

10210

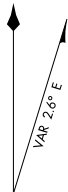
AIRPORT DIAGRAM

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)
AL-521 (FAA)

BEAUMONT-PORT ARTHUR, TEXAS

ATIS
126.3
BEAUMONT TOWER ★
119.5
GND CON
124.85
CLNC DEL
118.3

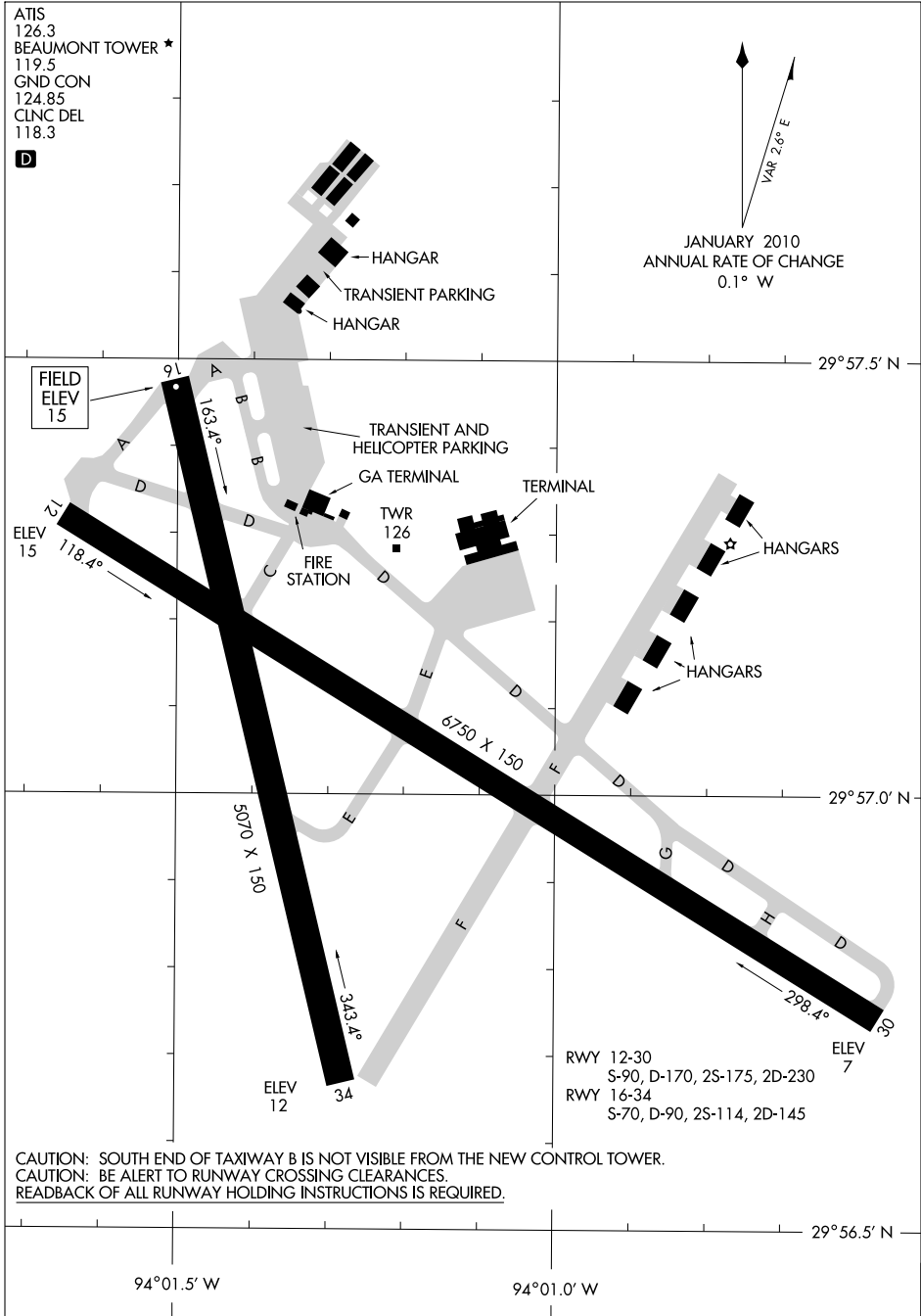
D



JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

SC-5, 26 AUG 2010 to 23 SEP 2010

SC-5, 26 AUG 2010 to 23 SEP 2010



CAUTION: SOUTH END OF TAXIWAY B IS NOT VISIBLE FROM THE NEW CONTROL TOWER.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 12-30
S-90, D-170, 2S-175, 2D-230
RWY 16-34
S-70, D-90, 2S-114, 2D-145

AIRPORT DIAGRAM

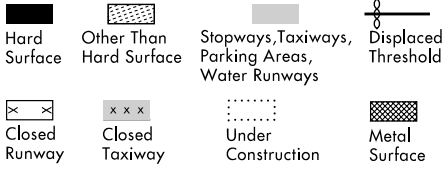
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BEAUMONT-PORT ARTHUR, TEXAS
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

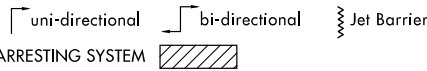
BEAUMONT-PORT ARTHUR, TEXAS

AIRPORT DIAGRAM/AIRPORT SKETCH

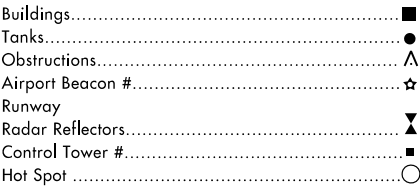
Runways



ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



REFERENCE FEATURES

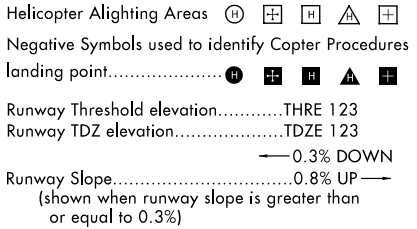


When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 S75, T185, ST175, TT325 PCN 80 F/D/X/U



NOTE:
 Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

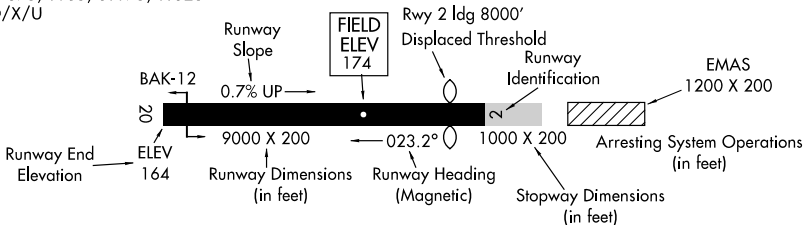
Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

NOTE:
 All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.