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Airport Information For KBFF

Terminal Charts For KBFF

Revision Letter For Cycle 16-2023

Change Notices

Notebook

## General Information

Location: SCOTTSBLUFF NE USA  
ICAO/IATA: KBFF / BFF  
Lat/Long: N41° 52.44', W103° 35.74'  
Elevation: 3967 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +7:00 = UTC  
Magnetic Variation: 10.0° E  
Sectional Chart: Cheyenne

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

Sunrise: 1220 Z  
Sunset: 0129 Z

## Runway Information

Runway: 05  
Length x Width: 8002 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 3952 ft  
Lighting: Edge, Pilot controlled

Runway: 12  
Length x Width: 8279 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 3963 ft  
Lighting: Edge, ALS, Pilot controlled

Runway: 23  
Length x Width: 8002 ft x 150 ft  
Surface Type: asphalt  
TDZ-Elev: 3967 ft  
Lighting: Edge, Pilot controlled

Runway: 30  
Length x Width: 8279 ft x 150 ft  
Surface Type: asphalt

TDZ-Elev: 3952 ft  
Lighting: Edge, ALS, Pilot controlled

## Communication Information

ASOS: 121.025  
ASOS: 135.075 Secondary  
Western Nebraska Regl/Hei UNICOM: 123.000 CTAF PCL  
Denver ACC: 127.950 Remote Communications Air-Ground  
Columbus FSS: 112.600  
Columbus FSS: 122.600 RCO  
Denver ACC: 33.820 Military  
Columbus FSS: 122.100 RCO

**KBFF/BFF**

Apt Elev **3967'**  
N41 52.4 W103 35.7

**JEPPesen**

24 JAN 20

**(10-9)**

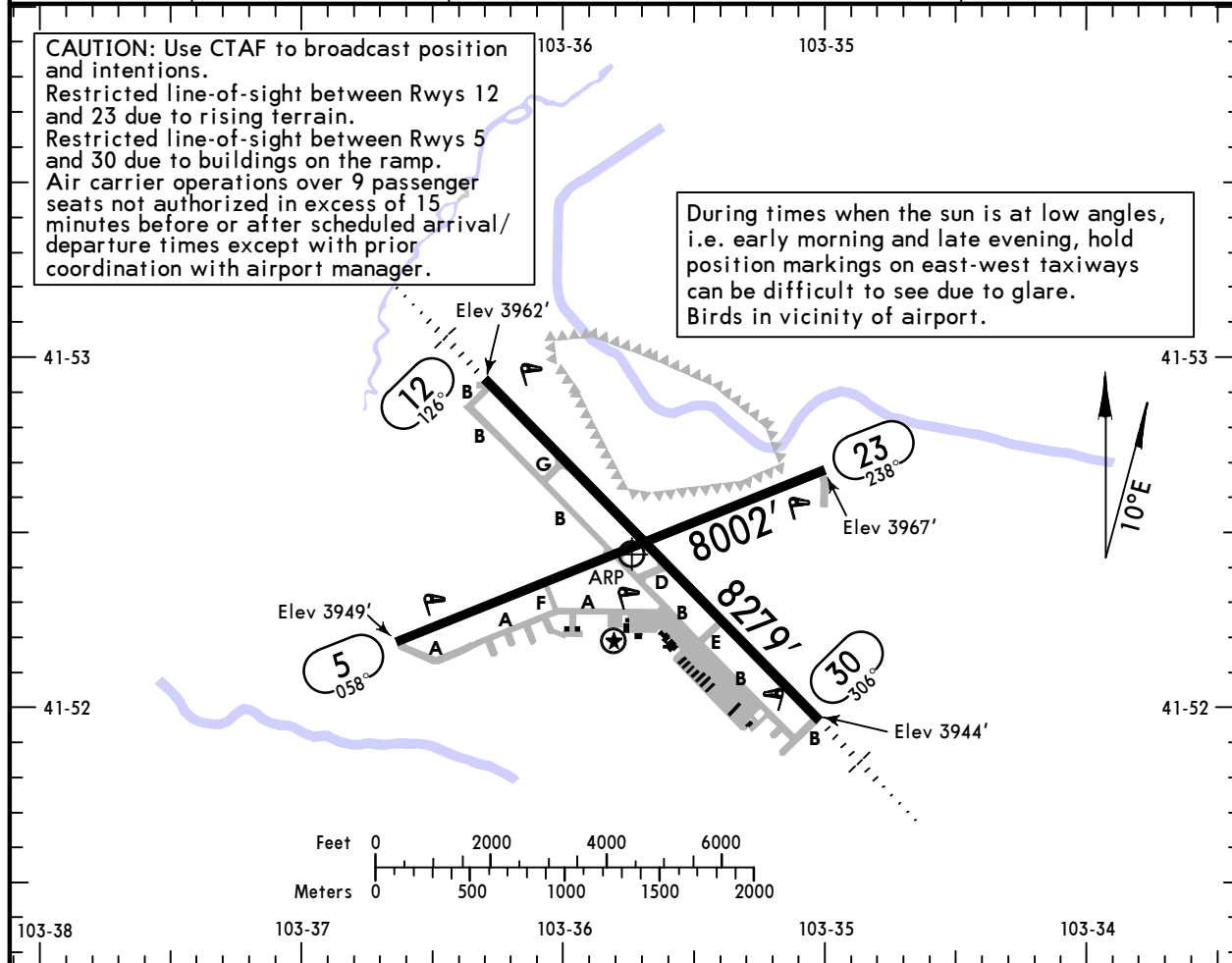
**SCOTTSBLUFF, NEBR**

WESTERN NEBRASKA REGL/HEILIG

ASOS <b>121.025</b>	COLUMBUS Radio <b>122.6</b>	WESTERN NEBRASKA REGL/HEILIG UNICOM <b>CTAF 123.0</b>	DENVER Center (R) <b>127.95</b>
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**CAUTION:** Use CTAF to broadcast position and intentions.  
Restricted line-of-sight between Rwy 12 and 23 due to rising terrain.  
Restricted line-of-sight between Rwy 5 and 30 due to buildings on the ramp.  
Air carrier operations over 9 passenger seats not authorized in excess of 15 minutes before or after scheduled arrival/departure times except with prior coordination with airport manager.

During times when the sun is at low angles, i.e. early morning and late evening, hold position markings on east-west taxiways can be difficult to see due to glare.  
Birds in vicinity of airport.



**ADDITIONAL RUNWAY INFORMATION**

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	
5	① MIRL ① VASI-L				150'
23	① MIRL ① PAPI-L (angle 3.0°)				
12	① HIRL ① MALSR ① PAPI-L (angle 3.0°)		7151'		150'
30			7306'		

① Activate on 123.0.

**TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**

All Rwy's	
Adequate Vis Ref	STD
1 & 2 Eng	1
3 & 4 Eng	1/2

OBSTACLE DP: Rwy 23, climbing right turn to 5500' via heading 300° before proceeding on course.

Rwy 30, climb runway heading to 5500' before proceeding on course.

**FOR FILING AS ALTERNATE**

Authorized Only When Local Weather Available

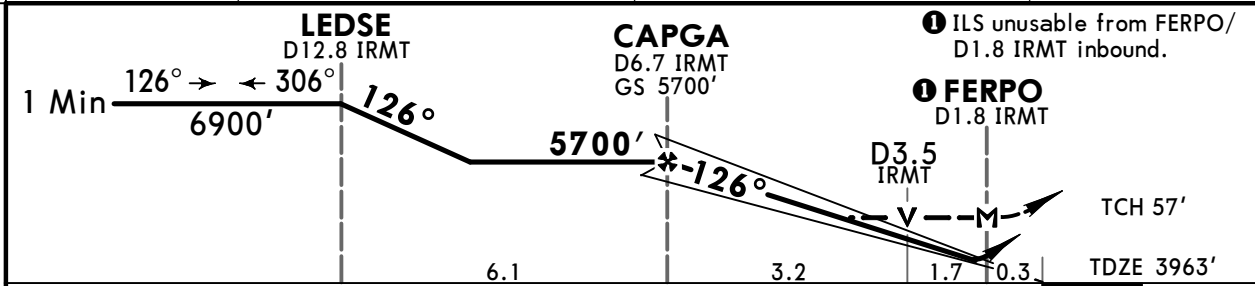
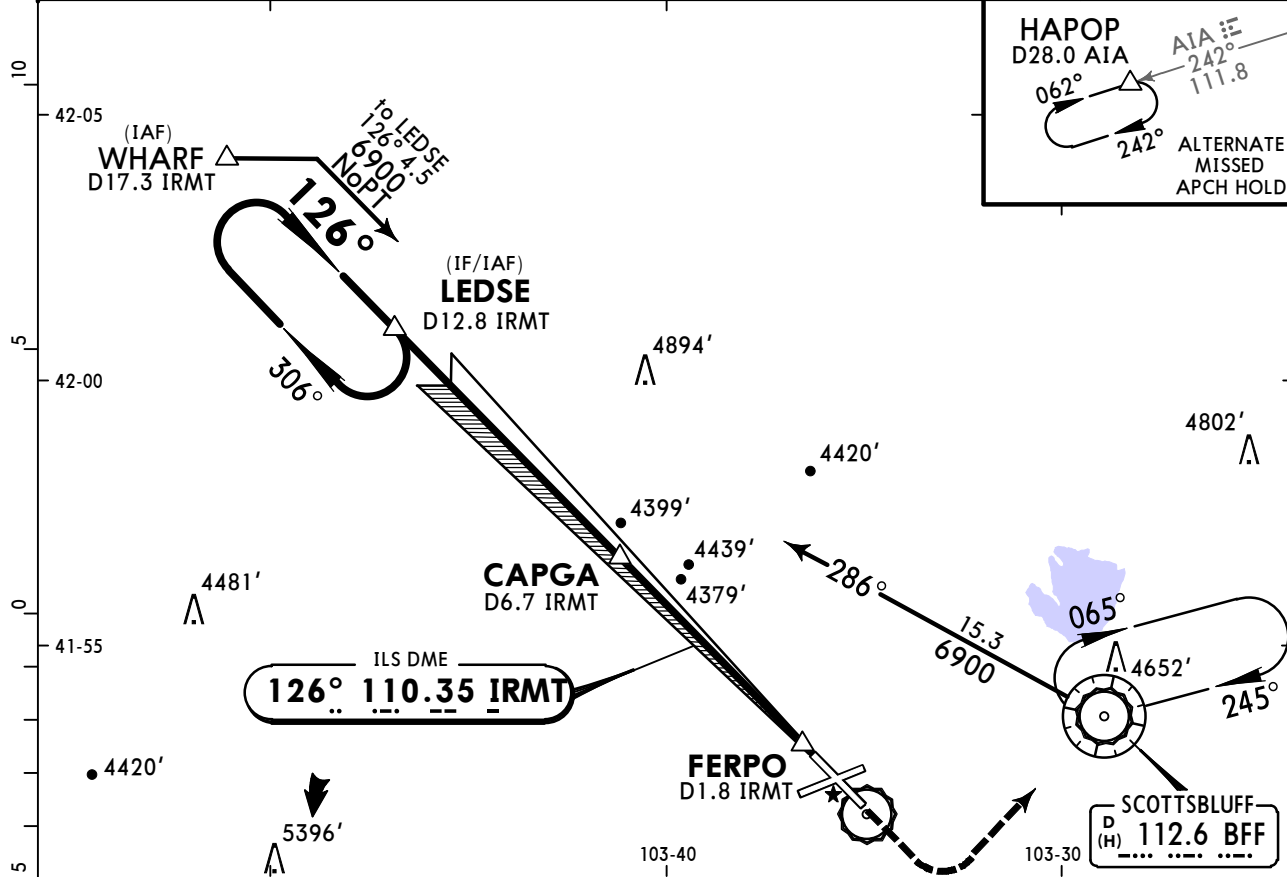
	ILS Rwy 12 ILS Rwy 30	LOC DME Rwy 12 LOC Rwy 30 VOR Rwy 23 VOR DME Rwy 5	RNAV (GPS) Rwy 5 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 23 RNAV (GPS) Rwy 30
A	600-2	800-2	800-2 1/2
B			
C			
D			

**KBFF/BFF**  
WESTERN NEBRASKA REGL/  
HEILIG

**JEPPESSEN**  
24 JAN 20 (11-1)

**SCOTTSBLUFF, NEBR**  
ILS or LOC DME Rwy 12

ASOS <b>121.025</b>	DENVER Center (R) <b>127.95</b>	COLUMBUS Radio <b>122.6</b>	WESTERN NEBRASKA REGL/HEILIG UNICOM <b>CTAF 123.0</b>	
LOC IRMT <b>110.35</b>	Final Apch Crs <b>126°</b>	GS CAPGA <b>5700'</b> (1737')	ILS DA(H) (CONDITIONAL) <b>4163'</b> (200')	Apt Elev 3967' TDZE 3963'
<b>MISSED APCH:</b> Climb to 4500' then climbing LEFT turn to 6900' direct BFF VOR and hold. Continue climb-in-hold to 6900'.				<p>MSA BFF VOR</p>
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME required. 2. Use local altimeter setting; if not received, use Alliance altimeter setting. 3. VDP not authorized when using Alliance altimeter setting. 4. Pilot controlled lighting 123.0.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	4500'	6900'	D	BFF 112.6
GS	3.00°	372	478	531	637	849		↑	←		
MAP at FERPO											

TERPS	STRAIGHT-IN LANDING RWY 12						CIRCLE-TO-LAND				
	1 ILS		LOC (GS out)				With Local Altimeter Setting		With Alliance Altimeter Setting		
	DA(H)	RAIL/ALS out	MDA(H)	RAIL/ALS out	MDA(H)	RAIL/ALS out	MDA(H)	RAIL/ALS out	MDA(H)	RAIL/ALS out	
A	4163' (200')		4640' (677')		4740' (777')						
B		1/2	1	1/2	1	90	4640' (673') - 1	4740' (773') - 1			
C	1/2	3/4	1 1/2	2	1 3/4	2 1/4	140	4640' (673') - 2	4740' (773') - 2 1/4		
D			1 3/4	2 1/4	2	2 1/2	165	4740' (773') - 2 1/2	4840' (873') - 2 3/4		

1 DA(H) 4254' (291') with Alliance altimeter setting. 2 Vis 1 with Alliance altimeter setting.  
CHANGES: Minimums, chart format. © JEPPESEN, 2007, 2020. ALL RIGHTS RESERVED.

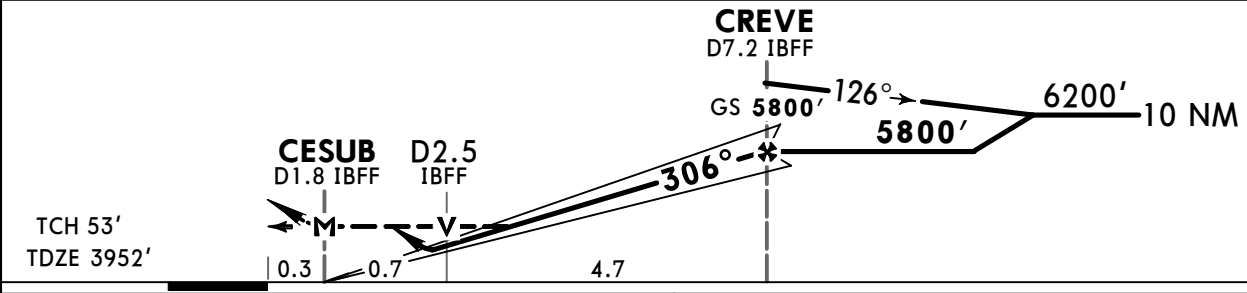
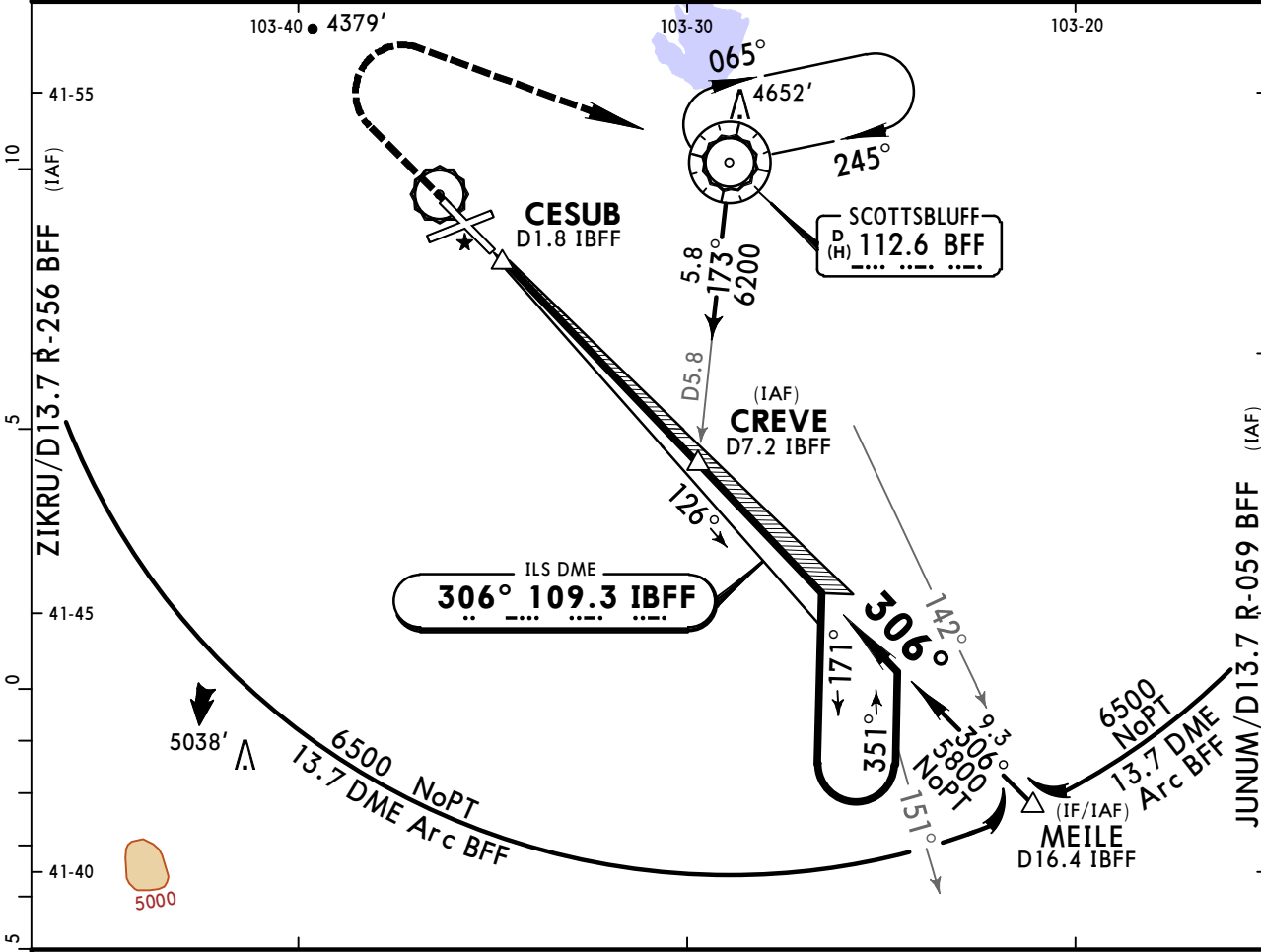
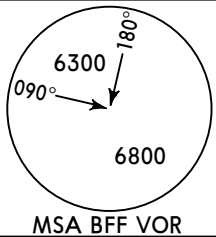
# KBFF/BFF WESTERN NEBRASKA REGL/HEILIG

2 NOV 18  
**Eff 8 Nov** (11-2)

# JEPPESEN SCOTTSBLUFF, NEBR

## ILS or LOC Rwy 30

ASOS <b>121.025</b>	DENVER Center (R) <b>127.95</b>	COLUMBUS Radio <b>122.6</b>	WESTERN NEBRASKA REGL/HEILIG UNICOM <b>CTAF 123.0</b>
LOC IBFF <b>109.3</b>	Final Apch Crs <b>306°</b>	GS CREVE <b>5800'</b> (1848')	ILS DA(H) <b>4152'</b> (200')
MISSED APCH: Climb to 5800' then climbing RIGHT turn to 6200' direct BFF VOR and hold.			Apt Elev 3967' TDZE 3952'
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. Pilot controlled lighting 123.0.			MSA BFF VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	5800'	6200'	BFF
GS	3.00°	372	478	531	637	849	PAPI	↑	RT	112.6
MAP at CESUB/D1.8 IBFF or CREVE to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02			

	STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND	
	ILS		LOC (GS out)		Max Kts	MDA(H)
	DA(H)	FULL	RAIL/ALS out	MDA(H)		
A					90	4500'(533') - 1
B				1/2	120	
C	1/2		3/4		140	4560'(593') - 1 1/2
D				5/8	165	4740'(773') - 2 1/2

TERPS AMEND 11 8 NOV 2018

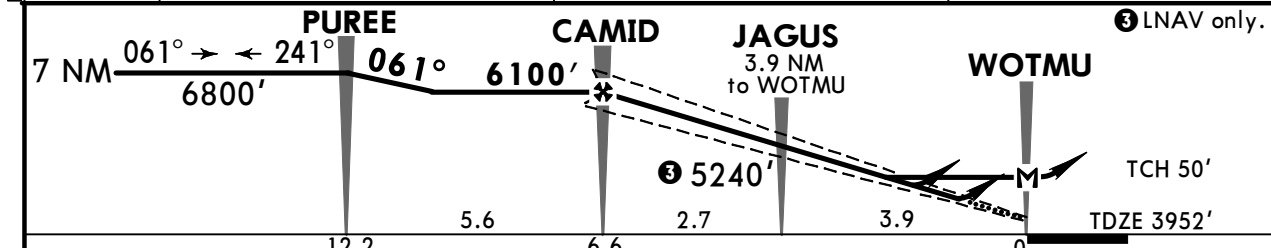
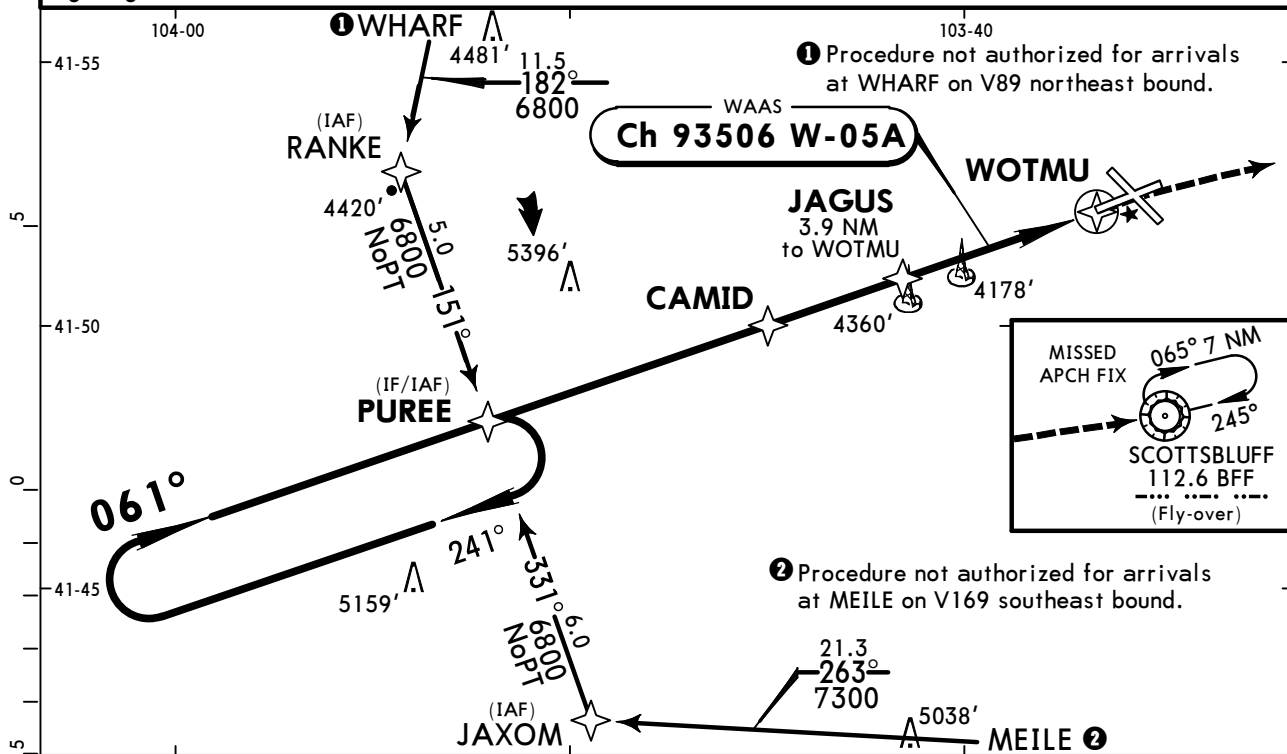
**KBFF/BFF**  
WESTERN NEBRASKA REGL/HEILIG



(12-1) 24 JAN 20

**SCOTTSBLUFF, NEBR**  
RNAV (GPS) Rwy 5

ASOS <b>121.025</b>	DENVER Center (R) <b>127.95</b>	COLUMBUS Radio <b>122.6</b>	WESTERN NEBRASKA REGL/HEILIG UNICOM <b>CTAF 123.0</b>
WAAS <b>Ch 93506</b> W-05A	Final Apch Crs <b>061°</b>	CAMID <b>6100'</b> (2148')	LPV DA(H) (CONDITIONAL) <b>4202'</b> (250')
MISSED APCH: Climb to 4400' then climbing RIGHT turn to 6900' direct BFF VOR and hold, continue climb-in-hold to 6900'.			Apt Elev 3967' TDZE 3952'
RNP Apch Alt Set: INCHES			Trans alt: 18000'
1. Use local altimeter setting; if not received, use Alliance altimeter setting. 2. Baro-VNAV not authorized when using Alliance altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 51°C (124°F). 4. Final course offset 2.83°. 5. Pilot controlled lighting 123.0.			



Gnd speed-Kts	70	90	100	120	140	160	VASI-L 4400' ↑ 6900' ↻ RT D → BFF 112.6
Glide Path Angle	3.00°	372	478	531	637	849	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at WOTMU							

	STRAIGHT-IN LANDING RWY 5 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting
	LPV DA(H) 4202' (250')	LNAV/VNAV DA(H) 4418' (466')	LNAV MDA(H) 4480' (528')	
A	1	1 <sup>5</sup> / <sub>8</sub>	1	90 4500' (533') - 1
B				120 4560' (593') - 1 <sup>1</sup> / <sub>2</sub>
C				140 4720' (753') - 2 <sup>1</sup> / <sub>2</sub>
D				165 4820' (853') - 2 <sup>3</sup> / <sub>4</sub>
	With Alliance Altimeter Setting			CIRCLE-TO-LAND With Alliance Altimeter Setting
	LPV DA(H) 4293' (341')	LNAV/VNAV DA(H) 4509' (557')	LNAV MDA(H) 4580' (628')	
A	1 <sup>3</sup> / <sub>8</sub>	1 <sup>7</sup> / <sub>8</sub>	1	90 4600' (633') - 1
B				120 4660' (693') - 2
C				140 4820' (853') - 2 <sup>3</sup> / <sub>4</sub>
D				165 4820' (853') - 2 <sup>3</sup> / <sub>4</sub>

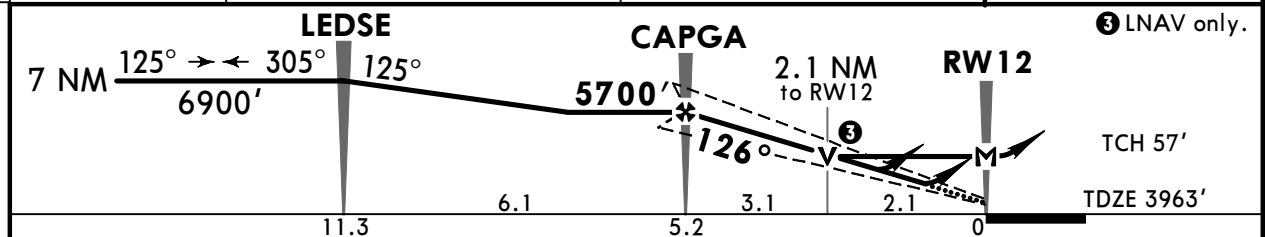
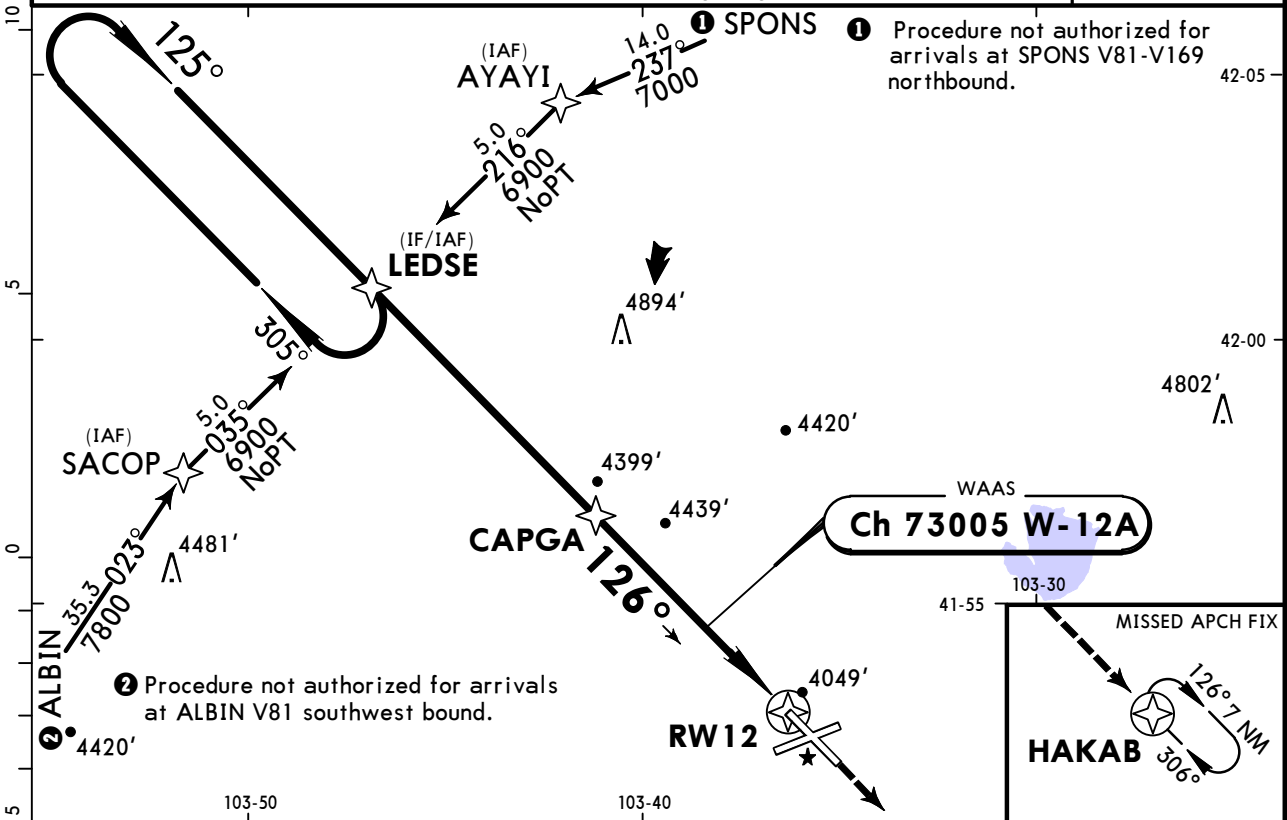
**KBFF/BFF**  
WESTERN NEBRASKA REGL/HEILIG



(12-2) 24 JAN 20

**SCOTTSBLUFF, NEBR**  
RNAV (GPS) Rwy 12

ASOS 121.025	DENVER Center (R) 127.95	COLUMBUS Radio 122.6	WESTERN NEBRASKA REGL/HEILIG UNICOM CTAF 123.0	
WAAS <b>Ch 73005</b> W-12A	Final Aptch Crs <b>126°</b>	CAPGA <b>5700'</b> (1737')	LPV DA(H) (CONDITIONAL) <b>4213'</b> (250')	Apt Elev 3967' TDZE 3963'
<b>MISSED APCH: Climb to 6700' direct HAKAB and hold.</b>				6800  MSA RW12
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Alliance altimeter setting. 2. VDP not authorized when using Alliance altimeter setting. 3. Baro-VNAV not authorized when using Alliance altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 41°C (105°F). 5. DME/DME RNP-0.30 not authorized. 6. Pilot controlled lighting 123.0.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 6700'	D → HAKAB
Glide Path Angle	3.00°	372	478	531	637	849		
LPV, LNAV/VNAV: MAP at DA								
LNAV: MAP at RW12								

TERPS	STRAIGHT-IN LANDING RWY 12 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting		
	LPV DA(H) 4213' (250')		LNAV/VNAV DA(H) 4340' (377')		LNAV MDA(H) 4700' (737')		Max Kts	MDA(H)	
A					1/2	1	90	4700' (733') - 1	
B	1/2	3/4	3/4	1 1/4	1/2	2	120	4700' (733') - 2	
C					1 3/4	2 1/4	140	4700' (733') - 2 1/2	
D							165	4740' (773') - 2 1/2	
TERPS AMEND 1A	With Alliance Altimeter Setting						With Alliance Altimeter Setting		
	DA(H) 4304' (341')		DA(H) 4431' (468')		MDA(H) 4800' (837')		Max Kts	MDA(H)	
A					3/4	1	90	4800' (833') - 1	
B	3/4	1 1/4	1	1 1/2	3/4	1 1/4	120	4800' (833') - 1 1/4	
C					2	2 1/2	140	4800' (833') - 2 1/2	
D					2 1/4	2 3/4	165	4840' (873') - 3	

CHANGES: Minimums, chart format.

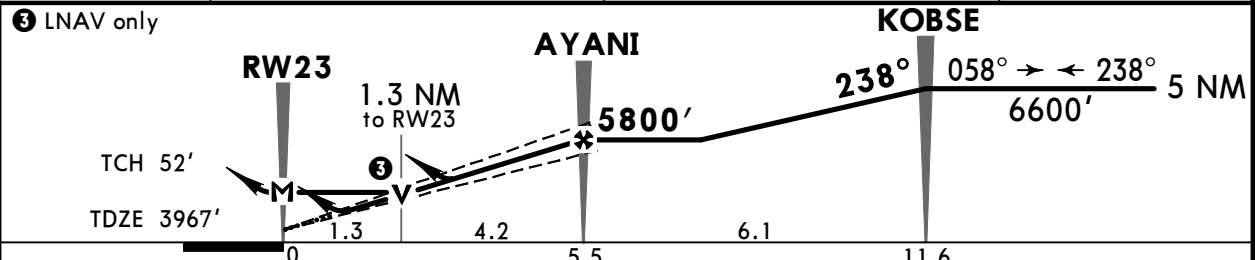
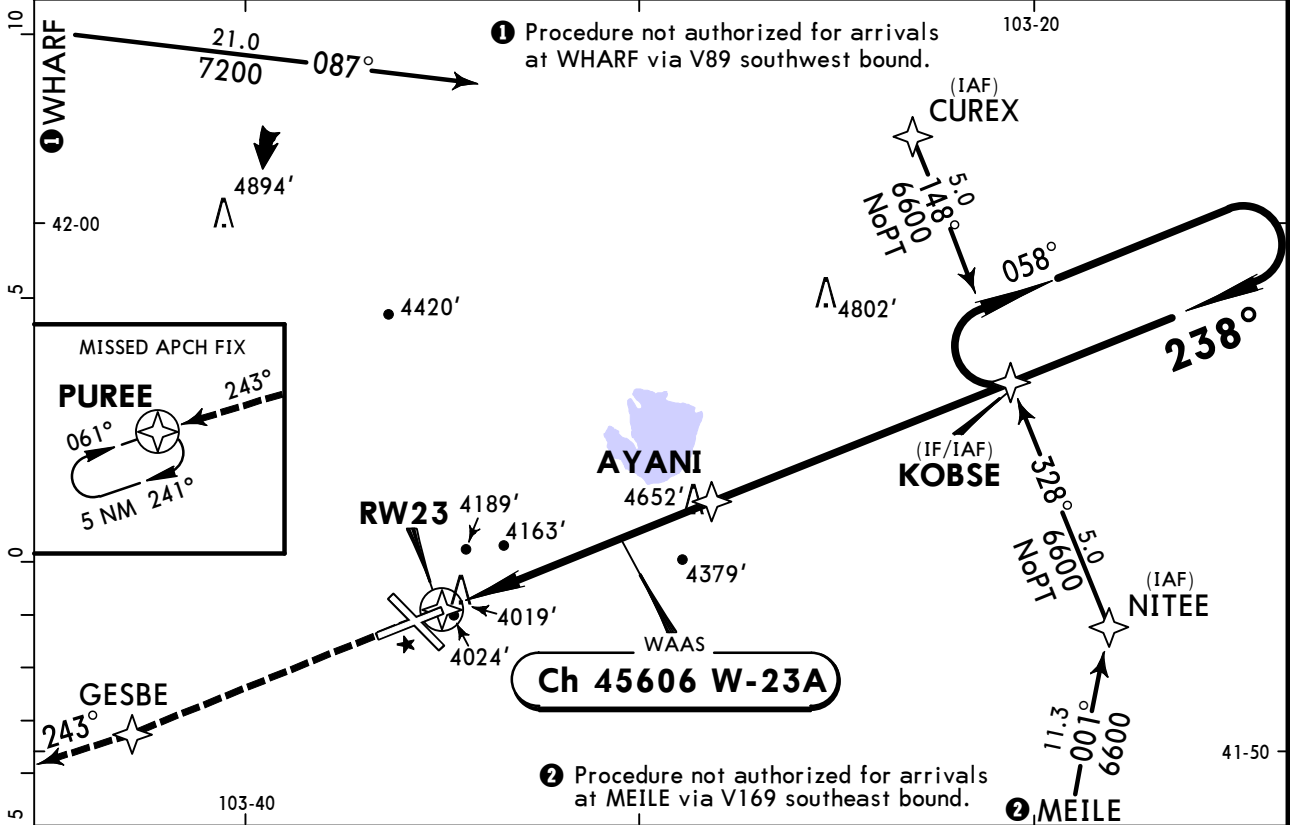
**KBFF/BFF**  
WESTERN NEBRASKA REGL/HEILIG



(12-3) 24 JAN 20

**SCOTTSBLUFF, NEBR**  
RNAV (GPS) Rwy 23

ASOS <b>121.025</b>	DENVER Center (R) <b>127.95</b>	COLUMBUS Radio <b>122.6</b>	WESTERN NEBRASKA REGL/HEILIG UNICOM <b>CTAF 123.0</b>
WAAS <b>Ch 45606</b> W-23A	Final Apch Crs <b>238°</b>	AYANI <b>5800'</b> (1833')	LPV DA(H) (CONDITIONAL) <b>4256'</b> (289')
Apt Elev 3967'			TDZE 3967'
<b>MISSED APCH: Climb to 6700' direct GESBE and via 243° track to PUREE and hold.</b>			
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' 1. Use local altimeter setting; if not received, use Alliance altimeter setting. 2. VDP not authorized when using Alliance altimeter setting. 3. Baro-VNAV not authorized when using Alliance altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 41°C (105°F). 5. DME/DME RNP-0.3 not authorized. 6. Visibility reduction by helicopters not authorized. 7. LNAV/VNAV fly visual to the airport, 238° 1.8 miles, when using Alliance altimeter setting fly visual to airport, 238° 2.1 miles. 8. Pilot controlled lighting 123.0.			



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	6700'	D	GESBE	
Glide Path Angle	3.00°	372	478	531	637	743					849
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW23											

TERPS STRAIGHT-IN LANDING RWY 23 With Local Altimeter Setting			TERPS CIRCLE-TO-LAND			
1 LPV		2 LNAV/VNAV		3 LNAV		
DA(H) 4256' (289')		DA(H) 4588' (621')		MDA(H) 4420' (453')		
A				90	4500' (533') - 1	4600' (633') - 1
B	1	2	1	120	4560' (593') - 1 1/2	4660' (693') - 2
C			1 1/4	140	4740' (773') - 2 1/2	4840' (873') - 3
D			1 1/2	165		

- 1 DA(H) 4347' (380') VIS 1 1/4 with Alliance altimeter setting.
- 2 DA(H) 4679' (712') with Alliance altimeter setting.
- 3 MDA(H) 4520' (553') VIS CAT C:1 3/4, CAT D:2 with Alliance altimeter setting.

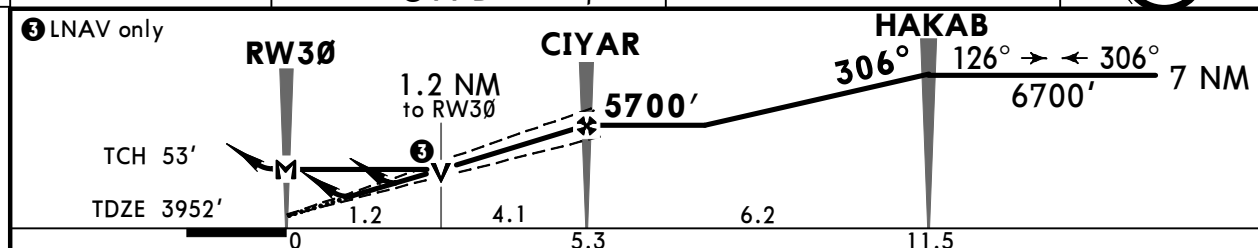
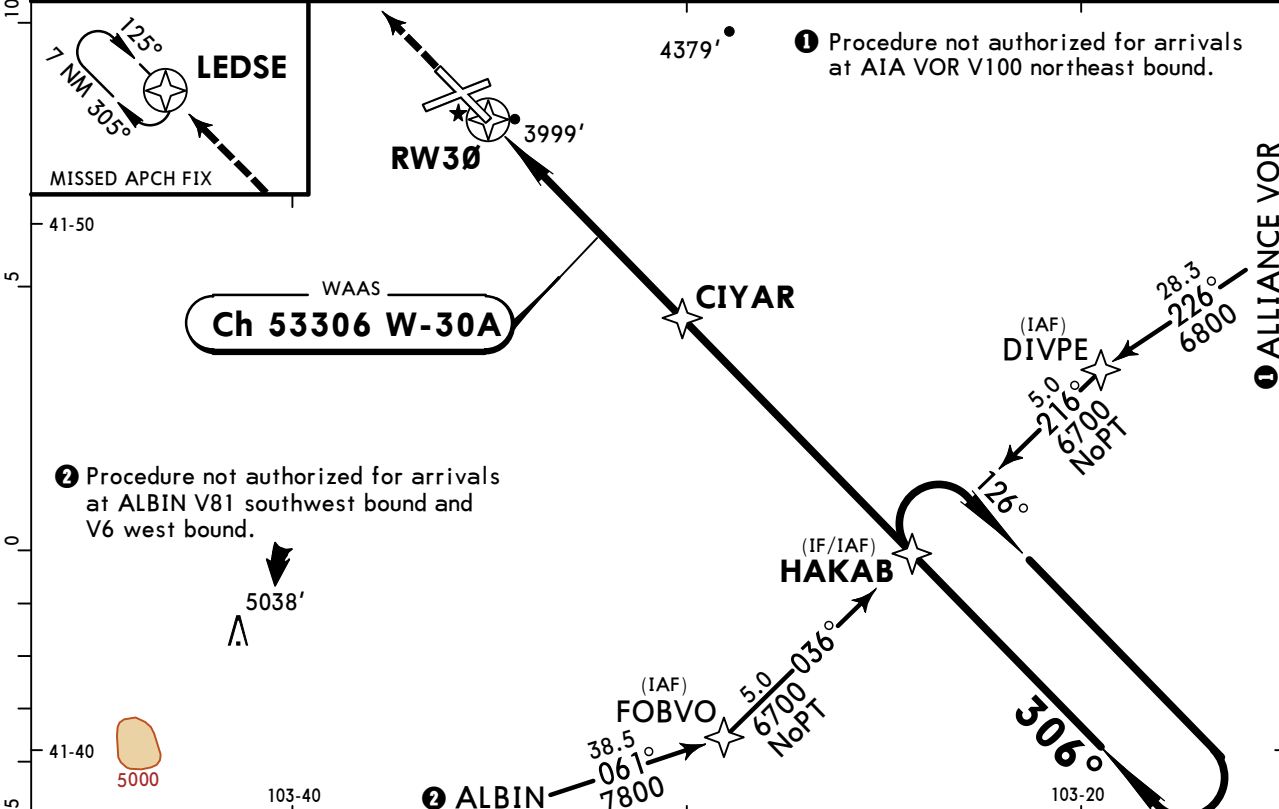
**KBFF/BFF**  
WESTERN NEBRASKA REGL/HEILIG



(12-4) 24 JAN 20

**SCOTTSBLUFF, NEBR**  
RNAV (GPS) Rwy 30

ASOS <b>121.025</b>	DENVER Center (R) <b>127.95</b>	COLUMBUS Radio <b>122.6</b>	WESTERN NEBRASKA REGL/HEILIG UNICOM <b>CTAF 123.0</b>	
WAAS <b>Ch 53306</b> W-30A	Final Apch Crs <b>306°</b>	CIYAR <b>5700'</b> (1748')	LPV DA(H) (CONDITIONAL) <b>4202'</b> (250')	Apt Elev 3967' TDZE 3952'
<b>MISSED APCH: Climb to 6900' direct LEDSE and hold.</b>				6800  MSA RW30
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Alliance altimeter setting. 2. VDP not authorized when using Alliance altimeter setting. 3. Baro-VNAV not authorized when using Alliance altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -22°C (-7°F) or above 41°C (105°F). 5. DME/DME RNP-0.3 not authorized. 6. Pilot controlled lighting 123.0.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 6900' LEDSE
Glide Path Angle	3.00°	372	478	531	637	743	
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW30							

TERPS STRAIGHT-IN LANDING RWY 30 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
	LPV DA(H) 4202'(250')	LNAV/VNAV DA(H) 4301'(349')		LNAV MDA(H) 4380'(428')		Max Kts	MDA(H)
	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out		
A				1/2	1	90	4500'(533') - 1
B	1/2	3/4	3/4	1/2	1	120	4560'(593') - 1 1/2
C				3/4	1 1/4	140	4740'(773') - 2 1/2
D				1	1 1/2	165	
With Alliance Altimeter Setting						With Alliance Altimeter Setting	
	DA(H) 4293'(341')	DA(H) 4392'(440')		MDA(H) 4480'(528')		Max Kts	MDA(H)
	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out	RAIL/ALS out		
A				1/2	1	90	4600'(633') - 1
B	3/4	1 1/4	1	1/2	1	120	4660'(693') - 2
C				1 1/4	1 3/4	140	4840'(873') - 3
D				1 1/2	2	165	

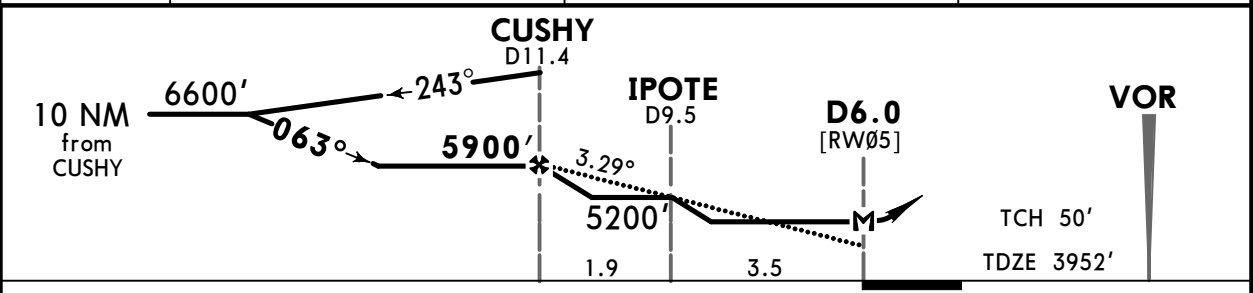
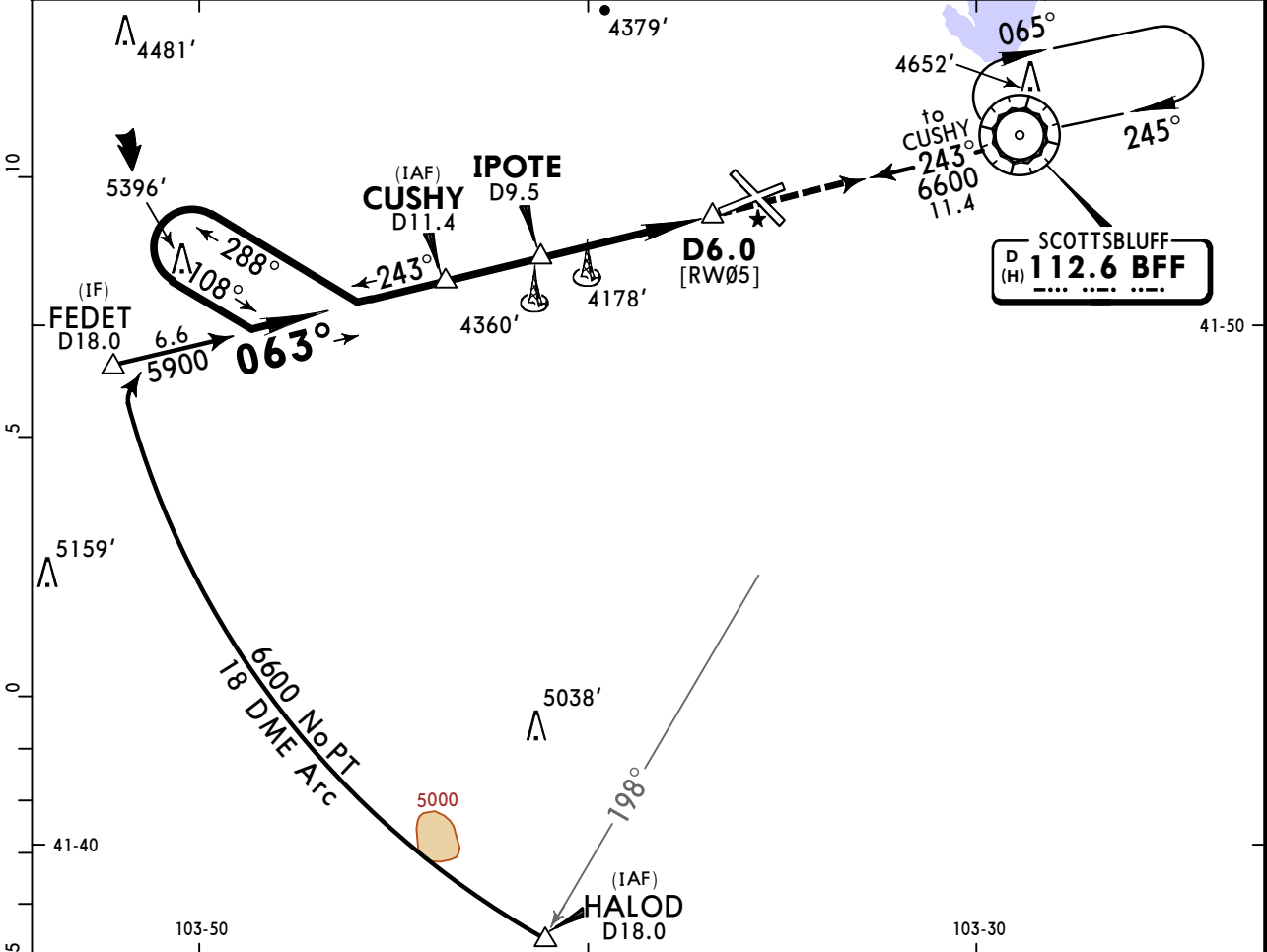
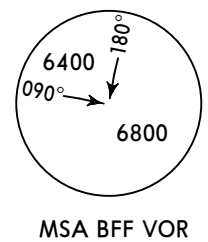
TERPS AMEND 1B 5 FEB 2015

**KBFF/BFF**  
WESTERN NEBRASKA REGL/HEILIG

**JEPPESSEN**  
30 APR 21 **(13-1)**

**SCOTTSBLUFF, NEBR**  
**VOR DME Rwy 5**

ASOS <b>121.025</b>		DENVER Center (R) <b>127.95</b>		COLUMBUS Radio <b>122.6</b>	WESTERN NEBRASKA REGL/HEILIG UNICOM CTAF <b>123.0</b>	
VOR BFF <b>112.6</b>	Final Apch Crs <b>063°</b>	CUSHY <b>5900'</b> (1948')		MDA(H) (CONDITIONAL) <b>4480'</b> (528')	Apt Elev 3967' TDZE 3952'	
<b>MISSED APCH: Climb to 6600' direct BFF VOR and hold. Continue climb in hold to 6600'.</b>						
Alt Set: INCHES      Trans level: FL 180      Trans alt: 18000' 1. Use local altimeter setting; if not received, use Alliance altimeter setting. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.0.						



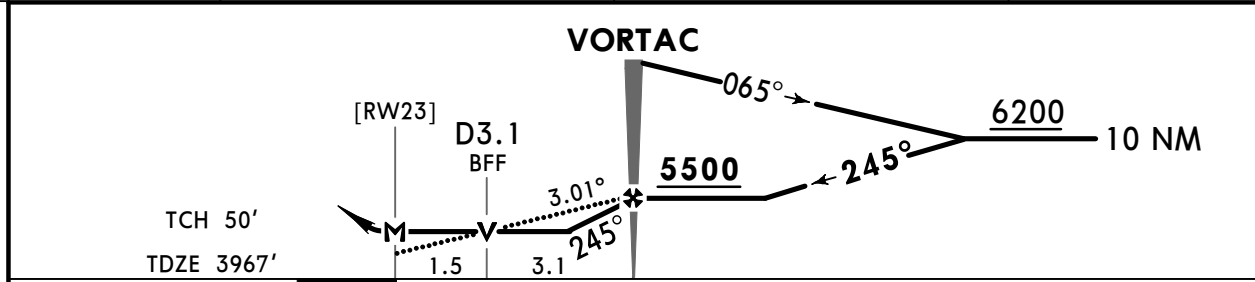
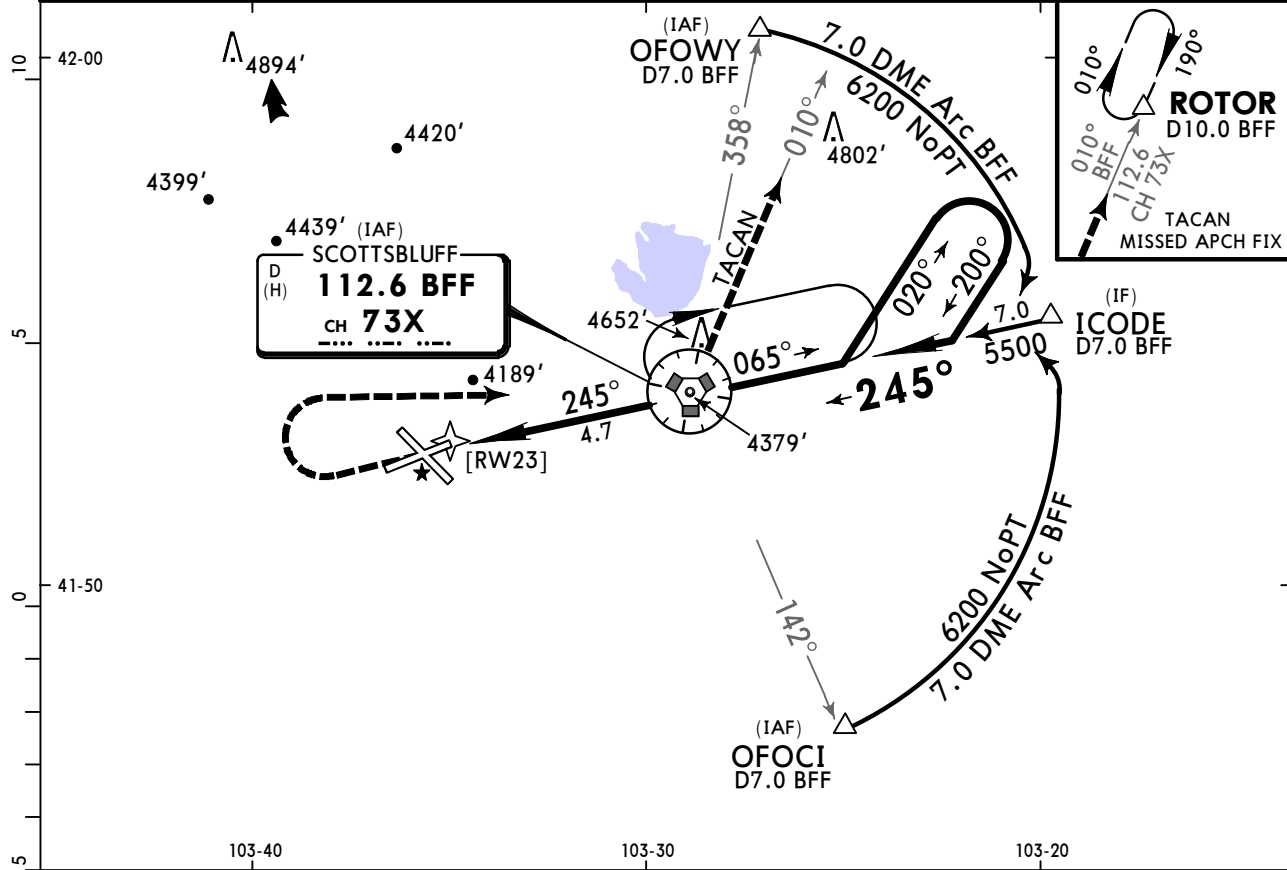
Gnd speed-Kts	70	90	100	120	140	160	VASI-L	6600'	D	BFF 112.6
Descent Angle	3.29°	407	524	582	699	815				
MAP at D6.0										

TERPS AMEND 5A	STRAIGHT-IN LANDING RWY 5		CIRCLE-TO-LAND	
	MDA(H) <b>4480'</b> (528') With Local Altimeter Setting	MDA(H) <b>4580'</b> (628') With Alliance Altimeter Setting	With Local Altimeter Setting	With Alliance Altimeter Setting
A	1	1	90 4500' (533') -1	4600' (633') -1
B	1½	2	120 4560' (593') -1½	4660' (693') -2
C	1¾	2¼	140 4740' (773') -2½	4840' (873') -3

# KBFF/BFF WESTERN NEBRASKA REGL/HEILIG 30 APR 21 (13-2) VOR or TACAN Rwy 23



ASOS <b>121.025</b>		DENVER Center (R) <b>127.95 338.2</b>		COLUMBUS Radio <b>122.6</b>	WESTERN NEBRASKA REGL/HEILIG UNICOM <b>CTAF 123.0</b>	
VORTAC BFF <b>112.6</b>	TACAN BFF CH <b>73X</b>	Final Apch Crs <b>245°</b>	VORTAC <b>5500</b> (1533')	MDA(H) (CONDITIONAL) <b>4500'</b> (533')	Apt Elev 3967'	<p>MSA BFF VORTAC</p>
<b>MISSED APCH: Climb to 5000' then climbing RIGHT turn to 6500' direct BFF VORTAC and hold. (TACAN aircraft continue climb to 7300' via BFF VORTAC R-010 to ROTOR/D10.0 BFF and hold.)</b>						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Use local altimeter setting; if not received, use Alliance altimeter setting. 2. VDP not authorized when using Alliance altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.0.						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	5000'	6500'	D	BFF 112.6 CH 73X
Descent Angle	3.01°	373	479	532	639	745		852	↑		
VORTAC to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46				

TERPS AMEND 12A	STRAIGHT-IN LANDING		C	CIRCLE-TO-LAND	
	MDA(H) <b>4500'</b> (533') With Local Altimeter Setting	MDA(H) <b>4600'</b> (633') With Alliance Altimeter Setting		With Local Altimeter Setting	With Alliance Altimeter Setting
A	V1	V1	Max Kts	MDA(H)	MDA(H)
B	V1	V1	90	4500' (533') V1	4600' (633') V1
C	V1 1/2	V2	120	4560' (593') V1 1/2	4660' (693') V2
D	V1 3/4	V2 1/4	140	4740' (773') V2 1/2	4840' (873') V3

### 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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**SCOTTSBLUFF, NE (WESTERN NEBRASKA REGL/HEILIG - KBFF)**

## TERMINAL CHART CHANGE NOTICES

### Chart Change Notices for Airport KBFF

**Type:** Terminal

**Effectivity:** Temporary

**Begin Date:** Immediately

**End Date:** Until Further Notice

(11-2) ILS or LOC Rwy 30 - MEILE Int changed from (IF/IAF) to (IF).

### 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.