

## OPERATIONAL RESTRICTIONS AT REINA BEATRIX INTL AIRPORT

The implementation of the runway end safety areas and approach lighting systems on runway 11-29 of Reina Beatrix Intl airport.

### General

Effective October 11, 2007 construction works will be executed for the implementation of Runway End Safety Areas (RESA) and Approach Lighting Systems for runway 11-29 at Reina Beatrix Intl airport. The works consists of the construction of an extension of the runway toward the west with a connection to the parallel taxiway, improving airside pavements and drainage, the construction of runway end safety areas on both side of the runway, and the installation of new Simple Approach Lighting Systems on both end of the runway.

### Runway Threshold 11 Works - Temporary Measures

Between October 11 and December 27, 2007 the threshold on runway 11 will be temporary displaced over a distance of 492' (150m). Temporary runway markings will be applied. Temporary lights will be used for displaced threshold, runway end and taxiway edge. Runway threshold identification lights will be installed for additional threshold conspicuity. The PAPI unit serving runway 11 will be temporary relocated, while the Instrument Landing System (ILS) will not be operational during this period.

### Aircraft Taking Off Runway 11

During construction at threshold runway 11, the threshold will not be accessible through the parallel taxiway and exit GOLF. Aircraft taking off of runway 11 have to enter the runway at exit CHARLIE and taxi on the runway to the temporary displaced threshold 11 and turn there on the runway.

### Aircraft Landing On Runway 29

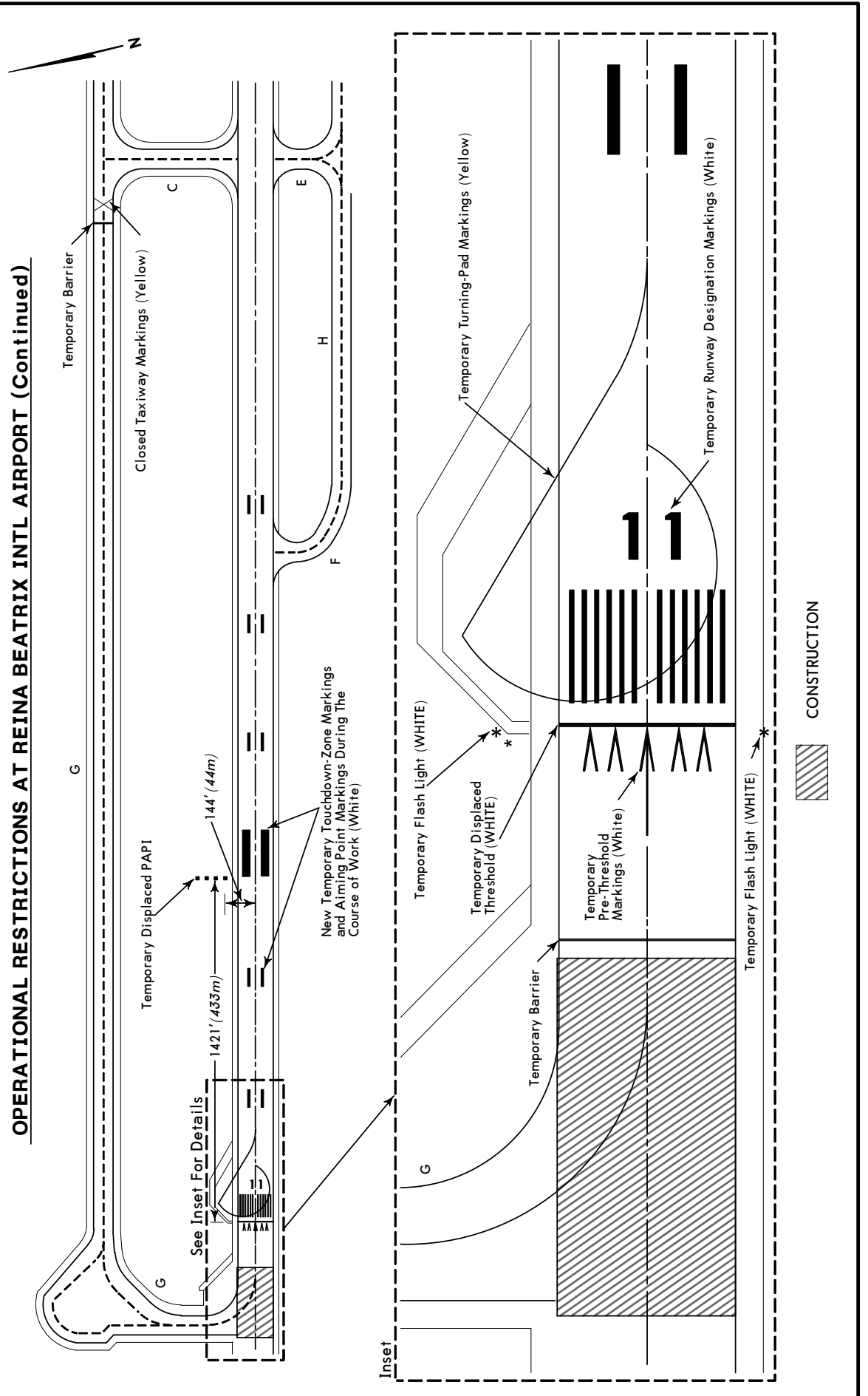
The same is applicable for aircraft landing on runway 29 that after landing have to turn at the temporary displaced threshold 11 and backtrack on the runway to exit CHARLIE. A temporary turn pad will be available at the location of the temporary displaced threshold 11 to be used for all types of aircraft.

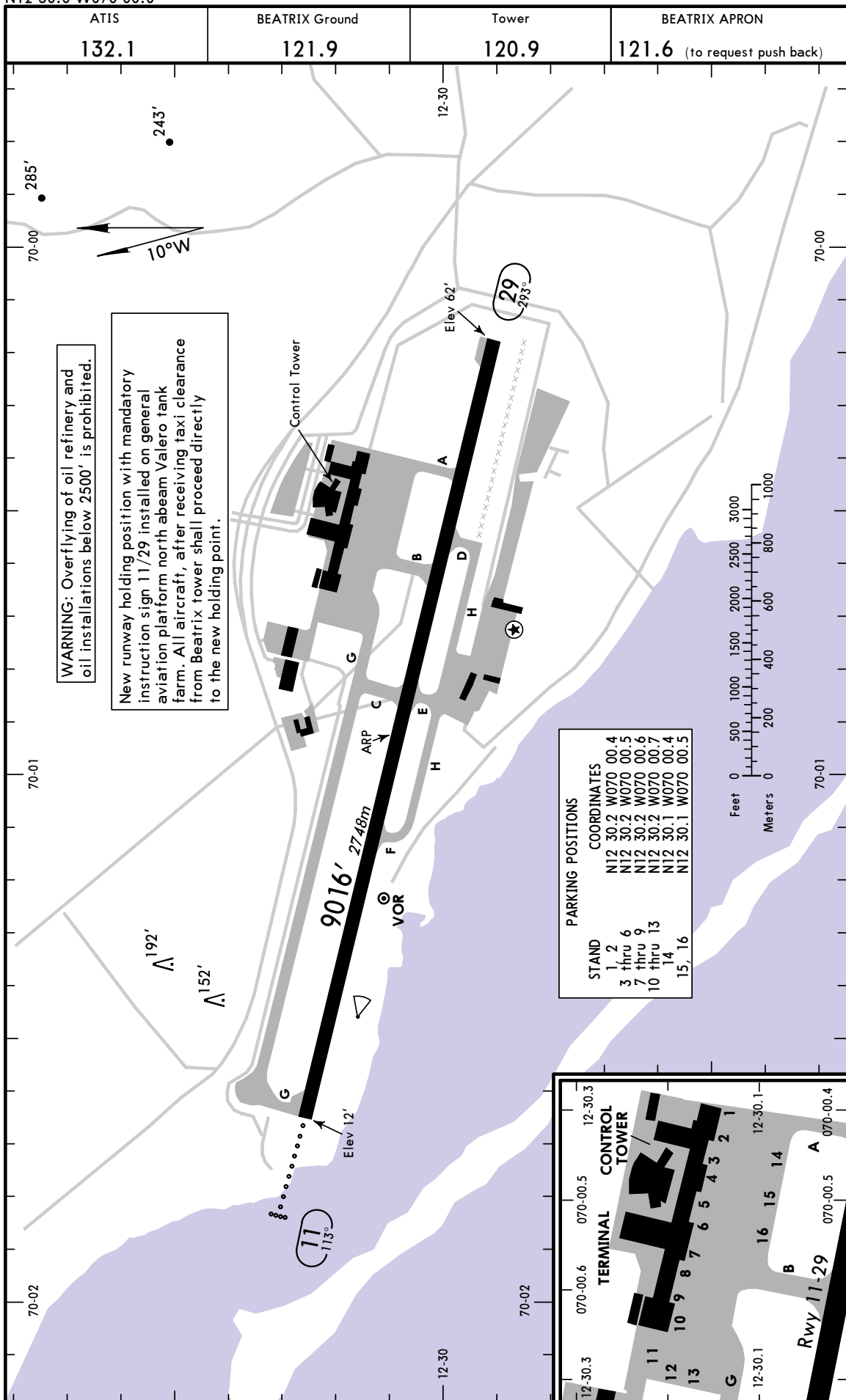
### Declared Distances

The following distances will be available during construction activities at runway threshold 11 between October 11 and December 27, 2007.

Runway	TORA	ASDA	TODA	LDA
11	8524' (2598m)	8524' (2598m)	8524' (2598m)	8524' (2598m)
29	8524' (2598m)	8524' (2598m)	8524' (2598m)	8524' (2598m)

**OPERATIONAL RESTRICTIONS AT REINA BEATRIX INTL AIRPORT (Continued)**

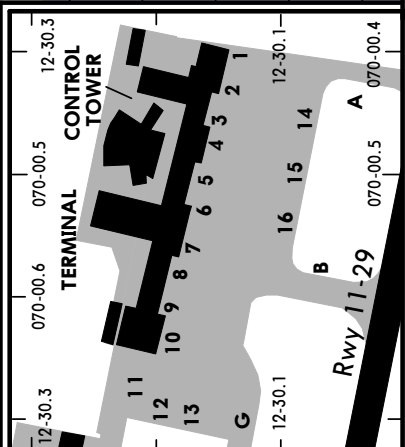




**WARNING:** Overflying of oil refinery and oil installations below 2500' is prohibited.

New runway holding position with mandatory instruction sign 11/29 installed on general aviation platform north abeam Valero tank farm. All aircraft, after receiving taxi clearance from Beatrix tower shall proceed directly to the new holding point.

STAND	COORDINATES
1	N12 30.2 W070 00.4
2	N12 30.2 W070 00.5
3 thru 6	N12 30.2 W070 00.6
7 thru 9	N12 30.2 W070 00.7
10 thru 13	N12 30.1 W070 00.4
14	N12 30.1 W070 00.4
15, 16	N12 30.1 W070 00.5



GENERAL

Birds in vicinity of airport.  
 Rwy 11 right traffic pattern.  
 Due to physical constraints of the Beatrix Airport until further notice non-scheduled operations, except light aircraft, without prior clearance from the airport authority will not be allowed by the airport authority between 1500 and 2359 UTC. This clearance shall be obtained at least one (1) week (7 days) in advance through the ground handler or representative. Also to avoid ramp congestion, no cargo flights will be allowed for loading, unloading or technical landing from Monday up to and including Friday between 1700 and 2359 UTC and on Saturday between 1500 and 1359 UTC. Cargo flights will not be allowed on Sundays. Additionally no overnighting cargo flights will be permitted. All aircraft departing Reina Beatrix Intl shall make their turns when necessary after crossing Rwy 11 or Rwy 29 threshold. All departing IFR flights are required to request a start-up clearance 5 minutes prior to start-up time from air traffic service unit serving the aerodrome. Pilots are requested to adhere as realistically as possible to this requirement. Request in excessive advance may cause unnecessary delay and overload to the ATC system.

NOISE ABATEMENT PROCEDURES

All jet aircraft departing Rwy 11 at Aeropuerto Internacional Reina Beatrix which have been authorized to make a left or right turn out to proceed on routes G885 North East bound, A567 North bound, G442 West bound or traffic departing South bound shall maintain runway heading for at least 6 DME from BEA VOR or climb to 2500' on runway heading, whichever comes first, before turning on course. Pilots when making a left turn out while setting course, shall maintain special attention and exercise extreme caution to avoid entering the Restricted Area "TN(R)-4".

**ADDITIONAL RUNWAY INFORMATION**

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING BEYOND			
				Threshold	Glide Slope		
11	HIRL	SALS	PAPI-L (angle 3.00°)	RVR	8026'	2446m	148'
29	HIRL		PAPI-L (angle 3.00°)				45m

**TAKE-OFF**

	AIR CARRIER (JAA) All Rwys		AIR CARRIER (FAR 121)	
	LVP must be in force RCLM (Day only) or RL	RCLM (Day only) or RL	All Rwys Adequate Vis Ref	
A			2	RVR
B	RVR 250m	RVR 400m	Eng	500m
C			3 & 4	VIS
D	RVR 300m		Eng	400m

**FOR FILING AS ALTERNATE**

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

## AIRCRAFT PARKING PROCEDURES

### APRON MANAGEMENT UNIT

Aircraft guidance on the ramp and into the aircraft stands is subject to ATS and is performed by the Apron Management Unit (call sign "Apron Management" on frequency 121.6 MHz). The Apron Management Units (AMU) area of responsibility includes the aprons on both the north and south side of the runway, as well as those areas necessary for the loading and unloading of aircraft. The responsibility of the AMU does not include the aircraft control which is executed by ATC.

Engine test runs, verification run-ups, and extensive maintenance work on aircraft at the parking stands are not permitted. In justified cases, ATC may allow exceptions if prior approval has been obtained from the AMU. Aircraft emergency repair work shall not commence prior to obtaining prior permission from both ATC and the AMU.

### ARRIVAL AND DEPARTURE PROCEDURES

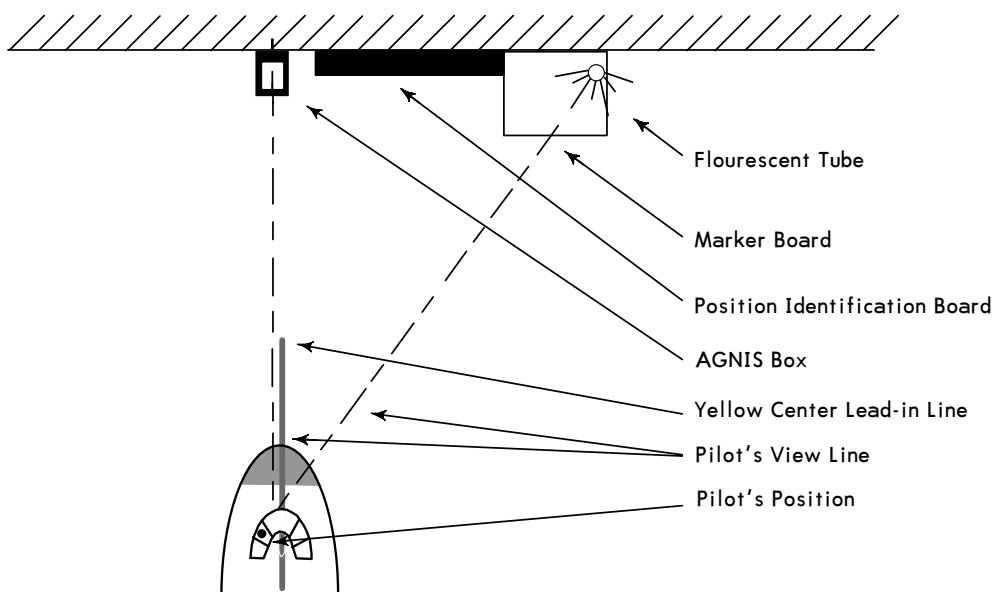
Upon exiting the taxiways, arriving aircraft must immediately establish contact with the "Apron Management Unit" and adhere to instructions received. Aircraft stands 1 through 13 are equipped with a visual docking guidance system. Aircraft marshallers are also available in case of system failure.

Aircraft preparing for departure must contact "Beatrix Tower" to request engine start clearance. Thereafter, "ready to taxi" shall be reported to ATC. Reverse thrust (both turbine and variable-pitch-propeller aircraft) shall not be used on the entire apron area including all parking positions on both the north and south apron. Aircraft shall leave the stands by means of push-back using tractors provided by the airport authority. Permission to start engines will include push-back clearance.

### VISUAL DOCKING GUIDANCE SYSTEM

Aircraft parking stands 1 through 13 are equipped with a visual docking guidance system. The system is designed to enable the pilot in the left-hand seat to guide the aircraft into the final parking position without the aid of a marshaller. The system consists of the following elements as illustrated below.

- Centreline Guidance Element (AGNIS).
- Yellow Lead-in Centerline.
- Parallax Parking Aid (PAPA) consisting of a black marker board with a vertical tubular fluorescent light positioned behind the marker board.
- Position Identification Board with coordinates and position designation number.



**Parking Procedures**

Centerline guidance is provided by means of the AGNIS box. Aircraft shall approach the stand along the yellow centerline so that both slots in the AGNIS box show green.

Adjustments to the left or right shall always be made toward the green, as illustrated below.

Red Green



Aircraft left of center-  
turn towards green (right)

Green Green



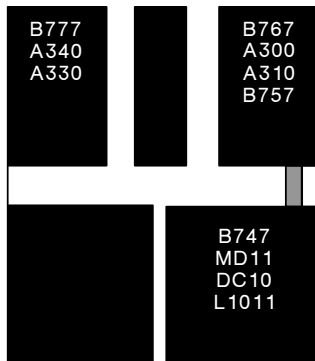
Aircraft on center line

Green Red

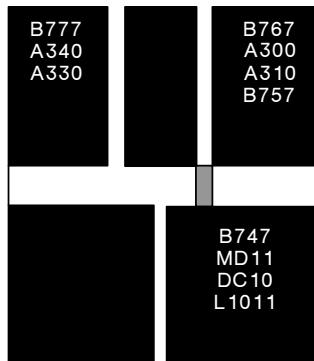


Aircraft right of center-  
turn towards green (left)

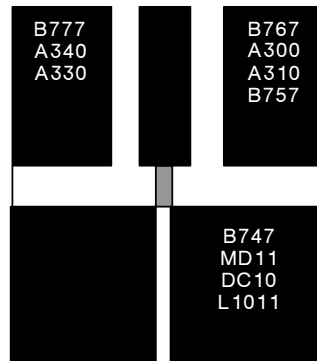
Stopping guidance is provided by the Parallax Parking Aid (PAPA). As viewed by the pilot in the left-hand seat, as soon as the tubular light registers in line with the appropriate vertical reference mark, the aircraft has reached the correct stopping position. The working principle of the PAPA element is illustrated below as viewed by the pilot.



All aircraft continue taxiing.



Aircraft B767, A300, A310  
B757 stop. All other indicated  
aircraft continue taxiing.



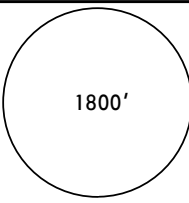
Aircraft B747, MD11, DC10  
and L1011 stop. Aircraft B777,  
A340 and A330 continue taxiing.

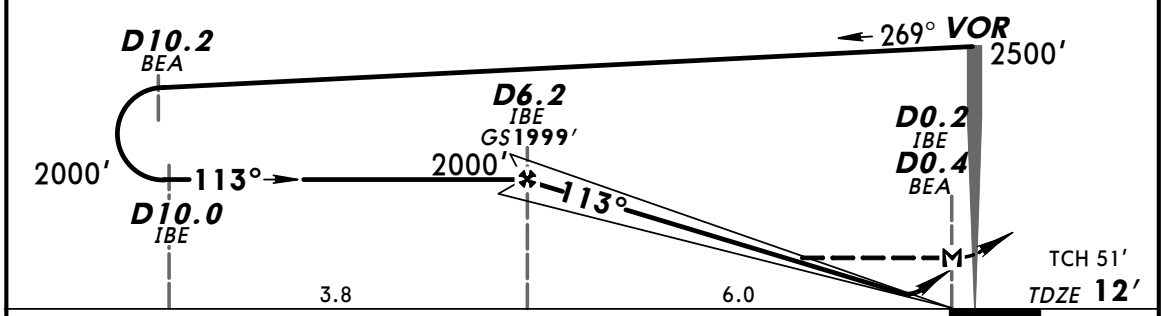
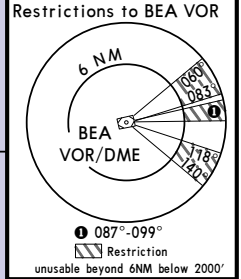
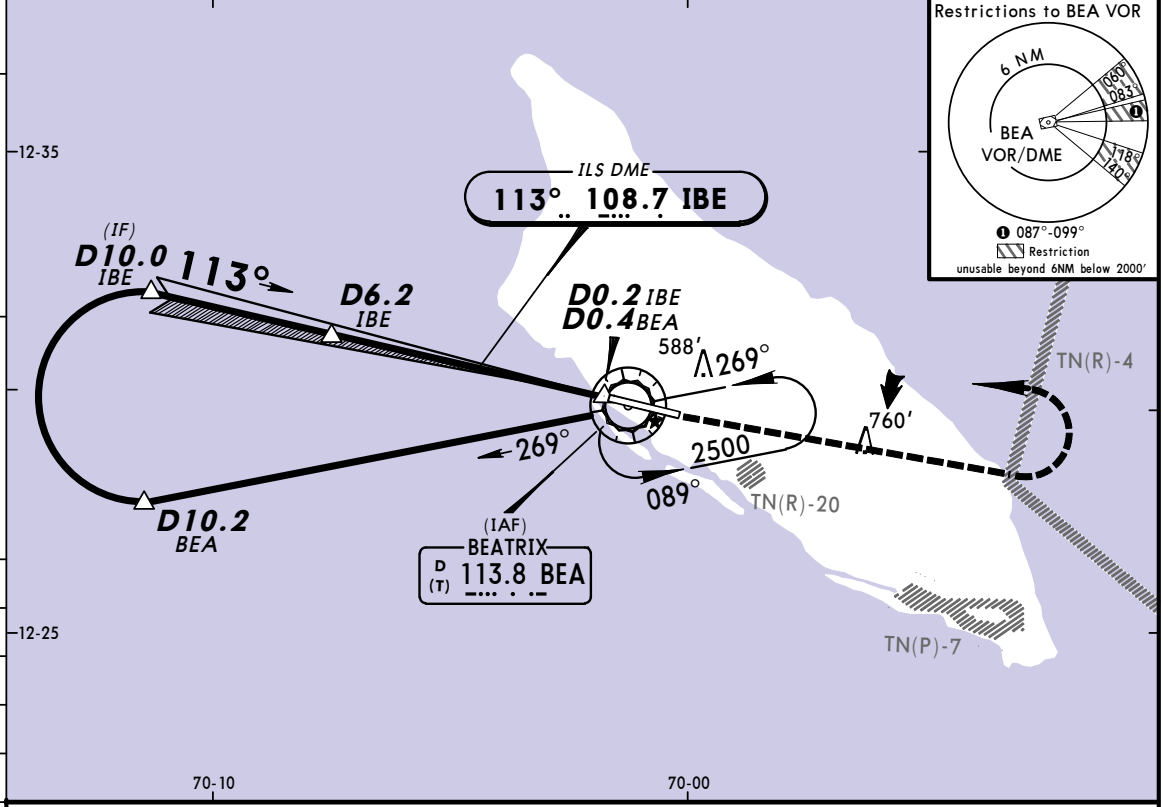




**NOTE:** Aircraft parking stands 1 and 3 may be used for DC-9 and MD-80 aircraft in addition to the types indicated on the PAPA, Pilots of DC-9 and MD-80 aircraft are to use the PAPA indication for aircraft types B767, A300, A310, and B757.

Each AGNIS and PAPA unit is electronically controlled by the Apron Management Unit, and is connected to the emergency power supply, providing/restoring power within 15 seconds should the mains fail. If a system failure should occur, instructions will be provided by ATC in coordination with the AMU and aircraft marshallsers.

Additionally, each AGNIS/PAPA system is equipped with a yellow rotating beacon mounted on the lower section of the column. The beacon is activated when the AGNIS/PAPA system is turned on in order to indicate to the ground handling staff that the stand will be used shortly (i.e., aircraft has landed). All vehicles and equipment which are not allowed to be parked/located outside the pre-arrival area will be relocated. This beacon may also be used by pilots arriving at night to clearly and quickly identify their designated parking stand.

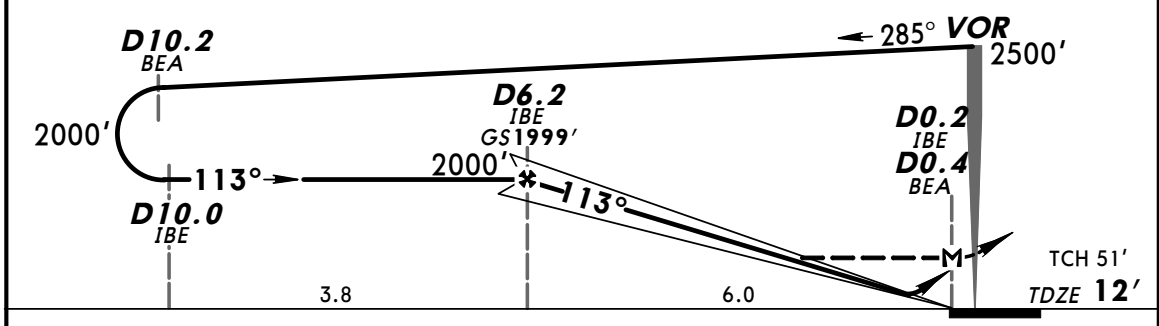
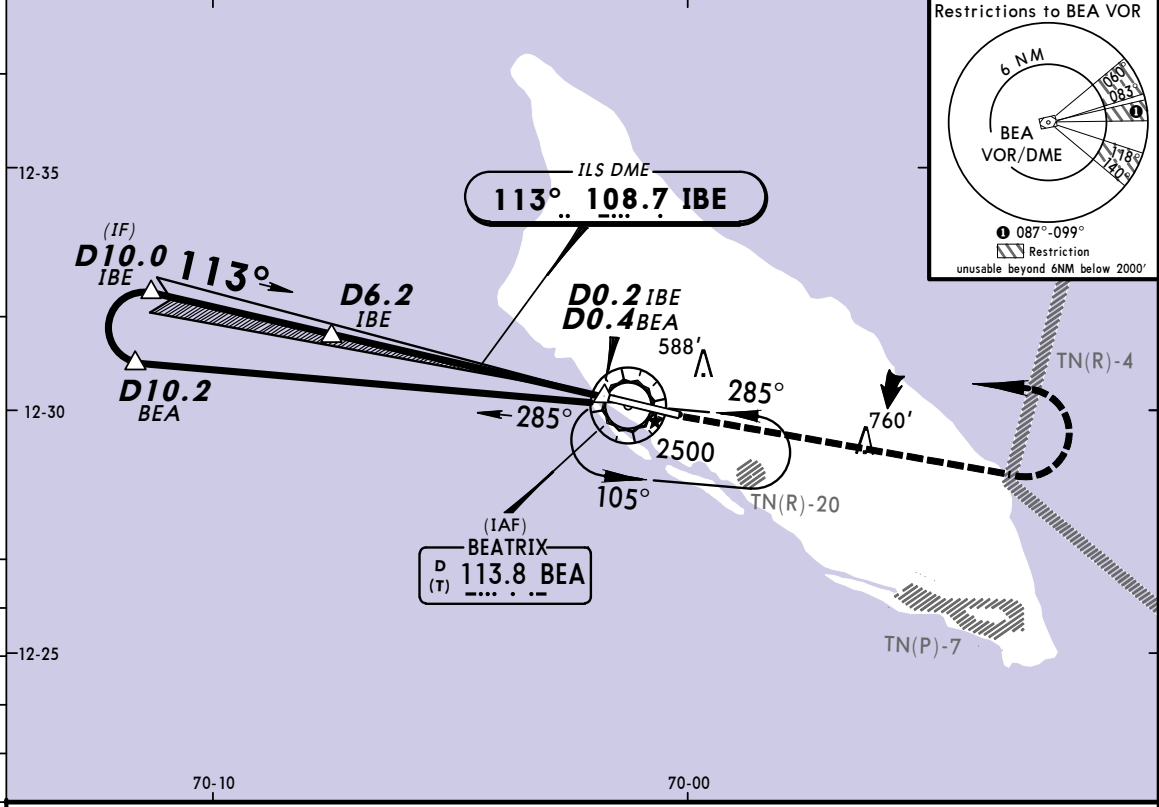
ATIS 132.1		BEATRIX Approach 120.9		BEATRIX Tower 120.9		Ground 121.9	
LOC IBE <b>108.7</b>	Final Apch Crs <b>113°</b>	GS <b>D6.2 IBE</b> 1999' (1987')	ILS DA(H) Refer to Minimums	Apt Elev 62' TDZE 12'		 <p>1800'</p> <p>MSA BEA VOR</p>	
<p><b>MISSED APCH: Climb STRAIGHT AHEAD to 2500' then turn LEFT to BEA VOR and hold or as directed by ATC. Avoid TN(R)-4 when active.</b></p> <p>Alt Set: hPa      TDZ Elev: 1 hPa      Trans level: FL 40      Trans alt: 2500'</p> <p>1. WARNING: Procedure not authorized when tall vessels are transiting approach area.</p>							



Gnd speed-Kts	70	90	100	120	140	160	SALS  2500' PAPI  BEA LT 113.8	
GS	3.00°	377	484	538	646	753		861
MAP at D0.2 IBE/D0.4 BEA or D6.2 IBE to MAP	6.0	5:09	4:00	3:36	3:00	2:34		2:15

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
ILS C: 253' (241') DA(H) D: 263' (251')		LOC (GS out) MDA(H) 440' (428')		Max Kts A B 180 205	
ALS out		ALS out		MDA(H)	
A	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE
B	NOT APPLICABLE		NOT APPLICABLE		NOT APPLICABLE
C	1200m		RVR 1800m VIS 2000m		1160' (1098')-4800m
D					

ATIS 132.1		BEATRIX Approach 120.9		BEATRIX Tower 120.9		Ground 121.9	
LOC IBE <b>108.7</b>	Final Apch Crs <b>113°</b>	GS <b>D6.2 IBE</b> 1999' (1987')	ILS DA(H) Refer to Minimums	Apt Elev 62' TDZE 12'		1800'  MSA BEA VOR	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 2500' then turn LEFT to BEA VOR and hold or as directed by ATC. Avoid TN(R)-4 when active.</b>							
Alt Set: hPa		TDZ Elev: 1 hPa		Trans level: FL 40		Trans alt: 2500'	
<b>1. WARNING: Procedure not authorized when tall vessels are transiting approach area.</b>							

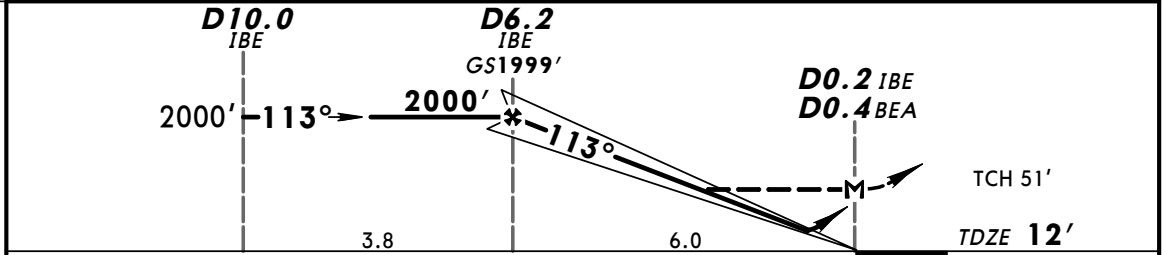
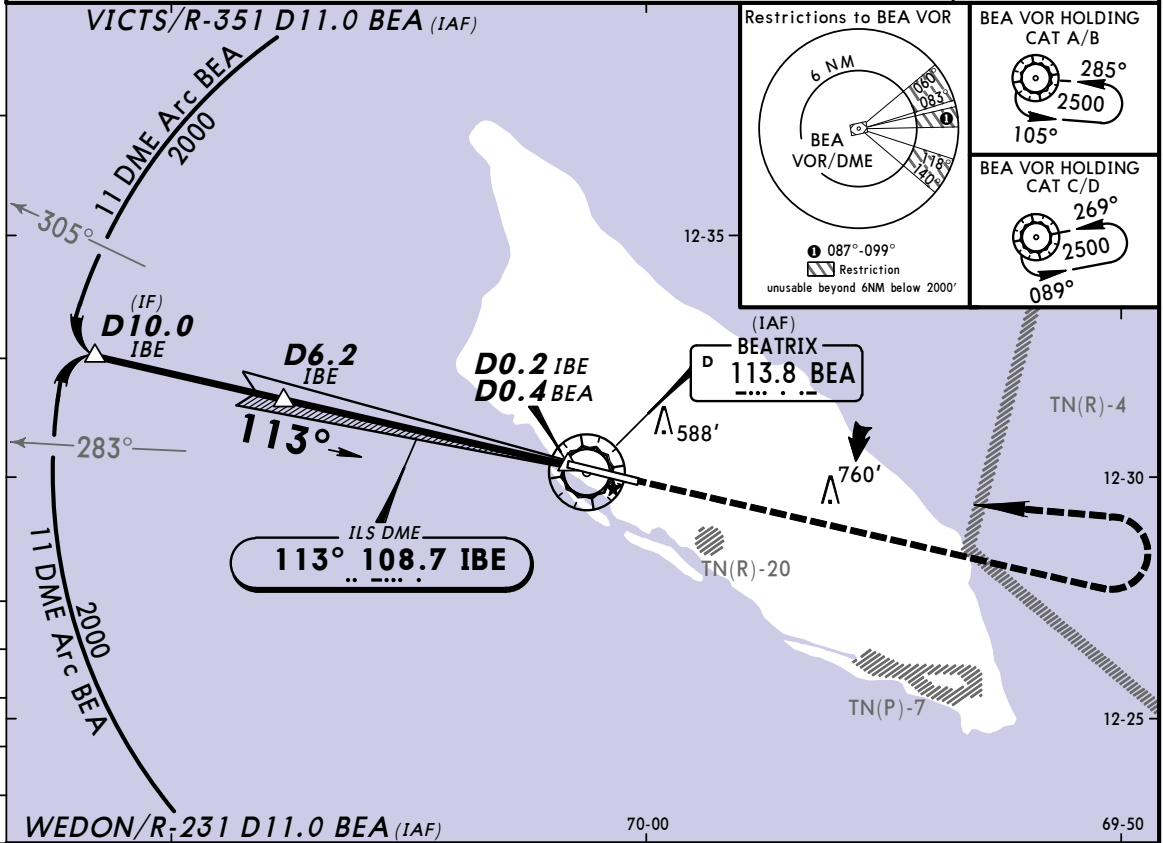


Gnd speed-Kts	70	90	100	120	140	160	SALS 2500' PAPI BEA 113.8	
GS	3.00°	377	484	538	646	753		861
MAP at D0.2 IBE/D0.4 BEA or D6.2 IBE to MAP	6.0	5:09	4:00	3:36	3:00	2:34		2:15

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
ILS DA(H) A: 233' (221') B: 245' (233')		LOC (GS out) MDA(H) 440' (428')		Max Kts	MDA(H)
ALS out		ALS out			
A	1200m		RVR 1500m VIS 1600m	100	890' (828') - 1600m
B				135	890' (828') - 2000m
C	NOT APPLICABLE		NOT APPLICABLE	C	NOT APPLICABLE
D				D	NOT APPLICABLE



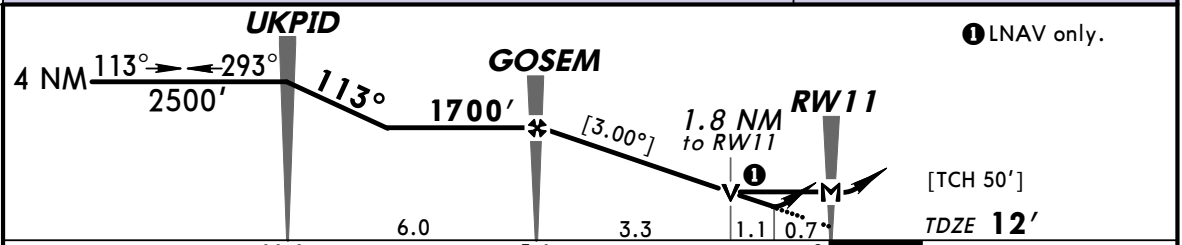
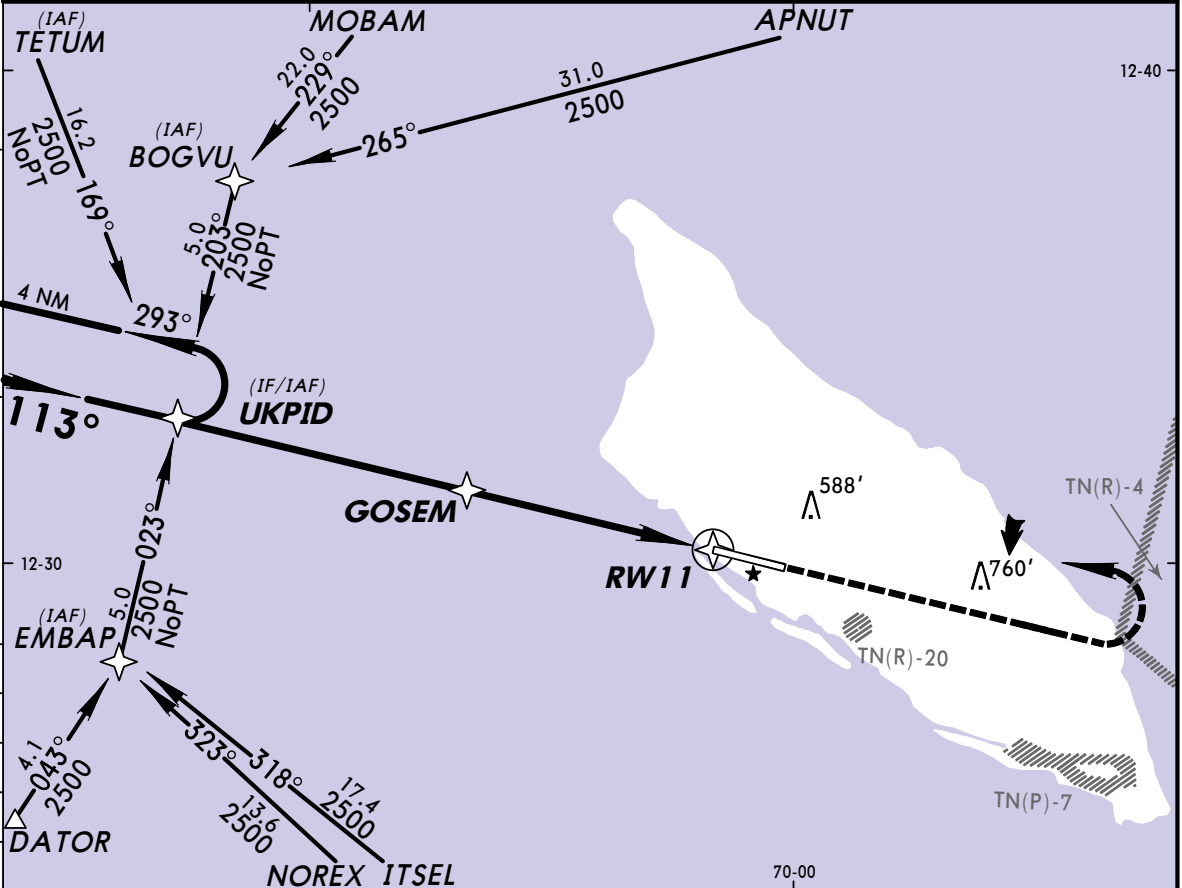
ATIS <b>132.1</b>		BEATRIX Approach <b>120.9</b>		BEATRIX Tower <b>120.9</b>		Ground <b>121.9</b>	
LOC IBE <b>108.7</b>	Final Apch Crs <b>113°</b>	GS <b>D6.2 IBE</b> 1999' (1987')	ILS DA(H) Refer to Minimums	Apt Elev 62' <b>TDZE 12'</b>			
<b>MISSED APCH: Climb STRAIGHT AHEAD to 2500', then turn LEFT to BEA VOR and hold, or as directed by ATC. Avoid TN(R)-4 when active.</b>							
Alt Set: hPa		TDZ Elev: 1 hPa		Trans level: FL 40		Trans alt: 2500'	
<b>1. WARNING: Procedure not authorized when tall vessels are transiting approach area. 2. DME required.</b>							



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI 2500' LT BEA 113.8	
GS	3.00°	377	484	538	646	753		861
MAP at D0.2 IBE/D0.4 BEA or D6.2 IBE to MAP	6.0	5:09	4:00	3:36	3:00	2:34		2:15

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND	
ILS		LOC (GS out)		CIRCLE-TO-LAND	
DA(H) A: 233' (221') C: 253' (241')		MDA(H) 440' (428')			
B: 245' (233') D: 263' (251')					
FULL		ALS out		Max Kts	MDA(H)
A				100	890' (828') - 1600m
B				135	890' (828') - 2000m
C	1200m			180	1160' (1098') - 4800m
D				205	

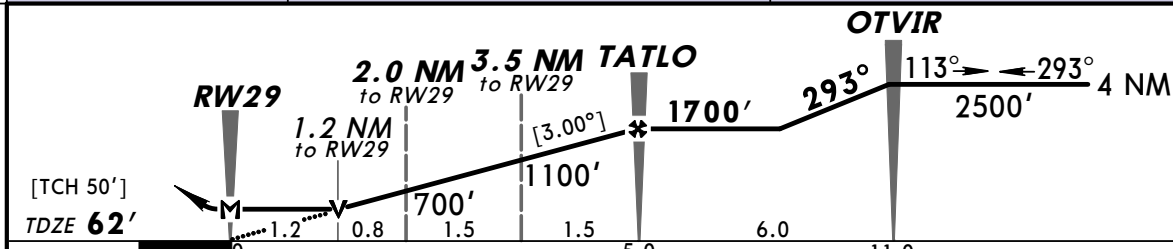
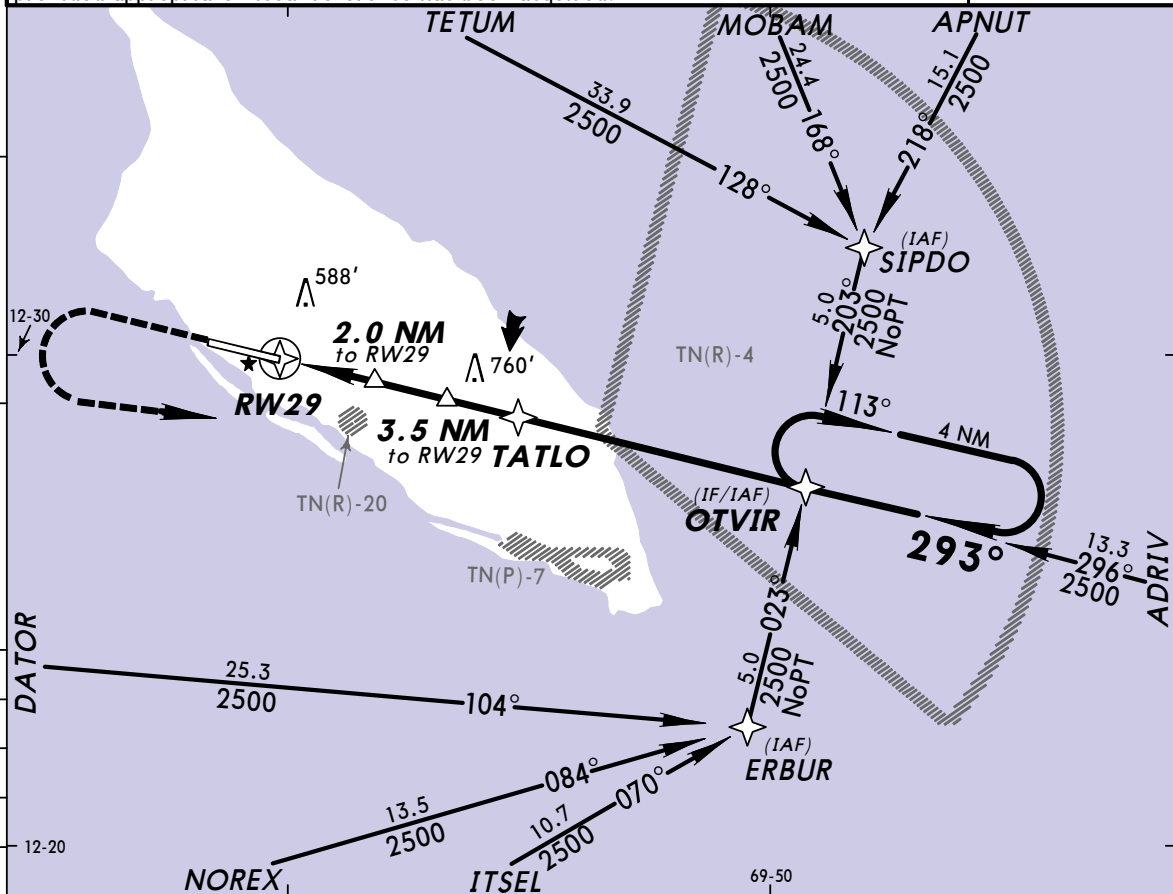
ATIS 132.1		BEATRIX Approach 120.9		BEATRIX Tower 120.9		Ground 121.9	
RNAV	Final Apch Crs 113°	Minimum Alt <b>GOSEM</b> 1700' (1688')	LNAV/VNAV DA(H) 480' (468')	Apt Elev 62' TDZE 12'		<p>1800'</p> <p>MSA RW11</p>	
<p><b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2500' then LEFT turn direct UKPID and hold or as directed by ATC. Avoid TN(R)-4 when active.</p> <p>Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 40 Trans alt: 2500'</p> <p>1. GPS required. 2. VDP applies to LNAV only: at the VDP a normal descent from MDA may be commenced provided appropriate visual reference has been acquired.</p> <p>3. Cruise ships cross at .75 NM from RW11.</p>							



Gnd speed-Kts	70	90	100	120	140	160		2500' ↑			UKPID
Descent angle [3.00°]	372	478	531	637	743	849					
MAP at RW11											

STRAIGHT-IN LANDING RWY 11						
LNAV/VNAV DA(H) 480' (468')			LNAV MDA(H) 620' (608')			
ALS out			ALS out			
A						
B	1600m			1600m		
C	2000m			2400m		
D	2400m			2800m		

ATIS 132.1		BEATRIX Approach 120.9		BEATRIX Tower 120.9		Ground 121.9	
RNAV	Final Apch Crs <b>293°</b>	Minimum Alt <b>TATLO</b> 1700' (1638')	LNAV MDA(H) <b>500'</b> (438')	Apt Elev 62'		1800'  MSA RW29	
MISSED APCH: Climb STRAIGHT AHEAD to 2500' then LEFT turn direct OTVIR and hold, or as directed by ATC.				TDZE <b>62'</b>			
Alt Set: hPa		TDZ Elev: 2 hPa		Trans level: FL 40		Trans alt: 2500'	
1. GPS required. 2. At the VDP a normal descent from MDA may be commenced provided appropriate visual reference has been acquired.							

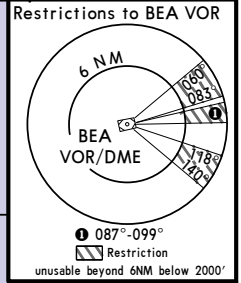
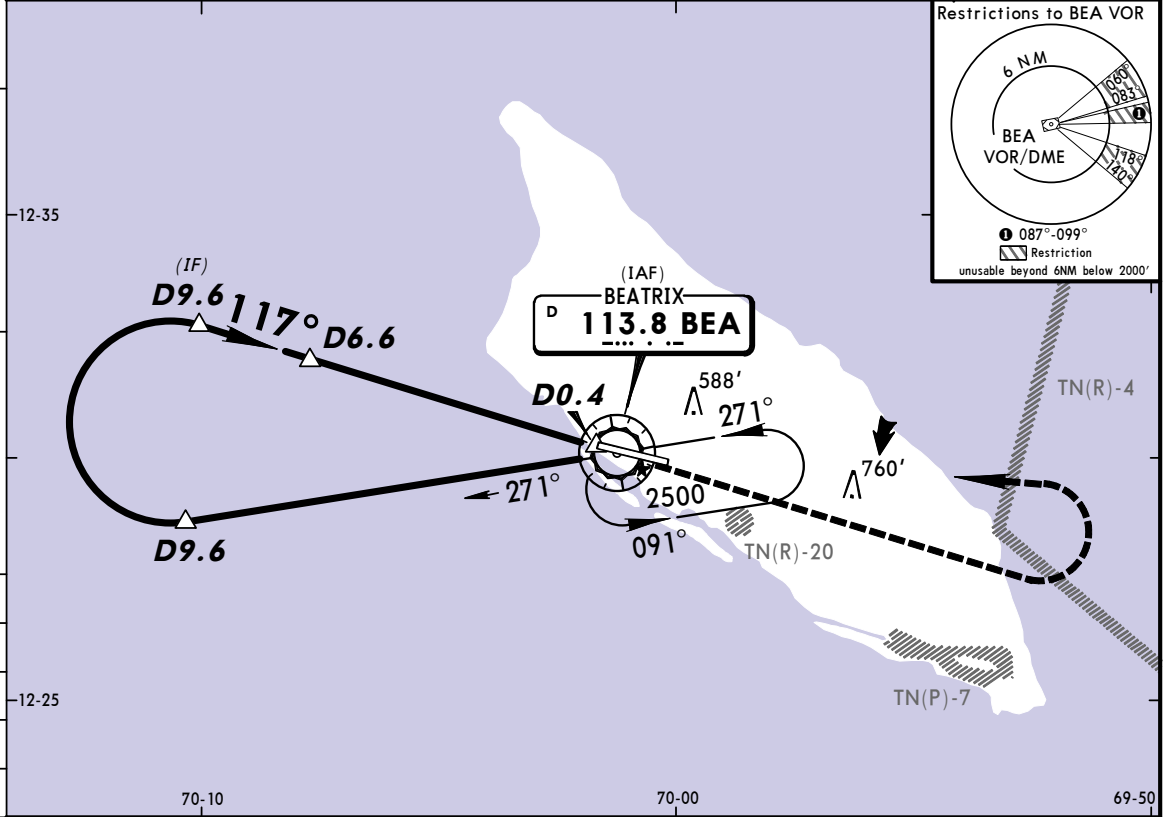


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2500'	← LT	→ D →	OTVIR
Descent angle [3.00°]	372	478	531	637	743	849					
MAP at RW29											

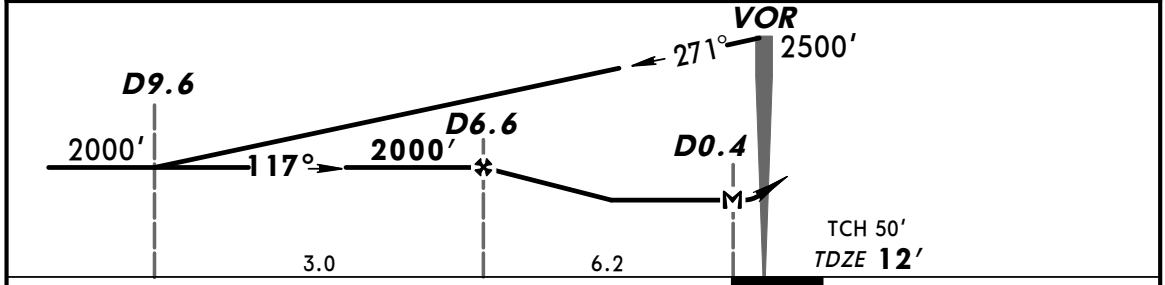
STRAIGHT-IN LANDING RWY 29  
LNAV  
MDA(H) **500'** (438')

A	1600m
B	2000m
C	2400m
D	

ATIS <b>132.1</b>		BEATRIX Approach <b>120.9</b>		BEATRIX Tower <b>120.9</b>		Ground <b>121.9</b>	
VOR BEA <b>113.8</b>	Final Apch Crs <b>117°</b>	Minimum Alt <b>D6.6</b> 2000' (1988')	MDA(H) <b>460' (448')</b>	Apt Elev 62' TDZE 12'		1800' <b>MSA BEA VOR</b>	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold or as directed by ATC. Avoid TN(R)-4 when active.							
TDZ Elev: 1 hPa    Alt Set: 1 hPa    Trans level: FL 40    Trans alt: 2500' 1. WARNING: Procedure not authorized when tall vessels are transiting approach area.							



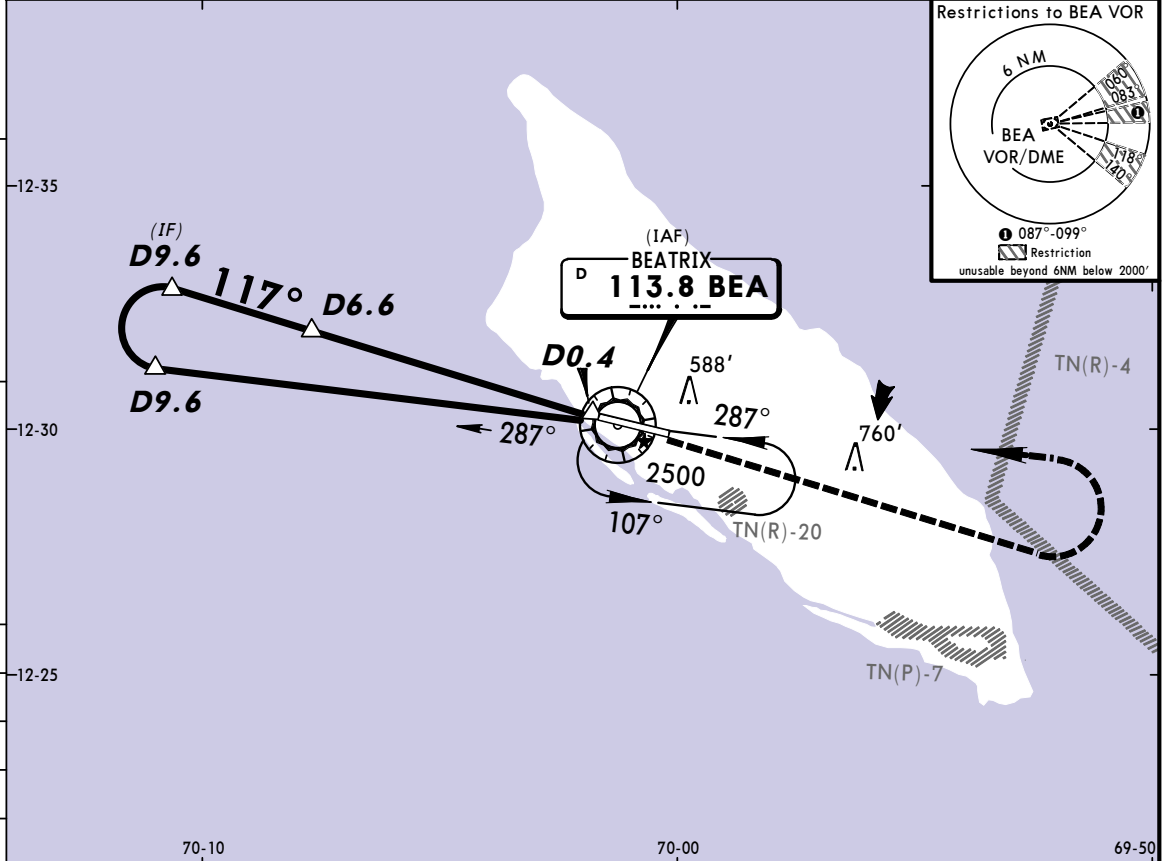
BEA DME	5.0	4.0	3.0	2.0
ALTITUDE	1613'	1290'	967'	646'



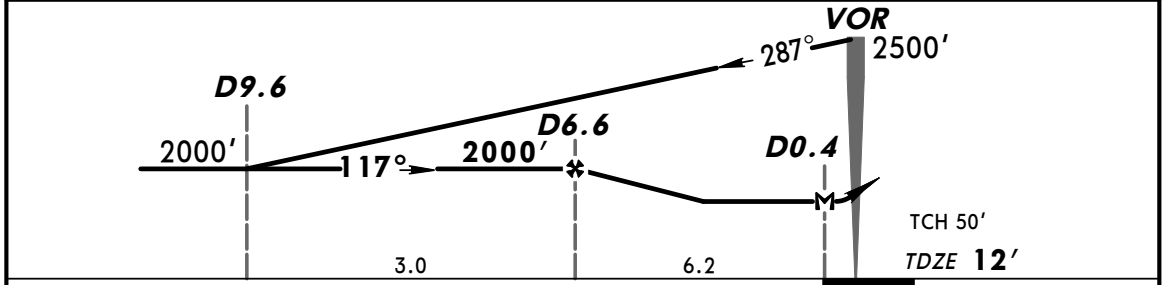
Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI	2500'	LT	BEA 113.8	
Desc Grad	5.2%	369	474	527	632	737					843
MAP at D0.4											

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
MDA(H) <b>460' (448')</b>				MDA(H)			
ALS out				Max Kts			
A	NOT APPLICABLE			A	NOT APPLICABLE		
B	NOT APPLICABLE			B	NOT APPLICABLE		
C	RVR 1500m VIS 1600m		RVR 1800m VIS 2000m		180		1160' (1098')-4800m
D			2400m		205		

ATIS 132.1		BEATRIX Approach 120.9		BEATRIX Tower 120.9		Ground 121.9	
VOR BEA 113.8	Final Apch Crs 117°	Minimum Alt D6.6 2000' (1988')	MDA(H) 460' (448')	Apt Elev 62'		TDZE 12'	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold or as directed by ATC. Avoid TN(R)-4 when active.							1800'  MSA BEA VOR
Alt Set: hPa    TDZ Elev: 1 hPa    Trans level: FL 40    Trans alt: 2500' 1. WARNING: Procedure not authorized when tall vessels are transiting approach area.							



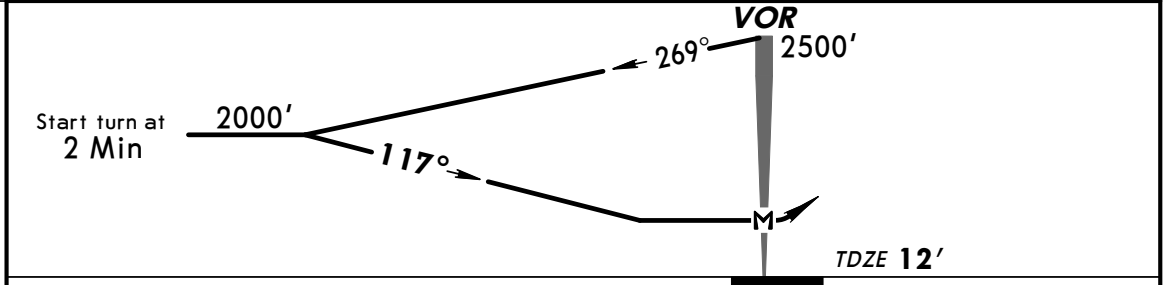
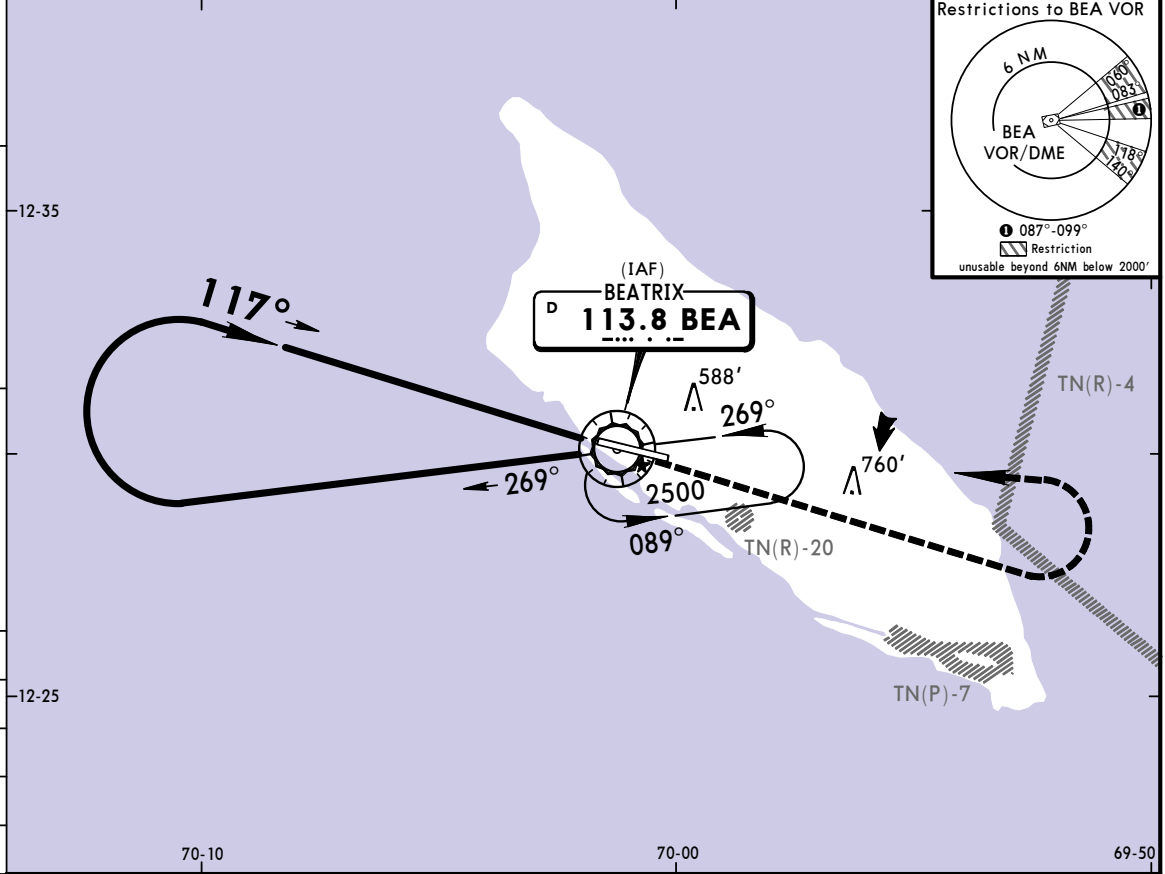
BEA DME	5.0	4.0	3.0	2.0
ALTITUDE	1613'	1290'	967'	645'



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI	2500'	LT	BEA 113.8
Desc Grad	5.2%	369	474	527	632	737				
MAP at D0.4										

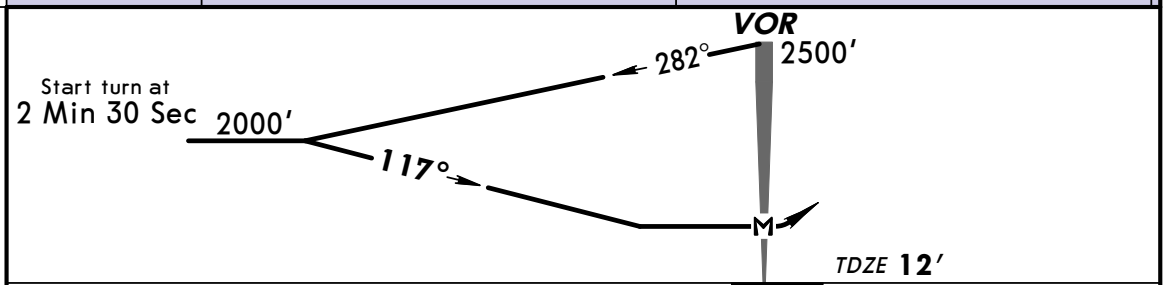
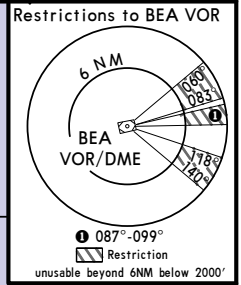
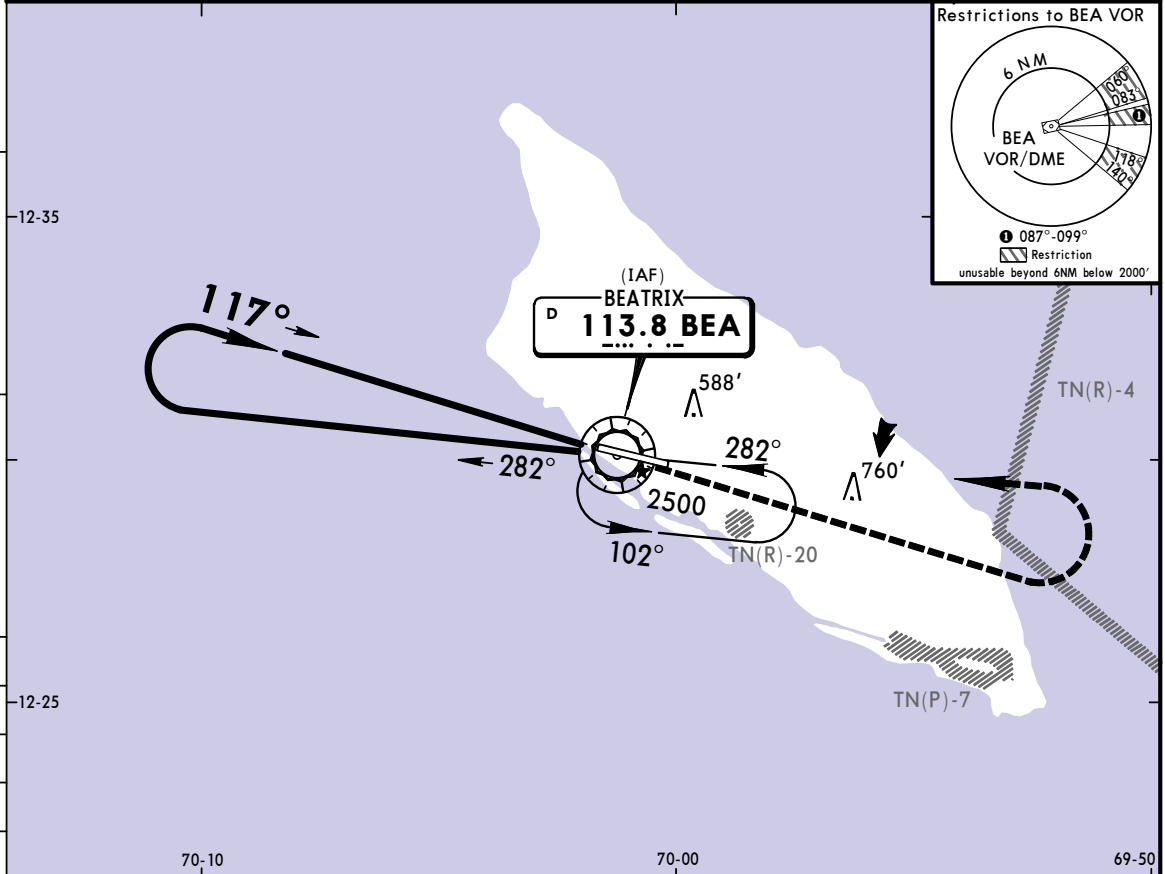
STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
MDA(H) 460' (448')				MDA(H)			
ALS out				Max Kts			
A	RVR 1500m VIS 1600m			100	890' (828')-2000m		
B	NOT APPLICABLE			135	NOT APPLICABLE		
C	NOT APPLICABLE			C	NOT APPLICABLE		
D	NOT APPLICABLE			D	NOT APPLICABLE		

ATIS 132.1		BEATRIX Approach 120.9		BEATRIX Tower 120.9		Ground 121.9	
VOR BEA 113.8	Final Apch Crs 117°	No FAF		MDA(H) 490' (478')	Apt Elev 62' TDZE 12'		1800'
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold or as directed by ATC. Avoid TN(R)-4 when active.							
Alt Set: hPa		TDZ Elev: 1 hPa		Trans level: FL 40		Trans alt: 2500'	
1. WARNING: Procedure not authorized when tall vessels are transiting approach area.							



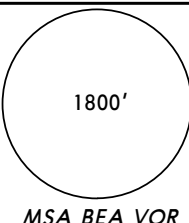
MAP at VOR				SALS PAPI	2500'	LT	BEA 113.8
STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
MDA(H) 490' (478')				MDA(H)			
ALS out				Max Kts			
A	NOT APPLICABLE			A	NOT APPLICABLE		
B	NOT APPLICABLE			B	NOT APPLICABLE		
C	RVR 1800m VIS 2000m			180	1160' (1098')-4800m		
D	2400m			205			

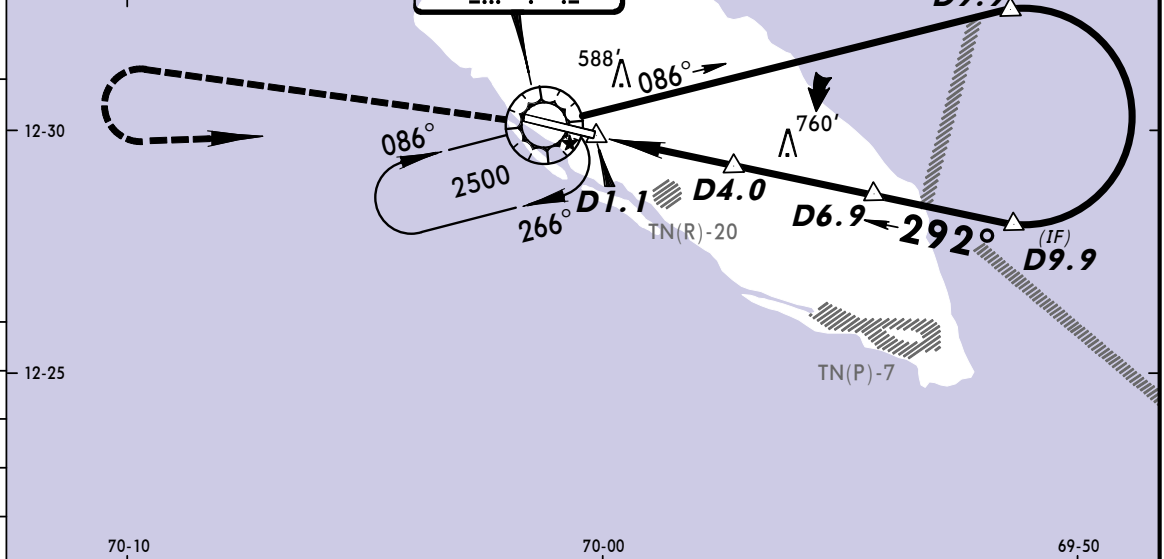
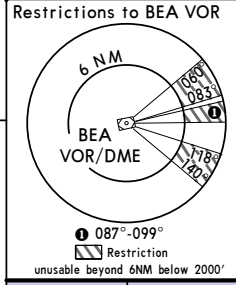
ATIS 132.1		BEATRIX Approach 120.9		BEATRIX Tower 120.9		Ground 121.9	
VOR BEA 113.8	Final Apch Crs 117°	No FAF		MDA(H) 490' (478')	Apt Elev 62' TDZE 12'		1800'  MSA BEA VOR
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold or as directed by ATC. Avoid TN(R)-4 when active.							
Alt Set: hPa		TDZ Elev: 1 hPa		Trans level: FL 40		Trans alt: 2500'	
1. WARNING: Procedure not authorized when tall vessels are transiting approach area.							



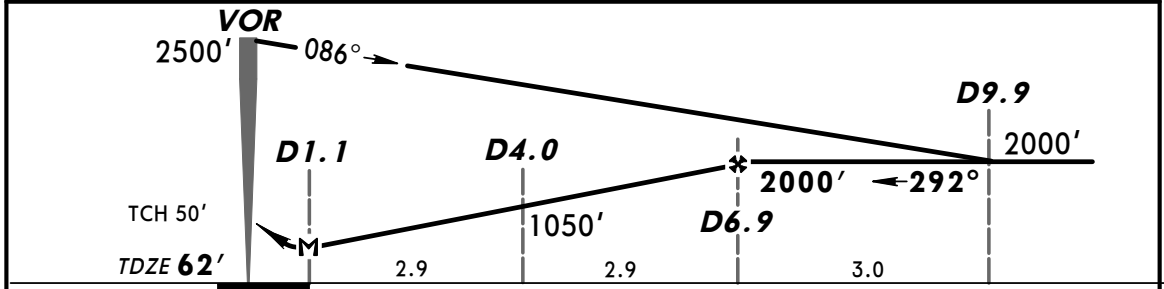
					SALS	2500'	←	BEA
					PAPI	↑	LT	113.8
MAP at VOR								


STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND		
MDA(H) 490' (478')			MDA(H)		
ALS out			Max Kts		
A	RVR 1500m VIS 1600m		100	890' (828') - 1600m	
B			135	890' (828') - 2000m	
C	NOT APPLICABLE		C	NOT APPLICABLE	
D			D		

ATIS <b>132.1</b>		BEATRIX Approach <b>120.9</b>		BEATRIX Tower <b>120.9</b>		Ground <b>121.9</b>	
VOR BEA <b>113.8</b>	Final Apch Crs <b>292°</b>	Minimum Alt D6.9 <b>2000'</b> (1938')	MDA(H) <b>480'</b> (418')	Apt Elev 62' TDZE <b>62'</b>			
<b>MISSED APCH: Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold or as directed by ATC.</b>							
Alt Set: hPa		TDZ Elev: 2 hPa		Trans level: FL 40		Trans alt: 2500'	
							MSA BEA VOR



BEA DME	3.0	4.0	5.0	6.0
ALTITUDE	730'	1050'	1380'	1700'

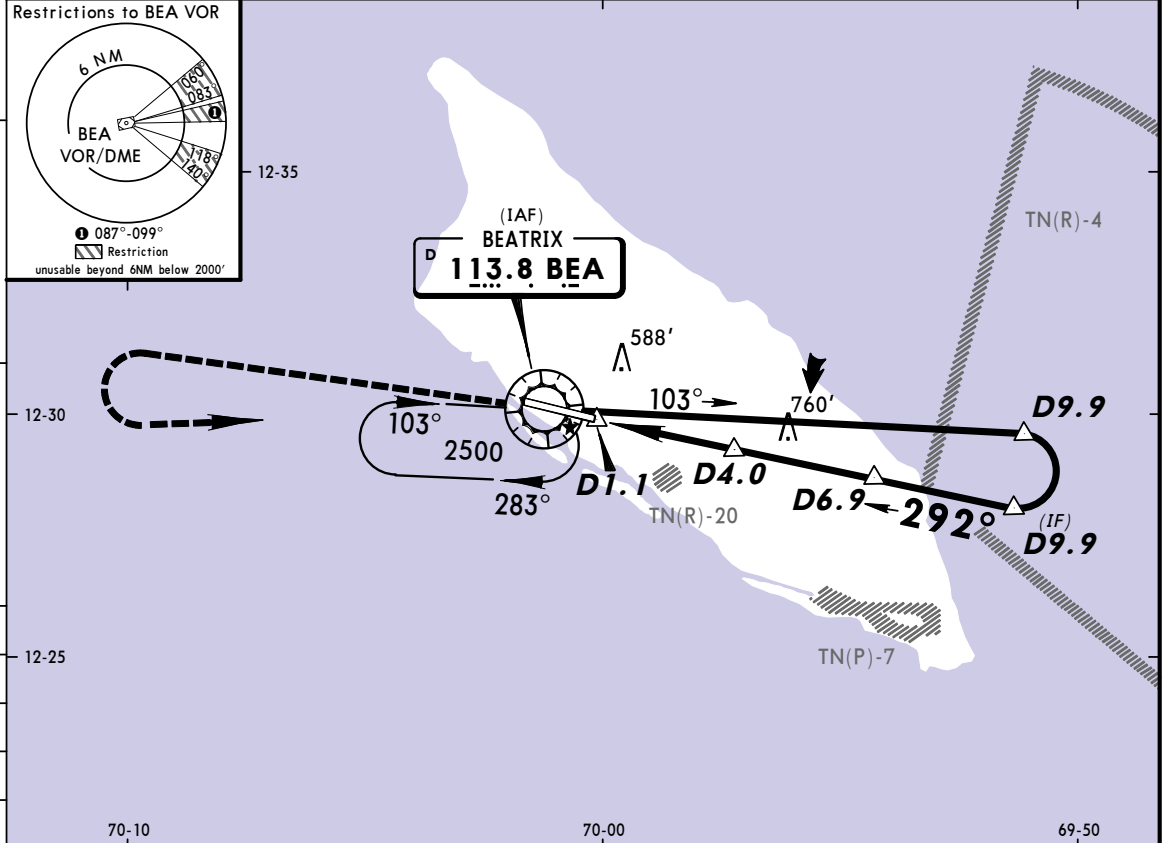


Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2500'		BEA <b>113.8</b>
Descent Gradient 5.3%	376	483	537	644	751	859				
MAP at D1.1 or D6.9 to MAP	5.8	4:58	3:52	3:29	2:54	2:29				

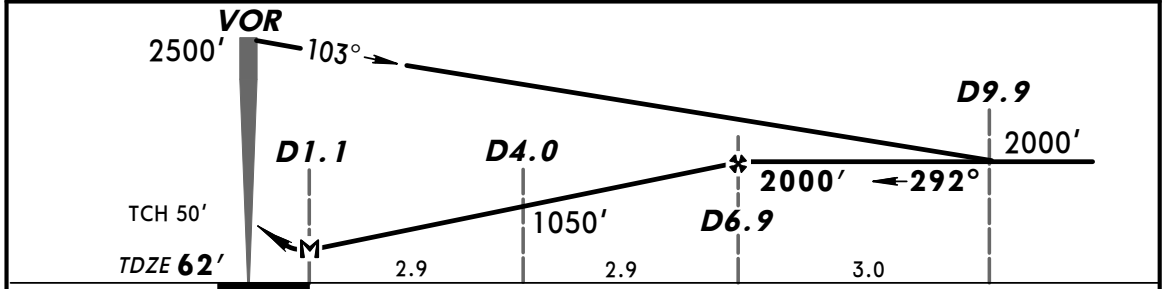
STRAIGHT-IN LANDING RWY 29					CIRCLE-TO-LAND				
MDA(H) <b>480'</b> (418')					MDA(H)				
A	NOT APPLICABLE				Max Kts				
B	NOT APPLICABLE				A	NOT APPLICABLE			
C	2000m				180	1160' (1098')-4800m			
D					205				



ATIS <b>132.1</b>		BEATRIX Approach <b>120.9</b>		BEATRIX Tower <b>120.9</b>		Ground <b>121.9</b>	
VOR BEA <b>113.8</b>	Final Apch Crs <b>292°</b>	Minimum Alt D6.9 <b>2000'</b> (1938')	MDA(H) <b>480'</b> (418')	Apt Elev <b>62'</b> TDZE <b>62'</b>			
<b>MISSED APCH: Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold or as directed by ATC.</b>							
Alt Set: hPa		TDZ Elev: 2 hPa		Trans level: FL 40		Trans alt: 2500'	
							MSA BEA VOR



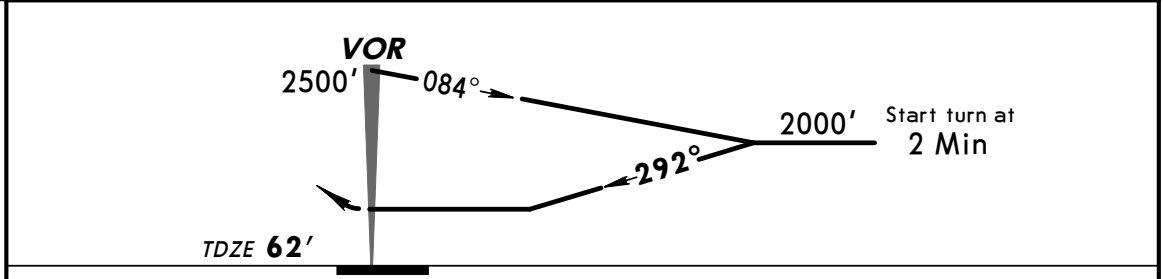
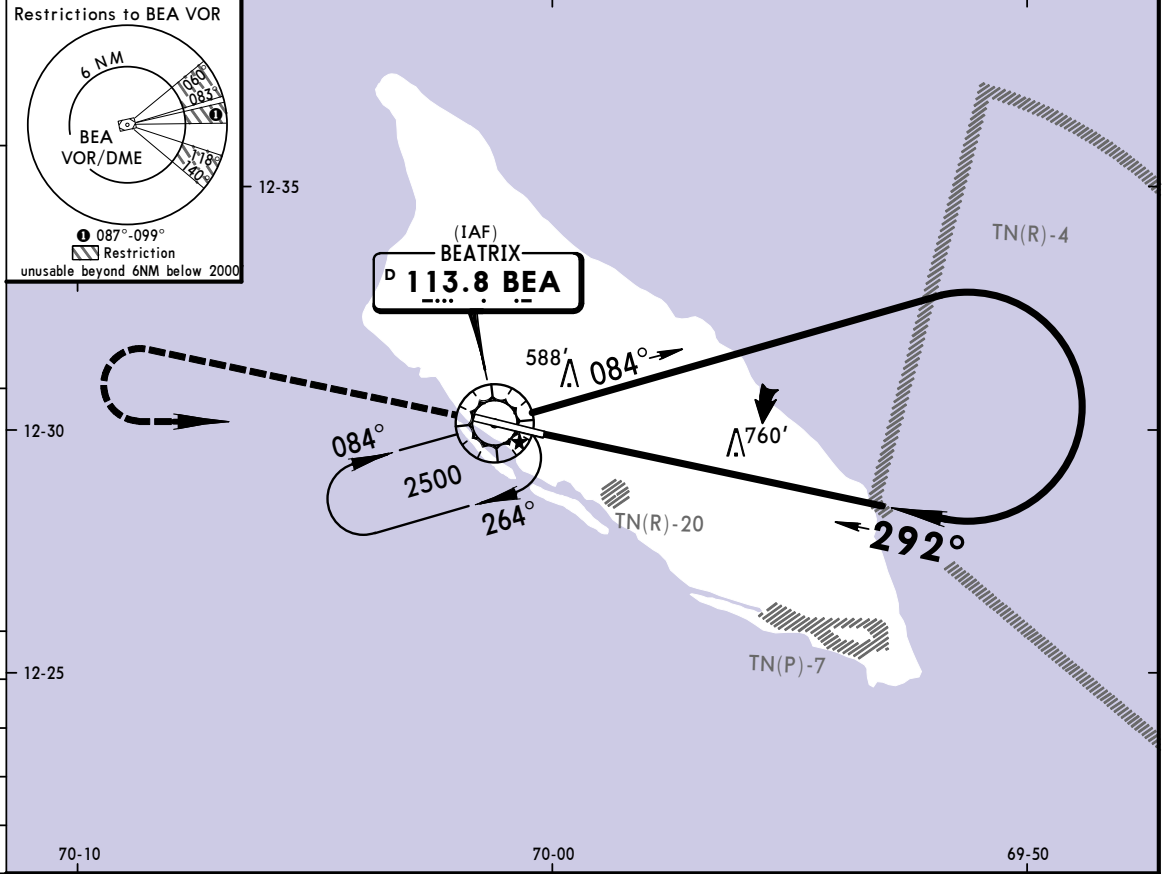
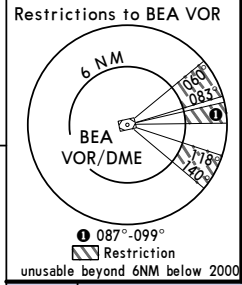
BEA DME	3.0	4.0	5.0	6.0
ALTITUDE	730'	1050'	1380'	1700'



Grnd speed-Kts	70	90	100	120	140	160	PAPI-L		BEA <b>113.8</b>	
Descent Gradient	5.3%	376	483	537	644	751				859
MAP at D1.1 or D6.9 to MAP	5.8	4:58	3:52	3:29	2:54	2:29				2:10

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
MDA(H) <b>480'</b> (418')							
A	1600m			Max Kts	MDA(H)		
B				100	<b>890'</b> (828') - 1600m		
C				135	<b>890'</b> (828') - 2000m		
D	NOT APPLICABLE			C	NOT APPLICABLE		
				D	NOT APPLICABLE		

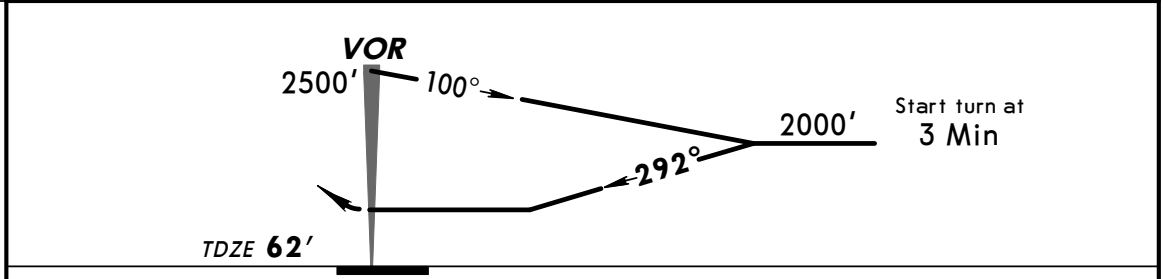
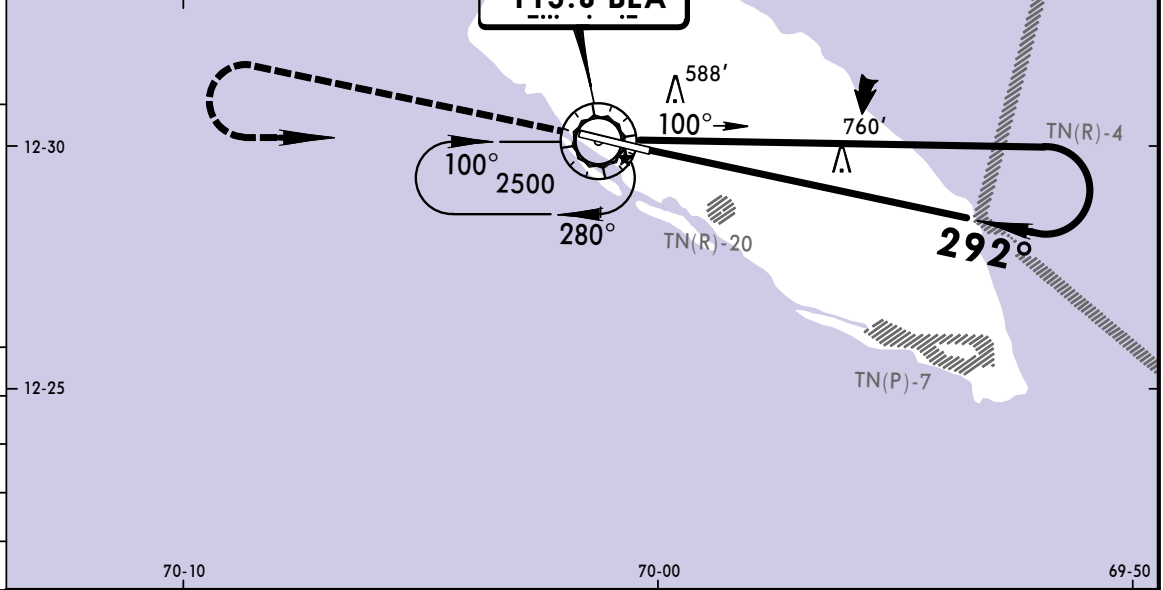
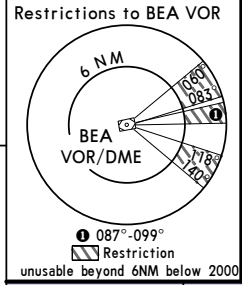
ATIS 132.1		BEATRIX Approach 120.9		BEATRIX Tower 120.9		Ground 121.9	
VOR BEA 113.8	Final Apch Crs 292°	No FAF		MDA(H) 1060' (998')	Apt Elev 62' TDZE 62'		1800'
MISSED APCH: Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold, or as directed by ATC.							
Alt Set: hPa		TDZ Elev: 2 hPa		Trans level: FL 40		Trans alt: 2500'	
							MSA BEA VOR



				PAPI-L	2500'	LT	BEA 113.8
MAP at VOR							

STRAIGHT-IN LANDING RWY 29				CIRCLE-TO-LAND			
MDA(H) 1060' (998')				MDA(H)			
A	NOT APPLICABLE			Max Kts	NOT APPLICABLE		
B				A			
C	4800m			180	1160' (1098') - 4800m		
D				205			

ATIS 132.1		BEATRIX Approach 120.9		BEATRIX Tower 120.9		Ground 121.9	
VOR BEA 113.8	Final Apch Crs 292°	No FAF		MDA(H) 1060' (998')	Apt Elev 62' TDZE 62'		1800'
MISSED APCH: Climb STRAIGHT AHEAD to 2500' then LEFT turn to BEA VOR and hold, or as directed by ATC.							
Alt Set: hPa		TDZ Elev: 2 hPa		Trans level: FL 40		Trans alt: 2500'	
							MSA BEA VOR



				PAPI-L	2500'	LT	BEA 113.8
MAP at VOR							

STRAIGHT-IN LANDING RWY 29			CIRCLE-TO-LAND		
MDA(H) 1060' (998')					
A	2000m	Max Kts 100	MDA(H) 1060' (998') - 2000m		
B	2400m	135	1060' (998') - 2400m		
C	NOT APPLICABLE		C	NOT APPLICABLE	
D			D		