

Jeppesen SIMCharts

This aeronautical chart is intended for flight simulation use ONLY and will vary from actual navigational charts.

18 JAN 02
Eff: 24 Jan 10-2

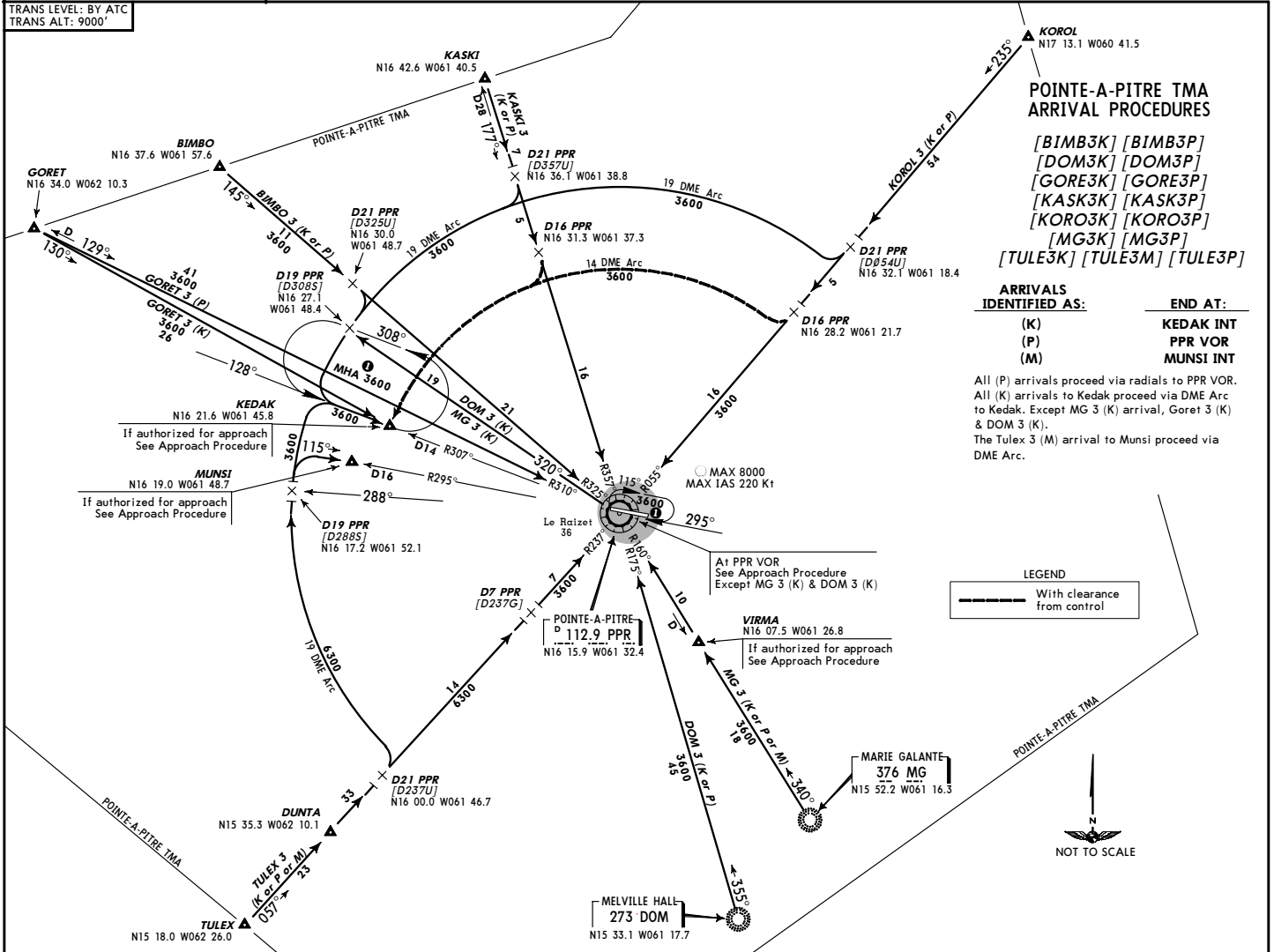
ARRIVAL

POINTE-A-PITRE, GUADELOUPE
LE RAIZET

JEPPESEN

*ATIS 127.6

TRANS LEVEL: BY ATC
TRANS ALT: 9000'



CHANGES: Arrivals renumbered.

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18 JAN 02
Eff 24 Jan 10-3

DEPARTURE

POINTE-A-PITRE, GUADELOUPE

LE RAIZET

JEPPESEN

TRANS LEVEL: BY ATC
TRANS ALT: 9000'

RWY 11 DEPARTURES

BIMBO 3E, DCF 3E, DOM 3E, GORET 3E, ILURI 3E, KASKI 3E, KOROL 3E, MG 3E, TASAR 3E departures require a minimum climb gradient of 4.1%. Controlling obstacle 184' (56m) located 1 NM from the end of runway. TULEX 3N departure requires a minimum climb gradient of 4.1%. Controlling obstacle 4813' (1467m). TULEX 3S departure requires a minimum climb gradient of 4.8%. Controlling obstacle 4813' (1467m).

Gnd speed-Kts	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

DEPARTURES

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 Int.

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 NDB.

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 NDB.

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 VOR. Then via PPR R-310 to Goret Int.

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 VOR. Then via PPR R-285 to Iuri Int.

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 Int.

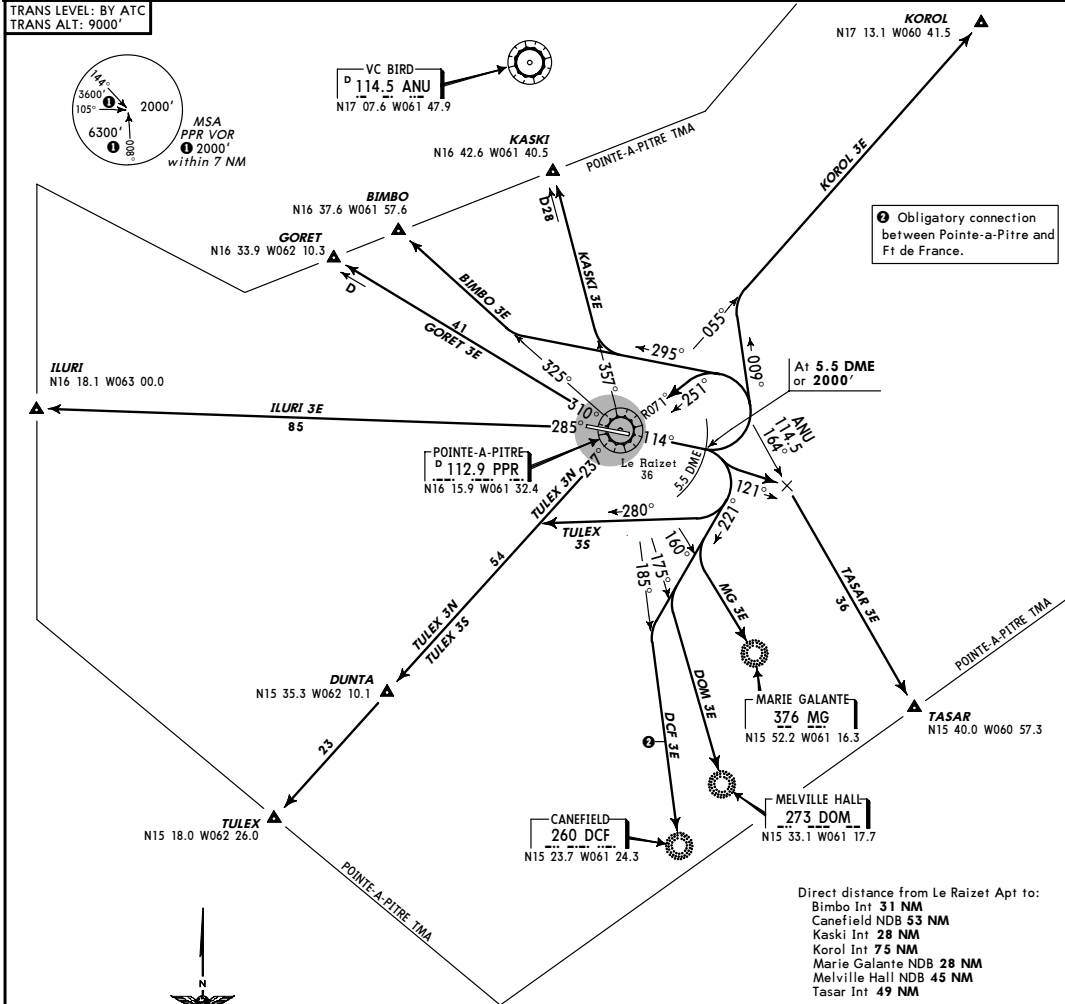
KOROL 3E: Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT on 009° to intercept PPR R-055 to Korol Int.

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 NDB.

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 Int.

TULEX 3N: Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn LEFT and intercept PPR R-071 (251° track) to PPR VOR. Then via PPR R-237 to Tulex Int.

TULEX 3S: Intercept and track PPR R-114. At 2000' or PPR 5.5 DME, turn RIGHT on 280° to intercept PPR R-237 to Tulex Int.



CHANGES: Departure renumbered, revised.

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18 JAN 02
Eff 24 Jan 10-3A

DEPARTURE

POINTE-A-PITRE, GUADELOUPE

LE RAIZET

JEPPESEN

TRANS LEVEL: BY ATC
 TRANS ALT: 9000'

RWY 29 DEPARTURES

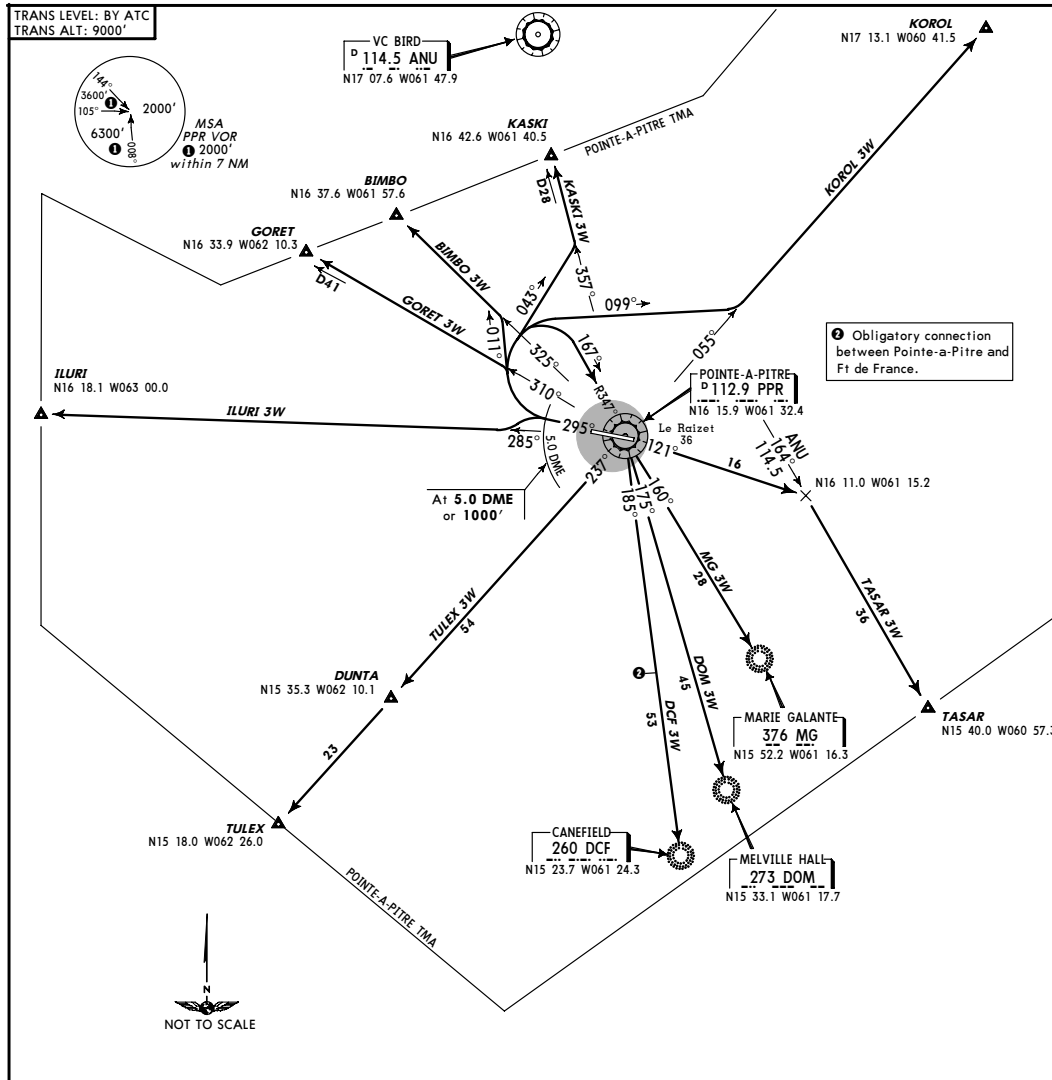
DCF 3W, TULEX 3W departures require a minimum climb gradient of 5.0%. Controlling obstacle 4813' (1467m).
 ILURI 3W departure requires a minimum climb gradient of 5.8%. Controlling obstacle 2480' (756m).

Grnd speed-Kts	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

DEPARTURES

- 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 Int.
- 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 VOR. Then via PPR R-185 to DCF NDB.
- 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 VOR. Then via PPR R-175 to DOM NDB.
- GORET 3W:** Intercept and track PPR R-295. At 1000' or PPR 5.0 DME, turn RIGHT to intercept PPR R-310 to Goret Int.
- ILURI 3W:** Intercept and track PPR R-295. At 1000' or PPR 5.0 DME, turn LEFT to intercept PPR R-285 to Iluri Int.
- 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 Int.
- 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 Int.
- 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 VOR. Then via PPR R-160 to MG NDB.
- 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 VOR. Then via PPR R-121 to intercept ANU R-164 to Tasar Int.
- 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 VOR. Then via PPR R-237 to Tulex Int.

Direct distance from Le Raizet Apt to:
 Bimbo Int 34 NM
 Goret Int 40 NM
 Iluri Int 85 NM
 Kaski Int 28 NM
 Korol Int 75 NM



CHANGES: Departure renumbered, revised.

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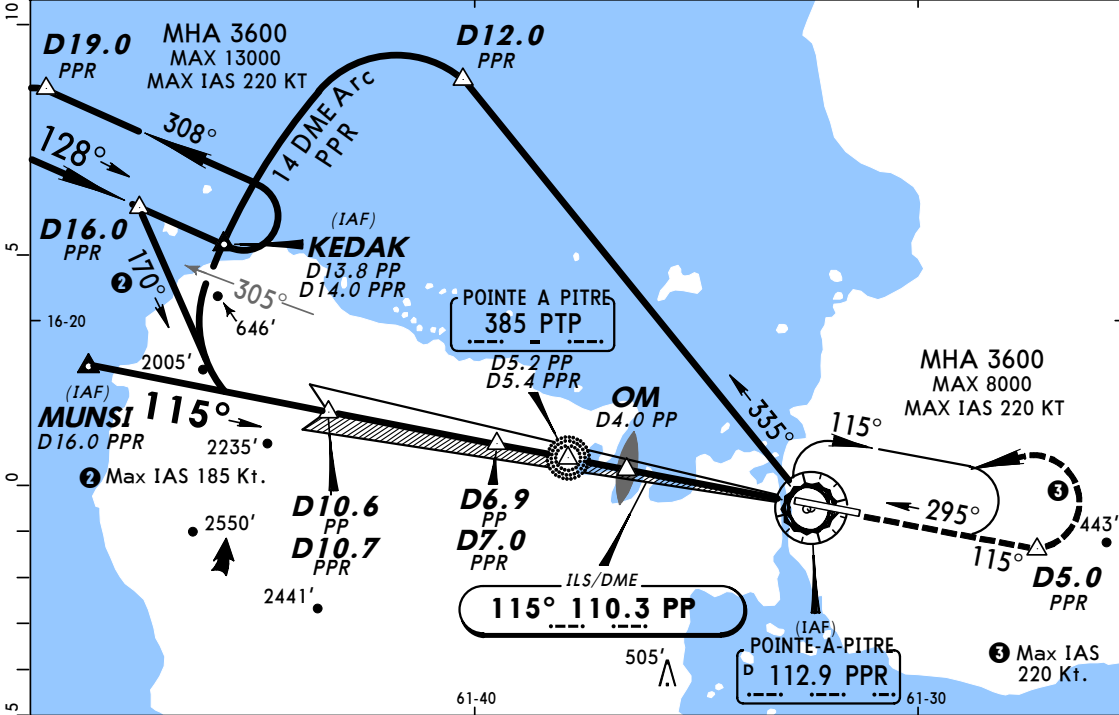
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TFFR
LE RAIZET

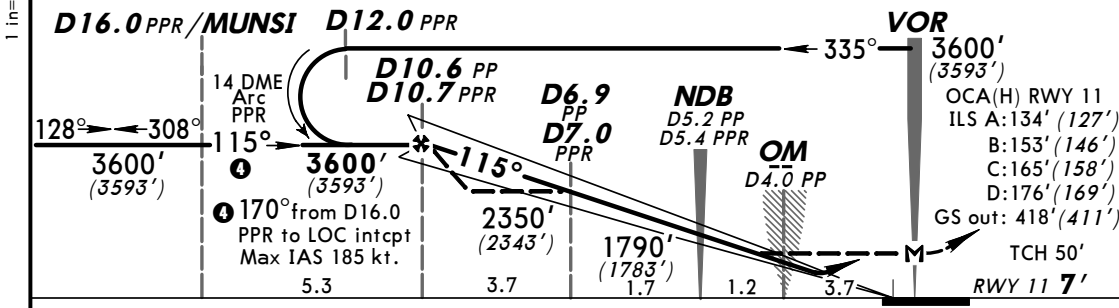
JEPPESSEN POINTE-A-PITRE, GUADELOUPE
VOR DME ILS DME Rwy 11
KEDAK-MUNSI ILS DME Rwy 11

1 MAR 02 (11-1)

*ATIS 127.6		RAIZET Approach (R) 121.3		RAIZET Tower 119.05		118.4	
LOC PP 110.3	Final Apch Crs 115°	Minimum Alt D10.6 PP D10.7 PPR 3600' (3593')	ILS DA(H) 207' (200')	Apt Elev 36' RWY 11 7'			
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 kt.							
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000'(8993') 1. ILS Rwy 11 glide path cover limited to 4 degrees right of runway axis.							



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	PAPI-L	↑	D5.0 PPR	3600'	PPR	112.9
ILS GS 3.2° or	402	517	574	689	804	919						
LOC Descent Gradient 5.6%												
MAP at VOR or												
FAF to MAP	10.7	9:10	7:08	6:25	5:21	4:35	4:01					

JAR-OPS		STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
ILS DA(H) 207' (200')		LOC (GS out) MDA(H) 430' (423')				Max Kts.			
A	R1000m	R1500m				110	640' (604')-V1500m		
B						135	640' (604')-V1600m		
C						180	940' (904')-V2400m		
D						205	940' (904')-V3600m		

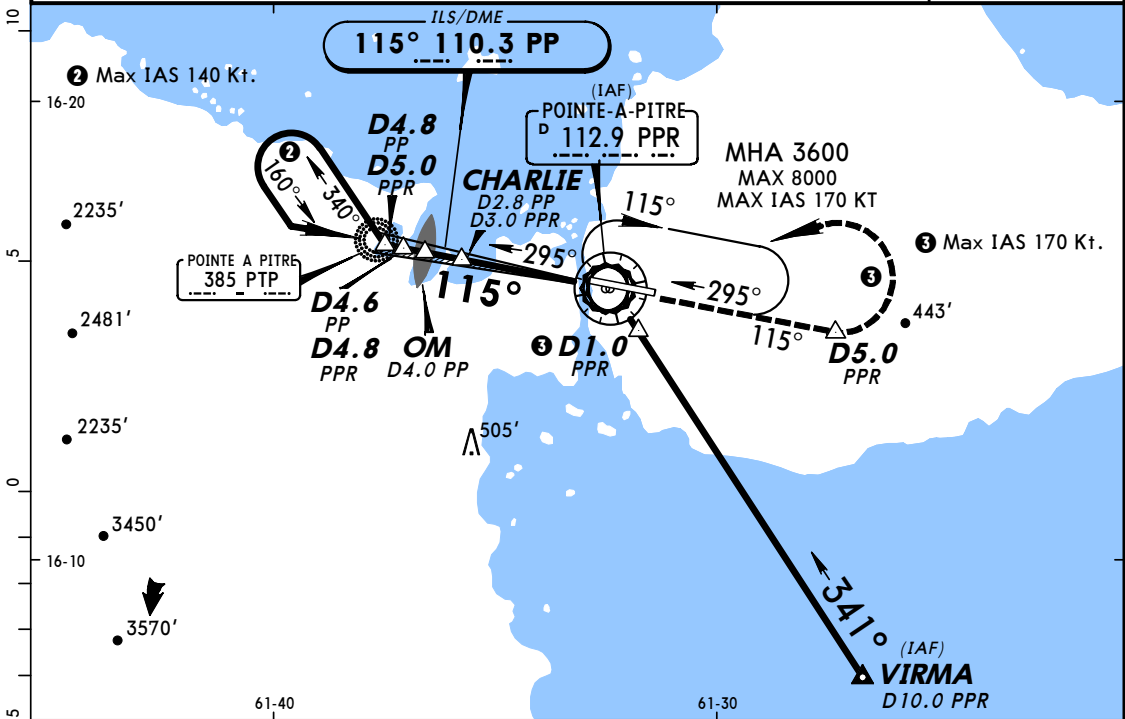
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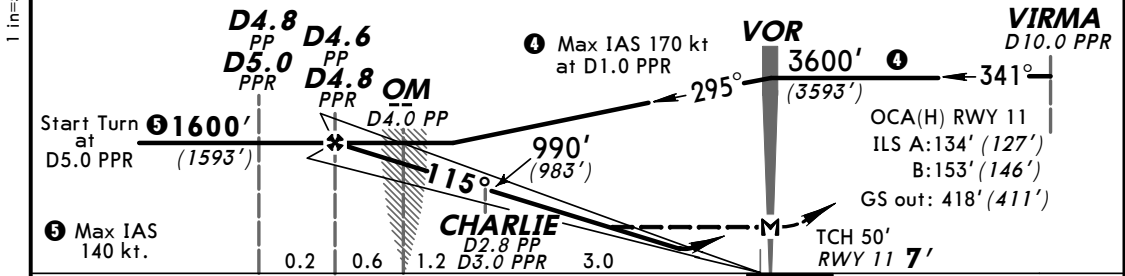
TFFR
LE RAIZET

JEPPESEN **POINTE-A-PITRE, GUADELOUPE**
1 MAR 02 (11-2) CAT **VOR DME ILS DME Rwy 11**
A & B VIRMA ILS DME Rwy 11

*ATIS 127.6		RAIZET Approach (R) 121.3		RAIZET Tower 119.05		118.4	
LOC PP 110.3	Final Apch Crs 115°	Minimum Alt D4.6 PP D4.8 PPR 1600' (1593')	ILS DA(H) 207' (200')	Apt Elev 36' RWY 11 7'			
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 kt.						MSA 2000' within 7 NM PPR VOR	
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000' (8993') 1. ILS Rwy 11 glide path cover limited to 4 degrees right of runway axis.							



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	402	517	574	689	804	919						
LOC Descent Gradient 5.6%												
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) 207' (200')		LOC (GS out) MDA(H) 430' (423')			
A	R1000m	R1500m		Max Kts	MDA(H)
B				110	640' (604')-V1500m
C				135	640' (604')-V1600m
C	NOT APPLICABLE	NOT APPLICABLE		C	NOT APPLICABLE
D				D	NOT APPLICABLE

Jeppesen SIMCharts

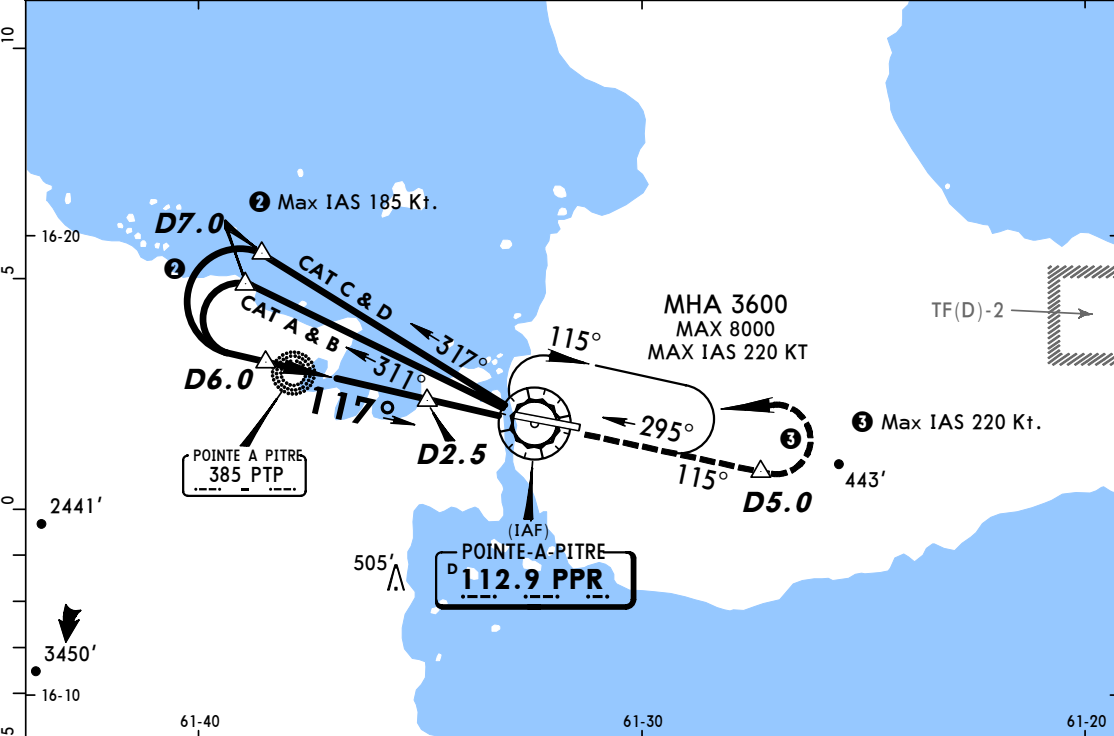
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TFFR
LE RAIZET

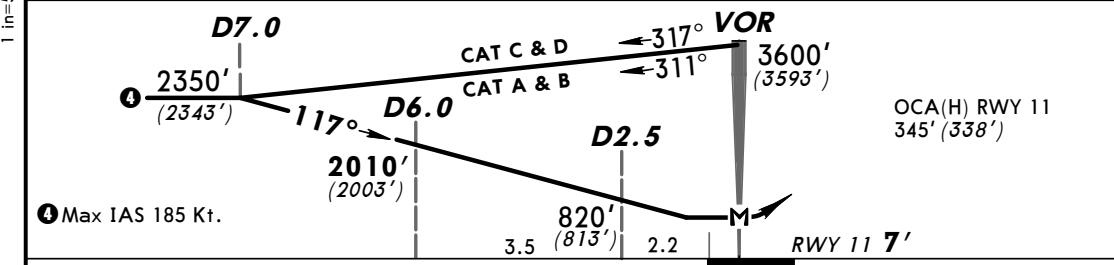
JEPPESEN
18 JAN 02
Eff 24 Jan

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

BRIEFING STRIP™	*ATIS 127.6		RAIZET Approach (R) 121.3 119.05		RAIZET Tower 118.4
	VOR PPR 112.9	Final Apch Crs 117°	Minimum Alt D6.0 2010' (2003')	MDA(H) 350' (343')	Apt Elev 36' RWY 11 7'
<p>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 Kt.</p> <p>Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000' (8993')</p> <p>1. Approach not aligned with runway centerline. 2. Derogatory procedure. 3. No intermediate approach.</p>					
					<p>MSA PPR VOR ① 2000' within 7 NM</p>



PPR DME	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE (HAT)	2350' (2343')	2010' (2003')	1670' (1663')	1330' (1323')	990' (983')	650' (643')



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

PANS OPS	JAR-OPS STRAIGHT-IN LANDING RWY 11			CIRCLE-TO-LAND		
	MDA(H) 350' (343')					
			Max Kts	MDA(H)		
	A	R1500m	110	640' (604') - V1500m		
	B	R1600m	135	640' (604') - V1600m		
C	R1800m	180	940' (904') - V2400m			
D	R2000m	205	940' (904') - V3600m			

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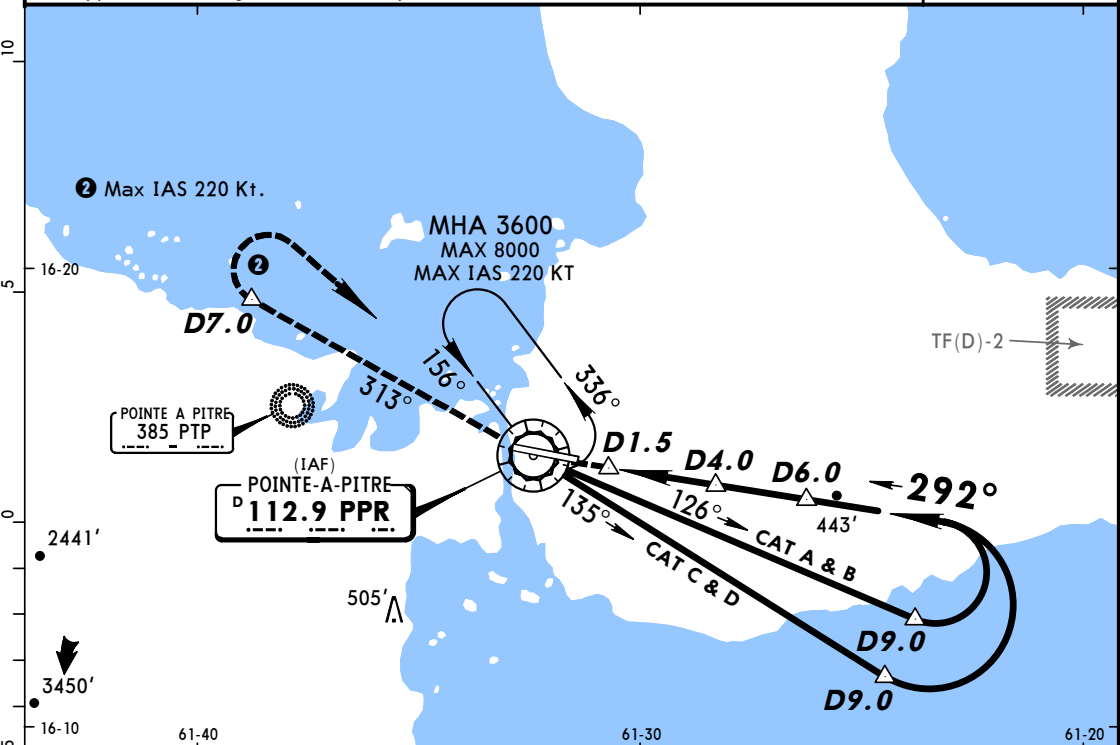
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LE RAIZET

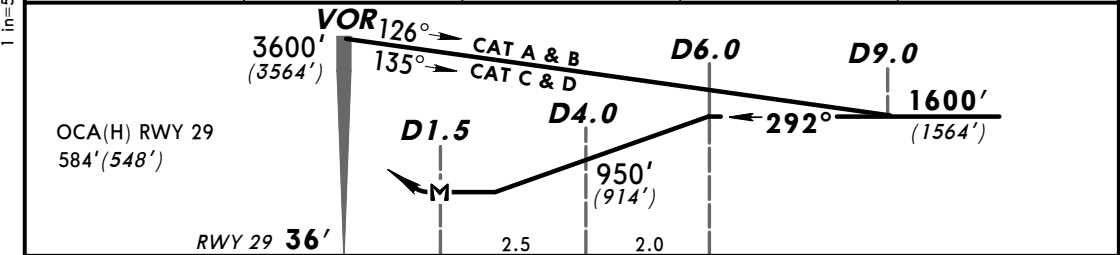
JEPPESEN **POINTE-A-PITRE, GUADELOUPE**
VOR DME Rwy 29

18 JAN 02
Eff 24 Jan (13-2)

*ATIS 127.6		RAIZET Approach (R) 121.3 119.05		RAIZET Tower 118.4	
VOR PPR 112.9	Final Apch Crs 292°	Minimum Alt D6.0 1600' (1564')	MDA(H) 590' (554')	Apt Elev 36'	RWY 29 36'
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 kt.					<p>MSA PPR VOR ① 2000' within 7 NM</p>
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 9000' (8964') 1. Approach not aligned with runway centerline.					



PPR DME	3.0	4.0	5.0	6.0
ALTITUDE (HAT)	630' (594')	950' (914')	1270' (1234')	1580' (1544')



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑ on 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' (554')			
PANS OPS	A	R1500m	Max Kts	MDA(H)	
	B		110	610' (574') - V1500m	
	C	R2000m	135	610' (574') - V1600m	
	D		180	910' (874') - V2400m	
			205	910' (874') - V3600m	

CHANGES: PAR NDB ident changed to PTP.

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