**General Info**
St Maarten I, ANT
N 18° 02.5'  W 63° 06.6'  Mag Var: 13.9°W
Elevation: 14'
Public, IFR, Control Tower, Rotating Beacon, Customs, Landing Fee
Fuel: 100-130, Jet A-1
Time Zone Info: Atlantic Time GMT-4:00 no DST

**Runway Info**
Runway 10-28  7153' x 148' asphalt
Runway 10  (94.7°M)  TDZE 12'
  Lights: Edge, REIL
  Right Traffic
  Displaced Threshold Distance 98'
Runway 28  (274.7°M)  TDZE 9'
  Lights: Edge
  Displaced Threshold Distance 49'

**Communications Info**
Juliana Tower 118.7
Juliana Approach Control 128.95

**Notebook Info**
NOT TO SCALE

DIRECT distance to ULUBA from:
- DANDE 37.3 NM
- ELOPO 47.5 NM
- GOUDA 22.0 NM
- MNOLO 34.2 NM
- SLUGO 31.0 NM
- TIKAL 41.7 NM
- TRNKY 24.9 NM

EXCEPT vectors to execute the VOR Z RWY 10 approach straight-in.

CHANGE: Procedure renamed, revised.
**Obstacles**

A. 602' hazard beacon 6227' from DER, 620' LEFT of centerline.
B. 1118' hazard beacon 9224' from DER, 2044' RIGHT of centerline.

**Initial Climb**

Routing instructions may be superseded by RADAR vectors. As soon as practicable turn RIGHT.

**VIA**

**Routing**

<table>
<thead>
<tr>
<th>VIA</th>
<th>Routing</th>
</tr>
</thead>
<tbody>
<tr>
<td>DANDE</td>
<td>Climb direct BOPAT, then direct DANDE.</td>
</tr>
<tr>
<td>GOUDA</td>
<td>Climb direct BOPAT, turn RIGHT direct GOUDA.</td>
</tr>
<tr>
<td>JUICE</td>
<td>Climb direct BOPAT, turn RIGHT direct JUICE.</td>
</tr>
</tbody>
</table>

This SID requires a minimum 1200' ceiling and 2.8 NM visibility to see and avoid the mountain 2.8 NM EAST of take-off and RWY 10. Operators will maneuver visually over lower terrain.

Direct distance from Runway 10 beginning of TORA to: BOPAT 10.0 NM

**NOT TO SCALE**
**NOTICE:** PRINTED FROM AN EXPIRED REVISION. Disc 15-2009

**License:** Printed on 24 Aug 2009.

**JEPPESEN**

**JeppView 3.6.3.0**

**TNCM/SXM**

**PRINCESS JULIANA INTL**

**ST MAARTEN I, NETH ANTILLES**

**PHILIPSBURG**

**SID**

**DEPARTURES RWY 10**

**DANDE, ESVAN, GOUDA, JUICE, MNOLO, ONBED, TRNKY**

---

**Amplอาคาร**

**Trans level:** FL65  **Trans alt:** 5000'  **DME required.**

---

**INITIAL CLIMB**

As soon as practicable turn RIGHT.

**SID**

**DANDE**

Intercept/track PJM R-166. Turn RIGHT on PJM 12 DME Arc. Turn LEFT on PJM R-237 to DANDE.

**ESVAN**

Intercept/track PJM R-166 to ESVAN.

**GOUDA**

Intercept/track PJM R-166. Turn RIGHT on PJM 12 DME Arc. Crossing PJM R-237 track 325°. Turn LEFT on PJM R-271 to GOUDA.

**JUICE**

Intercept/track PJM R-166. Turn RIGHT on PJM 12 DME Arc. Crossing PJM R-237 track 325°. Turn LEFT on PJM R-292 to JUICE.

**MNOLO**

Intercept/track PJM R-138. Turn LEFT on PJM 12 DME Arc. Turn RIGHT on PJM R-059 to MNOLO.

**ONBED**

Intercept/track PJM R-138 to ONBED.

**TRNKY**

Intercept/track PJM R-138. Turn LEFT on PJM 12 DME Arc. Turn RIGHT on PJM R-004 to TRNKY.

---

**OBSERVATIONS**

A. 602' hazard beacon 6227' from DER, 620' LEFT of centerline.
B. 1118' hazard beacon 9224' from DER, 2044' RIGHT of centerline.

---

**CHANGES:** New procedures at this airport.
This SID requires a minimum 1200' ceiling and 2.8 NM visibility to see and avoid the mountain 2.8 NM EAST of take-off end RWY 10. Operators will maneuver visually over lower terrain.

Routing instructions may be superseded by RADAR vectors. As soon as practicable turn RIGHT.

MODOR TWO RNAV (GNSS) DEPARTURE

Direct distance from Runway 10 beginning of TORA to:
MODOR 10.1 NM

This SID requires a minimum 1200' ceiling and 2.8 NM visibility to see and avoid the mountain 2.8 NM EAST of take-off end RWY 10. Operators will maneuver visually over lower terrain.

INITIAL CLimb

Routing instructions may be superseded by RADAR vectors. As soon as practicable turn RIGHT.

<table>
<thead>
<tr>
<th>VIA</th>
<th>ROUTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>DANDE</td>
<td>Climb direct MODOR, turn RIGHT direct DANDE.</td>
</tr>
<tr>
<td>ELOPO</td>
<td>Climb direct MODOR, turn LEFT direct ELOPO.</td>
</tr>
<tr>
<td>GOUDA</td>
<td>Climb direct MODOR, turn RIGHT direct GOUDA.</td>
</tr>
<tr>
<td>JUICE</td>
<td>Climb direct MODOR, turn RIGHT direct JUICE.</td>
</tr>
<tr>
<td>MNOLO</td>
<td>Climb direct MODOR, turn LEFT direct MNOLO.</td>
</tr>
<tr>
<td>TIKAL</td>
<td>Climb direct MODOR, turn LEFT direct TIKAL.</td>
</tr>
<tr>
<td>TRNKY</td>
<td>Climb direct MODOR, turn LEFT direct TRNKY.</td>
</tr>
</tbody>
</table>

OBSTACLES

A. 602' hazard beacon 6227' from DER, 620' LEFT of centerline.
B. 1118' hazard beacon 9224' from DER, 2044' RIGHT of centerline.

CHANGES: Procedure renumbered, revised, reindexed.
This SID requires a minimum 1200' ceiling and 2.8 NM visibility to see and avoid the mountain 2.8 NM EAST of take-off end RWY 10. Operators will maneuver visually over lower terrain.

### INITIAL CLIMB
Routing instructions may be superseded by RADAR vectors. As soon as practicable turn RIGHT.

### TRANSITIONS

<table>
<thead>
<tr>
<th>Airport</th>
<th>Instruction</th>
</tr>
</thead>
<tbody>
<tr>
<td>DANDE</td>
<td>Track 230°, at D10 PJM turn RIGHT track 250°, intercept A-516.</td>
</tr>
<tr>
<td>ELOPO</td>
<td>Track 230°, at D10 PJM turn LEFT track 115°, intercept B-520.</td>
</tr>
<tr>
<td>GOUDA</td>
<td>Track 230°, at D10 PJM turn RIGHT track 315°, intercept B-520.</td>
</tr>
<tr>
<td>JUICE</td>
<td>Track 230°, at D10 PJM turn RIGHT track 315°, intercept B-520.</td>
</tr>
<tr>
<td>TIKA</td>
<td>Track 230°, at D10 PJM turn LEFT track 115°, intercept A-517.</td>
</tr>
</tbody>
</table>

### OBSTACLES

A. 602' hazard beacon 6227' from DER, 620° LEFT of centerline.
B. 1118' hazard beacon 9224' from DER, 2044' RIGHT of centerline.

### MULLET ONE DEPARTURE (MULT1) (RWY 10)

At or above 4000' if unable advise ATC.
New procedure at this airport.

| A. 602' hazard beacon 6227' from DER, 620' LEFT of centerline. |
| B. 1118' hazard beacon 9224' from DER, 2044' RIGHT of centerline. |

This SID requires a minimum 1200' ceiling and 2.8 NM visibility to see and avoid the mountain 2.8 NM EAST of take-off end RWY 10. Operators will maneuver visually over lower terrain.

INITIAL CLIMB
Routing instructions may be superseded by RADAR vectors. As soon as practicable turn RIGHT.

TRANSITIONS
DANDE: Track 180°, at D10 PJM turn RIGHT track 270°, intercept A-516.
ELOPO: Track 180°, at D10 PJM turn LEFT track 115°, intercept B-520.
GOUDA: Track 180°, at D10 PJM turn RIGHT track 315°, intercept R-760.
JUICE: Track 180°, at D10 PJM turn RIGHT track 315°, intercept B-520.
MNOLO: Track 180°, at D10 PJM turn LEFT track 020°, intercept A-516.
TIKAL: Track 180°, at D10 PJM turn LEFT intercept A-517.
TRNKY: Track 180°, at D10 PJM turn LEFT direct PJM, intercept L-461.

At or above 4000' if unable advise ATC

OBSTACLES
A. 602' hazard beacon 6227' from DER, 620' LEFT of centerline.
B. 1118' hazard beacon 9224' from DER, 2044' RIGHT of centerline.

Changes: New procedure at this airport.
Jet aircraft landing on Rwy 10 are requested to make a right 180° turn using the first turning bay on the right side to avoid damage to persons and property.

All propeller driven General Aviation aircraft shall make use of the General Aviation ramp via Rwy FOXTROT unless otherwise instructed.

Right-hand traffic circuit for Rwy 10, left-hand circuit for Rwy 28.

<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>MIRL, PAPI (angle 3.0°)</td>
<td>7053' 12150m</td>
<td>148' 43m</td>
</tr>
</tbody>
</table>

All aircraft shall cross point 2 enroute to parking positions A1-A4, B1-B5, C1-C10.

PARKING SPOT COORDINATES

<table>
<thead>
<tr>
<th>SPOT NO.</th>
<th>COORDINATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>N18 02.6 W063 06.9</td>
</tr>
<tr>
<td>A2</td>
<td>N18 02.6 W063 06.8</td>
</tr>
<tr>
<td>A3</td>
<td>N18 02.6 W063 06.7</td>
</tr>
<tr>
<td>B1</td>
<td>N18 02.5 W063 07.0</td>
</tr>
<tr>
<td>B2</td>
<td>N18 02.5 W063 06.9</td>
</tr>
<tr>
<td>B3</td>
<td>N18 02.5 W063 06.8</td>
</tr>
<tr>
<td>C1</td>
<td>N18 02.5 W063 06.7</td>
</tr>
<tr>
<td>C2</td>
<td>N18 02.5 W063 06.7</td>
</tr>
<tr>
<td>C3</td>
<td>N18 02.5 W063 06.7</td>
</tr>
</tbody>
</table>

Changes: Airfield beacon, parking note added.
Visual Docking Guidance Systems

1. Introduction
The Safedock Docking Guidance System (DGCS) is an automated “parking aid” system designed to safely guide the aircraft into gate to its assigned stop-position. It accomplishes this by actively tracking the aircraft while providing the pilot real-time visual feedback of “distance-to-go” and azimuth guidance in relation to the centerline and stop-position.

2. Safety Procedures

2.1 General Warning
The DGCS has built-in features of self-diagnostics and gate area scanning checks to inform the aircraft pilot of problems that could affect the safety of the docking procedure. Refer to “section 4. Abnormal Conditions” for further details on these items.

2.2 Items to Check Before Entering the Stand Area
Although the DGCS has built-in features of self-diagnostics and gate area scanning checks, the pilot should always use their judgement of safety should there be any items in the “obstacle free” area not captured by the DGCS. In general, the aircraft should be stopped prior to further entry into the gate area if there is a presence of any object posing a question to the safety of the aircraft or personnel on the ground.

Upon entry to the gate area, the pilot should make a quick visual check of the gate area and verify that the DGCS is displaying the vertical running arrows and correct aircraft type. If there is any concern in these checks, the aircraft should be stopped until the situation is corrected or manual guidance is provided. During the aircraft docking, the pilot should follow the guidance of the DGCS while staying alert for any items within his view posing a danger to the aircraft or personnel on the ground.

General Precautions:
- The pilot shall not enter the gate area, unless the DGCS system is showing the vertical running arrows.
- The pilot shall not enter the stand area unless the aircraft type and any other displayed information is correct for the aircraft they are docking.
- The pilot must not proceed beyond the boarding bridge cab, unless these arrows have been replaced by the “closing rate bar.”

2.3 The SBU Message
The message STOP SBU means that docking has been interrupted due to an unexpected error or hardware malfunction and has to be resumed by manual guidance. DO NOT RESUME DOCKING UNDER DGCS GUIDANCE UNDER THIS CONDITION.

3. Aircraft Docking Procedure
The following section is a detailed step-by-step approach to the stages of the docking routine indicating the typical events from start to completion.

3.1 Start of Docking (Self-Test)
Upon activating the DGCS for aircraft docking, a self-test and calibration check is performed to confirm docking accuracy. During this time, the display will show “WAIT.”

3.2 Capture (Incoming Aircraft)
The rolling arrows indicate that the Safedock is searching the gate area looking to “capture” the arriving aircraft. Check that the correct aircraft and sub-type are displayed. If not the docking may result in an ID-fail. Following this, the pilot should proceed into the gate area following the correct lead-in line or centerline.

Do not proceed past the boarding bridge cab if the rolling arrows are not replaced by the “closing rate bar”. Also, keep aware of any visible items posing a danger to the safety of the aircraft or personnel on the ground.

3.3 Tracking
When the DGCS “captures” the approaching aircraft, the rolling arrows are replaced by a “yellow” closing rate bar. At this point, the DGCS has captured the aircraft and is actively tracking it. The DGCS is also in the process of verifying the approaching aircraft against that selected (as shown in the display).

A flashing red arrow provides azimuth guidance and indicates the direction the pilot should steer the aircraft to the centerline.

The “closing rate bar” consists of a centerline indicator showing the aircraft in relation to the target stop-position.

3.4 Closing Rate
Digital countdown begins when the aircraft is 12 meters (or 40 feet) from its stop position. When the aircraft is within this distance, the “distance-to-go” closing rate indicator decreases by about one LED-row per 1.6 foot or half meter of movement.

Digital countdown resolution: 20 to 2 meters

The example shows the B747 aircraft 10m from the stop-position slightly off-center to the left.

3.5 Aligned to Center
When aligned to center, the RED direction arrows disappear indicating the aircraft is on center.

The example shows the B747 aircraft 8m from the stop-position and on-center.

3.6 Slow Down
If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.

The example now shows the B747 aircraft about 8m from the stop-position and still on-center yet needing to slow down.

3.7 Azimuth Guidance
Centerline guidance continues to the stop-position.

The example shows the B747 aircraft 4m from the stop-position, slightly off-center to the right.

3.8 Stop-Position Reached
When the aircraft reaches its assigned stop-position, the display will show STOP with RED lights to each side.

3.9 Docking Completed
After the aircraft is completely stopped, the OK message will be displayed.

3.10 Overshoot (Too Far)
If the aircraft overshots the stop-position, a TOO FAR will be displayed.

Note: The overshoot condition is usually triggered by the aircraft going more than 0.5m past the target stop-position. This may or may not create a concern for the boarding bridge to accommodate the overshoot position. The ground crew will be alerted to the situation by this message and then determine if the aircraft needs to be pushed back.

Changes: New chart.
3.11 CHECKS ON MESSAGE

The “Checks On” message is displayed to indicate that the checks have been set in place to the aircraft wheels. This feature is available via button press on the Operator’s Panel to provide or supplement the ground operator’s responsibility to provide the status message to the pilot.

3.12 STOP SHORT

If the aircraft is stopped short and at a standstill but has not reached the intended stop position, the message STOP OK will be shown after a while.

4. ABNORMAL CONDITIONS

If an object is blocking the view from the SAFE DOCK DG5 laser-scanning unit toward the stop position of the selected aircraft type, the system will not be able to perform the docking procedure. When an object is detected by the laser scanning unit and the stop position for at least ten seconds, the DGS will halt the docking procedure and display a GATE BLOCK warning message. When the blocking object is removed, the docking procedure will be resumed. The message applies with an object detected in the “apron scan” area whereas the DGS will display an “APRON BLOCK” warning message. Note that the “apron scan” feature only covers the pilot’s blind spot area when the aircraft requires a right turn into the gate. See further details later in this section for more info on this.

If an unrecognizable error occurs during a docking procedure, a SBU (Safety Back Up) condition exists. In this case an alternate method to guide the aircraft to the stop position must be used, as the docking procedure cannot be completed. SBU stop conditions are:

(a) A hardware failure.
(b) Aircraft more than 3.5 degrees off centerline and less than 2m (6.5ft) to the stop position.
(c) View from laser scanning unit to aircraft blocked with less than 2m (6.5ft) to the stop position.

WARNING: An object must never be placed in front of the DGS unit and closer than 1.5 meters (or 5 feet) to the laser window. Such an object would violate proper docking performance!

4.1 WAIT

The WAIT message is displayed for various reasons and may be followed with further info. In general, it is an indication to the pilot that the DGS is not yet ready to guide or continue guiding the aircraft into the gate. The reasons may vary from startup self-testing, lost track of the aircraft, or large obstacles or personnel in the critical docking area or obstacle free zone. Basically, something that may compromise the docking or a safety concern.

When the problem is resolved or the blocking object has moved from the critical docking area, docking may continue. The DGS display must also show the “Closing rate” bar and that it is back in docking mode and tracking the aircraft.

THE PILOT MUST NOT PROCEED BEYOND THE BOARDING BRIDGE CAB UNLESS THE “WAIT” MESSAGE HAS BEEN REMOVED AND THE DGS INDICATES IT IS TRACKING THE AIRCRAFT INTO THE GATE AREA.

4.2 BRIDGE NOT IN POSITION

The “BB IN” message occurs when the Passenger Boarding Bridge (PBB) is interlocked to the DGS and is not safely stowed or parked in the proper parking position (or a defect in the wiring).

This message with the red-LEDs is the indication to the pilot that aircraft docking MUST wait until ground personnel move the PBB into safe position away from the critical docking area.

THE PILOT MUST NOT PROCEED BEYOND THE BOARDING BRIDGE CAB UNLESS THE “BB IN” MESSAGE HAS BEEN REMOVED AND THE DGS INDICATES IT IS TRACKING THE AIRCRAFT INTO THE GATE AREA.

4.3 BAD WEATHER CONDITION (DOWN-GRADE)

During heavy fog, rain or snow, or any low visibility condition, the docking system goes into down-grade mode.

When operating at this mode, the display will deactivate the floating arrows and alternate between “DOWN GRADE” and aircraft type. The DGS will continue operation but with reduced aircraft slow-down speed. This message will be replaced by the closing rate bar, as soon as the system detects and captures the approaching aircraft.

THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE CAB UNLESS THE “DOWN GRADE” TEXT HAS BEEN REMOVED AND THE DGS INDICATES IT IS TRACKING THE AIRCRAFT INTO THE GATE AREA.

4.4 AIRCRAFT VERIFICATION FAILURE

After capture of the aircraft, the DGS checks its geometry against a stored profile. If, for any reason, aircraft verification is not confirmed at 12 meters (or 40 feet) before the target stop-position, the display will show STOP followed by ID FAIL (alternating on the upper row of the display).

If the DGS is re-activated for the same aircraft type, docking can resume without aircraft verification. Note that such re-activation should be done only after the ground crew has verified the correct aircraft type.

THE PILOT MUST NOT PROCEED BEYOND THE BOARDING BRIDGE CAB WITHOUT MANUAL GUIDANCE, UNLESS THE DGS HAS BEEN RE-ACTIVATED AND THE DGS INDICATES IT IS TRACKING THE AIRCRAFT INTO THE GATE AREA.

4.5 GATE BLOCKED

If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed.

The “Gate Block” area covers the general scanning area of the approaching aircraft and where the aircraft body will be parked as well as the area between the DGS and those points. In general, the message is prompted by large obstacles interfering this scanning area. This feature does not look for smaller interfering items on the apron.

THE PILOT MUST NOT PROCEED INTO THE GATE AREA WITHOUT MANUAL GUIDANCE, UNLESS THE “WAIT/GATE/BLOCK” MESSAGE HAS BEEN REMOVED AND THE DGS INDICATES IT IS TRACKING THE AIRCRAFT INTO THE GATE AREA.

4.6 VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will report a View Blocked condition. If the system is able to see the aircraft through the dirty window, the message will be replaced with a closing rate display.

The difference between the “View Block” and the “Gate Block” feature is that the “View Block” feature looks for interference within 2m of distance from the laser and the “Gate Block” feature looks for interference past this distance.

THE PILOT MUST NOT PROCEED INTO THE GATE AREA WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN REMOVED AND THE DGS INDICATES IT IS AGAIN TRACKING THE AIRCRAFT INTO THE GATE AREA.

4.7 TOO FAST

If the aircraft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed. The aircraft docking must be re-started or the docking procedure completed by manual guidance.

THE PILOT MUST NOT PROCEED BEYOND THE BOARDING BRIDGE CAB WITHOUT MANUAL GUIDANCE, UNLESS THE DGS HAS BEEN RE-ACTIVATED AND THE DGS INDICATES IT IS TRACKING THE AIRCRAFT INTO THE GATE AREA.
4.8 ANOMALOUS ERROR, SBU-STOP

Any anomalous or uncorrectable error during the docking procedure will generate a SBU condition. A manual backup procedure must be used for docking guidance.

Note: An SBU-Stop may be followed by another error related to a hardware failure or other anomalous event.

THE PILOT MUST FOLLOW MANUAL GUIDANCE INTO THE GATE WHEN THE DGS DISPLAY IS IN THIS CONDITION.

4.9 ERROR CONDITION

Any error that occurs during the DGS operation will generate an ERROR message with an error code in the main display. Errors that occur during aircraft docking may be proceeded with an "SBU" message. The PILOT MUST FOLLOW MANUAL GUIDANCE INTO THE GATE WHEN THE DGS DISPLAY IS IN THIS CONDITION.

4.10 EMERGENCY STOP

If the Emergency Stop button is pressed (by the ground operator), the display will show STOP with RED lights to each side. The ground crew may activate this button to indicate a dangerous condition that requires aircraft motion STOP and NOT continue its approach into the gate.

THE PILOT SHOULD STOP THE AIRCRAFT AT ANY TIME THE STOP MESSAGE IS DISPLAYED DURING DGS DOCKING GUIDANCE THEN FOLLOW MANUAL GUIDANCE.

4.11 NON-OPERATIONAL CONDITION

Should there be a hardware failure that interferes with the DGS ability to operate, the display will go blank with RED lights to each side. In such cases, the DGS cannot be used until the hardware failure has been resolved.

THE PILOT MUST FOLLOW MANUAL GUIDANCE INTO THE GATE WHEN THE DGS DISPLAY IS IN THIS CONDITION.

4.12 NO POWER (OR POWER FAILURE)

When the DGS is powered Off, or in case of a power failure, the display will be shown as completely black. Until power is restored, any aircraft shall be marshalled-in or towed-in to the gate.

THE PILOT MUST FOLLOW MANUAL GUIDANCE INTO THE GATE WHEN THE DGS DISPLAY IS IN THIS CONDITION.
JULIANA Approach

*JULIANA Approach

128.95

*JULIANA Tower

118.7

VOR

PJM

113.0

Final Crs

096°

No FAF

MDA (H)

1040' (1026')

Apt Elev

14'

MISSING APC: Track 180° climbing to 4000', passing 2600' turn
LEFT direct PJM VOR and hold.

Alt Set: hPa

Apt Elev: 1 hPa

Trans level: FL 65

Trans alt: 5000'

1. Timing not authorized for defining Missed Approach Point.

MHA 4000

MAX 20000

MAX IAS 240 Kts.

1 MIN at or below 14000

1.5 MIN above 14000

Passing 2600' turn left

MHA 4000

MAX 20000

MAX IAS 240 Kts.

1 MIN at or below 14000

1.5 MIN above 14000

Passing 2600' turn left

CHANGES: Procedure.

1. Timing not authorized for defining Missed Approach Point.

Track 180° climbing to 4000', passing 2600' turn
LEFT direct PJM VOR and hold.

Alt Set: hPa

Apt Elev: 1 hPa

Trans level: FL 65

Trans alt: 5000'

1. Timing not authorized for defining Missed Approach Point.
JEPPESEN
JeppView 3.6.3.0

TNCM/SXM
ST MAARTEN I, NETH ANTILLES
PHILIPSBURG

PRINCESS JULIANA INTL
VOR Z Rwy 10

[CONDITIONAL]

128.95
118.7

MISSED ACPH: Track 180° climbing to 4000', passing 2600' within 10 DME turn LEFT direct PJM VOR and hold.

Alt Set: 1 hPa
Trans level: FL 65
Trans alt: 5000'

1. Timing not authorized for defining the Missed Approach Point.

GND SPEED-KTS 70 90 100 120 140 160

Descent Gradient (5.2%) or 369 474 527 633 738 843

MAP at LCTR

REIL

CHANGES: Procedure.

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