

## List of pages in this Trip Kit

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## General Information

Location: MORRILTON AR USA  
ICAO: KBDQ  
Lat/Long: N35° 08.17', W092° 42.82'  
Elevation: 321 ft

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

Fuel Types: 100 Octane (LL), Jet A+  
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

Sunrise: 1143 Z  
Sunset: 0039 Z

## Runway Information

Runway: 09  
Length x Width: 3998 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 321 ft  
Lighting: Edge, Pilot controlled

Runway: 27  
Length x Width: 3998 ft x 75 ft  
Surface Type: asphalt  
TDZ-Elev: 320 ft  
Lighting: Edge, Pilot controlled

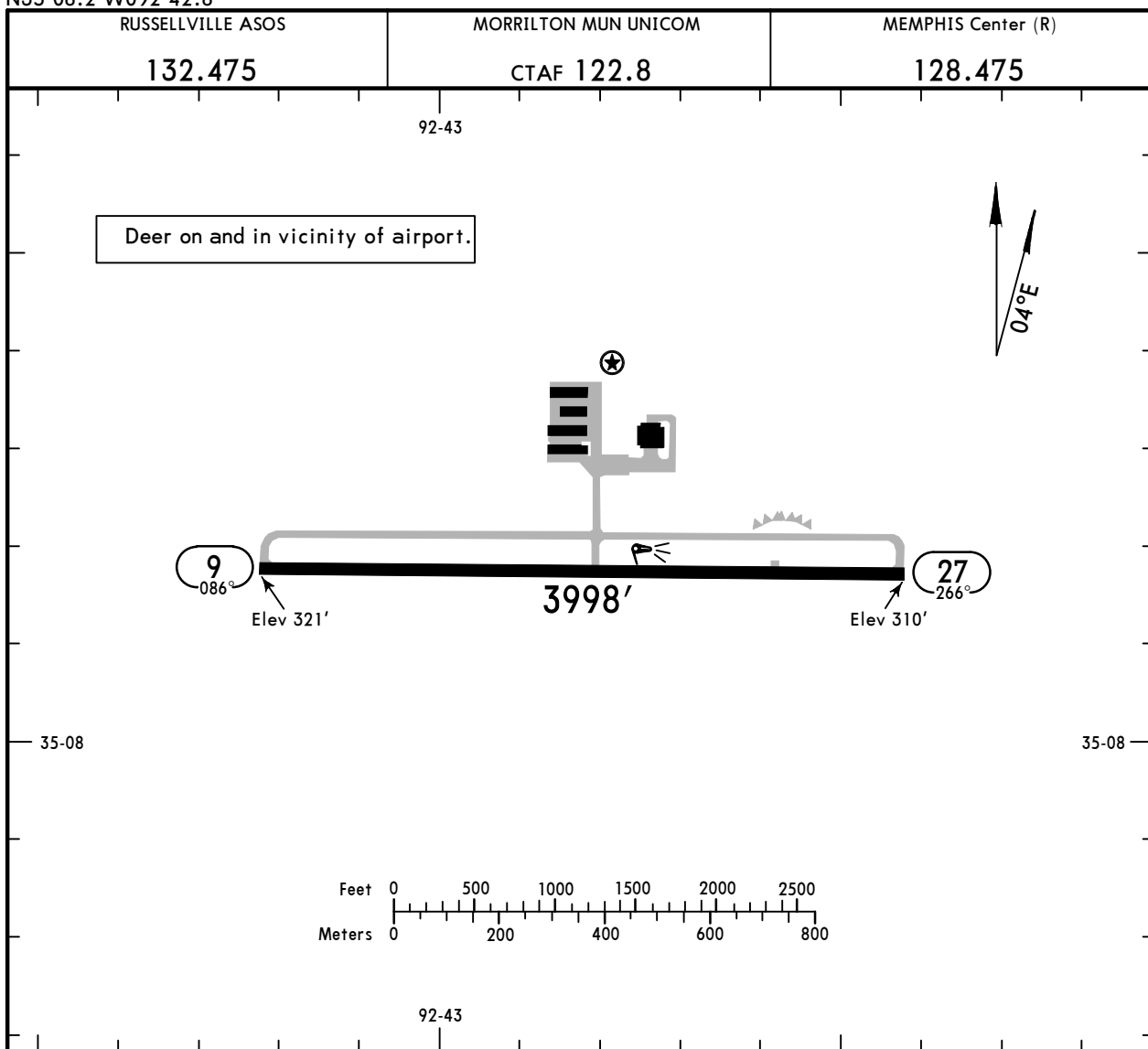
## Communication Information

ATIS: 125.650 Secondary  
ASOS: 132.475 Secondary  
Morrilton Mun UNICOM: 122.800 CTAF  
Activate Lights Only MULTICOM: 122.900 PCL  
Memphis ACC: 128.475 Remote Communications Air-Ground

**KBDQ**  
 Apt Elev **321'**  
 N35 08.2 W092 42.8

**JEPPESEN**  
 26 NOV 21 **(20-9)** Eff 2 Dec

**MORRILTON, ARK**  
**MORRILTON MUN**



**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	
9 27	① MIRL (non-std)				75'

① Activate on 122.9.

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

FOR FILING AS ALTERNATE

	Rwy 9		Rwy 27		900-2½	A B C D	NA
	Adequate Vis Ref	STD	With Min climb of 211'/NM to 1600'				
			Adequate Vis Ref	STD			
1 & 2 Eng	1/4	1	1/4	1	900-2½		NA
3 & 4 Eng		1/2	1/4	1/2			

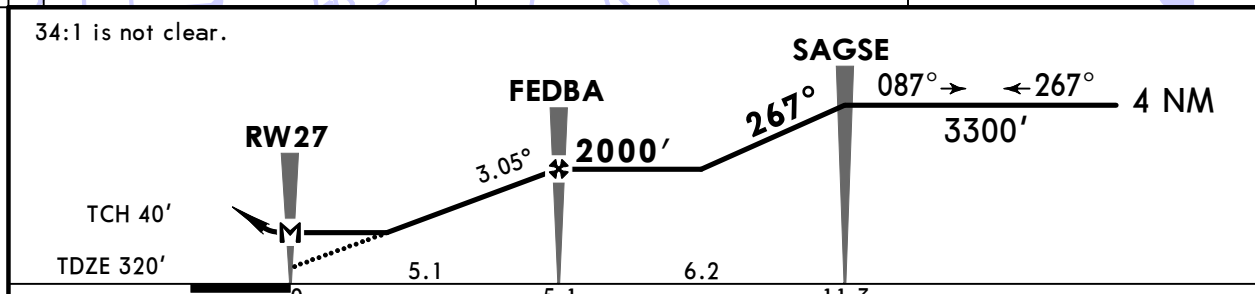
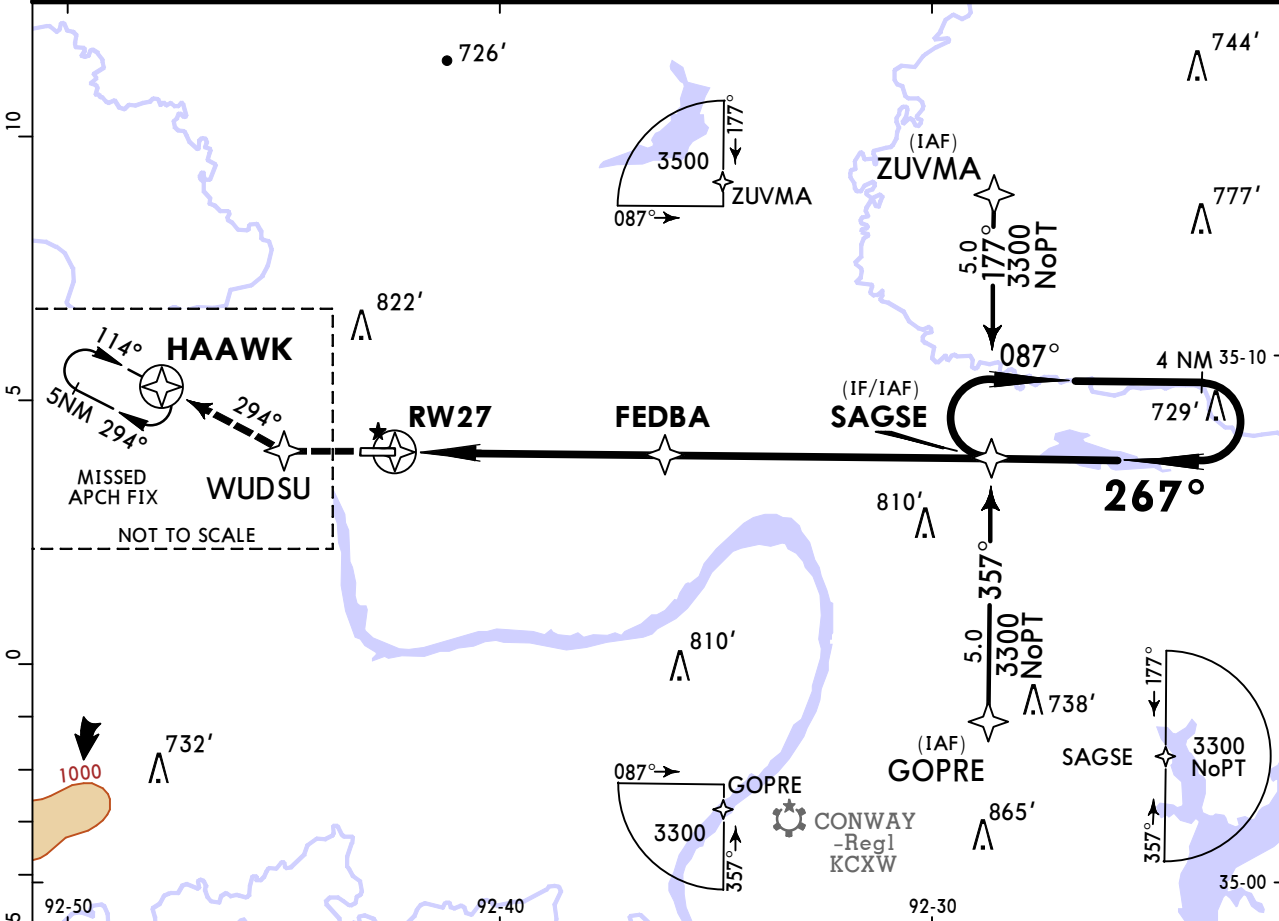
OBSTACLE DP: Rwy 27 - For climb in visual conditions cross Morrilton Municipal Airport at or above 1100' before proceeding on course.

**KBDQ**  
MORRILTON MUN

**JEPPESSEN**  
24 DEC 21 **(22-1)** **CAT A & B**

**MORRILTON, ARK**  
**RNAV (GPS) Rwy 27**

RUSSELLVILLE ASOS <b>132.475</b>		MEMPHIS Center (R) <b>128.475</b>		MORRILTON MUN UNICOM <b>CTAF 122.8</b>	
RNAV	Final Apch Crs <b>267°</b>	<b>FEDBA</b> <b>2000'</b> (1680')	<b>LNAV</b> MDA(H) <b>1060'</b> (740')	Apt Elev 321'	TAA 30 NM IAF
<b>MISSED APCH:</b> Climb to 4500' direct WUDSU and via 294° track to HAAWK and hold.					
<b>RNP Apch-GPS</b> Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use Russellville altimeter setting; if not received, use Little Rock altimeter setting. 2. Pilot controlled lighting 122.9.					



STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND				
LNAV				LNAV				
MDA(H) <b>1060'</b> (740')				MDA(H) _____				
A	1			Max Kts	90			1060' (739') - 1
B	1			120	1260' (939') - 1 1/4			
C	NA			C	NA			
D	NA			D	NA			

TERPS ORIG-B 14 FEB 2008

### 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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**MORRILTON, AR (MORRILTON MUN - KBDQ)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KBDQ

### 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.