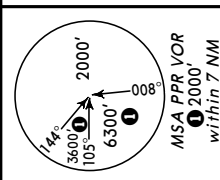


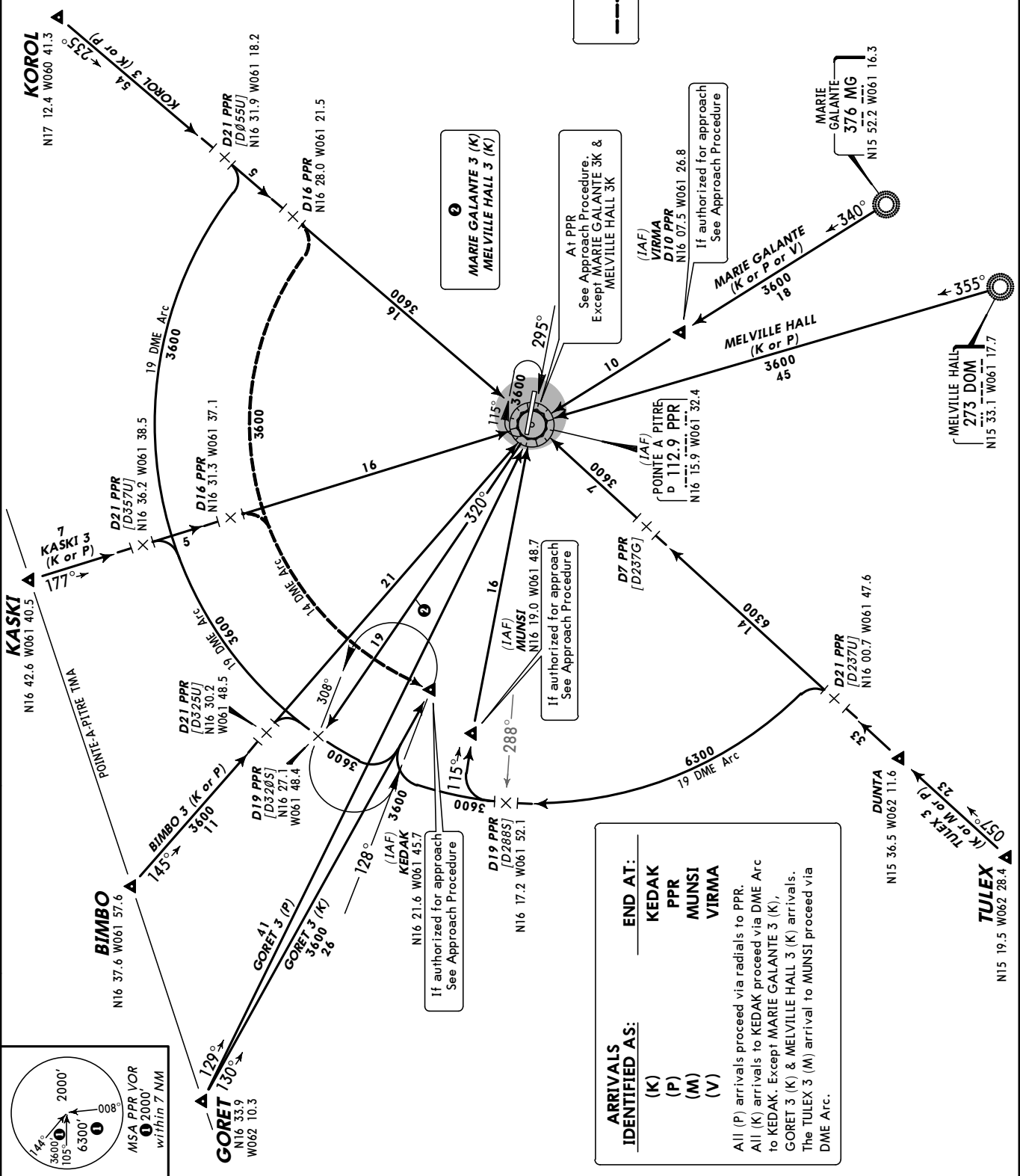
Alt Set: hPa Trans level: By ATC Trans alt: 9000'

Apt Elev 35'

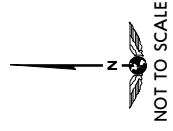
ATIS 127.6



POINTE-A-PITRE TMA
ARRIVAL PROCEDURES
BIMBO 3K [BIMB3K]
BIMBO 3P [BIMB3P]
GORET 3K [GORE3K]
GORET 3P [GORE3P]
KASKI 3K [KASK3K]
KASKI 3P [KASK3P]
KOROL 3K [KORO3K]
KOROL 3P [KORO3P]
MARIE GALANTE 3K [MG3K]
MARIE GALANTE 3P [MG3P]
MARIE GALANTE 3V [MG3V]
MELVILLE HALL 3K [DOM3K]
MELVILLE HALL 3P [DOM3P]
TULEX 3K [TULE3K]
TULEX 3M [TULE3M]
TULEX 3P [TULE3P]



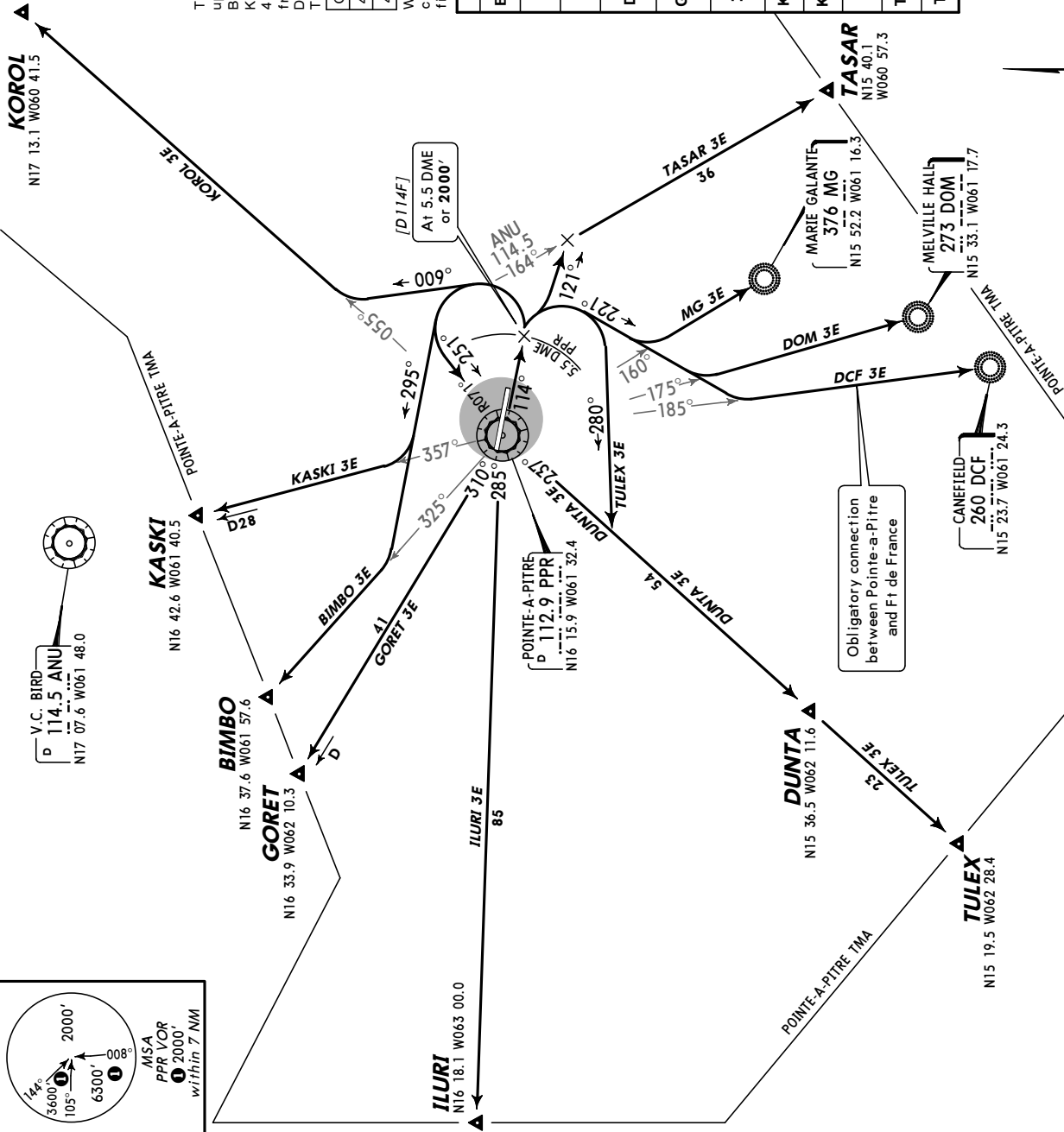
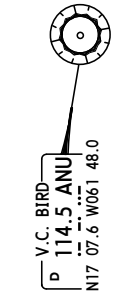
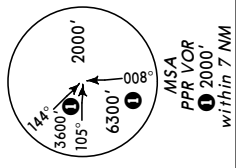
LEGEND
----- With clearance from control



ARRIVALS IDENTIFIED AS:
(K) KEDAK
(P) PPR
(M) MUNSI
(V) VIRMA

END AT:
KEDAK
PPR
MUNSI
VIRMA

All (P) arrivals proceed via radials to PPR.
All (K) arrivals to KEDAK proceed via DME Arc to KEDAK. Except MARIE GALANTE 3 (K), GORET 3 (K) & MELVILLE HALL 3 (K) arrivals. The TULEX 3 (M) arrival to MUNSI proceed via DME Arc.



RWY 11 DEPARTURES

These SIDs require minimum climb gradients

up to the MSA of:

BIMBO 3E, DCF 3E, DOM 3E, GORET 3E, ILURI 3E, KASKI 3E, KOROL 3E, MG 3E, and TASAR 3E:

4.1%. Controlling obstacle 184' (56m) located 1 NM from the end of runway.

DUNTA 3E: 4.1%. Controlling obstacle 4813' (1467m). TULEX 3E: 4.8%. Controlling obstacle 4813' (1467m).

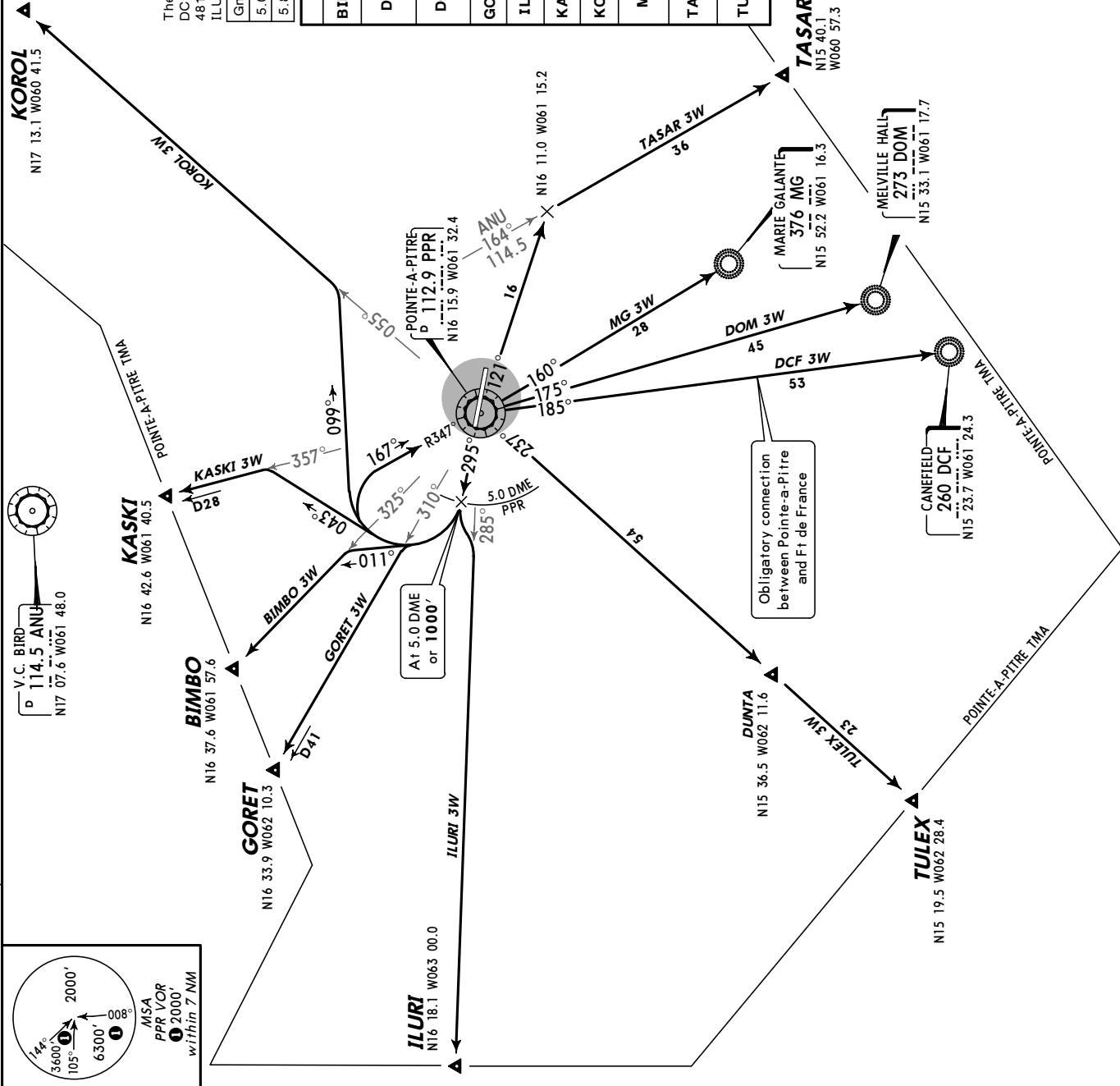
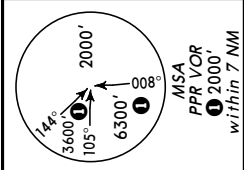
Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.8% V/V (fpm)	365	486	729	972	1215	1458

When it is not possible to adhere to the minimum climb gradient, the pilot must advise tower at first contact.

SID	ROUTING
BIMBO 3E	Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT on 295° to intercept PPR R-325 to BIMBO.
DCF 3E	Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn RIGHT on 221° to intercept PPR R-185 to DCF.
DOM 3E	Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn RIGHT on 221° to intercept PPR R-175 to DOM.
DUNTA 3E	Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT and intercept PPR R-071 (251° track) to PPR. Then via PPR R-237 to DUNTA.
GORET 3E	Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT and intercept PPR R-071 (251° track) to PPR. Then via PPR R-310 to GORET.
ILURI 3E	Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT and intercept PPR R-071 (251° track) to PPR. Then via PPR R-285 to ILURI.
KASKI 3E	Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT on 295° to intercept PPR R-357 to KASKI.
KOROL 3E	Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT on 009° to intercept PPR R-055 to KOROL.
MG 3E	Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn RIGHT on 221° to intercept PPR R-160 to MG.
TASAR 3E	Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn RIGHT on 121° to intercept ANU R-164 to TASAR.
TULEX 3E	Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn RIGHT on 280° to intercept PPR R-237 to TULEX.

Trans level: BY ATC Trans alt: 9000'

Apf Elev
36'



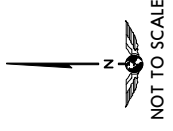
RWY 29 DEPARTURES

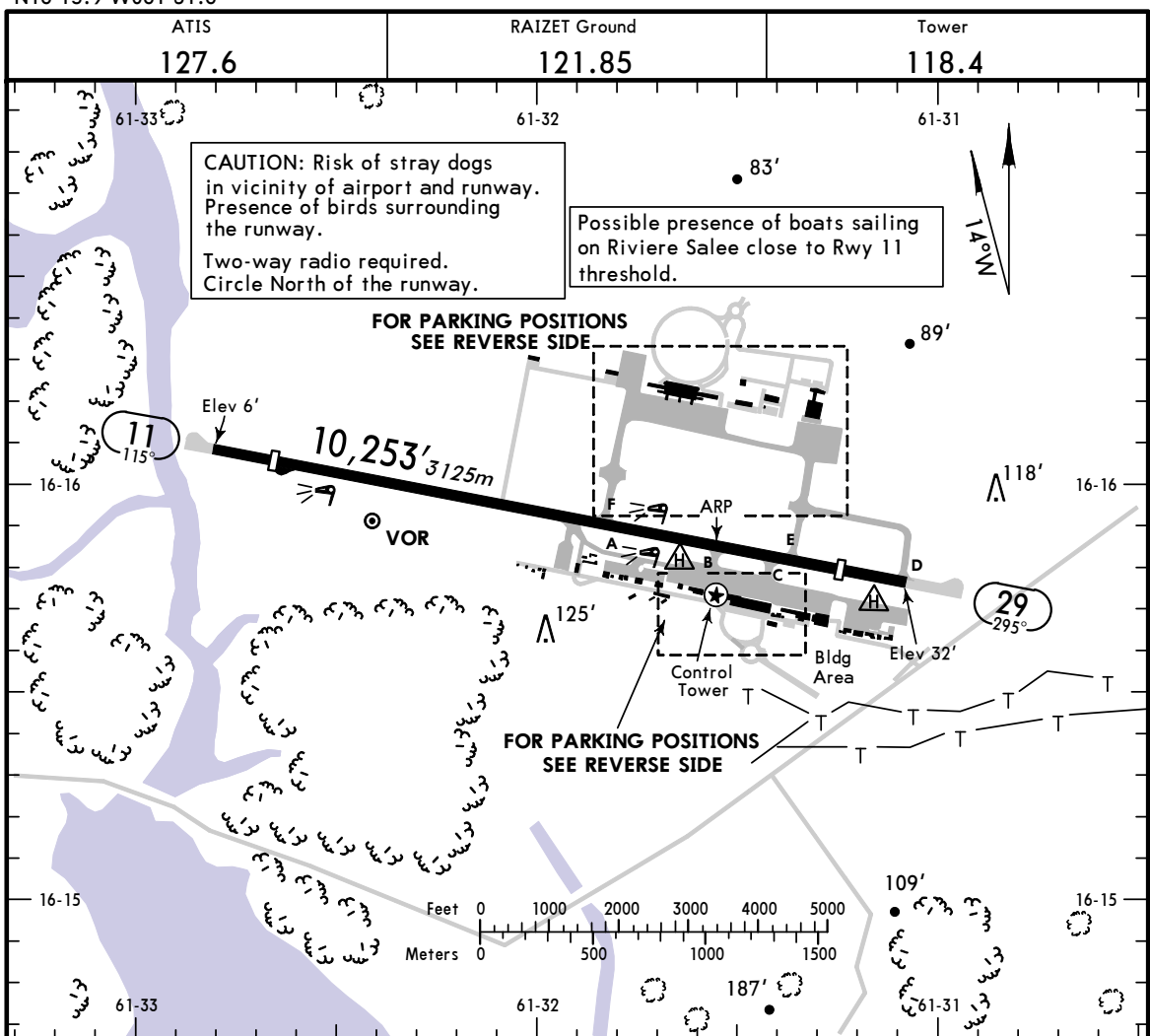
These SIDs require minimum climb gradients of:
DCF 3W and TULEX 3W: 5.0%. Controlling obstacle 4813' (1467m).
ILURI 3W: 5.8%. Controlling obstacle 2480' (756m).

Grd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
5.8% V/V (fpm)	441	587	881	1175	1468	1762

SID	ROUTING
BIMBO 3W	Intercept and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT on 011° to intercept PPR R-325 to BIMBO.
DCF 3W	Intercept and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT to intercept PPR R-347 (167° track) to PPR. Then via PPR R-185 to DCF.
DOM 3W	Intercept and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT to intercept PPR R-347 (167° track) to PPR. Then via PPR R-175 to DOM.
GORET 3W	Intercept and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT to intercept PPR R-310 to GORET.
ILURI 3W	Intercept and track PPR R-295. At 1000' or PPR 5.0 DME, turn LEFT to intercept PPR R-285 to ILURI.
KASKI 3W	Intercept and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT on 043° to intercept PPR R-357 to KASKI.
KOROL 3W	Intercept and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT on 099° to intercept PPR R-055 to KOROL.
MG 3W	Intercept and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT to intercept PPR R-347 (167° track) to PPR. Then via PPR R-160 to MG.
TASAR 3W	Intercept and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT to intercept PPR R-347 (167° track) to PPR. Then via PPR R-121 to intercept ANU R-164 to TASAR.
TULEX 3W	Intercept and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT to intercept PPR R-347 (167° track) to PPR. Then via PPR R-237 to TULEX.

Direct distance from Le Raizet Apt to:
BIMBO 35 NM
GORET 41 NM
ILURI 85 NM
KASKI 28 NM
KOROL 75 NM



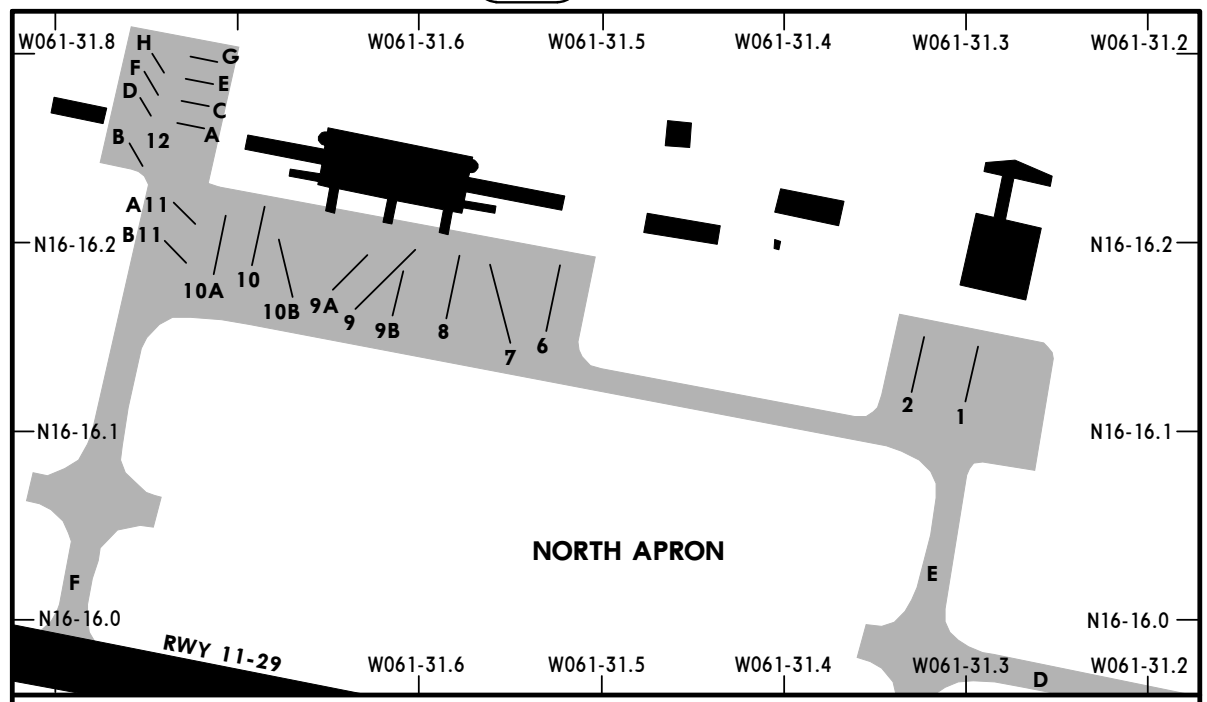


ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
11	HIRL PAPI-L (angle 3.20°)	9367' 2855m	9223' 2811m	①10253' 3125m	148'
29	RL PAPI-L (angle 3.0°)	9269' 2825m		10253' 3125m	45m

① On request when starting up, this distance can be increased by 426' (130m) when abeam the turn-around.

JAR-OPS		TAKE-OFF	
All Rwys			
LVP must be in Force		RCLM (Day only) or RL	NIL (DAY only)
RCLM (Day only) or RL	RCLM (Day only) or RL		
A			
B	250m	400m	500m
C			
D	300m		



PARKING SPOT COORDINATES

NORTH APRON		SOUTH APRON	
SPOT No.	COORDINATES	SPOT No.	COORDINATES
1, 2	N16 16.1 W061 31.3	S0 thru S0.3	N16 15.8 W061 31.6
6	N16 16.2 W061 31.5	S1	N16 15.8 W061 31.5
7 thru 9	N16 16.2 W061 31.6	S1E, S1W	N16 15.8 W061 31.6
9A, 9B	N16 16.2 W061 31.6	S1.1, S1.2	N16 15.8 W061 31.6
10, 10A, 10B	N16 16.2 W061 31.7	S1.3	N16 15.7 W061 31.6
12A, 12C, 12D	N16 16.3 W061 31.7	S2	N16 15.7 W061 31.3
12E, 12F, 12G, 12H	N16 16.3 W061 31.7	S2.2, S2E	N16 15.8 W061 31.6
12B	N16 16.3 W061 31.8	S2.3, S2.4, S2W	N16 15.7 W061 31.6
A11, B11	N16 16.2 W061 31.7	S3	N16 15.8 W061 31.5
		S2.1, S3W, S3E, S4	N16 15.7 W061 31.5
		S5, S6	N16 15.7 W061 31.4

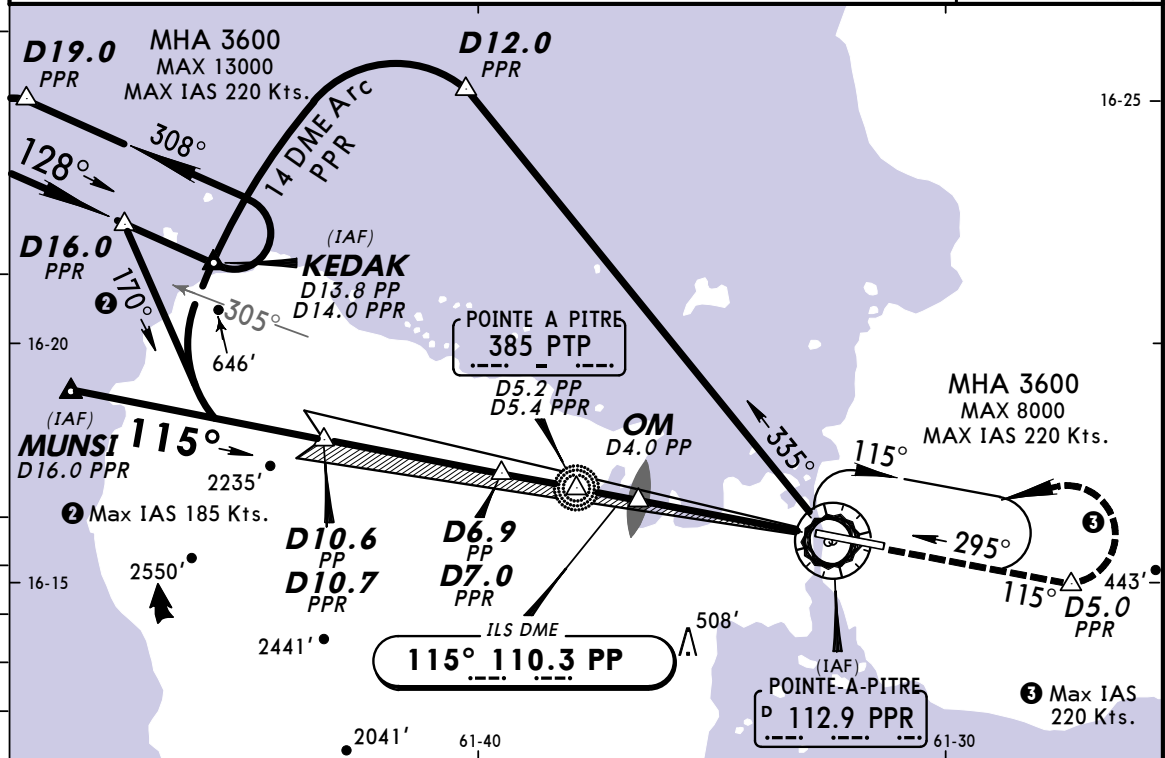


TFFR/PTP
LE RAIZET

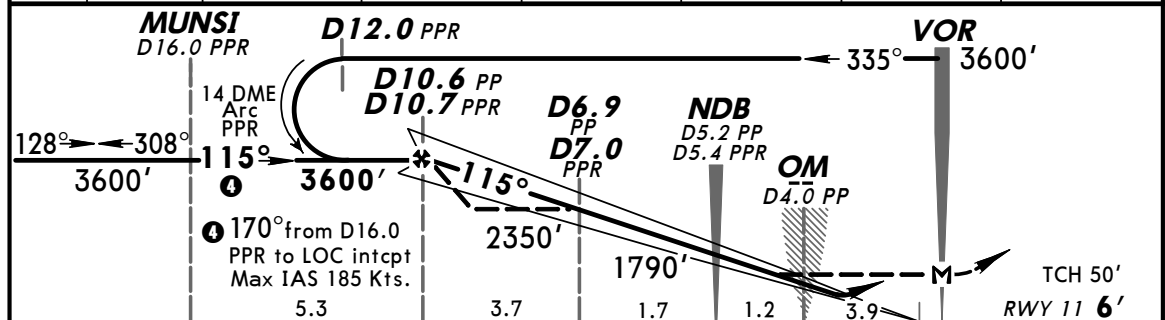
JEPPESEN POINTE-A-PITRE, GUADELOUPE
VOR DME ILS DME Rwy 11
KEDAK-MUNSI ILS DME Rwy 11

18 MAY 07 **(11-1)**

ATIS 127.6		RAIZET Approach (R) 121.3 119.05		RAIZET Tower 118.4	Ground 121.85
LOC PP 110.3	Final Apch Crs 115°	Minimum Alt D10.6 PP D10.7 PPR 3600' (3594')	ILS DA(H) 206' (200')	Apt Elev 35'	Rwy 11 6'
MISSED APCH: Climb STRAIGHT AHEAD, at D5.0 PPR turn LEFT to PPR VOR climbing to 3600'. Climb to 1200' prior to level acceleration or in accordance with instructions from CONTROL. Max IAS in missed approach turn 220 Kts.					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 9000'	
1. ILS Rwy 11 glide path cover limited to 4 degrees right of runway axis.					MSA PPR VOR 2000' within 7 NM



LOC (GS out)	PP/PPR DME	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE	2390'/2350'	2050'/2010'	1710'/1670'	1370'/1330'	1030'/990'	690'/650'



Gnd speed-Kts	70	90	100	120	140	160				
ILS GS 3.2° or LOC Descent Gradient 5.6%	402	517	574	689	804	919				
MAP at VOR or FAF to MAP	10:7	9:10	7:08	6:25	5:21	4:35	4:01			
								PAPI-L	↑	D5.0 PPR
										3600' PPR
										LT 112.9

JAR-OPS		STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
ILS DA(H) 206' (200')		LOC (GS out) MDA(H) 420' (414')				Max Kts. MDA(H)			
A	RVR 1000m	RVR 1500m				110	600' (565') - V1500m		
B						135	600' (565') - V1600m		
C						180	910' (875') - V2400m		
D						205	910' (875') - V3600m		

TFFR/PTP

LE RAIZET

JEPPESSEN POINTE-A-PITRE, GUADELOUPE

18 MAY 07 (11-2)

CAT A & B

VOR DME ILS DME Rwy 11
VIRMA ILS DME Rwy 11

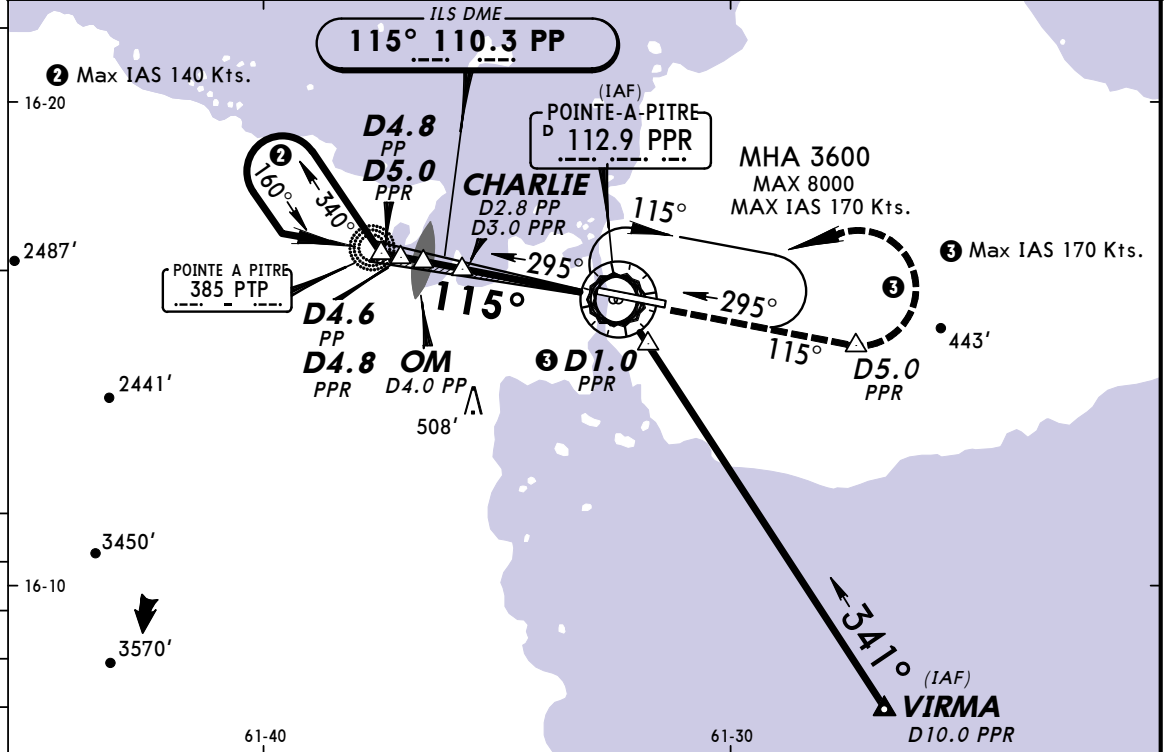
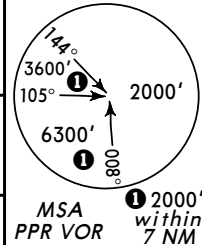
ATIS 127.6		RAIZET Approach (R) 121.3 119.05		RAIZET Tower 118.4	Ground 121.85
LOC PP 110.3	Final Apch Crs 115°	Minimum Alt D4.6 PP D4.8 PPR 1600' (1594')	ILS DA(H) 206' (200')	Apt Elev 35'	Rwy 11 6'

MISSED APCH: Climb STRAIGHT AHEAD, at D5.0 PPR turn LEFT to PPR VOR climbing to 3600'. Climb to 1200' prior to level acceleration or in accordance with instructions from CONTROL. Max IAS in missed approach turn 170 Kts.

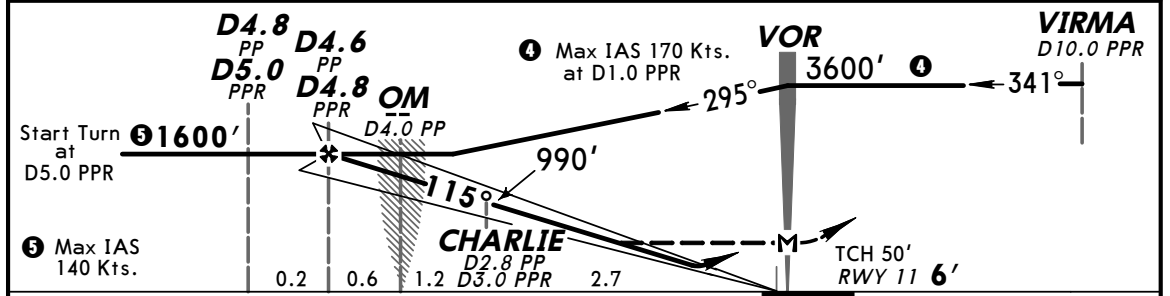
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000'

1. ILS Rwy 11 glide path cover limited to 4 degrees right of runway axis.

MSA PPR VOR **1** 2000' within 7 NM



LOC (GS out)	PP/PPR DME	4.0	3.0	2.0
	ALTITUDE	1370'/1330'	1030'/990'	690'/650'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑	D5.0 PPR	3600'	PPR 112.9
ILS GS 3.2° or LOC Descent Gradient 5.6%	402	517	574	689	804	919					
MAP at VOR or FAF to MAP	4.8	4:07	3:12	2:53	2:24	2:03					

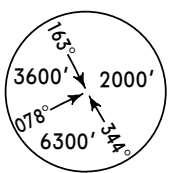
JAR-OPS		STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND	
ILS DA(H) 206' (200')		LOC (GS out) MDA(H) 420' (414')		Max Kts	MDA(H)
A	RVR 1000m	RVR 1500m		110	600' (565') -V1500m
B				135	600' (565') -V1600m
C	NOT APPLICABLE	NOT APPLICABLE		C	NOT APPLICABLE
D				D	NOT APPLICABLE

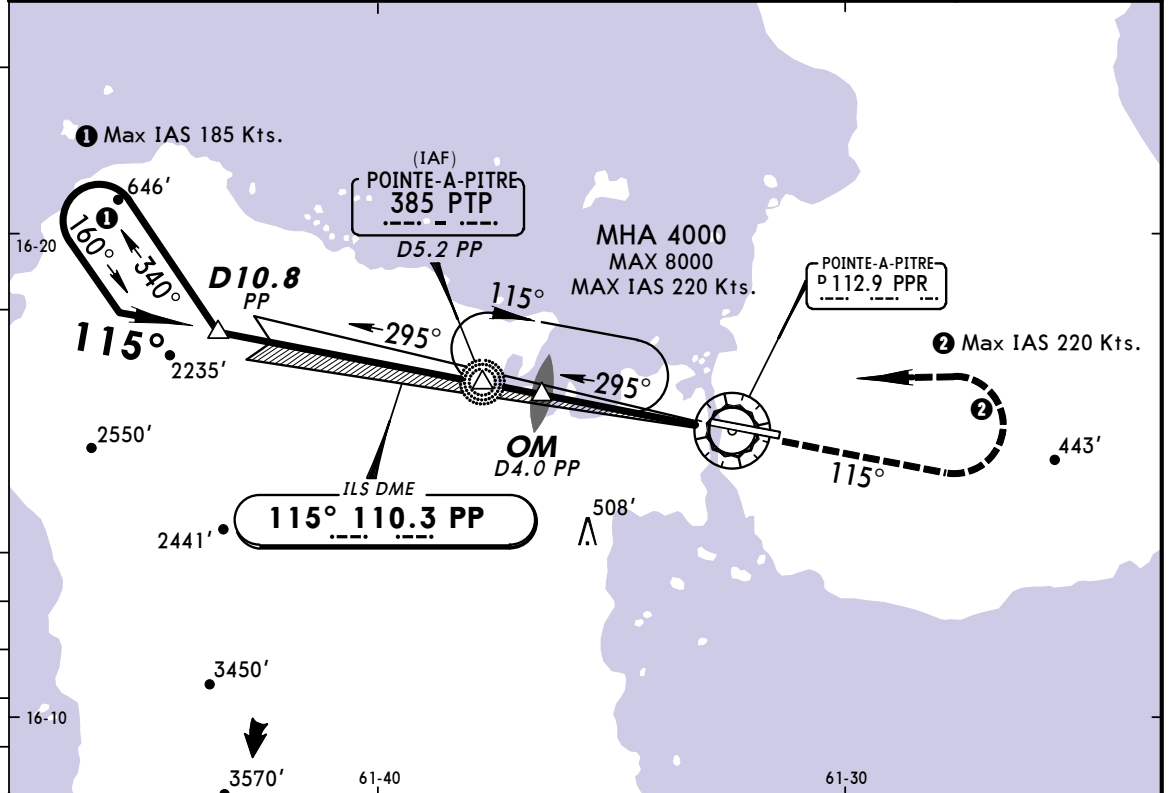
CHANGES: Communications.

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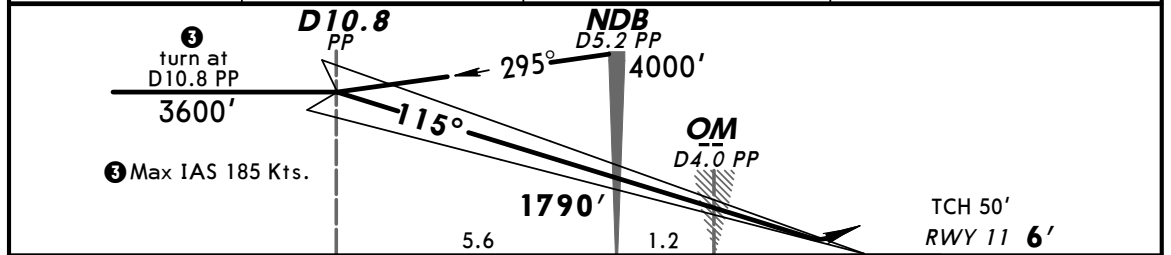
TFFR/PTP
LE RAIZET

JEPPesen POINTE-A-PITRE, GUADELOUPE
18 MAY 07 **(11-3)**
NDB PTP ILS DME Rwy 11

ATIS 127.6		RAIZET Approach (R) 121.3 119.05		RAIZET Tower 118.4	Ground 121.85
LOC PP 110.3	Final Apch Crs 115°	Minimum Alt NDB 1790' (1784')	ILS DA(H) 206' (200')	Apt Elev 35' Rwy 11 6'	 <p>MSA PTP NDB</p>
MISSED APCH: Climb STRAIGHT AHEAD to 1200', turn LEFT to PTP NDB climbing to 4000'. Do not turn before MAP. Climb to 1200' prior to level acceleration. Max IAS in missed approach turn 220 Kts.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000' 1. ILS Rwy 11 glide path cover limited to 4 degrees right of runway axis. 2. Procedure prohibited if glide path unusable.					



PP DME	4.0	3.0	2.0
ALTITUDE	1370'	1030'	690'



TO DISPLACED THRESHOLD	10.7	5.6	5.1	1.2	3.9	0			
Gnd speed-Kts	70	90	100	120	140	160			
ILS GS 3.2° or Descent Gradient	5.6%	402	517	574	689	804	919		
NDB to MAP	5.1	4:22	3:24	3:04	2:33	2:11	1:55		
								PAPI-L	1200' 4000' PTP 385

JAR-OPS		STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND		
		ILS					
		DA(H) 206' (200')					
		RVR 1000m					
A		Max Kts	MDA(H)				
B		110	600' (565') - V1500m				
C		135	600' (565') - V1600m				
D		180	910' (875') - V2400m				
		205	910' (875') - V3600m				

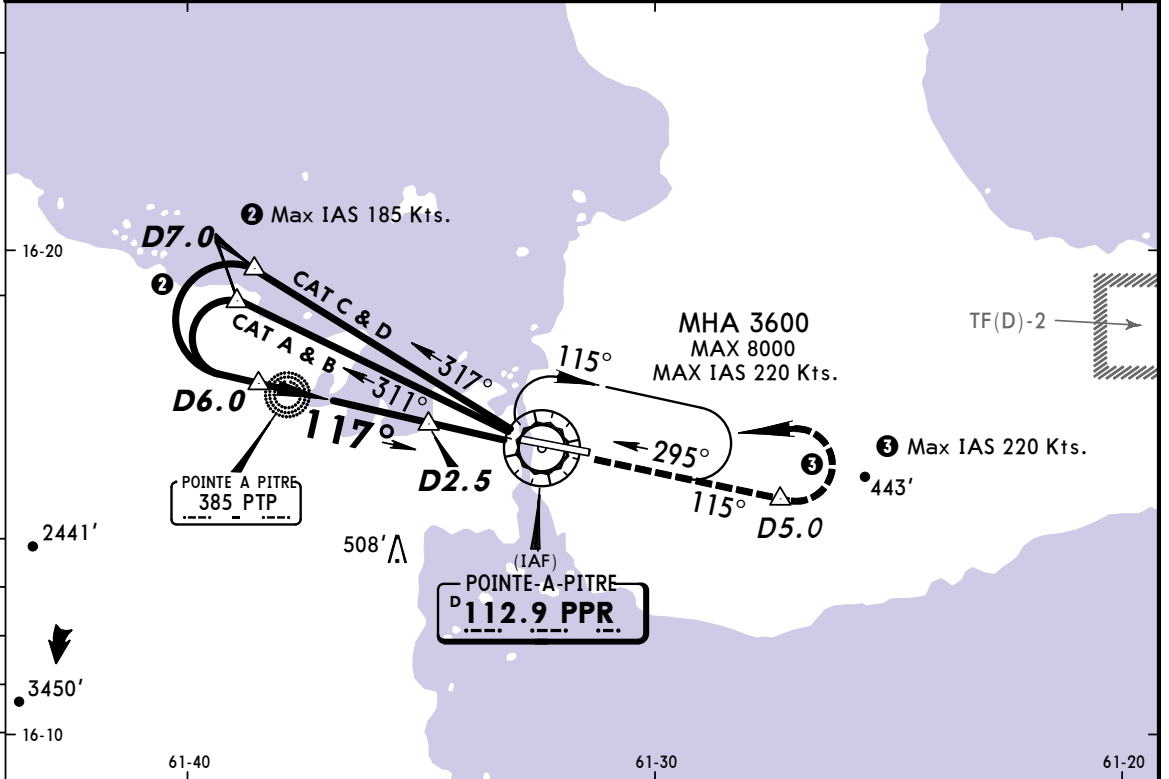
CHANGES: Communications.

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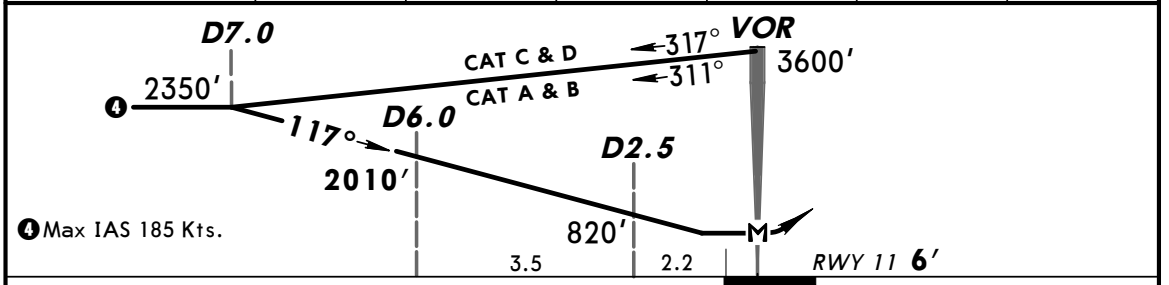
TFFR/PTP
LE RAIZET

JEPESEN **POINTE-A-PITRE, GUADELOUPE**
18 MAY 07 **(13-1)**
VOR DME (ILS UNUSABLE) Rwy 11

ATIS 127.6		RAIZET Approach (R) 121.3 119.05		RAIZET Tower 118.4	Ground 121.85
VOR PPR 112.9	Final Apch Crs 117°	Minimum Alt D6.0 2010' (2004')	MDA(H) 350' (344')	Apt Elev 35' Rwy 11 6'	
MISSED APCH: Climb outbound on PPR VOR R-115 to D5.0, then turn LEFT climbing to 3600' and rejoin the holding pattern. Climb to 1200' prior to level acceleration or in accordance with instructions from CONTROL. Max IAS in missed approach turn 220 Kts.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000' 1. Approach not aligned with runway centerline. 2. Derogatory procedure. 3. No intermediate approach.					MSA PPR VOR 1 2000' <i>within 7 NM</i>



PPR DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2350'	2010'	1670'	1330'	990'	650'



Gnd speed-Kts	70	90	100	120	140	160				
Descent Gradient 5.6%	402	517	574	689	804	919				
MAP at VOR										
							PAPI-L	↑	PPR on 112.9	D5.0
									R-115	

JAR-OPS			STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND			
			MDA(H) 350' (344')						
						Max Kts	MDA(H)		
A		RVR 1500m				110	610' (565') - V1500m		
B		RVR 1600m				135	610' (565') - V1600m		
C		RVR 1800m				180	910' (875') - V2400m		
D		RVR 2000m				205	910' (875') - V3600m		

CHANGES: Communications.

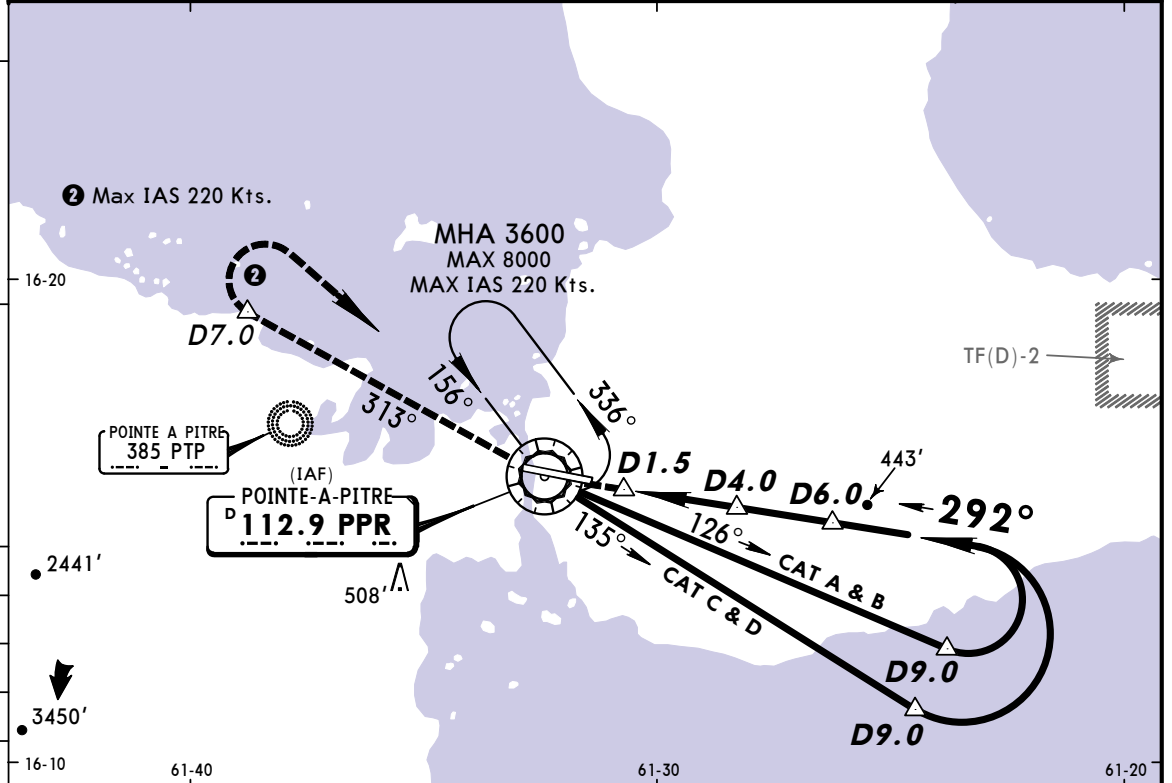
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TFFR/PTP LE RAIZET

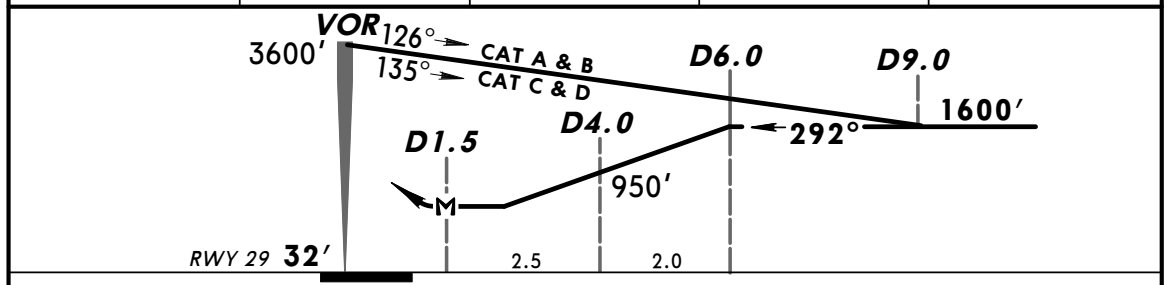
18 MAY 07 (13-2)

JEPPESSEN POINTE-A-PITRE, GUADELOUPE VOR DME Rwy 29

ATIS 127.6		RAIZET Approach (R) 121.3 119.05		RAIZET Tower 118.4	Ground 121.85
VOR PPR 112.9	Final Apch Crs 292°	Minimum Alt D6.0 1600' (1568')	MDA(H) 590' (558')	Apt Elev 35' Rwy 29 32'	<p>MISSED APCH: Climb outbound on PPR VOR R-313 to D7.0 then turn RIGHT and return to PPR VOR climbing to 3600', or in accordance with instructions from CONTROL . Max IAS in missed approach turn 220 Kts.</p> <p>MSA PPR VOR ① 2000' within 7 NM</p>
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: By ATC	Trans alt: 9000'	



PPR DME	3.0	4.0	5.0	6.0
ALTITUDE	630'	950'	1270'	1580'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑ on PPR 112.9 R-313 D7.0
Descent Gradient 5.2%	377	485	539	647	755	862		
MAP at D1.5								

JAR-OPS STRAIGHT-IN LANDING RWY 29			CIRCLE-TO-LAND		
MDA(H) 590' (558')					
A	RVR 1500m	Max Kts	MDA(H)		
B		110	600' (565') - V1500m		
C		135	600' (565') - V1600m		
D		180	910' (875') - V2400m		
	RVR 2000m	205	910' (875') - V3600m		

CHANGES: Communications.

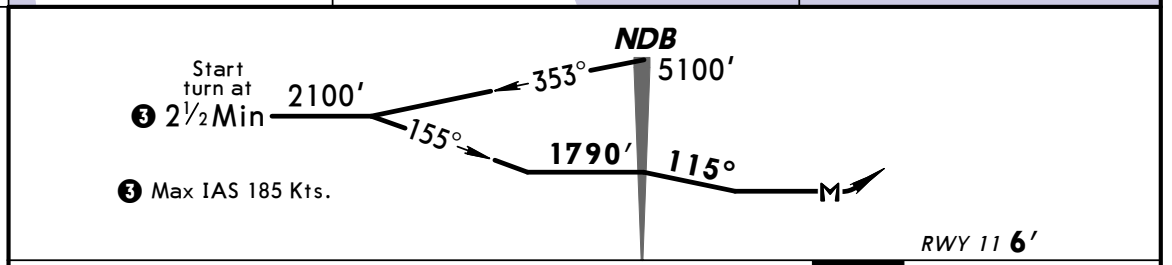
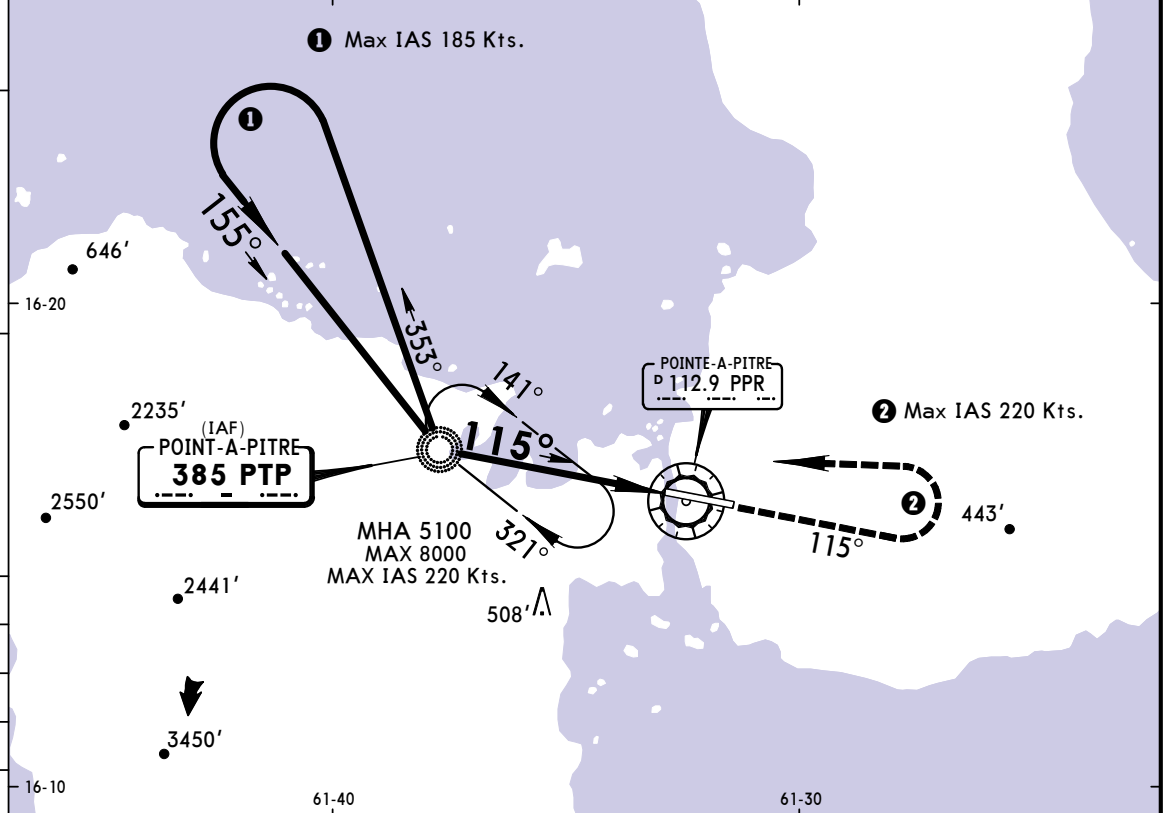
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TFFR/PTP
LE RAIZET

JEPPESEN
18 MAY 07 **(16-1)**

POINTE-A-PITRE, GUADELOUPE
NDB PTP (VOR DME UNUSABLE) **Rwy 11**

ATIS 127.6		RAIZET Approach (R) 121.3 119.05		RAIZET Tower 118.4	Ground 121.85
NDB PTP 385	<i>Final</i> <i>Apch Crs</i> 115°	<i>Minimum Alt</i> <i>NDB</i> 1790' (1784')	<i>MDA(H)</i> 900' (894')	<i>Apt Elev</i> 35' <i>Rwy 11</i> 6'	<p>MSA PTP NDB</p>
MISSED APCH: Climb on 115° bearing from PTP NDB. At 1700' turn LEFT to PTP NDB climbing to 5100'. Climb to 1700' prior to level acceleration or in accordance with instructions from CONTROL. Max IAS in missed approach turn 220 Kts.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000' 1. Final approach course alignment requires a turn greater than 30°. 2. Derogatory procedure.					



TO DISPLACED THRESHOLD 5.1							0			
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	PAPI-L		PTP 385 115°	1700'
<i>Descent Gradient 5.6%</i>	402	517	574	689	804	919				
<i>NDB to MAP</i>	5.1	4:22	3:24	3:04	2:33	2:11	1:55			

JAR-OPS			STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND			
MDA(H) 900' (894')									
A	NOT APPLICABLE					Max Kts	MDA(H)		
B	NOT APPLICABLE					A	NOT APPLICABLE		
C	RVR 2000m					180	910' (875') - V2400m		
D	RVR 2000m					205	910' (875') - V3600m		

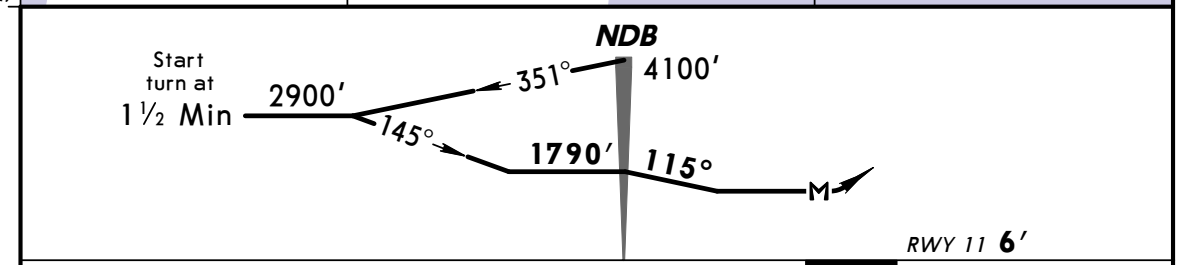
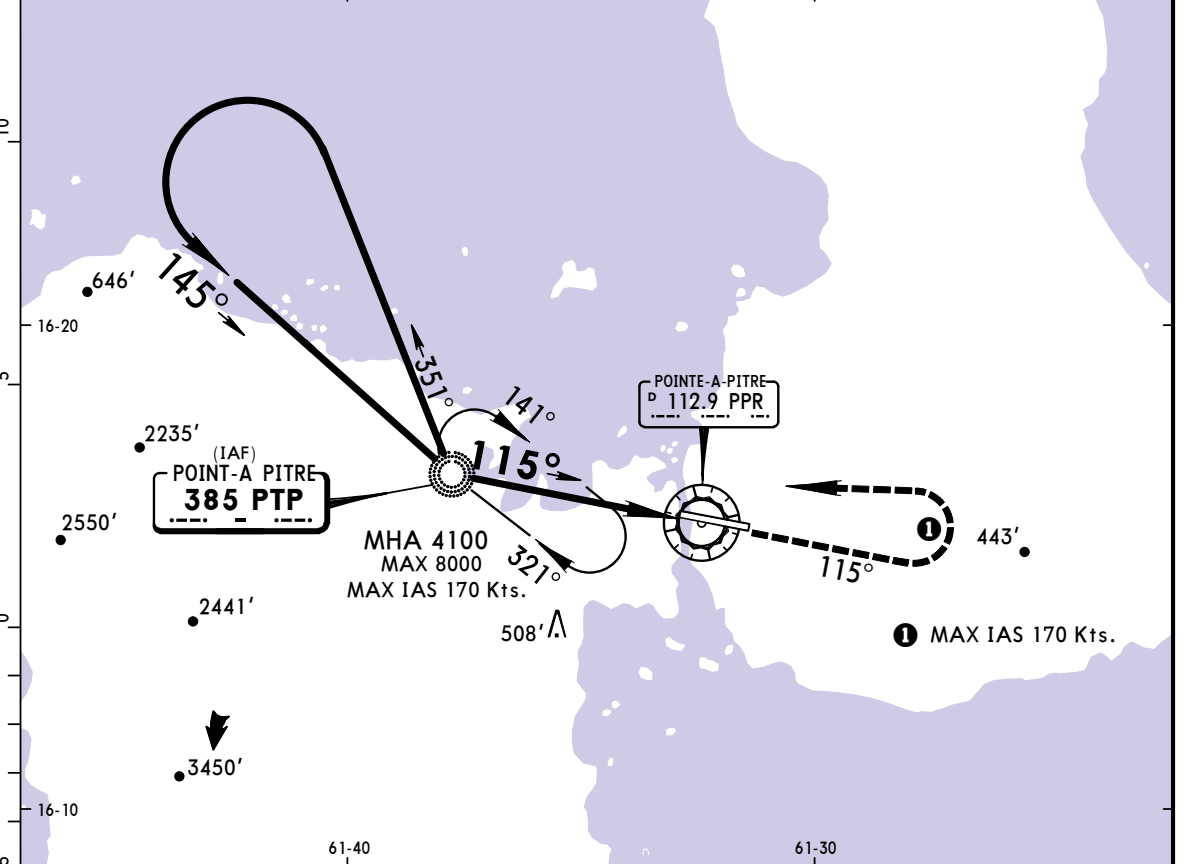
TFFR/PTP
LE RAIZET

JEPPESSEN
18 MAY 07 **(16-2)**

CAT A & B

POINTE-A-PITRE, GUADELOUPE
NDB PTP (VOR DME UNUSABLE) Rwy 11

ATIS 127.6		RAIZET Approach (R) 121.3 119.05		RAIZET Tower 118.4	Ground 121.85
NDB PTP 385	<i>Final Apch Crs</i> 115°	<i>Minimum Alt NDB</i> 1790' (1784')	<i>MDA(H)</i> 440' (434')	<i>Apt Elev</i> 35' <i>Rwy 11</i> 6'	
MISSED APCH: Climb on 115° bearing from PTP NDB. At 1700' turn LEFT to PTP NDB climbing to 4100'. Do not turn before MAP. Climb to 1700' prior to level acceleration or in accordance with instructions from CONTROL. Max IAS in missed approach turn 170 Kts.					
Alt Set: hPa		Rwy Elev: 0 hPa		Trans level: By ATC	
				Trans alt: 9000'	
					MSA PTP NDB



TO DISPLACED THRESHOLD 5.1							0	RWY 11 6'	
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	PAPI-L	PTP 385 115°	1700'
<i>Descent Gradient 5.6%</i>	402	517	574	689	804	919			
<i>NDB to MAP</i>	5.1	4:22	3:24	3:04	2:33	2:11	1:55		

JAR-OPS				STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
				MDA(H) 440' (434')							
A	RVR 1500m				Max Kts	MDA(H)					
B					110	600' (565')-V1500m					
C					135	600' (565')-V1600m					
D	NOT APPLICABLE				C	NOT APPLICABLE					
					D	NOT APPLICABLE					