MISSED APCH: LEFT turn outbound on ANU VOR R-081 climbing to 1500', then LEFT climbing turn to return to ANU VOR at 2500' and hold, or as directed by ATC.

Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 40 Trans alt: 2500'
1. 12 DME ARC APPROACHES NOT AUTHORIZED UNLESS SPECIFICALLY APPROVED BY ATC.

STRAIGHT-IN LANDING RWY 07

<table>
<thead>
<tr>
<th>ALS out</th>
<th>MDA(H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1600m</td>
</tr>
<tr>
<td>B</td>
<td>1350m</td>
</tr>
<tr>
<td>C</td>
<td>1800m</td>
</tr>
<tr>
<td>D</td>
<td>2050m</td>
</tr>
</tbody>
</table>

CIRCLE-TO-LAND

<table>
<thead>
<tr>
<th>ALS out</th>
<th>MDA(H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1000'(940')-1600m</td>
</tr>
<tr>
<td>B</td>
<td>1000'(940')-2000m</td>
</tr>
<tr>
<td>C</td>
<td>1000'(940')-4000m</td>
</tr>
<tr>
<td>D</td>
<td>1000'(940')-4400m</td>
</tr>
</tbody>
</table>

CHANGES: None.
CAUTION: Turbulence on approach to Rwy 07 when East or Southeast winds exist.
CAUTION: Hills on both sides of runway.
Operators must use as little thrust as possible when taxiing from position B.

PARKING SPOTS
SPOT NO. COORDINATES
1 thru 4 N17 08.3 W061 47.6
8, 9 N17 08.4 W061 47.5

ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>USABLE LENGTHS</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>07</td>
<td>HIRL HIALS PAPI-L (angle 3.0°)</td>
<td>8329' 2539m</td>
<td></td>
<td>148'</td>
</tr>
<tr>
<td>25</td>
<td>HIRL PAPI-L (angle 3.0°)</td>
<td></td>
<td>45m</td>
<td></td>
</tr>
</tbody>
</table>

TAKE-OFF & DEPARTURE PROCEDURE

AIR CARRIER (JAA)

LVP must be in Force
All Rwys
RCLM (Day only)
or RL

AIR CARRIER (FAR 121)

All Rwys
Adequate Vis Ref

DEPARTURE PROCEDURE:
a) Unless otherwise instructed or authorized by ATC, all aircraft departing from Rwy 07 will climb to 500’ as soon as practicable after take-off and immediately initiate a left or right turn, depending upon destination, at a bank angle of at least 15° in order to avoid passage directly over Long Island. b) Aircraft proceeding on a northerly track should initially maintain a heading not more easterly than 026° until the aircraft is north of a 071° bearing from ZDX NDB.
c) Aircraft proceeding in a southerly track may continue with course intercept provided the requirement at (a) above has been achieved.
MISSED APCH: LEFT turn outbound on ANU VOR R-081 climbing to 1500', then LEFT climbing turn to return to ANU VOR at 2500' and hold, or as directed by ATC.
MISSED APCH: LEFT turn outbound on ANU VOR R-081 climbing to 1500', then LEFT climbing turn to return to ANU VOR at 2500' and hold, or as directed by ATC.
MISSED APCH: LEFT climbing turn to 061° heading, climb to 2000', then LEFT turn to return to ANU VOR at 2500' and hold, or as directed by ATC.

Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 40 Trans alt: 2500'

1. 12 DME ARC APPROACHES NOT AUTHORIZED UNLESS SPECIFICALLY APPROVED BY ATC.

Gnd speed-Kts 70 90 100 120 140 160
Descent angle 3.20° 396 510 566 679 793 906

PAPI-L
061°
2000'

MDA(H) 660' (640')

CHANGES: Hold at LENED, VNAV angle.
**MISSPED APCH:** LEFT climbing turn to 061° heading, climb to 2000’, then LEFT turn to return to ANU VOR at 2500’ and hold, or as directed by ATC.

---

**MAP at VOR**

**VOR**

- 2500'
- 037°
- [RW25]
- D6.0
- MDA(H)
- 1600' (640')

**LENED**

- D10.0
- 242°
- 062°
- 06°

**DEBIS**

- D12.0
- 241°
- 061°

**TDZE**

- 20°

---

**PAP-L**

- 061°
- 2000'

---

**STRAIGHT-IN LANDING RWY 25**

- MDA(H) 660' (640')

**CIRCLE-TO-LAND**

- South of Rwy 07/25
- North of Rwy 07/25

<table>
<thead>
<tr>
<th>Letter</th>
<th>Max Kts</th>
<th>MDA(H) 07/25</th>
<th>MDA(H) 25/07</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>100</td>
<td>700 (640') - 2800m</td>
<td>890 (830') - 2800m</td>
</tr>
<tr>
<td>B</td>
<td>135</td>
<td>740 (680') - 2800m</td>
<td>930 (870') - 3600m</td>
</tr>
<tr>
<td>C</td>
<td>180</td>
<td>930 (870') - 3600m</td>
<td>990 (930') - 3600m</td>
</tr>
<tr>
<td>D</td>
<td>205</td>
<td>1770 (1710') - 4000m</td>
<td>1000 (940') - 4000m</td>
</tr>
</tbody>
</table>

---

**CHANGES:** Holding at LENED, VNAV angle.
MISSED APCH: LEFT climbing turn to a 061° heading, climb to 2000' then LEFT turn to return to ANU VOR at 2500' and hold, or as directed by ATC.

STRAIGHT-IN LANDING RWY25

PANS OPS

CHANGES: Chart reindexed, ATIS added.
MISSED APCH: RIGHT turn to track 290° climbing to 2500’, then LEFT turn to ANU NDB and hold, or as directed by ATC.

**V C BIRD Approach**
- Final Apch Crs: 253°
- Minimum Alt: 1000’ (980’)
- MDA(H): 540’ (520’)
- Apt Elev: 60’
- TDZE: 20’

**BRIEFING STRIP**
- Alt Set: hPa
- TDZ Elev: 1 hPa
- Trans level: FL 40
- Trans alt: 2500’

**STRAIGHT-IN LANDING RWY 25**
- MDA(H): 540’ (520’)
- Max Kts: 1600m
- South of Rwy 07/25: 700’ (640’, 680’) - 2800m
- North of Rwy 07/25: 890’ (830’, 890’) - 1600m

**PAP-L**
- Max Kts: 2000m
- 930’ (870’, 930’) - 2800m
- 990’ (950’, 990’) - 2800m

**CIRCLE-TO-LAND**
- Max Kts: 2400m
- 1770’ (1710’, 1770’) - 3600m
- 1000’ (940’, 1000’) - 3600m

**MAP at D2.5**
- ANU NDB
- 2500’
- 073°
- D2.5
- WARRI D5.0
- 1000’
- 253°

**TDZE ZDX NDB**
- 20’

**ST JOHNS, ANTIGUA**

**CHANGES:** Chart reindexed, ATIS added.

MISSED APCH: RIGHT turn on 343° heading, climb to 3000', then RIGHT turn to ANU NDB and hold, or as directed by ATC.
**BRIEFING STRIP**

*ATIS

<table>
<thead>
<tr>
<th></th>
<th>114.5</th>
<th>119.1</th>
<th>118.2</th>
<th>119.1</th>
<th>121.9</th>
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<tbody>
<tr>
<td><strong>NDB</strong></td>
<td><strong>ZDX</strong></td>
<td><strong>Final</strong></td>
<td><strong>Apch Crs</strong></td>
<td><strong>Minimum Alt</strong></td>
<td><strong>MDA(H)</strong></td>
</tr>
<tr>
<td><strong>NDB</strong></td>
<td><strong>ZDX</strong></td>
<td><strong>166°</strong></td>
<td><strong>1000’ (940’)</strong></td>
<td><strong>Refer to Minimums</strong></td>
<td><strong>hPa</strong></td>
</tr>
</tbody>
</table>

**MISSED APCH:** Climb to 2500’ on 166°, LEFT turn direct to ZDX NDB and hold, or as directed by ATC.

**Alt Set:** hPa  **Apt Elev:** 2 hPa  **Trans level:** FL 40  **Trans alt:** 2500’  **MSA ZDX NDB**

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**CIRCLE-TO-LAND**

<table>
<thead>
<tr>
<th>Gnd speed-Kts</th>
<th>70</th>
<th>90</th>
<th>100</th>
<th>120</th>
<th>140</th>
<th>160</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NDB to MAP</th>
<th>1.2</th>
<th>1:02</th>
<th>0:48</th>
<th>0:43</th>
<th>0:36</th>
<th>0:31</th>
<th>0:27</th>
</tr>
</thead>
<tbody>
<tr>
<td>MSA ZDX NDB</td>
<td>2500’</td>
<td>on</td>
<td>166°</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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**CHANGES:** ATIS added.