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General Information

Location: BEEVILLE TX USA
ICAO: KBEA
Lat/Long: N28° 21.85', W097° 47.52'
Elevation: 273 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 4.0° E
Sectional Chart: San Antonio

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

Sunrise: 1209 Z
Sunset: 0053 Z

Runway Information

Runway: 12
Length x Width: 4553 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 268 ft
Lighting: Edge, Pilot controlled

Runway: 18
Length x Width: 2251 ft x 60 ft
Surface Type: turf
TDZ-Elev: 272 ft

Runway: 30
Length x Width: 4553 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 262 ft
Lighting: Edge, Pilot controlled

Runway: 36
Length x Width: 2251 ft x 60 ft
Surface Type: turf
TDZ-Elev: 272 ft

Communication Information

ATIS: 126.800 Secondary

AWOS: 118.675

Beeville Mun UNICOM: 122.800 CTAF PCL

Houston ACC: 134.600 Remote Communications Air-Ground

KBEA

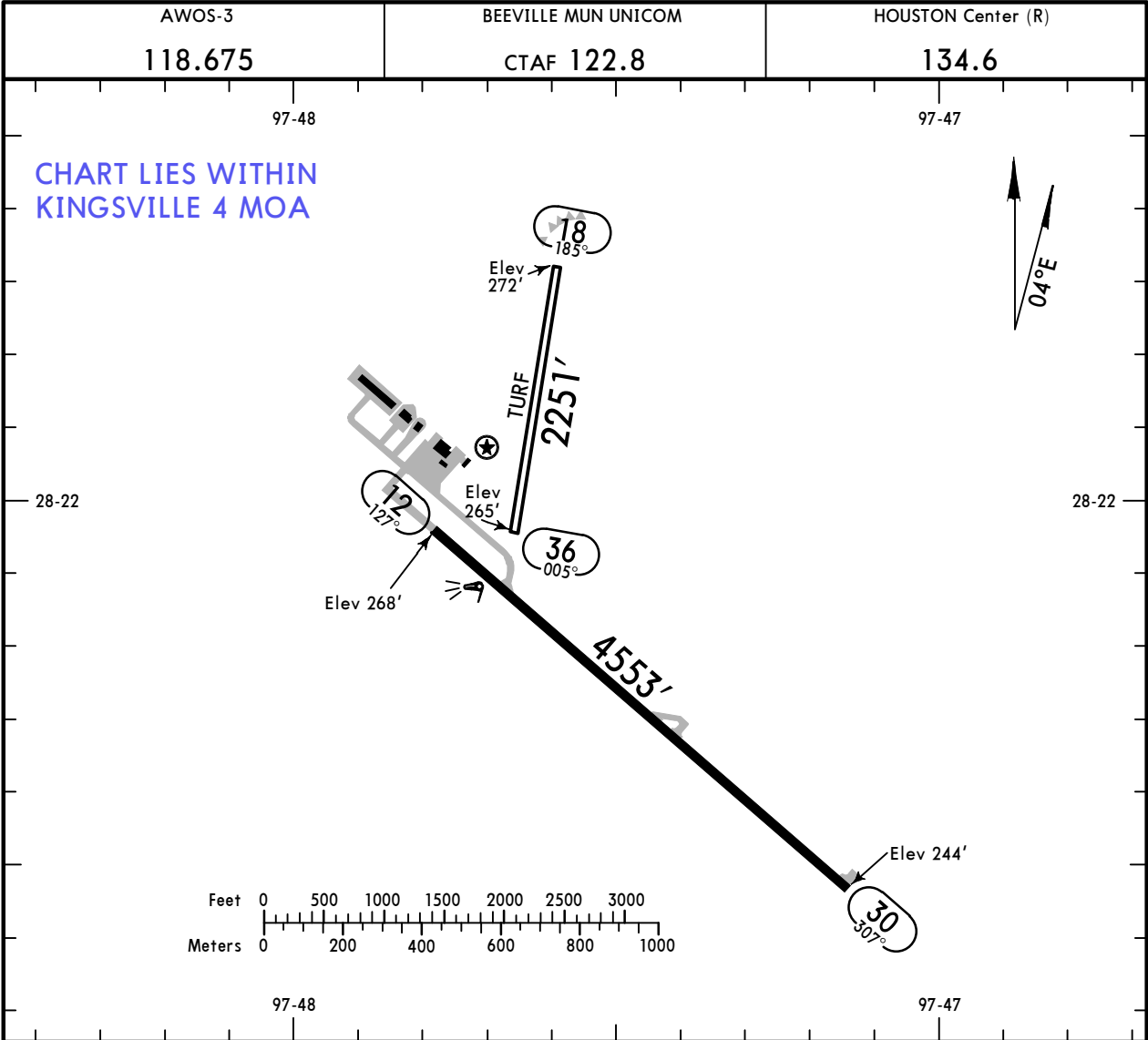
Apt Elev **273'**
N28 21.9 W097 47.5

 **JEPPESSEN**

23 JUN 23 **(10-9)**

BEEVILLE, TEXAS

BEEVILLE MUN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING	BEYOND	TAKE-OFF	WIDTH
		Threshold	Glide Slope		
12	30	① MIRL PAPI-L (angle 3.0°)			75'
18	36	②			60'

- ① Sunset-sunrise preset low intensity, increase intensity and activate on 122.8.
② Thresholds marked with 3' yellow cones.

TAKE-OFF							FOR FILING AS ALTERNATE		
Rwy 12		Rwy 30			Rwys 18, 36				
Adequate Vis Ref	STD	With Min climb of 239'/NM to 700'		Other					
		Adequate Vis Ref	STD						
1 & 2 Eng	1/4	1	1/4	1	300-2	NA	A	800-2	800-2
3 & 4 Eng		1/2		1/2					
							C		
							D	NA	NA

TAKE-OFF OBSTACLE NOTES: Rwy 12, pole, and trees beginning 64' from DER, 290' right of centerline, up to 29' AGL/272' MSL. Tree, road (North), and pole beginning 153' from DER, 9' right of centerline, up to 33' AGL/275' MSL. Trees beginning 756' from DER, 50' left of centerline, up to 279' MSL. Trees and pole beginning 933' from DER, 30' right of centerline up to 282' MSL.

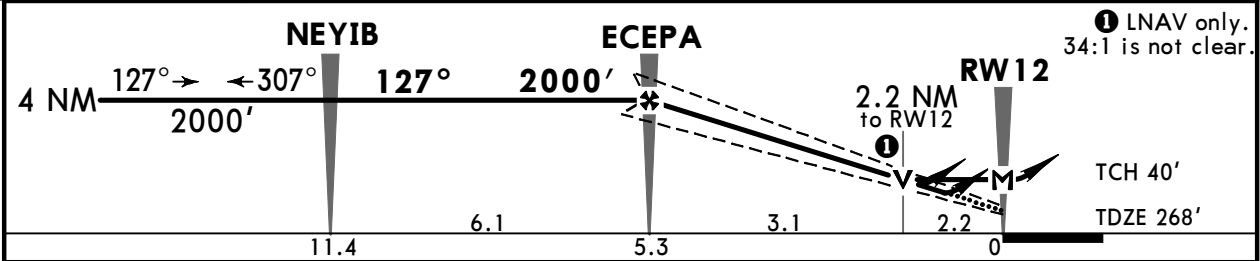
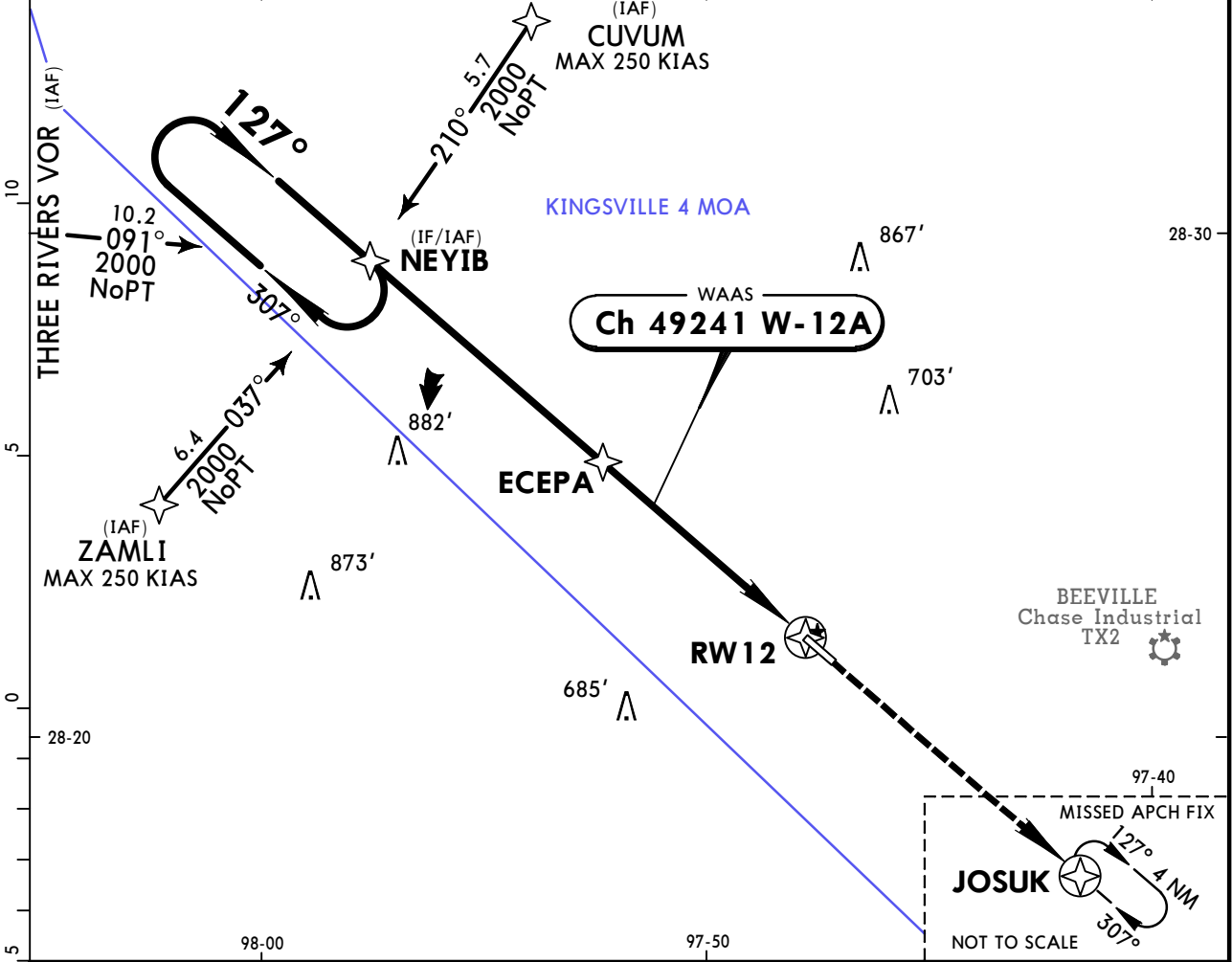
Rwy 30, pole, tree, and building beginning 117' from DER, 290' left of centerline, up to 32' AGL/301' MSL. Tree 1054' from DER, 574' left of centerline, 307' MSL. Tree 1835' from DER, 452' right of centerline, 319' MSL. Pole and trees beginning 1875' from DER, 287' left of centerline, up to 323' MSL. Tree beginning 1907' from DER 246' right of centerline, up to 53' AGL/339' MSL. Trees and poles beginning 1934' from DER, 100' left of centerline up to 336' MSL. Tower 1.4 NM from DER, 2568' right of centerline, 230' AGL/542' MSL.

KBEA
BEEVILLE MUN

JEPPESSEN
18 MAY 18 (12-1) Eff 24 May

BEEVILLE, TEXAS
RNAV (GPS) Rwy 12

ASOS-3 118.675		HOUSTON Center (R) 134.6		BEEVILLE MUN UNICOM CTAF 122.8	
WAAS Ch 49241 W-12A	Final Apch Crs 127°	Minimum Alt ECEPA 2000' (1732')	LPV DA(H) 518' (250')	Apt Elev 273' TDZE 268'	2100 MSA RW12
MISSED APCH: Climb to 2000' direct JOSUK and hold.					
RNP Apch	Alt Set: INCHES	Trans level: FL 180	Trans alt: 18000'		
1. Circling Rwy 18 and 36 not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 3. Rwy 12 helicopter visibility reduction below 3/4 SM not authorized. 4. VGSI and RNAV glidepath not coincident (VGSI angle 3.00°/TCH 20'). 5. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	D➔	JOSUK
Glide Path Angle	3.00°	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW12										

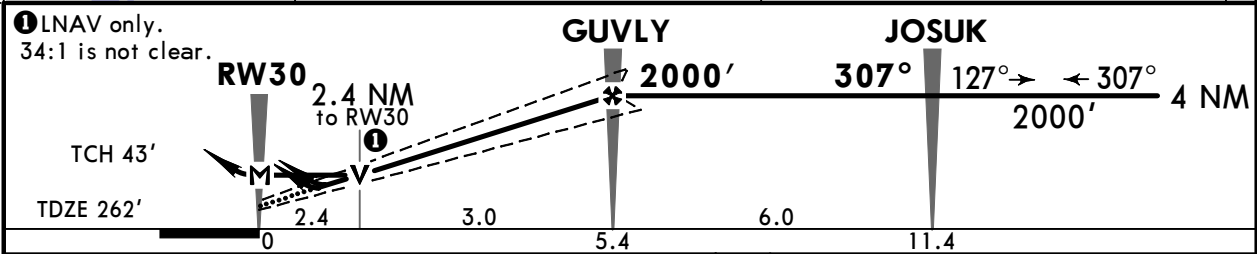
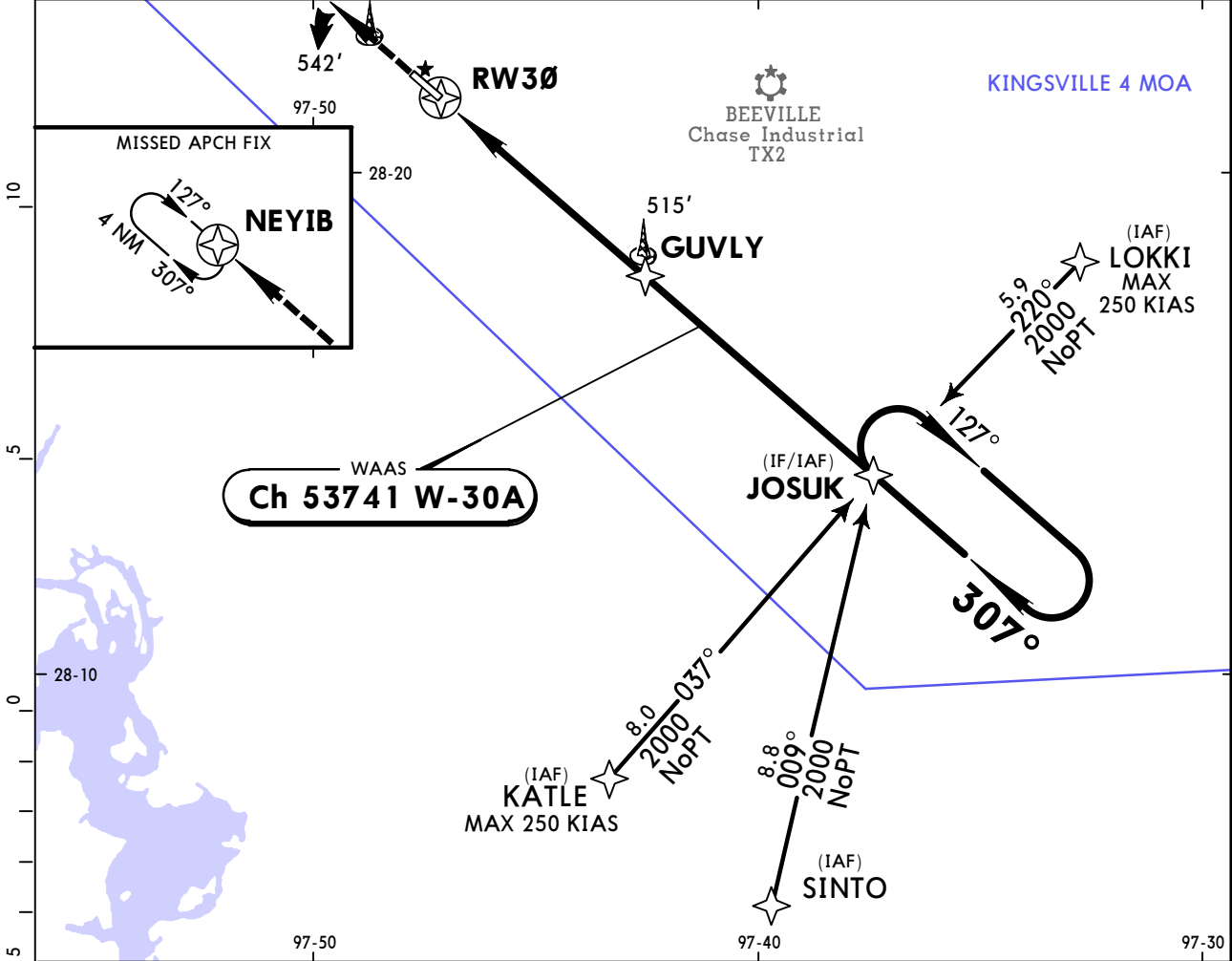
STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND	
LPV DA(H) 518' (250')		LNAV/VNAV DA(H) 880' (612')		LNAV MDA(H) 1000' (732')	Max Kts
A	1	1¾	2	1	90
					120
					140
B					
C					
D	NA	NA	NA	NA	NA

KBEA
BEEVILLE MUN

JEPPESSEN
18 MAY 18 (12-2) Eff 24 May

BEEVILLE, TEXAS
RNAV (GPS) Rwy 30

ASOS-3		HOUSTON Center (R)		BEEVILLE MUN UNICOM	
118.675		134.6		CTAF 122.8	
WAAS Ch 53741 W-30A	Final Apch Crs 307°	Minimum Alt GUVLY 2000' (1738')	LPV DA(H) 517' (255')	Apt Elev 273' TDZE 262'	2100 MSA RW30
MISSED APCH: Climb to 2000' direct NEYIB and hold.					
RNP Apch	Alt Set: INCHES	Trans level: FL 180		Trans alt: 18000'	
1. Circling Rwy 18 and 36 not authorized at night. 2. For uncompensated BARO-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 54°C (130°F). 3. Rwy 30 helicopter visibility reduction below 3/4 SM not authorized. 4. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	D	NEYIB
Glide Path Angle	3.00°	372	478	531	637	743				
LPV, LNAV/VNAV: MAP at DA										
LNAV: MAP at RW30										

STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND	
LPV DA(H) 517' (255')		LNAV/VNAV DA(H) 540' (278')	LNAV MDA(H) 1060' (798')	C Max Kts	MDA(H)
A	1	1	1	90	1060' (787') - 1
B			1¼	120	1060' (787') - 1¼
C			2½	140	1060' (787') - 2½
D	NA	NA	NA	D	NA

CHANGES: Procedure.

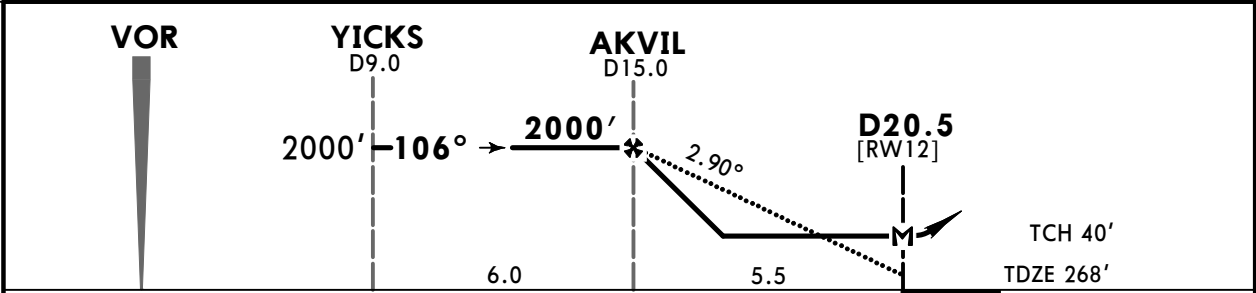
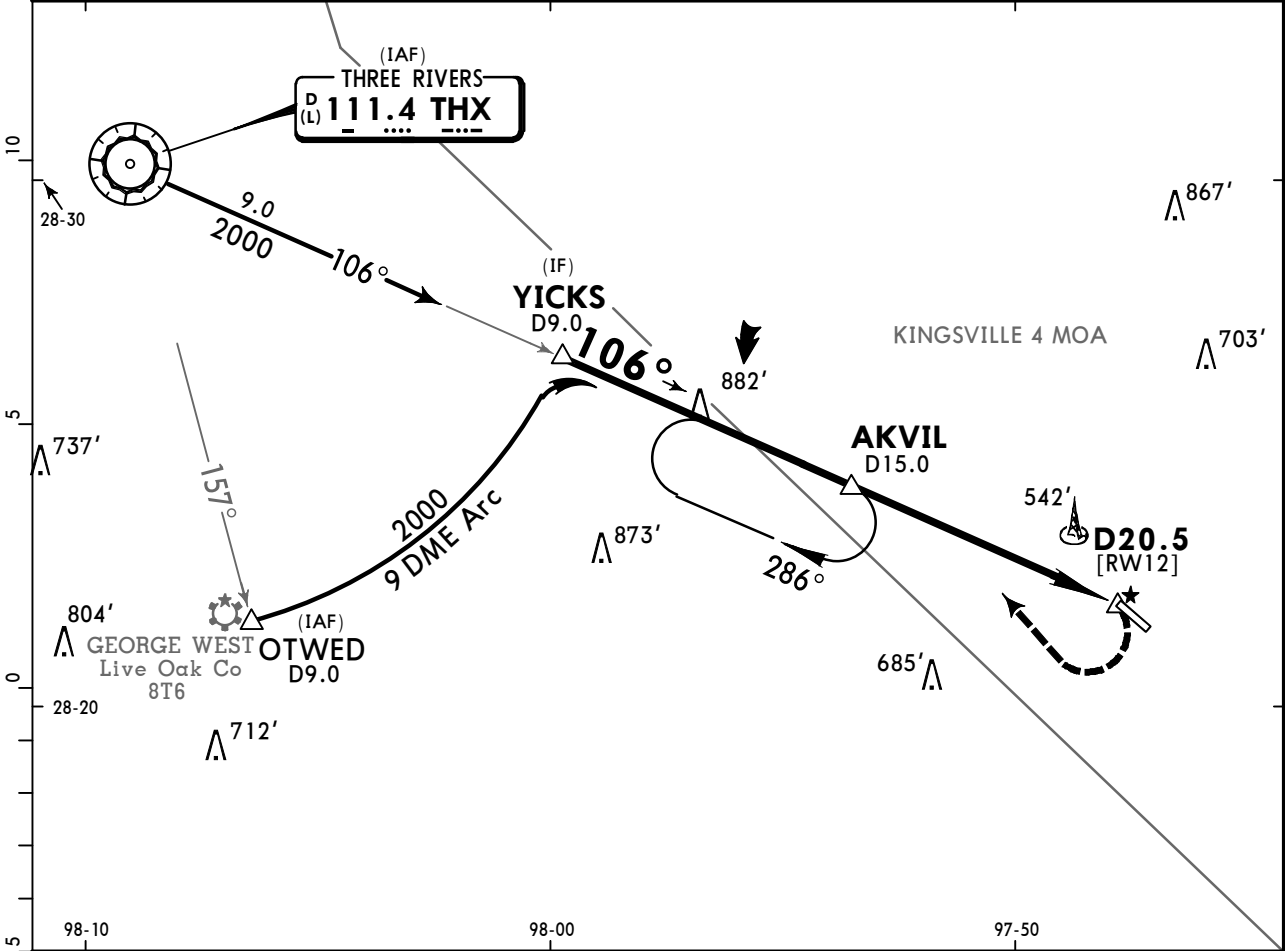
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KBEA
BEEVILLE MUN

JEPPesen
17 APR 20 (13-1)

BEEVILLE, TEXAS
VOR DME Rwy 12

ASOS-3		HOUSTON Center (R)		BEEVILLE MUN UNICOM	
118.675		134.6		CTAF 122.8	
VOR THX 111.4	Final Apch Crs 106°	AKVIL 2000' (1732')	MDA(H) 1000' (732')	Apt Elev 273' TDZE 268'	2000 MSA THX VOR
MISSED APCH: Climbing RIGHT turn to 2000' inbound via THX VOR R-106 to AKVIL/D15.0 and hold. Continue climb-in-hold to 2000'.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Use Corpus Christi Intl altimeter setting. 2. VGSI and descent angle not coincident.					
3. Pilot controlled lighting 122.8.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000' via THX 111.4 R-106	AKVIL
Descent angle	2.90°	359	462	513	616	821			
MAP at D20.5									

TERPS STRAIGHT-IN LANDING RWY 12					CIRCLE-TO-LAND				
MDA(H) 1000' (732')					Not Authorized to Rwy 18 and 36				
A	1				Max Kts	MDA(H)			
B	1 1/4				90	1000' (727') - 1			
C	2				120	1020' (747') - 1 1/4			
D	NA				140	1120' (847') - 2 1/2			
					D	NA			

BEEVILLE, TX (BEEVILLE MUN - KBEA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBEA

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.