ARRIVAL PROCEDURES

1. At night, visual approaches shall neither be started nor performed within an area bounded by radials 317° and 005° within a 25 NM radius from FOF.
2. At night, visual approaches shall not be approved until the aircraft has passed in descent the ceiling reported by the meteorological officer.

CHANGES: Procedures revised.
1. Unless otherwise advised by ATC, aircraft must comply with the specifications fixed for each departure route.
2. Aircraft must maintain the theoretical minimum climb gradient for each departure route up to the MSA. If this is impossible, the pilot must advise the tower on the initial contact.
3. Avoid overflight of the town of Ft de France.

### BONID 3E DEPARTURE (RWY 09)

**Join and follow FOF R-097.**
- **At 2000'**
  - Gnd speed-KT: 75
  - 5.9% V/V (fpm): 448
  - 8.9% V/V (fpm): 524
- **or at D6 FOF, turn LEFT track 094° to intercept FOF R-237. After FOF, follow FOF R-047.**

### BONID 3W DEPARTURE (RWY 27)

**Join and follow FOF R-272.**
- **At 1500'**
  - Gnd speed-KT: 75
  - 4.2% V/V (fpm): 319
- **or at D6 FOF, turn LEFT along FOF R-237. After FOF, follow FOF R-047.**
1. Unless otherwise advised by ATC, aircraft must comply with the specifications fixed for each departure route.
2. Aircraft must maintain the theoretical minimum climb gradient for each departure route up to the MSA. If this is impossible, the pilot must advise the tower on the initial contact.
3. Rw 09: Avoid overflight of the town of Ft de France.
1. Unless otherwise advised by ATC, aircraft must comply with the specifications fixed for each departure route.
2. Aircraft must MAINTAIN the theoretical minimum climb gradient for each departure route up to the MSA. If this is impossible, the pilot must advise the tower on the initial contact.
3. Rwy 09: Avoid overflight of the town of Ft de France.

**LIDOS 3E DEPARTURE**

<table>
<thead>
<tr>
<th>Rwy 09</th>
<th>N14 34.2</th>
<th>W061 04.5</th>
</tr>
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</table>

**EMOLA 3E DEPARTURE**

<table>
<thead>
<tr>
<th>Rwy 09</th>
<th>N15 06.1</th>
<th>W061 38.8</th>
</tr>
</thead>
</table>

**LIDOS 3W DEPARTURES**

<table>
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<tr>
<th>Rwy 27</th>
<th>N14 32.4</th>
<th>W061 07.4</th>
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**EMOLA 3W DEPARTURE**

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<th>Rwy 27</th>
<th>N15 06.1</th>
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**LIDOS 3N DEPARTURE**

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<tr>
<th>Rwy 27</th>
<th>N14 35.4</th>
<th>W061 01.4</th>
</tr>
</thead>
</table>

**SID**: LIDOS 3N, LIDOS 3W DEPARTURES (Rwy 27)

- **Tw**
- **Gnd speed-KT**
- **5.2% V/V (fpm)**
- **220 KT**

**SID**: EMOLA 3W DEPARTURE (Rwy 27)

- **Tw**
- **Gnd speed-KT**
- **5.2% V/V (fpm)**
- **220 KT**

**SID**: EMOLA 3E DEPARTURE (Rwy 09)

- **Tw**
- **Gnd speed-KT**
- **5.2% V/V (fpm)**
- **220 KT**

**SID**: EMOLA 3W DEPARTURE

- **Tw**
- **Gnd speed-KT**
- **5.2% V/V (fpm)**
- **220 KT**

**SID**: EMOLA 3W DEPARTURE

- **Tw**
- **Gnd speed-KT**
- **5.2% V/V (fpm)**
- **220 KT**

**SID**: EMOLA 3W DEPARTURE

- **Tw**
- **Gnd speed-KT**
- **5.2% V/V (fpm)**
- **220 KT**
1. Unless otherwise advised by ATC, aircraft must comply with the specifications fixed for each departure route.

2. Aircraft must maintain the theoretical minimum climb gradient for each departure route up to the MSA. If this is impossible, the pilot must advise the tower on the initial contact.

3. Rwy 09: Avoid overflight of the town of Ft de France.

4. This SID requires minimum climb gradients of: CAT A & B: 6.5% up to MSA. CAT C & D: 4.2% up to MSA.

5. This SID requires a minimum climb gradient of 4.2% up to MSA.
**MARTINIQUE, MARTINIQUE**

**AIME CESARIE**

**APT ELEV 16'**

**N14 35.5 W060 59.8**

**10 JUL 09**

---

### GENERAL

**CAUTION:** Wildlife strike hazard.

**CAUTION:** There is a risk of dog intrusion onto the airport grounds and runway.

Two-way radio required.

Glider activity south of island.

General aviation parking area not available to jet aircraft due to security reasons.

---

### ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>HERL</th>
<th>PAPI-L (angle 3.0°)</th>
<th>RVR</th>
<th>Threshold</th>
<th>Glide Slope</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>09</td>
<td>HERL</td>
<td>PAPI-L (angle 3.0°)</td>
<td>RVR</td>
<td>8694'</td>
<td>2640m</td>
<td>148'</td>
<td>45m</td>
</tr>
<tr>
<td>27</td>
<td>HERL</td>
<td>PAPI-L (angle 3.5°)</td>
<td>RVR</td>
<td>9022'</td>
<td>2750m</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CAUTION:** Turnaround area restricted to aircraft with a turn radius lower than 131' (40m).

Note: Avoid overflying military area in the south of Rwy and the city air in the north of Rwy.

---

### JAR-OPS.

- **1 Turnaround area restricted to aircraft with a turn radius lower than 131'(40m).**
- **Note:** Avoid overflying military area in the south of Rwy and the city air in the north of Rwy.
**PARKING SPOT COORDINATES**

<table>
<thead>
<tr>
<th>SPOT NO.</th>
<th>COORDINATES</th>
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</thead>
<tbody>
<tr>
<td>0, 11, 12, 21</td>
<td>N14 35.7 W060 59.8</td>
</tr>
<tr>
<td>2, 3, 4, 22, 51, 32, 41</td>
<td>N14 35.7 W060 59.9</td>
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<tr>
<td>5, 6, 42, 52, 61, 62</td>
<td>N14 35.7 W061 00.0</td>
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<td>19, 25, 71, 81, 82, 96</td>
<td>N14 35.7 W061 00.1</td>
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<td>N14 35.6 W061 00.2</td>
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<td>91, 92, 94, 95</td>
<td>N14 35.8 W061 00.3</td>
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<tr>
<td>93</td>
<td>N14 35.8 W061 00.4</td>
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<tr>
<td>94, 95, 96</td>
<td>N14 35.8 W061 00.8</td>
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**MAX SIZE AIRCRAFT FOR PARKING SPOTS**

<table>
<thead>
<tr>
<th>SPOT NO.</th>
<th>AIRCRAFT TYPE</th>
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<tbody>
<tr>
<td>0</td>
<td>ATR 72</td>
</tr>
<tr>
<td>2</td>
<td>DC 10</td>
</tr>
<tr>
<td>3 thru 8</td>
<td>B 747</td>
</tr>
<tr>
<td>9, 11, 10</td>
<td>B 747 Cargo</td>
</tr>
<tr>
<td>12, 21</td>
<td>ATR 42</td>
</tr>
<tr>
<td>22</td>
<td>ATR</td>
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<td>31, 32, 41, 42, 52</td>
<td>ATR 72</td>
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<tr>
<td>61</td>
<td>B 737</td>
</tr>
<tr>
<td>62</td>
<td>A 320</td>
</tr>
<tr>
<td>71, 72</td>
<td>B 737</td>
</tr>
<tr>
<td>81, 82</td>
<td>ATR 72</td>
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<tr>
<td>91</td>
<td>C 406</td>
</tr>
<tr>
<td>92, 93</td>
<td>DHC 6</td>
</tr>
<tr>
<td>94, 95, 96</td>
<td>ATR 72</td>
</tr>
</tbody>
</table>

**JAR-OPS STRAIGHT-IN LANDING Rwy 09**

<table>
<thead>
<tr>
<th>ILS</th>
<th>LOC DF 09°</th>
</tr>
</thead>
<tbody>
<tr>
<td>A:</td>
<td>490° (470°) C:</td>
</tr>
<tr>
<td>B:</td>
<td>490° (470°) D:</td>
</tr>
</tbody>
</table>

**JEPPSEN, 2009. ALL RIGHTS RESERVED.**
MISS APCH: Climb STRAIGHT AHEAD to 2500', turn RIGHT to join the holding pattern at FOF VOR climbing to 5000'. Do not turn before FOF VOR. Climb to 2500' prior to level acceleration.

Map at D1.4 FF/D1.0 FOF. See 11-3

MISS APCH: Climb STRAIGHT AHEAD to 2500', turn RIGHT to join the holding pattern at FOF VOR climbing to 5000'. Do not turn before FOF VOR. Climb to 2500' prior to level acceleration.

ALT Set: HPA
Rwy Elev: 0 HPA
Trans level: By ATC
Trans alt: 9000'
MISSAPCH: Climb STRAIGHT AHEAD to 2500', turn RIGHT to enter the holding pattern at FOF NDB climbing to 3000'. Do not turn before FOF NDB. Climb to 2500' prior to level acceleration.

Gnd speed-Kts: 70 90 120 140 160

ILS GS 3.00° or LOC Descent Gradient 3.2°

Start turn at 12.5 NM

ILS GS 3.00° or LOC Descent Gradient 3.2°

CIRCLE-TO-LAND
**JEPPESEN JeppView 3.6.3.1**

**MARTINIQUE, MARTINIQUE**

**2 MAY 08**

**AIME CESAAIRE**

**VOR DME RWY 09**

**CHANGES:** Missed approach, minimums, recommended altitudes.

**MISSED APCH:** Turn RIGHT to intercept and follow outbound FOF VOR R-102. At 2500', turn RIGHT to join KAREX climbing to 3000'. Climb to 2500' prior to level acceleration.

**ALL SET:** HPA

**Rwy Elev:** 0 HPA

**Trans level:** By ATC

**Trans alt:** 9000'

**1. Approach not aligned with runway centerline.**

---

**D20.0**

**FOF**

**ALTITUDE**

**2000'**

**1720'**

**1410'**

**1090'**

**780'**

---

**Grid speed-Kts**

70 80 90 100 120 140

**Descend Gradient:** 5.2% 4.7% 4.2% 3.7% 3.2% 2.7% 2.2%

**MAP at D1.0 or FAA to MAP** 5.0 4.1% 3.2% 2.3% 1.4%

**JAR-OPS**

**STRAIGHT-IN LANDING RWY 09**

**A:** MDA/H: 740' (730')

**B:** MDA/H: 750' (740')

**C:** MDA/H: 800' (790')

**D:** MDA/H: 900' (890')

**PANS-OPS**

**RVR 1500m**

**110**

**35**

**180**

**205**

**RVR 2000m**

**VIS 800' (784')**

**1070' (1054')**

**1660' (1644')**

**1990' (1974')**

---

**CHANGES:** Holding speed, minimums. **© JEPPESEN, 2002, 2008. ALL RIGHTS RESERVED.**
**JeppView 3.6.3.1**

### MAP at NDB

- **Map at D2.0 or FAF to MAP**: 5.0, 1.0, 0.5
- **MAP at D2.0 or FAF to MAP**: 5.0, 1.0, 0.5
- **MAP at D2.0 or FAF to MAP**: 5.0, 1.0, 0.5

#### Straight-In Landing RWY 27

**MDA/H**: 1390' (1376')

- **Max Alt**: A
- **Max Alt**: B
- **Max Alt**: C
- **Max Alt**: D

- **RVR**: 1500m
- **RVR**: 2000m
- **RVR**: 2000m
- **RVR**: 2000m

**JAR-OPS**: STRAIGHT-IN LANDING RWY 27

**CIRCLE-TO-LAND**

<table>
<thead>
<tr>
<th>MDA/H</th>
<th>1010' (1000')</th>
<th>1050' (1040')</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>RVR 1500m</td>
<td>RVR 1500m</td>
</tr>
<tr>
<td>B</td>
<td>RVR 1500m</td>
<td>RVR 1500m</td>
</tr>
<tr>
<td>C</td>
<td>RVR 2000m</td>
<td>RVR 2000m</td>
</tr>
<tr>
<td>D</td>
<td>RVR 2000m</td>
<td>RVR 2000m</td>
</tr>
</tbody>
</table>

- **Max Alt**: A
- **Max Alt**: B
- **Max Alt**: C
- **Max Alt**: D

**AVIS**: None.