) Rwy 31

AWOS-3 113.7		MINNEAPOLIS Center (R) 125.5		WILLMAR MUN-RICE UNICOM CTAF 122.8	
WAAS Ch 72632 W-31A	Final Apch Crs 306°	FIKIG 2800' (1674')	LPV DA(H) (CONDITIONAL) 1326' (200')	Apt Elev 1126' TDZE 1126'	3100 MSA RW31
MISSED APCH: Climb to 2800' direct BEESE and hold.					
RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. Use local altimeter setting; if not received, use Olivia Regl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C or above 46°C. 3. Baro-VNAV and VDP not authorized with Olivia Regl altimeter setting. 4. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2800'	D →	BEESE	
Glide Path Angle	3.00°	372	478	531	637	743					849
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW31											

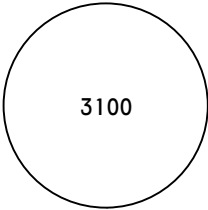
TERPS				STRAIGHT-IN LANDING RWY 31		
				With Local Altimeter Setting		
LPV DA(H) 1326' (200')		LNAV/VNAV DA(H) 1527' (401')		LNAV MDA(H) 1500' (374')		
A						
B	3/4		1 3/8			1
C						
D						
				With Olivia Regl Altimeter Setting		
LPV DA(H) 1381' (255')		LNAV/VNAV DA(H) 1582' (456')		LNAV MDA(H) 1560' (434')		
A						
B	3/4		1 1/2			1
C						1 1/4
D						

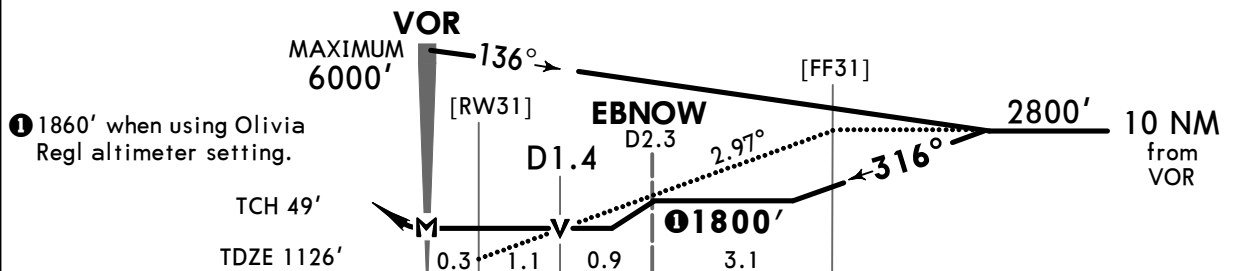
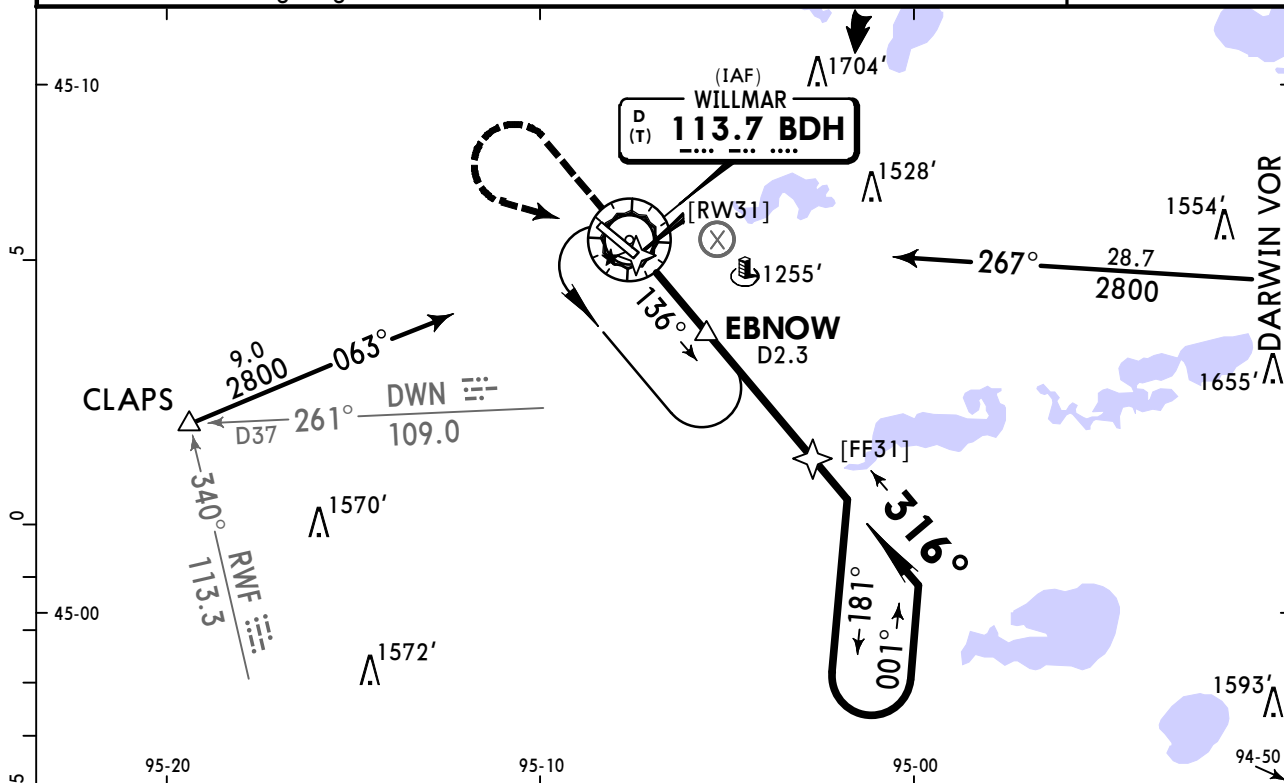
TERPS AMEND 1C 5 MAR 2015

KBDH WILLMAR MUN-RICE

JEPPESEN
14 MAY 21 (13-1)

WILLMAR, MINN VOR Rwy 31

AWOS-3 113.7		MINNEAPOLIS Center (R) 125.5		WILLMAR MUN-RICE UNICOM CTAF 122.8		
VOR BDH 113.7	Final Apch Crs 316°	(CONDITIONAL) EBNOW 1800' (674')	MDA(H) (CONDITIONAL) 1520' (394')	Apt Elev 1126' TDZE 1126'		
MISSED APCH: Climb to 2000', then climbing LEFT turn to 2800' direct BDH VOR and hold.					 3100 MSA BDH VOR	
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Use local altimeter setting; if not received, use Olivia Regl altimeter setting. 2. VDP not authorized with Olivia Regl altimeter setting. 3. Pilot controlled lighting 122.8.						



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2000'	2800'	BDH 113.7
Descent Angle	2.97°	368	473	525	630	736		841	↑	
MAP at VOR										

	STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
	With EBNOW	Without EBNOW	With EBNOW	Without EBNOW
	With Local Altimeter Setting		With Local Altimeter Setting	
	MDA(H) 1520' (394')	MDA(H) 1800' (674')	90 1620' (494') - 1	1800' (674') - 1
	With Olivia Regl Altimeter Setting		With Olivia Regl Altimeter Setting	
	MDA(H) 1580' (454')	MDA(H) 1860' (734')	140 1660' (534') - 1½	1800' (674') - 2
			165 1960' (834') - 2¾	1960' (834') - 2¾
A			Max Kts 120	1680' (554') - 1
B	1	1	140	1860' (734') - 1
C		2	165	1720' (594') - 1½
D	1¼	2¼	165	1860' (734') - 2
				2020' (894') - 3

1 Circling Rwy 3, 21 not authorized.

TERPS ORIG-C 3 APR 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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WILLMAR, MN (WILLMAR MUN/RICE - KBDH)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KBDH

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(Series) Airport name changed from WILLMAR MUN-RICE to WILLMAR MUN/RICE

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.