

|  |                        |   |             |
|--|------------------------|---|-------------|
| WAAS<br>CH <b>99715</b><br><b>W12A</b> | APP CRS<br><b>116°</b> | Rwy Idg<br>TDZE <b>15</b><br>Apt Elev <b>15</b> | <b>6750</b> |
|--|------------------------|---|-------------|

RNAV (GPS) RWY 12

JACK BROOKS RGNL (BPT')

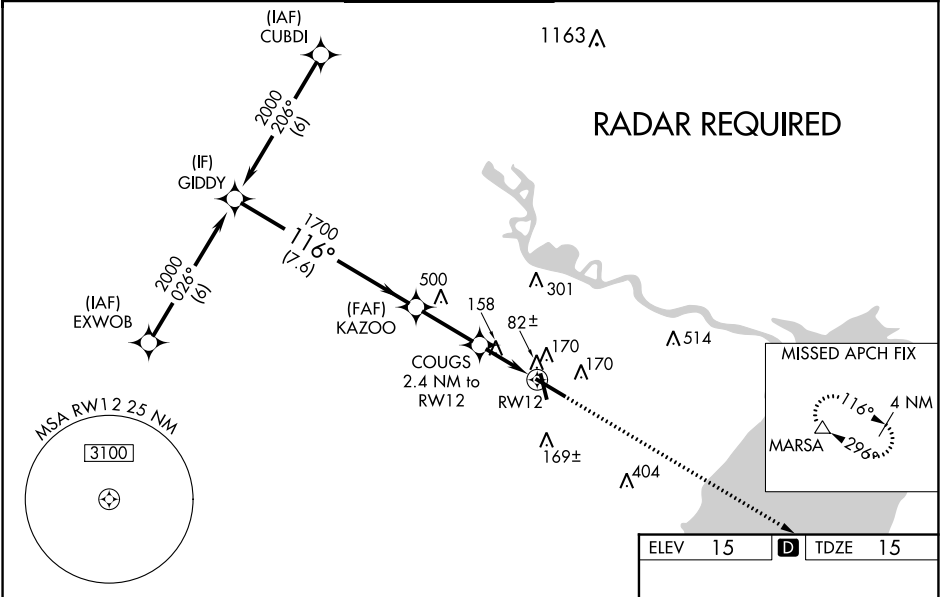
▼ Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F), DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LNAV/VNAV Cat E, LNAV Cat E and Circling Cat E visibility ¼ mile. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E to RVR 6000 and LNAV Cat E to 1½ miles. For inoperative MALSR when using Orange County altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E to 1½ miles, and LNAV Cat E to 1¼ miles. VDP NA when using Orange County altimeter setting. \*\*RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Orange County altimeter setting).

MALSR

MISSED APPROACH:

Climb to 3000 direct MARSAs and hold.

|                      |                                       |  |                          |                          |                         |
|----------------------|---------------------------------------|--|--------------------------|--------------------------|-------------------------|
| ATIS<br><b>126.3</b> | HOUSTON APP CON<br><b>121.3 377.1</b> | BEAUMONT TOWER*<br><b>119.5 (CTAF) 0</b> | GND CON<br><b>124.85</b> | CLNC DEL<br><b>118.3</b> | UNICOM<br><b>122.95</b> |
|----------------------|---------------------------------------|--|--------------------------|--------------------------|-------------------------|



|  |                    |             |                        |                      |                        |   |
|--|--------------------|-------------|------------------------|----------------------|------------------------|---|
| <div><div><div>3000</div><div>↑</div></div><div><div>MARSA</div><div>△</div></div></div> <div>*LNAV only.</div> <div><div>GIDDY</div><div><div>2000</div><div>Procedure Turn NA</div><div>GP 3.00°<br/>TCH 52</div></div><div><div>KAZOO</div><div>COUGS<br/>2.4 NM to RW12</div><div>*820</div><div>RW12</div></div><div><div>116°</div><div>1700</div><div>7.6 NM</div><div>2.7 NM</div><div>1.2</div><div>1.2</div></div></div> |                    |             |                        |                      |                        | <div><div>116° to RW12</div><div>91</div><div>12</div><div>AS</div><div>TWR 126</div><div>6730 X 150</div><div>5070 X 150</div><div>34</div><div>30</div></div> |
| CATEGORY   | A                  | B           | C                      | D                    | E                      |   |
| LPV DA **  | 215/24 200 (200-½) |             |                        |                      |                        |   |
| LNAV/VNAV DA   | 375/40 360 (400-¾) |             |                        |                      |                        |   |
| LNAV MDA   | 460/24             | 445 (500-½) | 460/40<br>445 (500-¾)  | 460/50               | 445 (500-1)            |   |
| CIRCLING   | 480-1              | 465 (500-1) | 480-1½<br>465 (500-1½) | 580-2<br>565 (600-2) | 820-2¾<br>805 (900-2¾) |   |

REIL Rwy 16, 30 and 34

HIRL Rwy 12-30, 16-34