

WAAS CH <b>53306</b> <b>W30A</b>	APP CRS <b>306°</b>	Rwy Idg <b>8279</b> TDZE <b>3952</b> Apt Elev <b>3967</b>
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## RNAV (GPS) RWY 30

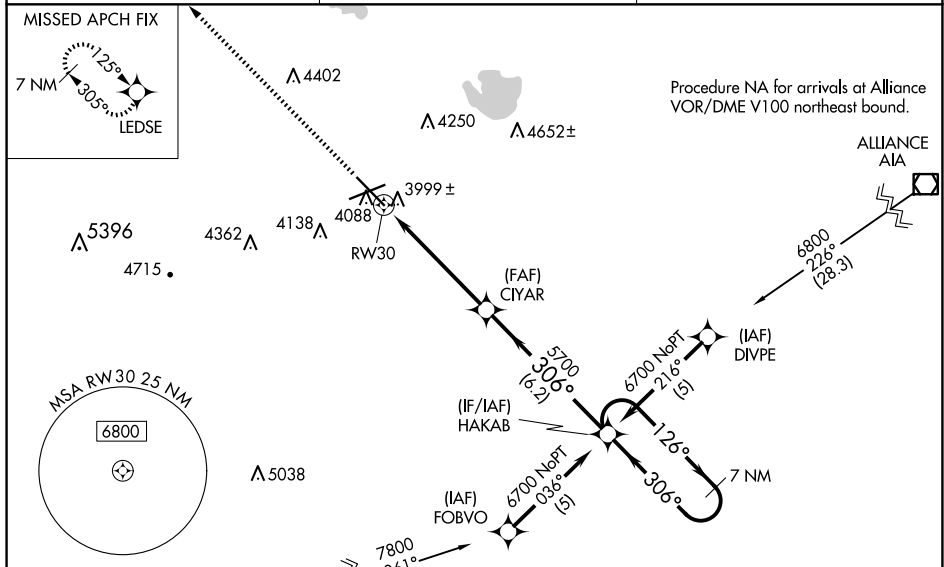
SCOTTSBLUFF/WESTERN NEBRASKA RGNL/WM B HEILIG FLD (BFF)

**⚠** When local altimeter setting not received, use Alliance altimeter setting: increase LPV DA to 4293 feet and visibility  $\frac{1}{4}$  SM; increase LNAV/VNAV DA to 4392 feet and visibility  $\frac{1}{4}$  SM; increase all MDAs 100 feet and visibility Cats C and D  $\frac{1}{2}$  SM. For inoperative MALSR, when using alliance altimeter setting, increase LPV all Cats visibility to  $\frac{1}{4}$ . For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 41°C (105°F). Baro-VNAV NA when using Alliance altimeter setting. VDP NA when using Alliance altimeter setting. DME/DME RNP 0.3 NA.

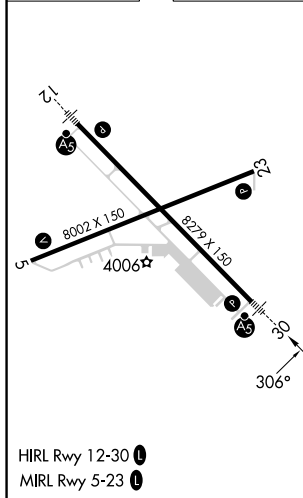
MALSR

**MISSED APPROACH:** Climb to 6900 direct LEDSE and hold.

ASOS <b>121.025</b>	DENVER CENTER <b>127.95 338.2</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 3967	<b>D</b>	TDZE 3952
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ALBIN Procedure NA for arrivals at ALBIN V81 southwest bound and V6 westbound.

Diagram illustrating the ALBIN V81 arrival procedure (NA) for southwest bound and V6 westbound arrivals. The diagram shows the flight path, key waypoints (LEDSE, CIYAR, HAKAB), and distances (1.2 NM, 4.1 NM, 6.2 NM). The procedure includes a 7 NM Holding Pattern at HAKAB. The diagram also shows the 126° and 306° headings, the 5700 and 6700 altitudes, and the 3.00° GP and 53° TCH.

CATEGORY	A	B	C	D
LPV DA	4202-½ 250 (300-½)			
INAV/ VNAV	4301-¾ 349 (400-¾)			
INAV MDA	4380-½ 428 (500-½)	4380-¾ 428 (500-¾)	4380-1 428 (500-1)	
<b>C</b> CIRCLING	4500-1 533 (600-1)	4560-1½ 593 (600-1½)	4740-2½ 773 (800-2½)	

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