

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBDN

Terminal Charts For KBDN

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: BEND OR USA
ICAO: KBDN
Lat/Long: N44° 05.67', W121° 12.01'
Elevation: 3459 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +8:00 = UTC
Magnetic Variation: 14.0° E
Sectional Chart: Klamath Falls

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle, LP Bottle
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1328 Z
Sunset: 0242 Z

Runway Information

Runway: 16
Length x Width: 5201 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3432 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 34
Length x Width: 5201 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3459 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS: 134.425
ASOS: 119.025 Secondary
Bend Mun UNICOM: 123.000 CTAF PCL
Seattle ACC: 126.150 Remote Communications Air-Ground

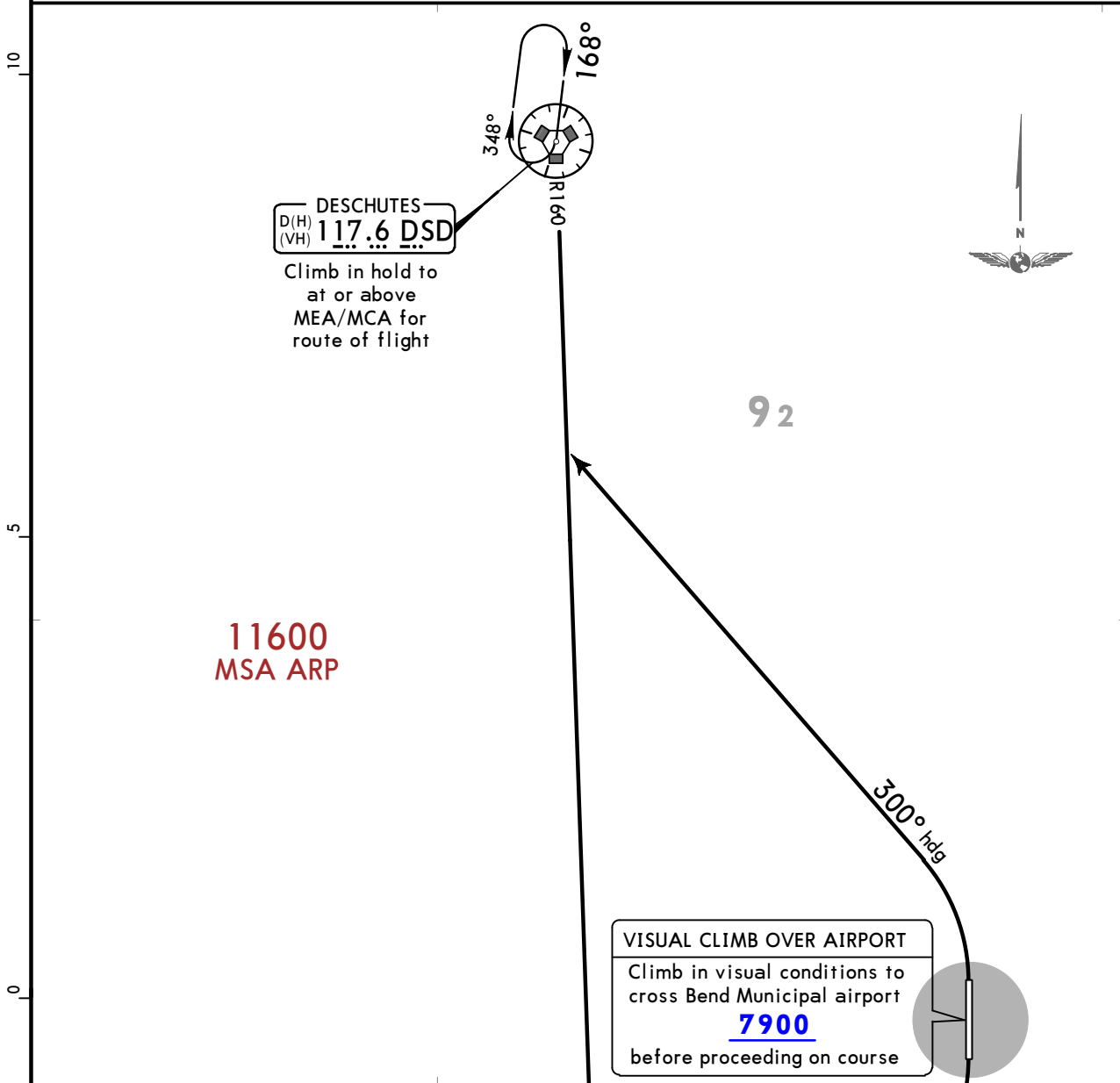
KBDN/BDN
BEND MUN

JEPPESEN
4 AUG 23 **10-3** Eff 10 Aug

BEND, OREG
DP

| | | |
|-------------------------------------|-------------------------|------------------|
| SEATTLE Center (R) 126.15 | Apt Elev 3459 | Trans alt: 18000 |
|-------------------------------------|-------------------------|------------------|

OBSTACLE
BEND 2 DEPARTURE
(BDN2.BDN) (ALL RWYS)



TAKE-OFF OBSTACLE NOTES
For TAKE-OFF OBSTACLE NOTES see 10-3OB1.

TAKE-OFF MINIMUMS:
Rwy 16: Standard with minimum climb of 260 FT/NM to 4600 or 4600-3 for visual climb over airport.
Rwy 34: Standard.

| | | | | | | |
|--------------|-----|-----|-----|-----|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 260 FT/NM | 325 | 433 | 650 | 867 | 1083 | 1300 |

| RWY | INITIAL CLIMB |
|-----------|--|
| 16 | Climbing RIGHT turn heading 310° to intercept DSD R160 to DSD VOR. |
| 34 | Climbing LEFT turn heading 300° to intercept DSD R160 to DSD VOR. |

ROUTING

Climb in DSD VOR holding pattern to cross DSD VOR at or above MEA/MCA for route of flight.

| RWY | VISUAL CLIMB OVER AIRPORT |
|-----------|---|
| 16 | Obtain ATC approval for visual climb over airport when requesting IFR clearance. Climb in visual conditions to cross Bend Municipal airport at or above 7900 before proceeding on course. |

KBDN/BDN

 **JEPPESEN**
4 AUG 23 **10-30B1** **Eff 10 Aug****BEND, OREG****BEND MUN****TAKE-OFF OBSTACLE NOTES - DEPs**

◦ Rwy 16:

Vehicles on road, light poles beginning 0 from DER, 17 left of centerline, up to 3466 MSL. Light poles 9 from DER, 17 right of centerline, 1 AGL/3461 MSL. Vehicles on road 17 from DER, 361 left of centerline, 3467 MSL. Terrain 27 from DER, 197 right of centerline, 3463 MSL. Terrain beginning 36 from DER, 484 right of centerline, up to 3469 MSL. Tree 74 from DER, 456 left of centerline, 35 AGL/3487 MSL. Trees beginning 196 from DER, 465 left of centerline, up to 45 AGL/3497 MSL. Tree, catenary wires beginning 322 from DER, 328 left of centerline, up to 3503 MSL. Fence 343 from DER, 588 right of centerline, 3 AGL/3471 MSL. Trees beginning 1011 from DER, 5 right of centerline, up to 3500 MSL. Trees beginning 1049 from DER, 773 right of centerline, up to 37 AGL/3503 MSL. Poles, tree beginning 1214 from DER, 109 right of centerline, up to 38 AGL/3504 MSL. Trees beginning 1733 from DER, 927 right of centerline, up to 54 AGL/3526 MSL. Tree 2142 from DER, 876 right of centerline, 59 AGL/3528 MSL. Tree 2688 from DER, 710 right of centerline, 3541 MSL. Trees beginning 2765 from DER, 503 left of centerline, up to 3572 MSL.

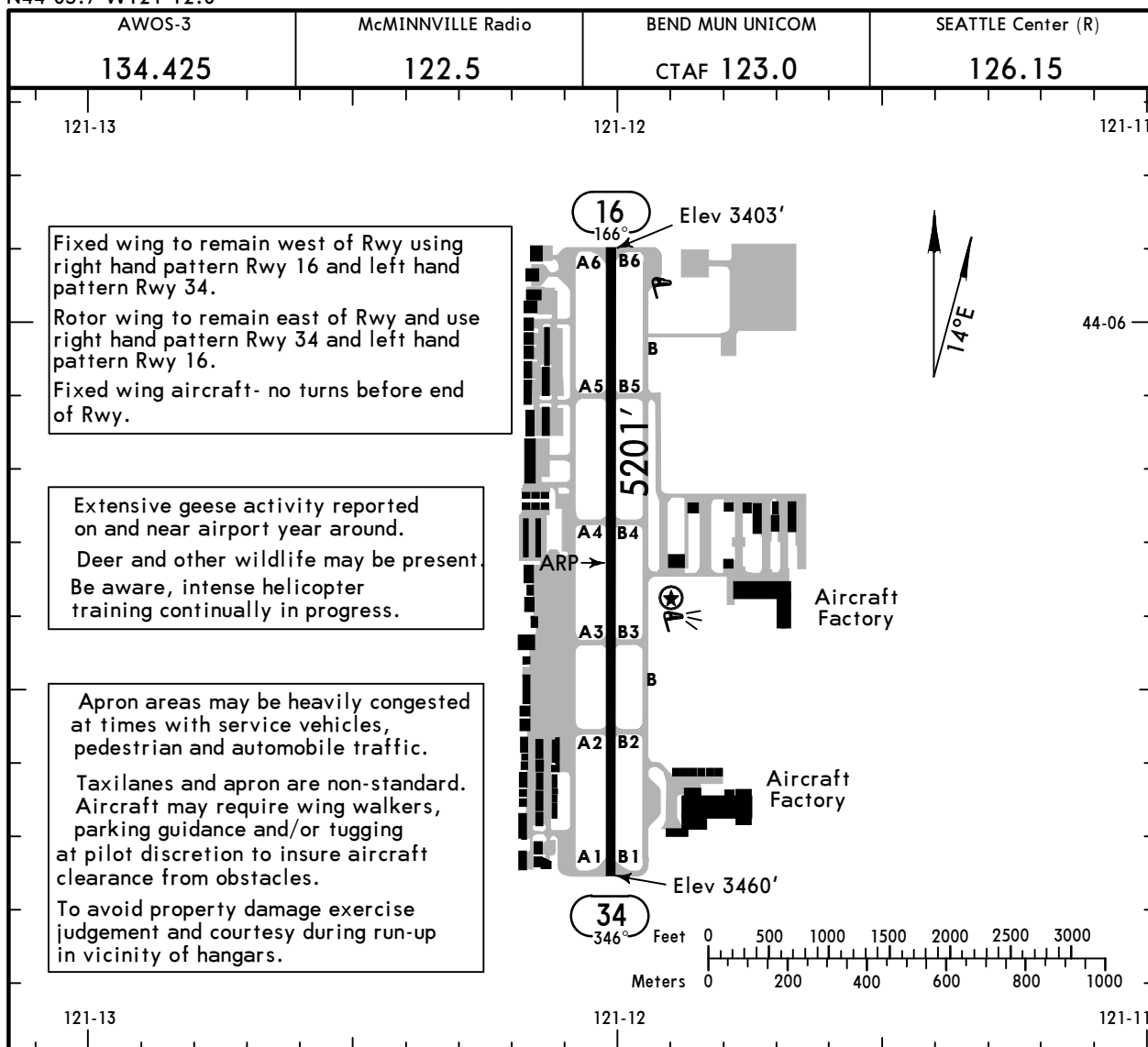
◦ Rwy 34:

Terrain, light poles beginning 0 from DER, 17 left of centerline, up to 3405 MSL. Light poles 9 from DER, 17 right of centerline, 1 AGL/3404 MSL. Terrain, vegetation beginning 41 from DER, 443 left of centerline, up to 3408 MSL. Tree 52 from DER, 412 right of centerline, 3424 MSL. Trees beginning 93 from DER, 252 right of centerline, up to 3427 MSL. Tree 311 from DER, 531 left of centerline, 3434 MSL. Trees, vehicles on road beginning 331 from DER, 298 left of centerline, up to 3435 MSL. Tree 373 from DER, 581 right of centerline, 37 AGL/3428 MSL. Trees beginning 466 from DER, 236 right of centerline, up to 42 AGL/3429 MSL. Trees beginning 694 from DER, 200 left of centerline, up to 31 AGL/3436 MSL. Trees beginning 925 from DER, 175 left of centerline, up to 39 AGL/3442 MSL.

KBDN/BDN
 Apt Elev **3459'**
 N44 05.7 W121 12.0

JEPPesen
 4 AUG 23 **(10-9)** Eff 10 Aug

BEND, OREG
BEND MUN



ADDITIONAL RUNWAY INFORMATION

| RWY | MIRL | REIL | PAPI-L (angle 3.00°) | USABLE LENGTHS | | | WIDTH |
|------------|------|------|----------------------|----------------|-------------|----------|-------|
| | | | | Threshold | Glide Slope | TAKE-OFF | |
| 16 ① 34 | ② | ② | ② | | | | 75' |

- ① Calm wind runway.
- ② Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

| | |
|-------------------|-----|
| ① All Rwys | |
| Adequate Vis Ref | STD |
| 1 & 2 Eng | 1/4 |
| 3 & 4 Eng | 1/2 |

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available
 VOR Rwy 16
 RNAV (GPS) Y Rwy 16
 RNAV (GPS) Z Rwy 16
 RNAV (GPS) Rwy 34

| | |
|---|--------|
| A | |
| B | 800-2 |
| C | |
| D | 1200-3 |

① Use BEND departure.

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

A
M
E
N
D
5

| |
|--------------------------------|
| TAKE-OFF OBSTACLE NOTES |
|--------------------------------|

- RWY 16:
 Vehicles on road, light poles beginning 0' from DER, 17' left of centerline, up to 3466' MSL. Light poles 9' from DER, 17' right of centerline, 1' AGL/3461' MSL. Vehicles on road 17' from DER, 361' left of centerline, 3467' MSL. Terrain 27' from DER, 197' right of centerline, 3463' MSL. Terrain beginning 36' from DER, 484' right of centerline, up to 3469' MSL. Tree 74' from DER, 456' left of centerline, 35' AGL/3487' MSL. Trees beginning 196' from DER, 465' left of centerline, up to 45' AGL/3497' MSL. Tree, catenary wires beginning 322' from DER, 328' left of centerline, up to 3503' MSL. Fence 343' from DER, 588' right of centerline, 3' AGL/3471' MSL. Trees beginning 1011' from DER, 5' right of centerline, up to 3500' MSL. Trees beginning 1049' from DER, 773' right of centerline, up to 37' AGL/3503' MSL. Poles, tree beginning 1214' from DER, 109' right of centerline, up to 38' AGL/3504' MSL. Trees beginning 1733' from DER, 927' right of centerline, up to 54' AGL/3526' MSL. Tree 2142' from DER, 876' right of centerline, 59' AGL/3528' MSL. Tree 2688' from DER, 710' right of centerline, 3541' MSL. Trees beginning 2765' from DER, 503' left of centerline, up to 3572' MSL.

- RWY 34:
 Terrain, light poles beginning 0' from DER, 17' left of centerline, up to 3405' MSL. Light poles 9' from DER, 17' right of centerline, 1' AGL/3404' MSL. Terrain, vegetation beginning 41' from DER, 443' left of centerline, up to 3408' MSL. Tree 52' from DER, 412' right of centerline, 3424' MSL. Trees beginning 93' from DER, 252' right of centerline, up to 3427' MSL. Tree 311' from DER, 531' left of centerline, 3434' MSL. Trees, vehicles on road beginning 331' from DER, 298' left of centerline, up to 3435' MSL. Tree 373' from DER, 581' right of centerline, 37' AGL/3428' MSL. Trees beginning 466' from DER, 236' right of centerline, up to 42' AGL/3429' MSL. Trees beginning 694' from DER, 200' left of centerline, up to 31' AGL/3436' MSL. Trees beginning 925' from DER, 175' left of centerline, up to 39' AGL/3442' MSL.

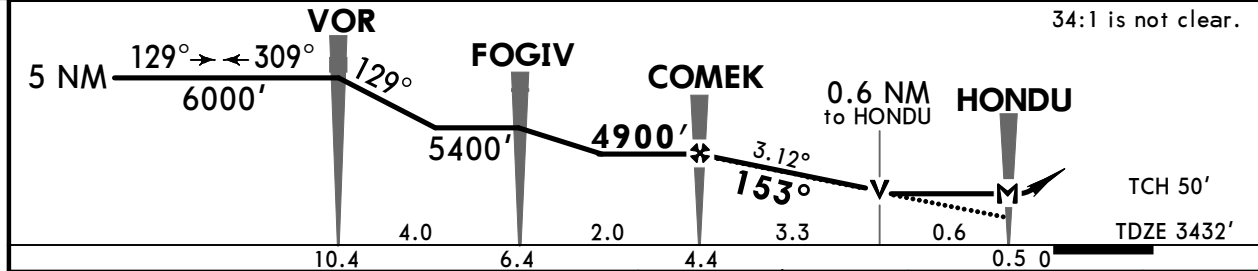
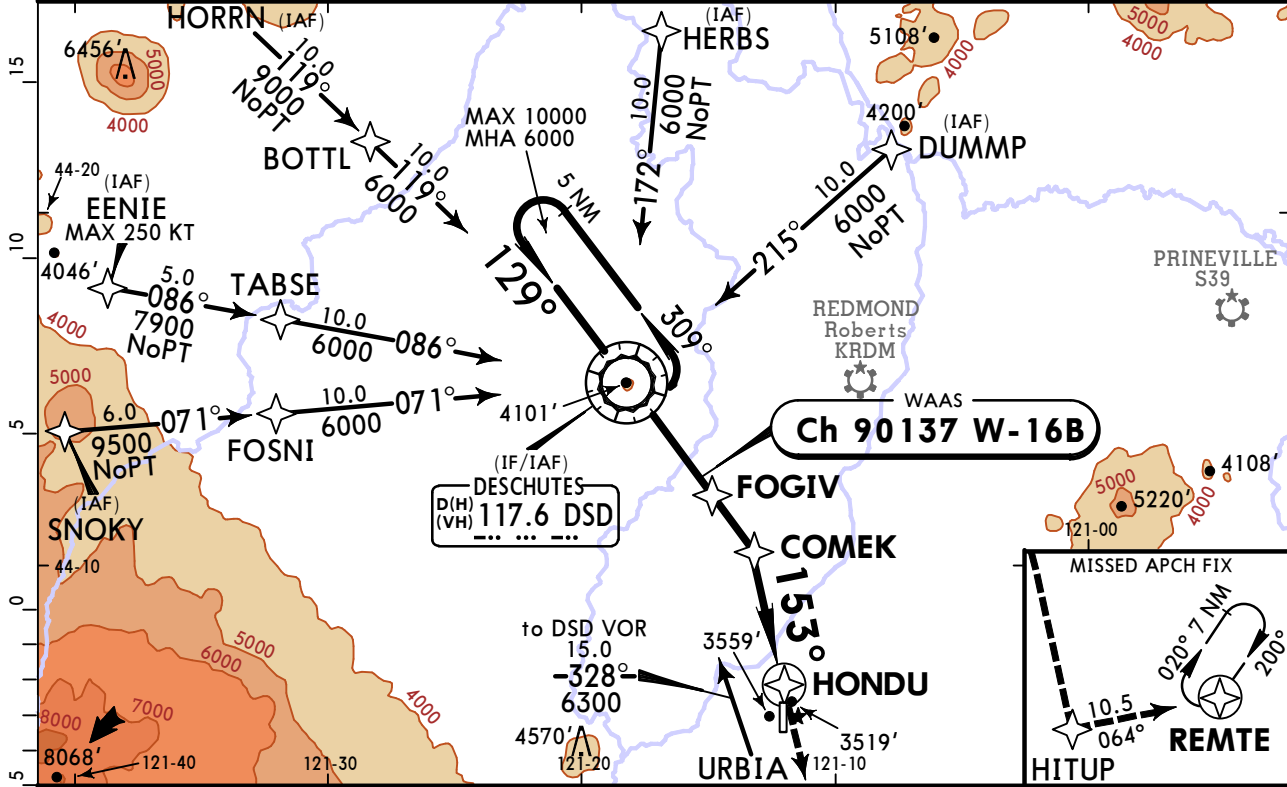
KBDN/BDN BEND MUN

JEPPESEN
4 AUG 23
Eff 10 Aug 12-1

BEND, OREG
RNAV (GPS) Y Rwy 16

| | | | | | | | | | |
|---|--|----------------------------------|--|--|--|--|--|---------------------|--|
| AWOS-3 134.425 | | SEATTLE Center (R) 126.15 | | McMINNVILLE Radio 122.5 | | BEND MUN UNICOM CTAF 123.0 | | | |
| WAAS Ch 90137 W-16B | | Final Apch Crs 153° | | COMEK 4900' (1468') | | LP MDA(H) (CONDITIONAL) 3780' (348') | | | |
| Apt Elev 3459' | | TDZE 3432' | | <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 11,600 </div> <p style="text-align: center; margin-top: 10px;">MSA RW16</p> | | | | | |
| MISSED APCH: Climb to 7400' direct HITUP and on track 064° to REMTE and hold, continue climb-in-hold to 7400'. | | | | | | | | | |
| RNP Apch-GPS | | Alt Set: INCHES | | | | | | Trans level: FL 180 | |

1. Use local altimeter setting; if not received, use Redmond altimeter setting. 2. VDP not authorized when using Redmond altimeter setting. 3. Rwy 16 helicopter visibility reduction below 3/4 SM not authorized. 4. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 38'). 5. Final approach course offset 12.69°. 6. Pilot controlled lighting 123.0.



| | | | | | | | | | |
|---------------------|-----|-----|-----|-----|-----|-----|----------------|-------|-----------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | REIL PAPI-L | 7400' | D → HITUP |
| Descent Angle 3.12° | 386 | 497 | 552 | 662 | 773 | 883 | | | |

| | | | | | | | | | |
|--------------|-------|---|--|------------------------------------|--|---|----------------------------|--------|--|
| TERPS | | STRAIGHT-IN LANDING RWY 16 With Local Altimeter Setting | | | | CIRCLE-TO-LAND With Local Altimeter Setting | | | |
| | | LP MDA(H) 3780' (348') | | LNAV MDA(H) 3820' (388') | | Max Kts | | MDA(H) | |
| A | | | | | | 90 | 3960' (501') -1 | | |
| B | | | | | | 120 | 3980' (521') -1 | | |
| C | 1 | | | | | 140 | 4120' (661') -1 3/4 | | |
| D | | | | | | 165 | 4640' (1181') -3 | | |
| | | With Redmond Altimeter Setting | | | | With Redmond Altimeter Setting | | | |
| | | LP MDA(H) 3880' (448') | | LNAV MDA(H) 3920' (488') | | Max Kts | | MDA(H) | |
| A | | | | | | 90 | 4060' (601') -1 | | |
| B | | | | | | 120 | 4080' (621') -1 | | |
| C | 1 3/8 | | | | | 140 | 4220' (761') -2 1/4 | | |
| D | | | | | | 165 | 4740' (1281') -3 | | |

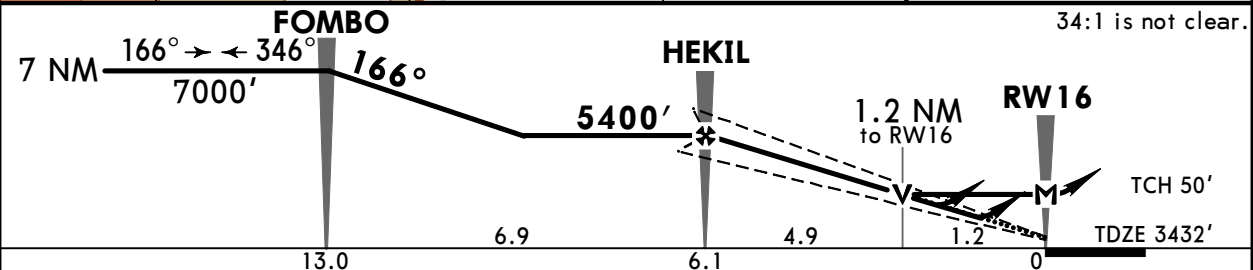
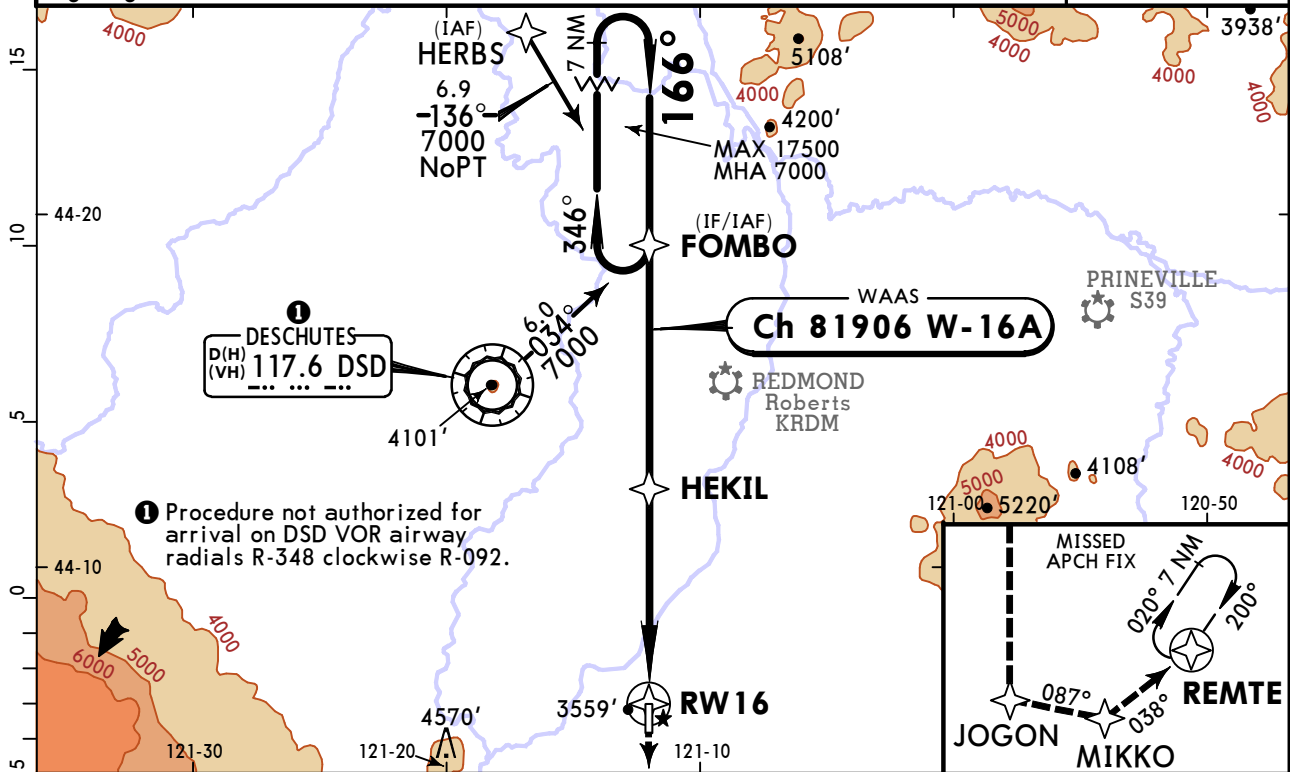
TERPS AMEND 3 10 AUG 2023

KBDN/BDN
BEND MUN

JEPPESEN
4 AUG 23
Eff 10 Aug (12-2)

BEND, OREG
RNAV (GPS) Z Rwy 16

| | | | | | | | | | |
|--|--|----------------------------------|--|-------------------------------|--|--|--|-------------------|--|
| AWOS-3 134.425 | | SEATTLE Center (R) 126.15 | | McMINNVILLE Radio 122.5 | | BEND MUN UNICOM CTAF 123.0 | | | |
| WAAS Ch 81906 W-16A | | Final Apch Crs 166° | | HEKIL 5400' (1968') | | LPV DA(H) (CONDITIONAL) 3682' (250') | | | |
| | | | | Apt Elev 3459' TDZE 3432' | | | | | |
| MISSED APCH: Climb to 7400' direct JOGON and on track 087° to MIKKO and on track 038° to REMTE and hold, continue climb-in-hold to 7400'. | | | | | | | | | |
| RNP Apch-GPS | | Alt Set: INCHES | | Trans level: FL 180 | | | | Trans alt: 18000' | |
| 1. Use local altimeter setting; if not received, use Redmond altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C or above 54°C. 3. Baro-VNAV and VDP not authorized when using Redmond altimeter setting. 4. Rwy 16 helicopter visibility reduction below 3/4 SM not authorized. 5. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 38'). 6. Pilot controlled lighting 123.0. | | | | | | | | | |



| | | | | | | | | | | |
|------------------------|-----|-----|-----|-----|-----|-----|------|-------|--------|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | | | |
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | | |
| MAP at RW16 | | | | | | | | | | |
| | | | | | | | REIL | 7400' | PAPI-L | JOGON |

| TERPS | | | | STRAIGHT-IN LANDING RWY 16 | | | CIRCLE-TO-LAND | | | | |
|-------|-----|-------|--|--------------------------------|--------------------|---------------------|--------------------------------|----------------------|--|--|--|
| | | | | With Local Altimeter Setting | | | With Local Altimeter Setting | | | | |
| | | | | LPV | LNAV/VNAV | LNAV | Max Kts | | | | |
| | | | | DA(H) 3682' (250') | DA(H) 3740' (308') | MDA(H) 3820' (388') | MDA(H) | | | | |
| A | | | | | | 1 | 90 | 3960' (501') - 1 | | | |
| B | | | | | | 1 | 120 | 3980' (521') - 1 | | | |
| C | 3/4 | | | | | 1 1/8 | 140 | 4120' (661') - 1 3/4 | | | |
| D | | 7/8 | | | | 1 1/8 | 165 | 4640' (1181') - 3 | | | |
| | | | | With Redmond Altimeter Setting | | | With Redmond Altimeter Setting | | | | |
| | | | | LPV | LNAV/VNAV | LNAV | Max Kts | | | | |
| | | | | DA(H) 3763' (331') | DA(H) 3821' (389') | MDA(H) 3920' (488') | MDA(H) | | | | |
| A | | | | | | 1 | 90 | 4060' (601') - 1 | | | |
| B | | | | | | 1 | 120 | 4080' (621') - 1 | | | |
| C | 1 | | | | | 1 3/8 | 140 | 4220' (761') - 2 1/4 | | | |
| D | | 1 1/8 | | | | 1 3/8 | 165 | 4740' (1281') - 3 | | | |

TERPS AMEND 1 10 AUG 2023

KBDN/BDN BEND MUN



BEND, OREG

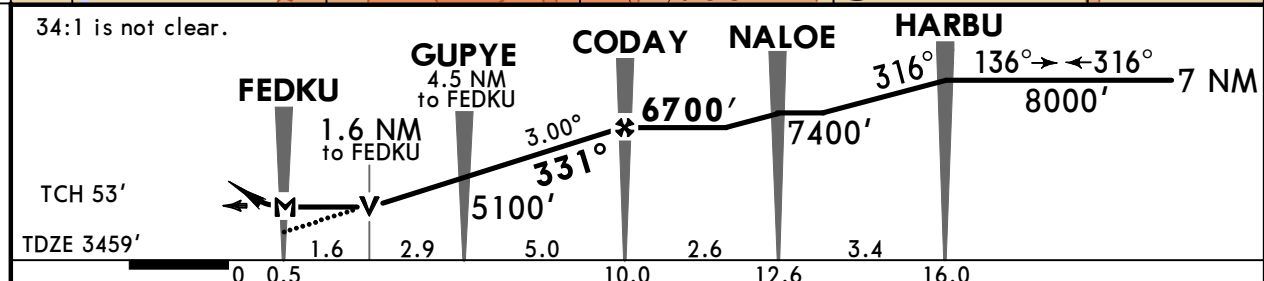
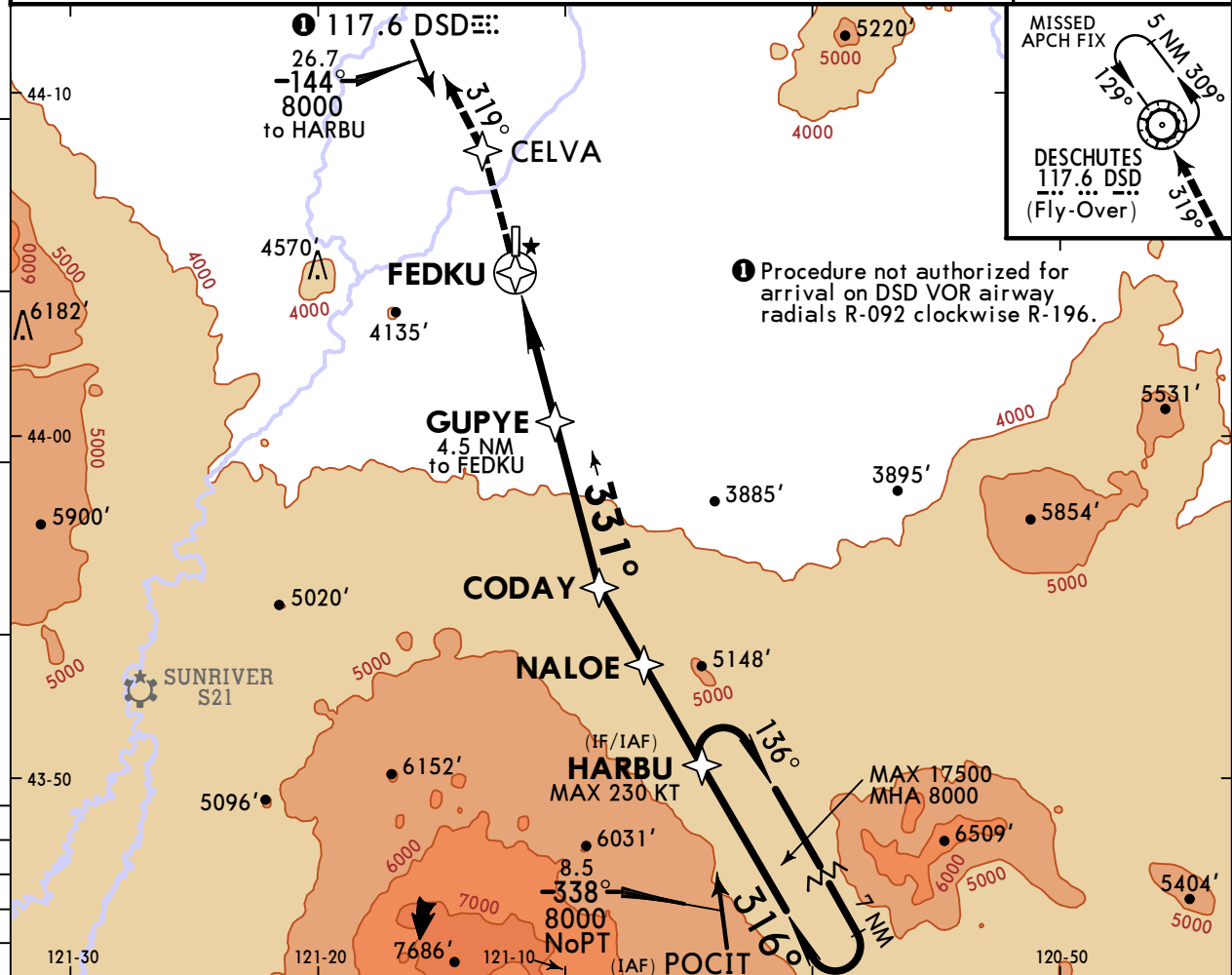
4 AUG 23

12-3

Eff 10 Aug

RNAV (GPS) Rwy 34

| | | | | | | | | |
|--|----------------------------------|--------------------------------------|--|-----------------------------------|--|--------------------------------------|--|--|
| AWOS-3 134.425 | | SEATTLE Center (R) 126.15 | | McMINNVILLE Radio 122.5 | | BEND MUN UNICOM CTAF 123.0 | | |
| RNAV | Final Apch Crs 331° | CODAY 6700' (3241') | MDA(H) (CONDITIONAL) 4180' (721') | Apt Elev 3459' TDZE 3459' | | <p>11,600 MSA RW34</p> | | |
| MISSED APCH: Climb to 6000' direct CELVA and on track 319° to DSD VOR and hold. | | | | | | | | |
| RNP Apch-GPS | Alt Set: INCHES | Trans level: FL 180 | | Trans alt: 18000' | | | | |



| | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|----------------|--------------|------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | REIL PAPI-L | 6000' | D → CELVA |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | |

| | | | | | |
|--------------|---|--|--|------------------------------|------------------------------------|
| TERPS | | STRAIGHT-IN LANDING RWY 34 | | CIRCLE-TO-LAND | |
| | | LNAV | | | |
| | | MDA(H) 4180' (721') With Local Altimeter Setting | MDA(H) 4280' (821') With Redmond Altimeter Setting | With Local Altimeter Setting | With Redmond Altimeter Setting |
| | | | | Max Kts | |
| A | 1 | 1 | 1 | 90 | 4180'(721')-1 4280'(821')-1½ |
| B | 1 | 1½ | 1½ | 120 | 4180'(721')-2 4280'(821')-2½ |
| C | 2 | 2½ | 2½ | 140 | 4180'(721')-3 4280'(821')-3 |
| D | 2 | 3 | 3 | 165 | 4640'(1181')-3 4740'(1281')-3 |

CHANGES: Procedure.

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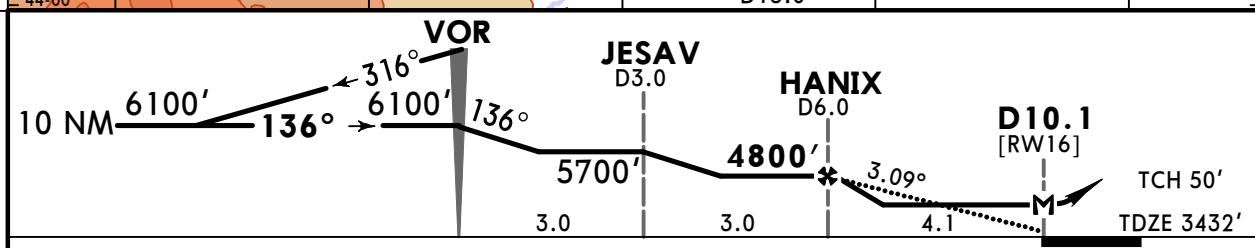
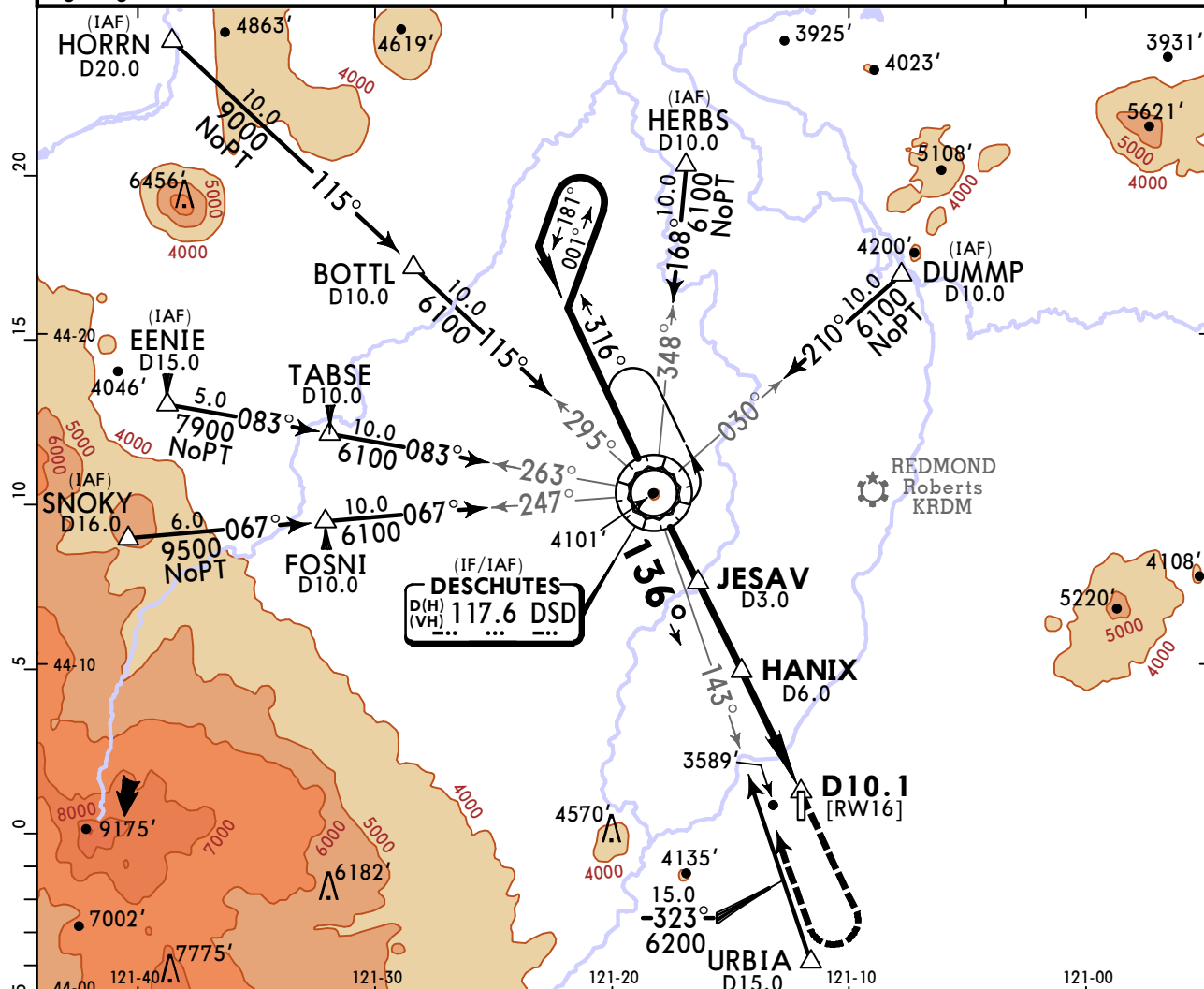
TERPS AMEND 1 10 AUG 2023

KBDN/BDN BEND MUN

JEPPESSEN
4 AUG 23 **(13-1)** Eff 10 Aug

BEND, OREG VOR Rwy 16

| | | | | | | | |
|---|----------------------------------|-------------------------------------|--|--|--|--------------------------------------|--------------------|
| AWOS-3 134.425 | | SEATTLE Center (R) 126.15 | | McMINNVILLE Radio 122.5 | | BEND MUN UNICOM CTAF 123.0 | |
| VOR DSD 117.6 | Final Apch Crs 136° | HANIX 4800' (1368') | | MDA(H) (CONDITIONAL) 3880' (448') | | Apt Elev 3459' TDZE 3432' | |
| MISSED APCH: Climb to 4700', then climbing RIGHT turn to 7000' direct DSD VOR and hold, continue climb-in-hold to 7000'. | | | | | | | <p>MSA DSD VOR</p> |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | | | |
| 1. DME required. 2. Use local altimeter setting; if not received, use Redmond altimeter setting. 3. Rwy 16 helicopter visibility reduction below 3/4 SM not authorized. 4. VGSI and descent angles not coincident (VGSI angle 3.00°/TCH 38'). 5. Pilot controlled lighting 123.0. | | | | | | | |



| | | | | | | | | | | |
|---------------|-------|-----|-----|-----|-----|-----|----------------|-------|-------|---------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | REIL PAPI-L | 4700' | 7000' | DSD 117.6 |
| Descent angle | 3.09° | 383 | 492 | 547 | 656 | 875 | | ↑ | ↻ RT | |
| MAP at D10.1 | | | | | | | | | | |

| | STRAIGHT-IN LANDING RWY 16 | | Max Kts | CIRCLE-TO-LAND | |
|---|--|--|---------|------------------------------|--------------------------------|
| | MDA(H) 3880' (448') With Local Altimeter Setting | MDA(H) 3980' (548') With Redmond Altimeter Setting | | With Local Altimeter Setting | With Redmond Altimeter Setting |
| A | 1 | 1 | 90 | 3960' (501') - 1 | 4060' (601') - 1 |
| B | | | 120 | 3980' (521') - 1 | 4080' (621') - 1 |
| C | 1 3/8 | 1 5/8 | 140 | 4120' (661') - 1 3/4 | 4220' (761') - 2 1/4 |
| D | | | 165 | 4640' (1181') - 3 | 4740' (1281') - 3 |

TERPS AMEND 11 10 AUG 2023

Chart changes since cycle 15-2023

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----------------------------------|------------------------------|---------|-------------|-------------|
| BEND, OR (BEND MUN - KBDN) | | | | |
| DEL | BEND 1 DEP | 10-3 | 04 Aug 2023 | 10 Aug 2023 |
| ADD | BEND 2 (OBSTACLE) DEP | 10-3 | 04 Aug 2023 | 10 Aug 2023 |
| ADD | TAKE-OFF OBSTACLE NOTES -... | 10-3OB1 | 04 Aug 2023 | 10 Aug 2023 |
| REV | AIRPORT, AIRPORT INFO, TA... | 10-9 | 04 Aug 2023 | 10 Aug 2023 |
| ADD | TAKE-OFF OBSTACLE NOTES | 10-9A1 | 04 Aug 2023 | 10 Aug 2023 |
| REV | RNAV (GPS) Y RWY 16 | 12-1 | 04 Aug 2023 | 10 Aug 2023 |
| REV | RNAV (GPS) Z RWY 16 | 12-2 | 04 Aug 2023 | 10 Aug 2023 |
| REV | RNAV (GPS) RWY 34 | 12-3 | 04 Aug 2023 | 10 Aug 2023 |
| DEL | VOR DME RWY 16 | 13-1 | 04 Aug 2023 | 10 Aug 2023 |
| ADD | VOR RWY 16 | 13-1 | 04 Aug 2023 | 10 Aug 2023 |

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBDN

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.