

List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBBD

Terminal Charts For KBBD

Revision Letter For Cycle 16-2023

Change Notices

Notebook

General Information

Location: BRADY TX USA
ICAO/IATA: KBBB / BBD
Lat/Long: N31° 10.76', W099° 19.43'
Elevation: 1827 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: +6:00 = UTC
Magnetic Variation: 7.0° E
Sectional Chart: San Antonio

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 2827 ft (1000 ft AGL)

Sunrise: 1213 Z
Sunset: 0102 Z

Runway Information

Runway: 08
Length x Width: 3520 ft x 110 ft
Surface Type: turf
TDZ-Elev: 1822 ft

Runway: 17
Length x Width: 4605 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1827 ft
Lighting: Edge, Pilot controlled

Runway: 26
Length x Width: 3520 ft x 110 ft
Surface Type: turf
TDZ-Elev: 1823 ft

Runway: 35
Length x Width: 4605 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 1823 ft
Lighting: Edge, Pilot controlled

Communication Information

AWOS: 118.375

ASOS: 119.275 Secondary

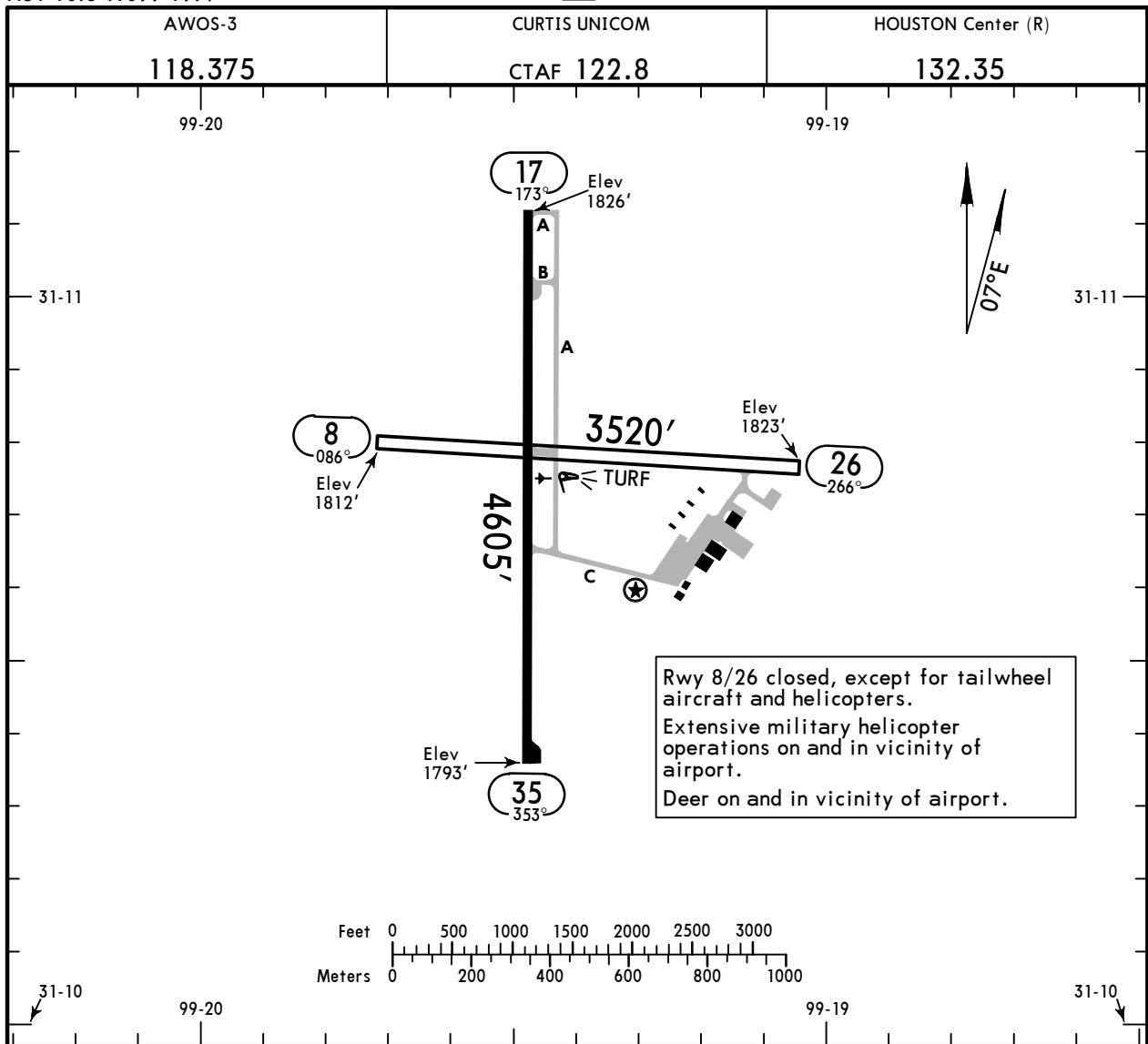
Curtis Field UNICOM: 122.800 CTAF PCL

Houston ACC: 132.350 Remote Communications Air-Ground

KBBB/BBD
 Apt Elev **1827'**
 N31 10.8 W099 19.4

JEPPesen
 25 JUN 21 **(10-9)**

BRADY, TEXAS
CURTIS



Rwy 8/26 closed, except for tailwheel aircraft and helicopters.
 Extensive military helicopter operations on and in vicinity of airport.
 Deer on and in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS | | | WIDTH |
|----------|----------------------------|--------------------------|-------------|----------|-------|
| | | LANDING BEYOND Threshold | Glide Slope | TAKE-OFF | |
| 8 26 | | | | | 110' |
| 17 35 | ① MIRL PAPI-L (angle 3.0°) | | | | 75' |
| | | | | | |
| | | | | | |
| | | | | | |

① Dusk-dawn. Activate on 122.8.

| TAKE-OFF | | | | FOR FILING AS ALTERNATE | |
|------------------|-----|------------|----|--|-------|
| Rwys 17, 35 | | Rwys 8, 26 | | Authorized Only When Local Weather Available | |
| Adequate Vis Ref | STD | | | RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 | |
| 1 & 2 Eng | 1/4 | 1 | NA | A | 800-2 |
| 3 & 4 Eng | | 1/2 | | B | |
| | | | C | | |
| | | | D | NA | |

TAKE-OFF OBSTACLE NOTES: Rwy 17, lightpoles, trees, fence, terrain, and vehicle on road beginning 50' from DER, 362' left of centerline, up to 30' AGL/1827' MSL. Trees beginning 17' from DER, 216' right of centerline, up to 30' AGL/1818' MSL.

ORIGINAL

KBBB/BBD
CURTIS

JEPPESEN

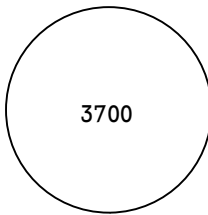
BRADY, TEXAS

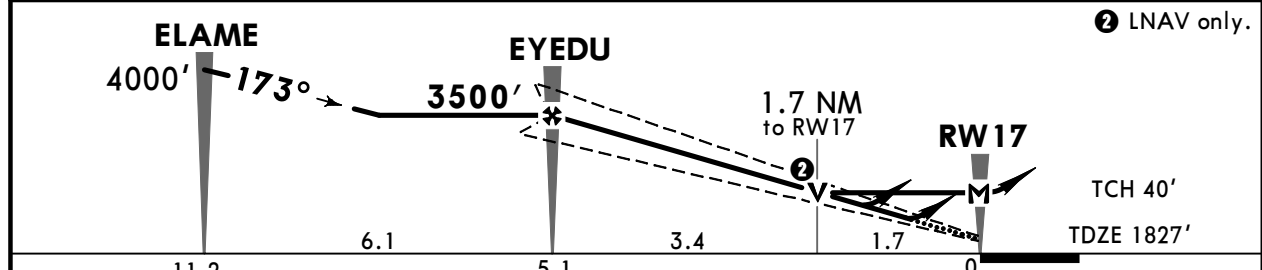
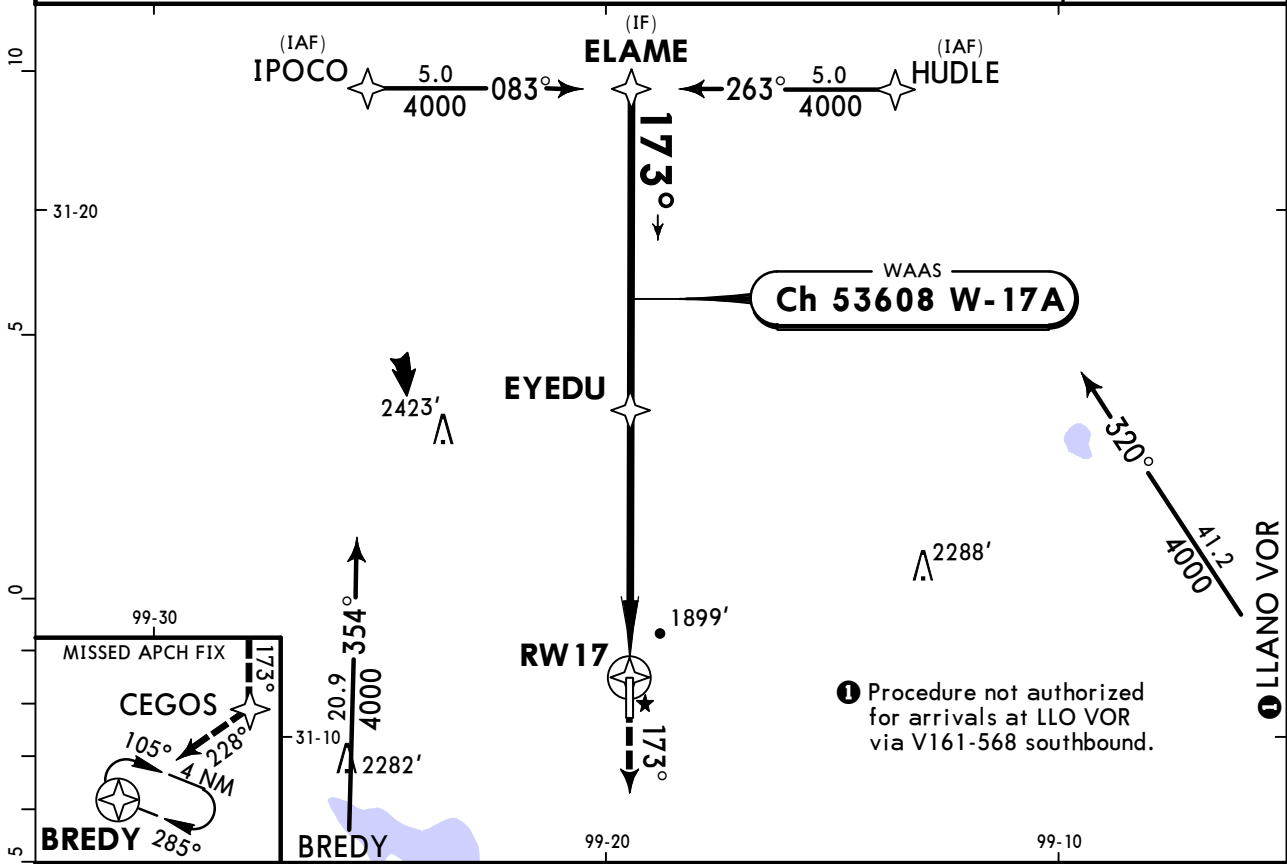
1 NOV 19

(12-1)

CAT A, B & C

RNAV (GPS) Rwy 17

| | | | | | |
|--|----------------------------------|-------------------------------------|--|------------------------------------|--|
| AWOS-3 118.375 | | HOUSTON Center (R) 132.35 | | CURTIS UNICOM CTAF 122.8 | |
| WAAS Ch 53608 W-17A | Final Apch Crs 173° | EYEDU 3500' (1673') | LPV DA(H) (CONDITIONAL) 2077' (250') | Apt Elev 1827' TDZE 1827' | |
| MISSED APCH: Climb to 4000' direct CEGOS and on 228° track to BREDY and hold. | | | | |  <p>3700 MSA RW17</p> |
| RNP Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000' | | |
| 1. Use local altimeter setting; if not received, use Junction altimeter setting. 2. VDP and Baro-VNAV not authorized when using Junction altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18° C (0°F) or above 54°C (130°F). 4. Pilot controlled lighting 122.8. | | | | | |



| | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|--------|-------|-----------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI-L | 4000' | D → CEGOS | |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | 849 |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | |
| LNAV: MAP at RW19 | | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 17 | | |
|---|---|---|
| 1 LPV DA(H) 2077' (250') | 2 LNAV/VNAV DA(H) 2191' (364') | 3 LNAV MDA(H) 2420' (593') |
| A | | 1 |
| B | 1 | 1 1/4 |
| C | | 1 1/2 |
| D | NA | NA |

- 1** DA(H) 2197'(370') VIS 1 1/4 with Junction altimeter setting.
- 2** DA(H) 2311'(484') VIS 1 3/4 with Junction altimeter setting.
- 3** MDA(H) 2540'(713') VIS CAT C 2 with Junction altimeter setting.

TERPS AMEND 1C 28 APR 2016

KBBD/BBD
CURTIS

JEPPESEN

BRADY, TEXAS

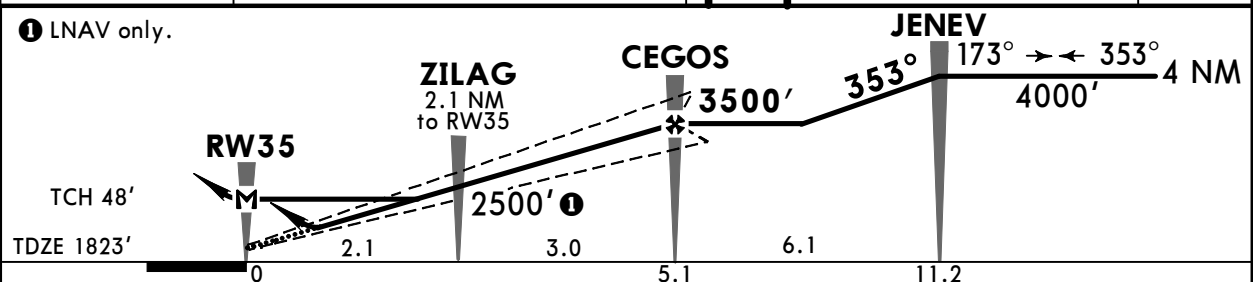
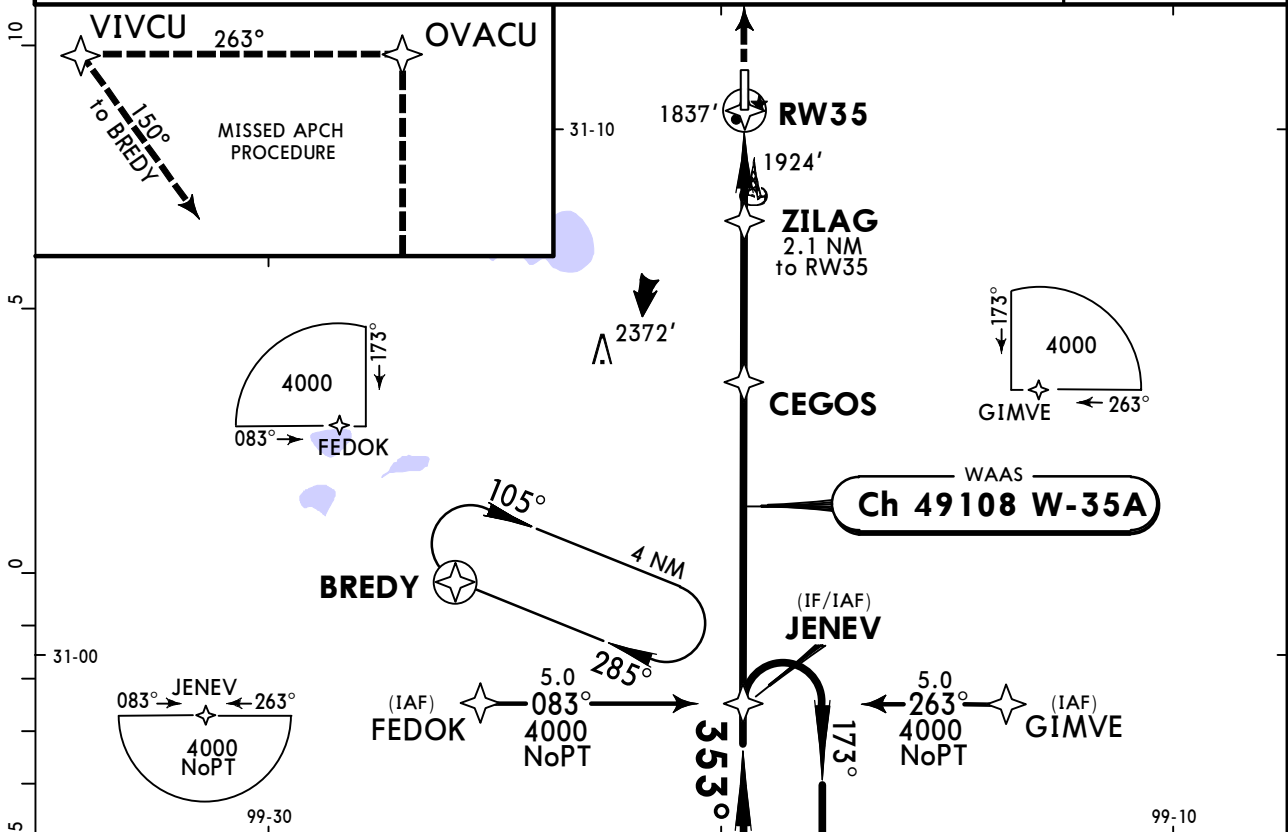
1 NOV 19

(12-2)

CAT A, B & C

RNAV (GPS) Rwy 35

| | | | | | |
|--|----------------------------------|-------------------------------------|--|------------------------------------|---------------------|
| AWOS-3 118.375 | | HOUSTON Center (R) 132.35 | | CURTIS UNICOM CTAF 122.8 | |
| WAAS Ch 49108 W-35A | Final Apch Crs 353° | CEGOS 3500' (1677') | LPV DA(H) (CONDITIONAL) 2073' (250') | Apt Elev 1827' TDZE 1823' | |
| MISSED APCH: Climb to 4000' direct OVACU and via 263° track to VIVCU and LEFT turn via 150° track to BREDY and hold. | | | | | TAA 30 NM IAF |
| RNP Apch | Alt Set: INCHES | Trans level: FL 180 | Trans alt: 18000' | | |
| 1. Use local altimeter setting; if not received, use Junction altimeter setting. 2. Baro-VNAV not authorized when using Junction altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18° C (0°F) or above 54°C (130°F). 4. Rwy 35 helicopter visibility reduction below 3/4 SM not authorized. 5. Pilot controlled lighting 122.8. | | | | | |



| | | | | | | | | | | |
|---------------------------|-------|-----|-----|-----|-----|-----|--------|-------|-----|-------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI-L | 4000' | D → | OVACU |
| Glide Path Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | |
| LPV, LNAV/VNAV: MAP at DA | | | | | | | | | | |
| LNAV: MAP at RW35 | | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 35 | | |
|----------------------------|---------------------------|----------------------------|
| 1 LPV | 2 LNAV/VNAV | 3 LNAV |
| DA(H) 2073' (250') | DA(H) 2107' (284') | MDA(H) 2240' (417') |
| A | | 1 |
| B | 1 | 1 |
| C | | 1 1/4 |
| D | NA | NA |

- 1** DA(H) 2193'(370') VIS 1 1/2 with Junction altimeter setting.
- 2** DA(H) 2227'(404') VIS 1 1/2 with Junction altimeter setting.
- 3** MDA(H) 2360'(537') VIS CAT C 1 1/2 with Junction altimeter setting.

TERPS AMEND 1B 28 APR 2016

Chart changes since cycle 15-2023

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

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

BRADY, TX (CURTIS FIELD - KBBD)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBBD

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.