

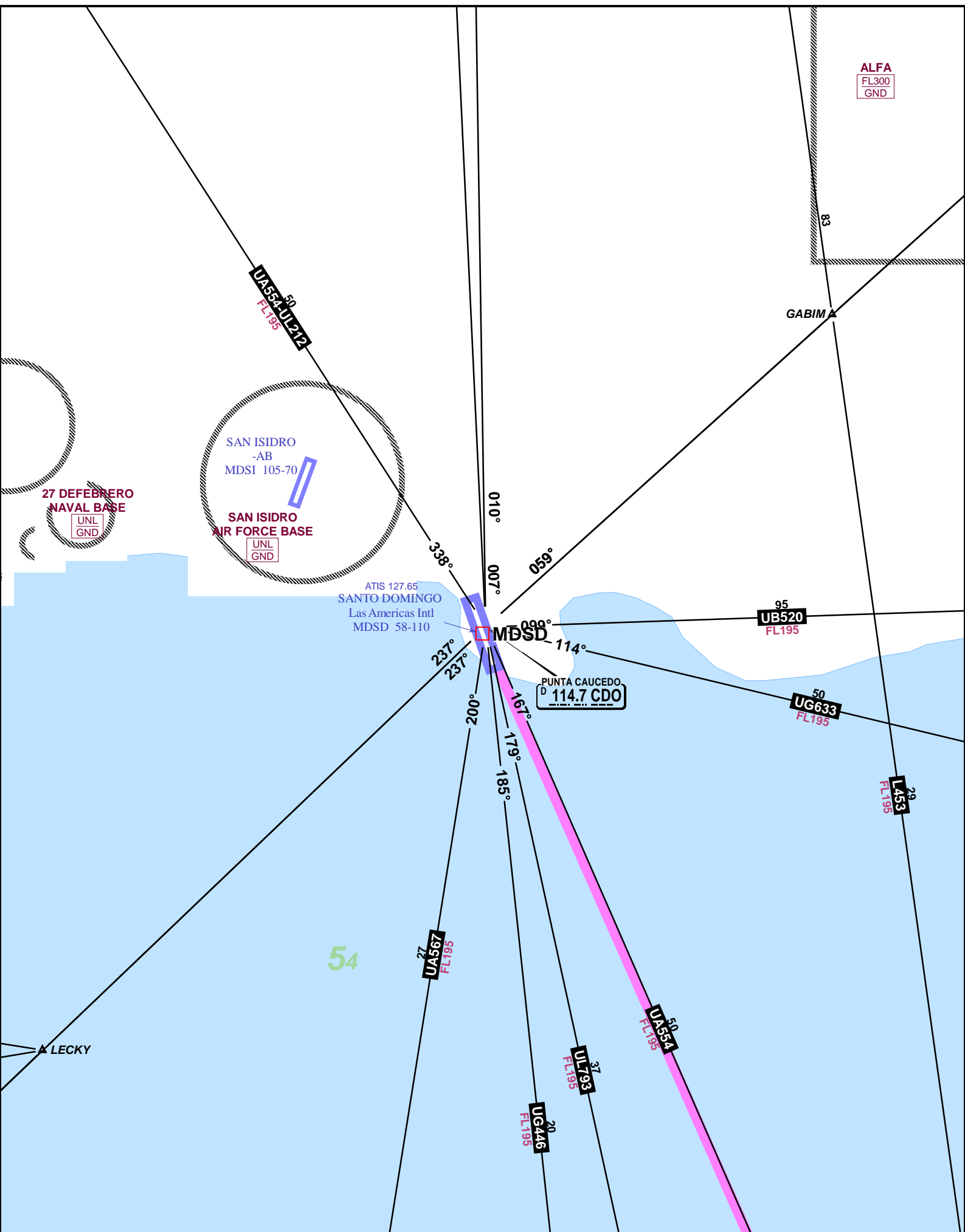
DEPARTURE (MDSD -> TLPL): MDSD (Las Americas Intl)

NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

JEPPESEN

JeppView 3.6.2.0



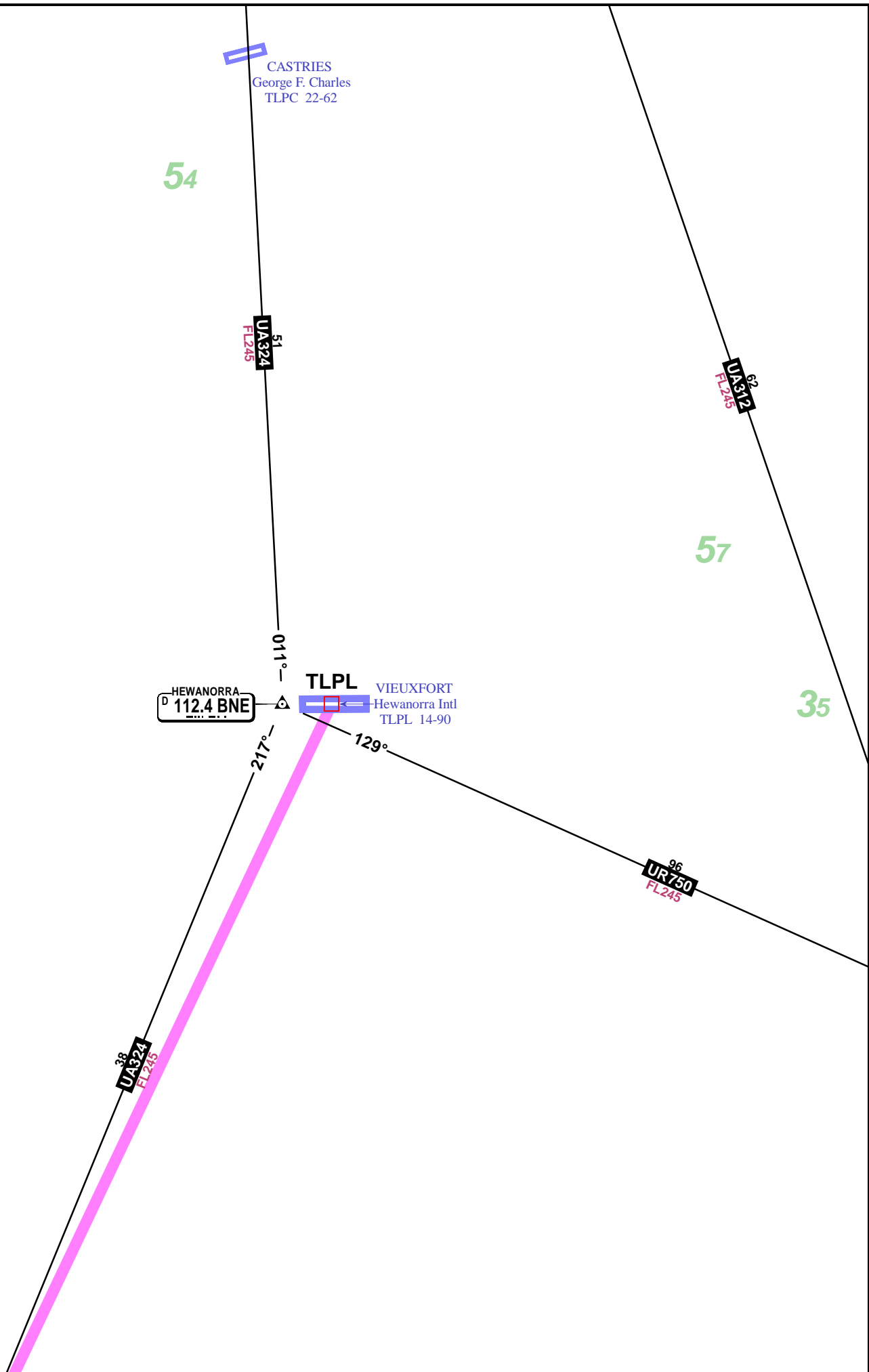
DESTINATION (MDSD -> TLPL): TLPL (Hewanorra Intl)

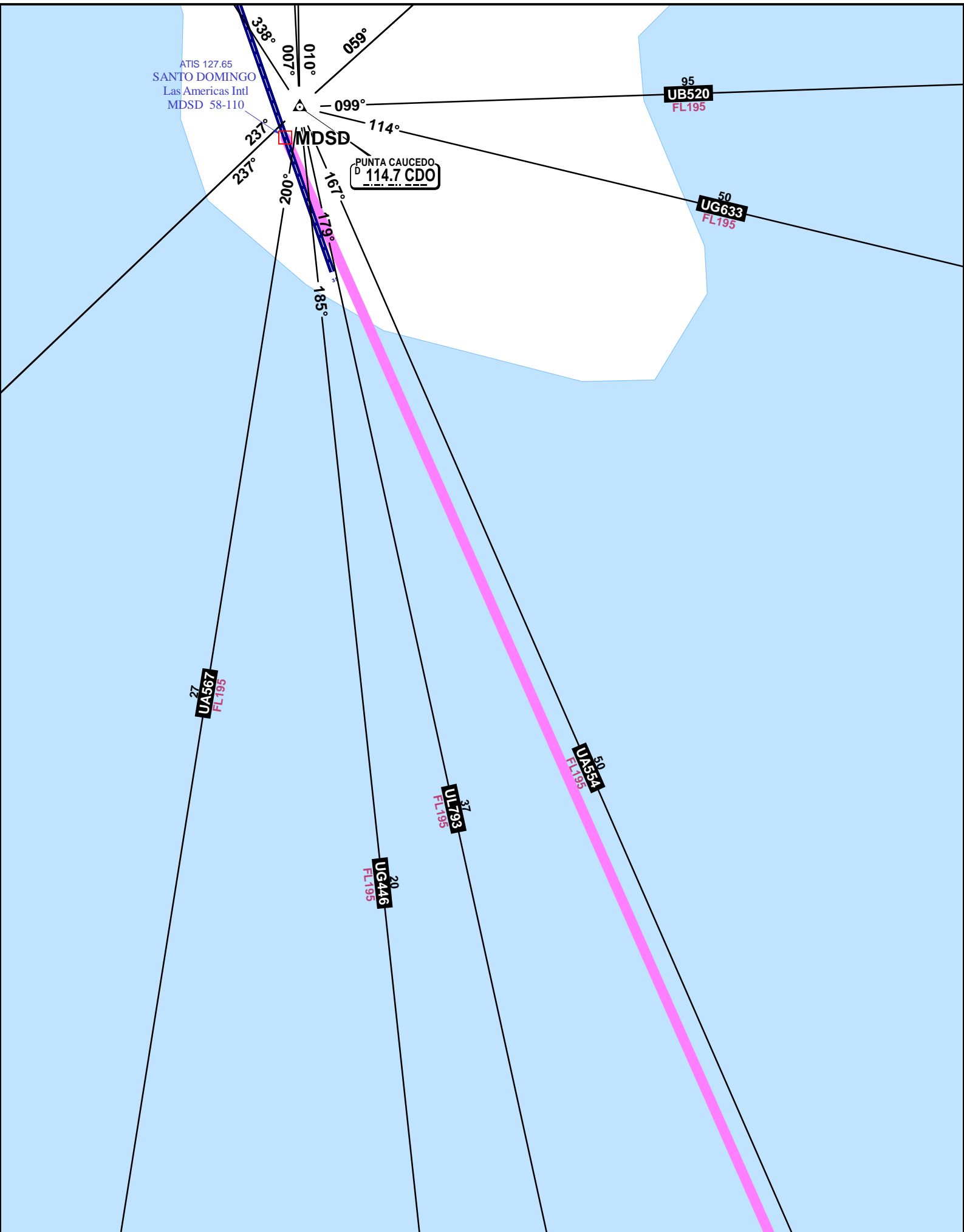
NavData Cycle 2014-10 Expired: Friday, 17 October 2014.

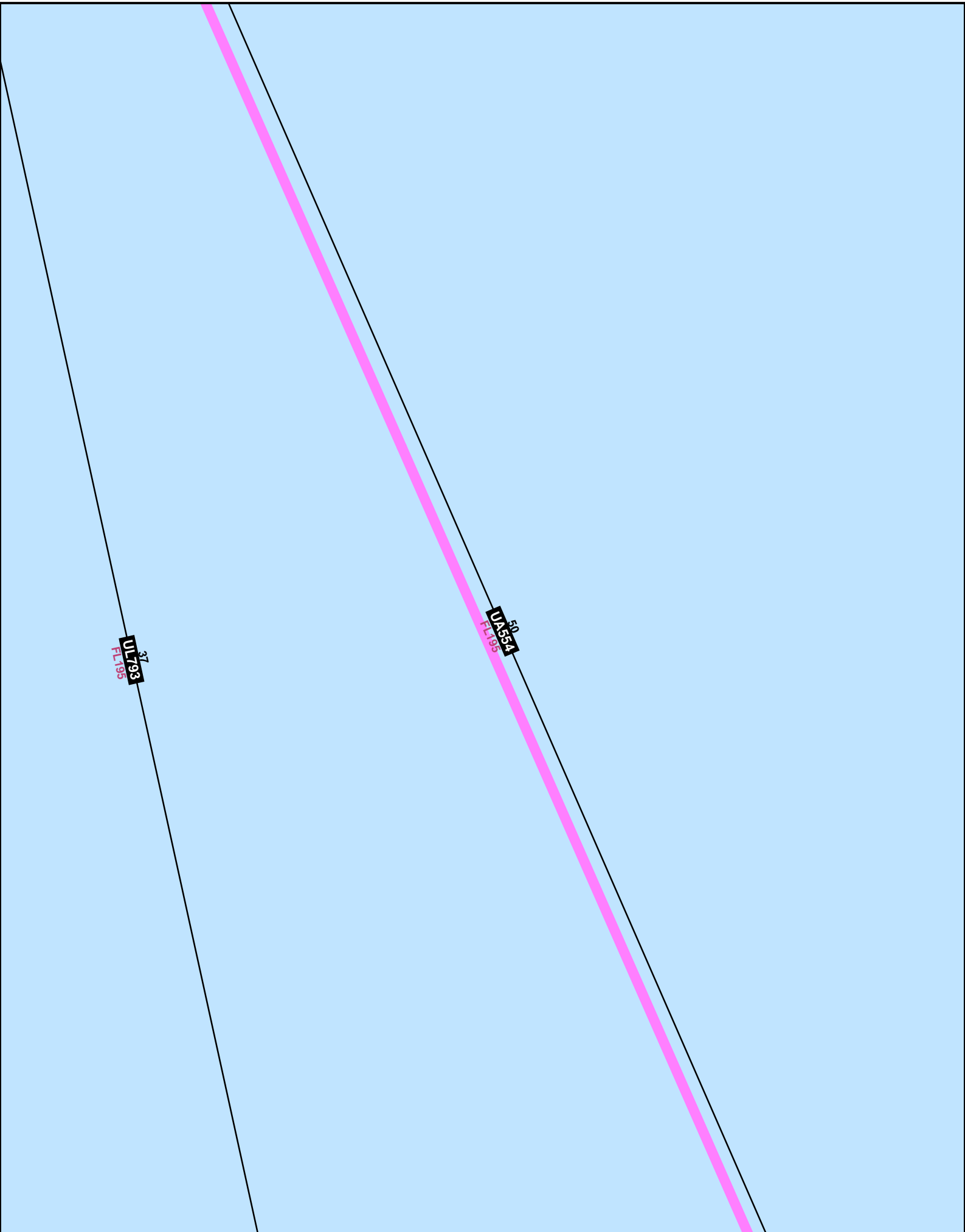
Scale: 1:250000 (1 inch = 3.43 naut mi). Printed on 20 Oct 2014

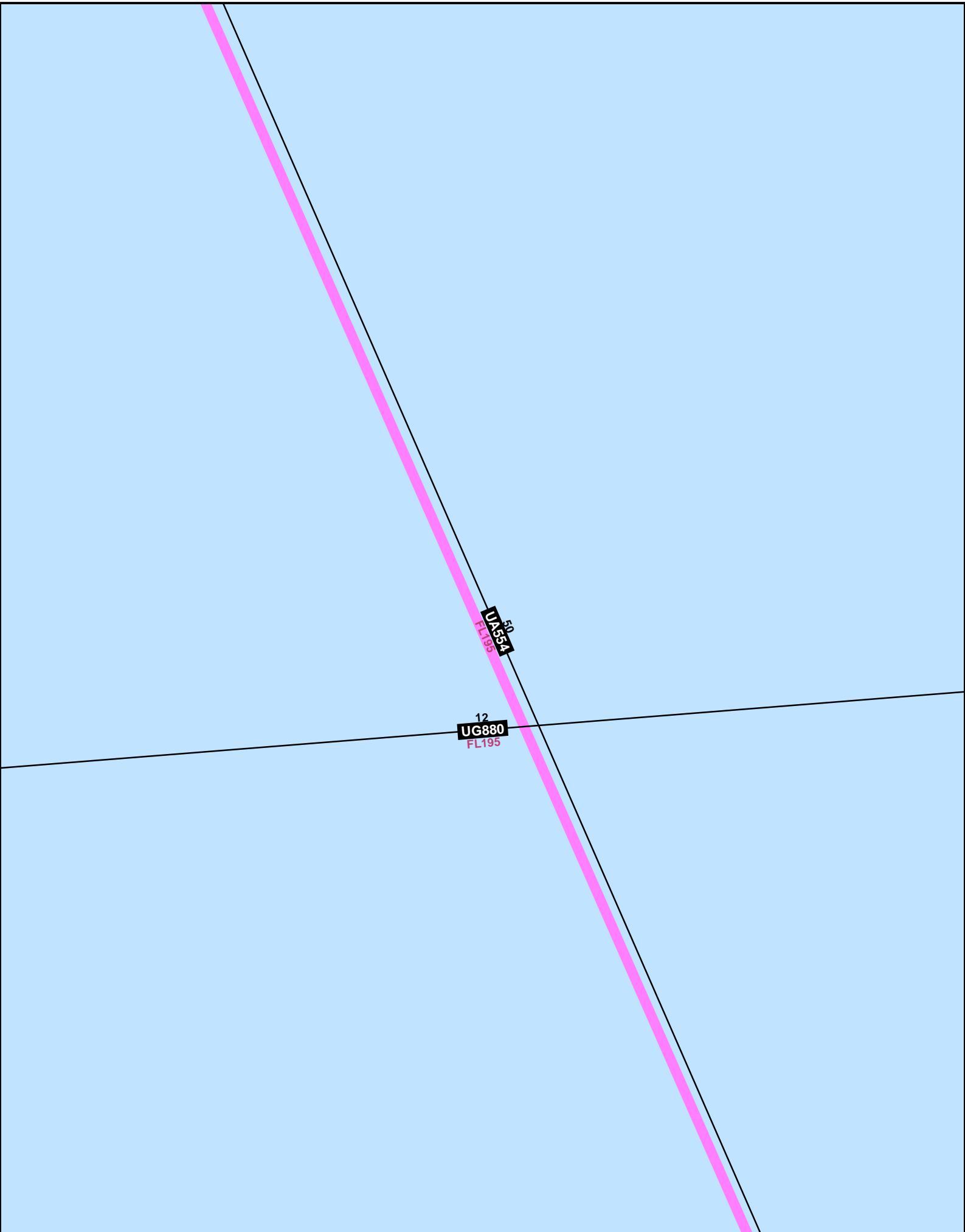
JEPPESEN

JeppView 3.6.2.0

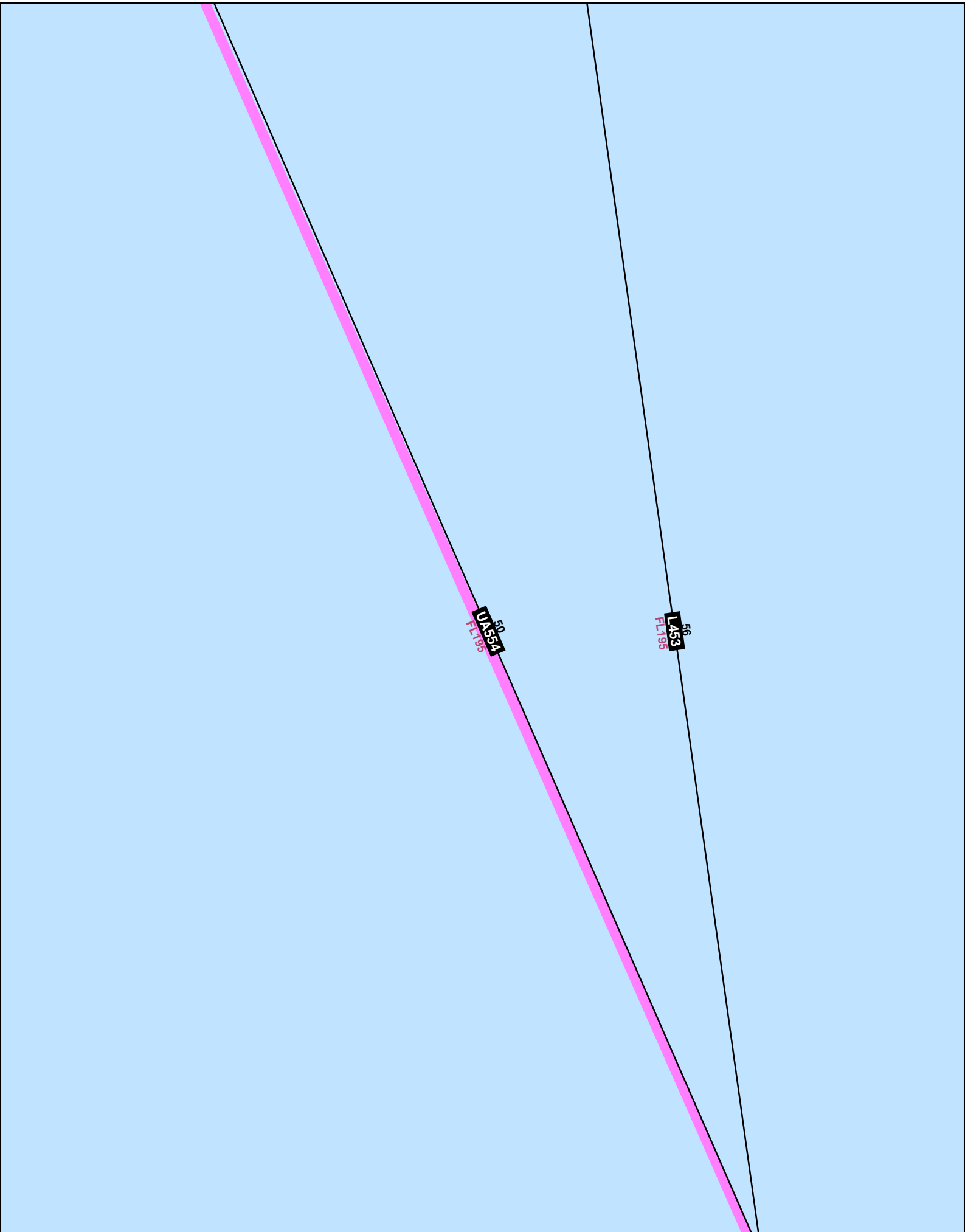


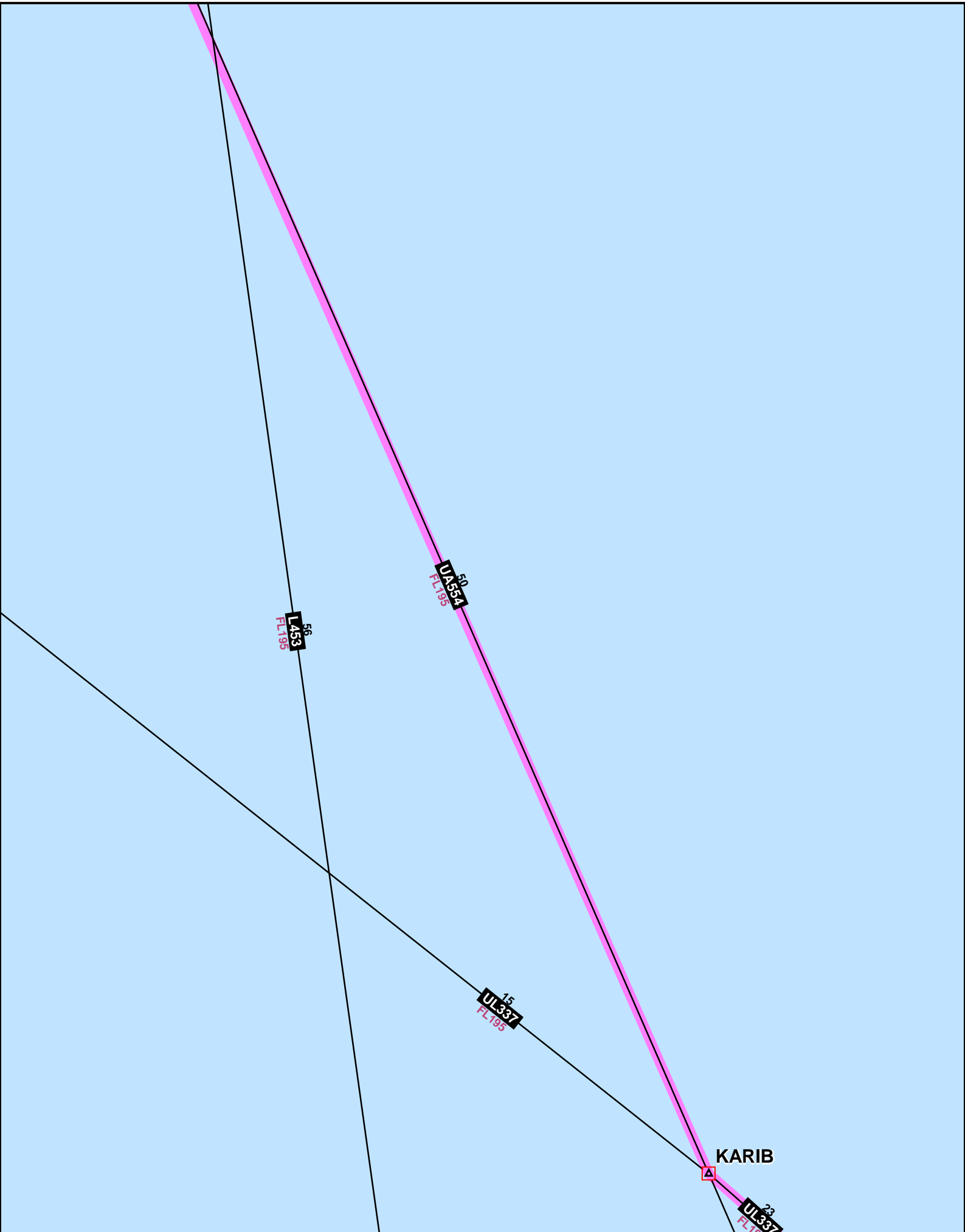


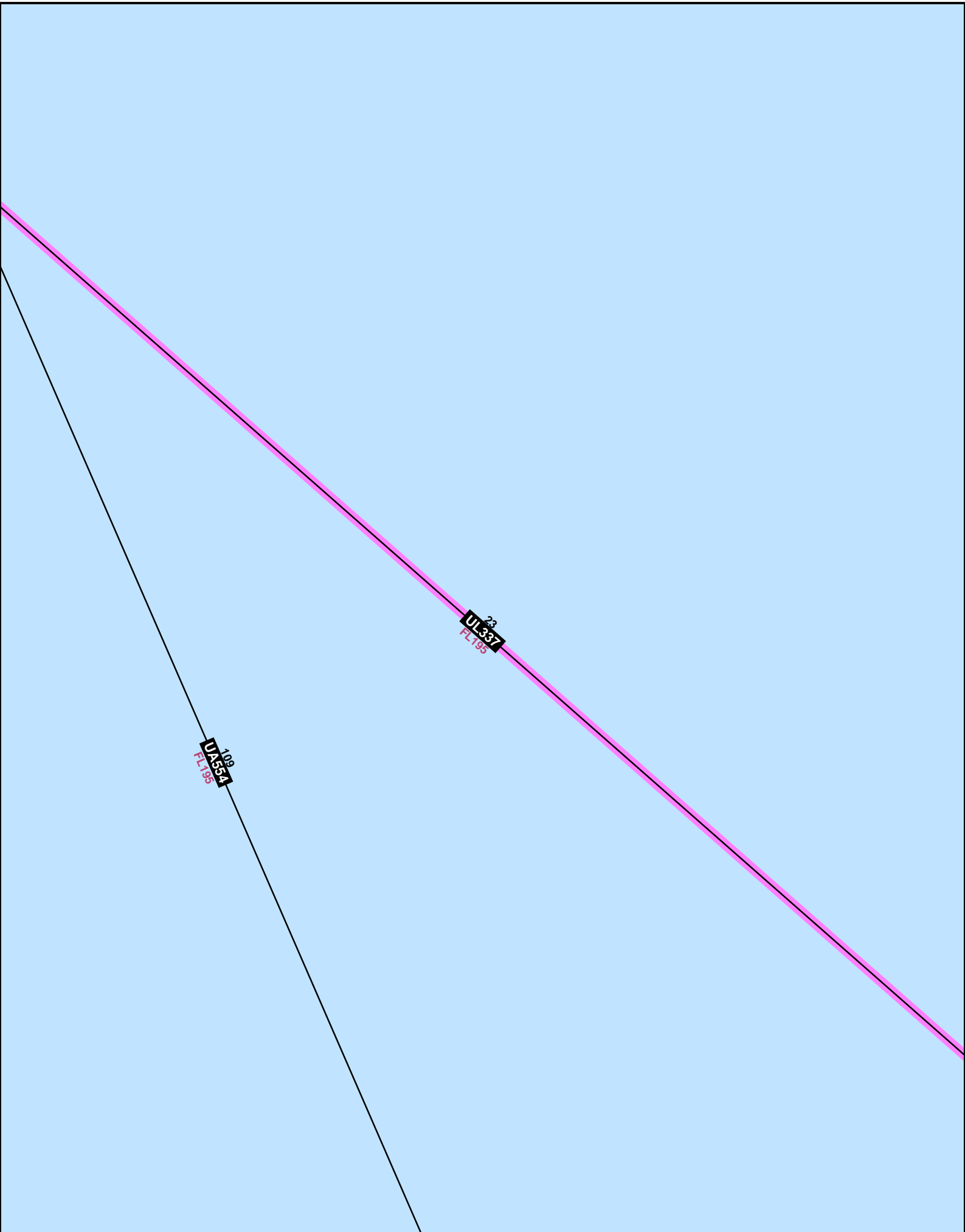


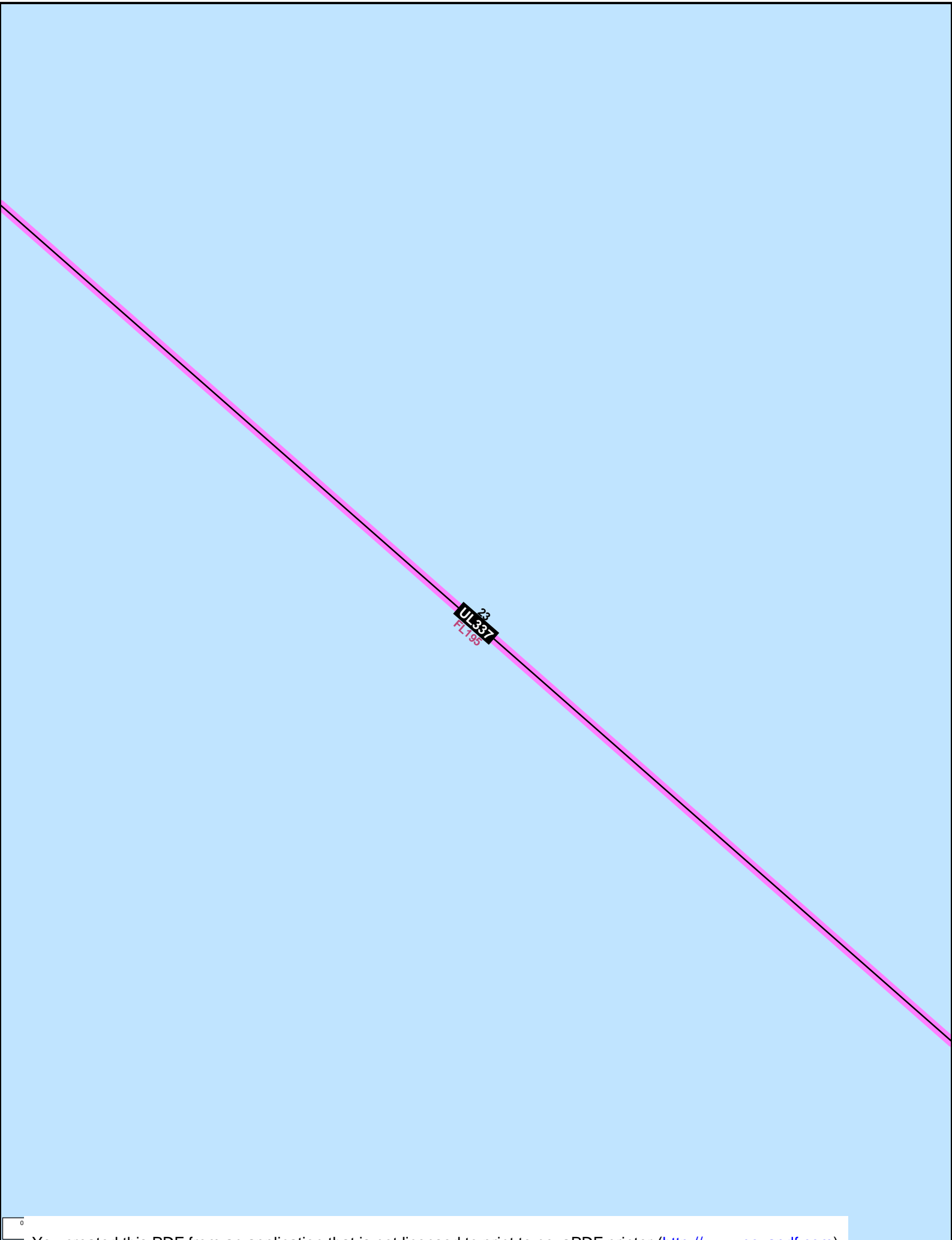


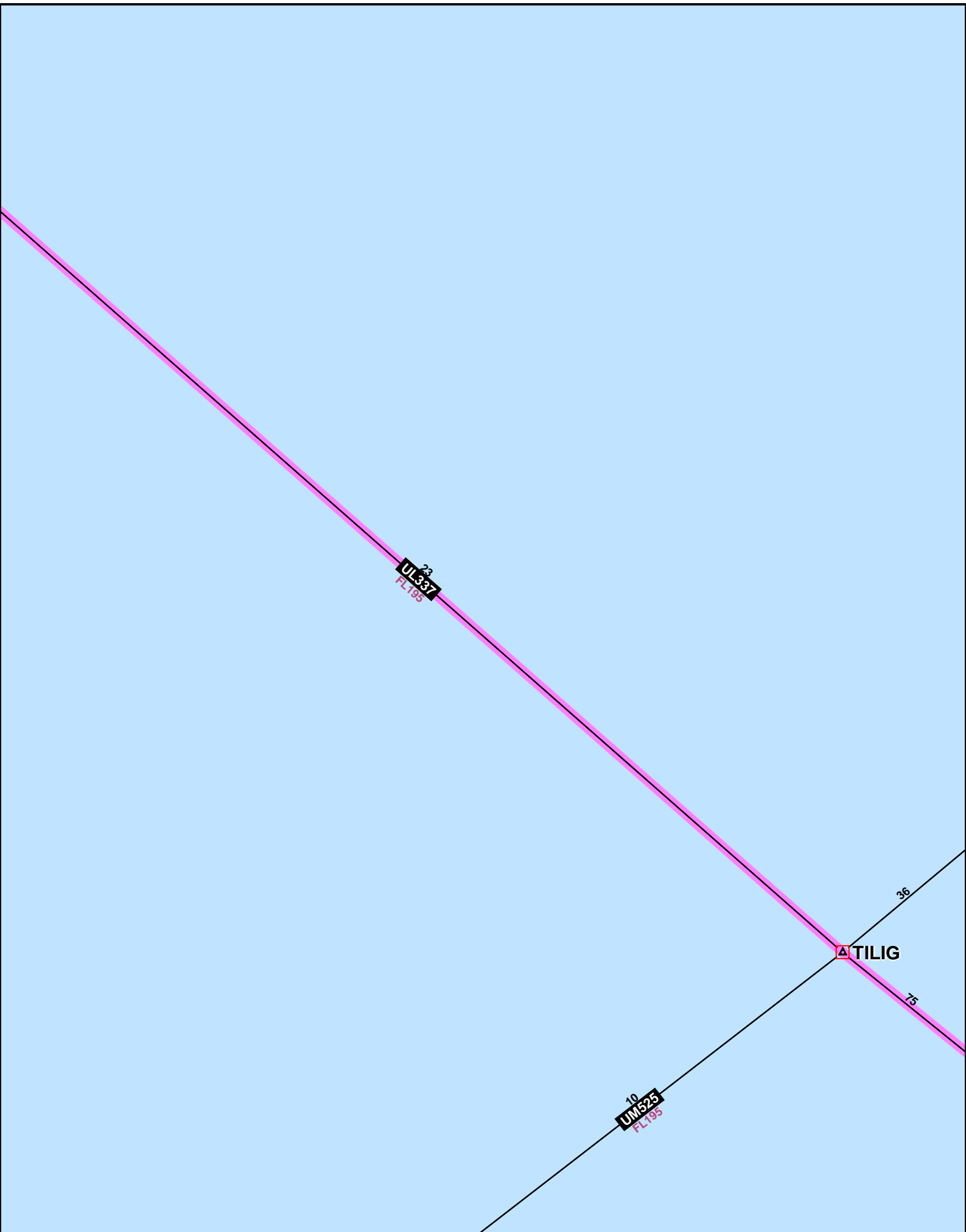


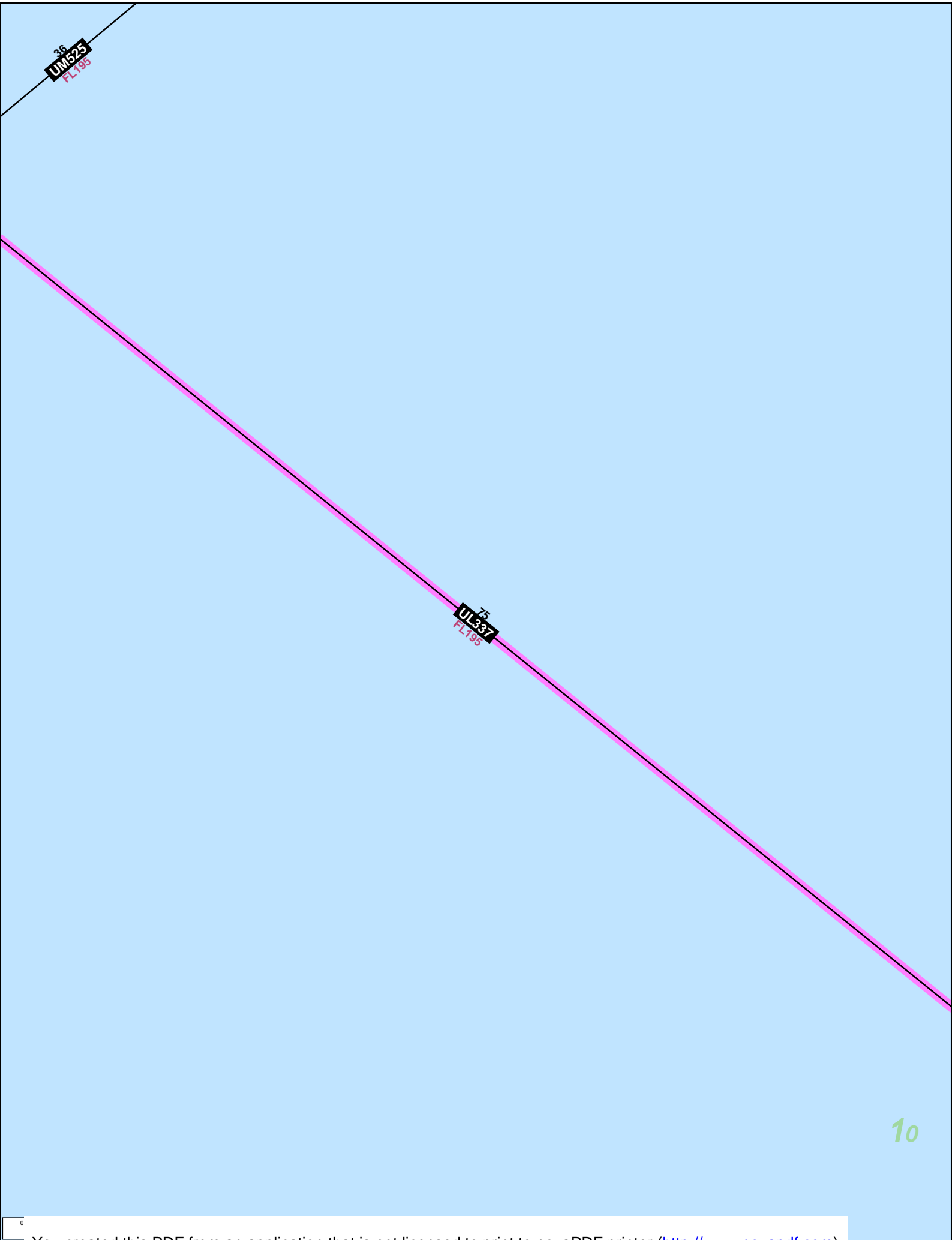


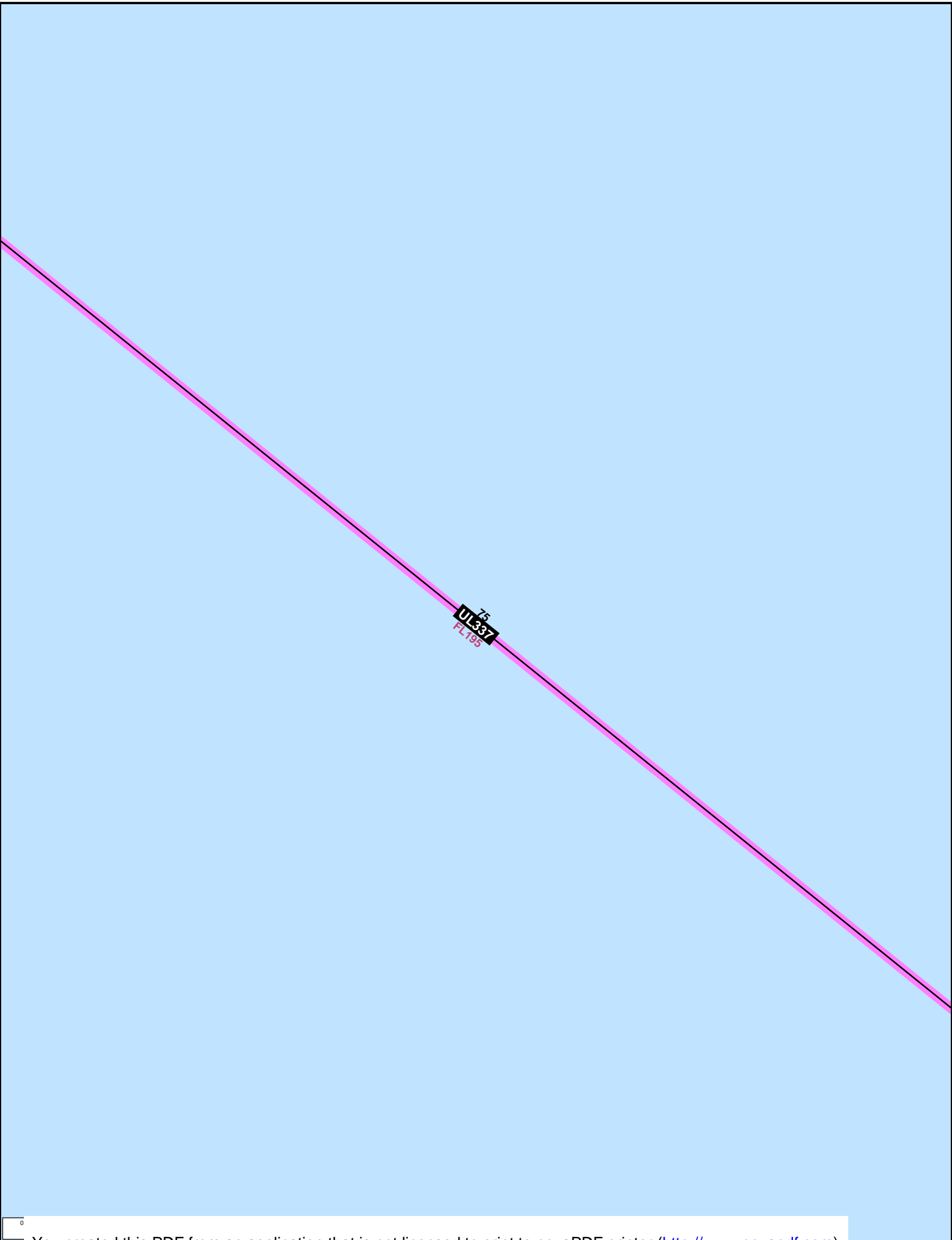


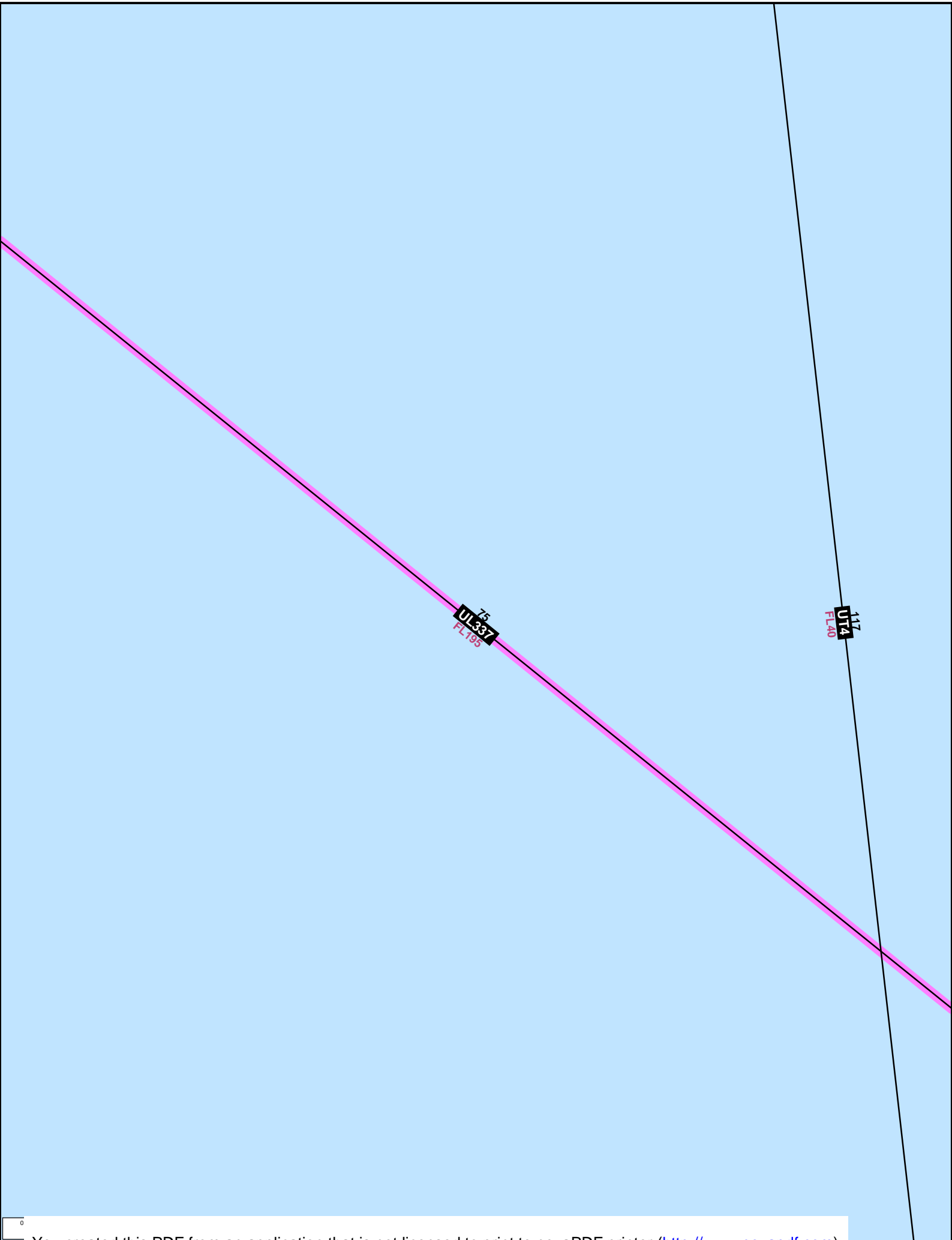


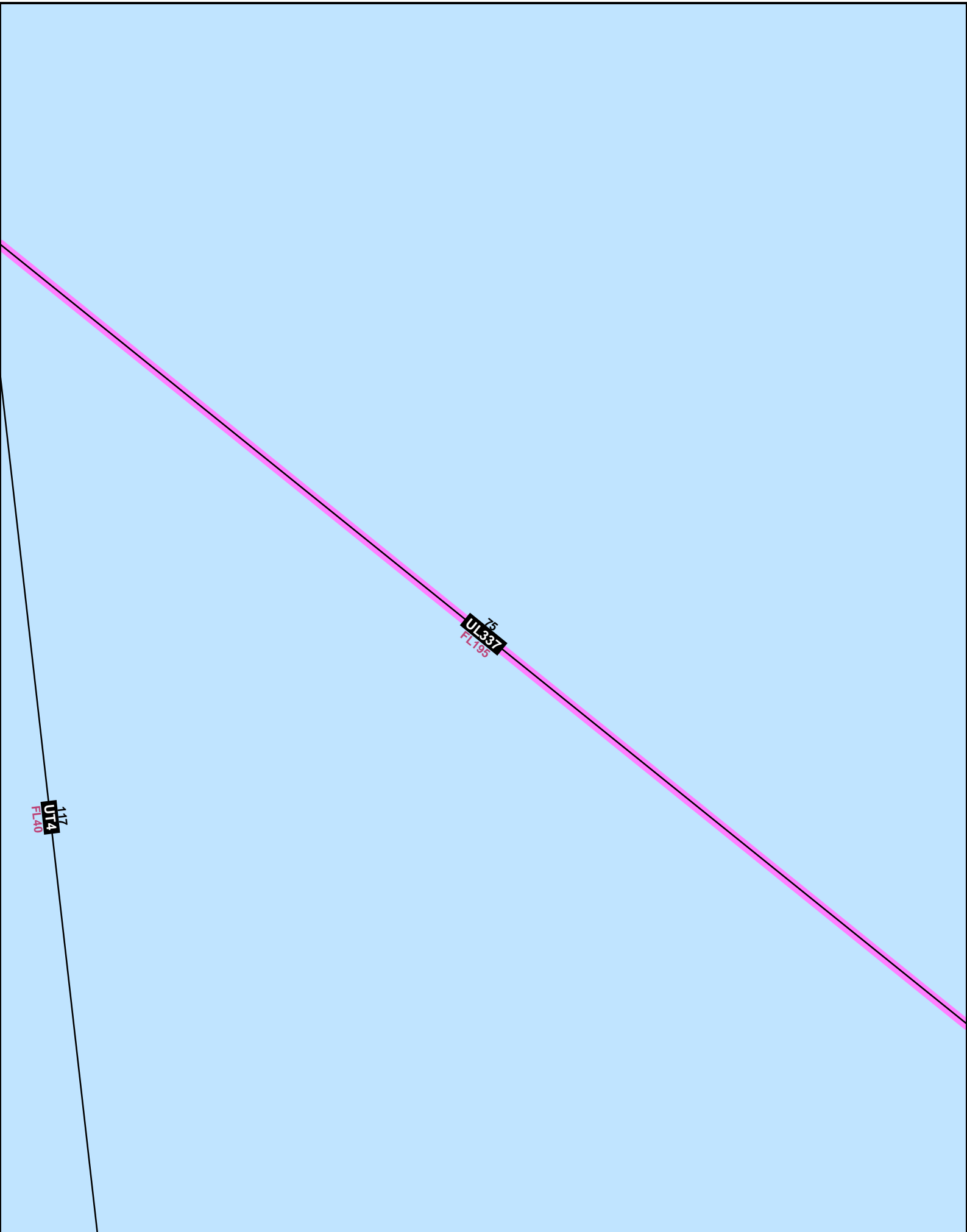


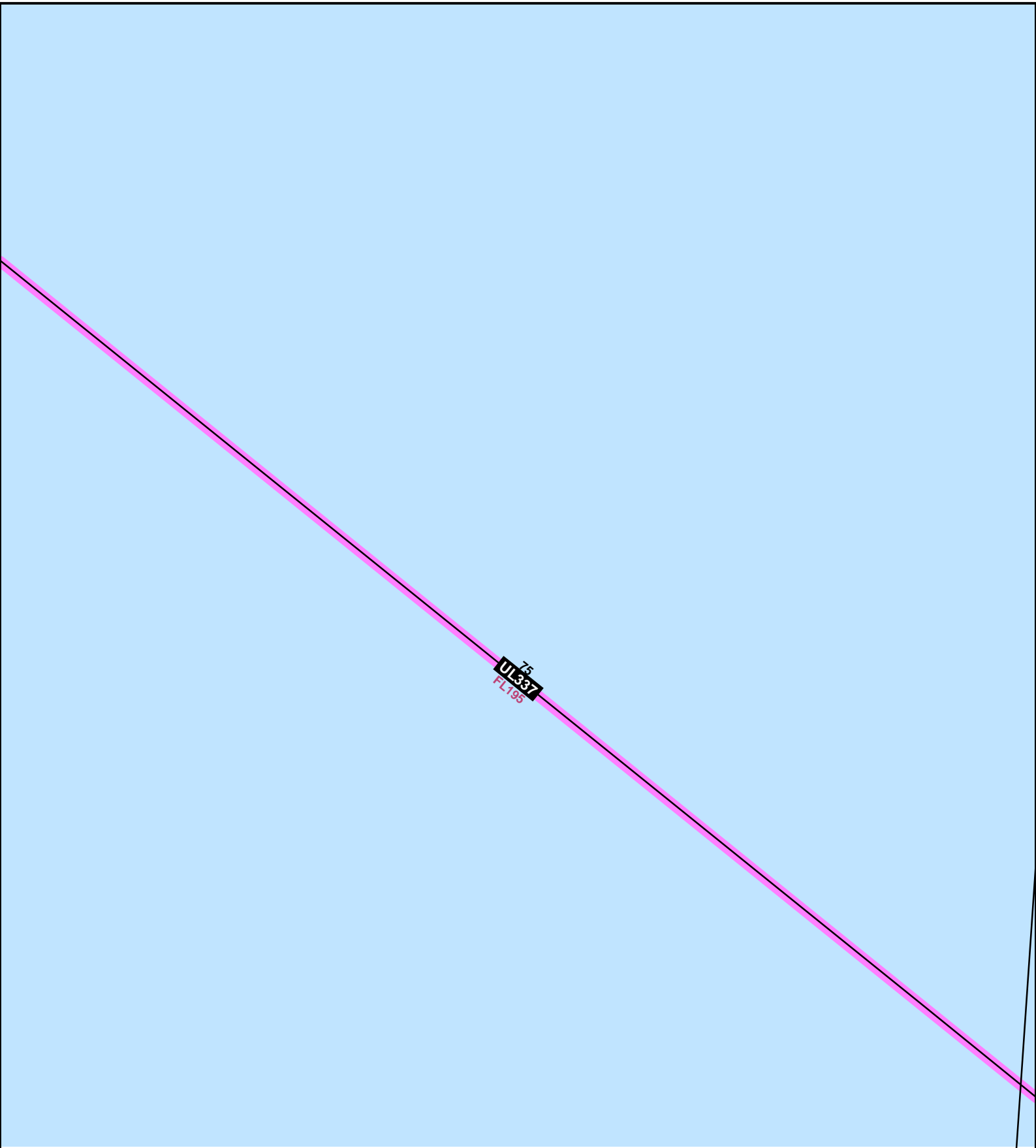






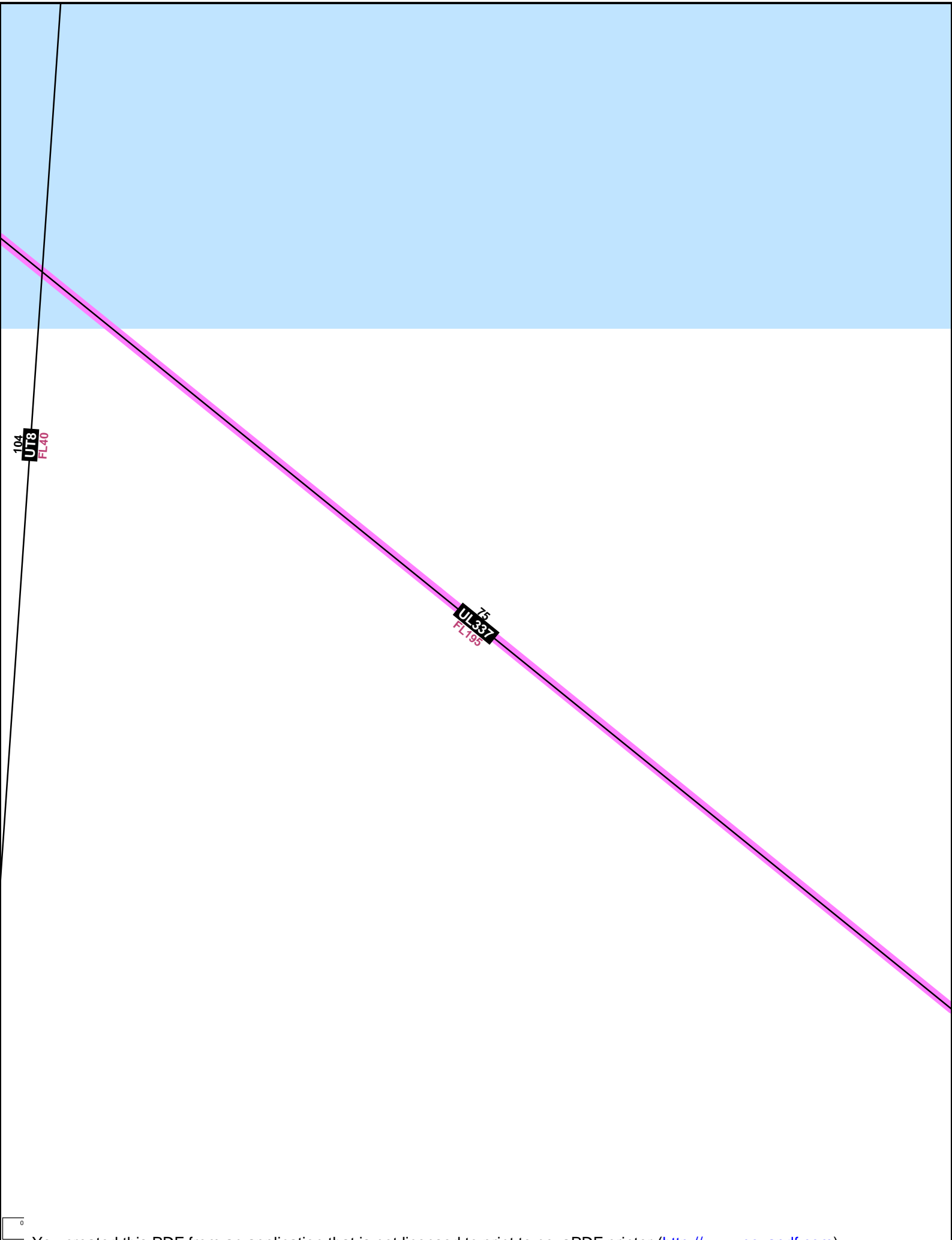


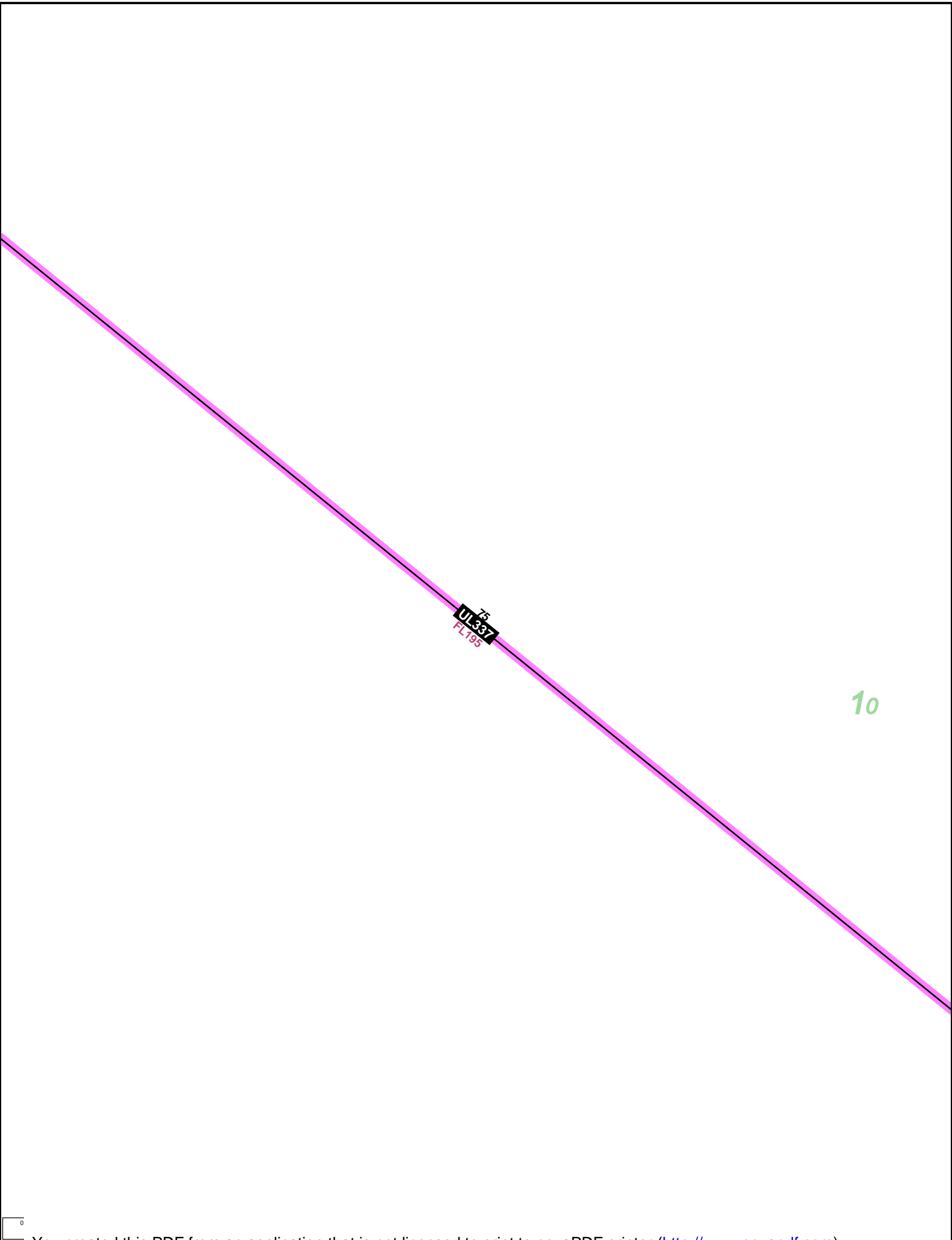




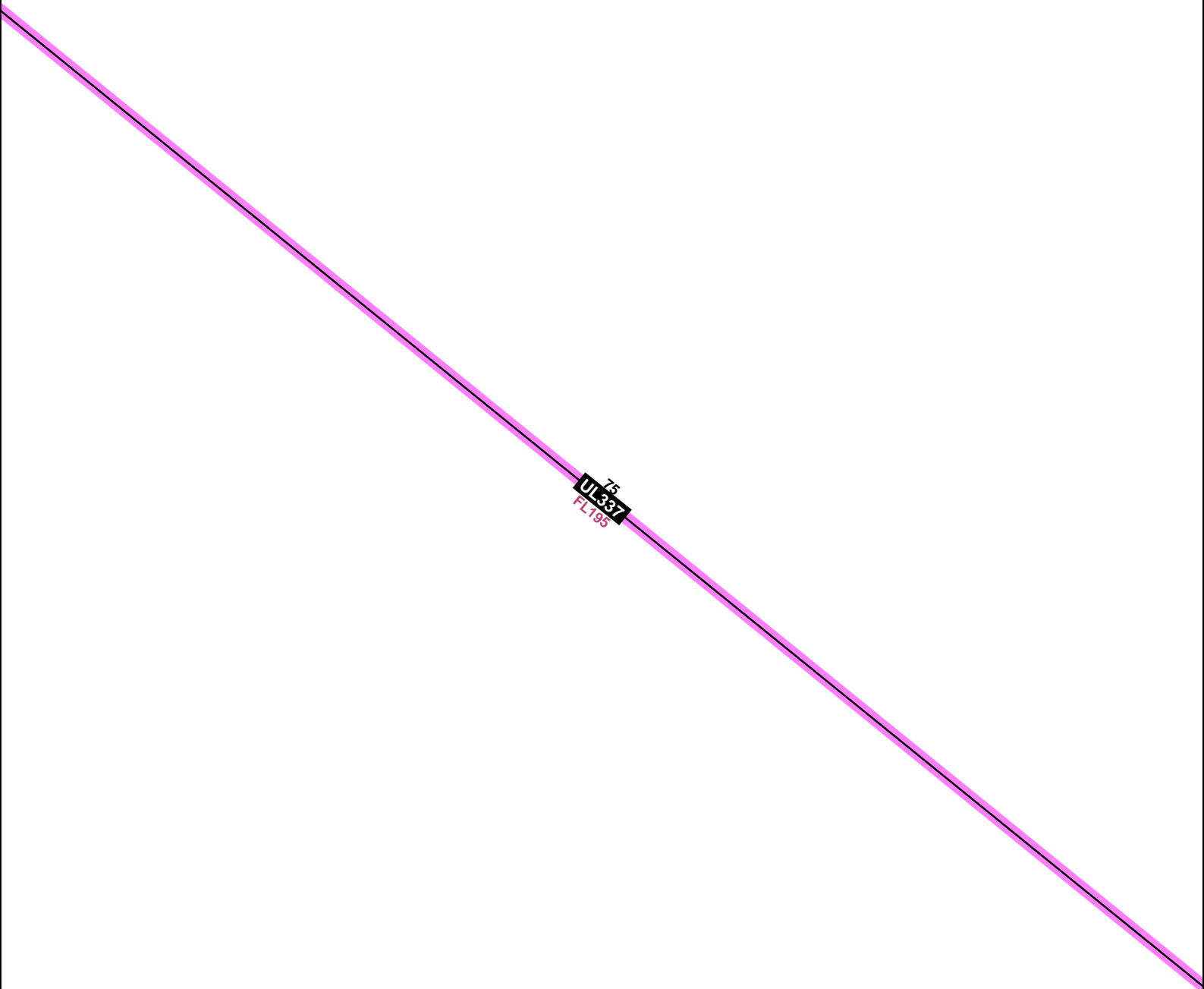
76
UL337
FL195

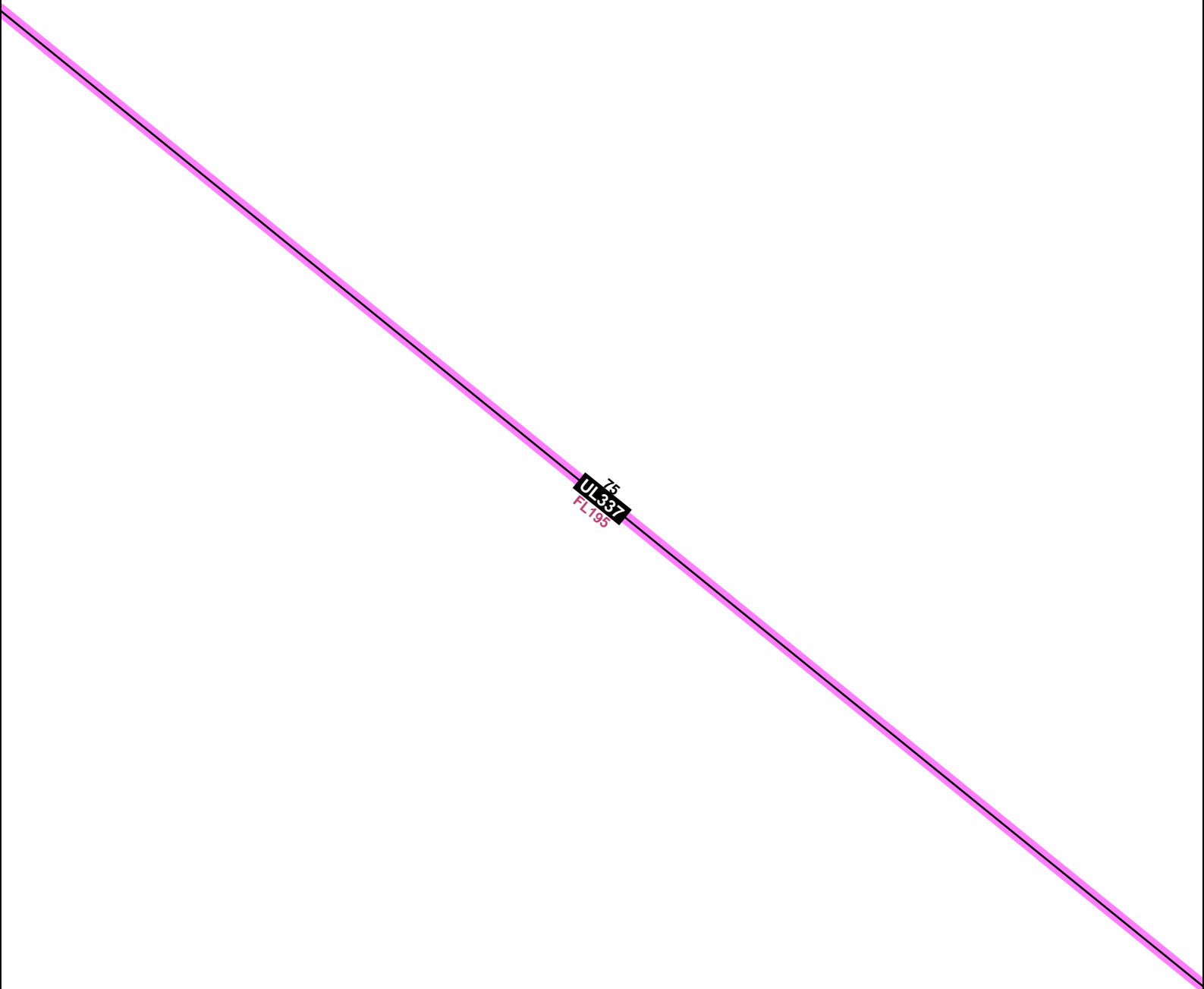
104
UT8
FL40

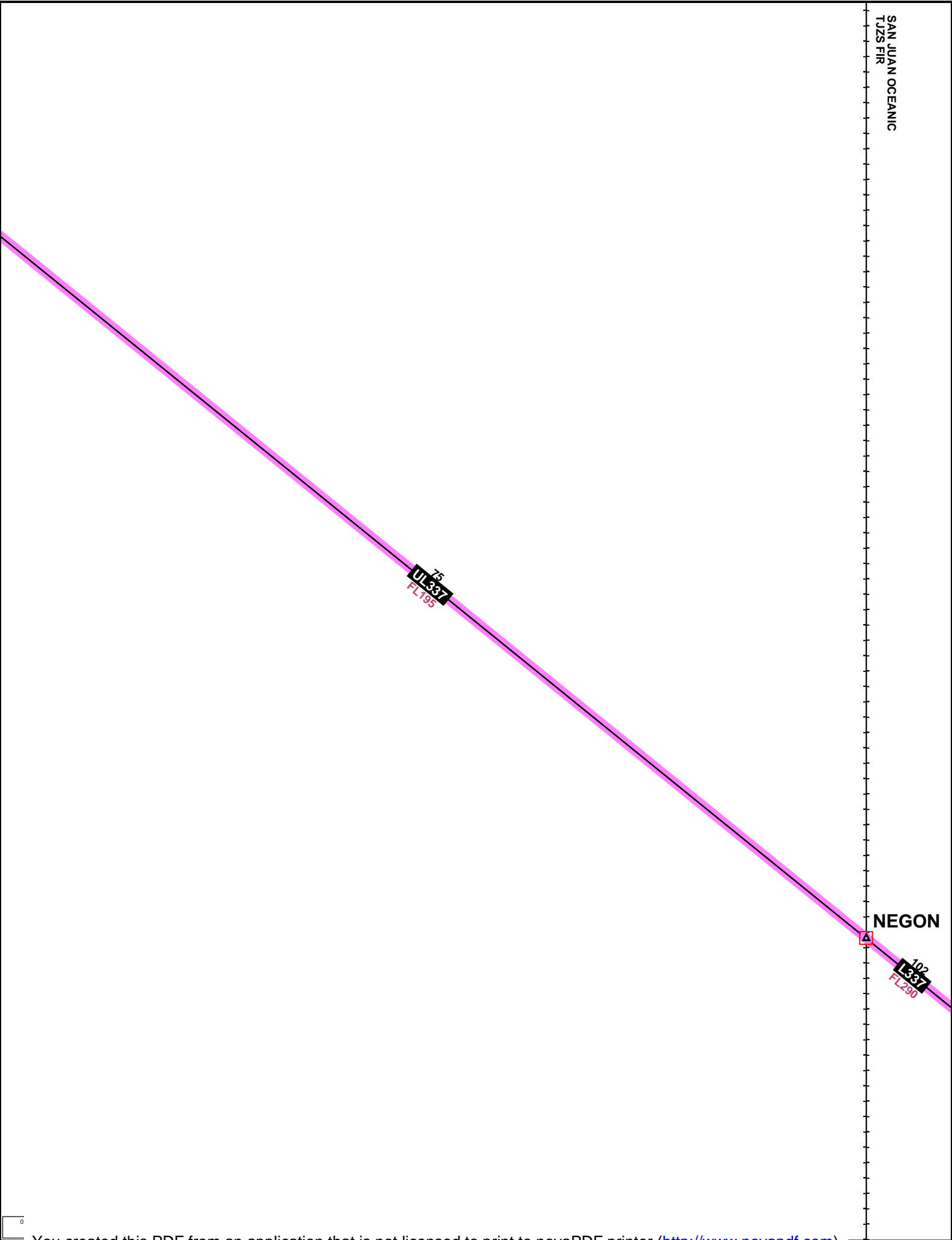


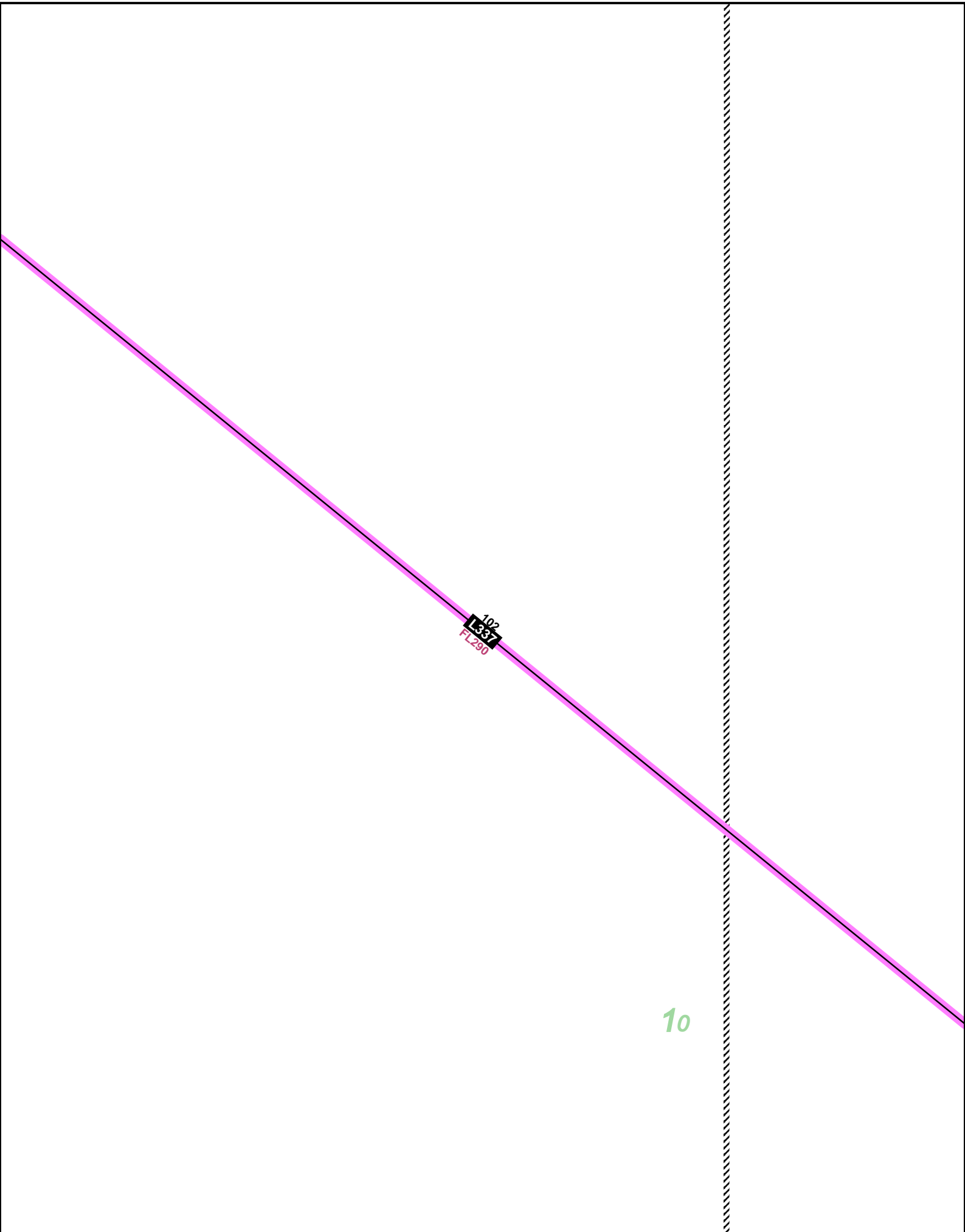


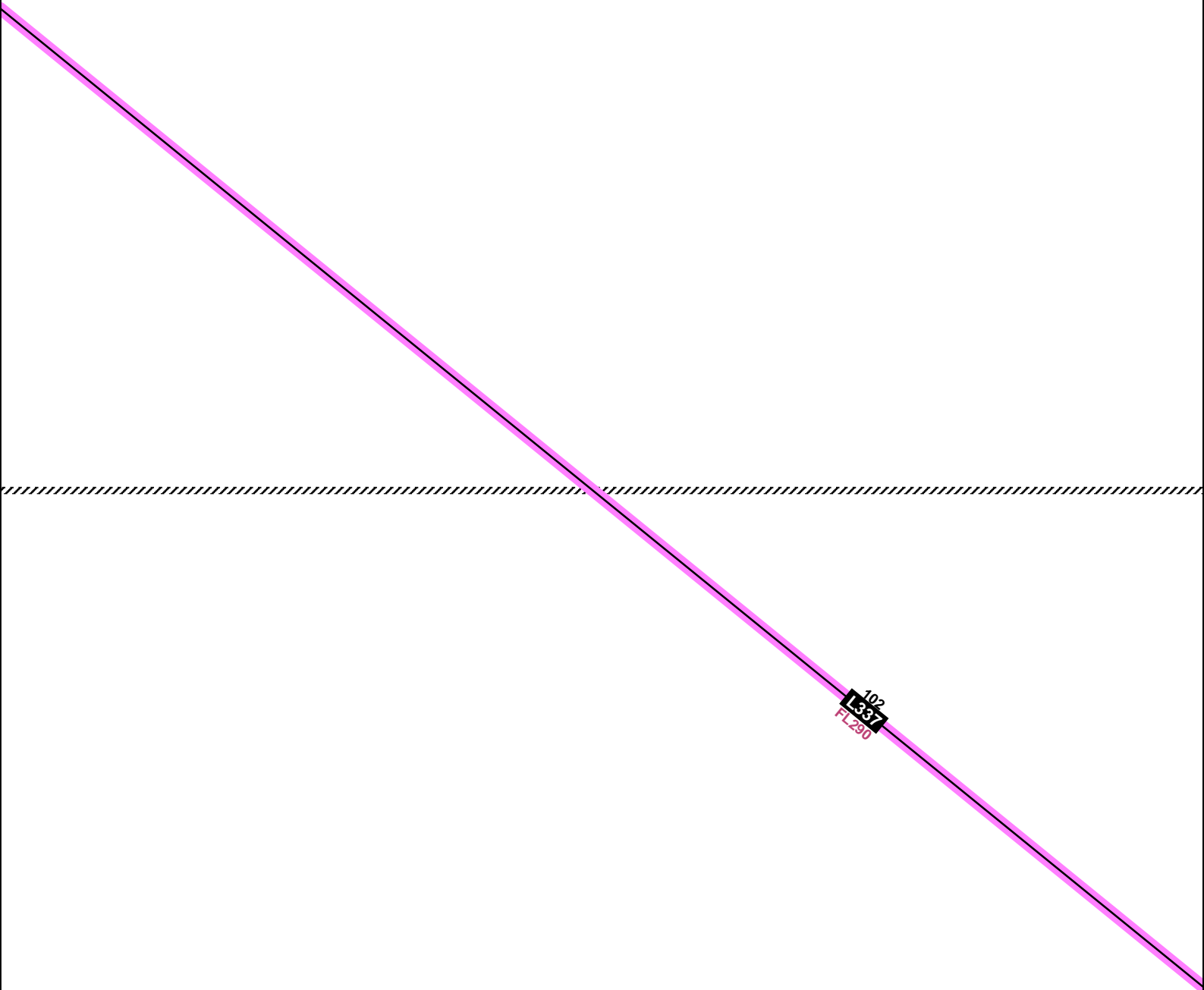
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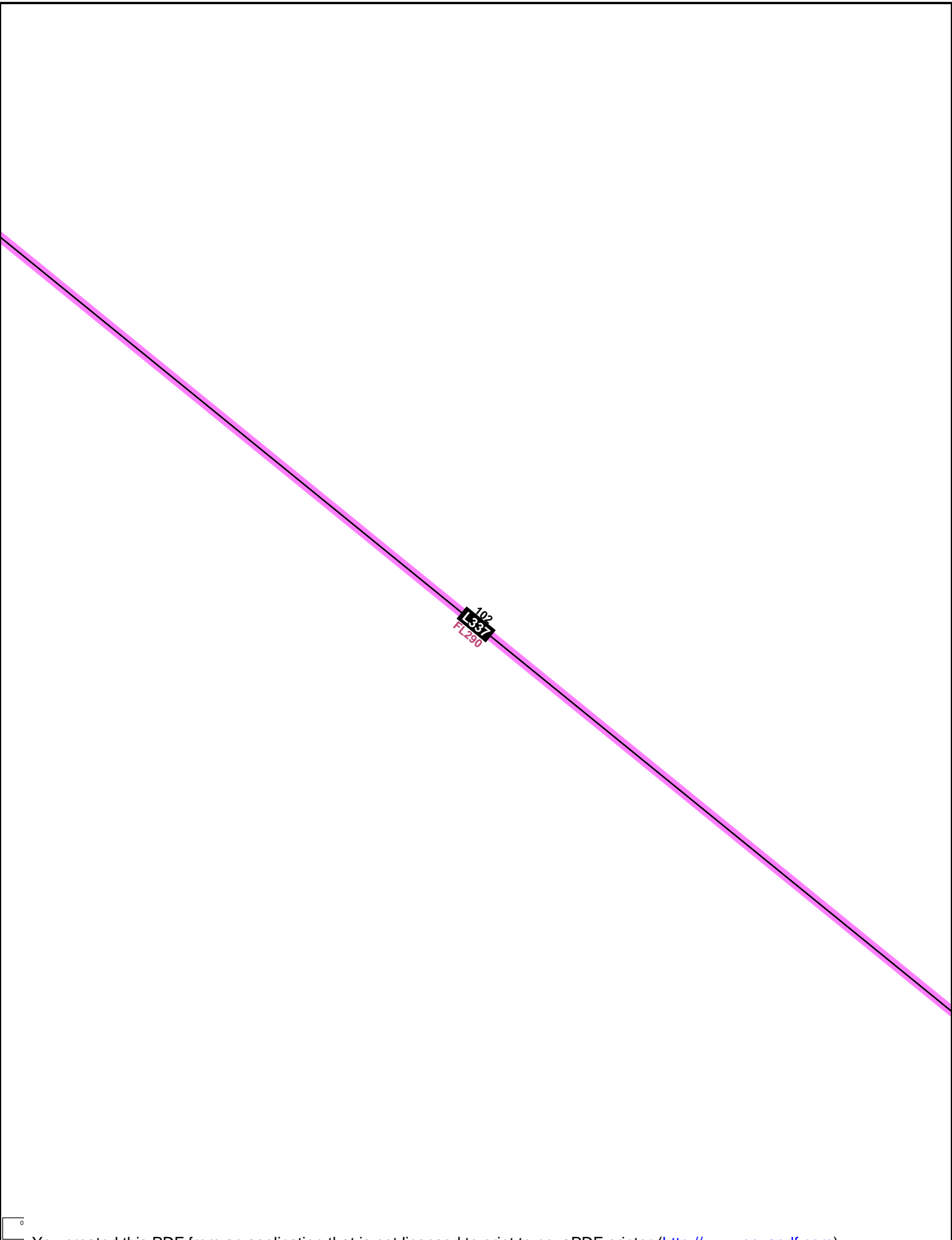


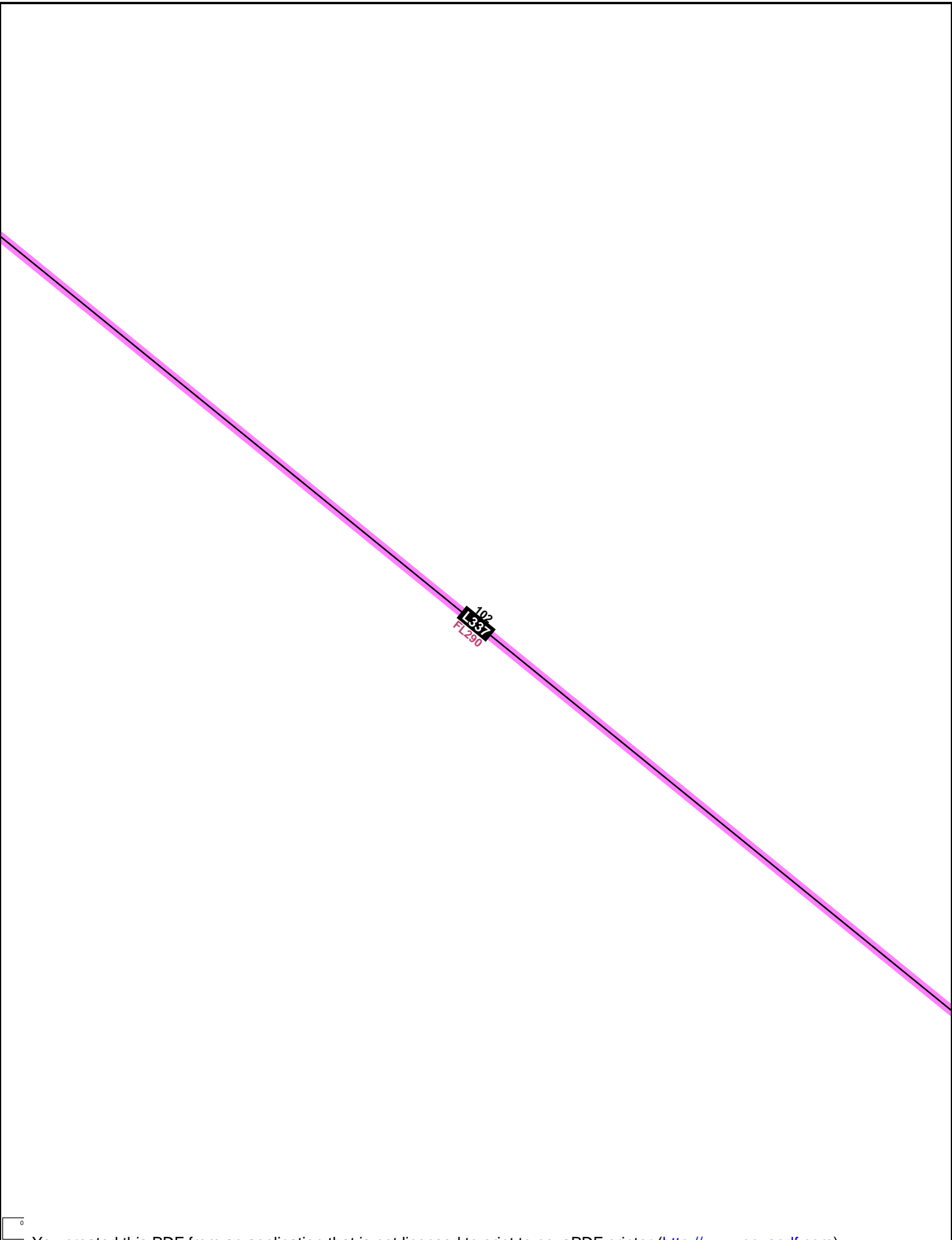


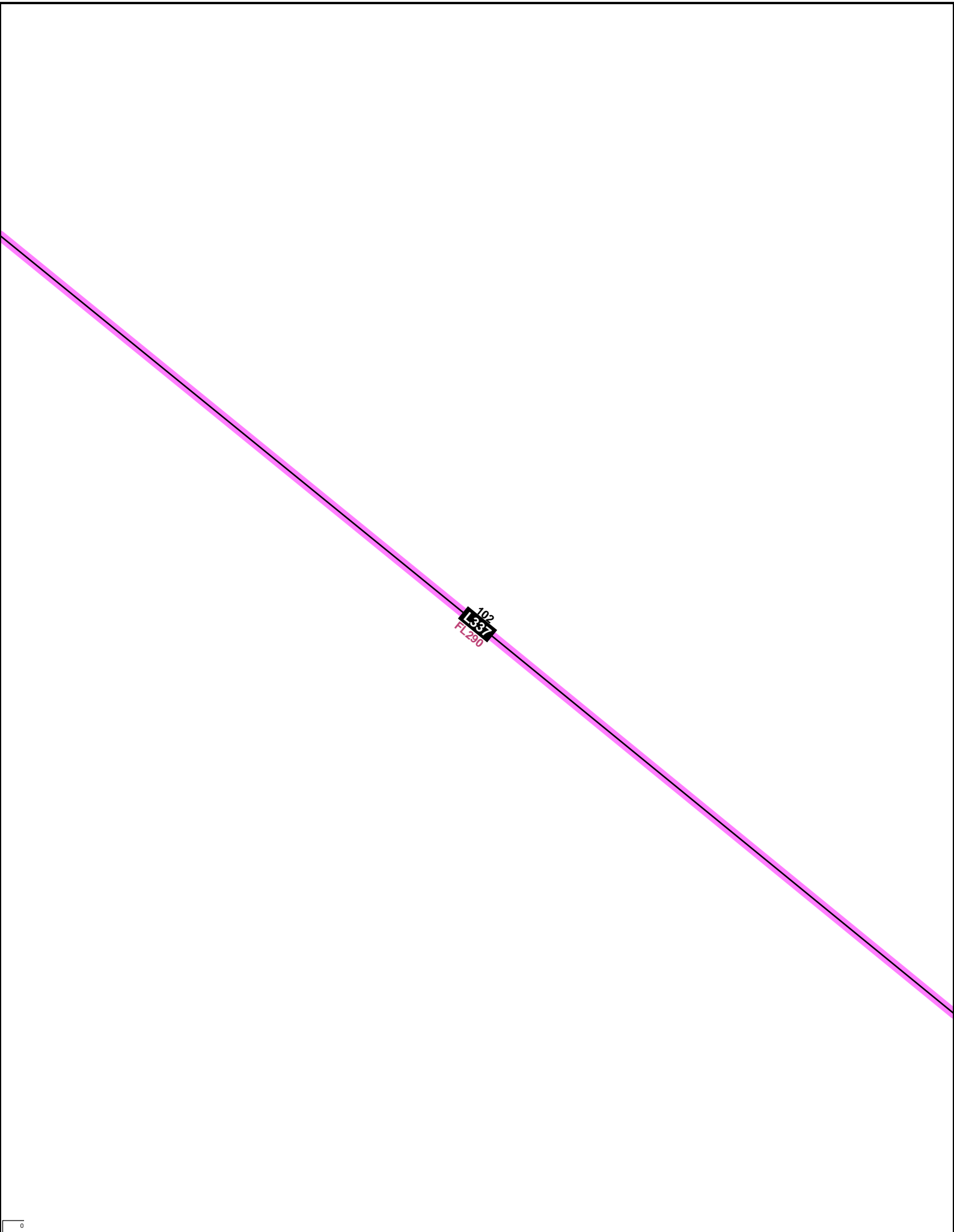


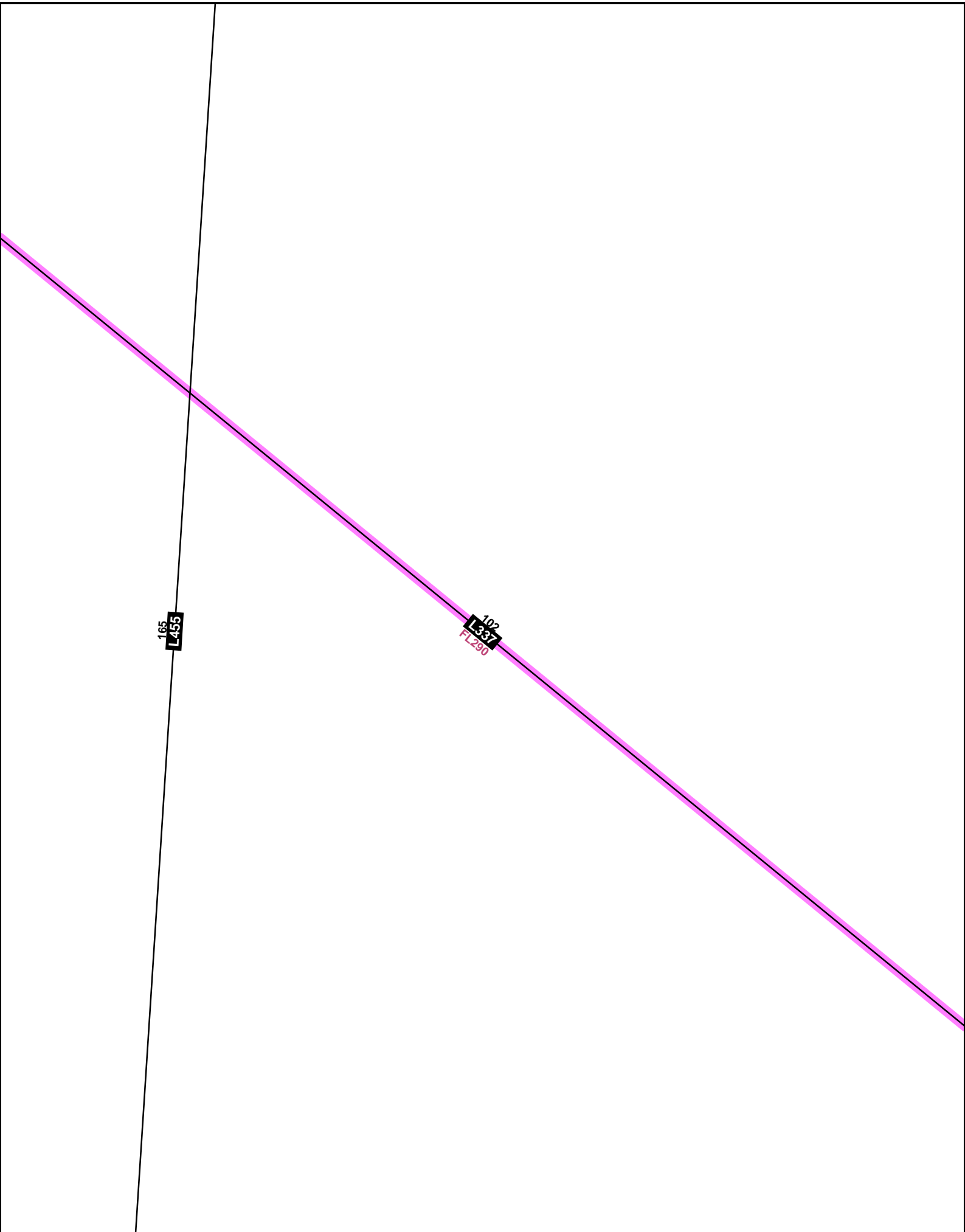


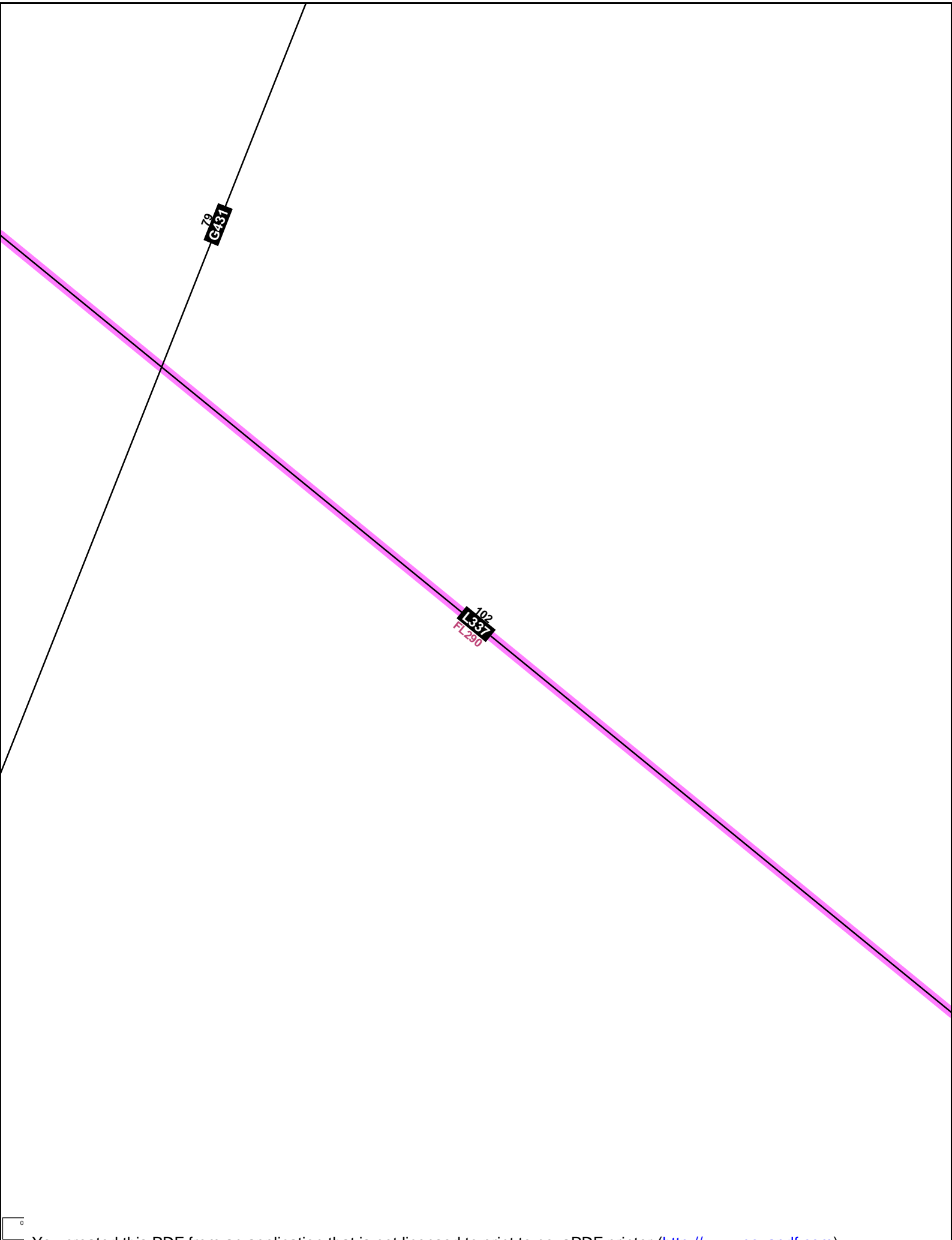


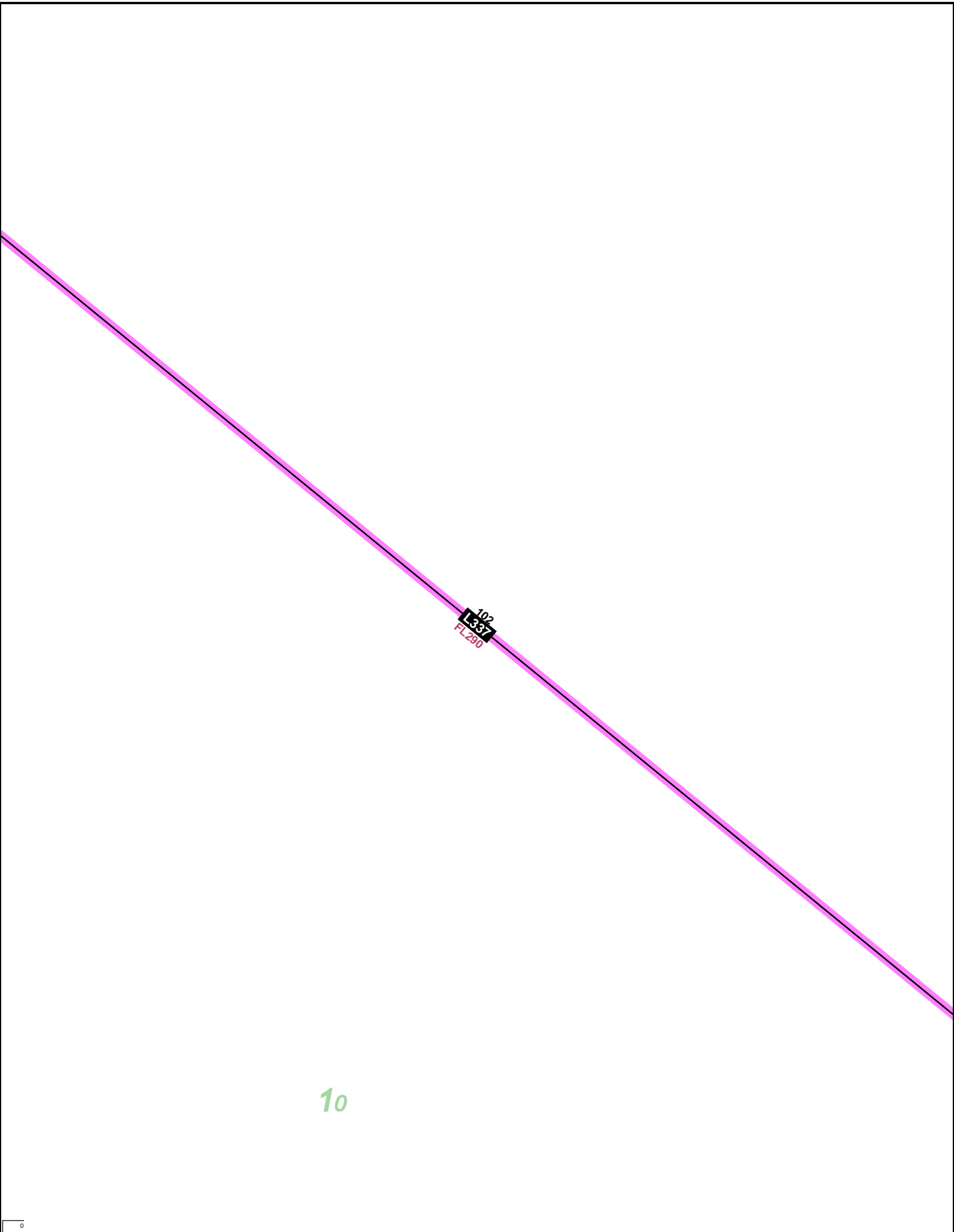


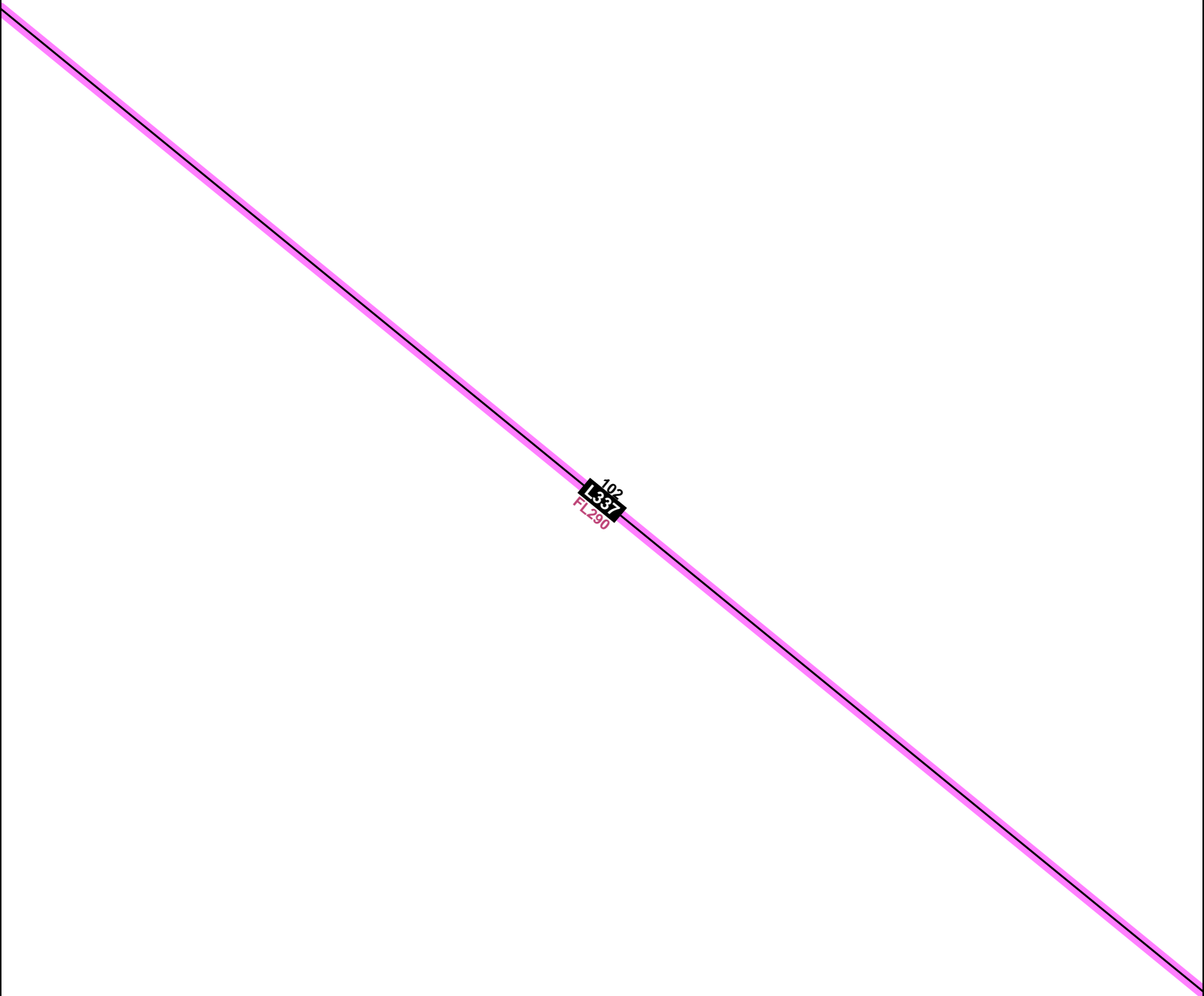


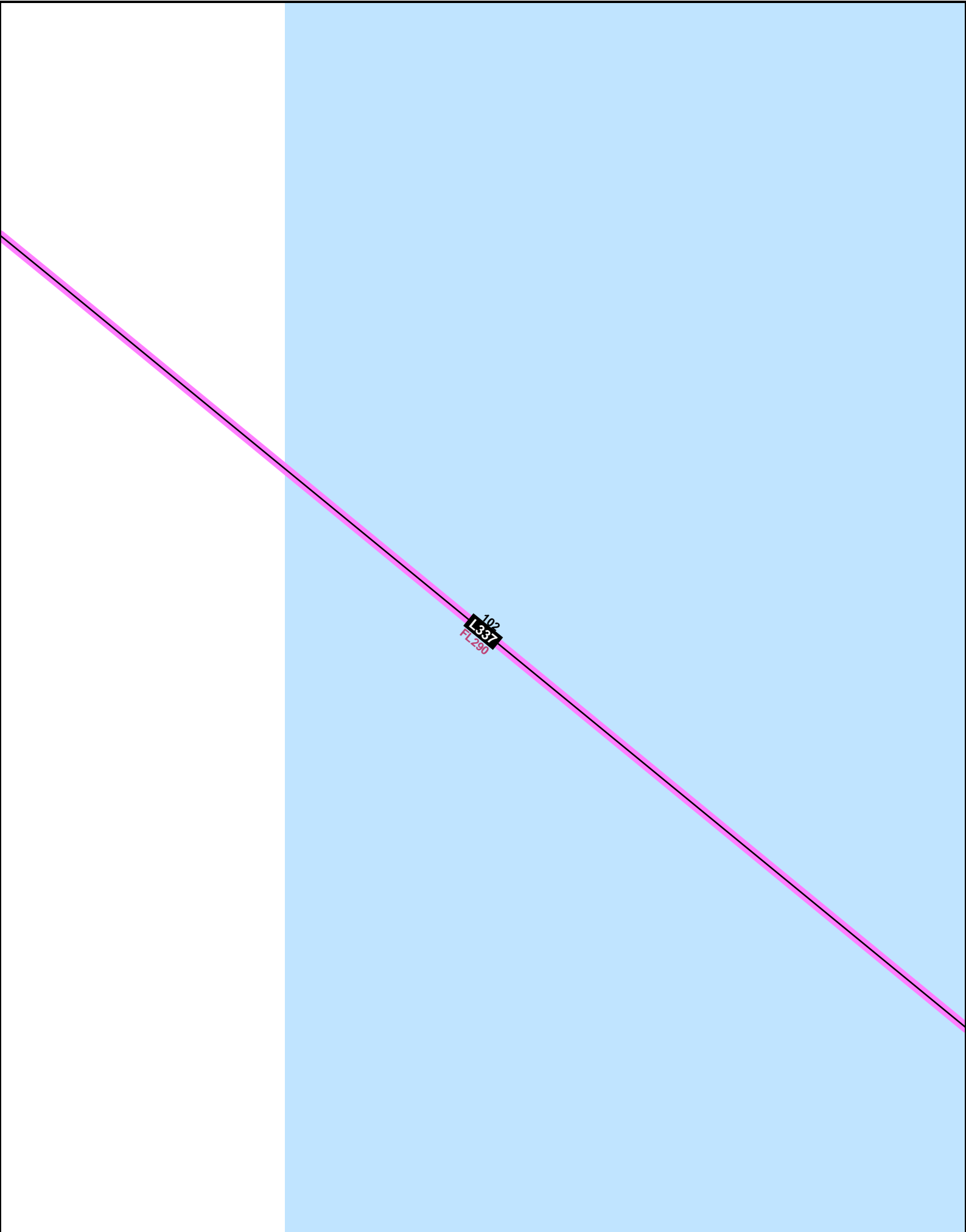






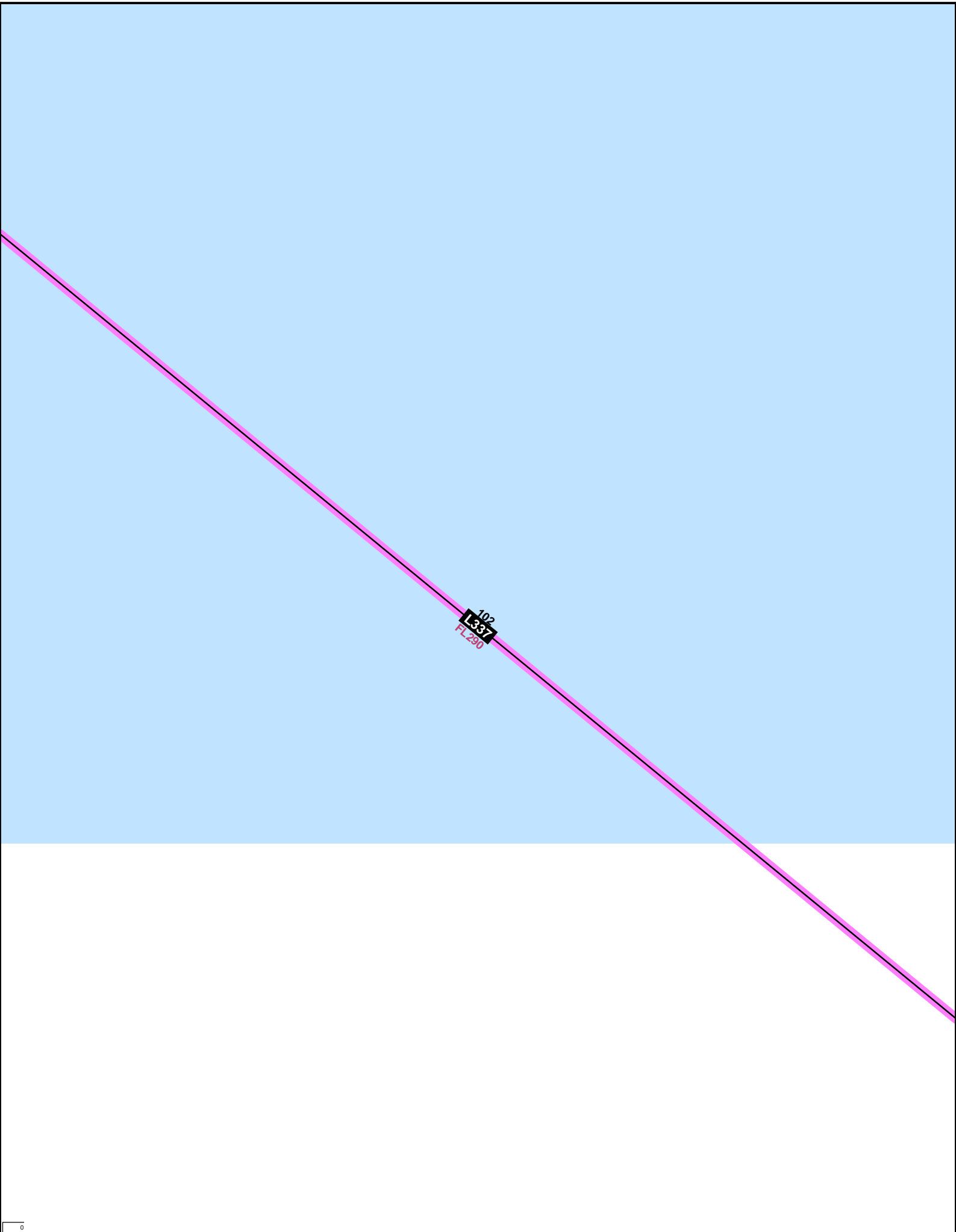


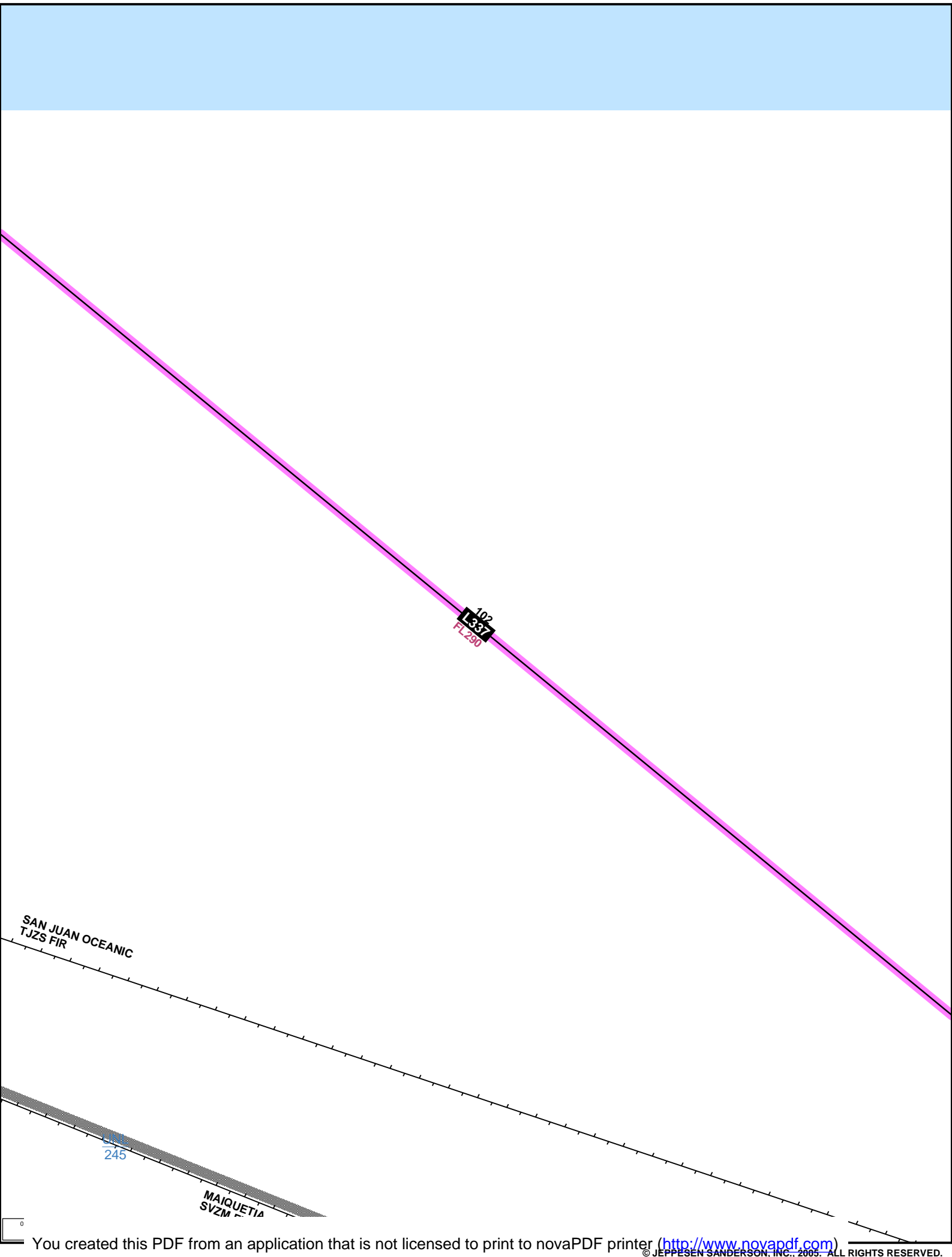


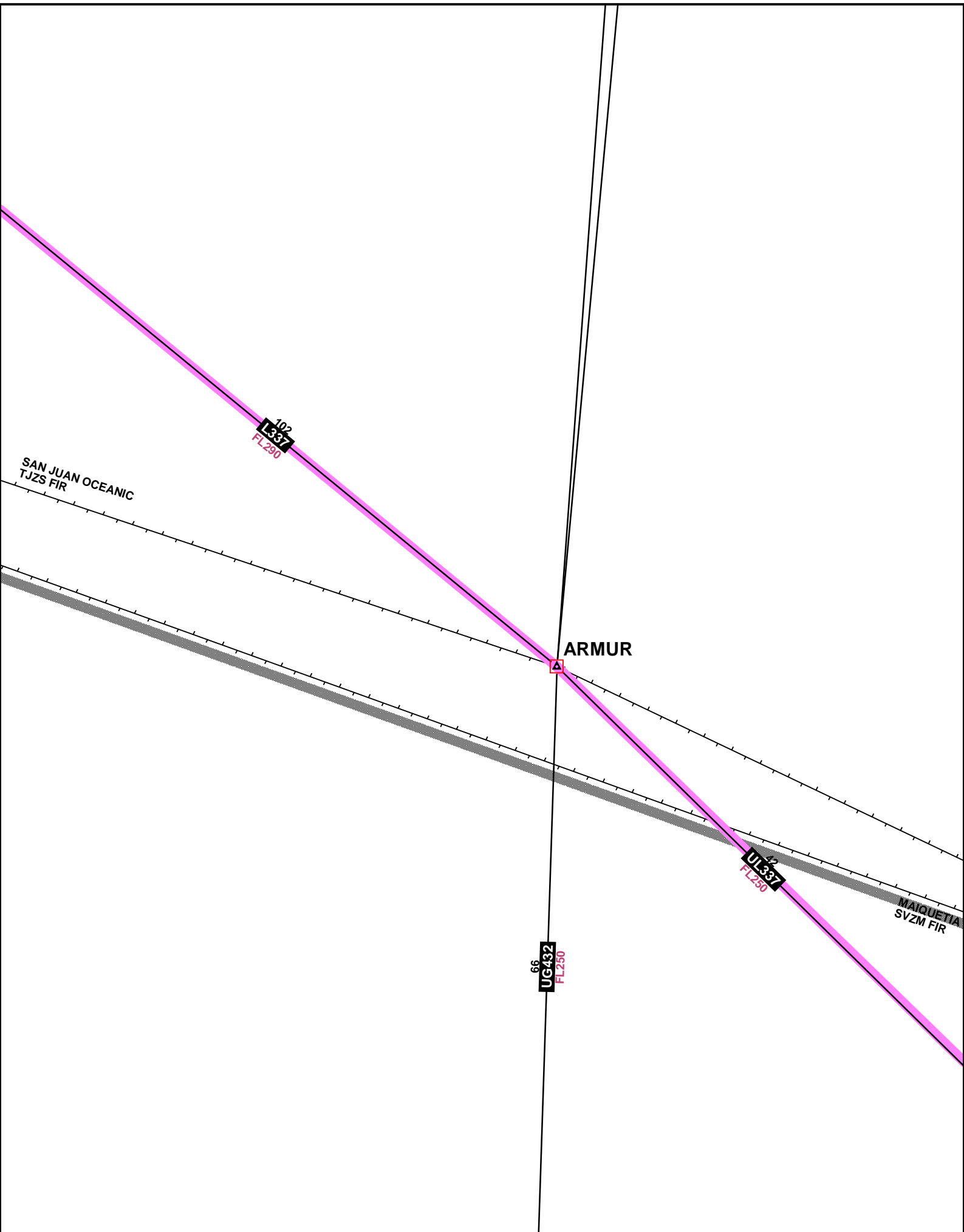


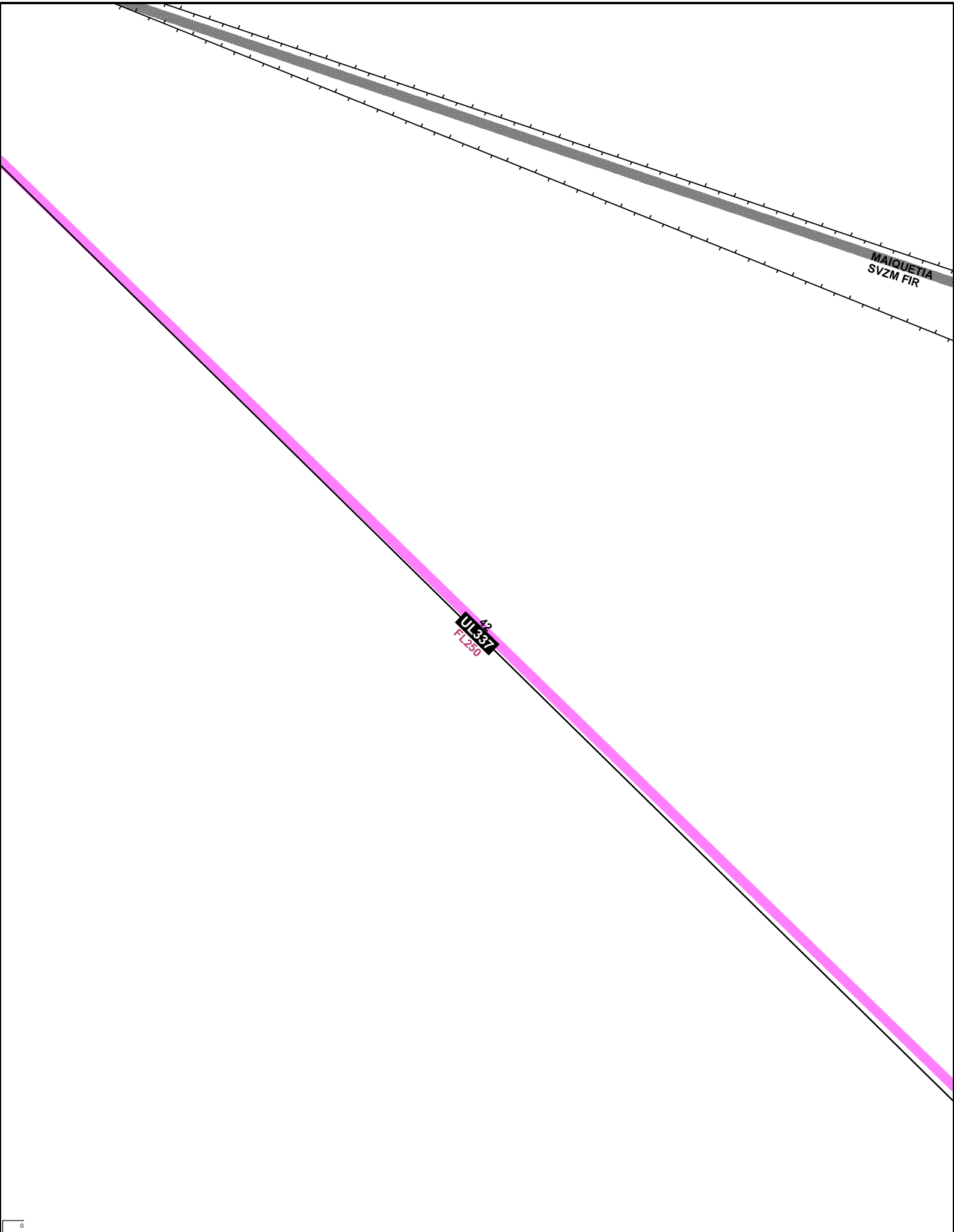
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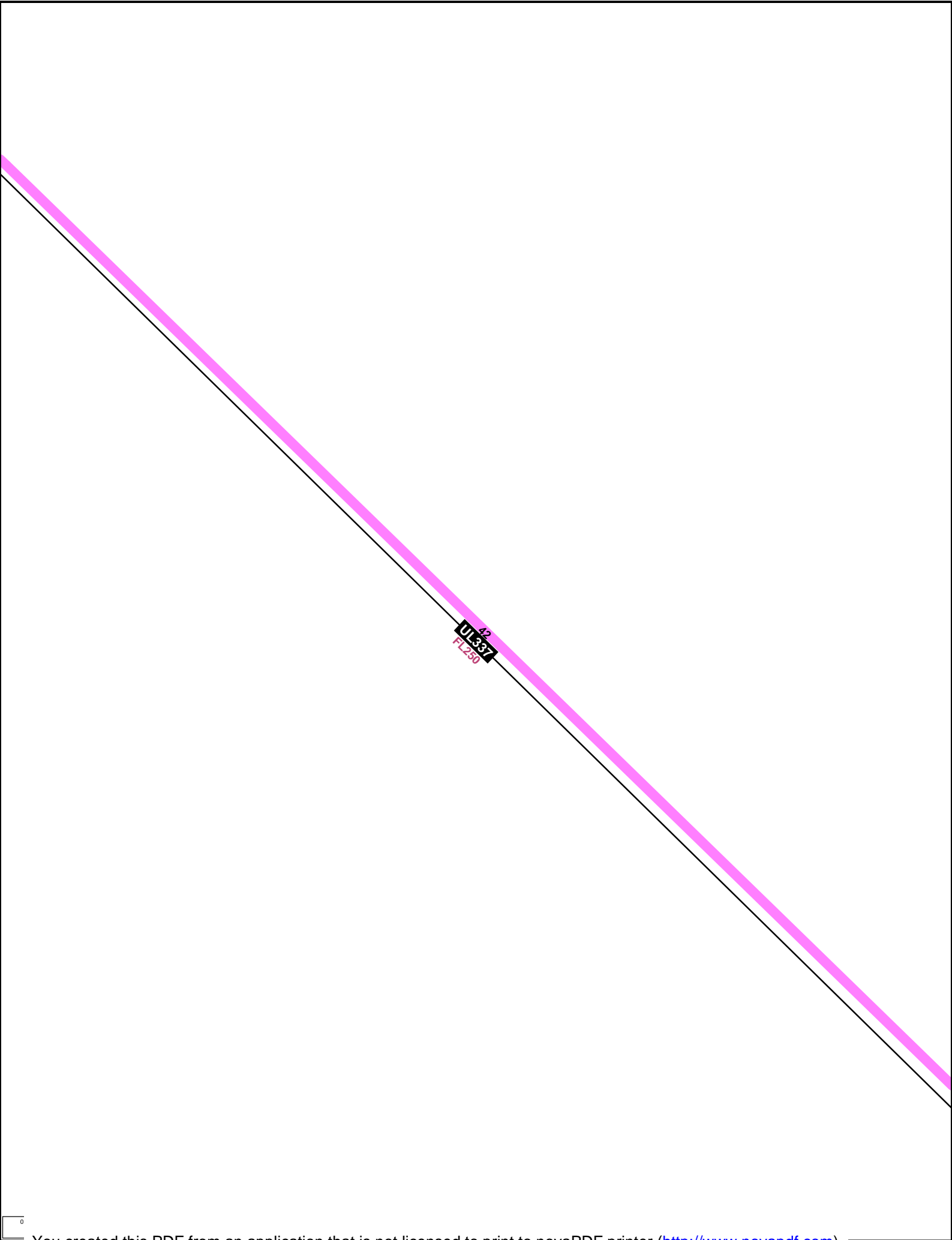
102
L337
FL290

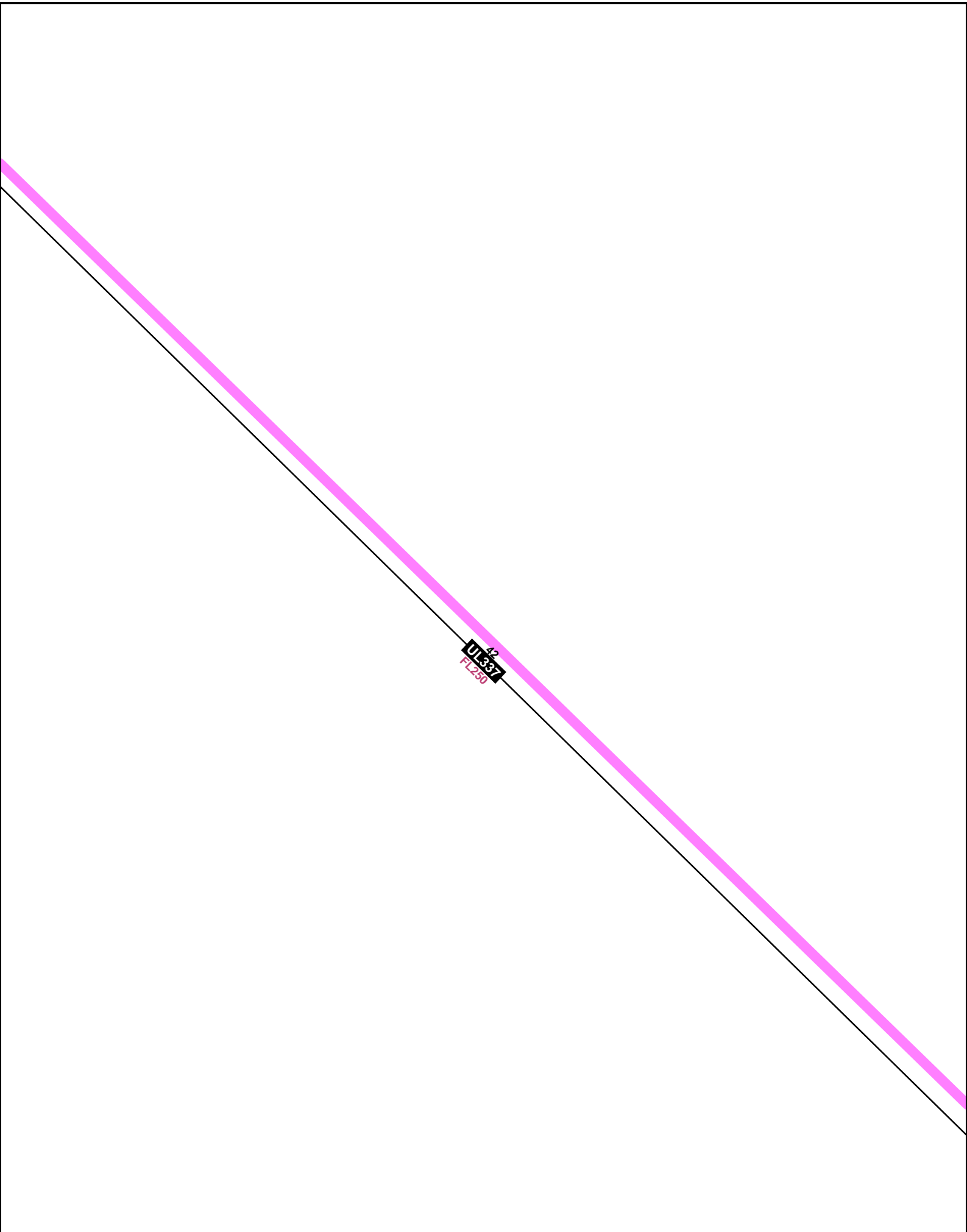


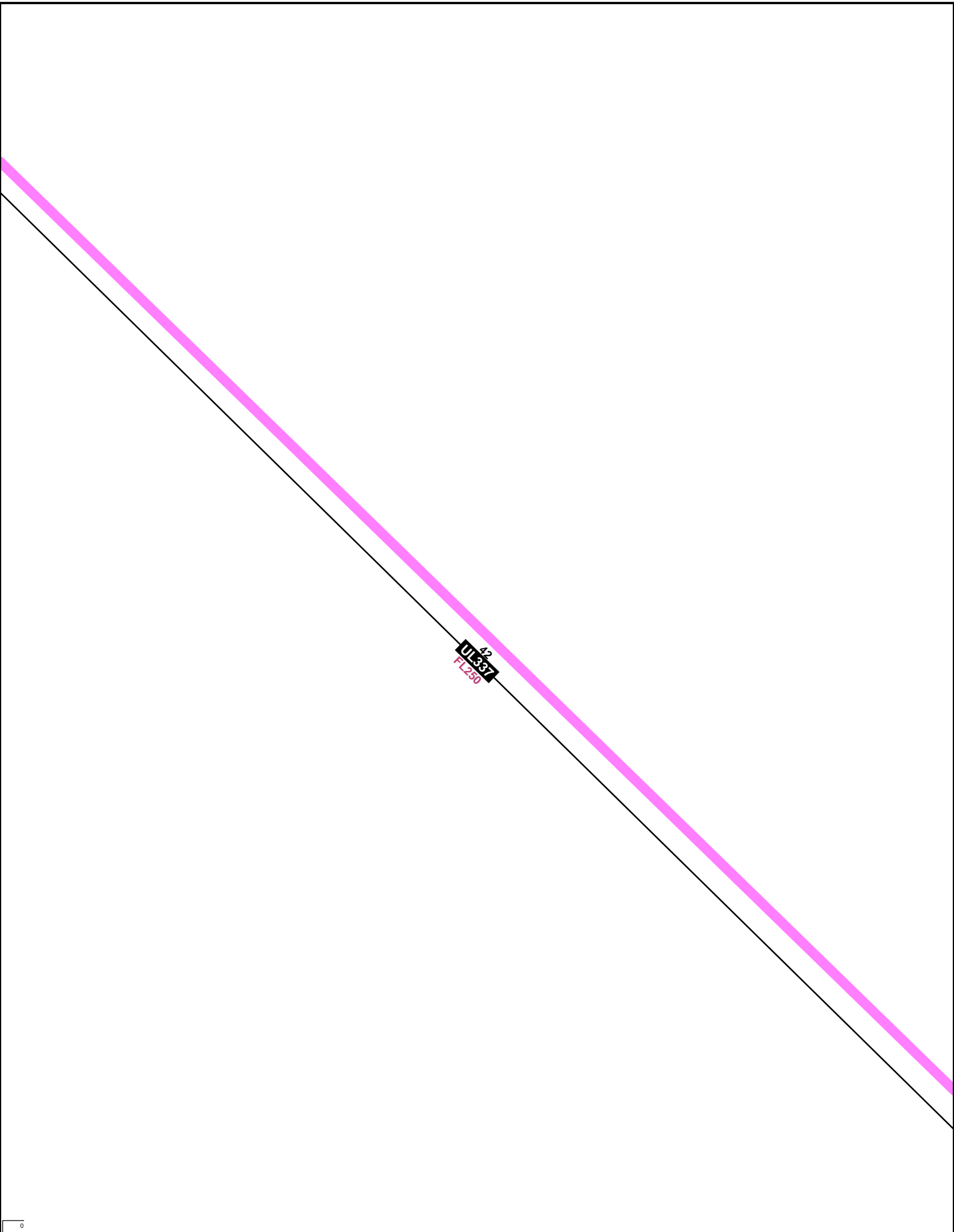


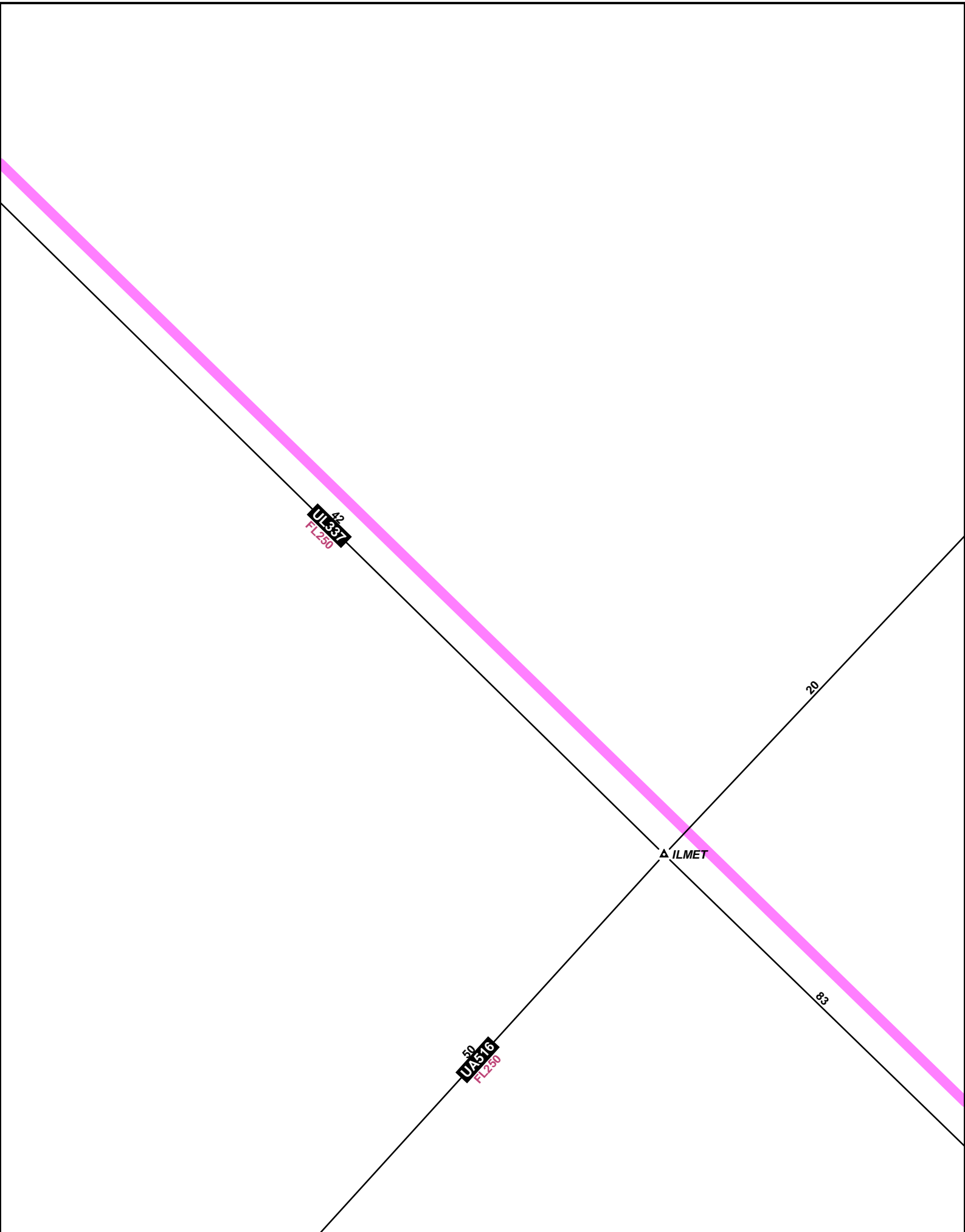


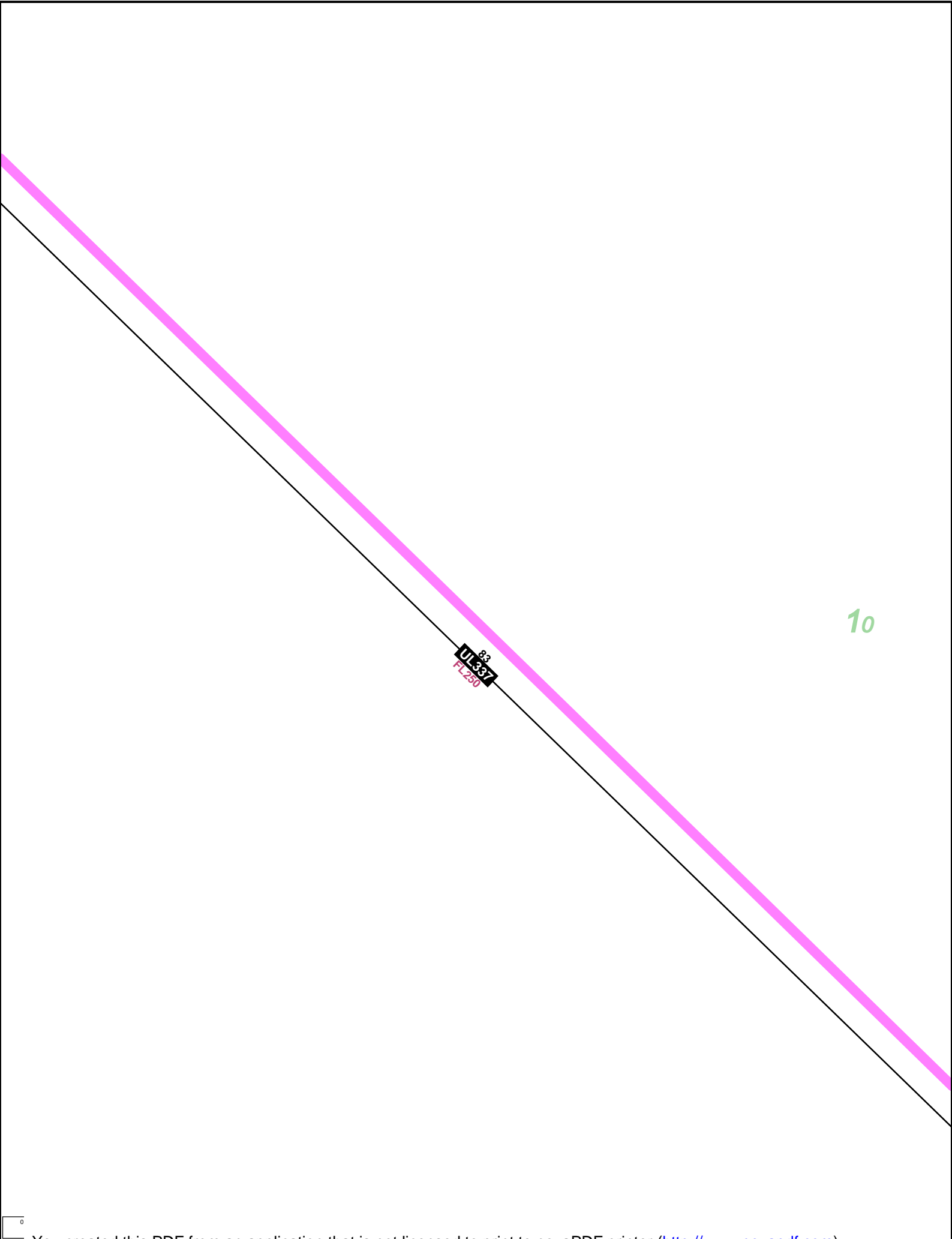


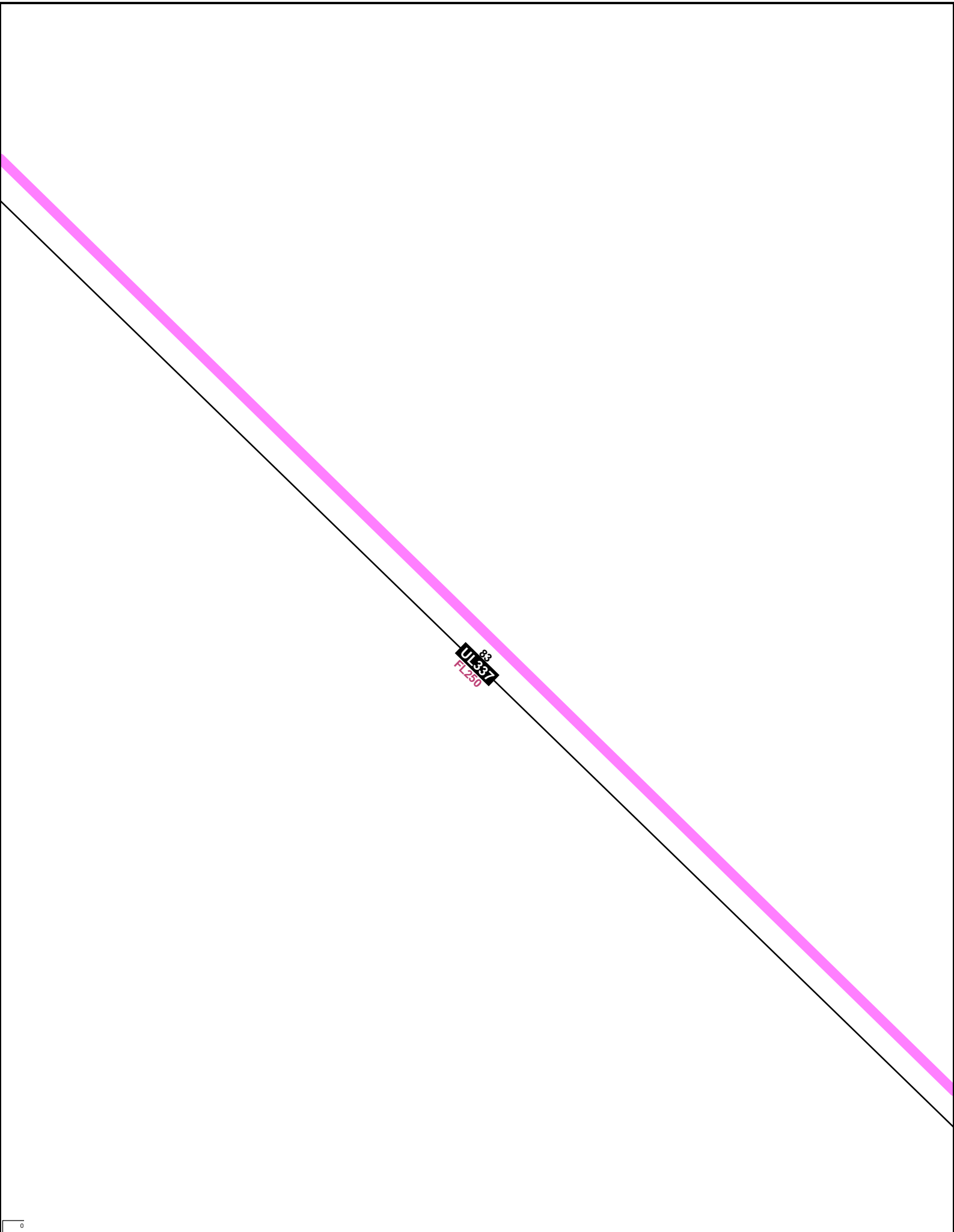


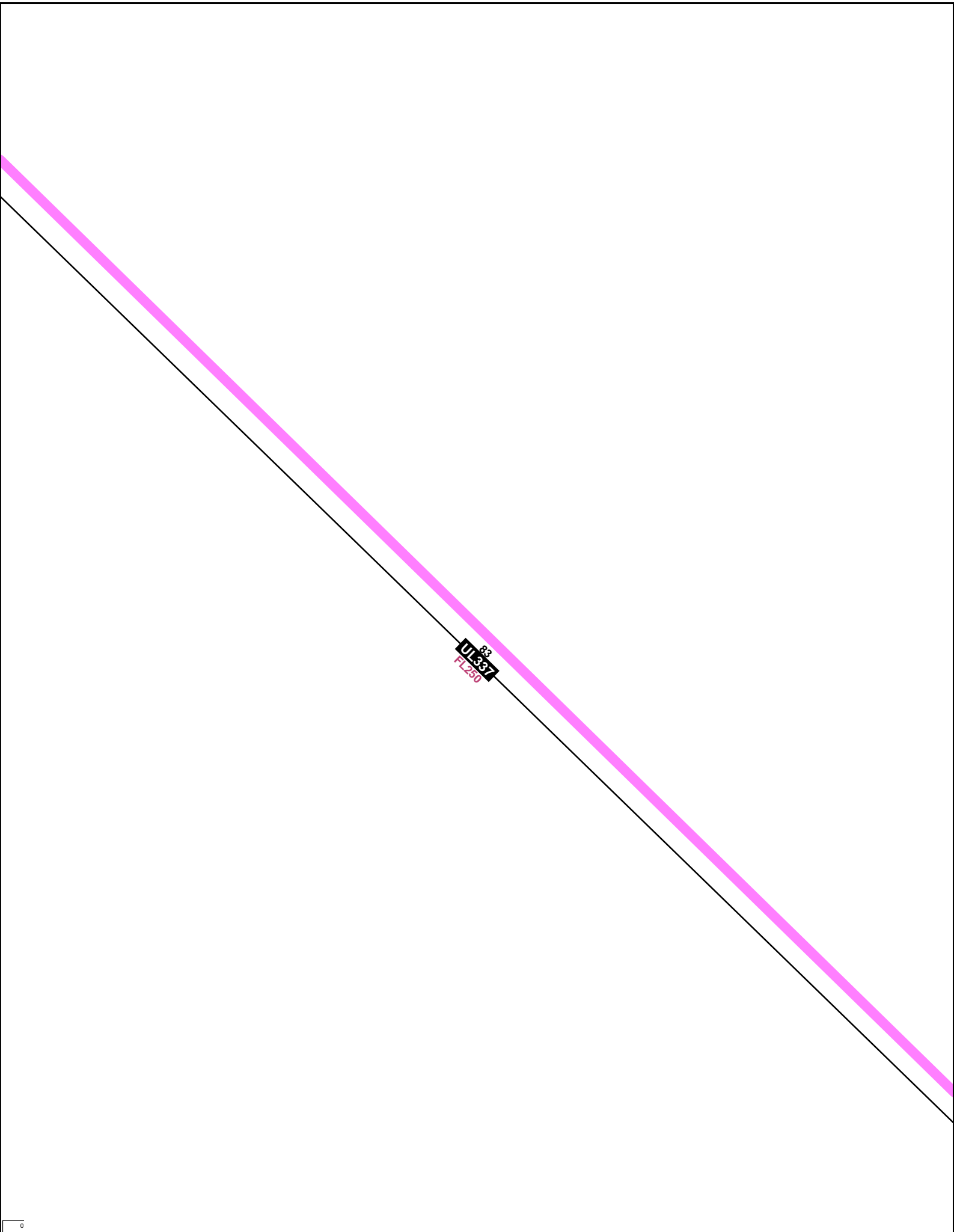


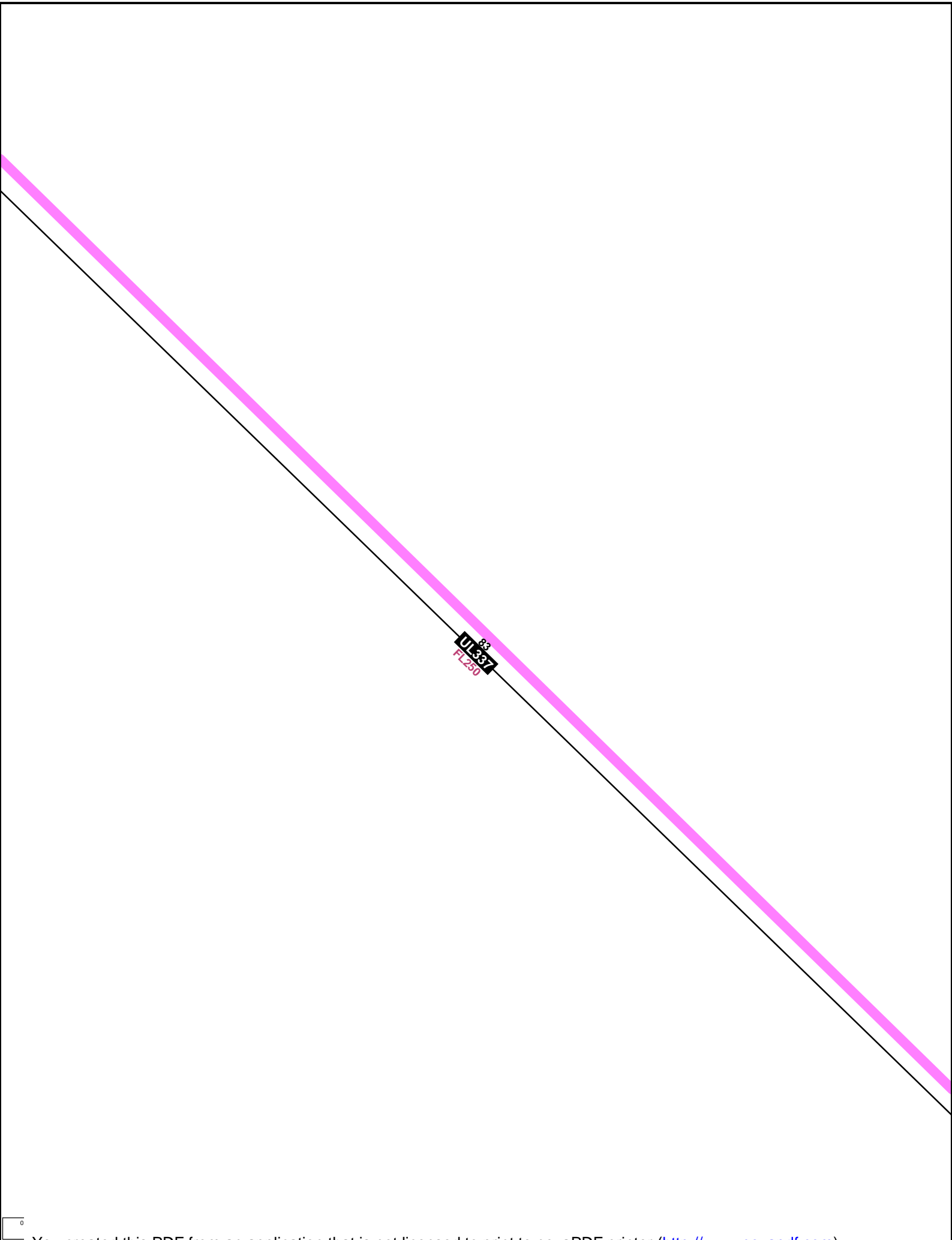


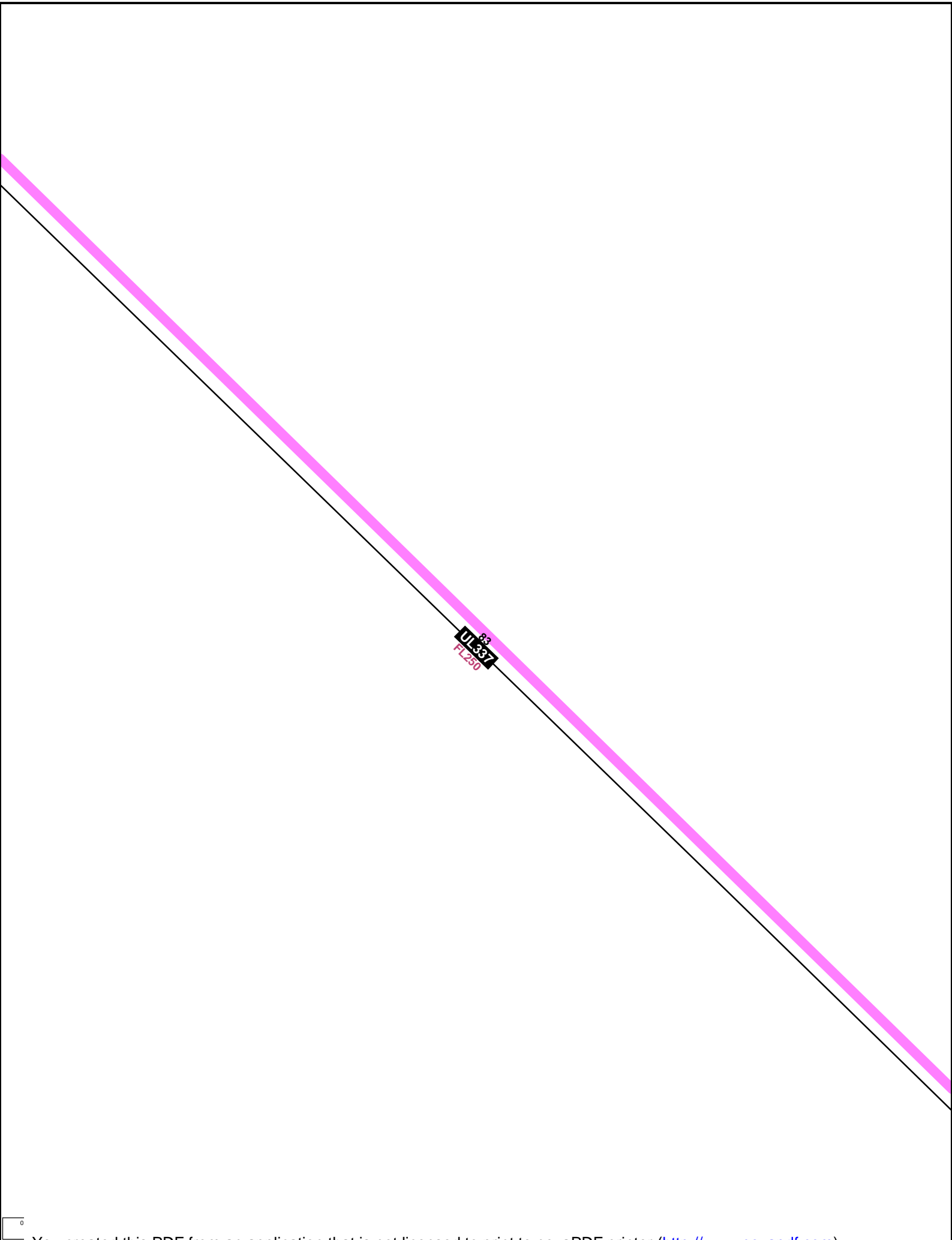


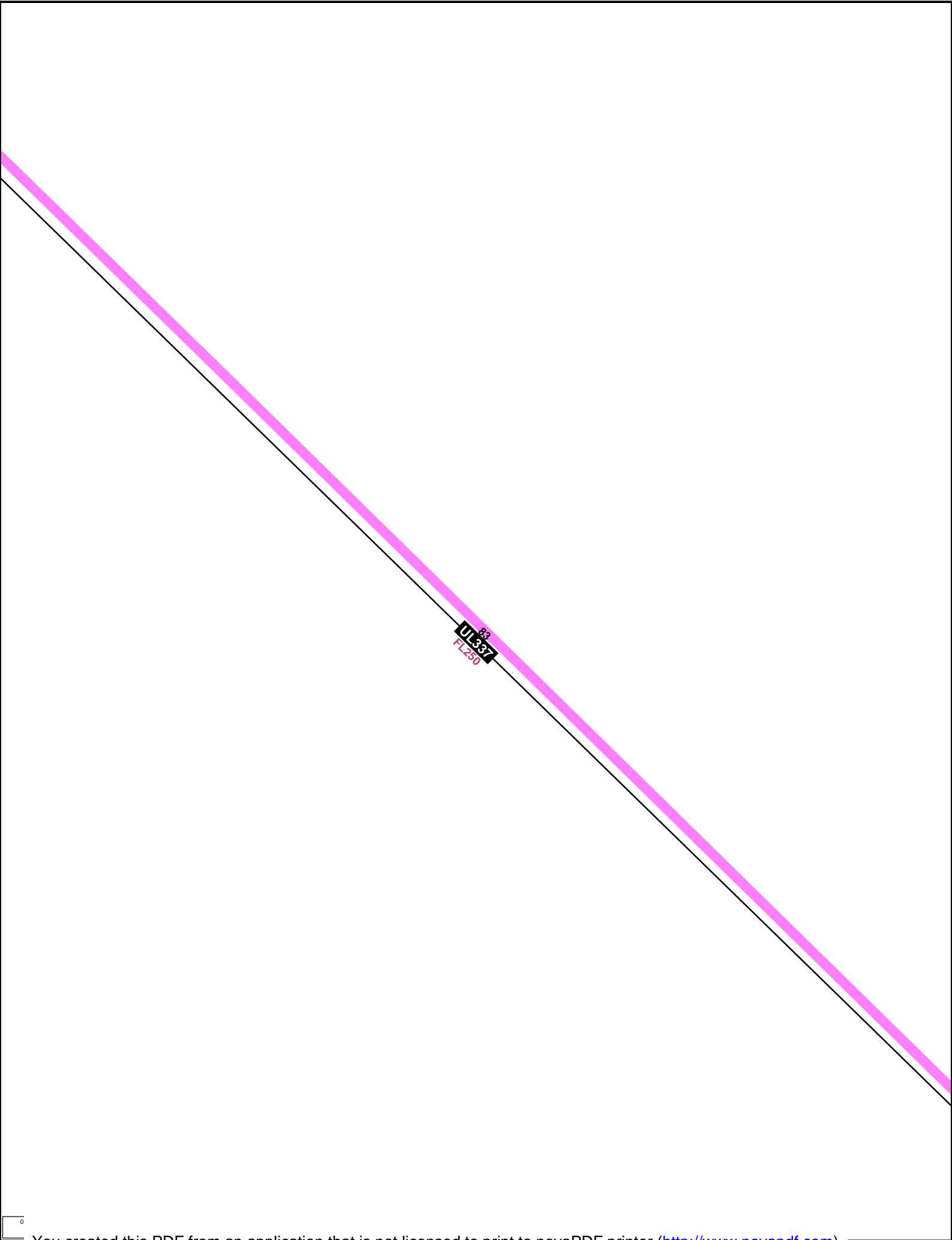


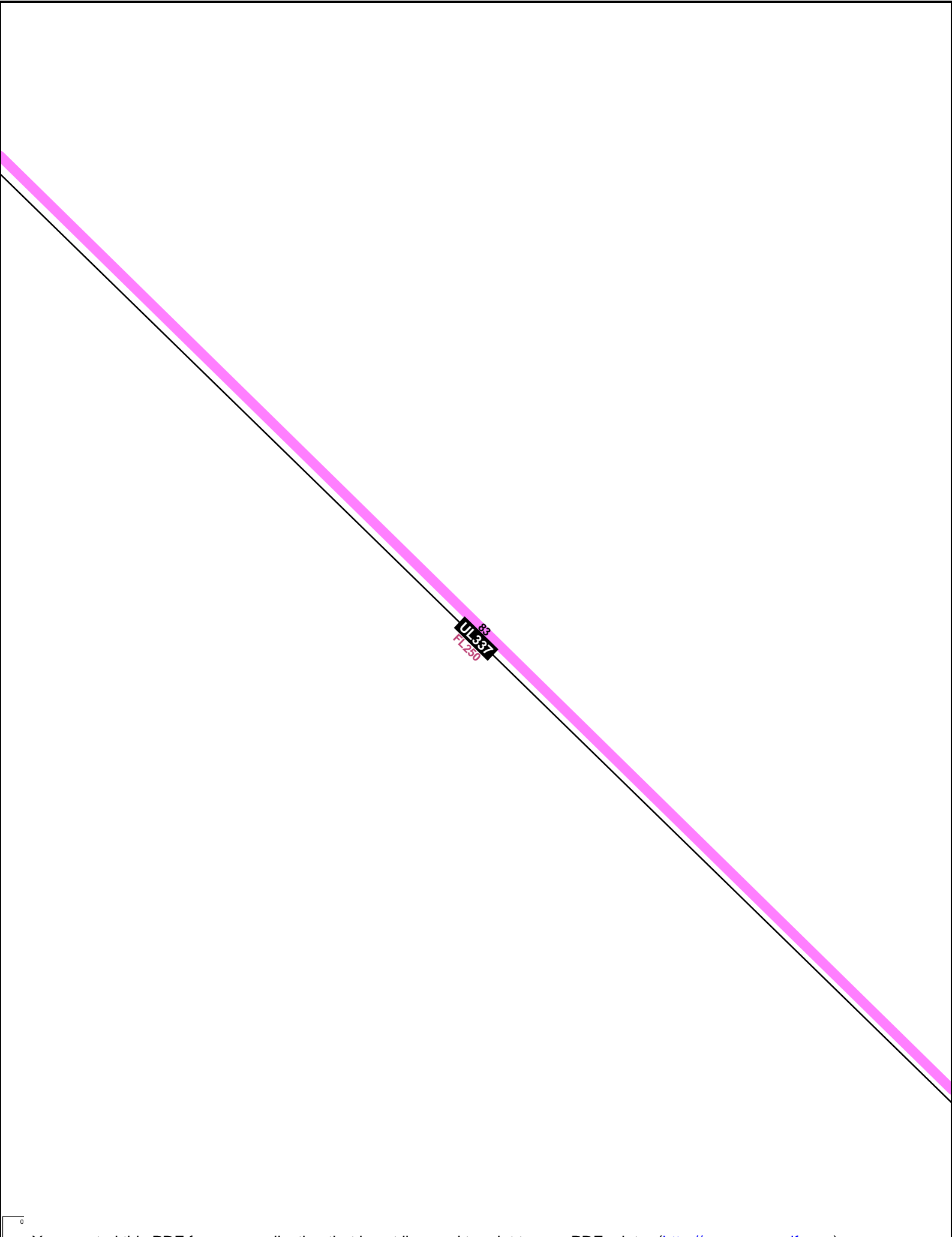


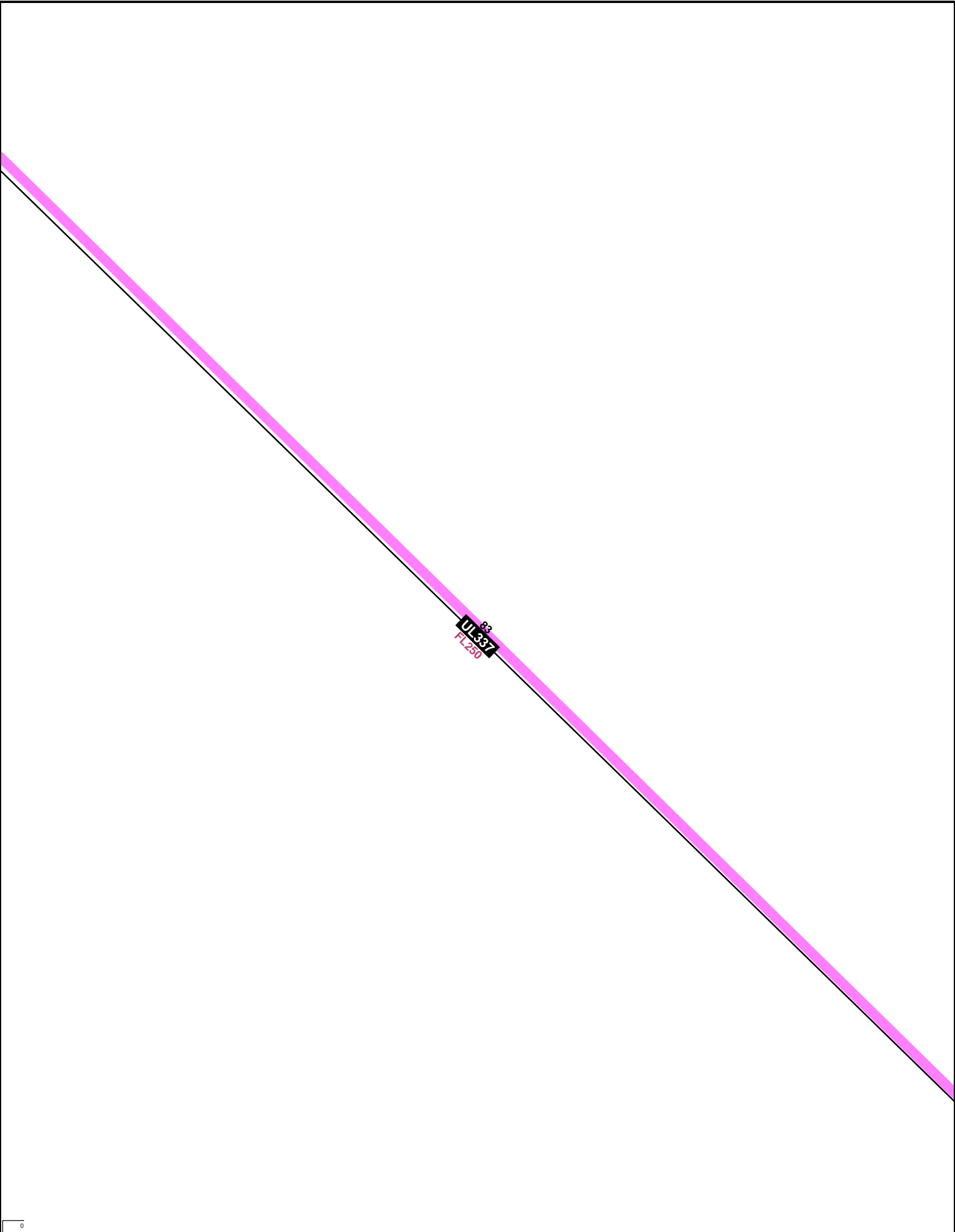


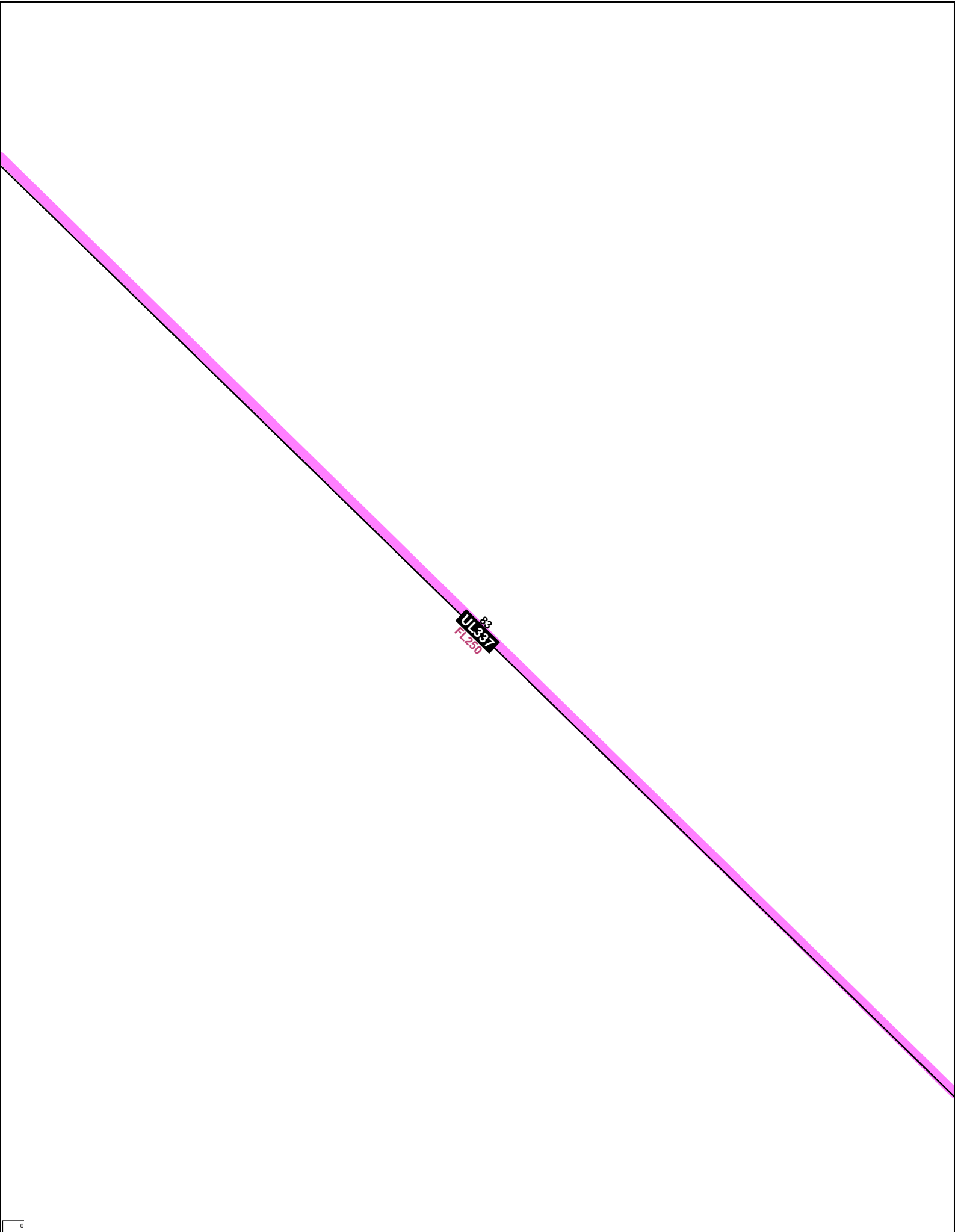


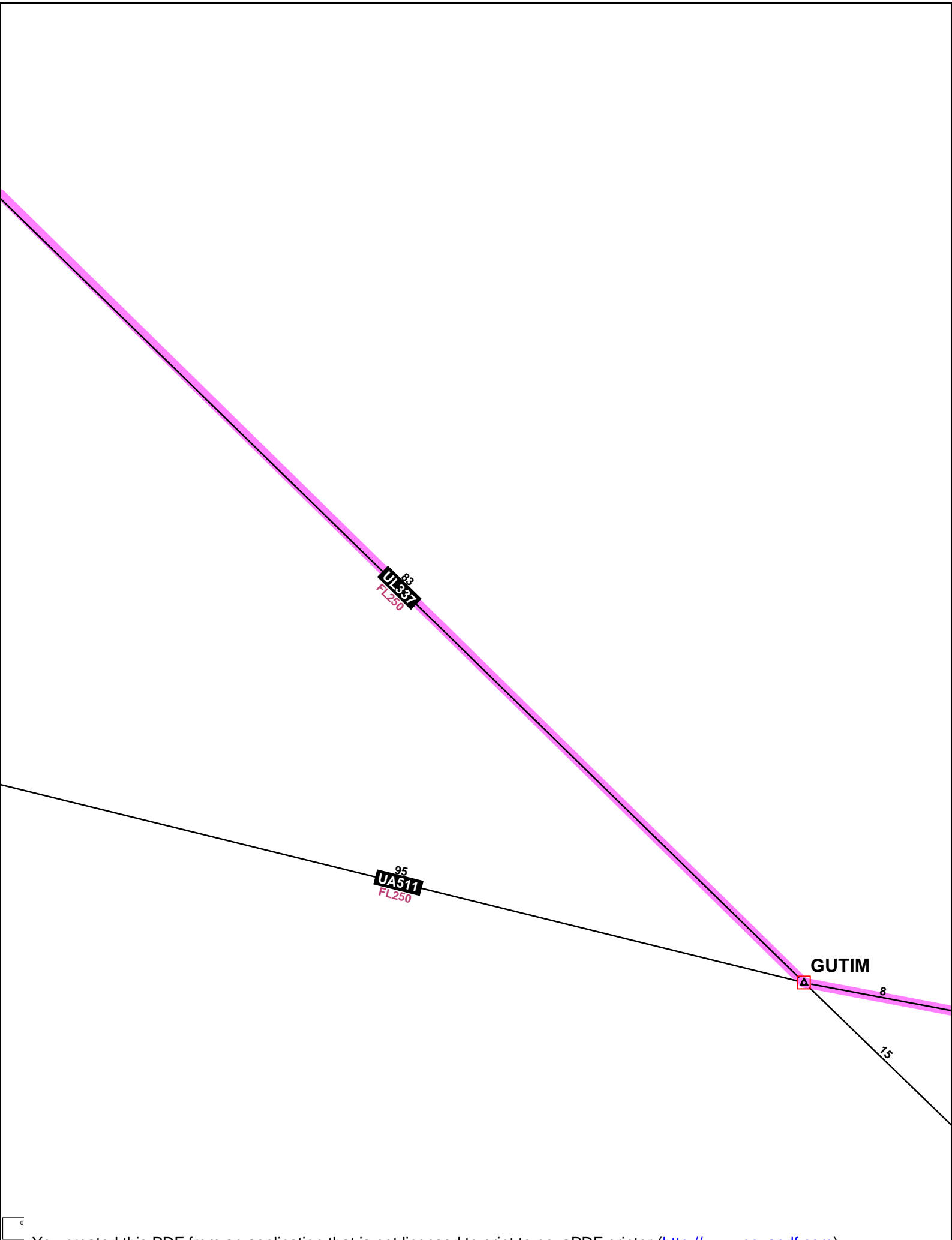


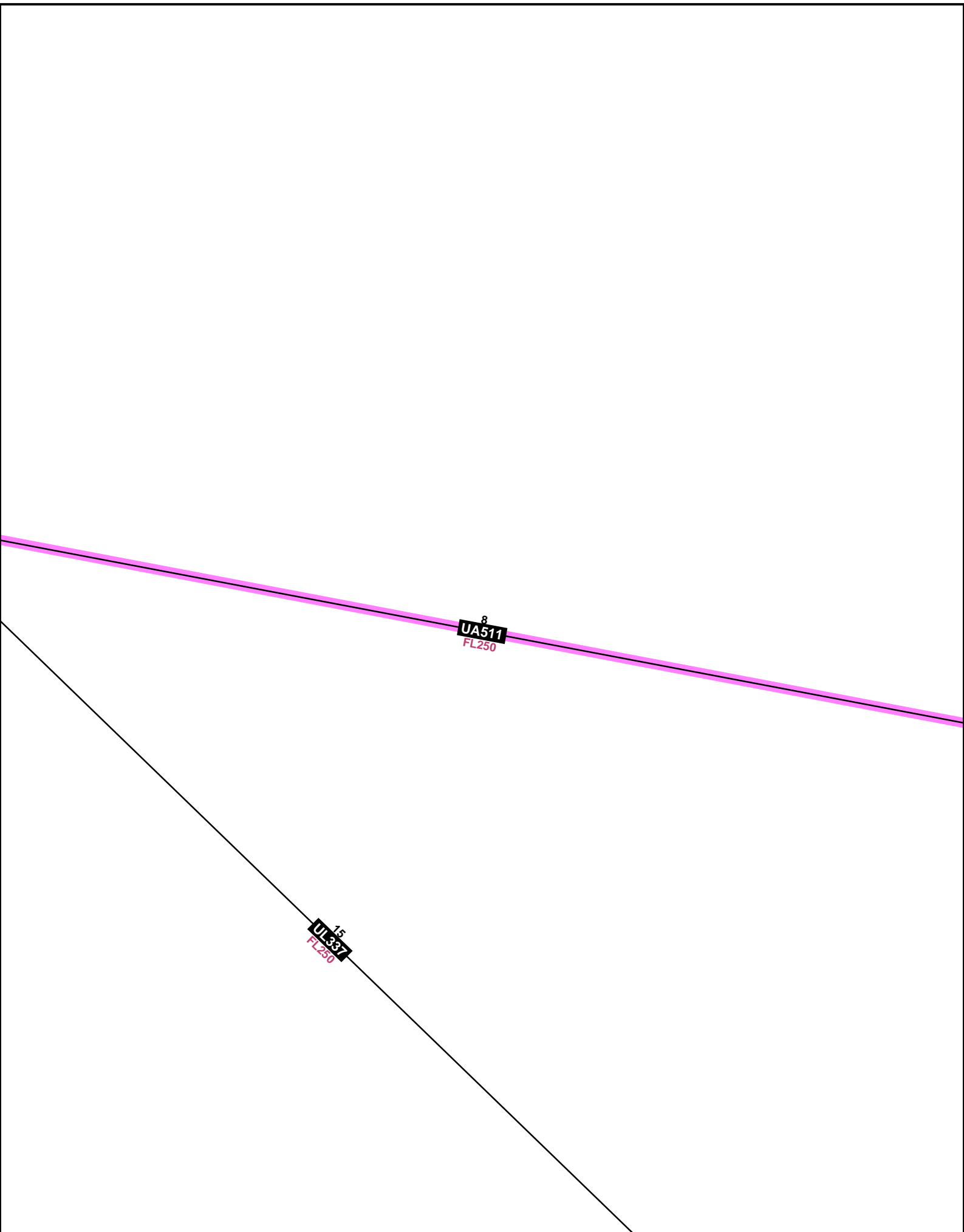


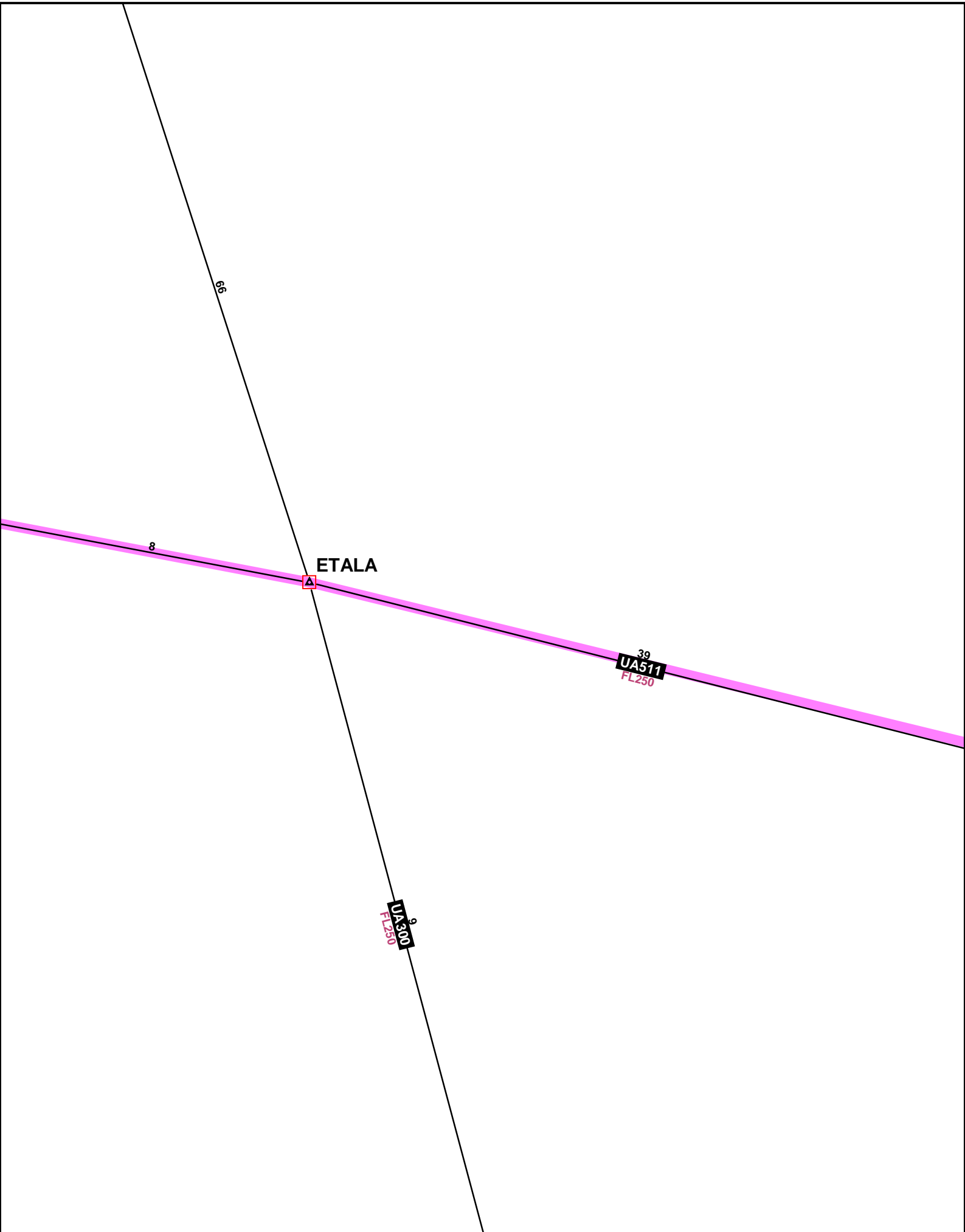


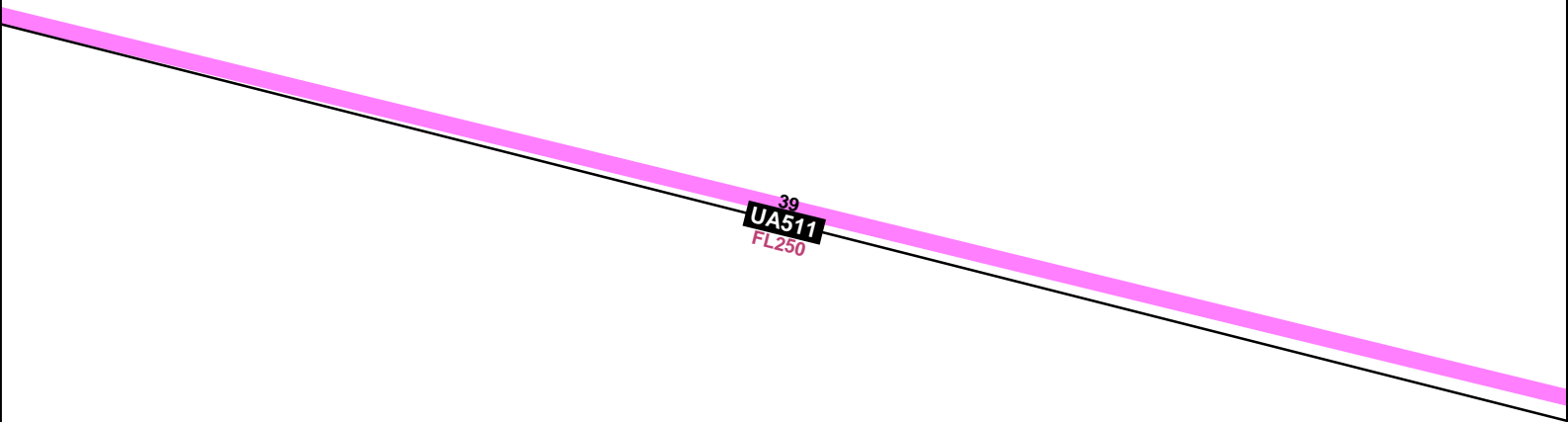


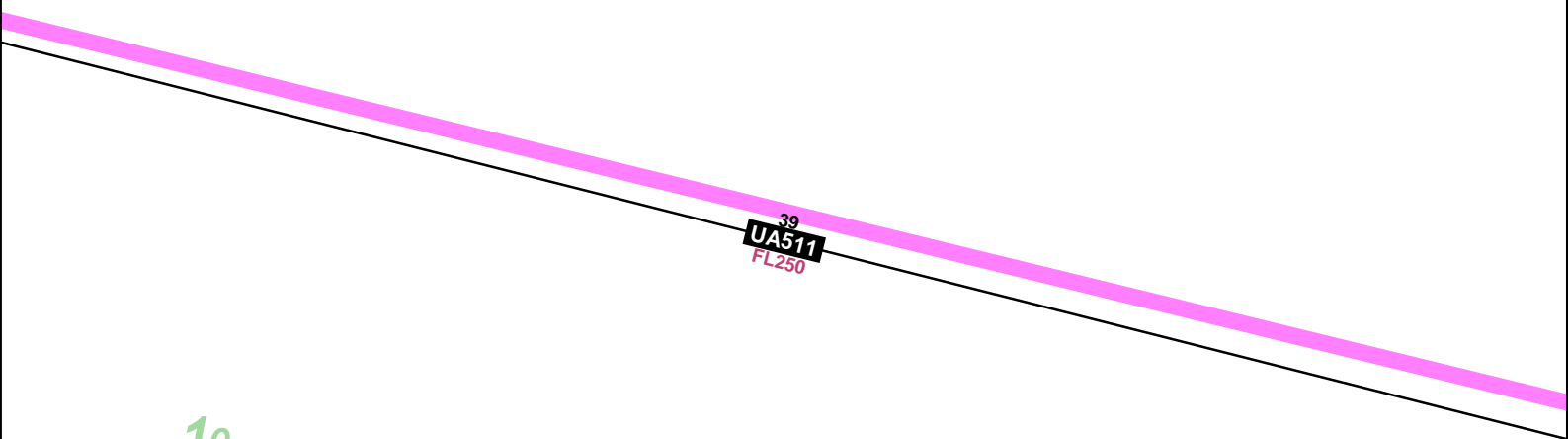




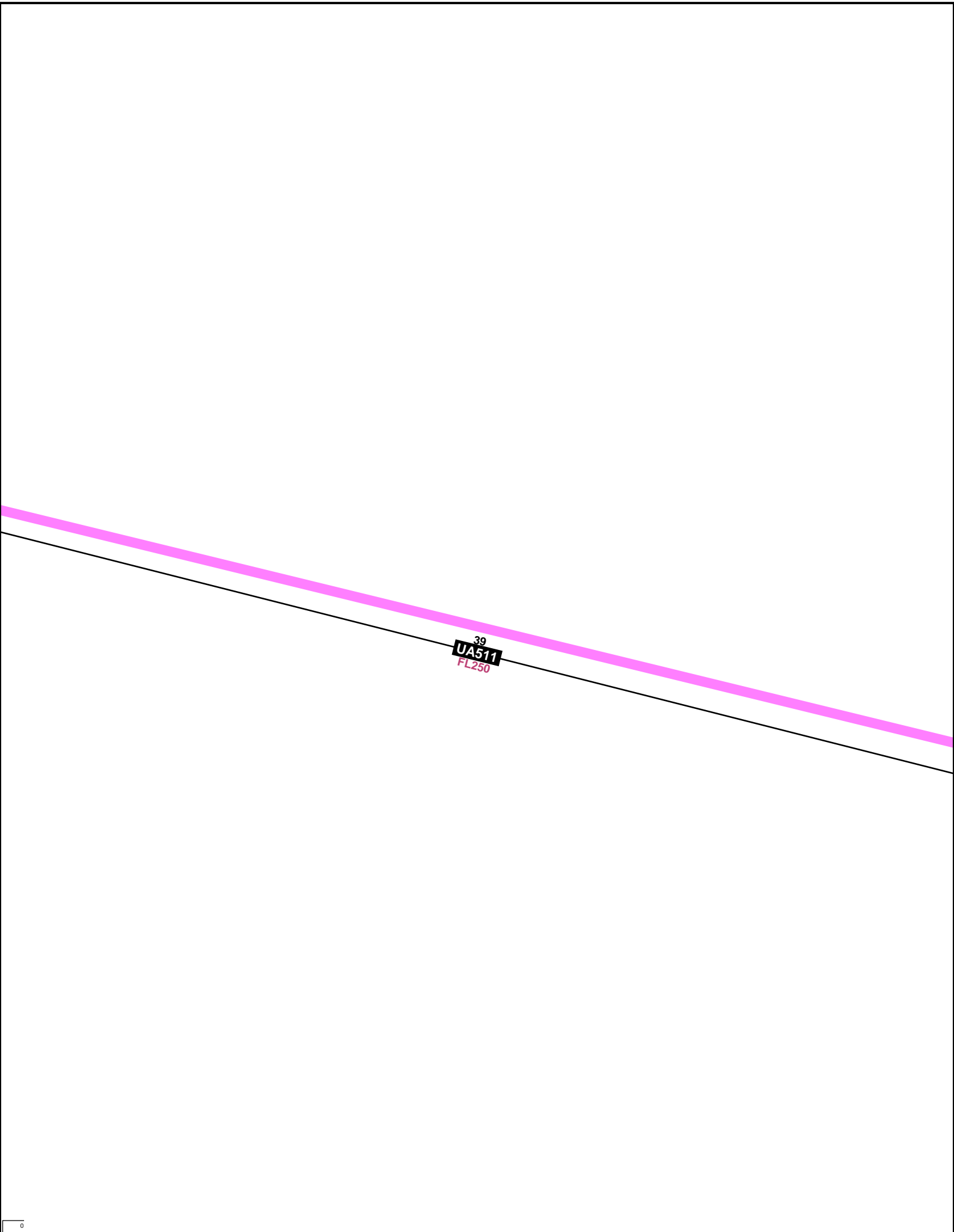


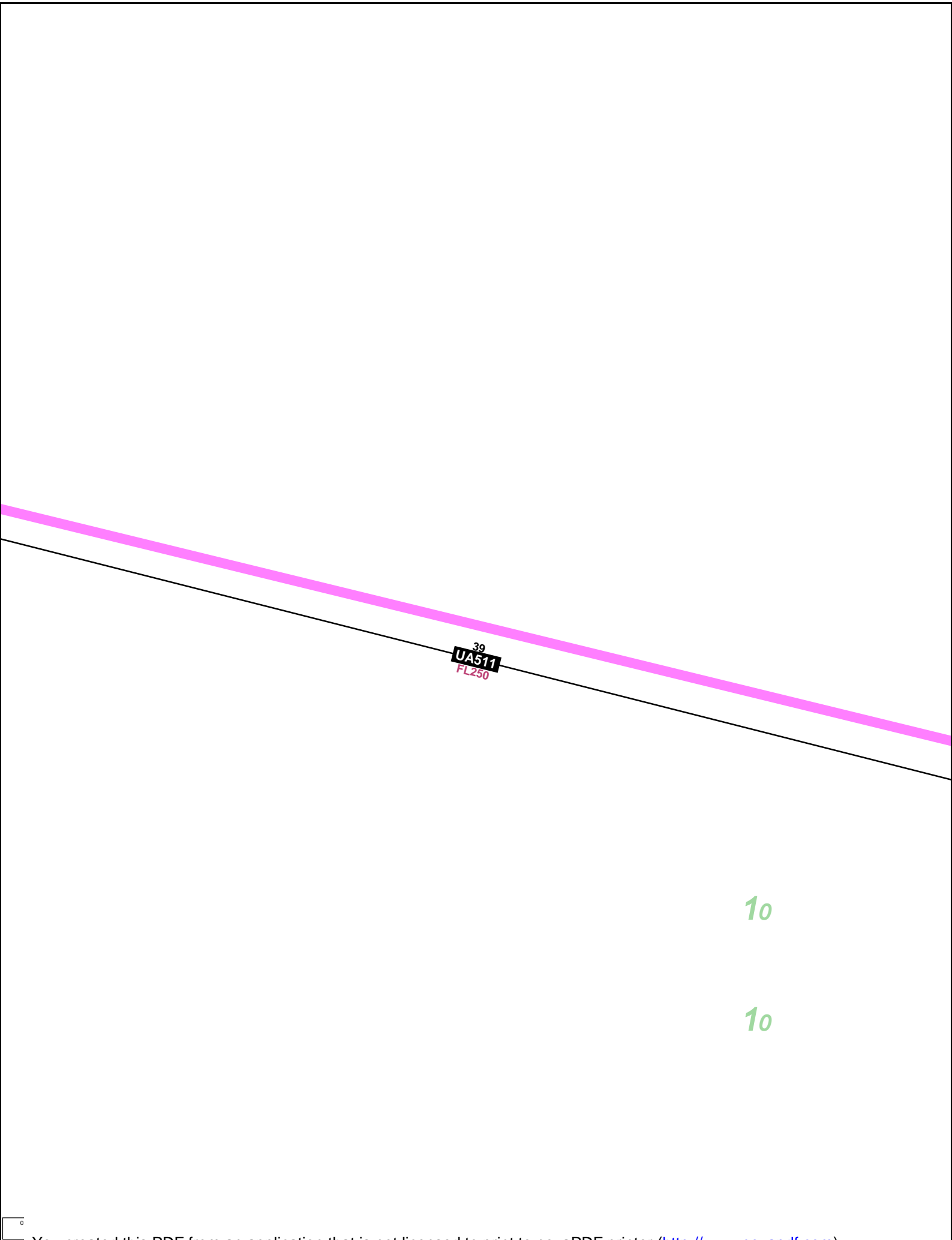


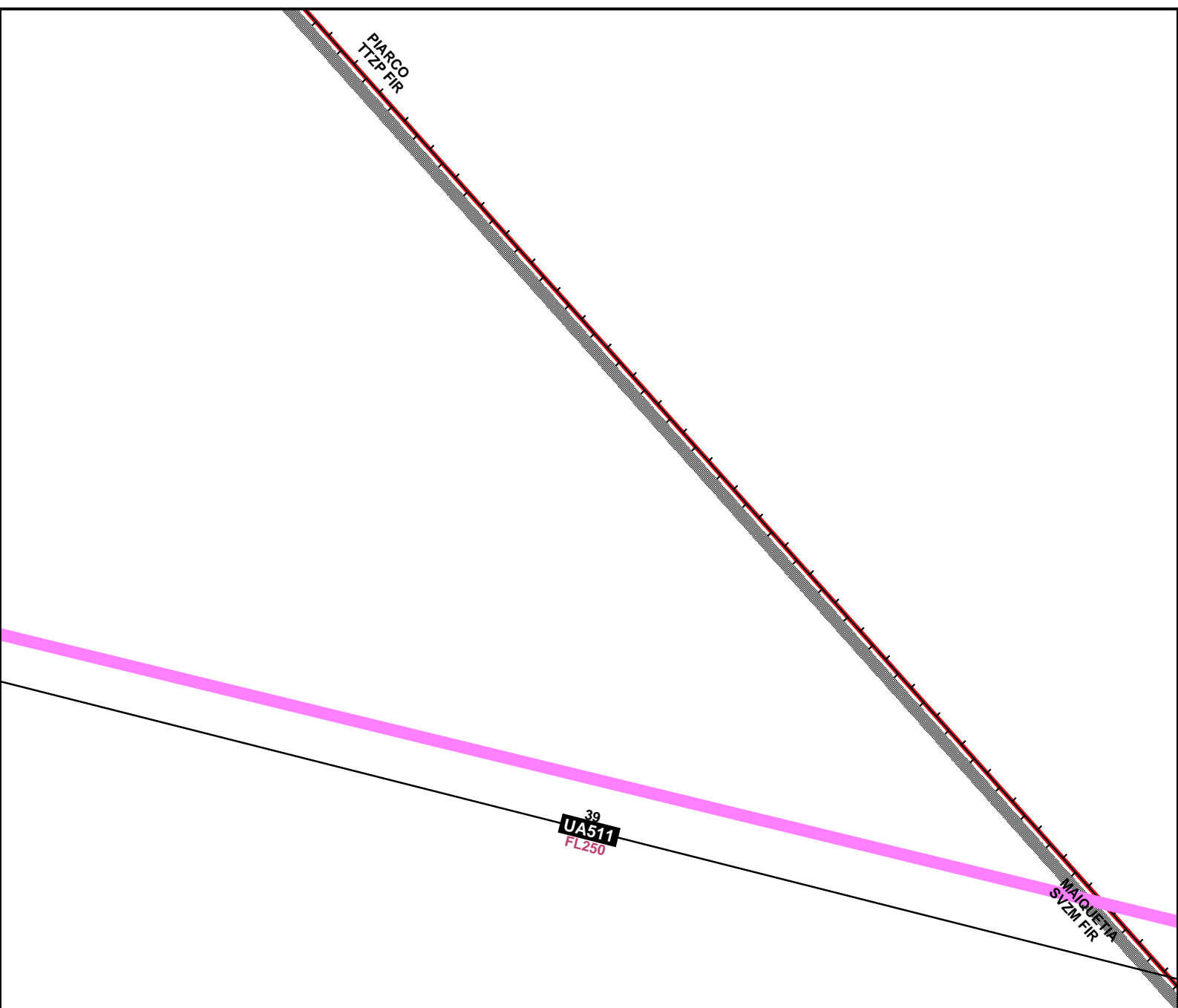


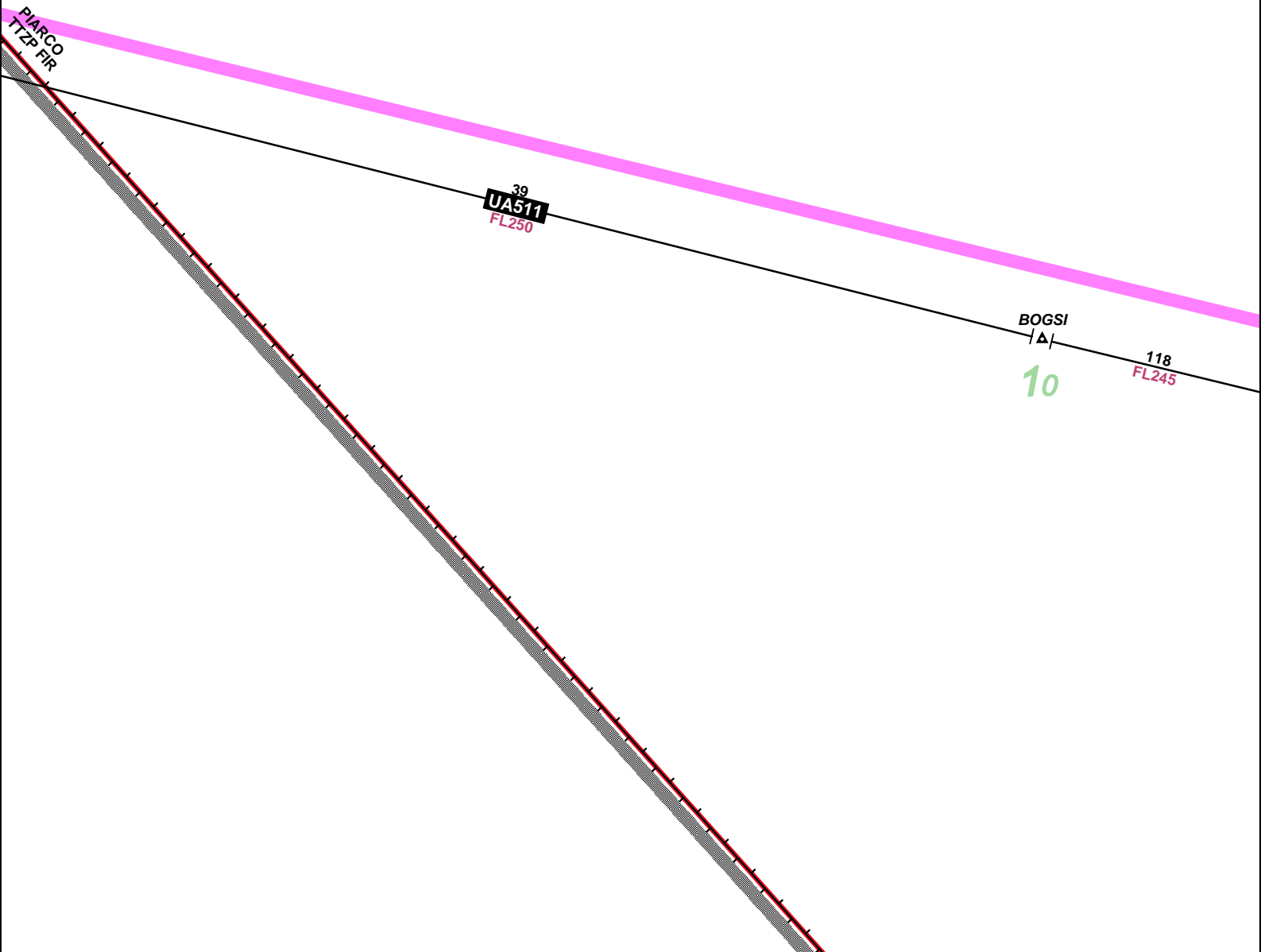


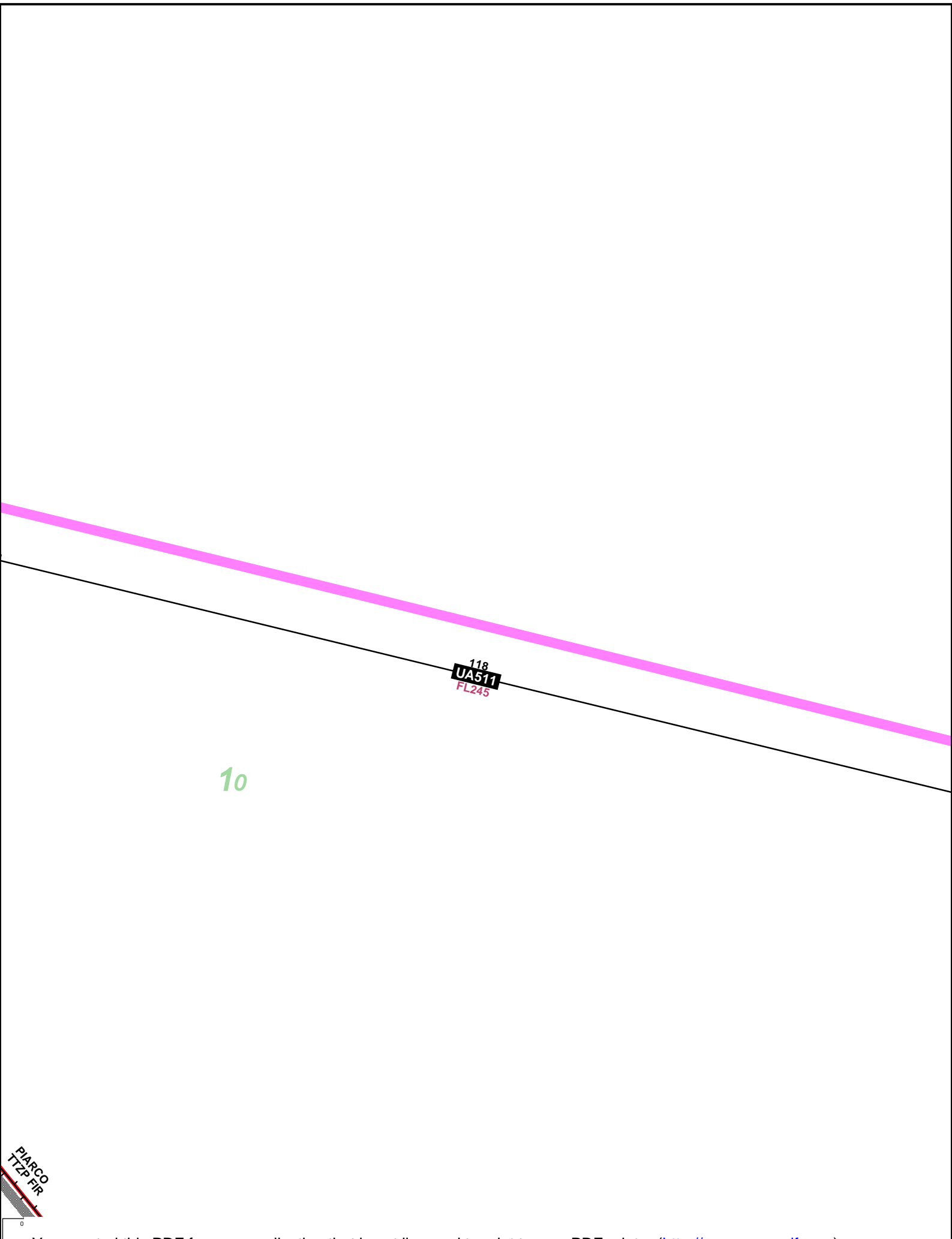
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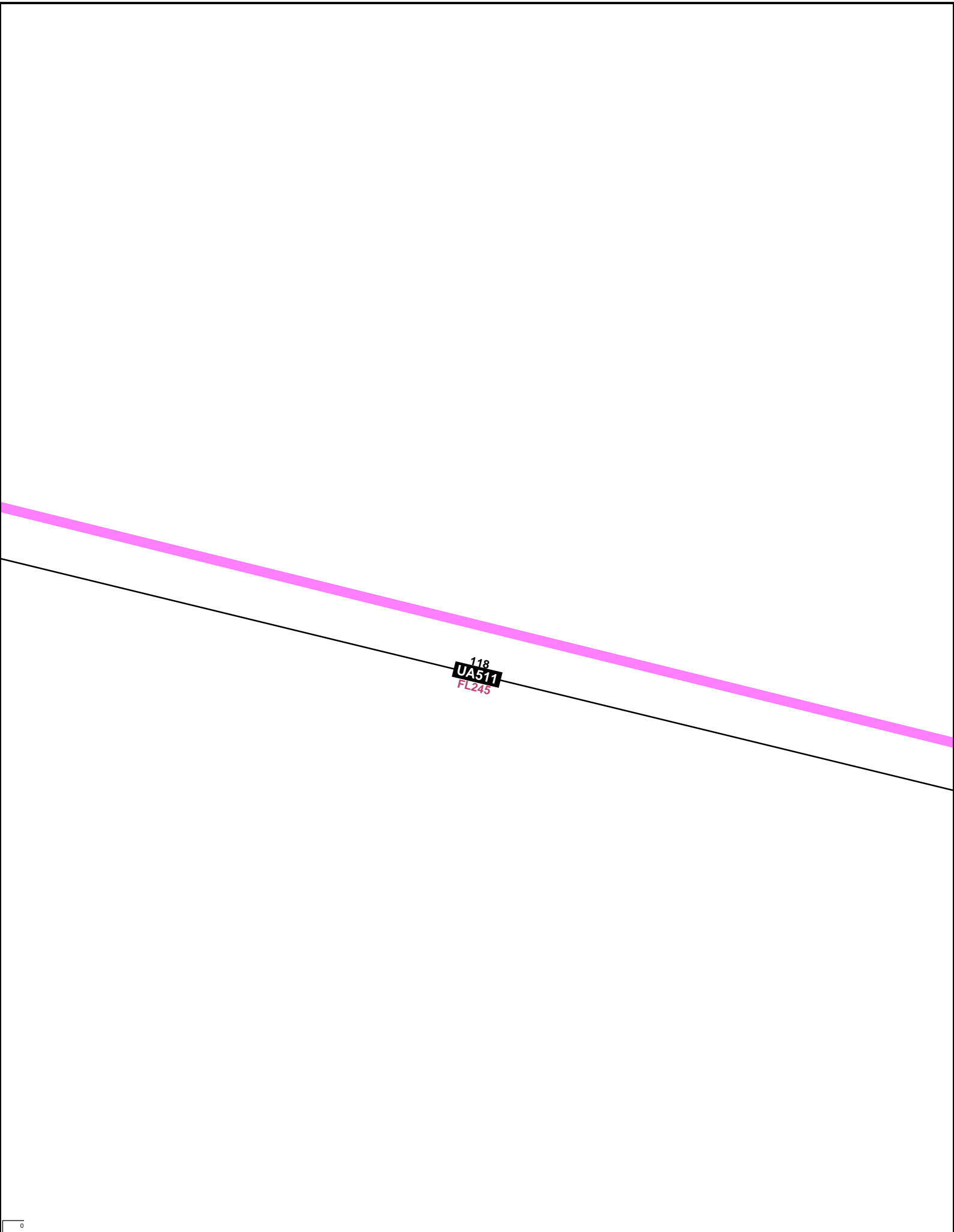


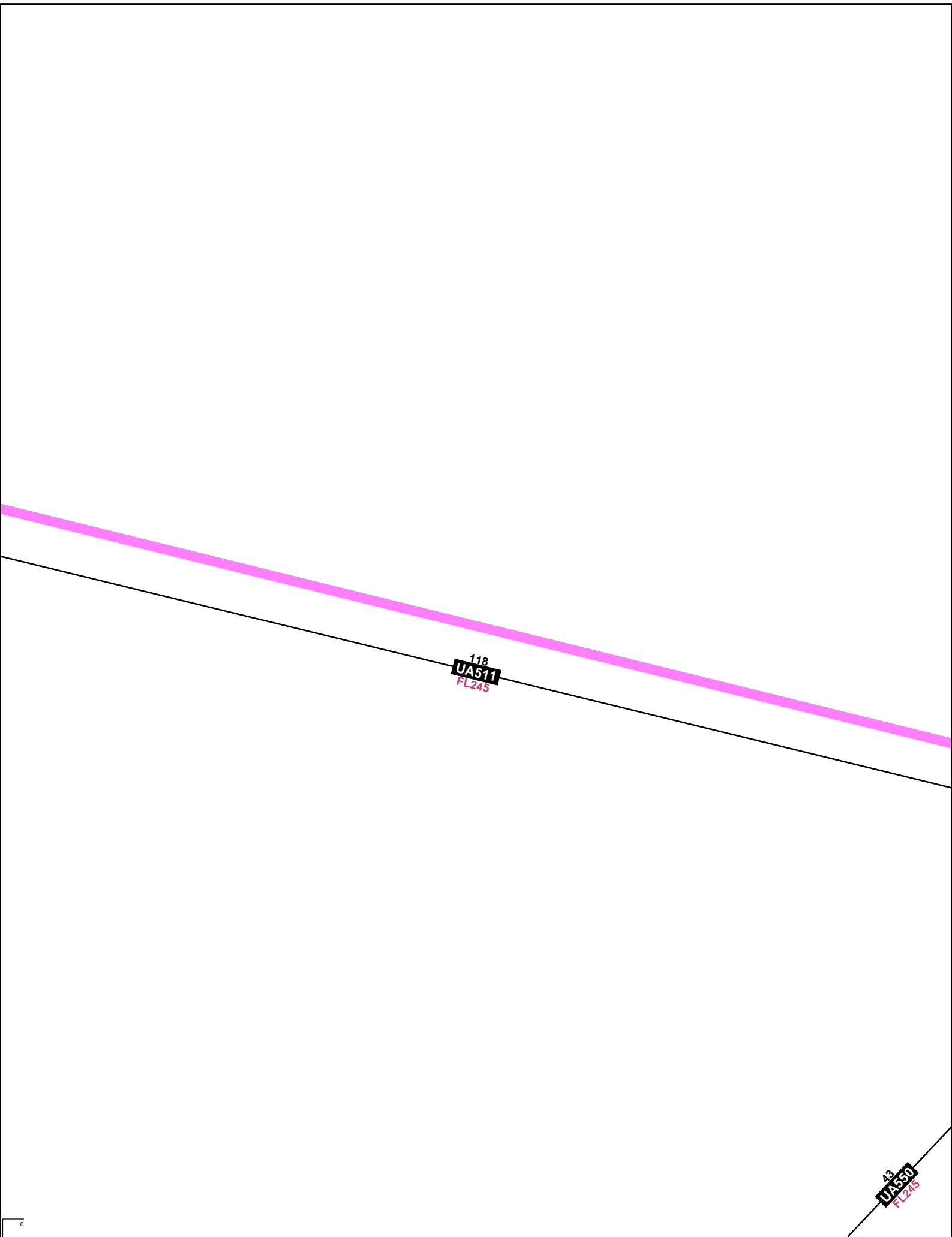


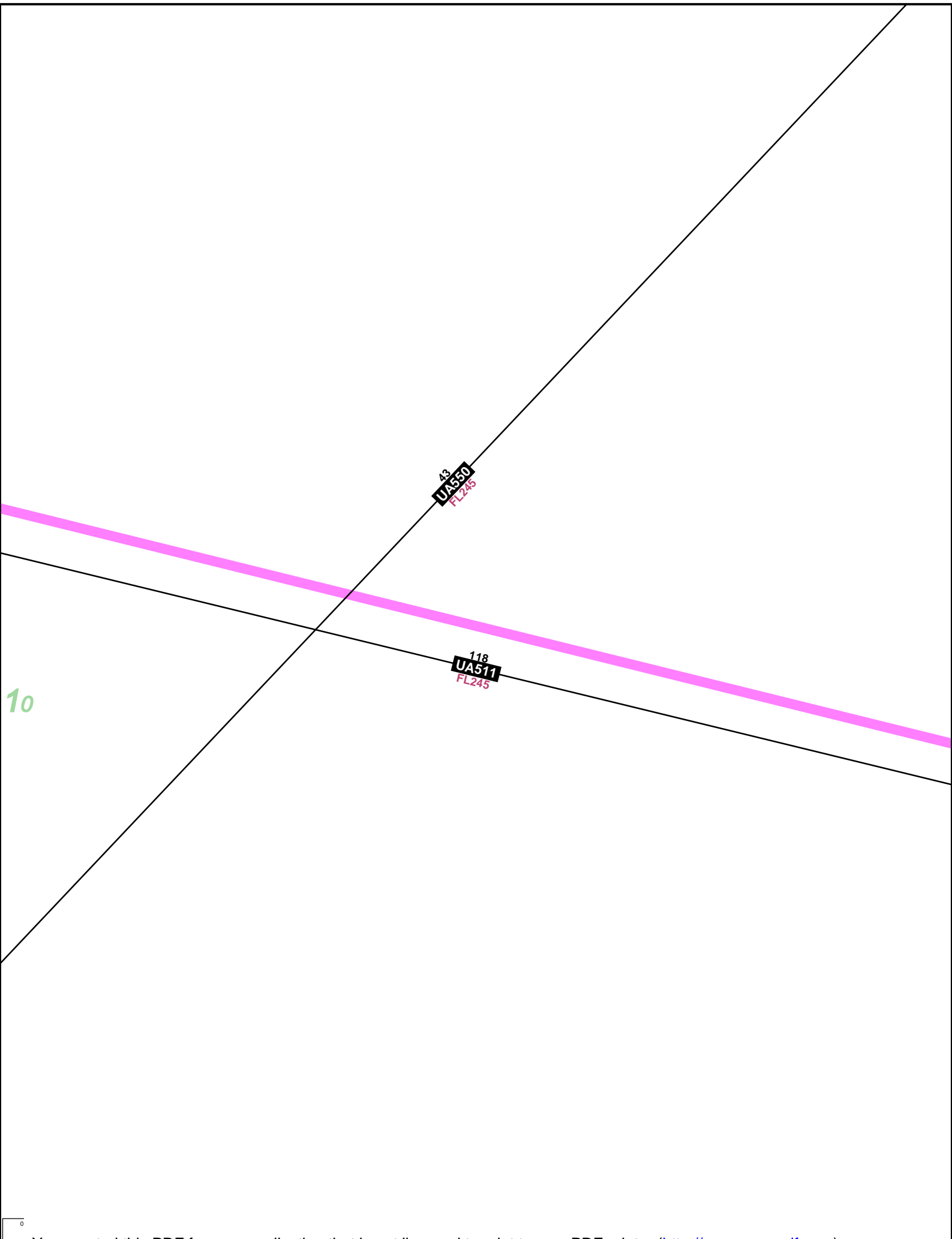


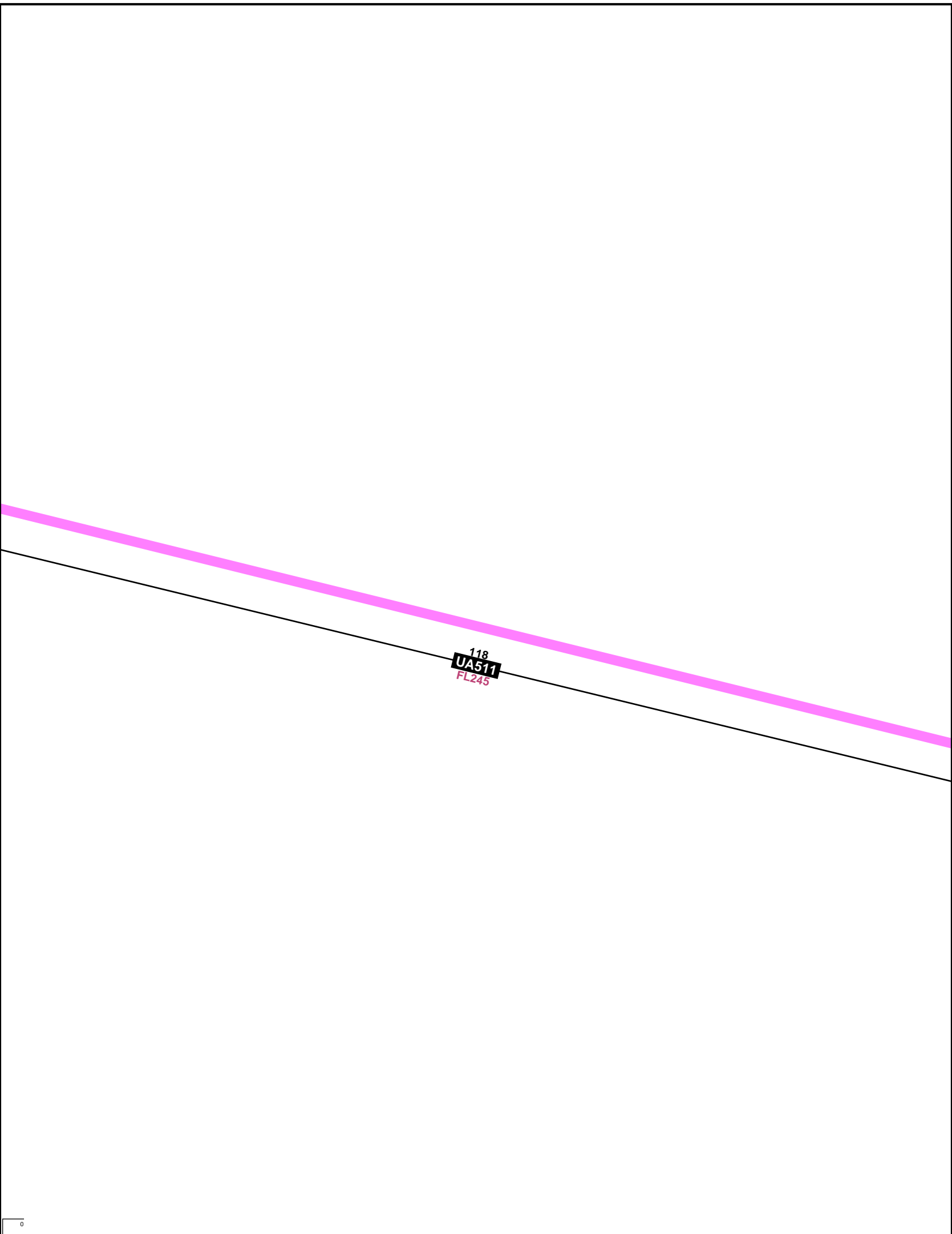


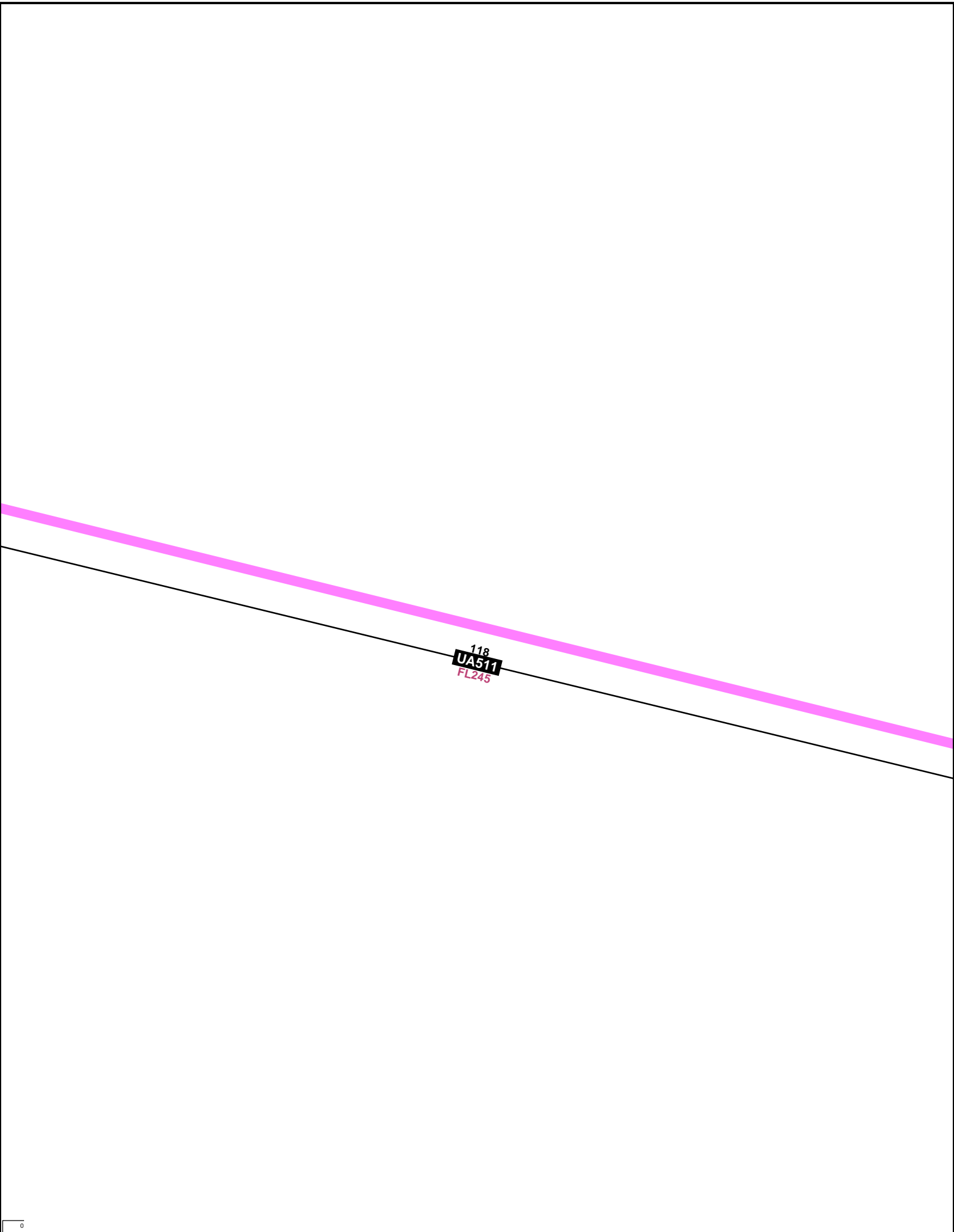


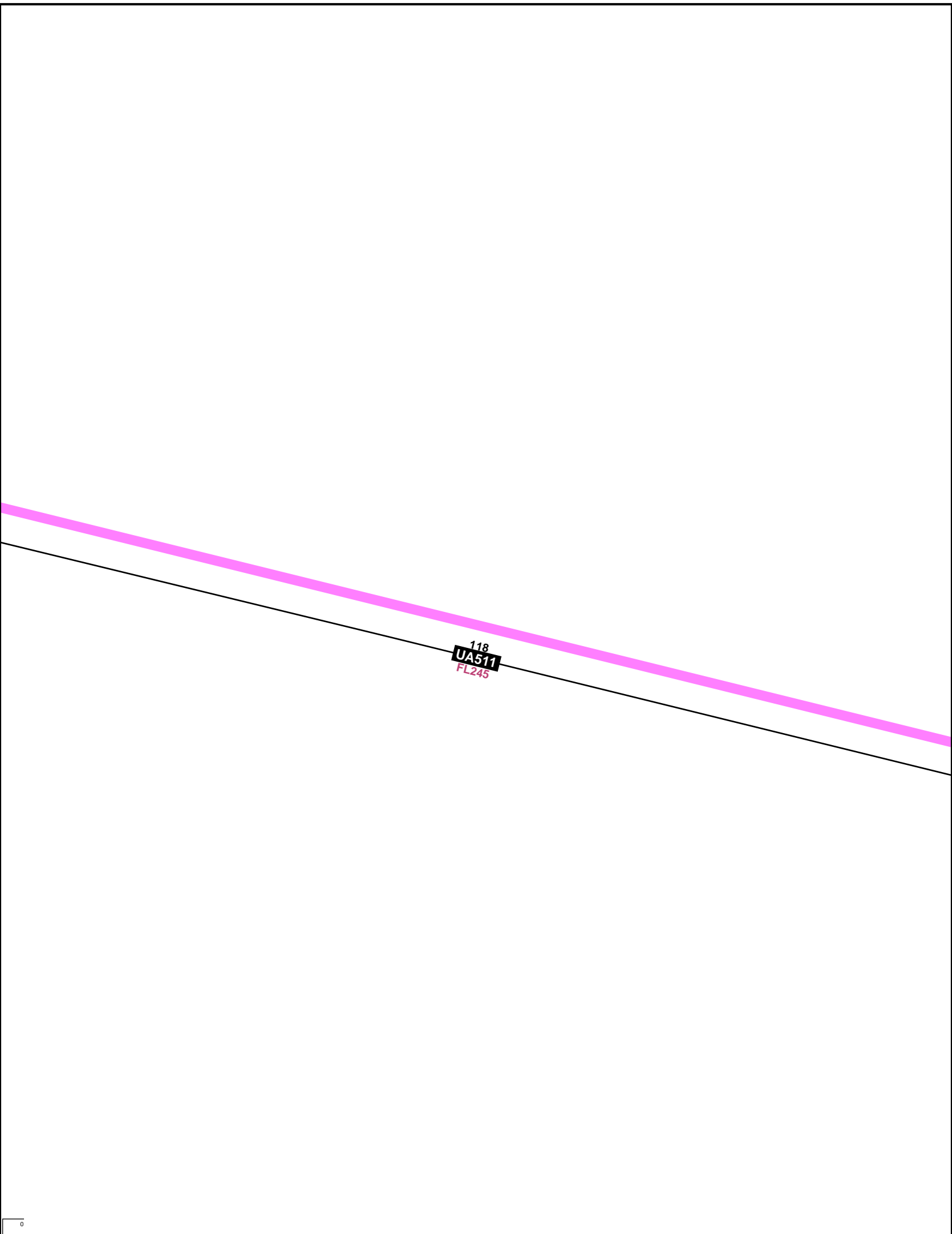


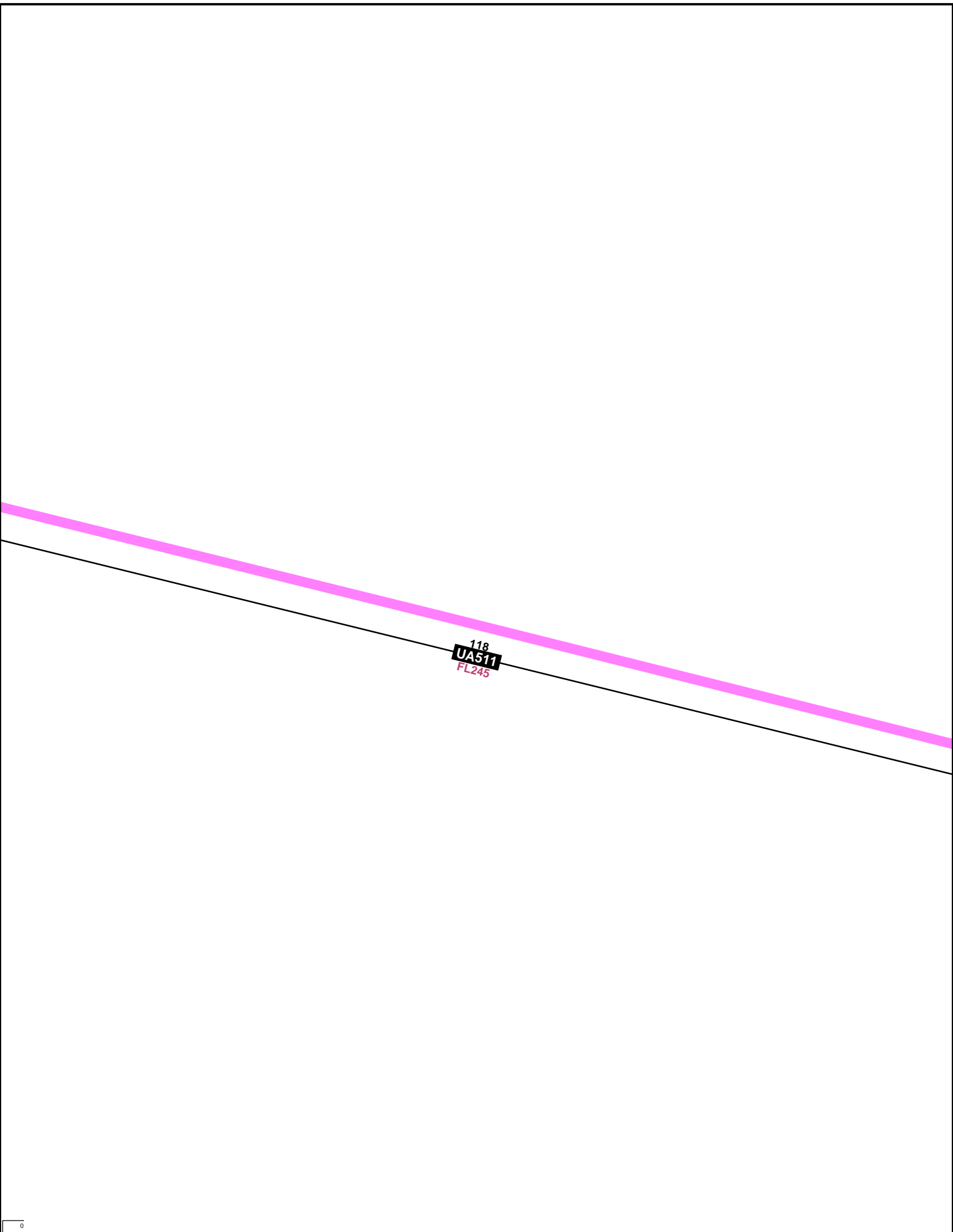


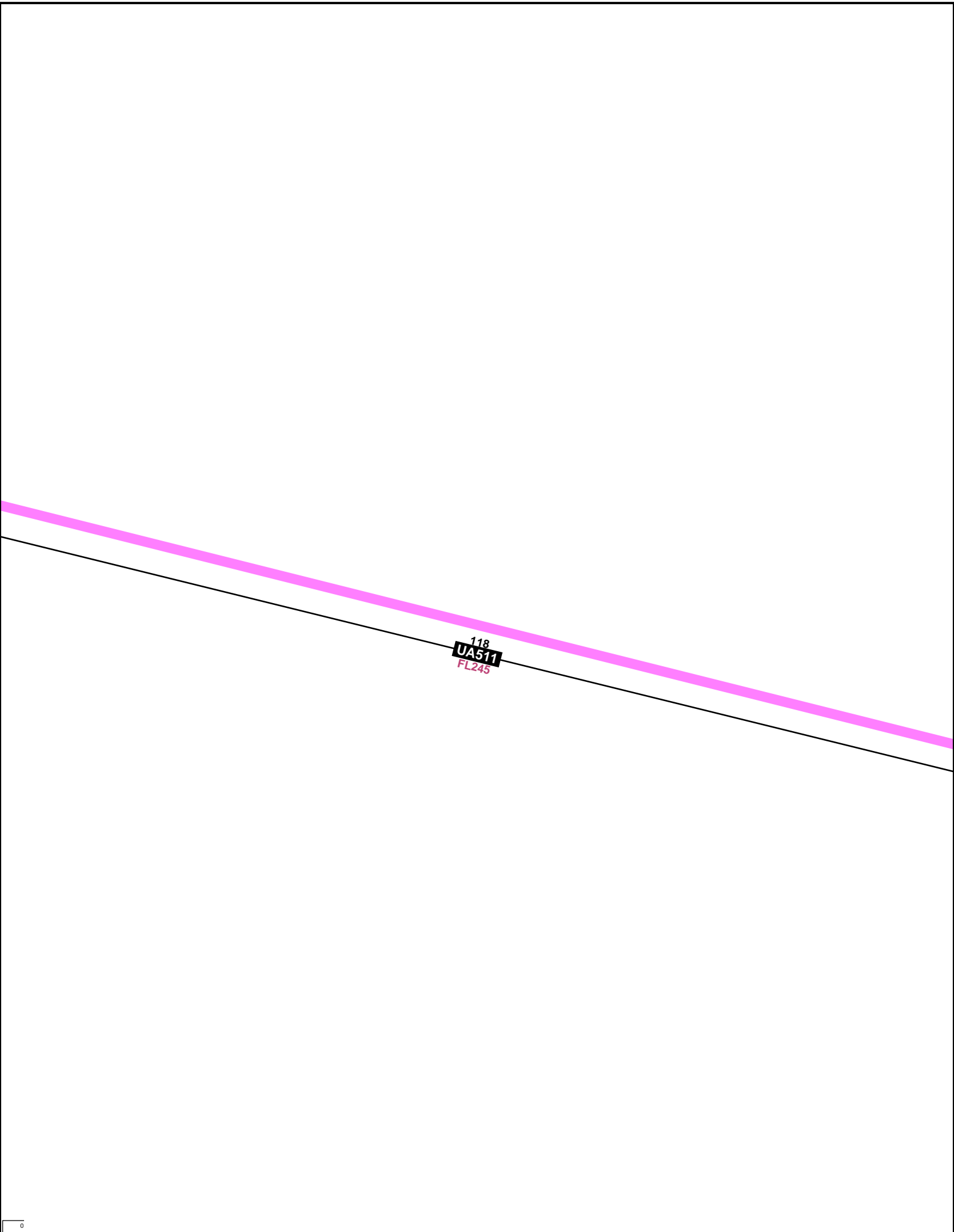


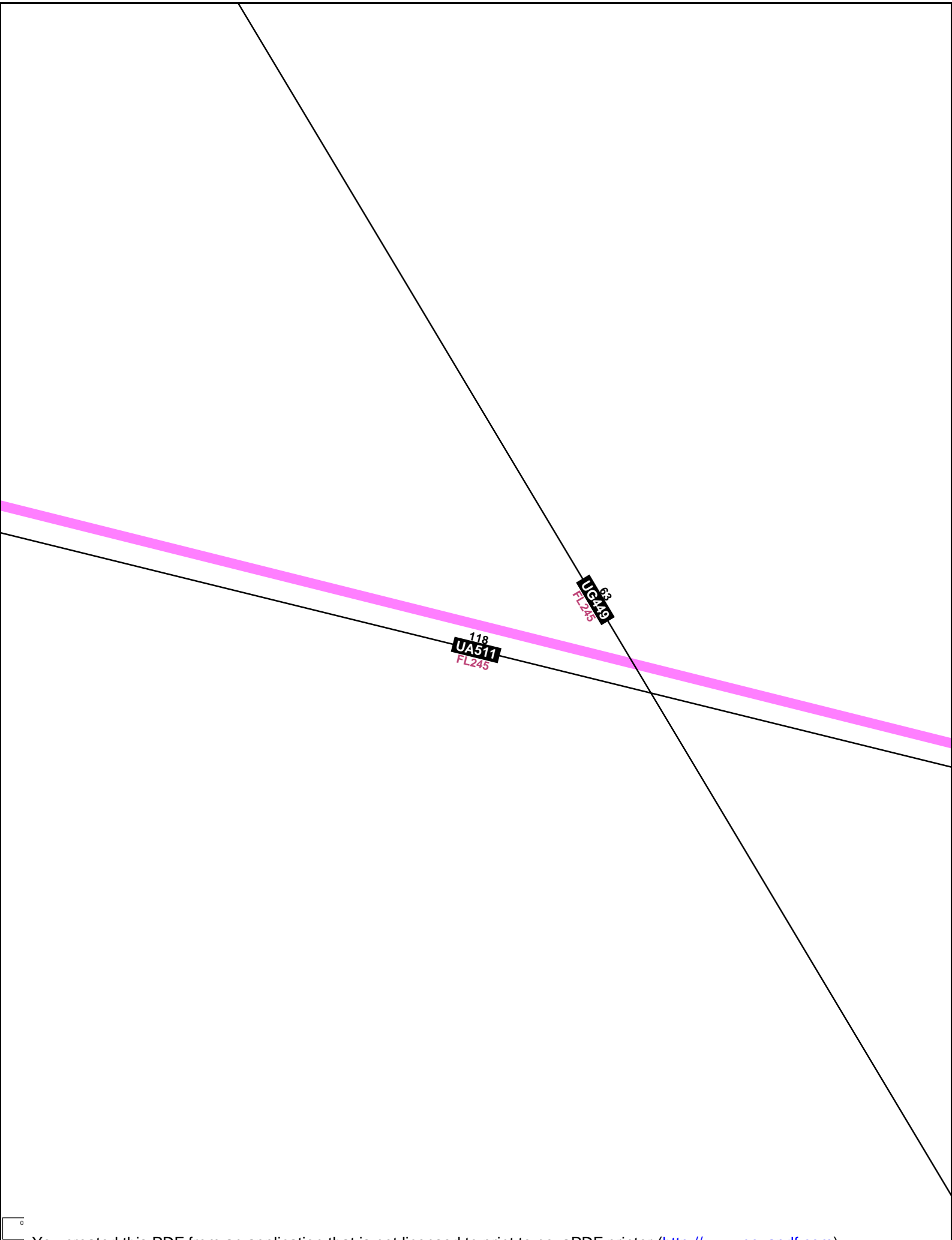


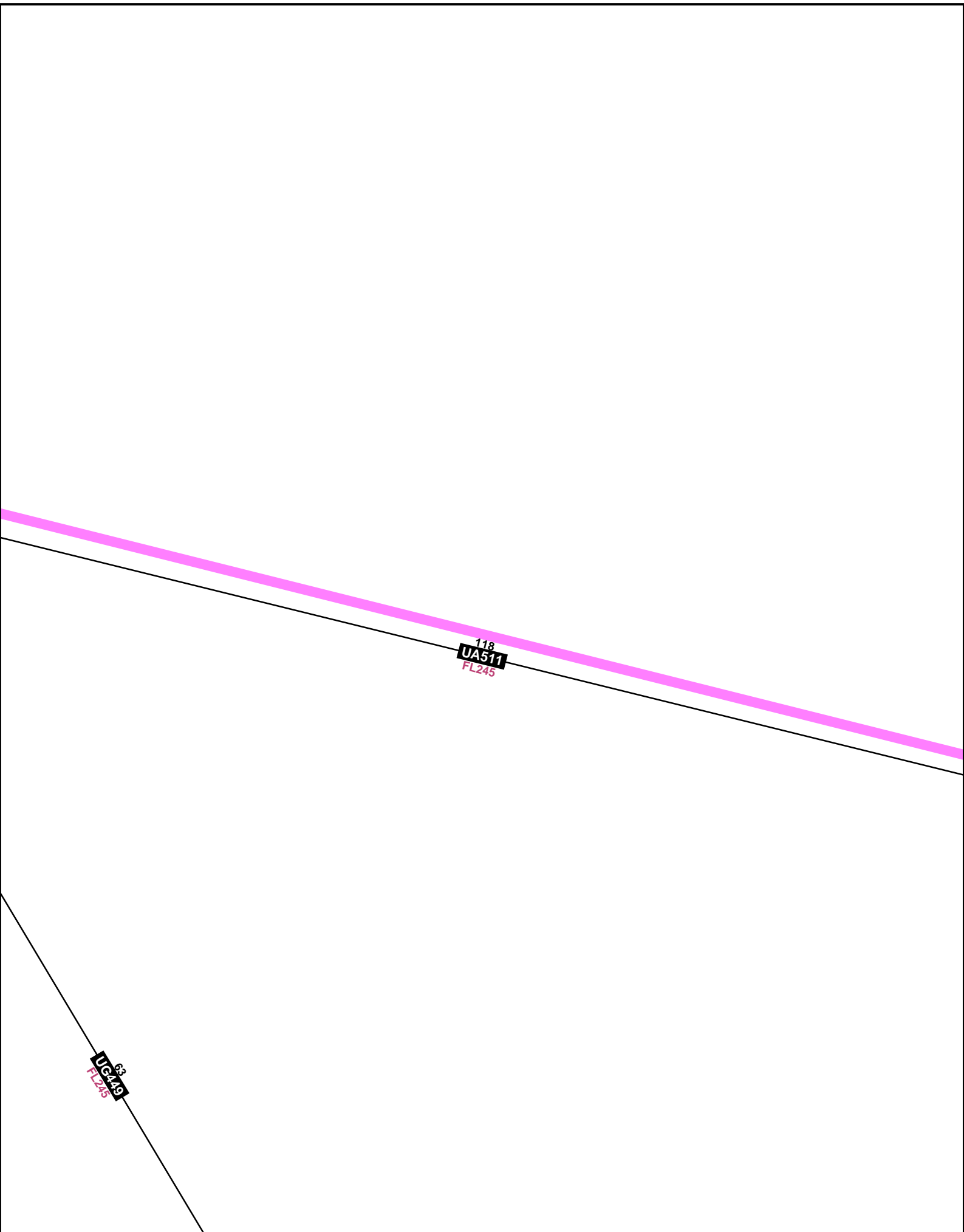


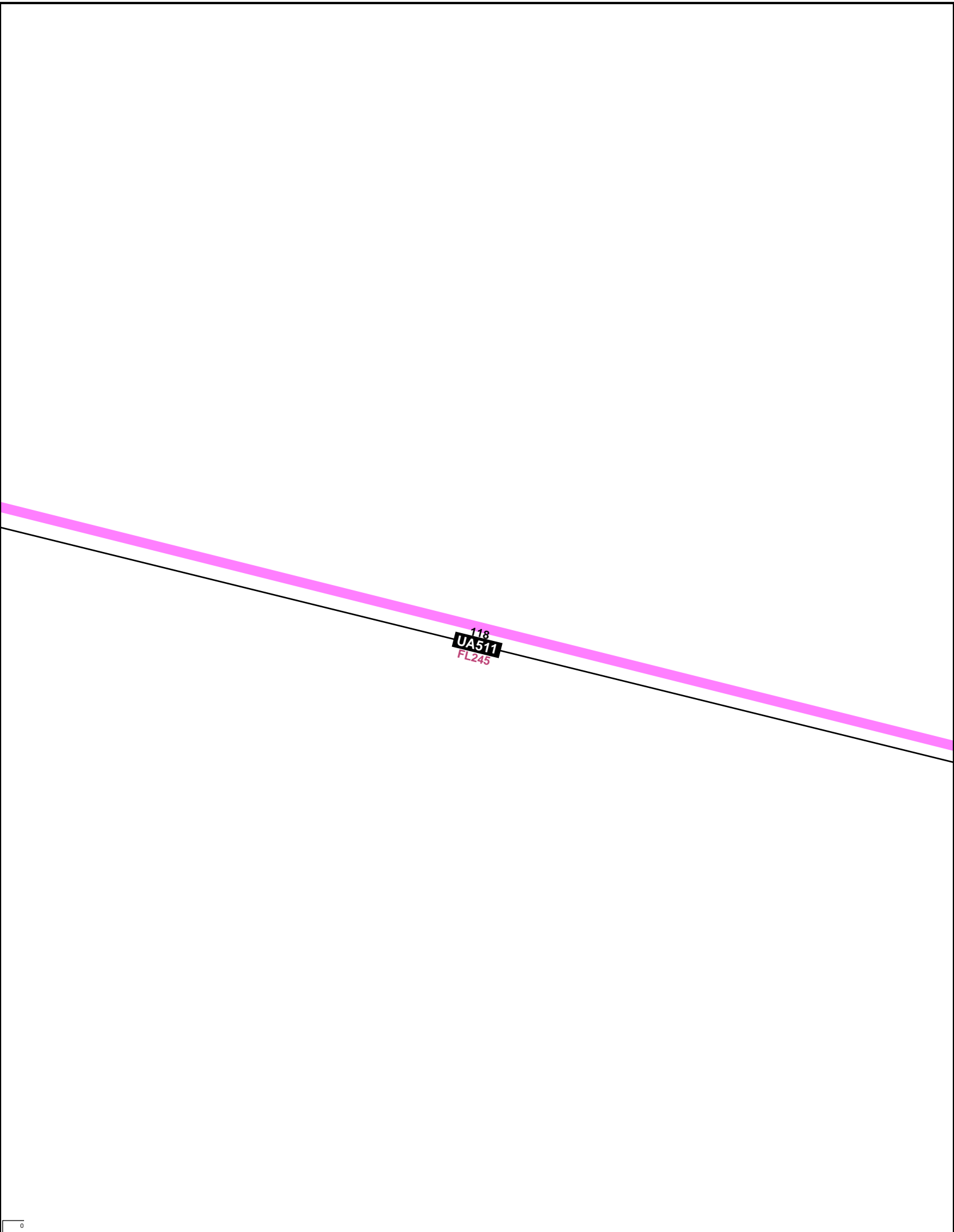


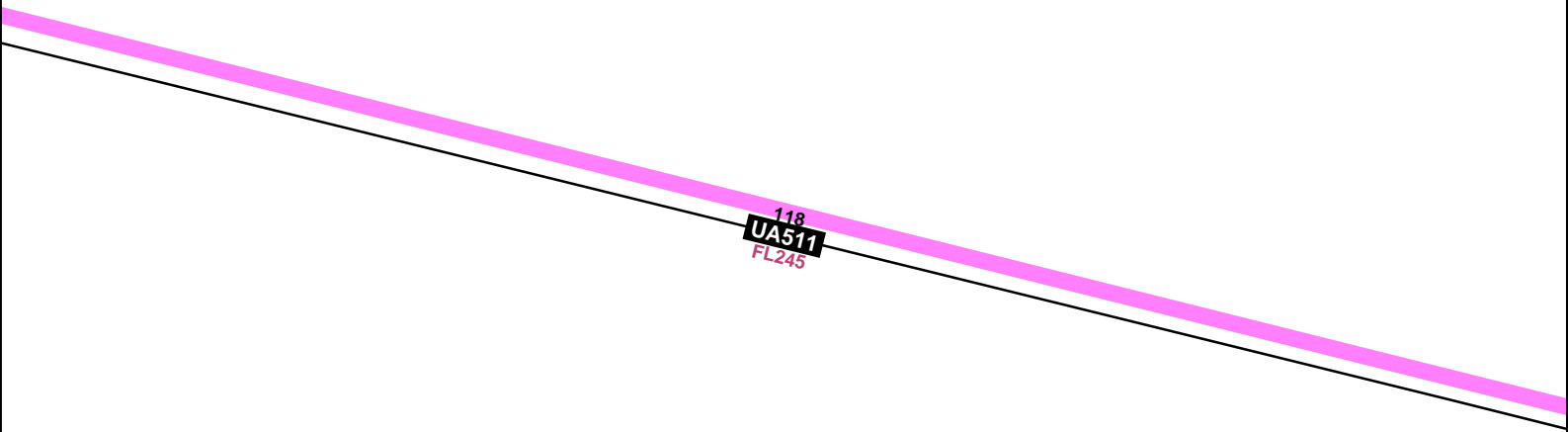


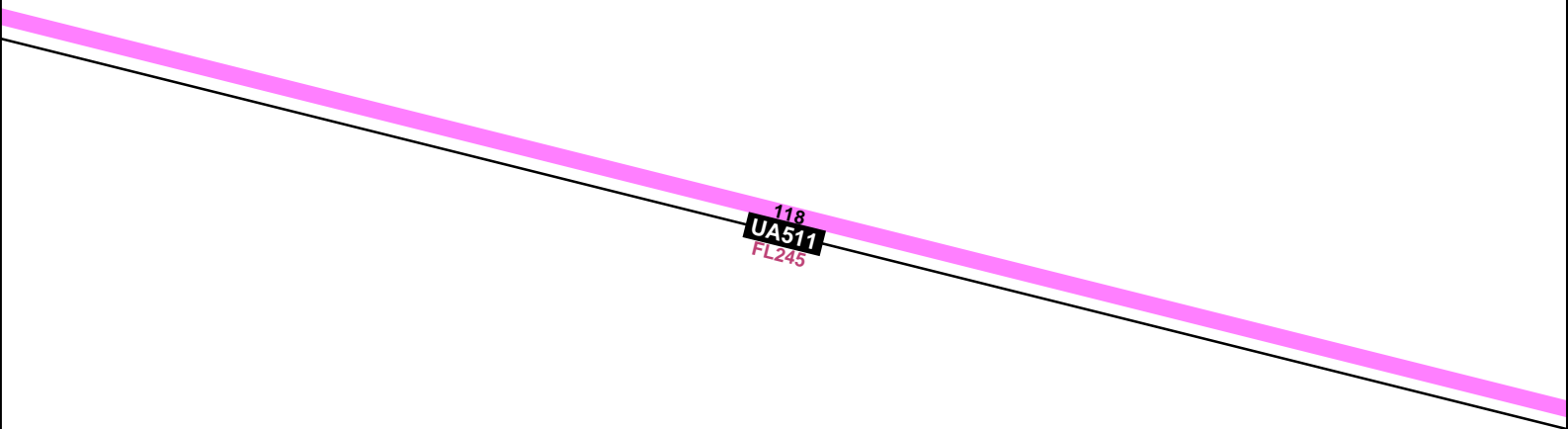




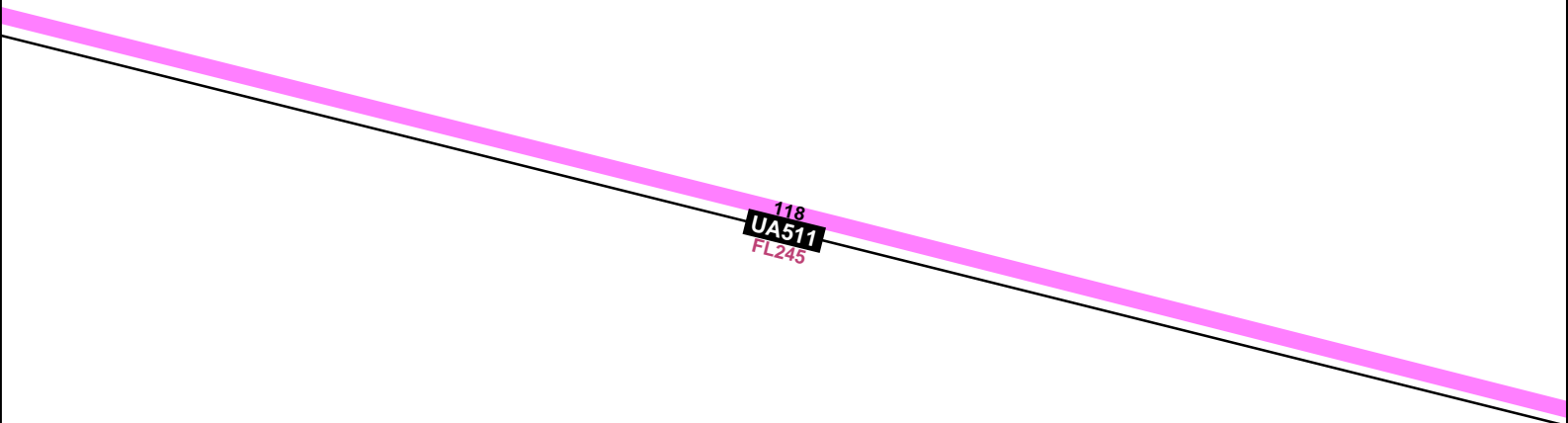


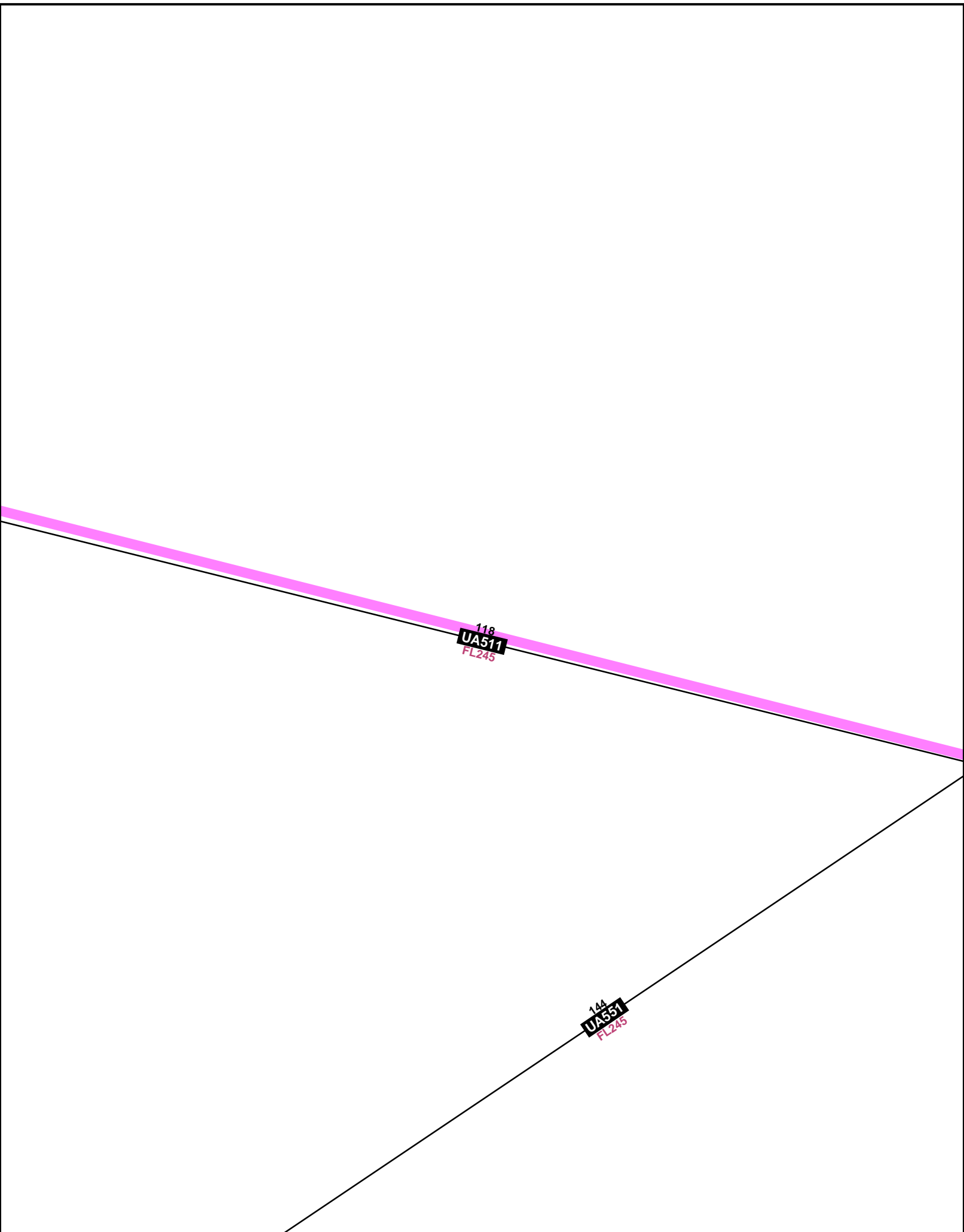




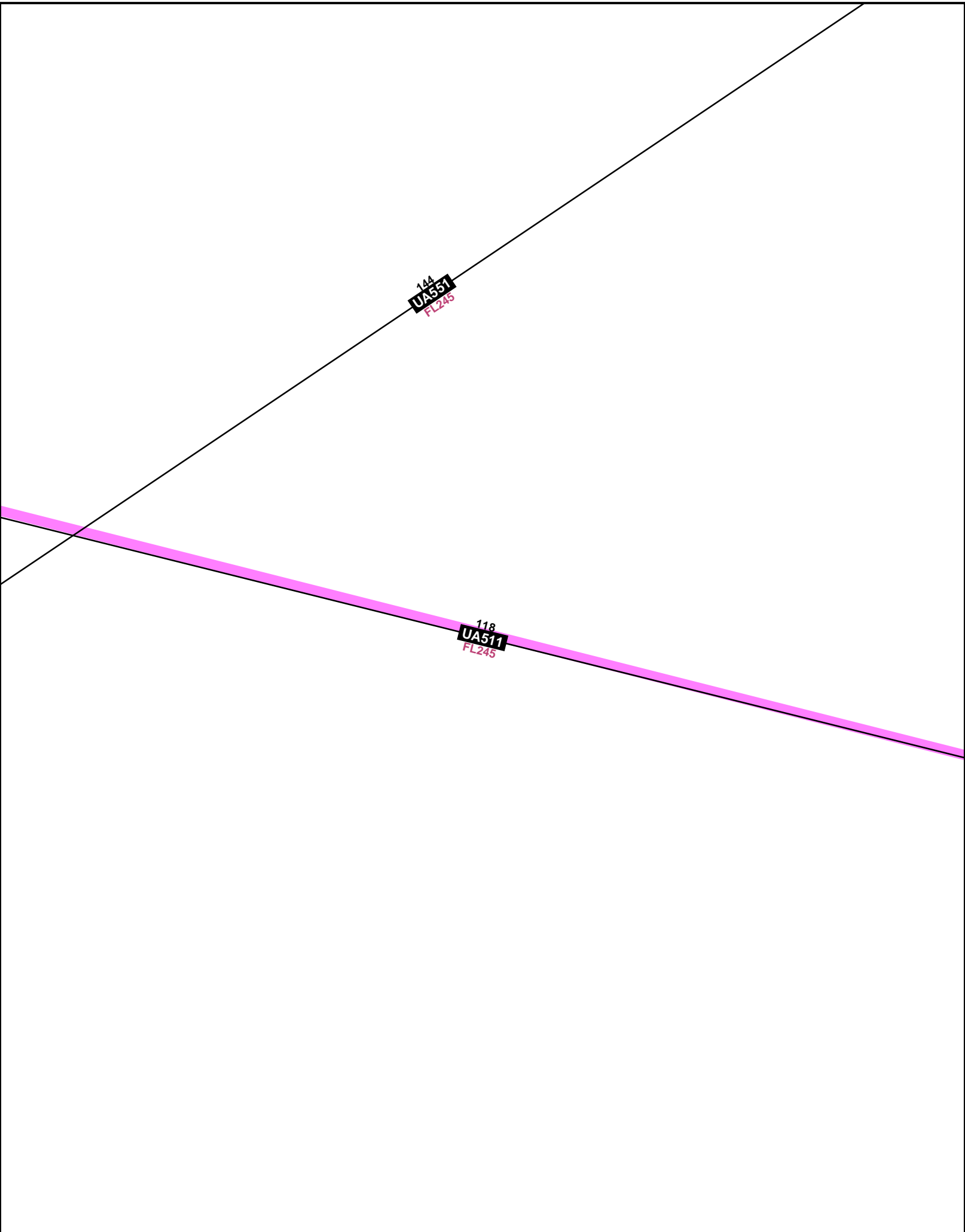


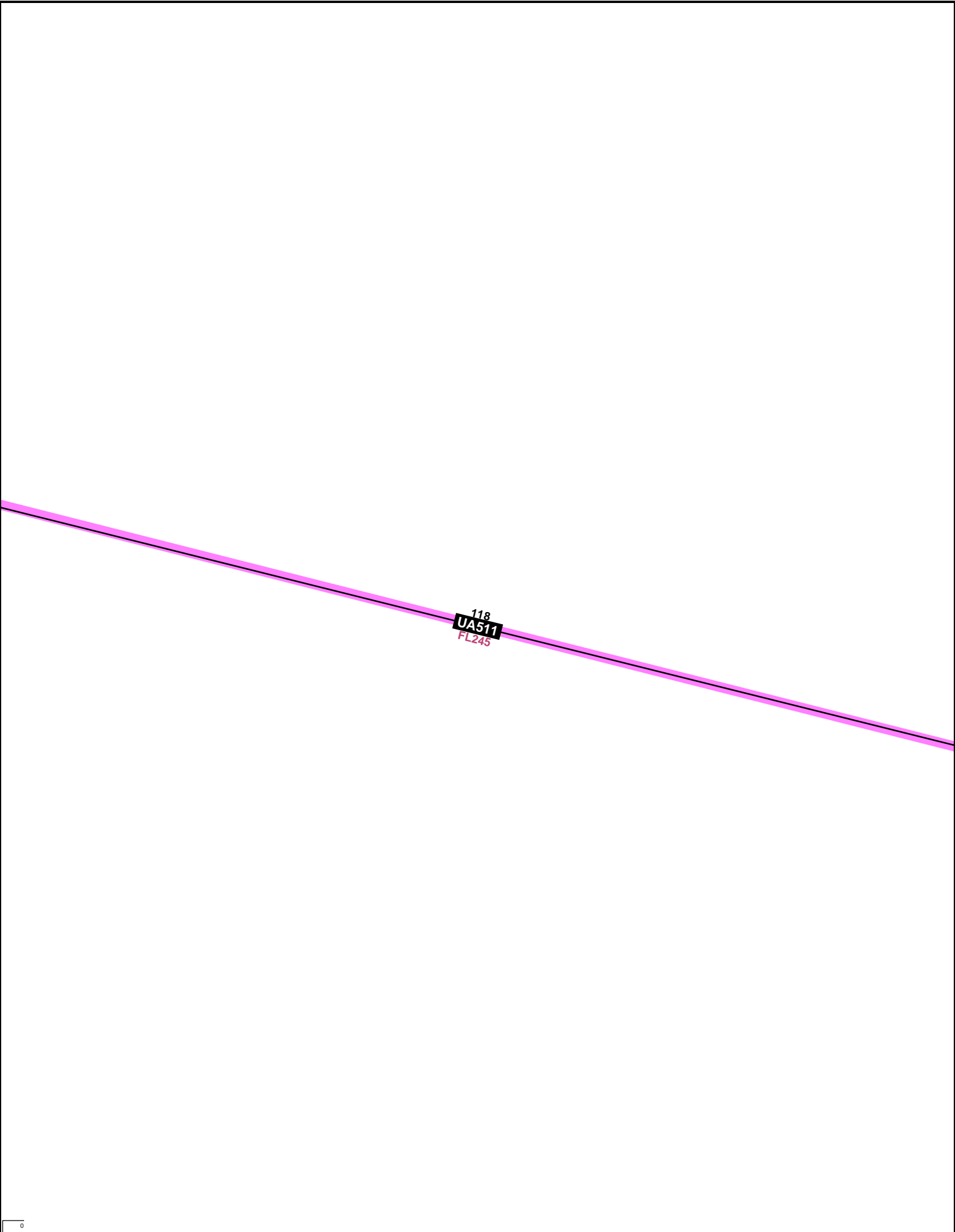
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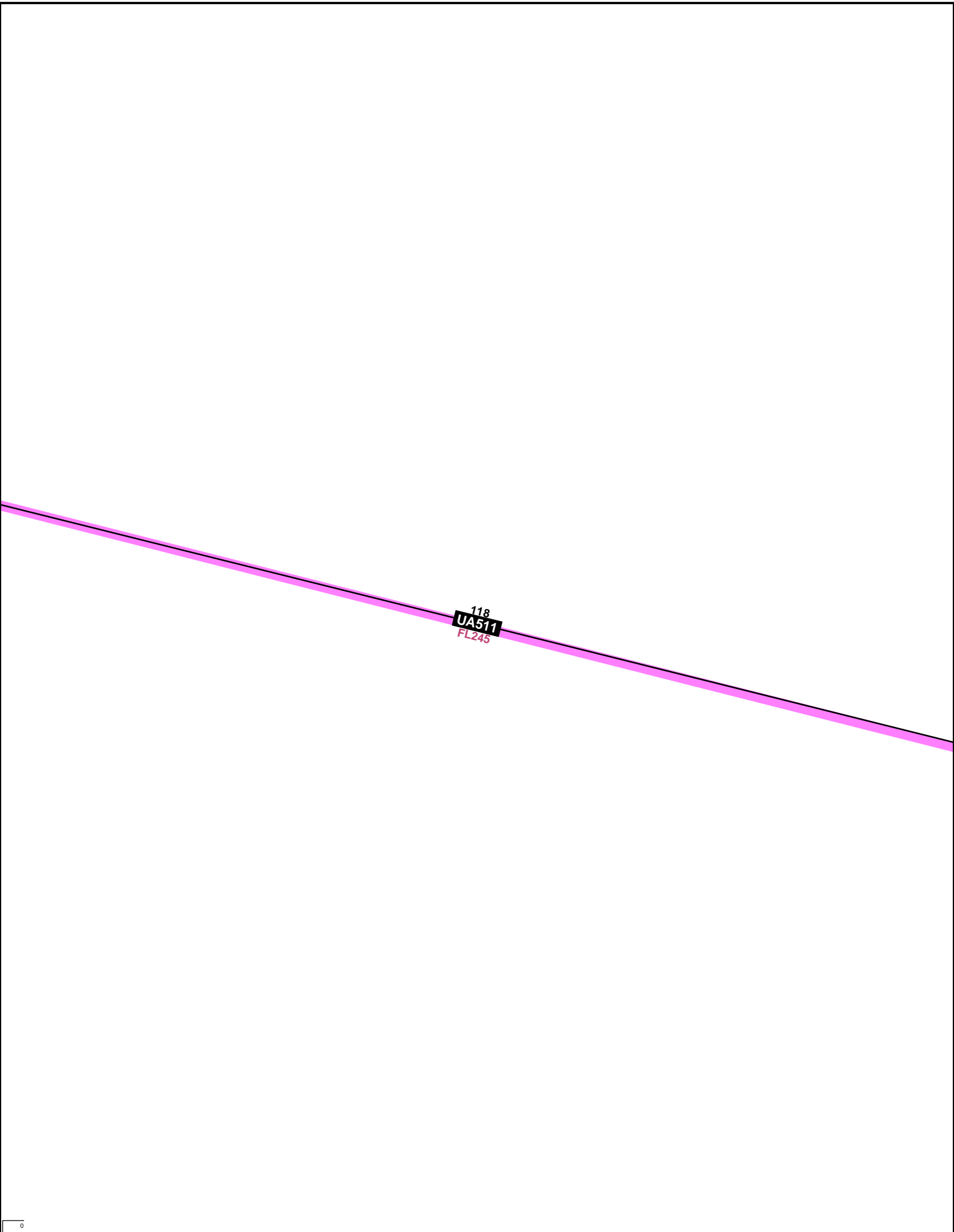


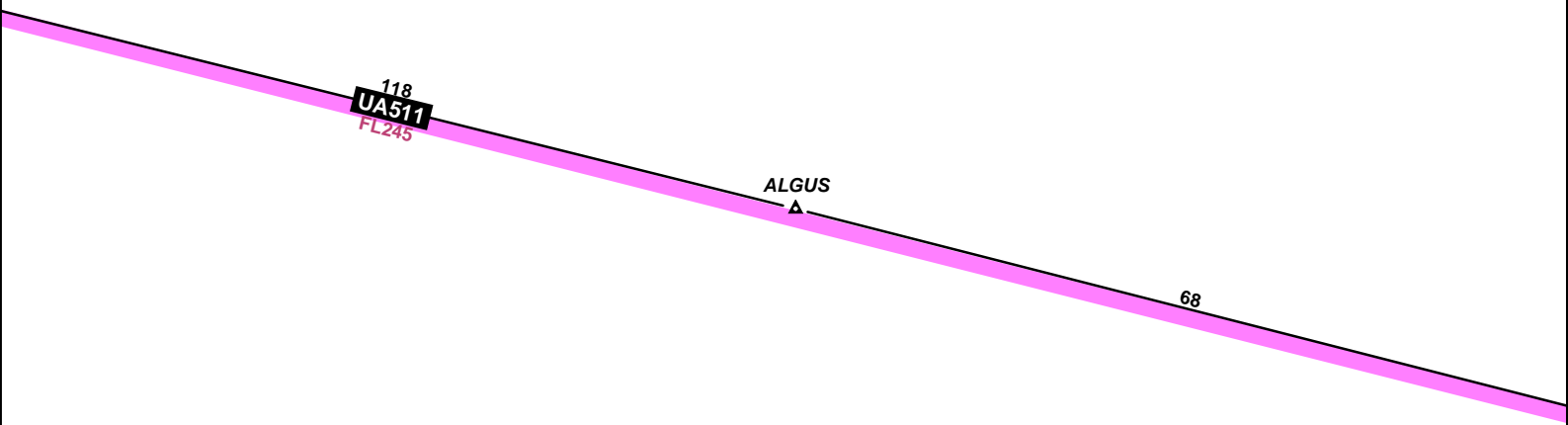


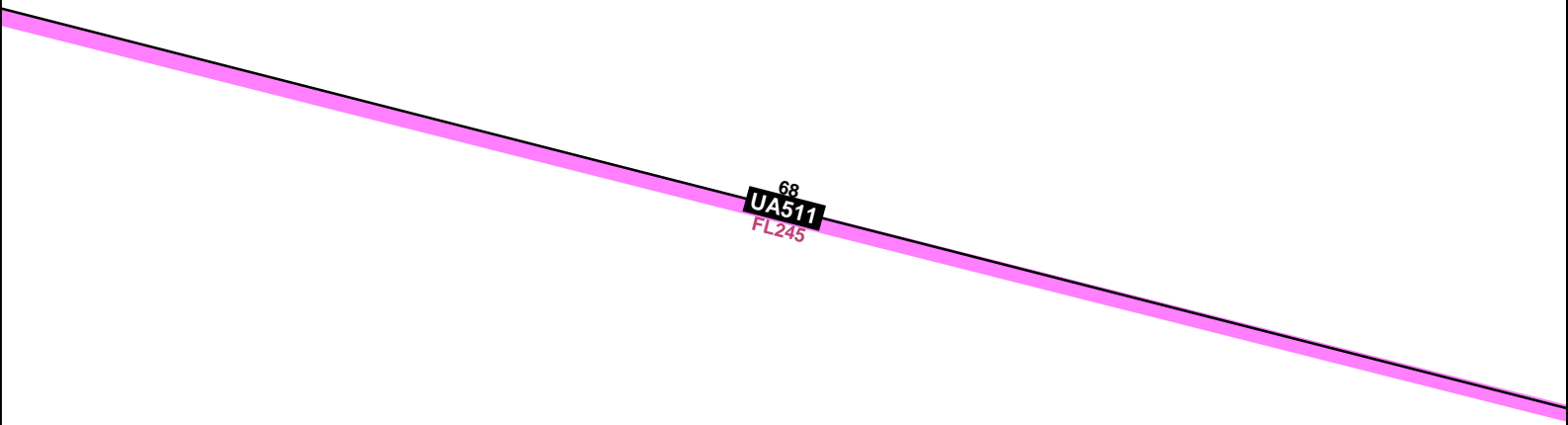
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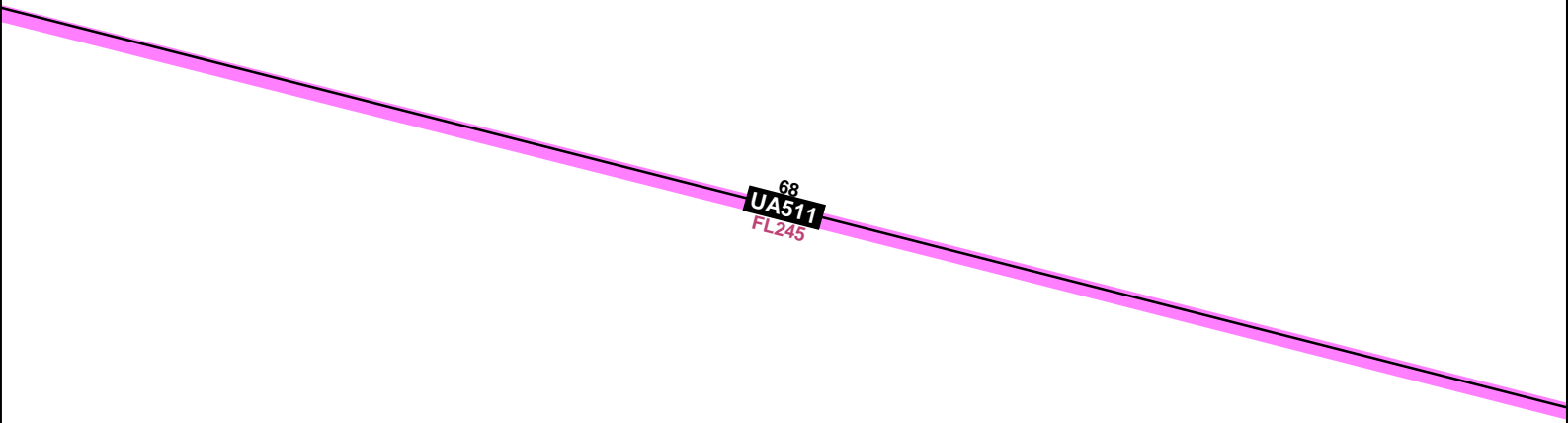




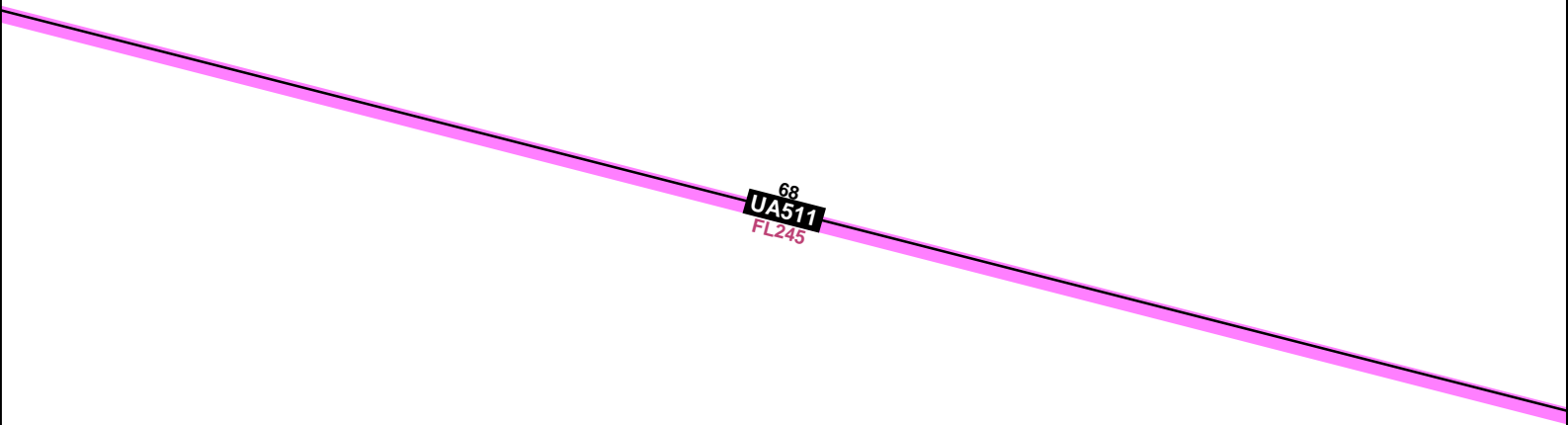


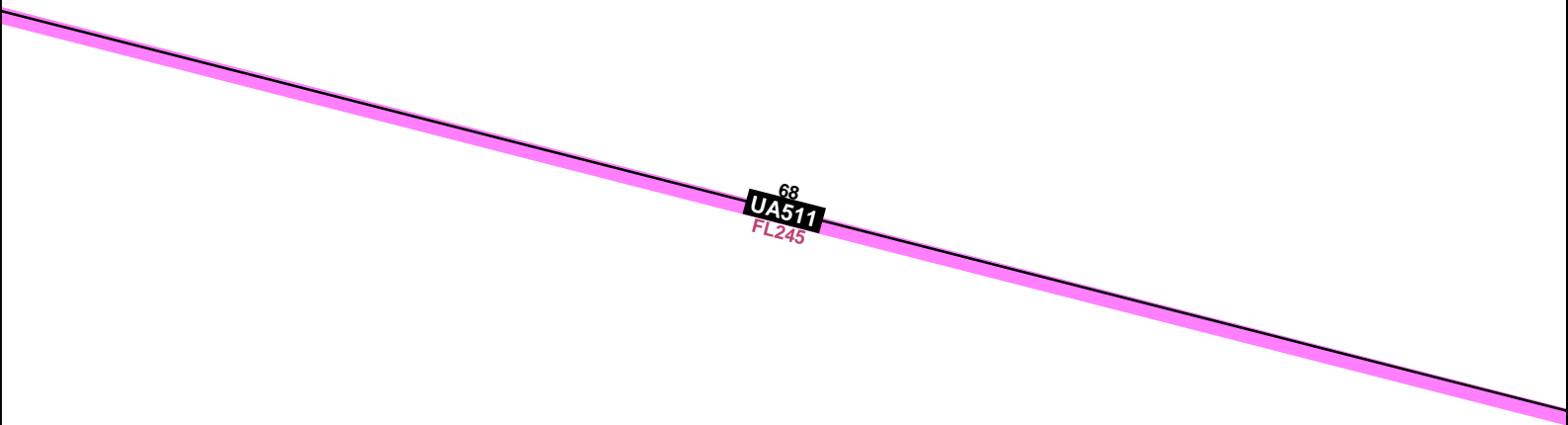






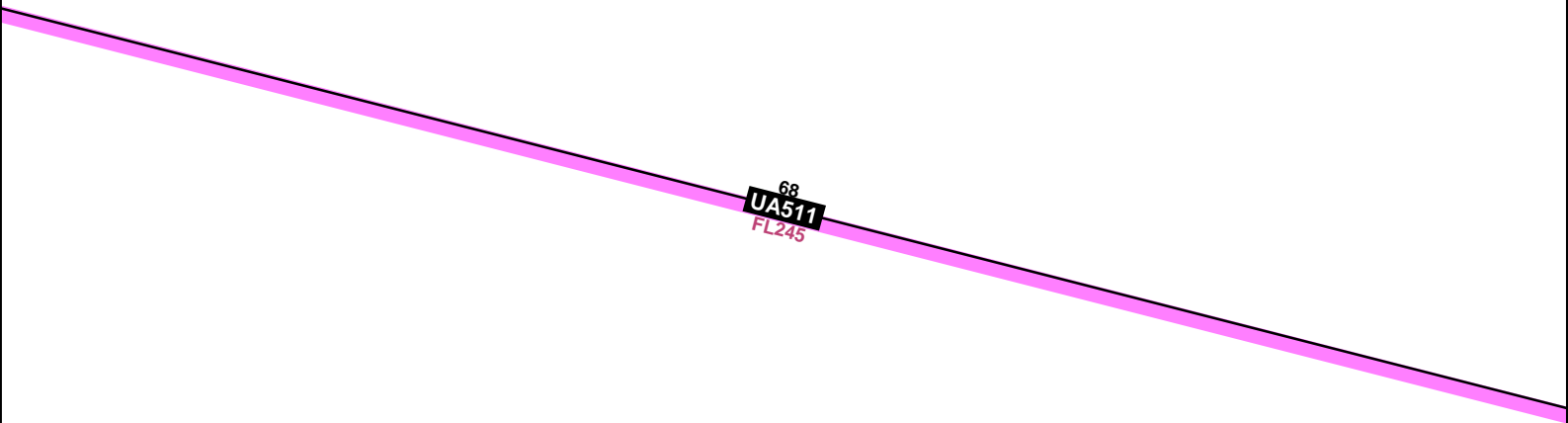
68
UA511
FL245

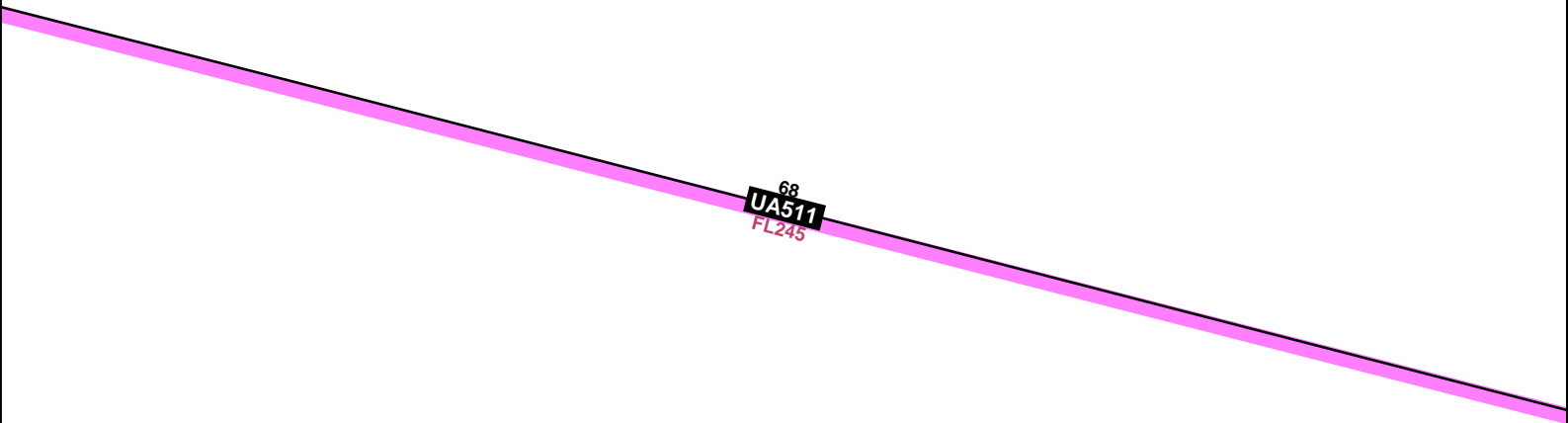


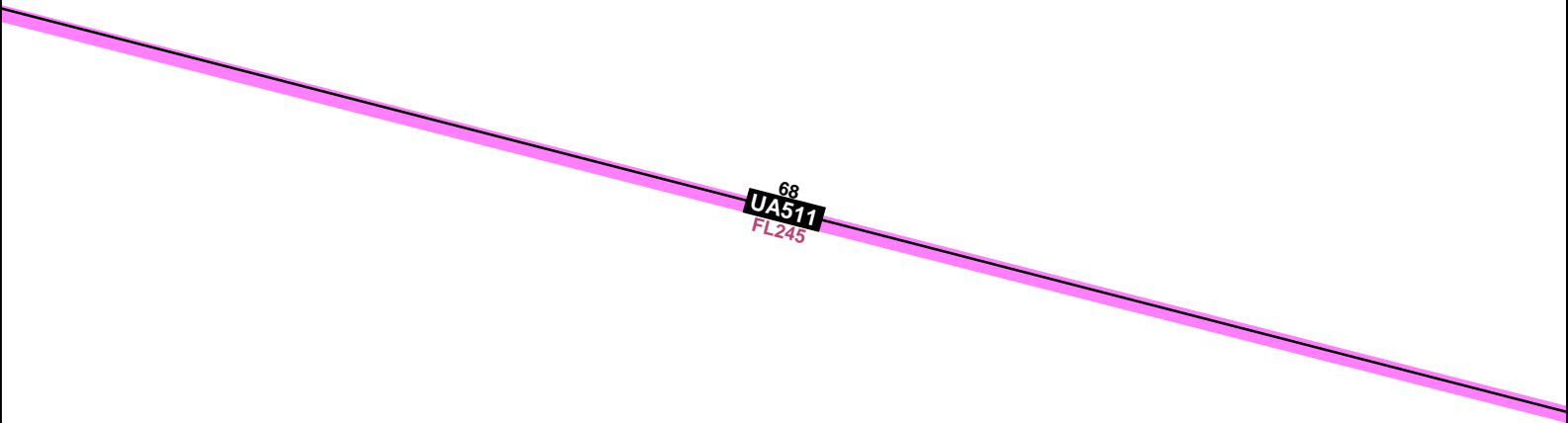


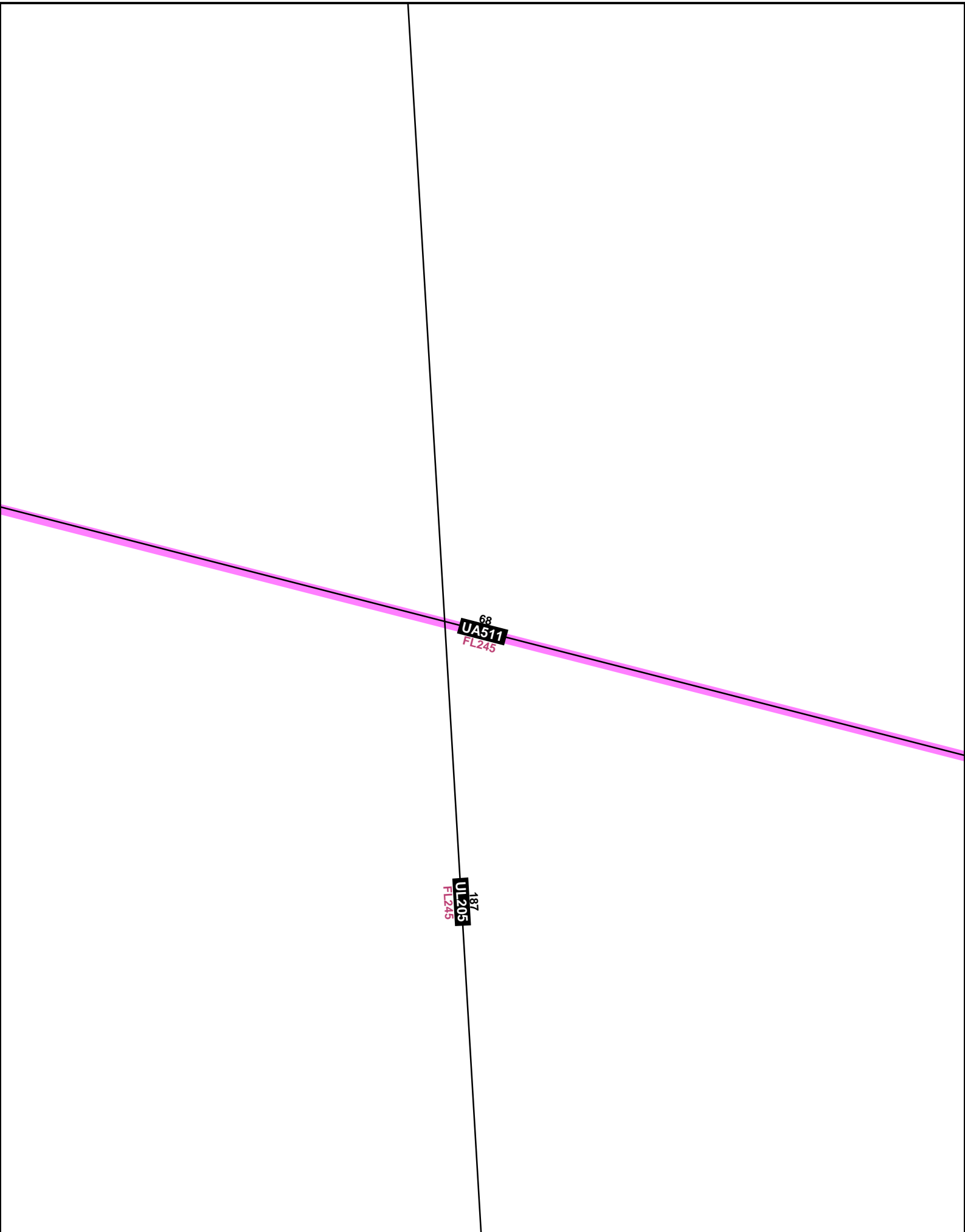
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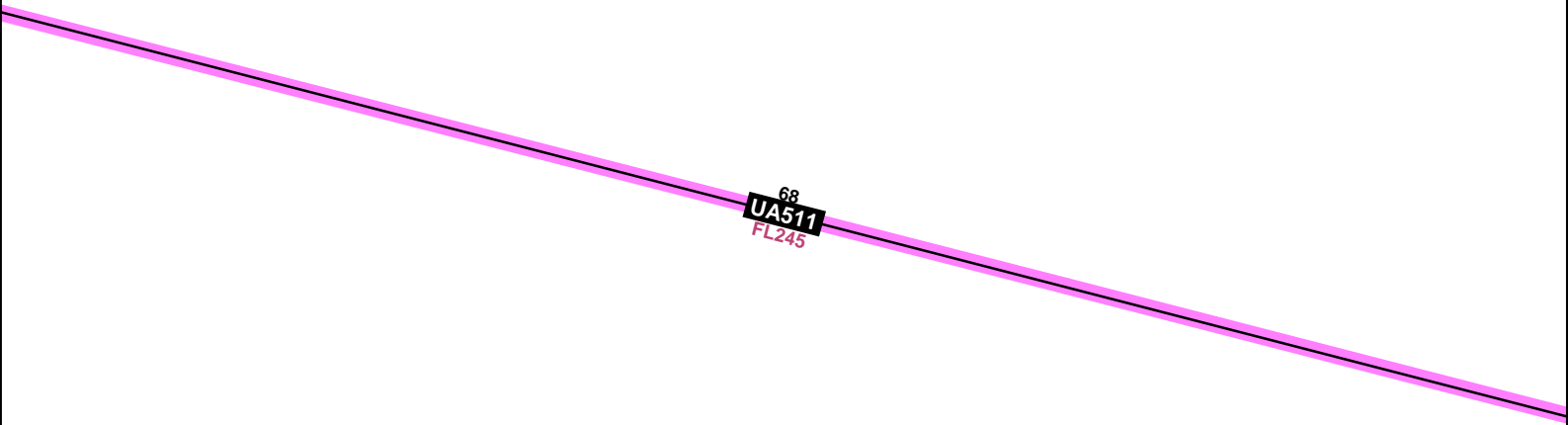
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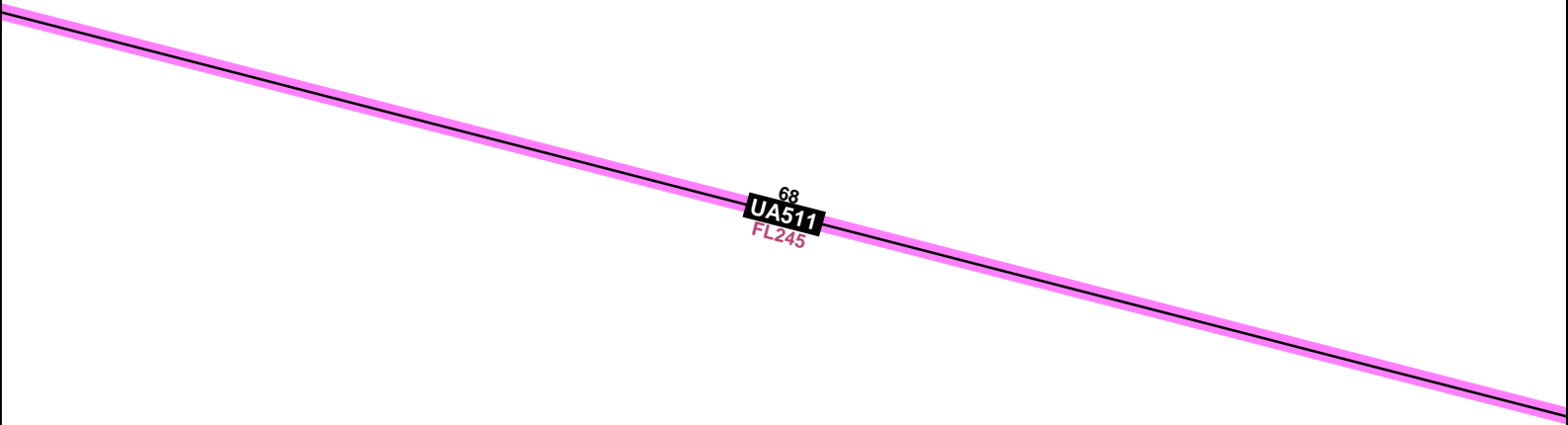


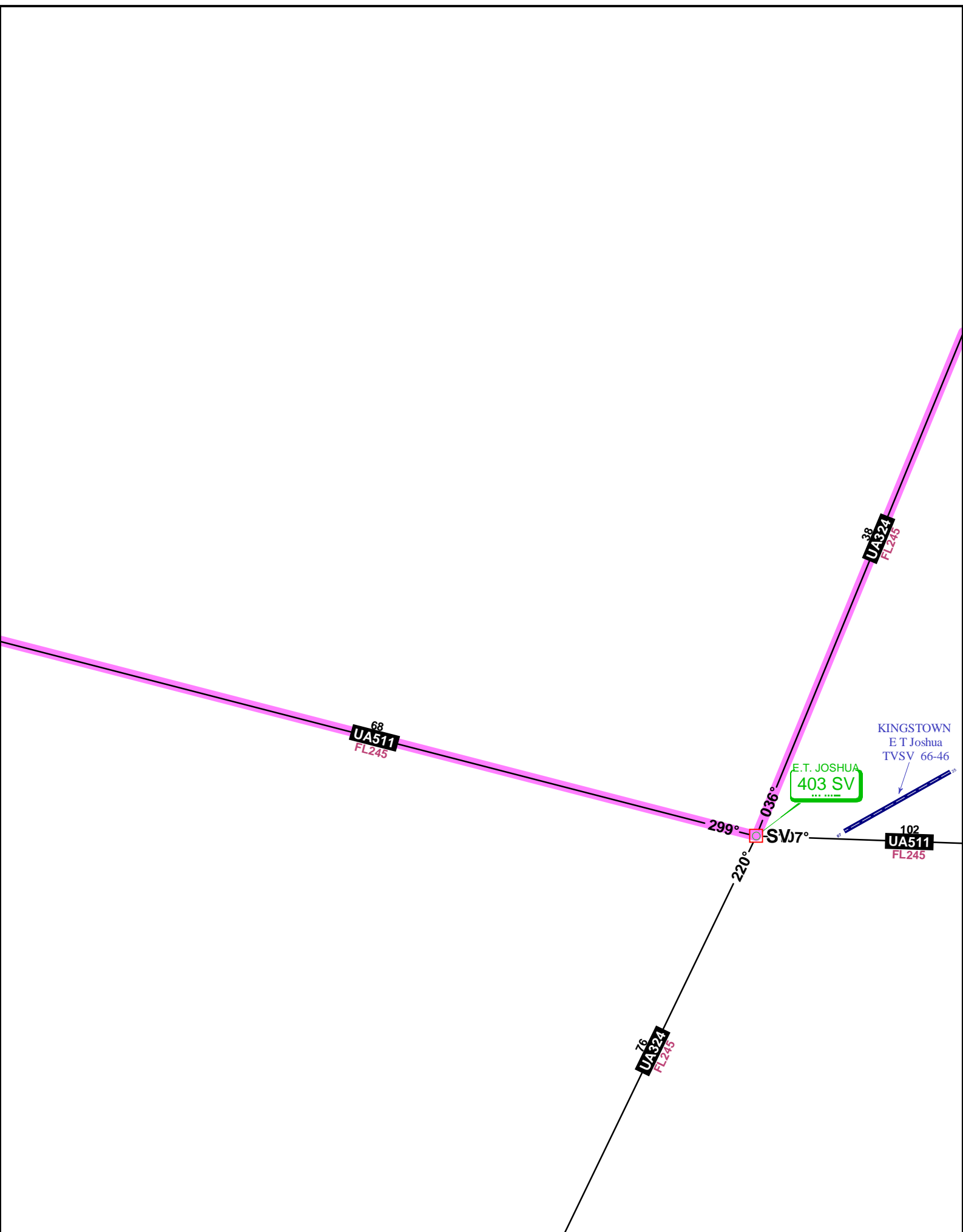








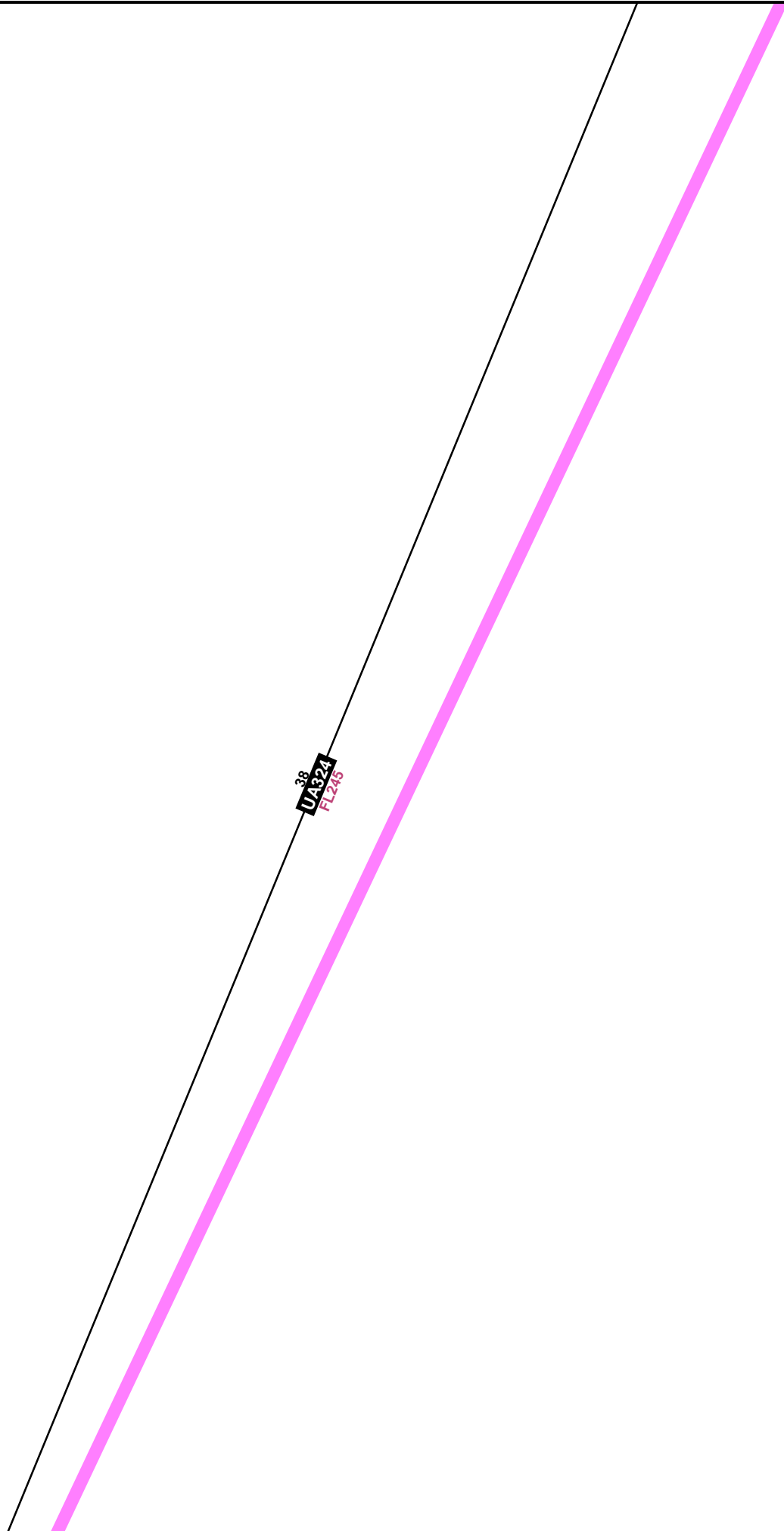




³⁸
UA324
FL245

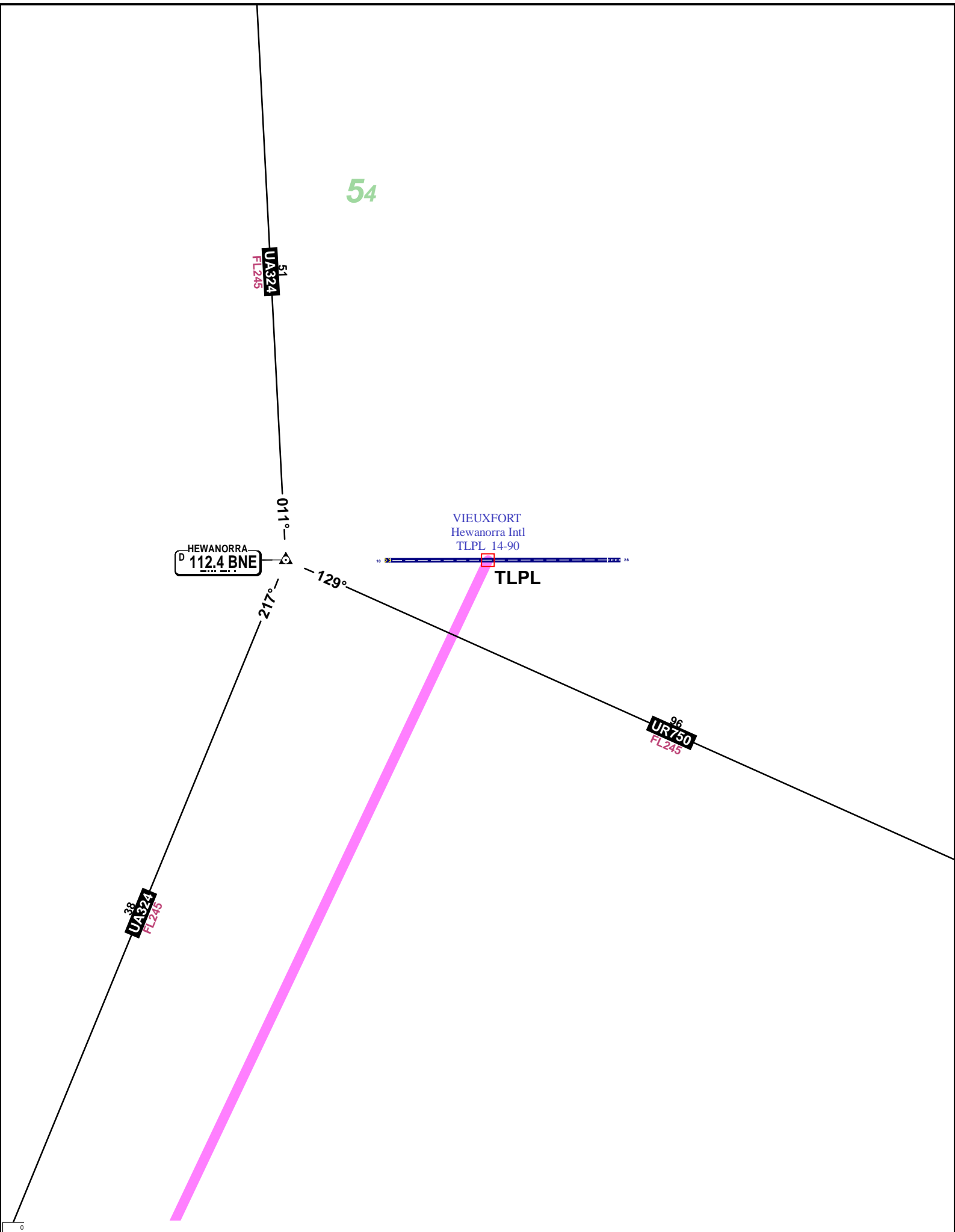
RIBOR

³⁸
UA324
FL245



38
UA324
FL245

³⁸
U4324
FL245



MDSD/SDQ

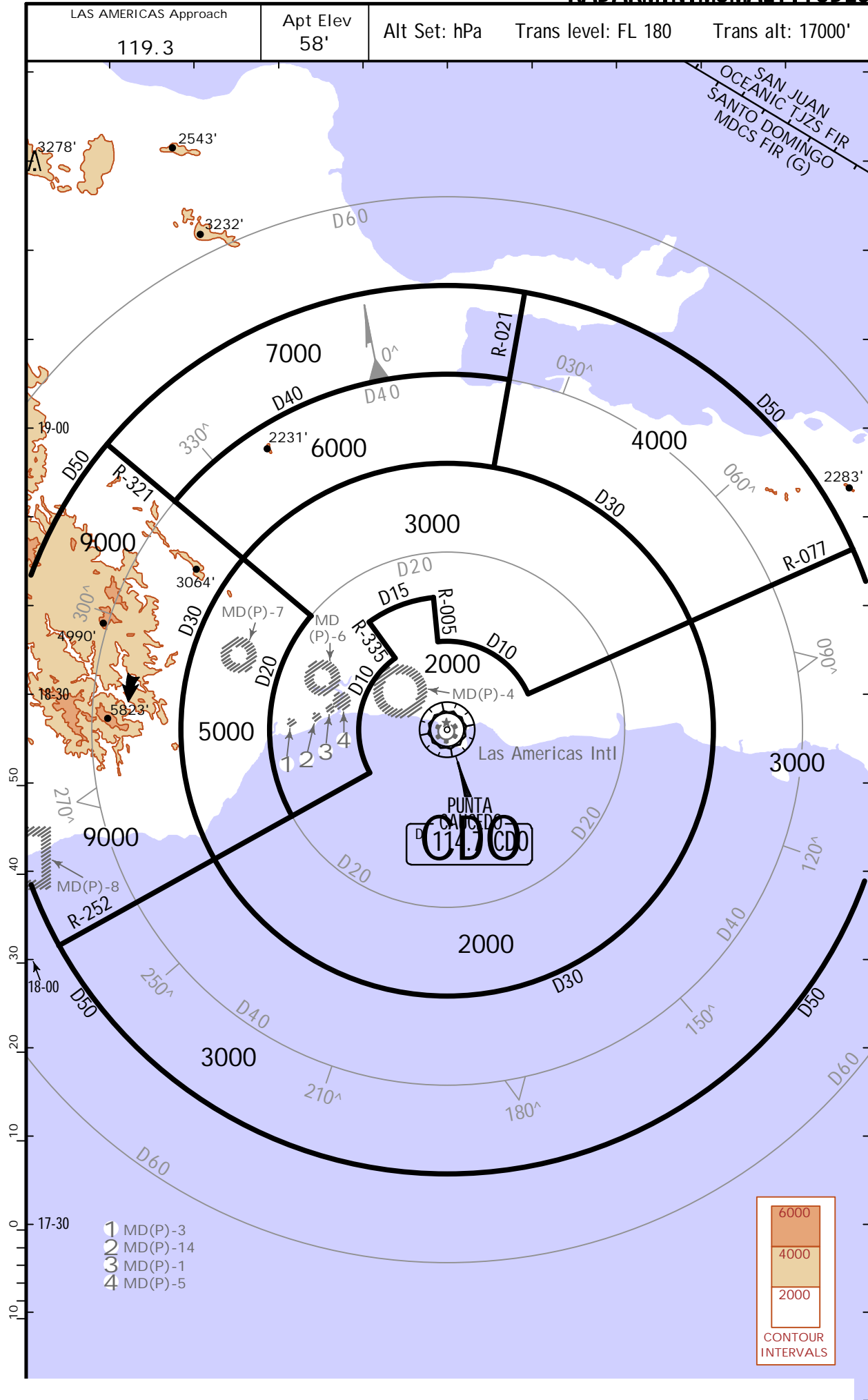
LAS AMERICAS INTL

JEPPESEN

18 APR 08

(10-1R)

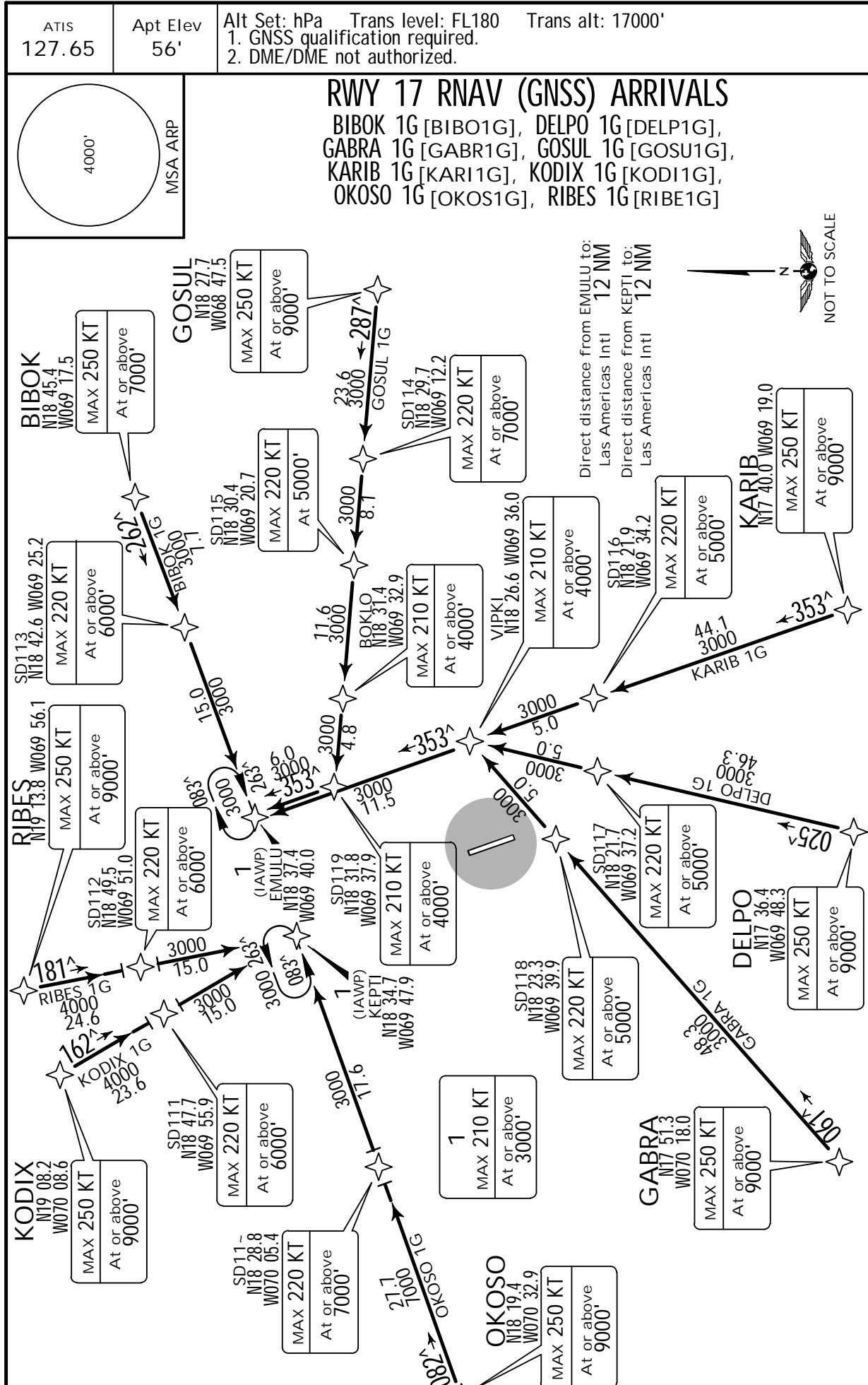
SANTO DOMINGO, DOM REP
RADAR MINIMUM ALTITUDES



MDSD/SDQ
LAS AMERICAS INTL

JEPPESEN
17 AUG 12 **10-2** .Eff.23.Aug.

SANTO DOMINGO
DOM REP
.RNAV.STAR.



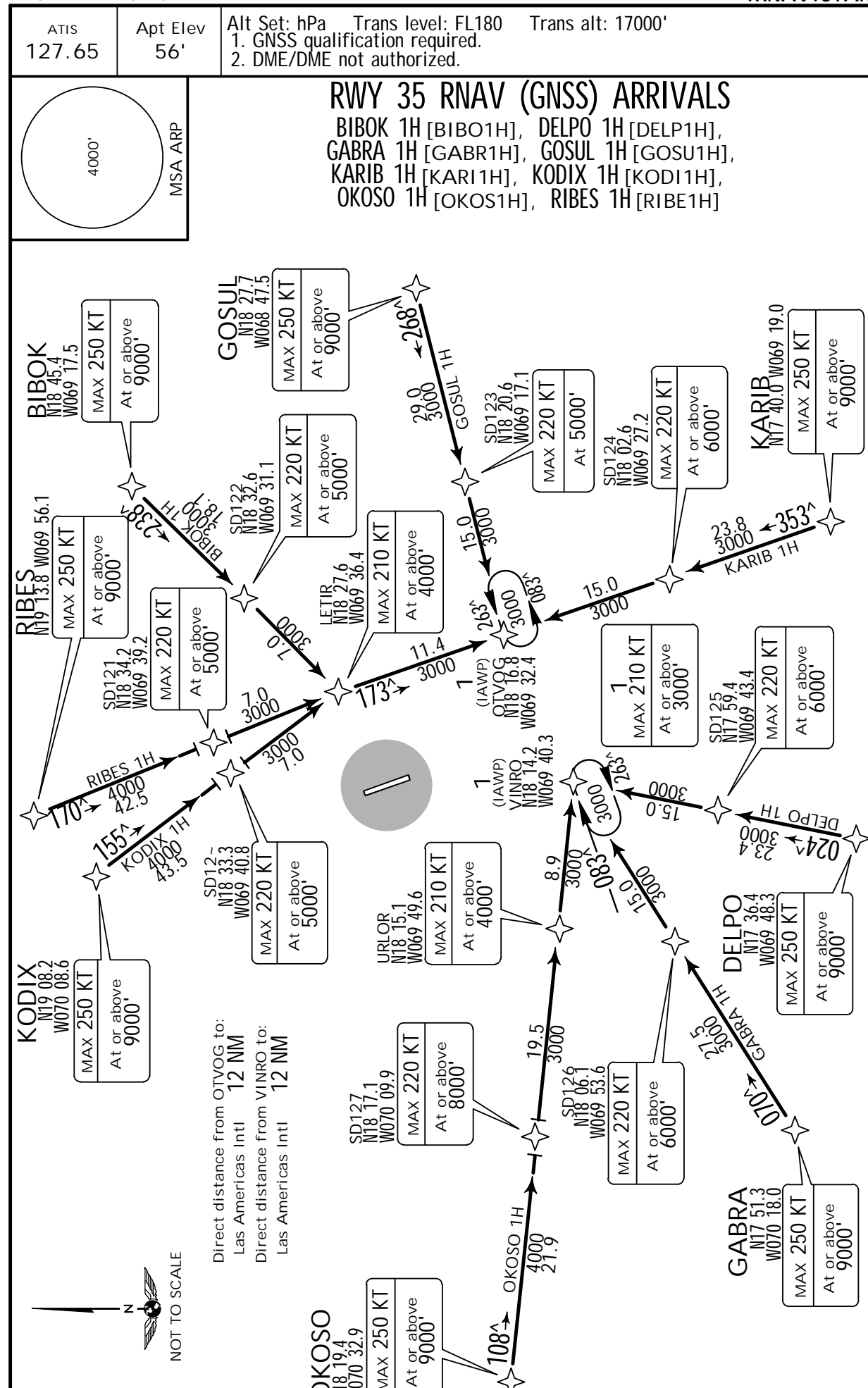
MDSD/SDQ

LAS AMERICAS INTL

JEPPESSEN

17 AUG 12 (10-2A) .Eff.23.Aug.

SANTO DOMINGO,
DOM REP
.RNAV.STAR.



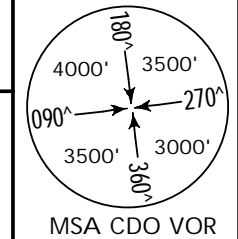
MDSD/SDQ
 LAS AMERICAS INTL

JEPPESEN
 26 DEC 08 10-3

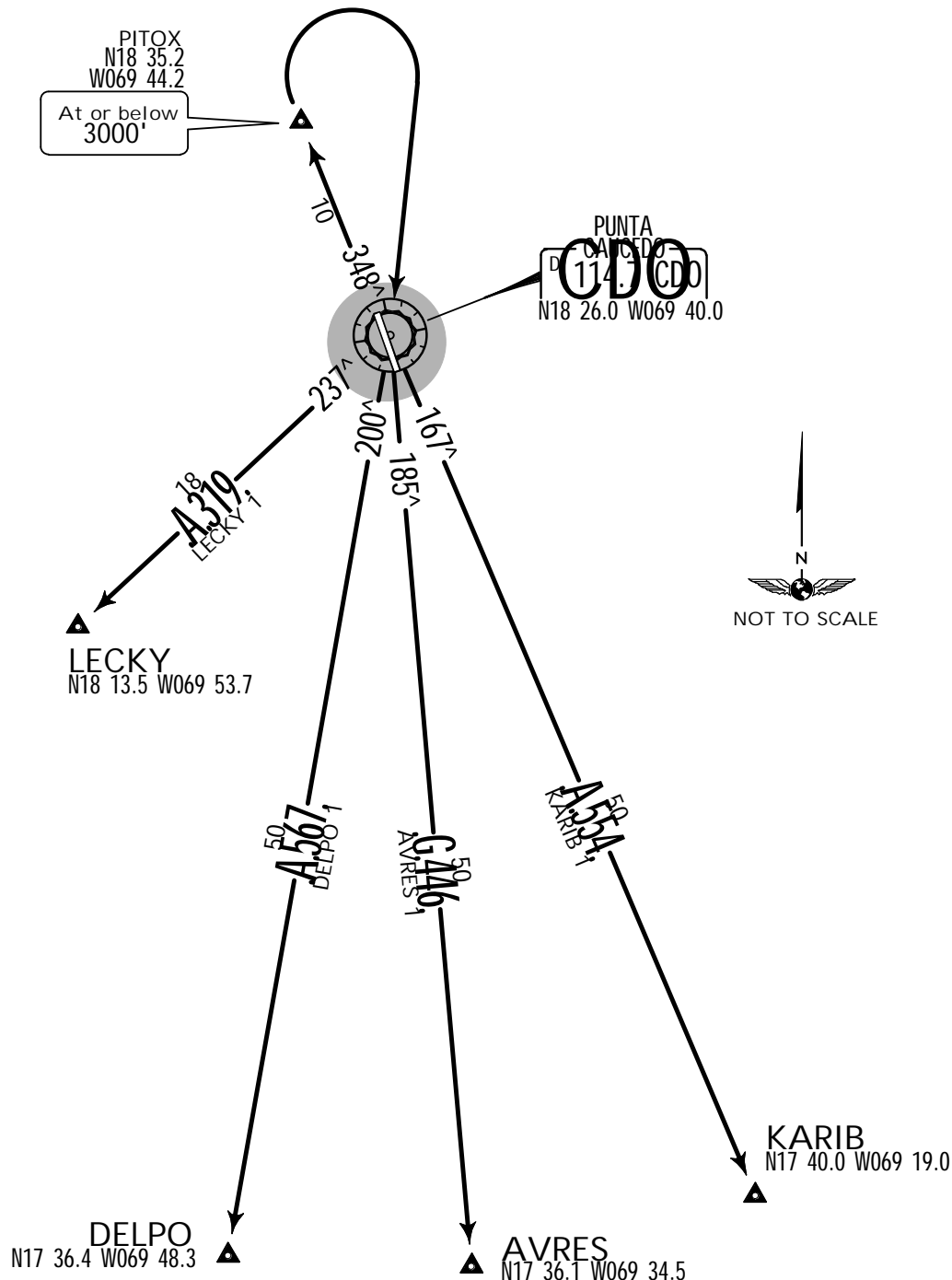
SANTO DOMINGO,
 DOM REP
 .SID.

Apt Elev
 58'

Trans level: FL180 Trans alt: 17000'



AVRES 1, DELPO 1, KARIB 1, LECKY 1 DEPARTURES (RWY 35)



INITIAL CLIMB

After take-off direct to PITOX via CDO R-348, then make a RIGHT climbing turn to cross over CDO.

SID	ROUTING
AVRES 1	Then intercept CDO R-185 (G-446) direct to AVRES, or according to ATC instructions.
DELPO 1	Then intercept CDO R-200 (A-567) direct to DELPO, or according to ATC instructions.
KARIB 1	Then intercept CDO R-167 (A-554) direct to KARIB, or according to ATC instructions.

MDSD/SDQ
LAS AMERICAS INTL

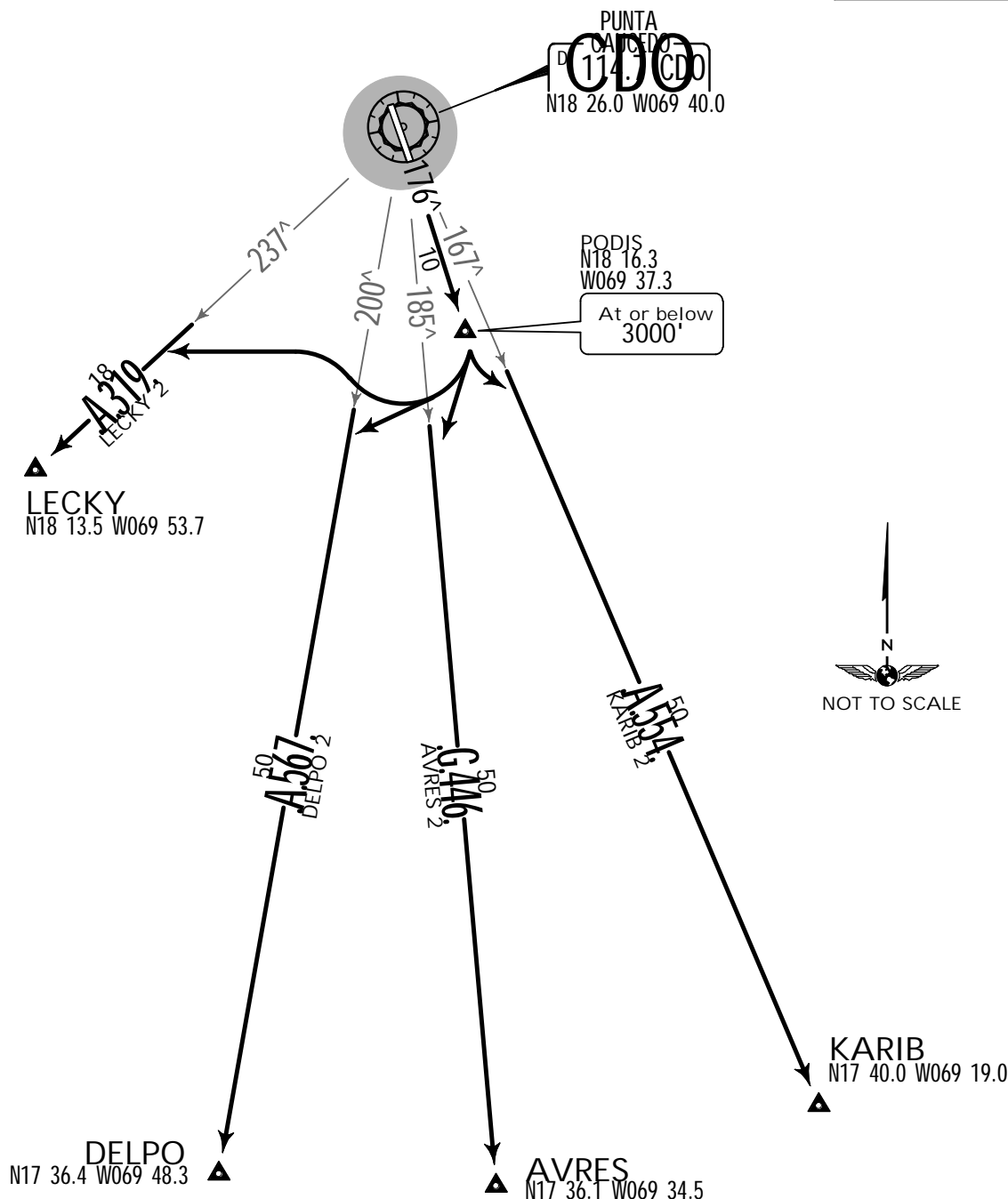
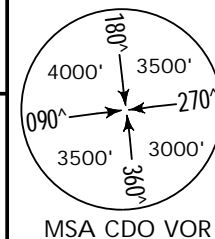
JEPPESEN
26 DEC 08 10-3A

SANTO DOMINGO,
DOM REP
.SID.

Apt Elev
58'

Trans level: FL180 Trans alt: 17000'

AVRES 2, DELPO 2, KARIB 2, LECKY 2 DEPARTURES (RWY 17)



INITIAL CLIMB

After take-off direct to PODIS via CDO R-176.

SID	ROUTING
AVRES 2	Then make a RIGHT climbing turn to intercept CDO R-185 (G-446) direct to AVRES, or according to ATC instructions.
DELPO 2	Then make a RIGHT climbing turn to intercept CDO R-200 (A-567) direct to DELPO, or according to ATC instructions.
KARIB 2	Then make a LEFT climbing turn to intercept CDO R-167 (A-554) direct to KARIB, or according to ATC instructions.
LECKY 2	Then make a RIGHT climbing turn to intercept CDO R-237 (A-319) direct to LECKY, or according to ATC instructions.

MDSD/SDQ

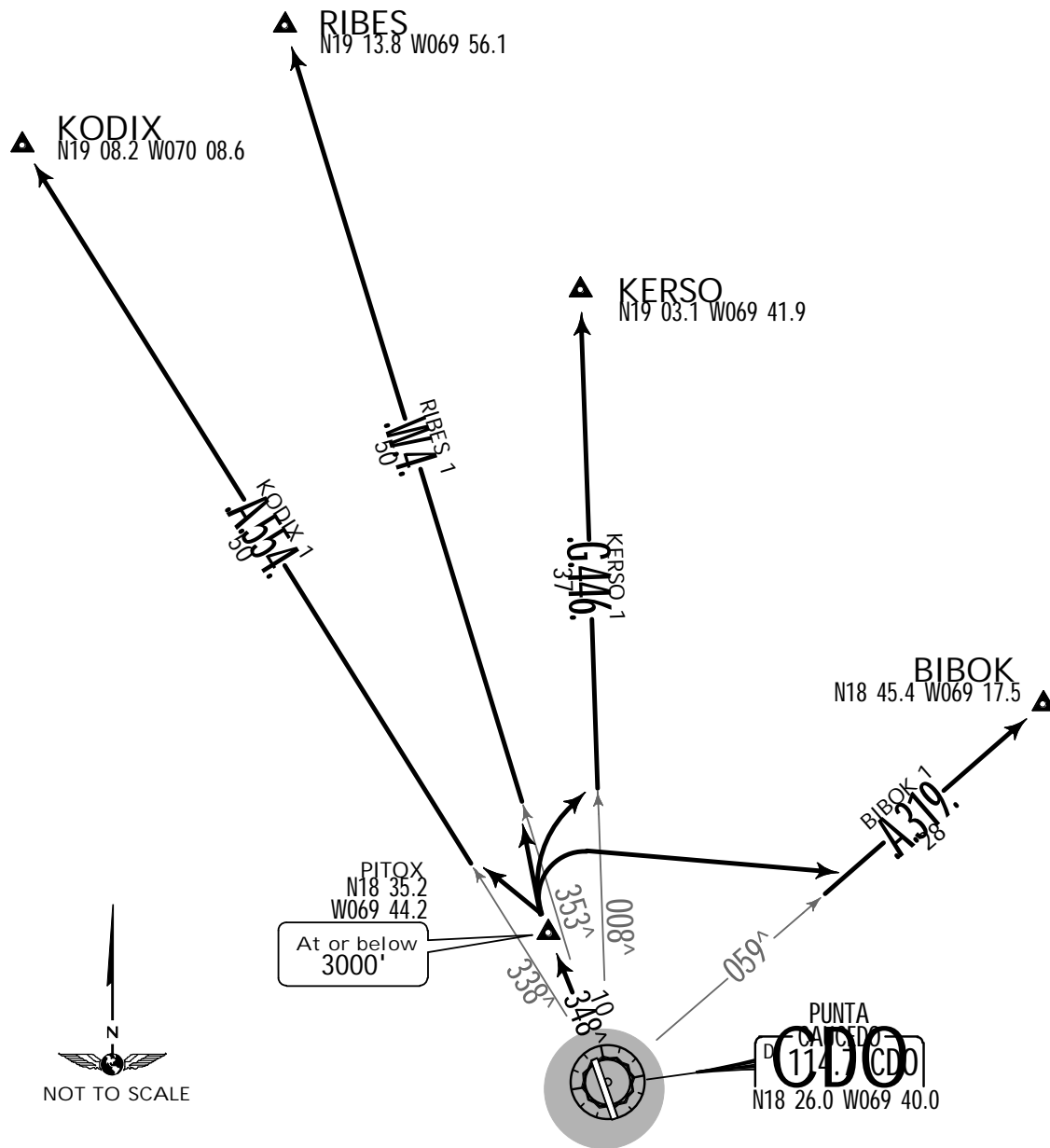
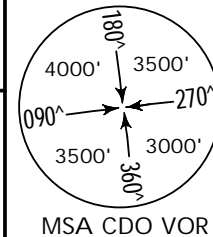
LAS AMERICAS INTL

JEPPESEN

26 DEC 08 (10-3B)

SANTO DOMINGO,
DOM REP
.SID.Apt Elev
58'

Trans level: FL180 Trans alt: 17000'

BIBOK 1, KERSO 1, KODIX 1, RIBES 1 DEPARTURES
(RWY 35)

INITIAL CLIMB

After take-off direct to PITOX via CDO R-348.

SID	ROUTING
BIBOK 1	Then make a RIGHT climbing turn to intercept CDO R-059 (A-319) direct to BIBOK, or according to ATC instructions.
KERSO 1	Then make a RIGHT climbing turn to intercept CDO R-008 (G-446) direct to KERSO, or according to ATC instructions.
KODIX 1	Then make a LEFT climbing turn to intercept CDO R-338 (A-554) direct to KODIX, or according to ATC instructions.
RIBES 1	Then proceed to intercept CDO R-353 (W-4) climbing direct to RIBES, or according to ATC instructions.

MDSD/SDQ

LAS AMERICAS INTL

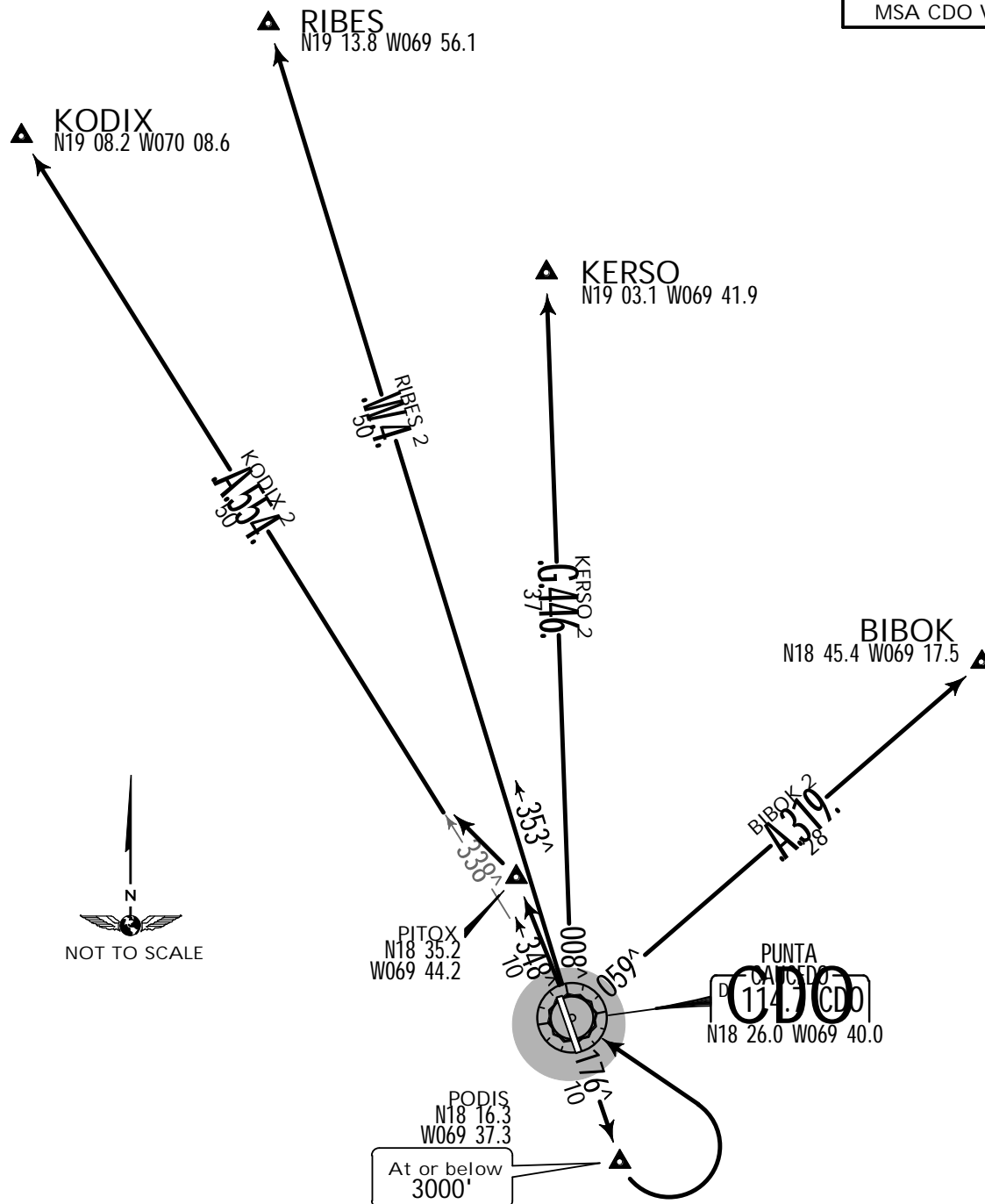
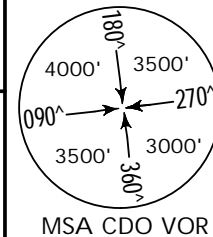
JEPPESEN

26 DEC 08

10-3C

SANTO DOMINGO,
DOM REP
.SID.Apt Elev
58'

Trans level: FL180 Trans alt: 17000'

BIBOK 2, KERSO 2, KODIX 2, RIBES 2 DEPARTURES
(RWY 17)

INITIAL CLIMB

After take-off direct to PODIS via CDO R-176, then make a LEFT climbing turn to cross over CDO.

SID	ROUTING
BIBOK 2	Then intercept CDO R-059 (A-319) direct to BIBOK, or according to ATC instructions.
KERSO 2	Then intercept CDO R-008 (G-446) direct to KERSO, or according to ATC instructions.
KODIX 2	Then direct to PITOX via CDO R-348, then LEFT turn to intercept CDO R-338 (A-554) direct to KODIX, or according to ATC instructions.

MDSD/SDQ

LAS AMERICAS INTL

JEPPESEN

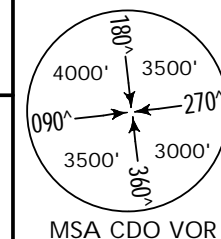
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10-3D

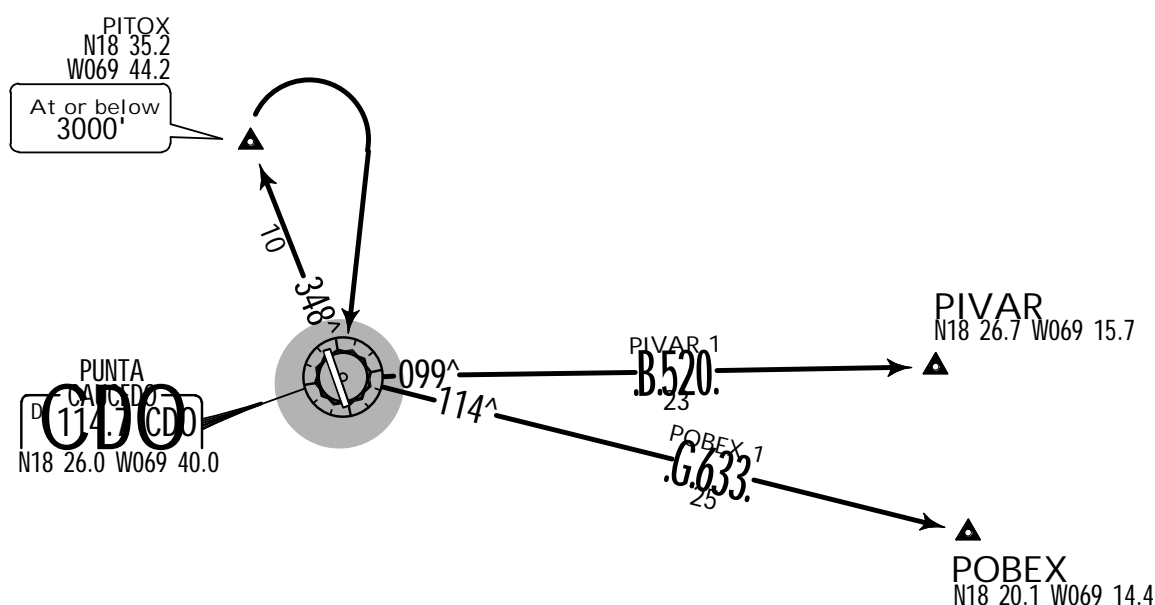
SANTO DOMINGO,
DOM REP
.SID.

Apt Elev
58'

Trans level: FL180 Trans alt: 17000'



PIVAR 1, POBEX 1 DEPARTURES (RWY 35)



INITIAL CLIMB

After take-off direct to PITOX via CDO R-348, then make a RIGHT climbing turn to cross over CDO.

SID	ROUTING
PIVAR 1	Then proceed to intercept CDO R-099 (B-520) direct to PIVAR, or according to ATC instructions.
POBEX 1	Then proceed to intercept CDO R-114 (G-633) direct to POBEX, or according to ATC instructions.

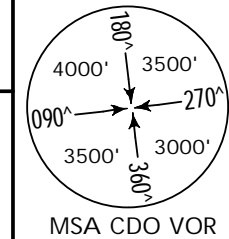
MDSD/SDQ
LAS AMERICAS INTL

JEPPESEN
26 DEC 08 10-3E

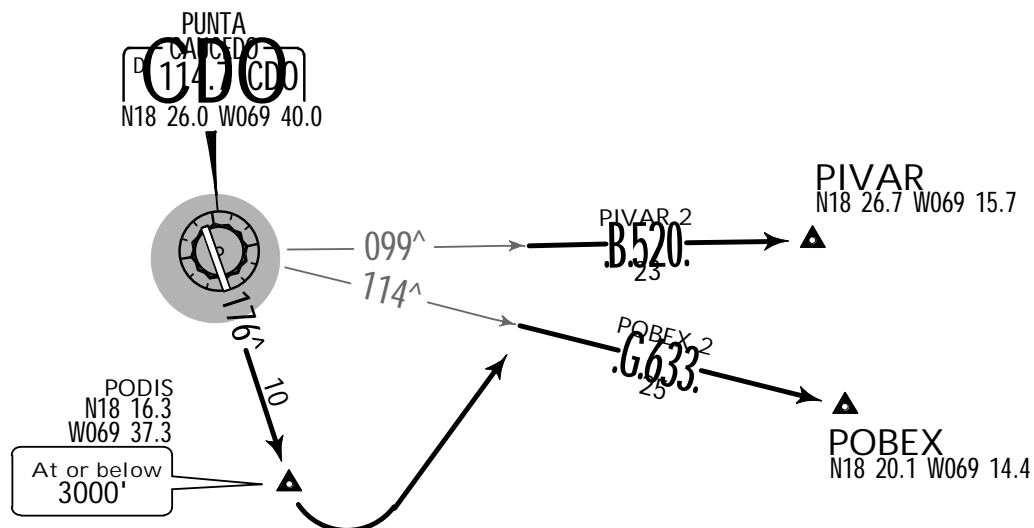
SANTO DOMINGO,
DOM REP
.SID.

Apt Elev
58'

Trans level: FL180 Trans alt: 17000'



PIVAR 2, POBEX 2 DEPARTURES (RWY 17)



INITIAL CLIMB

After take-off direct to PODIS via CDO R-176, then make a LEFT climbing turn.

SID

ROUTING

PIVAR 2 Then intercept CDO R-099 (B-520) direct to PIVAR, or according to ATC instructions.

MDSD/SDQ

LAS AMERICAS INTL

JEPPESEN

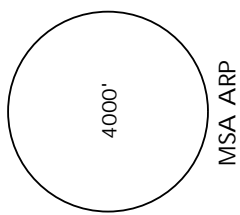
26 DEC 08

10-3F

SANTO DOMINGO,
DOM REP
.RNAV.SID.

Apt Elev
58'

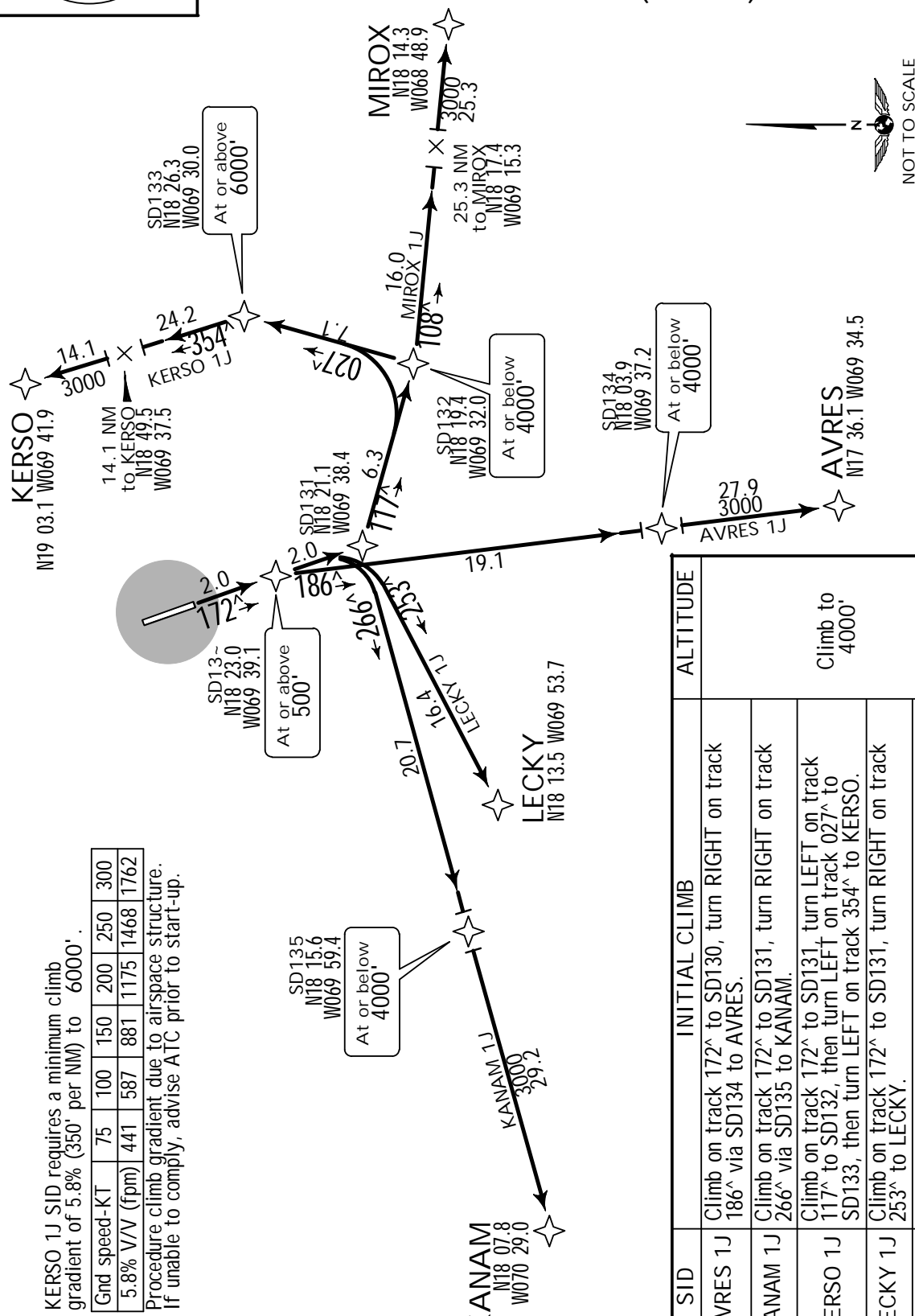
Trans level: FL180 Trans alt: 17000'
1. DME/DME not authorized.
2. After take-off contact Santo Domingo Control on 124.3.



MSA ARP

RWY 17 RNAV (GNSS) DEPARTURES

AVRES ONE JULIETT (AVRES 1J),
KANAM ONE JULIETT (KANAM 1J),
KERSO ONE JULIETT (KERSO 1J),
LECKY ONE JULIETT (LECKY 1J),
MIROX ONE JULIETT (MIROX 1J)



MDSD/SDO

LAS AMERICAS INTL

JEPPESSEN

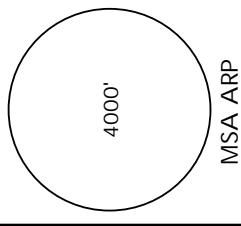
26 DEC 08

10-3G

SANTO DOMINGO,
DOM REP
.RNAV.SID.

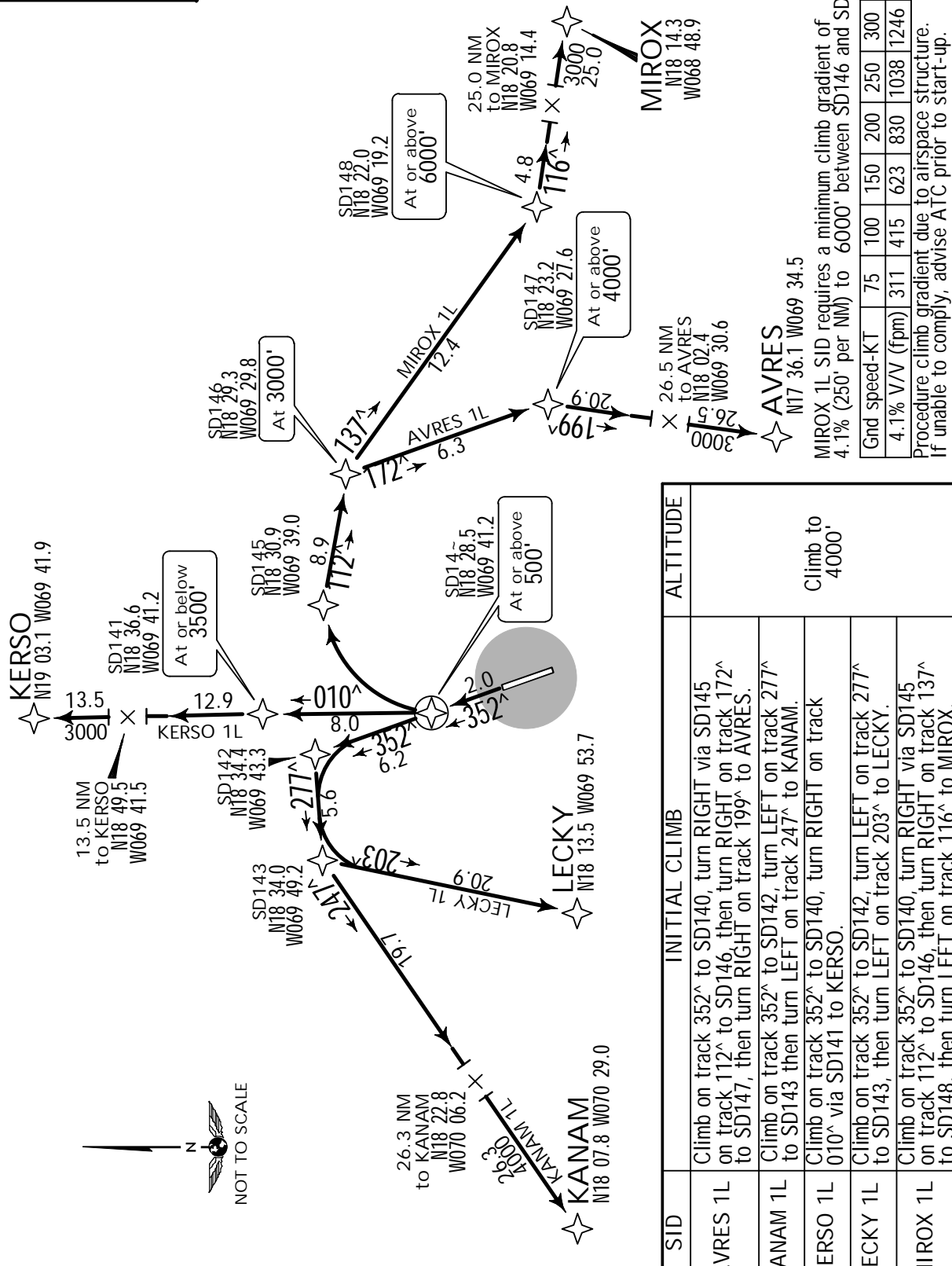
Apt Elev
58'

Trans level: FL180 Trans alt: 17000'
1. DME/DME not authorized.
2. After take-off contact Santo Domingo Control on 124.3.



RWY 35 RNAV (GNSS) DEPARTURES

AVRES ONE LIMA (AVRES 1L),
KANAM ONE LIMA (KANAM 1L),
KERSO ONE LIMA (KERSO 1L),
LECKY ONE LIMA (LECKY 1L),
MIROX ONE LIMA (MIROX 1L)



MIROX 1L SID requires a minimum climb gradient of 4.1% (250' per NM) to 6000' between SD146 and SD148.
Procedure climb gradient due to airspace structure. If unable to comply, advise ATC prior to start-up.

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

SID	INITIAL CLIMB	ALTITUDE
AVRES 1L	Climb on track 352° to SD140, turn RIGHT via SD145 on track 112° to SD146, then turn RIGHT on track 172° to SD147, then turn RIGHT on track 199° to AVRES.	Climb to 4000'
KANAM 1L	Climb on track 352° to SD140, turn LEFT on track 277° to SD143, then turn LEFT on track 247° to KANAM.	Climb to 4000'
KERSO 1L	Climb on track 352° to SD140, turn RIGHT on track 010° via SD141 to KERSO.	Climb to 4000'
LECKY 1L	Climb on track 352° to SD140, turn LEFT on track 277° to SD143, then turn LEFT on track 203° to LECKY.	Climb to 4000'
MIROX 1L	Climb on track 352° to SD140, turn RIGHT via SD145 on track 112° to SD146, then turn RIGHT on track 137° to SD148, then turn LEFT on track 116° to MIROX.	Climb to 4000'

MDSD/SDQ

LAS AMERICAS INTL

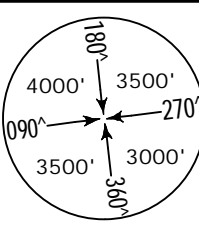
29 AUG 14

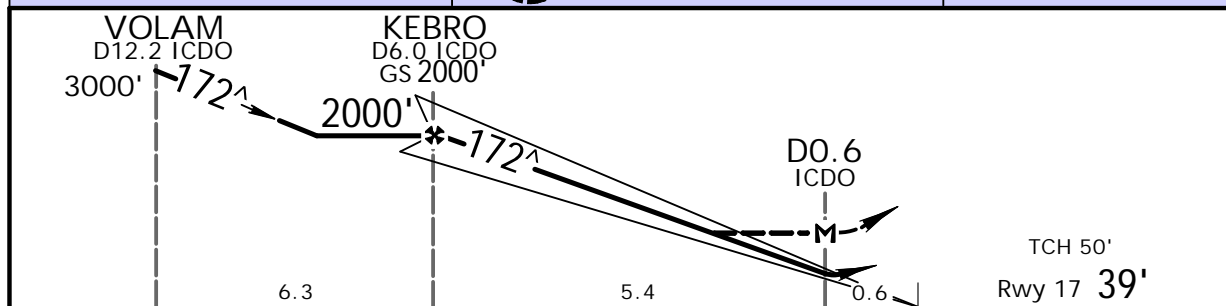
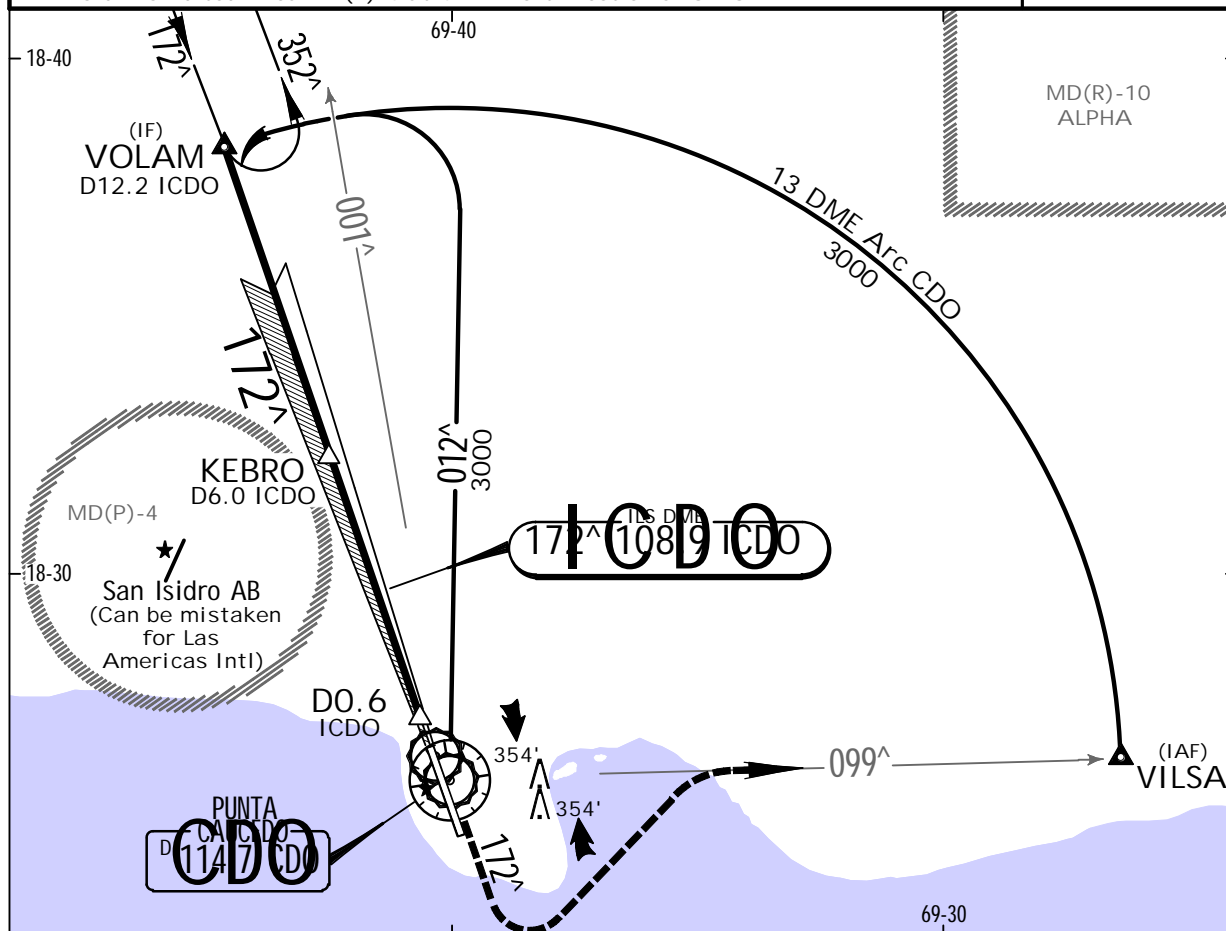
(11-1)

JEPPESEN

SANTO DOMINGO, DOM REP
ILS Rwy 17

BRIEFING STRIP™

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9	
LOC ICDO 108.9	Final Apch Crs 172^	GS KEBRO 2000' (1961')	ILS DA(H) 260' (221')	Apt Elev 58' Rwy 17 39'			
MISSED APCH: Climb outbound on CDO VOR R-172 until 2000', then make a LEFT turn to VILSA via CDO VOR R-099 outbound, climbing to 3000'; follow the 13 DME Arc to VOLAM and hold, or in accordance with ATC instructions.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 180 Trans alt: 17000'							
1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.							



Gnd speed-Kts	70	90	100	120	140	160
GS	3.00°	372	478	531	637	743
MAP at D0.6 ICDO or						
FAF to MAP	5.4	4:38	3:36	3:14	2:42	2:19

STRAIGHT-IN LANDING RWY 17		CEILING REQUIRED.		CIRCLE-TO-LAND RWY 35	
ILS		LOC (GS out)			
DA(H) 260' (221')		MDA(H) 520' (481')			
FULL		ALS out			
1.2 km		CEILING-VISIBILITY			
		500'-1.6 km			
		500'-2.0 km			

US OPS

MDSD/SPQ

Apt Elev 58'
N18 25.8 W069 40.1



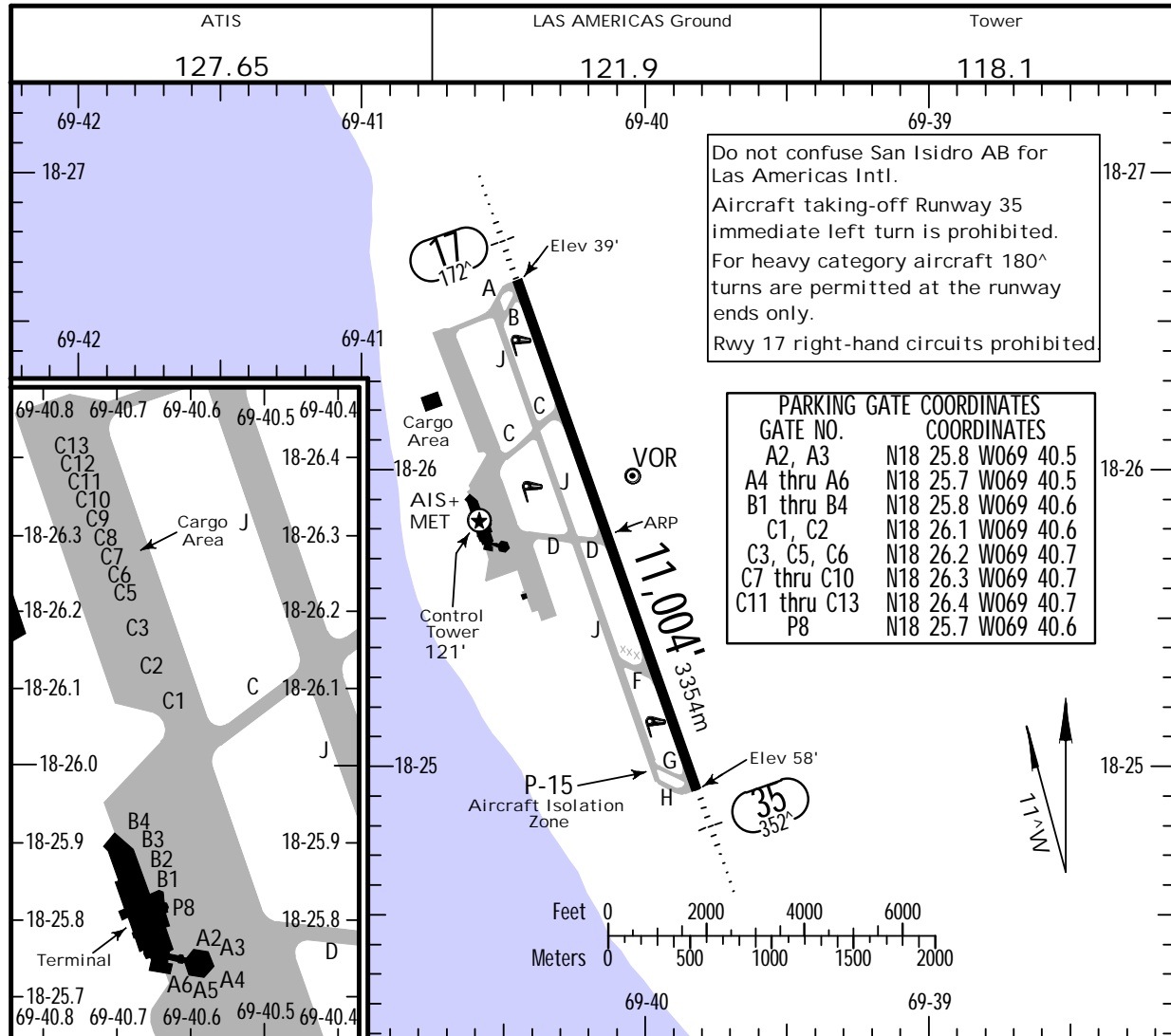
JEPPESEN

SANTO DOMINGO, DOM REP

29 AUG 14

(11-1)

LAS AMERICAS INTL



GATE NO.	COORDINATES
A2, A3	N18 25.8 W069 40.5
A4 thru A6	N18 25.7 W069 40.5
B1 thru B4	N18 25.8 W069 40.6
C1, C2	N18 26.1 W069 40.6
C3, C5, C6	N18 26.2 W069 40.7
C7 thru C10	N18 26.3 W069 40.7
C11 thru C13	N18 26.4 W069 40.7
P8	N18 25.7 W069 40.6

ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				Threshold	Glide Slope		
17					10,028' 3057m		197'
35	HIRL	ALS	PAPI-L (angle 3.0°)				60m

		TAKE-OFF			
		All Rwys			
1 & 2 Eng	Available Landing Minimums				
3 & 4 Eng					

MDSD/SDQ

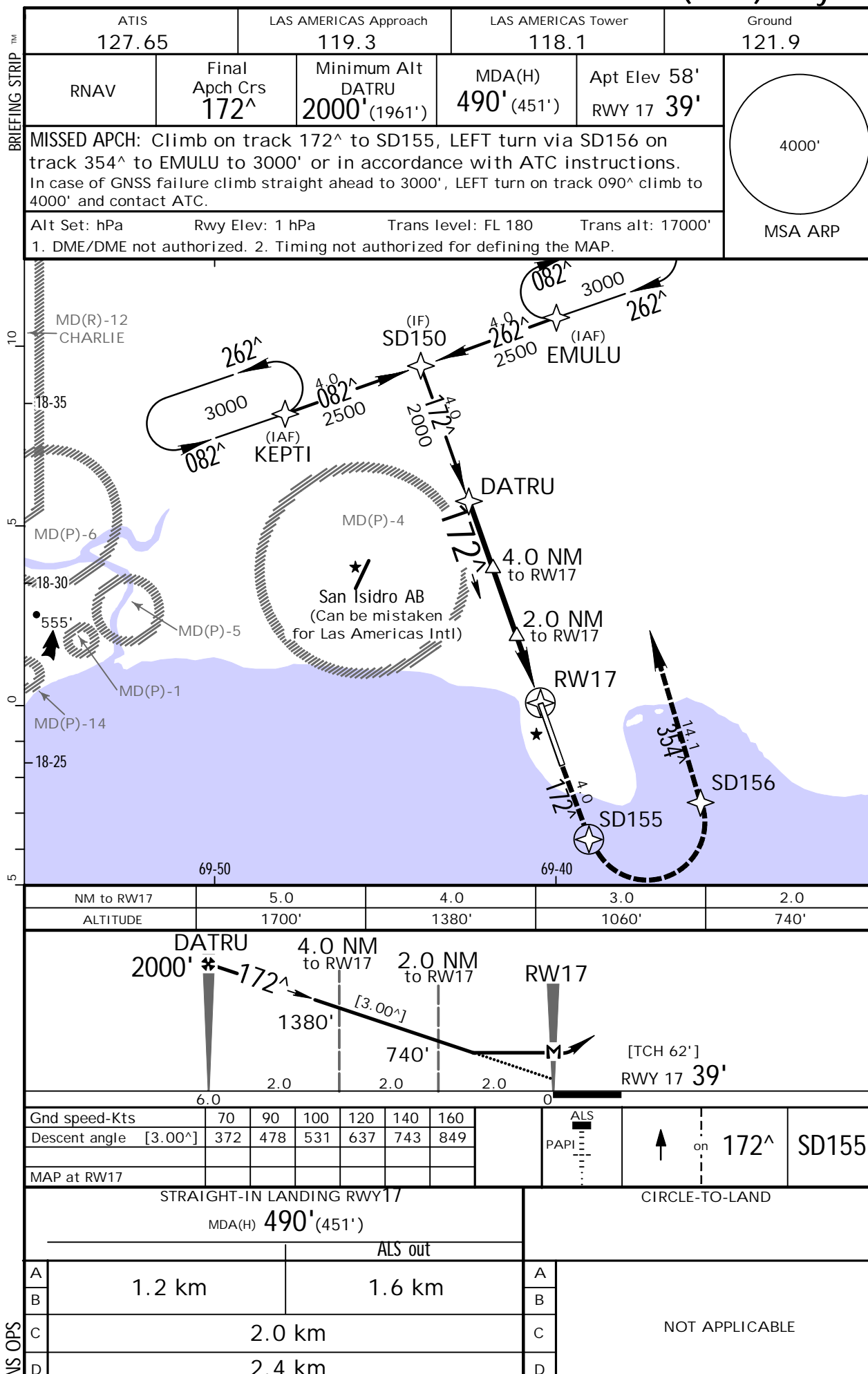
LAS AMERICAS INTL

26 DEC 08

(12-1)

JEPPESEN

SANTO DOMINGO, DOM REP
RNAV (GNSS) Rwy 17



MDSD/SDQ

LAS AMERICAS INTL

JEPPESSEN

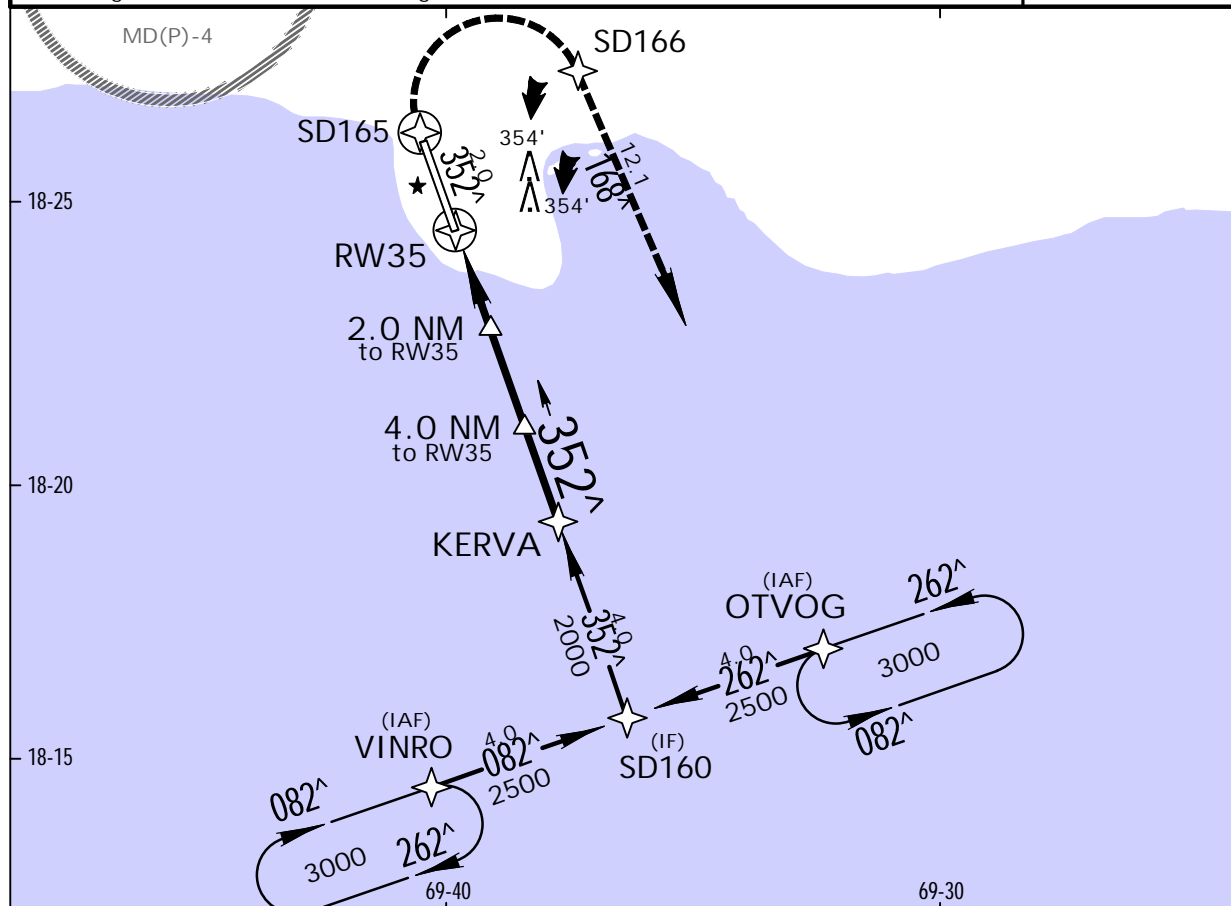
26 DEC 08

(12-2)

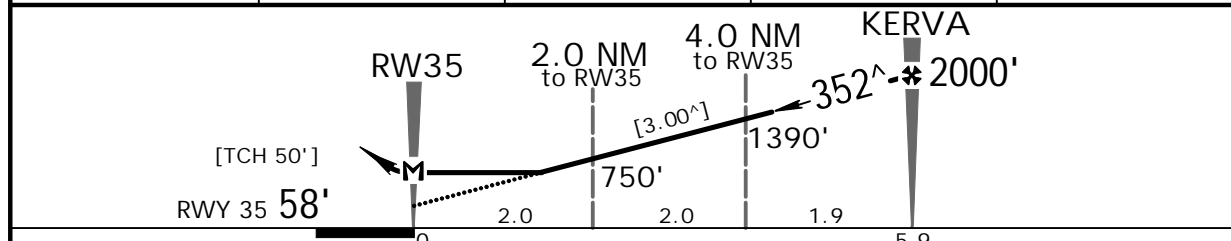
SANTO DOMINGO, DOM REP
RNAV (GNSS) Rwy 35

BRIEFING STRIP™

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9	
RNAV	Final Apch Crs 352^	Minimum Alt KERVA 2000' (1942')	MDA(H) 510' (452')	Apt Elev 58' RWY 35 58'		<div>4000'</div> <div>MSA ARP</div>	
MISSED APCH: Climb on track 352^ to SD165, RIGHT turn via SD166 on track 168^ to OTVOG to 3000' or in accordance with ATC instructions. In case of GNSS failure climb straight ahead to 2000', RIGHT turn on track 180^ climb to 4000' and contact ATC.							
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 180 Trans alt: 17000'							
1. DME/DME not authorized. 2. Avoid Prohibited Area MD(P)-4 during missed approach. 3. Timing not authorized for defining the MAP.							



NM to RW35	2.0	3.0	4.0	5.0
ALTITUDE	750'	1070'	1390'	1700'



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW35						

STRAIGHT-IN LANDING RWY35			CIRCLE-TO-LAND		
MDA(H) 510' (452')					
ALS out					

A	1.2 km	1.6 km	A	NOT APPLICABLE
B			B	
C	2.0 km		C	
D	2.4 km		D	

VS OPS

MDSD/SDQ

LAS AMERICAS INTL

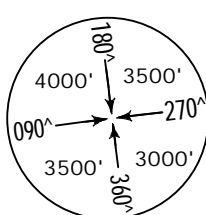
14 FEB 14

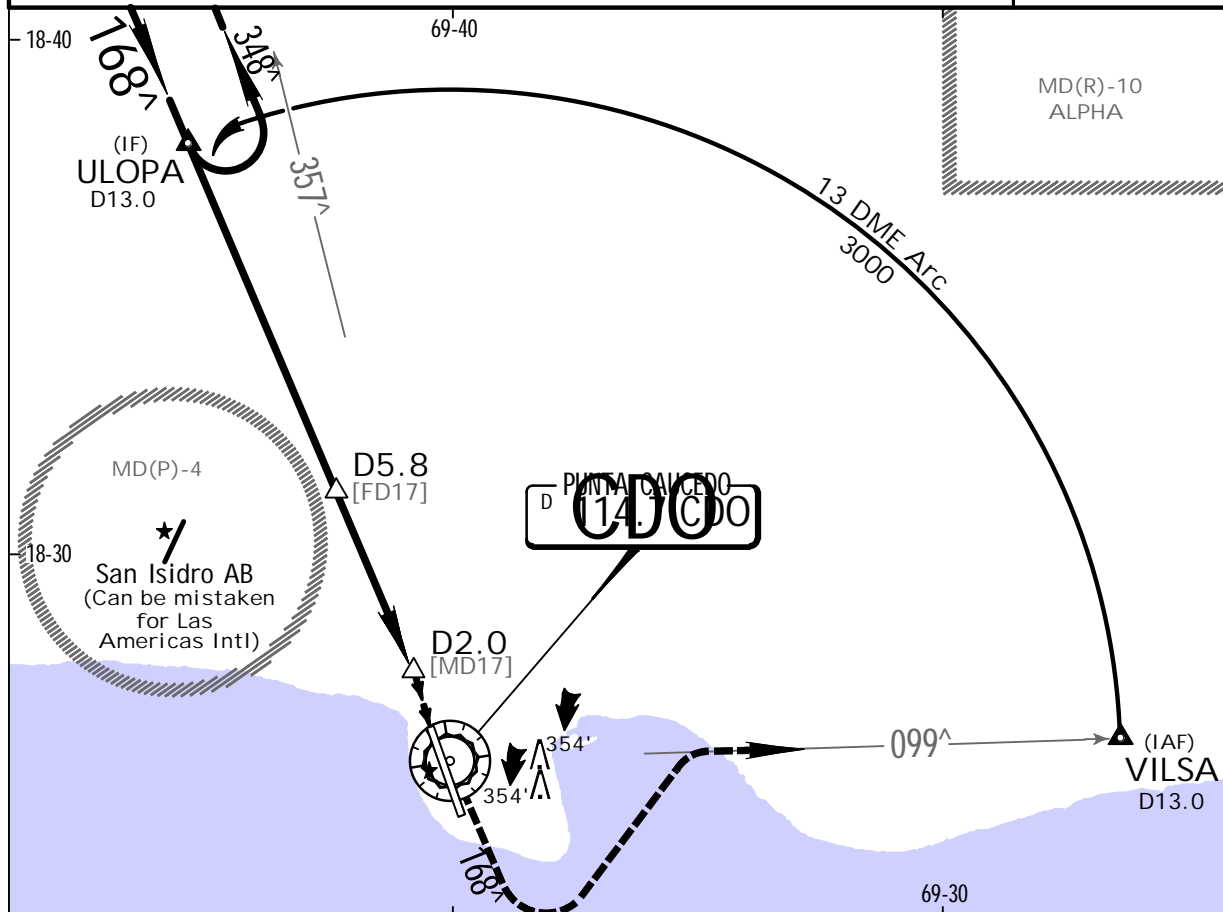
(13-1)

JEPPESEN

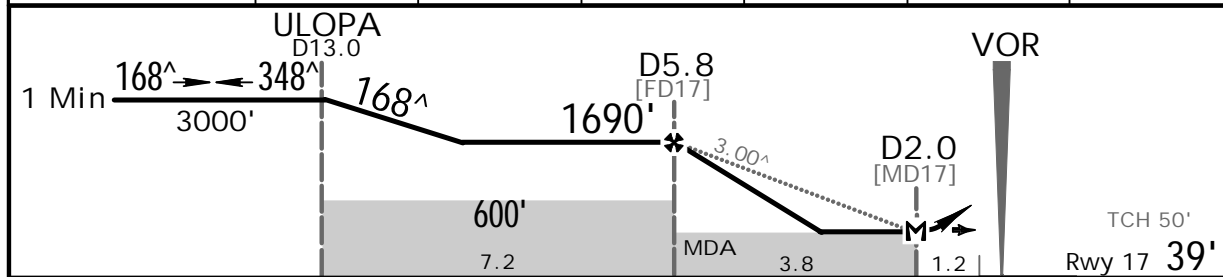
SANTO DOMINGO, DOM REP
VOR DME Rwy 17


BRIEFING STRIP™

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9	
VOR CDO 114.7	Final Apch Crs 168^	Minimum Alt D5.8 1690' (1651')	MDA(H) 470' (431')	Apt Elev 58' Rwy 17 39'			
MISSED APCH: Climb outbound on CDO VOR R-168 until 2000', then LEFT turn direct to VILSA via CDO VOR R-099 outbound, climbing to 3000'; or according to ATC instructions.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 180 Trans alt: 17000' 1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.							



CDO DME	FAF	5.0	4.0	3.0	2.0	MAP
ALTITUDE	1690'	1465'	1144'	823'	502'	470'



Gnd speed-Kts	70	90	100	120	140	160		2000' CDO on 114.7 R-168
Descent Angle 3.00 [^]	372	478	531	637	743	849		
MAP at D2.0 or FAF to MAP	3.8	3:15	2:32	2:17	1:54	1:38		

STRAIGHT-IN LANDING RWY17 .CEILING REQUIRED.				CIRCLE-TO-LAND RWY35	
MDA(H) 470' (431')					
CEILING-VISIBILITY				Max Kts	
ALS out				100	MDA(H) 700' (642')
500' -1.6 km				135	700' -2.8 km
500' -2.0 km				180	800' (742')
					800' -4.6 km

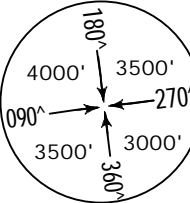
VS OPS

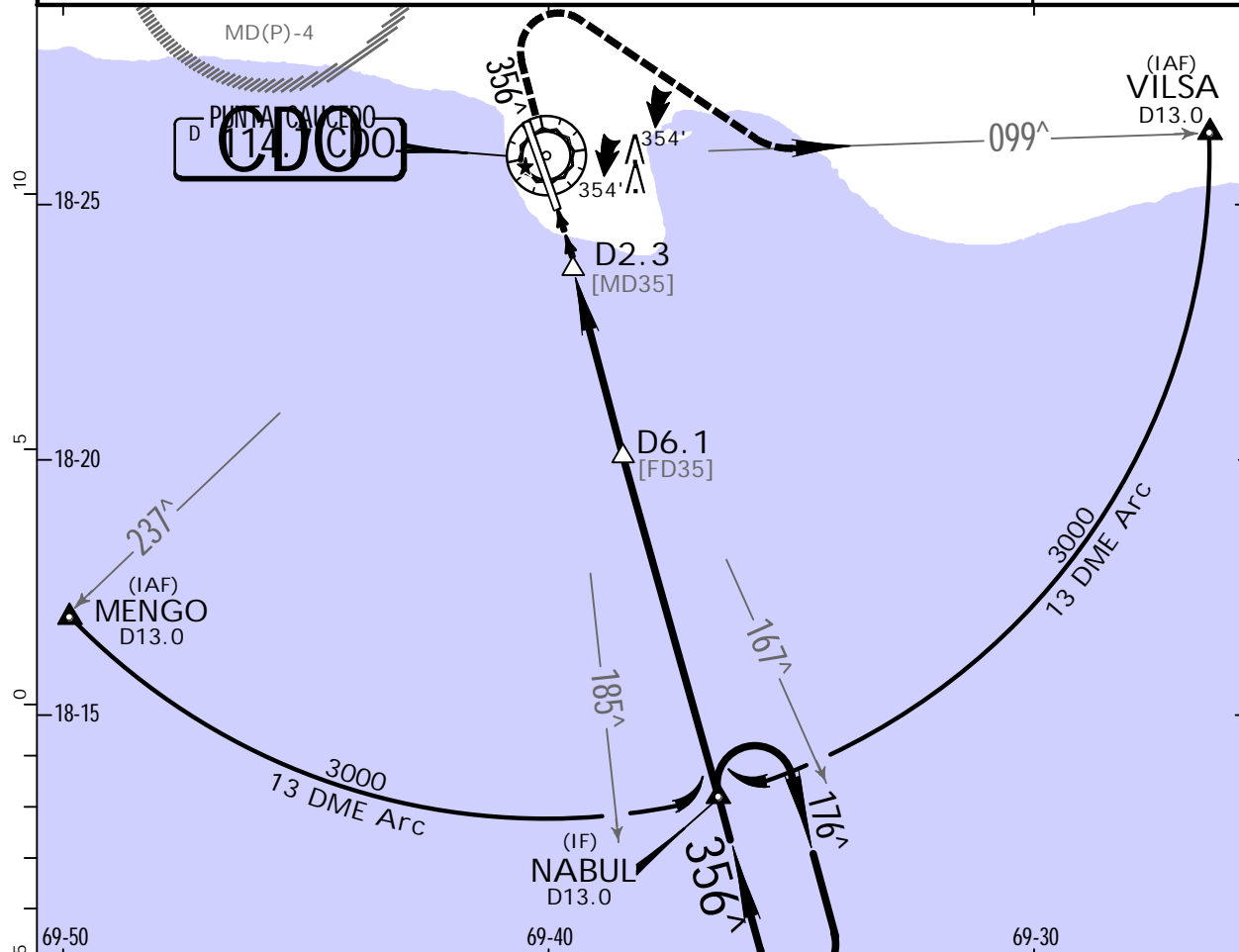
MDSD/SDQ
LAS AMERICAS INTL

JEPPESSEN
14 FEB 14 (13-2)

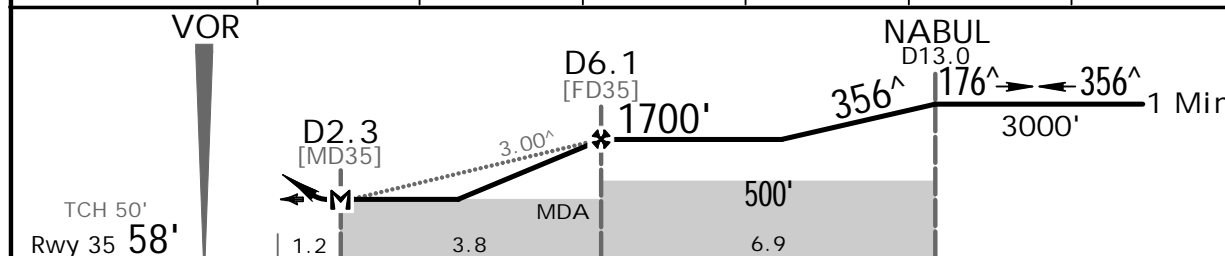
SANTO DOMINGO, DOM REP
VOR DME Rwy 35

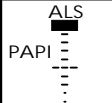
BRIEFING STRIP™

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9	
VOR CDO 114.7	Final Apch Crs 356 [^]	Minimum Alt D6.1 1700' (1642')	MDA(H) 490' (432')	Apt Elev 58' Rwy 35 58'		 MSA CDO VOR	
MISSED APCH: Climb outbound on CDO VOR R-356 until 2000', then RIGHT turn direct to VILSA climbing to 3000' via CDO VOR R-099 outbound; or according to ATC instructions.							
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 180 Trans alt: 17000'							
1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.							



CDO DME	MAP	3.0	4.0	5.0	6.0	FAF
ALTITUDE	490'	714'	1032'	1350'	1668'	1700'



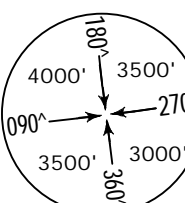
Gnd speed-Kts	70	90	100	120	140	160		2000' on 114.7 R-356
Descent Angle 3.00 [^]	372	478	531	637	743	849		
MAP at D2.3 or FAF to MAP 3.8	3:15	2:32	2:17	1:54	1:38	1:26		

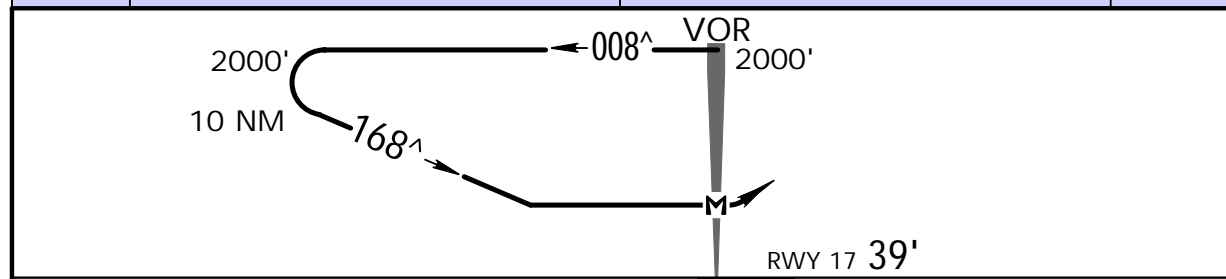
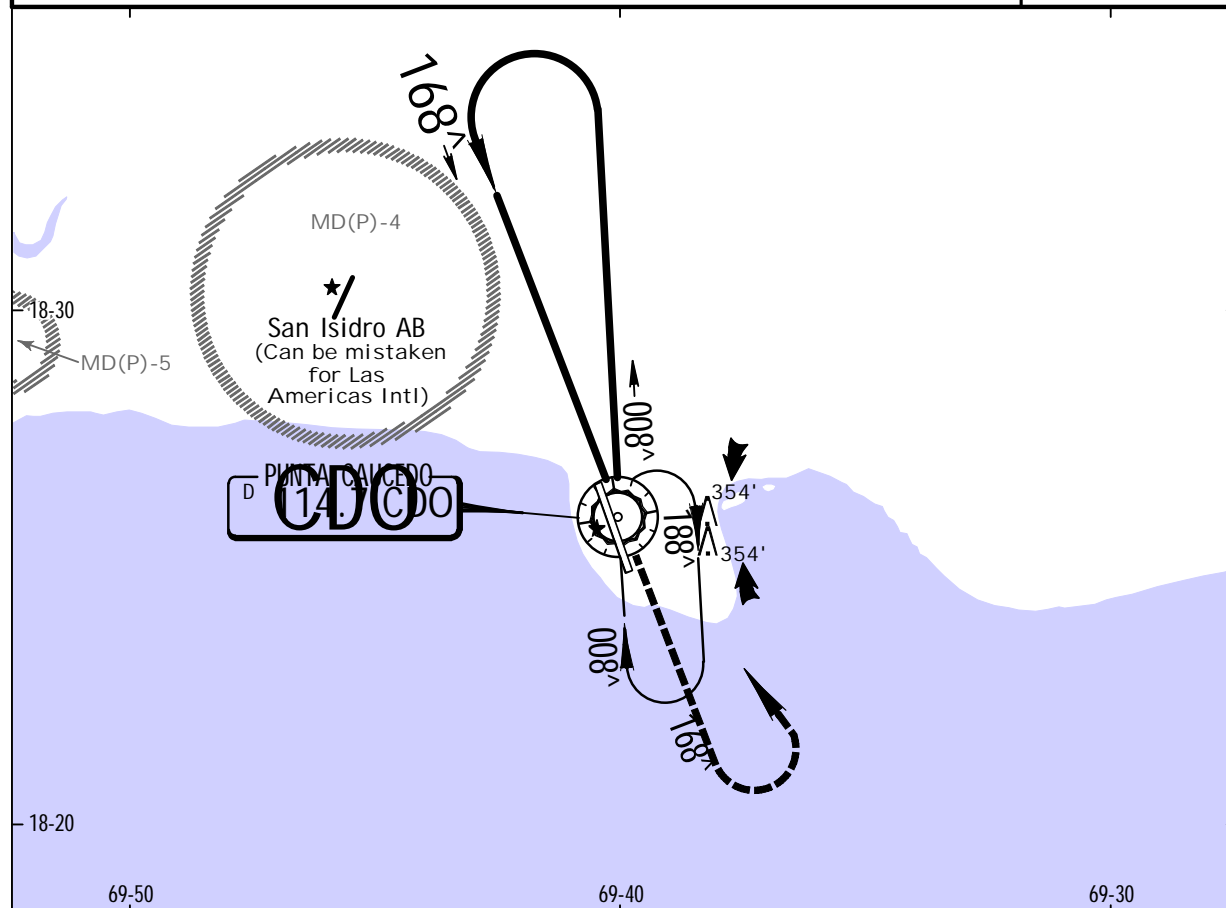
STRAIGHT-IN LANDING RWY35 .CEILING.REQUIRED.				CIRCLE-TO-LAND RWY17			
MDA(H) 490' (432')				Max Kts			
CEILING-VISIBILITY ALS out				MDA(H)		CEIL-VIS	
500' -1.6 km				100		700' (642') 700' -2.8 km	
500' -2.0 km				135			
				180		800' (742') 800' -4.6 km	

MDSD/SDQ
LAS AMERICAS INTL

JEPPesen
26 DEC 08 (13-3)

SANTO DOMINGO, DOM REP
VOR Rwy 17

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9		
VOR CDO 114.7	Final Apch Crs 168^	No FAF		MDA(H) 470' (431')	Apt Elev 58' Rwy 17 39'			
MISSED APCH: Climb outbound on CDO VOR R-168 to 2000', then LEFT turn to CDO VOR holding pattern, or according to ATC instructions.								
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 180		Trans alt: 17000'		
1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.								

[illegible]

STRAIGHT-IN LANDING RWY17 CLETTING REQUIRED CIRCLE-TO-LAND RWY35

		MDA(H) 470' (431')		
		ALS out	Max Kts	MDA(H) _____ CEIL-VIS _____
A	CEILING-VISIBILITY		100	
B	500' -1.6 km		135	700' (642') 700' -2.8 km
C	500' -2.0 km		180	
D	500' -2.4 km		205	800' (742') 800' -4.6 km

MDSD/SDQ

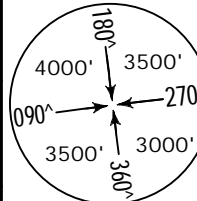
LAS AMERICAS INTL

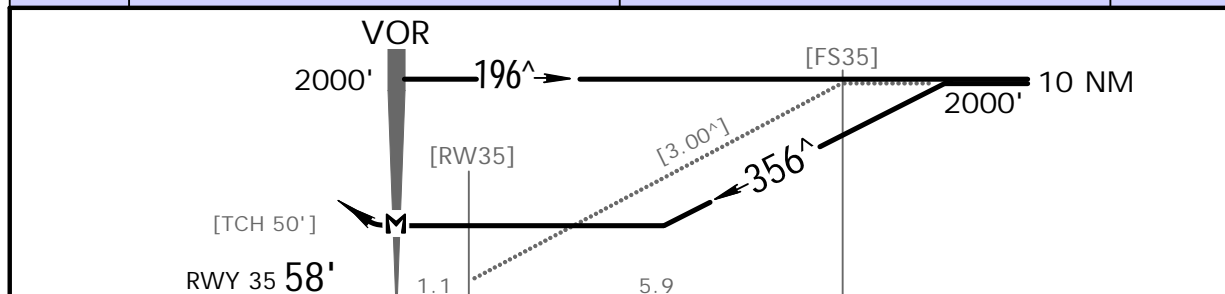
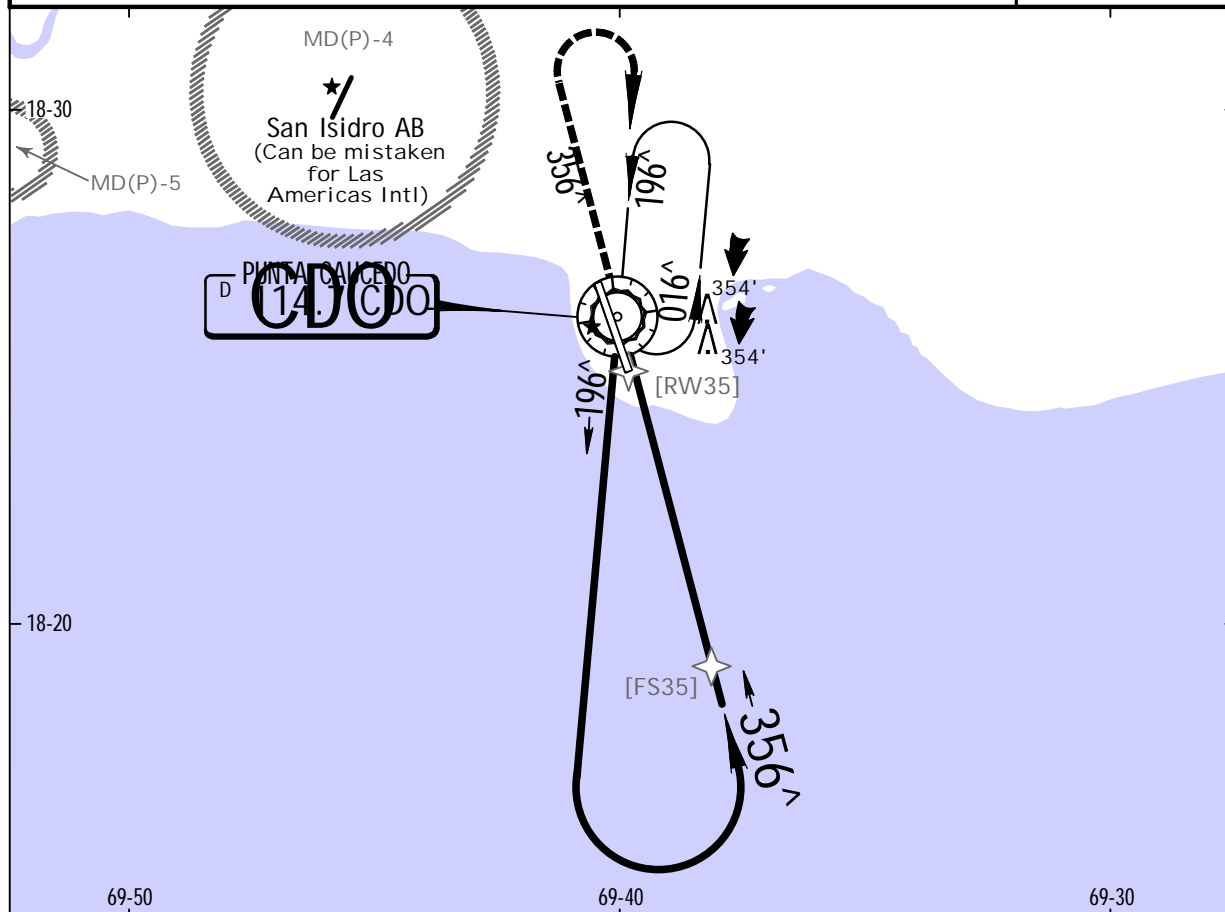
JEPPESEN

26 DEC 08 (13-4)

SANTO DOMINGO, DOM REP
VOR Rwy 35

BRIEFING STRIP™

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9	
VOR CDO 114.7	Final Apch Crs 356^	No FAF		MDA(H) 490' (432')	Apt Elev 58' Rwy 35 58'		
MISSED APCH: Climb outbound on CDO VOR R-356 to 2000'; then RIGHT turn direct to CDO VOR holding pattern, or according to ATC instructions.							
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 180 Trans alt: 17000'							
1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.							



Gnd speed-Kts	70	90	100	120	140	160		2000' on 114.7 CDO R-356
Descent angle [3.00 [^]]	372	478	531	637	743	849		
MAP at VOR								

STRAIGHT-IN LANDING RWY35 .CEILING.REQUIRED.				CIRCLE-TO-LAND RWY17			
MDA(H) 490' (432')							
CEILING-VISIBILITY ALS out				Max Kts	MDA(H) CEIL-VIS		
A				100			
B	500' -2.4 km			135	700' (642') 700' -2.8 km		
C	500' -2.8 km			180			
D	500' -3.6 km			205	800' (742') 800' -4.6 km		

IS OPS

MDSD/SDQ

LAS AMERICAS INTL

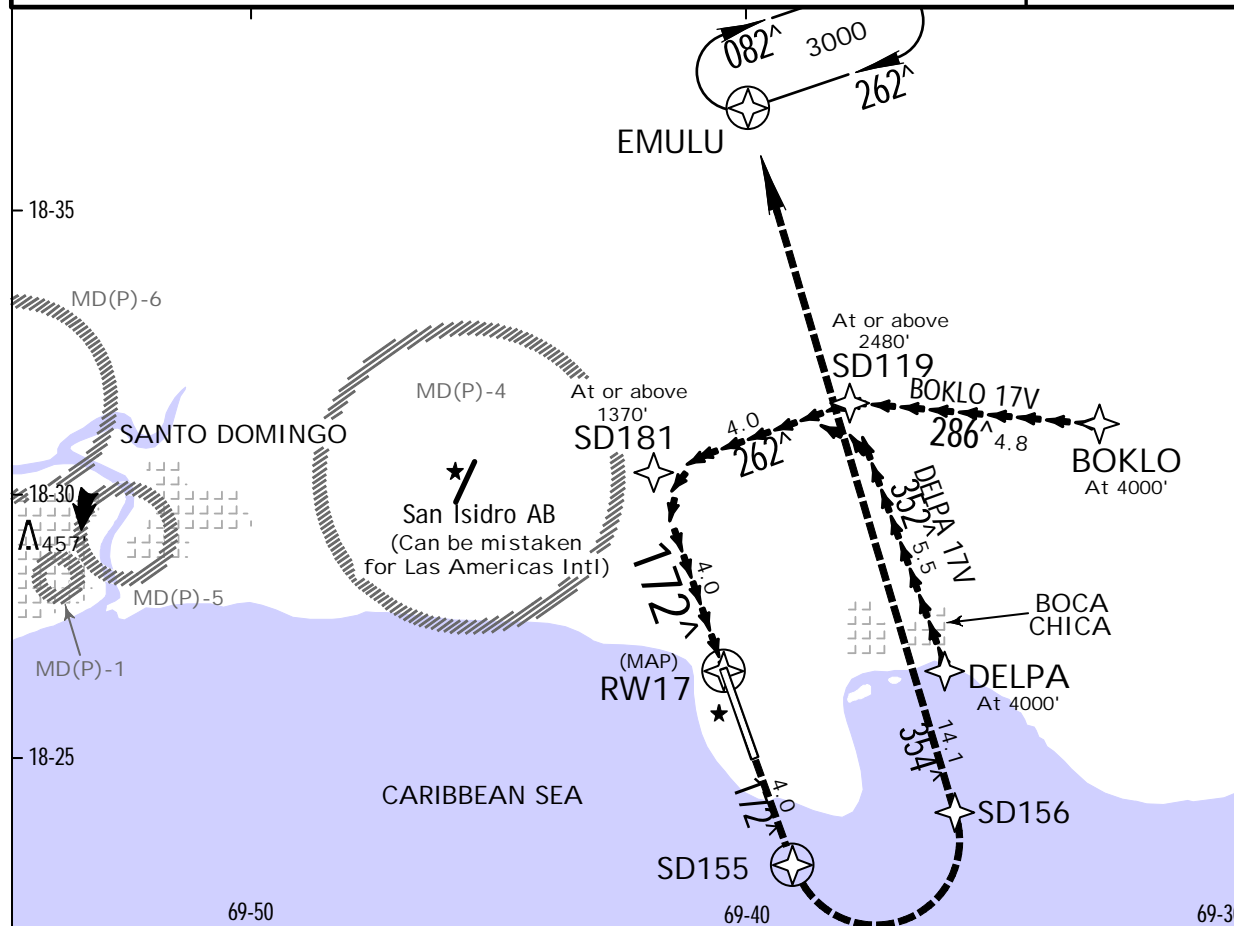
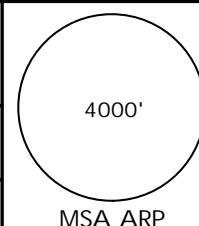
JEPPESEN

26 DEC 08 (19-1)

SANTO DOMINGO, DOM REP
VISUAL RNAV (GNSS) Rwy 17

BRIEFING STRIP™

ATIS 127.65	LAS AMERICAS Approach 119.3	LAS AMERICAS Tower 118.1	Ground 121.9
RNAV	Final Apch Crs 172^	No FAF	Ceiling-Vis 4000'-5km
MISSED APCH: Climb on track 172^ to SD155, LEFT turn via SD156 on track 354^ to EMULU to 3000' or in accordance with ATC instructions.			
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 180	Trans alt: 17000'
1. DME/DME not authorized.			



CONDITIONS:

- Pilot must maintain visual reference to the terrain and report the airport in sight.
- Pilot is requesting or ATC suggests a visual approach.
- Radar vectors can be issued by ATC to join the visual approach procedure.

ROUTE	WAYPOINT SEQUENCE
BOKLO 17V	BOKLO (A4000) - SD119 (K185-; A2480+; L) - SD181 (K185-; A1370+; L) - RW17
DELPA 17V	DELPA (A4000) - SD119 (K185-; A2480+; L) - SD181 (K185-; A1370+; L) - RW17

RWY 17 39'

ALS	PAPI	↑ on 172^	SD155
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WEATHER MINIMUMS

Ceiling 4000' -VIS 5 km

IS OPS

MDSD/SDQ

LAS AMERICAS INTL

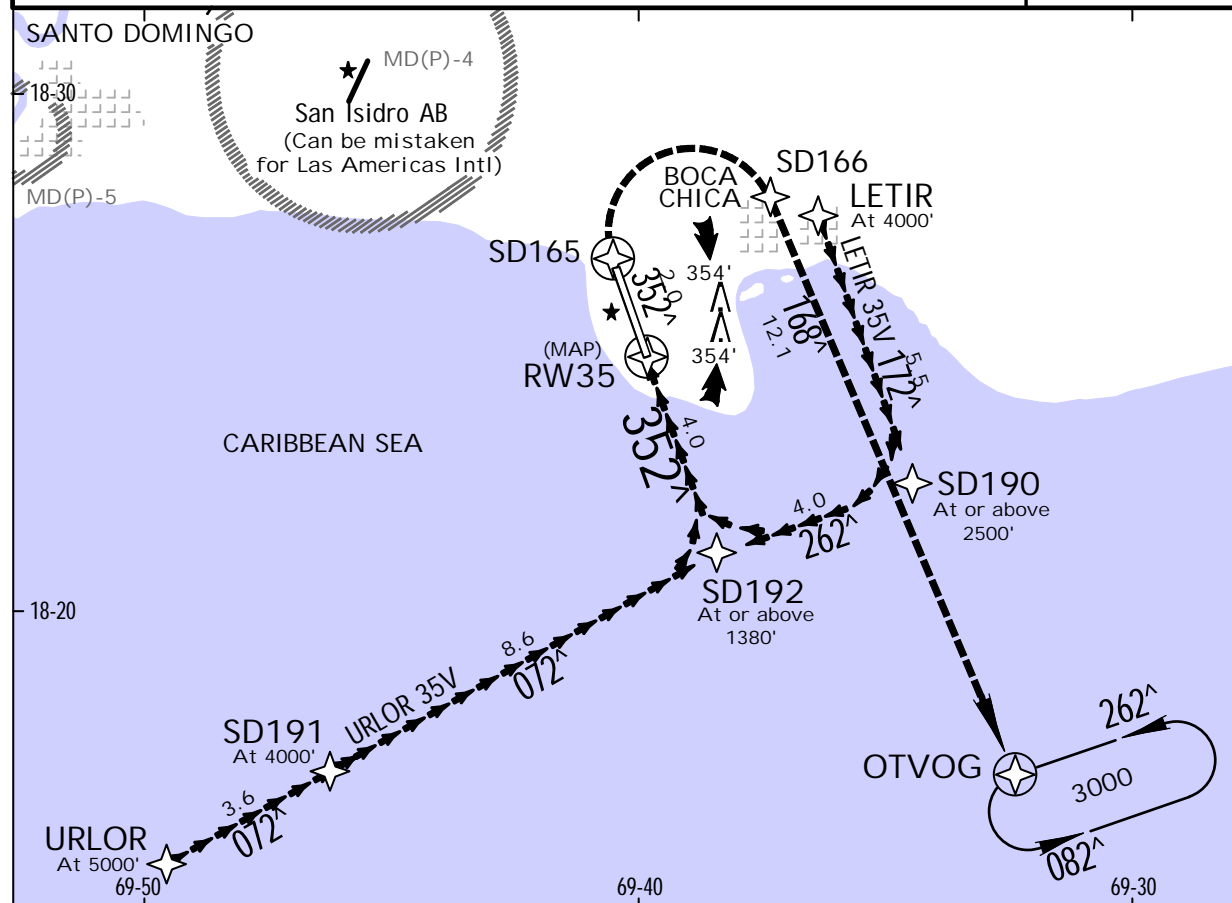
JEPPESEN

26 DEC 08 (19-2)

SANTO DOMINGO, DOM REP
VISUAL RNAV (GNSS) Rwy 35

BRIEFING STRIP™

ATIS 127.65	LAS AMERICAS Approach 119.3	LAS AMERICAS Tower 118.1	Ground 121.9
RNAV	Final Apch Crs 352^	No FAF	Ceiling-Vis 4000'-5km
MISSED APCH: Climb on track 352^ to SD165, RIGHT turn via SD166 on track 168^ to OTVOG to 3000' or in accordance with ATC instructions.			
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 180 Trans alt: 17000'			
1. DME/DME not authorized. 2. Avoid Prohibited Area MD(P)-4 during missed approach.			
MSA ARP			



CONDITIONS:

- Pilot must maintain visual reference to the terrain and report the airport in sight.
- Pilot is requesting or ATC suggests a visual approach.
- Radar vectors can be issued by ATC to join the visual approach procedure.

ROUTE	WAYPOINT SEQUENCE
LETIR 35V	LETIR (A4000) - SD190 (K185-; A2500+; R) - SD192 (K185-; A1380+; R) - RW35
URLOR 35V	URLOR (A5000) - SD191 (K185-; A4000) - SD192 (K185-; A1380+; L) - RW35

RWY 35 58'

ALS	PAPI	↑ on 352^	SD165
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WEATHER MINIMUMS

Ceiling 4000' -VIS 5 km

IS OPS

TLPL/VVF

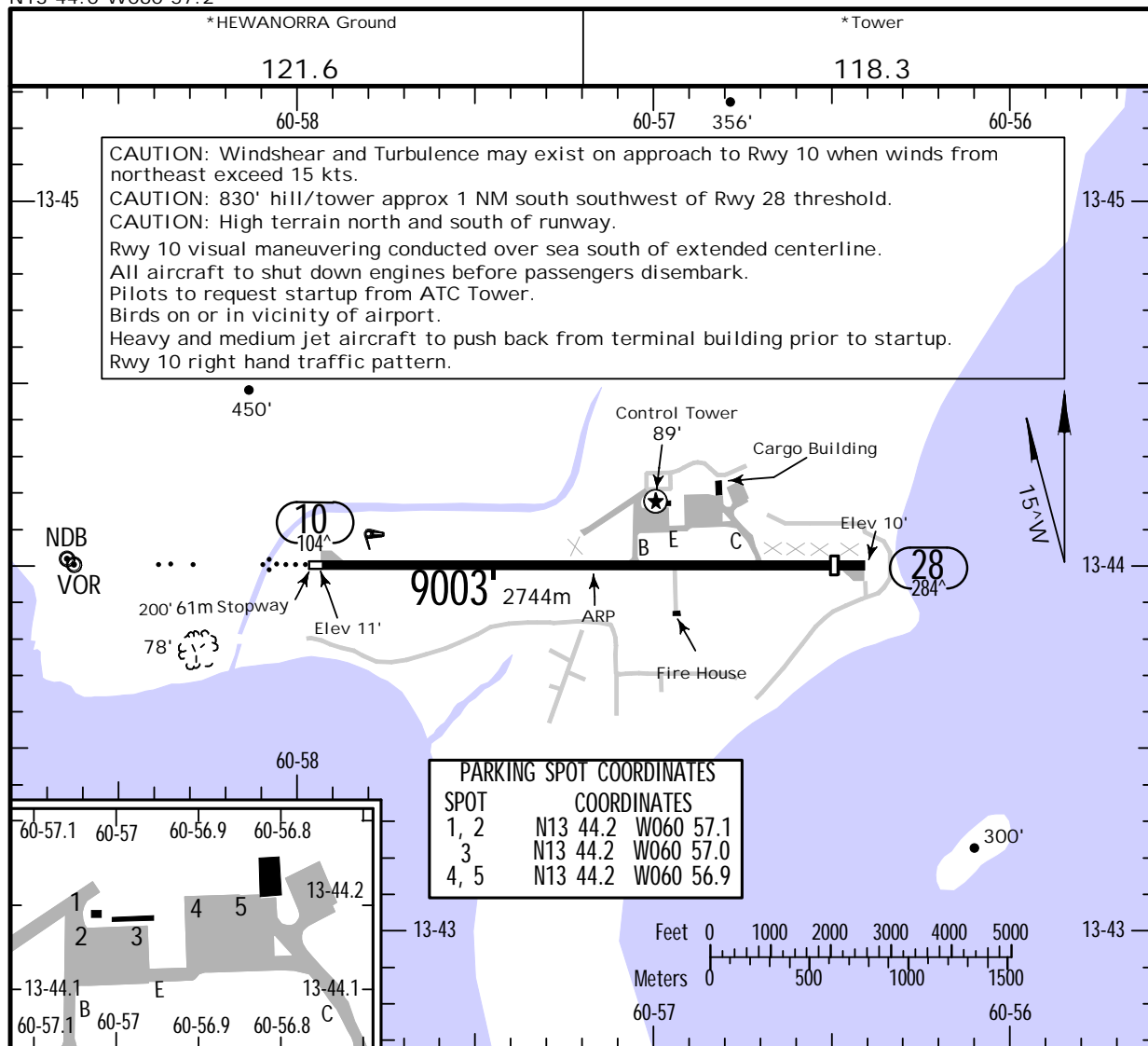
Apt Elev 14
N13 44.0 W060 57.2

JEPPESEN

12 OCT 12 (10-9)

VIEUX FORT, ST LUCIA

HEWANORRA INTL



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		LANDING BEYOND		TAKE-OFF	
		Threshold	Glide Slope		
10	HIRL ALS PAPI-L (3.00°)	1 8888' 2709m		1 8888' 2709m	151'
28	HIRL PAPI-L (3.00°)	8511' 2594m			46m

1 Last 115' (35m) of Rwy 10 not available for landing or takeoff.

TAKE-OFF & DEPARTURE PROCEDURE

	AIR CARRIER (JAA)		AIR CARRIER (FAR 121)	
	LVP must be in force All Rwys RCLM (Day only) or RL	All Rwys RCLM (Day only) or RL	All Rwys Adequate Vis Ref	
A			2 Eng	400m
B	250m	400m	3 & 4 Eng	
C				
D	300m			
DEPARTURE PROCEDURE: For aircraft making a left turn after take-off Rwy 10: Climb on rwy heading until reaching 4200' then left turn; or, for aircraft		on rwy heading until reaching 2000' then right turn.		

TLPL/UVF

JEPPESSEN

VIEUX FORT, ST LUCIA
RNAV (GNSS) Rwy 10

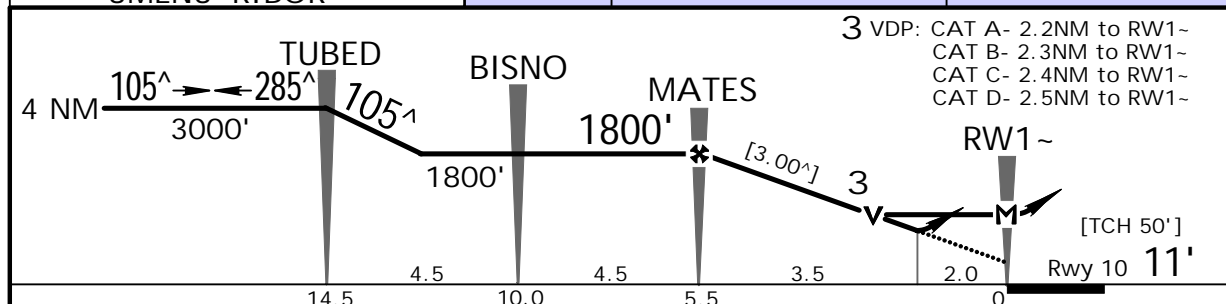
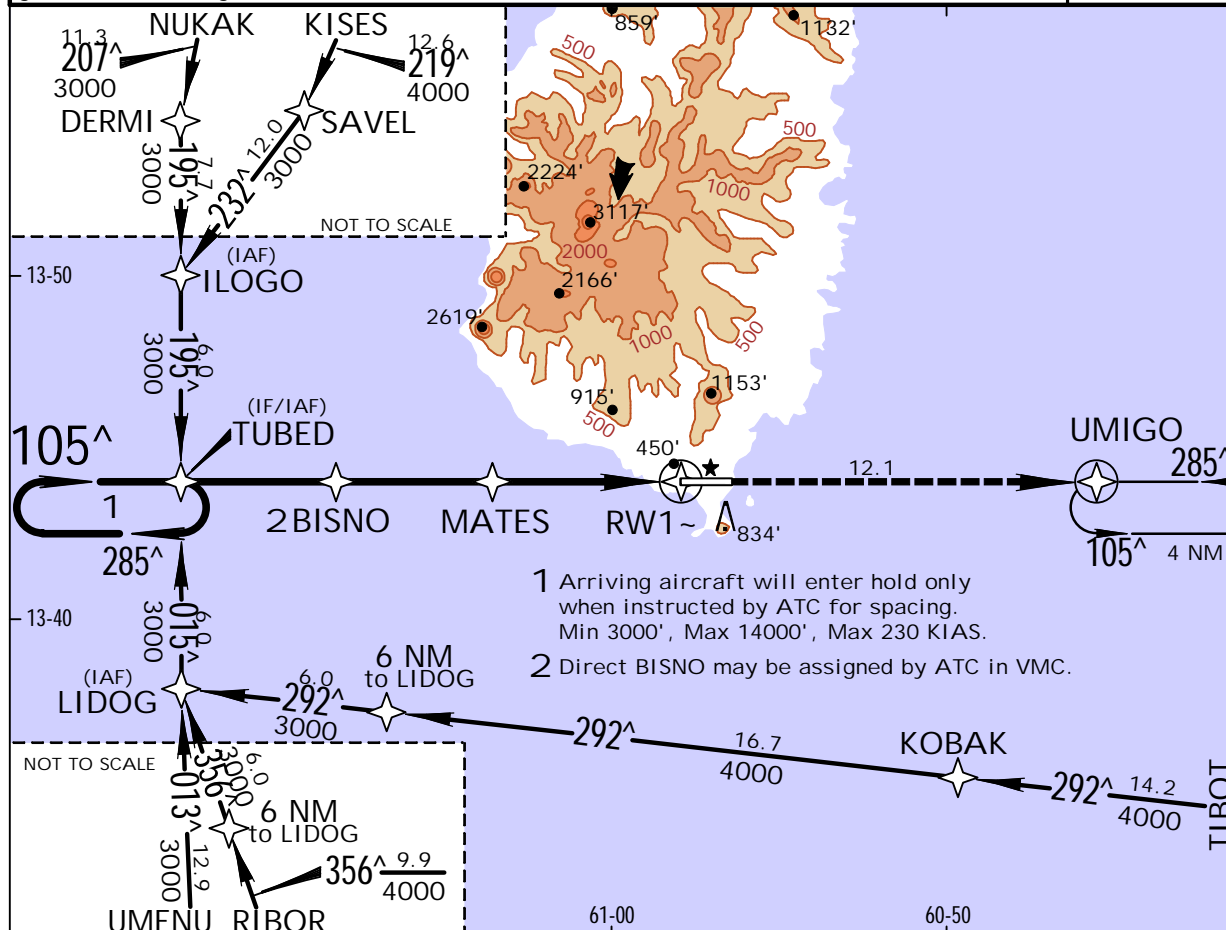
HEWANORRA INTL

16 SEP 11

(12-1)

BRIEFING STRIP™

*ST LUCIA Approach 119.8		*HEWANORRA Tower 118.3		*Ground 121.6	
RNAV	Final Apch Crs 105^	Minimum Alt MATES 1800' (1789')	LNAV/VNAV DA(H) 690' (679')	Apt Elev 14' Rwy 10 11'	<div>4200'</div> <div>MSA ARP</div>
MISSED APCH: Climb to 2500' direct UMIGO and hold, or as directed by ATC.					
Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000'					
1. Unless ATC clearance is obtained for an RNAV (GNSS) procedure, the navigation and position reporting of all aircraft shall be conducted with reference to conventional ground-based navigation aids.					



Gnd Speed-Kts	70	90	100	120	140	160	ALS PAPI 2500'	D→	UMIGO
Descent angle [3.00 [^]]	372	478	531	637	743	849			
MAP at RW1~									

STRAIGHT-IN LANDING RWY 10				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		Not Authorized North of Rwy 10/28			
DA(H) 690' (679')		MDA(H) A: 770' (759') C: 820' (809') B: 800' (789') D: 850' (839')					
ALS out		ALS out		Max Kts	MDA(H)		
A	3700m	1600m		100	1130' (1116')-2000m		
B		2000m		135	1130' (1116')-2400m		
C		3600m		180	1230' (1216')-4800m		

JS OPS 4


TLPL/UVF

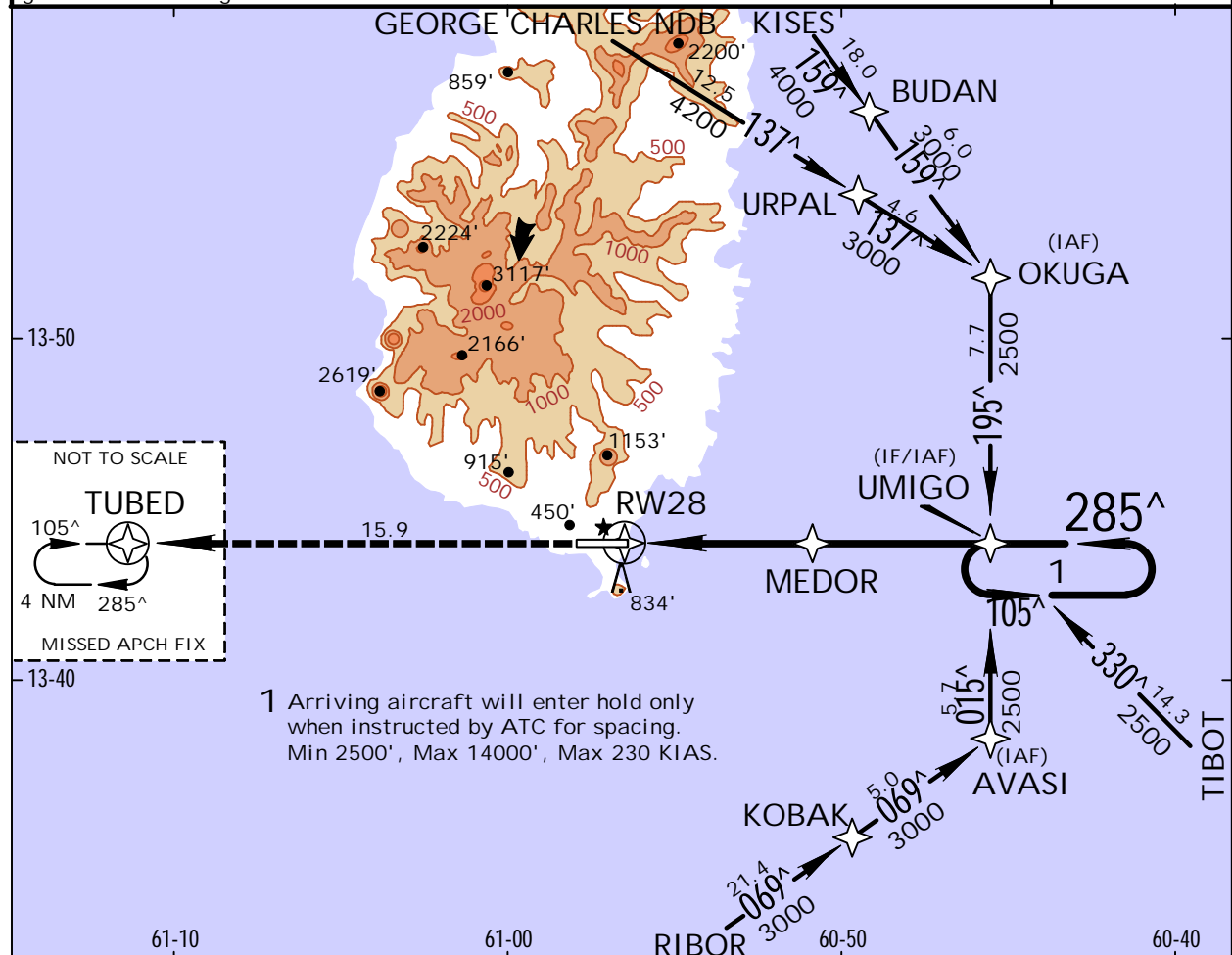


VIEUX FORT, ST LUCIA
RNAV (GNSS) Rwy 28

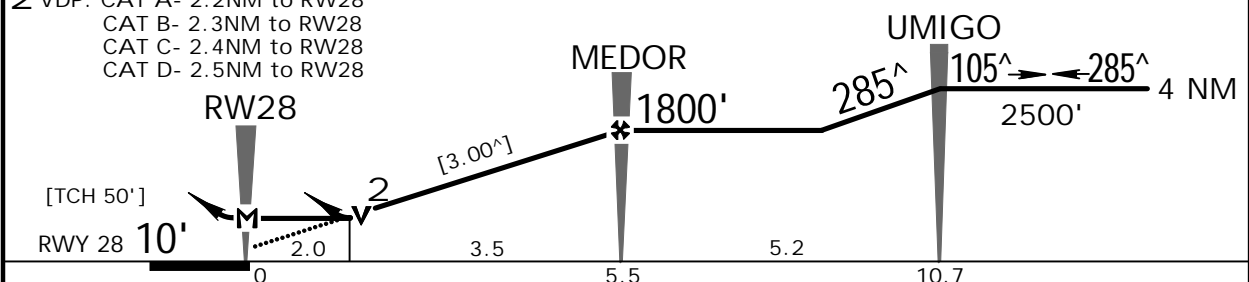
HEWANORRA INTL




16 SEP 11 (12-2)

*ST LUCIA Approach 119.8		*HEWANORRA Tower 118.3		*Ground 121.6	
RNAV	Final Apch Crs 285[^]	Minimum Alt MEDOR 1800' (1790')	LNAV/VNAV DA(H) 700' (690')	Apt Elev 14' Rwy 28 10'	 4200'
MISSED APCH: Climb to 3000' direct TUBED and hold, or as directed by ATC.					
Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: by ATC Trans alt: 9000' 1. Unless ATC clearance is obtained for an RNAV (GNSS) procedure, the navigation and position reporting of all aircraft shall be conducted with reference to conventional ground-based navigation aids.					
					MSA ARP



2 VDP: CAT A- 2.2NM to RW28
CAT B- 2.3NM to RW28
CAT C- 2.4NM to RW28
CAT D- 2.5NM to RW28



Gnd speed-Kts	70	90	100	120	140	160	<div style="display: flex; align-items: center; justify-content: space-around;"> <div style="text-align: center;"> PAPI-L  </div> <div style="text-align: center;"> 3000'  </div> <div style="text-align: center;">  </div> <div style="text-align: center;"> TUBED </div> </div>
Descent angle [3.00^]	372	478	531	637	743	849	
MAP at RW28							

STRAIGHT-IN LANDING RWY 28			CIRCLE-TO-LAND	
LNAV/VNAV		LNAV	Not Authorized North of Rwy 10/28	
DA(H) 700' (690')		MDA(H) A,B,C: 700' (690') D: 710' (700')	Max Kts	MDA(H)
A	4000m	1600m	100	1130' (1116')-2000m
B			135	1130' (1116')-2400m
C		3200m	180	1220' (1194')-2600m

TLPL/UVF

JEPPESSEN

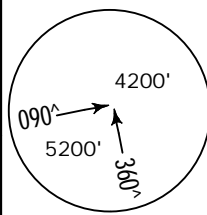
VIEUX FORT, ST LUCIA
VOR DME Rwy 10
VOR Rwy 10

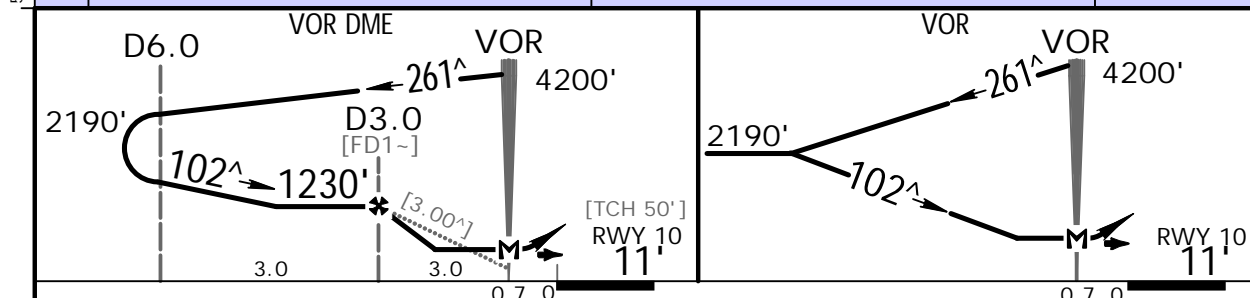
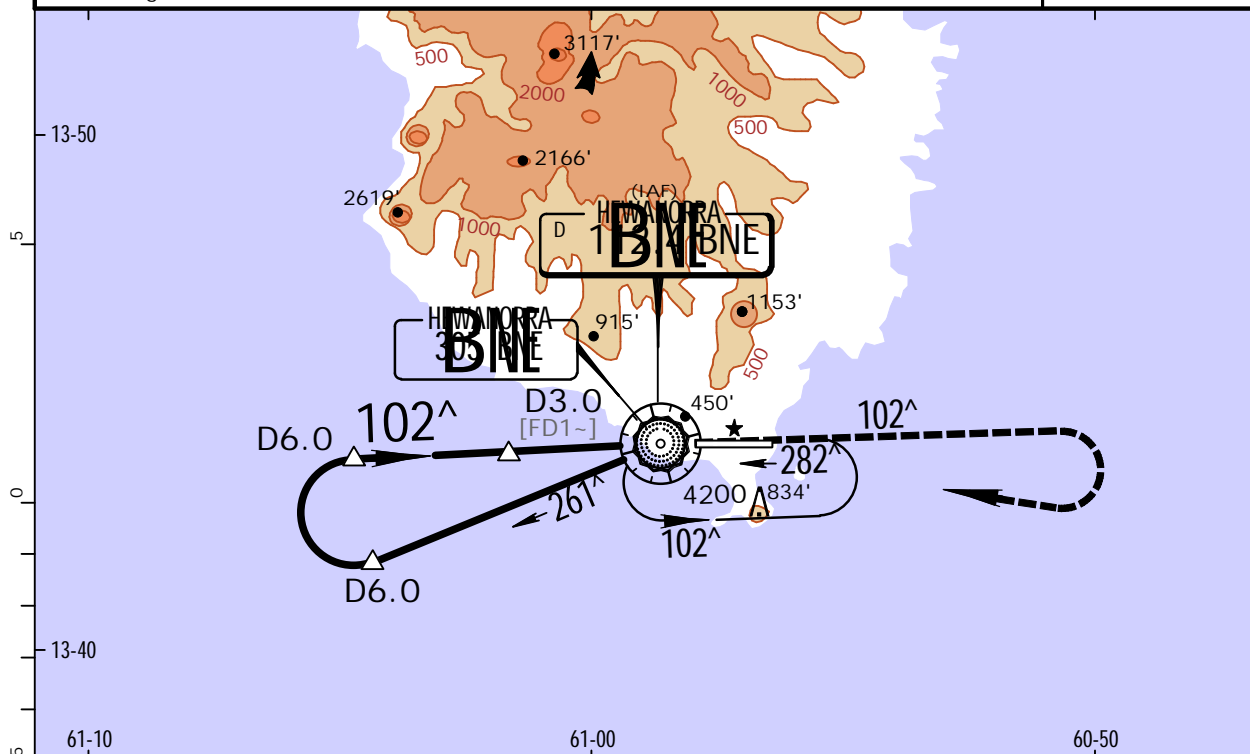
HEWANORRA INTL

3 SEP 10

13-1

BRIEFING STRIP™

*ST LUCIA Approach 119.8		*HEWANORRA Tower 118.3		*Ground 121.6	
VOR BNE 112.4	Final Apch Crs 102 [^]	VOR DME Minimum Alt D3.0 1230' (1219')	VOR DME MDA(H) 730' (719')	Apt Elev 14'	
		VOR No FAF	VOR MDA(H) 790' (779')	Rwy 10 11'	
MISSED APCH: Climb outbound on BNE VOR R-102 to 4200', RIGHT turn to BNE VOR and hold, or as directed by ATC .					
Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000'					
1. CAUTION: Aircraft not to descend below 5200' when approaching from southwest until within 15 NM from BNE VOR. 2. CAUTION: High terrain north and south of airport. 3. Windshear and turbulence on final approach Rwy 10 when wind from northeast is 15 kts or greater.					
MSA BNE NDB					



Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

STRAIGHT-IN LANDING RWY10				CIRCLE-TO-LAND	
VOR DME MDA(H) 730' (719')		VOR MDA(H) 790' (779')		Not Authorized North of Rwy 10/28	
	ALS out		ALS out	Max Kts	MDA(H)
A	1200m	1600m	1200m	100	1130' (1116')-2000m
B	2000m		2000m	135	1130' (1116')-2400m
C	3600m		3600m	180	
D	4000m		4000m	205	1230' (1216')-4800m

TLPL/UVF

JEPPESSEN

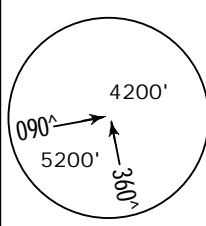
VIEUX FORT, ST LUCIA
VOR DME Rwy 28
VOR Rwy 28

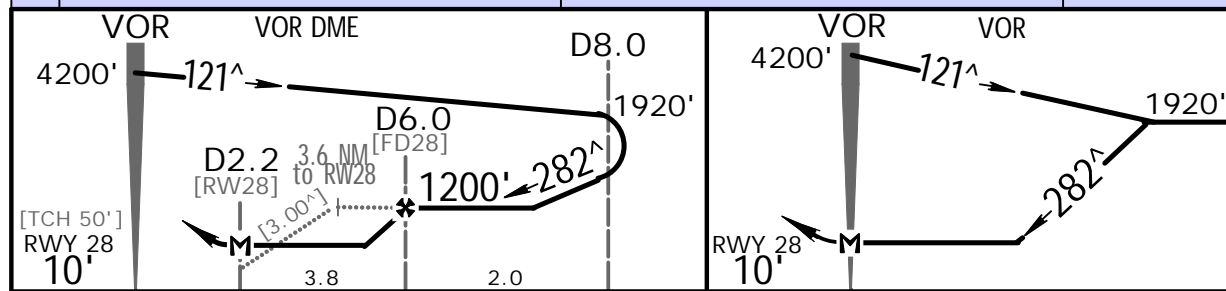
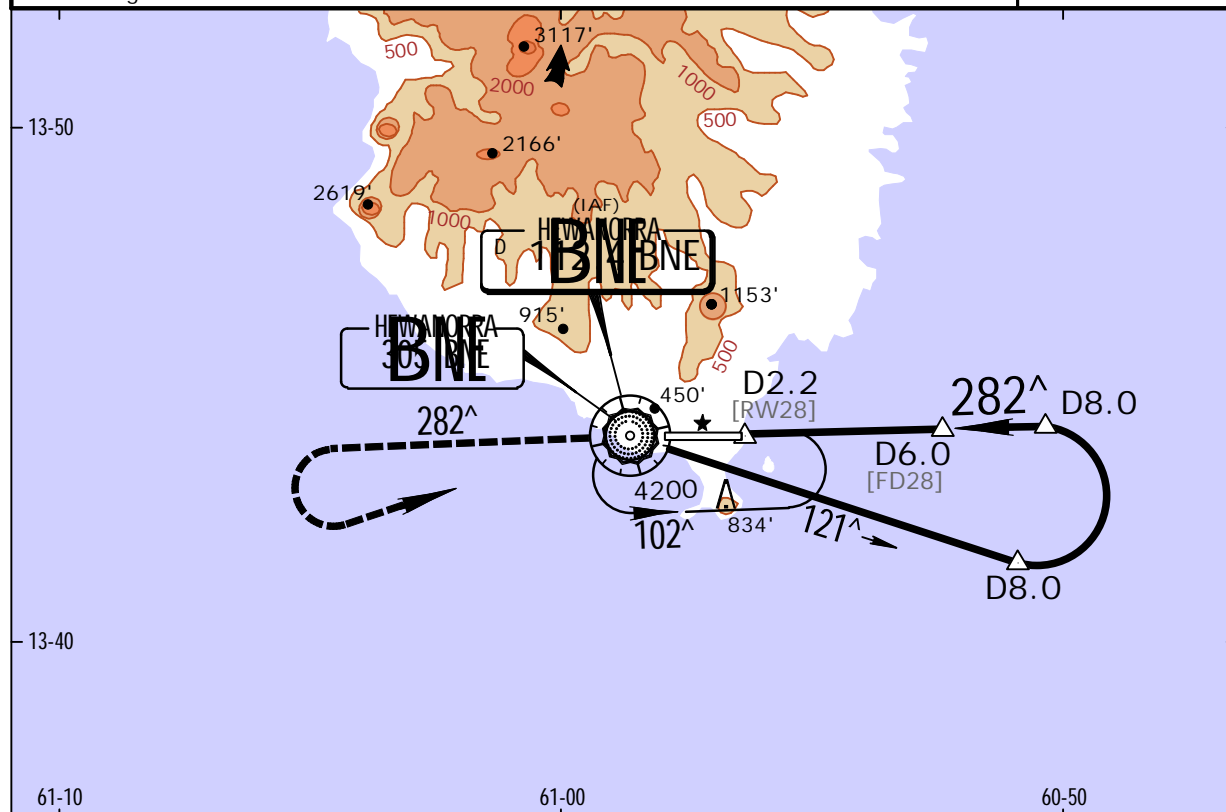
HEWANORRA INTL

3 SEP 10

13-2

BRIEFING STRIP

*ST LUCIA Approach		*HEWANORRA Tower		*Ground	
119.8		118.3		121.6	
VOR BNE 112.4	Final Apch Crs 282^	VOR DME Minimum Alt D6.0 1200' (1190') VOR No FAF	MDA(H) 770' (760')	Apt Elev 14' Rwy 28 10'	
MISSED APCH: Climb outbound on BNE VOR R-282 to 4200', LEFT turn to BNE VOR and hold, or as directed by ATC .					
Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000' 1. CAUTION: Aircraft not to descend below 5200' when approaching from southwest until within 15 NM from BNE VOR. 2. CAUTION: High terrain north and south of airport. 3. Windshear and turbulence on final approach Rwy 10 when wind from northeast is 15 kts or greater.					



Gnd Speed-Kts	70	90	100	120	140	160	PAPI-L	4200' on 112.4 R-282	BNE 112.4
Descent angle [3.00 [^]]	372	478	531	637	743	849			
VOR DME: MAP at D2.2 VOR: MAP at VOR									

STRAIGHT-IN LANDING RWY28				CIRCLE-TO-LAND			
MDA(H) 770' (760')				Not Authorized North of Rwy 10/28			
VOR DME		VOR		Max Kts	MDA(H)		
A	1600m	1600m		100	1130' (1116') -2000m		
B	2000m	1600m		135	1130' (1116') -2400m		
C	3600m	2000m		180	1230' (1216') -4800m		
D	4000m	4000m		205			

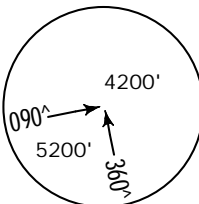
NS OPS 4

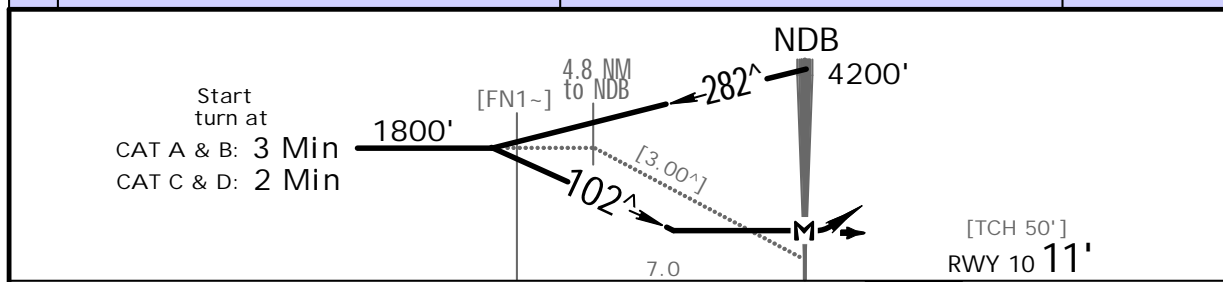
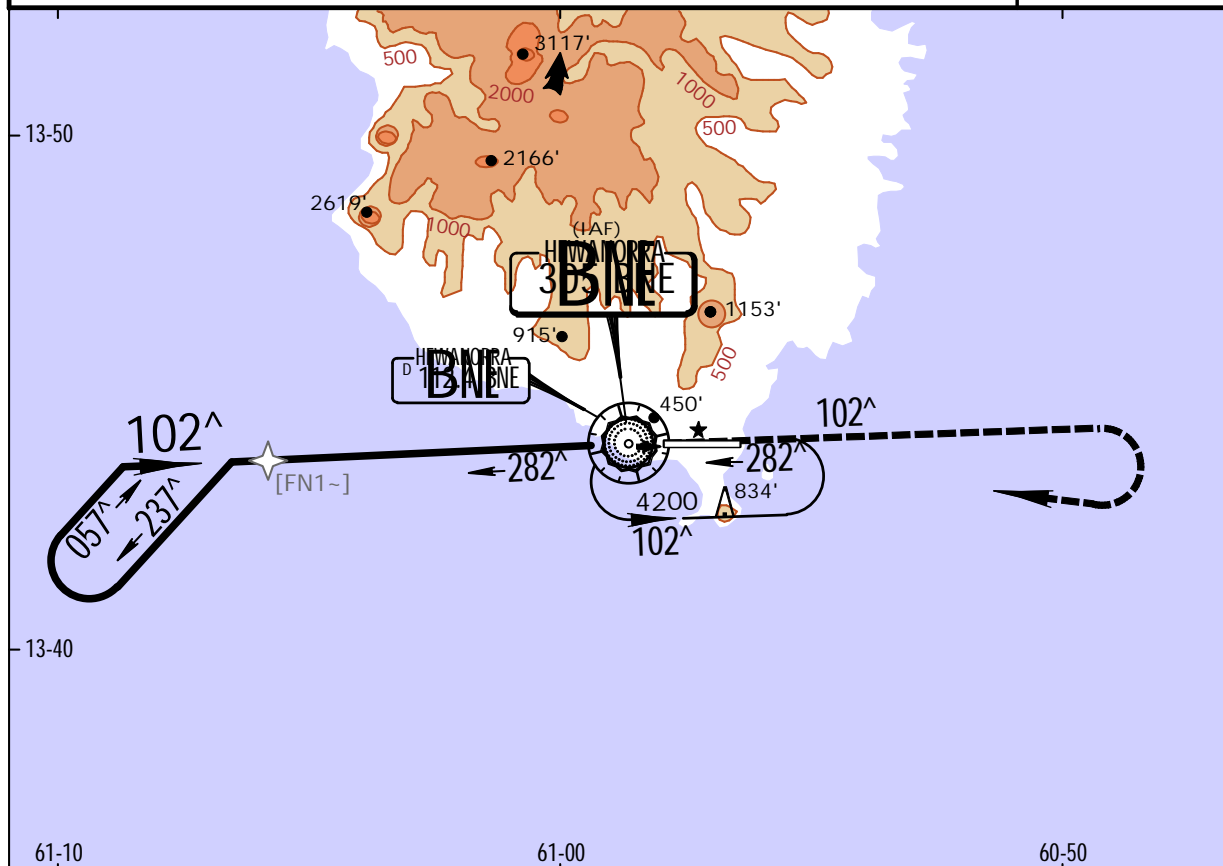
TLPL/UVF
HEWANORRA INTL

JEPPESSEN
3 SEP 10 (16-1)

VIEUX FORT, ST LUCIA
NDB Rwy 10

BRIEFING STRIP™

*ST LUCIA Approach 119.8		*HEWANORRA Tower 118.3		*Ground 121.6	
NDB BNE 305	Final Apch Crs 102^	No FAF	MDA(H) 790' (779')	Apt Elev 14' Rwy 10 11'	 MSA BNE NDB
MISSED APCH: Climb on bearing 102^ from BNE NDB to 4200', RIGHT turn, return to BNE NDB and hold, or as directed by ATC.					
Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000'					
1. CAUTION: Aircraft not to descend below 5200' when approaching from southwest until within 15 NM from BNE VOR. 2. CAUTION: High terrain north and south of airport. 3. Windshear and turbulence on final approach Rwy 10 when wind from northeast is 15 kts or greater.					



Gnd Speed-Kts	70	90	100	120	140	160	ALS PAPI 4200'	BNE 305 102 [^]	RT	BNE 305
Descent angle [3.00 [^]]	372	478	531	637	743	849				
MAP at NDB										

STRAIGHT-IN LANDING RWY10				CIRCLE-TO-LAND	
MDA(H) 790'(779')				Not Authorized North of Rwy 10/28	
			ALS out	Max Kts.	MDA(H)
A	1200m		1600m	100	1130' (1116') -2000m
B	2000m			135	1130' (1116') -2400m
C	3600m			180	1230' (1216')-4800m
D	4000m			205	

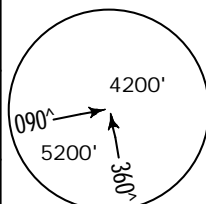
US OPS 4

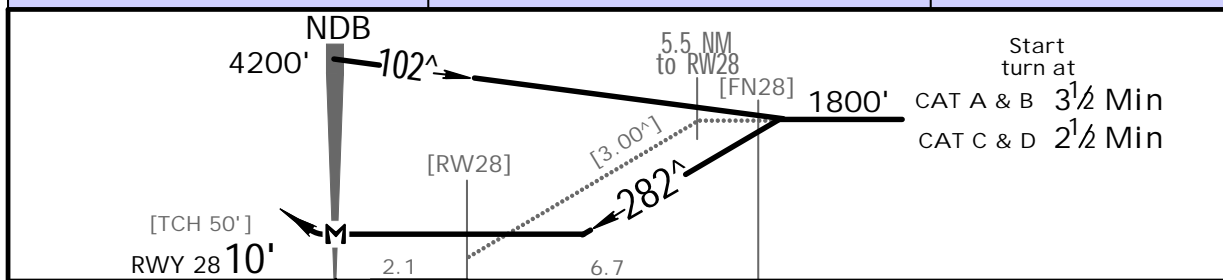
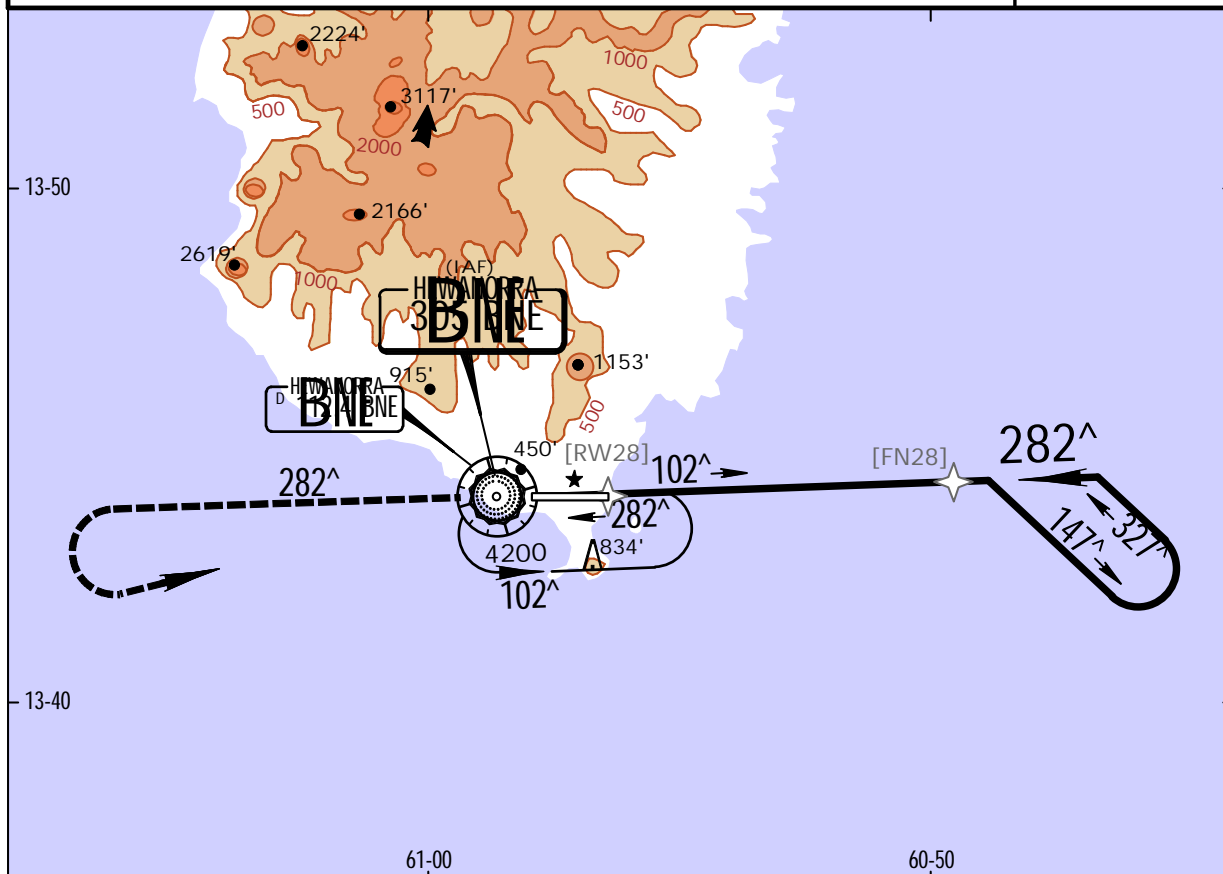
TLPL/UVF
HEWANORRA INTL

JEPPESSEN
3 SEP 10 (16-2)

VIEUX FORT, ST LUCIA
NDB Rwy 28

BRIEFING STRIP™

*ST LUCIA Approach 119.8		*HEWANORRA Tower 118.3		*Ground 121.6	
NDB BNE 305	Final Apch Crs 282^	No FAF	MDA(H) 890' (880')	Apt Elev 14' Rwy 28 10'	 <p>MSA BNE NDB</p>
MISSED APCH: Climb on bearing 282^ from BNE NDB to 4200', then LEFT turn, return to BNE NDB and hold, or as directed by ATC.					
Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000'					
1. CAUTION: Aircraft not to descend below 5200' when approaching from southwest until within 15 NM from BNE VOR. 2. CAUTION: High terrain north and south of airport. 3. Windshear and turbulence on final approach Rwy 10 when wind from northeast is 15 kts or greater.					



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	4200' on BNE 305 282^	LT	BNE 305
Descent angle [3.00^]	372	478	531	637	743	849				
MAP at NDB										

STRAIGHT-IN LANDING RWY28				CIRCLE-TO-LAND			
MDA(H) 890' (880')				Not Authorized North of Rwy 10/28.			
A				Max Kts	MDA(H)		
B	2000m			100	1130' (1116')-2000m		
C	4400m			135	1130' (1116')-2400m		
D	4800m			180	1230' (1216')-4800m		
				205			

IS OPS 4