

TUPJ/EIS

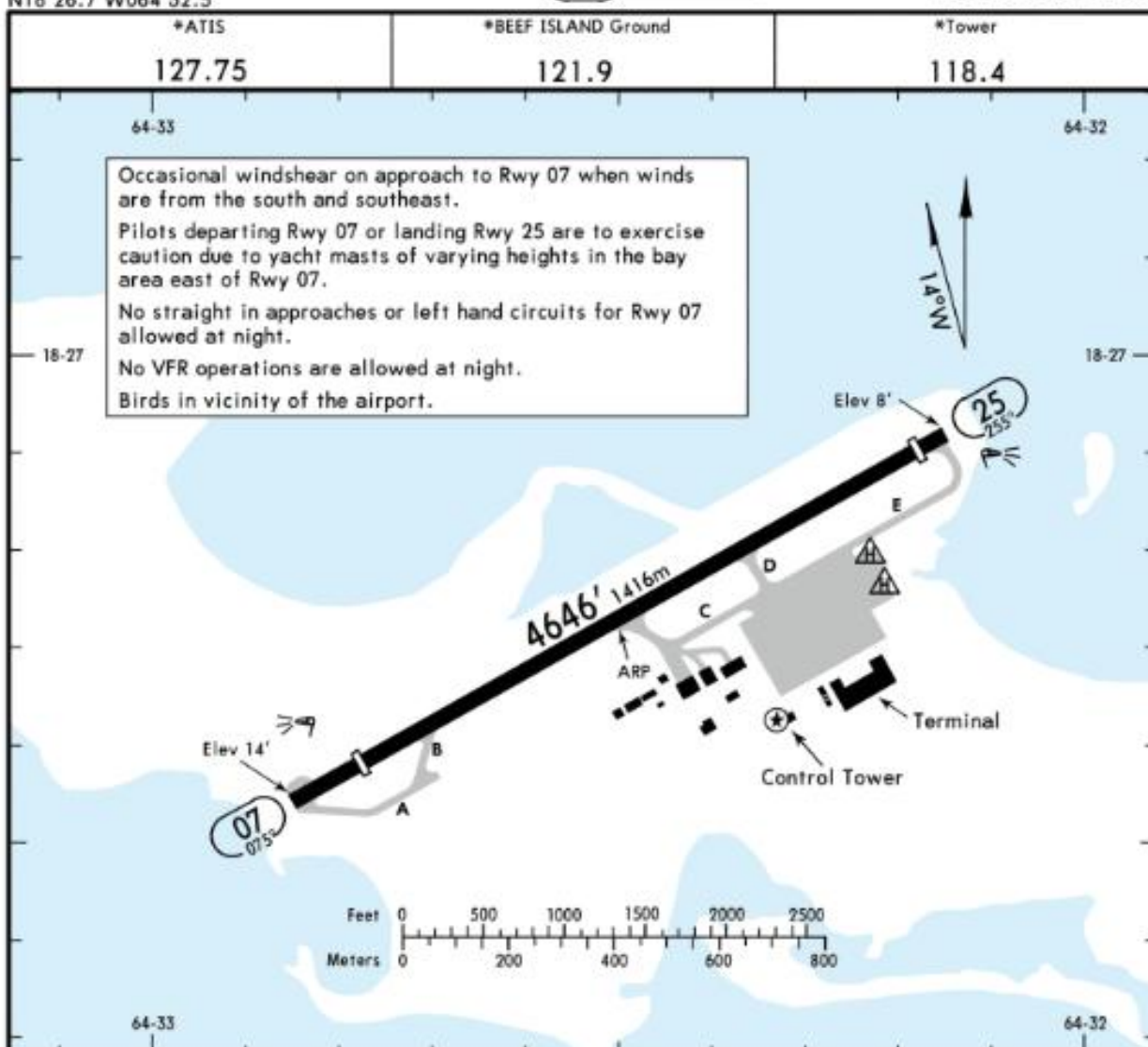
Apt Elev 16'
N18 26.7 W064 32.5

JEPPESSEN

1 NOV 19 (10-9) Eff 7 Nov

ROADTOWN, BR VIRGIN IS

LETTSSOME INTL



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	WIDTH	LANDING BEYOND	
			Threshold	Glide Slope
07 ① 25 ②	RL PAPI-L (angle 3.5°) grooved	98' 30m	3957' 1206m	4449' 1356m 4154' 1266m

- ① Rwy 07 Circling Guidance Lights.
- ② 4449' (1356m) lighted.

TAKE-OFF

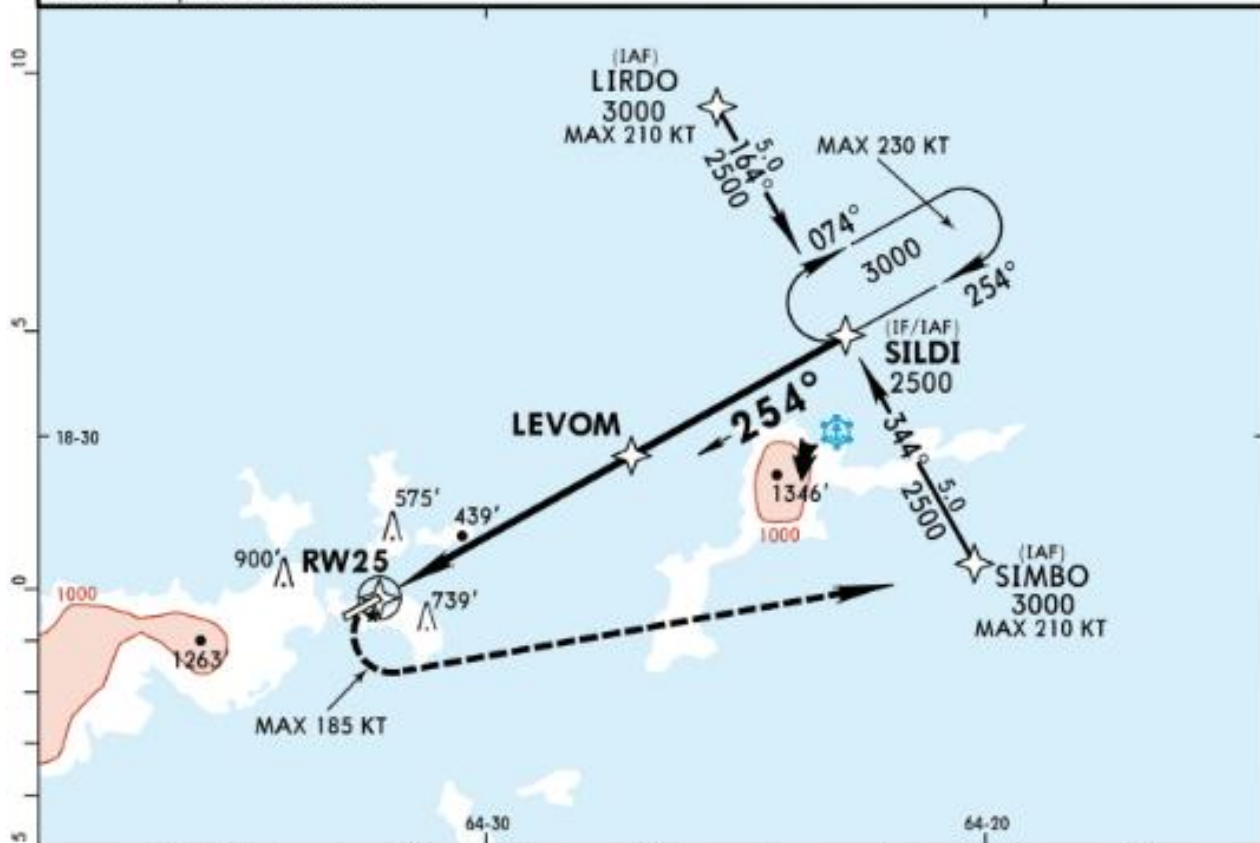
	AIR CARRIER (JAA)		AIR CARRIER (FAR 121)	
	LVP must be in force All Rwys RCLM (Day only) or RL	All Rwys RCLM (Day only) or RL	2 Eng	All Rwys Adequate Vis Ref
A	250m	400m	2 Eng	400m
B			3 & 4 Eng	
C	300m	400m		
D				

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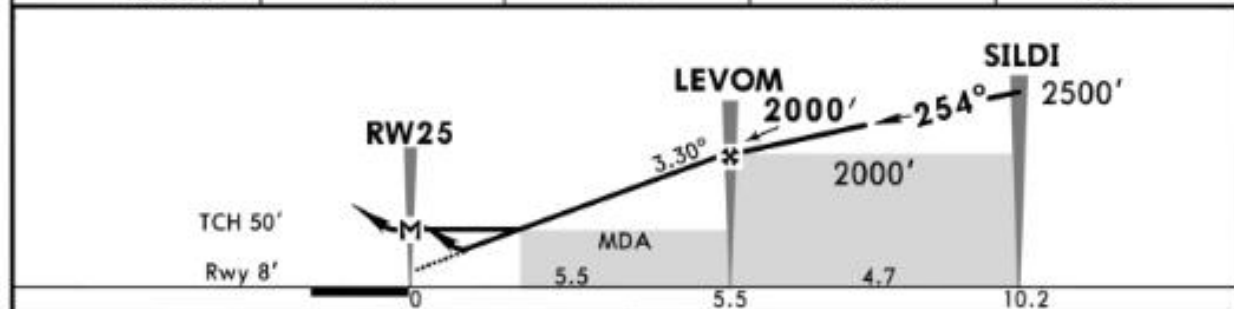
4 NOV 16
Eff 10 Nov (12-1)

JEPPesen ROADTOWN, BR VIRGIN IS
RNAV (GNSS) Rwy 25

*ATIS 127.75	San Juan CERAP App 128.65 132.25	*BEEF ISLAND Tower 118.4	*Ground 121.9
RNAV	Final Apch Crs 254°	Minimum Alt LEVOM 2000' (1992')	DA(H) Refer to Minimums
MISSED APCH: Climbing LEFT turn direct to SIMBO, MAX 185 KT. Then to SILDI, to rejoin hold at SILDI, at or above 3000'.			<div style="border: 1px solid black; border-radius: 50%; width: 100px; height: 100px; display: flex; align-items: center; justify-content: center;"> 2900' </div>
Alt Set: INCHES Trans level: By ATC Trans alt: 3200' 1. Timing not authorized for defining the MAP. 2. Minimum temperature -15°C (5°F). 3. No turns prior to the MAP.			



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	760'	1110'	1460'	1811'



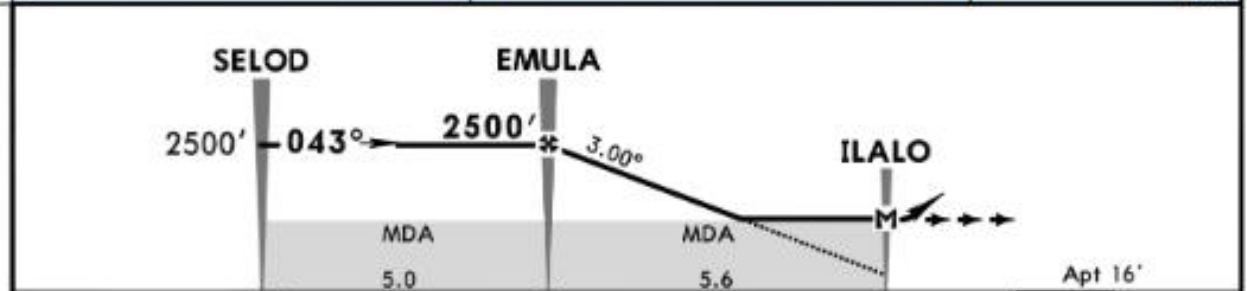
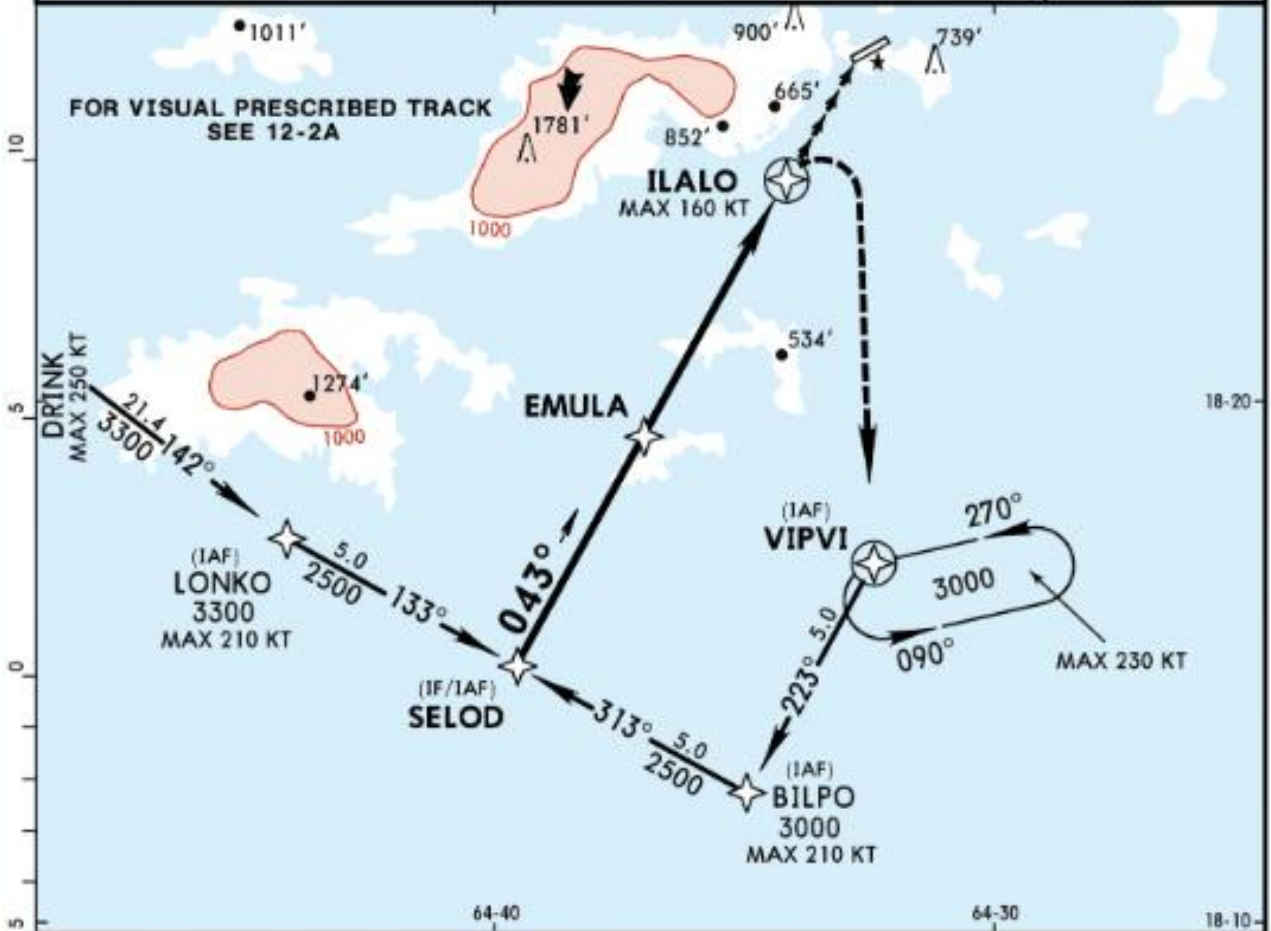
Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	LT	D	SIMBO
Descent Angle	3.30°	409	526	584	701	817				
MAP at RW25										

STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		LNAV		NOT APPLICABLE	
CAT A, B: DA(H) 750' (742')		CAT A, B: MDA(H) 910' (902')		CAT A, B: MDA(H) 910' (902')			
CAT C, D: DA(H) 760' (752')		CAT C, D: MDA(H) 970' (962')		CAT C, D: MDA(H) 970' (962')			
A	1600m	2000m		A			
B	2000m			B			
C	3600m	4800m		C			
D	4000m			D			

CHANGES: New procedure.

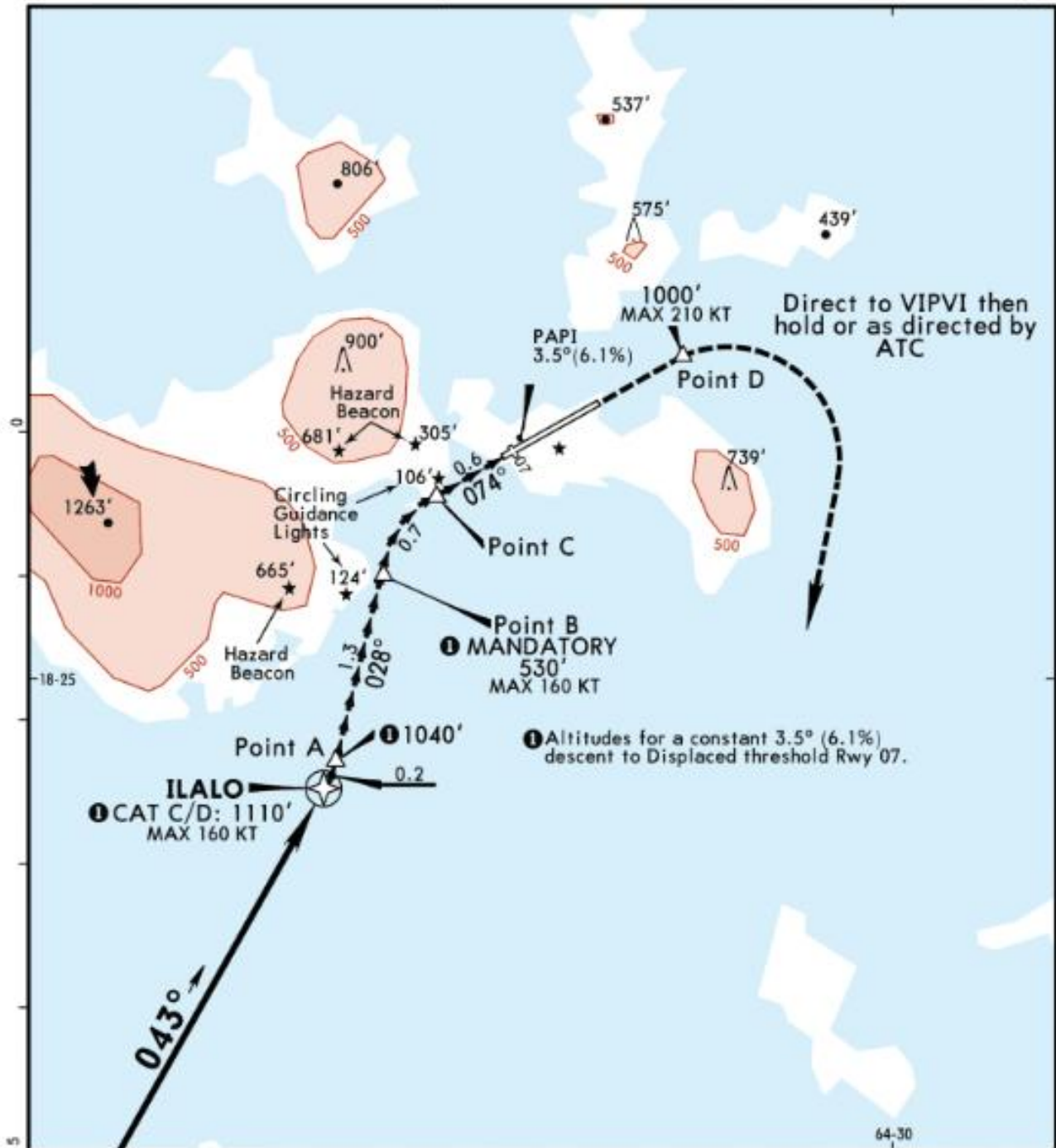
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*ATIS 127.75	San Juan CERAP App 128.65 132.25	*BEEF ISLAND Tower 118.4	*Ground 121.9
RNAV	Final Apch Crs 043°	Minimum Alt EMULA 2500' (2484')	MDA(H) Refer to Minimums
MISSED APCH: Climbing RIGHT turn to 3000' direct VIPVI and hold or as directed by ATC.			2900' MSA ARP
Alt Set: INCHES		Trans level: By ATC	



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	3000' RT	VIPVI
Descent Angle 3.00°	372	478	531	637	743	849			
MAP at ILALO									

CIRCLE-TO-LAND With Visual Prescribed Track (See 12-2A)	
Max Kts	MDA(H)
A 100	1040' (1024') -5000m
B 135	
C 180	1220' (1204') -5000m
D 205	



CIRCLING WITH PRESCRIBED TRACK

- A. When visual with the runway and the high terrain West of point B, follow the prescribed track via ILALO.
CAT C/D: After decision to continue visually, establish descent profile to cross ILALO at 1110' and point A at 1040' (3.5°/6.1%).
- B. When on track 028° to point B, maintain visual contact with the terrain West of track.
- C. From point B, at 530', turn RIGHT via point C (275'), descending following PAPI indications (3.5°/6.1%).
PAPI does NOT provide vertical protection from obstacles west of point B.
- D. In case of go-around, climb on runway heading to 1000' then turn RIGHT direct to VIPVI, climbing to 3000' to hold or as directed by ATC.

PANS OPS