

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBCK

Terminal Charts For KBCK

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: BLACK RIVER FALLS WI USA

ICAO: KBCK

Lat/Long: N44° 15.04', W090° 51.32'

Elevation: 836 ft

Airport Use: Public

Daylight Savings: Observed

UTC Conversion: +6:00 = UTC

Magnetic Variation: 0.0° E

Sectional Chart: Green Bay

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: 1126 Z

Sunset: 0041 Z

Runway Information

Runway: 08

Length x Width: 4601 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 831 ft

Lighting: Edge, REIL, Pilot controlled

Runway: 26

Length x Width: 4601 ft x 75 ft

Surface Type: asphalt

TDZ-Elev: 836 ft

Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS: 124.950 Secondary

AWOS: 119.125

Minneapolis ACC: 128.600 Remote Communications Air-Ground

Black River Falls Area MULTICOM: 122.900 CTAF PCL

Green Bay FSS: 122.500 RCO

KBCK

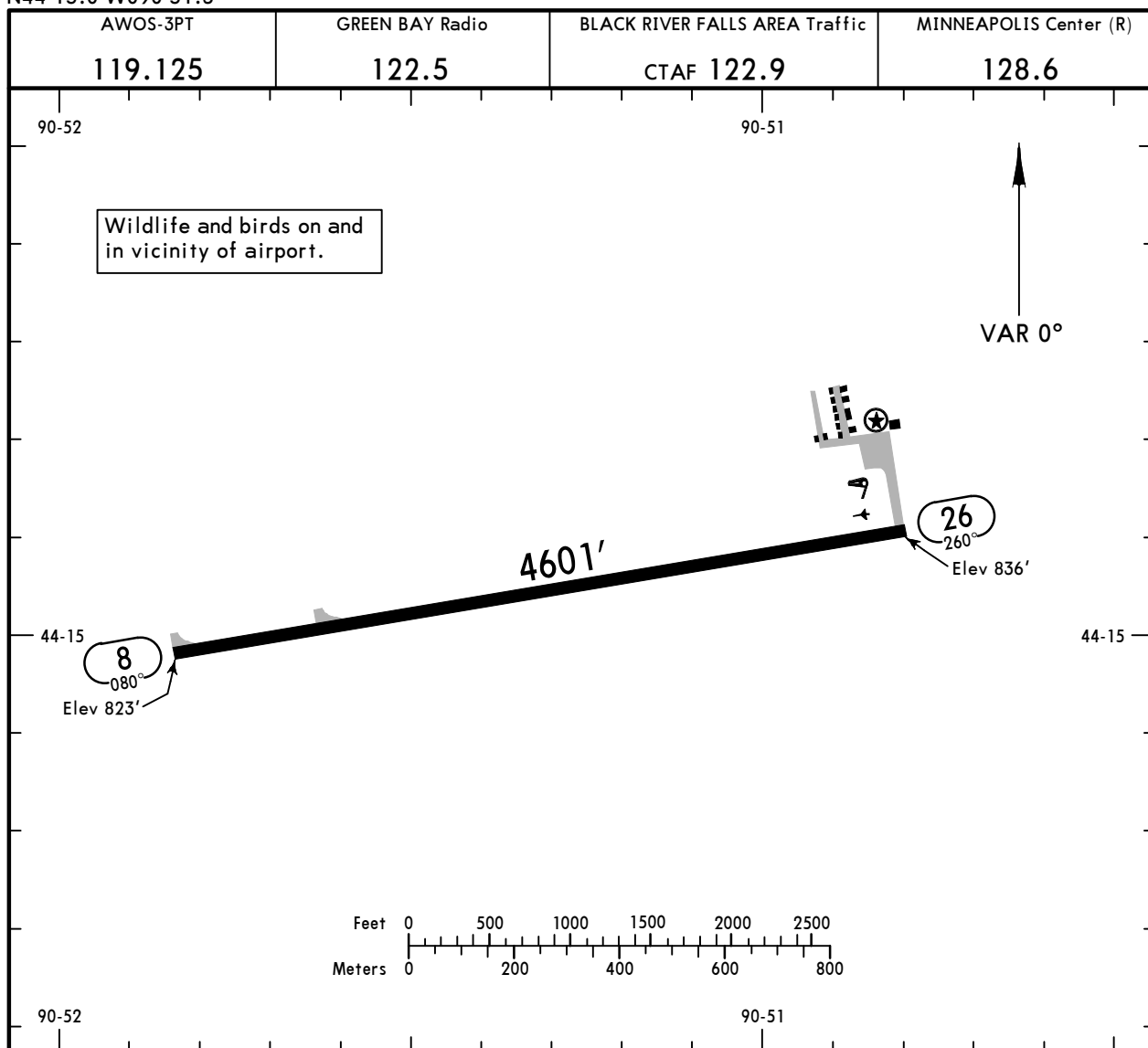
Apt Elev **836'**
N44 15.0 W090 51.3

JEPPesen

BLACK RIVER FALLS, WISC

19 AUG 22 **(10-9)**

BLACK RIVER FALLS AREA



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
8	① MIRL ② REIL ③ PAPI-L (angle 3.00°)				75'
26	① MIRL ② REIL ③ PAPI-L (angle 3.50°)				

- ① Preset to low intensity sunset-sunrise; increase intensity and activate on 122.9.
- ② Activate on 122.9.

	TAKE-OFF				Other	FOR FILING AS ALTERNATE Authorized Only When Local Weather Available RNAV (GPS) Rwy 8 RNAV (GPS) Rwy 26	
	Rwy 8		Rwy 26				
	Adequate Vis Ref	STD	With Min Clim of 210'/NM to 1400'				
		Adequate Vis Ref	STD				
1 & 2 Eng	1/4	1	1/4	1	400-3	A	
3 & 4 Eng		1/2		1/2		B	
						C	
						D	

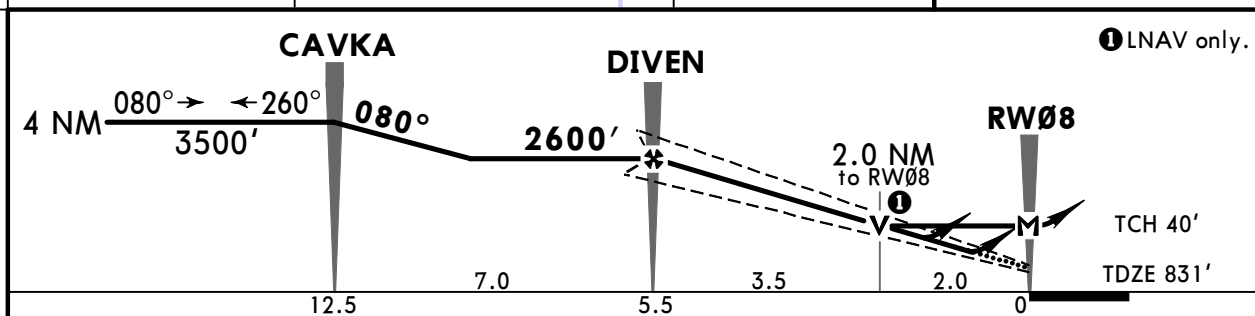
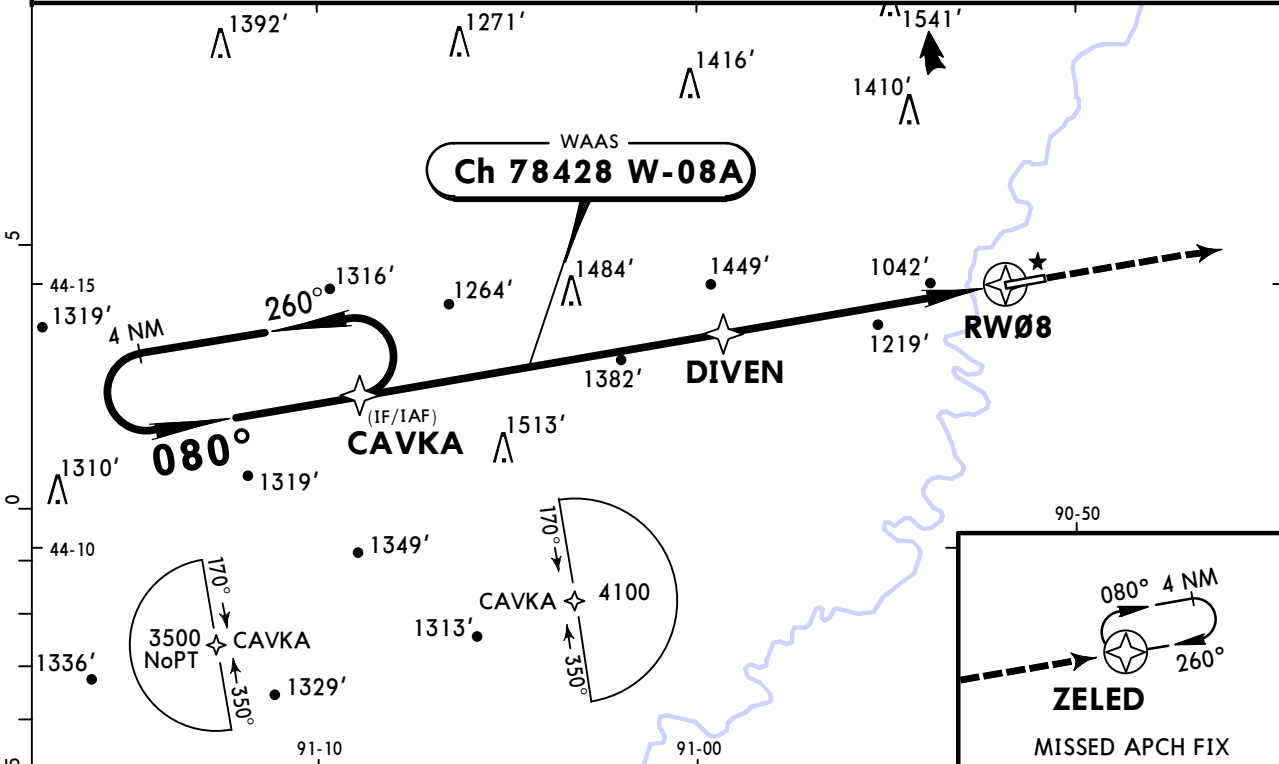
AMEND 2

KBCK BLACK RIVER FALLS AREA

JEPPESEN BLACK RIVER FALLS, WISC RNAV (GPS) Rwy 8

15 APR 22 (12-1)

AWOS-3PT 119.125	MINNEAPOLIS Center (R) 128.6	GREEN BAY Radio 122.5	BLACK RIVER FALLS AREA Traffic CTAF 122.9
WAAS Ch 78428 W-08A	Final Apch Crs 080°	DIVEN 2600' (1769')	LPV DA(H) (CONDITIONAL) 1081' (250')
Apt Elev 836'			TAA 30 NM IF/IAF
TDZE 831'			
MISSED APCH: Climb to 3500' direct ZELED and hold.			
Alt Set: INCHES		Trans level: FL 180	
Trans alt: 18000'			
1. Use local altimeter setting; if not received, use La Crosse altimeter setting. 2. VDP and Baro-VNAV not authorized when using La Crosse altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 38°C (100°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 122.9			



Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle	3.00°	372	478	531	637	743	849	REIL	3500'
MAP at RW08								PAPI-L	ZELED

TERPS		STRAIGHT-IN LANDING RWY 8 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting	
		LPV DA(H) 1081' (250')	LNAV/VNAV DA(H) 1350' (519')		MDA(H) 1480' (649')	Max Kts MDA(H)
A					1	90 1480' (644') -1
B					1	120 1520' (684') -2
C	7/8		1 3/4		1 7/8	140 1760' (924') -3
D						165
		With La Crosse Altimeter Setting			With La Crosse Altimeter Setting	
		LPV DA(H) 1172' (341')	LNAV/VNAV DA(H) 1441' (610')		MDA(H) 1580' (749')	Max Kts MDA(H)
A					1	90 1580' (744') -1
B					1 1/4	120 1620' (784') -2 1/4
C	1 1/8		2 1/4		2	140 1860' (1024') -3
D						165

TERPS AMEND 1B 2 APR 2015

KBCK BLACK RIVER FALLS AREA

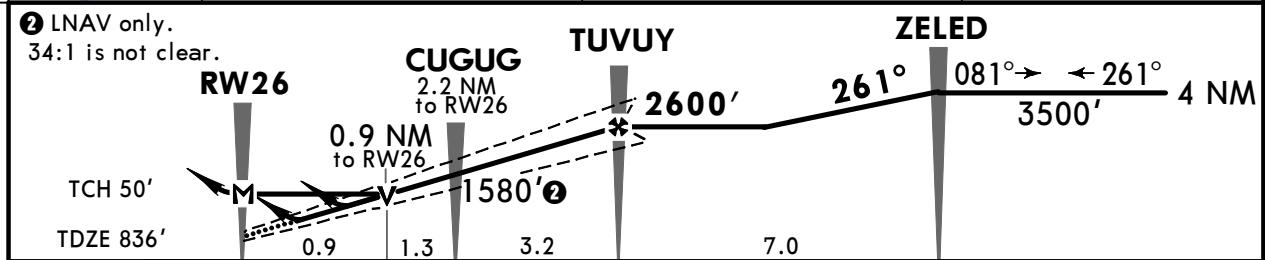
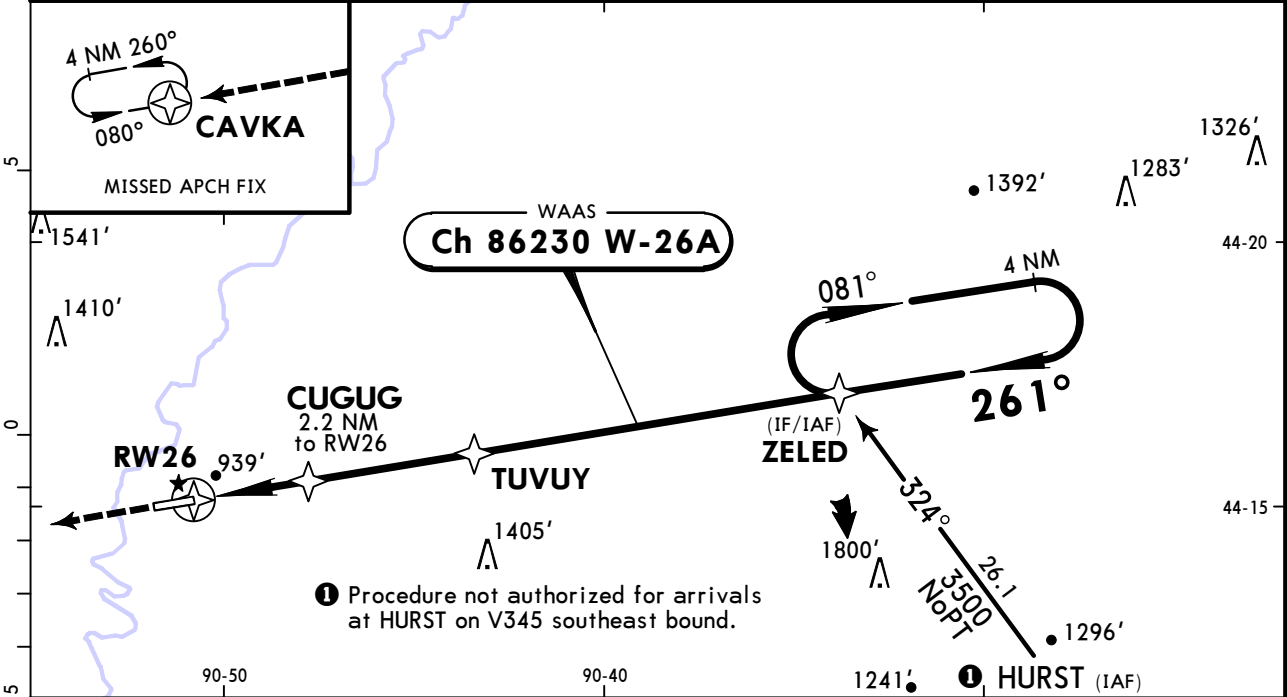
15 APR 22 (12-2)

JEPPESSEN BLACK RIVER FALLS, WISC RNAV (GPS) Rwy 26

AWOS-3PT 119.125		MINNEAPOLIS Center (R) 128.6		GREEN BAY Radio 122.5		BLACK RIVER FALLS AREA Traffic CTAF 122.9	
BRIEFING STRIP™	WAAS Ch 86230 W-26A	Final Apch Crs 261°	TUVUY 2600' (1764')	LPV DA(H) (CONDITIONAL) 1087' (251')	Apt Elev 836'	4100 MSA RW26	
	MISSED APCH: Climb to 3500' direct CAVKA and hold.						

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use La Crosse altimeter setting. 2. Baro-VNAV and VDP not authorized when using La Crosse altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 38°C (100°F). 4. DME/DME RNP-0.30 not authorized. 5. Rwy 26 helicopter visibility reduction below 3/4 SM not authorized. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.5°/TCH 27'). 7. Pilot controlled lighting 122.9.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3500'	D → CAVKA
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW26									

TERPS				STRAIGHT-IN LANDING RWY 26 With Local Altimeter Setting			CIRCLE-TO-LAND With Local Altimeter Setting		
	LPV DA(H) 1087' (251')	LNAV/VNAV DA(H) 1120' (284')	LNAV MDA(H) 1200' (364')	Max Kts	MDA(H)				
A				90	1280' (444') - 1				
B	1	1	1	120	1380' (544') - 1				
C				140	1520' (684') - 2				
D				165	1760' (924') - 3				
				With La Crosse Altimeter Setting			With La Crosse Altimeter Setting		
	LPV DA(H) 1178' (342')	LNAV/VNAV DA(H) 1211' (375')	LNAV MDA(H) 1300' (464')	Max Kts	MDA(H)				
A				90	1380' (544') - 1				
B	1 1/8	1 1/4	1	120	1480' (644') - 1				
C				140	1620' (784') - 2 1/4				
D			1 3/8	165	1860' (1024') - 3				

TERPS ORIG-C 22 JUN 2017

Chart changes since cycle 15-2023

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
-----	-----------------	-------	----------	----------

BLACK RIVER FALLS, WI (BLACK RIVER FALLS AREA - KBCK)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBCK

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.