

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For KBEH

Terminal Charts For KBEH

Revision Letter For Cycle 16-2023

Change Notices

Notebook

## General Information

Location: BENTON HARBOR MI USA  
ICAO/IATA: KBEH / BEH  
Lat/Long: N42° 07.70', W086° 25.49'  
Elevation: 649 ft

Airport Use: Public  
Daylight Savings: Observed  
UTC Conversion: +5:00 = UTC  
Magnetic Variation: 4.0° W  
Sectional Chart: Chicago

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

Sunrise: 1111 Z  
Sunset: 0021 Z

## Runway Information

Runway: 10  
Length x Width: 6006 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 631 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 14  
Length x Width: 3205 ft x 60 ft  
Surface Type: asphalt  
TDZ-Elev: 631 ft  
Lighting: Edge, REIL, Pilot controlled

Runway: 28  
Length x Width: 6006 ft x 100 ft  
Surface Type: asphalt  
TDZ-Elev: 649 ft  
Lighting: Edge, ALS, Pilot controlled

Runway: 32  
Length x Width: 3205 ft x 60 ft  
Surface Type: asphalt

TDZ-Elev: 631 ft

Lighting: Edge, REIL, Pilot controlled

## Communication Information

ASOS: 121.550

Southwest Michigan Regl UNICOM: 123.000 CTAF PCL

South Bend Clearance Delivery: 119.700

South Bend Approach: 118.550

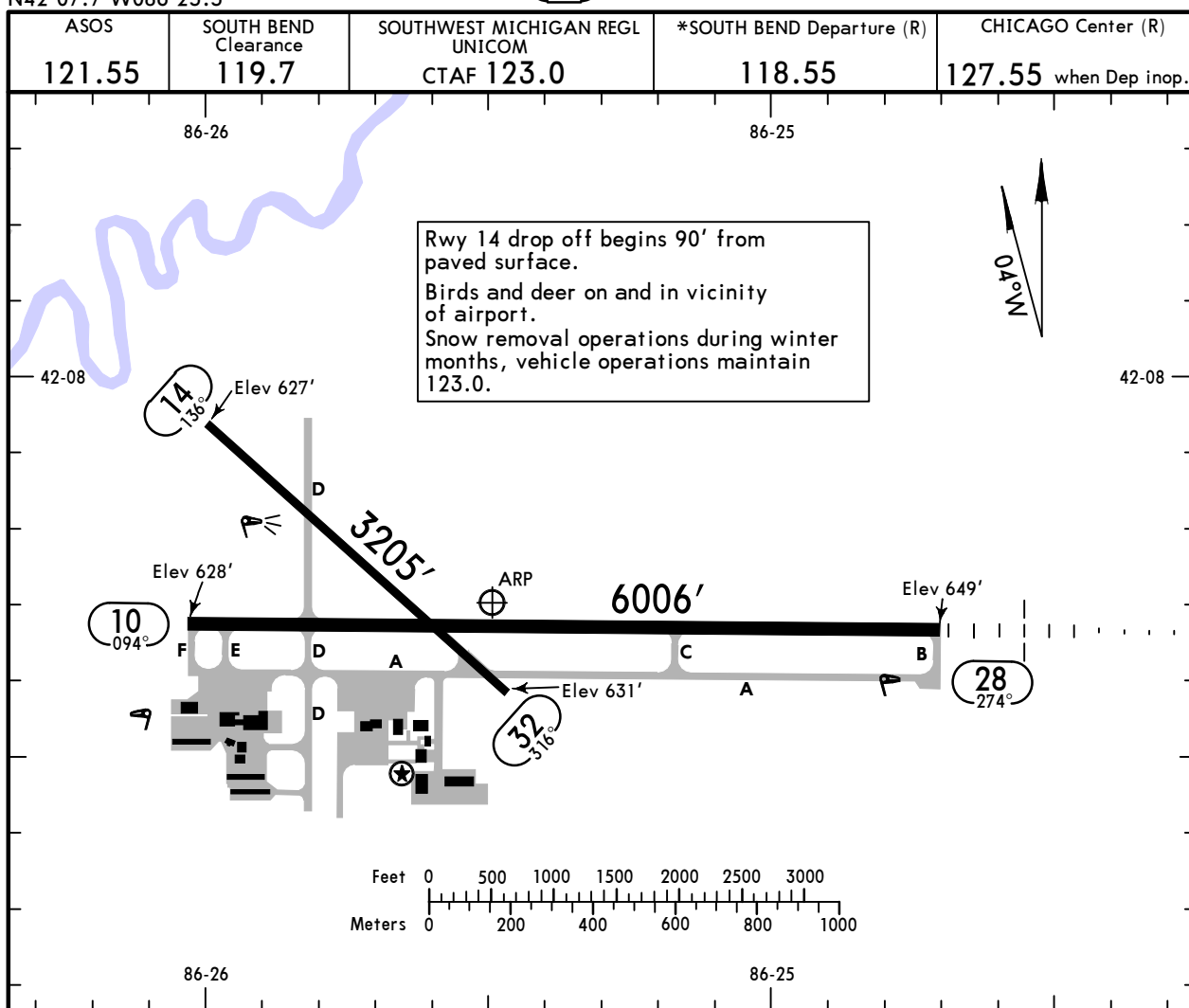
South Bend Departure: 118.550

Chicago ACC: 127.550 Remote Communications Air-Ground

**KBEH/BEH**  
 Apt Elev **649'**  
 N42 07.7 W086 25.5

**JEPPesen**  
 24 JUN 22 **(10-9)**

**BENTON HARBOR, MICH**  
 SOUTHWEST MICHIGAN REGL



**ADDITIONAL RUNWAY INFORMATION**

| RWY | Landing Equipment                             | USABLE LENGTHS |             | TAKE-OFF | WIDTH |
|-----|---|----------------|-------------|----------|-------|
|     |   | Threshold      | Glide Slope |          |       |
| 10  | ① HIRL ① REIL ① PAPI-L (angle 3.00°) grooved  |                |             |          | 100'  |
| 28  | ① HIRL ① MALSR ① PAPI-L (angle 3.00°) grooved |                | 5121'       |          |       |
| 14  | ① MIRL ① REIL ① PAPI-L (angle 3.50°)          |                |             |          | 60'   |
| 32  |   |                |             |          |       |

① Activate on 123.0.

**TAKE-OFF**

|           | Rwy 10, 14       |     | Rwy 28                            |     |           | Rwy 32                            |     |           |
|-----------|------------------|-----|-----------------------------------|-----|-----------|-----------------------------------|-----|-----------|
|           | Adequate Vis Ref | STD | With Min climb of 205'/NM to 900' |     | Other     | With Min climb of 283'/NM to 900' |     | Other     |
|           |                  |     | Adequate Vis Ref                  | STD |           | Adequate Vis Ref                  | STD |           |
| 1 & 2 Eng | 1/4              | 1   | 1/4                               | 1   | 300-1 1/4 | 1/4                               | 1   | 300-1 1/2 |
| 3 & 4 Eng |                  | 1/2 | 1/4                               | 1/2 |           |                                   | 1/2 |           |

(For TAKE-OFF OBSTACLE NOTES see 10-9A1)

**FOR FILING AS ALTERNATE**

|   | VOR Rwy 28<br>RNAV (GPS) Rwy 10 | Authorized Only When<br>Local Weather Available<br>RNAV (GPS) Rwy 28 | ILS Rwy 28<br>LOC Rwy 28 |
|---|---------------------------------|--|--------------------------|
| A |                                 |  |                          |
| B | 800-2                           | 800-2  | NA                       |
| C |                                 |  |                          |
| D | 800-2 1/4                       |  |                          |

KBEH/BEH


**JEPPESSEN**  
 1 OCT 21  
 Eff 7 Oct (10-9A1)

**BENTON HARBOR, MICH**  
 SOUTHWEST MICHIGAN REGL

## ODP TAKEOFF OBSTACLE NOTES

- RWY 10:

Tree 1456' from DER, 844' left of centerline, 704' MSL. Tree 1819' from DER, 791' right of centerline, 697' MSL. Trees beginning 2023' from DER, 882' left of centerline, up to 720' MSL. Tree 2539' from DER, 1003' left of centerline, 731' MSL. Trees beginning 2983' from DER, 975' left of centerline, up to 734' MSL. Tree 3363' from DER, 295' left of centerline, 738' MSL. Tree 3686' from DER, 259' left of centerline, 747' MSL. Tree, transmission line beginning 3860' from DER, 232' left of centerline, up to 762' MSL.

- RWY 14:

Lighting 9' from DER, 71' left and 69' right of centerline, up to 3' AGL/632' MSL. Tree, pole, transmission line beginning 978' from DER, 192' right of centerline, up to 695' MSL. Tree 1185' from DER, 54' left of centerline, 662' MSL. Catenary 1317' from DER, 233' left of centerline, 30' AGL/670' MSL. Tree, pole, transmission line beginning 1347' from DER, 123' left of centerline, up to 695' MSL. Tree, catenary, pole, transmission line beginning 1400' from DER, 114' right of centerline, up to 699' MSL. Tree 1451' from DER, 375' left of centerline, 700' MSL. Tree, tower beginning 1497' from DER, 8' left of centerline, up to 717' MSL. Trees beginning 1622' from DER, 23' right of centerline, up to 708' MSL. Trees beginning 2035' from DER, 98' right of centerline, up to 713' MSL. Trees beginning 2228' from DER, 51' right of centerline, up to 719' MSL. Trees beginning 2449' from DER, 21' right of centerline, up to 730' MSL. Trees beginning 2637' from DER, 120' left of centerline, up to 732' MSL. Trees beginning 2736' from DER, 61' left of centerline, up to 740' MSL. Trees beginning 2955' from DER, 69' left of centerline, up to 744' MSL. Trees beginning 3257' from DER, 35' left of centerline, up to 748' MSL.

- RWY 28:

Tree 582' from DER, 589' right of centerline, 645' MSL. Tree 882' from DER, 595' right of centerline, 654' MSL. Tree 907' from DER, 629' right of centerline, 662' MSL. Vertical structure 955' from DER, 312' left of centerline, 662' MSL. Trees beginning 1149' from DER, 635' left of centerline, up to 698' MSL. Trees beginning 2230' from DER, 997' left of centerline, up to 702' MSL.

- RWY 32:

Trees beginning 9' from DER, 348' left of centerline, up to 655' MSL. Trees beginning 36' from DER, 54' right of centerline, up to 671' MSL. Trees beginning 108' from DER, 232' left of centerline, up to 662' MSL. Tree 790' from DER, 390' left of centerline, 665' MSL. Trees beginning 840' from DER, 380' left of centerline, up to 669' MSL. Trees beginning 1054' from DER, 106' right of centerline, up to 674' MSL. Tree 1262' from DER, 389' right of centerline, 679' MSL. Trees beginning 1265' from DER, 253' right of centerline, up to 685' MSL. Tree 1307' from DER, 163' left of centerline, 673' MSL. Trees beginning 1413' from DER, 424' left of centerline, up to 685' MSL. Tree 2094' from DER, 520' right of centerline, 690' MSL. Transmission line 2368' from DER, 107' left of centerline, 64' AGL/703' MSL. Transmission line 2425' from DER, 389' right of centerline, 74' AGL/694' MSL. Tree 2513' from DER, 756' left of centerline, 720' MSL. Trees beginning 2652' from DER, 604' left of centerline, up to 723' MSL. Trees beginning 3083' from DER, 62' right of centerline, up to 746' MSL.

A  
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# KBEH/BEH

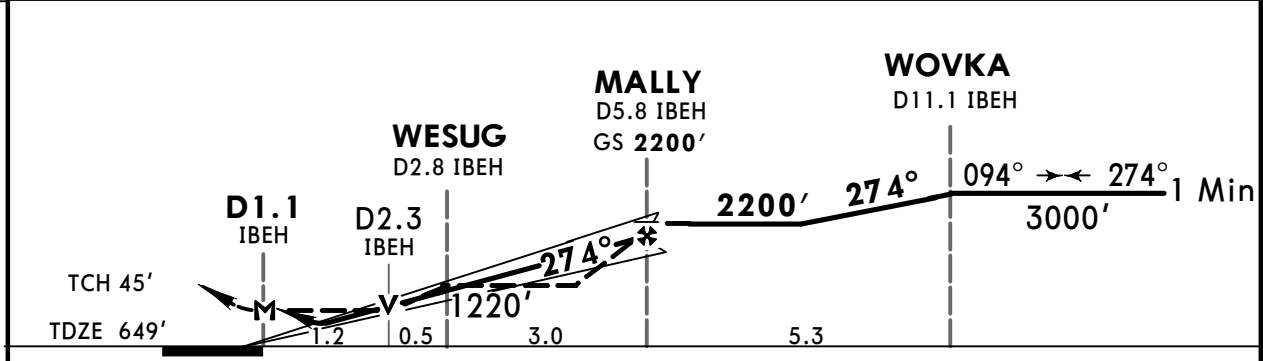
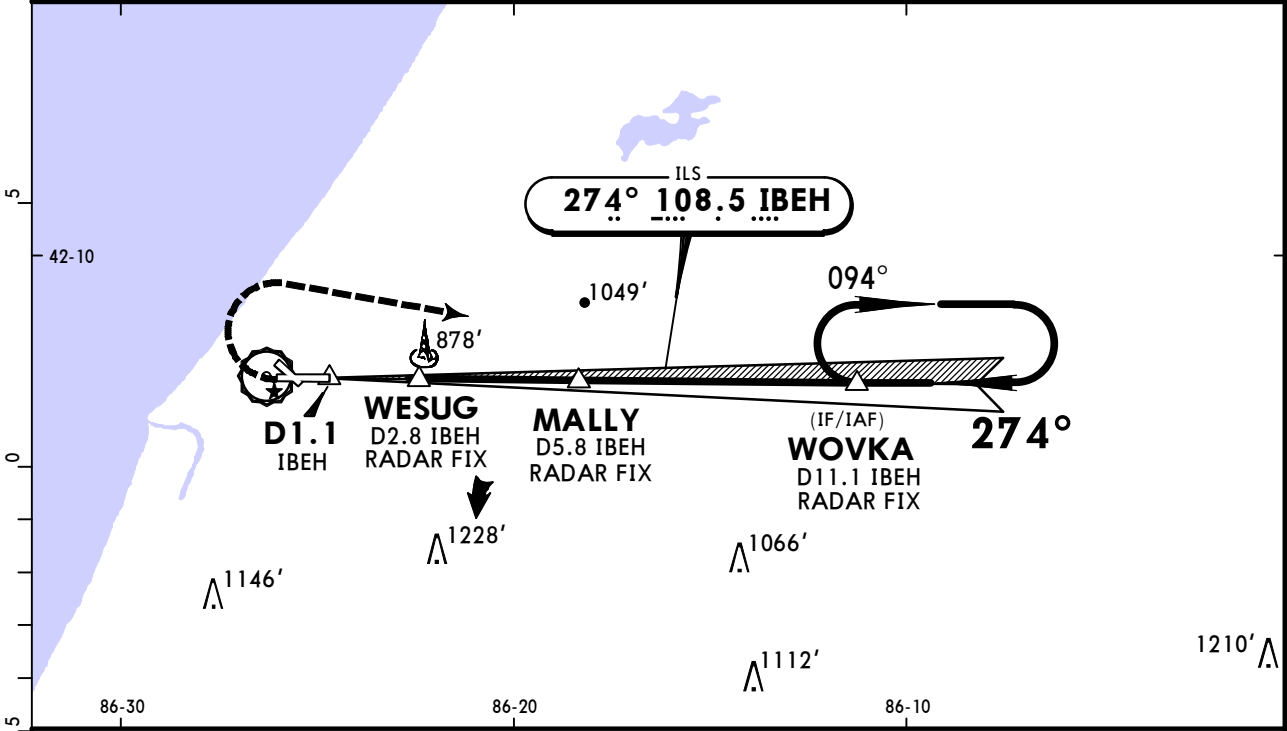
## SOUTHWEST MICHIGAN REGL

13 DEC 19 **(11-1)**

# BENTON HARBOR, MICH

## ILS or LOC Rwy 28

|   |                                  |  |                                    |                   |
|---|----------------------------------|--|------------------------------------|-------------------|
| ASOS  | *SOUTH BEND Approach (R)         | CHICAGO Center (R)                         | SOUTHWEST MICHIGAN REGL UNICOM     |                   |
| 121.55  | 118.55                           | 127.55 when App inop.                      | CTAF 123.0                         |                   |
| LOC<br>IBEH<br><b>108.5</b>   | Final<br>Apch Crs<br><b>274°</b> | GS<br><b>MALLY</b><br><b>2200'</b> (1551') | ILS<br>DA(H)<br><b>849'</b> (200') |                   |
| MISSED APCH: Climb to 1300', then climbing RIGHT turn to 3000' direct WOVKA and hold. |                                  |  | 2400<br><br>MSA KBEH               |                   |
| Alt Set: INCHES   |                                  | Trans level: FL 180                        |                                    | Trans alt: 18000' |
| RNAV 1 - GPS required.  |                                  | DME required for LOC only.                 |                                    |                   |
| 1. Circling Rwy 14, 32 not authorized at night. 2. Pilot controlled lighting 123.0.   |                                  |  |                                    |                   |

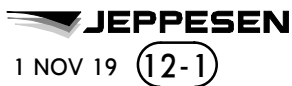


|                  |       |     |     |     |     |     |               |       |       |           |
|------------------|-------|-----|-----|-----|-----|-----|---------------|-------|-------|-----------|
| Gnd speed-Kts    | 70    | 90  | 100 | 120 | 140 | 160 | MALSR<br>PAPI | 1300' | 3000' | D → WOVKA |
| GS               | 3.00° | 372 | 478 | 531 | 637 | 743 |               |       |       |           |
| MAP at D1.1 IBEH |       |     |     |     |     |     |               |       |       |           |

| TERPS STRAIGHT-IN LANDING RWY 28 |              |                     |              | CIRCLE-TO-LAND    |              |                      |              |
|----------------------------------|--------------|---------------------|--------------|-------------------|--------------|----------------------|--------------|
| ILS                              |              | LOC (GS out)        |              | ILS               |              | LOC (GS out)         |              |
| DA(H) 849' (200')                |              | MDA(H) 1060' (411') |              | DA(H) 849' (200') |              | MDA(H) 1060' (411')  |              |
| FULL                             | RAIL/ALS out | FULL                | RAIL/ALS out | FULL              | RAIL/ALS out | FULL                 | RAIL/ALS out |
| A                                |              | 1/2                 | 1            | 90                |              | 1140' (491') - 1     |              |
| B                                | 1/2          | 3/4                 |              | 120               |              | 1160' (511') - 1     |              |
| C                                |              |                     | 3/4          | 140               |              | 1300' (651') - 1 3/4 |              |
| D                                |              |                     | 1/8          | 165               |              | 1340' (691') - 2     |              |

TERPS AMEND 9 19 JUL 2018

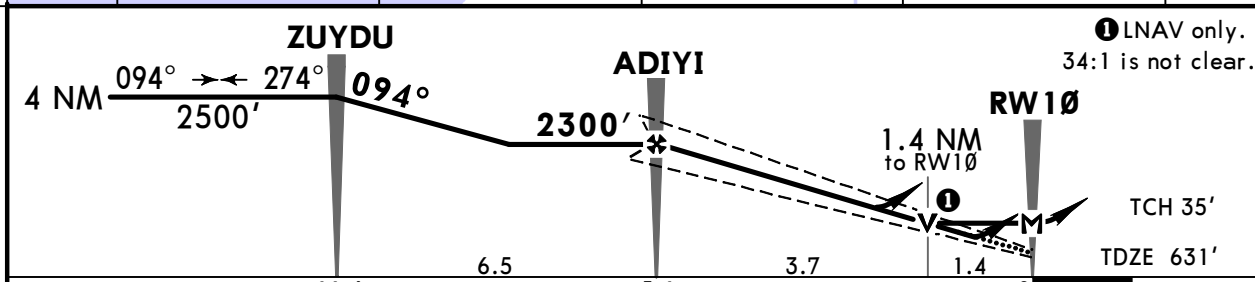
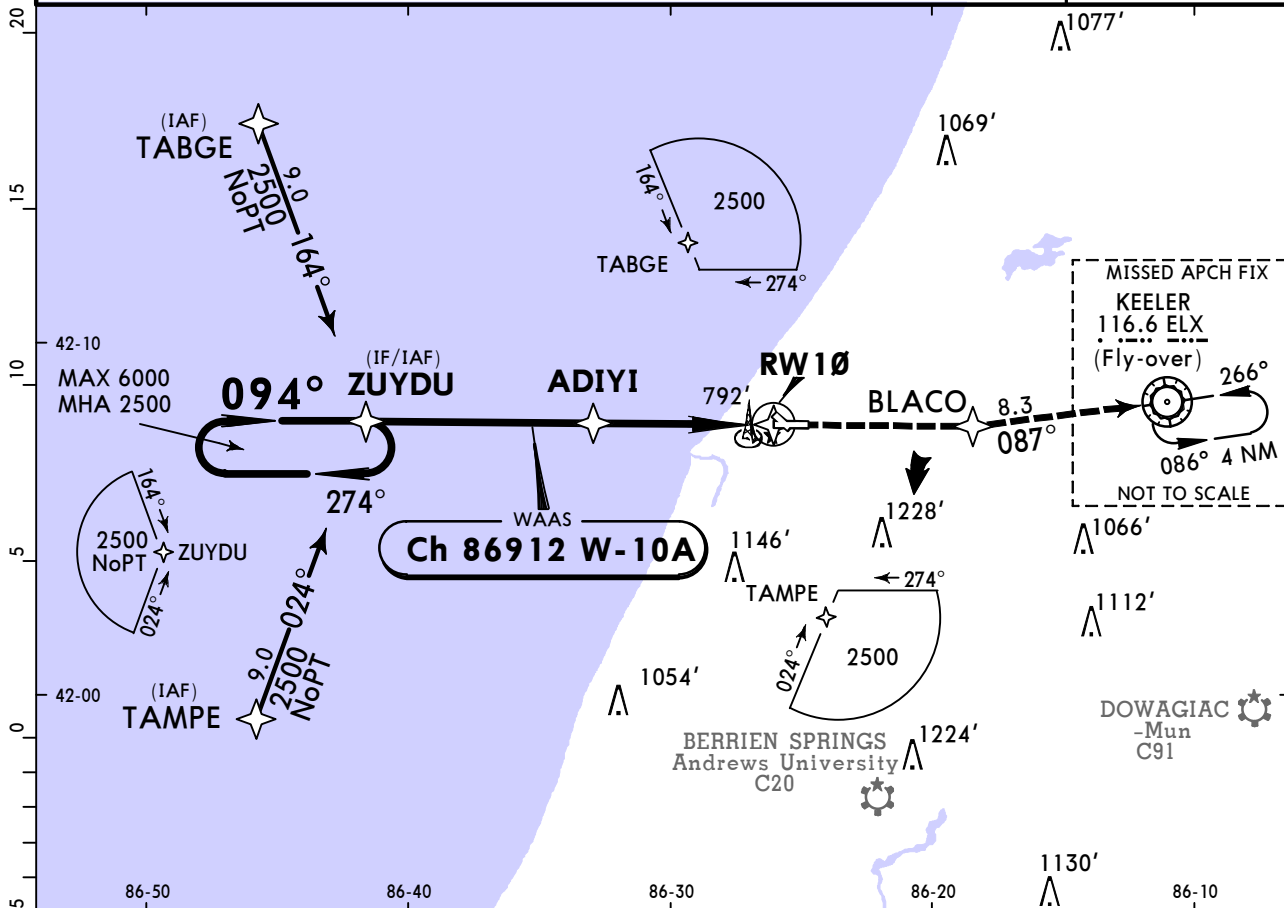
**KBEH/BEH**  
SOUTHWEST MICHIGAN REGL



**BENTON HARBOR, MICH**  
RNAV (GPS) Rwy 10

1 NOV 19 (12-1)

|  |   |  |   |
|--|---|--|---|
| ASOS<br><b>121.55</b>  | *SOUTH BEND Approach (R)<br><b>118.55</b> | CHICAGO Center (R)<br><b>127.55</b> when App inop. | SOUTHWEST MICHIGAN REGL UNICOM<br><b>CTAF 123.0</b> |
| WAAS<br><b>Ch 86912</b><br>W-10A   | Final<br>Apch Crs<br><b>094°</b>          | ADIYI<br><b>2300'</b> (1669')                      | LPV<br>DA(H)<br><b>881'</b> (250')                  |
| MISSED APCH: Climb to 2500' direct BLACO and on track 087° to ELX VOR and hold.  |   |  | TAA<br>30 NM<br>IAF                                 |
| Alt Set: INCHES  |   | Trans level: FL 180                                | Trans alt: 18000'                                   |
| RNP Apch   |   |  |   |
| 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -20°C or above 54°C. 2. Rwy 10 helicopter visibility reduction below 3/4 SM not authorized. 3. Pilot controlled lighting 123.0. |   |  |   |



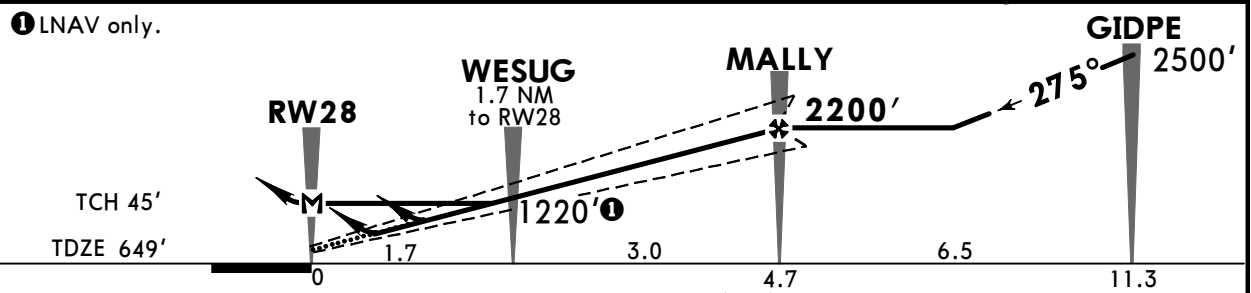
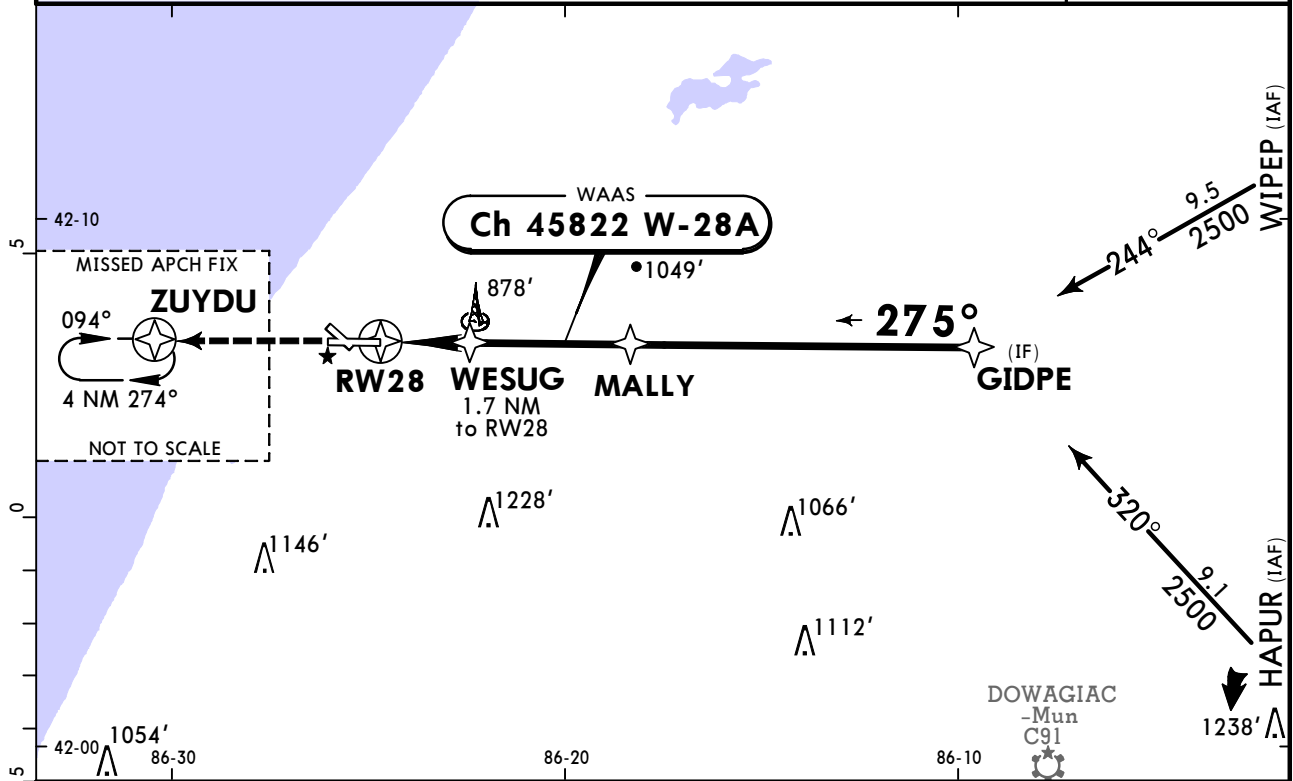
|                           |       |     |     |     |     |     |                |       |     |       |
|---------------------------|-------|-----|-----|-----|-----|-----|----------------|-------|-----|-------|
| Gnd speed-Kts             | 70    | 90  | 100 | 120 | 140 | 160 | REIL<br>PAPI-L | 2500' | D → | BLACO |
| Glide Path Angle          | 3.00° | 372 | 478 | 531 | 637 | 743 |                |       |     |       |
| LPV, LNAV/VNAV: MAP at DA |       |     |     |     |     |     |                |       |     |       |
| LNAV: MAP at RWY10        |       |     |     |     |     |     |                |       |     |       |

| TERPS |                                 |  | STRAIGHT-IN LANDING RWY 10 |                                    |  |
|-------|---------------------------------|--|----------------------------|------------------------------------|--|
|       | LPV<br>DA(H) <b>881'</b> (250') | LNAV/VNAV<br>DA(H) <b>1068'</b> (437') |                            | LNAV<br>MDA(H) <b>1100'</b> (469') |  |
| A     |                                 |  |                            | 1                                  |  |
| B     |                                 |  |                            |                                    |  |
| C     | 7/8                             | 1 1/2                                  |                            |                                    |  |
| D     |                                 |  |                            | 1 3/8                              |  |

TERPS AMEND 1D 15 AUG 2019

# KBEH/BEH JEPPESEN BENTON HARBOR, MICH SOUTHWEST MICHIGAN REGL 1 NOV 19 12-2 RNAV (GPS) Rwy 28

|   |   |  |   |
|---|---|--|---|
| ASOS<br><b>121.55</b>   | *SOUTH BEND Approach (R)<br><b>118.55</b> | CHICAGO Center (R)<br><b>127.55</b> when App inop. | SOUTHWEST MICHIGAN REGL UNICOM<br><b>CTAF 123.0</b>   |
| WAAS<br><b>Ch 45822</b><br>W-28A  | Final<br>Apch Crs<br><b>275°</b>          | <b>MALLY</b><br><b>2200'</b> (1551')               | LPV<br>DA(H)<br><b>849'</b> (200')  |
| Apt Elev 649'   |   |  | TDZE 649'   |
| <b>MISSED APCH: Climb to 2500' direct ZUYDU and hold.</b>   |   |  | <div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; margin: 0 auto;"></div> <p>2500</p> <p>MSA RW28</p> |
| Alt Set: INCHES   |   |  |   |
| Trans level: FL 180   |   | Trans alt: 18000'                                  |   |
| RNP Apch.   |   |  |   |
| 1. Circling Rwy 14, 32 not authorized at night. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -19°C (-2°F) or above 39°C (102°F).<br>3. Pilot controlled lighting 123.0. |   |  |   |



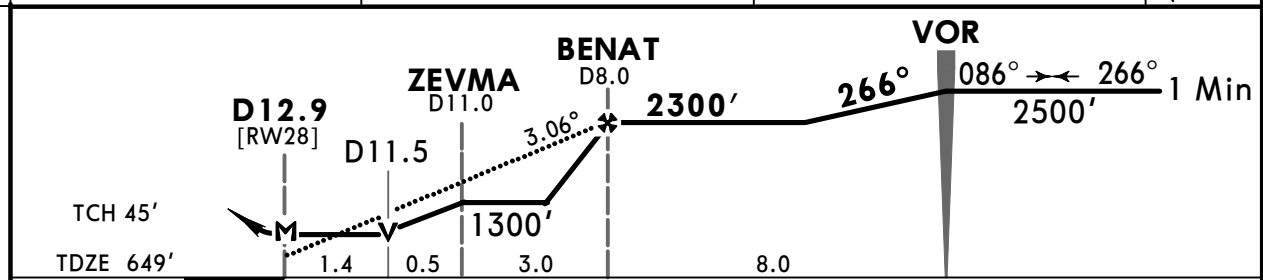
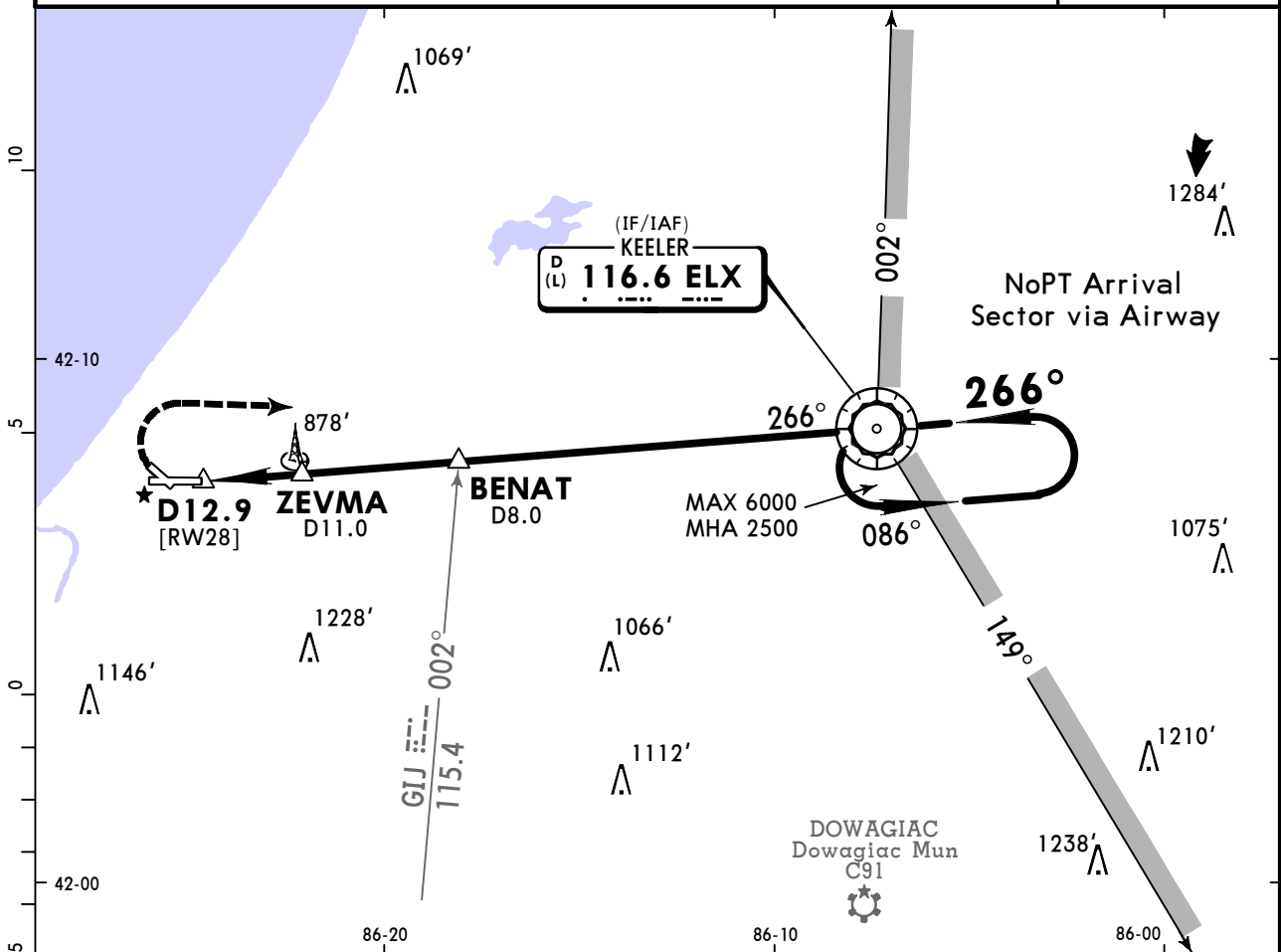
|                           |       |     |     |     |     |     |  |  |  |
|---------------------------|-------|-----|-----|-----|-----|-----|--|--|--|
| Gnd speed-Kts             | 70    | 90  | 100 | 120 | 140 | 160 |  |  |  |
| Glide Path Angle          | 3.00° | 372 | 478 | 531 | 637 | 849 |  |  |  |
| LPV, LNAV/VNAV: MAP at DA |       |     |     |     |     |     |  |  |  |
| LNAV: MAP at RW28         |       |     |     |     |     |     |  |  |  |

| TERPS                    |              |                          |              |                            |              | STRAIGHT-IN LANDING RWY 28  |                      | CIRCLE-TO-LAND |  |
|--------------------------|--------------|--------------------------|--------------|----------------------------|--------------|---|----------------------|----------------|--|
| LPV                      |              | LNAV/VNAV                |              | LNAV                       |              |   |                      |                |  |
| DA(H) <b>849'</b> (200') |              | DA(H) <b>941'</b> (292') |              | MDA(H) <b>1140'</b> (491') |              |   |                      |                |  |
|                          | RAIL/ALS out |                          | RAIL/ALS out |                            | RAIL/ALS out |   |                      |                |  |
| A                        |              |                          |              | 1/2                        | 1            | <div style="border: 1px solid black; padding: 2px;">C</div> Max Kts<br>90 | MDA(H)               |                |  |
| B                        |              |                          |              |                            |              |   | 1140' (491') - 1     |                |  |
| C                        | 1/2          | 3/4                      | 1/2          | 1                          |              |   | 1160' (511') - 1     |                |  |
| D                        |              |                          |              | 1                          | 1 1/2        |   | 1300' (651') - 1 3/4 |                |  |
|                          |              |                          |              |                            |              | 165   | 1340' (691') - 2     |                |  |

# KBEH/BEH JEPPESEN BENTON HARBOR, MICH

## SOUTHWEST MICHIGAN REGL 9 AUG 19 (13-1) Eff 15 Aug VOR Rwy 28

|   |   |  |   |
|---|---|--|---|
| ASOS<br><b>121.55</b>   | *SOUTH BEND Approach (R)<br><b>118.55</b> | CHICAGO Center (R)<br><b>127.55</b> when App inop. | SOUTHWEST MICHIGAN REGL UNICOM<br><b>CTAF 123.0</b> |
| VOR ELX<br><b>116.6</b>   | Final Apch Crs<br><b>266°</b>             | Minimum Alt<br><b>BENAT 2300'</b> (1651')          | MDA(H) (CONDITIONAL)<br><b>1140'</b> (491')         |
| MISSED APCH: Climbing RIGHT turn to 2500' direct ELX VOR and hold.                                      |   |  | Apt Elev 649'<br>TDZE 649'                          |
| Alt Set: INCHES   |   | Trans level: FL 180                                | Trans alt: 18000'                                   |
| 1. DME required. 2. Circling Rwy 14, 32 not authorized at night.<br>3. Pilot controlled lighting 123.0. |   |  | 2500<br><br>MSA ELX VOR                             |



|                              |       |      |      |      |      |      |   |
|------------------------------|-------|------|------|------|------|------|---|
| Gnd speed-Kts                | 70    | 90   | 100  | 120  | 140  | 160  | MALSR<br>2500'<br>PAPI<br>RT<br>ELX 116.6 |
| Descent Angle                | 3.06° | 379  | 487  | 541  | 650  | 866  |   |
| MAP at D12.9 or BENAT to MAP | 4.9   | 4:12 | 3:16 | 2:56 | 2:27 | 2:06 |   |

|   | STRAIGHT-IN LANDING RWY 28 |       |                            |       | CIRCLE-TO-LAND |                      |                      |  |
|---|----------------------------|-------|----------------------------|-------|----------------|----------------------|----------------------|--|
|   | With ZEVMA                 |       | Without ZEVMA              |       | With ZEVMA     |                      | Without ZEVMA        |  |
|   | MDA(H) <b>1140'</b> (491') |       | MDA(H) <b>1300'</b> (651') |       | MDA(H) _____   |                      | MDA(H) _____         |  |
|   | RAIL/ALS out               |       | RAIL/ALS out               |       | RAIL/ALS out   |                      | RAIL/ALS out         |  |
| A | 3/4                        | 1     | 1                          | 1     | 90             | 1140' (491') - 1     | 1300' (651') - 1     |  |
| B | 3/4                        | 1     | 1                          | 1     | 120            | 1160' (511') - 1     | 1300' (651') - 1     |  |
| C | 1                          | 1 3/8 | 1 3/8                      | 1 7/8 | 140            | 1300' (651') - 1 3/4 | 1300' (651') - 1 3/4 |  |
| D | 1                          | 1 3/8 | 1 3/8                      | 1 7/8 | 165            | 1340' (691') - 2 1/4 | 1340' (691') - 2 1/4 |  |

TERPS AMEND 19C 15 AUG 2019

### Chart changes since cycle 15-2023

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

| ACT   | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|---|-----------------|-------|----------|----------|
| <b>BENTON HARBOR, MI (SOUTHWEST MICHIGAN REGL - KBEH)</b> |                 |       |          |          |

## TERMINAL CHART CHANGE NOTICES

### No Chart Change Notices for Airport KBEH

### 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.