

## List of pages in this Trip Kit

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## General Information

Location: BLACKSBURG VA USA  
ICAO/IATA: KBCB / BCB  
Lat/Long: N37° 12.56', W080° 24.73'  
Elevation: 2120 ft

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

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: 2351 Z

## Runway Information

Runway: 13  
Length x Width: 5501 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 2119 ft  
Lighting: Edge, ALS, Pilot controlled

Runway: 31  
Length x Width: 5501 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 2120 ft  
Lighting: Edge, REIL, Pilot controlled

## Communication Information

AWOS: 133.325  
AWOS: 127.375 Secondary  
Virginia Tech/Montgomery UNICOM: 123.050 CTAF PCL  
Roanoke Clearance Delivery: 124.850  
Roanoke Approach: 126.900 Initial Contact  
Roanoke Departure: 126.900 Initial Contact

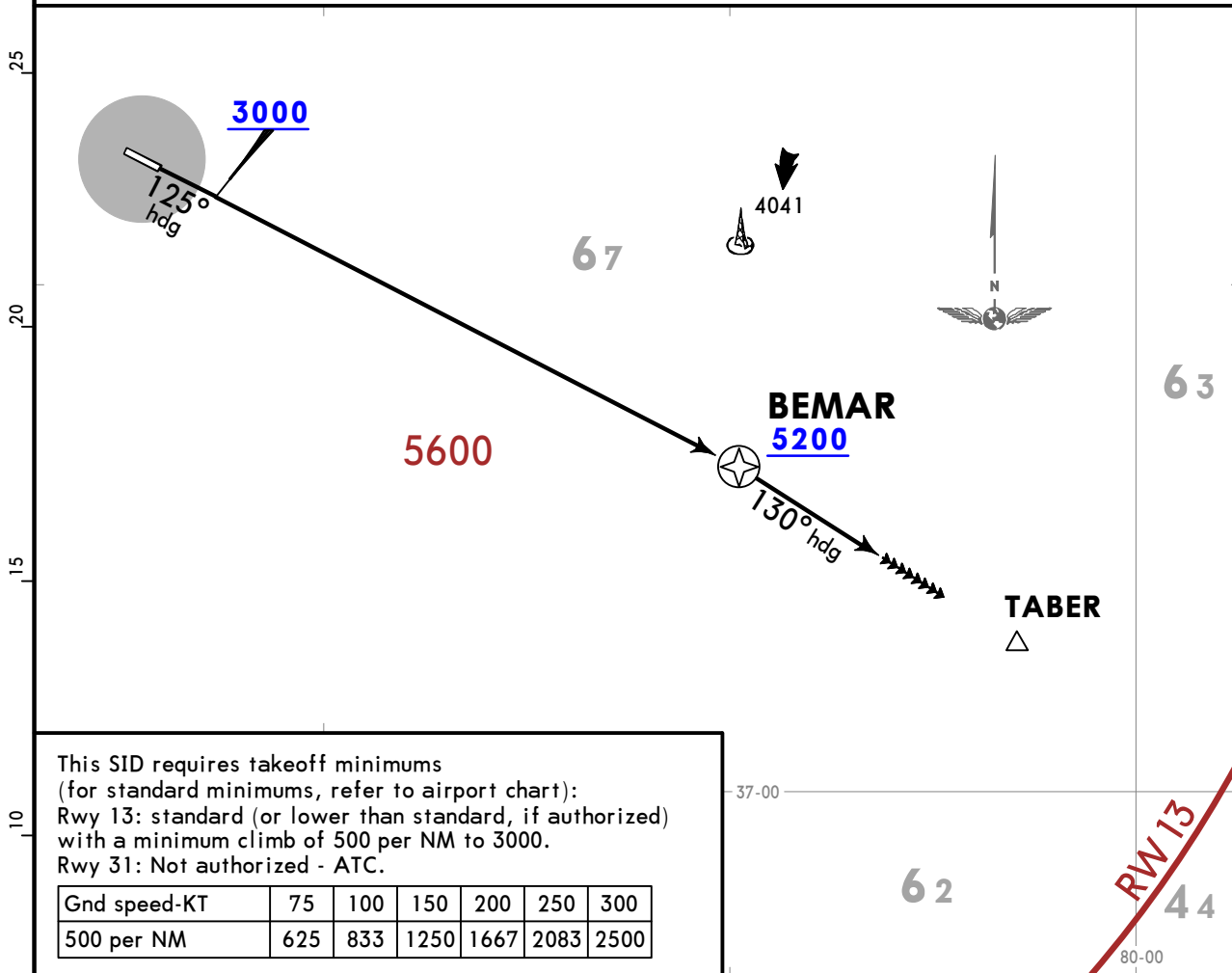
**KBCB/BCB**  
**VIRGINIA TECH/**  
**MONTGOMERY EXEC**

**JEPPESEN**  
 25 DEC 20 **10-3** Eff 31 Dec

**BLACKSBURG, VA**  
**RNAV SID**

ROANOKE Departure (R) <b>126.9</b>	Apt Elev <b>2120</b>	Trans alt: 18000 1. GPS required. 2. RADAR required. 3. RNAV 1.
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**BEMAR 3 RNAV DEPARTURE (BEMAR3.BEMAR)**  
**(RWY 13)**



This SID requires takeoff minimums (for standard minimums, refer to airport chart):  
 Rwy 13: standard (or lower than standard, if authorized) with a minimum climb of 500 per NM to 3000.  
 Rwy 31: Not authorized - ATC.

Gnd speed-KT	75	100	150	200	250	300
500 per NM	625	833	1250	1667	2083	2500

**TAKEOFF OBSTACLE NOTES**

Rwy 13: Trees, lighting, sign beginning abeam DER, 71 right of centerline, up to 2187 MSL. Terrain 69 from DER, 497 left of centerline, 2134 MSL. Tree, terrain beginning 82 from DER, 209 left of centerline, up to 2180 MSL. Trees, terrain beginning 261 from DER, 216 left of centerline, up to 2184 MSL. Trees beginning 775 from DER, 294 left of centerline, up to 2212 MSL. Trees, antenna beginning 891 from DER, 256 left of centerline, up to 2216 MSL. Tree 2907 from DER, 50 right of centerline, 2195 MSL. Tree 3068 from DER, 73 right of centerline, 2201 MSL. Tree 3114 from DER, 190 right of centerline, 2208 MSL. Tree 4019 from DER, 1535 left of centerline, 2226 MSL. Tree 4324 from DER, 1403 left of centerline, 2228 MSL. Tree 4362 from DER, 1533 left of centerline, 2233 MSL. Tree 4370 from DER, 1248 left of centerline, 2238 MSL. Tree 4466 from DER, 1637 left of centerline, 2240 MSL. Trees beginning 4472 from DER, 1157 left of centerline, up to 2260 MSL. Trees beginning 5031 from DER, 1039 left of centerline, up to 2269 MSL. Tree 5059 from DER, 1538 left of centerline, 2288 MSL. Trees beginning 5186 from DER, 1256 left of centerline, up to 2307 MSL. Trees beginning 5214 from DER, 1591 left of centerline, up to 2314 MSL. Trees beginning 5336 from DER, 1199 left of centerline, up to 2327 MSL. Trees beginning 5366 from DER, 1693 left of centerline, up to 2343 MSL. Trees beginning 5411 from DER, 1149 left of centerline, up to 2356 MSL. Trees beginning 5535 from DER, 1150 left of centerline, up to 2366 MSL. Trees beginning 5668 from DER, 1097 left of centerline, up to 2404 MSL. Trees beginning 5816 from DER, 1264 left of centerline, up to 2414 MSL. Trees beginning 5862 from DER, 1018 left of centerline, up to 2435 MSL. Trees beginning 5960 from DER, 1178 left of centerline, up to 2453 MSL. Trees, building, terrain, transmission line beginning 5983 from DER, 855 left of centerline, up to 2459 MSL. Tree 1.2 NM from DER, 1203 left of centerline, 2322 MSL.

INITIAL CLIMB	TOP ALTITUDE
Climb heading 125° to 3000, then direct BEMAR, cross BEMAR at or above 5200. Then fly heading 130° or as assigned by ATC.	6000

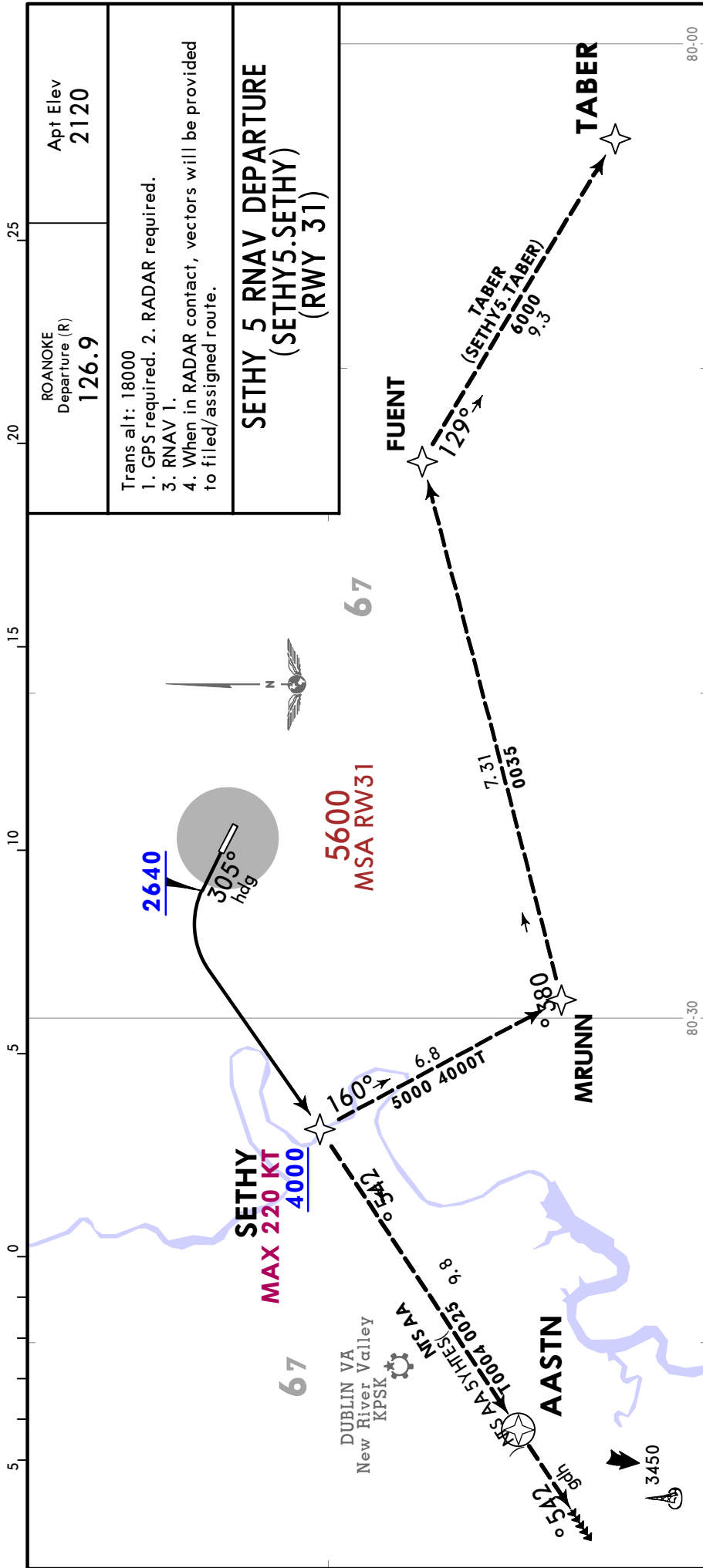
**ROUTING**

For RADAR vectors to filed route, MAINTAIN 6000. EXPECT clearance to filed altitude/flight level 10 minutes after departure.

**KBCB/BCB**  
**VIRGINIA TECH/**  
**MONTGOMERY EXEC**

**JEPPESSEN**  
 25 DEC 20 **(10-3A)** Eff 31 Dec

**BLACKSBURG, VA**  
**RNAV SID**



**TAKEOFF OBSTACLE NOTES**

Rwy 31: Pole 22 from DER, 168 right of centerline, 52 AGL/2149 MSL. Pole 92 from DER, 75 left of centerline, 40 AGL/2140 MSL. Pole 139 from DER, 61 right of centerline, 57 AGL/2150 MSL. Tree 157 from DER, 487 left of centerline, 2149 MSL. Pole 402 from DER, 600 right of centerline, 73 AGL/2157 MSL. Poles, trees beginning 571 from DER, 28 right of centerline, up to 78 AGL/2162 MSL.

INITIAL CLIMB	
Climb heading 305° to 2640, then LEFT turn direct SETHY, cross SETHY at or above 4000.	<b>TOP ALTITUDE</b> 6000
TRANSITIONS	
<b>AASTN</b> At AASTN fly heading 245° or assigned by ATC. MAINTAIN 6000. RADAR vectors will be provided to filed route. EXPECT clearance to filed altitude/flight level within 10 minutes after departure.	
<b>TABER</b> MAINTAIN 6000. EXPECT clearance to filed altitude/flight level 10 minutes after departure.	

This SID requires takeoff minimums (for standard minimums, refer to airport chart):

Rwy 13: Not authorized - ATC.

Rwy 31: Standard (or lower than standard, if authorized) with a minimum climb of 300 per NM to 2640, then a minimum climb of 230 per NM to 4000.

Grnd speed-KT	75	100	150	200	250	300
230 per NM	288	383	575	767	958	1150
300 per NM	375	500	750	1000	1250	1500

# KBCB/BCB

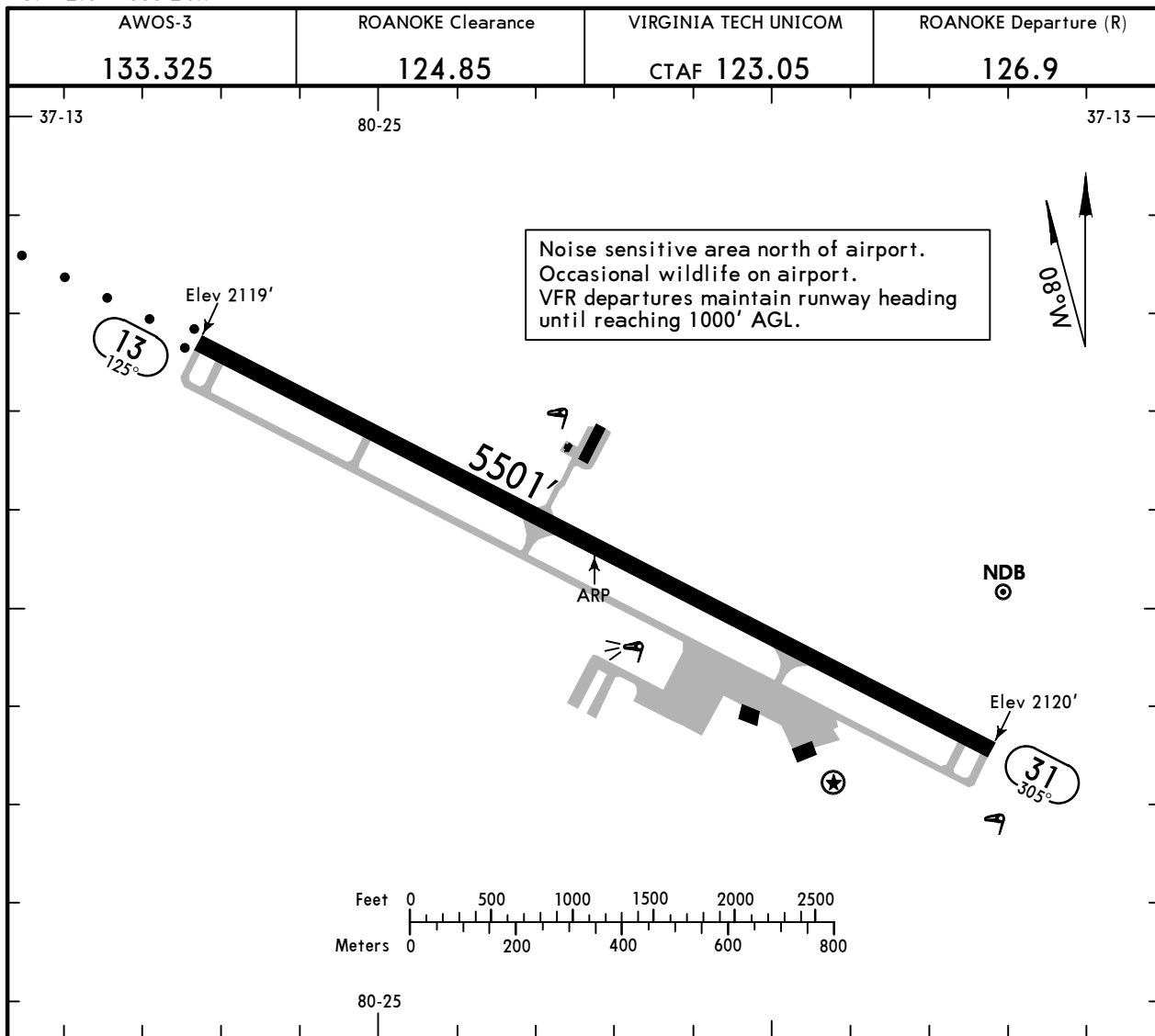
Apt Elev **2120'**  
N37 12.6 W080 24.7



3 SEP 21 **(10-9)**

# BLACKSBURG, VA

VIRGINIA TECH/  
MONTGOMERY EXEC



### ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
13	① MIRL ② ODALS ③ PAPI-L (angle 3.44°) grooved				100'
31	① MIRL ② REIL ③ PAPI-L (angle 3.00°) grooved				

- ① Preset low intensity; activate on 123.05.
- ② Activate on 123.05.

### TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 31		Rwy 13		
	Adequate Vis Ref	STD	With Min climb of 460'/NM to 2600'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	400-1 1/2
3 & 4 Eng		1/2	1/4	1/2	

### FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available		
RNAV (GPS) Rwy 13	RNAV (GPS) Rwy 31	Other
A	800-2	NA
B	900-2 1/2	
C	NA	
D	NA	

OBSTACLE DP: Rwy 13, climbing right turn to heading 200° to 3400' before proceeding on course.  
Rwy 31, climbing left turn to heading 235° to 4100' before proceeding on course.

(For TAKEOFF OBSTACLE NOTES see 10-9A1)

**ODP TAKEOFF OBSTACLE NOTES**

- Rwy 13:

Trees, lighting, sign beginning abeam DER, 71' right of centerline, up to 2187' MSL. Terrain 69' from DER, 497' left of centerline, 2134' MSL. Tree, terrain beginning 82' from DER, 209' left of centerline, up to 2180' MSL. Trees, terrain beginning 261' from DER, 216' left of centerline, up to 2184' MSL. Trees beginning 775' from DER, 294' left of centerline, up to 2212' MSL. Trees, antenna beginning 891' from DER, 256' left of centerline, up to 2216' MSL. Tree 2907' from DER, 50' right of centerline, 2195' MSL. Tree 3068' from DER, 73' right of centerline, 2201' MSL. Tree 3114' from DER, 190' right of centerline, 2208' MSL. Tree 4019' from DER, 1535' left of centerline, 2226' MSL. Tree 4324' from DER, 1403' left of centerline, 2228' MSL. Tree 4362' from DER, 1533' left of centerline, 2233' MSL. Tree 4370' from DER, 1248' left of centerline, 2238' MSL. Tree 4466' from DER, 1637' left of centerline, 2240' MSL. Trees beginning 4472' from DER, 1157' left of centerline, up to 2260' MSL. Trees beginning 5031' from DER, 1039' left of centerline, up to 2269' MSL. Tree 5059' from DER, 1538' left of centerline, 2288' MSL. Trees beginning 5186' from DER, 1256' left of centerline, up to 2307' MSL. Trees beginning 5214' from DER, 1591' left of centerline, up to 2314' MSL. Trees beginning 5336' from DER, 1199' left of centerline, up to 2327' MSL. Trees beginning 5366' from DER, 1693' left of centerline, up to 2343' MSL. Trees beginning 5411' from DER, 1149' left of centerline, up to 2356' MSL. Trees beginning 5535' from DER, 1150' left of centerline, up to 2366' MSL. Trees beginning 5668' from DER, 1097' left of centerline, up to 2404' MSL. Trees beginning 5816' from DER, 1264' left of centerline, up to 2414' MSL. Trees beginning 5862' from DER, 1018' left of centerline, up to 2435' MSL. Trees beginning 5960' from DER, 1178' left of centerline, up to 2453' MSL. Trees, building, terrain, transmission line beginning 5983' from DER, 855' left of centerline, up to 2459' MSL. Tree 1.2 NM from DER, 1203' left of centerline, 2322' MSL.

- Rwy 31:

Pole 22' from DER, 168' right of centerline, 52' AGL/2149' MSL. Pole 92' from DER, 75' left of centerline, 40' AGL/2140' MSL. Pole 139' from DER, 61' right of centerline, 57' AGL/2150' MSL. Tree 157' from DER, 487' left of centerline, 2149' MSL. Pole 402' from DER, 600' right of centerline, 73' AGL/2157' MSL. Poles, trees beginning 571' from DER, 28' right of centerline, up to 78' AGL/2162' MSL.

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**VIRGINIA TECH/  
 MONTGOMERY EXEC**

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**BLACKSBURG, VA**

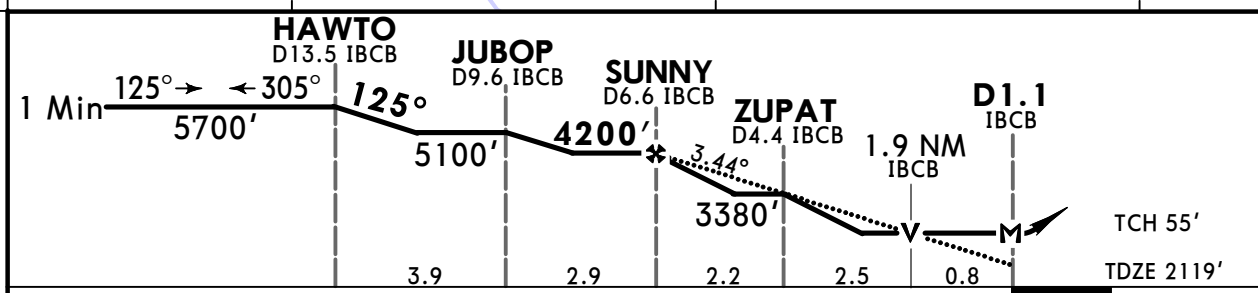
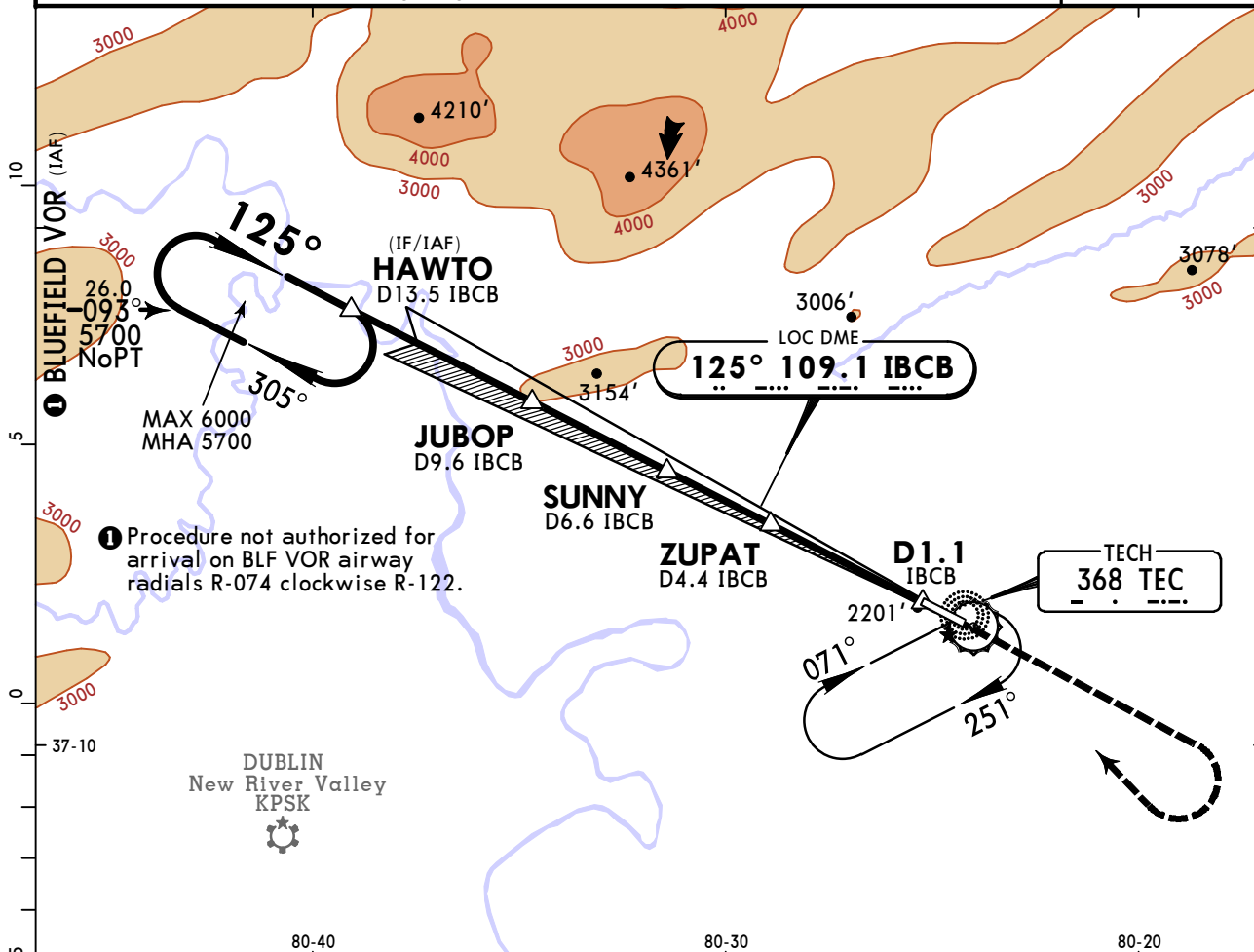
3 SEP 21

**(11-1)**

**CAT A, B & C**

**LOC Rwy 13**

AWOS-3 <b>133.325</b>		ROANOKE Approach (R) <b>126.9</b>		VIRGINIA TECH UNICOM <b>CTAF 123.05</b>	
LOC IBCB <b>109.1</b>	Final Apch Crs <b>125°</b>	<b>SUNNY</b> 4200' (2081')	MDA(H) <b>2480'</b> (361')	Apt Elev 2120' TDZE 2119'	5600  MSA TEC NDB
<b>MISSED APCH:</b> Climb to 3600', then climbing RIGHT turn to 5700' direct TEC NDB and hold. Continue climb-in-hold to 5700'.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. ADF and DME required. 2. Rwy 13 helicopter visibility reduction below 1 SM not authorized. 3. Pilot controlled lighting 123.05.					



Gnd speed-Kts	70	90	100	120	140	160	ODALS 3600'	5700'	TEC 368
Descent Angle	3.44°	426	548	609	730	852			
MAP at D1.1 IBCB									

TERPS STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND			
MDA(H) <b>2480'</b> (361')				Max Kts			
ODALS out				MDA(H)			
A				90	2760' (640') - 1		
B	1			120	2820' (700') - 1		
C				140	2980' (860') - 2 1/2		
D	NA			D	NA		

TERPS AMEND 2 10 SEP 2020

CHANGES: Lighting.

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**VIRGINIA TECH/  
 MONTGOMERY EXEC**

**JEPPESSEN**

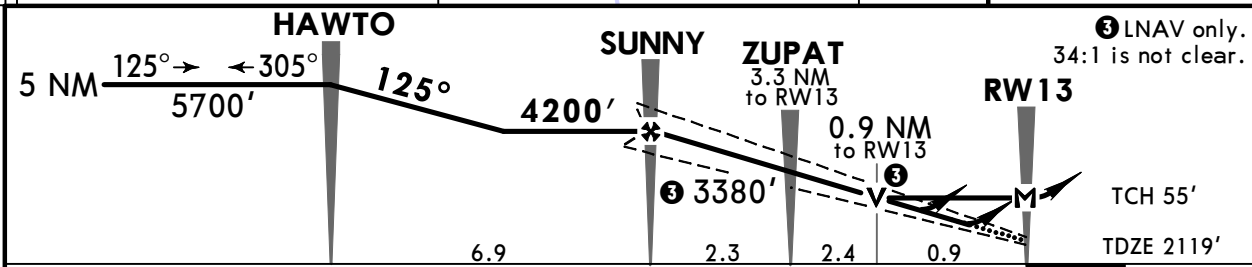
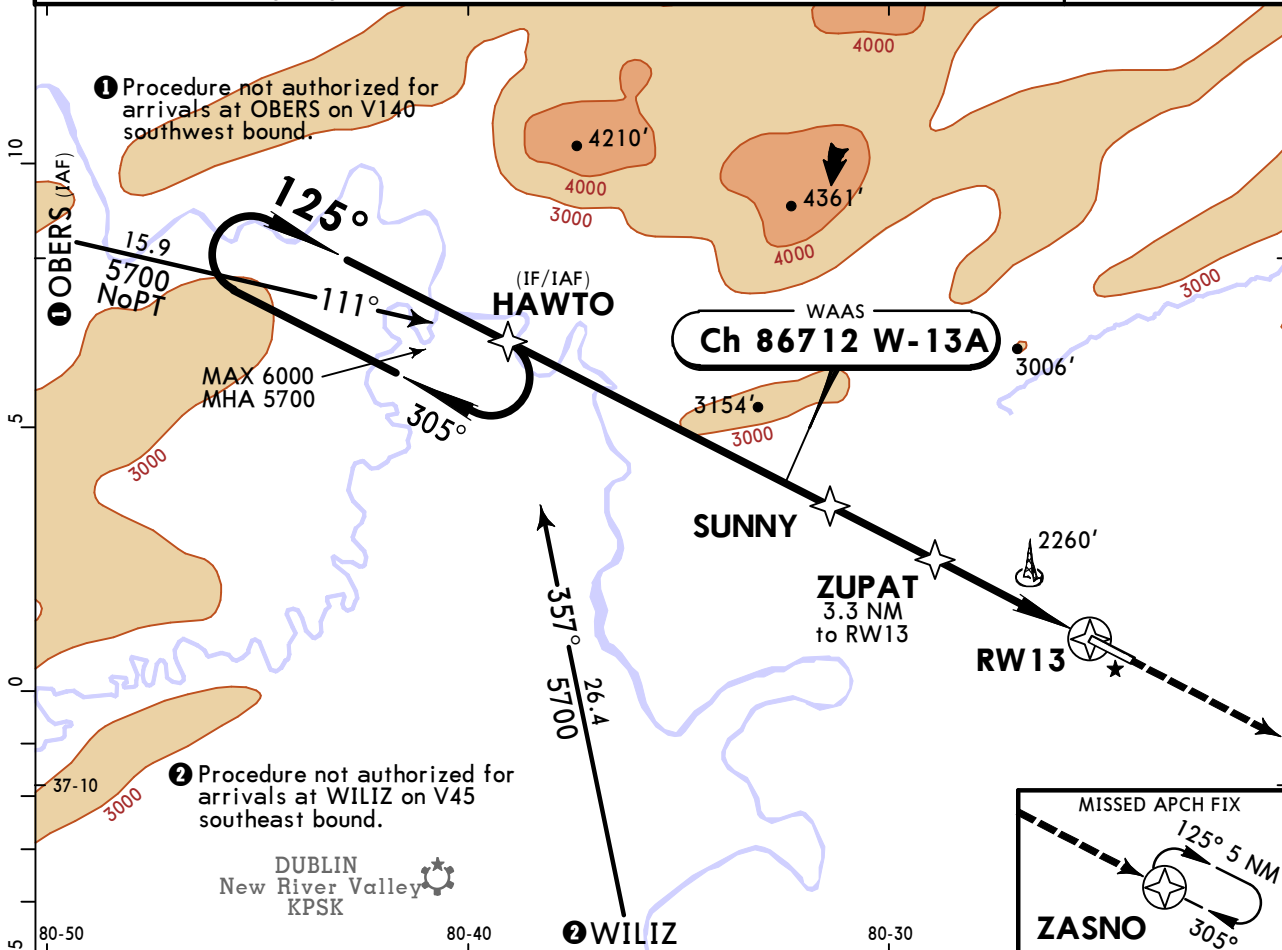
**BLACKSBURG, VA**

3 SEP 21

**(12-1) CAT A, B & C**

**RNAV (GPS) Rwy 13**

AWOS-3 <b>133.325</b>		ROANOKE Approach (R) <b>126.9</b>		VIRGINIA TECH UNICOM <b>CTAF 123.05</b>	
WAAS <b>Ch 86712</b> W-13A	Final Apch Crs <b>125°</b>	<b>SUNNY</b> 4200' (2081')	LPV DA(H) <b>2389' (270')</b>	Apt Elev 2120' TDZE 2119'	5600  MSA RW13
<b>MISSED APCH: Climb to 5400' direct ZASNO and hold. Continue climb-in-hold to 5400'.</b>					
RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 2. Rwy 13 helicopter visibility reduction below 1 SM not authorized. 3. Pilot controlled lighting 123.05.					



Gnd speed-Kts	70	90	100	120	140	160	ODALS 5400'	ZASNO
Glide Path Angle	3.44°	426	548	609	730	852		

TERPS				STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 2389' (270')		DA(H) 2419' (300')		MDA(H) 2520' (401')			
ODALS out		ODALS out		ODALS out		90	2760' (640') -1
A						120	2820' (700') -1
B	1	1	1	1	1	140	2980' (860') -2 1/2
C					1 1/8		
D	NA	NA	NA	NA	NA	D	NA

TERPS AMEND 3 10 SEP 2020

**KBCB/BCB**  
**VIRGINIA TECH/  
 MONTGOMERY EXEC**

**JEPPESSEN**

**BLACKSBURG, VA**

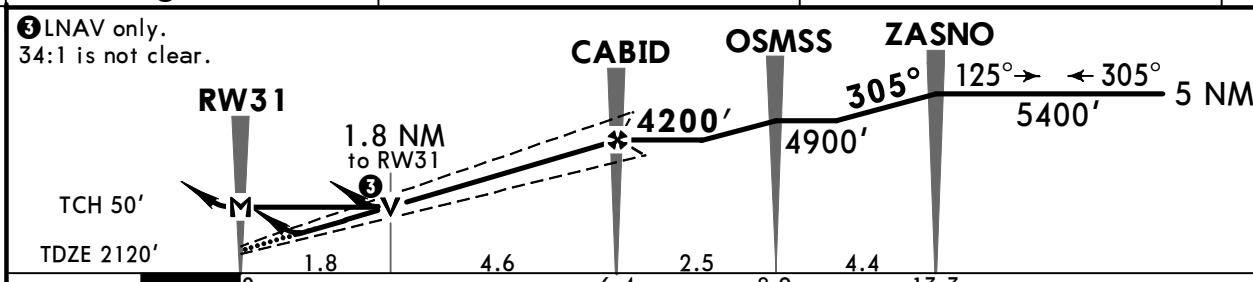
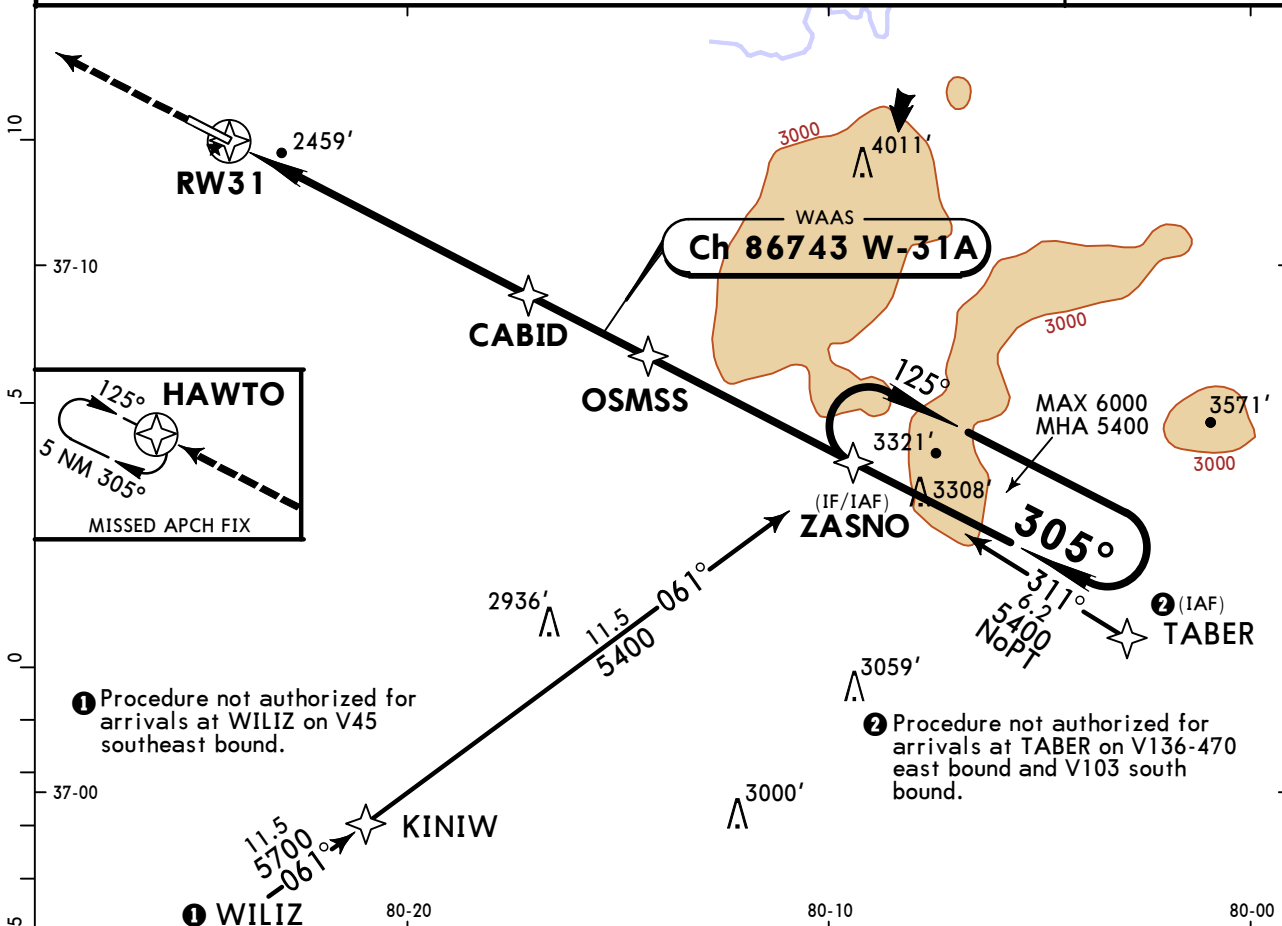
3 SEP 21

**(12-2)**

**CAT A, B & C**

**RNAV (GPS) Rwy 31**

AWOS-3 <b>133.325</b>		ROANOKE Approach (R) <b>126.9</b>		VIRGINIA TECH UNICOM <b>CTAF 123.05</b>	
WAAS <b>Ch 86743</b> W-31A	Final Apch Crs <b>305°</b>	CABID <b>4200'</b> (2080')	LPV DA(H) <b>2412'</b> (292')	Apt Elev 2120' TDZE 2120'	5600  MSA RW31
<b>MISSED APCH: Climb to 5900' direct HAWTO and hold. Continue climb-in-hold to 5900'.</b>					
RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C or above 54°C. 2. Rwy 31 helicopter visibility reduction below 3/4 SM not authorized. 3. Pilot controlled lighting 123.05.					



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	5900'	D	HAWTO
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW31										

TERPS						STRAIGHT-IN LANDING RWY 31		CIRCLE-TO-LAND	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)		
DA(H) 2412' (292')		DA(H) 2740' (620')		MDA(H) 2740' (620')					
A						90	2760' (640') -1		
B	7/8		1 3/4		1	120	2820' (700') -1		
C					1 3/4	140	2980' (860') -2 1/2		
D	NA		NA		NA	D	NA		

TERPS AMEND 1 10 SEP 2020

## 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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**BLACKSBURG, VA (VIRGINIA TECH/MONTGOMERY EXEC - KBCB)**

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KBCB

### 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.