

GENERAL

ATS Hours

H24

Airport Information

RFF: CAT 8

Operation

RWY Restrictions

RWY strength MAX 34t / 75000lbs SIWL.

180° turns for HEAVY ACFT at RWY end only.

ARRIVAL

Arrival Procedure

Maneuvering W of AD within MAX 4NM.

DEPARTURE

Take-off Minima

RWY		08/26
All ACFT	ft - m/km	Applicable LDG MIN

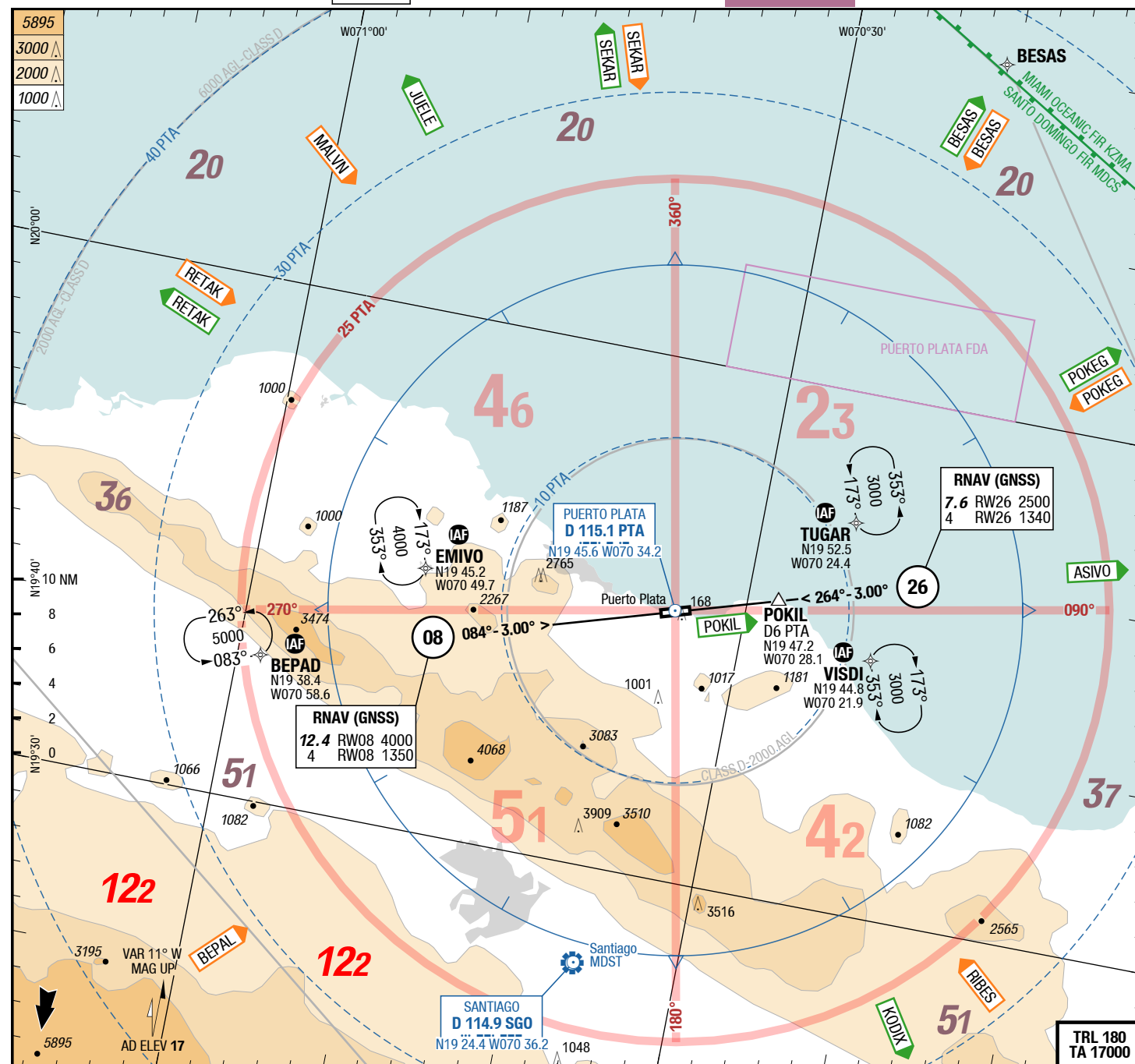
POP-MDPP

AFC

AFC

AFC


AFC



APP	119.000	119.950
Santo Domingo CTL		124.300
TWR	118.000	
GND	121.900	

Landing RWY system:

08 83.0° 60 H
3081 x 46
PAPI PSN unknown
THR 16 (1hPa) / TDZ --- (---%) 0.0%

60 H  46 x 3081
PAPI PSN unknown 3.0%
0.0% **TDZ 17** (---%) / **THR 17** (1hPa)

**TRL 180
TA 17000**

Effective 04-JAN-2018

28-DEC-2017

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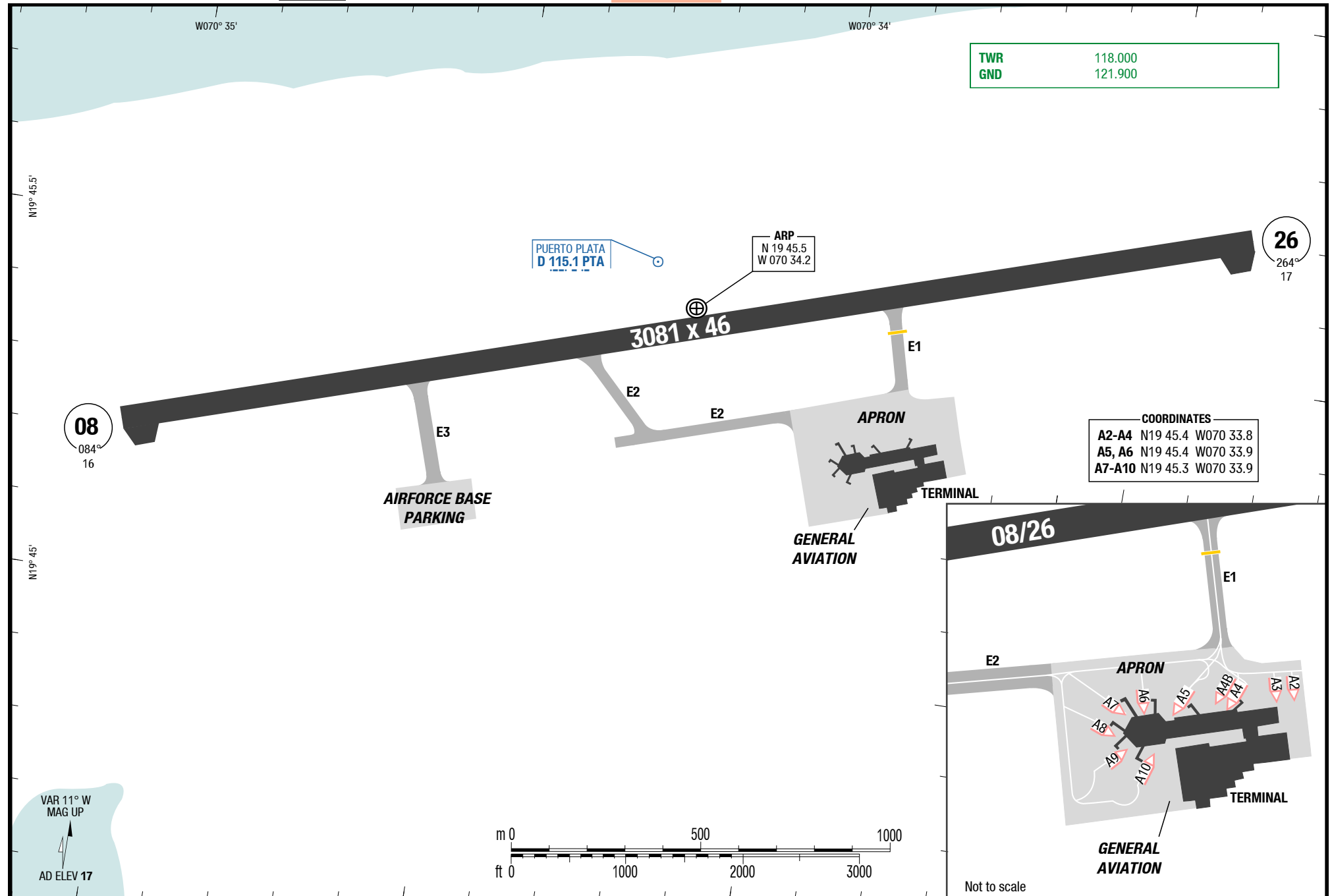
3-20

AGC

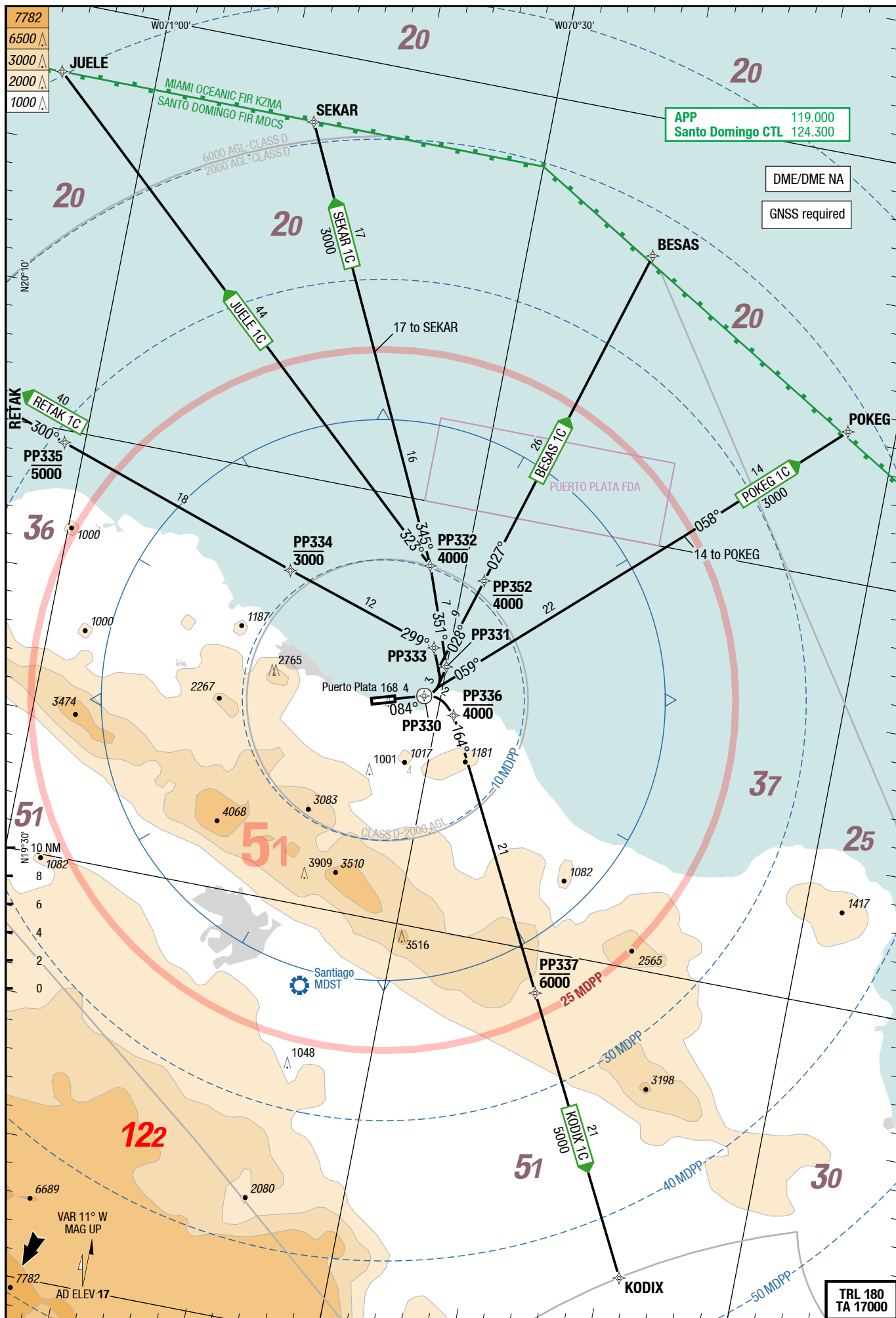
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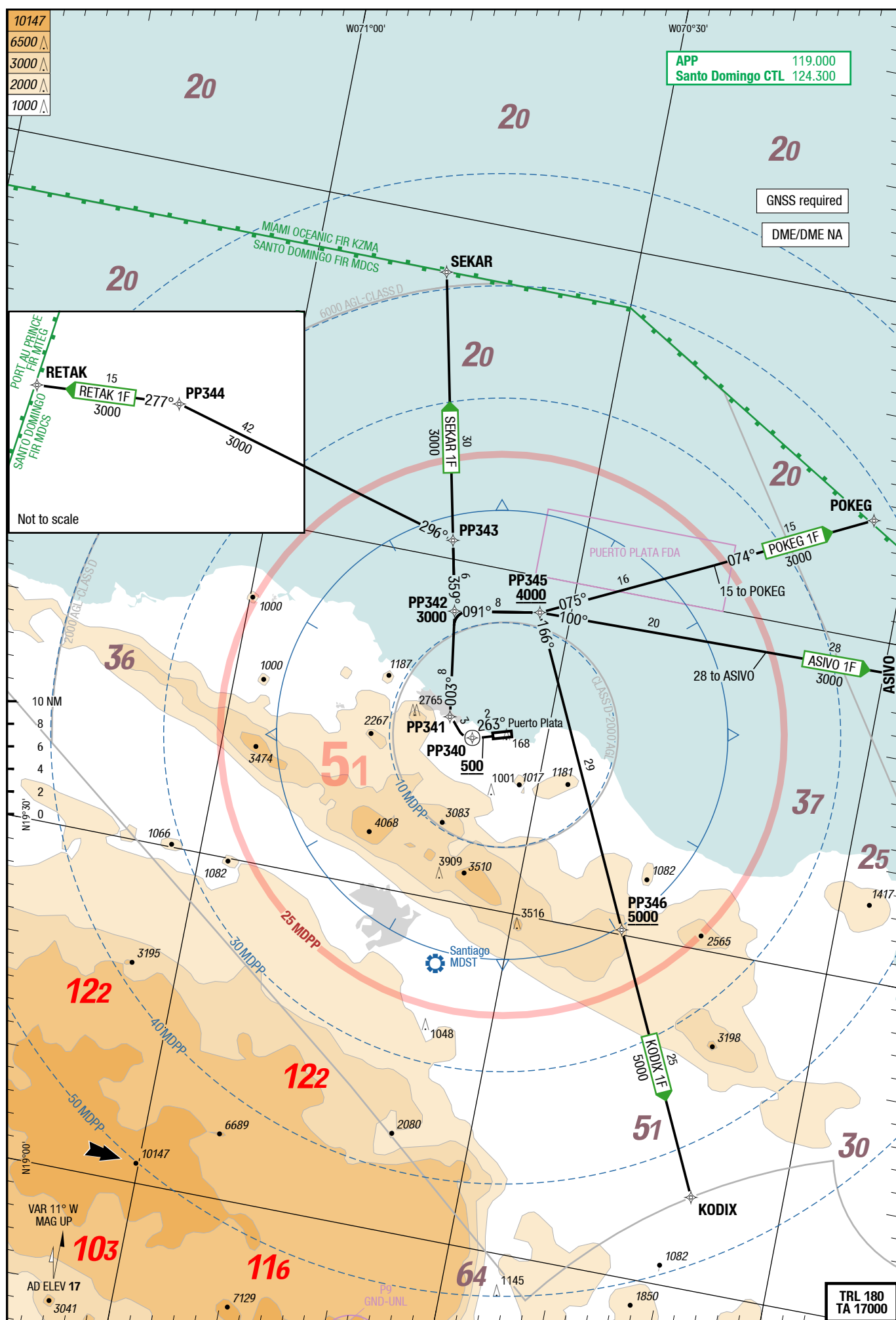
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AGC



Changes: THR ELEV





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NIL

SID

SID

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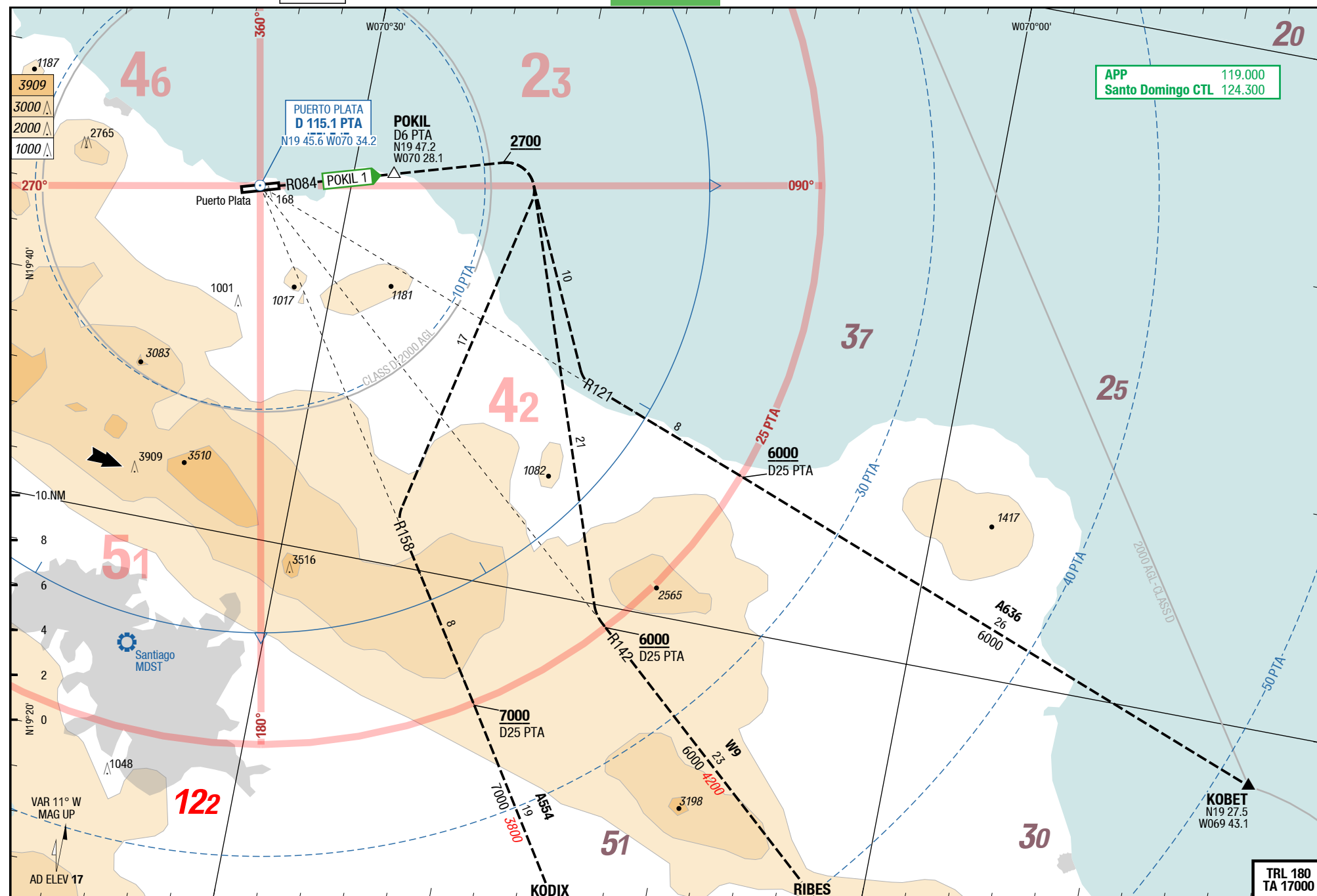
NIL

POKIL 1

POP-MDPP

4-30

POKIL 1



Changes: ALT, ASP, OBST

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POP-MDPP

5-10

RNAV SIDs RWY 08

BESAS 1C / JUELE 1C / KODIX 1C / POKEG 1C / RETAK 1C / SEKAR 1C

RWY 08 (084°)

After take-off, contact Santo Domingo CTL.

DESIGNATOR	ROUTING	ALTITUDES
BESAS 1C 124.300	RW08 - <u>PP330</u> - PP352 - BESAS	PP352 MAX 4000 initial climb 4000
JUELE 1C 124.300	RW08 - <u>PP330</u> - DCT PP331 - PP332 - JUELE	PP332 MAX 4000 initial climb 4000
KODIX 1C 124.300	RW08 - <u>PP330</u> - DCT PP336 - PP337 - KODIX	PP336 MAX 4000 PP337 MAX 6000 initial climb 4000
POKEG 1C 124.300	RW08 - <u>PP330</u> - POK14 - POKEG	initial climb 4000
RETAK 1C 124.300	RW08 - <u>PP330</u> - DCT PP333 - PP334 - PP335 - RETAK	PP334 MAX 3000 PP335 MAX 5000 initial climb 4000
SEKAR 1C 124.300	RW08 - <u>PP330</u> - DCT PP331 - PP332 - SEK17 - SEKAR	PP332 MAX 4000 initial climb 4000

ASIVO 1F / KODIX 1F / POKEG 1F / RETAK 1F / SEKAR 1F

RWY 26 (264°)

After take-off, contact Santo Domingo CTL.

	GS	120	150	180	210	240	270
5.3%	ft/MIN	700	900	1000	1200	1300	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 26	
ASIVO 1F 5.3% to 3000 124.300	RW26 263° [A500+] - DCT <u>PP340</u> - PP341 - PP342 - PP345 - ASI28 - ASIVO	PP342 at 3000 PP345 MNM 4000 initial climb 4000
KODIX 1F 5.3% to 3000 124.300	RW26 263° [A500+] - DCT <u>PP340</u> - PP341 - PP342 - PP345 - PP346 - KODIX	PP342 at 3000 PP345 MNM 4000 PP346 MNM 5000 initial climb 4000
POKEG 1F 5.3% to 3000 124.300	RW26 263° [A500+] - DCT <u>PP340</u> - PP341 - PP342 - PP345 - POK15 - POKEG	PP342 at 3000 PP345 MNM 4000 initial climb 4000
RETAK 1F 5.3% to 3000 124.300	RW26 263° [A500+] - DCT <u>PP340</u> - PP341 - PP342 - PP343 - PP344 - RETAK	PP342 at 3000 initial climb 4000
SEKAR 1F 5.3% to 3000 124.300	RW26 263° [A500+] - DCT <u>PP340</u> - PP341 - PP342 - SEKAR	PP342 at 3000 initial climb 4000

POP-MDPP

5-30

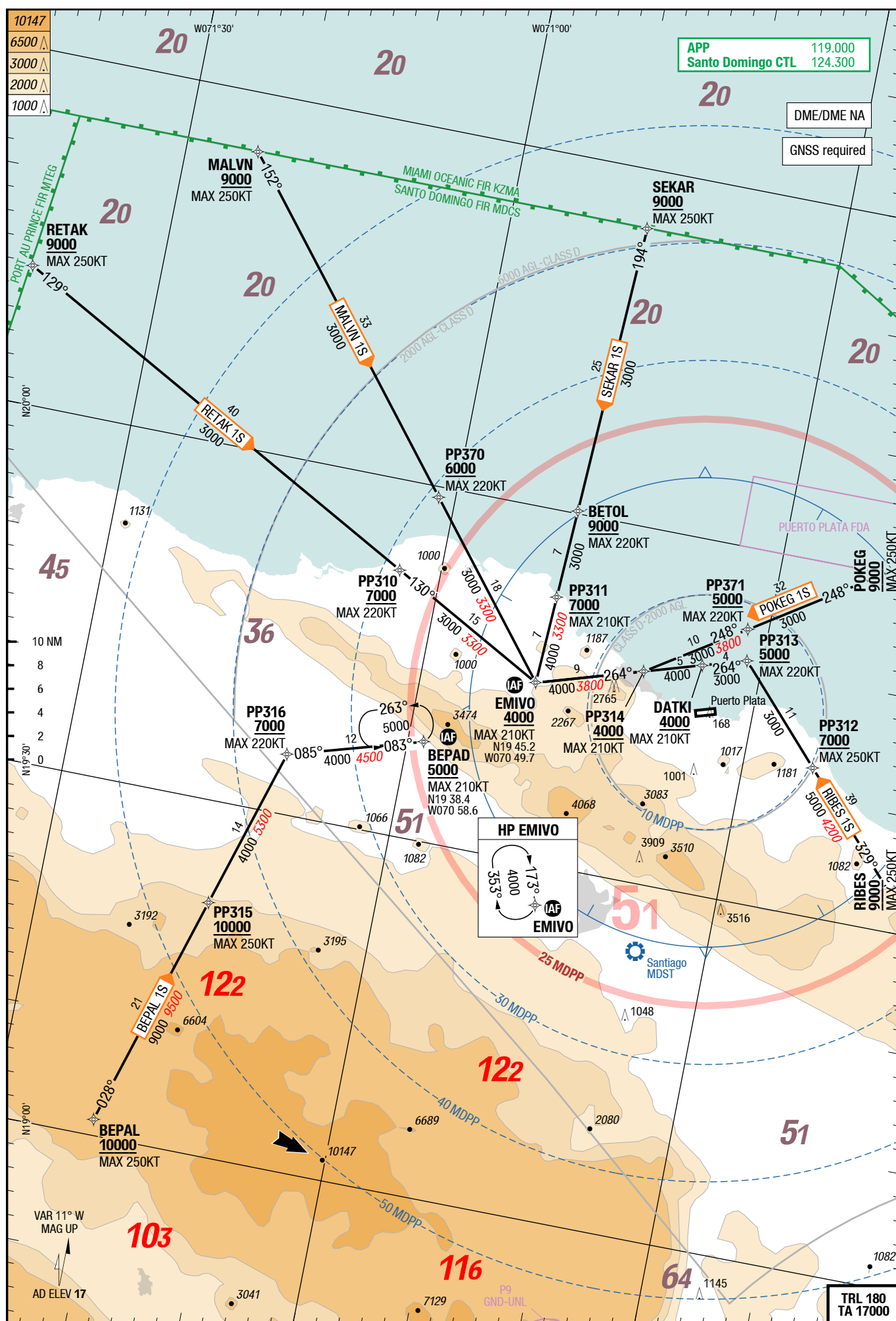
POKIL 1

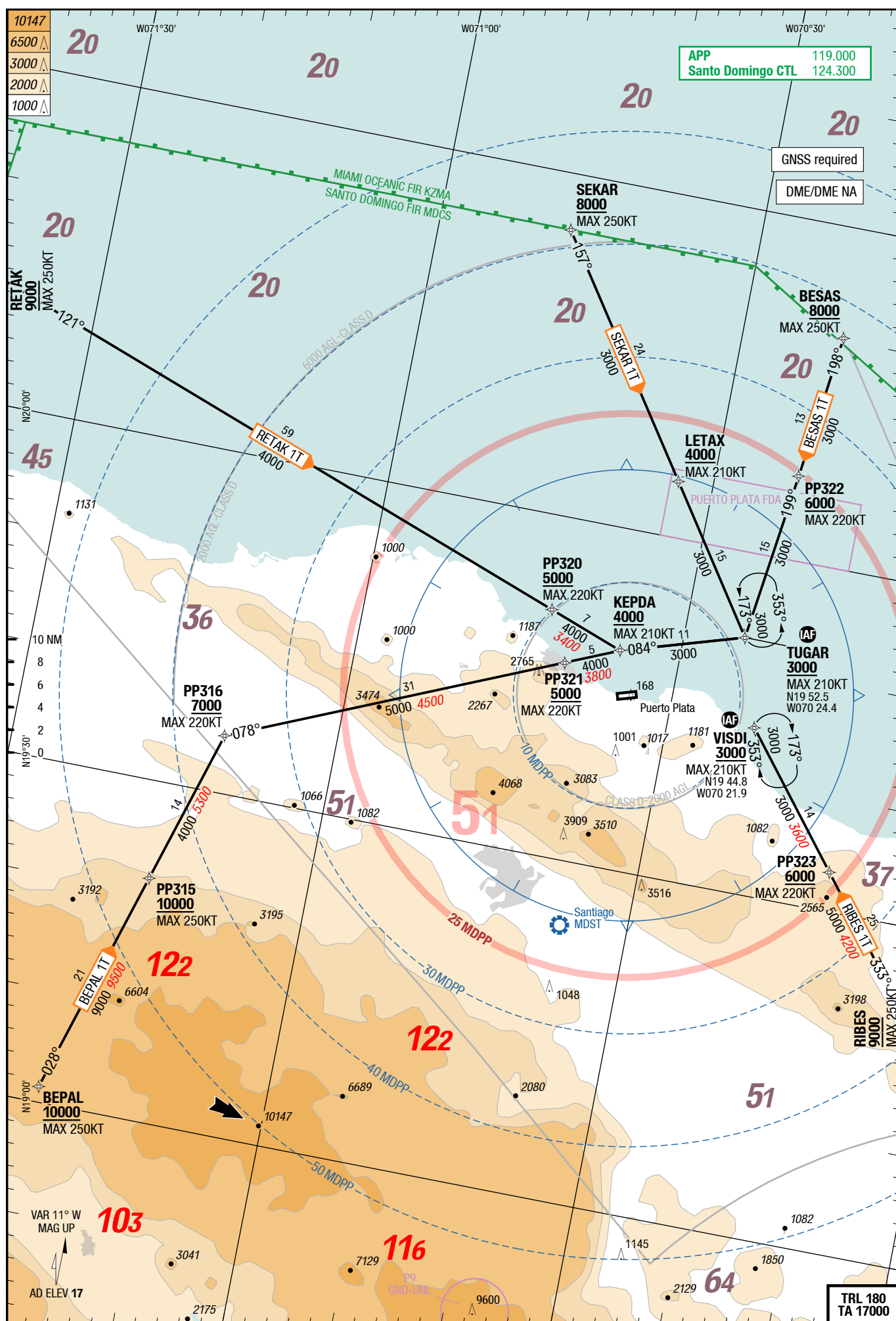
POKIL 1

RWY 08 (084°)

DESIGNATOR	ROUTING	ALTITUDES
POKIL 1 124.300 ①	intercept R084 PTA - at MNM 2700 RT intercept assigned airway	D25 PTA at or above MNM AWY ALT

① No turns prior to crossing POKIL

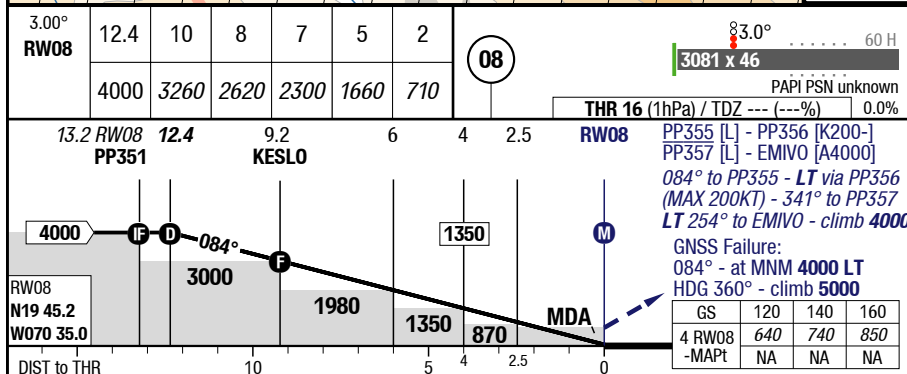
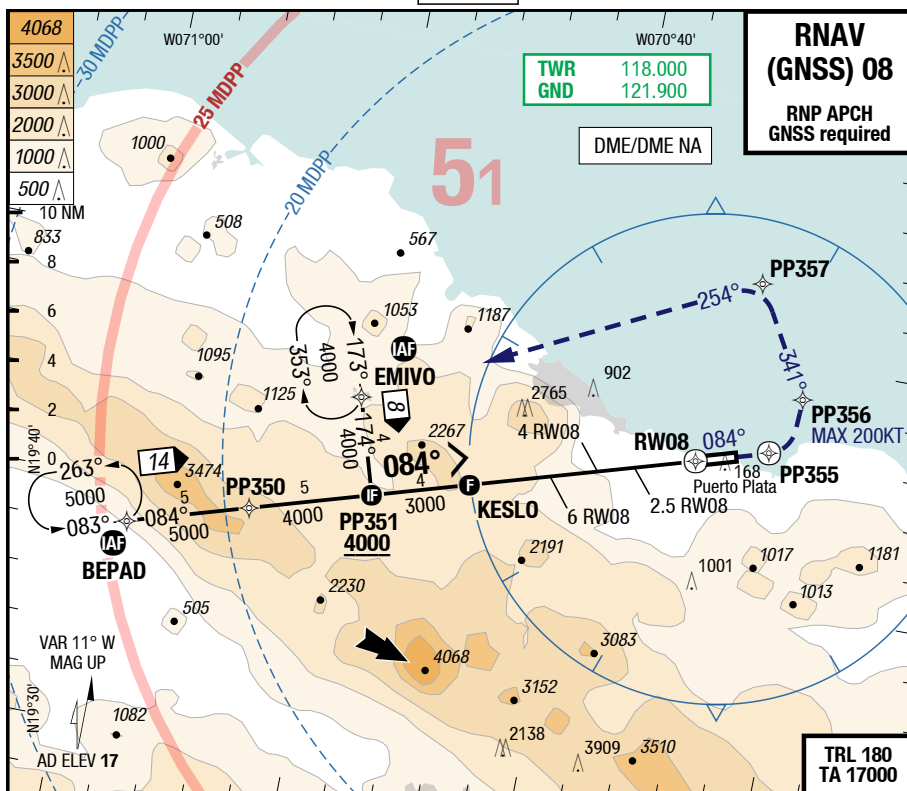




POP-MDPP

7-10

RNAV (GNSS) 08



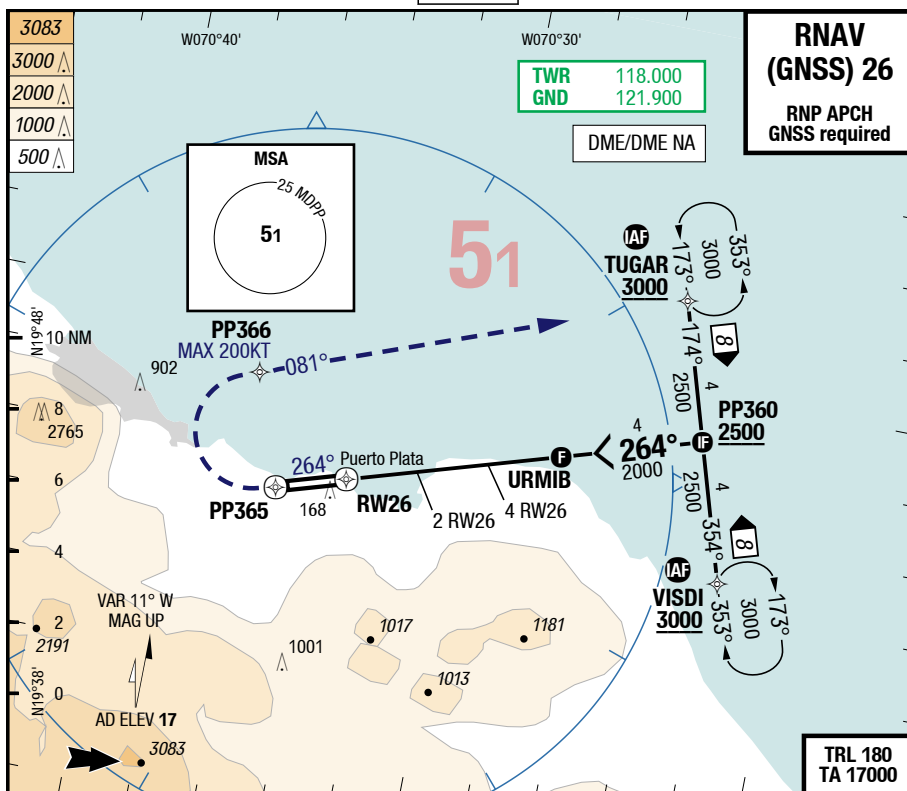
08	RNAV GNSS						Circling
C	ft - m/km ft	650 - 2.4 660					Not published
D	ft - m/km ft	650 - 2.4 660					Not published

1) Timing to determine MAPt NA

POP-MDPP

7-20

RNAV (GNSS) 26



60 H 46 x 3081

PAPI PSN unknown 3.0°

0.0% TDZ 17 (---%) / THR 17 (1hPa)

26

3	5	6	7.6			3.00°
1030	1660	1980	2500			RW26

PP365 [R] - PP366 [K200-]

TUGAR [A3000]

264° to PP365 - RT to PP366
(MAX 200KT) - 081° to TUGAR
climb 3000

GNSS Failure:

RT 360° - climb 5000

GS	120	140	160
4 RW26	640	740	850
- MAPt	NA	NA	NA

RW26

2

6.1

7.6

10.1 RW26

URMIB

PP360

MDA

1340

1340

2000

2500

RW26
N19 45.7
W070 33.4

0

2

4

5

10

DIST to THR

26

RNAV GNSS
LNAV

Circling

C

ft - m/km
ft580 - 2.4
590

Not published

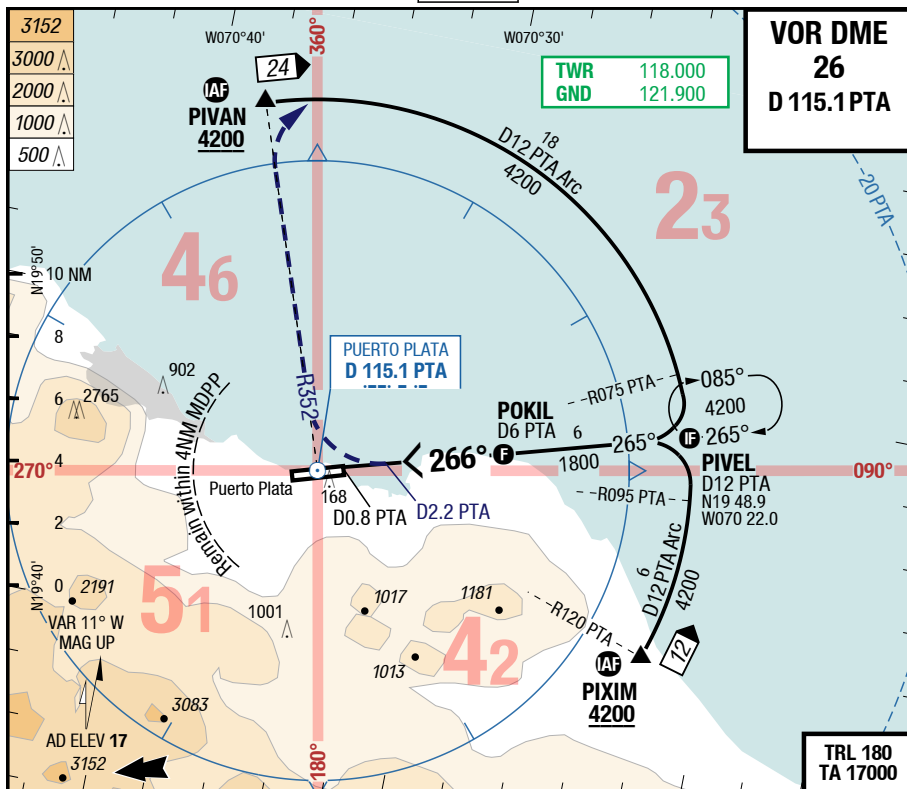
D

ft - m/km
ft580 - 2.4
590

Not published

7-30

VOR DME 26



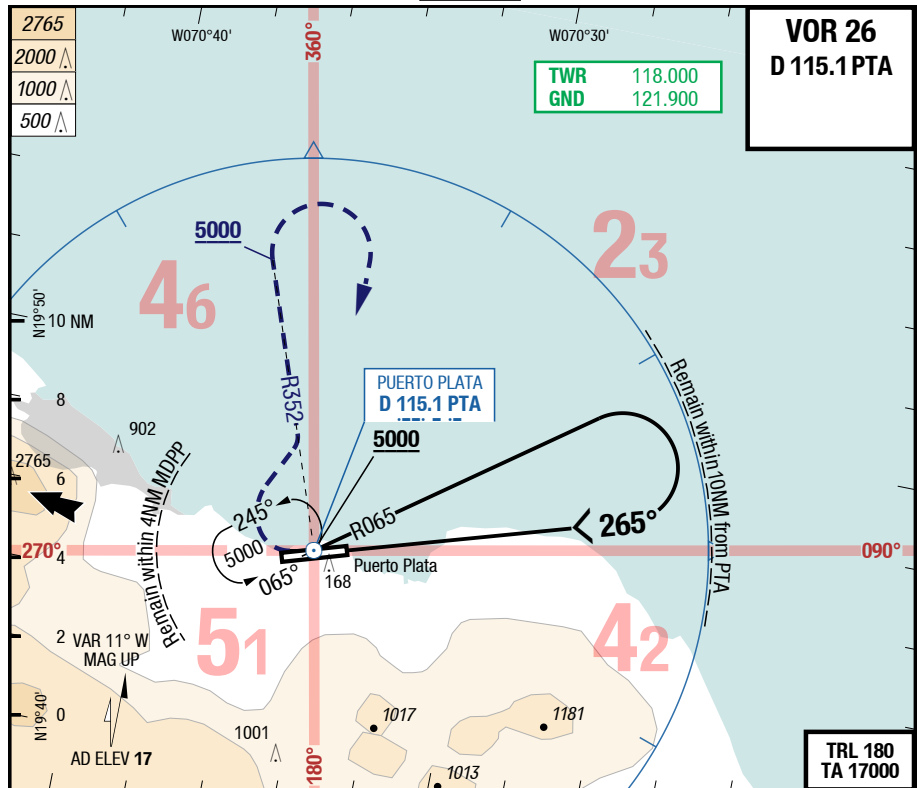
60 H		46 x 3081					3.20°
PAPI PSN unknown		3.0°					D PTA
0.0%		TDZ 17 (---%) / THR 17 (1hPa)					RWY 264°
RT intercept R352 PTA		PTA D0.8 RW26					
at PIVAN RT		D2.2					
follow D12 PTA arc							
to PIVEL							
climb 4200							
GS	120	140	160				
D6 PTA	680	790	910				
-MAPt	1:54	1:38	1:26				
26		VOR DME					Circling ¹⁾
C	ft - m/km	C 600 - 2.4V					C 1000 - 4.6V
	ft	550					920
D	ft - m/km	C 600 - 2.8V					C 1300 - 4.6V
	ft	550					1300

1) W of AD remain within 4NM

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IAC

POP-MDPP**7-40****VOR 26**

60 H 46 x 3081

PAPI PSN unknown 3.0°

0.0% TDZ 17 (---%) / THR 17 (1hPa)

26

2

3

4

5

6

7

3.00°

RW26

265°

RWY 264°

710

1030

1340

1660

1980

2300

RW26

7 RW26

PTA

5000

RT intercept R352 PTA
at MNM 5000 RT direct PTA
maintain 5000

M

265°

2300

2300

MDA

DIST TO THR

GS	120	140	160
7 RW26	640	740	850
-MAPt	3:55	3:22	2:57

26	VOR						Circling ¹⁾
C	ft - m/km ft	C 700 - 2.4V 620					C 1000 - 2.8V 920
D	ft - m/km ft	C 700 - 2.4V 620					C 1300 - 3.6V 1300

1) W of AD remain within 4NM

Changes: ALT, APL, OBST, SUAs, Editorial

28-DEC-2017

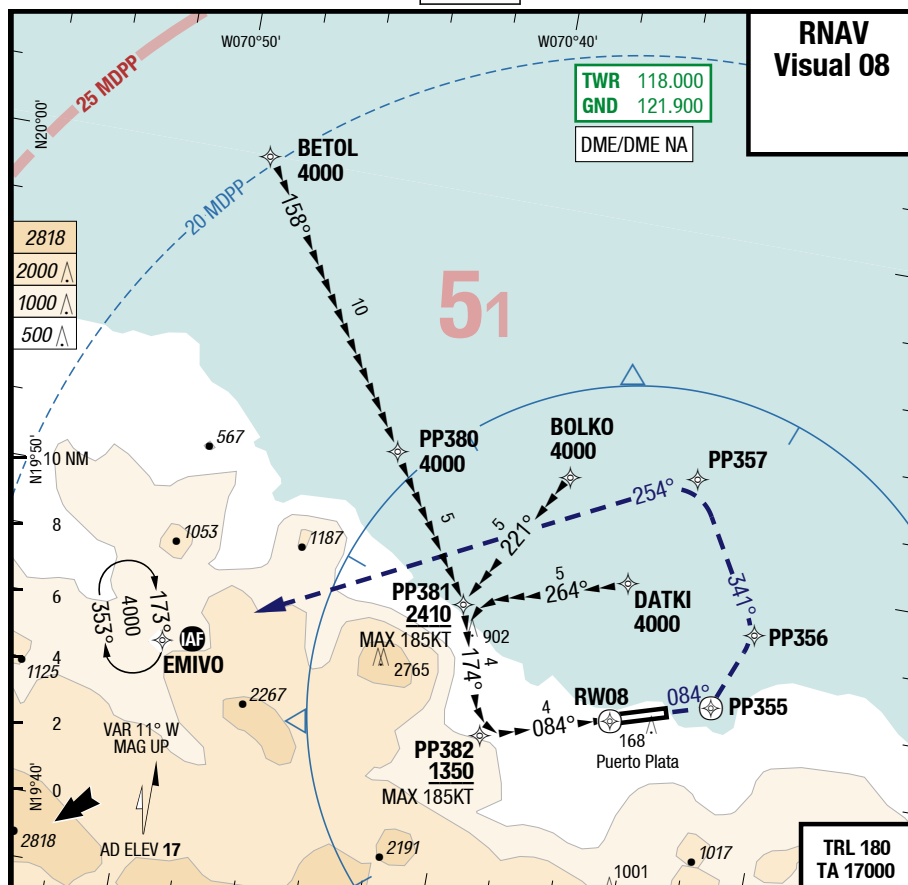
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VAC

POP-MDPP

7-50

RNAV Visual 08



08

83.0°

3081 x 46

PAPI PSN unknown

THR 16 (1hPa) / TDZ --- (---%) 0.0%

Conditions:

Pilot must maintain visual reference to the terrain and report the aerodrome in sight.

Pilot is requesting or ATC suggests a visual APCH. Radar vectors can be issued by ATC to join the visual APCH procedure.

MISAP:

084° to PP355

LT via PP356 341° to PP357

LT 254° to EMIVO

climb 4000

08**VISUAL**
RNAV GNSS**Circling**

C

ft - m/km
ft

C 4000 - 5.0V

Not published

D

ft - m/km
ft

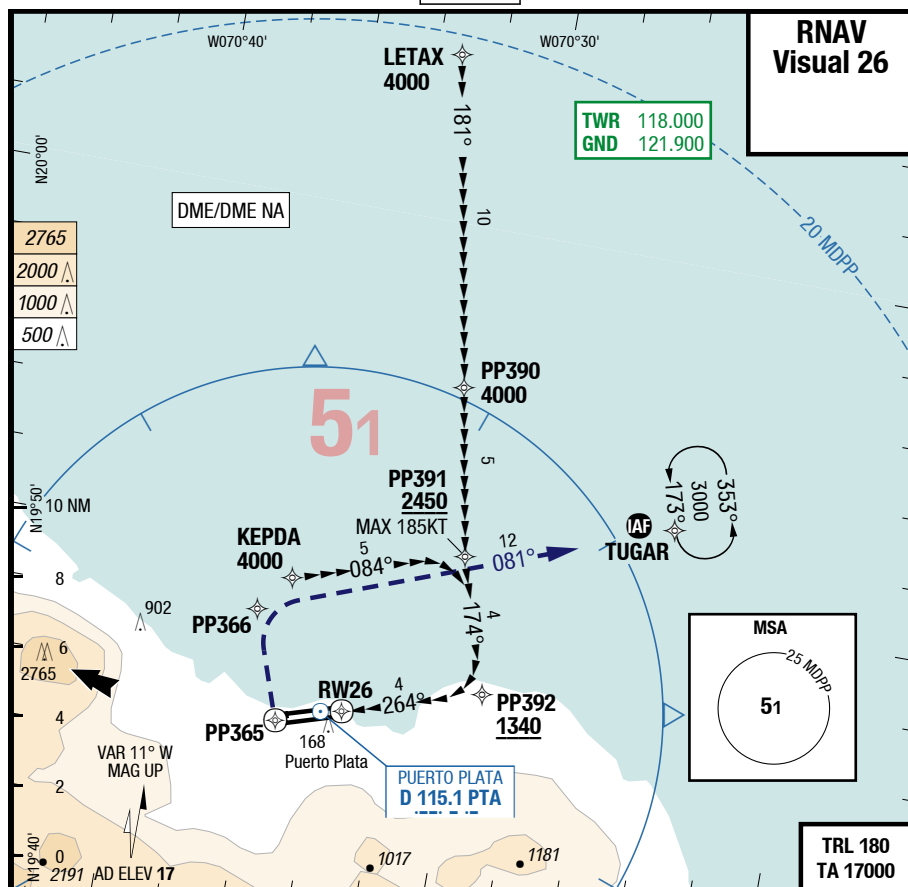
C 4000 - 5.0V

Not published

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VAC

POP-MDPP**7-60****RNAV Visual 26****Conditions:**

Pilot must maintain visual reference to the terrain and report the aerodrome in sight.

Pilot is requesting or ATC suggests a visual APCH. Radar vectors can be issued by ATC to join the visual APCH procedure.

MISAP:

264° to PP365

RT via PP366 081° to TUGAR
climb 3000

26		VISUAL RNAV GNSS					Circling
C	ft - m/km ft	C 4000 - 5.0V					Not published
D	ft - m/km ft	C 4000 - 5.0V					Not published

Changes: Track, APL, OBST, TOPO, Editorial

28-DEC-2017
POP-MDPP

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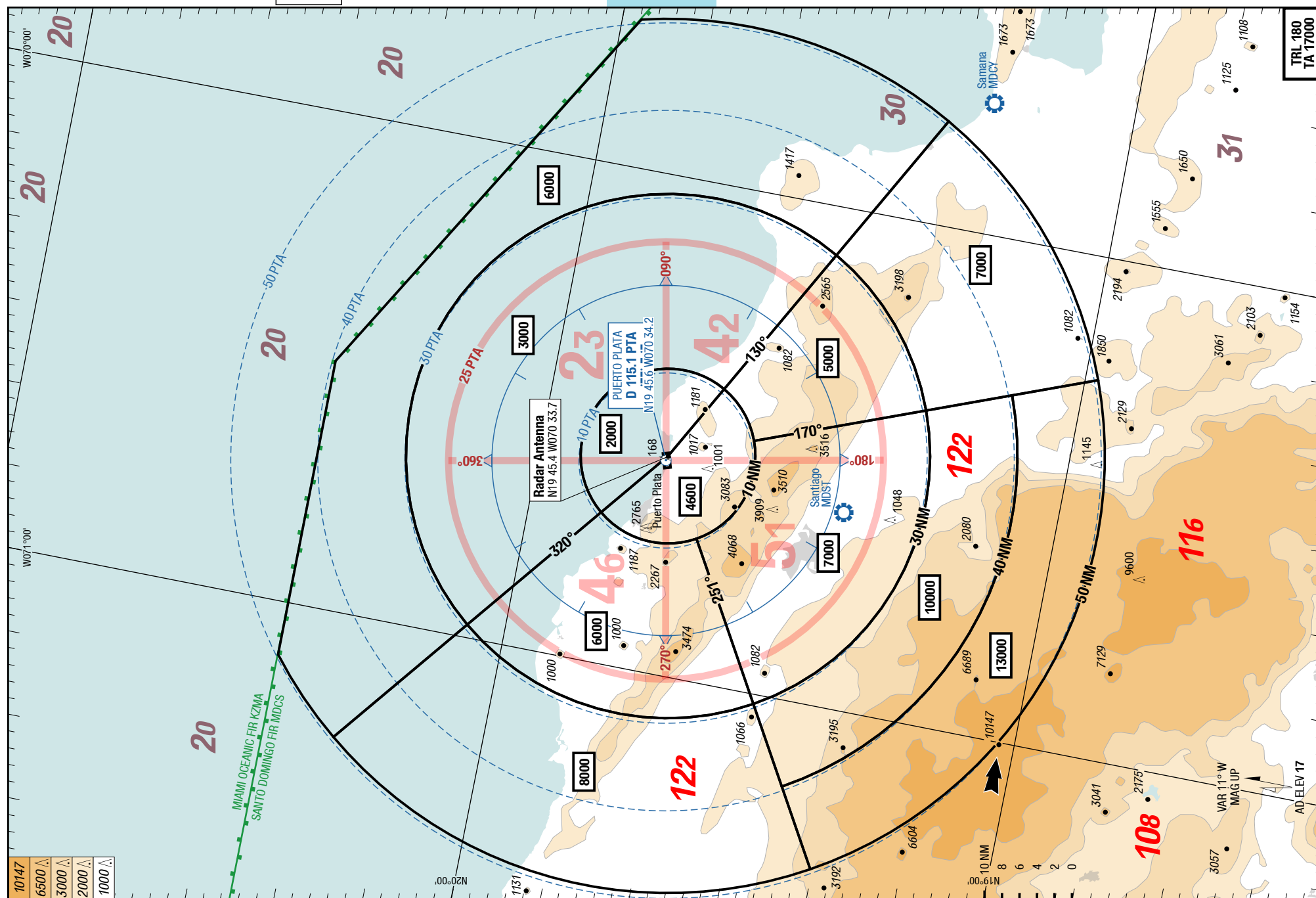
NIL
MRC

MRC

MRC

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NIL
MRC



Changes: Completely revised

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