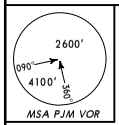
TNCM/SXM
PRINCESS JULIANA INTL

ST MAARTEN I,
NETH ANTILLES
(PHILIPSBURG)

JEPPESEN
26 JUN 09
Eff 2 Jul
10-2
STAR

Apt Elev	Alt Set: hPa Trans level: FL65 Trans alt: 5000′
14′	RADAR required.

ULUBA ONE ARRIVAL



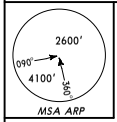
FROM	ROUTING
DANDE	Track 040°.
ELOPO	Track 305°.
GOUDA	Track 087°.
MNOLO	Track 260°.
SLUGO	Track 160°.
TIKAL	Track 325°.
TRNKY	Track 225°.
LANDING	
EXPECT vectors to execute the VOR Z RWY 10 approach straight-in.	

Direct distance to ULUBA from:
DANDE **37.3 NM**
ELOPO **47.5 NM**
GOUDA **22.0 NM**
MNOLO **34.2 NM**
SLUGO **31.0 NM**
TIKAL **41.7 NM**
TRNKY **24.9 NM**

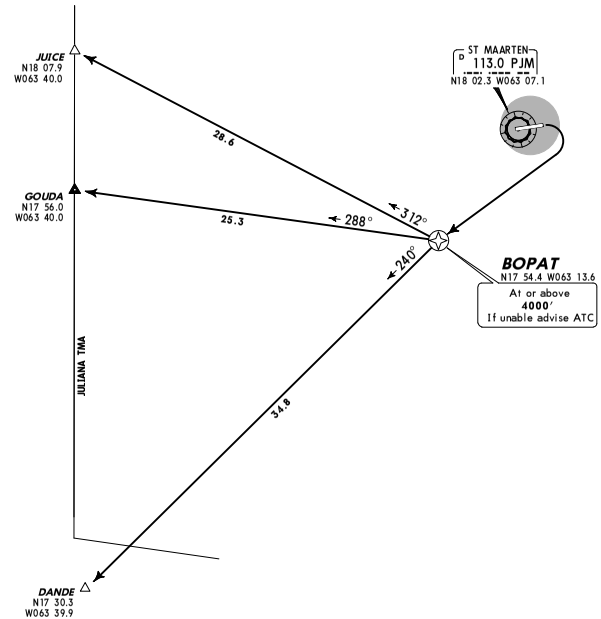
CHANGES: Procedure renamed, revised.

Apt Elev
14′

Trans level: FL65 Trans alt: 5000′



BOPAT TWO RNAV (GNSS) DEPARTURE
(RWY 10)



Direct distance from Runway 10 beginning of TORA to:
BOPAT **10.0 NM**

This SID requires a minimum 1200′ ceiling and 2.8 NM visibility to see and avoid the mountain 2.8 NM EAST of take-off end RWY 10. Operators will maneuver visually over lower terrain.

OBSTACLES
A. 602′ hazard beacon 6227′ from DER, 620′ LEFT of centerline.
B. 1118′ hazard beacon 9224′ from DER, 2044′ RIGHT of centerline.

INITIAL CLIMB	
Routing instructions may be superseded by RADAR vectors. As soon as practicable turn RIGHT.	
VIA	**ROUTING**
DANDE	Climb direct BOPAT, then direct DANDE.
GOUDA	Climb direct BOPAT, turn RIGHT direct GOUDA.
JUICE	Climb direct BOPAT, turn RIGHT direct JUICE.

CHANGES: None.

TNCM/SXM
PRINCESS JULIANA INTL

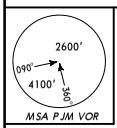
JEPPESEN
13 NOV 09 (10-3A) Eff 19 Nov

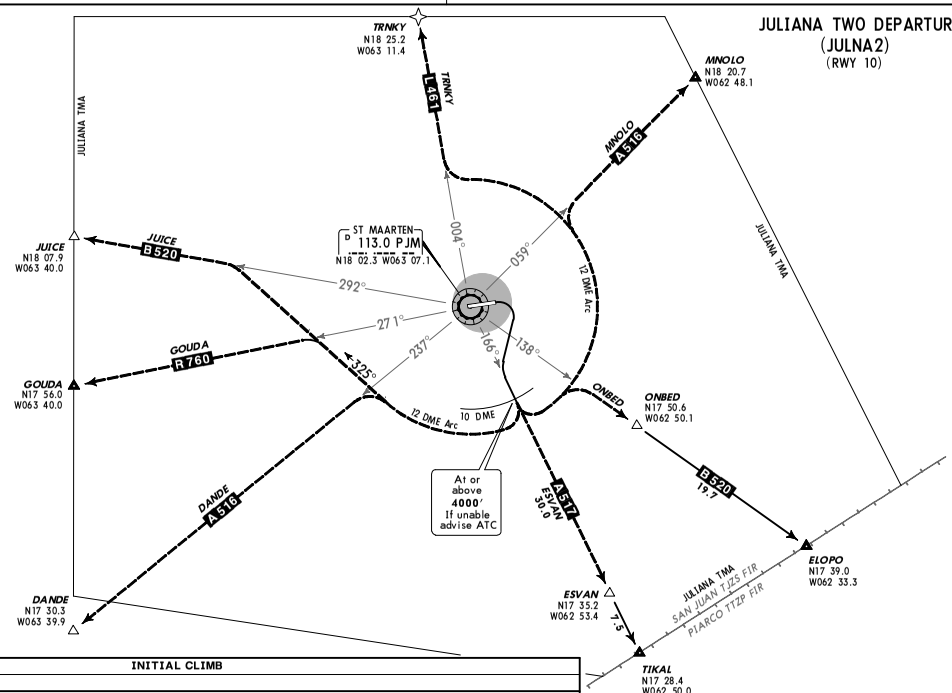
Apt Elev
14′

Trans level: FL65 Trans alt: 5000′

DME required.

JULIANA TWO DEPARTURE
(JULNA2)
(RWY 10)





Direct distance from PJM to:
DANDE **44.7 NM**
ESVAN **30.0 NM**
GOUDA **32.0 NM**
JUICE **31.8 NM**
MNOLO **25.8 NM**
ONBED **20.0 NM**
TRNKY **23.2 NM**

This SID requires a minimum 1200′ ceiling and 2.8 NM visibility to see and avoid the mountain 2.8 NM EAST of take-off end RWY 10. Operators will maneuver visually over lower terrain.

INITIAL CLIMB

As soon as practicable turn RIGHT.

TRANSITIONS

DANDE	Intercept/track PJM R-166. Turn RIGHT on PJM 12 DME Arc. Turn LEFT on PJM R-237 to DANDE.
ESVAN	Intercept/track PJM R-166 to ESVAN.
GOUDA	Intercept/track PJM R-166. Turn RIGHT on PJM 12 DME Arc. Crossing PJM R-237 track 325°. Turn LEFT on PJM R-271 to GOUDA.
JUICE	Intercept/track PJM R-166. Turn RIGHT on PJM 12 DME Arc. Crossing PJM R-237 track 325°. Turn LEFT on PJM R-292 to JUICE.
MNOLO	Intercept/track PJM R-166. Turn LEFT on PJM 12 DME Arc. Turn RIGHT on PJM R-059 to MNOLO.
ONBED	Intercept/track PJM R-166. Turn LEFT on PJM 12 DME Arc. Turn RIGHT on PJM R-138 to ONBED.
TRNKY	Intercept/track PJM R-166. Turn LEFT on PJM 12 DME Arc. Turn RIGHT on PJM R-004 to TRNKY.

OBSTACLES
A. 602′ hazard beacon 6227′ from DER, 620′ LEFT of centerline.
B. 1118′ hazard beacon 9224′ from DER, 2044′ RIGHT of centerline.

CHANGES: Procedure revised, renamed.

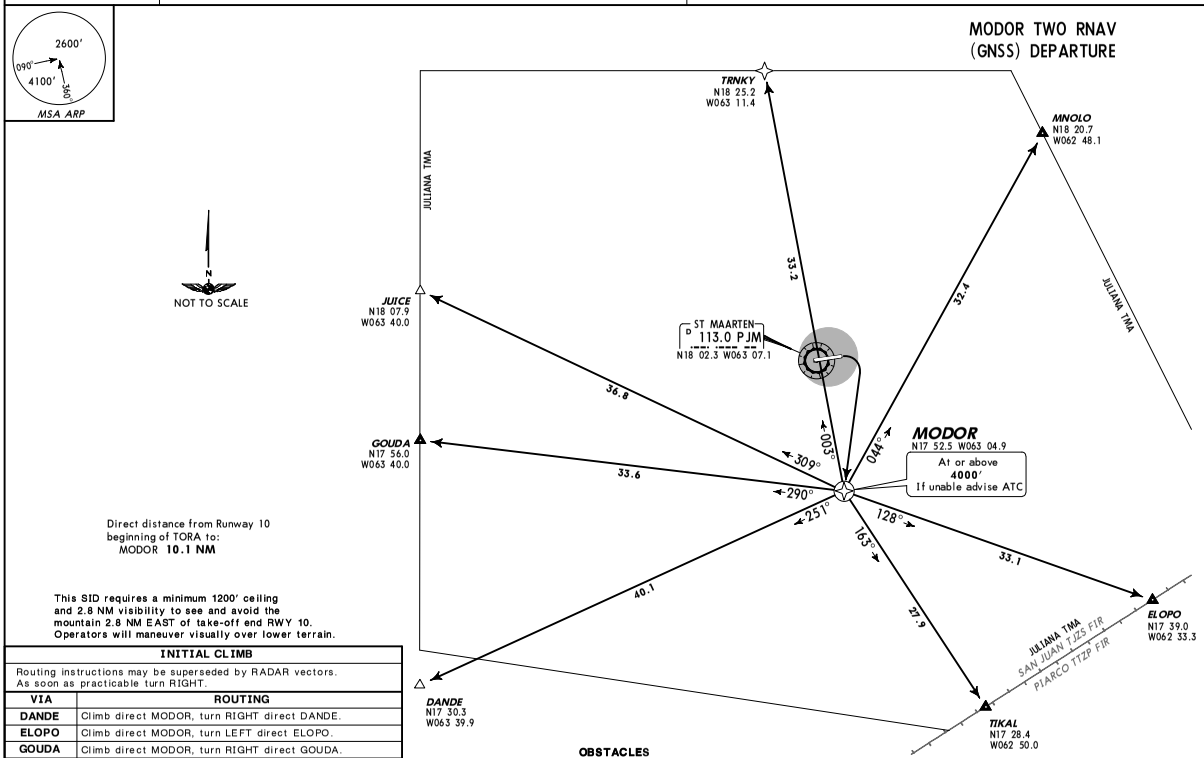
TNCM/SXM
PRINCESS JULIANA INTL

JEPPESEN
13 NOV 09
Eff 19 Nov
10-3B

ST MAARTEN I,
NETH ANTILLES
(PHILIPSBURG)
RNAV SID

Apt Elev	Trans level: FL65	Trans alt: 5000′
14′		

MODOR TWO RNAV (GNSS) DEPARTURE



Direct distance from Runway 10 beginning of TORA to:
MODOR **10.1 NM**

This SID requires a minimum 1200′ ceiling and 2.8 NM visibility to see and avoid the mountain 2.8 NM EAST of take-off end RWY 10. Operators will maneuver visually over lower terrain.

INITIAL CLIMB

Routing instructions may be superseded by RADAR vectors. As soon as practicable turn RIGHT.

VIA	ROUTING
DANDE	Climb direct MODOR, turn RIGHT direct DANDE.
ELOPO	Climb direct MODOR, turn LEFT direct ELOPO.
GOUDA	Climb direct MODOR, turn RIGHT direct GOUDA.
JUICE	Climb direct MODOR, turn RIGHT direct JUICE.
MNOLO	Climb direct MODOR, turn LEFT direct MNOLO.
TIKAL	Climb direct MODOR, turn LEFT direct TIKAL.
TRNKY	Climb direct MODOR, turn LEFT direct TRNKY.

OBSTACLES
A. 602′ hazard beacon 6227′ from DER, 620′ LEFT of centerline.
B. 1118′ hazard beacon 9224′ from DER, 2044′ RIGHT of centerline.

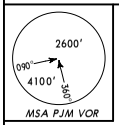
CHANGES: None.

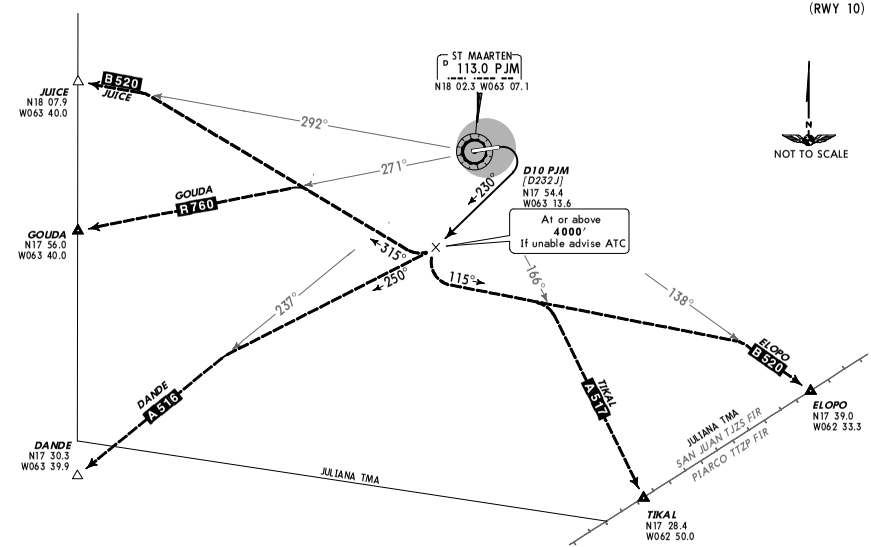
Apt Elev
14'

Trans level: FL65 Trans alt: 5000'

RADAR required.

MULLET TWO DEPARTURE
(MULLT2)
(RWY 10)





Direct distance from
Princess Juliana Intl to:
DANDE **45 NM**
ELOPO **39 NM**
GOUDA **33 NM**
JUICE **32 NM**
TIKAL **37 NM**

This SID requires a minimum
1200' ceiling and 2.8 NM visibility
to see and avoid the mountain
2.8 NM EAST of take-off end RWY 10.
Operators will maneuver visually over
lower terrain.

INITIAL CLIMB

Routing instructions may be superseded by RADAR vectors.
As soon as practicable turn RIGHT.

TRANSITIONS

DANDE	Track 230°, at D10 PJM turn RIGHT track 250°, intercept A-516.
ELOPO	Track 230°, at D10 PJM turn LEFT track 115°, intercept B-520.
GOUDA	Track 230°, at D10 PJM turn RIGHT track 315°, intercept R-760.
JUICE	Track 230°, at D10 PJM turn RIGHT track 315°, intercept B-520.
TIKAL	Track 230°, at D10 PJM turn LEFT track 115°, intercept A-517.

OBSTACLES

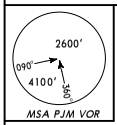
A. 602' hazard beacon 6227' from DER,
620' LEFT of centerline.
B. 1118' hazard beacon 9224' from DER,
2044' RIGHT of centerline.

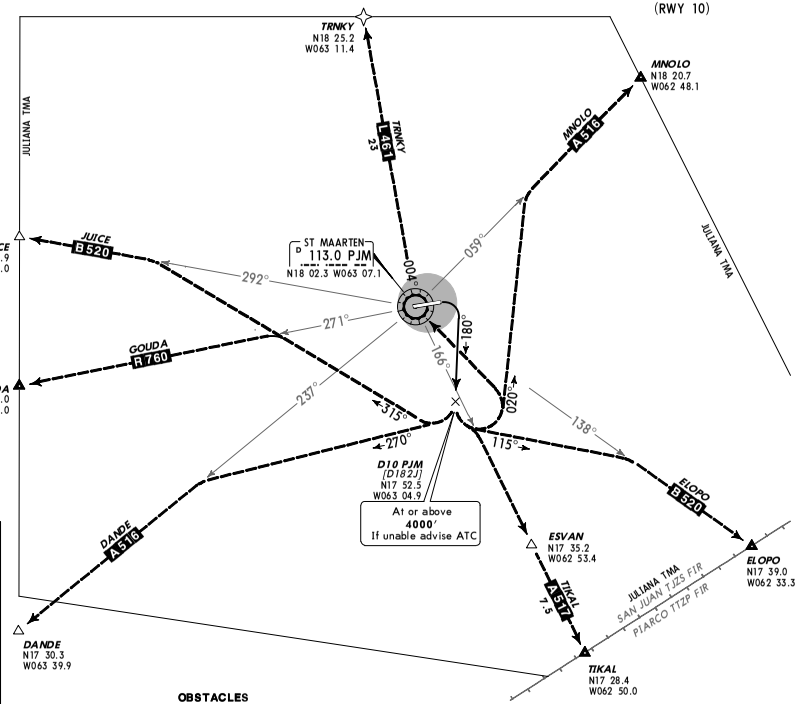
CHANGES: Procedure renumbered.

Apt Elev	Trans level: FL65	Trans alt: 5000′	RADAR required.
14′			

PELICAN TWO DEPARTURE (PELCN2)

(RWY 10)





Direct distance from
Princess Juliana Intl to:
DANDE **45 NM**
ELOPO **39 NM**
ESVAN **30 NM**
GOUDA **33 NM**
JUICE **32 NM**
MNOLO **25 NM**

This SID requires a minimum
1200′ ceiling and 2.8 NM visibility
to see and avoid the mountain
2.8 NM EAST of take-off end RWY 10.
Operators will maneuver visually over lower terrain.

INITIAL CLIMB	
Routing instructions may be superseded by RADAR vectors. As soon as practicable turn RIGHT.	
TRANSITIONS	
DANDE	Track 180°, at D10 PJM turn RIGHT track 270°, intercept A-516.
ELOPO	Track 180°, at D10 PJM turn LEFT track 115°, intercept B-520.
GOUDA	Track 180°, at D10 PJM turn RIGHT track 315°, intercept R-760.
JUICE	Track 180°, at D10 PJM turn RIGHT track 315°, intercept B-520.
MNOLO	Track 180°, at D10 PJM turn LEFT track 020°, intercept A-516.
TIKAL	Track 180°, at D10 PJM turn LEFT intercept A-517.
TRNKY	Track 180°, at D10 PJM turn LEFT direct PJM, intercept L-461.

OBSTACLES
A. 602′ hazard beacon 6227′ from DER,
620′ LEFT of centerline.
B. 1118′ hazard beacon 9224′ from DER,
2044′ RIGHT of centerline.

CHANGES: Procedure renumbered.

TNCM/SXM

Apt Elev **14′**

N18 02.5 W063 06.5

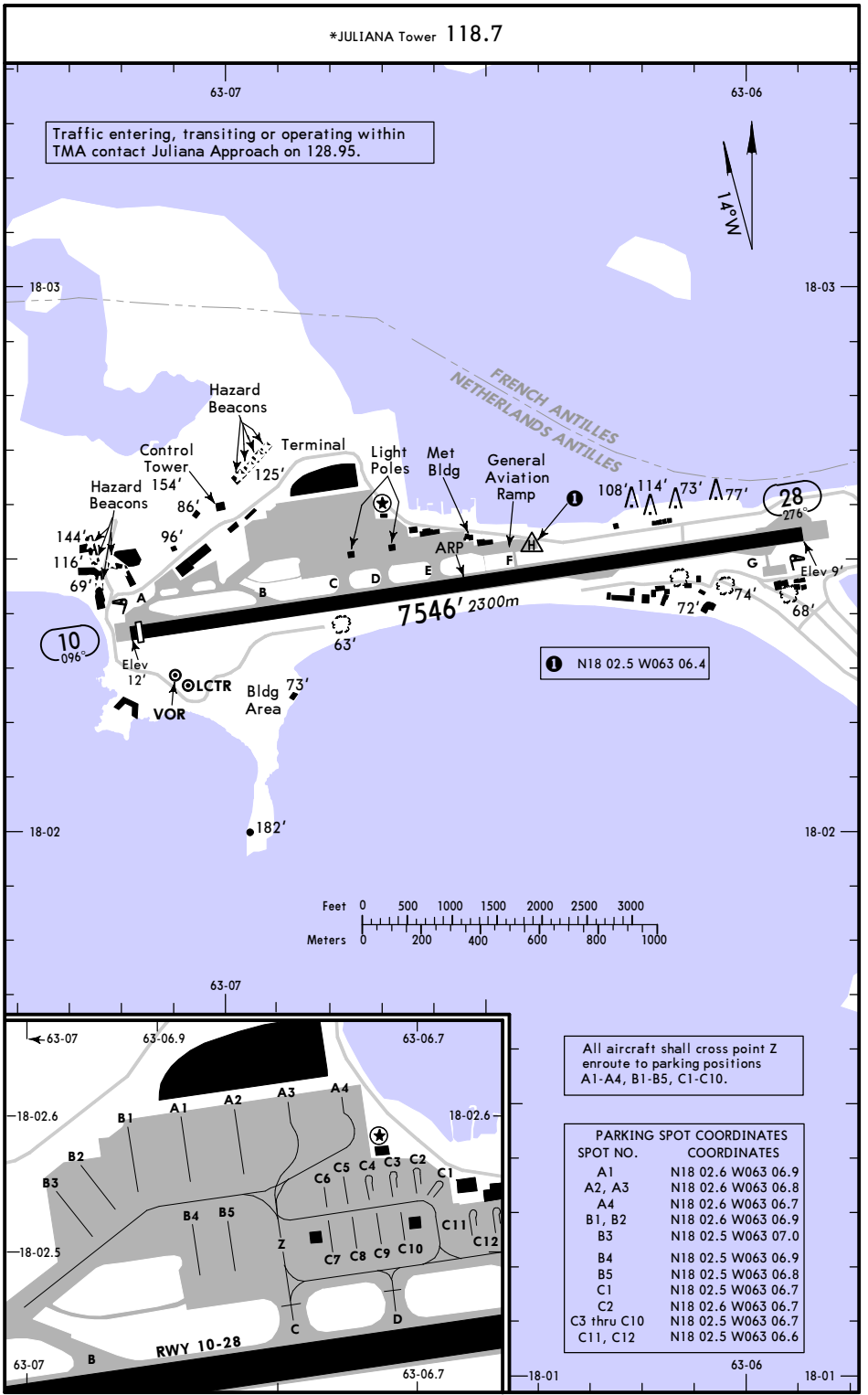
JEPPESEN

5 AUG 11 (10-9)

ST MAARTEN I, NETH ANTILLES

(PHILIPSBURG)

PRINCESS JULIANA INTL



PARKING SPOT COORDINATES

SPOT NO.	COORDINATES
A1	N18 02.6 W063 06.9
A2, A3	N18 02.6 W063 06.8
A4	N18 02.6 W063 06.7
B1, B2	N18 02.6 W063 06.9
B3	N18 02.5 W063 07.0
B4	N18 02.5 W063 06.9
B5	N18 02.5 W063 06.8
C1	N18 02.5 W063 06.7
C2	N18 02.6 W063 06.7
C3 thru C10	N18 02.5 W063 06.7
C11, C12	N18 02.5 W063 06.6

CHANGES: Rwy extended, parking stands, obstacles.

ST MAARTEN I, NETH ANTILLES
(PHILIPSBURG)
PRINCESS JULIANA INTL

GENERAL

Jet aircraft landing Rwy 10 shall make a right turn at the first turning bay to avoid damage to persons and property, or make a left 180° turn at the end of the runway.

All propeller driven General Aviation aircraft shall make use of the General Aviation ramp via twy FOXTROT unless otherwise instructed.

Righthand traffic circuit for Rwy 10, lefthand circuit for Rwy 28.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
10	HIRL REIL PAPI (angle 3.0°)	7447' *2270m*			148' *45m*
❶ 28	HIRL			7447' *2270m*	

❶ Landing Rwy 28 at night prohibited, VMC by day.

TAKE-OFF

	Rwy 28	Rwy 10
		Right Hand Turn MANDATORY. Hazard Beacons on Hills to the East Must be Visible
1 & 2 Eng	300' - *4500m*	1200' - *4500m*
3 & 4 Eng		

CHANGES: Notes, rwy lighting, declared distances.

VISUAL DOCKING GUIDANCE SYSTEMS

1. INTRODUCTION

The Safedock Docking Guidance System (DGS) is an automated "parking aid" system designed to safely guide the aircraft into gate to its assigned stop-position. It accomplishes this by actively tracking the aircraft while providing the pilot real-time visual feedback of "distance-to-go" and azimuth guidance in relation to the centerline and stop-position.

2. SAFETY PROCEDURES

2.2 GENERAL WARNING

The DGS has built-in features of self-diagnostics and gate area scanning checks to inform the aircraft pilot of problems that could affect the safety of the docking procedure. Refer to "section 4. ABNORMAL CONDITIONS" for futher details on these items.

If the pilot is unsure of the information being shown on the DGS Display unit, the aircraft SHOULD BE STOPPED IMMEDIATELY UNTIL further information for clearance HAS BEEN OBTAINED.

2.2 ITEMS TO CHECK BEFORE ENTERING THE STAND AREA

Although the DGS has built-in features of self-diagnostics and gate area scanning checks, the pilot should always use their judgement of safety should there be any items in the "obstacle free" area not captured by the DGS. In general, the aircraft should be stopped prior to further entry into the gate area if there is a presence of any object posing a question to the safety of the aircraft or personnel on the ground.

Upon entry to the gate area, the pilot should make a quick visual check of the gate area and verify that the DGS is displaying the vertical running arrows and correct aircraft type. If there is any concern in these checks, the aircraft should be stopped until the situation is corrected or manual guidance is provided. During the aircraft docking, the pilot should follow the guidance of the DGS while staying alert for any items within his view posing a danger to the aircraft or personnel on the ground.

GENERAL PRECAUTIONS:

- THE PILOT SHALL NOT ENTER THE GATE AREA, UNLESS THE DOCKING SYSTEM IS SHOWING THE VERTICAL RUNNING ARROWS.
- THE PILOT SHALL NOT ENTER THE STAND AREA UNLESS THE AIRCRAFT TYPE AND ANY OTHER DISPLAYED INFORMATION IS CORRECT FOR THE AIRCRAFT THEY ARE DOCKING.
- THE PILOT MUST NOT PROCEED BEYOND THE BOARDING BRIDGE CAB, UNLESS THESE ARROWS HAVE BEEN REPLACED BY THE "CLOSING RATE BAR".

2.3 THE SBU MESSAGE

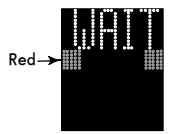
The message STOP SBU means that docking has been interrupted due to an unexpected error or hardware malfunction and has to be resumed by manual guidance. DO NOT RESUME DOCKING UNDER DGS-GUIDANCE UNDER THIS CONDITION.

3. AIRCRAFT DOCKING PROCEDURE

The following section is a detailed step-by-step approach to the stages of the docking routine indicating the typical events from start to completion.

3.1 START OF DOCKING (SELF-TEST)

Upon activating the DGS for aircraft docking, a self-test and calibration check is performed to confirm docking accuracy. During this time, the display will show "WAIT".

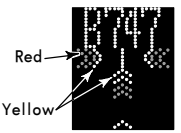


3.2 CAPTURE (INCOMING AIRCRAFT)

The rolling arrows indicate that the SAFEDOCK is searching the gate area looking to "capture" the arriving aircraft.

Check that the correct aircraft and sub-type are displayed. If not the docking may result in an ID-fail. Following this, the pilot should proceed into the gate area following the correct lead-in line or centerline.

DO NOT PROCEED PAST THE BOARDING BRIDGE CAB IF THE ROLLING ARROWS ARE NOT REPLACED BY THE "CLOSING RATE BAR". ALSO, KEEP AWARE OF ANY VISIBLE ITEMS POSING A DANGER TO THE SAFETY OF THE AIRCRAFT OR PERSONNEL ON THE GROUND.



CHANGES: New chart.

VISUAL DOCKING GUIDANCE SYSTEMS

3.3 TRACKING

When the DGS "captures" the approaching aircraft, the rolling arrows are replaced by a "yellow" closing rate bar". At this point, the DGS has captured the aircraft and is actively tracking it. The DGS is also in the process of verifying the approaching aircraft against that selected (as shown in the display).

A flashing RED arrow provides azimuth guidance and indicates the direction the pilot should steer the aircraft to the centerline.

The "closing rate bar" consists of a centerline indicator showing the aircraft in relation to the target stop-position.

3.4 CLOSING RATE

Digital countdown begins when the aircraft is 12 meters (or 40 feet) from its stop position. When the aircraft is within this distance, the "distance-to-go" closing rate indicator decreases by about one LED-row per 1.6 foot or half meter of movement.

Digital countdown resolution:

20 to 2 meters	1 meters	40 to 8 feet	4 feet
2 meters to STOP	0.2 meters	8 feet to STOP	1 foot

The example shows the B747 aircraft 10m from the stop-position slightly off-center to the left.

3.5 ALIGNED TO CENTER

When aligned to center, the RED direction arrows disappear indicating the aircraft is on center.

The example shows the B747 aircraft 8m from the stop-position and on-center.

3.6 SLOW DOWN

If the aircraft is approaching faster than the accepted speed, the system will show SLOW DOWN as a warning to the pilot.

The example now shows the B747 aircraft about 8m from the stop-position and still on-center yet needing to slow down.

3.7 AZIMUTH GUIDANCE

Centerline guidance countinues to the stop-position.

The example shows the B747 aircraft 4m from the stop-position, slightly off-center to the right.

3.8 STOP-POSITION REACHED

When the aircraft reaches its assigned stop-position, the display will show STOP with RED lights to each side.

3.9 DOCKING COMPLETED

After the aircraft is completely stopped, the OK message will be displayed.

3.10 OVERSHOOT (TOO FAR)

If the aircraft overshoots the stop-position, a TOO FAR will be displayed.

Note: The overshoot condition is usually triggered by the aircraft going more than 0.5m past the target stop-position. This may or may not create a concern for the boarding bridge to accommodate the overshoot position. The ground crew will be alerted to the situation by this message and then determine if the aircraft needs to be pushed back.

CHANGES: New chart.

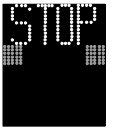
VISUAL DOCKING GUIDANCE SYSTEMS

3.11 CHOCKS ON MESSAGE

The "Chocks On" is displayed to indicate that the chocks have been set in place to the aircraft wheels. This feature is available via button press on the Operator's Panel to provide or supplement the ground operator's responsibility to provide the status message to the pilot.

3.12 STOP SHORT

If the aircraft is stopped short and at a standstill but has not reached the intended stop position, the message STOP OK will be shown after a while.



4. ABNORMAL CONDITIONS

If an object is blocking the view from the SAFEDOCK DGS laser-scanning unit toward the stop position of the selected aircraft type, the system will be unable to perform the docking procedure. When an object is detected between the laser scanning unit and the stop position for at least ten seconds, the DGS will halt the docking procedure and display a GATE BLOCK warning message. When the blocking object is removed, the docking procedure will be resumed. The same applies with an object detected in the "apron scan" area whereas the DGS will display an "APRON BLOCK" warning message. Note that the "apron scan" feature only covers the pilot's blind spot area when the aircraft requires a right turn into the gate. See further details later in this section for more info on this.

If an unrecoverable error occurs during a docking procedure, a SBU (Safety Back Up) condition exists. In this case an alternate method to guide aircraft to the stop position must be used, as the docking procedure cannot be completed. SBU stop conditions are:

(a) A hardware failure.

(b) Aircraft more than 3.5 degrees off centerline and less than 2m (6.5ft) to the stop-position

(c) View from Laser scanning unit to aircraft blocked with less than 2m (6.5ft) to the stop-position.

WARNING: An object must never be placed in front of the DGS unit and closer than 1.5 meters (or 5 feet) to the laser window. Such an object would violate proper docking performance!

Other abnormal or non-typical conditions that may occur are as follows:

4.1 WAIT

The WAIT message is displayed for various reasons and may be followed with further info. In general, it is an indication to the pilot that the DGS is not yet ready to guide or continue guiding the aircraft into the gate. The reasons may vary from startup self-testing, lost track of the aircraft, or large obstacles or personnel in the critical docking area or obstacle free zone. Basically, something that may compromise the docking or a safety concern.

When the problem is resolved or the blocking object has moved from the critical docking area, docking may continue. The DGS display must also show the "closing rate" bar and that it is back in docking mode AND tracking the aircraft.

THE PILOT MUST NOT PROCEED BEYOND THE BOARDING BRIDGE CAB UNLESS THE "WAIT" MESSAGE HAS BEEN REMOVED AND THE DGS INDICATES IT IS TRACKING THE AIRCRAFT INTO THE GATE AREA.

4.2 BRIDGE NOT IN POSITION

The "BR IN" message occurs when the Passenger Boarding Bridge (PBB) is interlocked to the DGS and is NOT safely stowed or parked in the proper parking position (or a defect in the wiring).

This message with the red-LEDs is indication to the pilot that aircraft docking MUST wait until ground personnel move the PBB into safe position away from the critical docking area.

THE PILOT MUST NOT PROCEED BEYOND THE BOARDING BRIDGE CAB UNLESS THE "BR IN" MESSAGE HAS BEEN REMOVED AND THE DGS INDICATES IT IS TRACKING THE AIRCRAFT INTO THE GATE AREA.

CHANGES: New chart.

VISUAL DOCKING GUIDANCE SYSTEMS

4.3 BAD WEATHER CONDITION (DOWN-GRADE)

During heavy fog, rain or snow, or any low visibility condition, the docking system goes into downgrade mode.

When operating at this mode, the display will deactivate the floating arrows and alternate between 'DOWN GRADE' and aircraft type. The DGS will continue operation but with reduced aircraft slow-down speed.

This message will be replaced by the closing rate bar, as soon as the system detects and captures the approaching aircraft.

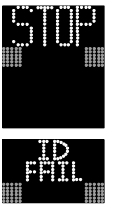
THE PILOT MUST NOT PROCEED BEYOND THE BRIDGE CAB UNLESS THE "DOWN GRADE" TEXT HAS BEEN REMOVED AND THE DGS INDICATES IT IS TRACKING THE AIRCRAFT INTO THE GATE AREA.

4.4 AIRCRAFT VERIFICATION FAILURE

After capture of the aircraft, the DGS checks its geometry against a stored profile. If, for any reason, aircraft verfication is not confirmed at 12 meters (or 40 feet) before the target stop-position, the display will show STOP followed by ID FAIL (alternating on the upper row of the display).

If the DGS is re-activated for the same aircraft type, docking can resume without aircraft verification. Note that such re-activation should be done only after the ground crew has verfied the correct aircraft type.

THE PILOT MUST NOT PROCEED BEYOND THE BOARDING BRIDGE CAB WITHOUT MANUAL GUIDANCE, UNLESS THE DOCKING HAS BEEN RE-ACTIVATED AND THE DGS INDICATES IT IS TRACKING THE AIRCRAFT INTO THE GATE AREA.



4.5 GATE BLOCKED

If an object is found blocking the view from the DGS to the planned stop position for the aircraft, the docking procedure will be halted with a GATE BLOCK message. The docking procedure will resume as soon as the blocking object has been removed.

The "Gate Block" area covers the general scanning area of the approaching aircraft and where the aircraft body will be when parked as well as the area between the DGS and those points. In general, the message is provoked by large obstacles interfering this scanning area. This feature does not look for smaller interfering items on the apron.

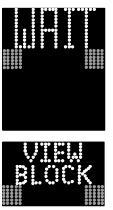
THE PILOT MUST NOT PROCEED INTO THE GATE AREA WITHOUT MANUAL GUIDANCE, UNLESS THE "WAIT/GATE/BLOCK" MESSAGE HAS BEEN REMOVED AND THE DGS INDICATES IT IS TRACKING THE AIRCRAFT INTO THE GATE AREA.

4.6 VIEW BLOCKED

If the view towards the approaching aircraft is hindered, for instance by dirt on the window, the DGS will report a View Blocked condition. If the system is able to see the aircraft through the dirty window, the message will be replaced with a closing rate display.

The difference between the "View Block" and the "Gate Block" feature is that the "View Block" feature looks for interference within 2m of distance from the laser and the "Gate Block" feature looks for interference past this distance.

THE PILOT MUST NOT PROCEED BEYOND THE BOARDING BRIDGE CAB WITHOUT MANUAL GUIDANCE, UNLESS THE WAIT MESSAGE HAS BEEN REMOVED AND THE DGS INDICATES IT IS AGAIN TRACKING THE AIRCRAFT INTO THE GATE AREA.

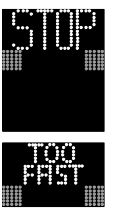


4.7 TOO FAST

If the aircraft approaches with a speed higher than the docking system can handle, the message STOP (with red squares) and TOO FAST will be displayed.

The aircraft docking must be re-started or the docking procedure completed by manual guidance.

THE PILOT MUST NOT PROCEED BEYOND THE BOARDING BRIDGE CAB WITHOUT MANUAL GUIDANCE, UNLESS THE DOCKING HAS BEEN RE-ACTIVATED AND THE DGS INDICATES IT IS TRACKING THE AIRCRAFT INTO THE GATE AREA.



CHANGES: New chart.

VISUAL DOCKING GUIDANCE SYSTEMS

4.8 ANOMALOUS ERROR, SBU-STOP

Any anomalous or unrecoverable error during the docking procedure will generate a SBU condition. A manual backup procedure must be used for docking guidance.

Note: An SBU-Stop may be followed by another error related to a hardware failure or other anomalous event.

THE PILOT MUST FOLLOW MANUAL GUIDANCE INTO THE GATE WHEN THE DGS DISPLAY IS IN THIS CONDITION.

4.9 ERROR CONDITION

Any error that occurs during the DGS operation will generate an ERROR message with an error code in the main display. Errors that occur during aircraft docking may be proceeded with an "SBU" message.

THE PILOT MUST FOLLOW MANUAL GUIDANCE INTO THE GATE WHEN THE DGS DISPLAY IS IN THIS CONDITION.

4.10 EMERGENCY STOP

If the Emergency Stop button is pressed (by the ground operator), the display will show STOP with RED lights to each side.

The ground crew may activate this button to indicate a dangerous condition that requires aircraft motion to STOP and NOT continue its approach into the gate.

THE PILOT SHOULD STOP THE AIRCRAFT AT ANY TIME THE STOP MESSAGE IS DISPLAYED DURING DGS DOCKING GUIDANCE THEN FOLLOW MANUAL GUIDANCE.

4.11 NON-OPERATIONAL CONDITION

Should there be a hardware failure that interferes with the DGS ability to operate, the display will go blank with RED lights to each side. In such cases, the DGS cannot be used until the hardware failure has been resolved.

THE PILOT MUST FOLLOW MANUAL GUIDANCE INTO THE GATE WHEN THE DGS DISPLAY IS IN THIS CONDITION.

4.12 NO POWER (OR POWER FAILURE)

When the DGS is powered-Off, or in the case of a power failure, the display will be shown as completely black. Until power is restored, any aircraft shall be marshalled-in or towed-in to the gate.

THE PILOT MUST FOLLOW MANUAL GUIDANCE INTO THE GATE WHEN THE DGS DISPLAY IS IN THIS CONDITION.

CHANGES: New chart.

TNCM/SXM

JEPPESEN

ST MAARTEN I, NETH ANTILLES (PHILIPSBURG)

PRINCESS JULIANA INTL 26 JUN 09 (12-1) Eff 2 Jul

RNAV (GNSS) Rwy 10

*JULIANA Approach	*JULIANA Tower
128.95	118.7

BRIEFING STRIP ™

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev
	095°	LESOR 1700′ (1686′)	700′ (686′)	14′

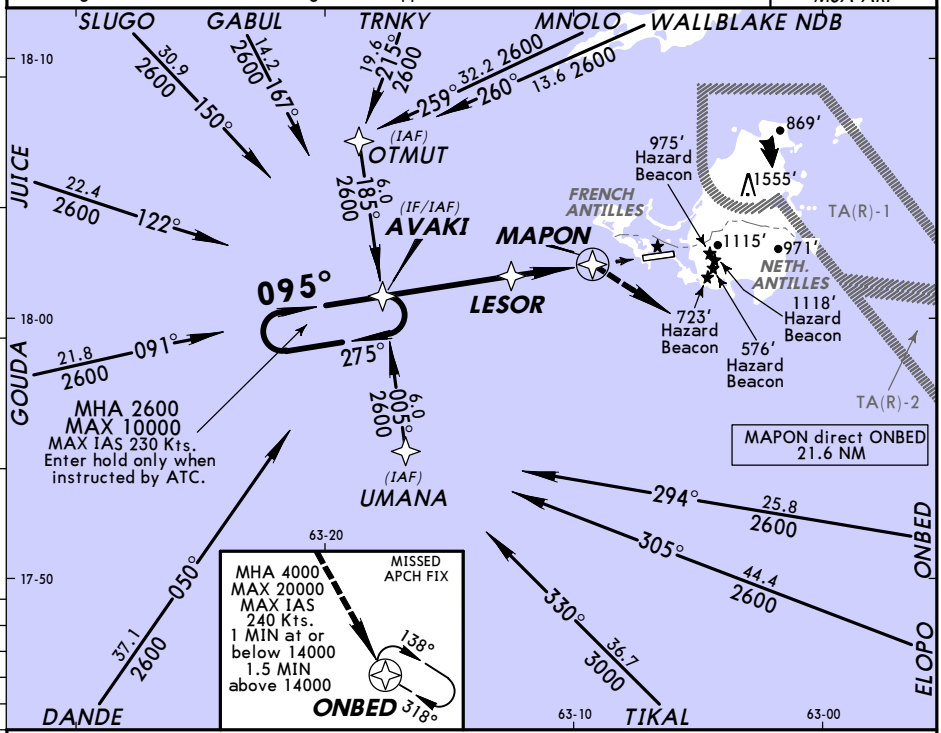
4100′

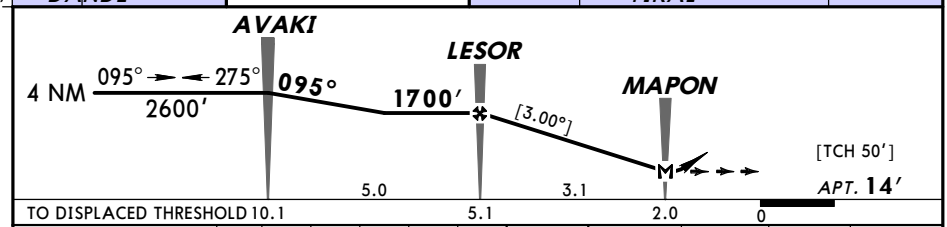
MSA ARP

MISSED APCH: Climbing RIGHT turn to 4000′ direct ONBED and hold, or as directed by ATC.

Alt Set: hPa Apt Elev: 1 hPa Trans level: FL 65 Trans alt: 5000′

1. Timing not authorized for defining Missed Approach Point.





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.24% or Descent Angle [3.00°]	372	478	531	637	743	849
MAP at MAPON						

REIL
PAPI

4000′ RT

D

ONBED

STRAIGHT-IN LANDING RWY 10

	1 LNAV MDA(H) 700′ (686′)	LNAV MDA(H) 770′ (756′)
A	3200m	3200m
B		
C		3600m
D	3600m	4000m

PANS OPS

1 Missed Approach restricted to a maximum of 205 KIAS until established direct ONBED.

CHANGES: Procedure.

TNCM/SXM

JEPPESEN ST MAARTEN I, NETH ANTILLES (PHILIPSBURG)

26 JUN 09 (13-1) Eff 2 Jul

PRINCESS JULIANA INTL

CAT C & D VOR X Rwy 10

*JULIANA Approach	*JULIANA Tower
128.95	118.7

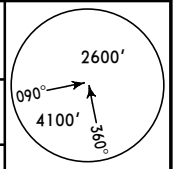
BRIEFING STRIP™

VOR PJM 113.0	Final Apch Crs 096°	No FAF	MDA(H) 1040′ (1026′)	Apt Elev 14′

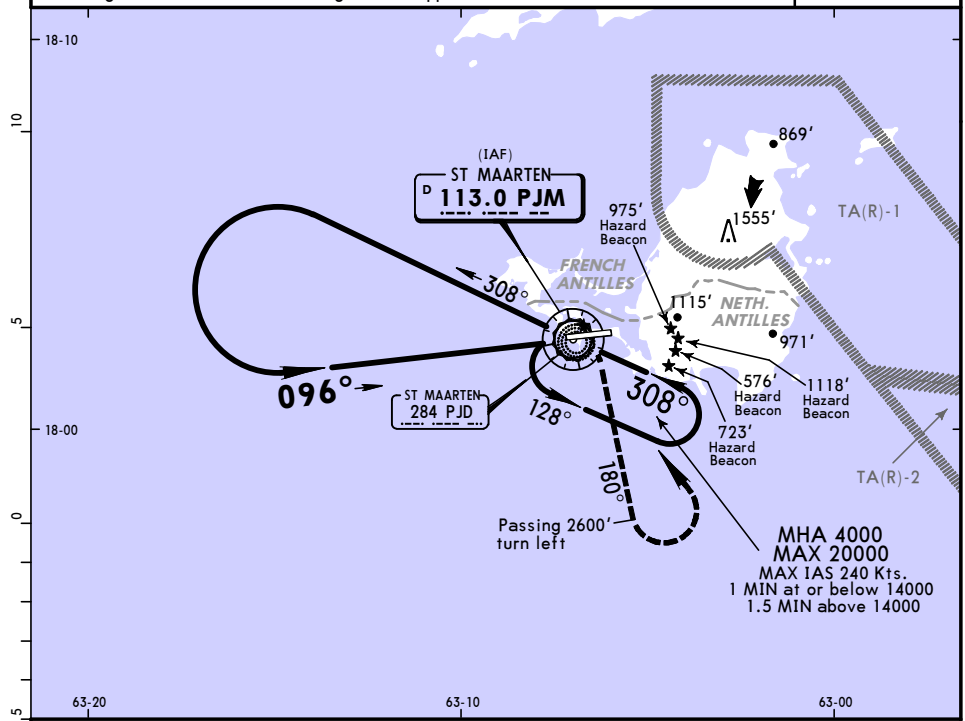
MISSED APCH: Track 180° climbing to 4000′, passing 2600′ turn LEFT direct PJM VOR and hold.

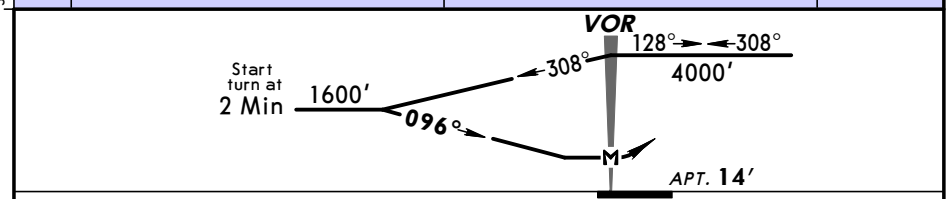
Alt Set: hPa | Apt Elev: 1 hPa | Trans level: FL 65 | Trans alt: 5000′

1. Timing not authorized for defining Missed Approach Point.



MSA PJM VOR





						REIL PAPI	4000′ 6 180°
MAP at VOR							

STRAIGHT-IN LANDING RWY 10	CIRCLE-TO-LAND
MDA(H) 1040′ (1026′)	

PANS OPS

A	NOT APPLICABLE	A	NA
B		B	
C	4800m	C	
D		D	

CHANGES: Procedure.

TNCM/SXM

JEPPESEN ST MAARTEN I, NETH ANTILLES (PHILIPSBURG)

26 JUN 09 (13-2) Eff 2 Jul

PRINCESS JULIANA INTL

CAT A & B VOR Y Rwy 10

*JULIANA Approach	*JULIANA Tower
128.95	118.7

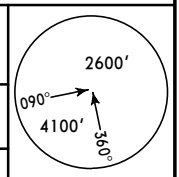
BRIEFING STRIP™

VOR	Final		MDA(H)	
PJM	Apch Crs	No FAF	990′ (976′)	Apt Elev 14′
113.0	096°			

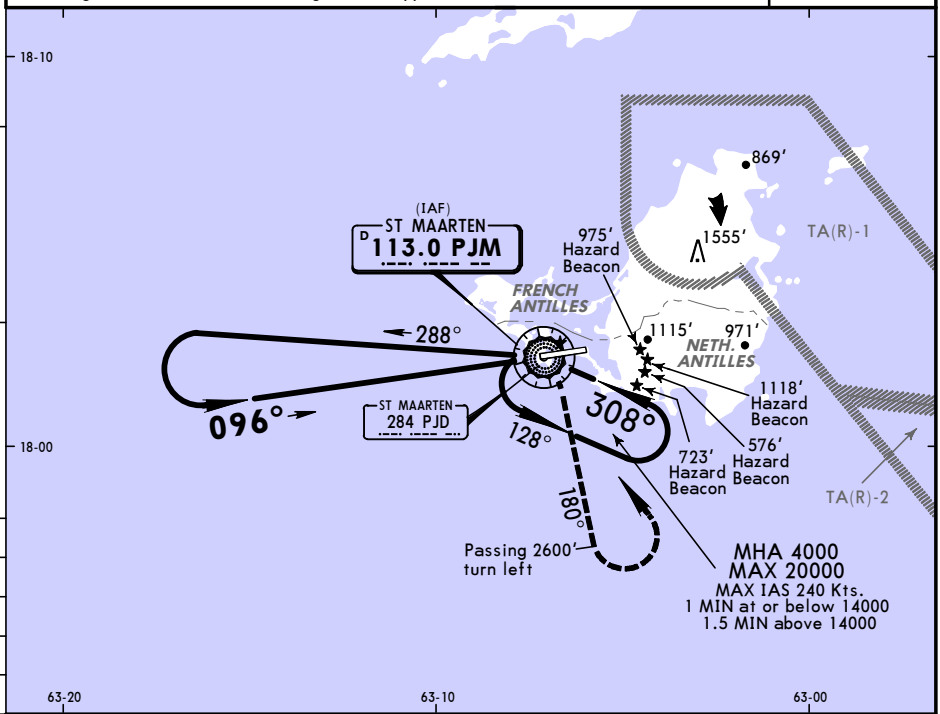
MISSED APCH: Track 180° climbing to 4000′, passing 2600′ turn LEFT direct PJM VOR and hold.

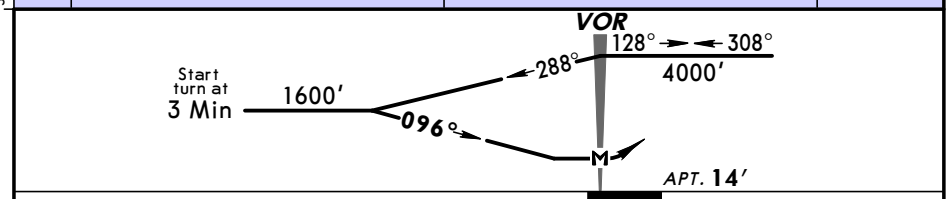
Alt Set: hPa Apt Elev: 1 hPa Trans level: FL 65 Trans alt: 5000′

1. Timing not authorized for defining Missed Approach Point.



MSA PJM VOR





								REIL PAPI	4000′ on 180°
MAP at VOR									

STRAIGHT-IN LANDING RWY 10	CIRCLE-TO-LAND
MDA(H) 990′ (976′)	

PANS OPS

A	2000m	A	NA
B	2400m	B	
C	NOT APPLICABLE	C	
D		D	

CHANGES: Procedure.

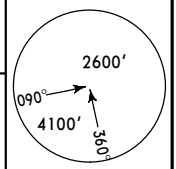
BRIEFING STRIP

*JULIANA Approach	*JULIANA Tower
128.95	118.7

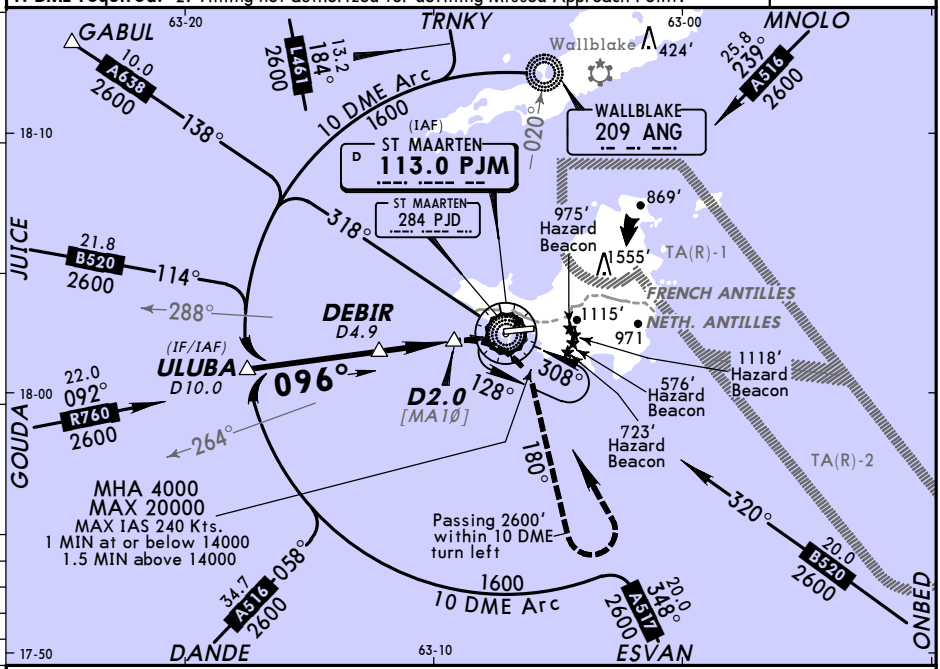
VOR PJM	Final Apch Crs	Minimum Alt DEBIR	MDA(H) (CONDITIONAL)	Apt Elev 14′
113.0	096°	1600′ (1586′)	500′ (486′)	

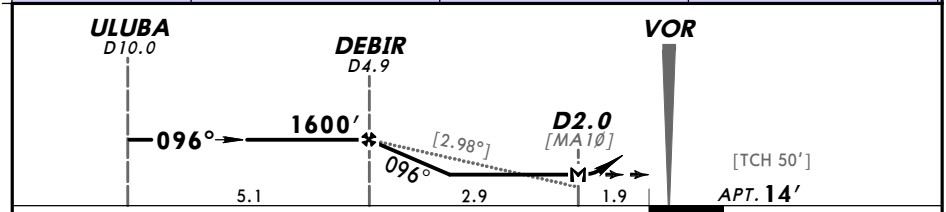
MISSED APCH: Track 180° climbing to 4000′, passing 2600′ within 10 DME turn LEFT direct PJM VOR and hold.

Alt Set: hPa Apt Elev: 1 hPa Trans level: FL 65 Trans alt: 5000′
1. DME required. 2. Timing not authorized for defining Missed Approach Point.



MSA PJM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Gradient 5.2% or Descent angle [2.98°]	369	474	527	633	738	843
MAP at D2.0						

REIL
PAPI
4000′ on 180°

STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
1 MDA(H) 500′ (486′)	MDA(H) 770′ (756′)		
A	3500m	A	NA
B		B	
C	3500m	C	
D	4000m	D	

PANS OPS

1 Missed Approach restricted to a maximum of 205 KIAS until tracking 180°.

CHANGES: Procedure.

TNCM/SXM

JEPPESEN ST MAARTEN I, NETH ANTILLES (PHILIPSBURG)

26 JUN 09 (16-1) Eff 2 Jul

PRINCESS JULIANA INTL

LOCATOR Rwy 10

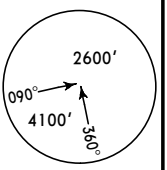
*JULIANA Approach 128.95			*JULIANA Tower 118.7	
LCTR PJD **284**	*Final Apch Crs* **098°**	No FAF	*MDA(H)* Refer to Minimums	*Apt Elev* **14′**

BRIEFING STRIP™

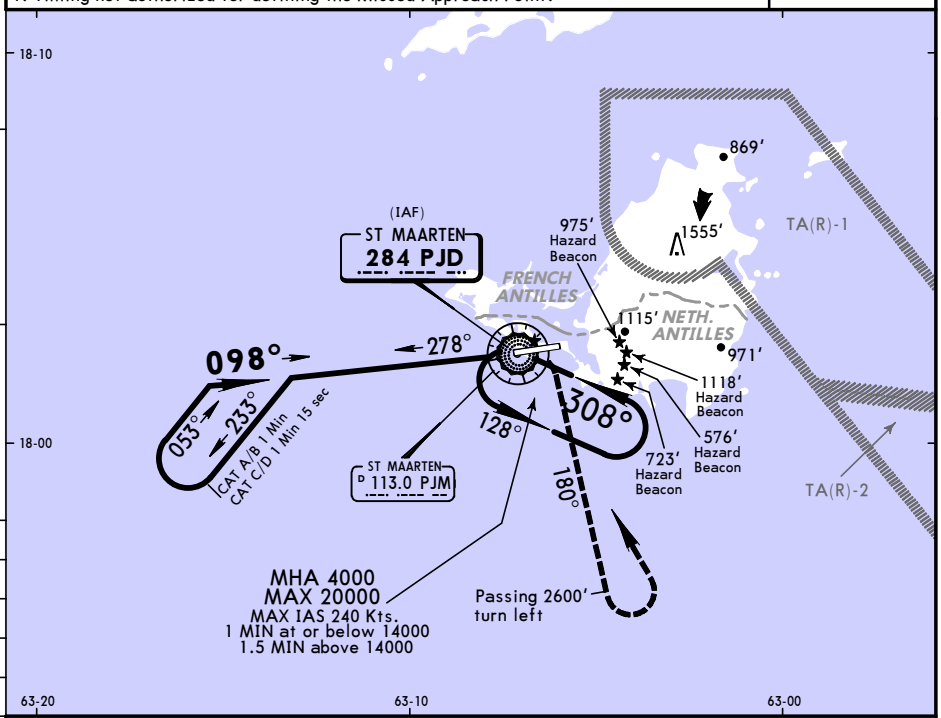
MISSED APCH: Track 180° climbing to 4000′, passing 2600′ turn LEFT direct PJD LCTR and hold.

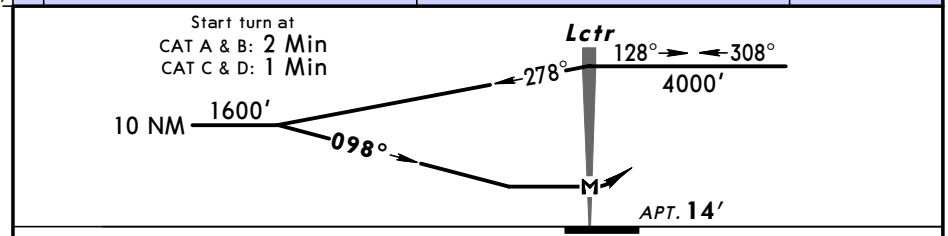
Alt Set: hPa Apt Elev: 1 hPa Trans level: FL 65 Trans alt: 5000′

1. Timing not authorized for defining the Missed Approach Point.



MSA PJD LCTR





MAP at LCTR								REIL PAPI	4000′ on 180°

STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
MDA(H)	CAT A & B: **1000′** *(986′)* CAT C & D: **1040′** *(1026′)*		

PANS OPS

A	*2000m*	A	NA
B	*2400m*	B	
C	*4800m*	C	
D		D	

CHANGES: Procedure.