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Revision Letter For Cycle 16-2023

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General Information

Location: BENNETTSVILLE SC USA
ICAO/IATA: KBBP / BTN
Lat/Long: N34° 37.30', W079° 44.06'
Elevation: 147 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 8.0° W
Sectional Chart: Charlotte

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

Sunrise: 1052 Z
Sunset: 2346 Z

Runway Information

Runway: 07
Length x Width: 5003 ft x 74 ft
Surface Type: asphalt
TDZ-Elev: 147 ft
Lighting: Edge, REIL

Runway: 25
Length x Width: 5003 ft x 74 ft
Surface Type: asphalt
TDZ-Elev: 147 ft
Lighting: Edge, REIL

Communication Information

ATIS: 123.625 Secondary
AWOS: 123.825
Marlboro Co-Avent UNICOM: 122.800 CTAF
Florence Approach: 118.600
Florence Departure: 118.600
Jacksonville ACC: 133.450 Remote Communications Air-Ground

KBBP/BTN

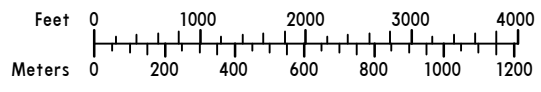
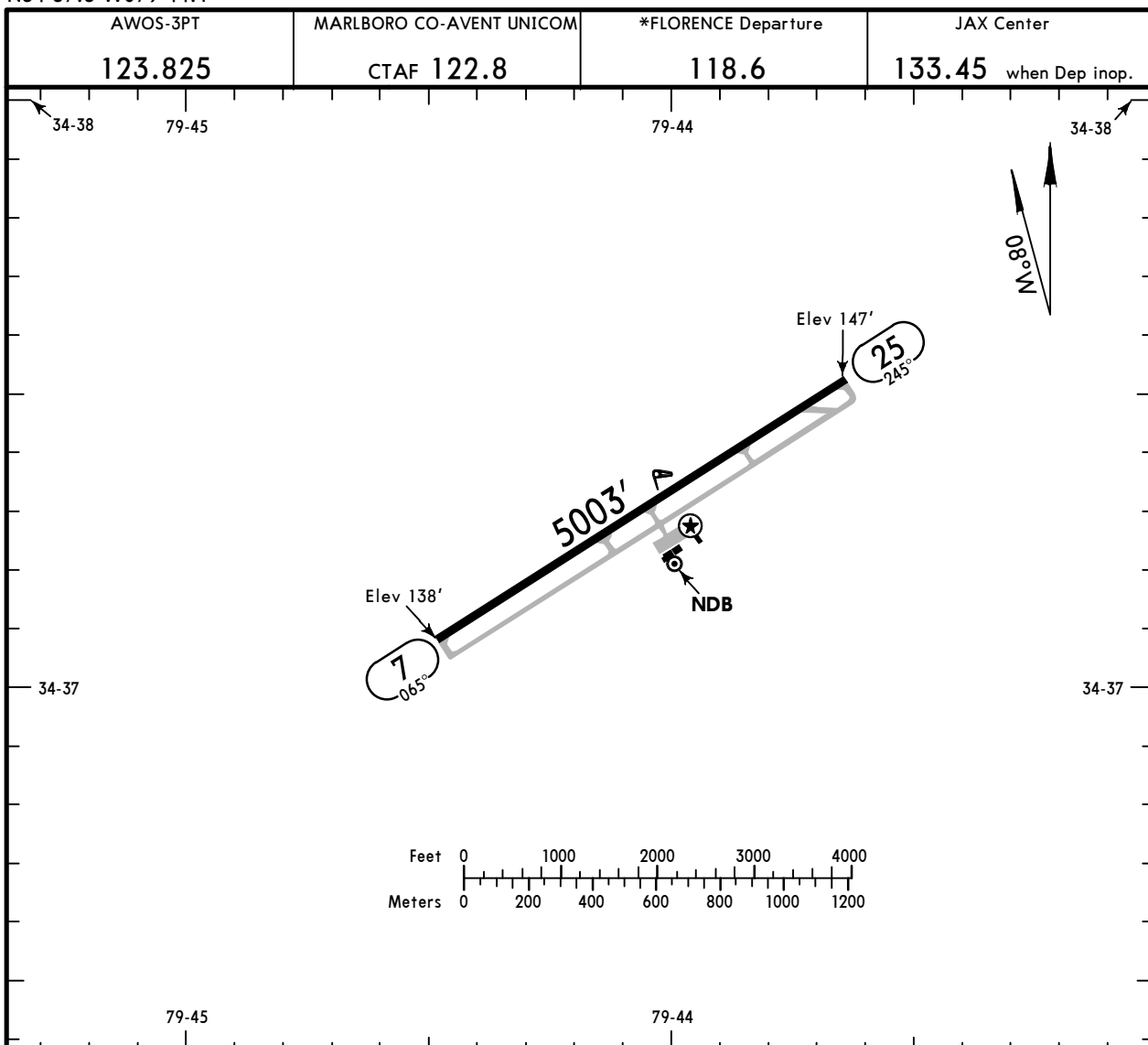
Apt Elev **147'**
N34 37.3 W079 44.1

JEPPESEN

BENNETTSVILLE, S CAR

7 AUG 20 **(10-9)** Eff 13 Aug

MARLBORO CO-AVENT



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
7 25	MIRL REIL PAPI-L (angle 3.00°)			74'

TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwys		Authorized Only When Local Weather Available	
Adequate Vis Ref	STD	RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25	
1 & 2 Eng	1/4	A	800-2
3 & 4 Eng	1/2	B	
		C	
		D	

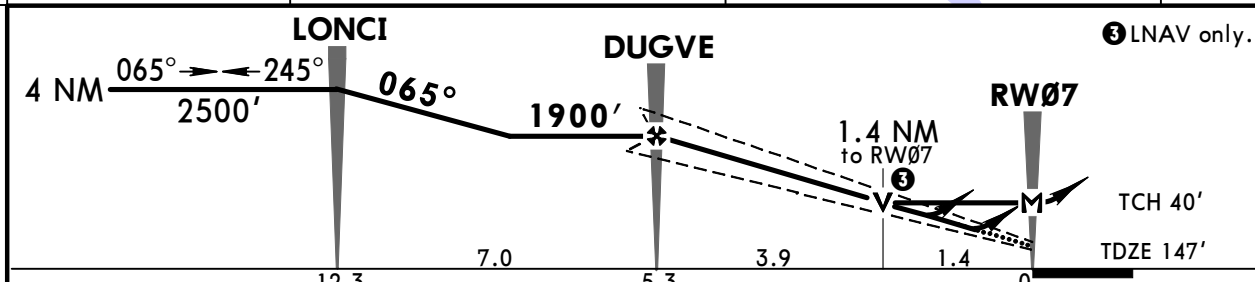
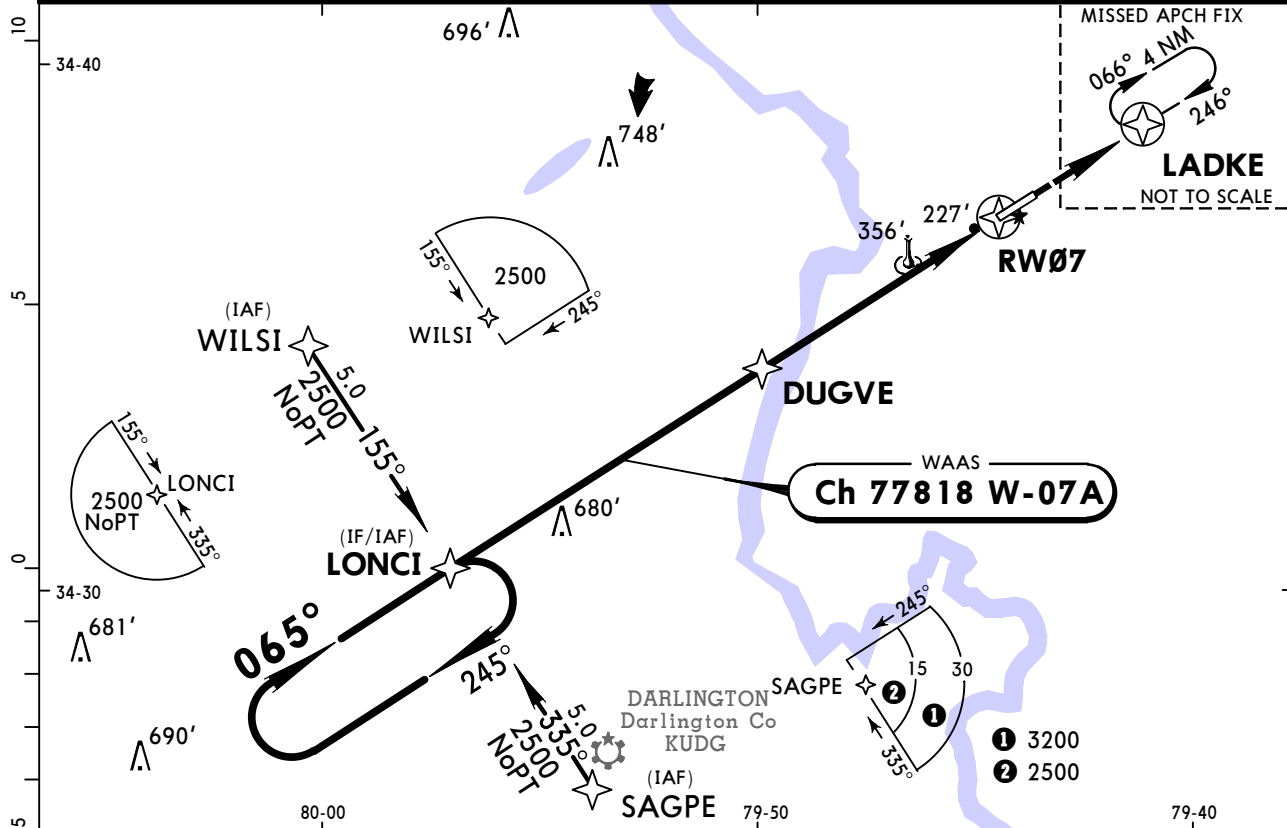
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BENNETTSVILLE, S CAR
RNAV (GPS) Rwy 7

1 NOV 19 (12-1)

AWOS-3PT 123.825		*FLORENCE Approach 118.6		JAX Center 133.45 when App inop.		MARLBORO CO-AVENT UNICOM CTAF 122.8	
WAAS Ch 77818 W-07A		Final Apch Crs 065°		DUGVE 1900' (1753')		LPV DA(H) (CONDITIONAL) 437' (290')	
						Apt Elev 147' TDZE 147'	
MISSED APCH: Climb to 2500' direct LADKE and hold.							TAA 30 NM IAF
RNP Apch		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use Florence altimeter setting. 2. VDP not authorized with Florence altimeter setting. 3. Baro-VNAV not authorized when using Florence altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 48°C. 5. Rwy 7 helicopter visibility reduction below 3/4 SM not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2500' ↑	D → LADKE	
Glide Path Angle	3.00°	372	478	531	637	743				849
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW07										

STRAIGHT-IN LANDING RWY 7 With Local Altimeter Setting		
LPV DA(H) 437' (290')	LNAV/VNAV DA(H) 507' (360')	LNAV MDA(H) 620' (473')
A		1
B		1
C	1	1 1/4
D		1 1/2
With Florence Altimeter Setting		
LPV DA(H) 498' (351')	LNAV/VNAV DA(H) 568' (421')	LNAV MDA(H) 700' (553')
A		1
B		1
C	1 1/4	1 1/2
D		1 3/4

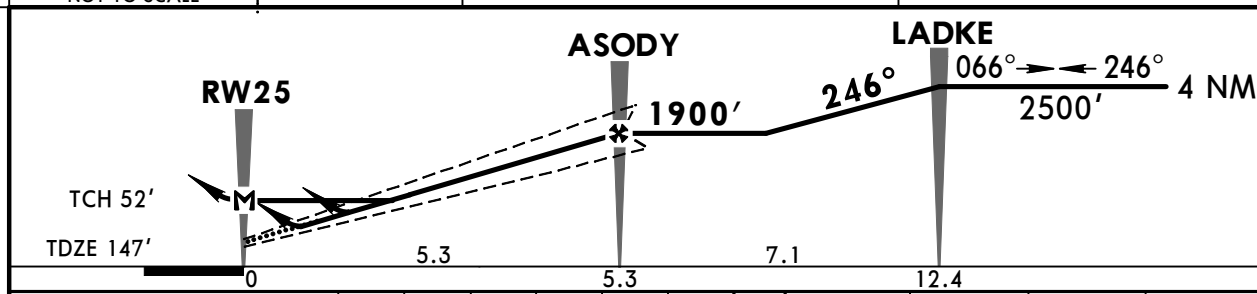
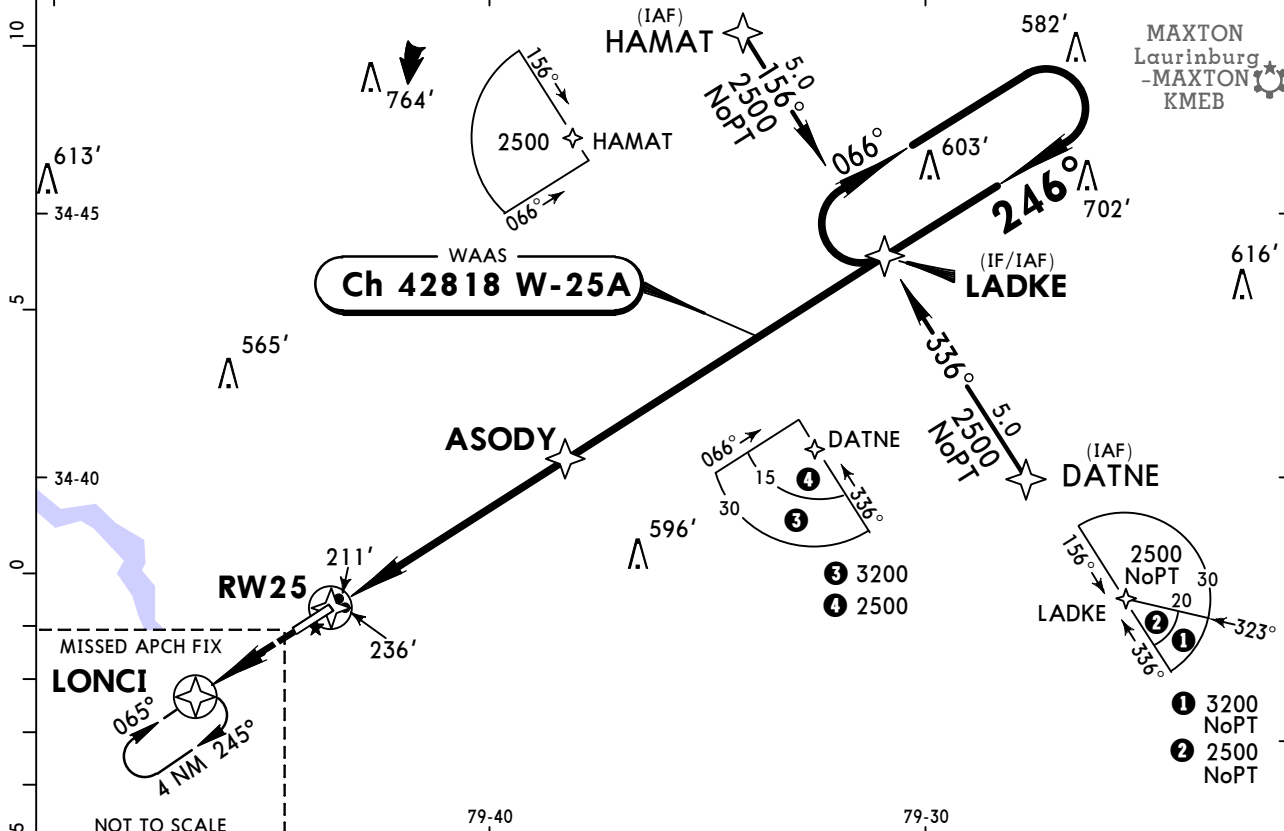
TERPS AMEND 1B 25 JUN 2015

KBBP / BTN
MARLBORO CO-AVENT

JEPPESEN
1 NOV 19 (12-2)

BENNETTSVILLE, S CAR
RNAV (GPS) Rwy 25

AWOS-3PT 123.825		*FLORENCE Approach 118.6		JAX Center 133.45 when App inop.		MARLBORO CO-AVENT UNICOM CTAF 122.8		
BRIEFING STRIP™	WAAS Ch 42818 W-25A	Final Apch Crs 246°	ASODY 1900' (1753')	LPV DA(H) (CONDITIONAL) 441' (294')	Apt Elev 147' TDZE 147'			
	MISSED APCH: Climb to 2500' direct LONCI and hold.							TAA 30 NM IAF
	RNP Apch	Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. Use local altimeter setting; if not received, use Florence altimeter setting. 2. Baro-VNAV not authorized when using Florence altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 47°C. 4. Rwy 25 helicopter visibility reduction below 3/4 SM not authorized. 5. VGSI and descent angles not coincident.								



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2500' ↑	D → LONCI
Glide Path Angle 3.00°	372	478	531	637	743	849			
LPV, LNAV/VNAV: MAP at DA									
LNAV: MAP at RW25									

STRAIGHT-IN LANDING RWY 25 With Local Altimeter Setting			
LPV DA(H) 441' (294')		LNAV/VNAV DA(H) 621' (474')	
		LNAV MDA(H) 680' (533')	
A			1
B			1
C	1	1 3/4	1 1/2
D			1 3/4
With Florence Altimeter Setting			
LPV DA(H) 502' (355')		LNAV/VNAV DA(H) 682' (535')	
		LNAV MDA(H) 760' (613')	
A			1
B			1
C	1 1/4	1 3/4	1 3/4
D			2

TERPS AMEND 1B 25 JUN 2015

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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BENNETTSVILLE, SC (MARLBORO CO-AVENT - KBBP)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBBP

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.