

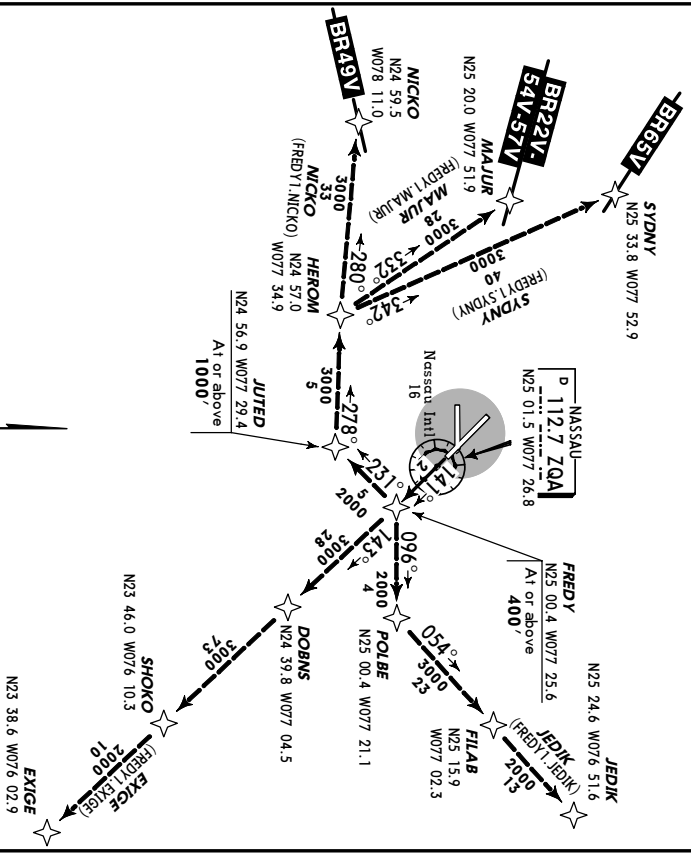
JEPPesen 6 DEC 02 **10-3**
 DEPARTURE
NASSAU, BAHAMAS
 NASSAU INTL
 NASSAU Departure (R) **121.0 125.3**
 TRANS LEVEL: FL180
 TRANS ALT: 18000'

FREDDY ONE RNAV DEPARTURE (FREDY1.FREDDY)
 (RNP 1.0 OR GPS REQUIRED. USE 1 NM CDI SENSITIVITY)
 (DO NOT EXCEED 200 KIAS UNTIL FREDDY)
 (RWY 14)

Take-off minimums Rwy 14: Standard.

TAKE-OFF
Rwy 14: Proceed via 141° course to Freddy, cross at or above 400', climb to assigned altitude.

TRANSITIONS
EXIGE (FREDY1.EXIGE): Turn RIGHT direct Dobns, then direct Shoko, then direct Exige, then as filed.
JEDIK (FREDY1.JEDIK): Turn LEFT direct Polbe, then turn LEFT direct Fljab, then direct JEDIK, then as filed.
MAJUR (FREDY1.MAJUR): Turn RIGHT direct Juted, then turn RIGHT direct Herom, then turn RIGHT direct Majur, then as filed.
NICKO (FREDY1.NICKO): Turn RIGHT direct Juted, then turn RIGHT direct Herom, then turn RIGHT direct Nicko, then as filed.
SYDNY (FREDY1.SYDNY): Turn RIGHT direct Juted, then turn RIGHT direct Herom, then turn RIGHT direct Sydny, then as filed.



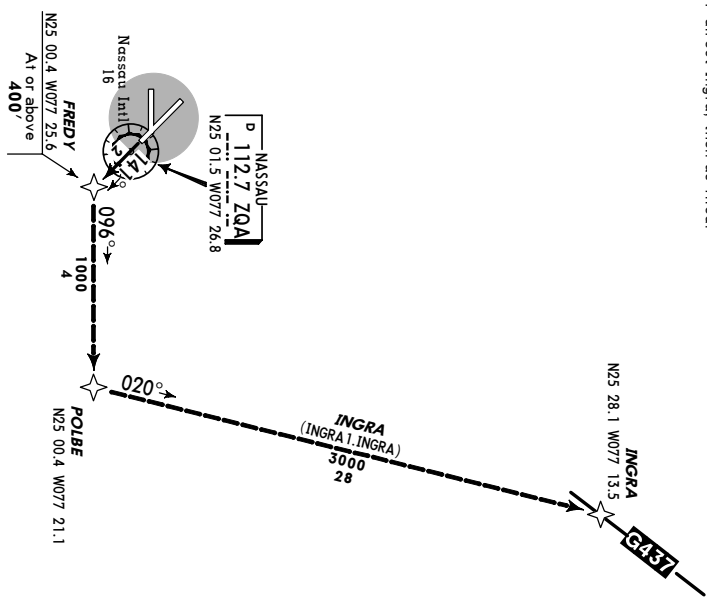
JEPPesen 6 DEC 02 **10-3A**
 DEPARTURE
NASSAU, BAHAMAS
 NASSAU INTL
 NASSAU Departure (R) **121.0 125.3**
 TRANS LEVEL: FL180
 TRANS ALT: 18000'

INGRA ONE RNAV DEPARTURE (INGRA1.INGRA)
 (RNP 1.0 OR GPS REQUIRED. USE 1 NM CDI SENSITIVITY)
 (DO NOT EXCEED 200 KIAS UNTIL FREDDY)
 (RWY 14)

Take-off minimums Rwy 14: Standard.

TAKE-OFF
Rwy 14: Proceed on 141° course to Freddy, cross at or above 400', climbing to assigned altitude.

TRANSITION
INGRA (INGRA1.INGRA): Turn LEFT direct Polbe, turn LEFT direct Ingra, then as filed.



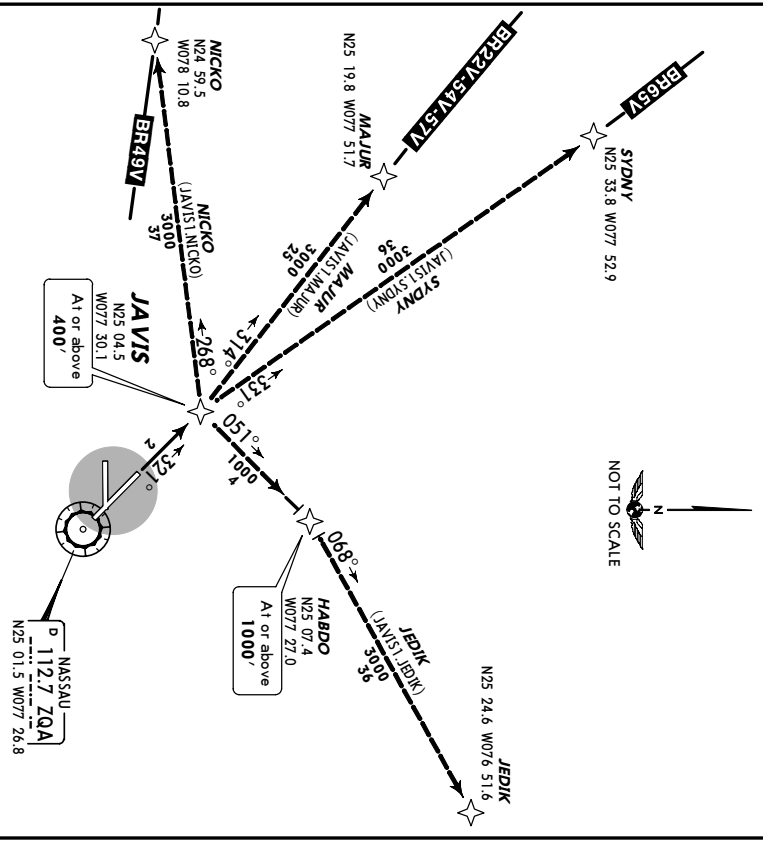
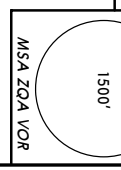
MYNN/NAS
NASSAU INTL

JEPPESSEN
31 DEC 04 (10-3B)

NASSAU, BAHAMAS
SID

NASSAU Departure (R)	121.0	125.3	Apt Elev 16'	Trans level: FL 180	Trans alt: 18000'
				RNP 1.0 or GPS required. Use 1 NM CDI sensitivity.	

JAVIS ONE RNAV DEPARTURE (JAVIS1.JAVIS)
SPEED MAX 200 KT UNTIL JAVIS
(RWY 32)



Take-off minimums Rwy 32: 300-1.

INITIAL CLIMB	ALTITUDE
Proceed via 321° course to JAVIS.	Climb to assigned altitude.

TRANSITION	
JEDIK	Turn RIGHT direct HABDO, then turn RIGHT direct JEDIK, then as filed.
MAJUR	Turn LEFT direct MAJUR, then as filed.
NICKO	Turn LEFT direct NICKO, then as filed.
SYDNY	Turn RIGHT direct SYDNY, then as filed.

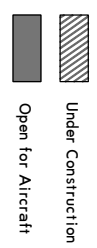
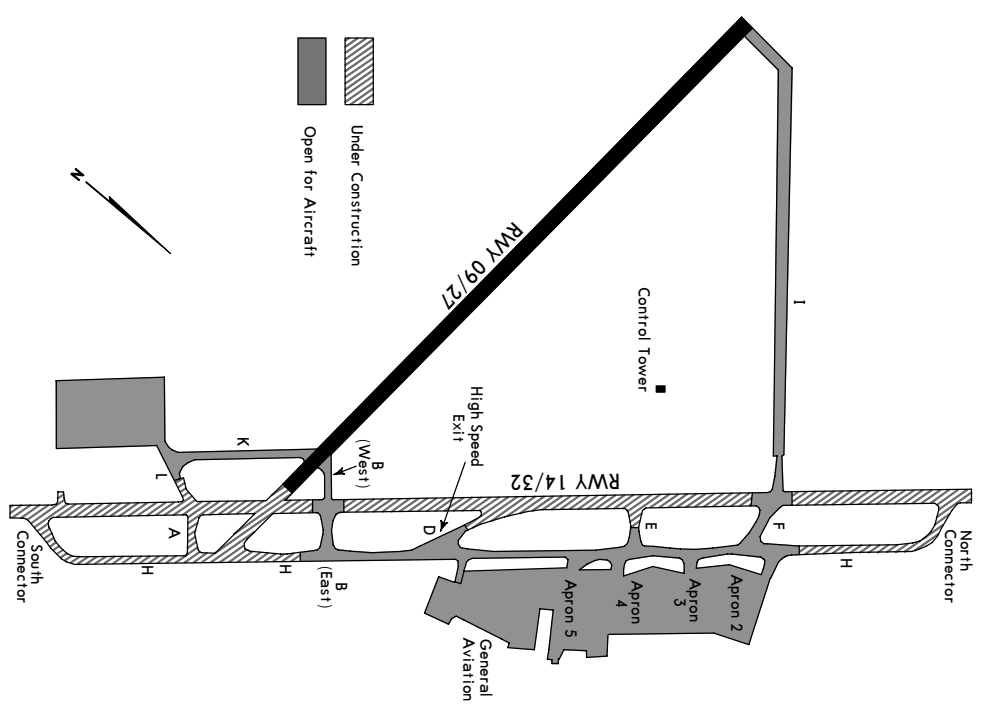
MYNN/NAS
3 JUN 05 (10-8)

JEPPESSEN

NASSAU, BAHAMAS
NASSAU INTL

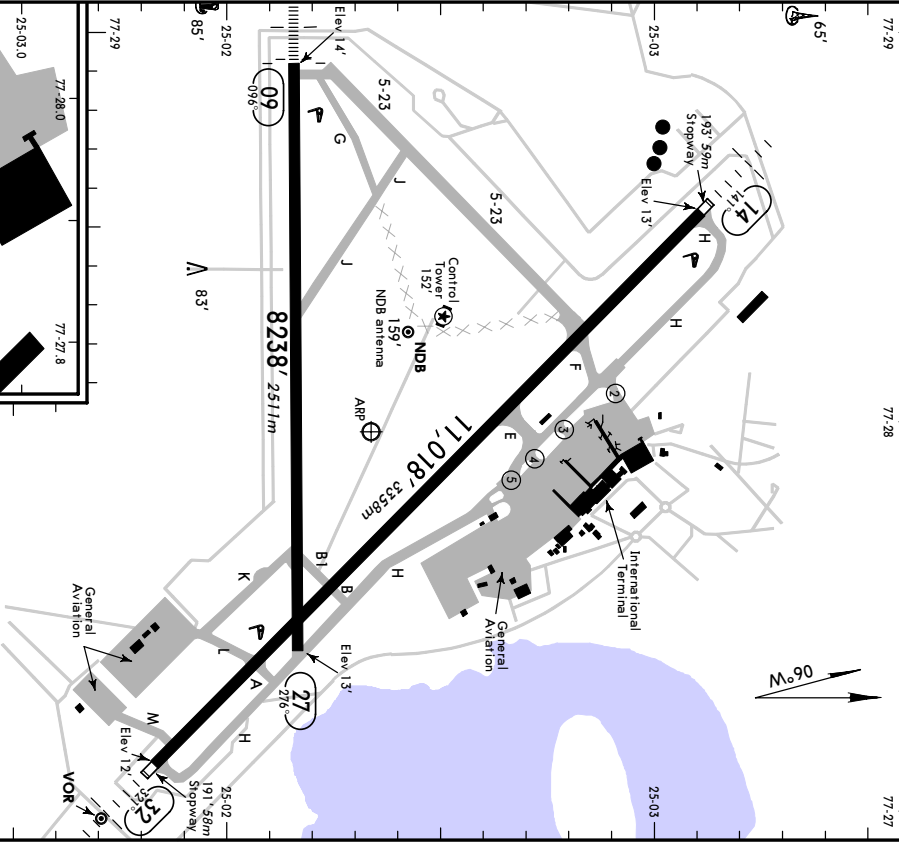
NASSAU INTL AIRPORT IMPROVEMENT PROJECT

- Project to be completed approximately November 2005.
- Completion of project will be notified by NOTAM.
- All temporary information can be obtained via ATIS.
- Rwy 14/32 will be available June 2005.



MYNN/NAS **JEPPesen** **NASSAU, BAHAMAS**
 Apr Elev 16' **(10-9)** 28 JAN 05
 N25 02.3 W077 28.0

*ATIS	NASSAU Clearance	*Ground	*Tower	NASSAU Departure (R)
118.7	118.3	121.7	119.5	121.0 125.3



PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
1 thru 3	N25 03.0 W077 28.0
4	N25 02.9 W077 28.0
5	N25 02.9 W077 28.1
6 thru 9	N25 02.9 W077 28.0
10 thru 13	N25 02.9 W077 27.9
14	N25 02.8 W077 28.0
15	N25 02.8 W077 28.0
16 thru 19	N25 02.8 W077 27.9
20	N25 02.9 W077 27.9

MYNN/NAS **JEPPesen** **NASSAU, BAHAMAS**
 28 JAN 05 **(10-9A)** **NASSAU INTL**

GENERAL
 Airmen are advised due to the proximity of the crash fire rescue building to the spur in taxiway Hotel that the following restrictions are in force:
 1. Aircraft with wing span of 50' or less are permitted to taxi via the north branch of the spur.
 That part of taxiway Hotel is nearest to the crash fire rescue building.
 2. Aircraft with wing span greater than 50' are restricted to utilizing the south branch of the spur.
 That part of taxiway Hotel is farthest from the crash fire rescue building.
 Airmen are advised to exercise extreme caution while taxiing in the vicinity of the spur in taxiway Hotel, and when in doubt request specific taxi instructions.
 Minimum safe altitude over city is 1500'.
 Radio required.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS		TAKE-OFF	WIDTH
	LANDING BEYOND Threshold	Glide Slope		
09	MIRL SSALS ① PAPI-L (angle 3.0°)			150'
27	MIRL PAPI-L (angle 3.0°)			46m

① On test only.

14	MIRL SSALF ② PAPI-L (angle 3.0°)	9,900' 3018m	150' 46m
----	----------------------------------	--------------	----------

② On test only.

TAKE-OFF

Rwys 09, 14, 27	Rwy 32
1 & 2 Eng	1
3 & 4 Eng	1/2
	300-1

SPECIAL IFR DEPARTURE PROCEDURES WITHIN P-3002: Within the Nassau Intl (MYNN) Aerodrome Traffic Zone departing Southwest, West, and Northwest bound is prohibited when flying within the perimeter of the practice range and exercise area of P-3002 at altitudes below 1000'.
 Depart:
 1. As instructed by ATIS or
 2. Climb to an altitude at or above 1000' before flying over the range or
 3. When unable to reach an altitude at or above 1000'
 a. Maintain a heading East of the ZQA VOR R-200 until at an altitude at or above 1000' or until well clear of the range to the South before making a RIGHT-TURN to proceed on course.
 b. Make a short/quick RIGHT-TURN, thereby avoiding the Northern boundary of the range.

FOR FILING AS ALTERNATE
 Authorized only when tower operating

A	11S Rwy 14	LOC Rwy 14
B	600-2	800-2
C		
D		

MYNN/NAS
NASSAU INTL

14 FEB 03 (1-1) ERT 20 FAB

NASSAU, BAHAMAS
IIS Rwy 14

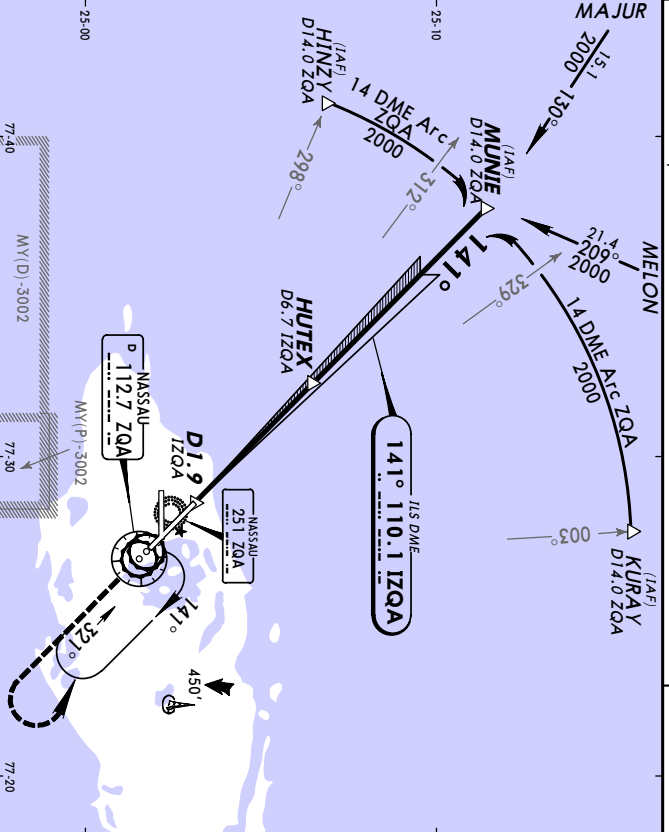
ATIS	NASSAU Approach (R)	NASSAU Tower	Ground
118.7	121.0	125.3	119.5
LOC	Final	GS	IIS
IZQA	Apch Crs	1689' (1675')	Appt Elev 16'
110.1	141°	264' (250')	TDZE 14'

MISSED APCH: Climb to 2000' then LEFT turn direct ZQA VOR and hold.

Alt. Set: IN (MB on req) Trans level: FL 180
 1. When local altimeter setting not received procedure not authorized.
 2. RADAR or DME required.

Trans alt: 18000'

MSA ZQA VOR



Grnd speed-Kts	70	90	100	120	140	160	2000'	2000'
GS	3,000	377	484	538	646	753	861	
MAP at D1.9 IZQA or HUTEX to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46	

IIS STRAIGHT-IN LANDING Rwy 14
 LOC (GS out) MDA(H) **400'** (386')

Full	ALS out	Max Kts	MDA(H)
		90	
		120	520' (504') - 1
		140	520' (504') - 1 1/2
		165	580' (564') - 2

CIRCLE-TO-LAND

MYNN/NAS
NASSAU INTL

22 NOV 02 (2-1)

NASSAU, BAHAMAS
RNAV (GPS) Rwy 09

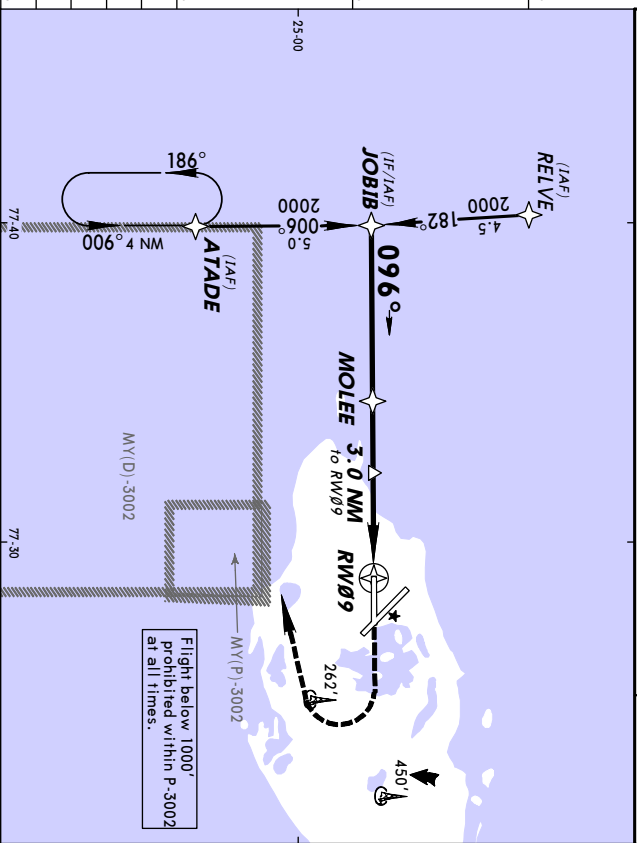
ATIS	NASSAU Approach (R)	NASSAU Tower	Ground
118.7	121.0	125.3	119.5
RNAV	Final	Minimum Alt	LNNAV
	Apch Crs	MOLEE	MDA(H)
	096°	1600'	440' (425')
			TDZE 15'

MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2000' direct ATADE and hold.

Alt. Set: IN (MB on req) Trans level: 18000'
 1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.

Trans alt: 18000'

MSA Rwy 09



Grnd speed-Kts	70	90	100	120	140	160	1000'	2000'
Descent angle	2.89°	358	460	511	613	716	818	
MAP at Rwy 09								

LNNAV/VNAV STRAIGHT-IN LANDING Rwy 09
 MDA(H) **440'** (425')

Full	ALS out	Max Kts	MDA(H)
		90	
		120	520' (504') - 1
		140	520' (504') - 1 1/2
		165	580' (564') - 2

CIRCLE-TO-LAND

CHANGES: BINMI redesignated MUNIE, LOC minimums. © JEPPESEN SANDERSON, INC., 2001, 2003. ALL RIGHTS RESERVED.

MYNN/NAS
NASSAU INTL

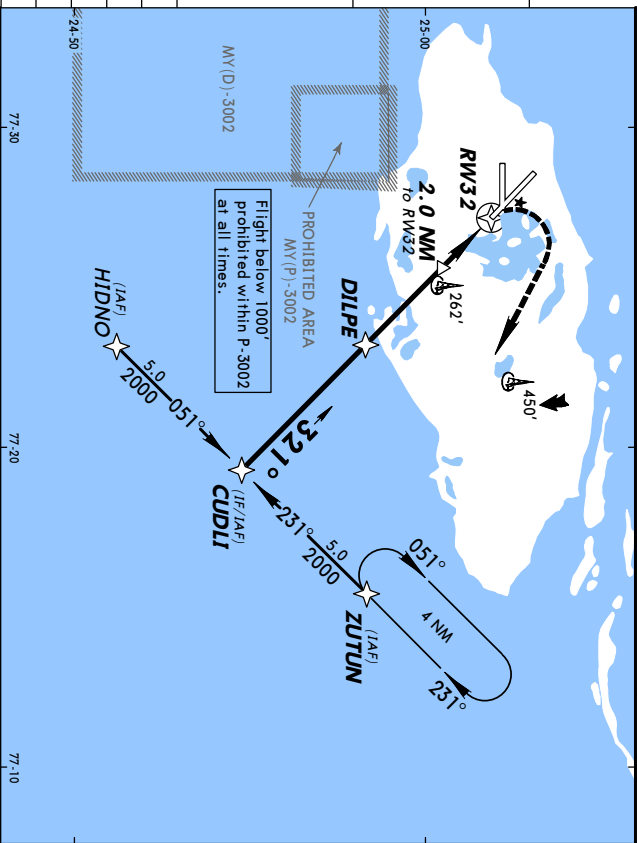
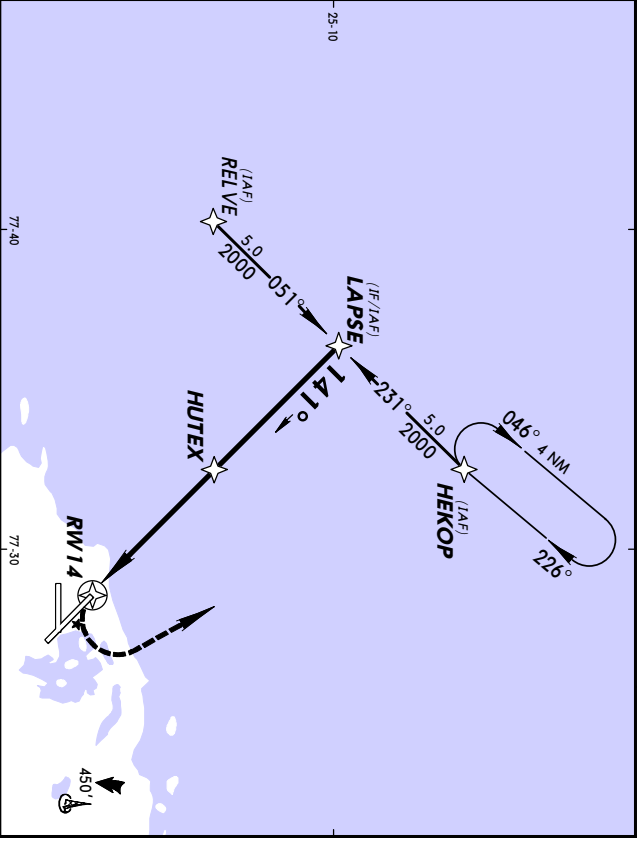
MYNN
NASSAU INTL

ATIS	118.7	NASSAU Approach (R)	121.0	125.3	NASSAU Tower	119.5	Ground	121.7
RNAV	Final Apch Crs 141°	Minimum Alt HUTEX 1600'	LNAV MDA(H) 460' (446')	Appt Elev 16'	TDZE 14'	MISA RW/14		

ATIS	118.7	NASSAU Approach (R)	121.0	125.3	NASSAU Tower	119.5	Ground	121.7
RNAV	Final Apch Crs 321°	Minimum Alt DILPE 1600' (1590')	LNAV MDA(H) 400' (390')	Appt Elev 11'	TDZE 10'	MISA RW/32		

MISSED APCH: Climbing LEFT turn to 2000' direct HEKOP and hold.

MISSED APCH: Climbing RIGHT turn to 2000' direct ZUTUN and hold.



Grnd speed-Kts	70	90	100	120	140	160	2000'	D	HEKOP
Descent angle [2.89°]	358	460	511	613	716	818	2000'	D	HEKOP
MAP at RW/14							ALS out	LT	
STRAIGHT-IN LANDING RWY 14									
LNNAV						MDA(H) 460' (446')	CIRCLE-TO-LAND		
LNNAV/VNAV						ALS out			
NA						Max Kts	90	120	140
NA						Max Kts	140	165	580' (564') -2

Grnd speed-Kts	70	90	100	120	140	160	2000'	D	ZUTUN
Descent angle 2.89°	358	460	511	613	716	818	2000'	D	ZUTUN
MAP at RW/32							ALS out	RT	
STRAIGHT-IN LANDING RWY 32									
LNNAV						MDA(H) 400' (390')	CIRCLE-TO-LAND		
LNNAV/VNAV						ALS out			
NA						Max Kts	90	120	140
NA						Max Kts	140	165	580' (569') -2

MYNN/NAS
NASSAU INTL

14 FEB 03 (3-1) **EFF 20 Feb**

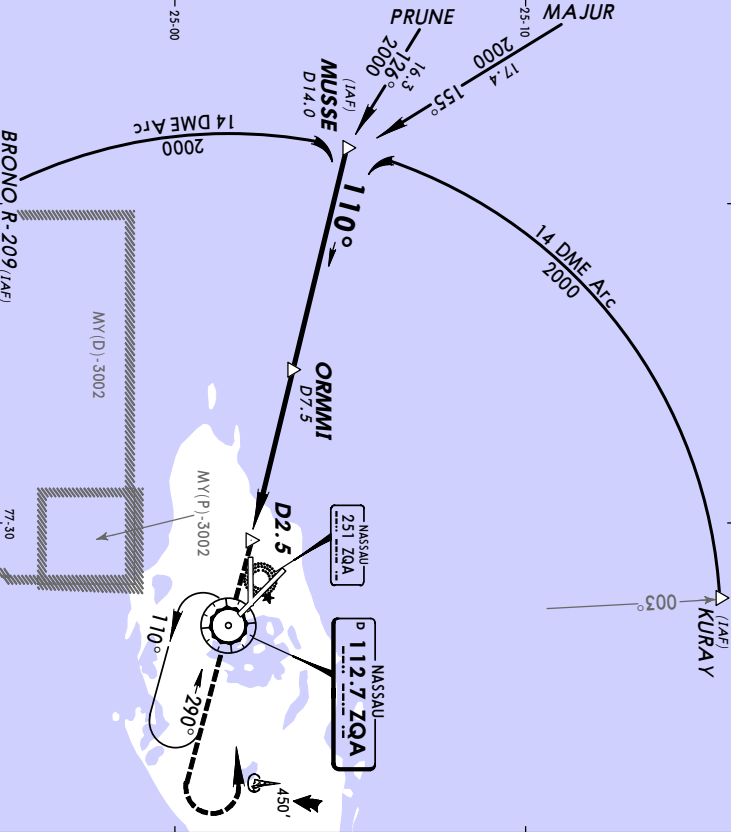
NASSAU, BAHAMAS
VOR DME Rwy 09

ATIS	NASSAU Approach (R)	NASSAU Tower	Ground
118.7	121.0	125.3	119.5
VOR	Final	Minimum Alt	MDA(H)
ZQA	Appch Crs	ORMMI	440' (425')
112.7	110°	1500' (1485')	TDZE 15'

MISSED APCH: Climb to 2000', then LEFT turn direct ZQA VOR and hold.

Alt Set: IN (MB on req) Trans level: FL 180 Trans alt: 18000'

MSA ZQA VOR



MAP at D2.5		STRAIGHT-IN LANDING Rwy 09		CIRCLE-TO-LAND	
A	1	Max Kts	90	MDA(H)	
B	1 1/4	ALS	2000'	LT	D
C	1 1/2				ZQA
D					112.7

MYNN/NAS
NASSAU INTL

14 FEB 03 (3-2) **EFF 20 Feb**

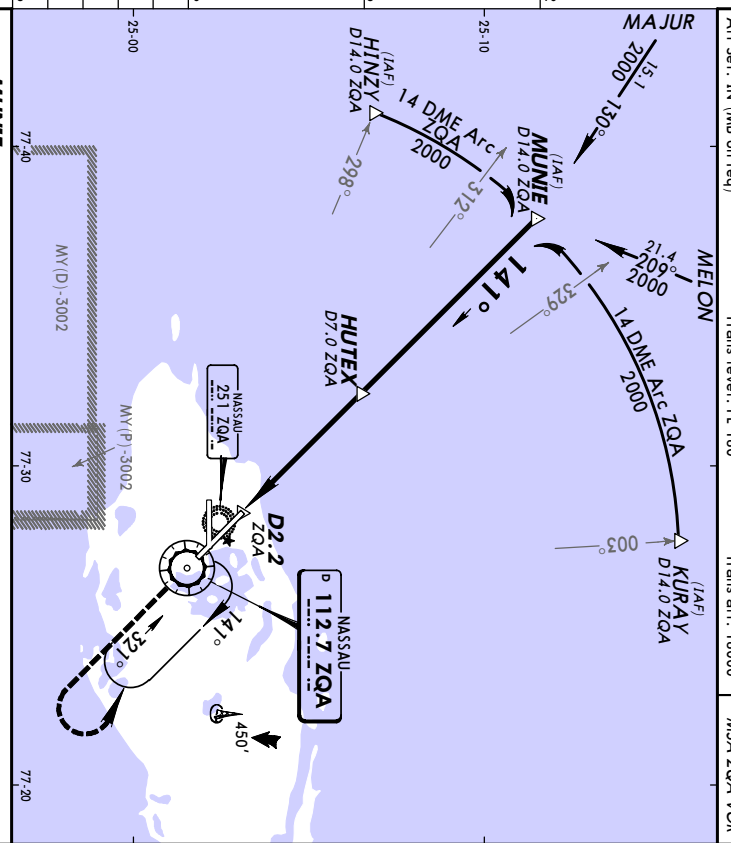
NASSAU, BAHAMAS
VOR DME Rwy 14

ATIS	NASSAU Approach (R)	NASSAU Tower	Ground
118.7	121.0	125.3	119.5
VOR	Final	Minimum Alt	MDA(H)
ZQA	Appch Crs	HUTEX	400' (386')
112.7	141°	1600' (1588')	TDZE 14'

MISSED APCH: Climb to 2000', then LEFT turn direct ZQA VOR and hold.

Alt Set: IN (MB on req) Trans level: FL 180 Trans alt: 18000'

MSA ZQA VOR



MAP at D2.2 ZQA		STRAIGHT-IN LANDING Rwy 14		CIRCLE-TO-LAND	
A	1	Max Kts	90	MDA(H)	
B	1 1/4	ALS	2000'	LT	D
C	1 1/2				ZQA
D					112.7

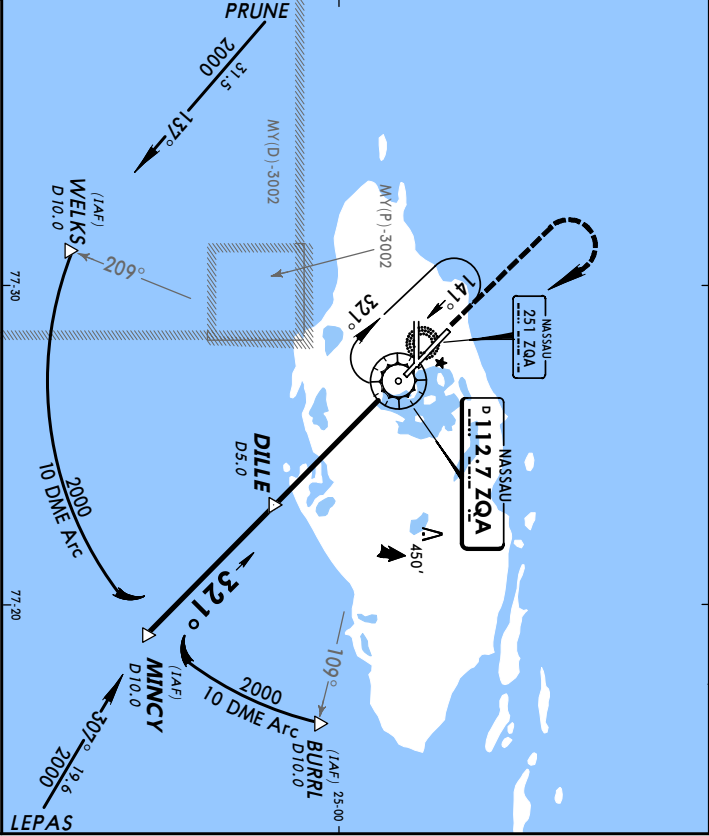
MYNN
NASSAU INTL
 1 MAR 02 (3-3)
JEPPESSEN
NASSAU, BAHAMAS
VOR DME Rwy 32

ATIS	118.7	NASSAU Approach (R)	125.3	NASSAU Tower	119.5	Ground	121.7
VOR	112.7	Final Appch Crs	321°	MDA(H)	500' (487')	Appt Elev	16'
ZQA	112.7	Minimum Alt	DILE	500' (487')	TDZE	13'	

MISSED APCH: Climb to 2000', then RIGHT turn direct ZQA VOR and hold.

Alt Set: IN (MB on req) Trans level: FL 180 Trans alt: 18000' (17987')

MSA ZQA VOR



MAP at VOR							
STRAIGHT-IN LANDING RWY 32							
MDA(H) 500' (487')							
ALS out							
A	1	Max Kts	2000'	RT	D	ZQA	112.7
B	1 1/4	120					
C	1 1/2	140					
D	1 1/2	165					

CIRCLE-TO-LAND

MAP at VOR

STRAIGHT-IN LANDING RWY 32

MDA(H) 500' (487')

ALS out

Max Kts

2000'

RT

D

ZQA

112.7

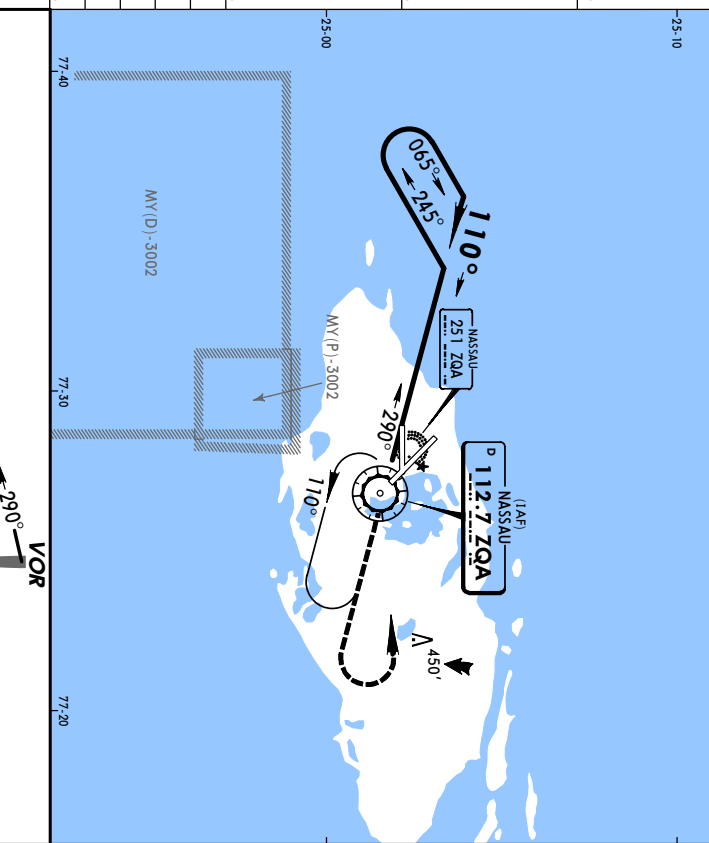
MYNN
NASSAU INTL
 1 MAR 02 (3-4)
JEPPESSEN
NASSAU, BAHAMAS
VOR Rwy 09

ATIS	118.7	NASSAU Approach (R)	125.3	NASSAU Tower	119.5	Ground	121.7
VOR	112.7	Final Appch Crs	110°	MDA(H)	640' (624')	Appt Elev	16'
ZQA	112.7	No FAF		640' (624')	TDZE	15'	

MISSED APCH: Climb to 2000', then LEFT turn direct ZQA VOR and hold.

Alt Set: IN (MB on req) Trans level: FL 180 Trans alt: 18000' (17985')

MSA ZQA VOR



MAP at VOR							
STRAIGHT-IN LANDING RWY 09							
MDA(H) 640' (624')							
ALS out							
A	1	Max Kts	2000'	LT	D	ZQA	112.7
B	1 1/4	120					
C	1 1/2	140					
D	2	165					

CIRCLE-TO-LAND

MAP at VOR

STRAIGHT-IN LANDING RWY 09

MDA(H) 640' (624')

ALS out

Max Kts

2000'

LT

D

ZQA

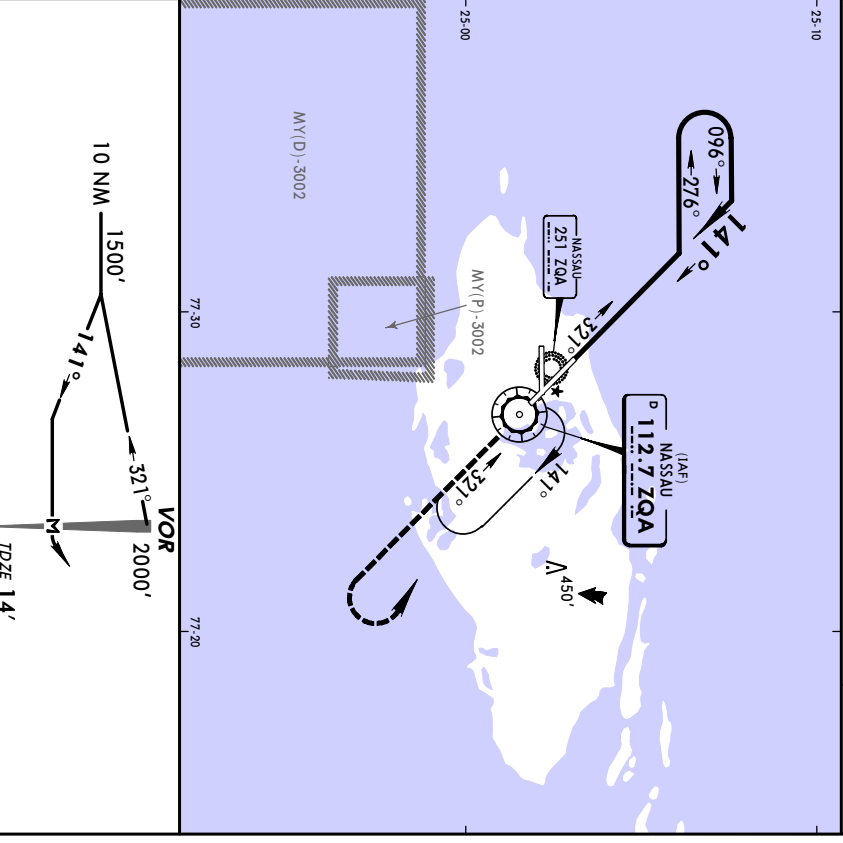
112.7

MYNN/NAS **JEPPesen** **NASSAU, BAHAMAS**
NASSAU INTL 27 FEB 04 **(3-5)** **VOR Rwy 14**

ATIS	NASSAU Approach (R)	NASSAU Tower	Ground
118.7	121.0	125.3	119.5
VOR ZQA	Final Apch Crs	No FAF	MDA(H) 520' (506')
112.7	141°		Ap ^r Elev 16'
			TDZE 14'

MISSED APCH: Climb to 2000', then LEFT turn direct ZQA VOR and hold.

Alt Set: IN (M/B on req) Trans level: FL 180 Trans alt: 18000' MSA ZQA VOR



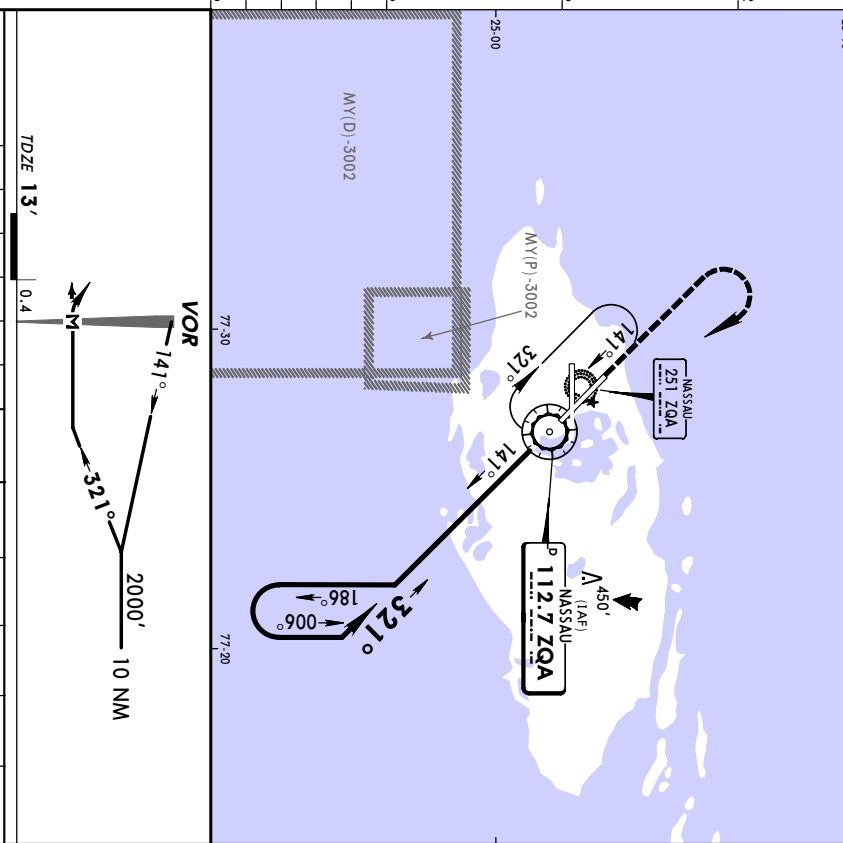
MAP at VOR	STRAIGHT-IN LANDING RWY14	MAP at VOR	CIRCLE-TO-LAND
	MDA(H) 520' (506')		MDA(H)
A	ALS out	Max Kts	
B		90	520' (504') - 1 1/2
C		120	1 1/2
D		140	520' (504') - 2
		165	

MYNN/NAS **JEPPesen** **NASSAU, BAHAMAS**
NASSAU INTL 27 FEB 04 **(3-6)** **VOR Rwy 32**

ATIS	NASSAU Approach (R)	NASSAU Tower	Ground
118.7	121.0	125.3	119.5
VOR ZQA	Final Apch Crs	No FAF	MDA(H) 560' (547')
112.7	321°		Ap ^r Elev 16'
			TDZE 13'

MISSED APCH: Climb to 2000', then RIGHT turn direct ZQA VOR and hold.

Alt Set: IN (M/B on req) Trans level: FL 180 Trans alt: 18000' MSA ZQA VOR



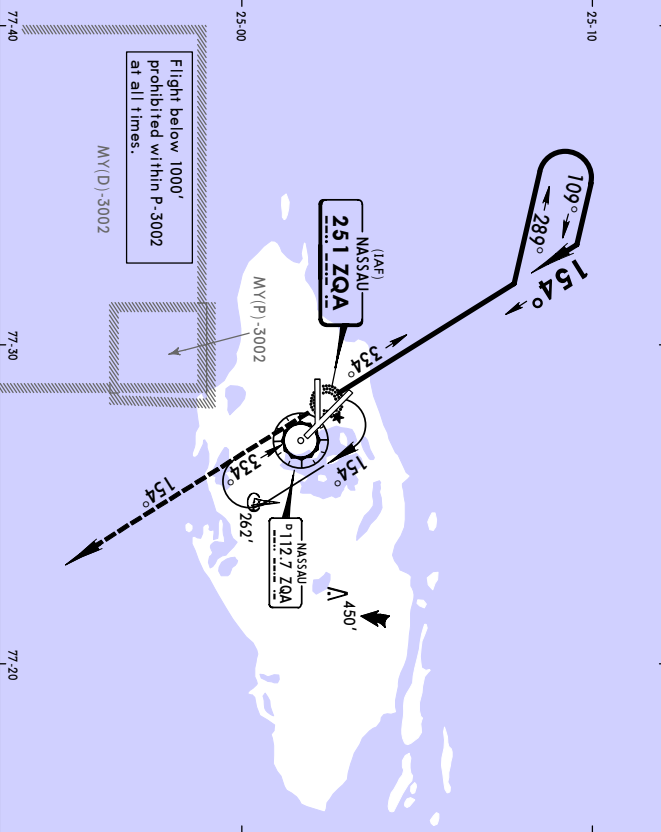
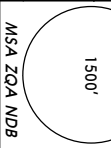
MAP at VOR	STRAIGHT-IN LANDING RWY32	MAP at VOR	CIRCLE-TO-LAND
	MDA(H) 560' (547')		MDA(H)
A	ALS out	Max Kts	
B		90	560' (544') - 1
C		120	560' (544') - 1 1/2
D		140	580' (564') - 2
		165	

22 NOV 02 (6-1)

22 NOV 02 (18-1)

ATIS	NASSAU Approach (R)	NASSAU Tower	Ground
118.7	121.0	125.3	119.5
121.7			
NDB	Final	No FAF	MDA(H)
ZQA	Apch Crs		Appt Elev 16'
251	154°		560' (546')
			TDZE 14'

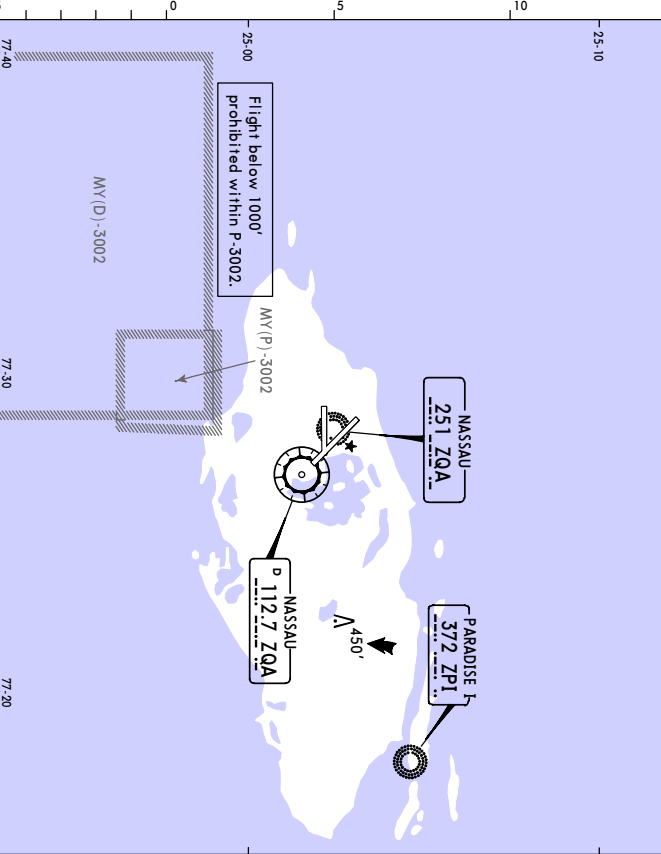
MISSED APCH:	Climb to 2000' on 154° bearing from ZQA NDB within 15 NM. Contact Nassau APPROACH for further instructions.
Alt. Set:	IN (MB on req)
Trans level:	18000'
Trans alt:	18000'



MAP to NDB		CIRCLE-TO-LAND	
STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
MDA(H) 560' (546')		2000'	
ALS out		ZQA	
		on 251	
		153°	
A	1	90	560' (544') - 1
B	1	120	560' (544') - 1 1/2
C	1 1/2	140	580' (564') - 2
D	1 3/4	165	

MAP to NDB		CIRCLE-TO-LAND	
STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
MDA(H) 540' (525')		ASR 14	
ALS out		ASR 32	
		520' (507')	
		ALS out	
A	1	1	1
B	1	1	1
C	1 1/2	1 1/4	1 1/2
D	1 3/4	1 1/2	1 3/4

ATIS	NASSAU Approach (R)	NASSAU Tower	Ground
118.7	121.0	125.3	119.5
121.7			
RADAR	Final/ Apch Crs	Minimum Alt	MDA(H)
	By ATC	Refer to Minimums	Refer to Minimums
			TDZE See below



MISSED APPROACH:
 Runway 09: Climbing RIGHT turn to 2000' outbound via ZQU VOR R-140 within 15 NM.
 Runway 14: Climb to 2000' outbound via ZQA VOR R-140 within 15 NM.
 Runway 32: Climb to 2000' outbound via ZQA VOR R-320 within 15 NM.

All missed approaches shall, except lost communication, be handled as a regular departure.