JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: BOYNE FALLS MI USA
ICAO: KBFA
Lat/Long: N45° 09.95', W084° 55.45'
Elevation: 719 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 6.0° W
Sectional Chart: Lake Huron

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

Sunrise: 1101 Z
Sunset: 0018 Z

Runway Information

Runway: 17
Length x Width: 5187 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 707 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 300 ft

Runway: 35
Length x Width: 5187 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 719 ft
Lighting: Edge, REIL, Pilot controlled
Displaced Threshold: 500 ft

Communication Information

AWOS: 119.275 Secondary
ASOS: 119.025 Secondary
Boyne Mtn UNICOM: 122.800 CTAF
Minneapolis ACC: 134.600 Remote Communications Air-Ground
Activate Lights Only MULTICOM: 122.850 PCL

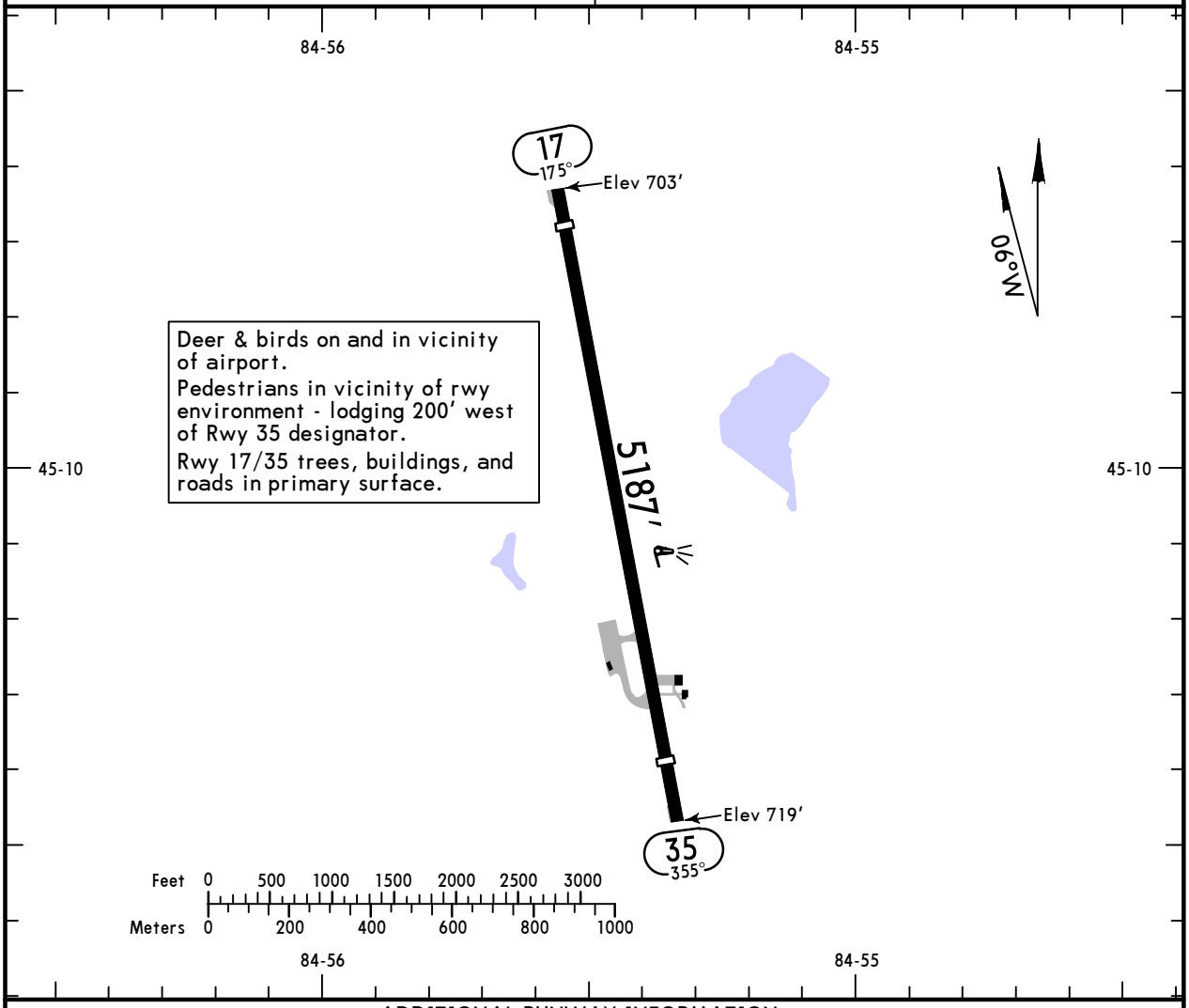
KBFA

Apt Elev **719′**
N45 10.0 W084 55.4

JEPPESEN
12 MAY 23 (10-9)

BOYNE FALLS, ~~MICH~~
BOYNE MOUNTAIN

BOYNE MOUNTAIN UNICOM	MINNEAPOLIS Center (R)
CTAF 122.8	134.6



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
17	❶ MIRL ❶ REIL	4887′			100′
35	❶ MIRL ❶ REIL ❶ PAPI-L (angle 3.00°)	4687′			

❶ Activate on 122.85.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 35			Rwy 17		
	With Mim climb of 310′/NM to 1400′		For Climb In Visual Conditions	With Mim climb of 490′/NM to 1400′		For Climb In Visual Conditions
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1300-3	1/4	1	1300-3
3 & 4 Eng		1/2			1/2	

FOR FILING AS ALTERNATE

A	NA
B	
C	
D	

OBSTACLE DP: Rwy 17, climb heading 175° to 1400′ before proceeding on course, or for climb in visual conditions cross Boyne Mountain Airport at or above 1900′ before proceeding on course. When executing visual climb over airport, notify ATC prior to departure.

Rwy 35, climb heading 355° to 1400′ before proceeding on course, or for climb in visual conditions cross Boyne Mountain Airport at or above 1900′ before proceeding on on course. When executing visual climb over airport, notify ATC prior to departure.

AMEND 4A

CHANGES: Rwy width, lighting.

KBFA
BOYNE MOUNTAIN

JEPPESEN
12 MAY 23 (12-1)

BOYNE FALLS, MICH
RNAV (GPS) Rwy 17

MINNEAPOLIS Center (R)	BOYNE MOUNTAIN UNICOM
134.6	CTAF 122.8

BRIEFING STRIP™

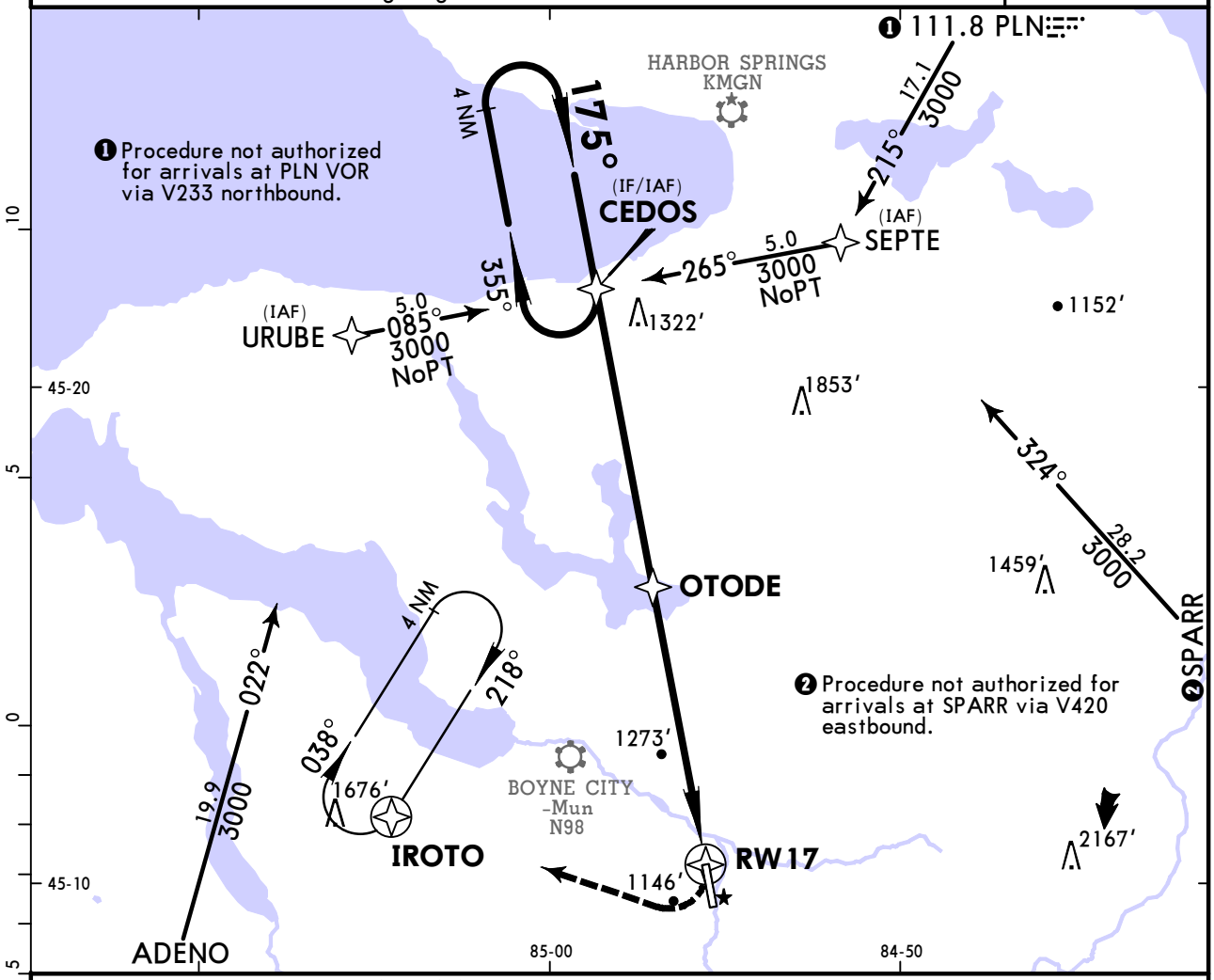
RNAV	Final Apch Crs	OTODE	MDA(H) (CONDITIONAL)	Apt Elev 719′ TDZE 707′
	175°	2600′ (1893′)	1580′ (873′)	

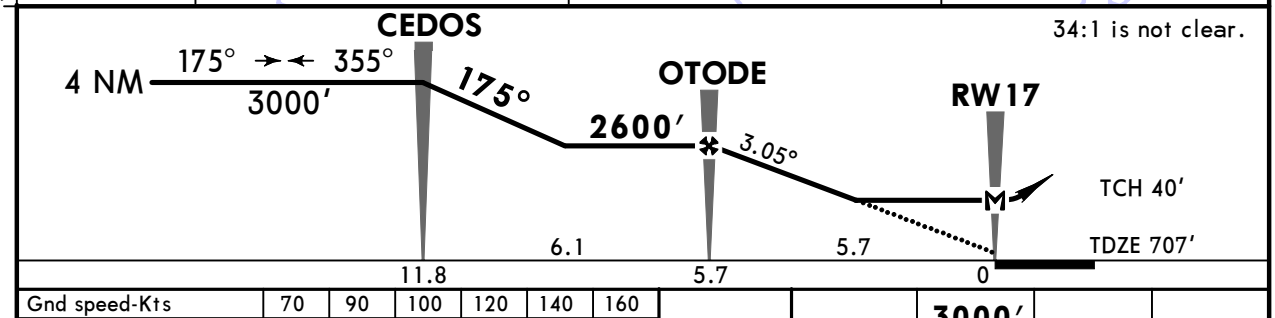
MISSED APCH: Climbing RIGHT turn to 3000′ direct IROTO and hold.

RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′

1. Procedure not authorized at night. 2. Use Bellaire altimeter setting; if not received, use Pellston altimeter setting. 3. Rwy 17 helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 122.85.

3500
MSA RW17





Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at RW17							

REIL | 3000′ RT | IROTO

STRAIGHT-IN LANDING RWY 17
LNAV

	MDA(H) 1580′ (873′) With Bellaire Altimeter Setting	MDA(H) 1600′ (893′) With Pellston Altimeter Setting
A	1	1¼
B	1¼	
C	2½	2½
D	2¾	2¾

CIRCLE-TO-LAND
Not Authorized West of Rwy 17-35.

Max Kts	With Bellaire Altimeter Setting MDA(H)	With Pellston Altimeter Setting MDA(H)
90	1580′ (861′) - 1¼	1600′ (881′) - 1½
120		
140	1760′ (1041′) - 3	1780′ (1061′) - 2¾
165	1880′ (1161′) - 3	1900′ (1181′) - 3

TERPS ORIG-B 21 JUN 2018

CHANGES: Format.

KBFA
BOYNE MOUNTAIN

JEPPESEN
12 MAY 23 (12-2)

BOYNE FALLS, MICH
RNAV (GPS) Rwy 35

MINNEAPOLIS Center (R) 134.6	BOYNE MOUNTAIN UNICOM CTAF 122.8

BRIEFING STRIP™

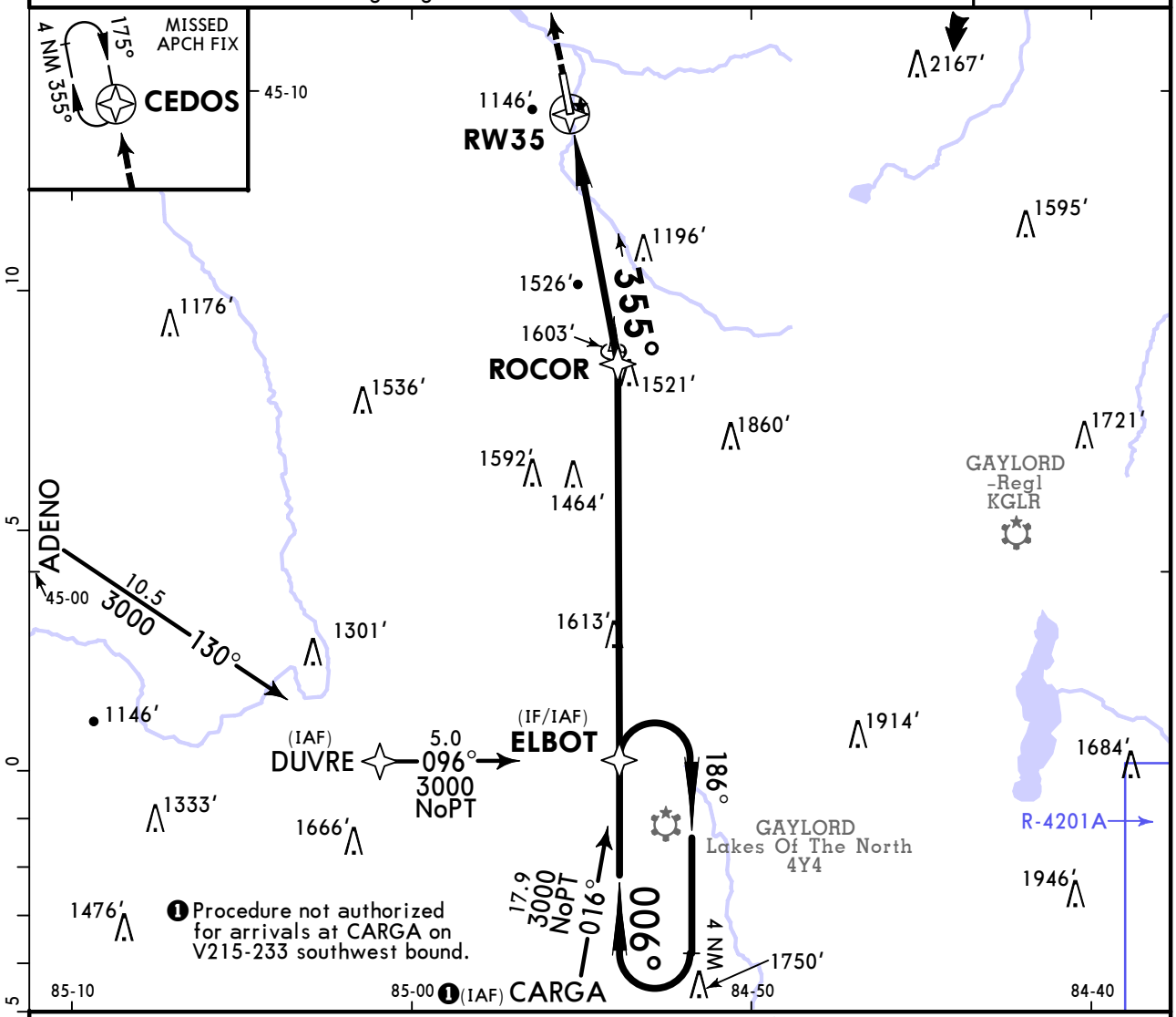
RNAV	Final Apch Crs 355°	ROCOR 2500′ (1781′)	MDA(H) 1840′ (1121′)	Apt Elev 719′ TDZE 719′

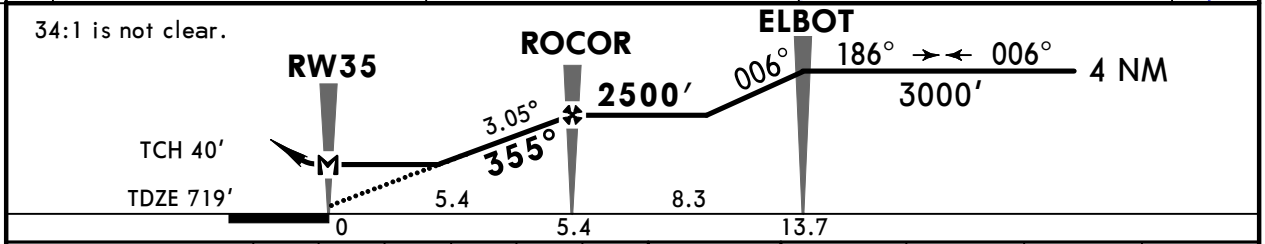
MISSED APCH: Climb to 3000′ direct CEDOS and hold.

RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000′

1. Procedure not authorized at night. 2. Use Bellaire altimeter setting; if not received, use Pellston altimeter setting. 3. Rwy 35 helicopter visibility reduction below 1 SM not authorized. 4. Pilot controlled lighting 122.85.

3500
MSA RW35





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.05°	378	486	540	648	755	863
MAP at RW35						

REIL
PAPI-L

3000′

D

CEDOS

STRAIGHT-IN LANDING RWY 35
LNAV
MDA(H) 1840′ (1121′)

A	1¼
B	1½
C	3
D	

TERPS ORIG-B 18 JUL 2018

CHANGES: Lighting, format.

Chart changes since cycle 15-2023

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

BOYNE FALLS, MI (BOYNE MTN - KBFA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBFA

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.