

TISX/STX

Apt Elev 74'
N17 42.1 W064 48.1

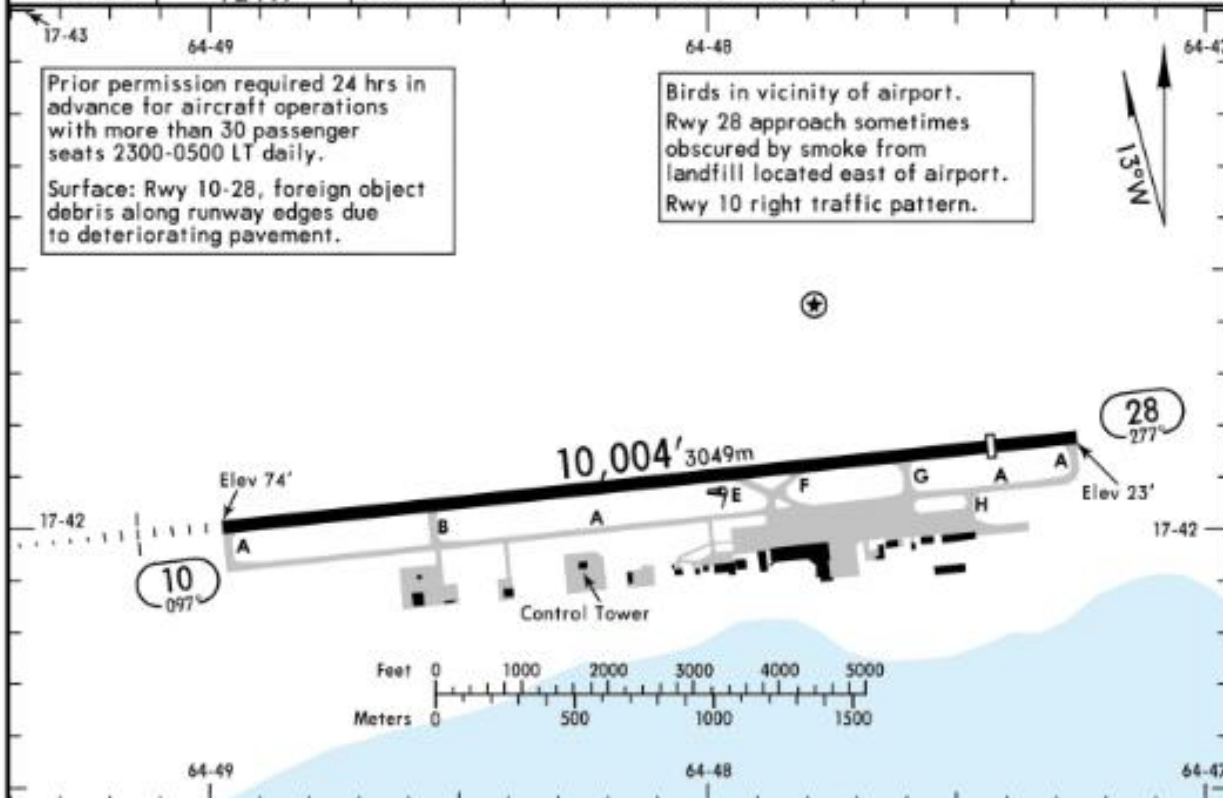
JEPPESEN

5 MAY 17 (11-1)

ST CROIX I, VIRGIN IS

(CHRISTIANSTED) ROHLSEN

| | | | | | |
|-----------------|---------------------------|----------------------|--|-----------------|-------------------------------|
| *ATIS 135.65 | *ST CROIX Ground 121.7 | *Tower CTAF 118.6 | SAN JUAN Center For Clearance Delivery when ST CROIX Ground inop. 121.7 | UNICOM 123.0 | SAN JUAN Center (R) 128.65 |
|-----------------|---------------------------|----------------------|--|-----------------|-------------------------------|



ADDITIONAL RUNWAY INFORMATION

| RWY | ① HIRL ① MALSR ② PAPI-L (angle 3.0°) | USABLE LENGTHS | | TAKE-OFF | WIDTH |
|-----|--------------------------------------|----------------|-------------|----------|-------|
| | | Threshold | Glide Slope | | |
| 10 | ① HIRL ① MALSR ② PAPI-L (angle 3.0°) | ③ 9000' 2743m | 7770' 2368m | | 150' |
| 28 | ① HIRL REIL PAPI-L (angle 3.0°) | 9000' 2743m | | | 46m |

- ① Activate on 118.6 0300Z-1100Z.
- ② Activate on 118.6 0200Z-1000Z.
- ③ Last 1004' (306m) not available for landing.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

| | Rwy 28 | | Rwy 10 | | Other |
|-----------|------------------|-----|-----------------------------------|-----|-----------|
| | Adequate Vis Ref | STD | With Min climb of 300'/NM to 300' | | |
| | | | Adequate Vis Ref | STD | |
| 1 & 2 Eng | 1/4 | 1 | 1/4 | 1 | 300-1 3/4 |
| 3 & 4 Eng | | 1/2 | | | |

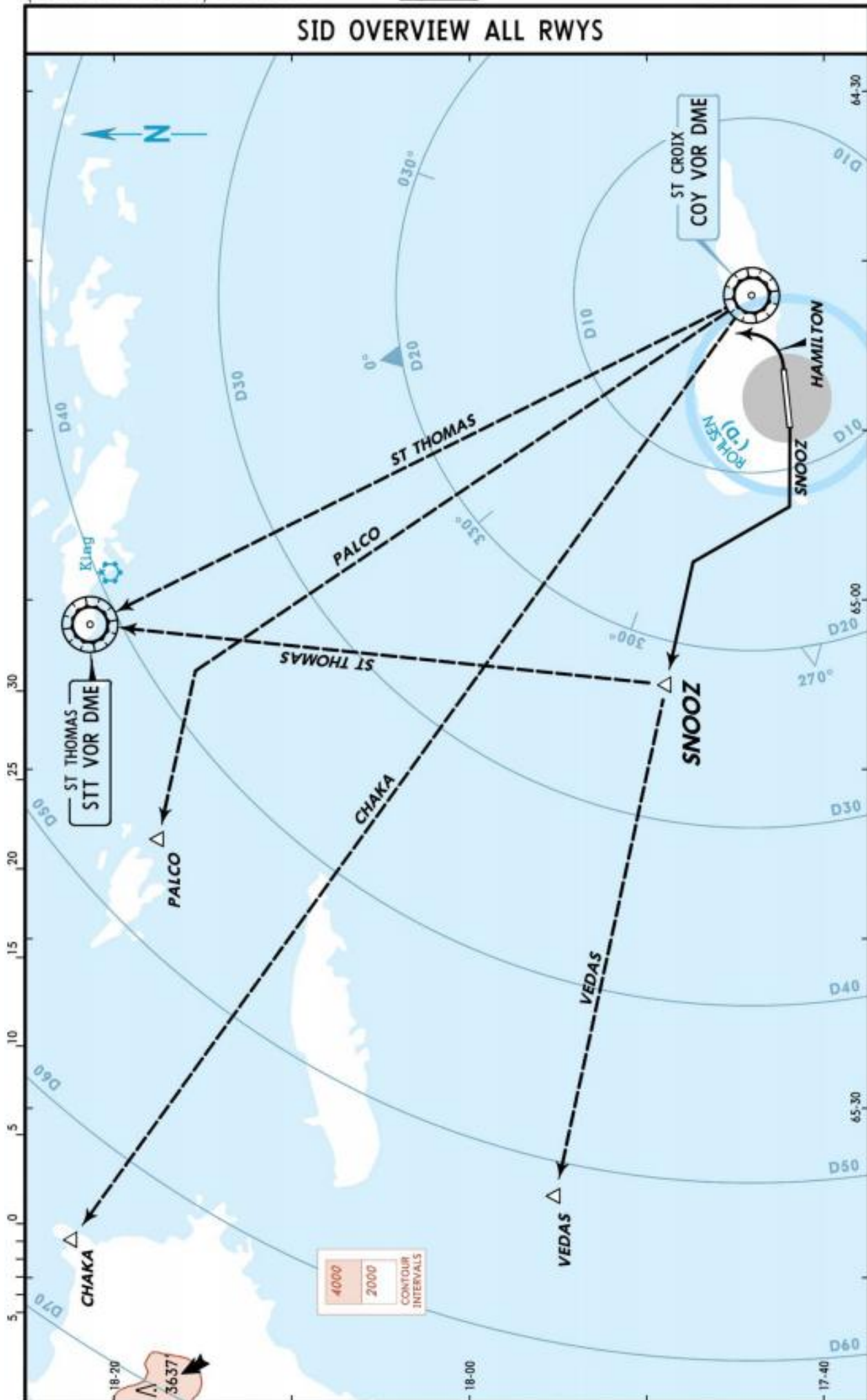
OBSTACLE DP

Runway 10, climb heading 108° to 1300' before proceeding on course.
Runway 28, climb heading 277° to 1200' before proceeding on course.

FOR FILING AS ALTERNATE

| | Authorized Only When Tower Operating | | RNAV (GPS) Rwy 28 | RNAV (GPS) Rwy 10 | LOC Rwy 10 |
|---|--------------------------------------|------------|-------------------|-------------------|------------|
| | ILS Rwy 10 | VOR Rwy 28 | | | |
| A | 600-2 | 900-2 | 800-2 | 1000-2 | NA |
| B | | 900-3 | | 1000-3 | |
| C | | | | | |
| D | | | | | |

SID OVERVIEW ALL RWYS

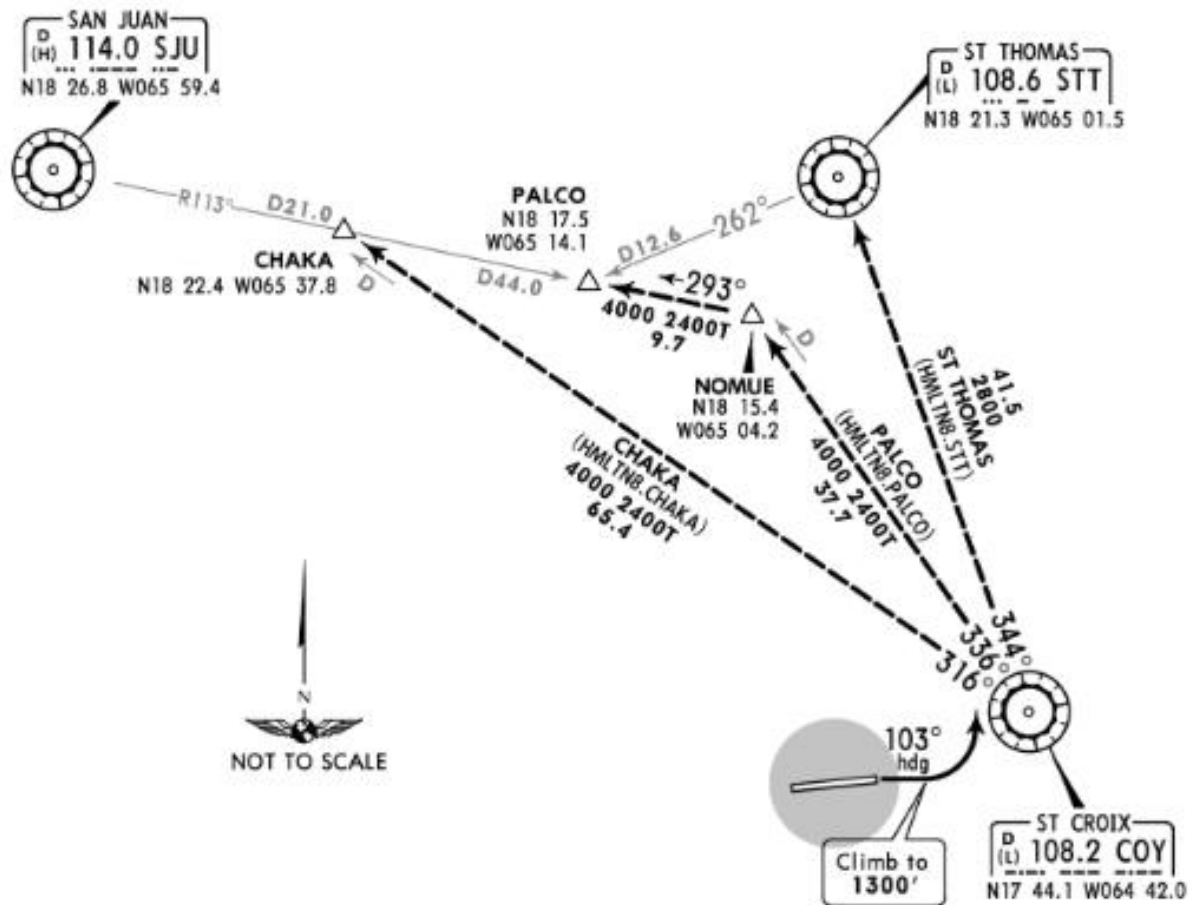


SAN JUAN Center (R)
128.65

Apt Elev
74'

Trans level: FL180 Trans alt: 18000'
1. DME required for CHAKA and PALCO transitions.
2. Not authorized for turbojet aircraft.

HAMILTON 8 DEPARTURE (HMLTN8.HMLTN)
(RWY 10)



Direct distance from Rohlsen Apt to:
COY VOR 6 NM

This SID requires take-off minimums (for standard minimums refer to airport chart):
Rwy 10: 300-1 1/2, or standard (or lower than standard, if authorized) with minimum climb of 300' per NM to 300'.
Rwy 28: Not authorized - ATC.

| | | | | | | |
|--------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 300' per NM | 375 | 500 | 750 | 1000 | 1250 | 1500 |

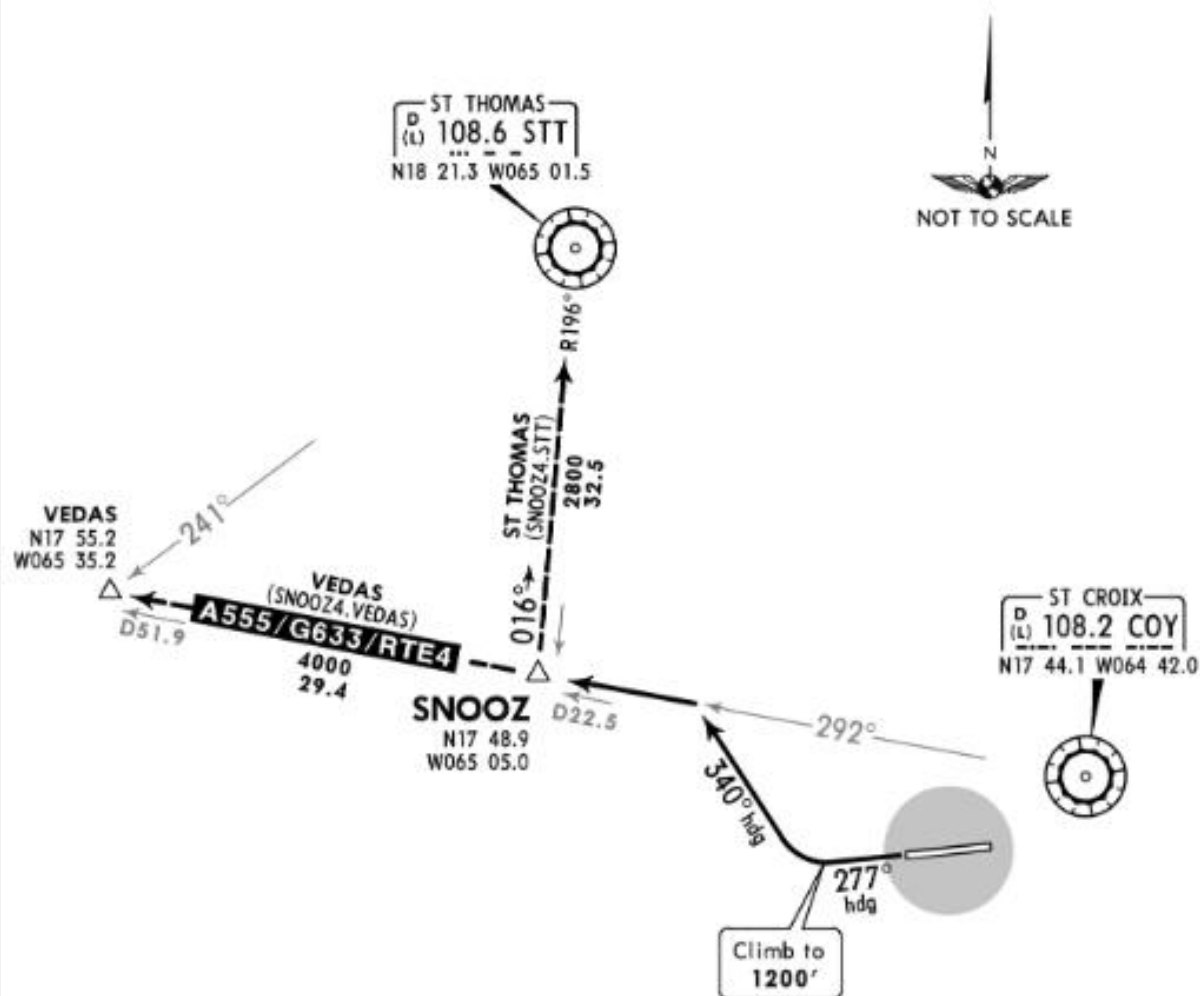
OBSTACLES

Rwy 10: Pole and bushes beginning 103' from DER, 283' RIGHT of centerline, up to 30' AGL/44' MSL. Bushes, trees, pole, elevator, strobe on elevator, obstruction light on stack, building and refinery beginning 127' from DER, 324' LEFT of centerline, up to 203' AGL/231' MSL.

| INITIAL CLIMB | TOP ALTITUDE |
|---|--------------|
| Climb on heading 103° to 1300', then climbing LEFT turn to intercept assigned transition. MAINTAIN 6000' unless assigned lower altitude. EXPECT FL280 or requested altitude 10 minutes after departure. | 6000' |

| | | |
|-------------------------------|-----------------|---|
| SAN JUAN Center (R) 128.65 | Apt Elev 74' | Trans level: FL180 Trans alt: 18000' Not authorized for turbojet aircraft. |
|-------------------------------|-----------------|---|

**SNOOZ 4 DEPARTURE (SNOOZ4.SNOOZ)
(RWY 28)**



Direct distance from Rohlsen Apt to:
SNOOZ 18 NM

This SID requires take-off minimums
(for standard minimums refer to airport chart):
Rwy 10: Not authorized - ATC.
Rwy 28: Standard (or lower than standard, if
authorized).

OBSTACLES

Rwy 28: Trees beginning 517' from DER, 553'
RIGHT of centerline, up to 53' AGL/114' MSL.
Tower 1499' from DER, 802' RIGHT of centerline,
50' AGL/140' MSL.

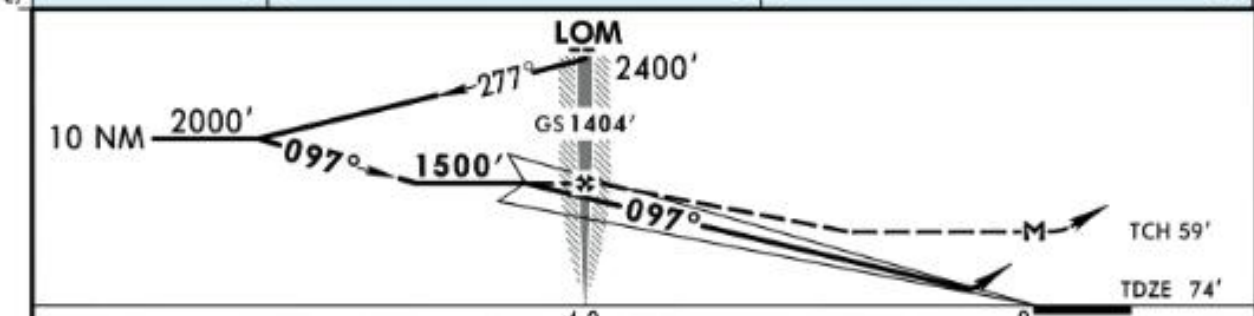
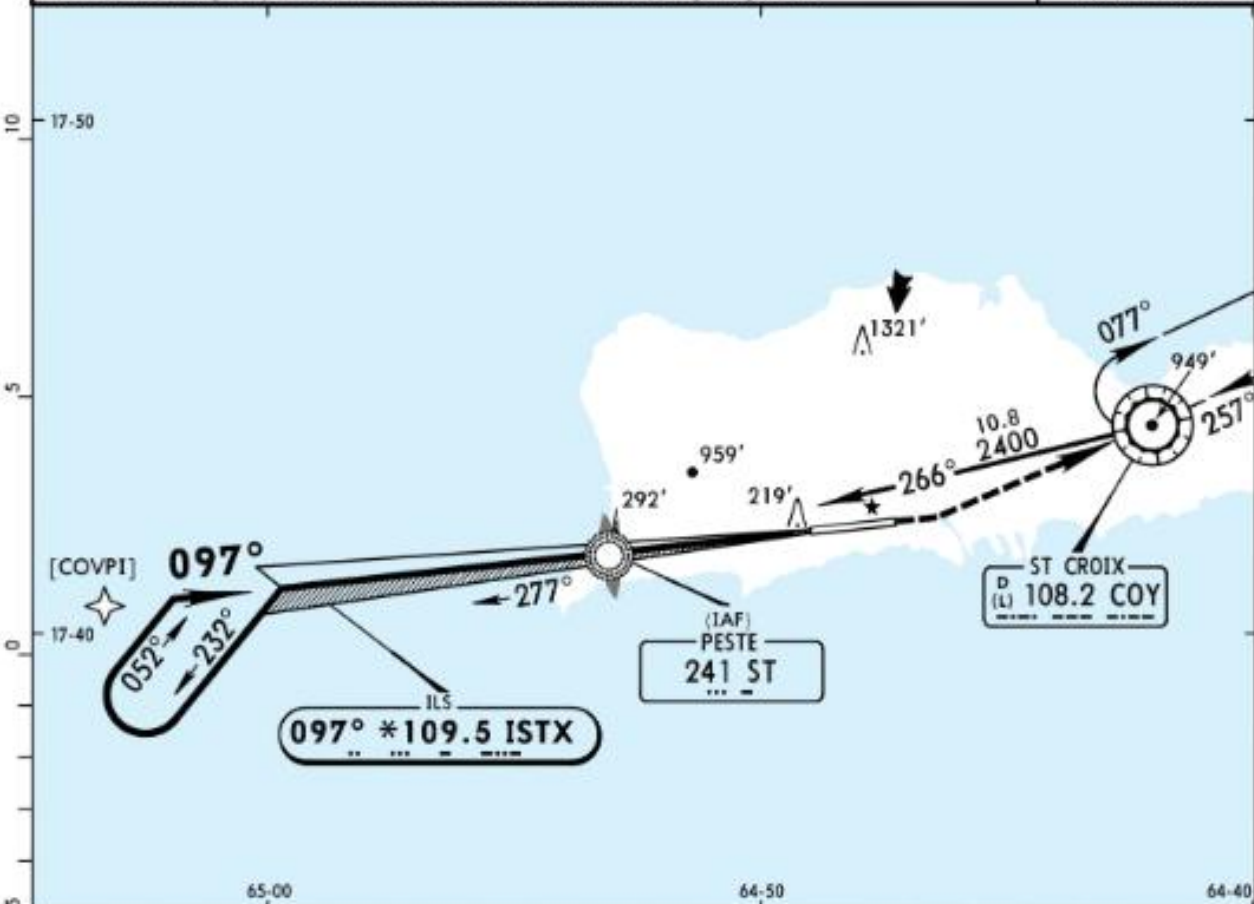
| INITIAL CLIMB | TOP ALTITUDE |
|---|--------------|
| Climb on heading 277° to 1200', then climbing RIGHT turn on heading 340° to intercept COY R-292 to SNOOZ. Then on assigned transition. MAINTAIN 6000' unless assigned lower altitude. EXPECT clearance to FL280 or requested altitude 10 minutes after departure. | 6000' |

TISX/STX
(CHRISTIANSTED) ROHLSEN

JEPPESEN
5 MAY 17 (11-1)

ST CROIX I, VIRGIN IS
ILS or LOC Rwy 10

| | | | | | | | |
|---|----------------------------------|--------------------------------------|------------------------------------|--------------------------------------|--|--|--|
| *ATIS 135.65 | | SAN JUAN Center (R) 128.65 | | *ST CROIX Tower CTAF 118.6 | | *Ground 121.7 | |
| LOC ISTX *109.5 | Final Apch Crs 097° | GS LOM 1404' (1330') | ILS DA(H) 375' (301') | Apt Elev 74' TDZE 74' | |  <p>2400'</p> <p>MSA ST LOM</p> | |
| MISSED APCH: Climb to 700' then climbing LEFT turn to 2400' direct COY VOR and hold. Continue climb-in-hold to 2400'. | | | | | | | |
| Alt Set: INCHES | | Trans level: FL 180 | | Trans alt: 18000' | | | |
| 1. ADF Required. 2. If local altimeter setting not received, procedure not authorized. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 118.6. | | | | | | | |



| | | | | | | | | | | | |
|---------------|-------|------|------|------|------|------|---------------|------|-------|---|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI | 700' | 2400' | D | COY 108.2 |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | 849 | ↑ | | |
| LOM to MAP | 4.0 | 3:26 | 2:40 | 2:24 | 2:00 | 1:43 | 1:30 | | | | |

| STRAIGHT-IN LANDING RWY 10 | | | | CIRCLE-TO-LAND | |
|----------------------------|--------------|--------------------|--------------|-----------------------------------|--------------------|
| ILS | | LOC (GS out) | | Not Authorized North of Rwy 10-28 | |
| DA(H) 375' (301') | | MDA(H) 480' (406') | | Max Kts | |
| FULL | RAIL/ALS out | RAIL/ALS out | RAIL/ALS out | MDA(H) | |
| A | | | 1/2 | 90 | 480' (406') -1 |
| B | | | 1 | 120 | 540' (466') -1 |
| C | 1/2 | 1 | | 140 | 540' (466') -1 1/2 |
| D | | | 3/4 | 165 | 640' (566') -2 |

TERPS AMEND 7B 25 JUL 2013

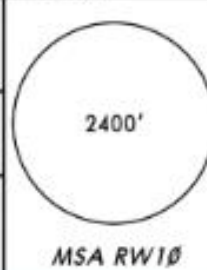
CHANGES: Chart format, minimums.

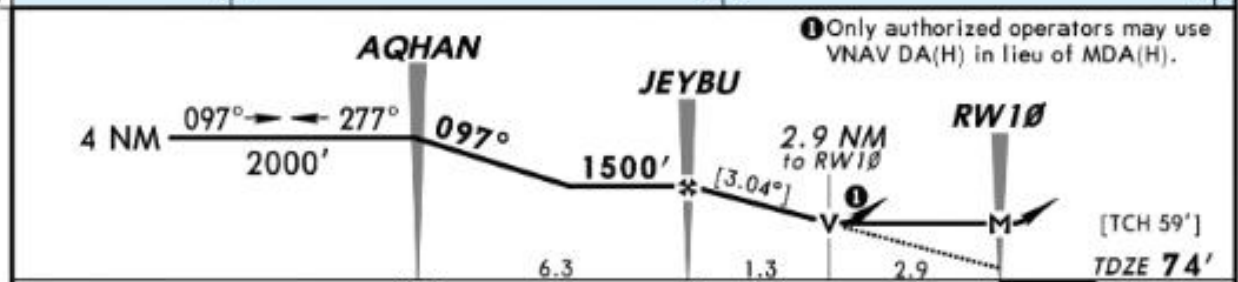
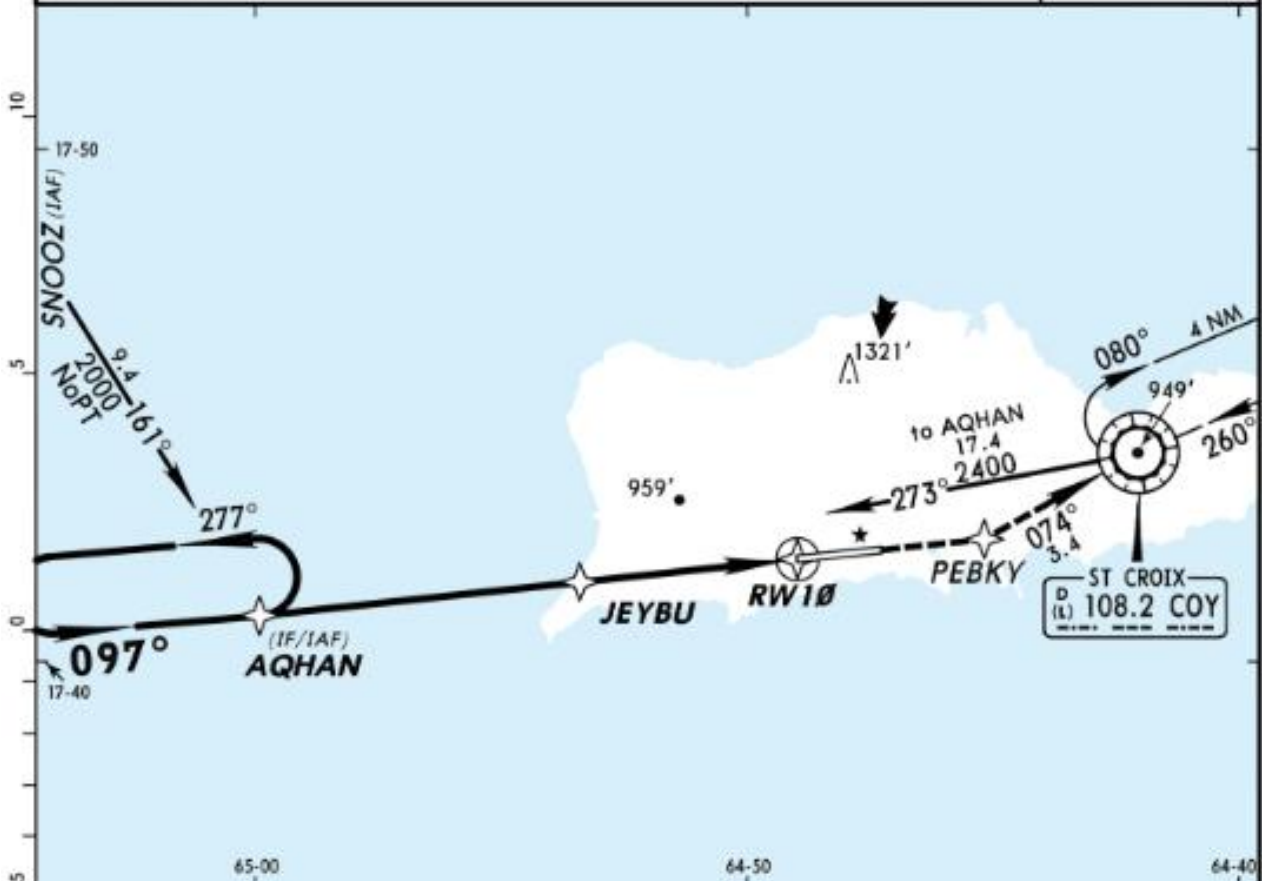
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TISX/STX
(CHRISTIANSTED) ROHLSEN

JEPPESEN 19 JUL 13 (12-1)

ST CROIX I, VIRGIN IS
RNAV (GPS) Rwy 10

| | | | | | | | |
|--|----------------------------------|---|---------------------------------------|--|--|---|--|
| *ATIS 135.65 | | SAN JUAN Center (R) 128.65 | | *ST CROIX Tower CTAF 118.6 | | *Ground 121.7 | |
| RNAV | Final Apch Crs 097° | Minimum Alt JEYBU 1500' (1426') | LNAV MDA(H) 1040' (966') | Apt Elev 74' TDZE 74' | |  | |
| MISSED APCH: Climb to 2400' direct PEBKY then via 074° track to COY VOR and hold. | | | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. If local altimeter setting not received, procedure not authorized. 2. DME/DME RNP -0.30 not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 118.6. | | | | | | | |



| | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|-----|-------------------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | MALSR PAPI 2400' D → PEBKY |
| Descent angle [3.04°] | 376 | 484 | 538 | 645 | 753 | 861 | |
| MAP at RW10 | | | | | | | |

| STRAIGHT-IN LANDING RWY 10 | | | CIRCLE-TO-LAND | |
|----------------------------|-------|-----------------|--------------------|----------------------|
| LNAV | | | Not Authorized | |
| MDA(H) 1040' (966') | | | North of Rwy 10-28 | |
| | | RAIL or ALS out | Max Kts | MDA(H) |
| A | 3/4 | 1 1/4 | 90 | 1040' (966') - 1 1/4 |
| B | 1 | 1 1/2 | 120 | 1040' (966') - 1 1/2 |
| C | 2 1/2 | 3 | 140 | 1040' (966') - 3 |
| D | | | 165 | |

TERPS AMEND 1A, 25 JUL 2013

CHANGES: Notes.

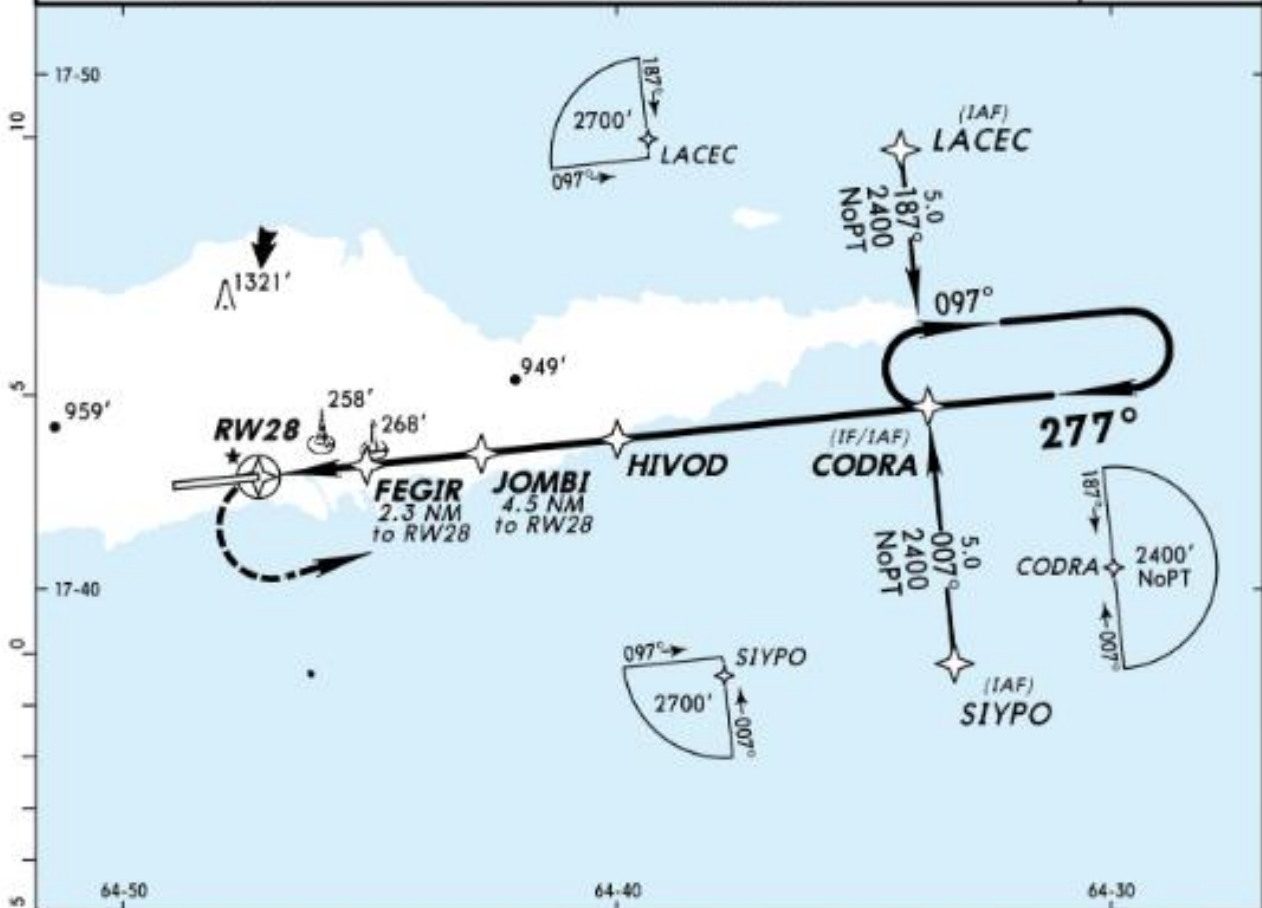
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TISX/STX
(CHRISTIANSTED) ROHLSEN

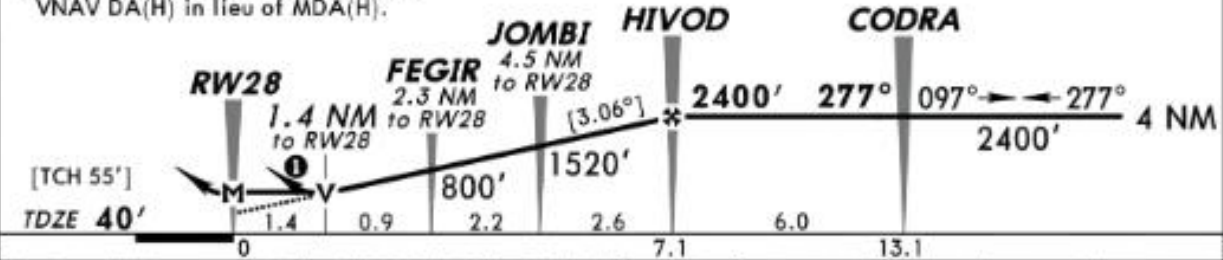
JEPPESEN
19 JUL 13 (12-2)

ST CROIX I, VIRGIN IS
RNAV (GPS) Rwy 28

| | | | |
|--|--------------------------------------|--|--|
| *ATIS 135.65 | SAN JUAN Center (R) 128.65 | *ST CROIX Tower CTAF 118.6 | *Ground 121.7 |
| RNAV | Final Apch Crs 277° | Minimum Alt HIVOD 2400' (2360') | LNAV MDA(H) 560' (520') |
| MISSED APCH: Climbing LEFT turn to 2400' direct CODRA and hold. | | | Apt Elev 74' TDZE 40' |
| Alt Set: INCHES 1. If local altimeter setting not received, procedure not authorized. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 118.6. | | | TAA 30 NM IAF |



Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



| | | | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|-----|--|--|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | | |
| Descent angle [3.06°] | 379 | 487 | 541 | 650 | 758 | 866 | | | |
| MAP at RW28 | | | | | | | | | |

| | | | | | | | |
|-----------------------------------|--|--|--|--|--|--|--|
| STRAIGHT-IN LANDING RWY 28 | | | | CIRCLE-TO-LAND Not Authorized North of Rwy 10-28 | | | |
| LNAV MDA(H) 560' (520') | | | | Max Kts | | | |

| | | | | |
|---|---|-------|-----|--------------------|
| A | | | 90 | 560' (486') -1 |
| B | 1 | | 120 | 560' (486') -1 |
| C | | 1 1/2 | 140 | 560' (486') -1 1/2 |
| D | | 1 3/4 | 165 | 640' (566') -2 |

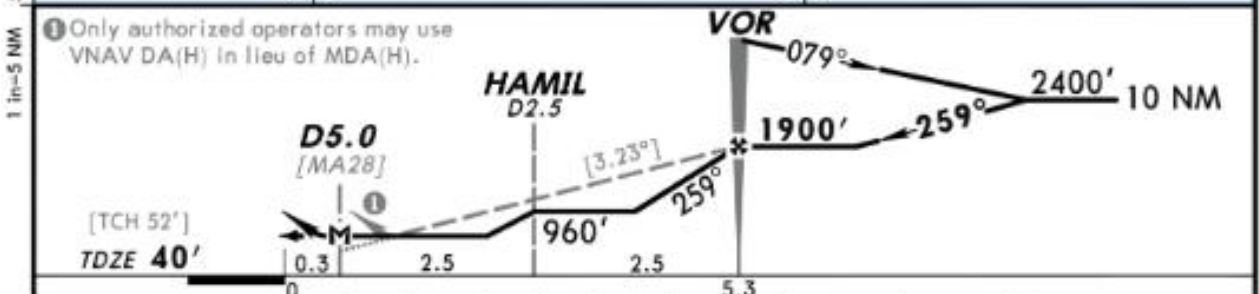
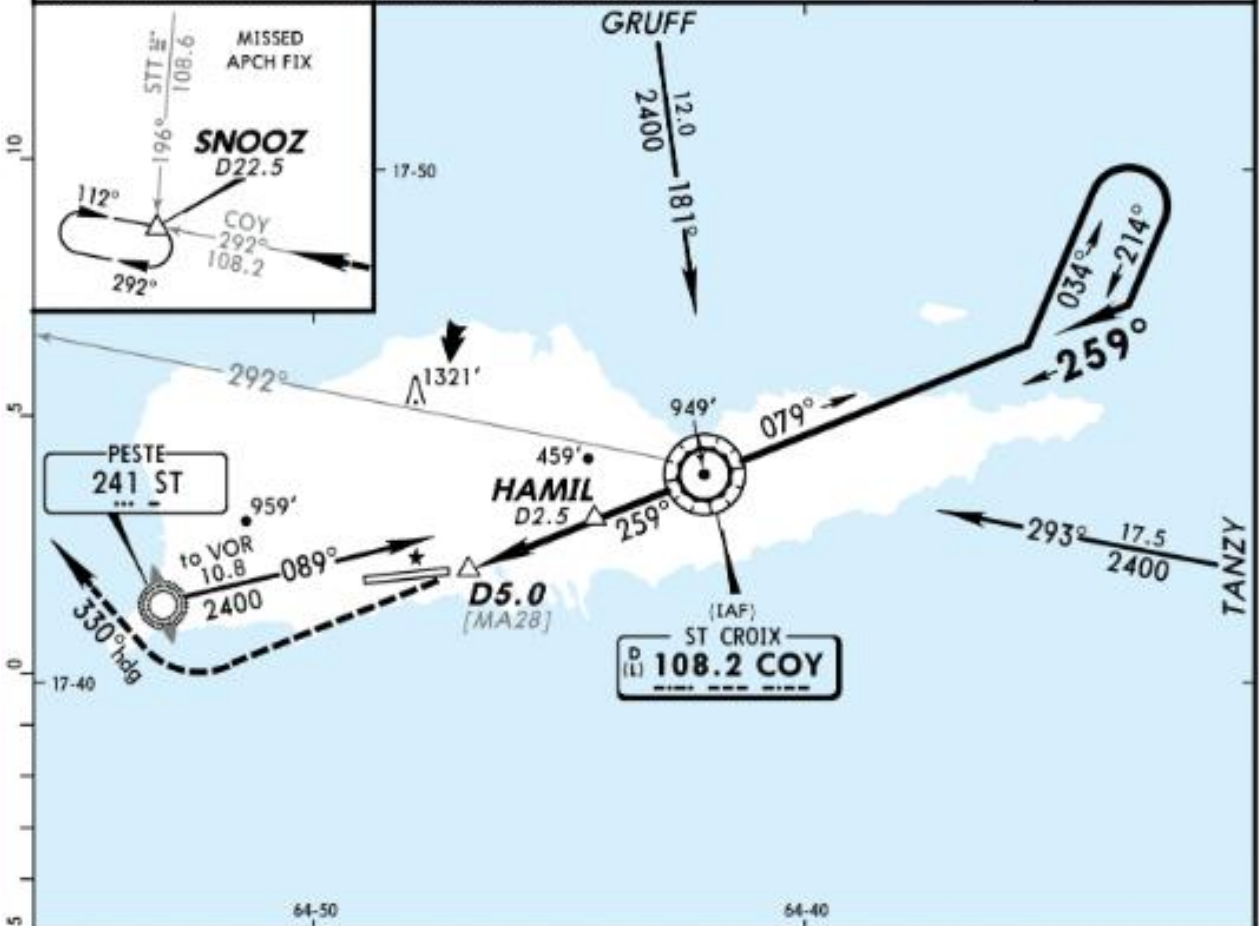
TERPS 1 DZEM A

CHANGES: None.

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TISX/STX (CHRISTIANSTED) ROHLSSEN 19 JUL 13 (13-1) **JEPPESSEN** ST CROIX I, VIRGIN IS VOR Rwy 28

| | | | | |
|--|--------------------------------------|--|---|--|
| *ATIS 135.65 | SAN JUAN Center (R) 128.65 | | *ST CROIX Tower CTAF 118.6 | *Ground 121.7 |
| VOR COY 108.2 | Final Apch Crs 259° | Minimum Alt VOR 1900' (1860') | MDA(H) (CONDITIONAL) 640' (600') | Apt Elev 74' TDZE 40' |
| MISSED APCH: Climb to 2000' then climbing RIGHT turn to 2400' via 330° heading and outbound on COY VOR R-292 to SNOOZ INT/COY D22.5 and hold. | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. When local altimeter setting not received, procedure not authorized. 2. Helicopter visibility reduction below 1 SM not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 118.6. | | | | |



| | | | | | | | | | | |
|---------------------------|-----|------|------|------|------|------|----------------|-------|-------|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | REIL PAPI-L | 2000' | 2400' | 330° |
| Descent angle [3.23°] | 400 | 514 | 571 | 686 | 800 | 914 | | ↑ | ↻ RT | hdg |
| MAP at D5.0 or VOR to MAP | 5.0 | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 | | | | |

| STRAIGHT-IN LANDING RWY 28 | | CIRCLE-TO-LAND Not Authorized North of Rwy 10-28 | |
|----------------------------------|-------|---|---------------------|
| MDA(H) 640' (600') With HAMIL | | MDA(H) 960' (920') Without HAMIL | |
| A | B | Max Kts | MDA(H) |
| 1 | 1 1/4 | 90 | 640' (566') - 1 |
| 1 1/2 | 2 3/4 | 120 | 960' (886') - 1 1/4 |
| 1 3/4 | 3 | 140 | 640' (566') - 1 1/2 |
| | | 165 | 960' (886') - 2 3/4 |
| | | | 960' (886') - 3 |

1 Rwy 28 Straight-in and Circling minimums not authorized at night.