

LOC/DME I-BPT	APP CRS	Rwy Ldg
110.15	120°	6508
Chan 38(Y)		TDZE 15
		Apt Elev 15

ILS or LOC RWY 12

JACK BROOKS RGNL (BPT)

DME or RADAR required.

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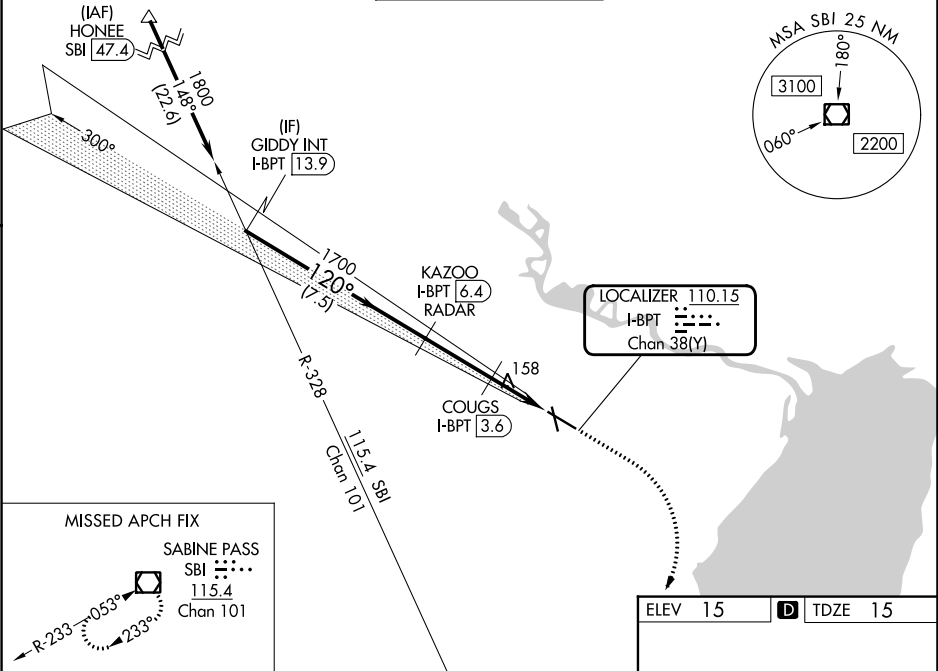
Rwy 12 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 12. For inop ALS, increase S-LOC visibility Cat A to RVR 5500 and Cat C/D/E to 2½ SM. COUGS Fix Minimums: increase S-LOC visibility Cat A/B to RVR 5500 and Cat E to 1½ SM.

MALSR

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MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct SBI VOR/DME and hold.

ATIS	HOUSTON APP CON	BEAUMONT TOWER★	GND CON	UNICOM
126.3	121.3 377.1	119.5 (CTAF) 0	124.85	122.95



Use I-BPT DME when on the localizer course.						500 3000 SBI
GIDDY INT I-BPT 13.9 1800 GS 3.00° TCH 52 120° 1700 7.5 NM KAZOO I-BPT 6.4 RADAR 1700 2.8 NM COUGS I-BPT 3.6 820 1.1 NM I-BPT 2.5 1.2 NM I-BPT 1.3						500 3000 SBI
CATEGORY	A	B	C	D	E	
S-ILS 12	265/40 250 (300-¾)					
S-LOC 12	820/40	805 (900-¾)	820-17½	805 (900-1½)		
COUGS FIX MINIMUMS (DME REQUIRED)						
S-LOC 12	460/40	445 (500-¾)	460/45	445 (500-7⁄8)		

ELEV 15

TDZE 15

REIL Rwy 16, 30 and 34

HIRL Rwy 12-30, 16-34

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42