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Revision Letter For Cycle 16-2023

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Notebook

General Information

Location: VALLEY CITY ND USA
ICAO: KBAC
Lat/Long: N46° 56.47', W098° 01.08'
Elevation: 1402 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 7.0° E
Sectional Chart: Twin Cities

Fuel Types: 100 Octane (LL)
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: 1151 Z
Sunset: 0113 Z

Runway Information

Runway: 05
Length x Width: 2470 ft x 100 ft
Surface Type: turf
TDZ-Elev: 1385 ft

Runway: 08
Length x Width: 2431 ft x 120 ft
Surface Type: turf
TDZ-Elev: 1387 ft

Runway: 13
Length x Width: 4202 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1402 ft
Lighting: Edge, Pilot controlled

Runway: 17
Length x Width: 3538 ft x 100 ft
Surface Type: turf
TDZ-Elev: 1397 ft

Runway: 23
Length x Width: 2470 ft x 100 ft
Surface Type: turf
TDZ-Elev: 1385 ft

Runway: 26
Length x Width: 2431 ft x 120 ft
Surface Type: turf
TDZ-Elev: 1387 ft

Runway: 31
Length x Width: 4202 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1394 ft
Lighting: Edge, Pilot controlled
Stopway: 500 ft

Runway: 35
Length x Width: 3538 ft x 100 ft
Surface Type: turf
TDZ-Elev: 1393 ft

Communication Information

AWOS: 118.725
ASOS: 118.425 Secondary
Barnes Co Mun UNICOM: 122.800 CTAF PCL
Minneapolis ACC: 124.200 Remote Communications Air-Ground

KBAC

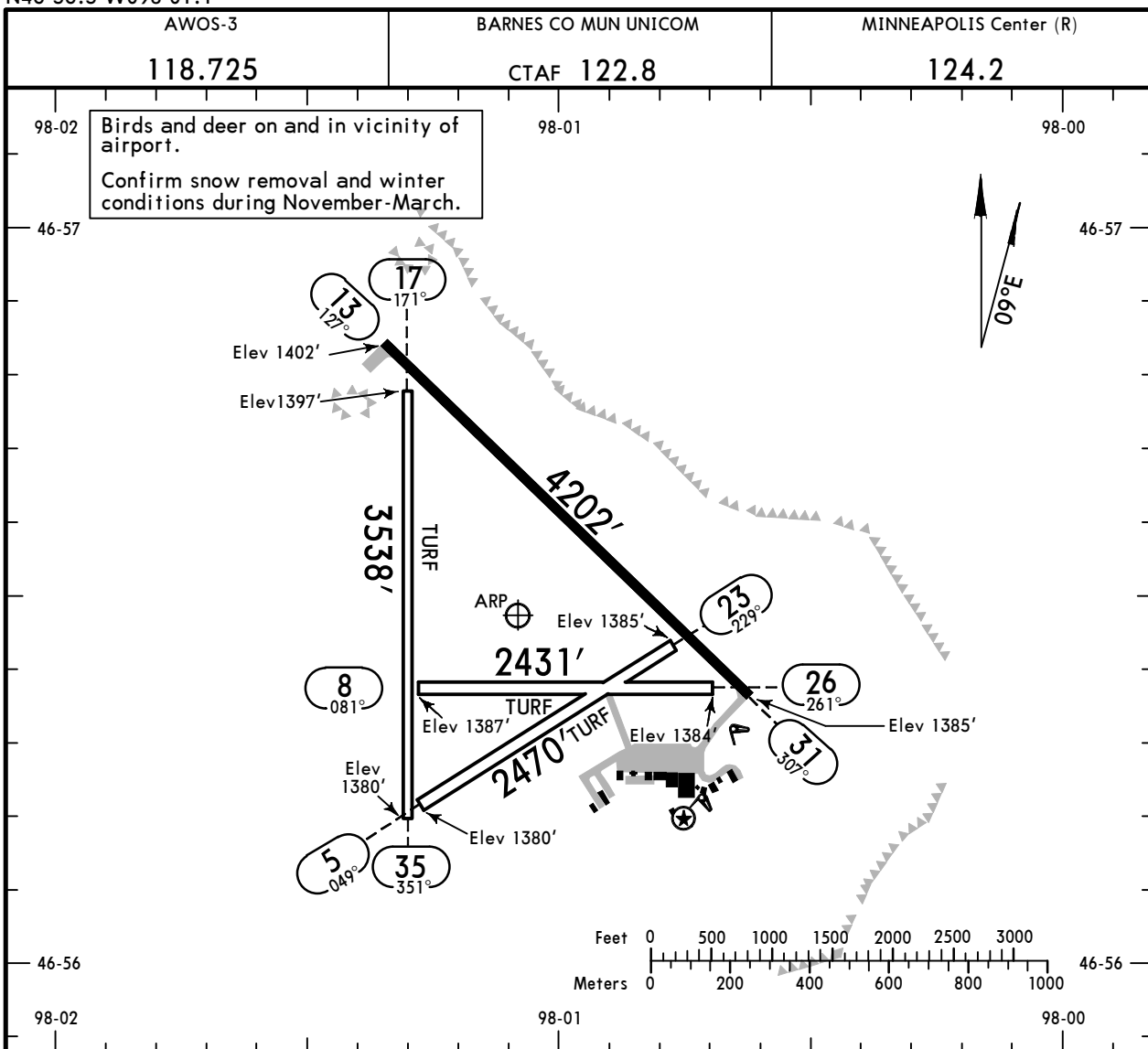
Apt Elev **1402'**
N46 56.5 W098 01.1

JEPPESSEN

4 SEP 20 **(10-9)**

VALLEY CITY, N DAK

BARNES CO MUN



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
5 ① 23				120'
8 ① 26				120'
13 31	② MIRL	③ PAPI-L (angle 3.00°)		75'
17 ① 35				100'

- ① Closed winter months due to lack of snow removal.
- ② Preset on medium intensity, increase intensity and activate on 122.8
- ③ Activate on 122.8.

TAKE-OFF			FOR FILING AS ALTERNATE Authorized Only When Local Weather Available RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31
	Rwys 13, 31	Rwys 5, 8, 17, 23, 26, 35	
1 & 2 Eng	Adequate Vis Ref	STD	A B C D 800-2
3 & 4 Eng	1/4	1/2	

AMEND 0 A

KBAC BARNES CO MUN



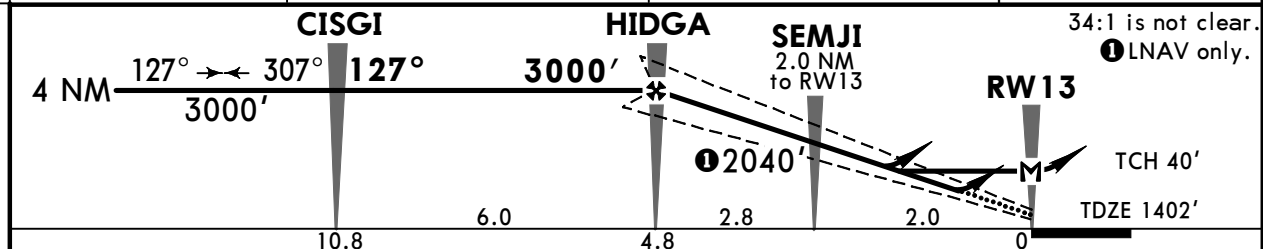
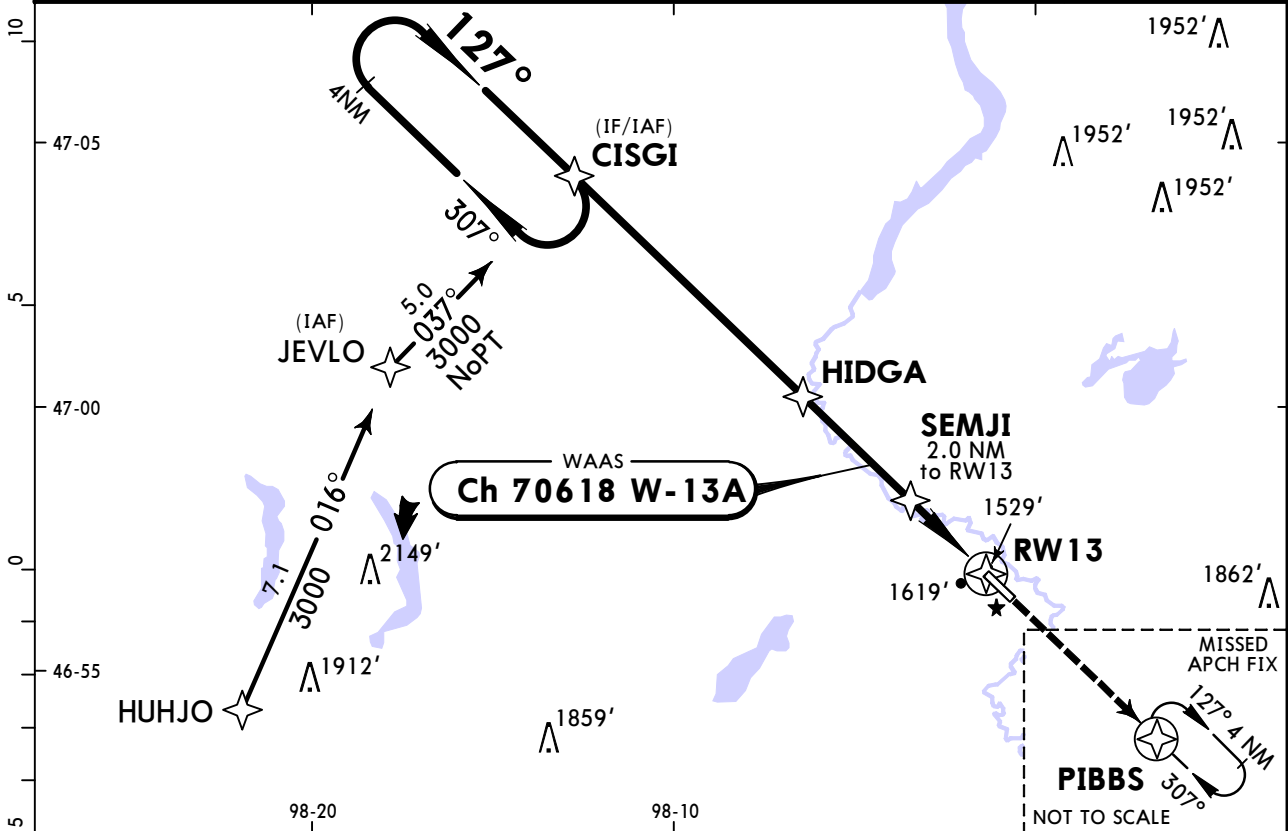
5 AUG 22

(12-1)

CAT A, B & C

VALLEY CITY, N DAK RNAV (GPS) Rwy 13

AWOS-3 118.725		MINNEAPOLIS Center (R) 124.2		BARNES CO MUN UNICOM CTAF 122.8	
WAAS Ch 70618 W-13A	Final Apch Crs 127°	HIDGA 3000' (1598')	LPV DA(H) (CONDITIONAL) 1652' (250')	Apt Elev 1402' TDZE 1402'	
MISSED APCH: Climb to 3100' direct PIBBS and hold.					3500 MSA RW13
RNP Apch - GPS Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use Jamestown altimeter setting. 2. Baro-VNAV not authorized when using Jamestown altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C or above 54°C. 4. Rwy 13 helicopter visibility reduction below 3/4 SM not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3100'	D	PIBBS
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW13										

STRAIGHT-IN LANDING RWY 13 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
	LPV DA(H) 1652' (250')	LNAV/VNAV DA(H) 1889' (487')	LNAV MDA(H) 1880' (478')	Max Kts	MDA(H)
A			1	90	1920' (518') -1
B	1	1 3/4	1	120	2000' (598') -1
C			1 1/4	140	2020' (618') -1 3/4
D	NA	NA	NA	D	NA
With Jamestown Altimeter Setting				With Jamestown Altimeter Setting	
	LPV DA(H) 1729' (327')	LNAV/VNAV DA(H) 1966' (564')	LNAV MDA(H) 1960' (558')	Max Kts	MDA(H)
A			1	90	2000' (598') -1
B	1 1/4	2	1	120	2080' (678') -1
C			1 1/2	140	2100' (698') -2
D	NA	NA	NA	D	NA

Not Authorized to Rwy 5, 8, 17, 23, 26 and 35.

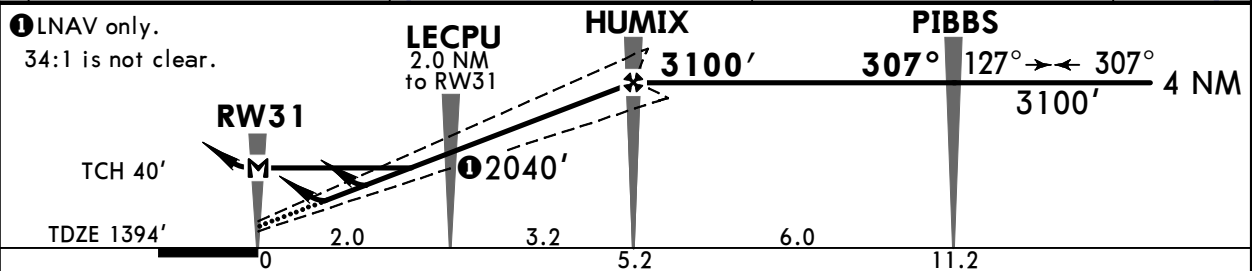
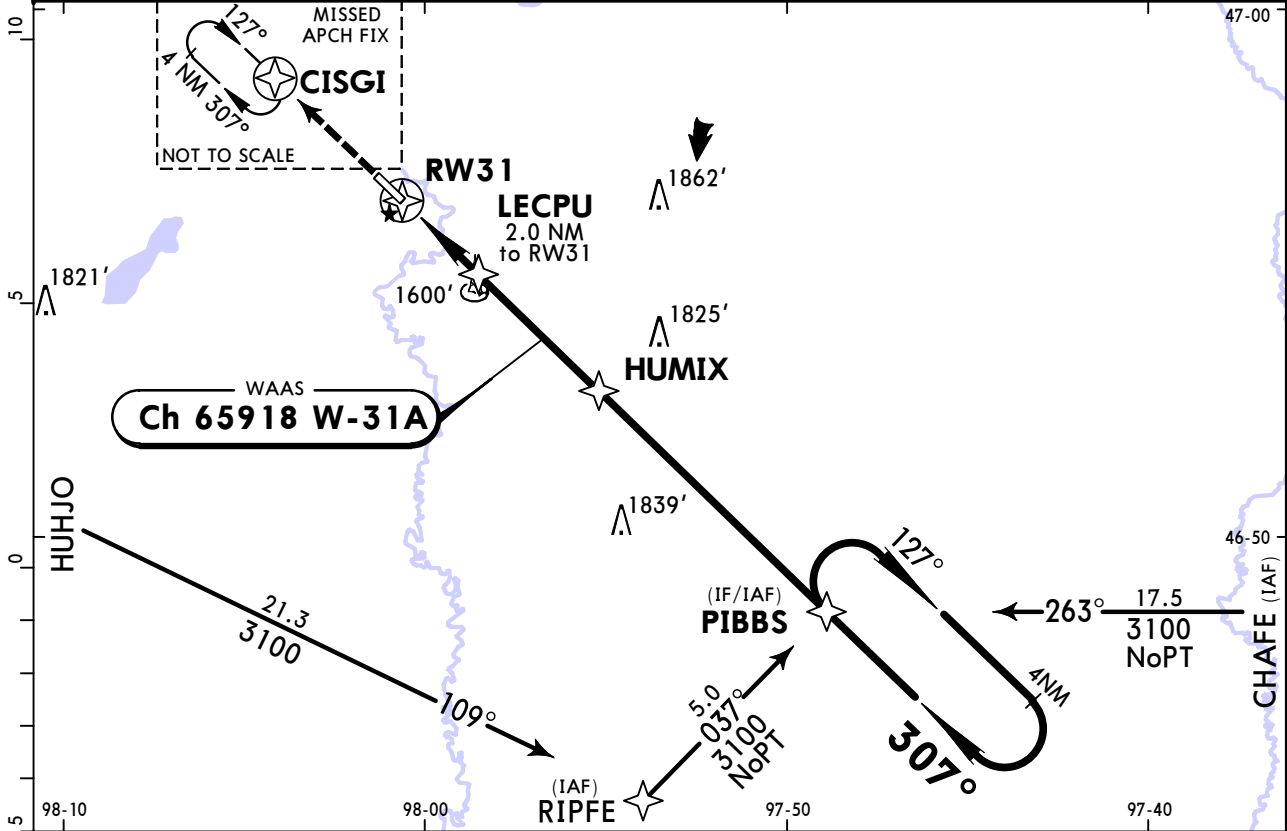
KBAC BARNES CO MUN



VALLEY CITY, N DAK RNAV (GPS) Rwy 31

5 AUG 22 (12-2) CAT A, B & C

AWOS-3 118.725		MINNEAPOLIS Center (R) 124.2		BARNES CO MUN UNICOM CTAF 122.8	
WAAS Ch 65918 W-31A	Final Apch Crs 307°	HUMIX 3100' (1706')	LPV DA(H) (CONDITIONAL) 1644' (250')	Apt Elev 1402' TDZE 1394'	
MISSED APCH: Climb to 3000' direct CISGI and hold.					
RNP Apch - GPS		Alt Set: INCHES		Trans level: FL 180	
1. Use local altimeter setting; if not received, use Jamestown altimeter setting. 2. Baro-VNAV not authorized when using Jamestown altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C or above 54°C. 4. Rwy 31 helicopter visibility reduction below 3/4 SM not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 122.8.					
					3500
					MSA RW31



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000'	D →	CISGI
Glide Path Angle	3.00°	372	478	531	637	849				
MAP at RW31										

STRAIGHT-IN LANDING RWY 31 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting		
LPV DA(H) 1644' (250')	LNAV/VNAV DA(H) 1717' (323')		LNAV MDA(H) 1900' (506')			Max Kts	MDA(H)	
A	1		1			90	1920' (518') - 1	
B	1 1/4		1			120	2000' (598') - 1	
C	NA		1 1/2			140	2020' (618') - 1 3/4	
D	NA		NA			D	NA	
With Jamestown Altimeter Setting						With Jamestown Altimeter Setting		
LPV DA(H) 1721' (327')	LNAV/VNAV DA(H) 1794' (400')		LNAV MDA(H) 1980' (586')			Max Kts	MDA(H)	
A	1 3/4		1			90	2000' (598') - 1	
B	2		1			120	2080' (678') - 1	
C	NA		1 1/2			140	2100' (698') - 2	
D	NA		NA			D	NA	

Not Authorized to Rwy 5, 8, 17, 23, 26 and 35.

TERPS ORIG-B 29 JUL 2010

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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VALLEY CITY, ND (BARNES CO MUN - KBAC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBAC

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.