OPERATIONAL RESTRICTIONS AT REINA BEATRIX INTL AIRPORT

The implementation of the runway end safety areas and approach lighting systems on runway 11-29 of Reina Beatrix Intl airport.

General
Effective October 11, 2007 construction works will be executed for the implementation of Runway End Safety Areas (RESA) and Approach Lighting Systems for runway 11-29 at Reina Beatrix Intl airport. The works consists of the construction of an extension of the runway toward the west with a connection to the parallel taxiway, improving airside pavements and drainage, the construction of runway end safety areas on both side of the runway, and the installation of new Simple Approach Lighting Systems on both end of the runway.

Runway Threshold 11 Works - Temporary Measures
Between October 11 and December 27, 2007 the threshold on runway 11 will be temporarily displaced over a distance of 492’ (150m). Temporary runway markings will be applied. Temporary lights will be used for displaced threshold, runway end and taxiway edge. Runway threshold identification lights will be installed for additional threshold conspicuity. The PAPI unit serving runway 11 will be temporary relocated, while the Instrument Landing System (ILS) will not be operational during this period.

Aircraft Taking Off Runway 11
During construction at threshold runway 11, the threshold will not be accessible through the parallel taxiway and exit GOLF. Aircraft taking off of runway 11 have to enter the runway at exit CHARLIE and taxi on the runway to the temporary displaced threshold 11 and turn there on the runway.

Aircraft Landing On Runway 29
The same is applicable for aircraft landing on runway 29 that after landing have to turn at the temporary displaced threshold 11 and backtrack on the runway to exit CHARLIE. A temporary turn pad will be available at the location of the temporary displaced threshold 11 to be used for all types of aircraft.

Declared Distances
The following distances will be available during construction activities at runway threshold 11 between October 11 and December 27, 2007.

<table>
<thead>
<tr>
<th>Runway</th>
<th>TORA</th>
<th>ASDA</th>
<th>TODA</th>
<th>LDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>8524’ (2598m)</td>
<td>8524’ (2598m)</td>
<td>8524’ (2598m)</td>
<td>8524’ (2598m)</td>
</tr>
<tr>
<td>29</td>
<td>8524’ (2598m)</td>
<td>8524’ (2598m)</td>
<td>8524’ (2598m)</td>
<td>8524’ (2598m)</td>
</tr>
</tbody>
</table>
OPERATIONAL RESTRICTIONS AT REINA BEATRIX INTL AIRPORT (Continued)

New Temporary Displaced Taxiway Markings (Yellow)

Temporary Flash Light (WHITE)

Temporary Runway Designation Markings (White)

Temporary Pre-Threshold Markings (White)

Temporary Differential Markings (Yellow)

Temporary Turning-Pad Markings (Yellow)

Temporary Barrier

Closed Taxiway Markings (Yellow)

Temporary Flash Light (WHITE)

Temporary Displaced Threshold Markings (White)

New Temporary Displaced Threshold Markings (White)

Temporary Barrier

See Inset For Details

Inset
WARNING: Overflying of oil refinery and oil installations below 2500' is prohibited.

New runway holding position with mandatory instruction sign 11/29 installed on general aviation platform north abeam Valero tank farm. All aircraft, after receiving taxi clearance from Beatrix tower shall proceed directly to the new holding point.
**GENERAL**

Birds in vicinity of airport. Rwy 11 right traffic pattern.

Due to physical constraints of the Beatrix Airport until further notice non-scheduled operations, except light aircraft, without prior clearance from the airport authority will not be allowed by the airport authority between 1500 and 2359 UTC. This clearance shall be obtained at least one (1) week (7 days) in advance through the ground handler or representative. Also to avoid ramp congestion, no cargo flights will be allowed for loading, unloading or technical landing from Monday up to and including Friday between 1700 and 2359 UTC and on Saturday between 1500 and 1359 UTC. Cargo flights will not be allowed on Sundays. Additionally no overnighting cargo flights will be permitted.

All aircraft departing Reina Beatrix Intl shall make their turns when necessary after crossing Rwy 11 or Rwy 29 threshold. All departing IFR flights are required to request a start-up clearance 5 minutes prior to start-up time from air traffic service unit serving the aerodrome. Pilots are requested to adhere as realistically as possible to this requirement. Request in excessive advance may cause unnecessary delay and overload to the ATC system.

**NOISE ABATEMENT PROCEDURES**

All jet aircraft departing Rwy 11 at Aeropuerto Internacional Reina Beatrix which have been authorized to make a left or right turn out to proceed on routes G885 North East bound, A567 North bound, G442 West bound or traffic departing South bound shall maintain runway heading for at least 6 DME from BEA VOR or climb to 2500’ on runway heading, whichever comes first, before turning on course.

Pilots when making a left turn out while setting course, shall maintain special attention and exercise extreme caution to avoid entering the Restricted Area “TN(R)-4”.

**ADDITIONAL RUNWAY INFORMATION**

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Threshold</td>
<td>Glide Slope</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>HIRL SALS PAPI-L (angle 3.00°)</td>
<td>RVR</td>
<td>8026’ 2446m</td>
</tr>
<tr>
<td>29</td>
<td>HIRL PAPI-L (angle 3.00°)</td>
<td>RVR</td>
<td>45m</td>
</tr>
</tbody>
</table>

**TAKE-OFF**

**AIR CARRIER (JAA)**

*LVP must be in force*

- **All Rwys**
  - RCLM (Day only) or RL

**AIR CARRIER (FAR 121)**

- **All Rwys**
  - Adequate Vis Ref

<table>
<thead>
<tr>
<th>RWY</th>
<th>LVP</th>
<th>RVR</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>2</td>
<td>500m</td>
</tr>
<tr>
<td>B</td>
<td>3 &amp; 4</td>
<td>Vis</td>
</tr>
<tr>
<td>C</td>
<td>3 &amp; 4</td>
<td>Eng</td>
</tr>
<tr>
<td>D</td>
<td>3 &amp; 4</td>
<td>Eng</td>
</tr>
</tbody>
</table>

**FOR FILING AS ALTERNATE**

<table>
<thead>
<tr>
<th>RWY</th>
<th>Precision</th>
<th>Non-Precision</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>600-2</td>
<td></td>
</tr>
<tr>
<td>B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>800-2</td>
<td></td>
</tr>
</tbody>
</table>

**CHANGES:** Usable length.
AIRCRAFT PARKING PROCEDURES

APRON MANAGEMENT UNIT

Aircraft guidance on the ramp and into the aircraft stands is subject to ATS and is performed by the Apron Management Unit (call sign "Apron Management" on frequency 121.6 MHz). The Apron Management Units (AMU) area of responsibility includes the aprons on both the north and south side of the runway, as well as those areas necessary for the loading and unloading of aircraft. The responsibility of the AMU does not include the aircraft control which is executed by ATC.

Engine test runs, verification run-ups, and extensive maintenance work on aircraft at the parking stands are not permitted. In justified cases, ATC may allow exceptions if prior approval has been obtained from the AMU. Aircraft emergency repair work shall not commence prior to obtaining prior permission from both ATC and the AMU.

ARRIVAL AND DEPARTURE PROCEDURES

Upon exiting the taxiways, arriving aircraft must immediately establish contact with the "Apron Management Unit" and adhere to instructions received. Aircraft stands 1 through 13 are equipped with a visual docking guidance system. Aircraft marshallers are also available in case of system failure.

Aircraft preparing for departure must contact "Beatrix Tower" to request engine start clearance. Thereafter, "ready to taxi" shall be reported to ATC. Reverse thrust (both turbine and variable-pitch-propeller aircraft) shall not be used on the entire apron area including all parking positions on both the north and south apron. Aircraft shall leave the stands by means of push-back using tractors provided by the airport authority. Permission to start engines will include push-back clearance.

VISUAL DOCKING GUIDANCE SYSTEM

Aircraft parking stands 1 through 13 are equipped with a visual docking guidance system. The system is designed to enable the pilot in the left-hand seat to guide the aircraft into the final parking position without the aid of a marshaller. The system consists of the following elements as illustrated below.

- Centreline Guidance Element (AGNIS).
- Yellow Lead-in Centerline.
- Parallax Parking Aid (PAPA) consisting of a black marker board with a vertical tubular fluorescent light positioned behind the marker board.
- Position Identification Board with coordinates and position designation number.
Parking Procedures

Centerline guidance is provided by means of the AGNIS box. Aircraft shall approach the stand along the yellow centerline so that both slots in the AGNIS box show green. Adjustments to the left or right shall always be made toward the green, as illustrated below.

- **Red** | **Green** | **Green** | **Red**
- Aircraft left of center-turn towards green (right)  
- Aircraft on center line  
- Aircraft right of center-turn towards green (left)

Stopping guidance is provided by the Parallax Parking Aid (PAPA). As viewed by the pilot in the left-hand seat, as soon as the tubular light registers in line with the appropriate vertical reference mark, the aircraft has reached the correct stopping position. The working principle of the PAPA element is illustrated below as viewed by the pilot.

- B777  
- A340  
- A330  
- B767  
- A300  
- A310  
- B757
- B747  
- MD11  
- DC10  
- L1011

All aircraft continue taxiing. Aircraft B767, A300, A310, B757 stop. All other indicated aircraft continue taxiing.

NOTE: Aircraft parking stands 1 and 3 may be used for DC-9 and MD-80 aircraft in addition to the types indicated on the PAPA. Pilots of DC-9 and MD-80 aircraft are to use the PAPA indication for aircraft types B767, A300, A310, and B757.

Each AGNIS and PAPA unit is electronically controlled by the Apron Management Unit, and is connected to the emergency power supply, providing/restoring power within 15 seconds should the mains fail. If a system failure should occur, instructions will be provided by ATC in coordination with the AMU and aircraft marshalls.

Additionally, each AGNIS/PAPA system is equipped with a yellow rotating beacon mounted on the lower section of the column. The beacon is activated when the AGNIS/PAPA system is turned on in order to indicate to the ground handling staff that the stand will be used shortly (i.e., aircraft has landed). All vehicles and equipment which are not allowed to be parked/located outside the pre-arrival area will be relocated. This beacon may also be used by pilots arriving at night to clearly and quickly identify their designated parking stand.
ATIS
132.1

Final Apc Crs
IBE 108.7 113°

GS
D6.2 IBE 1999' (1987')

ILS DA(H) Refer to Minimums

Apt Elev 62'

LOC (GS out)

ALS out

Ground
121.9

108.7

MISS ED AP CH: Climb STRAIGHT AHEAD to 2500' then turn LEFT to BEA VOR and hold or as directed by ATC. Avoid TN(R)-4 when active.

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

1. WARNING: Procedure not authorized when tall vessels are transiting approach area.

Gnd speed-Kts
70 90 100 120 140 160
GS 3.0°

377 484 538 646 753 861

MAP at D0.2 IBE/D0.4 BEA or D6.2 IBE to MAP

6.0 5:09 4:00 3:36 3:00 2:34 2:15

SALS
PAPI

113° 108.7 IBE

ILS DME

113° 108.7 IBE

D10.2 BEA

D10.0 IBE

D6.2 IBE

D0.2 IBE

D0.4 BEA

269°

TCH 51'

2500'

113.8 BEA

 Restrictions to BEA VOR

TDZ Elev: 1 hPa

Trans level: FL 40

Trans alt: 2500'

WARNING: Procedure not authorized when tall vessels are transiting approach area.

GS 3.0°

377 484 538 646 753 861

MAP at D0.2 IBE/D0.4 BEA or D6.2 IBE to MAP

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ILS DME

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D10.2 BEA

D10.0 IBE

D6.2 IBE

D0.2 IBE

D0.4 BEA

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D10.0 IBE

D6.2 IBE

D0.2 IBE

D0.4 BEA

269°

TCH 51'

2500'

113.8 BEA

 Restrictions to BEA VOR

TDZ Elev: 1 hPa

Trans level: FL 40

Trans alt: 2500'

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GS 3.0°

377 484 538 646 753 861

MAP at D0.2 IBE/D0.4 BEA or D6.2 IBE to MAP

6.0 5:09 4:00 3:36 3:00 2:34 2:15

SALS
PAPI

113° 108.7 IBE

ILS DME

113° 108.7 IBE

D10.2 BEA

D10.0 IBE

D6.2 IBE

D0.2 IBE

D0.4 BEA

269°

TCH 51'

2500'

113.8 BEA

 Restrictions to BEA VOR

TDZ Elev: 1 hPa

Trans level: FL 40

Trans alt: 2500'

WARNING: Procedure not authorized when tall vessels are transiting approach area.
Missed Approach: Climb straight ahead to 2500' then turn left to BEA VOR and hold or as directed by ATC. Avoid TN(R)-4 when active.

1. WARNING: Procedure not authorized when tall vessels are transiting approach area.

For more information, refer to Minimums.
MISSED APCH: Climb STRAIGHT AHEAD to 2500', then turn LEFT to BEA VOR and hold, or as directed by ATC. Avoid TN(R)-4 when active.

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

1. WARNING: Procedure not authorized when tall vessels are transiting approach area.
2. DME required.

Gnd speed-Kts 70 90 100 120 140 160
GS 3.00° 377 484 538 646 753 861
MAP at D0.2 IBE/D0.4 BEA or D6.2 IBE to MAP

SALS

PAPI 2500'

LT

Gnd speed-Kts

GS

MAP at D0.2 IBE/D0.4 BEA or D6.2 IBE to MAP

PANS OPS

CHANGES: New procedure.
Gnd speed-Kts 70 90 100 120 140 160
MAP at RW11
Descent angle (3.00°) 372 478 531 637 743 849

CHANGES: Communications.
Missed Approach: Climb STRAIGHT AHEAD to 2500' then LEFT turn direct OTVIR and hold, or as directed by ATC.

1. GPS required. 2. At the VDP a normal descent from MDA may be commenced provided appropriate visual reference has been acquired.

Final Apch Crs 293°
Minimum Alt TATLO 1700' (1638')
LNAV MDA(H) 500' (438')

Apt Elev 62'
TDZE 62'

Trans level: FL 40
Trans alt: 2500'

Gnd speed-Kts 70 90 100 120 140 160
Descent angle 3° 5° 7° 9° 11° 13°

Final Apch Crs

LNAV MDA(H) 500' (438')

MDA RW29 1800'

Comm. 121.9

ARUBA I, ARUBA
REINA BEATRIX INTL

5 MAY 06 12-2
**ATIS**

<table>
<thead>
<tr>
<th>VOR</th>
<th>Final Apch Crs</th>
<th>Minimum Alt</th>
<th>MDA(H)</th>
<th>APT Elev</th>
<th>MSA BEA VOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEA 113.8</td>
<td>117°</td>
<td>D.6.6 2000' (1988')</td>
<td>460' (448')</td>
<td>62'</td>
<td></td>
</tr>
</tbody>
</table>

**MISSPD APCH:** Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold or as directed by ATC. Avoid TN(R)-4 when active.

**TDZ Elev:** 1 hPa Alt Set: 1 hPa Trans level: FL 40 Trans alt: 2500' 1. **WARNING:** Procedure not authorized when tall vessels are transiting approach area.

---

**BEA VOR/DME**

- **060°**
- **083°**
- **118°**
- **140°**
- **6 NM**
- **087°-099°**

**Restrictions to BEA VOR**

- **unusable beyond 6NM below 2000'**

---

**STRAIGHT-IN LANDING RWY 11**

- **MDA(H) 460' (448')**

---

**PANS OPS**

<table>
<thead>
<tr>
<th>ALS out</th>
<th>Max Kts</th>
<th>MDA(H)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>NOT APPLICABLE</td>
<td>A</td>
</tr>
<tr>
<td>B</td>
<td>NOT APPLICABLE</td>
<td>B</td>
</tr>
<tr>
<td>C</td>
<td>RVR 1500m</td>
<td>RVR 1800m</td>
</tr>
<tr>
<td>D</td>
<td>VIS 1600m</td>
<td>VIS 2000m</td>
</tr>
<tr>
<td></td>
<td>2400m</td>
<td>1160' (1098')-4800m</td>
</tr>
</tbody>
</table>
Missed Approach: Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold or as directed by ATC. Avoid TN(R)-4 when active.

1. WARNING: Procedure not authorized when tall vessels are transiting approach area.

Restrictions to BEA VOR

Not applicable beyond 6 NM below 2000'.

Special VOR/DME

D9.6

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

Warning: Procedure not authorized when tall vessels are transiting approach area.

CHANGES: Procedure.
**BRIEFING STRIP**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>BEATRIX Approach</th>
<th>BEATRIX Tower</th>
<th>Ground</th>
</tr>
</thead>
<tbody>
<tr>
<td>132.1</td>
<td>120.9</td>
<td>120.9</td>
<td>121.9</td>
</tr>
</tbody>
</table>

**VOR**

- **BEA**
- **Final Apch Crs:** 117°
- **MDA(H):** 490' (478')
- **Apt Elev:** 62'
- **TDZE:** 12'

**CIRCLE-TO-LAND**

- **Max Kts:** 180
- **MDA(H):** 1160' (1098') - 4800m

**STRAIGHT-IN LANDING RWY 11**

- **ALS out**
- **Max Kts:**
  - A
  - B
  - C: rvr 1800m, vis 2000m
  - D: 2400m

**PANS OPS**

- **NOT APPLICABLE**

**ATIS**

- 132.1

**Start turn at 2 Min**

**2000'**

**VOR**

- **2500'**
- **113.8**

**Restrictions to BEA VOR**

- **unusable beyond 4NM below 2000'**

**MAP at VOR**

- **SALS**
- **PAPI**
- **2500'**
- **BEA 113.8**

**CHANGES:** Procedure.

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**ATIS**
- **132.1**
  - **VOR**
  - **BEA**
  - **113.8**
- **Final Apch Crs**
  - **117°**
- **No FAF**
- **MDA(H)**
  - **490' (478')**
- **Apt Elev**
  - **62'**
- **TDZE**
  - **12'**

**BEATRIX Approach**

**BEATRIX Tower**
- **120.9**
- **MDA(H)**
  - **490' (478')**
- **Apt Elev**
  - **62'**
- **TDZE**
  - **12'**

**Ground**
- **121.9**
- **MDA(H)**
  - **100'**

**BRIEFING STRIP**

**MISSING APCH**: Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold or as directed by ATC. Avoid TN(R)-4 when active.

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

**WARNING**: Procedure not authorized when tall vessels are transiting approach area.

**MISSED APCH**: Climbing STRAIGHT AHEAD to 2500’ then LEFT turn to BEA VOR and hold or as directed by ATC. Avoid TN(R)-4 when active.

**CAT A & B**

**PANS OPS**

**1. WARNING**: Procedure not authorized when tall vessels are transiting approach area.

**5 MAY 06**

**Restrictions to BEA VOR**

**NOT APPLICABLE**

**CHANGES**: Procedure.
**MISSED APOCH:** Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold or as directed by ATC.

**Restrictions to BEA VOR:**
- Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold or as directed by ATC.
- Maximum Alt: 2000' (1938')
- MDA (H): 480' (418')
- APT ELEV: 62'
- TDZE: 62'
- Ground Speed - Kts: 70 90 100 120 140 160
- Descent Gradient: 5.3% 376 483 537 644 751 859
- MAP at D1.1 or D6.9 to MAP: 5.8 4.58 3.52 3.29 2.54 2.29 2:10
- Minimum Alt: D6.9 2000' 292°
- Height Set: hPa
- TDZE Elev: 2 hPa
- Trans Level: FL 40
- Trans Alt: 2500'
- Alt Set: hPa
- MSA BEA VOR

**CHANGES:**
- New procedure.
- JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED.
MISSED APCH: Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold or as directed by ATC.

Restrictions to BEA VOR

Maximum Alt: 2000' (1938')

Minimum Alt: 480' (418')

Apt Elev: 62'

TDZE: 62'

Ground speed-Kts

Mda(h): 480' (418')

Descent Gradient: 5.3%

MDA(h): 480' (418')

Restriction: unusable beyond 6NM below 2000'

Minimum Alt: D6.9

Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold or as directed by ATC.

Restriction: unusable beyond 6NM below 2000'

MAP at D1.1 or D6.9 to MAP

Papi-L 2500' LT BEA 113.8
**ARUBA I, ARUBA**

**REINA BEATRIX INTL**

**5 MAY 06**

**BRIEFING STRIP**

<table>
<thead>
<tr>
<th>ATIS</th>
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<td>120.9</td>
<td>120.9</td>
<td>121.9</td>
</tr>
</tbody>
</table>

**Final Apch Crs**

- VOR BEA 113.8
- MDA(H) 1060' (998')
- No FAF
- Max Kts 120
- MDA(H) 2500'
- Start turn at 13-7 VOR

**CIRCLE-TO-LAND**

**STRAIGHT-IN LANDING RWY 29**

- MDA(H) 1060' (998')
- Not Applicable

**PANS OPS**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>NOT APPLICABLE</td>
<td>NOT APPLICABLE</td>
<td>4800m</td>
<td>1160' (1098') - 4800m</td>
</tr>
</tbody>
</table>

**MAP at VOR**

- TDZE 62'
- MSA BEA VOR

**Missed Apch:** Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold, or as directed by ATC.

**Ground Alt Set:** hPa
**TDZ Elev:** 2 hPa
**Trans level:** FL 40
**Trans alt:** 2500'

**Restrictions to BEA VOR**

- 087°-099°: Restriction unusable beyond 6NM below 2000'

**Changes:**

- Procedure.

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**BRIEFING STRIP**

**ATIS**
- 132.1

**VOR**
- BEA 113.8

**Final Apch Crs**
- 292°

**No FAF**

**MDA(H)**
- 1060' (998')

**Apt Elev 62'**

**TDZE 62'**

**1800'**

**Restrictions to BEA VOR**

**MAP at VOR**

**Missed Apch:** Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold, or as directed by ATC.

**Start turn at 3 Min**

**2000'**

**CIRCLE-TO-LAND**

**C**

**C**

**PAPI-L**

**LT**

**BEA 113.8**

**STRaight-IN LANDING RWY 29**

**M**

**DA(H) 1060' (998')**

<table>
<thead>
<tr>
<th>PANS OPS</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td><strong>Max Kts</strong></td>
<td>2000m</td>
<td>1060' (998') - 2000m</td>
<td>2400m</td>
<td>1060' (998') - 2400m</td>
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<td><strong>MDA(H)</strong></td>
<td>100</td>
<td>135</td>
<td>C</td>
<td>C</td>
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**CHANGES:** Procedure.