ARRIVALS IDENTIFIED AS: END AT:

(K)  KEDAK
(P)  PPR
(M)  MUNSI
(V)  VIRMA

All (P) arrivals proceed via radials to PPR. All (K) arrivals to KEDAK proceed via DME Arc to KEDAK. Except MARIE GALANTE 3 (K), GORET 3 (K) & MELVILLE HALL 3 (K) arrivals. The TULEX 3 (M) arrival to MUNSI proceed via DME Arc.

If authorized for approach See Approach Procedure.

LEGEND

With clearance from control

NOT TO SCALE

POINTE-A-PITRE TMA
ARRIVAL PROCEDURES

BIMBO 3K [BIMB3K]
BIMBO 3P [BIMB3P]
GORET 3K [GORE3K]
GORET 3P [GORE3P]
KASKI 3K [KASK3K]
KASKI 3P [KASK3P]
KOROL 3K [KORO3K]
KOROL 3P [KORO3P]
MARIE GALANTE 3K [MG3K]
MARIE GALANTE 3P [MG3P]
MARIE GALANTE 3V [MG3V]
MELVILLE HALL 3K [DOM3K]
MELVILLE HALL 3P [DOM3P]
TULEX 3K [TULE3K]
TULEX 3M [TULE3M]
TULEX 3P [TULE3P]
These SIDs require minimum climb gradients up to the MSA of:

- **BIMBO 3E**: 4.1%. Controlling obstacle 4813' from the end of runway.
- **DCF 3E**: 4.8%. Controlling obstacle 4813' (1467m).
- **DOM 3E**: 5.5%. Controlling obstacle 5451' (1666m).
- **GORET 3E**: 4.1%. Controlling obstacle 184' located 1 NM up to the MSA of.
- **ILURI 3E**: 5.5%. Controlling obstacle 4813' (1467m).
- **KASKI 3E**: 4.1%. Controlling obstacle 311' (94m) located 1 NM up to the MSA of.
- **KOROL 3E**: 4.1%. Controlling obstacle 184' located 1 NM up to the MSA of.
- **MG 3E**: 4.1%. Controlling obstacle 4813' (1467m).
- **TASAR 3E**: 4.1%. Controlling obstacle 184' located 1 NM up to the MSA of.

When it is not possible to adhere to the minimum climb gradient, the pilot must advise tower at first contact.

**SID** | **ROUTING**
---|---
**BIMBO 3E** | Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT on 295° to intercept PPR R-325 to BIMBO.
**DCF 3E** | Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn RIGHT on 221° to intercept PPR R-175 to DOM.
**DOM 3E** | Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT and intercept PPR R-071 (251° track) to PPR. Then via PPR R-237 to DUNTA.
**DUNTA 3E** | Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT and intercept PPR R-071 (251° track) to PPR. Then via PPR R-310 to GORET. turn LEFT and intercept PPR R-071 (251° track) to PPR. Then via PPR R-285 to ILURI.
**GORET 3E** | Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT and intercept PPR R-071 (251° track) to PPR. Then via PPR R-310 to GORET. turn LEFT and intercept PPR R-071 (251° track) to PPR. Then via PPR R-285 to ILURI.
**ILURI 3E** | Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT and intercept PPR R-071 (251° track) to PPR. Then via PPR R-285 to ILURI.
**KASKI 3E** | Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT and intercept PPR R-071 (251° track) to PPR. Then via PPR R-285 to ILURI.
**KOROL 3E** | Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT on 009° to intercept PPR R-055 to KOROL.
**MG 3E** | Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT on 221° to intercept PPR R-160 to MG.
**TASAR 3E** | Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn RIGHT on 121° to intercept ANU R-164 to TASAR.
**TULEX 3E** | Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn RIGHT on 280° to intercept PPR R-237 to TULEX.

**MSA** | **VOR** | **NM**
---|---|---
**BIMBO** | **N17 13.1 W060 41.5** | 45
**DCF** | **N17 07.6 W061 48.0** | 28
**DOM** | **N16 15.9 W061 32.4** | 28
**GORET** | **N15 52.2 W061 16.3** | 45
**ILURI** | **N16 18.1 W063 00.0** | 45
**KASKI** | **N15 32.7 W061 20.2** | 62
**KOROL** | **N15 40.1 W060 57.3** | 62
**MG** | **N15 52.0 W061 16.3** | 62
**TASAR** | **N15 40.1 W060 57.3** | 62
**TULEX** | **N16 37.6 W061 57.6** | 62

**Gnd speed-KT** | **FT** | **M**
---|---|---
200 | 75 | 0.405
300 | 100 | 0.333
400 | 150 | 0.290
500 | 200 | 0.260
600 | 250 | 0.235
700 | 300 | 0.210
800 | 350 | 0.185
900 | 400 | 0.160
1000 | 450 | 0.135
1100 | 500 | 0.110
1200 | 550 | 0.085
1300 | 600 | 0.060
1400 | 650 | 0.035
1500 | 700 | 0.010

**POINTER A-PITRE TMA**

**Pointe-a-Pitre Apt**

**Distance from Le Raizet Apt to:**

- **BIMBO**: 33 NM
- **DCF**: 52 NM
- **DOM**: 48 NM
- **KASKI**: 28 NM
- **KOROL**: 75 NM
- **MG**: 28 NM
- **TASAR**: 49 NM

**NOT TO SCALE**
These SIDs require minimum climb gradients of:
DCF 3W and TULEX 3W: 5.0%. Controlling obstacle 4813' (1467m).
ILURI 3W: 5.8%. Controlling obstacle 2480' (756m).

<table>
<thead>
<tr>
<th>Gnd speed-KT</th>
<th>75</th>
<th>100</th>
<th>150</th>
<th>200</th>
<th>250</th>
<th>300</th>
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<tbody>
<tr>
<td>5.0% V/V (fpm)</td>
<td>380</td>
<td>506</td>
<td>760</td>
<td>1013</td>
<td>1266</td>
<td>1519</td>
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<tr>
<td>5.8% V/V (fpm)</td>
<td>441</td>
<td>587</td>
<td>881</td>
<td>1175</td>
<td>1468</td>
<td>1762</td>
</tr>
</tbody>
</table>

ROUTEING

**BIMBO 3W**
- Intersect and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT on 011° to intercept PPR R-325 to BIMBO.
- At 5.0 DME or 1000'

**DCF 3W**
- Intersect and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT to intercept PPR R-347 (167° track) to PPR. Then via PPR R-185 to DCF.

**DOM 3W**
- Intersect and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT to intercept PPR R-347 (167° track) to PPR. Then via PPR R-175 to DOM.

**GORET 3W**
- Intersect and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT to intercept PPR R-310 to GORET.

**ILURI 3W**
- Intersect and track PPR R-295. At 1000' or PPR 5.0 DME, turn LEFT to intercept PPR R-285 to ILURI.

**KASKI 3W**
- Intersect and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT on 043° to intercept PPR R-357 to KASKI.

**KOROL 3W**
- Intersect and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT on 099° to intercept PPR R-310 to KOROL.

**DOM 3W**
- Intersect and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT to intercept PPR R-185 to DOM.

**TASAR 3W**
- Intersect and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT to intercept PPR R-347 (167° track) to PPR. Then via PPR R-121 to TASAR.

**TULEX 3W**
- Intersect and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT to intercept PPR R-347 (167° track) to PPR. Then via PPR R-237 to TULEX.

Direct distance from Le Raizet Apt to:
- BIMBO 33 NM
- GORET 41 NM
- ILURI 85 NM
- KASKI 28 NM
- KOROL 75 NM
CAUTION: Risk of stray dogs in vicinity of airport and runway. Presence of birds surrounding the runway.
Two-way radio required.
Circle North of the runway.

Possible presence of boats sailing on Riviere Salee close to Rwy 11 threshold.

On request when starting up, this distance can be increased by 426' (130m) when abeam the turn-around.

On request when starting up, this distance can be increased by 426' (130m) when abeam the turn-around.
PARKING SPOT COORDINATES

<table>
<thead>
<tr>
<th>SPOT No.</th>
<th>NORTH APRON</th>
<th>SOUTH APRON</th>
</tr>
</thead>
<tbody>
<tr>
<td>1, 2</td>
<td>N16 16.1 W061 31.3</td>
<td>S0 thru S0.3</td>
</tr>
<tr>
<td>6</td>
<td>N16 16.2 W061 31.5</td>
<td>S1</td>
</tr>
<tr>
<td>7 thru 9</td>
<td>N16 16.2 W061 31.6</td>
<td>S1E, S1W</td>
</tr>
<tr>
<td>9A, 9B</td>
<td>N16 16.2 W061 31.6</td>
<td>S1.1, S1.2</td>
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<tr>
<td>10, 10A, 10B</td>
<td>N16 16.2 W061 31.7</td>
<td>S1.3</td>
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<td>12A, 12C, 12D</td>
<td>N16 16.3 W061 31.7</td>
<td>S2</td>
</tr>
<tr>
<td>12E, 12F, 12G, 12H</td>
<td>N16 16.3 W061 31.8</td>
<td>S2.2, S2E</td>
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<tr>
<td>12B</td>
<td>N16 16.3 W061 31.8</td>
<td>S2.3, S2.4, S2W</td>
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<tr>
<td>A11, B11</td>
<td>N16 16.2 W061 31.7</td>
<td>S3</td>
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<td>S2.1, S3W, S3E, S4</td>
</tr>
<tr>
<td></td>
<td></td>
<td>S5, S6</td>
</tr>
</tbody>
</table>

CHANGES: None.
POINTE-A-PITRE, GUADALOUPE

RAIZET Approach (R)

Alt Set: hPa  Rwy Elev: 0 hPa

1. ILS Rwy 11 glide path cover limited to 4 degrees right of runway axis.

Max IAS 220 Kts.

LOC PP/PPR DME

Alt Set: hPa

Max IAS 185 Kts.
115° 110.3 PP

Missed Approach: Climb STRAIGHT AHEAD, at D5.0 PPR turn LEFT to PPR VOR climbing to 3600'. Climb to 1200' prior to level acceleration in accordance with instructions from CONTROL. Max IAS in missed approach turn 170 Kts.

Start Turn at D5.0 PPR
Max IAS 140 Kts.
Max IAS 170 Kts.

Gnd speed-Kts
70 90 100 120 140 160
PAPI-L

JAR-OPS
STRAIGHT-IN LANDING RWY 11

PANS-OPS

Changes: Communications.
MISSED APCH: Climb STRAIGHT AHEAD to 1200', turn LEFT to PTP NDB climbing to 4000'. Do not turn before MAP. Climb to 1200' prior to level acceleration. Max IAS in missed approach turn 220 Kts.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000' 1. ILS Rwy 11 glide path cover limited to 4 degrees right of runway axis. 2. Procedure prohibited if glide path unusable.
MISSED APCH: Climb outbound on PPR VOR R-115 to D5.0, then turn LEFT climbing to 3600' and rejoin the holding pattern. Climb to 1200' prior to level acceleration or in accordance with instructions from CONTROL.

Max IAS in missed approach turn 220 Kts.

Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000'
1. Approach not aligned with runway centerline. 2. Derogatory procedure. 3. No intermediate approach.
POINTE-A-PITRE, GUADALOUPE
VOR DME Rwy 29

MISSED APCH: Climb outbound on PPR VOR R-313 to D7.0 then turn
RIGHT and return to PPR VOR climbing to 3600’, or in
accordance with instructions from CONTROL.

Max IAS in missed approach turn 220 Kts.

1. Approach not aligned with runway centerline.

Gnd speed-Kts  70  90  100  120  140  160
Descent Gradient 5.2%  377  485  539  647  755  862

PAPI-L
PPR on 112.9
D7.0

RwY 29 32'

MISSED APCH: Climb outbound on PPR VOR R-313 to D7.0 then turn
RIGHT and return to PPR VOR climbing to 3600’, or in
accordance with instructions from CONTROL.

Max IAS in missed approach turn 220 Kts.

1. Approach not aligned with runway centerline.
**MISSED APCH:** Climb on 115° bearing from PTP NDB. At 1700' turn left to PTP NDB climbing to 5100'. Climb to 1700' prior to level.

*Alt Set: hPa  Rwy Elev: 0 hPa  Trans level: By ATC  Trans alt: 9000'*

1. Final approach course alignment requires a turn greater than 30°.
2. Derogatory procedure.

---

**CHANGES:** Communications.
**MISSED APCH:** Climb on 115° bearing from PTP NDB. At 1700' turn LEFT to PTP NDB climbing to 4100'. Do not turn before MAP. Climb to 1700' prior to level acceleration or in accordance with instructions from CONTROL. Max IAS in missed approach turn 170 Kts.

Gnd speed - Kts: 70 90 100 120 140 160
Descent Gradient: 5.6% 402 517 574 689 804 919

Alt Set: hPa MSA PTP NDB
Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000'

CHANGES: Communications.