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Revision Letter For Cycle 16-2023

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Notebook

General Information

Location: BENSON MN USA
ICAO/IATA: KBBB / BBB
Lat/Long: N45° 19.91', W095° 39.03'
Elevation: 1039 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 5.0° E
Sectional Chart: Twin Cities

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: 1144 Z
Sunset: 0101 Z

Runway Information

Runway: 14
Length x Width: 4000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1039 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 32
Length x Width: 4000 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1039 ft
Lighting: Edge, REIL, Pilot controlled

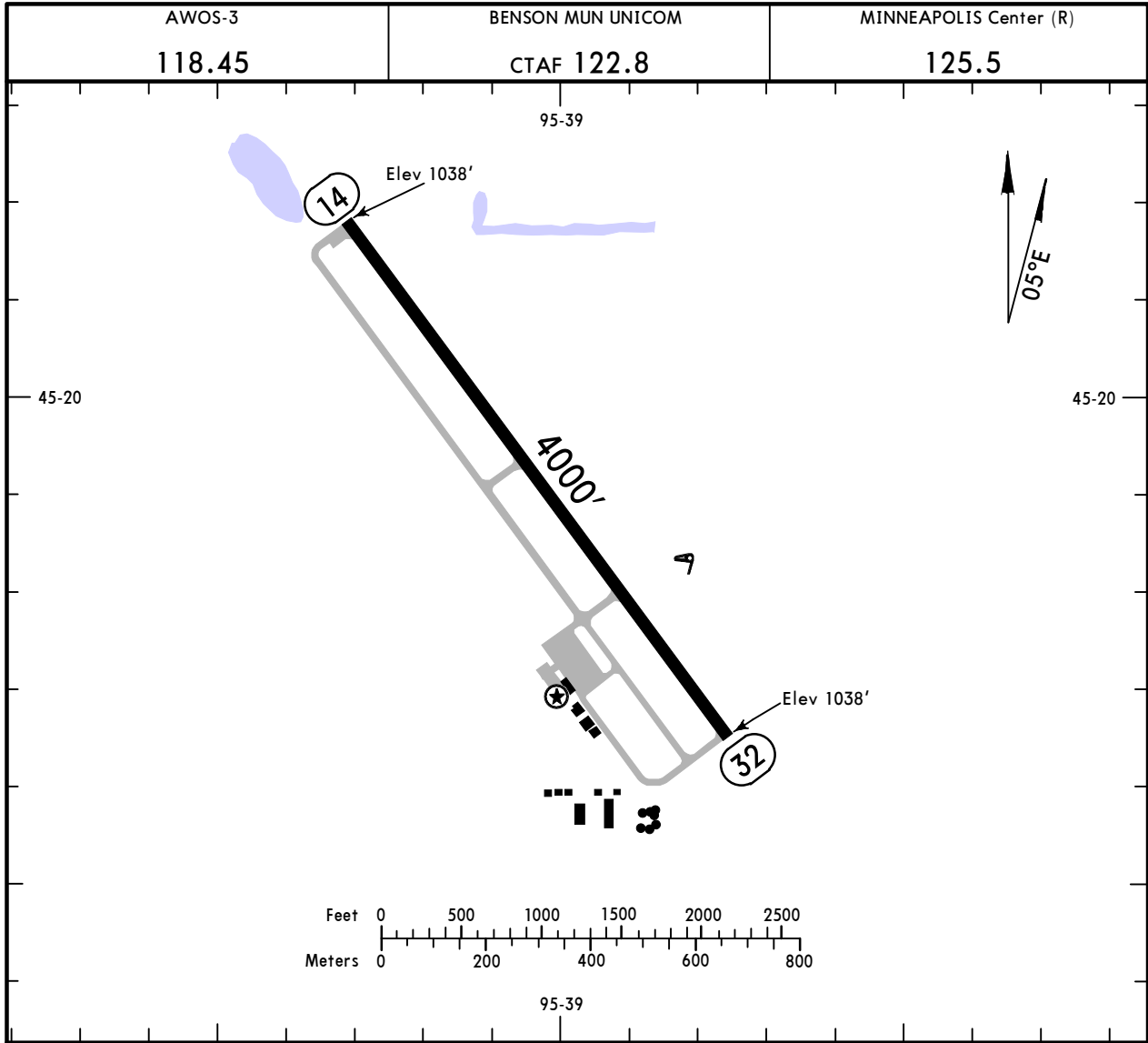
Communication Information

AWOS: 118.450
AWOS: 118.500 Secondary
Benson Mun UNICOM: 122.800 CTAF PCL
Minneapolis ACC: 125.500 Remote Communications Air-Ground

KBBB/BBB
 Apt Elev **1039'**
 N45 19.9 W095 39.0

JEPPESEN
 19 FEB 21 **(10-9)** Eff 25 Feb

BENSON, MINN
BENSON MUN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING Threshold	BEYOND Glide Slope		
14 32	① MIRL ③ REIL ③ PAPI-L (angle 3.0°)				75'

- ① Cracks in runway are cupping.
- ② Preset to low intensity; increase intensity and activate on 122.8.
- ③ Activate on 122.8.

TAKE-OFF			FOR FILING AS ALTERNATE	
All Rwys			Authorized only When Local Weather Available	
	Adequate Vis Ref	STD	RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32	
1 & 2 Eng	1/4	1		
3 & 4 Eng		1/2	B	NA
			C	
			D	

AMEND 1

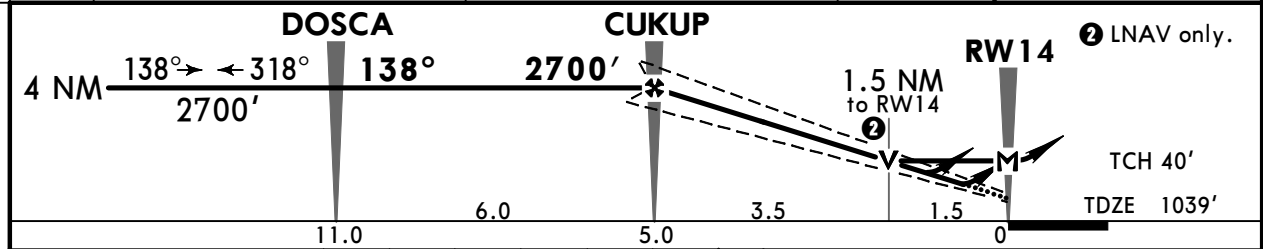
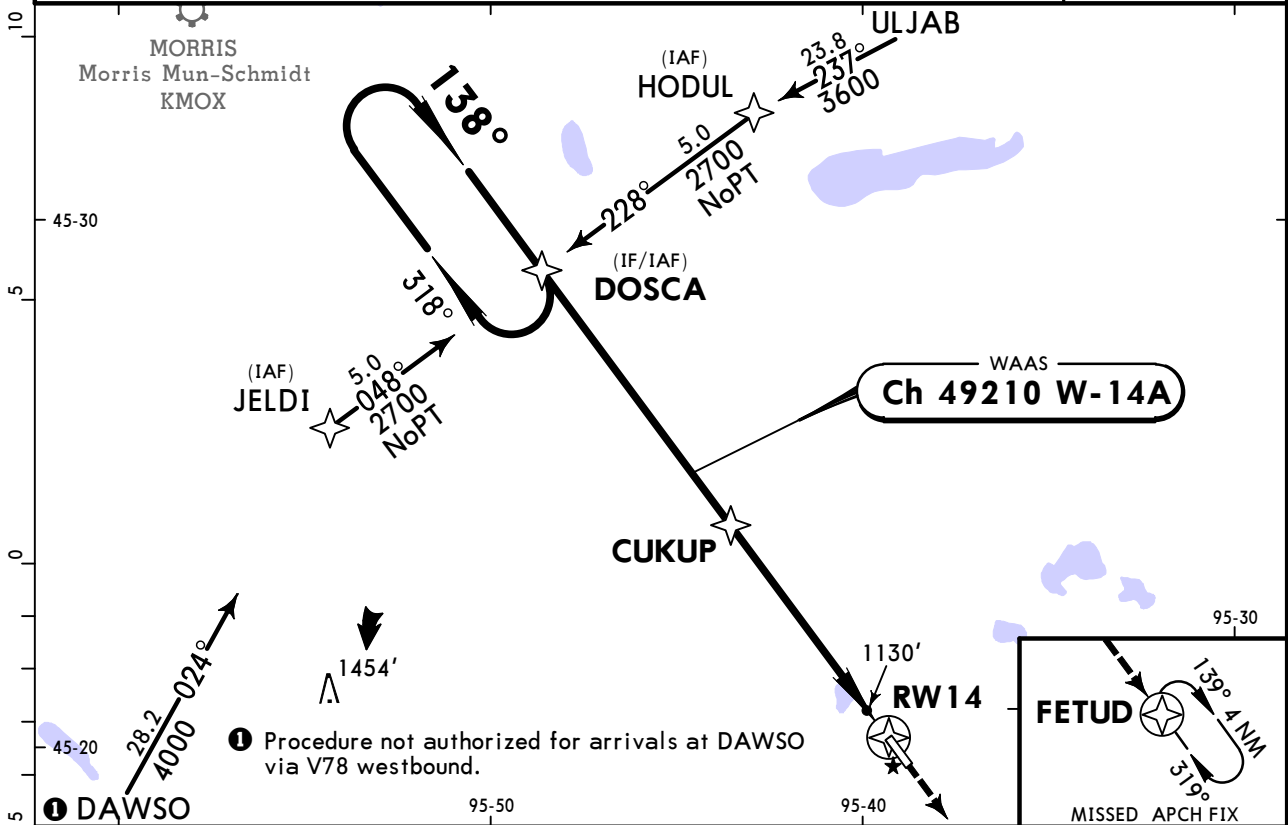
KBBB/BBB
BENSON MUN

JEPPESEN
12 JUL 19 (12-1)

CAT A & B

BENSON, MINN
RNAV (GPS) Rwy 14

AWOS-3 118.45		MINNEAPOLIS Center (R) 125.5		BENSON MUN UNICOM CTAF 122.8	
WAAS Ch 49210 W-14A	Final Apch Crs 138°	Minimum Alt CUKUP 2700' (1661')	LPV DA(H) (CONDITIONAL) 1382' (343')	Apt Elev 1039'	<p>3400</p> <p>MSA RW14</p>
MISSED APCH: Climb to 2700' direct FETUD and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
RNP Apch					
1. Use local altimeter setting; if not received, use Appleton altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C or above 54°C. 3. Baro/VNAV and VDP not authorized when using Appleton altimeter setting. 4. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2700'		FETUD	
Glide Path Angle	3.00°	372	478	531	637	743					849
LPV, LNAV/VNAV: MAP at DA											
LNAV: MAP at RW14											

STRAIGHT-IN LANDING RWY 14 With Local Altimeter Setting			
	LPV DA(H) 1382' (343')	LNAV/VNAV DA(H) 1426' (387')	LNAV MDA(H) 1540' (501')
A	1 1/4	1 1/2	1
B	1 1/4	1 1/2	1
C	NA	NA	NA
D	NA	NA	NA
With Appleton Altimeter Setting			
	LPV DA(H) 1422' (383')	LNAV/VNAV DA(H) 1466' (427')	LNAV MDA(H) 1580' (541')
A	1 1/4	1 1/2	1
B	1 1/4	1 1/2	1
C	NA	NA	NA
D	NA	NA	NA

TERPS AMEND 1A 12 MAR 2009

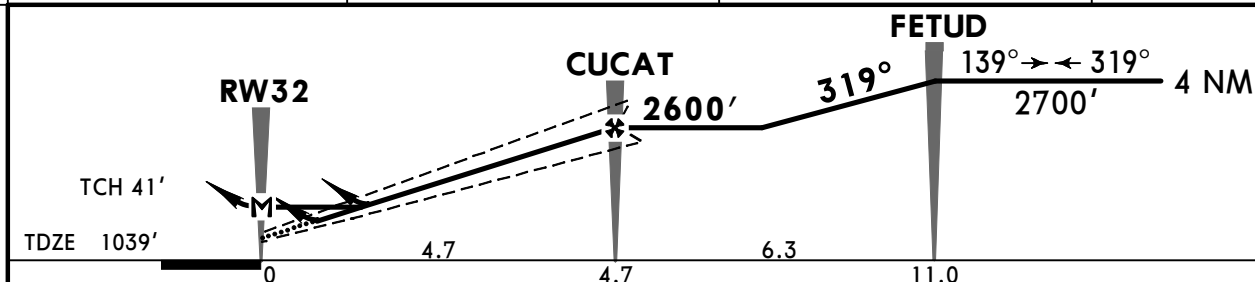
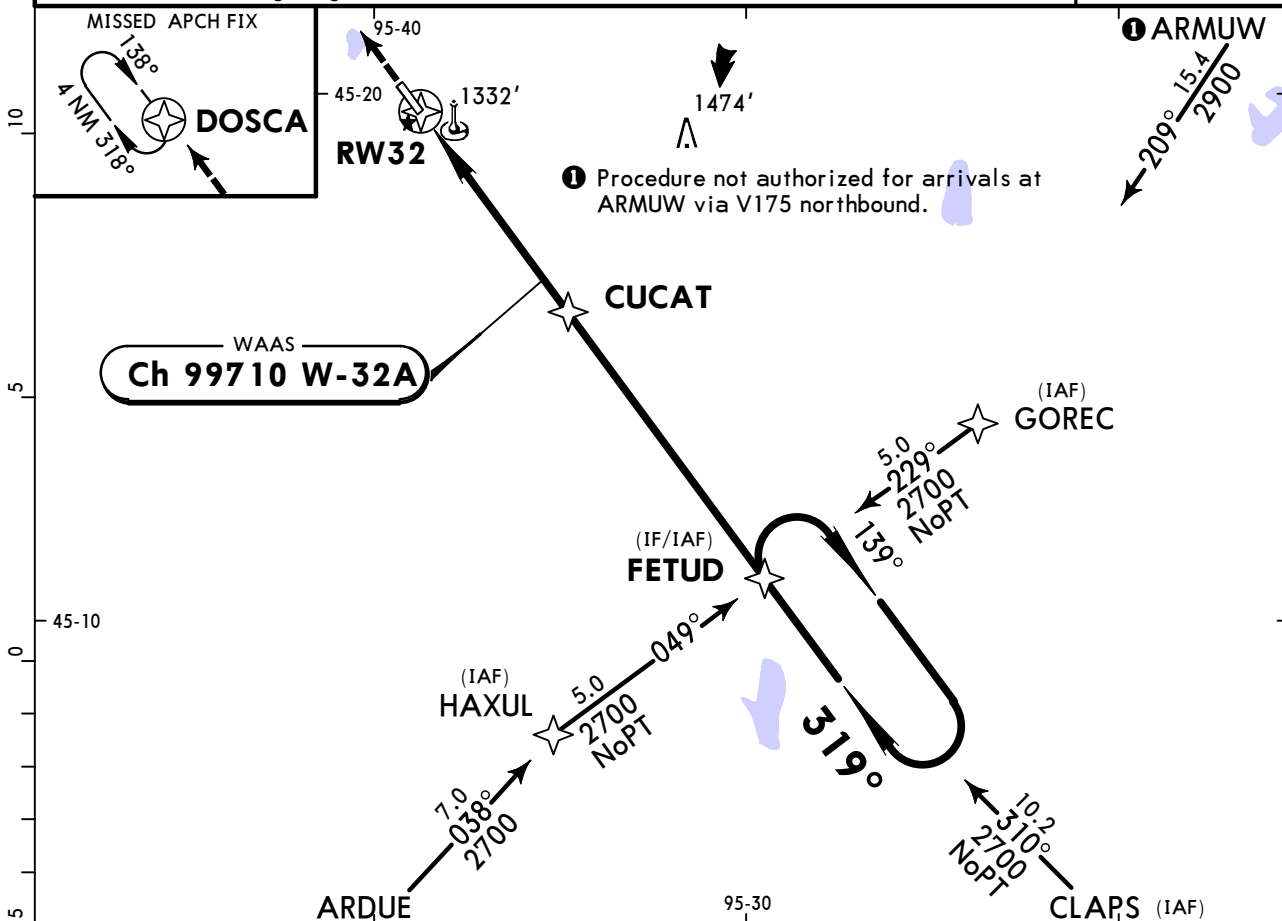
KBBB/BBB
BENSON MUN

JEPPESEN
 12 JUL 19 **(12-2)**

CAT A & B

BENSON, MINN
RNAV (GPS) Rwy 32

AWOS-3 118.45		MINNEAPOLIS Center (R) 125.5		BENSON MUN UNICOM CTAF 122.8	
WAAS Ch 99710 W-32A	Final Apch Crs 319°	Minimum Alt CUCAT 2600' (1561')	LPV DA(H) (CONDITIONAL) 1426' (387')	Apt Elev 1039'	 MSA RW32
MISSED APCH: Climb to 2700' direct DOSCA and hold.					
RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. Use local altimeter setting; if not received, use Appleton altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C or above 54°C. 3. Baro/VNAV not authorized when using Appleton altimeter setting. 4. Rwy 32 helicopter visibility reduction below 3/4 SM not authorized. 5. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2700'	D → DOSCA
Glide Path Angle	3.00°	372	478	531	637	743			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW32									

STRAIGHT-IN LANDING RWY 32 With Local Altimeter Setting		
1 LPV DA(H) 1426' (387')	2 LNAV/VNAV DA(H) 1710' (671')	3 LNAV MDA(H) 1700' (661')
A	1½	2½
B		
C	NA	NA
D		

1 DA(H) 1466' (427') with Appleton altimeter setting.
2 DA(H) 1750' (711') with Appleton altimeter setting.
3 MDA(H) 1740' (701') with Appleton altimeter setting.

TERPS AMEND 1A 12 MAR 2009

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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BENSON, MN (BENSON MUN - KBBB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBBB

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.