



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

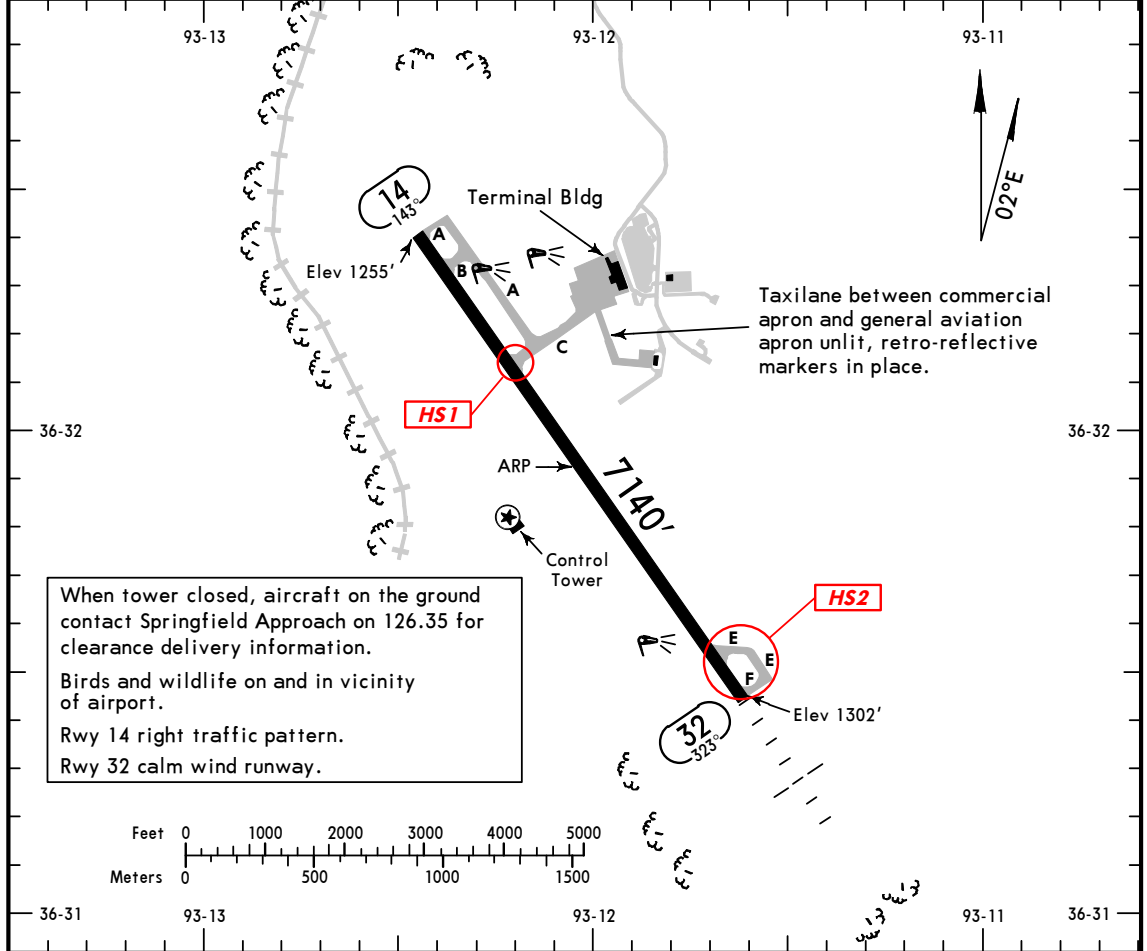
May 8, 2014

Attachment 9 – Charts

OPERATIONAL FACTORS

DCA14IA037

ATIS (AWOS-3 when Twr inop)	*BRANSON Clearance	*Ground	*Tower	UNICOM	SPRINGFIELD Departure (R)
124.62	118.4	118.4	CTAF 128.15	122.95	126.35



RWY	ADDITIONAL RUNWAY INFORMATION			
	USABLE LENGTHS		TAKE-OFF	WIDTH
	Threshold	Glide Slope		
14	① HIRL ① REIL ① PAPI-L (angle 3.0°)			150'
32	① HIRL ① MALSF ① PAPI-L (angle 3.0°) — grooved	6090'		

① Activate on 128.15 when Twr inop.

RUNWAY INCURSION HOT SPOTS **HS**

For information only, not to be construed as ATC instructions.

HS1 Westbound traffic on Taxiway C must remain alert so as to not mistake Runway 14/32 for a parallel taxiway. First left turn out of ramp area is Runway 14/32.

HS2 Use caution for aircraft utilizing Taxiways E and F as a turn around after landing on Runway 14 or taxiing to hold while waiting to depart runway 32. Back taxi required on Runway 14/32 for full length departure on Runway 32 and frequently utilized by aircraft landing Runway 14.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE		
All Rwy's			Authorized Only When Local Weather Available		ILS Rwy 32 LOC Rwy 32
	Adequate Vis Ref	STD	RNAV (GPS) Rwy 32	RNAV (GPS) Rwy 14	
1 & 2 Eng	1/4	1	800-2	800-2	NA
3 & 4 Eng		1/2		800-2 1/4	
			800-2 1/4	800-2 1/2	

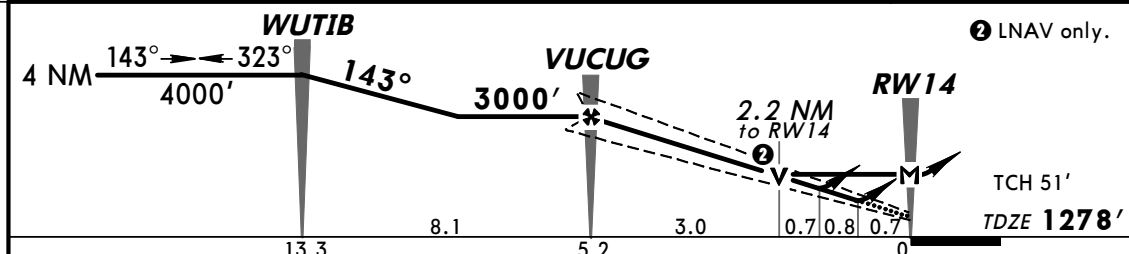
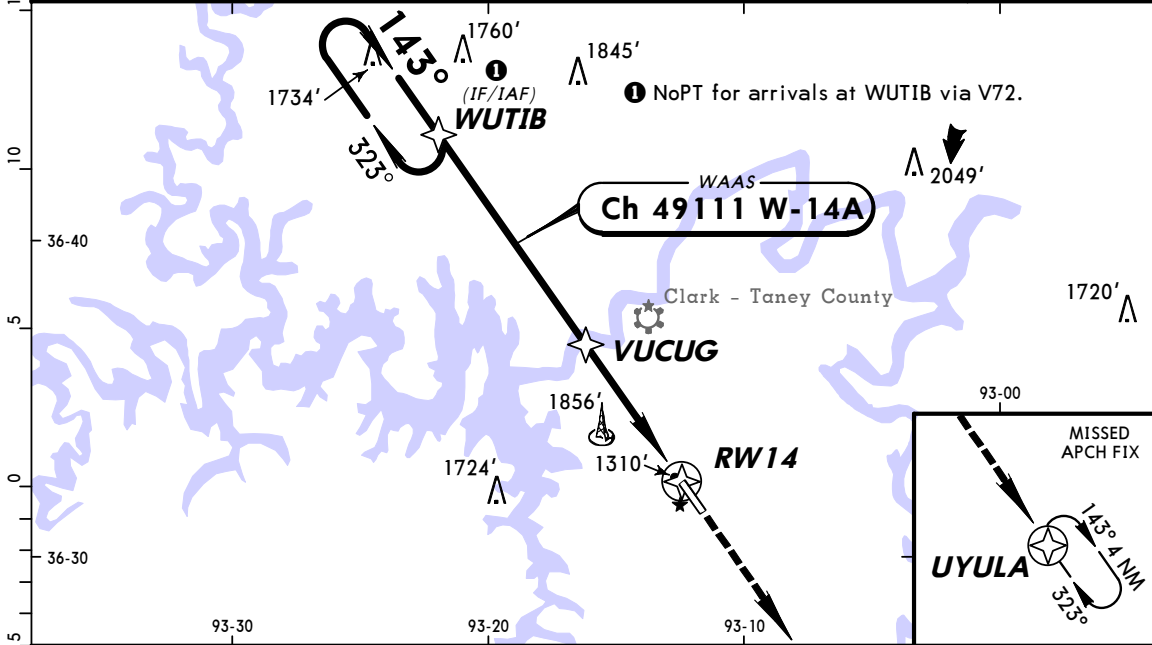
OBSTACLE DP: Rwy 32, climb via 323° heading to 2000' before turning left.

KBBG
BRANSON

JEPPESEN
1 MAY 09 (12-1) Eff 7 May

BRANSON, MO
RNAV (GPS) Rwy 14

ATIS (AWOS-3 when Twr inop) 124.62		SPRINGFIELD Approach (R) 126.35		*BRANSON Tower CTAF 128.15		*Ground 118.4	
WAAS Ch 49111 W-14A		Final Apch Crs 143°		Minimum Alt VUCUG 3000' (1722')		LPV DA(H) (CONDITIONAL) 1525' (247')	
				Apt Elev 1302'		TDZE 1278'	
MISSED APCH: Climb to 4000' direct UYULA and hold.							3700'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. Use local altimeter setting; if not received, use Harrison, Ark altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and Baro-VNAV not authorized when using Harrison, Ark altimeter setting. 5. Pilot controlled lighting 128.15.							MSA RW14



Gnd speed-Kts	70	90	100	120	140	160	REIL	4000'	UYULA
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI-L	↑	→
MAP at RW14									

STRAIGHT-IN LANDING RWY 14 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 1525' (247')	LNAV/VNAV DA(H) 1798' (520')	LNAV MDA(H) 2020' (742')	Max Kts	MDA(H)
A		1	90	2020' (718') - 1
B	1	2	120	2020' (718') - 1 1/4
C			140	2020' (718') - 2 1/4
D			165	2020' (718') - 2 1/2

With Harrison, Ark Altimeter Setting			With Harrison, Ark Altimeter Setting	
LPV DA(H) 1572' (294')	LNAV/VNAV DA(H) 1845' (567')	LNAV MDA(H) 2080' (802')	Max Kts	MDA(H)
A		1	90	2080' (778') - 1
B	1	2	120	2080' (778') - 1 1/4
C			140	2080' (778') - 2 1/4
D			165	2080' (778') - 2 1/2

CHANGES: New procedure.

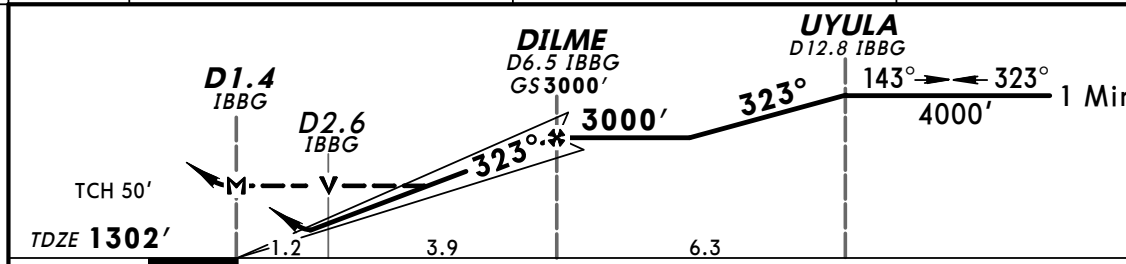
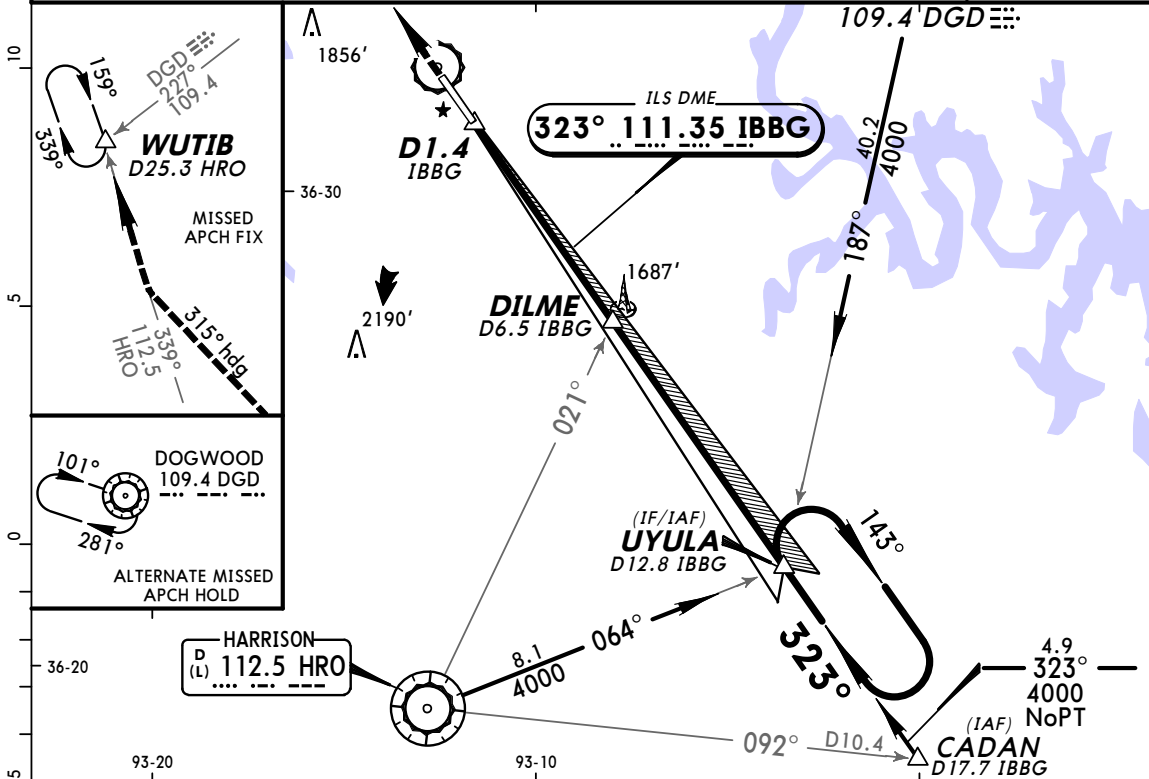
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22 JAN 10 (11-1)

BRANSON, MO
ILS or LOC Rwy 32

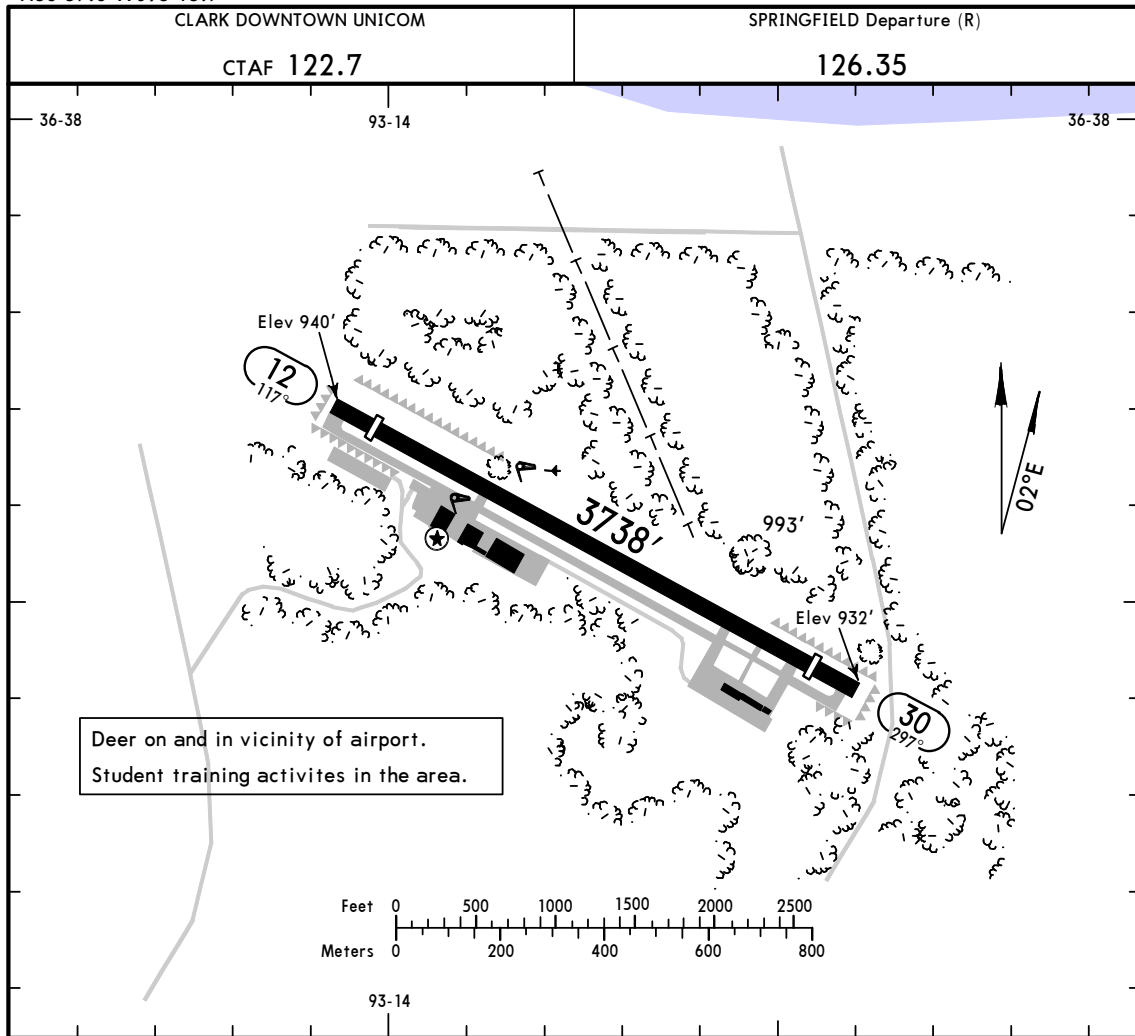
ATIS (AWOS-3 when Twr inop) 124.62		SPRINGFIELD Approach (R) 126.35		*BRANSON Tower CTAF 128.15		*Ground 118.4	
LOC IBBG 111.35		Final Apch Crs 323°		GS DILME 3000' (1698')		ILS DA(H) (CONDITIONAL) 1502' (200')	
				Apt Elev 1302'		TDZE 1302'	
MISSED APCH: Climb to 1800' then climbing LEFT turn to 4000' via 315° heading and outbound via HRO VOR R-339 to WUTIB INT/ D25.3 HRO and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Harrison, Ark altimeter setting. 2. Use of HRO VOR R-064 and DGD VOR R-187 may be necessary to locate UYULA INT. 3. VDP not authorized when using Harrison, Ark altimeter setting. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 128.15.							
MSA HRO VOR							



Gnd speed-Kts	70	90	100	120	140	160	MALSF	1800'	4000'	315°	HRO
GS	3.00°	377	484	538	646	753	PAPI	↑	LT	hdg	112.5
MAP at D1.4 IBBG or DILME to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55				R-339

STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND			
1 ILS		2 LOC (GS out)		With Local Altimeter Setting		With Harrison, Ark Altimeter Setting	
DA(H) 1502' (200')		MDA(H) 1740' (438')		MDA(H)		MDA(H)	
FULL		ALS out		MDA(H)		MDA(H)	
A	1		1		90	1760' (458')-1	1840' (538')-1
B	1		1		120	1780' (478')-1	1860' (558')-1
C	1		1 1/4		140	1780' (478')-1 1/2	1860' (558')-1 1/2
D	1		1 1/2		165	2000' (698')-2 1/4	2080' (778')-2 1/2

TERPS
 1 DA(H) 1549' (247') with Harrison, Ark altimeter setting.
 2 MDA(H) 1820' (518') with Harrison, Ark altimeter setting.



ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND THRESHOLD	GLIDE SLOPE		
12	① MIRL ① REIL	grooved	3449'			100'
30	① MIRL ① REIL ② VASI-R (angle 3.0°)	grooved	3428'			

- ① Increase intensity on 122.7.
- ② Activate on 122.7.

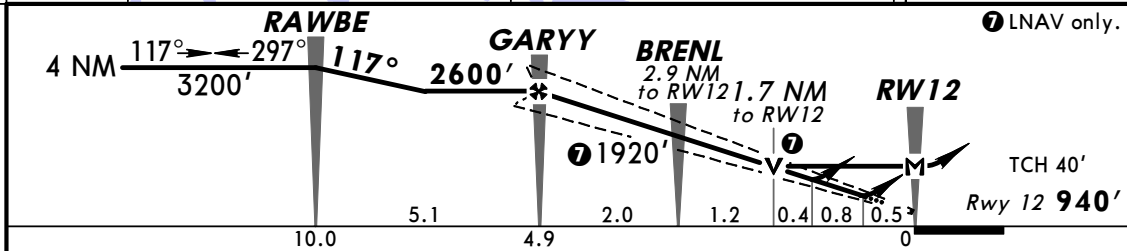
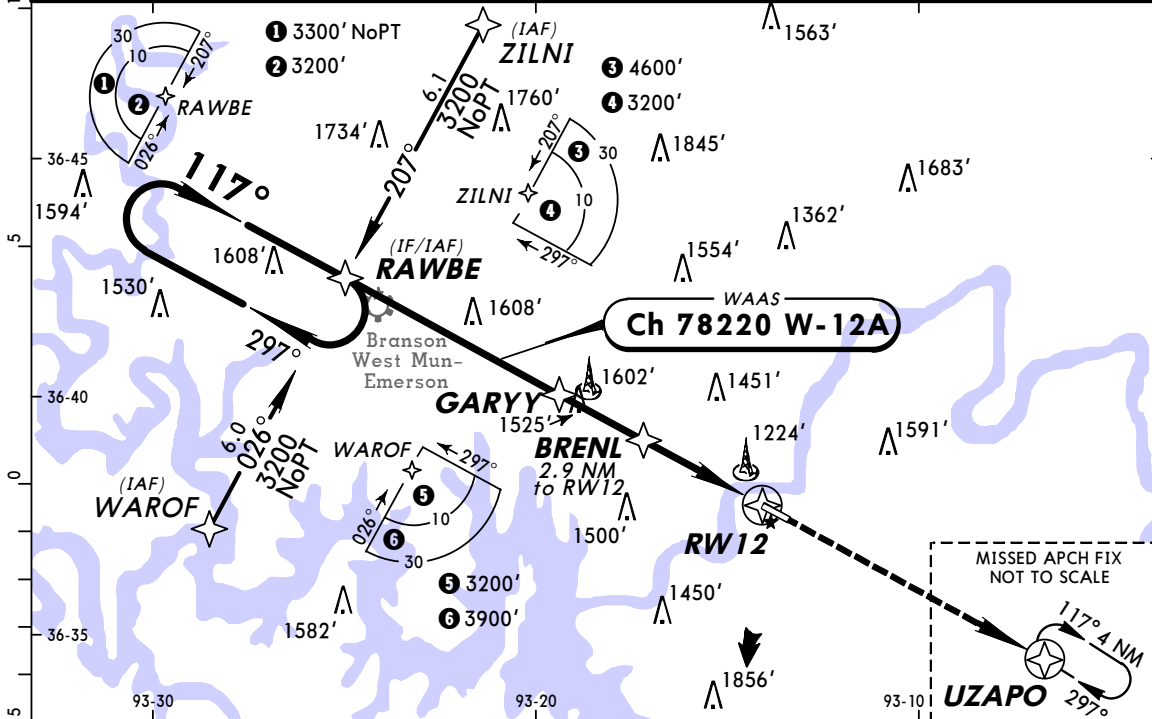
TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 12		Rwy 30		For Climb in Visual Conditions	FOR FILING AS ALTERNATE
	Adequate Vis Ref	STD	With Min climb of 244'/NM to 1800'			
			Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	1/4	1	1400-2 1/2	RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30 NA
3 & 4 Eng		1/2		1/2		

OBSTACLE DP: Rwy 12, Climb heading 117° to 1600' before proceeding on course.
 Rwy 30, For climb in visual conditions: cross M Graham Clark Downtown airport at or above 2200' before proceeding on course.

AMEND 2

SPRINGFIELD Approach (R) 126.35			CLARK DOWNTOWN UNICOM CTAF 122.7		
WAAS Ch 78220 W-12A	Final Apch Crs 117°	Minimum Alt GARYY 2600' (1660')	LPV DA(H) (CONDITIONAL) 1140' (200')	Apt Elev 940'	Rwy 12 940'
MISSED APCH: Climb to 3200' direct UZAPO and hold.					TAA 30 NM IAF
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Obtain local altimeter setting on CTAF; if not received, use Branson altimeter setting. 2. Baro-VNAV not authorized when using Branson altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 54°C (130°F). 4. VDP not authorized with Branson altimeter setting. 5. DME/DME RNP-0.30 not authorized. 6. Pilot controlled lighting 122.7.					



Gnd speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.10°	384	494	548	658	768	878		REIL	3200'	UZAPO
MAP at RW12										

	STRAIGHT-IN LANDING RWY 12 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting	
	LPV DA(H) 1140' (200')	LNAV/VNAV DA(H) 1416' (476')	LNAV MDA(H) 1540' (600')	Max Kts	MDA(H)
A	3/4	1 5/8	1	90	1560' (620') -1
B				120	
C	NA	NA	NA	C	NA
D				D	
	With Branson Altimeter Setting			With Branson Altimeter Setting	
	DA(H) 1205' (265')	DA(H) 1481' (541')	MDA(H) 1620' (680')	Max Kts	MDA(H)
A	7/8	1 7/8	1	90	1640' (700') -1
B				120	
C	NA	NA	NA	C	NA
D				D	

TERPS AMEND 0A 15 NOV 2012