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General Information

Location: JAFFREY NH USA
ICAO/IATA: KAFN / AFN
Lat/Long: N42° 48.31', W072° 00.18'
Elevation: 1040 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 14.0° W
Sectional Chart: New York

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

Sunrise: 0936 Z
Sunset: 2353 Z

Runway Information

Runway: 16
Length x Width: 2982 ft x 134 ft
Surface Type: asphalt
TDZ-Elev: 1040 ft
Lighting: Edge

Runway: 34
Length x Width: 2982 ft x 134 ft
Surface Type: asphalt
TDZ-Elev: 1040 ft
Lighting: Edge
Displaced Threshold: 582 ft

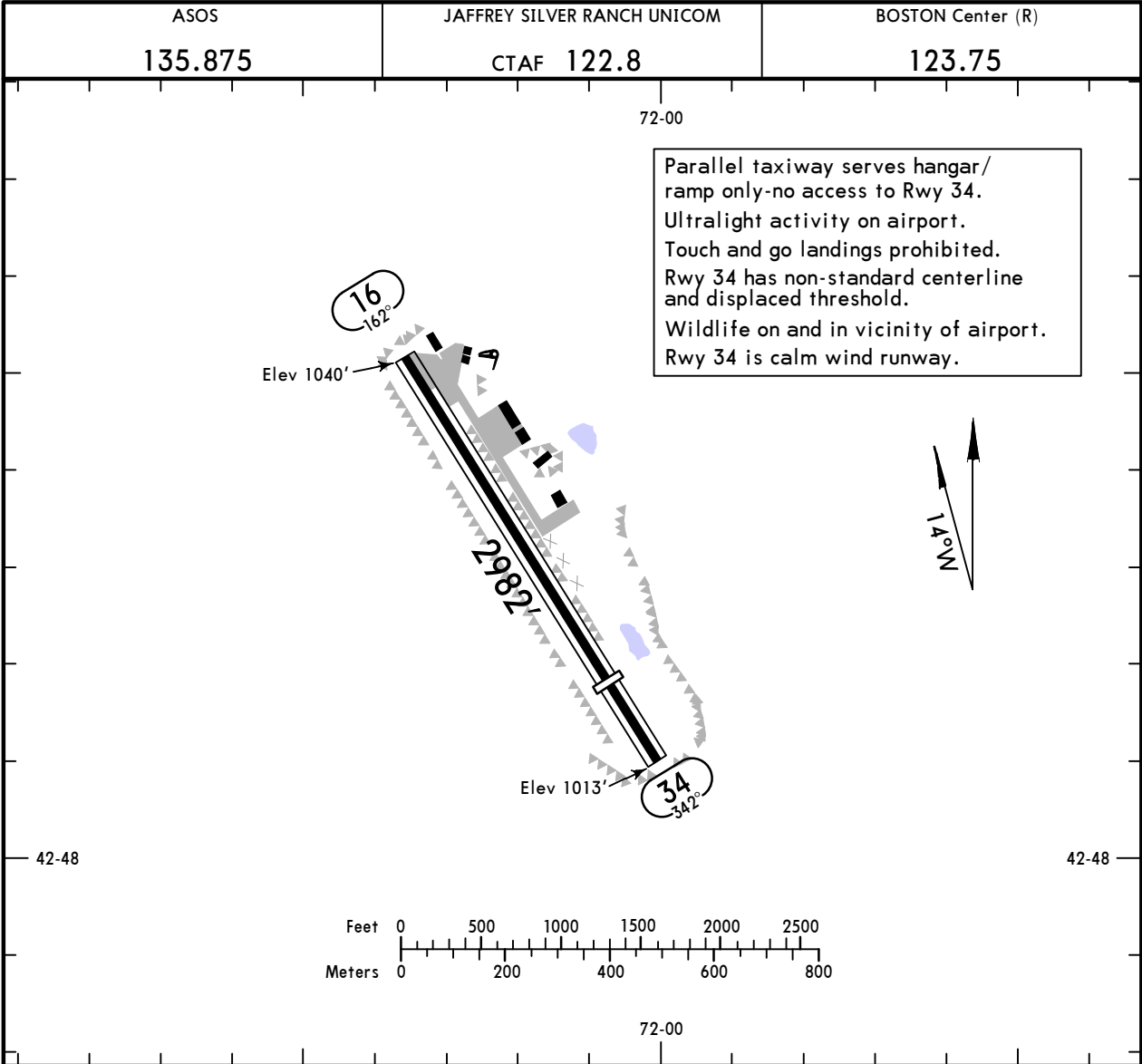
Communication Information

AWOS: 119.025 Secondary
ASOS: 135.875
Jaffrey Silver Ranch UNICOM: 122.800 CTAF
Boston ACC: 123.750 Remote Communications Air-Ground

KAFN/AFN
Apt Elev **1040'**
N42 48.3 W072 00.2

JEPPESSEN
16 JAN 26 **(10-9)** **Eff 22 Jan**

JAFFREY, NH
JAFFREY SILVER RANCH



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
16	① RL (non-std)				② 134'
34		2400'			

- ① First 582' Rwy 34 not lighted; Prior permission required for lighting.
- ② 50' center portion of entire runway is asphalt. The remaining 42' per side is turf/gravel for entire runway length.

TERPS	TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE	FOR FILING AS ALTERNATE	
	All Rwys	Authorized Only When Local Weather Available	
	For Climb in Visual Conditions	RNAV (GPS)-B RNAV (GPS)-C	
	1000-2½	A	800-2
		B	
		C	NA
		D	

OBSTACLE DP: Rwy 16, 34 - For climb in visual conditions: Cross Jaffrey-Silver Ranch Airfield at or above 1900', then via the GDM VOR R-023 to GDM VOR. When executing visual climb over airport, notify ATC prior to departure.

TAKE-OFF OBSTACLE NOTES: Rwy 16, Trees beginning 126' from DER, 140' left of centerline, up to 100' AGL/1209' MSL. Trees beginning 189' from DER, 120' right of centerline, up to 100' AGL/1520' MSL. Rwy 34, Trees beginning 8263' from DER, 613' left of centerline, up to 100' AGL/1441' MSL. Trees beginning 13' from DER, 69' right of centerline, up to 100' AGL/1322' MSL.

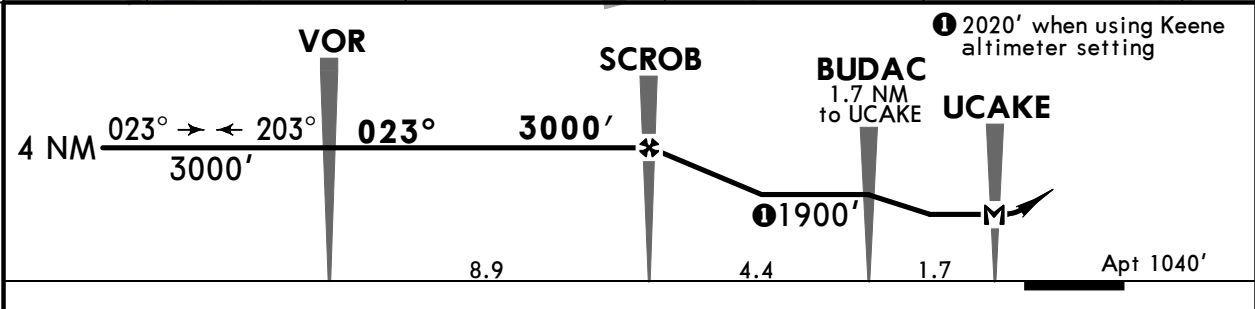
KAFN/AFN
JAFFREY SILVER RANCH

JEPPESSEN
24 NOV 23 (12-1) Eff 30 Nov

CAT A & B

JAFFREY, NH
RNAV (GPS)-B

ASOS 135.875		BOSTON Center (R) 123.75		JAFFREY-SILVER RANCH UNICOM CTAF 122.8		
RNAV	Final Apch Crs 023°	SCROB 3000' (1960')	MDA(H) Refer to Minimums	Apt Elev 1040'	4400 MSA UCAKE	
MISSED APCH: Climb to 3400' direct QOSNU and hold.						
RNP Apch-GPS	Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'
1. Procedure not authorized at night. 2. Use local altimeter setting; if not received, use Keene altimeter setting. 3. Rwy 16 and 36 helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 122.8.						



						3400'	D →	QOSNU
MAP at UCAKE						↑		

				CIRCLE-TO-LAND			
		With Local Altimeter Setting				With Keene Altimeter Setting	
		MDA(H)				MDA(H)	
A	90	1820' (780') - 1				1940' (900') - 1 1/4	
B	120						
C		NA				NA	
D							

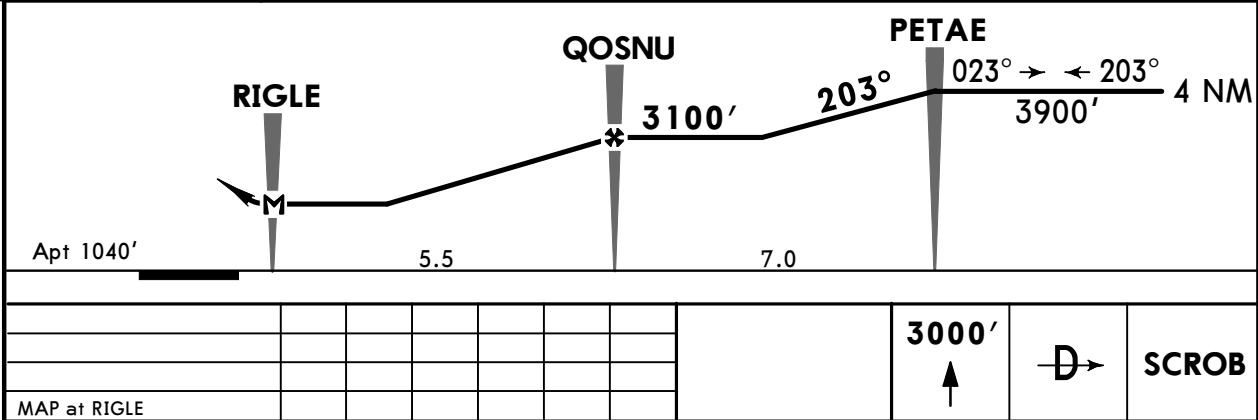
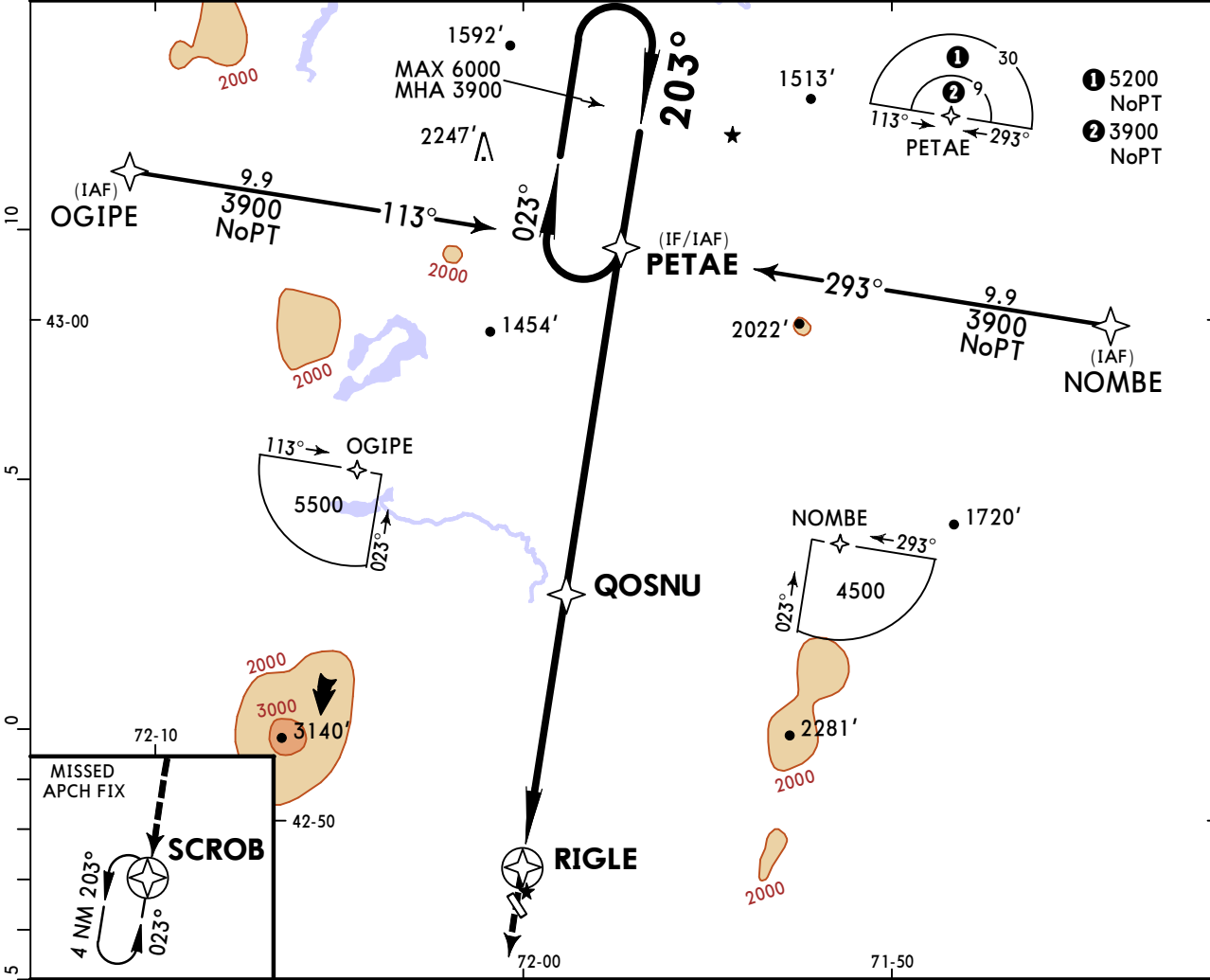
KAFN/AFN
JAFFREY SILVER RANCH

JEPPESSEN

JAFFREY, NH
RNAV (GPS)-C

24 NOV 23 (12-2) Eff 30 Nov CAT A & B

ASOS 135.875		BOSTON Center (R) 123.75		JAFFREY-SILVER RANCH UNICOM CTAF 122.8	
RNAV	Final Apch Crs 203°	QOSNU 3100' (2060')	MDA(H) Refer to Minimums	Apt Elev 1040'	TAA 30 NM IAF
MISSED APCH: Climb to 3000' direct SCROB and hold.					
RNP Apch	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	
1. Procedure not authorized at night.					
2. Pilot controlled lighting 122.8.					



CIRCLE-TO-LAND		3000'	→ D →	SCROB
MAP at RIGLE				
TERPS AMEND 1 25 FEB 2021				
Max Kts		MDA(H)		
A	90	1680' (640') - 1		
B	120	1840' (800') - 1		
C		NA		
D		NA		

JAFFREY, NH (JAFFREY SILVER RANCH - KAFN)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport KAFN

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(Series) Airport beacon removed.

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

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.

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.