

CRSTL ONE DEPARTURE (CRSTL1.CRSTL) (PILOT NAV) (RNAV REQUIRED)

TAKE-OFF

Rwys 8 and 10: **A** Turn LEFT heading 350° for vector to intercept SJU R-239 to Clayo Fix. Then via G-432 to Crstl Fix. Thence

Rwys 26 and 28: **B** Fly heading 280° for vector to intercept SJU R-239 to Clayo Fix. Then via G-432 to Crstl Fix. Thence

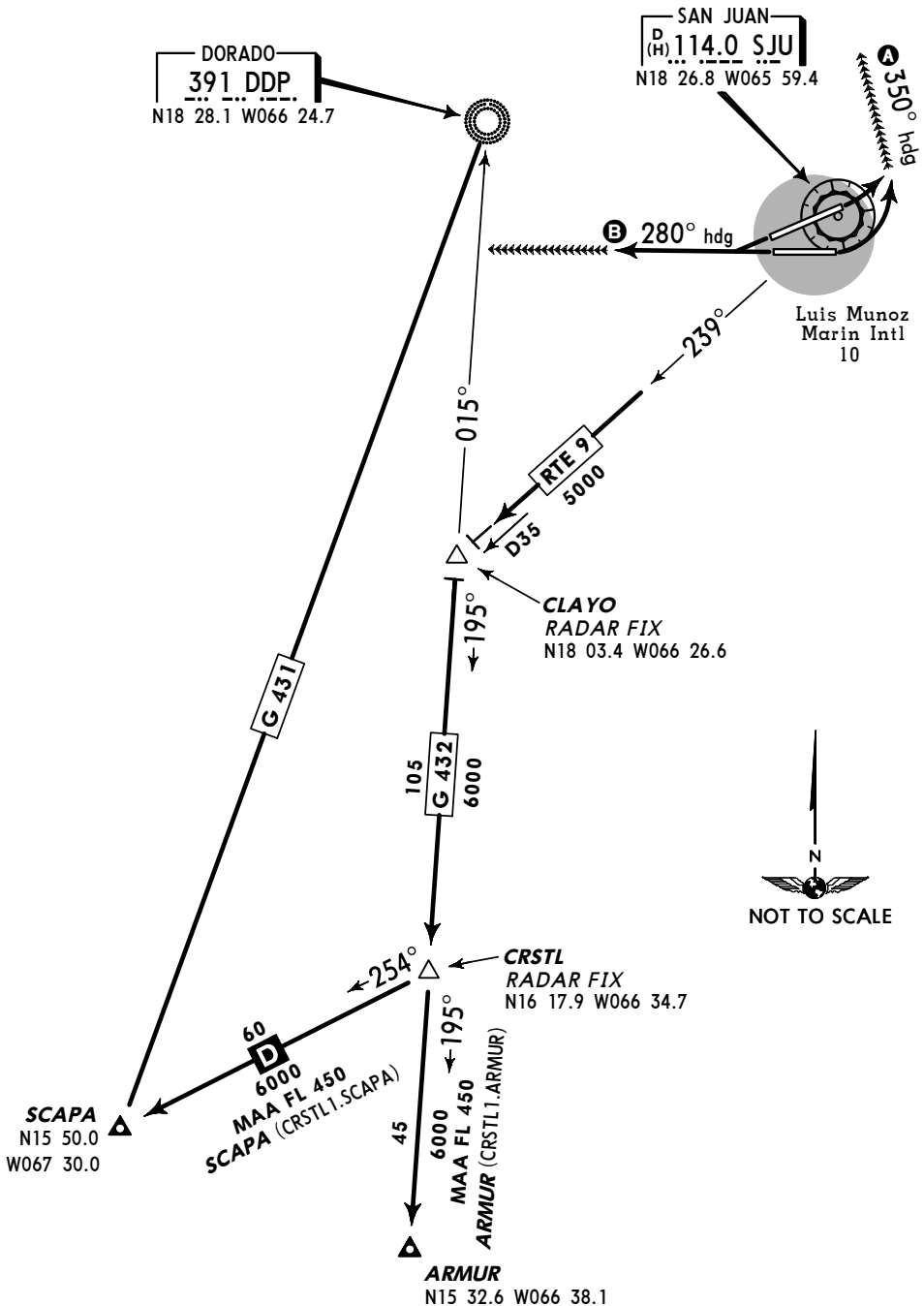
DEPARTURE

MAINTAIN 5000' unless assigned lower altitude. Expect clearance to FL 280 or requested altitude, if lower, ten minutes after departure.

TRANSITIONS

Armur (CRSTL1.ARMUR): From Crstl Fix to Armur Fix : Via G-432 (DDP bearing 015°).

Scapa (CRSTL1.SCAPA): From Crstl Fix to Scapa Fix :Via direct.



SAN JUAN Departure (R) Rwys 8 & 10 **120.9**

Rwys 26 & 28 **119.4**

JETSS ONE DEPARTURE (JETSS1.JETSS) (PILOT NAV)

(RNAV REQUIRED)

JETSS ONE DEPARTURE (JETSS1.JETSS) (PILOT NAV) (RNAV REQUIRED)

TAKE-OFF

Rwys 8 and 10: **A** Turn LEFT heading 060° for radar vector to intercept SJU R-080 to Jetss Int. Thence

Rwys 26 and 28: **B** Fly heading 280° for radar vector to intercept SJU R-080 to Jetss Int. Thence

DEPARTURE

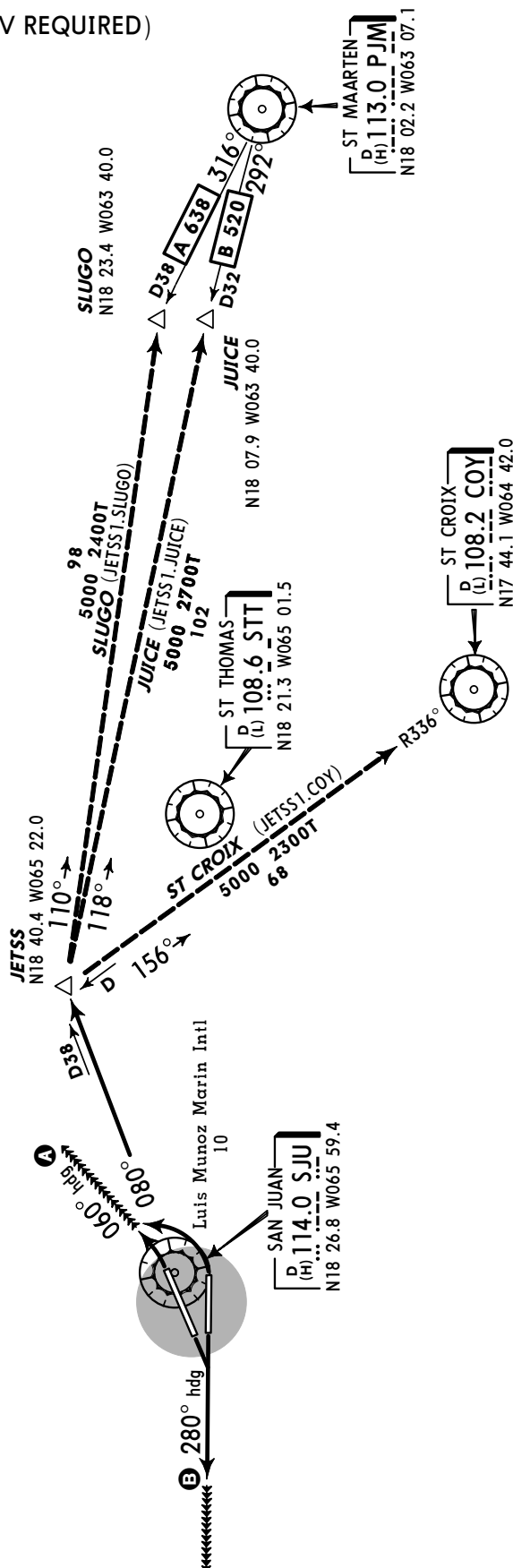
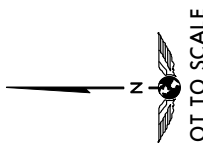
MAINTAIN 5000' unless assigned lower altitude. Expect clearance to FL 280 or requested altitude, if lower, ten minutes after departure.

TRANSITIONS

Slugo (JETSS1.SLUGO): From Jetss Int direct to Slugo. Thence as filed.

Juice (JETSS1.JUICE): From Jetss Int direct to Juice. Thence as filed.

St Croix (JETSS1.COY) From Jetss Int direct to COY VOR. Thence as filed.



VERMO FOUR DEPARTURE (VERMO4.VERMO) (PILOT NAV) (RNAV REQUIRED)

TAKE-OFF

Rwys 8 and 10: **A** Turn LEFT heading 020° for radar vector to intercept SJU R-004 to Vermo Int. Thence

Rwys 26 and 28: **B** Fly heading 280° for radar vector to intercept SJU R-004 to Vermo Int. Thence

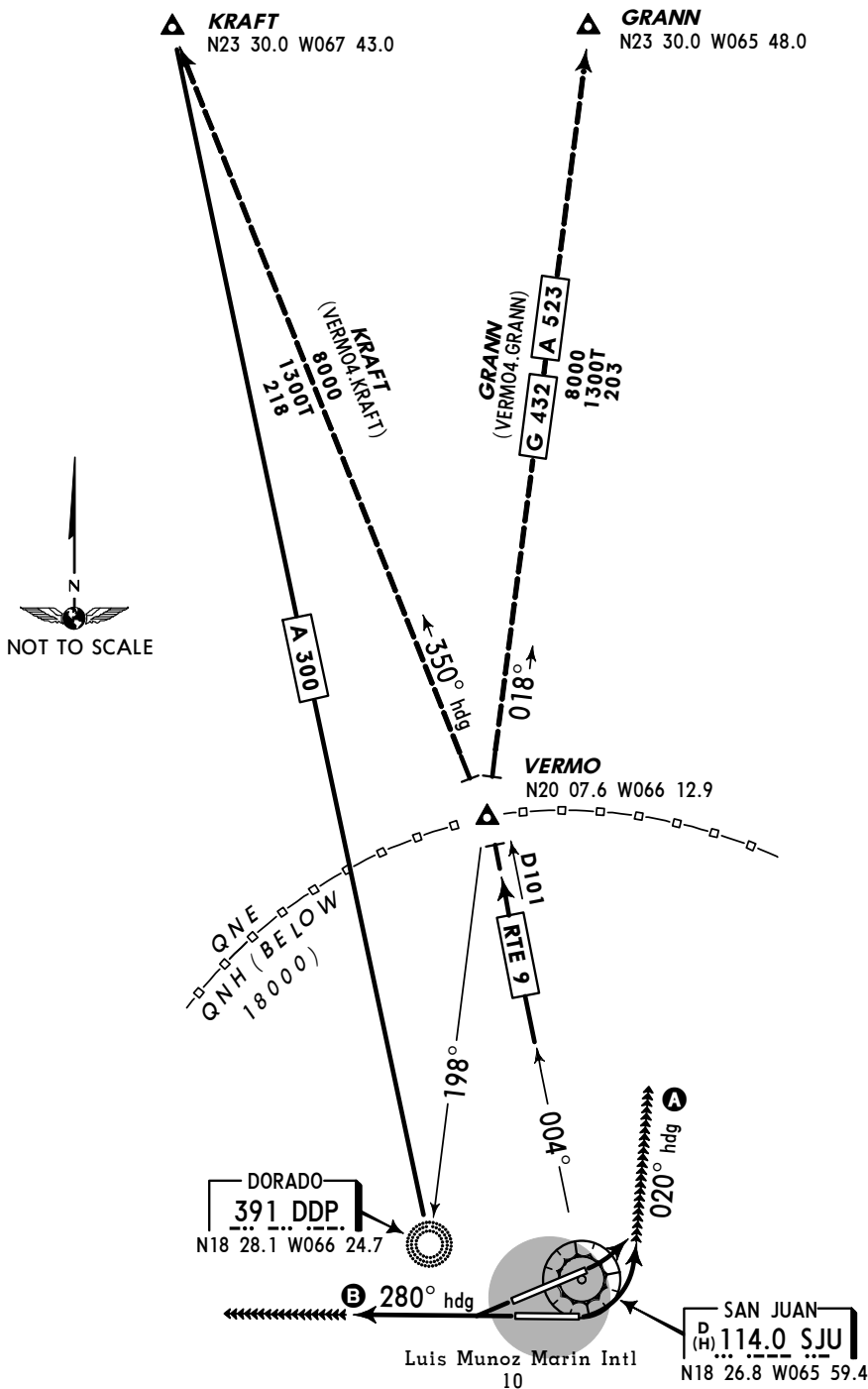
DEPARTURE

MAINTAIN 5000' unless assigned lower altitude. Expect clearance to FL 280 or requested altitude, if lower, ten minutes after departure.

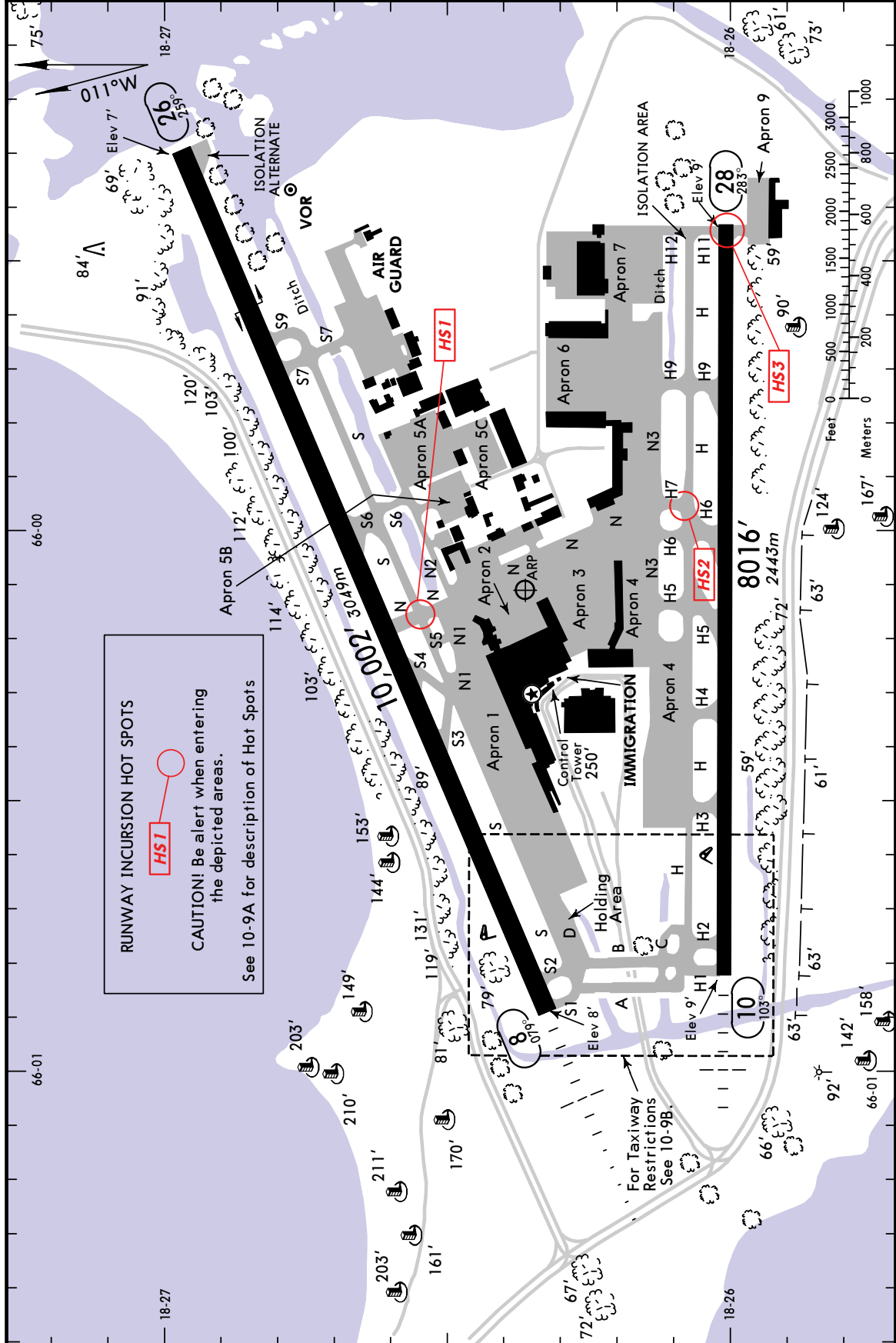
TRANSITIONS

Grann (VERMO4.GRANN): From Vermo Int to Grann: Via G-432, A-523.

Kraft (VERMO4.KRAFT): From Vermo Int to Kraft: Via direct.



D-ATIS 125.8	ACARS: D-ATIS PDC	SAN JUAN Clearance 126.4	Ground 121.9
Tower 132.05		SAN JUAN Departure (R) North & East 120.9	
		Southwest & West 119.4	



RUNWAY INCURSION HOT SPOTS

CAUTION! Be alert when entering the depicted areas.

See 10-9A for description of Hot Spots

GENERAL

Low level wind shear alert system.
Terminal Doppler Weather Radar.

ADDITIONAL RUNWAY INFORMATION

RWY		Surface	USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING Threshold	BEYOND Glide Slope		
8 26	HIRL MALSR PAPI-L (angle 3.0°)	grooved		9002' 2744m		200' 61m
	HIRL REIL VASI-L	grooved				
10 28	HIRL MALS VASI-L	grooved		7016' 2138m		150' 46m
	HIRL VASI (3 bar)-L	grooved				

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

- HS1** The intersection of Twy S & N
- HS2** The intersection of Twy H & H7
- HS3** The Twys on the north and south sides of the approach end of Rwy 28

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 8, 10		Rwys 26, 28		
	Adequate Vis Ref	STD	With Mim climb of 450'/NM to 1000'		Other
			Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	1/4	1	300-1
3 & 4 Eng		1/2		1/2	

OBSTACLE DP

Southeast-bound (120° clockwise 165°) minimum climb of 365'/NM to 4200' or climb to 2900' before entering this sector.

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A	600-2	800-2
B		
C		
D		

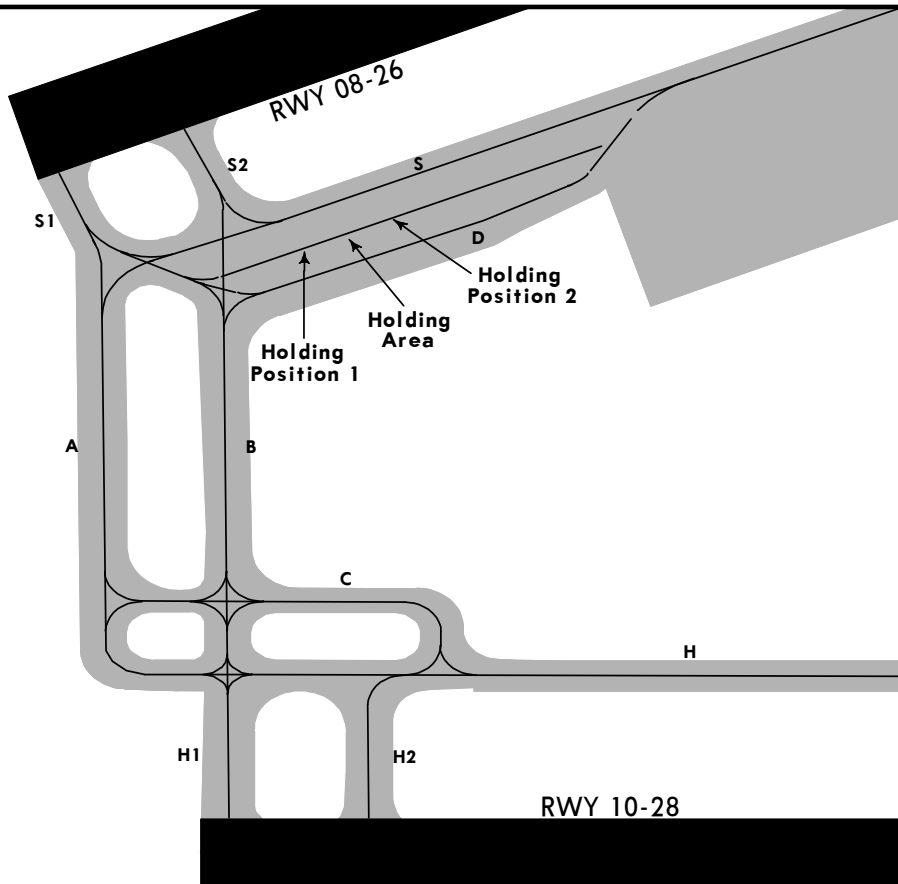
A
M
E
N
D
6

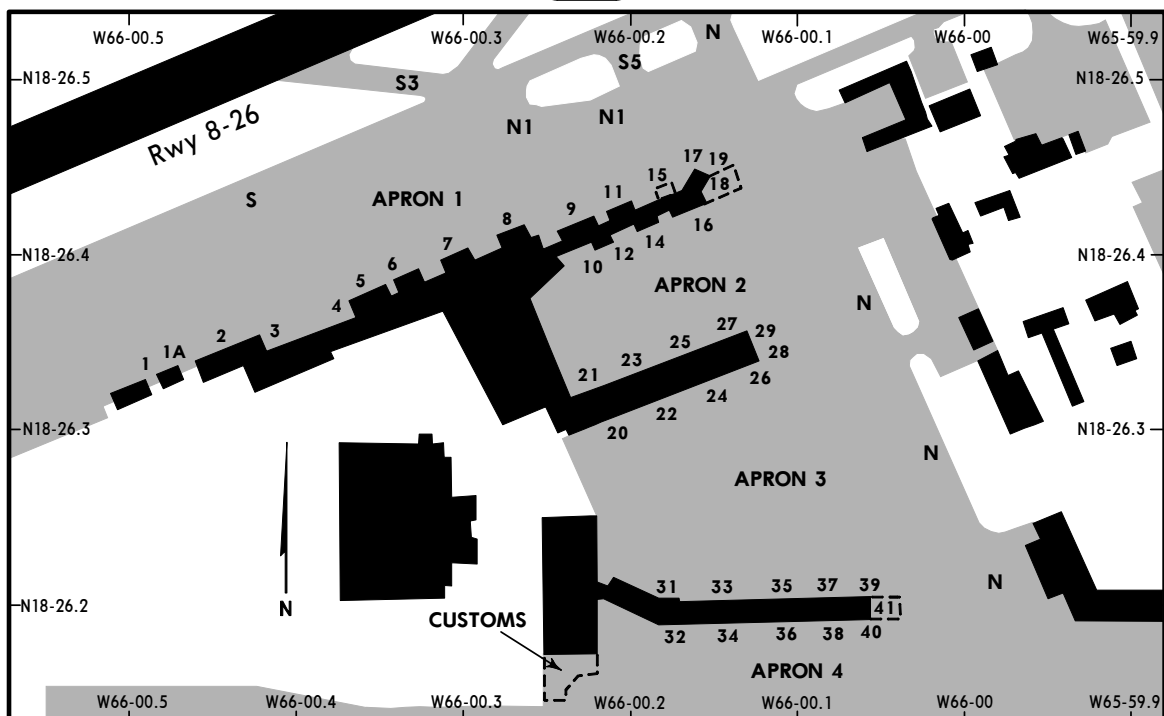
TAXIWAY RESTRICTIONS

- Taxiway D:** Max aircraft size ATR-72. No taxiing when aircraft moving on holding area.
- Taxiway S:** Max aircraft size B-747-400 when holding area not used. Max aircraft size B-767 when holding area used, no taxiing when aircraft moving on holding area.
- Taxiway H:** Max aircraft size B-747-400, not available for large aircraft taxiing to Runway 08 when Runway 10 in use for landing.
- Taxiway C:** Max aircraft size B-747-400, available for South-North movements when Runway 10 in use for landing.
- Holding Area:** Max aircraft size B-767, no movement permitted when other aircraft are using taxiway S or taxiway D, aircraft on taxiway S and taxiway D must be fixed objects when aircraft taxiing on holding area, taxilane separation criteria applies.
- Taxiway B (East Bridge):** Max aircraft size B-747-700. Taxiway B available only for North-South movements, not operational when Rwy 08 in use for landing.
- Taxiway A (West Bridge):** Max aircraft size B-747-400. Taxiway A available only for South-North movements, not operational when Rwy 10 in use for landing.
- Taxiway E:** Max aircraft size B-747-400 available for south-north movements when Rwy 10 in use for landing.

TAXIWAY HOLDING POSITION DURING EAST OPERATIONS

- Background:** Occasionally there is the need for aircraft to hold on the ground prior to departure for operational reasons. To avoid unnecessary delays to those aircraft in sequence ready to depart, two holding spots have been created and depicted near the approach end of Runway 08.
- Procedure:** If a pilot believes there will be the need to hold for a brief period of time before departure, inform ATC of intentions prior to reaching the large red square painted on Sierra Taxiway indicating "TO HLDG PSNS". Once ATC instructs the pilot to one of the two holding spots, follow the centerline and proceed to the holding spot facing west. These holding spots are depicted by two additional red squares painted on the ground named "HLDG PSN 1" and "HLDG PSN 2".
- If for any reason the aircraft needs to hold facing another direction, advise ATC promptly. It is important to understand that aircraft holding at these spots are to remain fixed objects to allow the safe movement and proper clearance for aircraft taxiing on either side of the holding area (S and D taxiways). Prior to any movement in this area, request instructions from ATC.
- Description:** TO HLDG PSNS: Large red square painted approximately 1000 ft. prior to the approach end of Runway 08 with white letters indicating "TO HLDG PSNS".
 HLDG PSN 1: Red square with white letters indicating "HLDG PSN 1" abeam Yankee intersection near the approach end of Runway 08.
 HLDG PSN 2: Red square with white letters indicating "HLDG PSN 2".

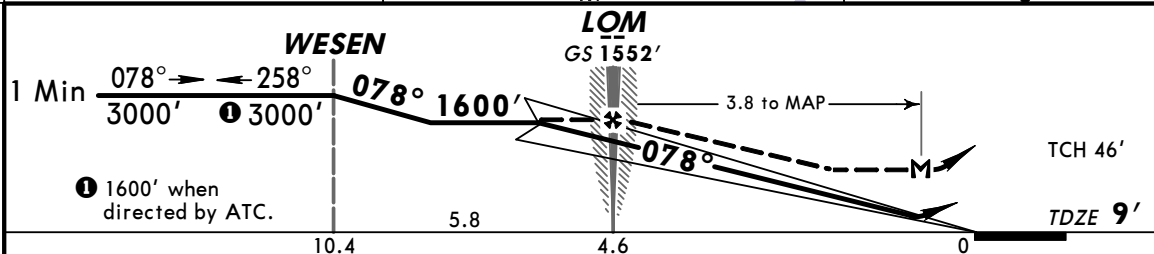
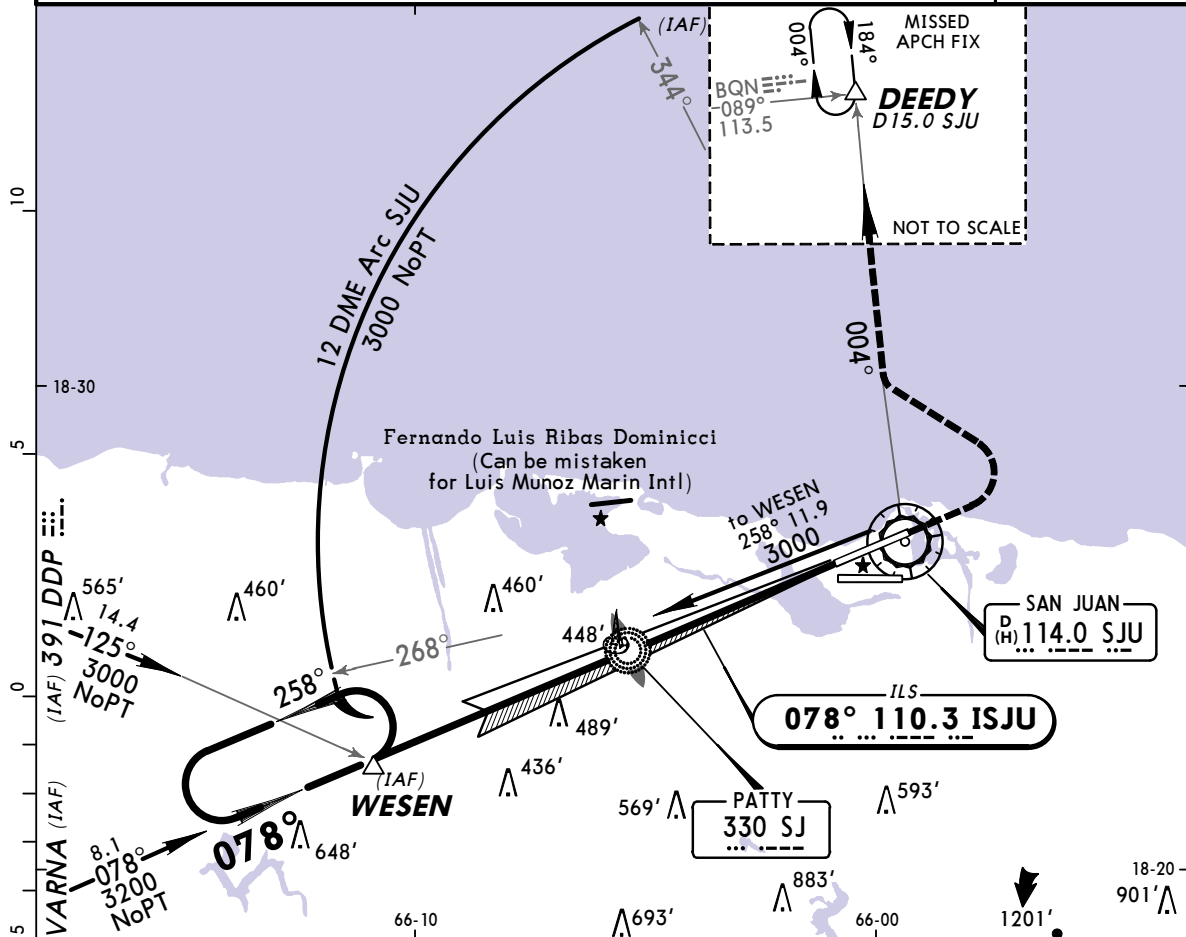




PARKING GATE COORDINATES

GATE No.	COORDINATES	GATE No.	COORDINATES
1, 1A	N18 26.3 W066 00.5	31, 32	N18 26.2 W066 00.2
2 thru 5	N18 26.4 W066 00.4	33 thru 41	N18 26.2 W066 00.1
6 thru 8	N18 26.4 W066 00.3		
9 thru 12	N18 26.4 W066 00.2		
14 thru 19	N18 26.4 W066 00.2		
20 thru 23	N18 26.3 W066 00.2		
24	N18 26.3 W066 00.1		
25	N18 26.3 W066 00.2		
26	N18 26.3 W066 00.1		
27	N18 26.4 W066 00.1		
28	N18 26.3 W066 00.1		
29	N18 26.4 W066 00.1		

D-ATIS 125.8	SAN JUAN Approach (R) North & East 120.9	Southwest & West 119.4	SAN JUAN Tower 132.05	Ground 121.9
LOC ISJU 110.3	Final Apch Crs 078°	GS LOM 1552' (1543')	ILS DA(H) 311' (302')	Apt Elev 9' TDZE 9'
MISSED APCH: Climb to 2000', then climbing LEFT turn to 3000' outbound via SJU VOR R-004 to DEEDY INT/D15.0 SJU and hold.				2000' 095° → ← 275° 5100' MSA SJ LOM
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. ILS LOC unusable from 0.8 NM inbound to threshold; unusable beyond 15 NM below 2300'.				

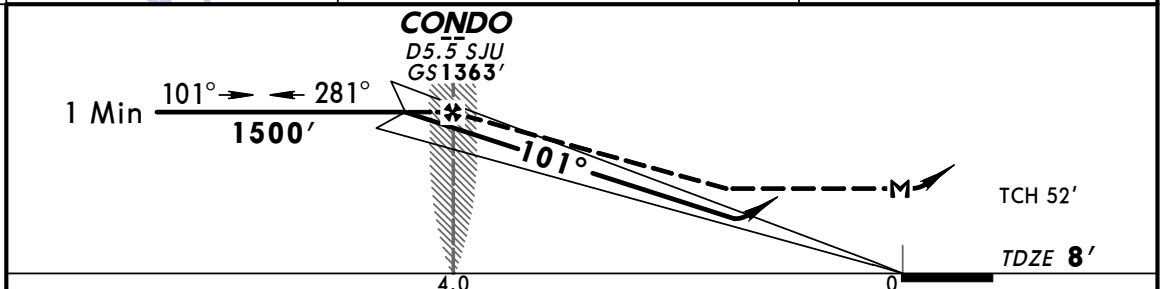
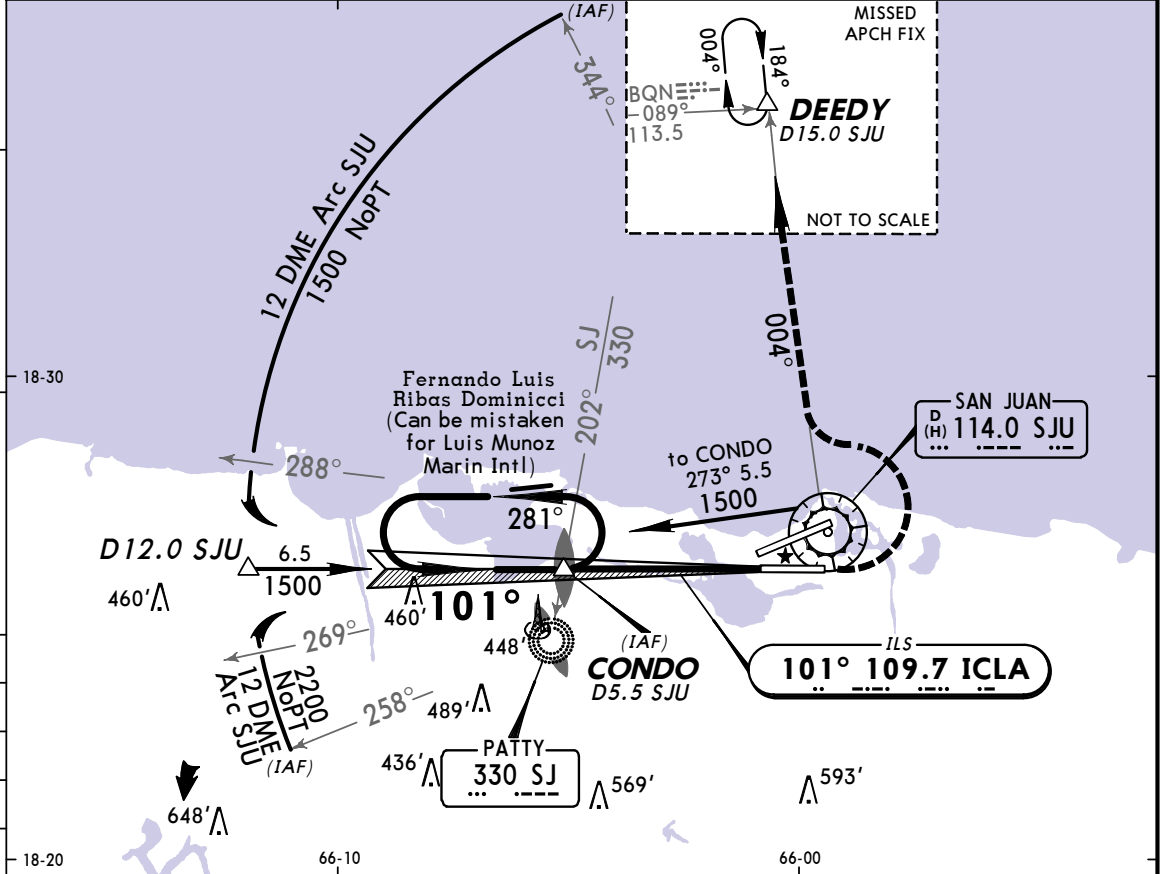


Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2000'	3000'	via 114.0 SJU R-004	DEEDY
GS	3.00°	377	484	538	646	753					
LOM to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:25				

STRAIGHT-IN LANDING RWY 8

ILS DA(H) 311' (302')		LOC (GS out) MDA(H) 560' (551')			CIRCLE-TO-LAND	
FULL		RAIL or ALS out			Max Kts.	MDA(H)
A		1/2	3/4	1		
B	1/2				120	
C		1		1 1/2	140	560' (551') - 1 1/2
D		1 1/4		1 3/4	165	560' (551') - 2

D-ATIS 125.8		SAN JUAN Approach (R) North & East 120.9 Southwest & West 119.4		SAN JUAN Tower 132.05		Ground 121.9	
LOC ICLA 109.7	Final Apch Crs 101°	GS CONDO 1363' (1355')	ILS DA(H) 258' (250')	Apt Elev 9' TDZE 8'			
MISSED APCH: Climb to 2000', then climbing LEFT turn to 3000' outbound via SJU VOR R-004 to DEEDY INT/D15.0 SJU and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		MSA SJ LOM	



Gnd speed-Kts	70	90	100	120	140	160	MALS VASI 2000' 3000' SJU via 114.0 DEEDY R-004
GS	3.00°	377	484	538	646	753	
CONDO to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND	
ILS DA(H) 258' (250')		LOC (GS out) MDA(H) 540' (532')		Max Kts	MDA(H)
FULL	ALS out	ALS out	ALS out		
A			3/4	90	560' (551') - 1
B			1	120	
C	3/4		1 1/2	140	560' (551') - 1 1/2
D			1 3/4	165	580' (571') - 2

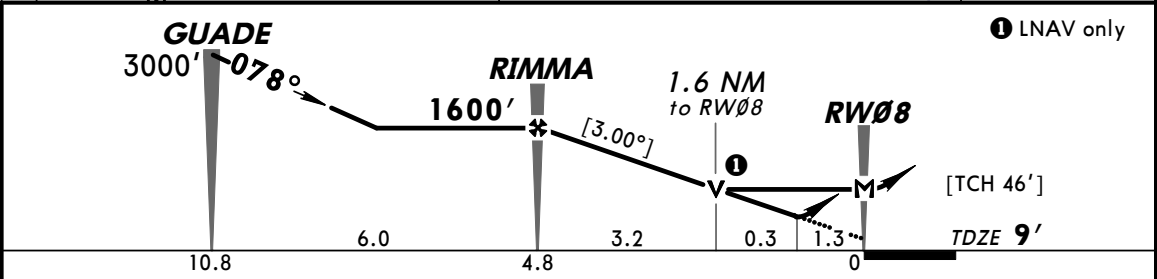
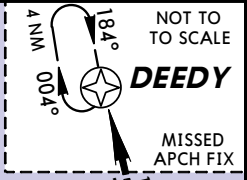
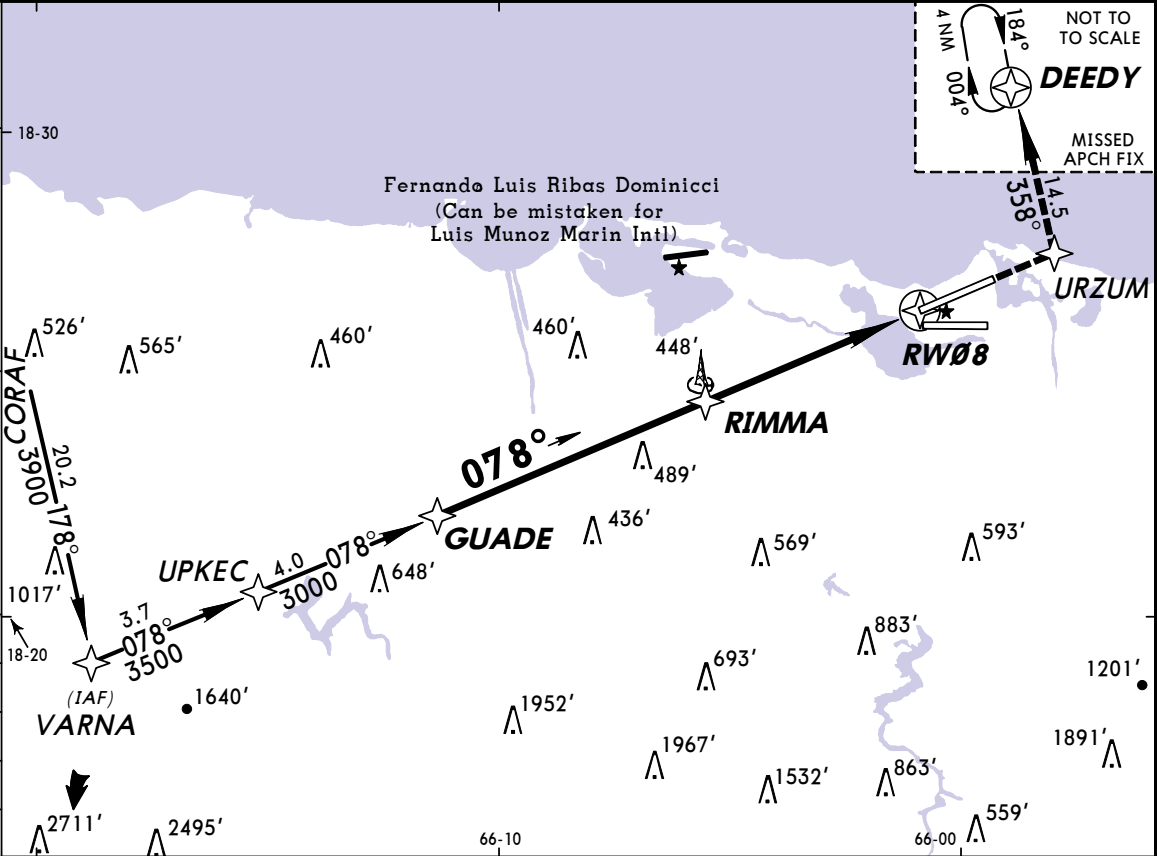
TJSJ/SJU

JEPPESEN SAN JUAN, PUERTO RICO
 RNAV (GPS) Rwy 8

LUIS MUNOZ MARIN INTL

20 APR 07 (12-1)

D-ATIS 125.8	SAN JUAN Approach (R) North & East 120.9		Southwest & West 119.4	SAN JUAN Tower 132.05	Ground 121.9
RNAV	Final Apch Crs 078°	Minimum Alt RIMMA 1600' (1591')	LNAV/VNAV DA(H) 480' (471')	Apt Elev 9' TDZE 9'	
MISSED APCH: Climb to 3000' direct URZUM then turn LEFT via 358° track to DEEDY and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. GPS or RNP-0.3 required. 2. Baro-VNAV not authorized below -15°C (5°F). 3. DME/DME RNP-0.3 not authorized. 4. WAAS VNAV not authorized.					MSA RW08



Gnd speed-Kts	70	90	100	120	140	160	MALSR 	3000' 		URZUM
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW08										

STRAIGHT-IN LANDING RWY 8					CIRCLE-TO-LAND		
LNAV/VNAV DA(H) 480' (471')			LNAV MDA(H) 560' (551')			Max Kts.	MDA(H)
RAIL or ALS out			RAIL out		ALS out		
A			1/2	3/4	1	90	560' (551') - 1 3/4
B						120	
C	1/4	1 3/4	1	1 1/2		140	560' (551') - 2
D			1 1/4	1 3/4		165	

CHANGES: PAPI added.

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TJSJ/SJU

LUIS MUNOZ MARIN INTL

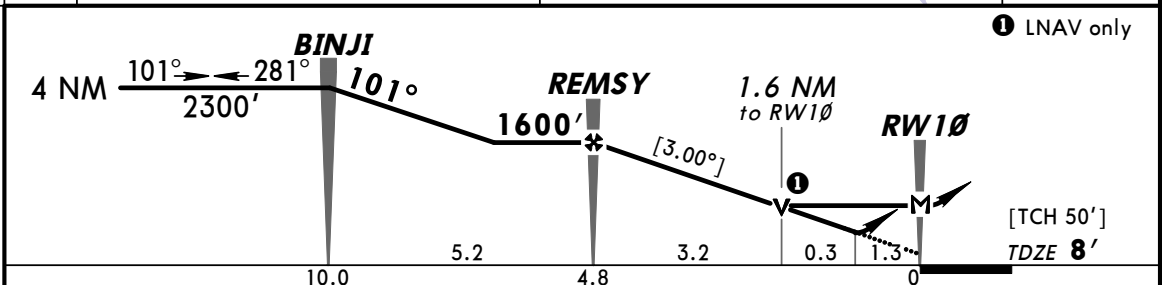
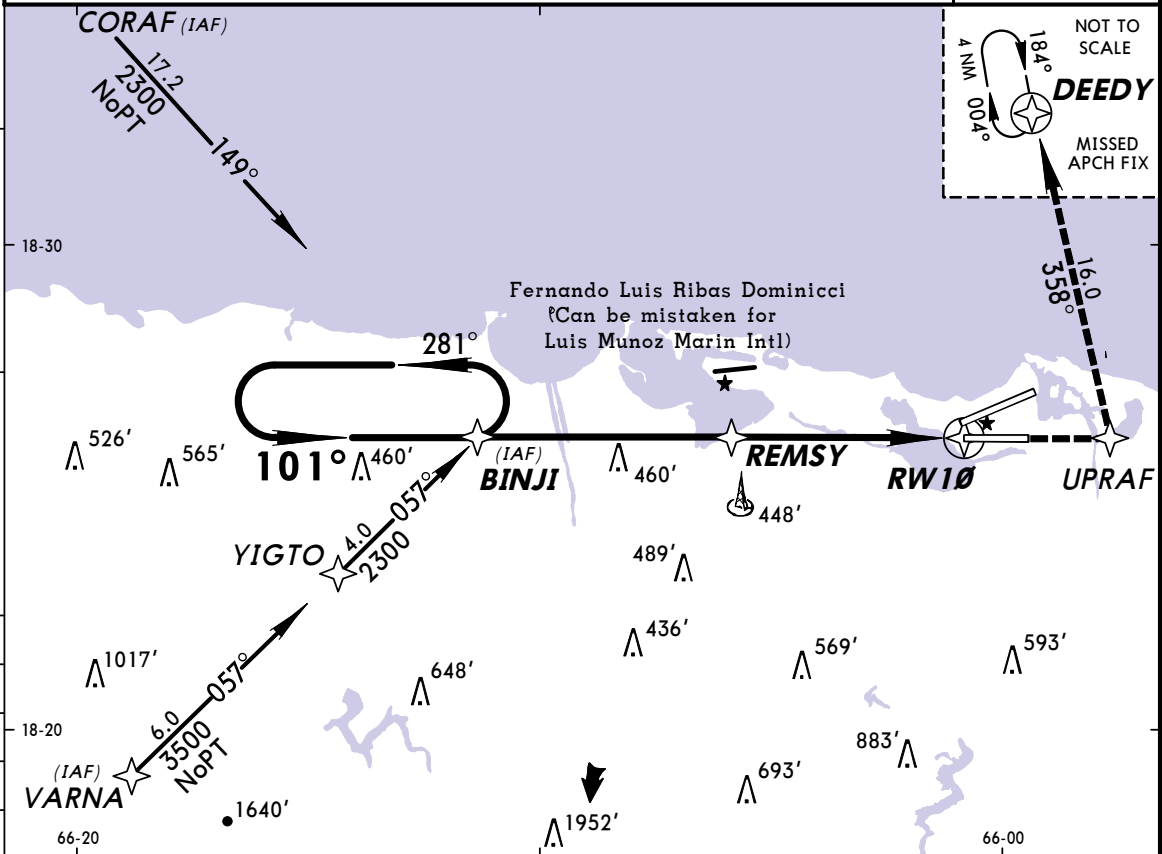
JEPPesen SAN JUAN, PUERTO RICO
 20 APR 07 (12-2)
 RNAV (GPS) Rwy 10

D-ATIS 125.8	SAN JUAN Approach (R) North & East 120.9		Southwest & West 119.4	SAN JUAN Tower 132.05	Ground 121.9
RNAV	Final Apch Crs 101°	Minimum Alt REMSY 1600' (1592')	LNAV/VNAV DA(H) 480' (472')	Apt Elev 9' TDZE 8'	5100' MSA RW10

MISSED APCH: Climb to 3000' direct UPRAF then turn LEFT via 358° track to DEEDY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. GPS or RNP-0.3 required. 2. Baro-VNAV not authorized below -15°C (5°F).
 3. DME/DME RNP-0.3 not authorized. 4. WAAS VNAV not authorized.



Gnd speed-Kts	70	90	100	120	140	160	VASI MALS 3000' ↑	D → UPRAF
Descent angle [3.00°]	372	478	531	637	743	849		
MAP at RW10								

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H)	ALS out	MDA(H)	ALS out		
480' (472')		560' (552')		90	560' (551') - 1 3/4
	1 3/4		1 1/2	120	
			1 3/4	140	560' (551') - 2
				165	

CHANGES: None.

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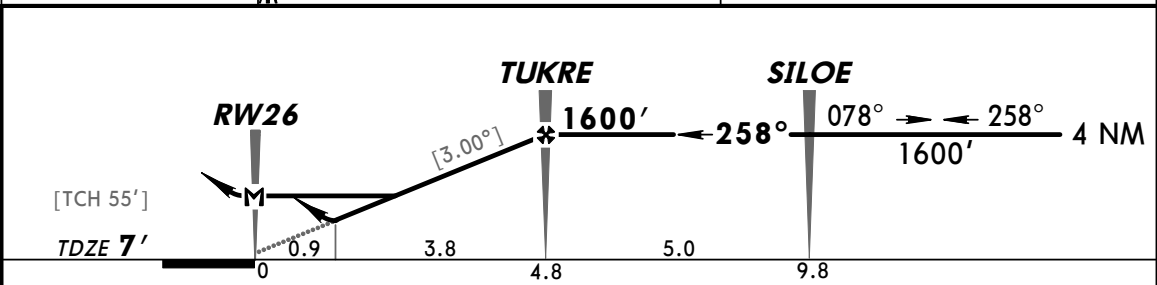
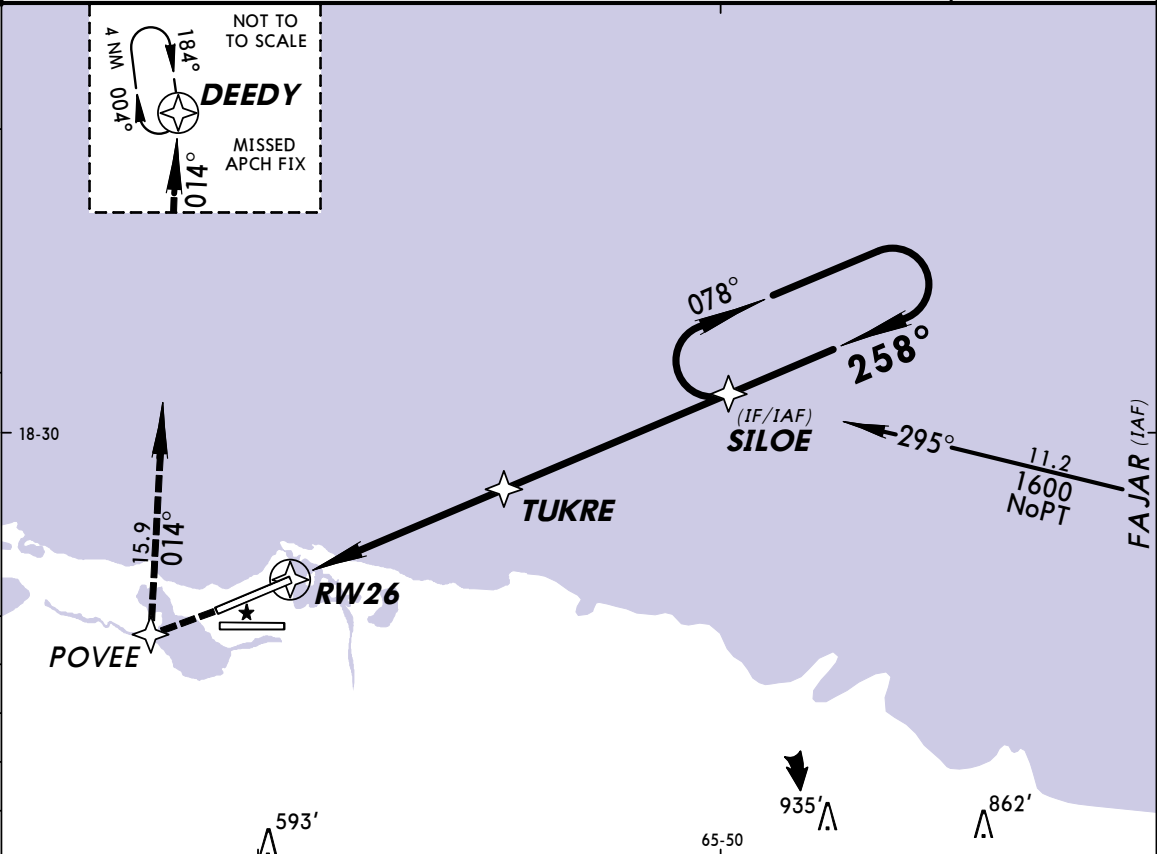
LUIS MUNOZ MARIN INTL

JEPPESEN SAN JUAN, PUERTO RICO

15 AUG 03 (12-3)

RNAV (GPS) Rwy 26

D-ATIS 125.8	SAN JUAN Approach (R) North & East 120.9		Southwest & West 119.4	SAN JUAN Tower 132.05	Ground 121.9
RNAV	Final Apch Crs 258°	Minimum Alt TUKRE 1600' (1593')	LNAV/VNAV DA(H) 360' (353')	Apt Elev 9' TDZE 7'	5100' MSA RW26
MISSED APCH: Climb to 3000' direct POVEE and then RIGHT turn via 014° track to DEEDY and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Baro-VNAV not authorized below -15°C (5°F). 2. GPS or RNP-0.3 required. 3. DME/DME RNP-0.3 not authorized. 4. VGSI and descent angles not coincident. 5. WAAS VNAV not authorized.					



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	3000' ↑	D → POVEE
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at RW26									

STRAIGHT-IN LANDING RWY 26				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 360' (353')		MDA(H) 400' (393')			
A	1 1/4	1	1 1/4	90	560' (551') - 1 1/4
B				120	560' (551') - 1 1/2
C				140	560' (551') - 1 1/2
D				165	560' (551') - 2

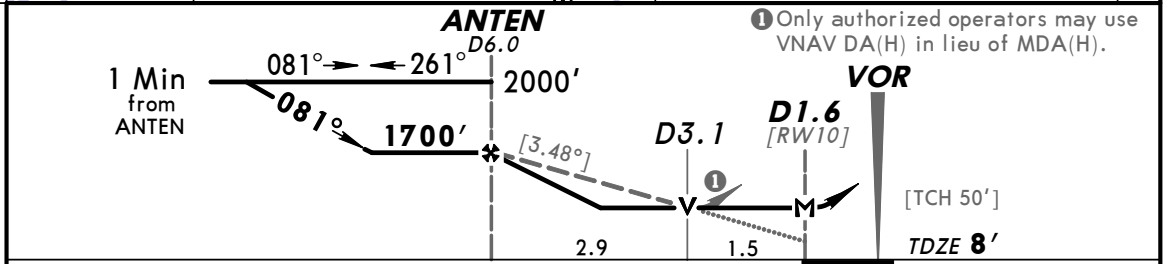
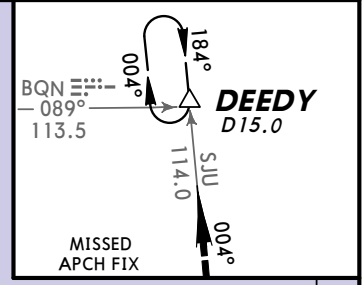
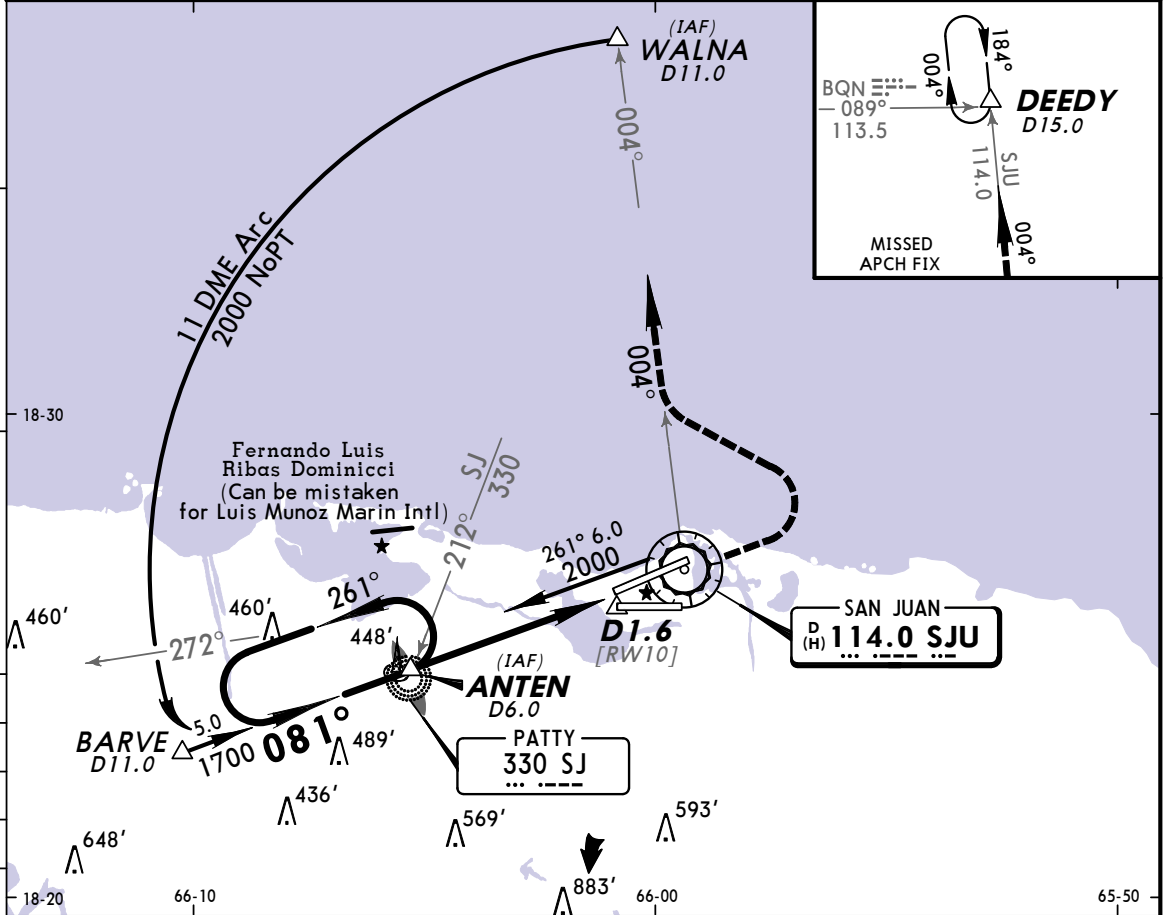
CHANGES: WAAS VNAV note.

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D-ATIS 125.8	SAN JUAN Approach (R) North & East 120.9		Southwest & West 119.4	SAN JUAN Tower 132.05	Ground 121.9
VOR SJU 114.0	Final Apch Crs 081°	Minimum Alt ANTEN 1700' (1692')	MDA(H) 560' (552')	Apt Elev 9' TDZE 8'	

MISSED APCH: Climb to 2000', then climbing LEFT turn to 3000' outbound via SJU VOR R-004 to DEEDY INT/D15.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. ADF or DME required. 2. VGSI and descent angles not coincident.



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160		2000'	3000'	SJU	DEEDY
Descent angle [3.48°]	431	554	616	739	862	985		↑	←	via 114.0 R-004	
MAP at D1.6 or ANTEN to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39				

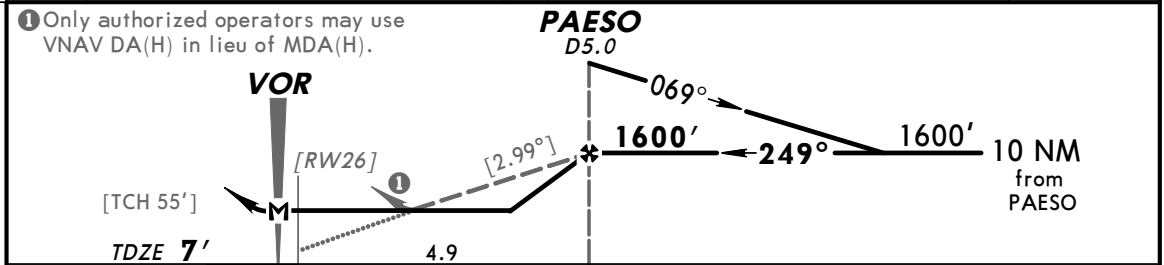
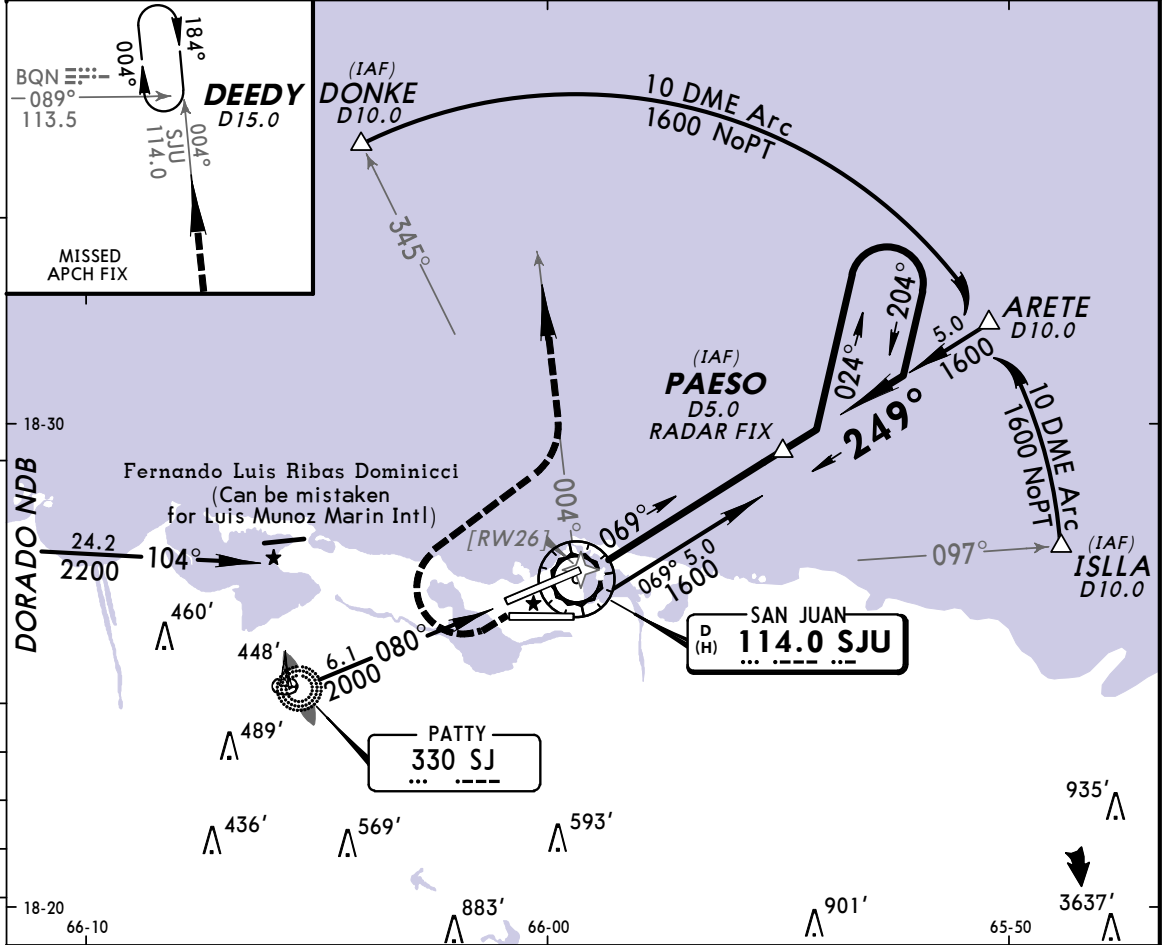
STRAIGHT-IN LANDING RWY 10			CIRCLE-TO-LAND		
MDA(H) 560' (552')					
ALS out			Max Kts	MDA(H)	
A	3/4	1	90	560' (551') - 1	
B			120	560' (551') - 1/2	
C		1 1/2	140	560' (551') - 2	
D		1 3/4	165	560' (551') - 2	

TJSJ/SJU JEPPesen SAN JUAN, PUERTO RICO LUIS MUNOZ MARIN INTL 20 APR 07 **(13-3)** VOR Rwy 26

D-ATIS 125.8	SAN JUAN Approach (R) North & East 120.9 Southwest & West 119.4	SAN JUAN Tower 132.05	Ground 121.9
VOR SJU 114.0	Final Apch Crs 249°	Minimum Alt PAESO 1600' (1593')	MDA(H) 400' (393')
Apt Elev 9' TDZE 7'			2000' 100° → ← 280° 5100'

MISSED APCH: Climb to 2000', then climbing RIGHT turn to 3000' outbound via SJU VOR R-004 to DEEDY INT/D15.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. DME or RADAR required. 2. VGSI and descent angles not coincident. MSA SJU VOR



Gnd speed-Kts	70	90	100	120	140	160	REIL VASI-L	2000'	3000'	SJU via 114.0 DEEDY R-004
Descent angle [2.99°]	370	476	529	635	741	846				
MAP at VOR										

STRAIGHT-IN LANDING RWY26				CIRCLE-TO-LAND	
MDA(H) 400' (393')				Max Kts	MDA(H)
A				90	560' (551') -1
B	1			120	560' (551') -1
C				140	560' (551') -1½
D		1¼		165	560' (551') -2

TJSJ/SJU

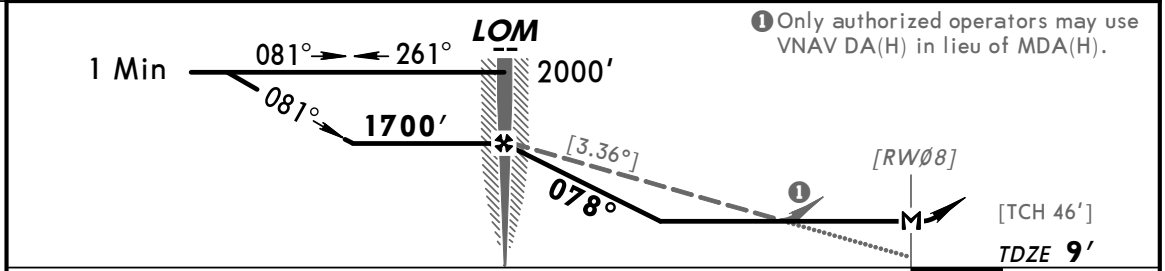
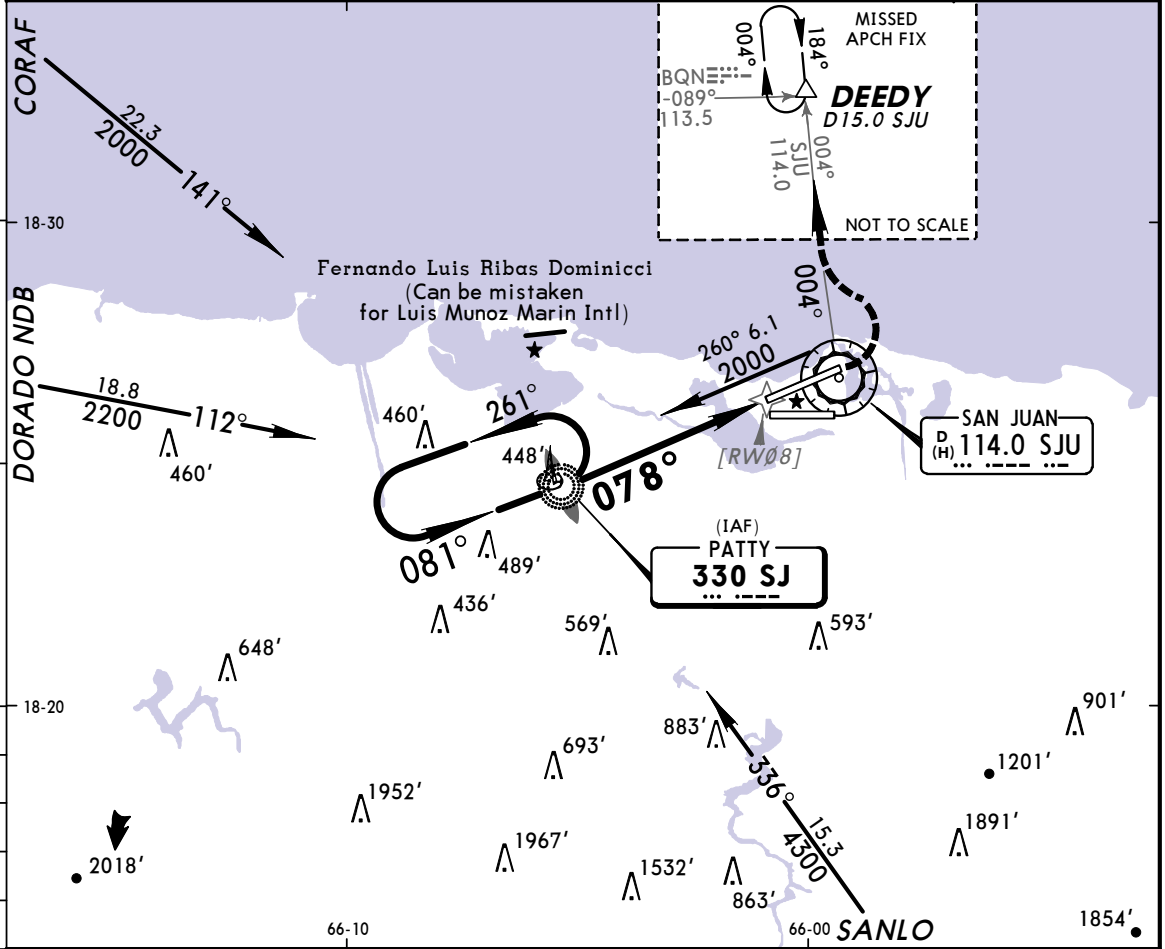
LUIS MUNOZ MARIN INTL

JEPPesen SAN JUAN, PUERTO RICO

20 APR 07 (16-1)

NDB Rwy 8

D-ATIS 125.8		SAN JUAN Approach (R) North & East 120.9		SAN JUAN Tower Southwest & West 119.4		Ground 121.9	
LOM SJ 330	Final Apch Crs 078°	Minimum Alt LOM 1700' (1691')	MDA(H) 600' (591')	Apt Elev 9' TDZE 9'		<div style="border: 1px solid black; border-radius: 50%; padding: 10px; text-align: center;"> 2000' 100° → ← 280° 5100' MSA SJ LOM </div>	
MISSED APCH: Climb to 2000', then climbing LEFT turn to 3000' outbound via SJU VOR R-004 to DEEDY INT/D15.0 SJU and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		1. VGSI and descent angles not coincident.	



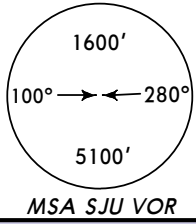
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2000'	3000'	SJU via 114.0 R-004	DEEDY
Descent angle [3.36°]	416	535	595	713	832	951					
LOM to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:44				

STRAIGHT-IN LANDING RWY 8						CIRCLE-TO-LAND						
MDA(H) 600' (591')						MDA(H)						
RAIL out			ALS out			RAIL out			ALS out			
A	3/4			1			Max Kts					
B	3/4			1			90	600' (591') - 1				
C	1			1 1/2			140	600' (591') - 1 1/2				
D	1 1/2			1 3/4			165	600' (591') - 2				

CHANGES: PAPI added.

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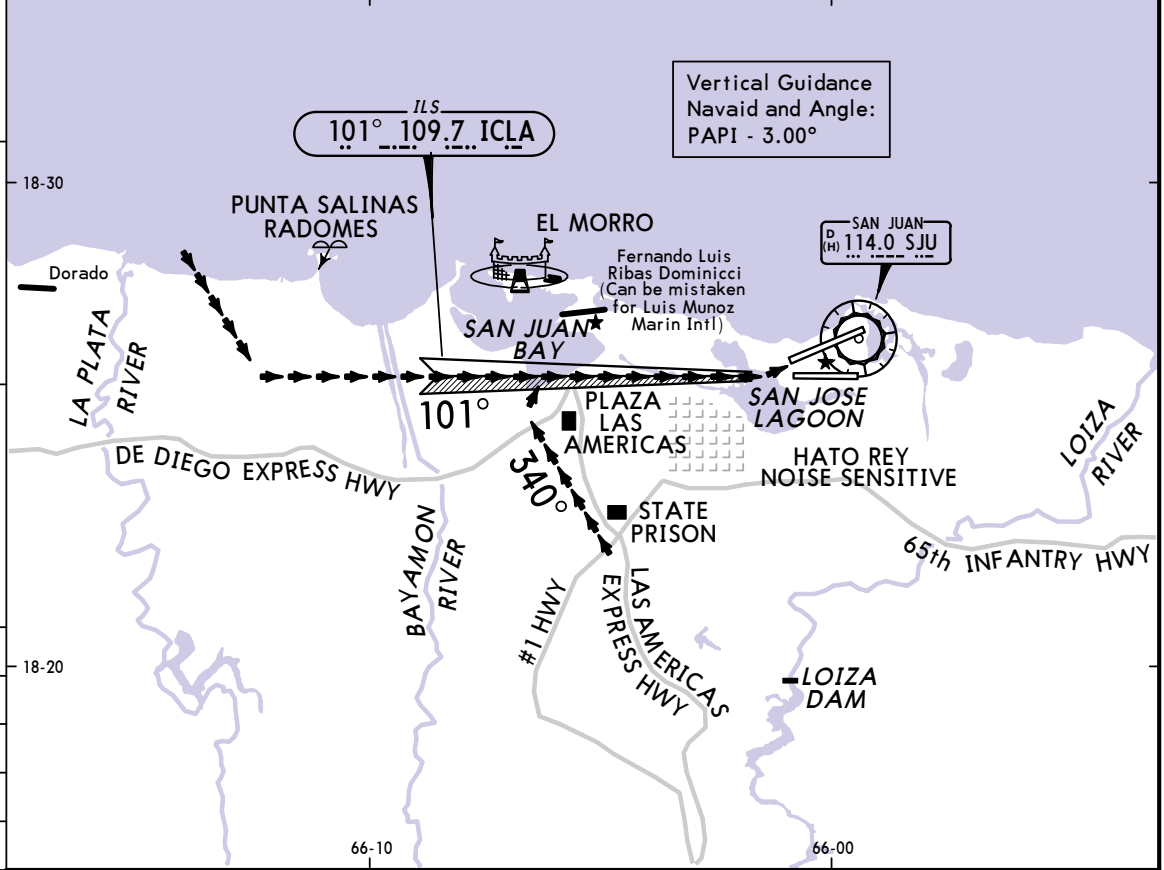
D-ATIS 125.8	SAN JUAN Approach (R) North & East 120.9	Southwest & West 119.4	SAN JUAN Tower 132.05	Ground 121.9
NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 2000' -5	Apt Elev 9' TDZE 9'



MISSED APCH: No Missed Approach procedure.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. **RADAR required.** 2. Procedure not authorized at night. 3. Vertical Guidance
Navaid and Angle: PAPI - 3.00°.



LAGOON VISUAL APPROACH RUNWAY 8

When cleared for the Lagoon Visual Runway 8 Approach aircraft will proceed visually to intercept and fly the Runway 10 final approach course until the west end of the San Jose Lagoon, then make left turn to land Runway 8.

Aircraft, remain on or north of the Runway 10 final approach course due to simultaneous visual approaches being conducted to Runway 10.

				MALSR	No Missed Approach Procedure
				PAPI	

WEATHER MINIMUMS

Ceiling **2000'** Vis **5**

AMEND 1

