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TKPK/SKB
BRADSHAW INTL

JEPPESEN
23 DEC 11 (10-3)

ST KITTS I,
ST KITTS
RNAV SID

Apt Elev 168′	Trans level: By ATC Trans alt: 5000′ **1. GNSS required.** 2. DME/DME not authorized.

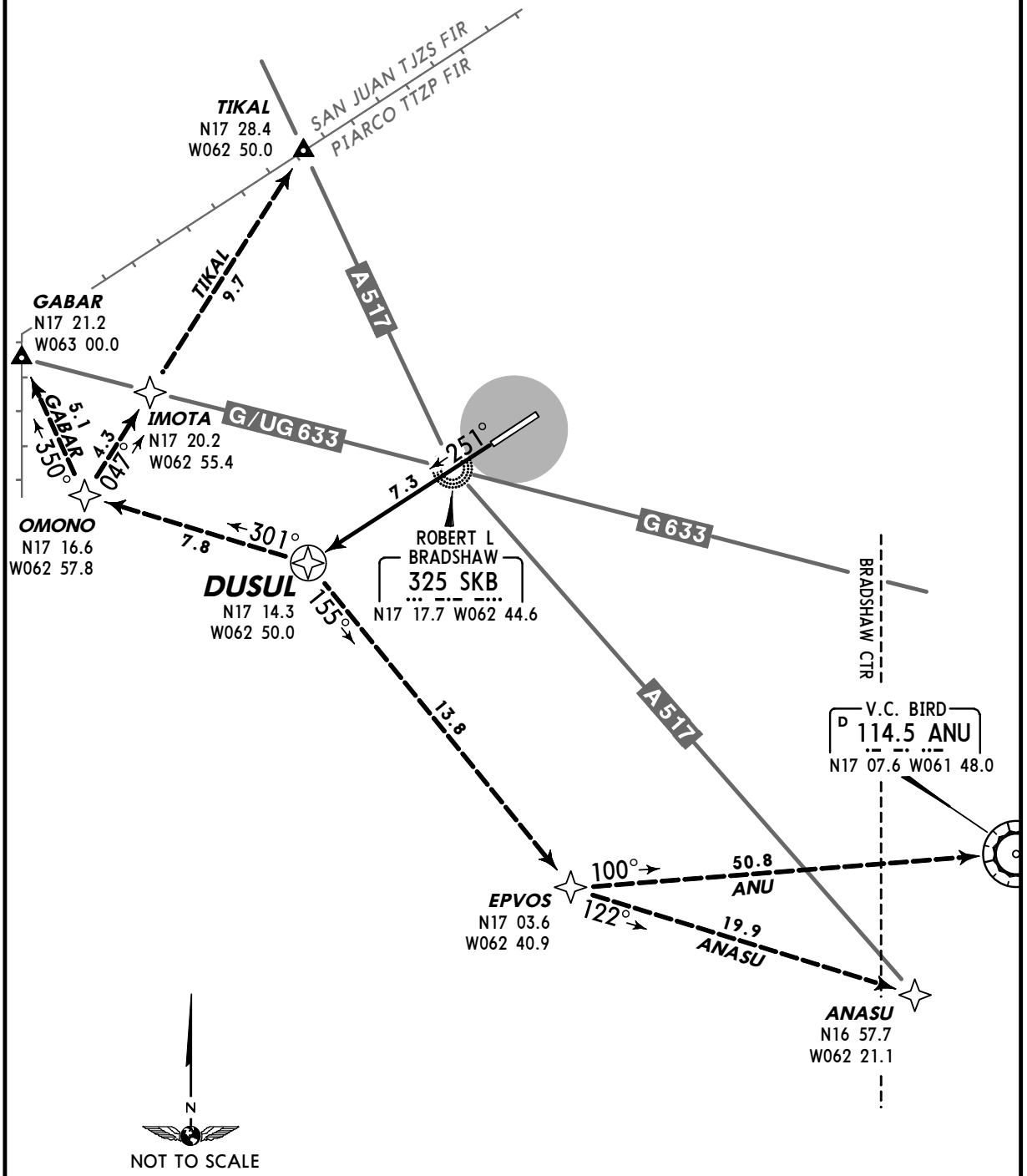
4800′
MSA ARP

DUSUL ONE RNAV (GNSS) DEPARTURE

[DUSUL 1]

(RWY 25)

SPEED: MAX 250 KT BELOW 10000′



INITIAL CLIMB

Climb to assigned altitude/flight level on course 251° to DUSUL, then via assigned transition.

TRANSITIONS

ANASU	DUSUL, EPVOS, ANASU.
ANU	DUSUL, EPVOS, ANU.
GABAR	DUSUL, OMONO, GABAR.
TIKAL	DUSUL, OMONO, IMOTA, TIKAL.

CHANGES: New procedure at this airport.

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TKPK/SKB
BRADSHAW INTL

JEPPESEN
23 DEC 11 (10-3A)

ST KITTS I,
ST KITTS
RNAV SID

Apt Elev 168′	Trans level: By ATC Trans alt: 5000′ **1. GNSS required.** 2. DME/DME not authorized.

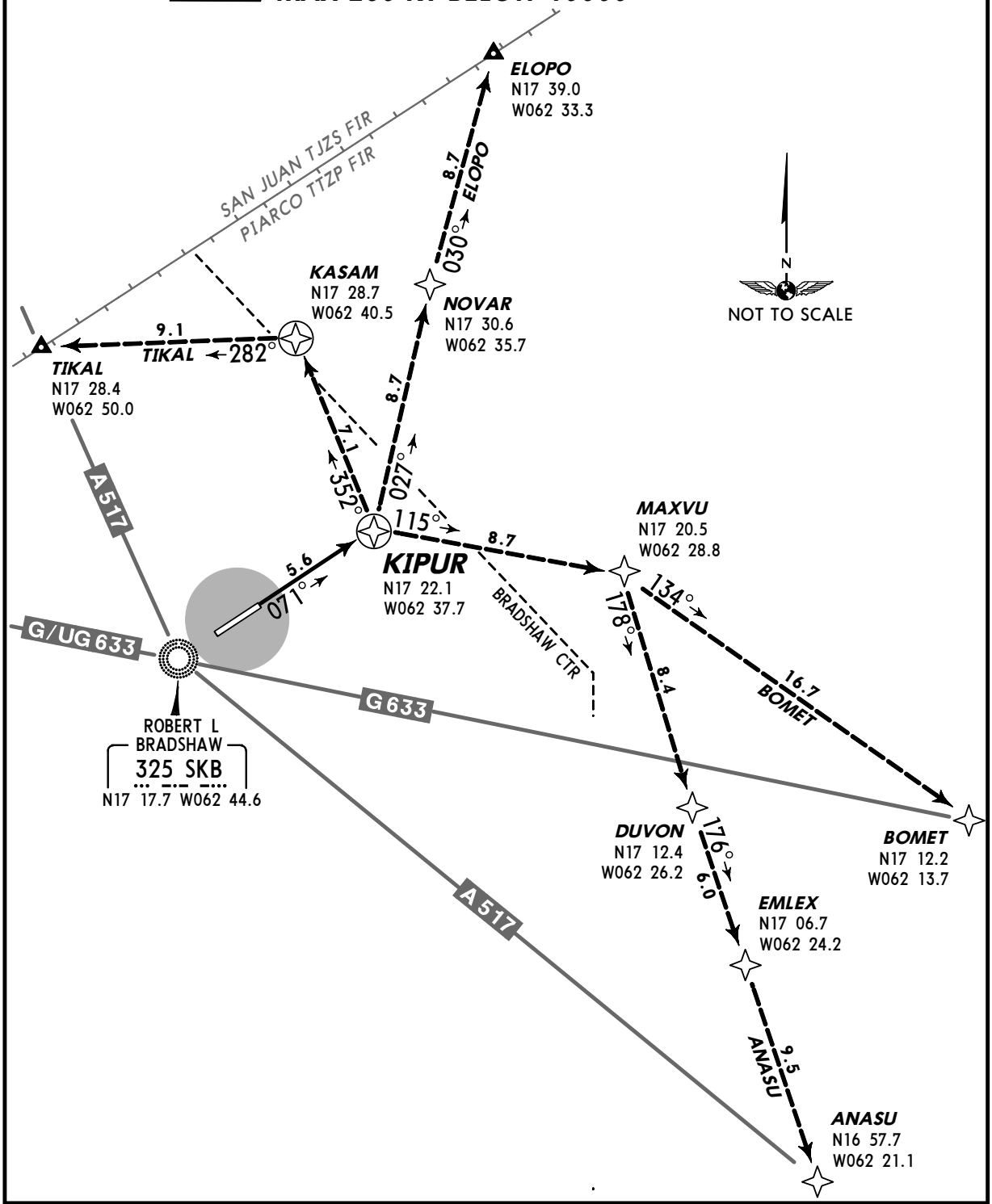
4800′
MSA ARP

KIPUR ONE RNAV (GNSS) DEPARTURE

[KIPUR1]

(RWY 07)

SPEED: MAX 250 KT BELOW 10000′



INITIAL CLIMB

Climb to assigned altitude/flight level on course 071° to KIPUR, then via assigned transition.

TRANSITIONS

ANASU	KIPUR, MAXVU, DUVON, EMLEX, ANASU.
BOMET	KIPUR, MAXVU, BOMET.
ELOPO	KIPUR, NOVAR, ELOPO.
TIKAL	KIPUR, KASAM, TIKAL.

CHANGES: New procedure at this airport.

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TKPK/SKB
BRADSHAW INTL

JEPPESEN
23 DEC 11 (10-3B)

ST KITTS I,
ST KITTS
RNAV SID

Apt Elev 168′	Trans level: By ATC Trans alt: 5000′ **1. GNSS required.** 2. DME/DME not authorized.

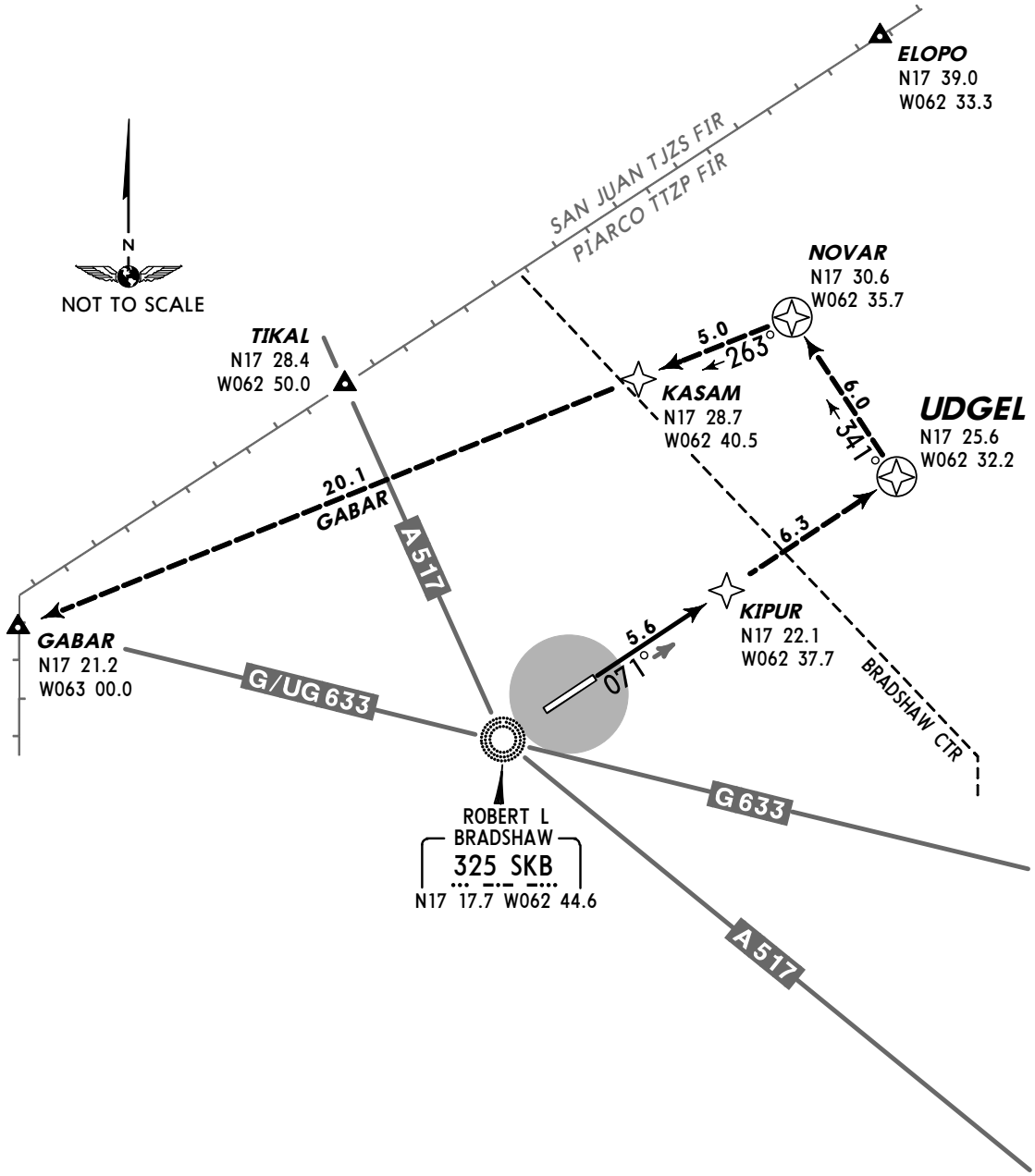
4800′
MSA ARP

UDGEL ONE RNAV (GNSS) DEPARTURE

[UDGEL1]

(RWY 07)

SPEED: MAX 250 KT BELOW 10000′



INITIAL CLIMB	
Climb to assigned altitude/flight level on course 071° to KIPUR, then via assigned transition.	
TRANSITION	
GABAR	KIPUR, UDGEL, NOVAR, KASAM, GABAR.

CHANGES: New procedure at this airport.

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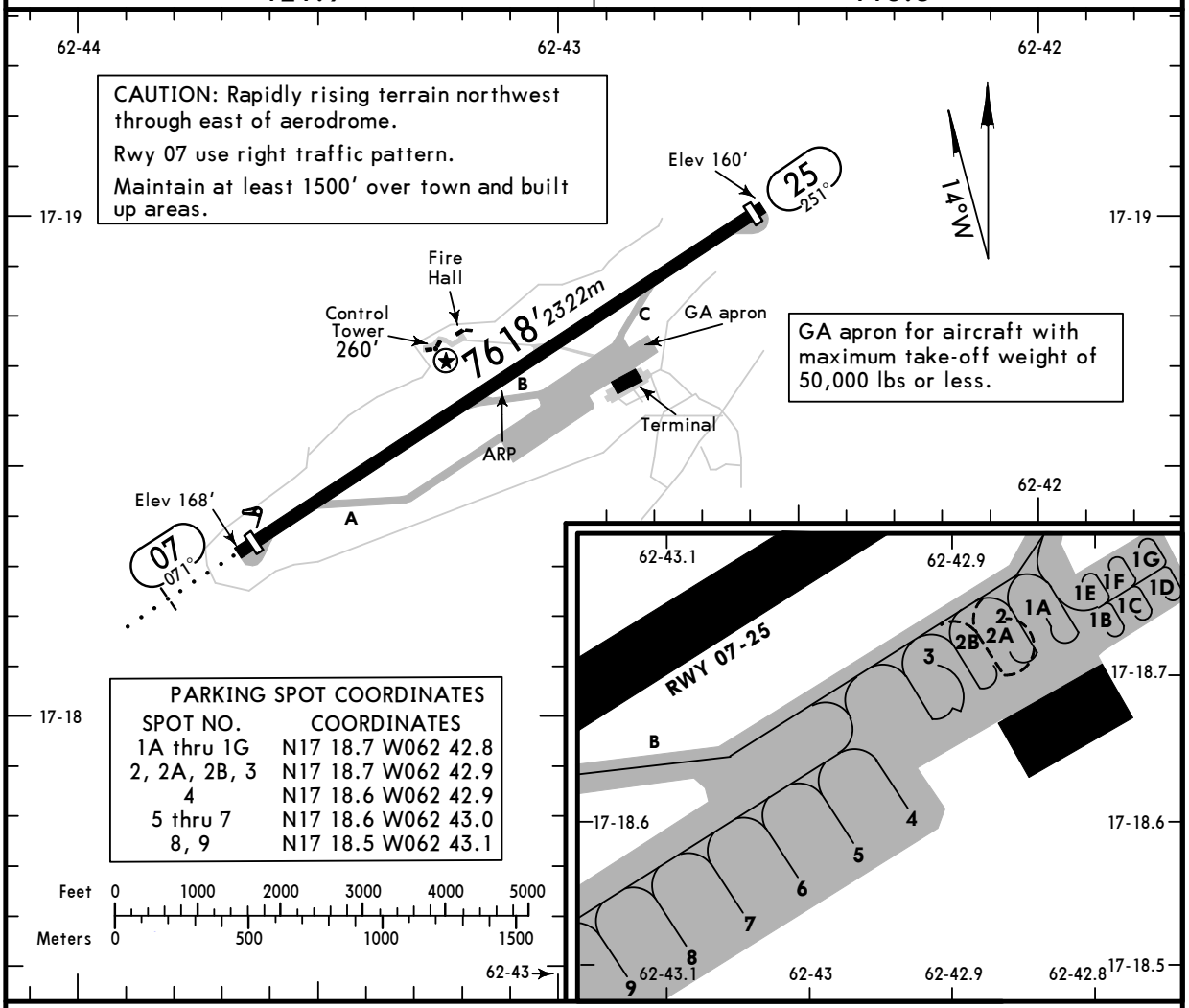
TKPK/SKB

Apt Elev **168′**
N17 18.7 W062 43.1

JEPPESEN
21 NOV 14 (10-9)

ST KITTS I, ST KITTS
BRADSHAW INTL

*BRADSHAW Ground	*Tower
121.9	118.3



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
07	MIRL SALS PAPI-L (angle 3.45°)	7379′ *2249m*			148′ *45m*
25	MIRL PAPI-L (angle 3.0°)	7480′ *2280m*			

TAKE-OFF

	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	*250m*	*400m*	2 Eng	*400m*
B				
C			3 & 4 Eng	
D	*300m*			

CHANGES: Enhanced accuracy.

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TKPK/SKB
BRADSHAW INTL

JEPPESEN
6 JAN 12 (12-1)

ST KITTS I, ST KITTS
RNAV (GNSS) Rwy 07

*BRADSHAW Approach	*BRADSHAW Tower	*Ground
119.6	118.3	121.9

BRIEFING STRIP ™

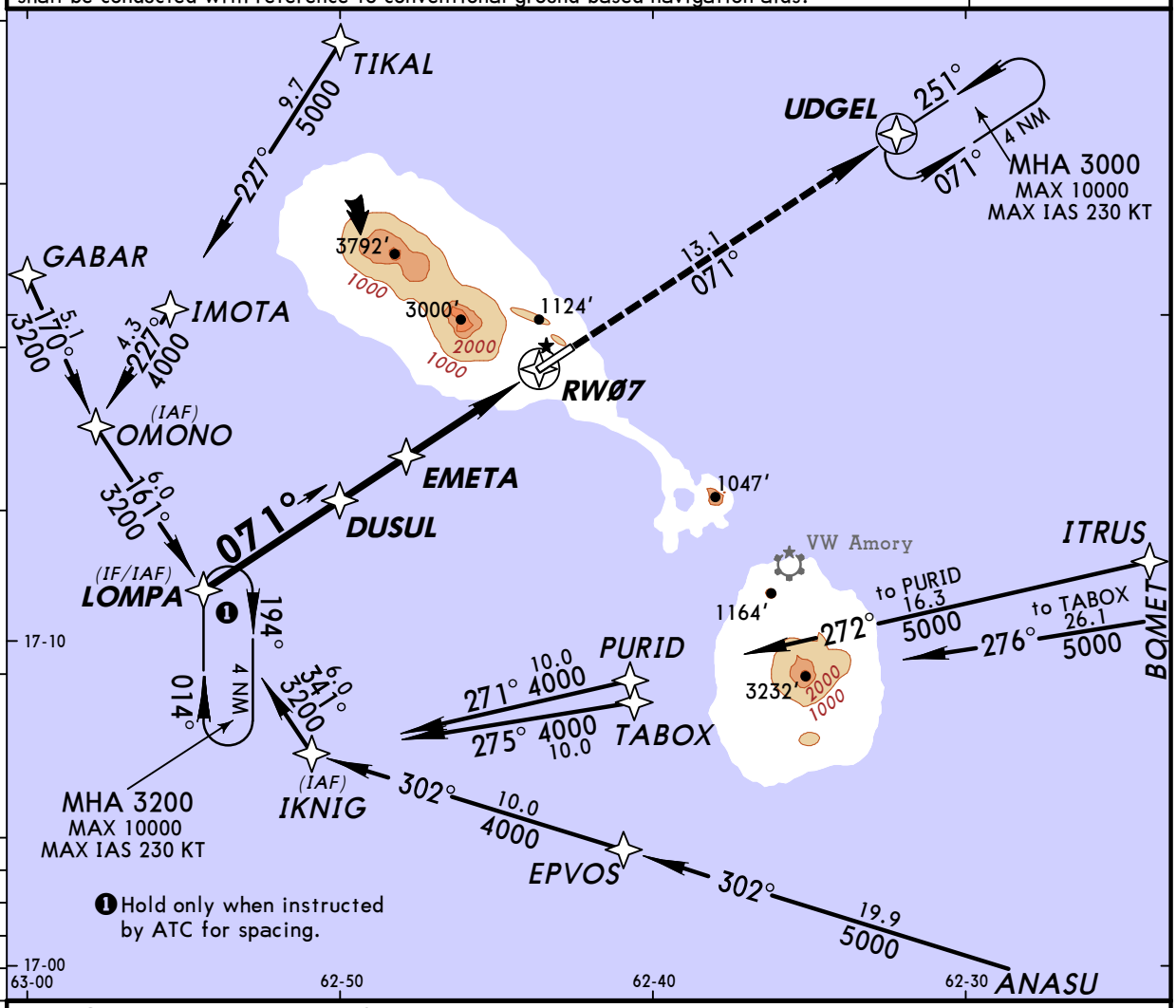
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 168′
	071°	EMETA 2000′ (1832′)	1270′ (1102′)	Rwy 07 168′

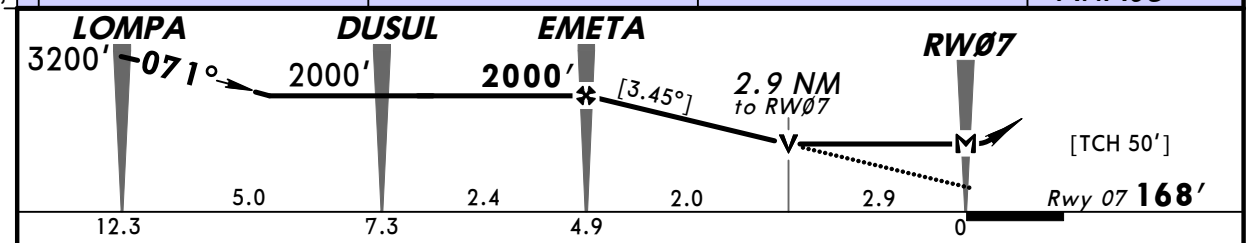
MISSED APCH: Climb to 3000′ direct UDGEL and hold, or as directed by ATC.

Alt Set: INCHES Trans level: By ATC Trans alt: 5000′

1. GNSS Required. 2. DME/DME not authorized. 3. 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.

4800′
MSA ARP





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.45°]	427	549	611	733	855	977
MAP at RWØ7						

PAPI SALS 3000′ UDGEL

STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND Not Authorized North of Rwy 07/25	
MDA(H) 1270′ (1102′)	ALS out	Max Kts	MDA(H)
A	2000m	100	1270′ (1102′) -2000m
B	2400m	135	1270′ (1102′) -2400m
C	4800m	180	1270′ (1102′) -4800m
D		205	1280′ (1112′) -4800m

PANS OPS

CHANGES: New procedure.

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TKPK/SKB
BRADSHAW INTL

JEPPESEN
6 JAN 12 (12-2)

ST KITTS I, ST KITTS
RNAV (GNSS) Rwy 25

BRIEFING STRIP ™

*BRADSHAW Approach	*BRADSHAW Tower	*Ground
119.6	118.3	121.9

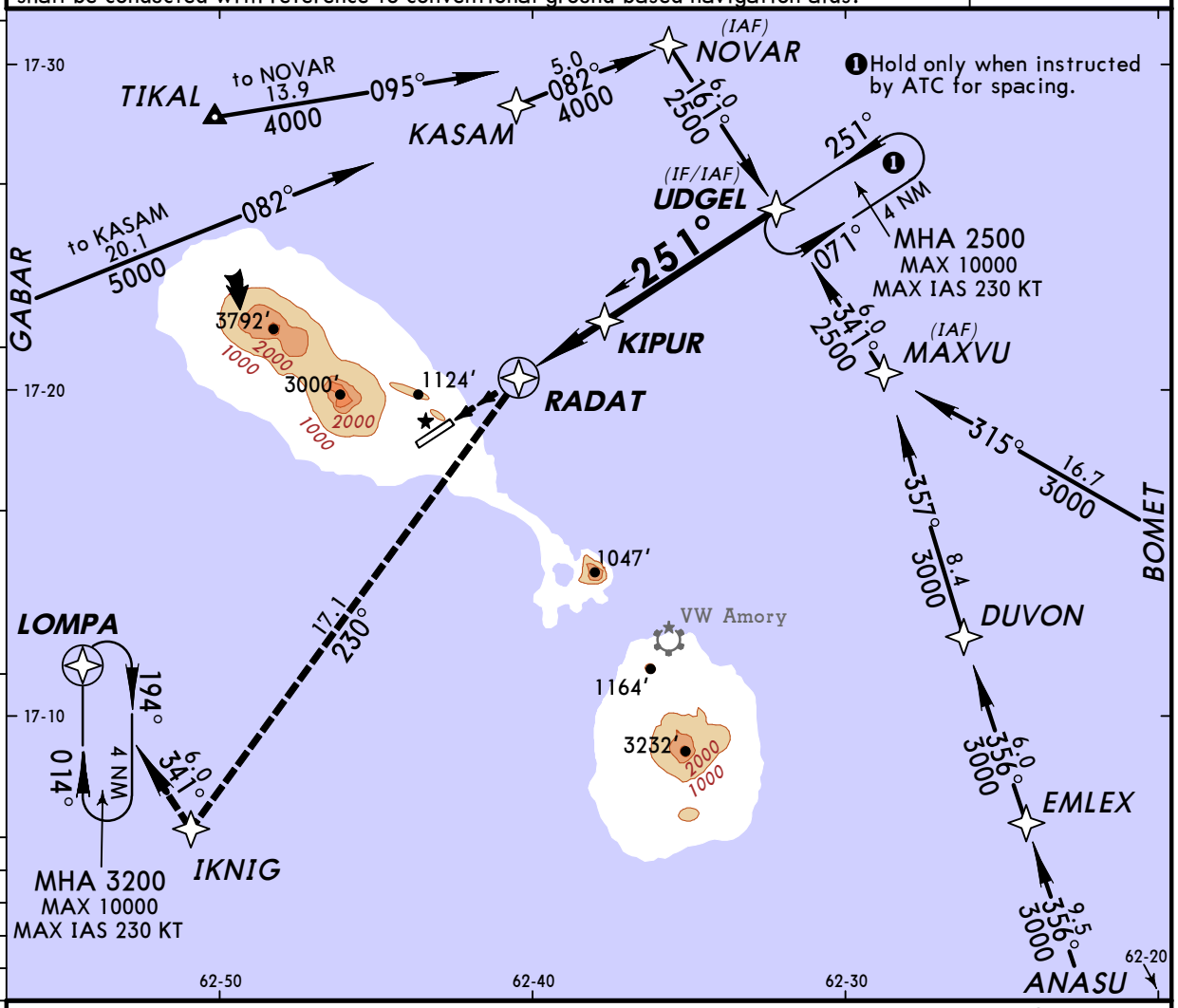
RNAV	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 168′
	251°	KIPUR 2000′ (1840′)	1000′ (840′)	Rwy 25 160′

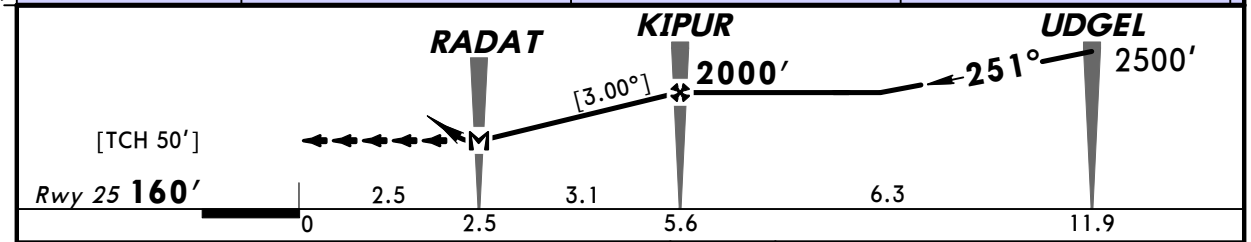
MISSED APCH: Climbing LEFT turn to 3200′ direct IKNIG, then RIGHT turn direct LOMPA and hold.

Alt Set: INCHES Trans level: By ATC Trans alt: 5000′

1. GNSS Required. 2. DME/DME not authorized. 3. 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.

4800′
MSA ARP





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

PAPI-L | 3200′ LT | IKNIG

PANS OPS

	STRAIGHT-IN LANDING RWY 25	CIRCLE-TO-LAND Not Authorized North of Rwy 07/25	
	MDA(H) 1000′ (840′)	Max Kts	MDA(H)
A	1600m	100	1280′ (1120′)-1600m
B	2000m	135	1280′ (1120′)-2000m
C	4000m	180	1280′ (1120′)-4000m
D	4400m	205	1280′ (1120′)-4400m

CHANGES: New procedure.

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TKPK/SKB
BRADSHAW INTL

JEPPESEN
6 JAN 12 (16-1)

ST KITTS I, ST KITTS
NDB DME Rwy 07

BRIEFING STRIP ™

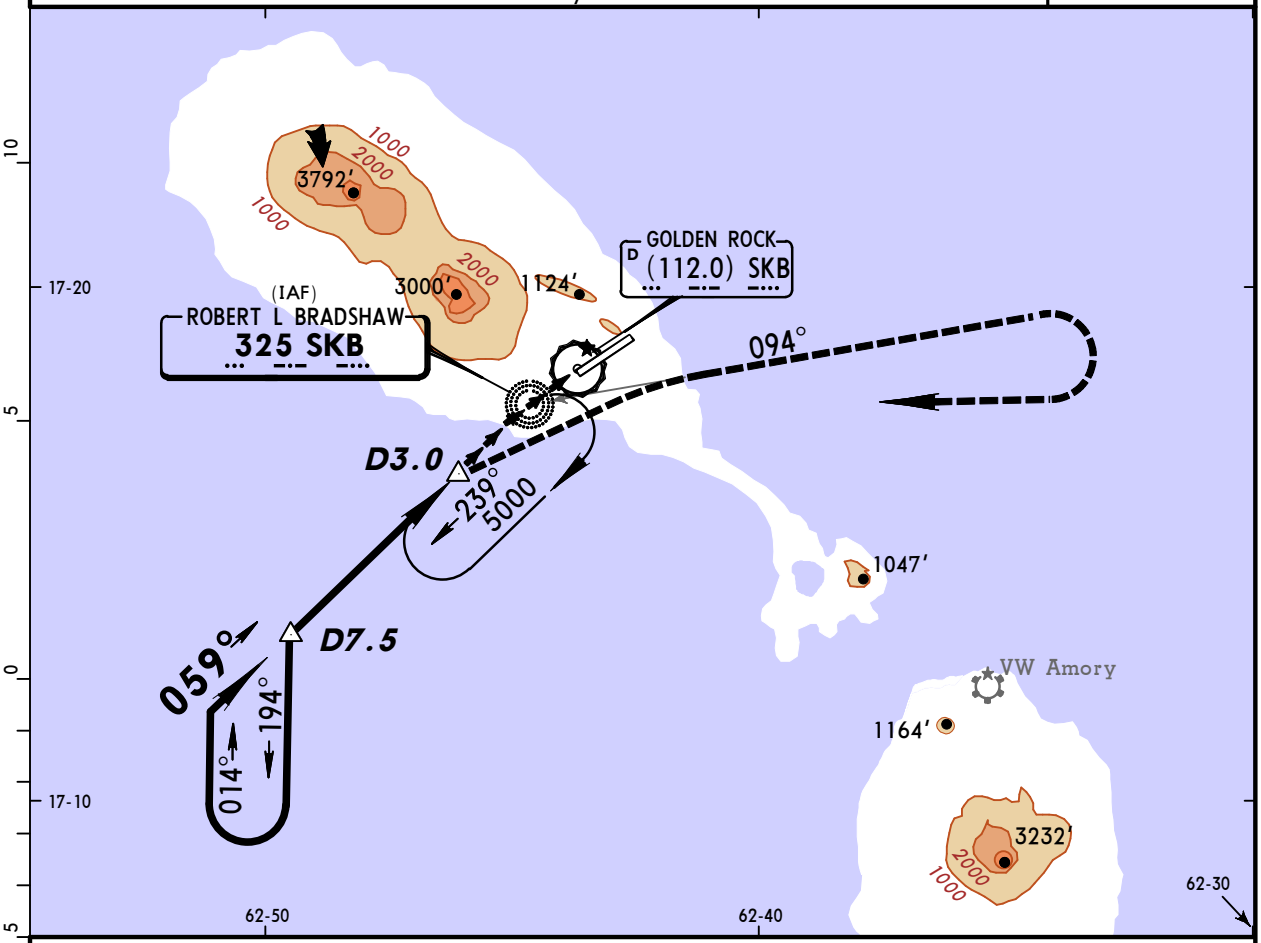
*BRADSHAW Approach	*BRADSHAW Tower	*Ground
119.6	118.3	121.9

NDB	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 168′
SKB 325	059°	D7.5 1500′ (1332′)	1100′ (932′)	Rwy 07 168′

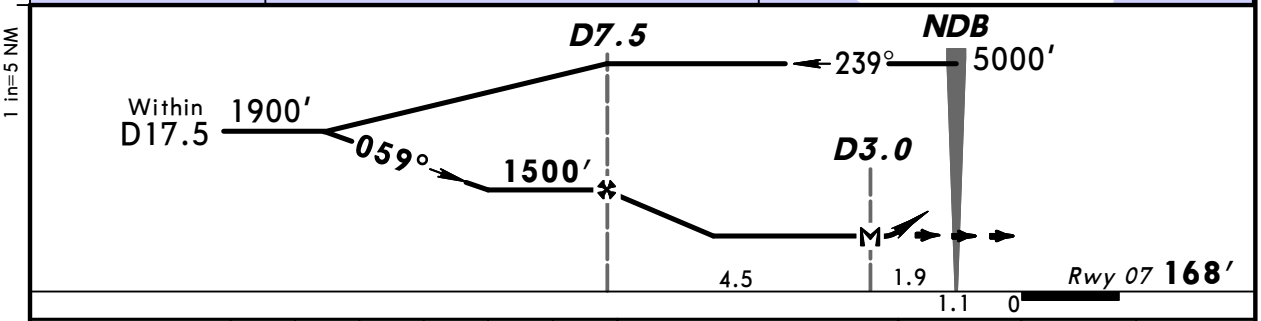
MISSED APCH: Immediate RIGHT climbing turn to track 094° bearing from SKB NDB, climb to 4300′ then RIGHT turn to SKB NDB at 5000′ and hold or as directed by ATC.

Alt Set: INCHES | Trans level: By ATC | Trans alt: 5000′

5000′ 240° 060° 4300′
MSA SKB NDB



1 in=5 NM



MAP at D3.0							PAPI SALS	4300′ RT	SKB 325 094°

PANS OPS

STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
MDA(H) 1100′ (932′) ALS out		Not Authorized North of Rwy 07/25	
		Max Kts	MDA(H)
A	5.6 km	100	1100′ (932′) -5.6 km
B		135	
C		180	
D		205	1330′ (1162′) -5.6 km

CHANGES: Charted obstructions, lighting.

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JeppView 3.6.2.0

TKPK/SKB
BRADSHAW INTL

JEPPESEN
6 JAN 12 (16-2)

ST KITTS I, ST KITTS
NDB-A Rwy 07

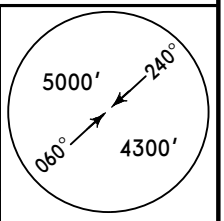
BRIEFING STRIP ™

*BRADSHAW Approach	*BRADSHAW Tower	*Ground
119.6	118.3	121.9

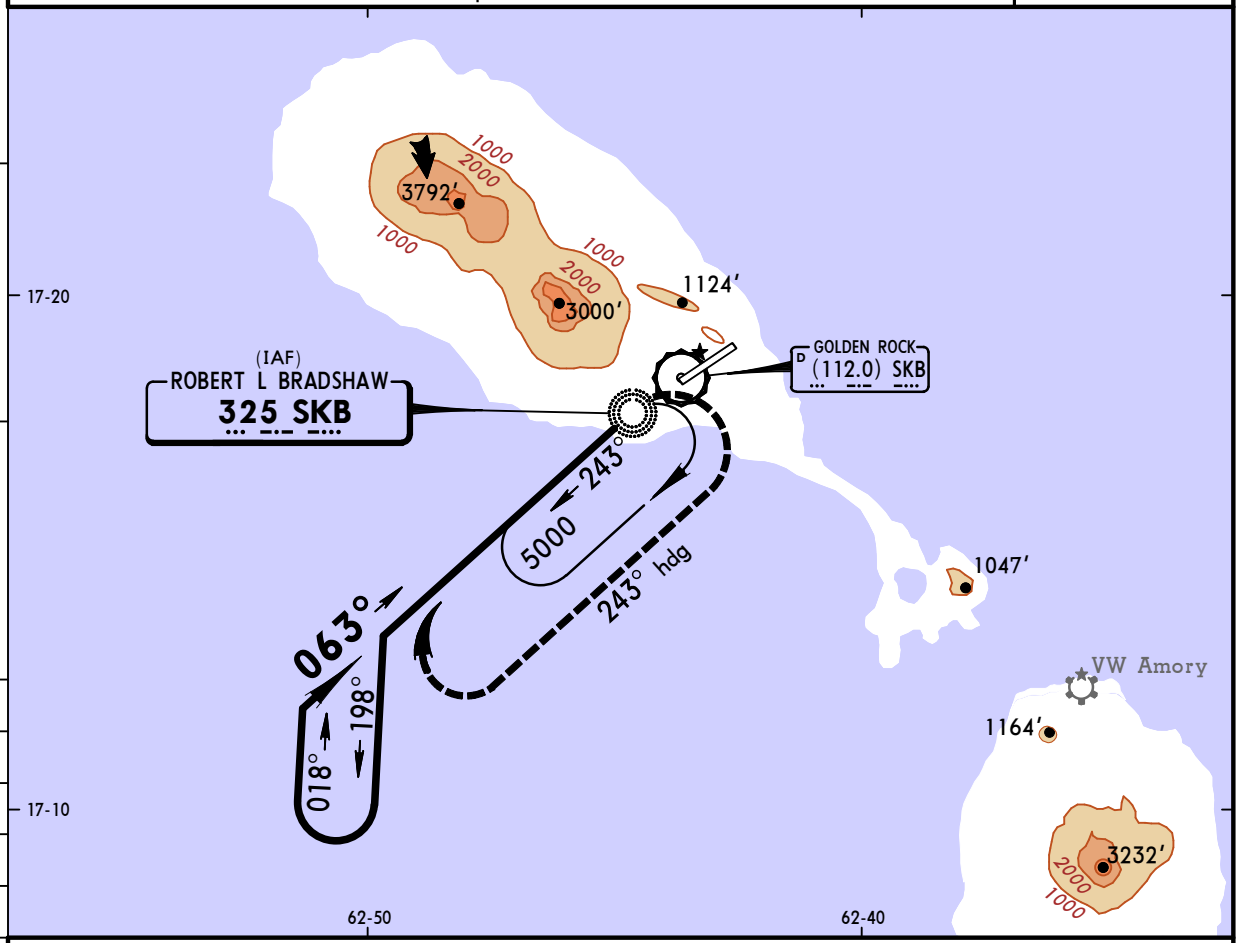
NDB SKB 325	Final Apch Crs 063°	No FAF	MDA(H) Refer to Minimums	Apt Elev 168′

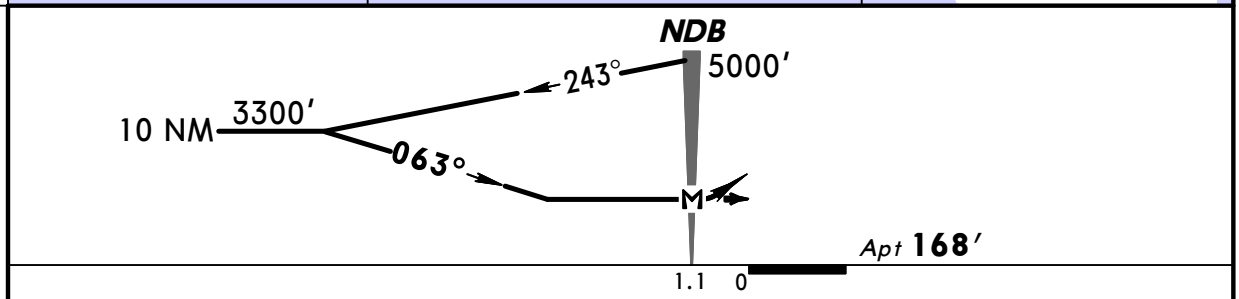
MISSED APCH: Climbing RIGHT turn to 3500′ on 243° heading, then climbing RIGHT turn to 5000′, return to SKB NDB and hold.

Alt Set: INCHES Trans level: By ATC Trans alt: 5000′
1. Procedure not authorized when Twr inop.



MSA SKB NDB





MAP at NDB							PAPI SALS	3500′ RT on	243° hdg	5000′ RT	SKB 325

PANS OPS

CIRCLE-TO-LAND

Not Authorized North of Rwy 07/25

	Max Kts	MDA(H)
A	100	1580′ (1412′)-1760m
B	135	1580′ (1412′)-2080m
C	180	1580′ (1412′)-4160m
D	205	

CHANGES: Charted obstructions, lighting.

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MUGM/NBW
GUANTANAMO BAY, CUBA

JEPPESEN

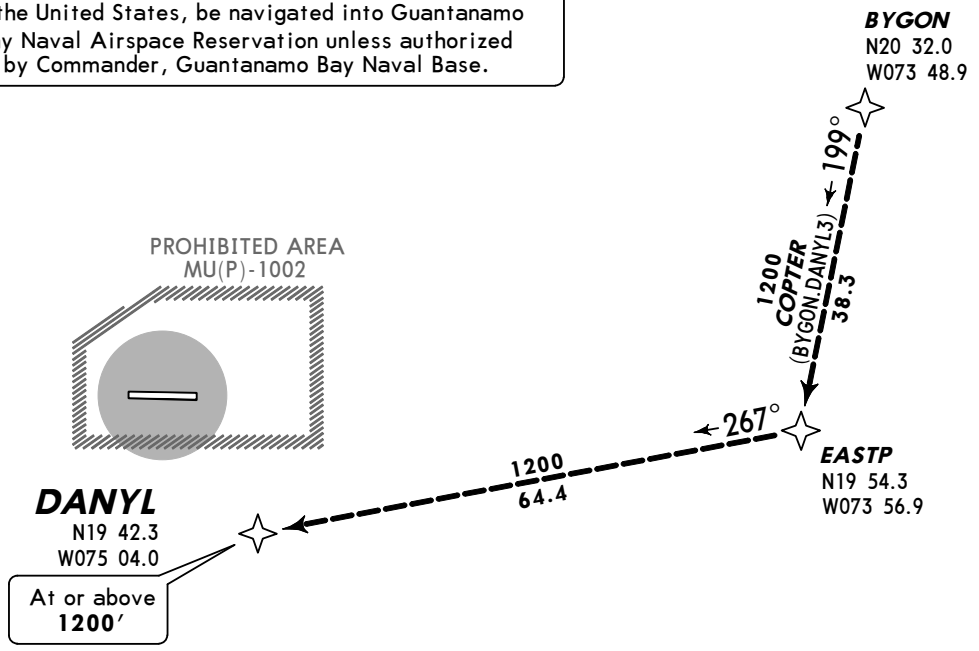
GUANTANAMO BAY NAS
30-2 30 JAN 15 **RNAV STAR**

Apt Elev 60′	Alt Set: INCHES Trans level: FL180 Trans alt: 18000′ **1. RNAV 1.** 2. COPTER only. 3. RNP capable aircraft use 2.0 RNP. 4. DME/DME not authorized. 5. CAUTION: Approach conducted in uncontrolled airspace. No IFR service/ separation available. Military aircraft use due regard.

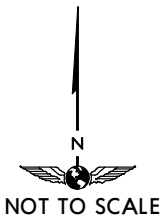
DANYL THREE RNAV ARRIVAL (DANYL.DANYL3)

MU(P)-1002 NAVAL AIRSPACE RESERVATION

At no time shall aircraft, other than public aircraft of the United States, be navigated into Guantanamo Bay Naval Airspace Reservation unless authorized by Commander, Guantanamo Bay Naval Base.



Direct distance from DANYL to:
Guantanamo Bay NAS 14 NM



LOST COMMS LOST COMMS LOST COMMS LOST COMMS LOST

In the event of lost communications, proceed with assigned route to DANYL. Proceed with expected approach procedure. MAINTAIN 1200′ or last assigned altitude, whichever is higher.

LOST COMMS

TRANSITION

COPTER	From over BYGON fly track 199° to EASTP. From over EASTP fly track 267° to DANYL. EXPECT approach clearance prior to crossing DANYL.

CHANGES: Procedure revised, renumbered.

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MUGM/NBW
GUANTANAMO BAY, CUBA

JEPPESEN

GUANTANAMO BAY NAS

30-2A 30 JAN 15

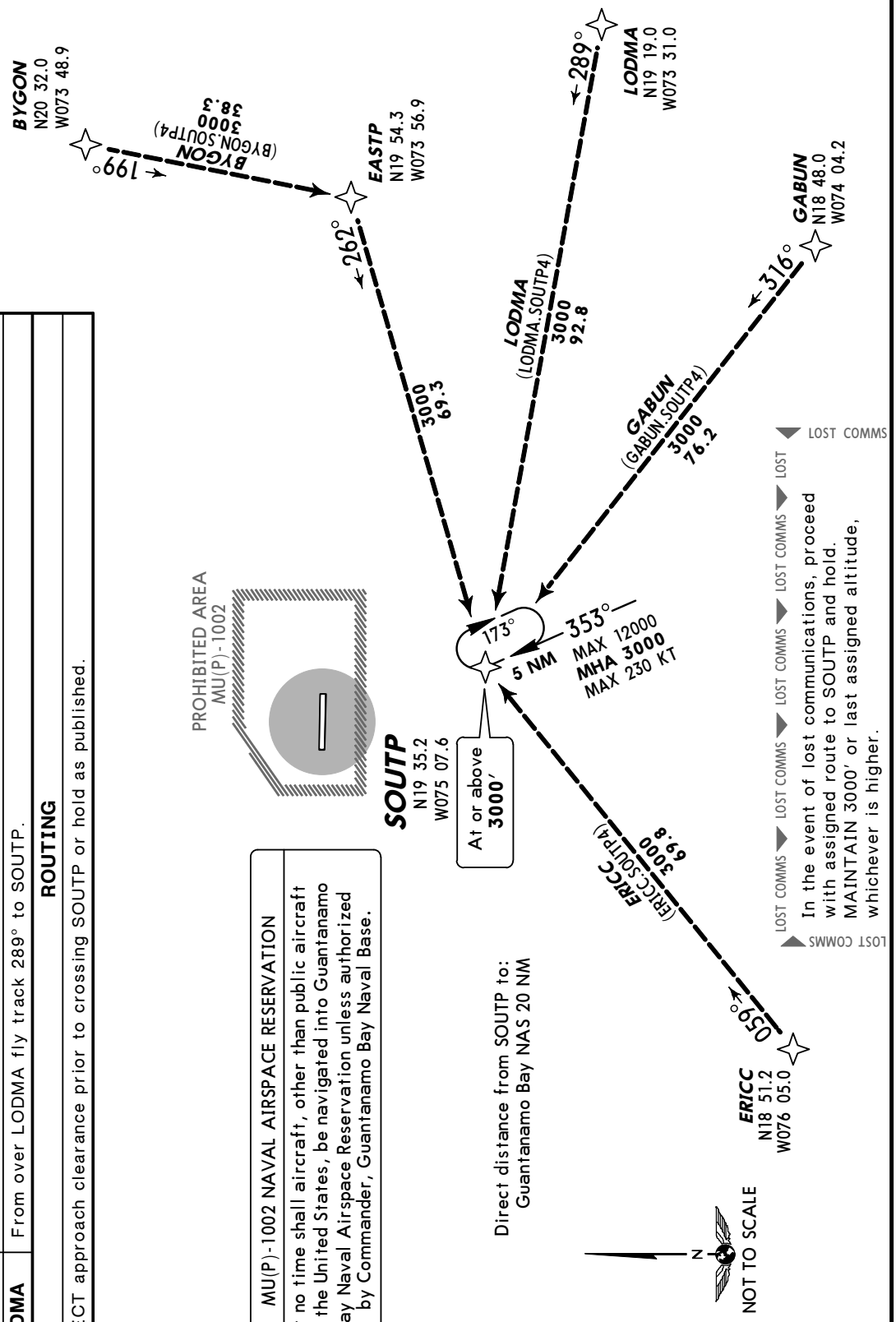
RNAV STAR

Apt Elev
60′

Alt Set: INCHES Trans level: FL180 Trans alt: 18000′

1. **RNAV 1.**
2. RNP capable aircraft use 2.0 RNP.
3. DME/DME not authorized.
4. CAUTION: Approach conducted in uncontrolled airspace. No IFR service/ separation available. Military aircraft use due regard.

SOUTP FOUR RNAV ARRIVAL
(SOUTP.SOUTP4)



TRANSITION

BYGON	From over BYGON fly track 199° to EASTP. From over EASTP fly track 262° to SOUTP.
ERICC	From over ERICC fly track 059° to SOUTP.
GABUN	From over GABUN fly track 316° to SOUTP.
LODMA	From over LODMA fly track 289° to SOUTP.

ROUTING

EXPECT approach clearance prior to crossing SOUTP or hold as published.

CHANGES: Procedure revised, renumbered.

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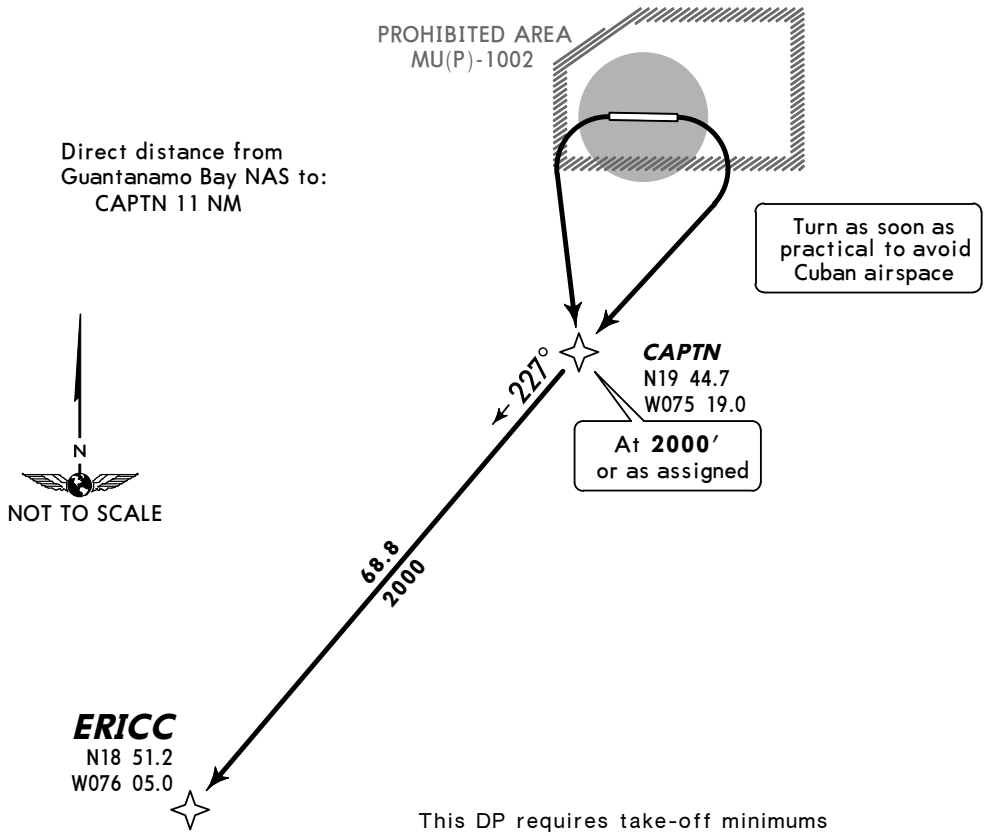
Apt Elev 60′	Trans level: FL180 Trans alt: 18000′ **1. RNAV 1.** **2. GPS required.** 3. DME/DME not authorized. 4. For use by /E, /F, /G and /R (RNP 2.0) equipped aircraft only. 5. CAUTION: Approach conducted in uncontrolled airspace. No IFR service/ separation available. Military aircraft use due regard.

ERICC THREE RNAV DEPARTURE (ERICC3.ERICC)

OBSTACLE

MU(P)-1002 NAVAL AIRSPACE RESERVATION
At no time shall aircraft, other than public aircraft of the United States, be navigated into Guantanamo Bay Naval Airspace Reservation unless authorized by Commander, Guantanamo Bay Naval Base.



This DP requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 10: Standard (or lower than standard, if authorized) with minimum climb of 282′ per NM to 700′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 355′ per NM to 700′.

Gnd speed-KT	75	100	150	200	250	300
282′ per NM	353	470	705	940	1175	1410
355′ per NM	444	592	888	1183	1479	1775

OBSTACLES
Rwy 28: Terrain 66′ from DER, 500′ RIGHT of centerline, 66′ MSL. Terrain 63′ from DER, 517′ RIGHT of centerline, 67′ MSL. Terrain 456′ from DER, 554′ RIGHT of centerline, 72′ MSL. Terrain 253′ from DER, 568′ RIGHT of centerline, 73′ MSL. Terrain 5345′ from DER, 1671′ RIGHT of centerline, 197′ MSL.

RWY	INITIAL CLIMB
10	Cross DER at least 35′ AGL/83′ MSL, then climbing RIGHT turn to 2000′ direct CAPTN. Cross CAPTN at 2000′ or as assigned.
28	Cross DER at least 35′ AGL/95′ MSL, then climbing LEFT turn to 2000′ direct CAPTN. Cross CAPTN at 2000′ or as assigned.

ROUTING

From CAPTN, fly track 227° to ERICC.

CHANGES: Procedure revised, renumbered.

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MUGM/NBW
GUANTANAMO BAY, CUBA

JEPPESEN

GUANTANAMO BAY NAS

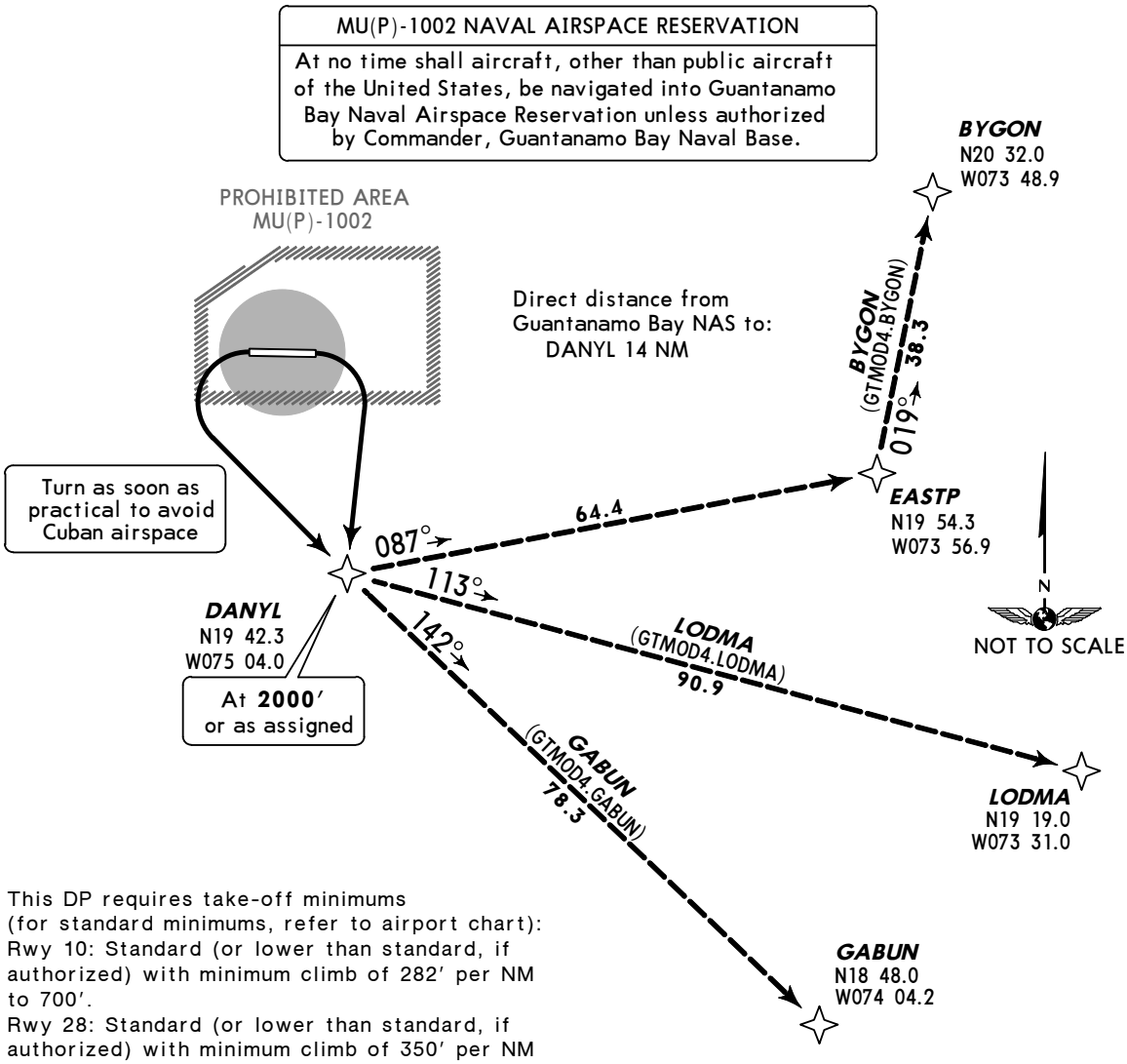
30-3A 30 JAN 15

RNAV DP

Apt Elev 60′	Trans level: FL180 Trans alt: 18000′ **1. RNAV 1.** **2. GPS required.** 3. DME/DME not authorized. 4. For use by /E, /F, /G and /R (RNP 2.0) equipped aircraft only. 5. CAUTION: Approach conducted in uncontrolled airspace. No IFR service/ separation available. Military aircraft use due regard.

GTMOD FOUR RNAV DEPARTURE (GTMOD4.DANYL)

OBSTACLE



This DP requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 10: Standard (or lower than standard, if authorized) with minimum climb of 282′ per NM to 700′.
Rwy 28: Standard (or lower than standard, if authorized) with minimum climb of 350′ per NM to 700′.

Gnd speed-KT	75	100	150	200	250	300
282′ per NM	353	470	705	940	1175	1410
350′ per NM	438	583	875	1167	1458	1750

OBSTACLES

Rwy 28: Terrain 66′ from DER, 500′ RIGHT of centerline, 66′ MSL. Terrain 63′ from DER, 517′ RIGHT of centerline, 67′ MSL. Terrain 456′ from DER, 554′ RIGHT of centerline, 72′ MSL. Terrain 253′ from DER, 568′ RIGHT of centerline, 73′ MSL. Terrain 5345′ from DER, 1671′ RIGHT of centerline, 197′ MSL.

RWY	INITIAL CLIMB
10	Cross DER at least 35′ AGL/83′ MSL, then climbing RIGHT turn to 2000′ direct DANYL. Cross DANYL at 2000′ or as assigned.
28	Cross DER at least 35′ AGL/95′ MSL, then climbing LEFT turn to 2000′ direct DANYL. Cross DANYL at 2000′ or as assigned.

TRANSITION	
BYGON	From DANYL fly track 087° to EASTP, then fly track 019° to BYGON.
GABUN	From DANYL fly track 142° to GABUN.
LODMA	From DANYL fly track 113° to LODMA.

CHANGES: Procedure revised, renumbered.

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MUGM/NBW

Apt Elev **60′**
N19 54.4 W075 12.4

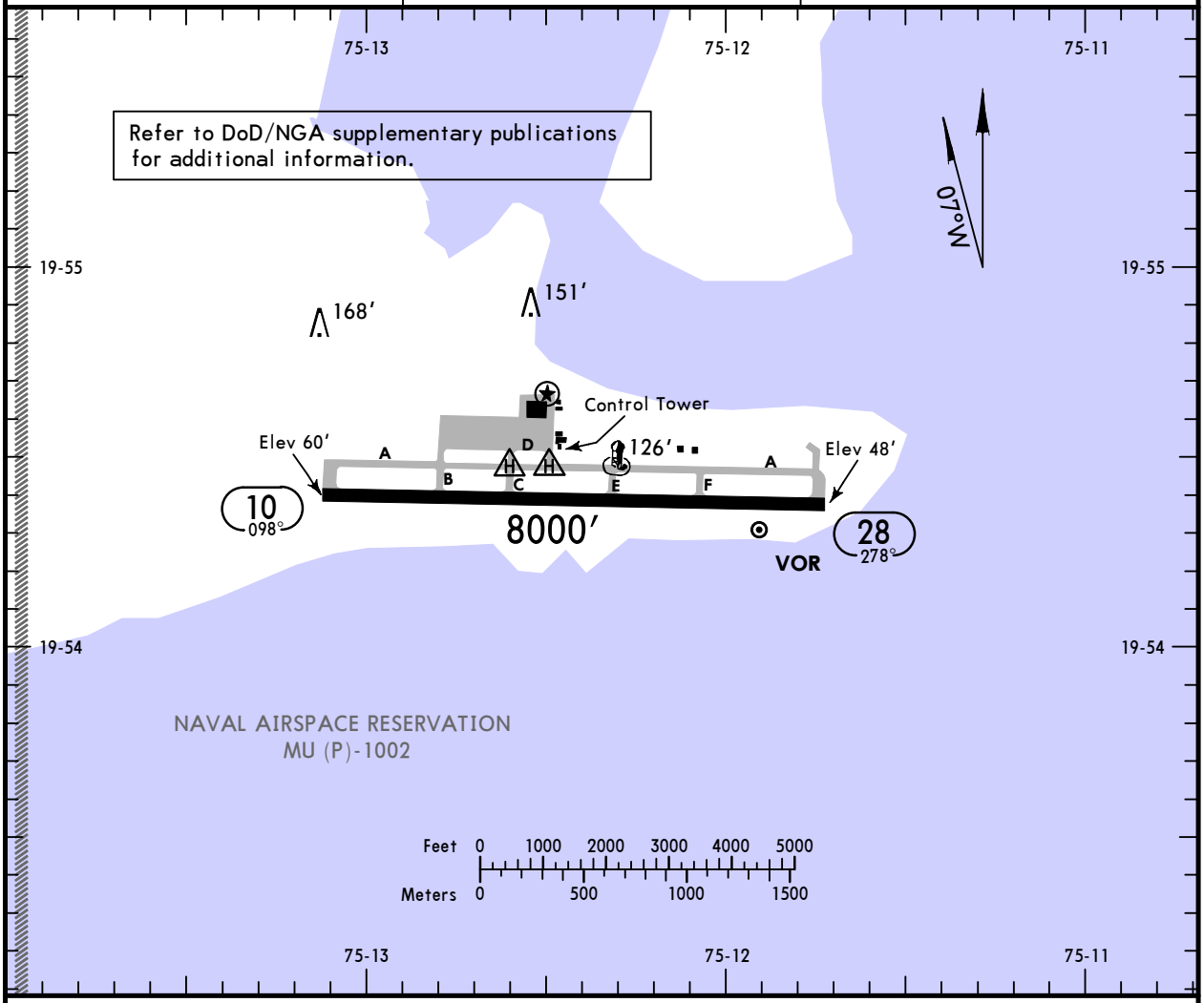
JEPPESEN

5 DEC 14 (30-9)

GUANTANAMO BAY NAS

GUANTANAMO BAY, CUBA

ASOS	NAVY LEEWARD Ground	Tower
136.17	118.45	CTAF 134.1



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10 28	HIRL PAPI-L (angle 3.0°)				200′

TAKE-OFF

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

CHANGES: Enhanced accuracy.

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MUGM/NBW
GUANTANAMO BAY, CUBA

JEPPESEN 30 JAN 15 (32-1)

GUANTANAMO BAY NAS
RNAV (GPS) Rwy 10

BRIEFING STRIP™

ASOS	NAVY LEEWARD Tower	Ground
136.17	CTAF 134.1	118.45

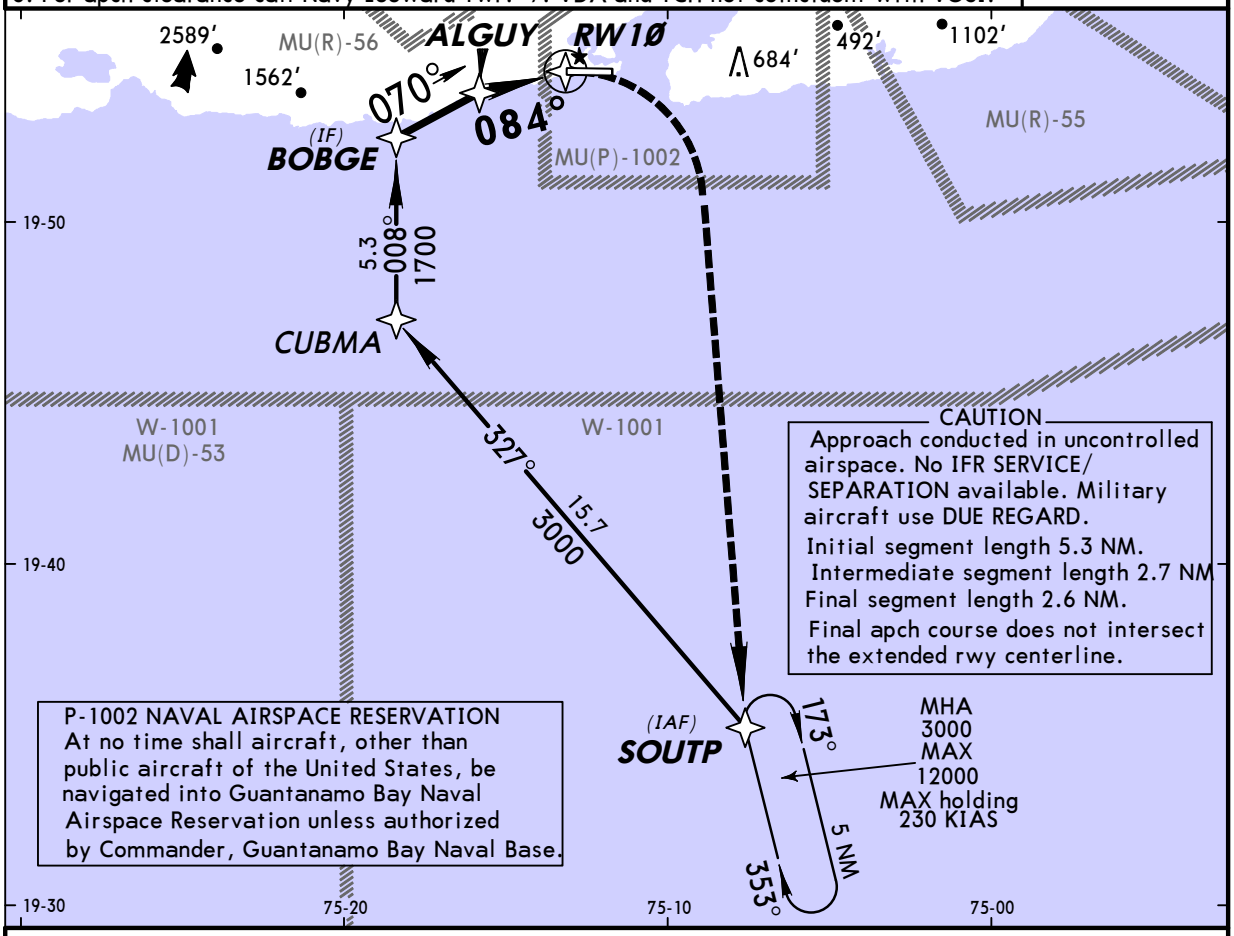
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 60′
	084°	ALGUY 1200′ (1140′)	800′ (740′)	THR 60′

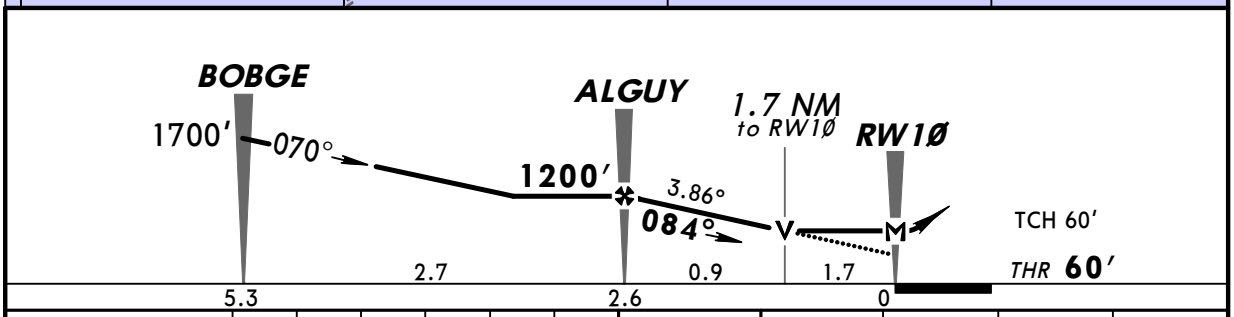
MISSED APCH: Climbing RIGHT turn to 3000′ direct SOUTP and hold.

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

1. GPS or RNP-0.30 required. 2. EMERG SAFE ALT 100 NM 6200′. 3. DME/DME RNP-0.30 not authorized. 4. Max apch speed 165 KIAS initial, intermediate and final segments. 5. Procedure not authorized when GITMO WEST airspace not active. 6. For apch clearance call Navy Leeward Twr. 7. VDA and TCH not coincident with VGSI.

5200′
MSA RW1Ø





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.86°	478	615	683	820	957	1093
MAP at RW1Ø						

PAPI-L | 3000′ RT | D | SOUTP

Military

STRAIGHT-IN LANDING RWY 10
LNAV
MDA(H) 800′(740′)

A	1
B	
C	2
D	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	800′ (740′) -1
120	860′ (800′) -1
140	860′ (800′) -2¼
165	1040′ (980′) -3

AMEND 2
TERPS

CHANGES: Procedure.

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MUGM/NBW GUANTANAMO BAY, CUBA

JEPPESEN 30 JAN 15 (32-2)

GUANTANAMO BAY NAS RNAV (GPS) Rwy 28

BRIEFING STRIP™

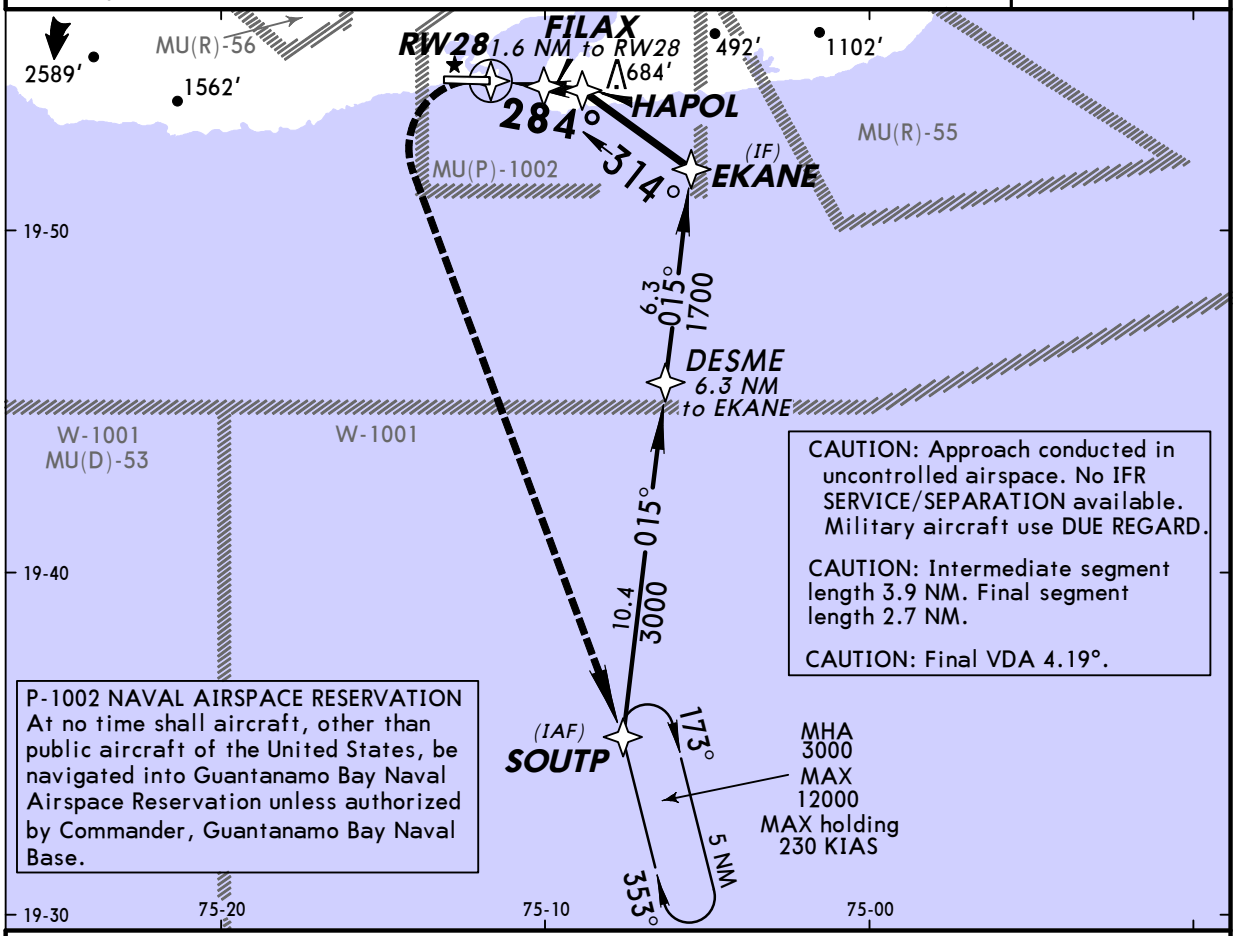
ASOS	NAVY LEEWARD Tower	Ground
136.17	CTAF 134.1	118.45

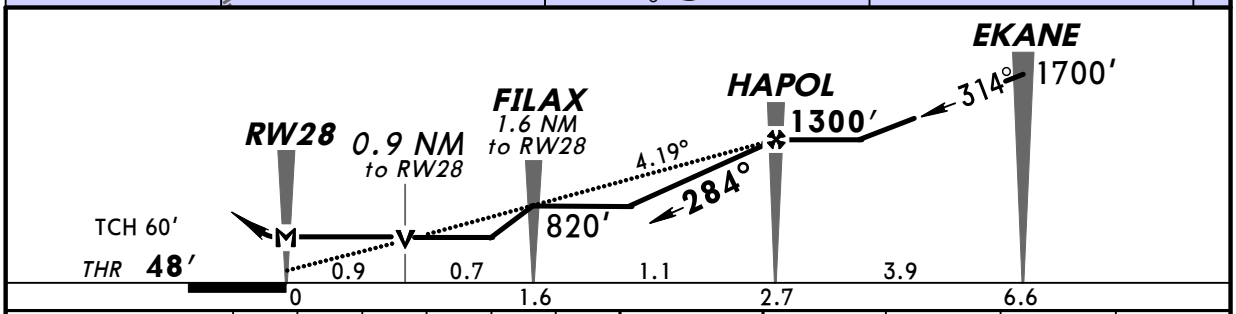
RNAV	Final Apch Crs	Minimum Alt HAPOL	LNAV MDA(H)	Apt Elev 60′
	284°	1300′ (1252′)	500′ (452′)	THR 48′

MISSED APCH: Climbing LEFT turn to 3000′ direct SOUTP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. EMERG SAFE ALT 100 NM 6200′. 2. DME/DME RNP-0.30 not authorized.
3. Max approach speed 165 KIAS from DESME to RW28. 4. For approach clearance call Navy Leeward Tower. 5. VDA and TCH not coincident with VGSI.

5200′
MSA RW28





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 4.19°	519	668	742	890	1039	1187
MAP at RW28						

PAPI-L | 3000′ LT | SOUTP

Military STRAIGHT-IN LANDING RWY 28

LNAV

MDA(H) 500′ (452′)

A	1
B	
C	1⅜
D	

CIRCLE-TO-LAND
Maneuvering for a circling approach limited to ¾ mile west of Rwy 10 when Guantanamo West airspace not active

Max Kts	MDA(H)
90	800′ (740′) -1
120	860′ (800′) -1
140	860′ (800′) -2¼
165	1040′ (980′) -3

AMEND 2 TERPS

CHANGES: Procedure.

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MUGM/NBW
GUANTANAMO BAY, CUBA

JEPPESEN
30 JAN 15 (32-3)

GUANTANAMO BAY NAS
COPTER RNAV (GPS) 333°

BRIEFING STRIP ™

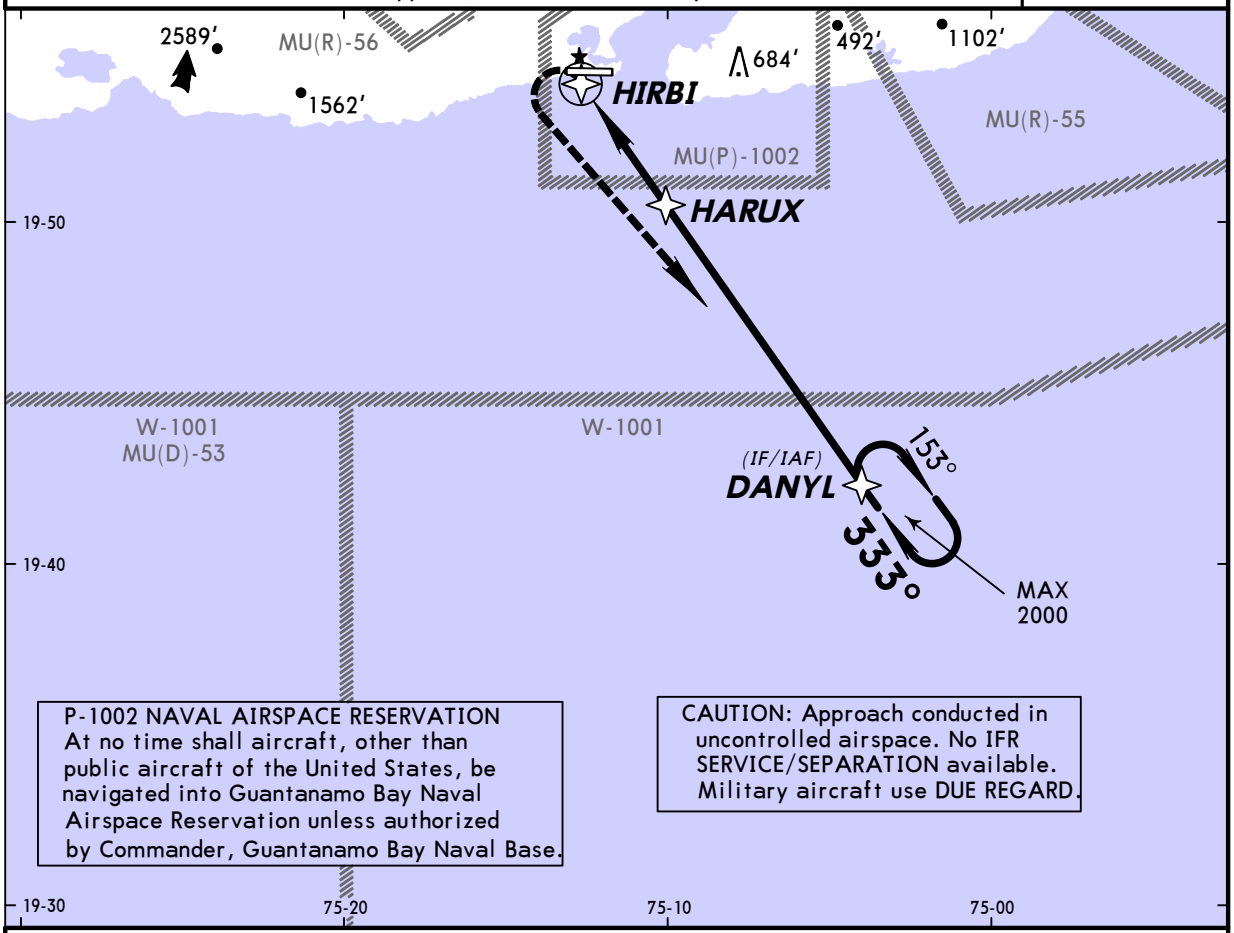
ASOS	NAVY LEEWARD Tower	Ground
136.17	CTAF 134.1	118.45

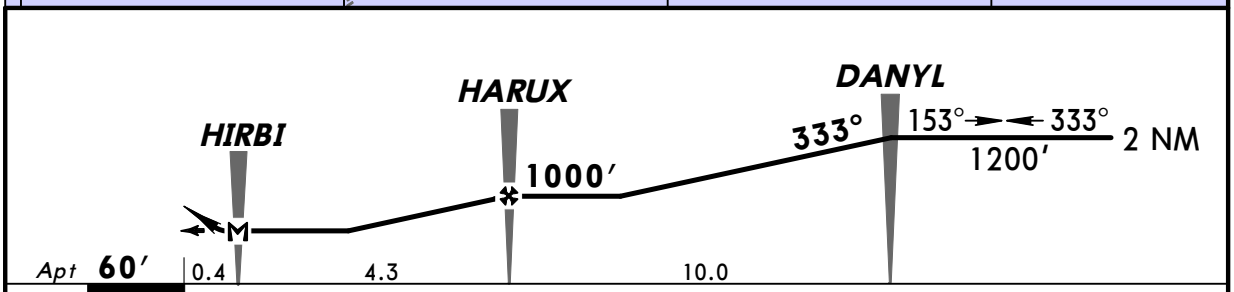
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 60′
	333°	HARUX 1000′ (940′)	800′ (740′)	

MISSED APCH: Climbing LEFT turn to 2000′ direct DANYL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. EMERG SAFE ALT 100 NM 6200′. 2. DME/DME RNP-0.30 not authorized.
3. Do not exceed 90 KIAS. 4. For approach clearance call Navy Leeward Tower.

5200′
MSA HIRBI





MAP at HIRBI								Lighting - Refer to Airport Chart	2000′ LT	DANYL

Military

LANDING **H-333°**

LNAV

MDA(H) **800′** (740′)

TERPS AMEND 2

COPTER	
	1

CHANGES: New procedure.

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MUGM/NBW
GUANTANAMO BAY, CUBA

JEPPESEN 30 JAN 15 (33-1)

GUANTANAMO BAY NAS
VOR DME-A

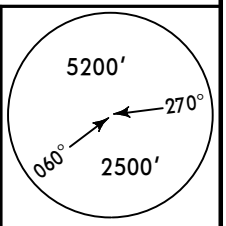
BRIEFING STRIP™

ASOS	NAVY LEEWARD Tower	Ground
136.17	CTAF 134.1	118.45

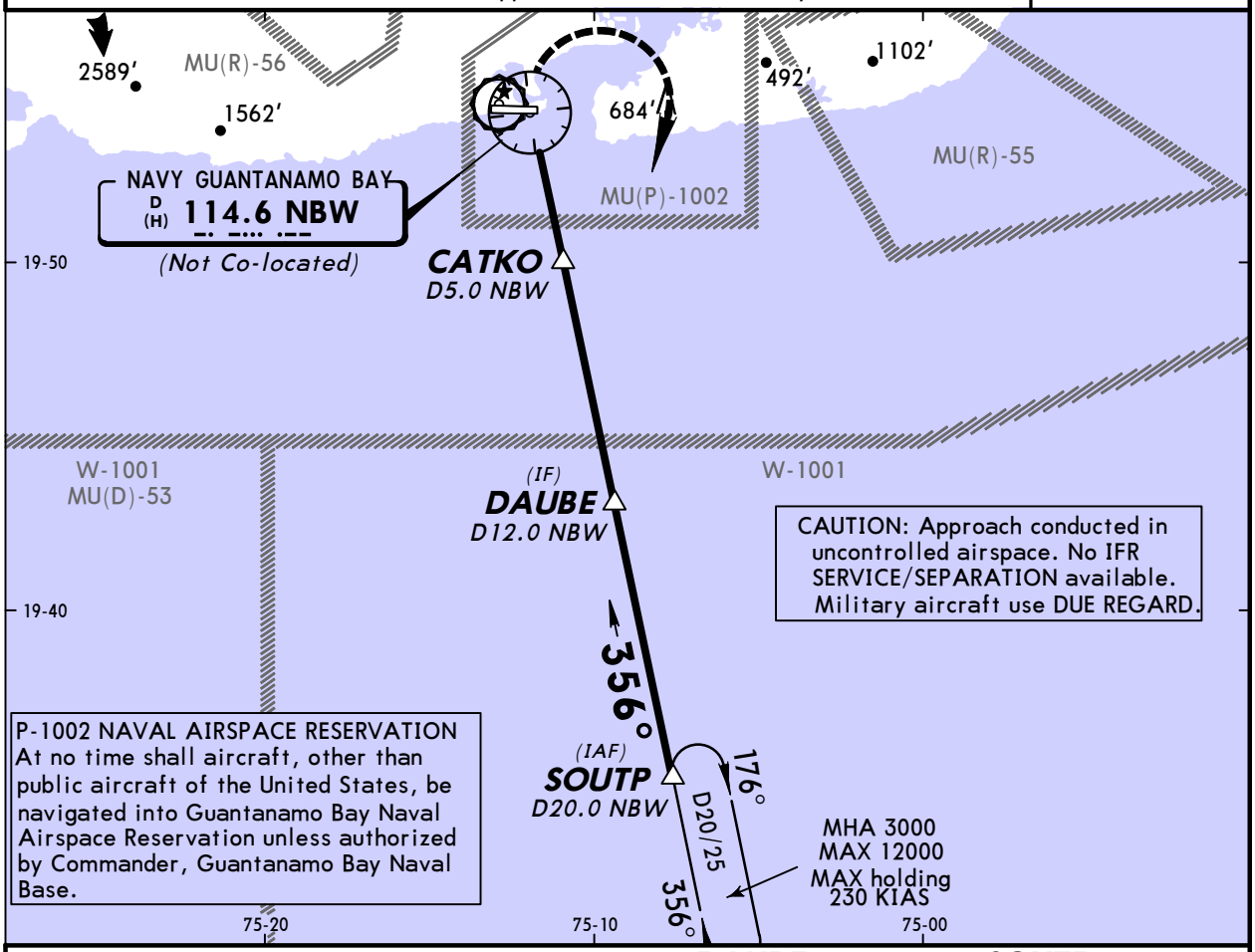
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev
NBW 114.6	356°	CATKO 1600′ (1540′)	Refer to Minimums	60′

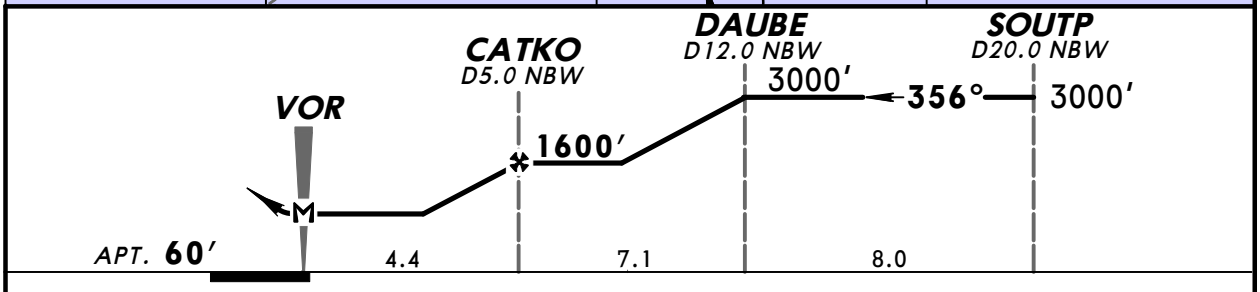
MISSED APCH: Climbing RIGHT turn to 3000′, intercept NBW R-176 to SOUTP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. EMERG SAFE ALT 100 NM 6200′. 2. For approach clearance call Navy Leeward Tower.



MSA NBW VOR





MAP at VOR								Lighting - Refer to Airport Chart	3000′ RT	NBW 114.6 R-176

Military

CIRCLE-TO-LAND

Maneuvering for a circling approach limited to ¾ mile west of Rwy 10 when Guantanamo West airspace not active

	Max Kts	MDA(H)
A	90	800′(740′)-1
B	120	860′(800′)-1
C	140	860′(800′)-2¼
D	165	1040′(980′)-3

TERPS AMEND 2

CHANGES: Procedure.

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MUGM/NBW

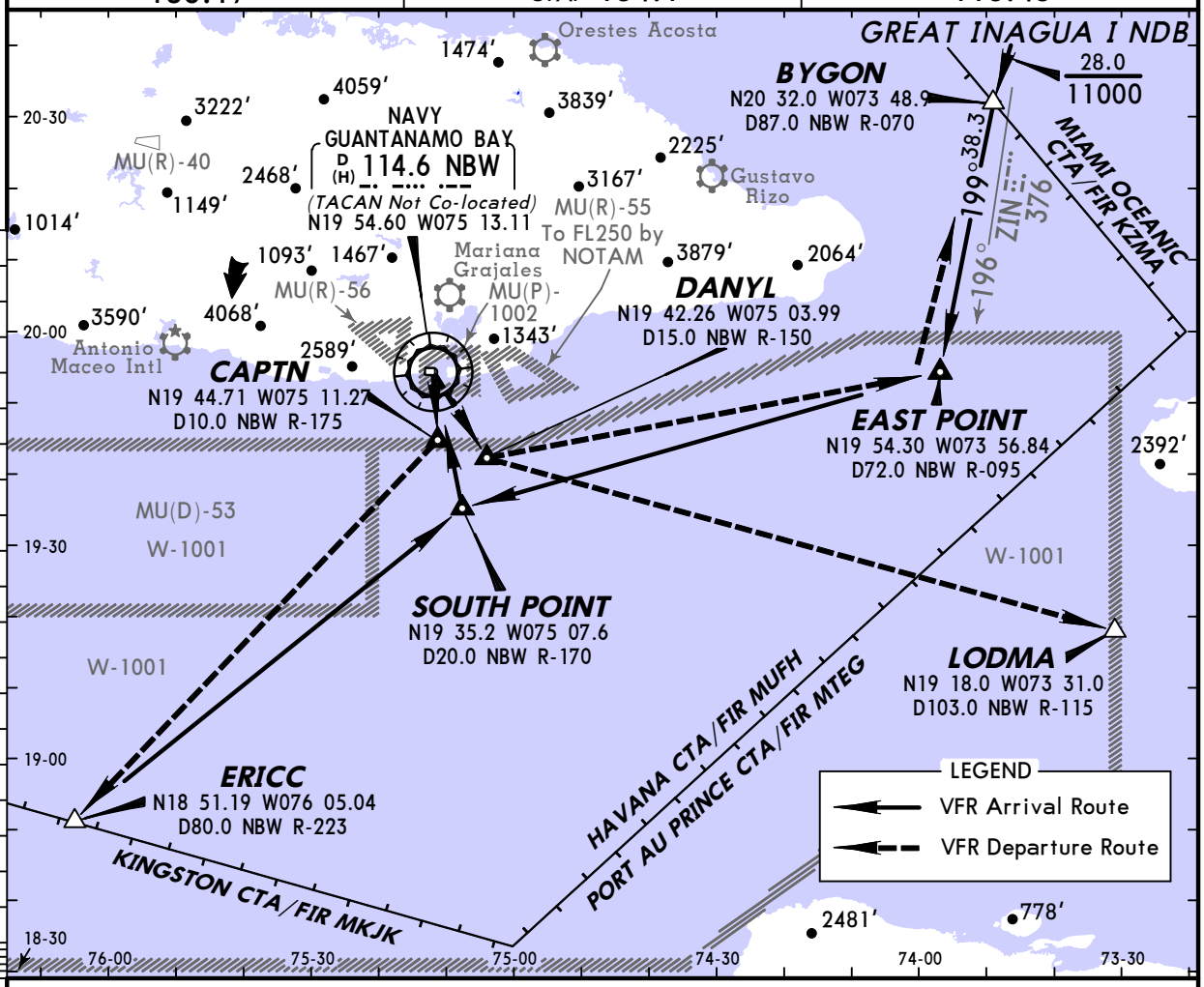
JEPPESEN
30 JAN 15 (39-1)

GUANTANAMO BAY NAS

GUANTANAMO BAY, CUBA

VFR ARRIVAL/DEPARTURE ROUTES

ASOS	NAVY LEEWARD Tower	Ground
136.17	CTAF 134.1	118.45



- VFR Arrival/Departure Routes are output in the Digital Aeronautical Flight Information File (DAFIF) as ATS routes with the Identifiers of GTMOA (Arrival), GTMOD (Departure), and the GTMOF (Arrival/Departure) btn CAPTN and ERICC.

- Aircraft inbound to and outbound from U.S. Naval Station Guantanamo Bay (GTMO) shall operate VFR while in the Havana FIR. Upon entering the Havana FIR, contact LEEWARD TOWER on 134.1 for traffic advisories. Leeward Tower opr H24. NO RADAR SERVICES AVAILABLE.

- Aircraft inbound to GTMO from the Northwest shall proceed on or East of the 196 degree bearing from Great Inagua I NDB (ZIN) to BYGON (D87.0 NBW R-070) and then to EAST POINT (D72.0 NBW R-095). From EAST POINT proceed to SOUTH POINT (D20.0 NBW R-170) and then to the field. Aircraft inbound from LODMA (D103.0 NBW R-115) and ERICC (D80.0 NBW R-223) shall also proceed to SOUTH POINT. Aircraft inbound from the West shall remain a minimum of 12 NM south of the coast and proceed to SOUTH POINT as well. ALL AIRCRAFT (except those using GTMO WEST) shall remain East of the Western boundary of the Naval Airspace Reservation (marked by high-intensity strobe light located 3/4 NM West of the approach end of runway 10). EXERCISE EXTREME CAUTION when landing runway 10 (due to short final approach and prevailing crosswinds).

- Aircraft departing to the Northeast shall proceed direct to DANYL (D15.0 NBW R-150) then to EAST POINT and then on to BYGON. Aircraft departing to the Southeast shall proceed from DANYL directly to LODMA. Aircraft departing to Jamaica shall proceed initially to CAPTN (D10.0 NBW R-175) and then on to ERICC. Southerly and Westerly departures shall also proceed initially through CAPTN.

CHANGES: None.

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