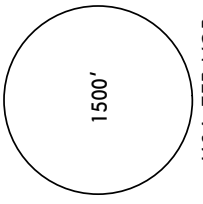
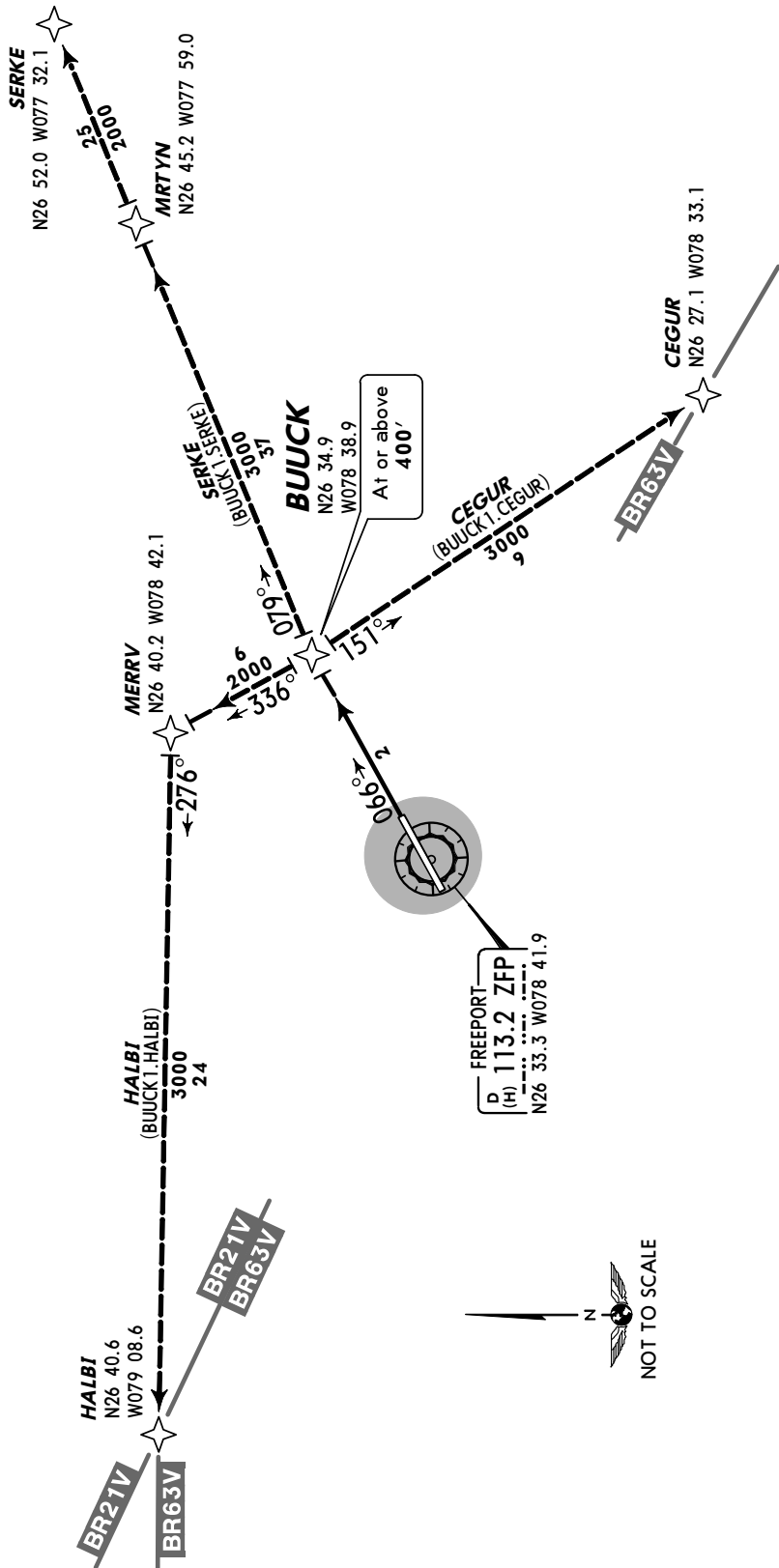


Apt Elev  
7'

Trans level: FL180 Trans alt: 18000'  
RNP- 1.0 or GPS required, use 1 NM CDI sensitivity.



**BUUCK ONE RNAV DEPARTURE (BUUCK1.BUUCK)**  
**SPEED: MAX 200 KT UNTIL BUUCK**  
(RWY 06)

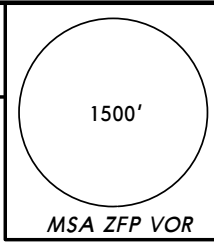


INITIAL CLIMB	ALTITUDE
Proceed via 066° course to BUUCK.	Climb to assigned altitude.
TRANSITION	
<b>CEGUR</b>	Turn RIGHT direct CEGUR, then as filed.
<b>HALBI</b>	Turn LEFT direct MERRY, then turn LEFT direct HALBI, then as filed.
<b>SERKE</b>	Turn RIGHT direct MERTYN, then direct SERKE, then as filed.

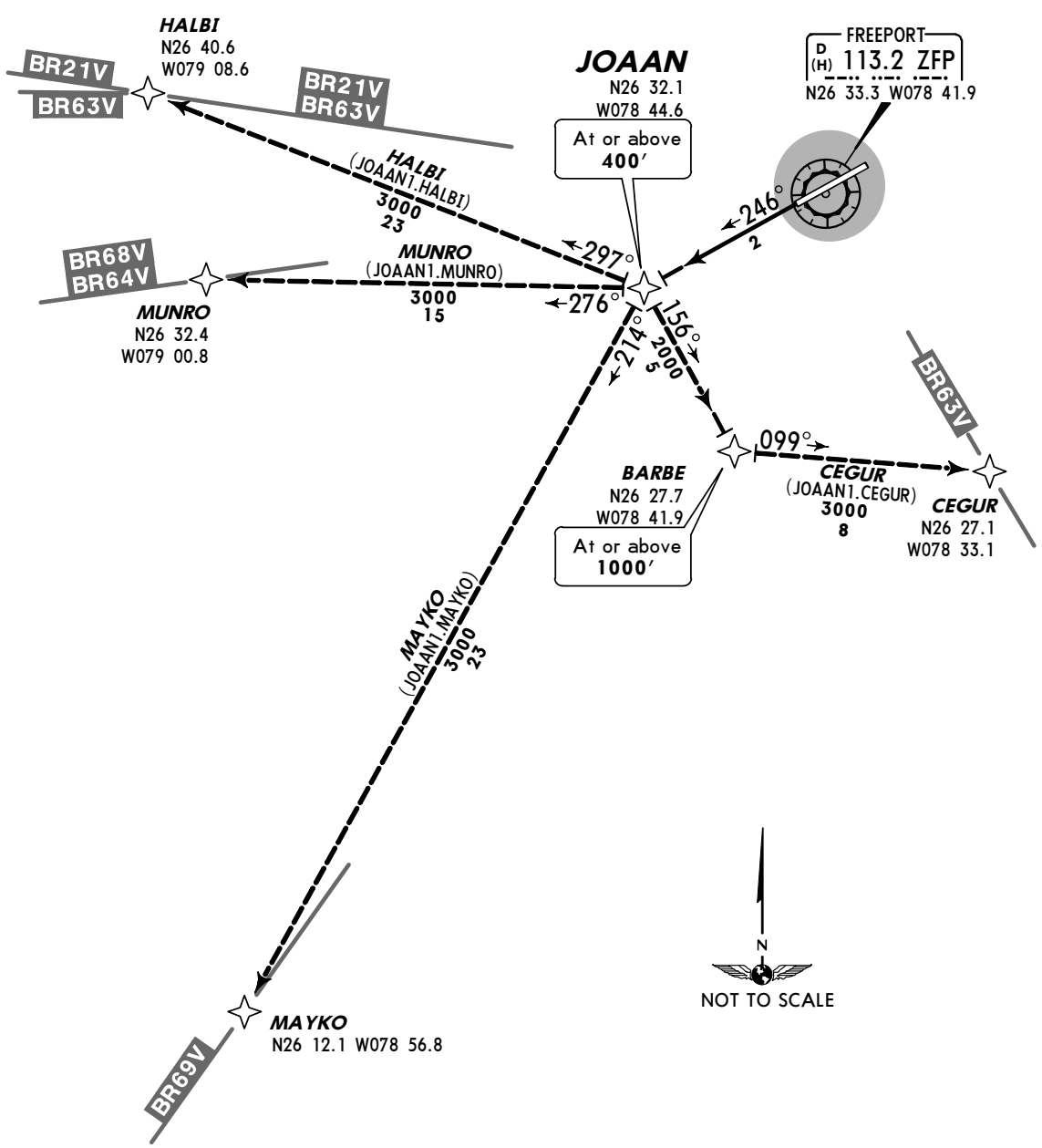
Take-off minimums: Standard.

Apt Elev  
7'

Trans level: FL180 Trans alt: 18000'  
RNP- 1.0 or GPS required, use 1 NM CDI sensitivity.

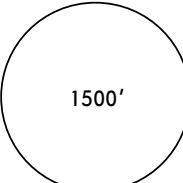


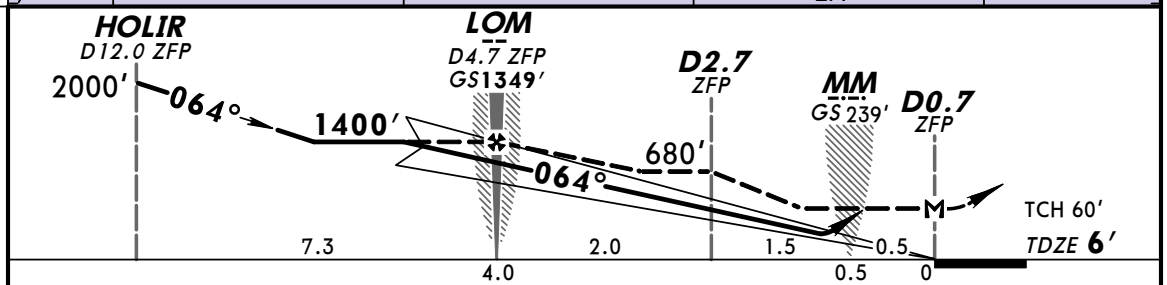
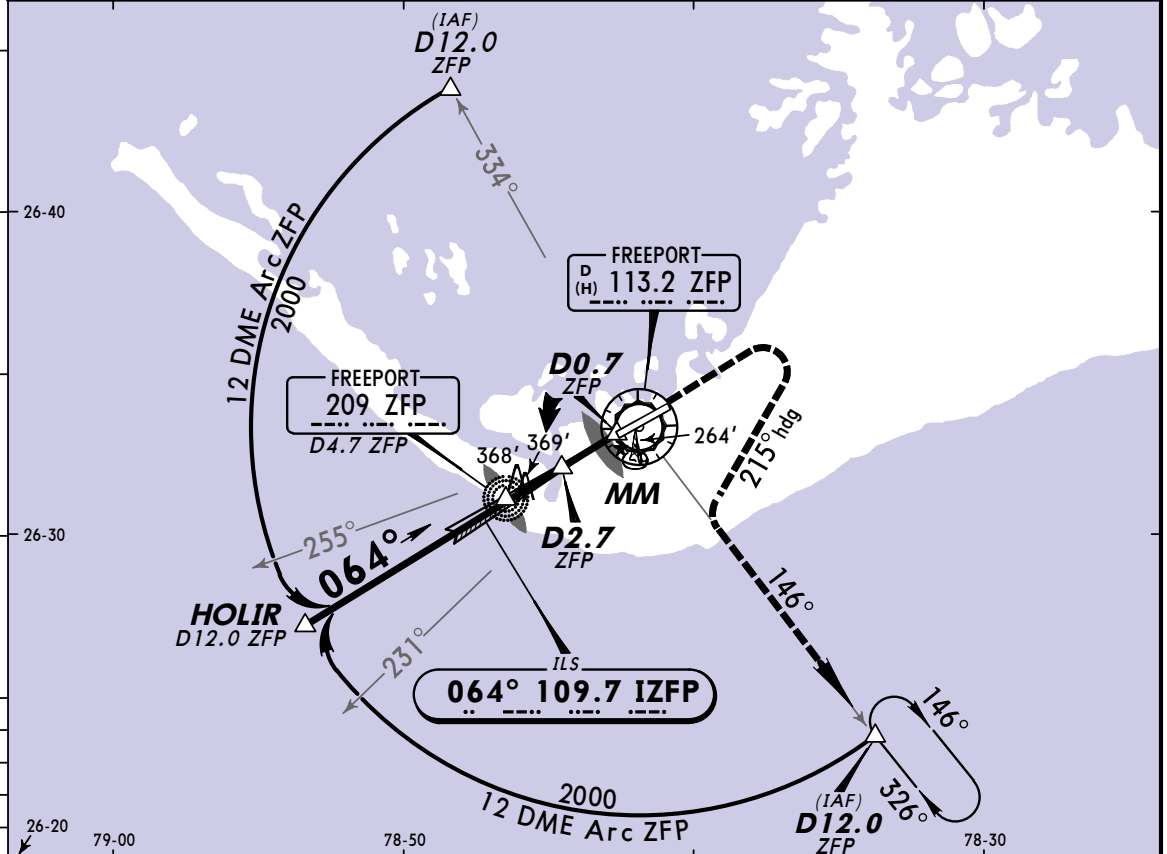
**JOAAN ONE RNAV DEPARTURE (JOAAN1.JOAAN)**  
**~~SPEED~~ MAX 200 KT UNTIL JOAAN**  
(RWY 24)



Take-off minimums: Standard.

INITIAL CLIMB		ALTITUDE
Proceed via 246° course to JOAAN, then via assigned transition.		Climb to assigned altitude.
TRANSITION		
<b>CEGUR</b>	Turn LEFT direct BARBE, then turn LEFT direct CEGUR, then as filed.	
<b>HALBI</b>	Turn RIGHT direct HALBI, then as filed.	
<b>MAYKO</b>	Turn LEFT direct MAYKO, then as filed.	
<b>MUNRO</b>	Turn RIGHT direct MUNRO, then as filed.	

AWOS <b>119.27</b>		FREEPORT Approach <b>126.5</b>		FREEPORT Tower <b>118.5</b>		Ground <b>121.7</b>	
LOC IZFP <b>109.7</b>	Final Apch Crs <b>064°</b>	GS LOM <b>1349' (1343')</b>	ILS DA(H) <b>256' (250')</b>	Apt Elev 7' TDZE 6'			
<b>MISSED APCH: Climb to 2000', then RIGHT turn via 215° heading and outbound on ZFP VOR R-146 to D12.0 ZFP and hold.</b>							
Alt Set: IN (MB on req)		Trans level: FL 180		Trans alt: 1800'		MSA ZFP VOR	
1. If local altimeter setting not available, procedure not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	2000'	RT via 215° hdg and 113.2 ZFP R-146
GS	3.00°	377	484	538	646	753			
MAP at D0.7 ZFP									

STRAIGHT-IN LANDING RWY 06					CIRCLE-TO-LAND					
ILS DA(H) <b>256' (250')</b>					LOC (GS out) MDA(H) <b>400' (394')</b>					
A									Max Kts	MDA(H)
B					1				90	620' (613') - 1
C	3/4								120	640' (633') - 1 3/4
D					1 1/4				140	640' (633') - 2
									165	640' (633') - 2

# MYGF/FPO

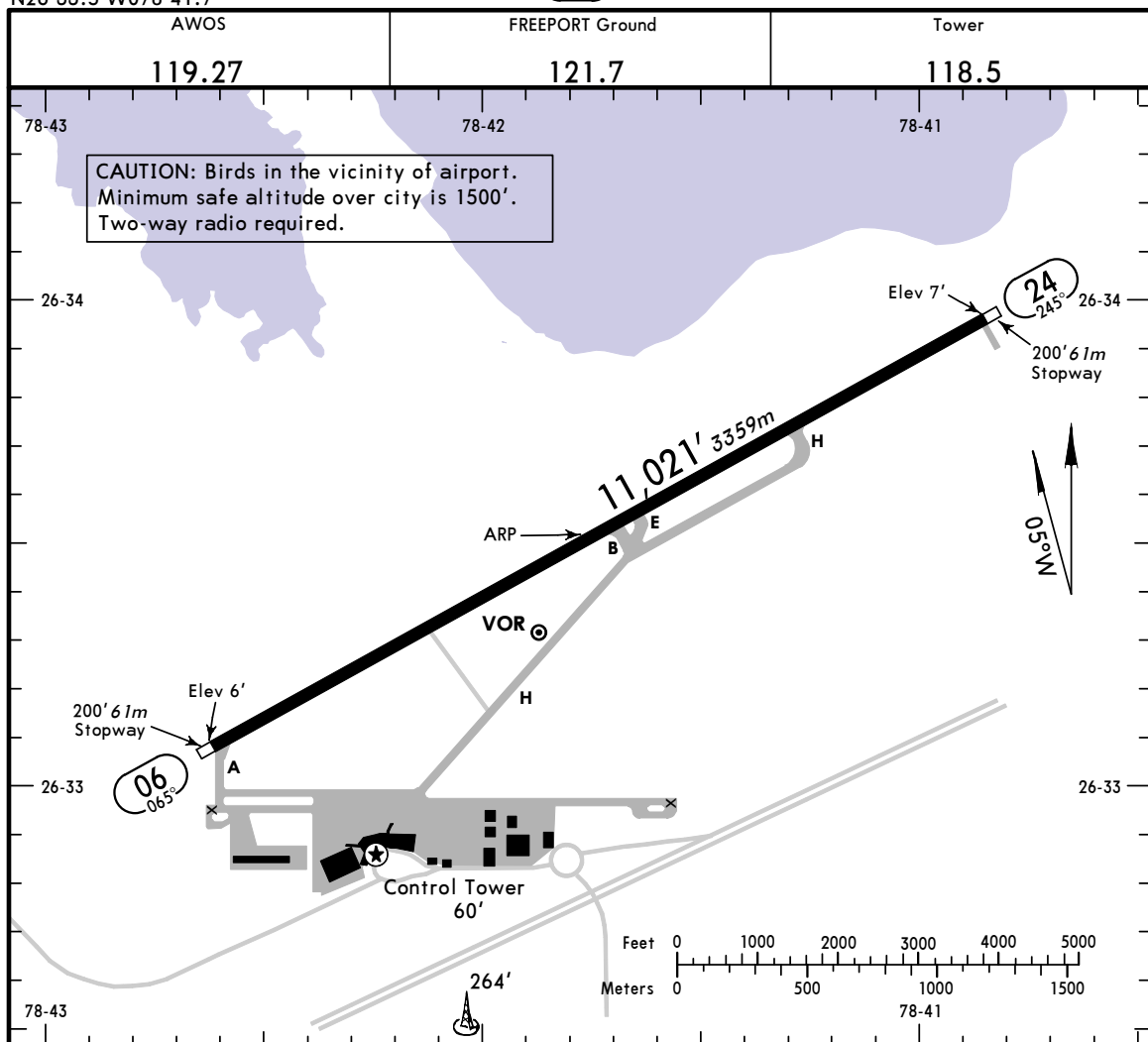
Apt Elev 7'  
N26 33.5 W078 41.7

**JEPPESEN**

25 JAN 08 (11-1)

# FREEPORT, BAHAMAS

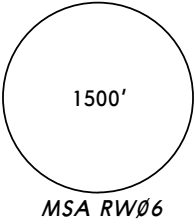
## GRAND BAHAMA INTL

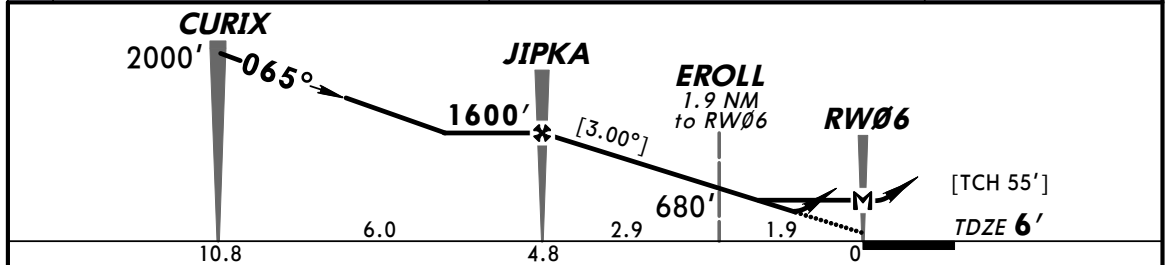
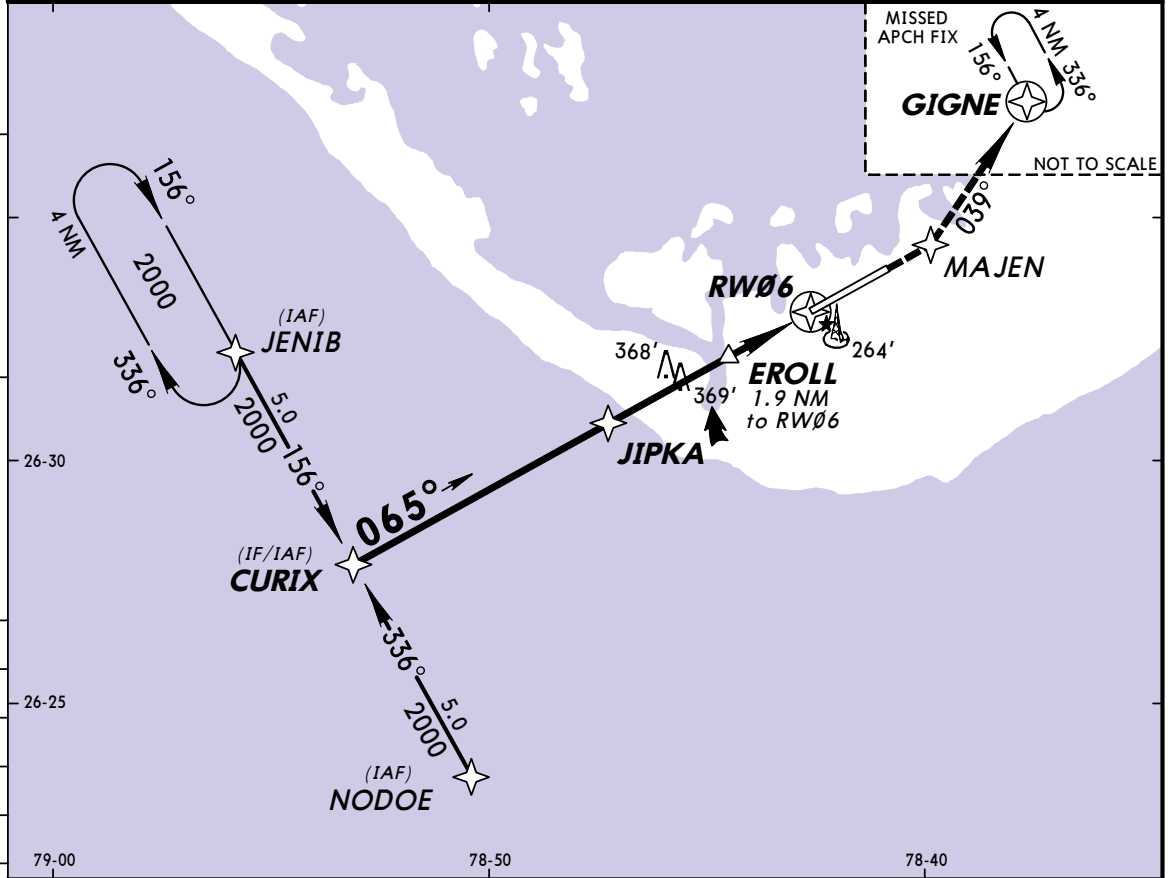


### ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
06	MIRL REIL PAPI (angle 3.0°)				150'
24	MIRL PAPI-L (angle 3.0°)				46m

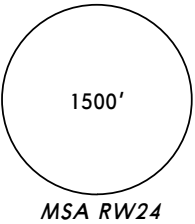
TAKE-OFF	
	All Rwys
1 & 2 Eng	1
3 & 4 Eng	1/2

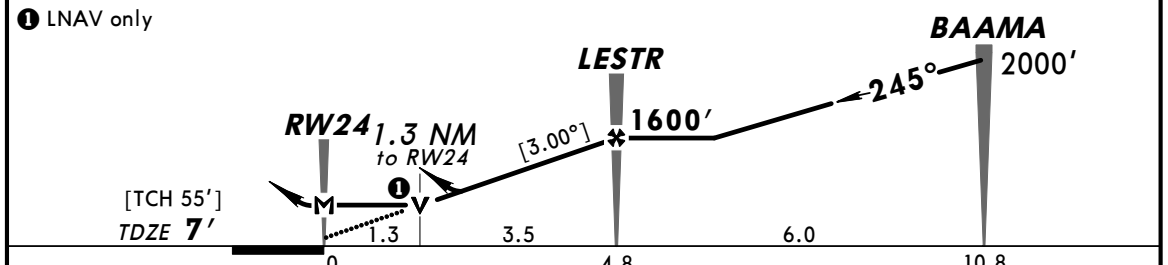
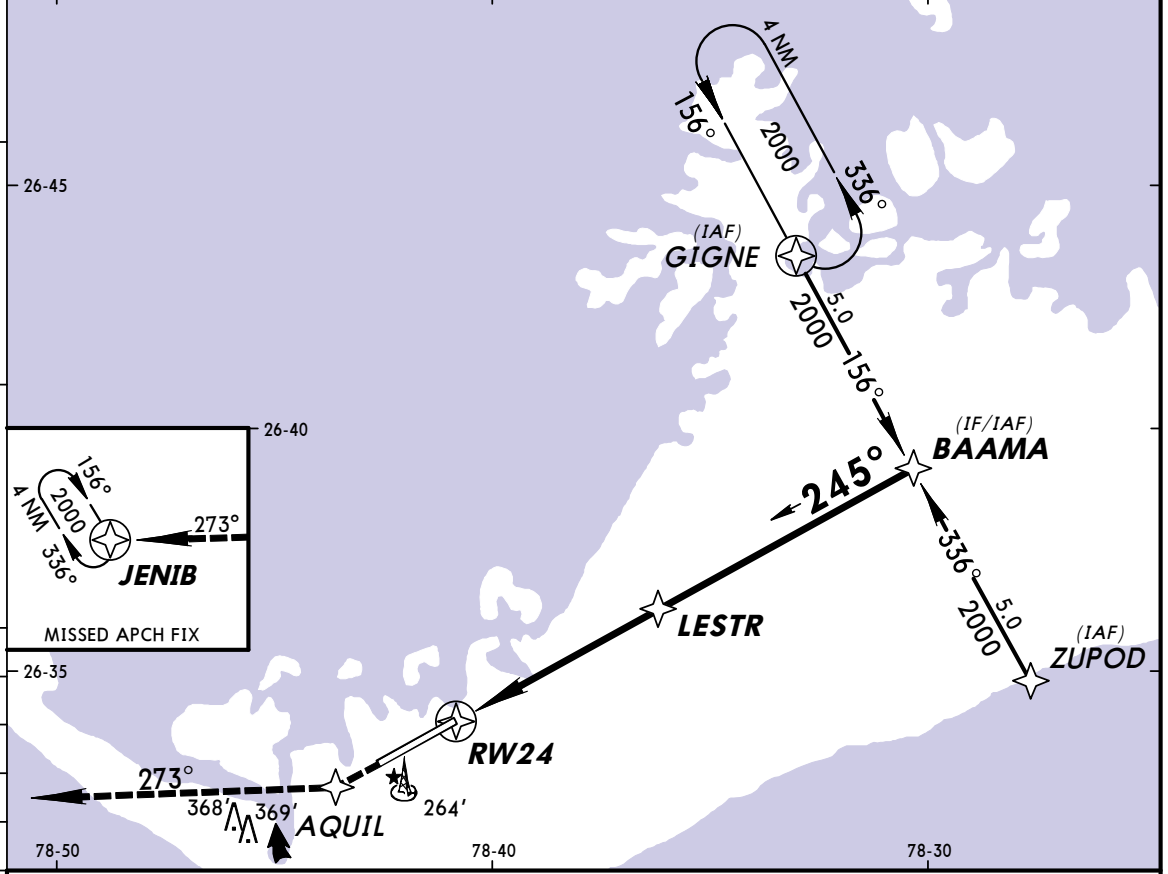
AWOS <b>119.27</b>		FREEPORT Approach <b>126.5</b>		FREEPORT Tower <b>118.5</b>		Ground <b>121.7</b>	
RNAV		Final Apch Crs <b>065°</b>		Minimum Alt <b>JIPKA</b> <b>1600' (1594')</b>		LNAV/VNAV DA(H) <b>420' (414')</b>	
				Apt Elev <b>7'</b>		TDZE <b>6'</b>	
<b>MISSED APCH:</b> Climb to 2000' direct MAJEN then via 039° track to GIGNE and hold.							
Alt Set: IN (MB on req)      Trans level: FL 180      Trans alt: 18000' 1. If local altimeter not available, procedure not authorized. 2. Baro-VNAV not authorized below -15°C (5°F). 3. DME/DME RNP-0.3 not authorized.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	2000'	D → MAJEN
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at RW06									

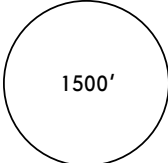
STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Max Kts	
DA(H) 420'(414')		MDA(H) 520'(514')		MDA(H)	
A				90	620'(613')-1½
B		1½		120	640'(633')-1¾
C	1½			140	640'(633')-2
D		1¾		165	640'(633')-2

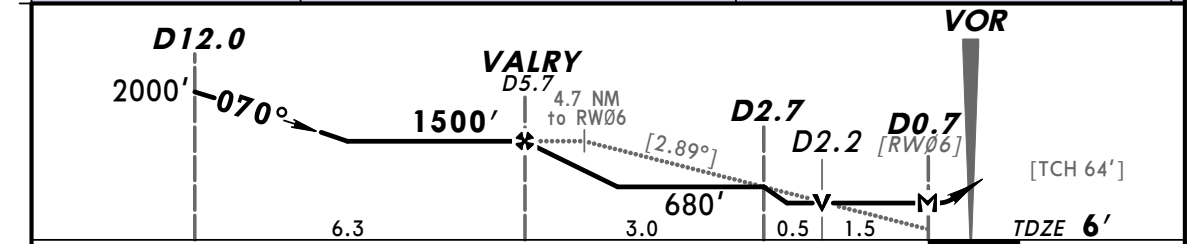
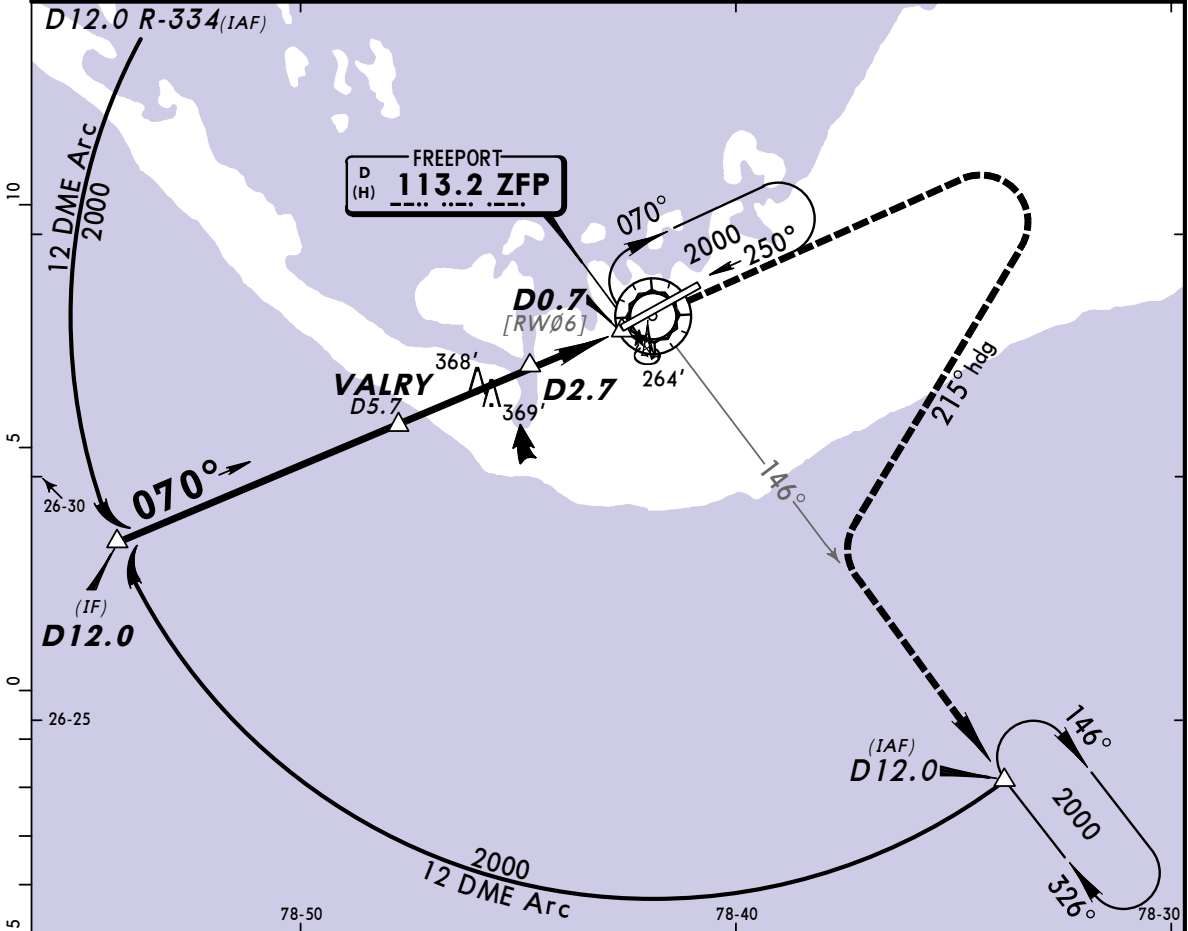
AWOS 119.27		FREEPORT Approach 126.5		FREEPORT Tower 118.5		Ground 121.7	
RNAV	Final Apch Crs <b>245°</b>	Minimum Alt <b>LESTR</b> <b>1600'</b> (1593')	LNAV MDA(H) <b>420'</b> (413')	Apt Elev 7'			
<b>MISSED APCH: Climb to 2000' direct AQUIL then via 273° track to JENIB and hold.</b>							
Alt Set: IN (MB on req)      Trans level: FL 180      Trans alt: 18000' 1. If local altimeter not available, procedure not authorized. 2. Baro-VNAV not authorized below -15°C (5°F). 3. DME/DME RNP-0.3 not authorized.							
<b>MSA RW24</b>							



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	D	AQUIL
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW24										

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND	
LNAV/VNAV DA(H) <b>480'</b> (473')		LNAV MDA(H) <b>420'</b> (413')		Max Kts
A		1		90
B				120
C	1½			140
D		1¼		165
				MDA(H)
				620' (613') - 1½
				640' (633') - 1½
				640' (633') - 2

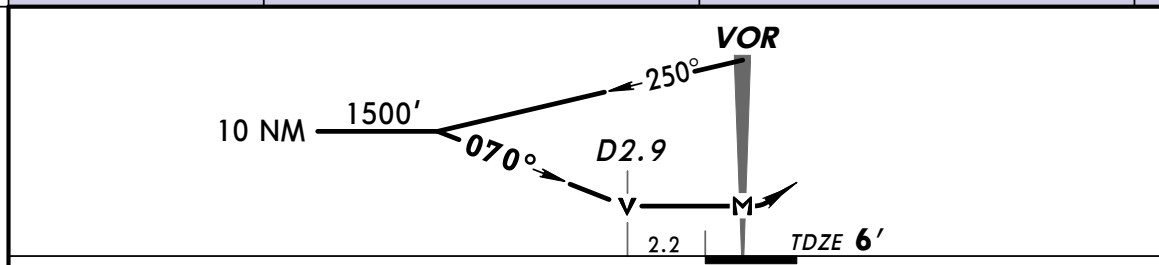
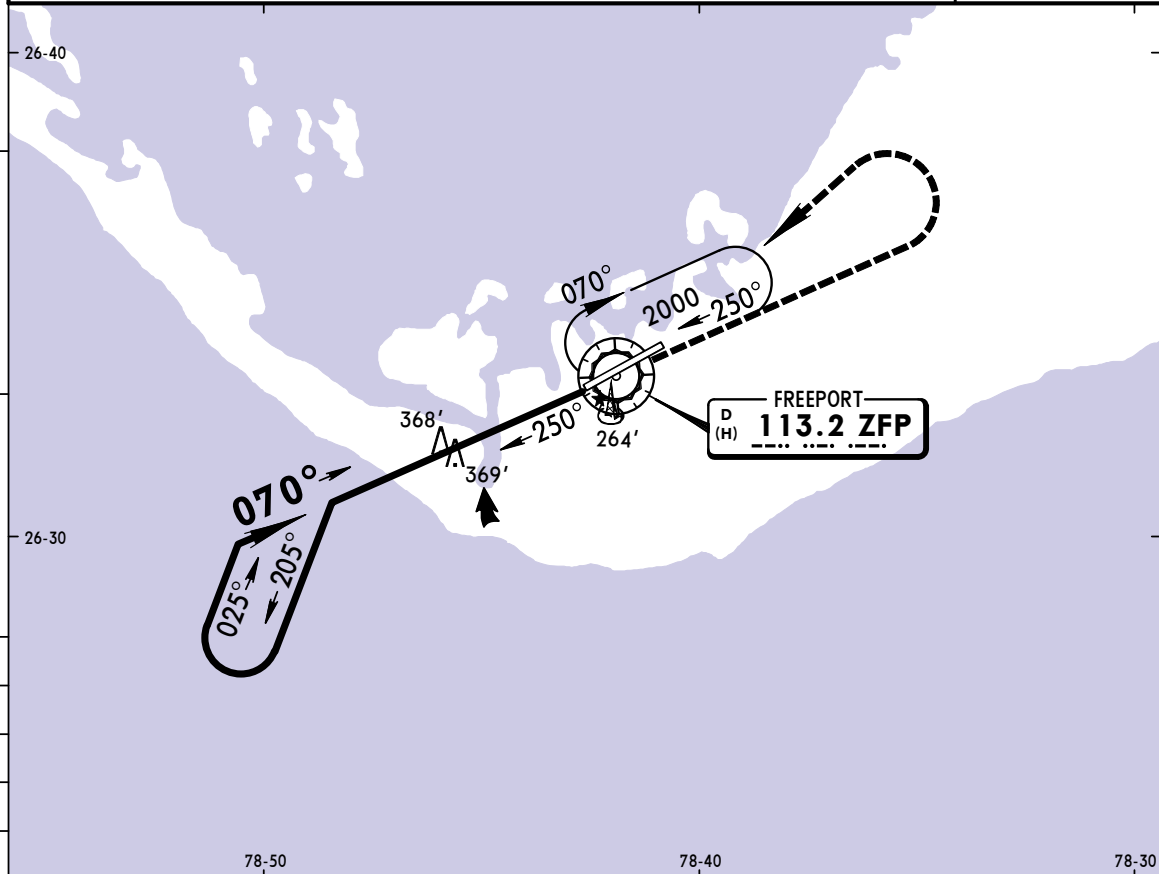
AWOS 119.27		FREEPORT Approach 126.5		FREEPORT Tower 118.5		Ground 121.7	
VOR ZFP 113.2	Final Apch Crs 070°	Minimum Alt VALRY 1500' (1494')	MDA(H) 480' (474')	Apt Elev 7'			
<b>MISSED APCH:</b> Climb to 2000' then RIGHT turn via 215° heading and outbound on ZFP VOR R-146 to D12.0 and hold.							
Alt Set: IN (MB on req)			Trans level: FL 180		Trans alt: 18000'		
1. If local altimeter not available, procedure not authorized.							MSA ZFP VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI	2000'	RT	via 215° hdg	ZFP and 113.2 R-146
Descent angle [2.89°]	358	460	511	613	716	818					
MAP at D0.7											

STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND		
MDA(H) 480' (474')			MDA(H)		
A		1	90	620' (613')-1	
B			120		
C		1 1/4	140	640' (633')-1 3/4	
D		1 1/2	165	640' (633')-2	

AWOS 119.27		FREEPORT Approach 126.5		FREEPORT Tower 118.5		Ground 121.7	
VOR ZFP 113.2	Final Apch Crs 070°	No FAF		MDA(H) 680' (674')	Apt Elev 7'	1500'	
MISSED APCH: Climb to 2000' then LEFT turn direct ZFP VOR and hold.							
Alt Set: IN (MB on req)		Trans level: FL 180		Trans alt: 18000'		MSA ZFP VOR	
1. If local altimeter not available, procedure not authorized.							

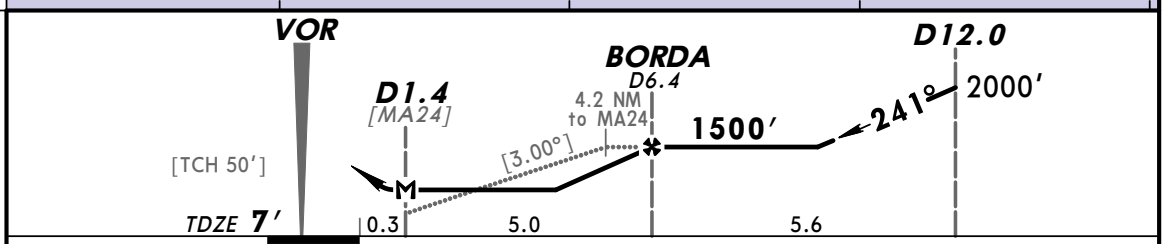


					REIL	2000'	←	→	ZFP
					PAPI	↑	LT	D	113.2
MAP at VOR									

STRAIGHT-IN LANDING RWY 06					CIRCLE-TO-LAND				
MDA(H) 680' (674')									
A	1				Max Kts	MDA(H)			
B	2				90	680' (673')-1			
C	2 1/4				120	680' (673')-2			
D					140	680' (673')-2 1/4			
					165	680' (673')-2 1/4			



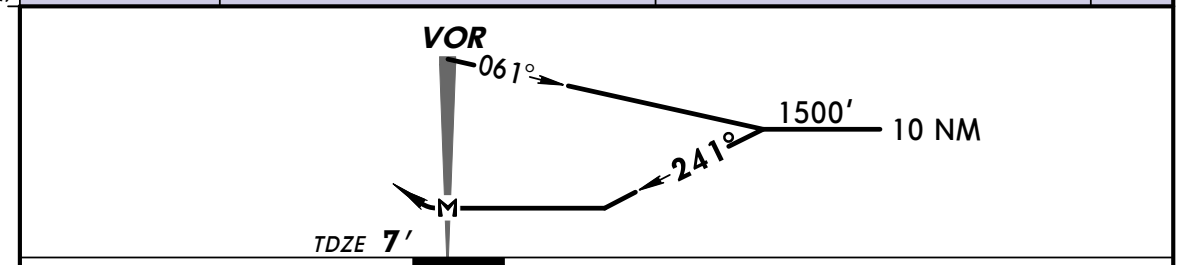
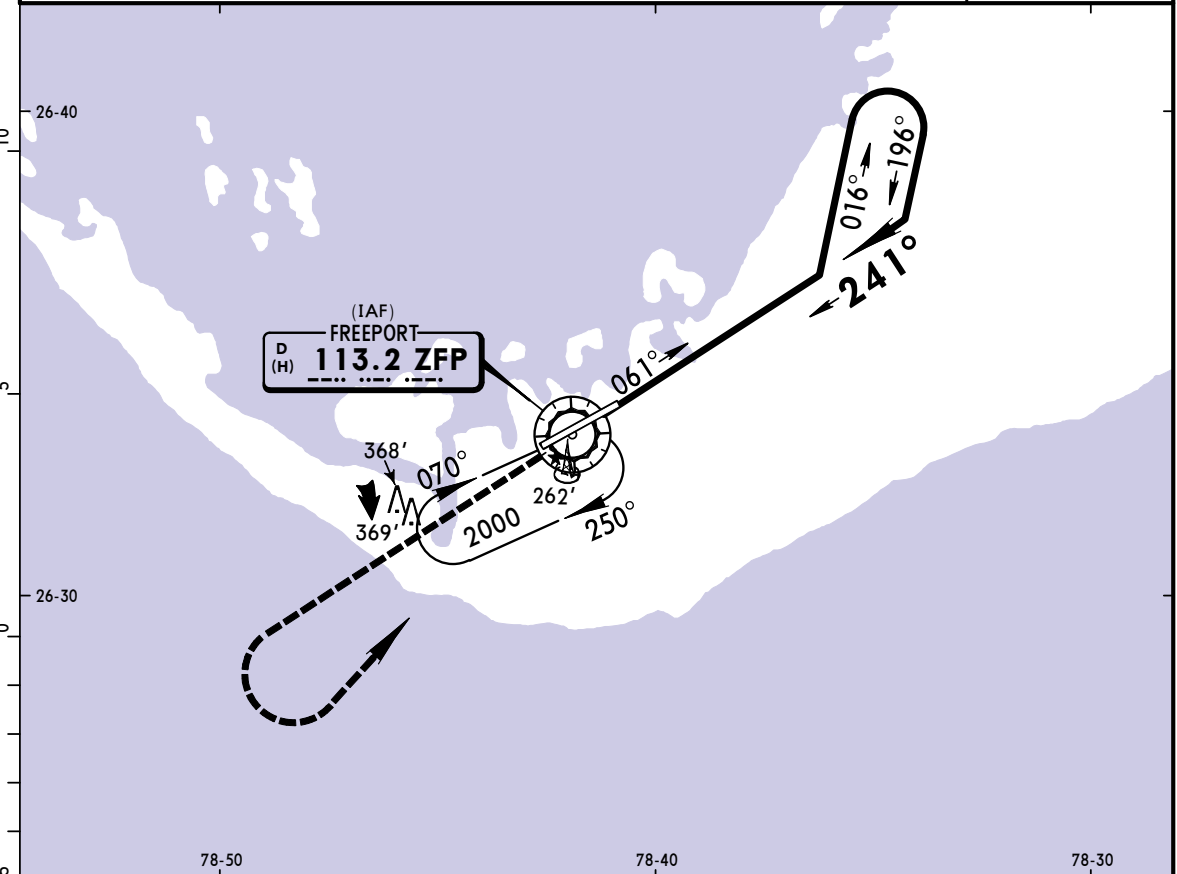
AWOS <b>119.27</b>		FREEPORT Approach <b>126.5</b>		FREEPORT Tower <b>118.5</b>		Ground <b>121.7</b>	
VOR ZFP <b>113.2</b>	Final Apch Crs <b>241°</b>	Minimum Alt <b>BORDA</b> <b>1500'</b> (1493')	MDA(H) <b>420'</b> (413')	Apt Elev <b>7'</b> TDZE <b>7'</b>		1500'	
<b>MISSED APCH:</b> Climb to 2000' then LEFT turn via 095° heading and outbound on ZFP VOR R-146 to D12.0 and hold.							
Alt Set: IN (MB on req)		Trans level: FL 180		Trans alt: 18000'		MSA ZFP VOR	



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2000'	LT	via 095° hdg	ZFP and 113.2 R-146
Descent angle [3.00°]	372	478	531	637	743	849					

STRAIGHT-IN LANDING RWY 24						CIRCLE-TO-LAND					
MDA(H) <b>420'</b> (413')						MDA(H)					
A	1					Max Kts					
B						90	580' (573')-1				
C						120					
D	1 1/4					140	640' (633')-1 3/4				
						165	640' (633')-2				

AWOS <b>119.27</b>		FREEPORT Approach <b>126.5</b>		FREEPORT Tower <b>118.5</b>		Ground <b>121.7</b>	
VOR ZFP <b>113.2</b>	Final Apch Crs <b>241°</b>	No FAF		MDA(H) <b>480' (473')</b>	Apt Elev <b>7'</b>	1500'	
MISSED APCH: Climb to 2000' then LEFT turn direct ZFP VOR and hold.							
Alt Set: IN (MB on req)		Trans level: FL 180		Trans alt: 18000'		MSA ZFP VOR	



				PAPI-L	2000'	←	→	ZFP <b>113.2</b>
MAP at VOR					↑	LT		

STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND		
MDA(H) <b>480' (473')</b>			_____ MDA(H) _____		
A	1	Max Kts 90	580' (573')-1		
B	1 1/4	120	640' (633')-1 3/4		
C	1 1/2	140	640' (633')-2		
D		165			