

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBTv

Terminal Charts For KBTv

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Burlington VT USA
IATA Code: BTV
Lat/Long: N44° 28.3' W073° 09.2'
Elevation: 335 ft

Airport Use: Public
Magnetic Variation: 14.7°W
Sectional Chart: Montreal

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

Sunrise: 1134 Z
Sunset: 2237 Z,

Runway Information

Runway: 01
Length x Width: 3611 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 333 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 225 ft

Runway: 15
Length x Width: 8320 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 326 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 529 ft

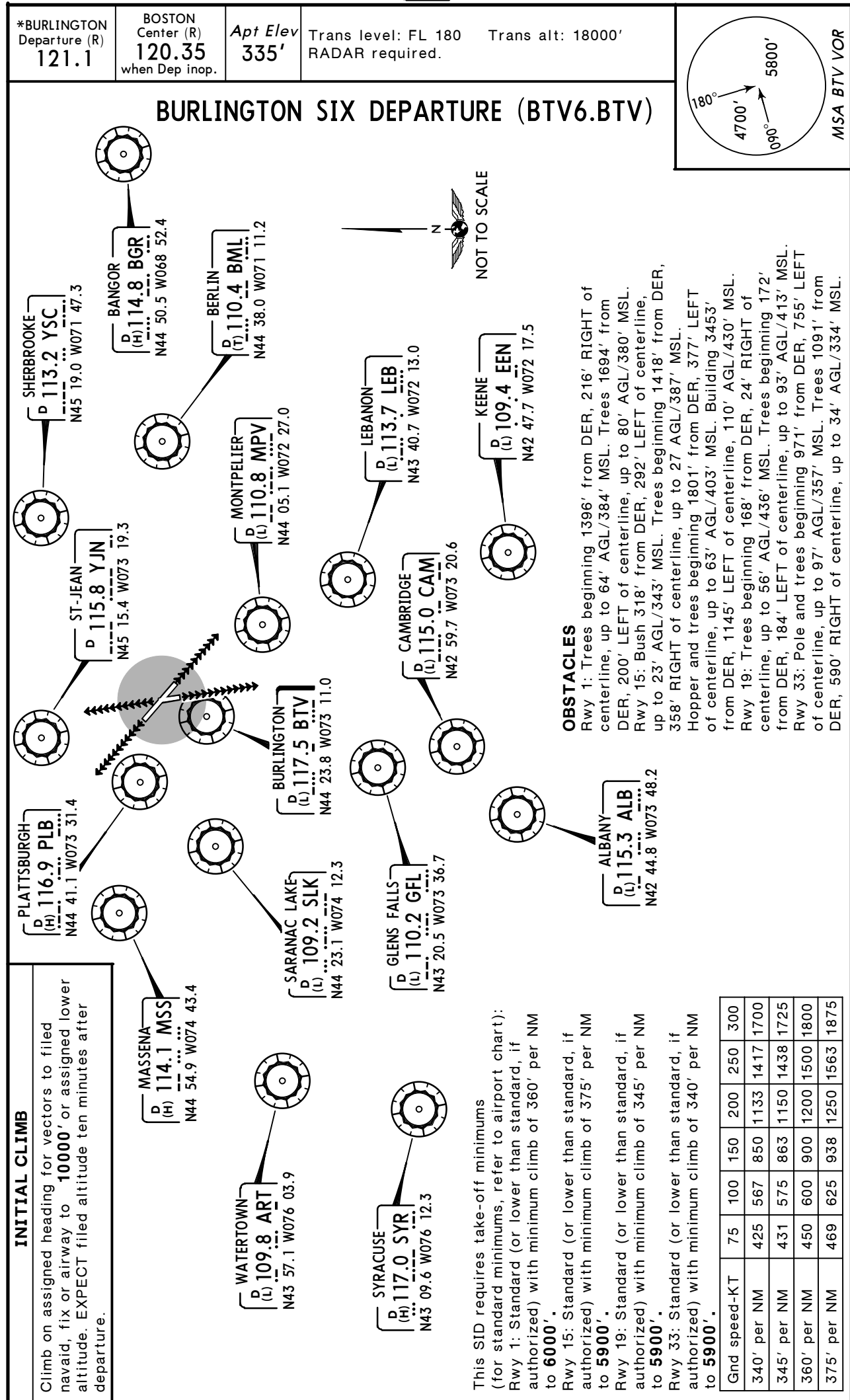
Runway: 19
Length x Width: 3611 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 334 ft
Lighting: Edge, Pilot controlled

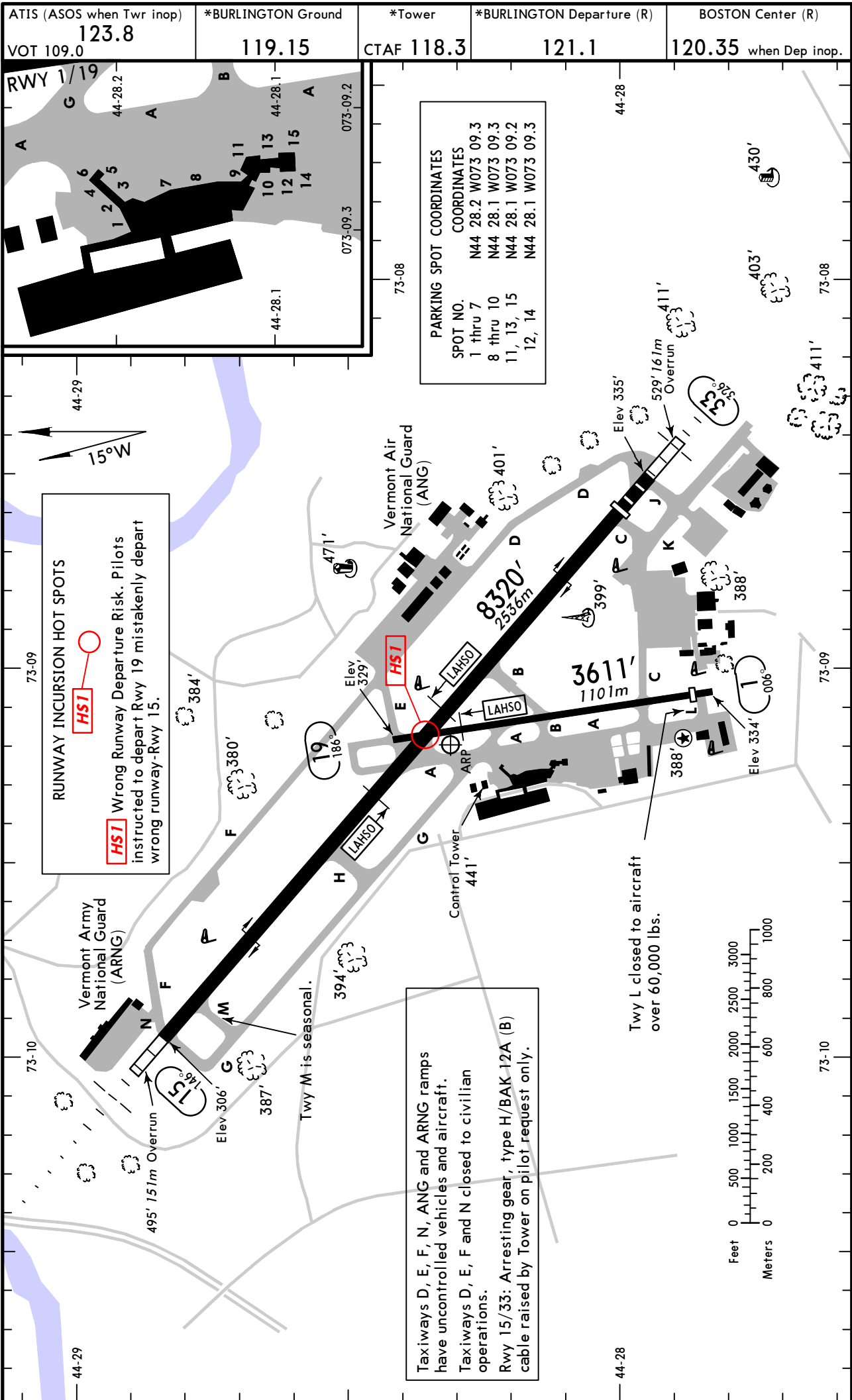
Runway: 33
Length x Width: 8320 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 335 ft
Lighting: Edge, ALS, Pilot controlled

Displaced Threshold: 500 ft
Stopway: 495 ft

Communication Information

ATIS 123.8
ASOS 123.8
Burlington Tower 118.3 CTAF PCL
Burlington Ground Control 121.9
Burlington Clearance Delivery 121.9
Burlington Approach Control 121.1
Burlington App ARSA 121.1
Burlington Departure Control 121.1
Burlington Intl Unicom 122.95
Maple Operations 125.125 Military
Army Guard Operations 123.05 Military
Burlington Flight Service Station 122.6 RCO
Burlington Flight Service Station 122.2 RCO
Boston Center 120.35 Remote Communications Air-Ground





GENERAL

CAUTION: Generating plant 2 NM from approach end of Rwy 15 produces steam which may obscure visibility on final approach.

Birds and deer in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

		USABLE LENGTHS				
RWY		LANDING BEYOND		LAHSO Distance	TAKE-OFF	WIDTH
		Threshold	Glide Slope			
1	①MIRL ①PAPI-R (angle 3.5°)	3386' 1032m		15/33 2600' 792m		75'
19	①MIRL ①PAPI-R (angle 3.0°)	②3386' 1032m				23m

① Activate on 118.3 when Twr inop.

② Last 225' (69m) not available for landing distance computations.

15	④ HIRL ④ MALSR ④ ⑤ PAPI-R RVR	⑦ 7820' 2384m	6971' 2125m	TwyA 3600' 1097m	7820' 2384m		150' 46m
③ 33	④ HIRL ④ MALSF REIL ④ ⑥ PAPI-R RVR	7820' 2384m	6822' 2079m	1/19 2900' 884m			

③ Runway grooved.

⑥ Angle 3.2°.

④ Activate on 118.3 when Twr inop.

⑦ Last 500' (152m) not available for landing distance computations.

⑤ Angle 3.0°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwy 33**

With Min climb of 210'/NM to 2400'

Both RVRs are required & controlling	Adequate Vis Ref	STD		For Climb In Visual Conditions
		3 & 4 Eng	1 & 2 Eng	
RCLM & HIRL				
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	3000-3

Rwy 15

With Min climb of 375'/NM to 5900'

Both RVRs are required & controlling	Adequate Vis Ref	STD		For Climb In Visual Conditions
		3 & 4 Eng	1 & 2 Eng	
RCLM & HIRL				
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	3000-3

Rwy 1

With Min climb of 290'/NM to 3200'

Rwy 19

With Min climb of 290'/NM to 5300'

Adequate Vis Ref	STD		For Climb In Visual Conditions	Adequate Vis Ref	STD		For Climb In Visual Conditions
	3 & 4 Eng	1 & 2 Eng			3 & 4 Eng	1 & 2 Eng	
1/4	1/2	1	3000-3	1/4	1/2	1	3000-3

OBSTACLE DP

Rwy 1, Climb heading 006° to 3200' before proceeding on course or for climb in visual conditions, cross Burlington Intl Airport at or above 3200' before proceeding on course.

Rwy 15, For climb in visual conditions, cross Burlington Intl Airport at or above 3200' before proceeding on course.

Rwy 19, Climb heading 186° to 3200' before proceeding on course or for climb in visual conditions, cross Burlington Intl Airport at or above 3200' before proceeding on course.

Rwy 33, Climb heading 326° to 2400' before proceeding on course or for climb in visual conditions, cross Burlington Intl Airport at or above 3200' before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating

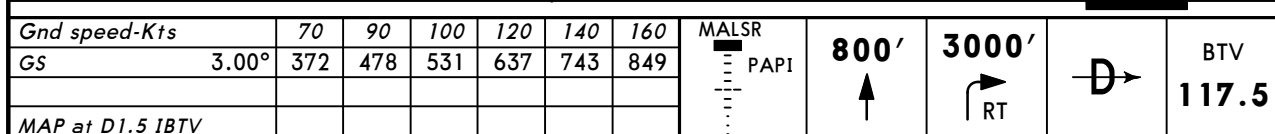
	ILS Rwy 15 ILS Rwy 33	LOC DME Rwy 15 LOC DME Rwy 33 VOR Rwy 1	RNAV (GPS) Y Rwy 33	RNAV (GPS) Z Rwy 33	RNAV (GPS) Rwy 1 RNAV (GPS) Y Rwy 15 RNAV (GPS) Z Rwy 15
A				1700-2	NA
B	600-2	800-2	800-2		
C				1700-3	
D	700-2				

CHANGES: Rwy 15 LAHSO.

© JEPPESSEN, 2003, 2012. ALL RIGHTS RESERVED.

BURLINGTON, VT
ILS or LOC DME Rwy 15

BRIEFING STRIP TM

TERPS AMEND 23C 26 AUG 2010

2 Not authorized at night to Rwy 1 when VGSi inop.

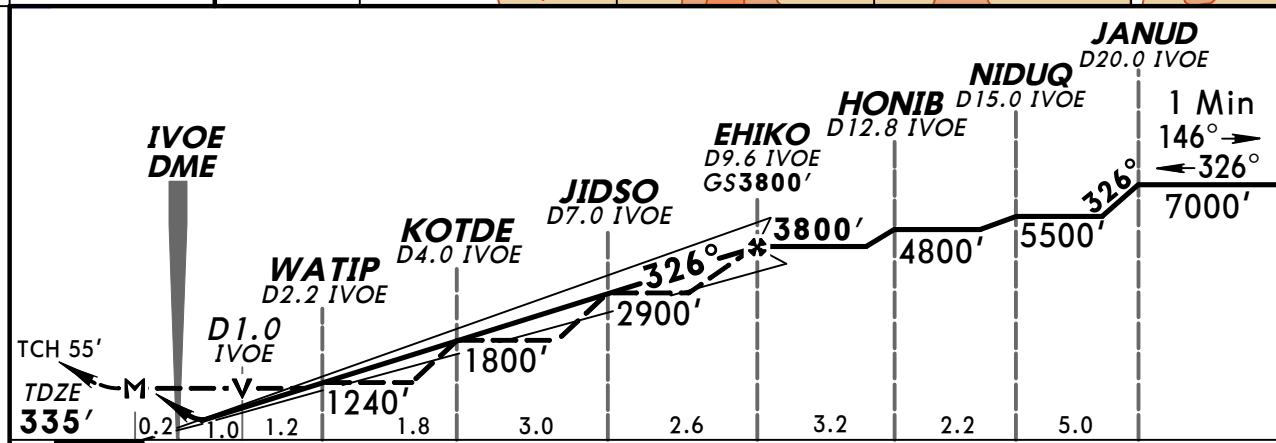
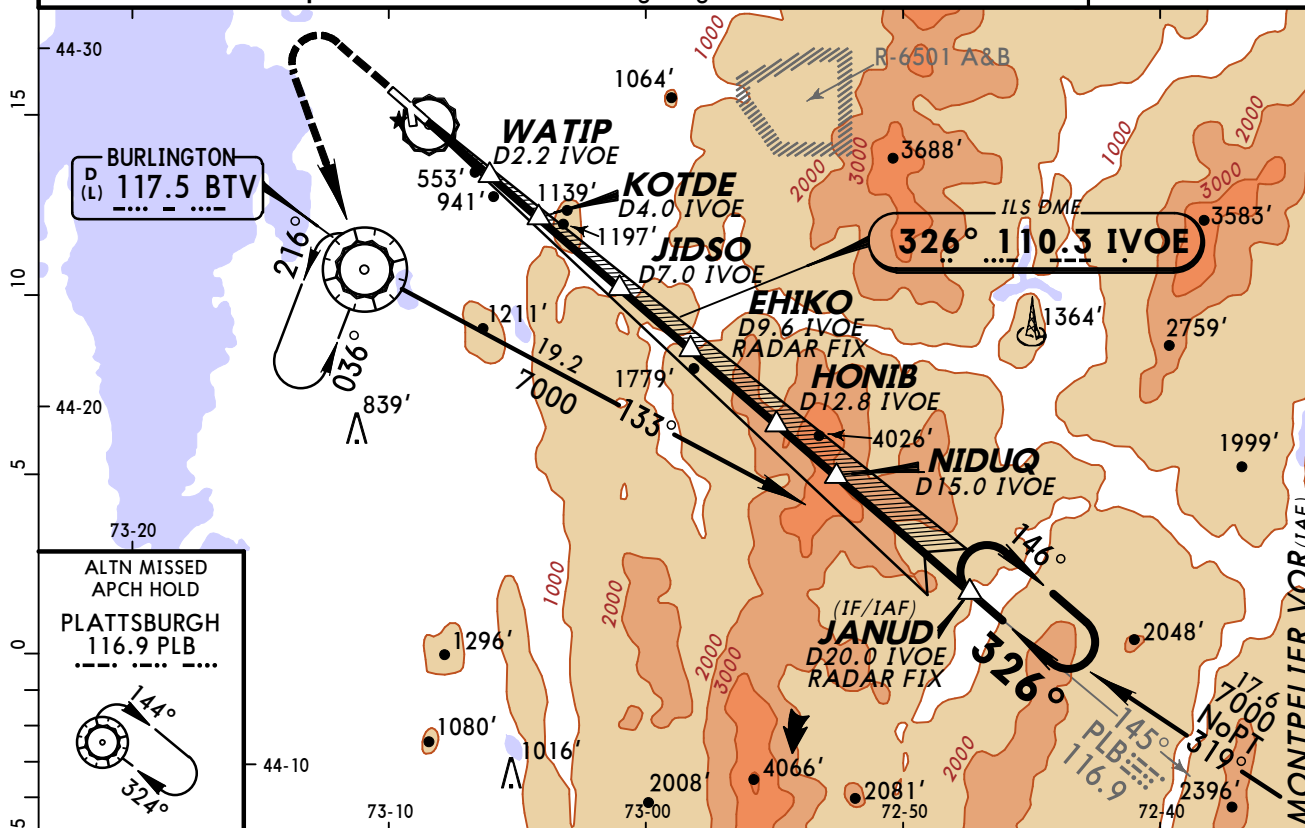
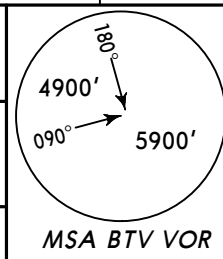
© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

KBTV/BTV BURLINGTON INTL

JEPPesen
17 FEB 12 (11-2)

BURLINGTON, VT
ILS or LOC DME Rwy 33

ATIS (ASOS when Twr inop)	*BURLINGTON Approach (R)	BOSTON Center (R)	*BURLINGTON Tower	*Ground
123.8	121.1	120.35 when App inop.	CTAF 118.3	119.15
LOC IVOE 110.3	Final Apch Crs 326°	GS EHKO 3800' (3465')	ILS DA(H) Refer to Minimums	Apt Elev 335' TDZE 335'
MISSED APCH: Climb to 1200' then climbing LEFT turn to 2800' direct BTV VOR and hold, continue climb-in-hold to 2800', or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME or RADAR required. 2. Pilot controlled lighting 118.3.				



Gnd speed-Kts	70	90	100	120	140	160	MALSF REIL PAPI	1200'	2800'	D→	BTV 117.5
GS	3.20°	396	510	566	679	793					
EHKO to MAP	9.8	8:24	6:32	5:53	4:54	4:12					

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) A, B: 535' (200') C, D: 585' (250')		MDA(H) 820' (485')			
FULL		ALS out		Max Kts	MDA(H)
A	RVR 40 or 3/4		RVR 40 or 3/4	90	840' (505') - 1
B				120	860' (525') - 1
C	RVR 50 or 1		RVR 60 or 1 1/4	140	860' (525') - 1 1/2
D			1 1/2	165	1000' (665') - 2

TERPS AMEND 1 13 JAN 2011

CHANGES: Ground frequency.

© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.

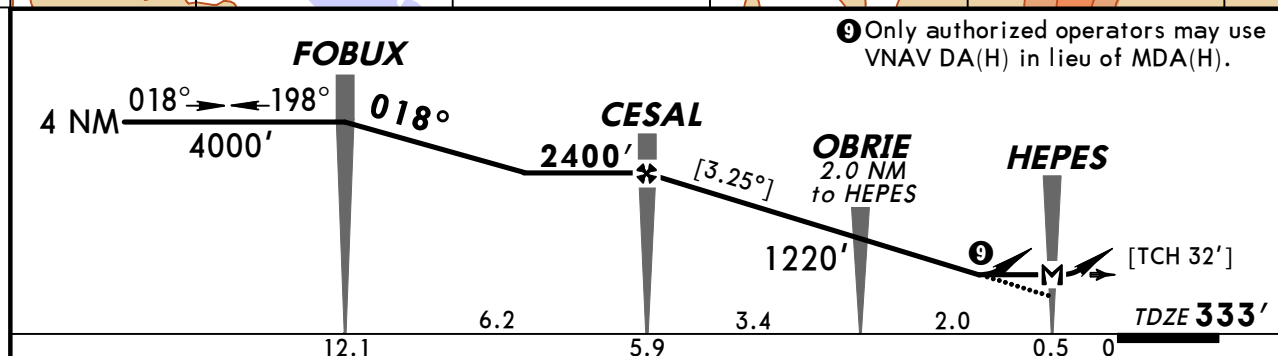
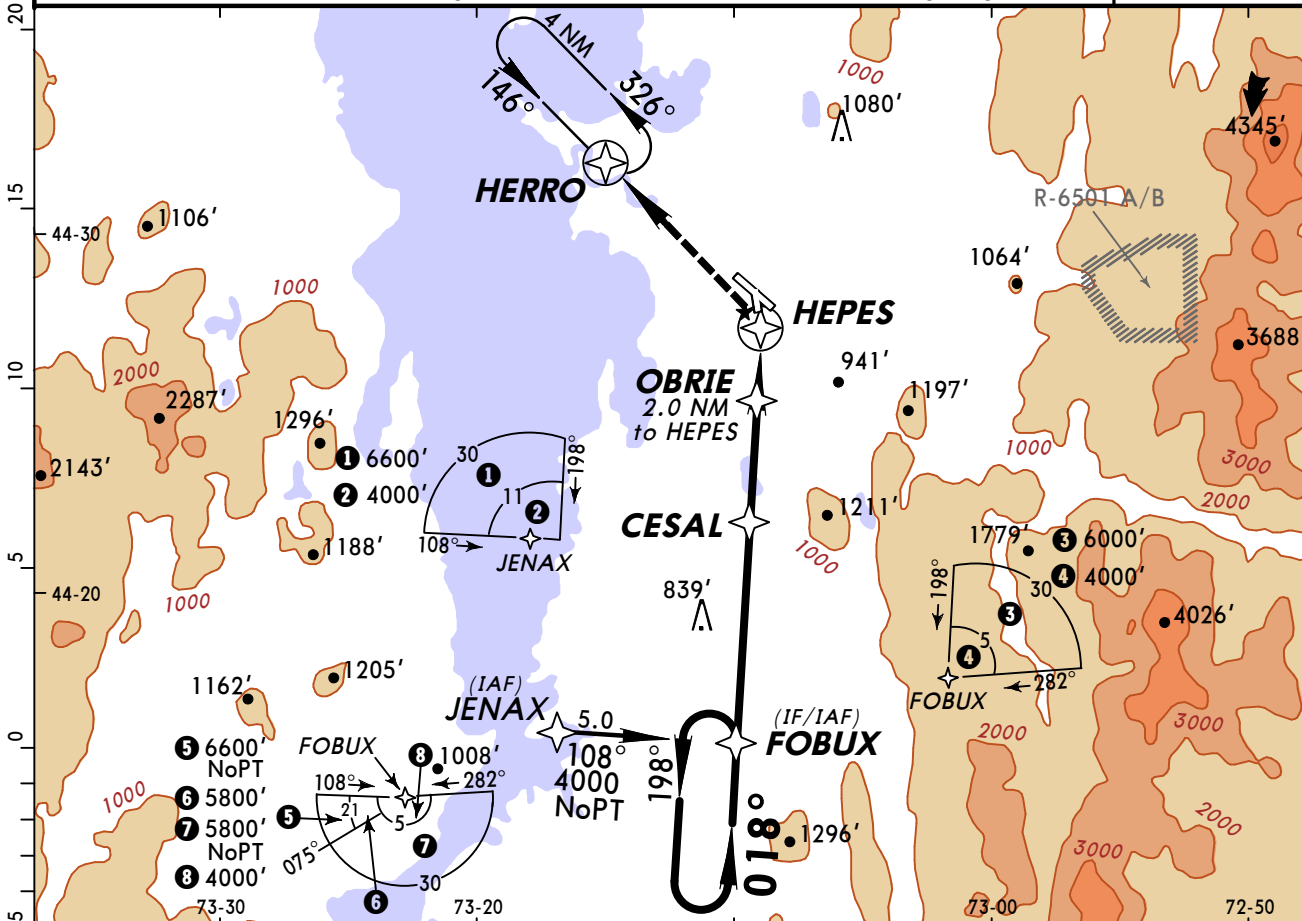
KBTV/BTV BURLINGTON INTL

JEPPESSEN
17 FEB 12 (12-1)

BURLINGTON, VT
RNAV (GPS) Rwy 1

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*BURLINGTON Approach (R)	BOSTON Center (R)	*BURLINGTON Tower	*Ground
123.8	121.1	120.35 when App inop.	CTAF 118.3	119.15
RNAV	Final Apch Crs 018°	Minimum Alt CESAL 2400' (2067')	LNAV MDA(H) 760' (427')	Apt Elev 335' TDZE 333'
MISSED APCH: Climbing LEFT turn to 3000' direct HERRO and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 118.3.				
				TAA 30 NM IAF



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.25°]	403	518	575	690	805	920				
MAP at HEPES										

1 STRAIGHT-IN LANDING RWY 1						1 CIRCLE-TO-LAND			
LNAV									
MDA(H) 760' (427')									
A	1					Max Kts	MDA(H)		
B						90	840' (505') - 1		
C	1 1/4					120	860' (525') - 1		
D	NA					140	860' (525') - 1 1/2		
						165	1000' (665') - 2		

1 Straight-in/circling Rwy 1 procedure not authorized at night when VGSI inop.

TERPS AMEND 0A 26 AUG 2010

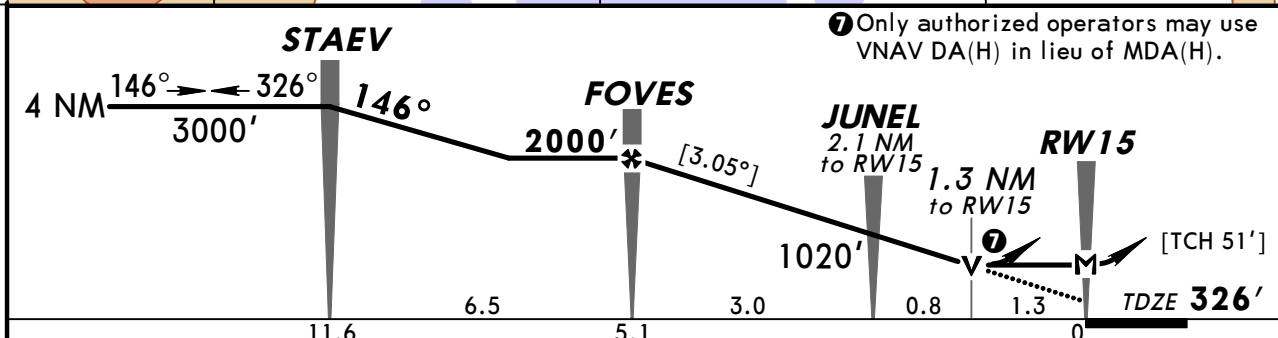
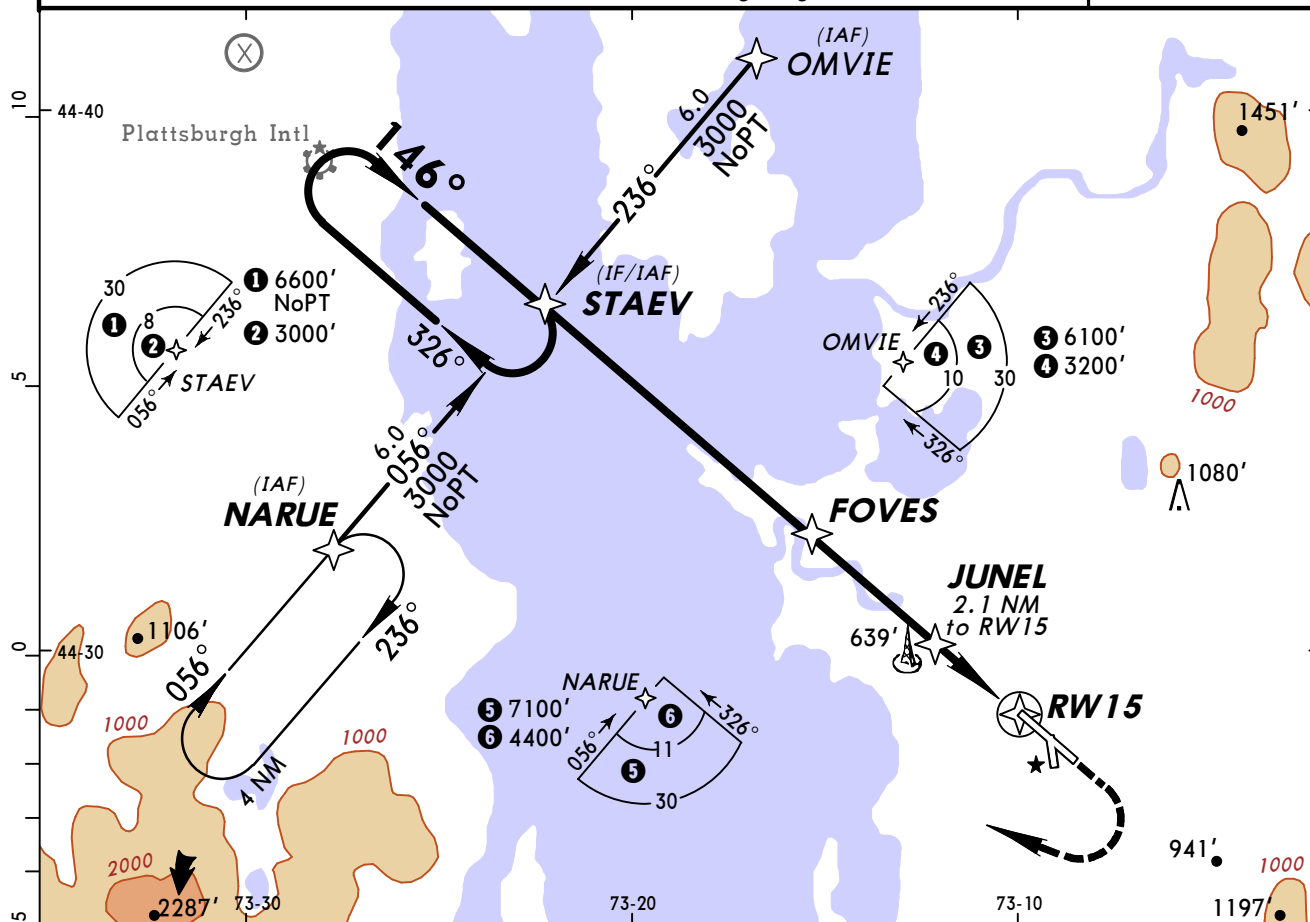
KBTV/BTV BURLINGTON INTL

JEPPESSEN
17 FEB 12 (12-2)

BURLINGTON, VT
RNAV (GPS) Y Rwy 15

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		*BURLINGTON Approach (R)		BOSTON Center (R)		*BURLINGTON Tower		*Ground	
123.8		121.1		120.35 when App inop.		CTAF 118.3		119.15	
RNAV	Final Apch Crs 146°	Minimum Alt FOVES 2000' (1674')	LNAV MDA(H) 760' (434')	Apt Elev 335' TDZE 326'		TAA 30 NM IAF			
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 4500' direct NARUE and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 118.3.									



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1000'	4500'	→	NARUE
Descent angle [3.05°]	378	486	540	648	755	863	PAPI	↑	RT	→	
MAP at RW15											

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND	
LNAV					
MDA(H) 760' (434')					
	RAIL out	ALS out	Max Kts	MDA(H)	
A	RVR 40	RVR 50	90	840' (505')-1	
B	RVR 40 or 3/4	RVR 1	120	860' (525')-1	
C	RVR 60 or 1 1/4		140	860' (525')-1 1/2	
D	RVR 50 or 1	1 1/2	165	1000' (665')-2	

1 Not authorized at night to Rwy 1 when VGSI inop.

CHANGES: Ground frequency.

© JEPPESSEN, 2003, 2012. ALL RIGHTS RESERVED.

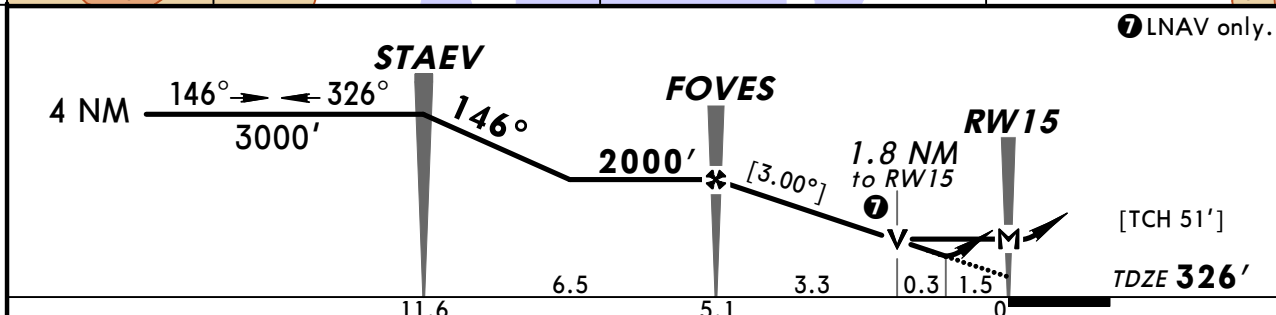
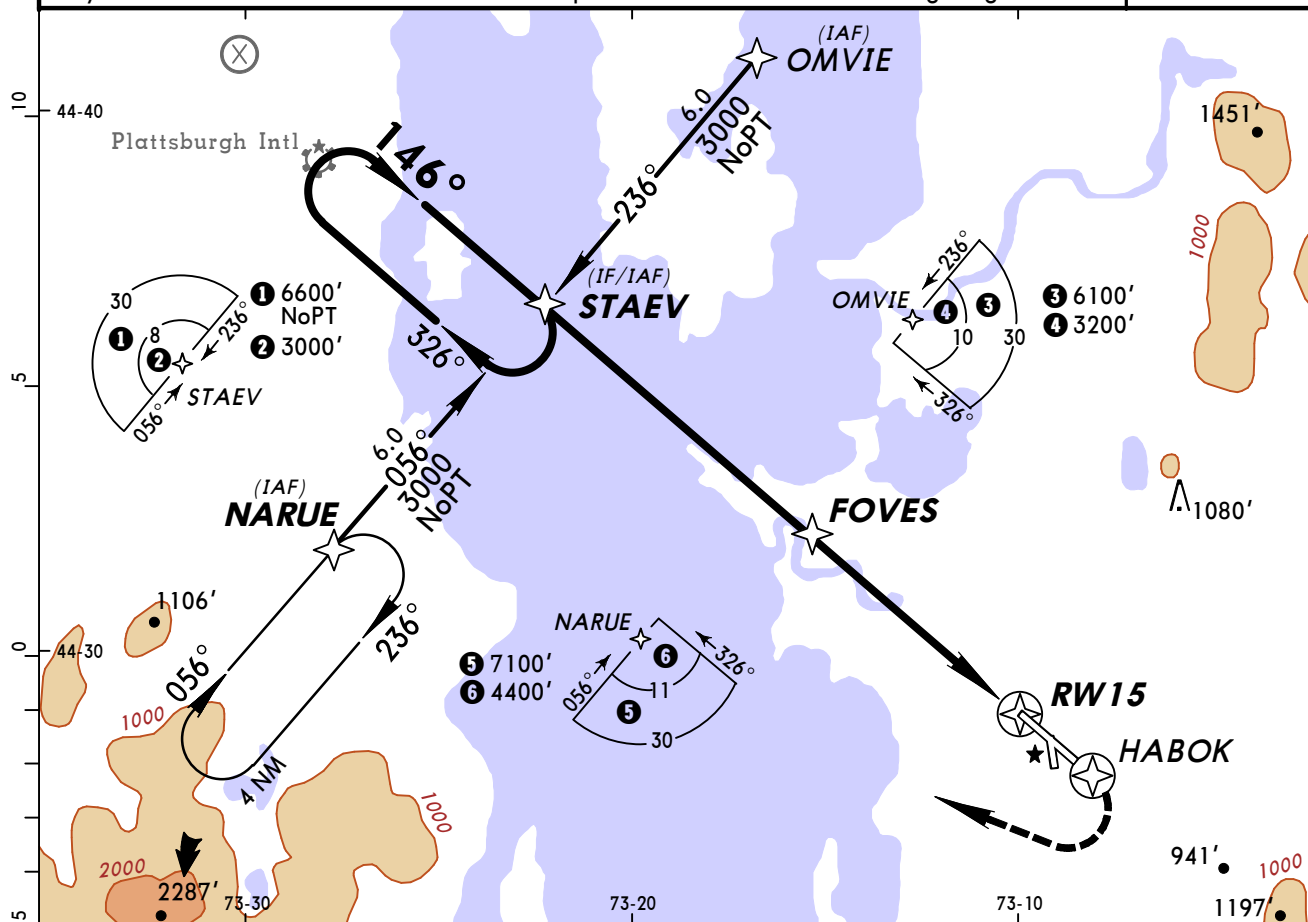
TERPS AMEND OA 26 AUG 2010

KBTV/BTV BURLINGTON INTL

JEPPesen
17 FEB 12 (12-3)

BURLINGTON, VT
RNAV (GPS) Z Rwy 15

ATIS (ASOS when Twr inop) 123.8	*BURLINGTON Approach (R) 121.1	BOSTON Center (R) 120.35 when App inop.	*BURLINGTON Tower CTAF 118.3	*Ground 119.15
RNAV	Final Apch Crs 146°	Minimum Alt FOVES 2000' (1674')	LNAV/VNAV DA(H) 835' (509')	Apt Elev 335' TDZE 326'
MISSED APCH: Climb to 4500' direct HABOK and via RIGHT turn direct NARUE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. WAAS VNAV outages may occur. WAAS VNAV NOTAM service not provided. 4. Pilot controlled lighting 118.3.				
TAA 30 NM IAF				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	4500'	HABOK
Descent angle [3.00°]	372	478	531	637	743	849	PAPI		
MAP at RW15									

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			
DA(H) 835' (509')		MDA(H) 940' (614')			
RAIL or ALS out		RAIL out		Max Kts	MDA(H)
				90	940' (605') - 1 1/4
				120	940' (605') - 1 3/4
				140	940' (605') - 1 3/4
				165	1000' (665') - 2

1 Not authorized at night to Rwy 1 when VGSI inop.

CHANGES: Ground frequency.

© JEPPESEN, 2003, 2012. ALL RIGHTS RESERVED.

TERPS AMEND OC 25 AUG 2011

KBTV/BTV BURLINGTON INTL

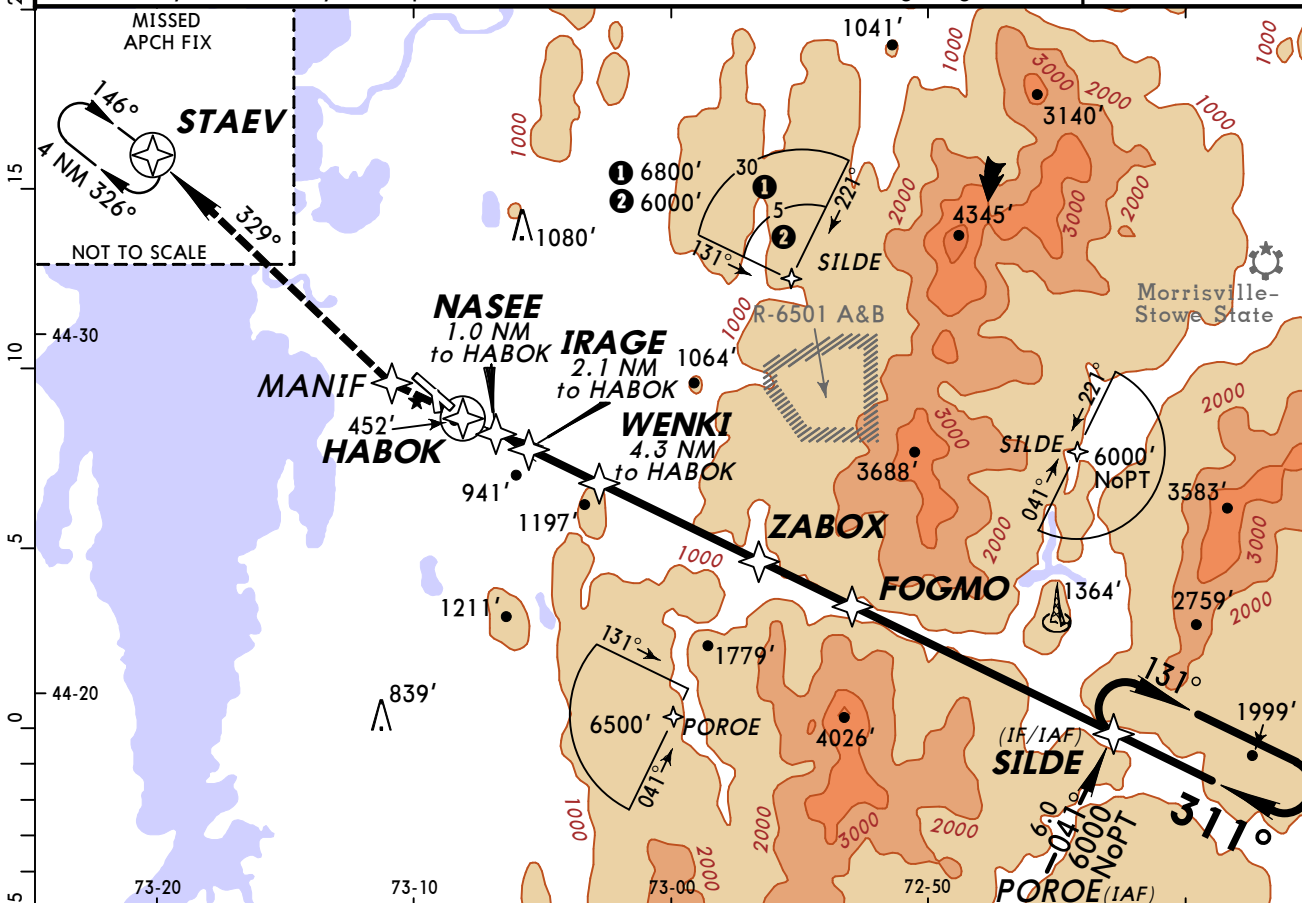
JEPPesen
17 FEB 12 (12-4)

BURLINGTON, VT
RNAV (GPS) Y Rwy 33

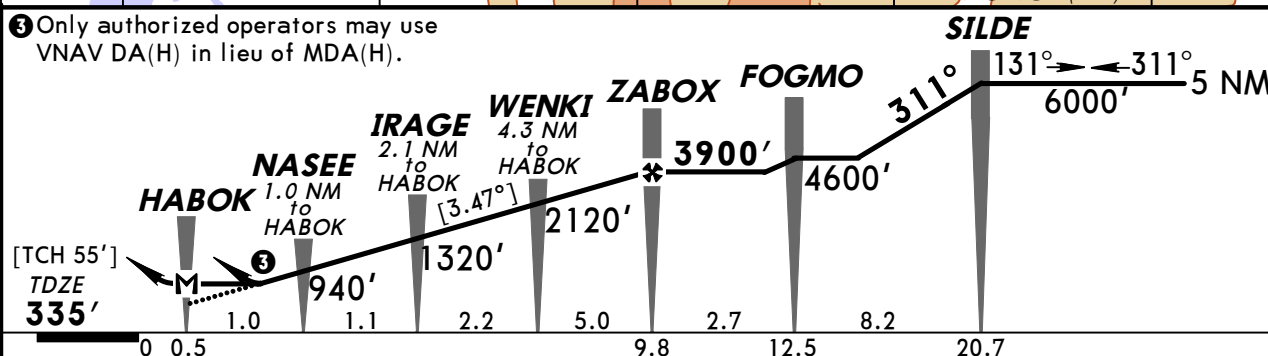
BRIEFING STRIP

20

ATIS (ASOS when Twr inop)		*BURLINGTON Approach (R)		BOSTON Center (R)		*BURLINGTON Tower		*Ground	
123.8		121.1		120.35 when App inop.		CTAF 118.3		119.15	
RNAV	Final Apch Crs 311°	Minimum Alt ZABOX 3900' (3565')	LNAV MDA(H) 720' (385')	Apt Elev 335' TDZE 335'		TAA 30 NM IAF			
MISSED APCH: Climb to 3000' direct MANIF and via 329° track to STAEV and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
1. DME/DME RNP-0.30 not authorized. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.3.									



③ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	MALSF REIL PAPI	3000'	MANIF
Descent angle [3.47°]	430	553	614	737	860	983			
MAP at HABOK									

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND			
LNAV				Not authorized at night to Rwy 1 when VGSI inop.			
MDA(H) 720' (385')				Max Kts			
ALS out				90	840' (505') - 1		
RVR 40 or 3/4				120	860' (525') - 1		
RVR 60 or 1/4				140	860' (525') - 1 1/2		
				165	1000' (665') - 2		

CHANGES: Chart reindexed, ground frequency.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

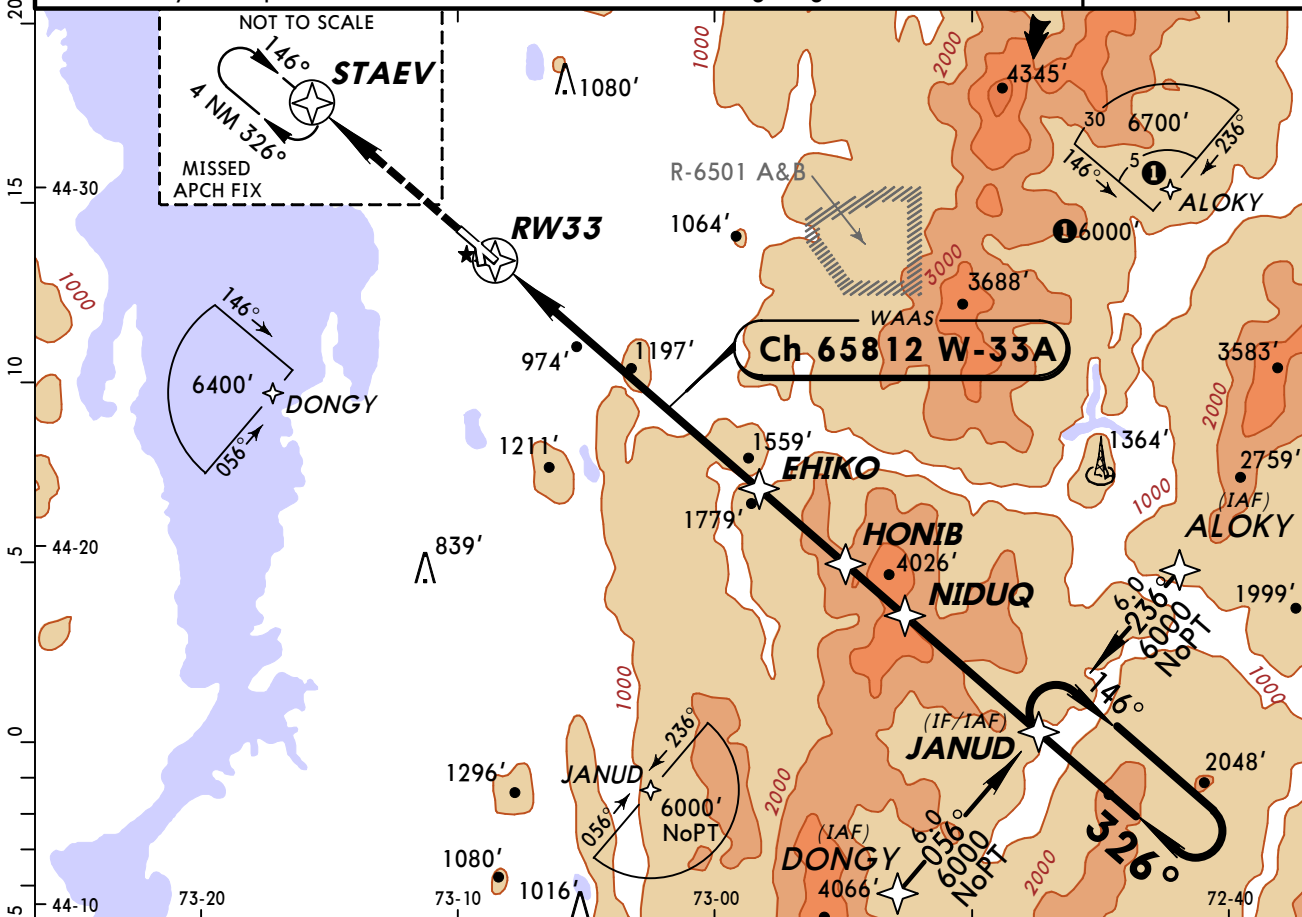
TERPS AMEND 0 5 MAY 2011

KBTV/BTV BURLINGTON INTL

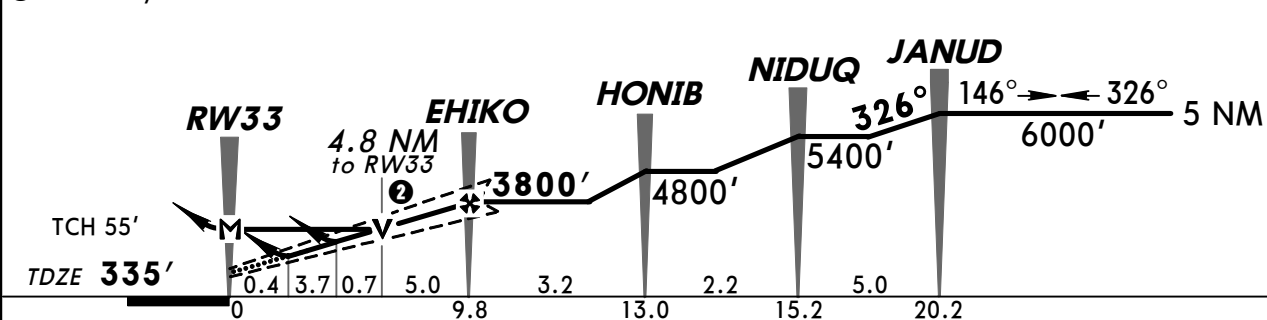
JEPPesen
17 FEB 12 (12-5)

BURLINGTON, VT
RNAV (GPS) Z Rwy 33

ATIS (ASOS when Twr inop)	*BURLINGTON Approach (R)	BOSTON Center (R)	*BURLINGTON Tower	*Ground
123.8	121.1	120.35 when App inop.	CTAF 118.3	119.15
WAAS Ch 65812 W-33A	Final Apch Crs 326°	Minimum Alt EHIKO 3800' (3465')	LPV DA(H) 535' (200')	Apt Elev 335' TDZE 335'
MISSED APCH: Climb to 3000' direct STAEV and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.3.				
TAA 30 NM IAF				



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSF	3000'	STA EV
Glide Path Angle 3.20°	396	510	566	679	793	906	REIL PAPI		
MAP at RW33									

STRAIGHT-IN LANDING RWY 33			CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV	Not authorized at night to Rwy 1 when VGSI inop.	
DA(H) 535' (200')	DA(H) 1782' (1447')	MDA(H) 2000' (1665')		
ALS out	ALS out	ALS out	Max Kts	MDA(H)
A	RVR 40 or 3/4	RVR 60 or 1/4	90	2000' (1665') - 1 1/4
B		1 1/2	120	2000' (1665') - 1 1/2
C		3	140	2000' (1665') - 3
D	RVR 50 or 1		165	

CHANGES: Chart reindexed, ground frequency.

© JEPPESEN, 2011, 2012. ALL RIGHTS RESERVED.

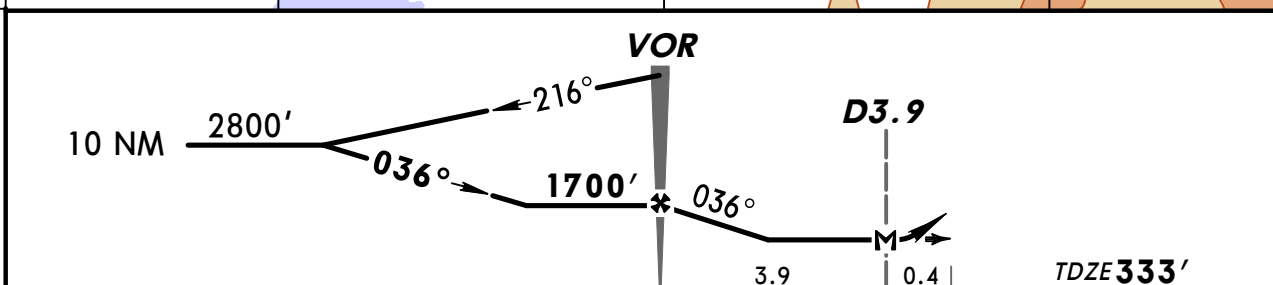
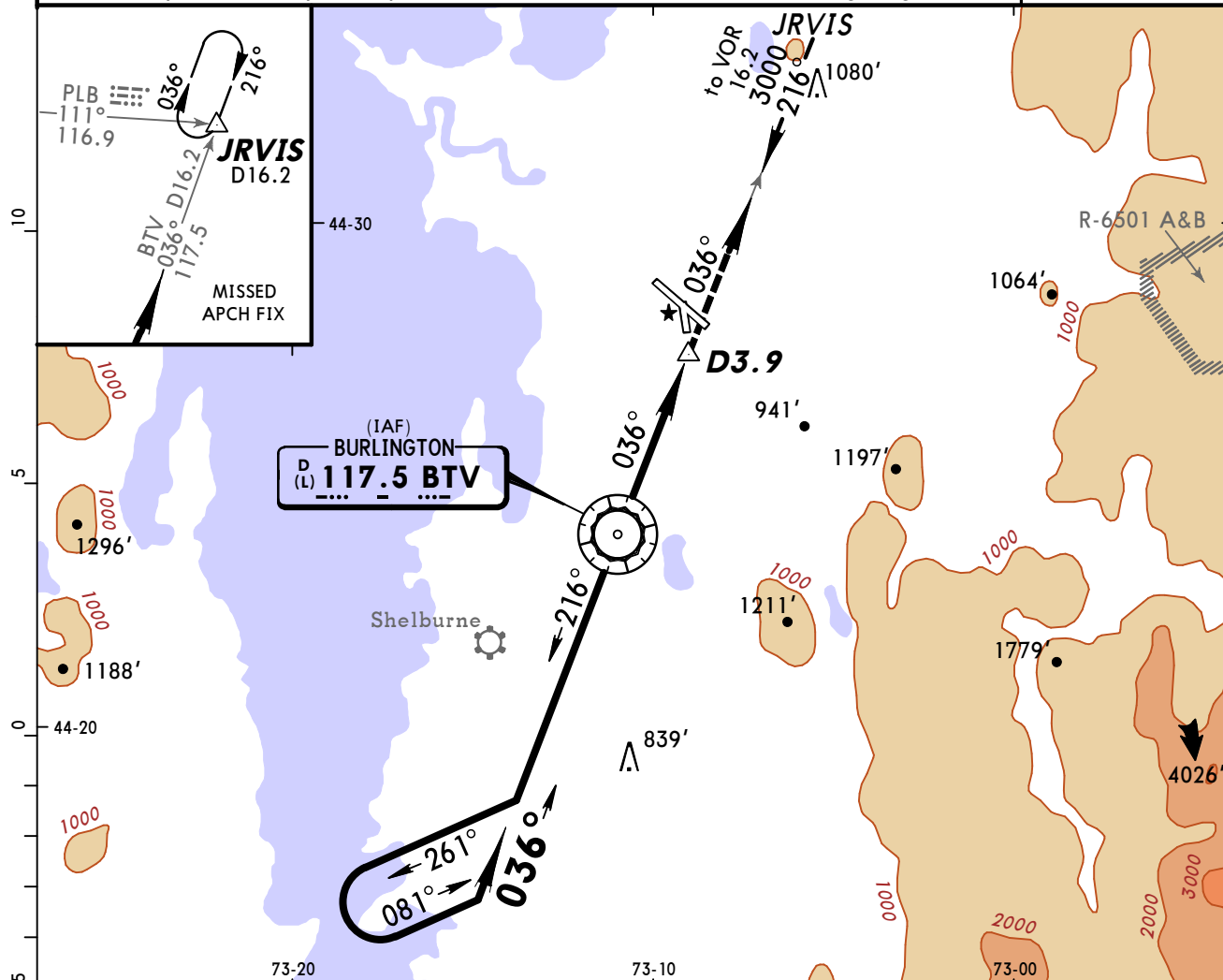
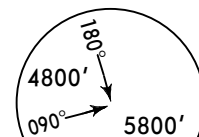
KBTV/BTV BURLINGTON INTL

17 FEB 12 **13-1**

BURLINGTON, VT
VOR Rwy 1

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 123.8	*BURLINGTON Approach (R) 121.1	BOSTON Center (R) 120.35 when App inop.	*BURLINGTON Tower CTAF 118.3	*Ground 119.15
VOR BTV 117.5	Final Apch Crs 036°	Minimum Alt VOR 1700' (1367')	MDA(H) 820' (487')	Apt Elev 335' TDZE 333'
MISSED APCH: Climb to 3200' outbound via BTV VOR R-036 to JRVIS INT/D16.2 BTV and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 118.3.				



Gnd speed-Kts	70	90	100	120	140	160				
MAP at D3.9 or VOR to MAP	3.9	3:21	2:36	2:20	1:57	1:40	1:28	PAPI-R	3200' ↑ via 117.5 R-036	JRVIS

1 STRAIGHT-IN LANDING RWY 1					1 CIRCLE-TO-LAND				
MDA(H) 820' (487')					MDA(H)				
A	1				Max Kts	860' (525') - 1			
B					90				
C	1 1/4				120	860' (525') - 1 1/2			
D	NA				140				
					165	1000' (665') - 2			

1 Straight-in/circling Rwy 1 procedure not authorized at night when VGSI inop.

CHANGES: Ground frequency.

© JEPPESEN, 2001, 2012. ALL RIGHTS RESERVED.

TERPS AMEND 11E 26 AUG 2010

Chart changes since cycle 03-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
BURLINGTON, VT (BURLINGTON INTL - KBTV)				
REV	AIRPORT, PARKING SPOTS & ...	10-9	17 Feb 2012	
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	17 Feb 2012	
REV	ILS OR LOC DME RWY 15	11-1	17 Feb 2012	
REV	ILS OR LOC DME RWY 33	11-2	17 Feb 2012	
REV	RNAV (GPS) RWY 1	12-1	17 Feb 2012	
REV	RNAV (GPS) Y RWY 15	12-2	17 Feb 2012	
REV	RNAV (GPS) Z RWY 15	12-3	17 Feb 2012	
REV	RNAV (GPS) Y RWY 33	12-4	17 Feb 2012	
REV	RNAV (GPS) Z RWY 33	12-5	17 Feb 2012	
REV	VOR RWY 1	13-1	17 Feb 2012	

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBTX