GENERAL

Operational Hours

ATS Hours: H24

AD ADMIN Hours: 1000-0400

Airport Information

RFF: CAT 7 0300-1700, CAT 9 1700-0300 or till the last scheduled FLT. FLTs after 0300 contact AD.
Fuel: 1000-0200, other times O/R
PCN: RWY 12/30: 54/F/B/W/T
Customs: 1000-0400

Operation

RWY Restrictions
RWY 12: TKOF THR formed with yellow marks on each side of RWY.

180° turns for ACFT over 40t / 88185lbs on turn-around area only.

B777-300 ACFT must strictly follow the RWY axial markings on the turn-around area at THR 12 to avoid damaging surface.

Landing at night on RWY 30 prohibited if PAPI unusable.

LDG is prohibited if crosswind is above 25KT on dry RWY and above 20KT on wet RWY.

TWY Restriction
TWY A width 15m / 49ft.

MAX speed 5KT on TWY R for code letter E ACFT and above.

Taxiing on TWY W1 and W2 is prohibited to ACFT with wingspan above 27.05m / 89ft.

Code letter E ACFT, including A359 and B789, taxiing on TWY D are advised to taxi with caution and to use oversteering technique when turning.

Taxi/Parking
Entry to stands 12A, 14-20 via W1.
Exit from stands 15-20 via W2.

Engine Run-up Areas
At daytime:
In the vicinity of MAINT hangars MAX 5min at idle PWR.
Aprons north and south MAX 1min at idle PWR.
TWY D without PWR and time restriction.

By night:
Aprons north and south MAX 1min at idle PWR.
RWY west end turn-over area, TWY D without PWR and time restriction.

ENG test before departure shall be carried out at HLDG point Q.

GENERAL

Warnings

Wooded area right side of RWY 12 at 100m / 328ft from CWY and road at the end of RWY close to THR 30 will be overflown visually.

Presence of a wooded area on the RWY side strip.

Possible presence of boats sailing on Salt River in the RWY axis close to THR 12.

Avoid overflying Baie-Malhault penitentiary

ULM flights in the R2 area up to 600ft without radio contact/transponder.

Strolling dogs on AD and especially on RWY.

Wildlife strike hazard.

Birds in vicinity of AD.

ARRIVAL

Communication

On arrival, contact TWR for guidance and stand information.

COM Failure

Procedure in case of air to ground COM Failure:
If possible, use a mobile phone to call BRIA and confirm intentions.
- Guadeloupe +590 590 48 21 43,
- if not: Martinique +596 596 42 25 24

When arriving:
- Follow or join IAF PPR (if not, PTP)
- Proceed to the IAF PPR (if not, PTP)
- at the last assigned LVL , if this one can be used in the holding pattern

Hold at this LVL until:
- EAT as acknowledged
- if not, time of the first overflying/joining PPR (if not, PTP) + 4min

Descend in the holding pattern down to 3600ft (if not, 4000ft if IAF PTP).
Then leave IAF at this LVL to perform VOR PROC of the RWY in use (if not, ILS/LOC Y RWY 12 followed by circling if RWY 30).

Followed by MISAP
- On VMC: Circling to join final leg
- On IMC: Comply with MISAP to perform another APCH. If LDG is not possible, after going around, the pilot can perform an omnidirectional departure climbing up to the enroute MNM safe ALT and by towards TMA exit points corresponding to his diversion to fly towards the alternate AD planned on flight plan.

Warnings

GP RWY 12 unusable: beyond 4° right from FNA track.

RWY 12: In stormy WX, with wind gusts near CB, caution is recommended below 500ft on final APCH (above the Salt River).

DEPARTURE

Take-off Minima

RWY		12/30	
All ACFT	ft - m/km	0 - 800v	-

Communication

Before any movement radio contact with RAIZET TWR is compulsory.

COM Failure

Procedure in case of air to ground COM Failure:
If possible, use a mobile phone to call BRIA and confirm intentions.

- Guadeloupe +590 590 48 21 43,
- if not: Martinique +596 596 42 25 24

When departing:
Failure occurs before TKOF, ACFT shall not TKOF.

Failure occurs after TKOF:
Maintain the last speed and the last assigned LVL until the ACFT exits TMA (if the last assigned LVL is incompatible with the MNM safe ALT, continue climbing up to the cruising LVL planned in the FPL). Then, modify the LVL and speed according to the FPL. Continue flight according FPL until appropriate designated navigation aid serving the destination AD.

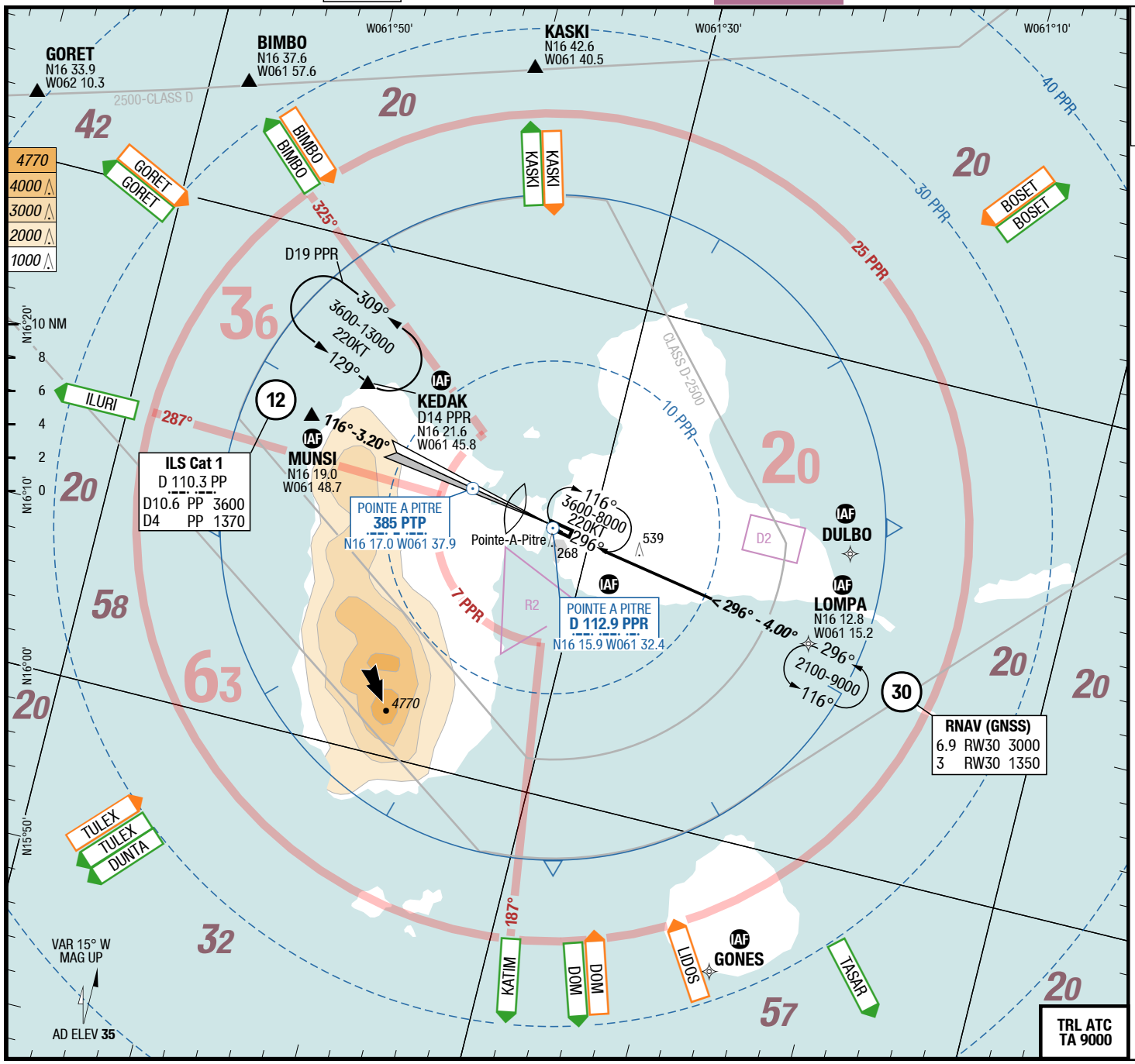
Departure Procedure

Noise Abatement Procedure

RWY 12:

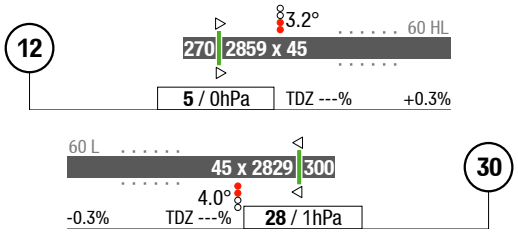
- Climb on RWY HDG up to 2000ft and D3.5 PPR VOR/DME before proceeding on course.
- Long haul flight to Europe shall remain within RWY HDG up to 1000ft when climbing and D3.5 PPR VOR/DME before proceeding on course.

RWY 30: Climb on RWY HDG up to 1000ft MSL before proceeding on course.

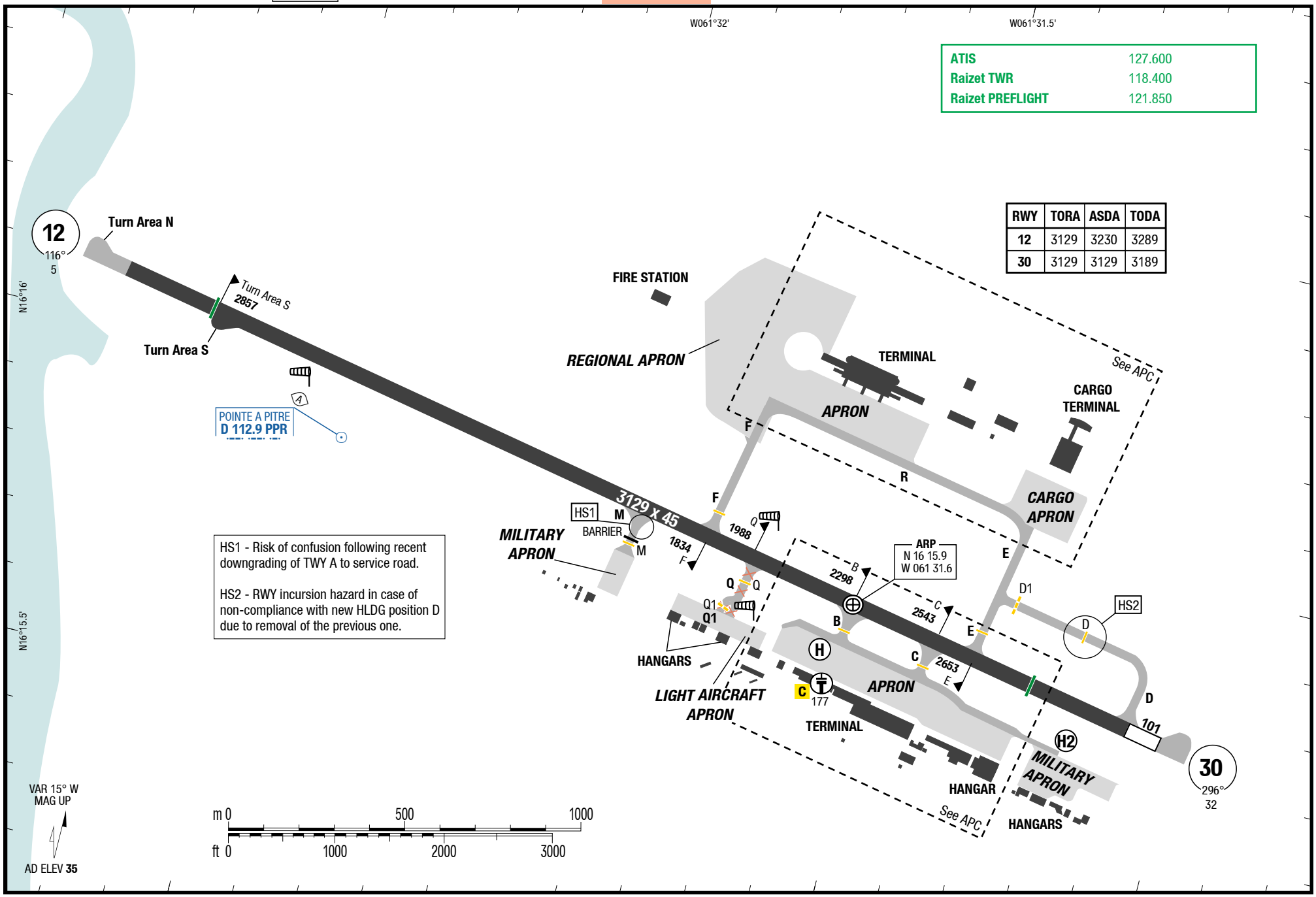


ATIS	127.600
Raizet APP	121.300 129.800 119.050
Raizet TWR	118.400
Raizet PREFLIGHT	121.850

Landing RWY system:



Changes: Nil



Changes: RVR, TWY , HLDG POS, hot spots, Turning bay

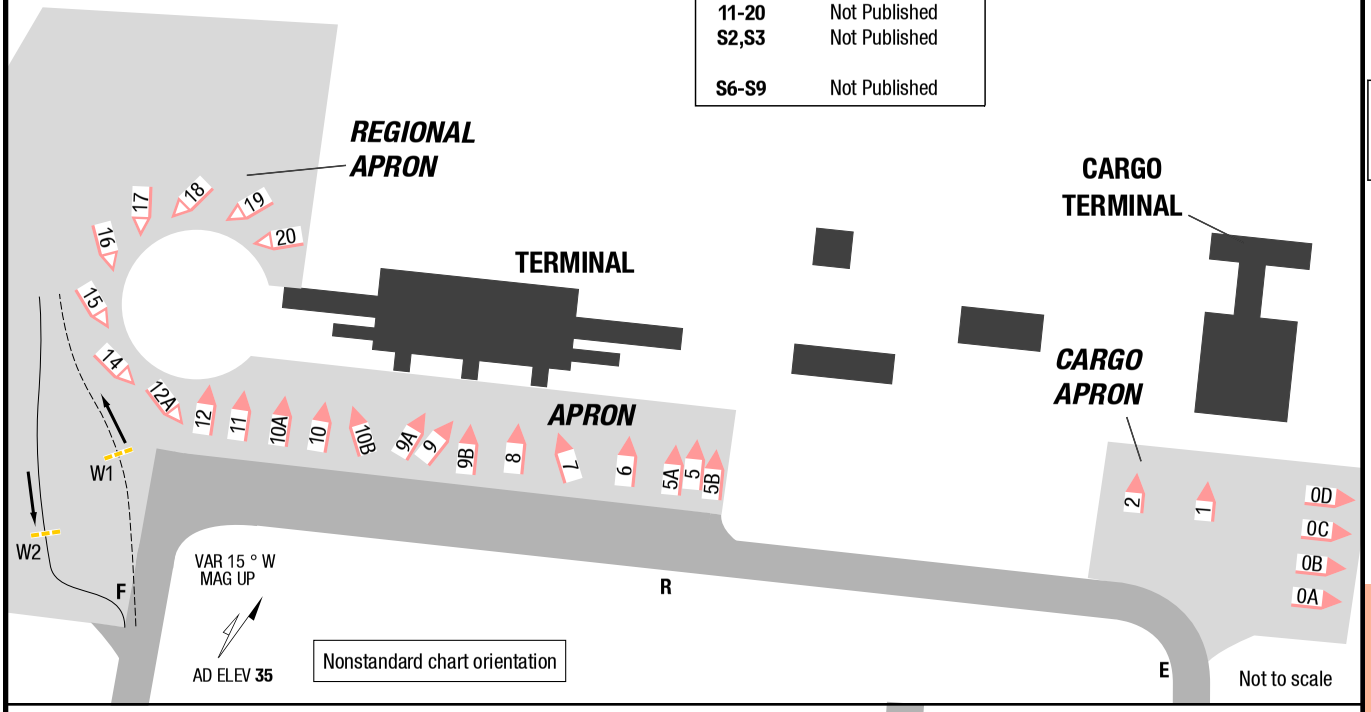
ATIS	127.600
Raizet TWR	118.400
Raizet PREFLIGHT	121.850

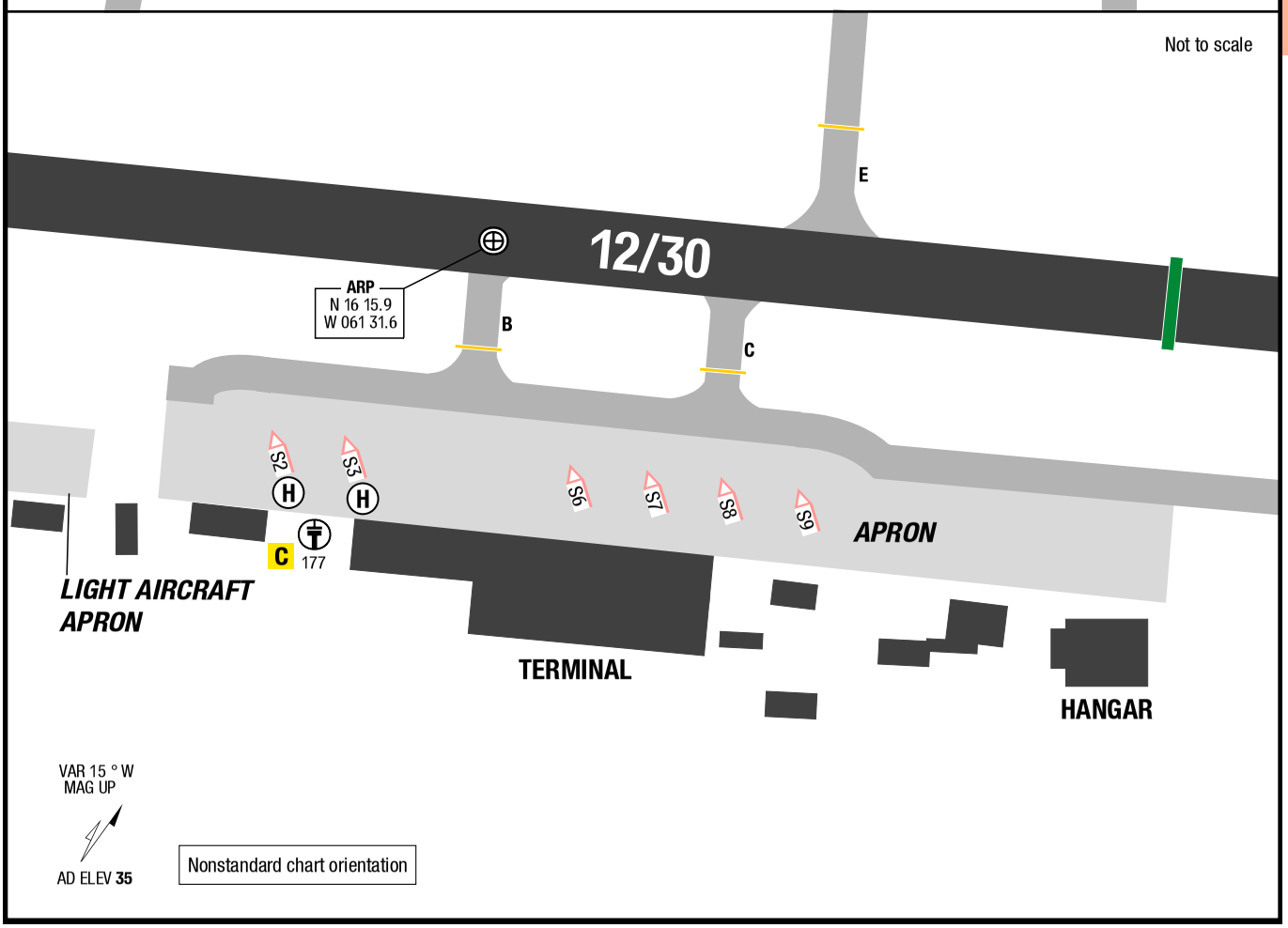
COORDINATES

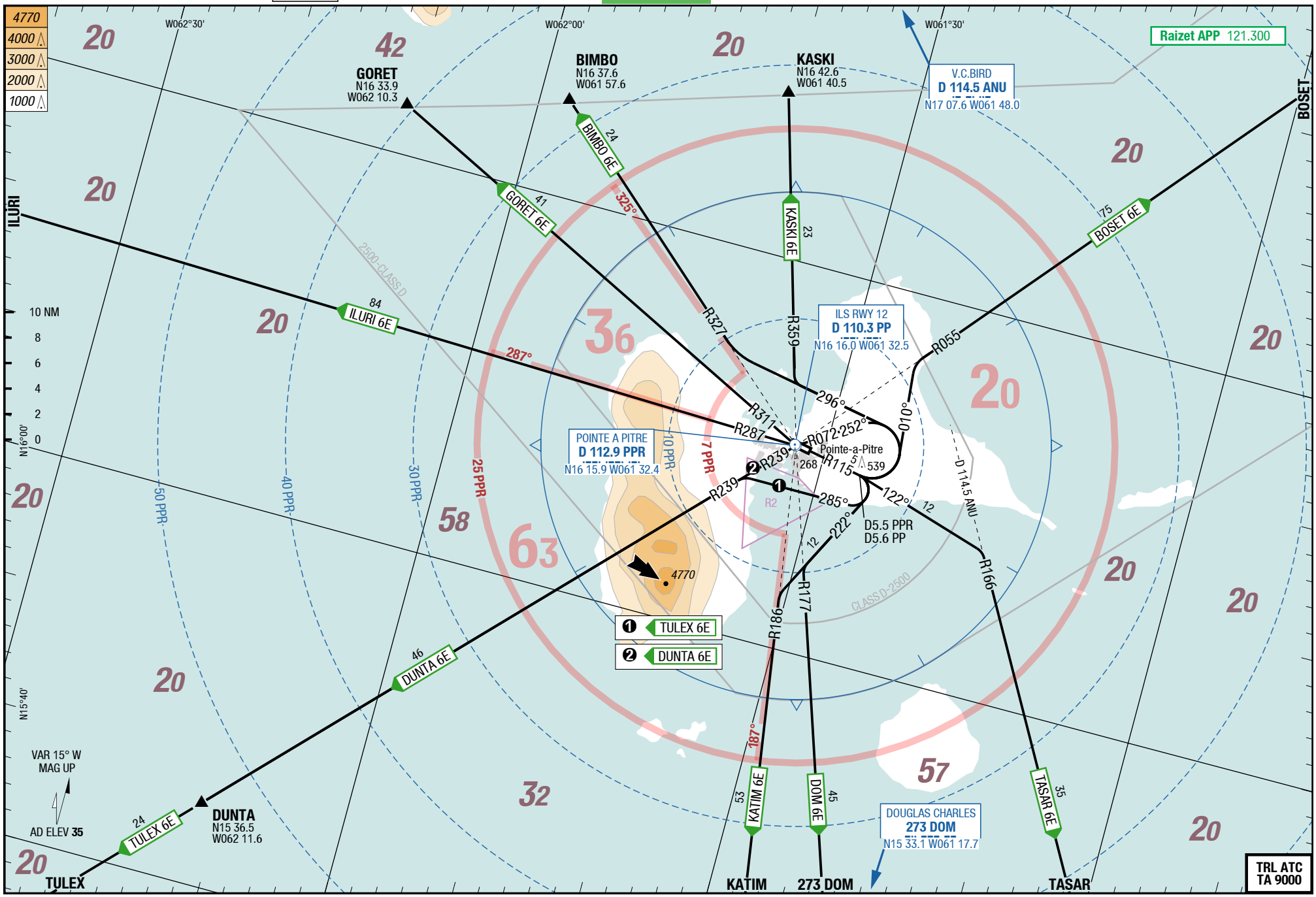
1, 2	N16 16.1 W061 31.3
0A-D	Not Published
5-5B	Not Published
6	N16 16.1 W061 31.5
7-9	N16 16.2 W061 31.6
9A, 9B	Not Published
10	N16 16.2 W061 31.7
10A, 10B	Not Published
11-20	Not Published
S2,S3	Not Published
S6-S9	Not Published

Legend:
ARR
DEP

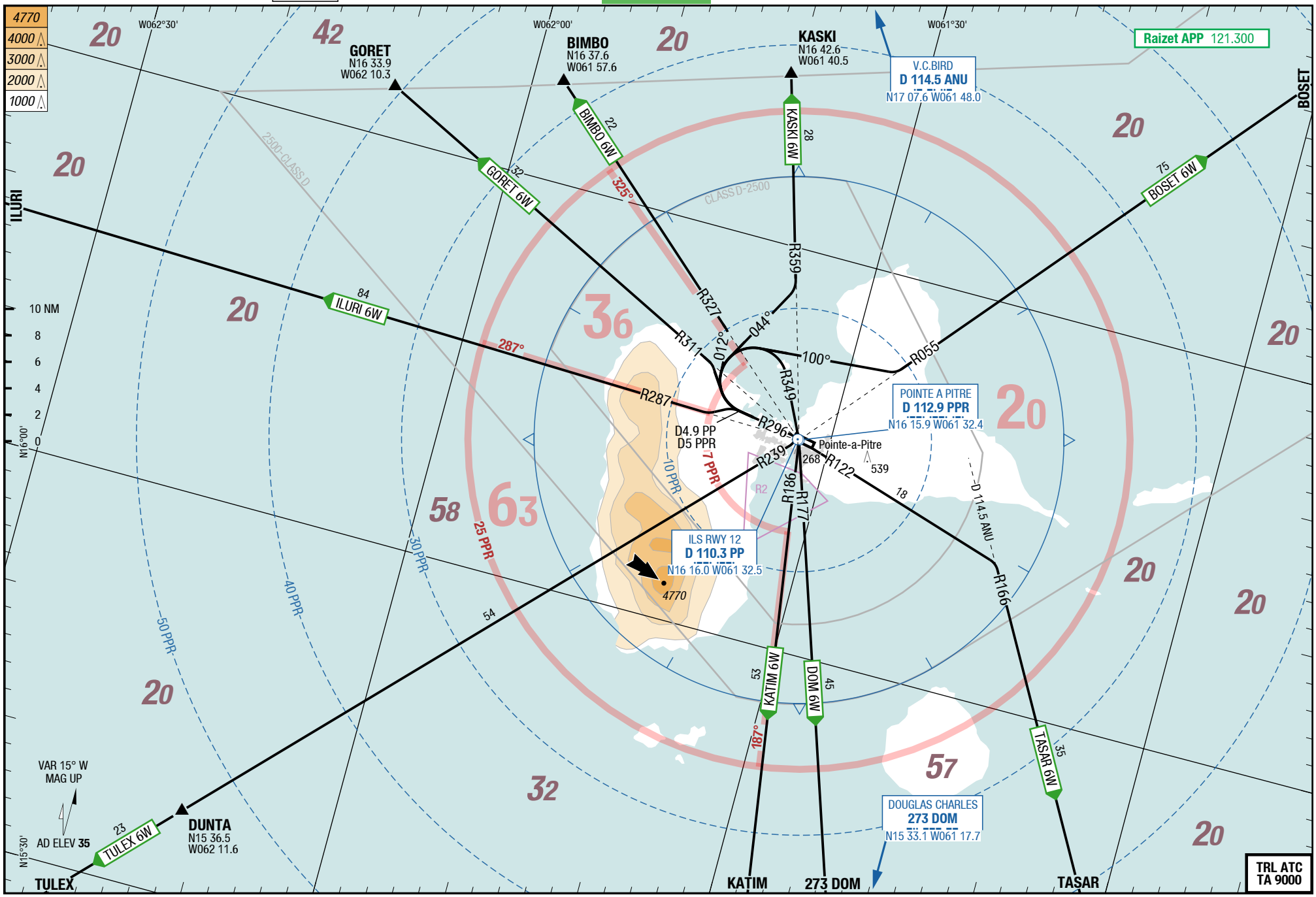
Taxiing to parking stands 15-20 must be via taxilane W1 and W2







Changes: OBST



Changes: OBST

BIMBO 6E / BOSET 6E / DOUGLAS CHARLES 6E / DUNTA 6E / GORET 6E / ILURI 6E / KASKI 6E

RWY 12 (116°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.3%	ft/MIN	600	700	800	1000	1100	1200

DESIGNATOR	ROUTING	ALTITUDES
BIMBO 6E 4.1% **121.300** ①②④	R115 **PPR** - at D5.5 **PPR** or D5.6 **PP LT** 296° - intercept R327 **PPR** to BIMBO	
BOSET 6E 4.1% **121.300** ①②④	R115 **PPR** - at D5.5 **PPR** or D5.6 **PP LT** 010° - intercept R055 **PPR** to BOSET	
DOUGLAS CHARLES 6E **DOM 6E** 4.1% **121.300** ①②④	R115 **PPR** - at D5.5 **PPR** or D5.6 **PP RT** 222° - intercept R177 **PPR** to **DOM**	
DUNTA 6E 4.3% **121.300** ①③④	R115 **PPR** - at D5.5 **PPR** or D5.6 **PP LT** intercept R072 **PPR** to **PPR** - R239 **PPR** to DUNTA	
GORET 6E 4.1% **121.300** ①②④	R115 **PPR** - at D5.5 **PPR** or D5.6 **PP LT** intercept R072 **PPR** to **PPR** - R311 **PPR** to GORET	
ILURI 6E 4.1% **121.300** ①②④	R115 **PPR** - at D5.5 **PPR** or D5.6 **PP LT** intercept R072 **PPR** to **PPR** - R287 **PPR** to ILURI	
KASKI 6E 4.1% **121.300** ①②④	R115 **PPR** - at D5.5 **PPR** or D5.6 **PP LT** 296° - intercept R359 **PPR** to KASKI	

① The minimum climb gradient must be adhered up to the MSA.
② Theoretical climb gradient 4.1% due to obstacle 1850m from DER.
③ Theoretical climb gradient 4.3% due to obstacles.
④ Theoretical climb gradients do not take into account road at end of RWY and wooded area 140ft, 180m right of centerline and 120m after CWY

KATIM 6E / MULTIDIRECTIONAL DEPARTURE North / MULTIDIRECTIONAL DEPARTURE South / TASAR 6E / TULEX 6E

RWY 12 (116°)

	GS	120	150	180	210	240	270
4.1%	ft/MIN	500	700	800	900	1000	1200
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
KATIM 6E 4.1% **121.300** ①②③⑥	R115 **PPR** - at D5.5 **PPR** or D5.6 **PP RT** 222° - intercept R186 **PPR** to KATIM	
MULTIDIRECTIONAL DEPARTURE North 4.1% to 2000 **121.300** ⑤⑥	at **2000** direct to enroute safety altitude	
MULTIDIRECTIONAL DEPARTURE South 4.1% to 3000 **121.300** ⑤⑥	at **3000** direct to enroute safety altitude	
TASAR 6E 4.1% **121.300** ①②⑥	R115 **PPR** - at D5.5 **PPR** or D5.6 **PP RT** 122° - intercept R166 **ANU** to TASAR	
TULEX 6E 4.8% **121.300** ①④⑥	R115 **PPR** - at D5.5 **PPR** or D5.6 **PP RT** 285° - intercept R239 **PPR** - DUNTA - TULEX	

① The minimum climb gradient must be adhered up to the MSA.
② Theoretical climb gradient 4.1% due to obstacle 1850m from DER.
③ Compulsory connection TFFR - TFFF.
④ Theoretical climb gradient 4.8% due to obstacles.
⑤ Theoretical climb gradient 4.1% due to spot elevation: 191ft, 122° and 1.6NM from ARP.
⑥ Theoretical climb gradients do not take into account road at end of RWY and wooded area 140ft, 180m right of centerline and 120m after CWY

Changes: PROC, Climb gradient

BIMBO 6W / BOSET 6W / DOUGLAS CHARLES 6W / GORET 6W / ILURI 6W / KASKI 6W / KATIM 6W / MULTIDIRECTIONAL DEPARTURE North

RWY 30 (296°)

	GS	120	150	180	210	240	270
4.6%	ft/MIN	600	700	900	1000	1200	1300
4.8%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
BIMBO 6W **121.300**	R296 **PPR** - at D5 **PPR** or D4.9 **PP RT** 012° - intercept R327 **PPR** to BIMBO	
BOSET 6W **121.300**	R296 **PPR** - at D5 **PPR** or D4.9 **PP RT** 100° - intercept R055 **PPR** to BOSET	
DOUGLAS CHARLES 6W **DOM 6W** **121.300**	R296 **PPR** - at D5 **PPR** or D4.9 **PP RT** intercept R349 **PPR** to **PPR** - R177 **PPR** to **DOM**	
GORET 6W **121.300**	R296 **PPR** - at D5 **PPR** or D4.9 **PP RT** intercept R311 **PPR** to GORET	
ILURI 6W 4.8% **121.300** ②③⑤	R296 **PPR** - at D5 **PPR** or D4.9 **PP LT** intercept R287 **PPR** to ILURI	
KASKI 6W **121.300**	R296 **PPR** - at D5 **PPR** or D4.9 **PP RT** 044° - intercept R359 **PPR** to KASKI	
KATIM 6W **121.300** ①	R296 **PPR** - at D5 **PPR** or D4.9 **PP RT** intercept R349 **PPR** to **PPR** - R186 **PPR** to KATIM	
MULTIDIRECTIONAL DEPARTURE North 4.6% to 2000 **121.300** ④⑤	at **2000** direct to enroute safety altitude	

① Compulsory connection TFFR - TFFF.
② The minimum climb gradient must be adhered to by ACFT up to the MSA.
③ Theoretical climb gradient due to obstacle.
④ Theoretical climb gradient 4.6% due to terrain: Tete Allegre 2346ft, 286° and 12.6NM from ARP.
⑤ Theoretical climb gradients do not take into account sail boats on RWY axis, and a grove 55ft, 216m south of centerline and 218m from DER.

Changes: PROC, Climb gradient

MULTIDIRECTIONAL DEPARTURE South / TASAR 6W / TULEX 6W

RWY 30 (296°)

	GS	120	150	180	210	240	270
4.3%	ft/MIN	600	700	800	1000	1100	1200
4.9%	ft/MIN	600	800	900	1100	1200	1400
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
MULTIDIRECTIONAL DEPARTURE South 5.0% to 3000 4.3% **121.300** ③④⑤	at 3**000** direct to enroute safety altitude	
TASAR 6W **121.300**	R296 **PPR** - at D5 **PPR** or D4.9 **PP RT** intercept R349 **PPR** to **PPR** - R122 **PPR** - intercept R166 **ANU** to TASAR	
TULEX 6W 4.9% **121.300** ①②⑤	R296 **PPR** - at D5 **PPR** or D4.9 **PP RT** intercept R349 **PPR** to **PPR** - R239 **PPR** - DUNTA - TULEX	

① The minimum climb gradient must be adhered to by ACFT up to the MSA.
② Theoretical climb gradient due to obstacle.
③ Theoretical climb gradient 5.0% due to terrain: La Couronne Mt Pele 2481ft, 280° and 12.2NM from ARP.
④ Theoretical climb gradient 4.3% due to terrain: Grand sans Toucher 4443ft.
⑤ Theoretical climb gradients do not take into account sail boats on RWY axis, and a grove 55ft, 216m south of centerline and 218m from DER.

Changes: PROC, Climb gradient

French Antilles **Pointe-a-Pitre** Le Raizet

NIL

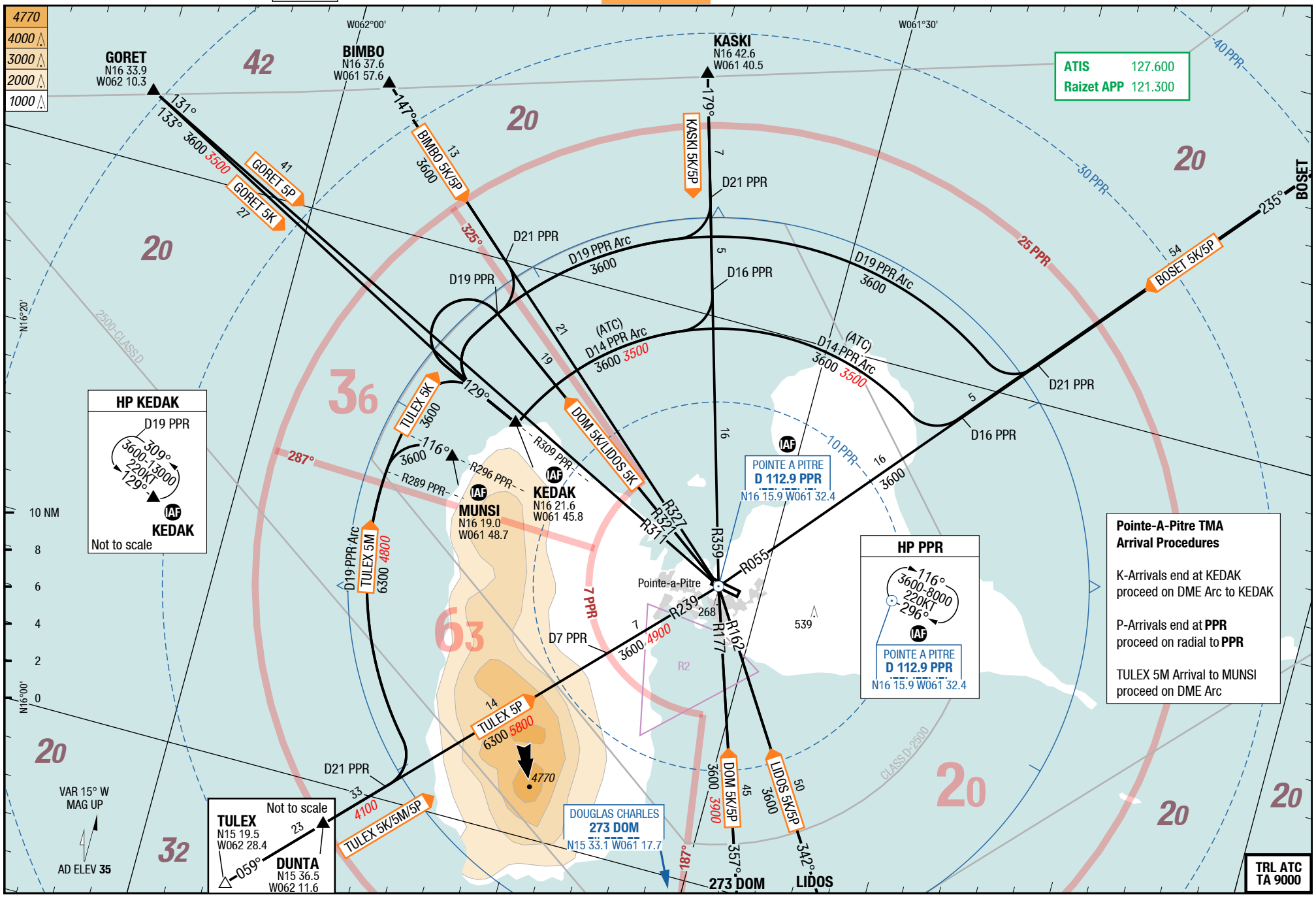
STARs

STAR STAR

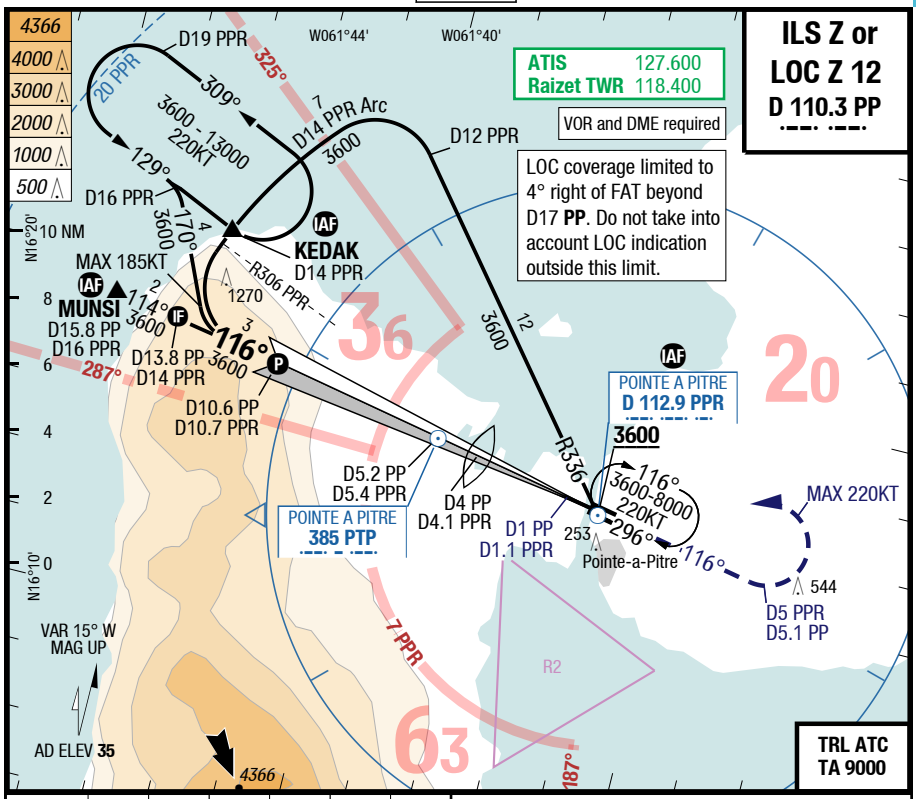
Le Raizet **Pointe-a-Pitre** French Antilles

NIL

STARs



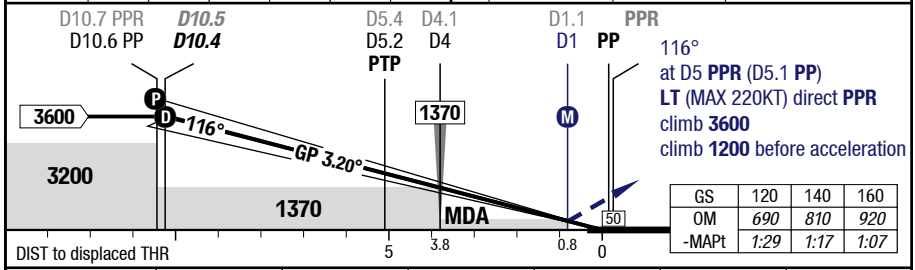
Changes: Track



LOC 3.26° D PP	10.4	8	6	5	3	2
	3600	2770	2080	1740	1040	700

12

3.2°
270 2859 x 45
60 HL
5 / 0hPa
TDZ ---%
+0.3%

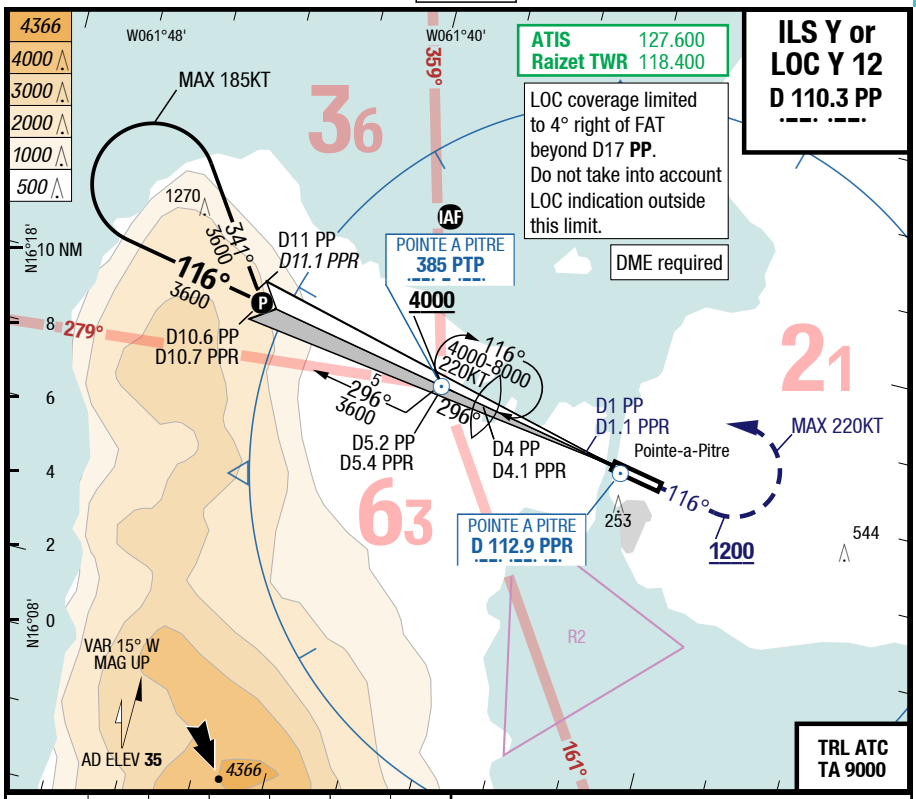


GS	120	140	160
OM	*690*	*810*	*920*
-MAPt	*1:29*	*1:17*	*1:07*

12		Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	220 - 1.2 **230** 1)	380 - 1.7 **380**				870 - 2.4V **900**
D	ft - m/km ft	240 - 1.3 **250** 2)	380 - 1.7 **380**				920 - 3.6V **950**

1) With EVS 800m
2) With EVS 900m

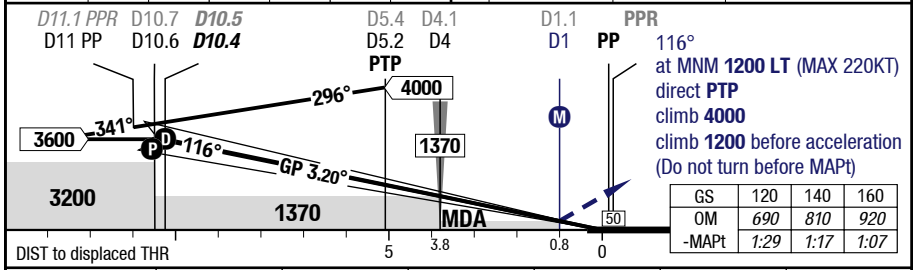
Changes: MIN, Note, OBST



LOC 3.26° D PP	10.4	8	6	5	3	2
	3600	2770	2080	1740	1040	700

12

3.2° 60 HL
270 2859 x 45
5 / 0hPa TDZ ---% +0.3%

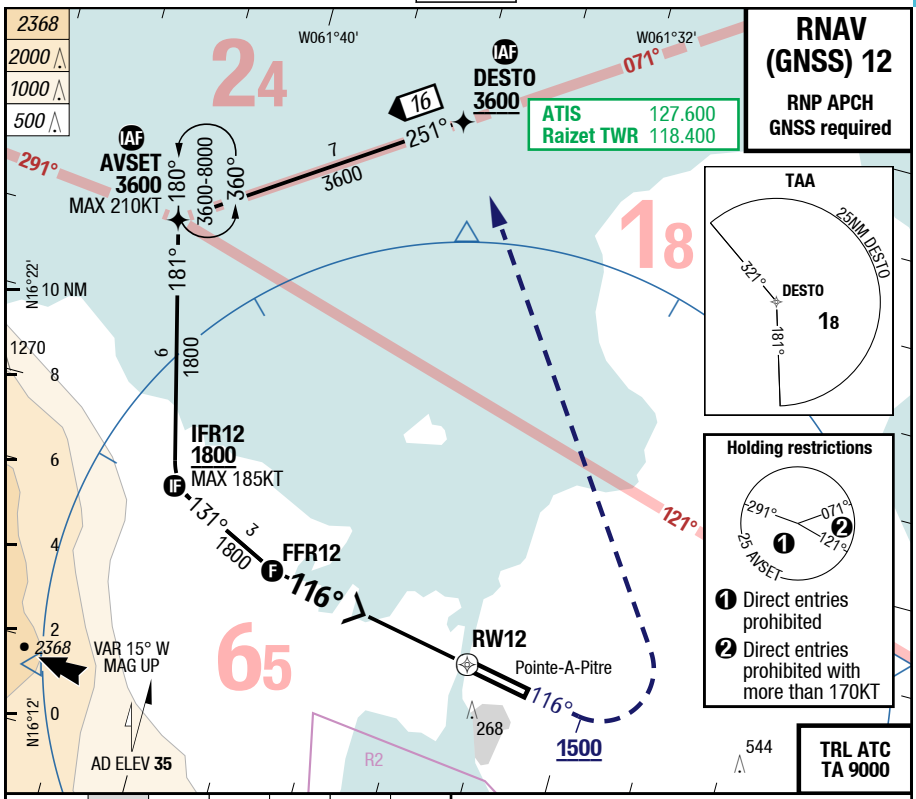


GS	120	140	160
OM	*690*	*810*	*920*
-MAPt	*1:29*	*1:17*	*1:07*

12		Cat 1 DME	LOC DME				Circling
C	ft - m/km ft	220 - 1.2 **230** 1)	380 - 1.7 **380**				870 - 2.4V **900**
D	ft - m/km ft	240 - 1.3 **250** 2)	380 - 1.7 **380**				920 - 3.6V **950**

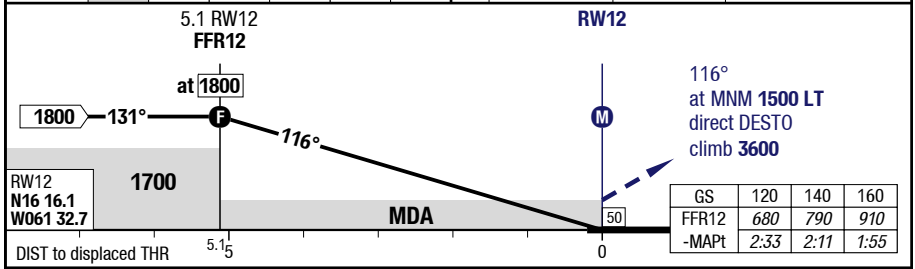
1) With EVS 800m
2) With EVS 900m

Changes: MIN, Note, OBST



3.20° RW12		5.1	5	4	3	2
		1800	1770	1420	1080	740

12 — 3.2° — 270 2859 x 45 — 60 HL — 5 / 0hPa — TDZ ---% — +0.3%

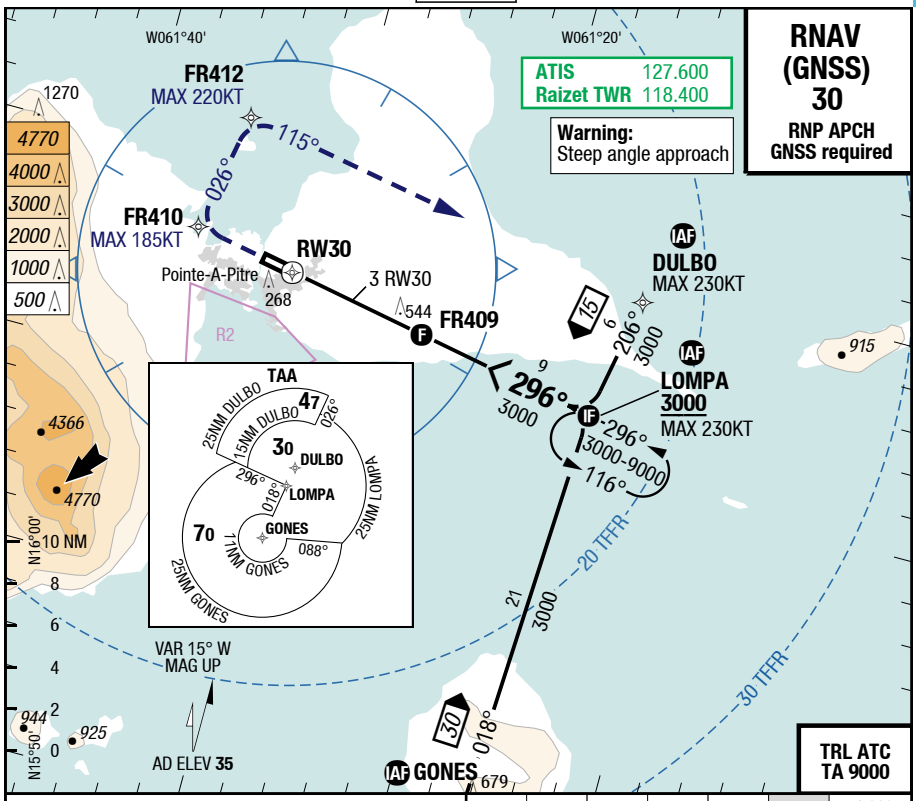


GS	120	140	160
FFR12	680	790	910
-MAPt	2:33	2:11	1:55

12		RNAV GNSS VNAV 1) 2) 3)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	300 - 1.4 **300**	450 - 2.1 **450**				910 - 2.4V **940**
D	ft - m/km ft	320 - 1.4 **320**	450 - 2.1 **450**				950 - 3.6V **980**

1) SBAS use for VNAV not applicable or not authorized
2) Uncompensated BARO VNAV NA below -10°C (14°F)
3) With EVS 900m

Changes: Track, WPT , MIN, TAA, Editorial



60 L
45 x 2829 300
4.0°
-0.3% TDZ ---% 28 / 1hPa

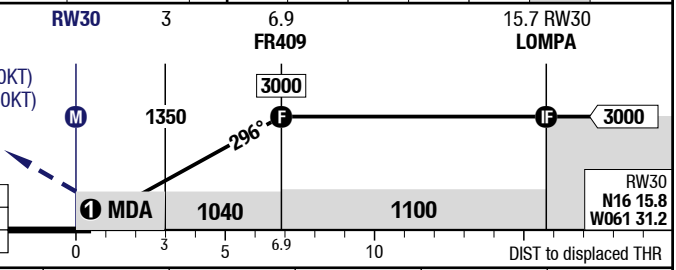
30

3	4	5	6	6.9		4.00° RW30
1360	1780	2200	2630	3000		

❶ OBST BLW MDA

direct FR410 (MAX 185KT)
RT 026° to FR412 (MAX 220KT)
RT 115° to DULBO (MAX 230KT)
climb **3000**
climb **1100** prior to level acceleration

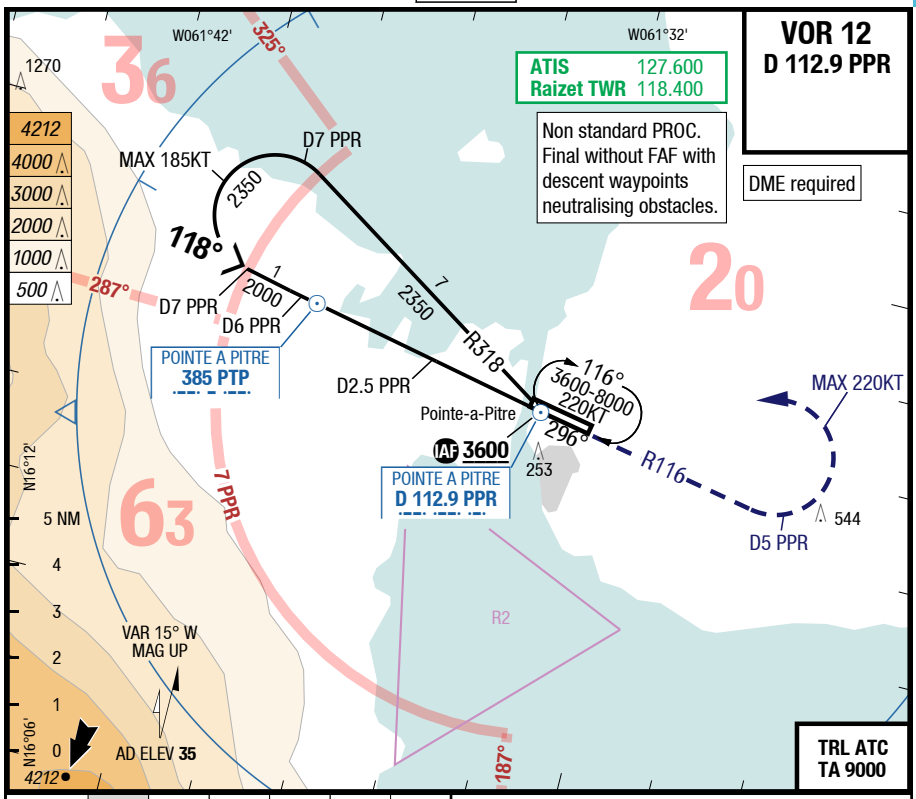
GS	120	140	160
FR409	*850*	*990*	*1130*
-MAPt	*3:26*	*2:57*	*2:35*



30		RNAV GNSS LNAV 1)					Circling
C	ft - m/km ft	1020 - 4.9 **1040**					1020 - 4.9V **1050**
D	ft - m/km ft	1020 - 4.9 **1040**					1020 - 4.9V **1050**

1) HN NA when VGSI INOP

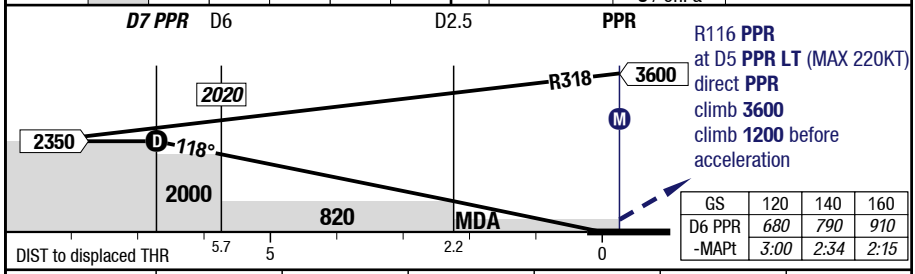
Changes: MIN



3.20°		7	5	4	3	2
D PPR						
118°		2350	*1680*	*1340*	980	650
RWY 116°						

12

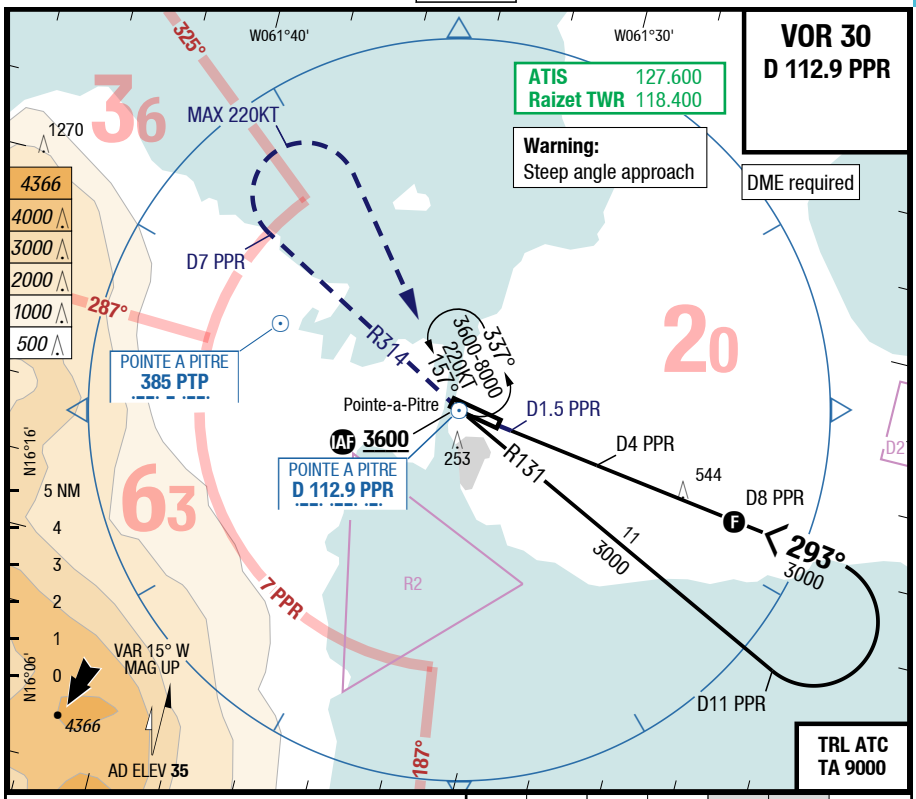
3.2°
270 2859 x 45 60 HL
5 / 0hPa TDZ ---% +0.3%

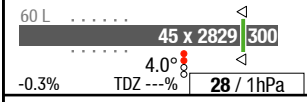


R116 **PPR**
at D5 **PPR LT** (MAX 220KT)
direct **PPR**
climb **3600**
climb **1200** before
acceleration

GS	120	140	160
D6 PPR	*680*	*790*	*910*
-MAPt	*3:00*	*2:34*	*2:15*

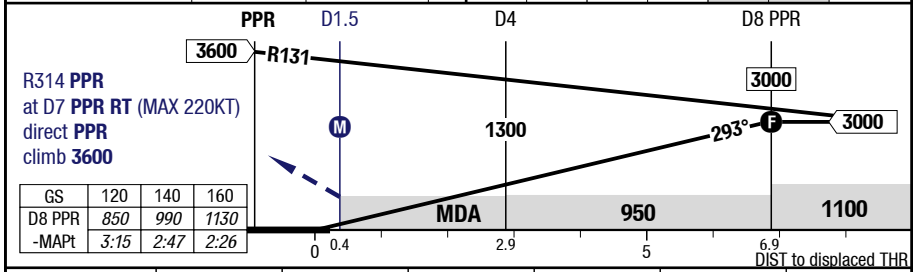
12		**VOR DME**					**Circling**
C	ft - m/km ft	390 - 1.8 **390**					870 - 2.4V **900**
D	ft - m/km ft	390 - 1.8 **390**					910 - 3.6V **940**





30

5	6	7	8			4.00°
1730	2150	2580	3000			D PPR 293° RWY 296°



GS	120	140	160
D8 PPR	*850*	*990*	*1130*
-MAPt	*3:15*	*2:47*	*2:26*

30		VOR DME 1)					Circling
C	ft - m/km ft	880 - 4.0 **900**					880 - 4.0V **910**
D	ft - m/km ft	930 - 4.3 **950**					930 - 4.3V **960**

1) HN NA when VGSI INOP

Changes: MIN

Changes: Navaid , OBST