

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBCT

Terminal Charts For KBCT

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: BOCA RATON FL USA
ICAO/IATA: KBCT / BCT
Lat/Long: N26° 22.71', W080° 06.46'
Elevation: 13 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 5.0° W
Sectional Chart: Miami

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1100 Z
Sunset: 2341 Z

Runway Information

Runway: 05
Length x Width: 6276 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 12 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 696 ft

Runway: 23
Length x Width: 6276 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 13 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 378 ft

Communication Information

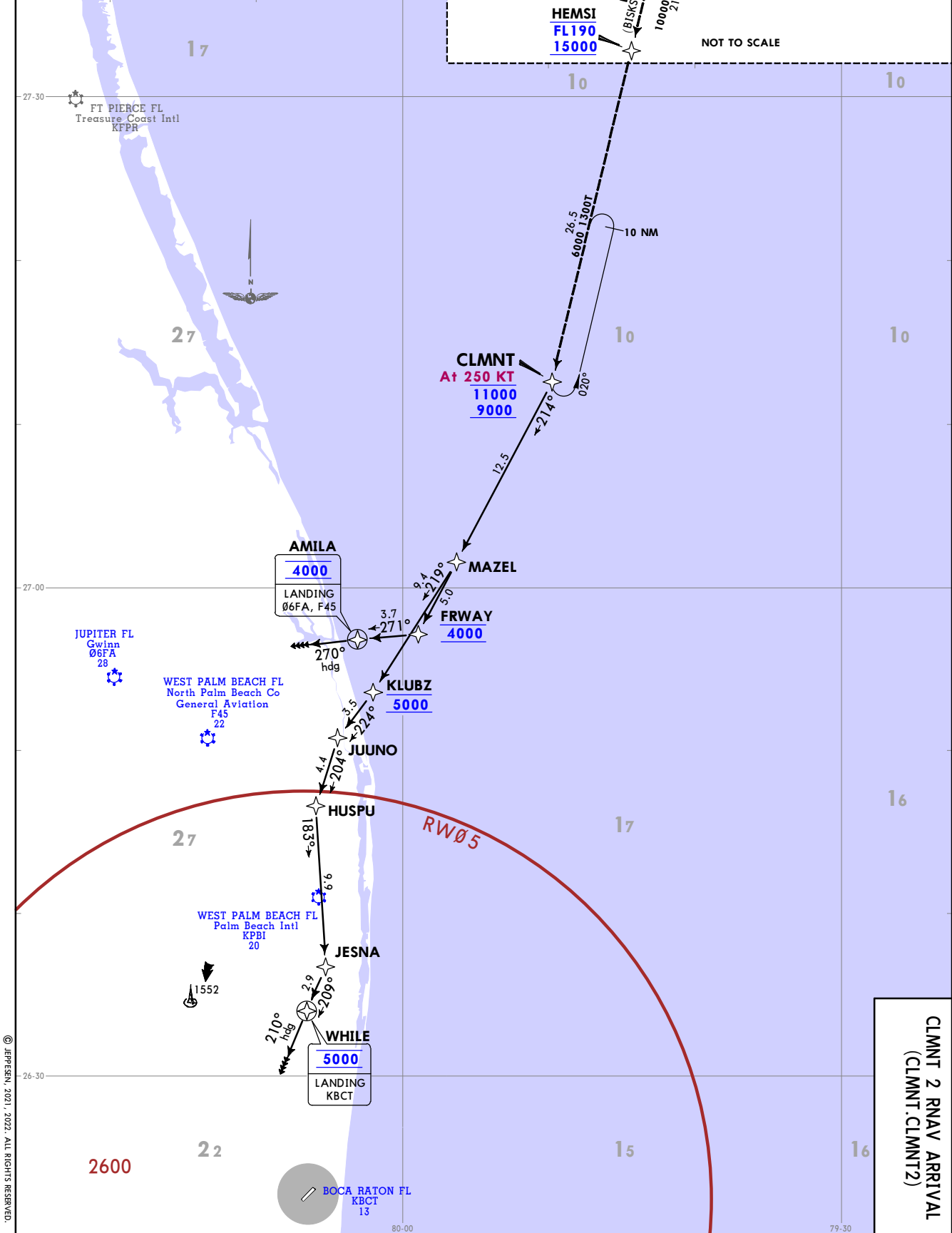
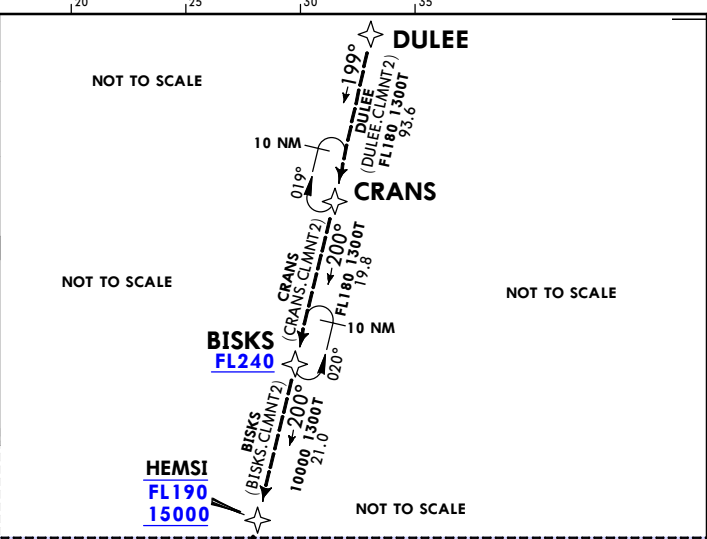
AWOS: 121.125
Boca Raton Tower: 118.425 CTAF PCL
Boca Raton Ground: 121.800
Boca Raton Clearance Delivery: 121.800

Palm Beach Approach: 127.350

Palm Beach Departure: 127.350

Palm Beach Ground Communication Outlet: 127.350

BOCA RATON AWOS-3 121.125		Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180
RNAV 1 - DME/DME/IRU or GPS			
1. RADAR required. 2. Jet aircraft only. 3. Do not file CRANS, BISKs Transitions - to be assigned by ATC. 4. Also serves 06FA, F45.			
CLMNT 2 RNAV ARRIVAL (CLMNT.CLMNT2)			
AIRPORT	LANDING		
BOCA RATON	From CLMNT on track 214° to MAZEL, then on track 219° to cross KLUBZ at 5000, then on track 224° to JUUNO, then on track 204° to HUSPU, then on track 183° to JESNA, then on track 209° to cross WHILE at 5000, then on heading 210°. EXPECT RADAR vectors to final approach course.		
GWINN NORTH PALM BEACH CO GENERAL AVIATION	From CLMNT on track 214° to MAZEL, then on track 214° to cross FRWAY at 4000, then on track 271° to cross AMILA at 4000, then on heading 270°. EXPECT RADAR vectors to final approach course.		

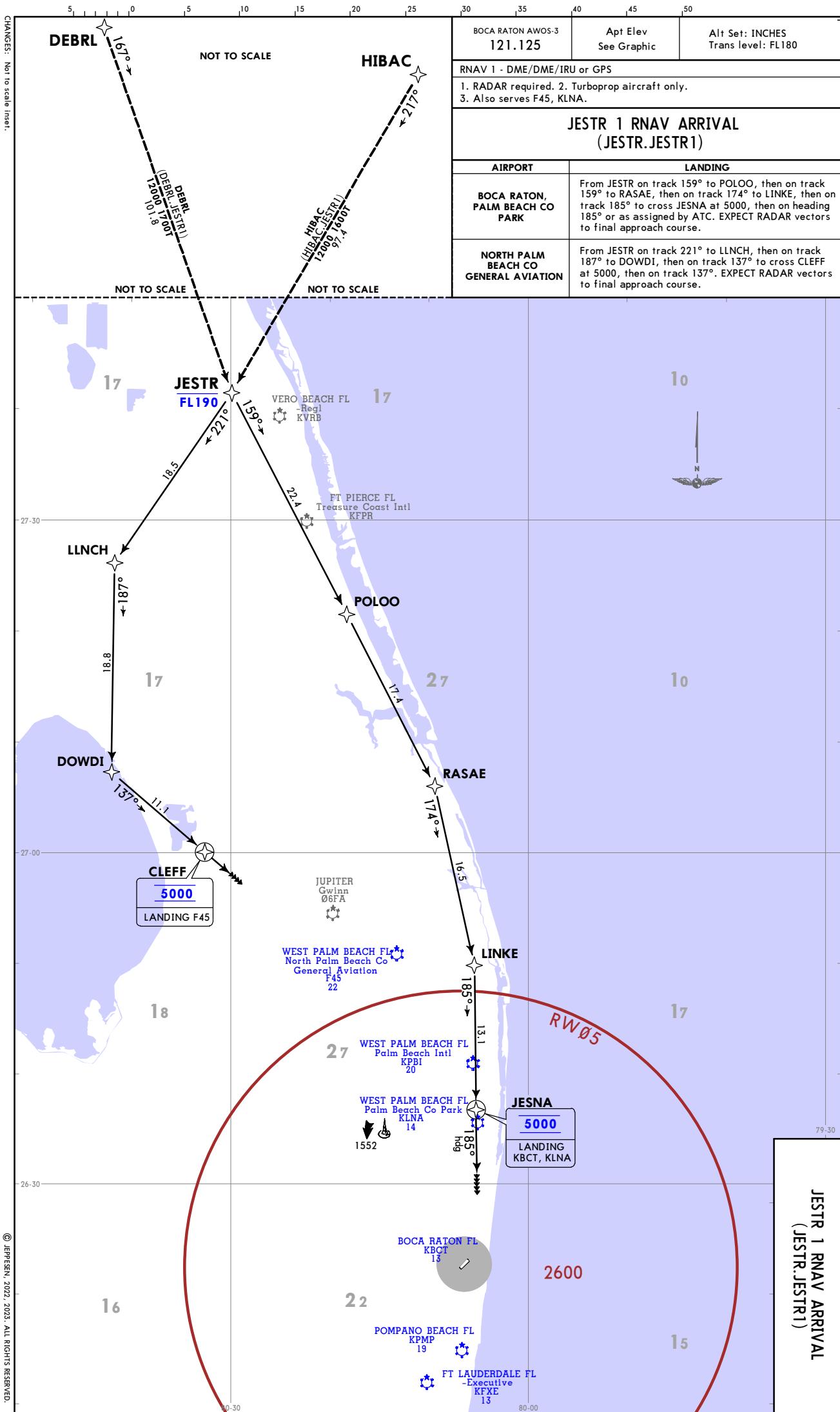


KBCT/BCT
BOCA RATON

5 AUG 22 (10-2A)

JEPPESSEN BOCA RATON, FLA
RNAV STAR

CLMNT 2 RNAV ARRIVAL
(CLMNT.CLMNT2)



KBCT/BCT
 BOCA RATON

3 MAR 23 10-2C

JEPPESEN

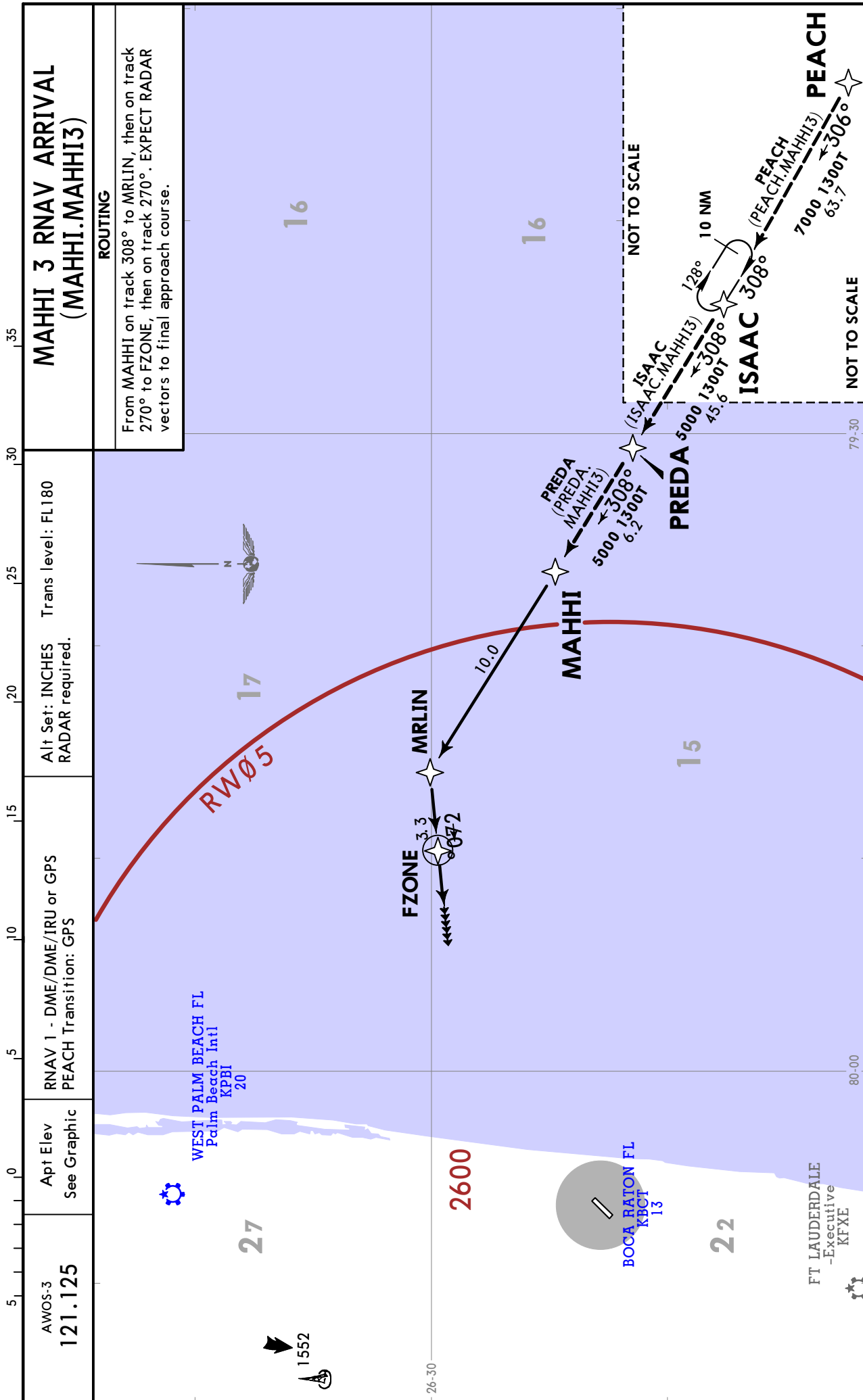
BOCA RATON, FLA
 RNAV STAR

JESTR 1 RNAV ARRIVAL (JESTR.JESTR1)

KBCT/BCT
BOCA RATON

JEPPESSEN
3 MAR 23 **10-2D**

BOCA RATON, FLA
RNAV STAR



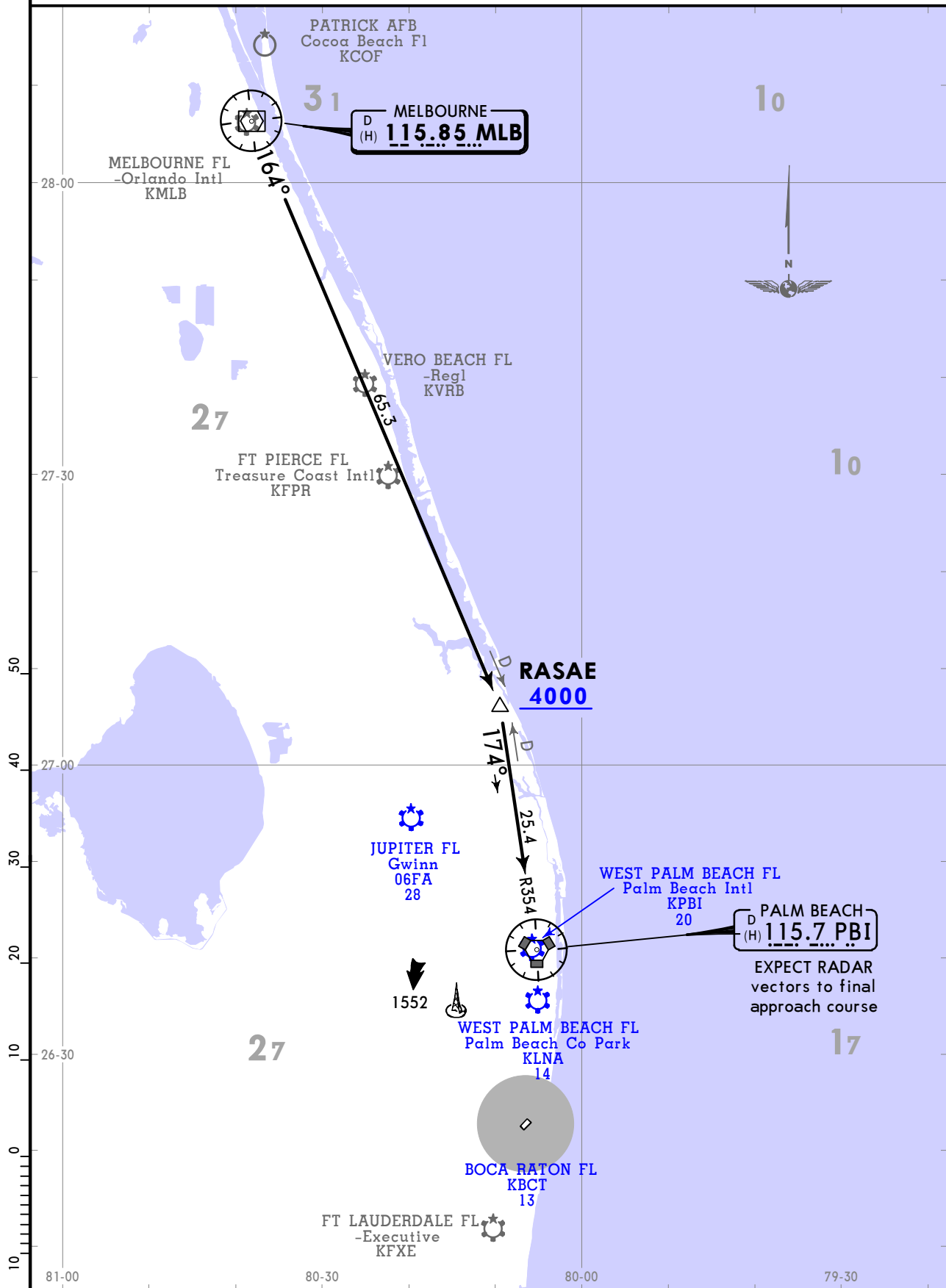
KBCT/BCT
BOCA RATON

JEPPESSEN
26 NOV 21 **(10-2E)** **Eff 2 Dec**

BOCA RATON, FLA
STAR

BOCA RATON AWOS-3 121.125	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME required. 3. Turboprop and prop aircraft only. 4. Also serves Ø6FA, KLNA.
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MELBOURNE 2 ARRIVAL (MLB.MLB2)



ROUTING
From over MLB R164 to cross RASAE at or above 4000, then on PBI R354 to PBI VOR. EXPECT RADAR vectors to final approach course.

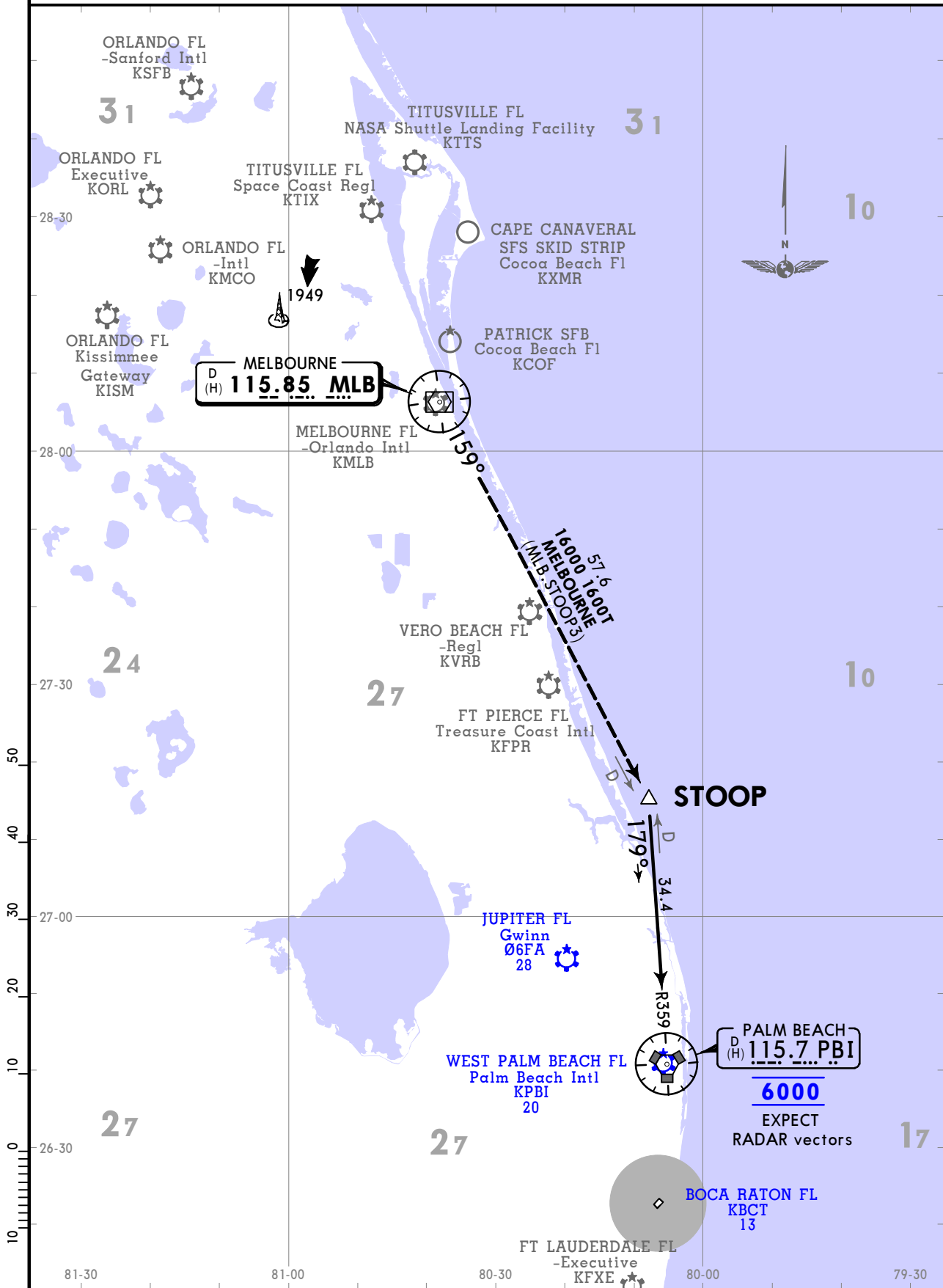
KBCT/BCT
BOCA RATON

JEPPESSEN
8 JUL 22 **10-2F** **Eff 14 Jul**

BOCA RATON, FLA
STAR

BOCA RATON AWOS-3 121.125	Apt Elev See Graphic	Alt Set: INCHES Trans level: FL180 1. RADAR required. 2. DME required. 3. Jet aircraft only. 4. Also serves Ø6FA.
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STOOP 3 ARRIVAL (STOOP.STOOP3)



ROUTING
From STOOP on PBI R359 to cross PBI VOR at 6000. EXPECT RADAR vectors.

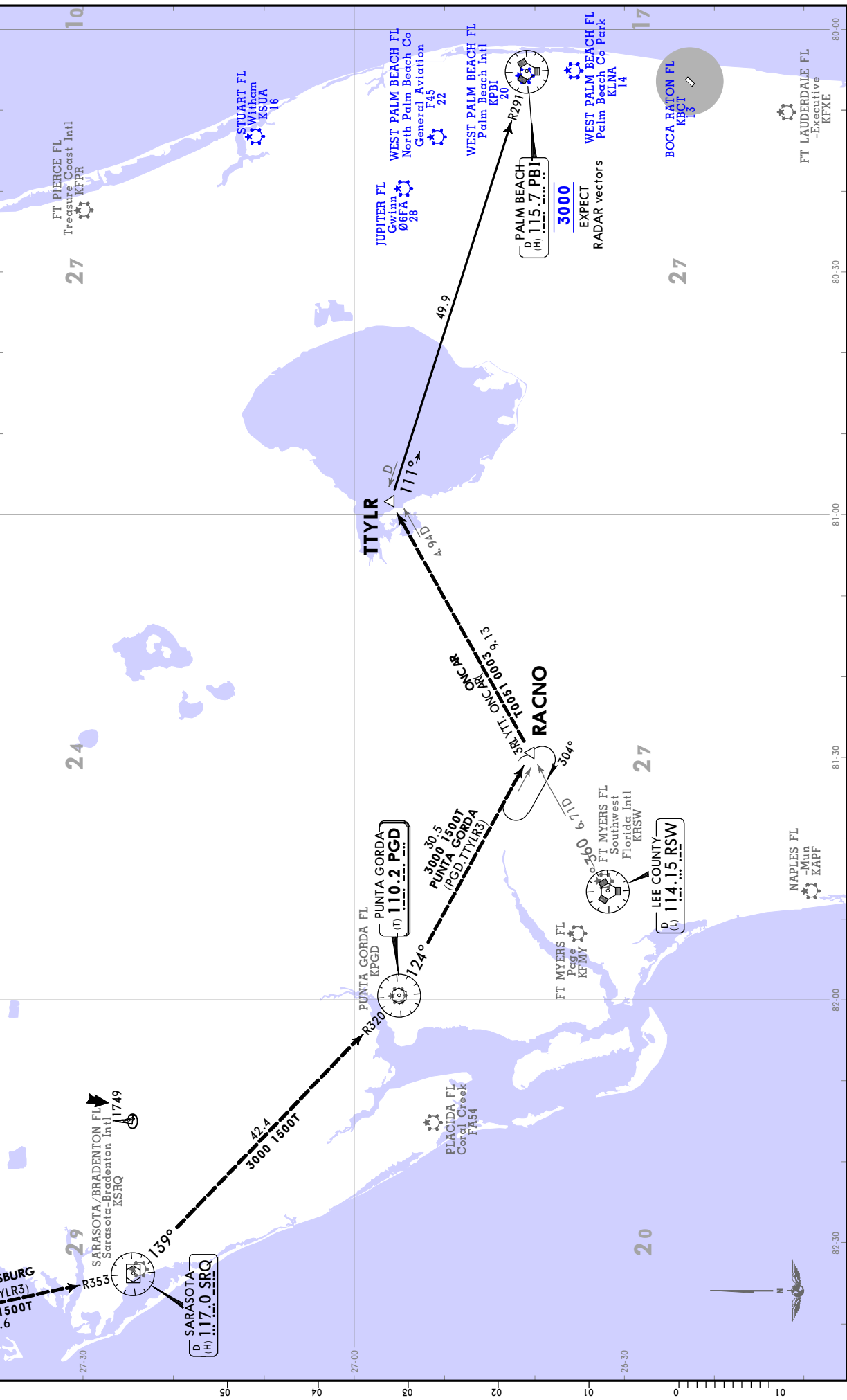
BOCA RATON, FLA
STAR
 8 JUL 22 (10-2G) Eff 14 Jul

BOCA RATON AWOS-3
121.125

Air Set: INCHES Trans level: FL180
 1. RADAR required. 2. DME required.
 3. Also serves 06FA, F45, KLN4, KSUA.

TTYLR 3 ARRIVAL (TTYLR.TTYLR3)

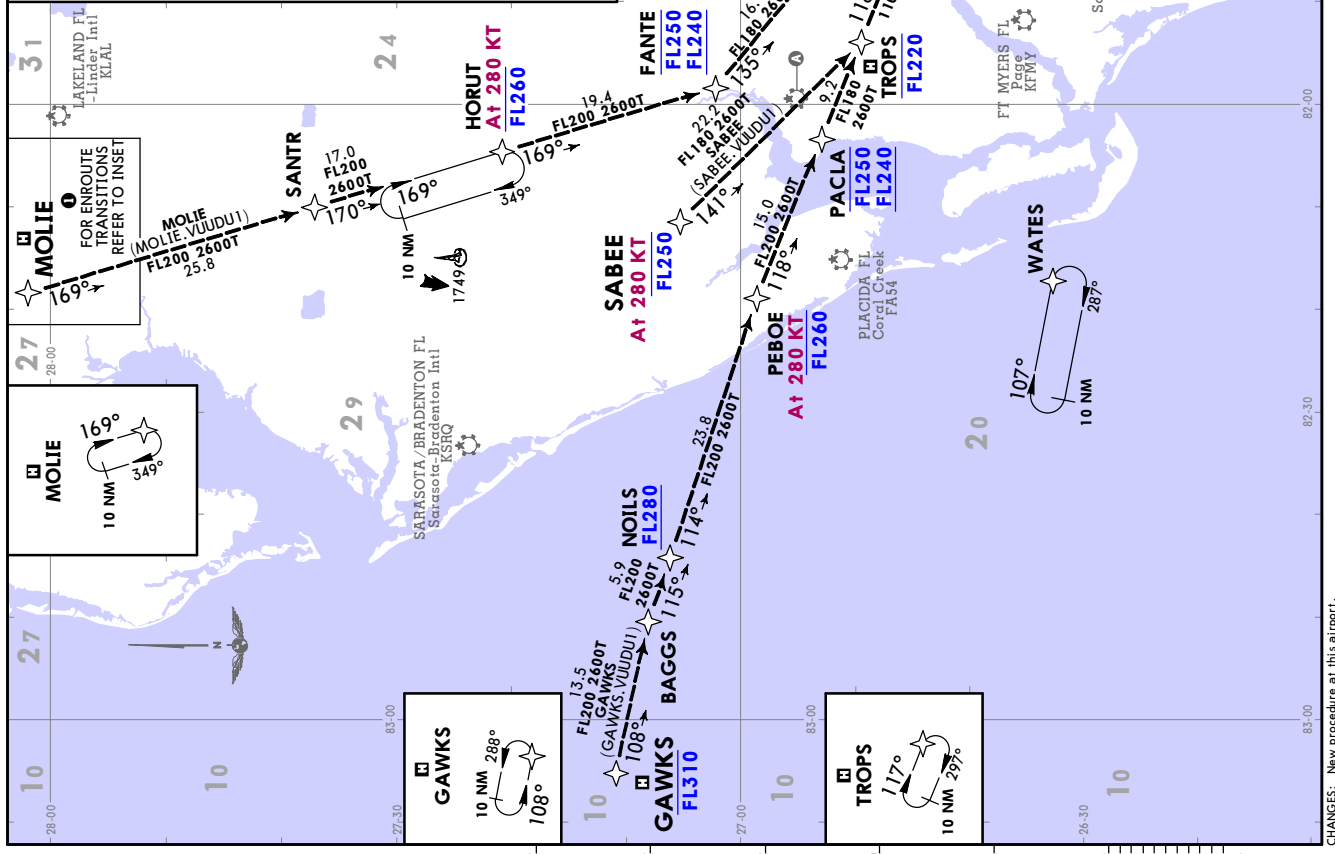
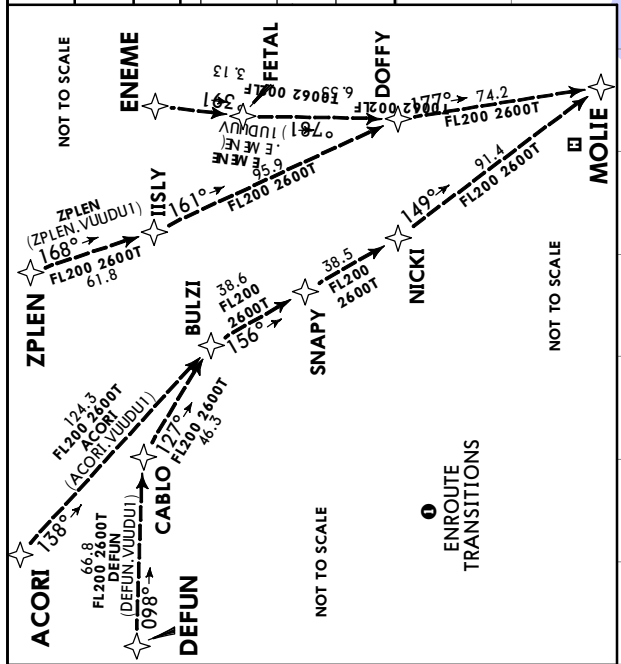
ROUTING
 From TTYLR on PBI R291 to cross PBI VOR at 3000. EXPECT RADAR vectors.



JEPPESEN BOCA RATON, FLA
KBCT/BCT
BOCA RATON

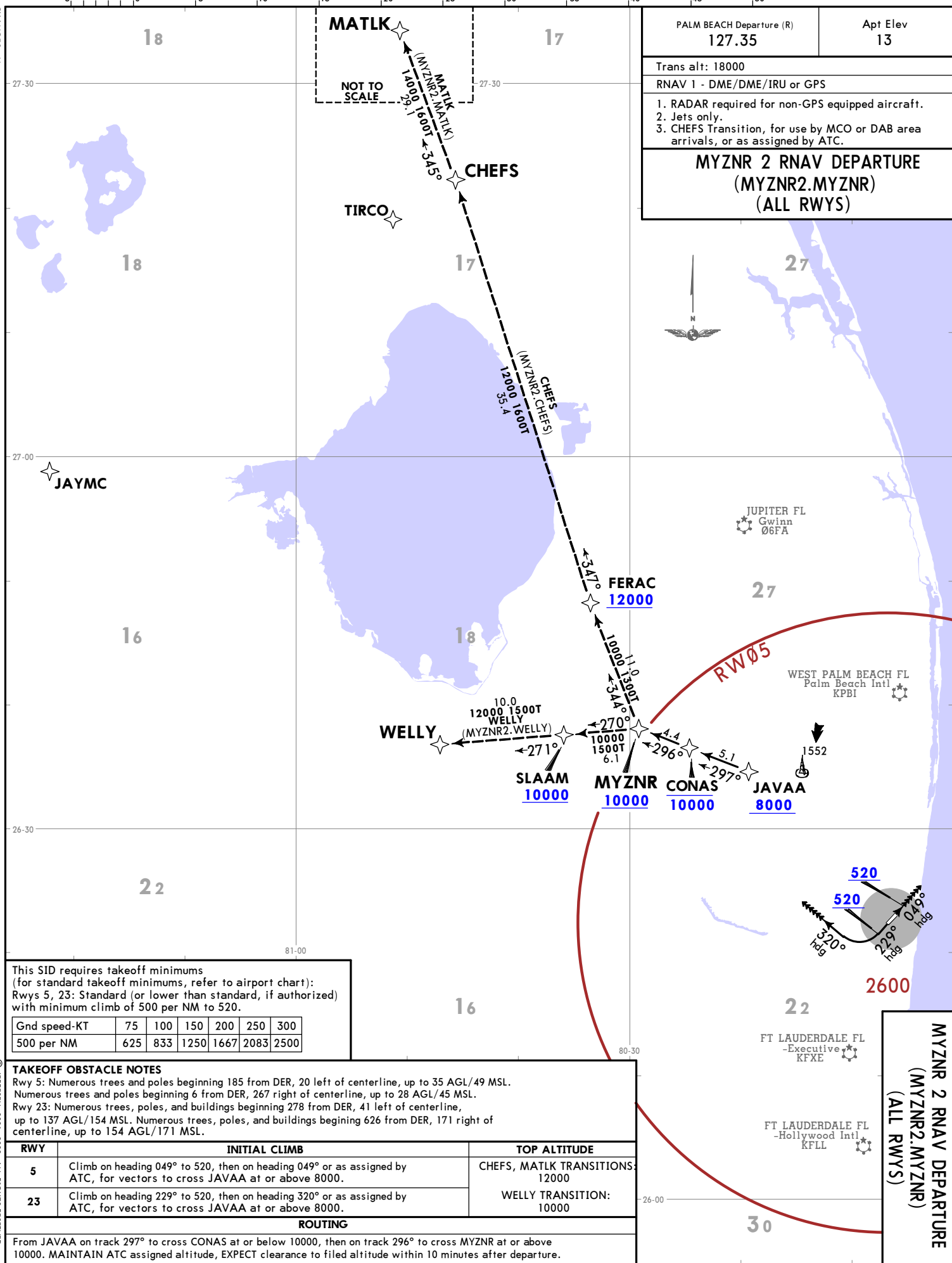
13 MAY 22 (10-2H) EFF 19 MAY
RNAV STAR

BOCA RATON AMOS-3 121.125	Apt Elev See Graphic	Alt Set: INCHES RNAV 1 - DME/IRU or GPS GAWKS Transition: GPS
1. RADAR required. 2. Jet aircraft only. 3. Do not file LUCYS or MOLIE Transitions - to be assigned by ATIS. 4. SABEE Transition for TPA area departures. 5. AI also serves 06FA, F45, K3UA.		
VUUDU 1 RNAV ARRIVAL (VUUDU.VUUDU1)		
AIRPORT	LANDING	
BOCA RATON	From VUUDU on track 093° to cross OWILL at 9000 and at 250 KT, then on track 159° to VETCH, then on track 111° to SCALE, then on track 099° to DIVRR, then on track 099° to EXPECT RADAR vectors to final approach course.	
GWINN NORTH PALM BEACH CO GENERAL AVIATION	From VUUDU on track 093° to cross OWILL at 9000 and at 250 KT, then on track 090° to SHZAM, then on heading 091° to EXPECT RADAR vectors to final approach course.	
WITHAM	From VUUDU on track 093° to cross OWILL at 9000 and at 250 KT, then on track 032° to MSQTO, then on heading 050° to EXPECT RADAR vectors to final approach course.	



CHANGES: None.

KBCT/BCT
BOCA RATON



PALM BEACH Departure (R) 127.35	Apt Elev 13
Trans alt: 18000	
RNAV 1 - DME/DME/IRU or GPS	
1. RADAR required for non-GPS equipped aircraft. 2. Jets only. 3. CHEFS Transition, for use by MCO or DAB area arrivals, or as assigned by ATC.	
MYZNR 2 RNAV DEPARTURE (MYZNR2.MYZNR) (ALL RWYS)	

This SID requires takeoff minimums (for standard takeoff minimums, refer to airport chart):
 Rwy 5, 23: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 520.

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

TAKEOFF OBSTACLE NOTES
 Rwy 5: Numerous trees and poles beginning 185 from DER, 20 left of centerline, up to 35 AGL/49 MSL. Numerous trees and poles beginning 6 from DER, 267 right of centerline, up to 28 AGL/45 MSL.
 Rwy 23: Numerous trees, poles, and buildings beginning 278 from DER, 41 left of centerline, up to 137 AGL/154 MSL. Numerous trees, poles, and buildings beginning 626 from DER, 171 right of centerline, up to 154 AGL/171 MSL.

RWY	INITIAL CLIMB	TOP ALTITUDE
5	Climb on heading 049° to 520, then on heading 049° or as assigned by ATC, for vectors to cross JAVAA at or above 8000.	CHEFS, MATLK TRANSITIONS: 12000
23	Climb on heading 229° to 520, then on heading 320° or as assigned by ATC, for vectors to cross JAVAA at or above 8000.	WELLY TRANSITION: 10000

ROUTING
 From JAVA A on track 297° to cross CONAS at or below 10000, then on track 296° to cross MYZNR at or above 10000. MAINTAIN ATC assigned altitude, EXPECT clearance to filed altitude within 10 minutes after departure.

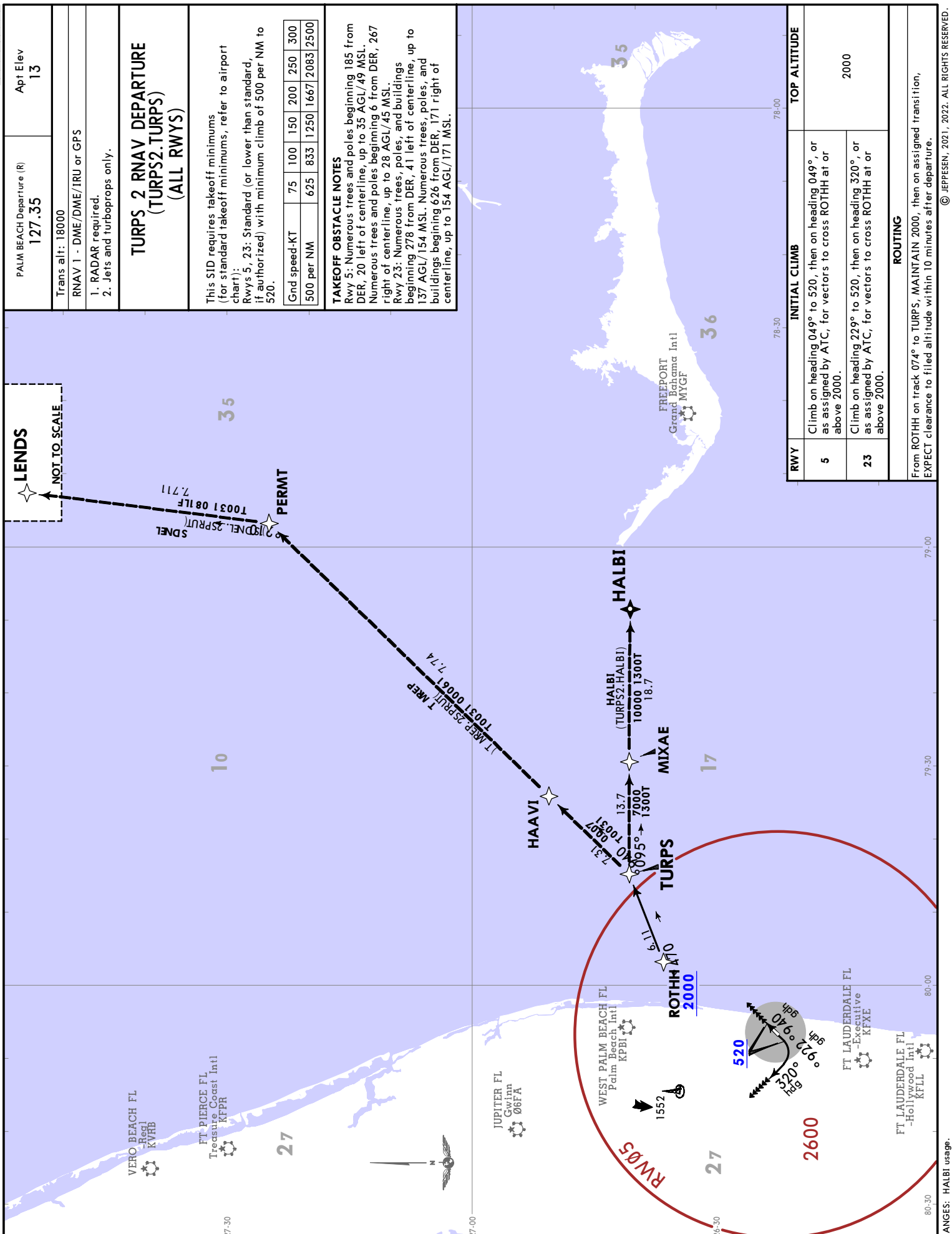
8 JUL 22 10-3
 JEPPESEN BOCA RATON, FLA
 RNAV SID

**MYZNR 2 RNAV DEPARTURE
(MYZNR2.MYZNR)
(ALL RWYS)**

KBCT/BCT
BOCA RATON

JEPPESEN
8 JUL 22 (10-3A) Eff 14 Jul

BOCA RATON, FLA
RNAV SID



PALM BEACH Departure (R)	127.35	Apt Elev	13
Trans alt:	18000		
RNAV 1 - DME/DME/IRU or GPS			
1. RADAR required.			
2. Jets and turboprops only.			

TURPS 2 RNAV DEPARTURE
(TURPS2.TURPS)
(ALL RWYS)

This SID requires takeoff minimums (for standard takeoff minimums, refer to airport chart):
Rwys 5, 23: Standard (or lower than standard, if authorized) with minimum climb of 500 per NM to 520.

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

TAKEOFF OBSTACLE NOTES
Rwy 5: Numerous trees and poles beginning 185 from DER, 20 left of centerline, up to 35 AGL/49 MSL. Numerous trees and poles beginning 6 from DER, 267 right of centerline, up to 28 AGL/45 MSL.
Rwy 23: Numerous trees, poles, and buildings beginning 278 from DER, 41 left of centerline, up to 137 AGL/154 MSL. Numerous trees, poles, and buildings beginning 626 from DER, 171 right of centerline, up to 134 AGL/171 MSL.

RWY	INITIAL CLIMB	TOP ALTITUDE
5	Climb on heading 049° to 520, then on heading 049°, or as assigned by ATC, for vectors to cross ROTHH at or above 2000.	2000
23	Climb on heading 229° to 520, then on heading 320°, or as assigned by ATC, for vectors to cross ROTHH at or above 2000.	2000

ROUTING
From ROTHH on track 074° to TURPS, MAINTAIN 2000, then on assigned transition, EXPECT clearance to filed altitude within 10 minutes after departure.

KBCT/BCT

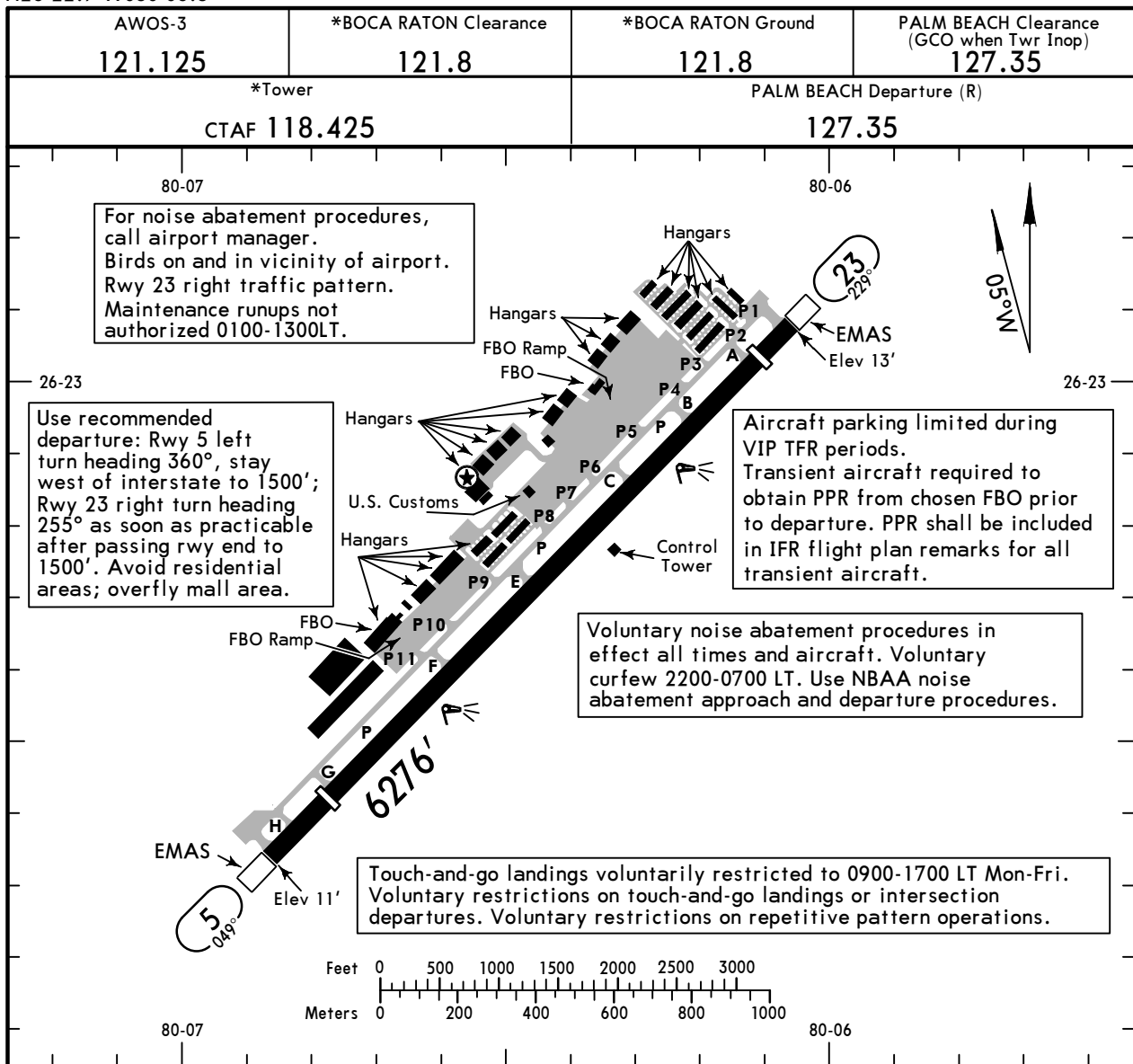
Apt Elev **13'**
N26 22.7 W080 06.5



6 JAN 23 **(10-9)**

BOCA RATON, FLA

BOCA RATON



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
5 ① 23	② MIRL ② REIL ② PAPI-R (angle 3.25°)	5580'			150'
	② MIRL ② REIL ② PAPI-L (angle 3.25°)	5898'			

- ① Grooved.
- ② When Twr inop activate on 118.425.

TAKE-OFF

	Rwy 5		① Rwy 23		Other
	Adequate Vis Ref	STD	With Min climb of 230'/NM to 300'		
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-1
3 & 4 Eng		1/2		1/2	

① Alternatively, with standard take-off minimums and a normal 200'/NM climb gradient, take-off must occur no later than 1700' prior to departure end of runway.

FOR FILING AS ALTERNATE

RNAV (RNP) Z Rwy 23		Authorized Only When Local Weather Available	
		RNAV (GPS) Rwy 5 RNAV (GPS) Y Rwy 23	
A	800-2	800-2	
B		800-2	
C		900-2 ³ / ₄	
D		900-2 ³ / ₄	

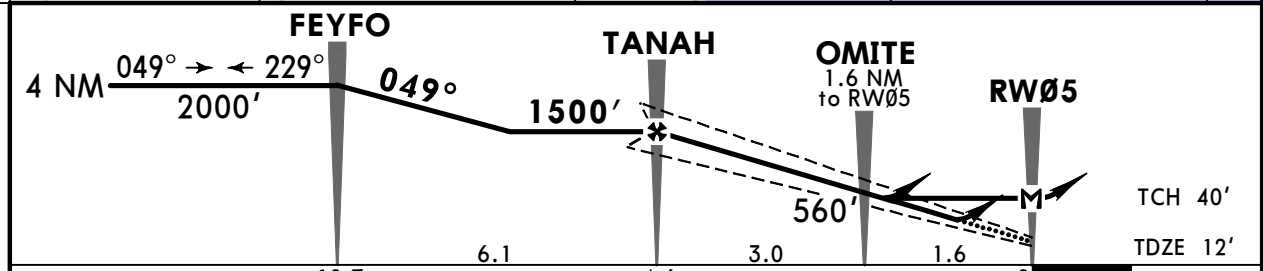
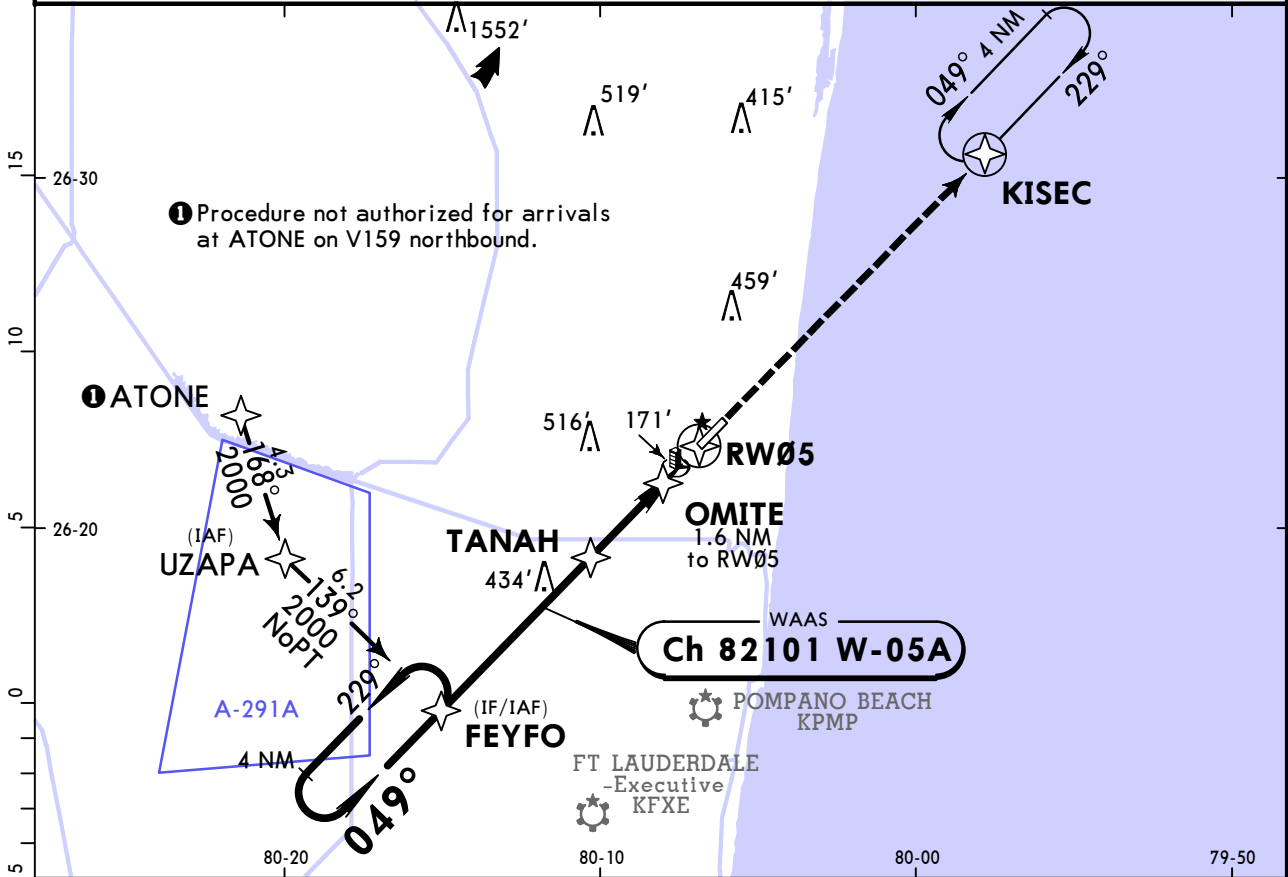
KBCT/BCT
BOCA RATON

JEPPESEN
30 SEP 22 **(12-1)**

BOCA RATON, FLA
RNAV (GPS) Rwy 5

AWOS-3 121.125		PALM BEACH Approach (R) 127.35		*BOCA RATON Tower CTAF 118.425		*Ground 121.8	
WAAS Ch 82101 W-05A		Final Apch Crs 049°		TANAH 1500' (1488')		LPV DA(H) (CONDITIONAL) 283' (271')	
				Apt Elev 13'		TDZE 12'	
MISSED APCH: Climb to 2000' direct KISEC and hold.						MSA RW05	
RNP Apch - GPS		Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	

1. Use local altimeter setting; if not received, use Palm Beach Intl altimeter setting. 2. Baro-VNAV not authorized when using Palm Beach Intl altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 54°C. 4. In minimum visibility conditions bright lights on highway 1/4 mile north of airport may be mistaken for runway lights. 5. Rwy 5 helicopter visibility reduction below 3/4 SM not authorized. 6. VGSI and RNAV glidepath not coincident (VGSI angle 3.25°/TCH 46'). 7. Pilot controlled lighting 118.425.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-R	2000'	D →	KISEC
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW05										

	STRAIGHT-IN LANDING RWY 5			C	CIRCLE-TO-LAND	
	1 LPV DA(H) 283' (271')	2 LNAV/VNAV DA(H) 458' (446')	3 LNAV MDA(H) 440' (428')		With Local Altimeter Setting MDA(H)	With Palm Beach Intl Altimeter Setting MDA(H)
A			1	90	680' (667') - 1	740' (727') - 1
B				120	680' (667') - 1	740' (727') - 1
C	7/8	1 3/8		140	680' (667') - 1 3/4	740' (727') - 2
D			1 1/4	165	880' (867') - 2 3/4	940' (927') - 3

1 DA(H) 326' (314'), ALL CATS VIS 7/8 with Palm Beach Intl altimeter setting.
2 DA(H) 501' (489'), ALL CATS VIS 1 3/8 with Palm Beach Intl altimeter setting.
3 MDA(H) 500' (488'), CATS C/D VIS 1 3/8 with Palm Beach Intl altimeter setting.

KBCT/BCT BOCA RATON

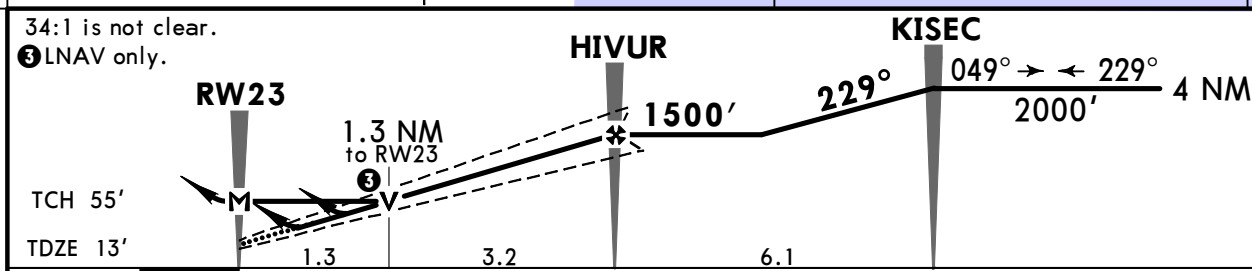
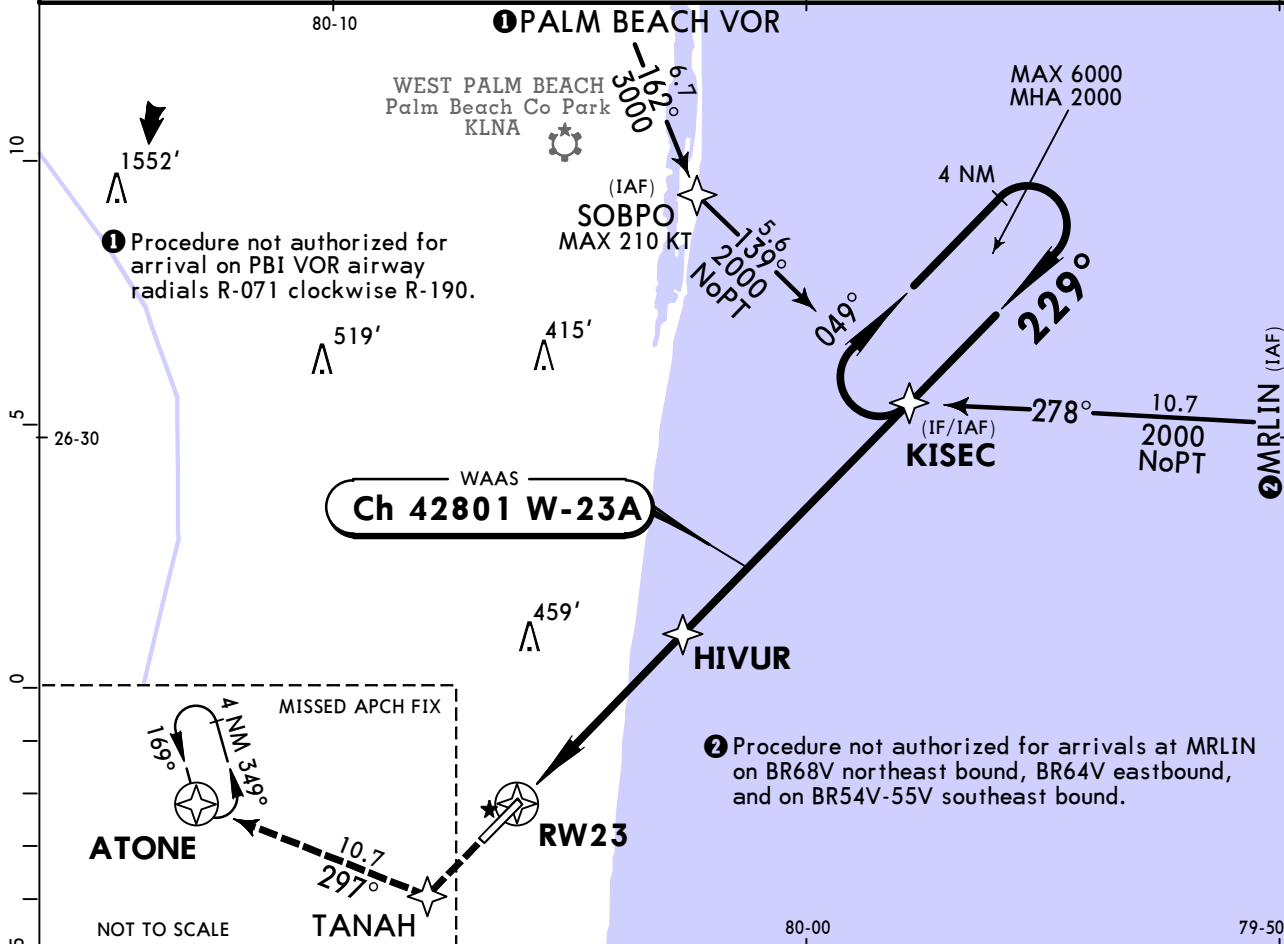
JEPPESSEN
30 SEP 22 (12-2)

BOCA RATON, FLA RNAV (GPS) Y Rwy 23

AWOS-3 121.125		PALM BEACH Approach (R) 127.35		*BOCA RATON Tower CTAF 118.425		*Ground 121.8	
BRIEFING STRIP™	WAAS Ch 42801 W-23A	Final Apch Crs 229°	HIVUR 1500' (1487')	LPV DA(H) 263' (250')	Apt Elev 13' TDZE 13'	2600 MSA RW23	
	MISSED APCH: Climb to 2100' direct TANAH and on track 297° to ATONE and hold.						

RNP APCH | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000'

1. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C or above 54°C.
 2. Rwy 23 helicopter visibility reduction below 3/4 SM not authorized. 3. In minimum visibility conditions, bright lights on highway 1/4 mile north of airport may be mistaken as runway lights. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.25°/TCH 22'). 5. Pilot controlled lighting 118.425.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2100'	D → TANAH
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW23									

TERPS				STRAIGHT-IN LANDING RWY 23		CIRCLE-TO-LAND	
	LPV DA(H) 263' (250')	LNAV/VNAV DA(H) 357' (344')	LNAV MDA(H) 480' (467')	Max Kts	MDA(H)		
A			1	90	680' (667') -1		
B				120	680' (667') -1		
C	7/8	1 1/8		140	680' (667') -1 3/4		
D			1 3/8	165	880' (867') -2 3/4		

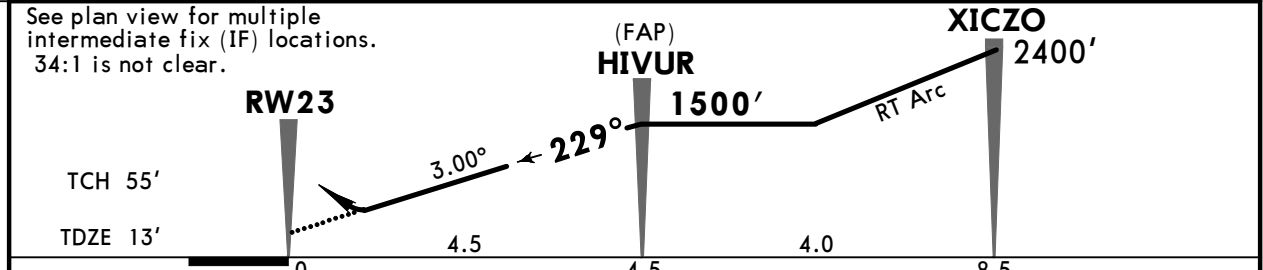
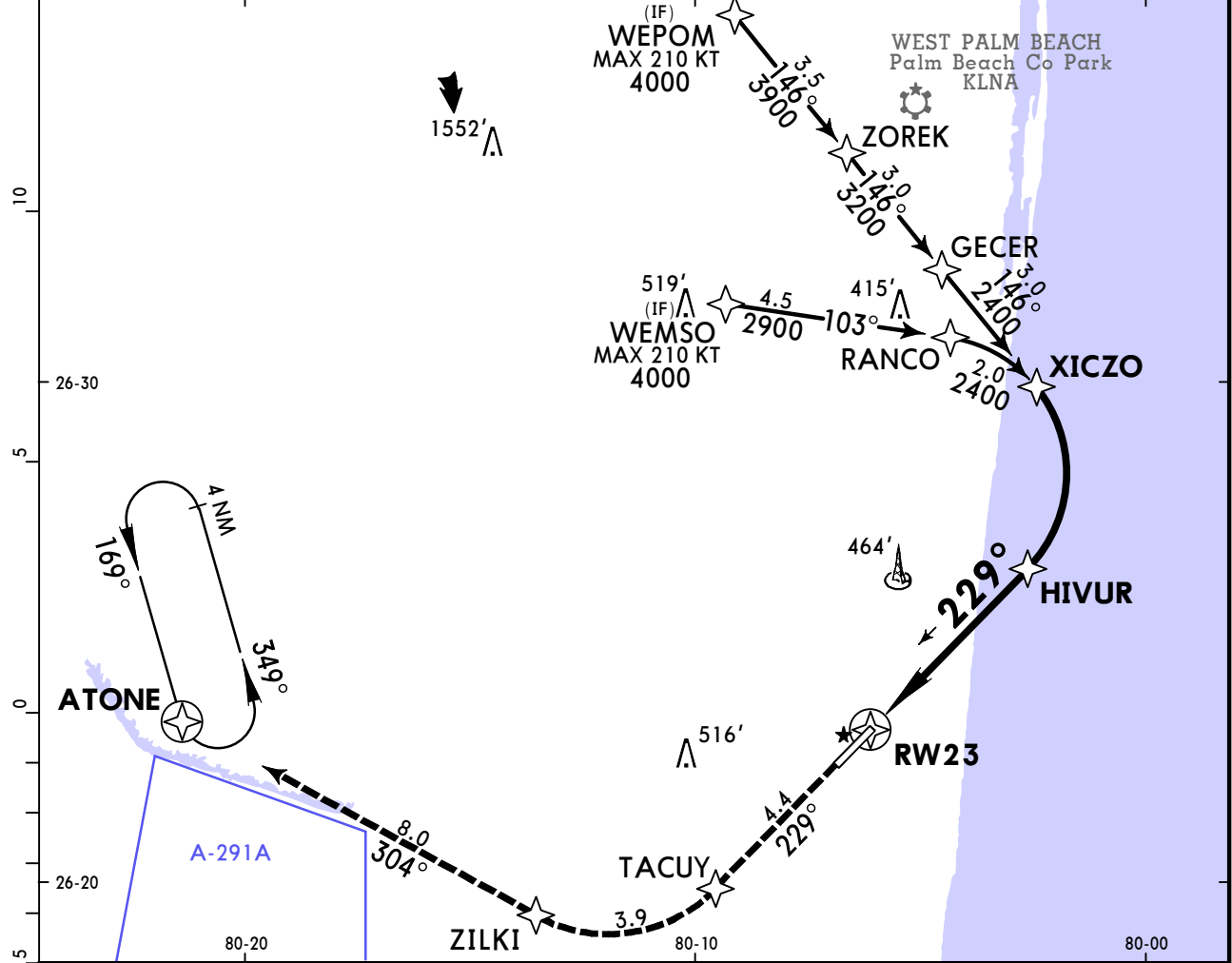
KBCT/BCT
BOCA RATON

JEPPESEN
18 MAR 22
Eff 24 Mar (12-20)

BOCA RATON, FLA
RNAV (RNP) Z Rwy 23

AWOS-3 121.125		PALM BEACH Approach (R) 127.35		*BOCA RATON Tower CTAF 118.425		*Ground 121.8	
RNAV	Final Apch Crs 229°	HIVUR 1500' (1487')	RNP 0.30 DA(H) 519' (506')	Apt Elev 13'	TDZE 13'	2600 MSA RW23	
MISSED APCH: Climb to 2100' on track 229° to TACUY, RIGHT turn to ZILKI and on track 304° to ATONE and hold.							

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 RNP AR APCH | RF Required
 1. Authorization required. 2. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 54°C (130°F). 3. VGSI and RNAV glidepath not coincident (VGSI angle 3.25°/TCH 22'). 4. In minimum visibility conditions, bright lights on highway 1/4 mile north of airport may be mistaken for runway lights. 5. Pilot controlled lighting 118.425.



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2100' ↑ on 229°	TACUY
Glide Path Angle	372	478	531	637	743	849			
MAP at DA									

TERPS STRAIGHT-IN LANDING RWY 23
 RNP 0.30
 DA(H) 519' (506')

A	1 3/8
B	
C	
D	

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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BOCA RATON, FL (BOCA RATON - KBCT)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBCT

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.