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## General Information

Location: POINTE-A-PITRE GLP  
ICAO/IATA: TFFR / PTP  
Lat/Long: N 16 15.8 W 061 31.5  
Elevation: 35 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: +4:00 = UTC  
Magnetic Variation: 15.0° W

Fuel Types: 100 Octane (LL), Jet A-1  
Customs: Yes  
Airport Type: IFR  
Landing Fee: No  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: Yes  
Night VFR Capable

Sunrise: 0937 Z  
Sunset: 2242 Z

## Runway Information

Runway: 12  
Length x Width: 10266 ft x 148 ft  
Surface Type: paved  
TDZ-Elev: 5 ft  
Lighting: Edge  
Displaced Threshold: 886 ft  
Stopway: 331 ft

Runway: 30  
Length x Width: 10266 ft x 148 ft  
Surface Type: paved  
TDZ-Elev: 28 ft  
Lighting: Edge  
Displaced Threshold: 985 ft

## Communication Information

ATIS: 127.600

Raizet Tower: 121.850 Non-English

Raizet Tower: 118.400

Raizet Ground: 121.850

Raizet Approach: 121.300 TCA

Raizet Approach: 119.050 TCA

# TFFR/PTP

# JEPPESEN POINTE-A-PITRE, GUADELOUPE

LE RAIZET

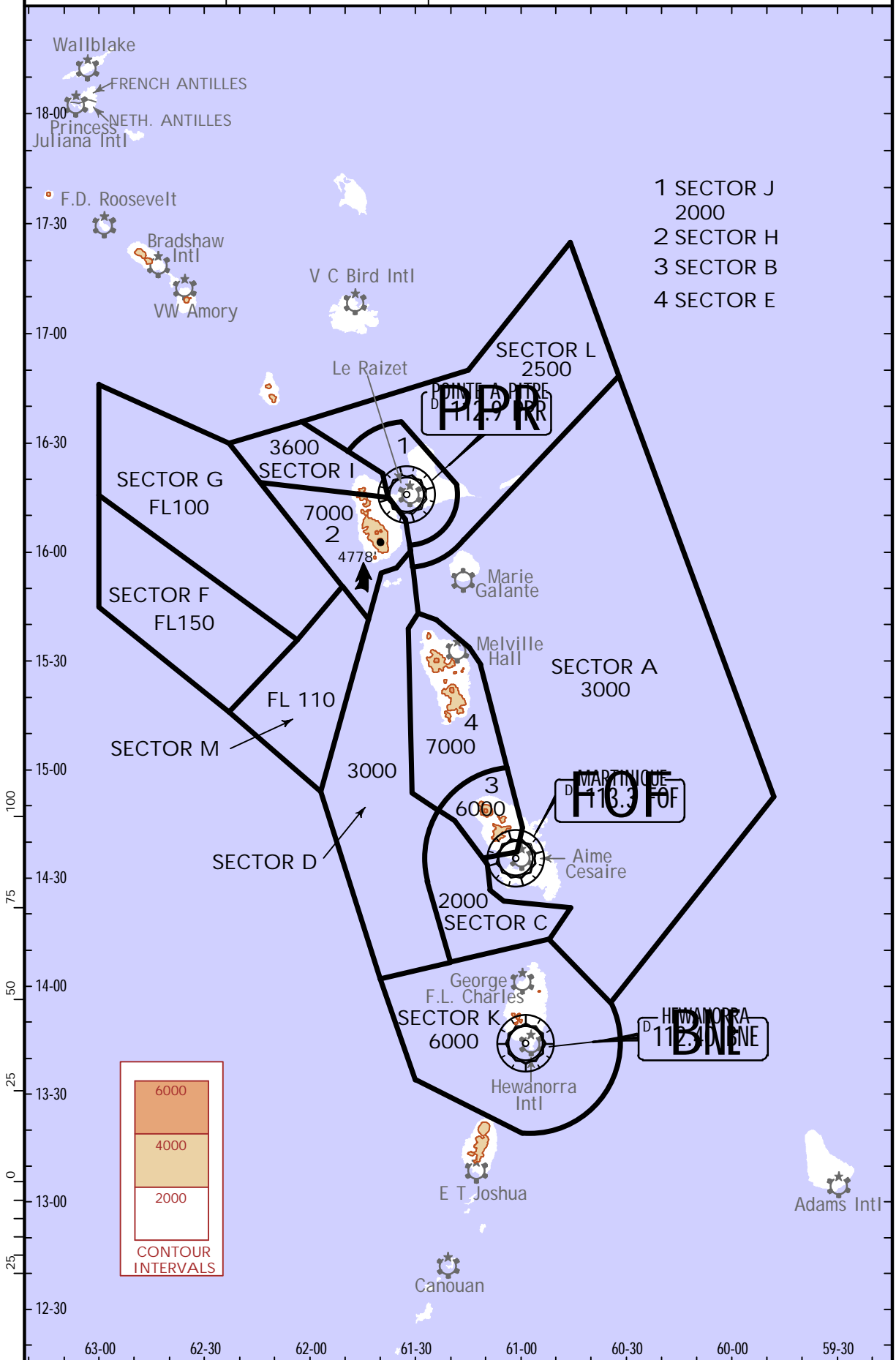
19 JUL 13

10-1R

.Eff.25.Jul.

.RADAR.MINIMUM.ALTITUDES.

RAIZET Approach (R) 121.3	Apt Elev 35'	Alt Set: hPa Trans level: BY ATC    Trans alt: 9000'
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**JEPPESEN**  
**POINTE-A-PITRE**  
**GUADELOUPE**  
**.STAR**

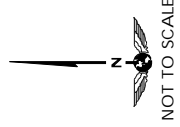
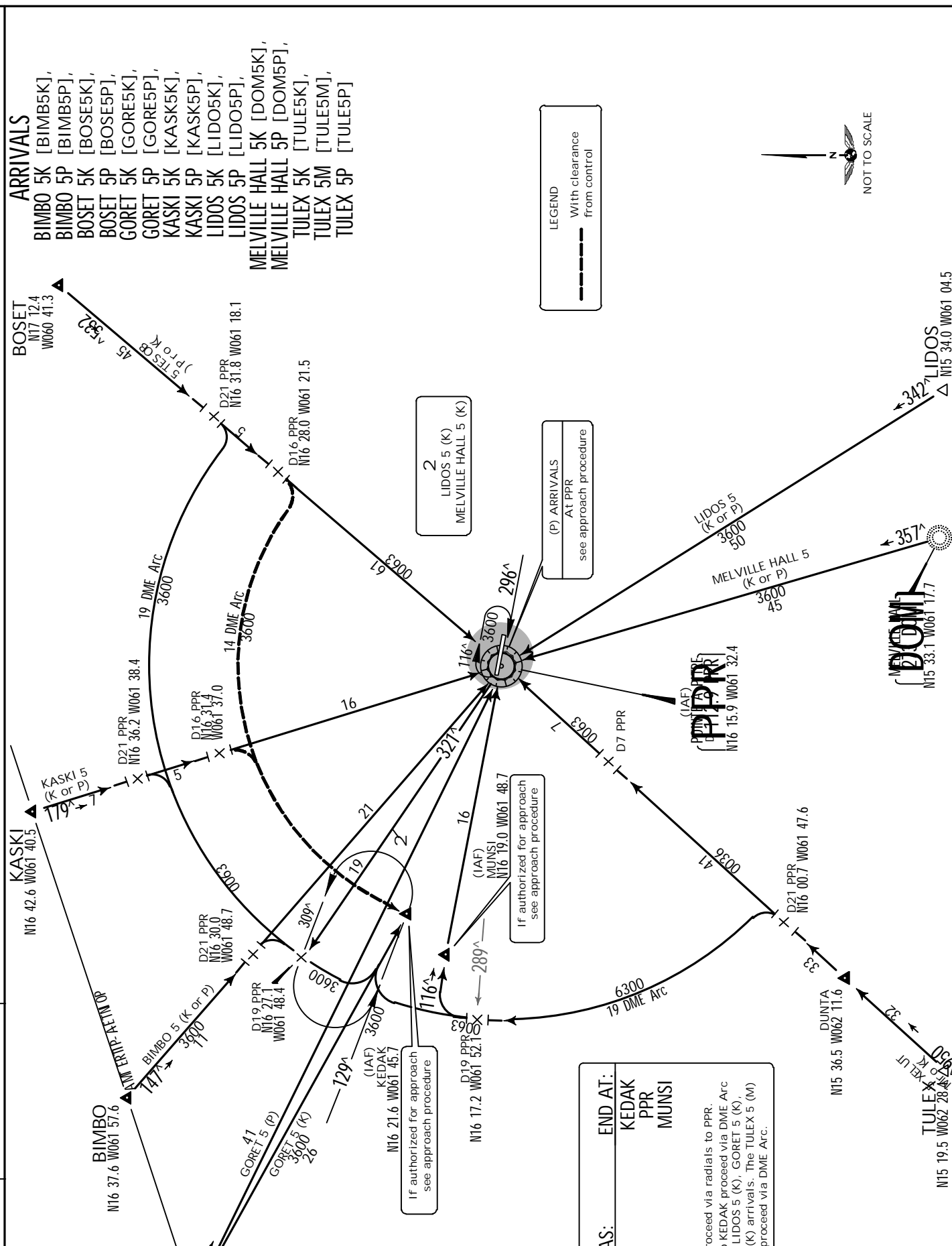
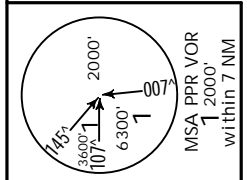
11 MAY 12 10-2

**TFFR/PTP**  
**LE RAIZET**

Alt Set: hPa Trans level: By ATC Trans alt: 9000'

Apt Elev 35'

ATIS 127.6



**POINTE-A-PITRE  
GUADELOUPE  
.SID.**

**RWY 12 DEPARTURES**

**BIMBO 6E** [BIMB6E], **BOSEI 6E** [BOSE6E],  
**DUNTA 6E** [DUNT6E], **GORET 6E** [GORE6E],  
**ILURI 6E** [ILUR6E], **KASKI 6E** [KASK6E],  
**MELVILLE HALL 6E** [DOM6E], **KATIM 6E** [KATI6E],  
**TASAR 6E** [TASA6E], **TULEX 6E** [TULE6E]



These SIDs require climb gradients of:  
BIMBO 6E, BOSET 6E, GORET 6E, ILURI 6E,  
KASKI 6E, KATIM 6E, MELVILLE HALL 6E,  
and TASAR 6E:  
4.1%. Obstacle 191' (58m) located 1 NM from the end  
of runway.  
DUNTA 6E: 4.3%. Obstacle 4813' (1467m), and  
4443' (1354m).  
TULEX 6E: 4.8%. Obstacle 4813' (1467m).

Gnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246
4.3% V/V (fpm)	327	435	653	871	1089	1306
4.8% V/V (fpm)	365	486	729	972	1215	1458

When it is not possible to adhere to the climb gradient, the pilot must advise tower at first contact.

INITIAL CLIMB	
SID	ROUTING
BIMBO 6E	At PPR 5.5 DME (or PP 5.6 DME) turn LEFT on 296° to intercept PPR R-327.
BOSEI 6E	At PPR 5.5 DME (or PP 5.6 DME) turn LEFT on 010° to intercept PPR R-055.
DUNTA 6E	At PPR 5.5 DME (or PP 5.6 DME) turn LEFT and intercept PPR R-072 (track 252°) to PPR. Over PPR, follow PPR R-239.
GORET 6E	At PPR 5.5 DME (or PP 5.6 DME) turn LEFT and intercept PPR R-072 (track 252°) to PPR. Over PPR, follow PPR R-311.
ILURI 6E	At PPR 5.5 DME (or PP 5.6 DME) turn LEFT and intercept PPR R-072 (track 252°) to PPR. Over PPR, follow PPR R-287.
KASKI 6E	At PPR 5.5 DME (or PP 5.6 DME) turn LEFT on 296° to intercept PPR R-359.
KATIM 6E	MANDATORY link TFFR/TFFF. At PPR 5.5 DME (or PP 5.6 DME) turn RIGHT on 222° to intercept PPR R-187.
MELVILLE HALL 6E	At PPR 5.5 DME (or PP 5.6 DME) turn RIGHT on 222° to intercept PPR R-177.
TASAR 6E	At PPR 5.5 DME (or PP 5.6 DME) turn RIGHT on 122° to intercept ANU R-165.
TULEX 6E	At PPR 5.5 DME (or PP 5.6 DME) turn RIGHT on 285° to intercept PPR R-239.

**RWY 30 DEPARTURES**

BIMBO 6W [BIMB6W], BOSET 6W [BOSE6W],  
GORET 6W [GORE6W], ILURI 6W [ILUR6W],  
KASKI 6W [KASK6W], KATIM 6W [KATI6W],  
MELVILLE HALL 6W [DOM6W], TASAR 6W [TASA6W],  
TULEX 6W [TULE6W]

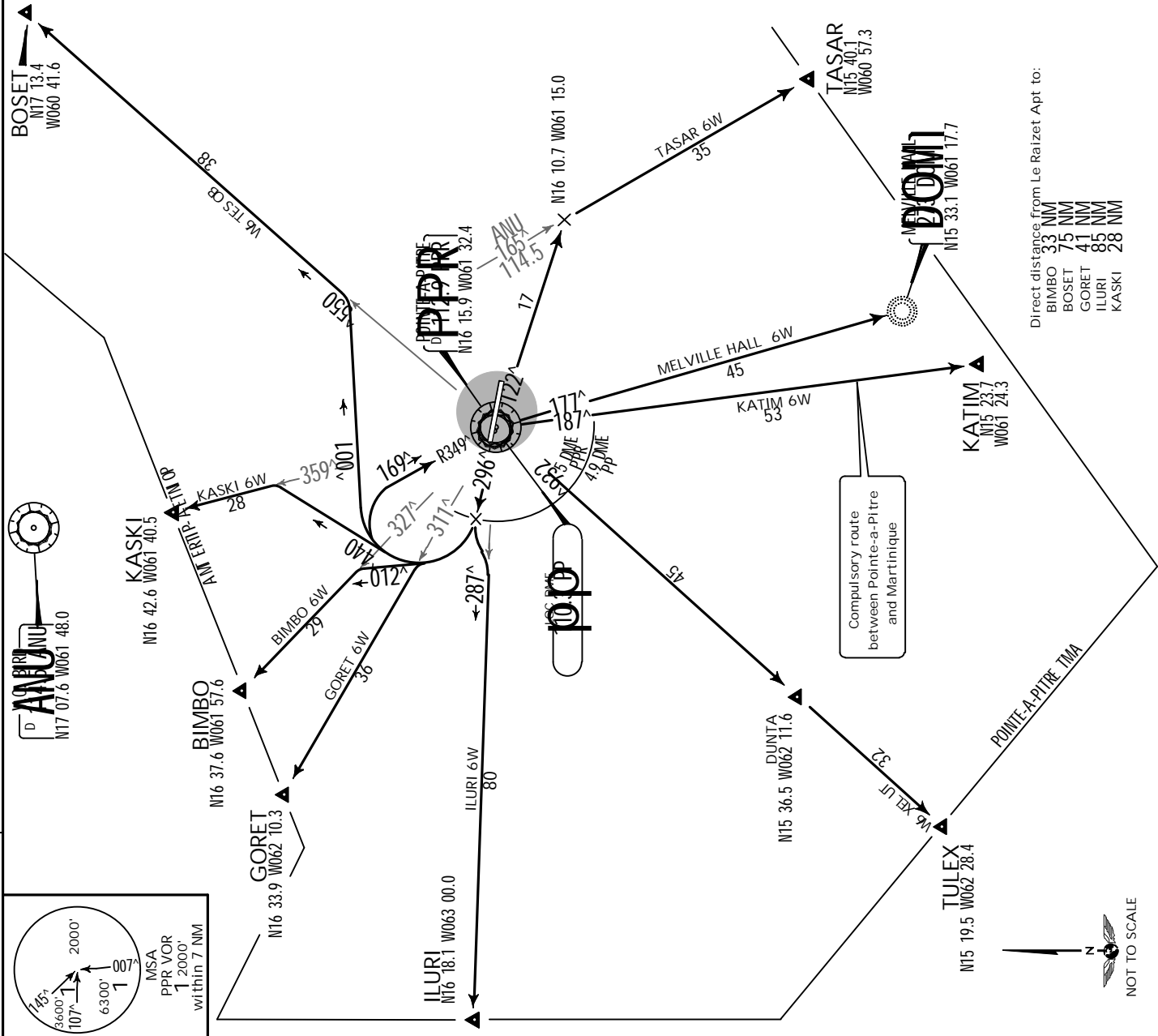
These SIDs require climb gradients of:  
TULEX 6W: 4.9%, Obstacle 4813' (1467m),  
and 4443' (1354m)  
ILURI 6W: 4.8%, Obstacle 2481' (756m).

Gnd speed-KT	75	100	150	200	250	300
4.8% V/V (fpm)	365	486	729	972	1215	1458
4.9% V/V (fpm)	372	496	744	992	1241	1489

When it is not possible to adhere to the climb gradient, the pilot must advise tower at first contact.

SID	ROUTING
BIMBO 6W	At PPR 5 DME (or PP 4.9 DME) turn RIGHT on 012° to intercept and follow PPR R-327.
BOSET 6W	At PPR 5 DME (or PP 4.9 DME) turn RIGHT on 100° to intercept and follow PPR R-055.
GORET 6W	At PPR 5 DME (or PP 4.9 DME) intercept and follow PPR R-311.
ILURI 6W	At PPR 5 DME (or PP 4.9 DME) intercept and follow PPR R-287.
KASKI 6W	At PPR 5 DME (or PP 4.9 DME) turn RIGHT on 044° to intercept and follow PPR R-359.
KATIM 6W	MANDATORY link TFFR/TFFF. At PPR 5 DME (or PP 4.9 DME) turn RIGHT and intercept PPR R-349 (track 169°). Over PPR, follow PPR R-187.
MELVILLE HALL 6W	At PPR 5 DME (or PP 4.9 DME) turn RIGHT and intercept PPR R-349° (track 169°). Over PPR, follow PPR R-177.
TASAR 6W	At PPR 5 DME (or PP 4.9 DME) turn RIGHT and intercept PPR R-349 (track 169°). Over PPR follow PPR R-122 to intercept and follow ANU R-165.
TULEX 6W	At PPR 5 DME (or PP 4.9 DME) turn RIGHT and intercept PPR R-349 (track 169°). Over PPR, follow PPR R-239.

Trans level: By ATC Trans alt: 9000'



Direct distance from Le Raizet Apt to:  
BIMBO 33 NM  
BOSET 75 NM  
GORET 41 NM  
ILURI 85 NM  
KASKI 28 NM

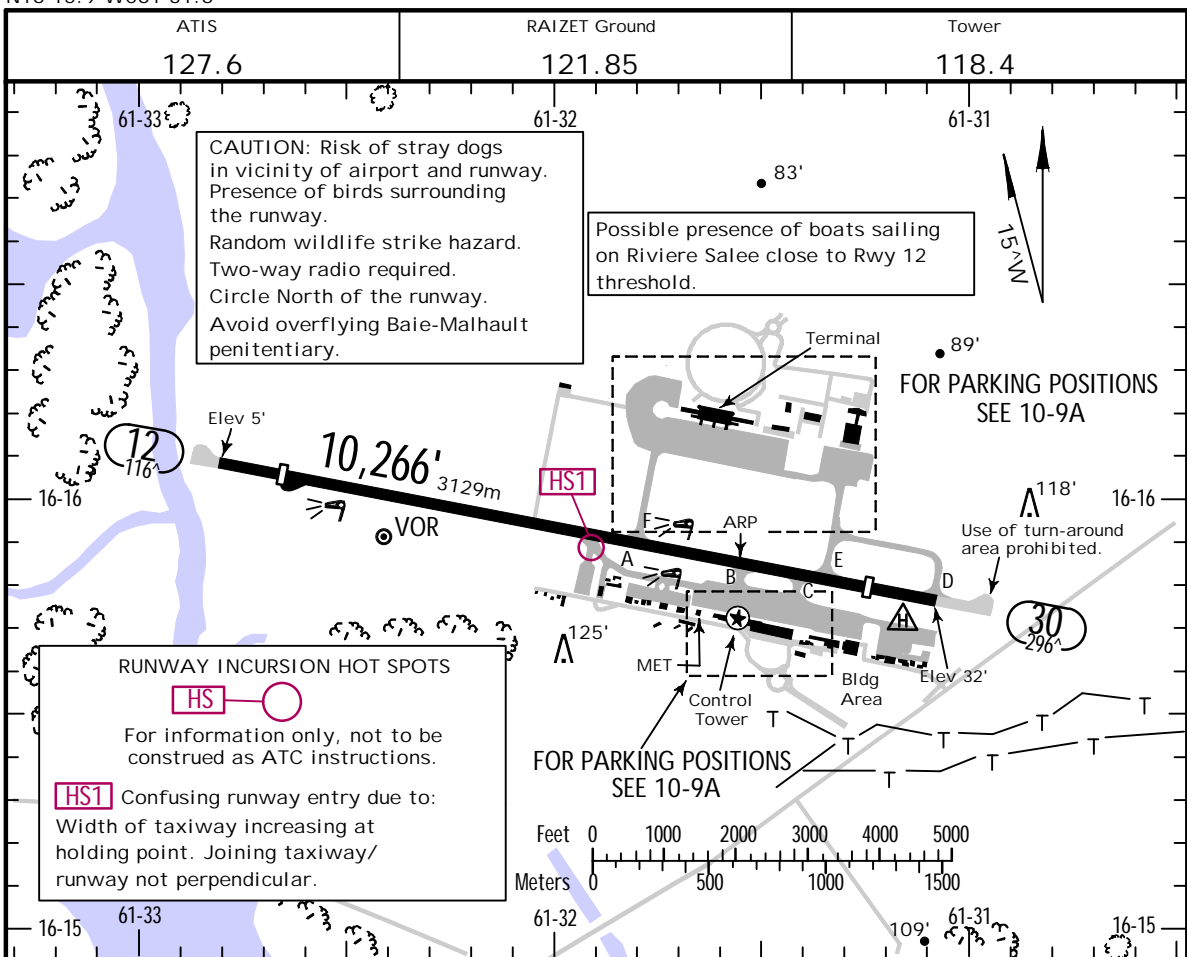
# TFFR/PTP

# JEPPESEN POINTE-A-PITRE, GUADELOUPE

Apt Elev 35'  
N16 15.9 W061 31.6

8 MAY 15 (10-9)

LE RAIZET



### ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Glide Slope	TAKE-OFF	
12	HIRL PAPI-L (angle 3.20°)	9380' 2859m	8360' 2548m		148'
	RL PAPI-L (angle 4.0°)	9281' 2829m			45m

### JAR-OPS.

#### 1 TAKE-OFF & MULTIDIRECTIONAL DEPARTURE PROCEDURE

All Rwys	
A	800m
B	
C	
D	

**1 MULTIDIRECTIONAL DEPARTURE PROCEDURE:** Rwy 12: Slopes. The theoretical climb gradient below do not take into account the road at the end of the runway, and the wooded area (134') right side of the runway at 180m from the axis and 120m after the CWY.  
 Departure Rwy 12 Northern sector from Rwy axis climb straight ahead at 4.1% up to 2000' (1965') (1) then direct course climbing up to enroute safety altitude.  
 Departure Rwy 12 Southern sector from Rwy axis climb straight ahead at 4.1% up to 3000' (2965') (2) then direct course climbing up to enroute safety altitude. (1) the spot elevation of 191' at QDR 121° 1.6 NM from ARP impose a theoretical climb gradient of 4.1%. (2) the spot elevation of 191' at QDR 121° 1.6 NM from ARP impose a theoretical climb gradient of 4.1%.

Rwy 30: The theoretical climb gradient below do not take into account the boats which sail on the Riviere Salee in the Rwy axis. Departure Rwy 30 Northern sector from Rwy axis climb straight ahead at 4.6% up to 2000' (1965') then direct course climbing up at 4.6% to enroute safety altitude (1). Departure Rwy 30 Southern sector from Rwy axis climb straight ahead at 5% up to 3000' (2965') (2) then direct course climbing up at 4.3% (3) to enroute safety altitude. (1) The relief "Tete Allegre" of 2346' at QDR 285° 12.6 NM from ARP impose a theoretical climb gradient of 4.6%. (2) The relief "La Couronne Mt Pele" of 2481' at QDR 279° 12.2 NM from ARP impose a theoretical climb gradient of 5%. (3) The relief 4443' "Grand sans Toucher" impose a theoretical climb gradient of 4.3%.

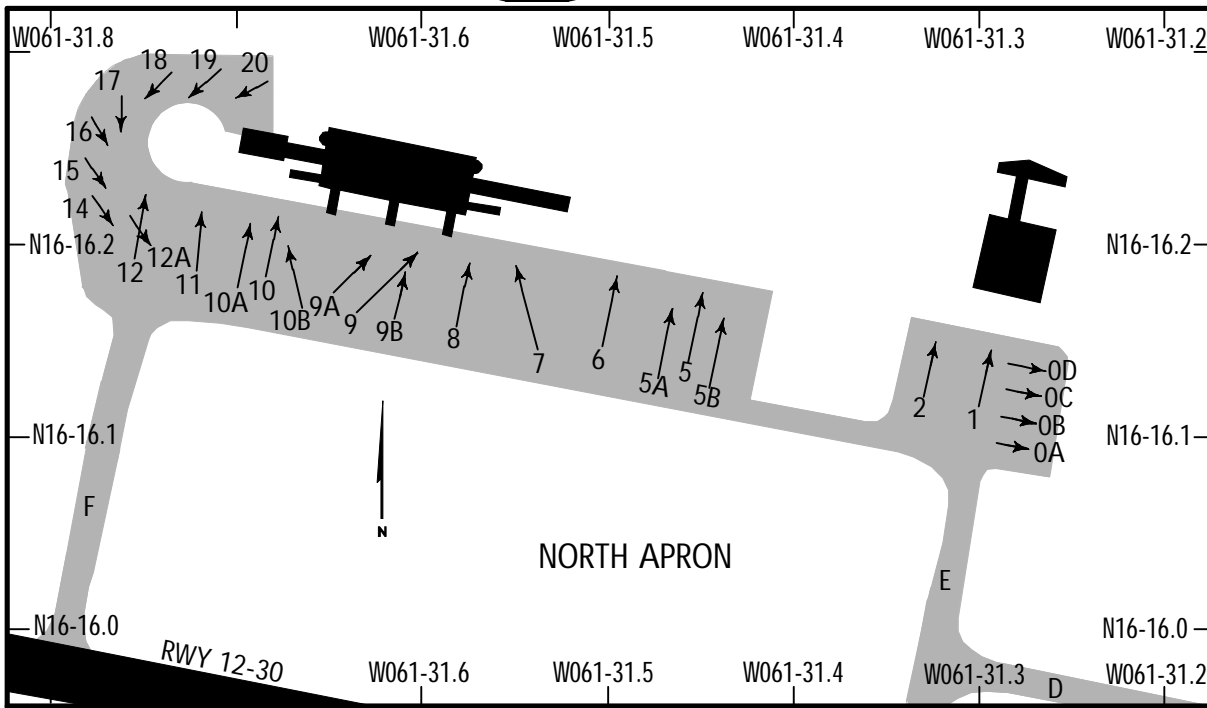


TFFR/PTP

JEPPESEN POINTE-A-PITRE, GUADELOUPE

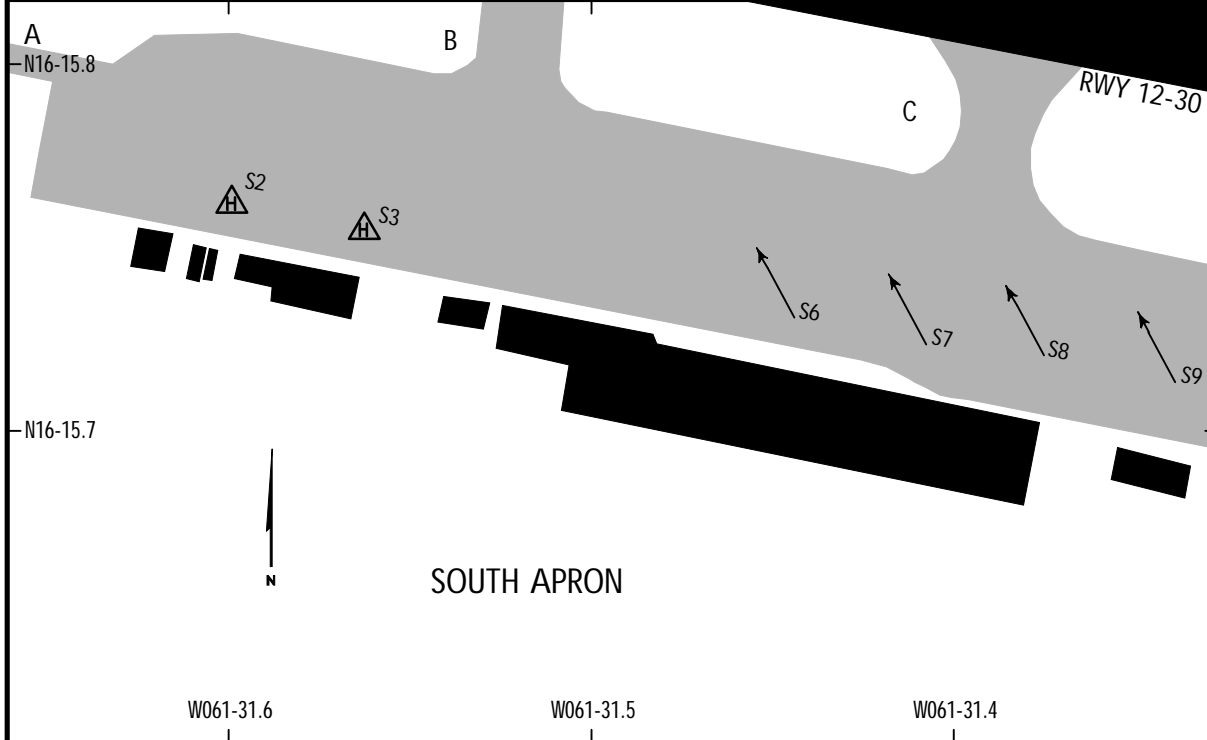
8 MAY 15 (10-9A)

LE RAIZET



PARKING SPOT COORDINATES

NORTH APRON		SOUTH APRON	
SPOT No.	COORDINATES	SPOT No.	COORDINATES
1, 2	N16 16.1 W061 31.3	S2 thru S3	N16 15.8 W061 31.6
5, 5B	N16 16.2 W061 31.4	S6 thru S9	N16 15.7 W061 31.4
5A thru 7	N16 16.2 W061 31.5		
8 thru 9A	N16 16.2 W061 31.6		
10B thru 10A	N16 16.2 W061 31.7		
11 thru 15	N16 16.2 W061 31.8		
16, 17	N16 16.3 W061 31.8		
18 thru 20	N16 16.3 W061 31.7		
OA thru OD	N16 16.1 W061 31.3		



CHANGES: South Apron parking spots.

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# TFFR/PTP

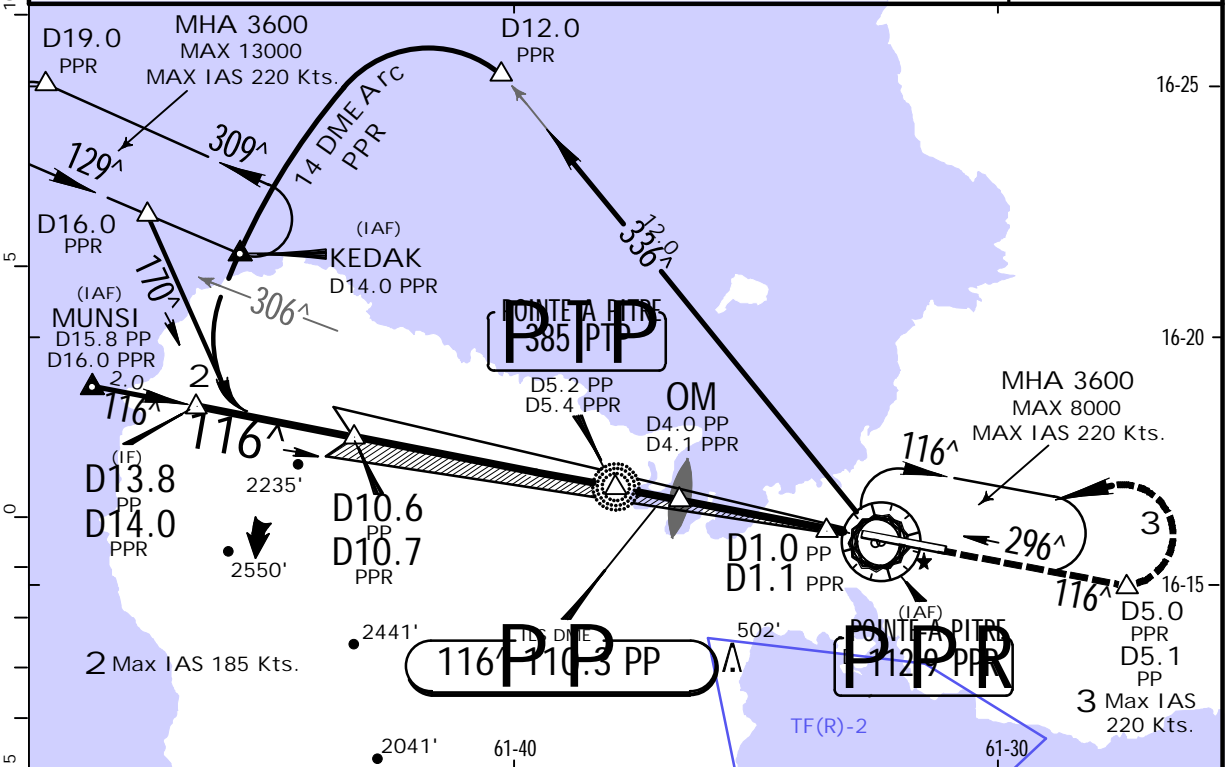
## LE RAIZET

JEPESEN 8 MAY 15 (11-1)

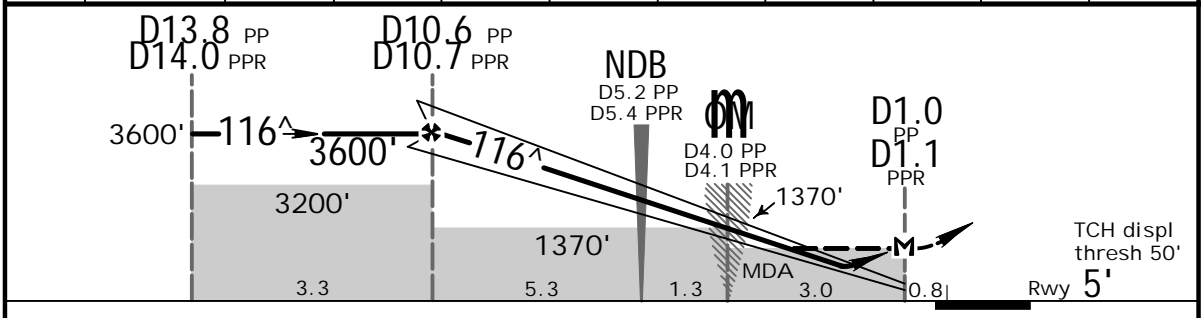
# POINTE-A-PITRE, GUADELOUPE

## ILS Z or LOC Z Rwy 12

ATIS 127.6		RAIZET Approach (R) 121.3 129.8		RAIZET Tower 118.4	Ground 121.85
LOC PP 110.3	Final Apch Crs 116 <sup>^</sup>	Minimum Alt D10.6 PP D10.7 PPR 3600' (3595')		ILS DA(H) 210' (205')	Apt Elev 35' Rwy 5'
MISSED APCH: Climb STRAIGHT AHEAD, at D5.0 PPR (D5.1 PP) turn LEFT to PPR VOR climbing to 3600'. Do not accelerate prior to 1200' except with ATC instructions. MAX IAS in missed approach turn 220 Kts.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000' 1. VOR and DME required. 2. GP coverage azimuth: Limited to 4 <sup>^</sup> right from final approach track. Do not take into account the GP indication outside this limit.					



LOC (GS out)	PP/PPR DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE PP		3490'	3130'	2780'	2420'	2070'	1720'	1370'	1030'	690'
ALTITUDE PPR		3450'	3090'	2740'	2390'	2030'	1690'	1340'	990'	650'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑	D5.0 PPR	3600'	PPR	112.9
ILS GS	3.20 <sup>^</sup>	396	510	566	679	906			D5.1 PP	LT		

..Standard..		STRAIGHT-IN LANDING RWY 12		CIRCLE-TO-LAND	
ILS DA(H) 210' (205')		LOC (GS out) CDEA DA/MDA(H) 1380' (375')		Max Kts	MDA(H)
A	RVR 1200m	RVR 1500m		110	660' (625') -1500m
B				135	710' (675') -1600m
C				180	900' (865') -2400m
D				205	940' (905') -3600m

1 For add-on to the MDA(H), see ATC pages FRENCH ANTILLES.

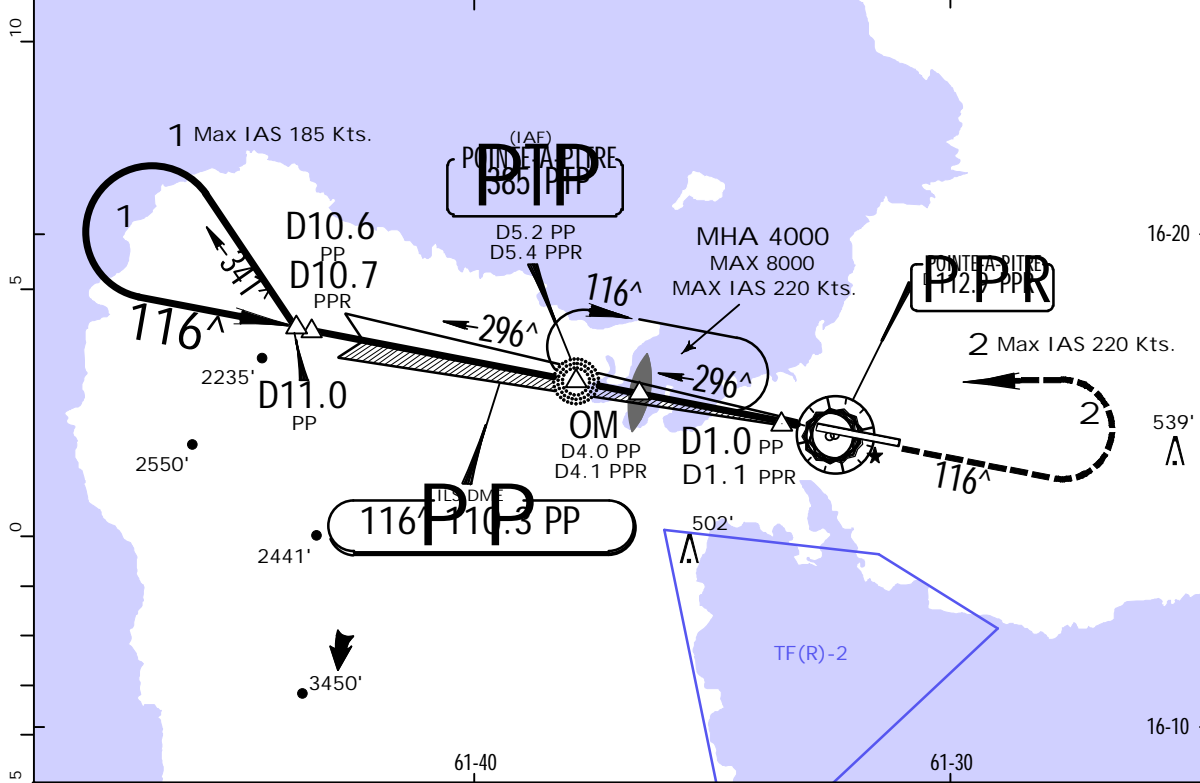
PANS OPS

**TFFR/PTP**  
LE RAIZET

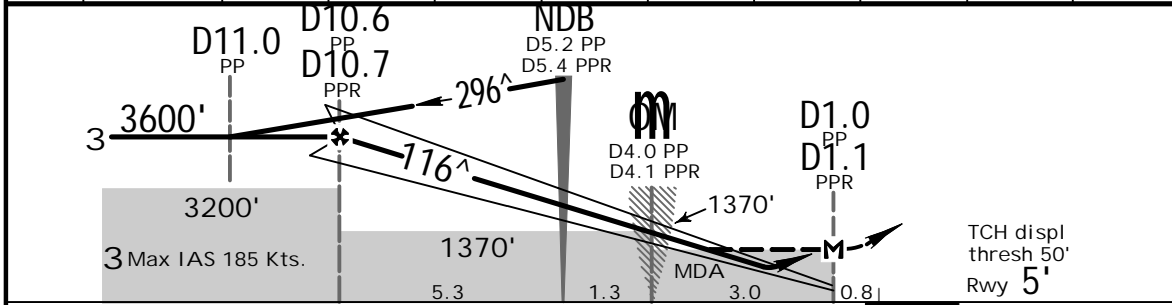
**JEPPESSEN**  
8 MAY 15 (11-2)

**POINTE-A-PITRE, GUADELOUPE**  
ILS Y or LOC Y Rwy 12

ATIS 127.6		RAIZET Approach (R) 121.3 129.8		RAIZET Tower 118.4		Ground 121.85	
LOC PP 110.3	Final Apch Crs 116 <sup>^</sup>	Minimum Alt D10.6 PP D10.7 PPR 3600' (3595')		ILS DA(H) 210' (205')	Apt Elev 35' Rwy 5'		
MISSED APCH: Climb STRAIGHT AHEAD to 1200', turn LEFT to PTP NDB climbing to 4000'. Do not turn before MAP. Do not accelerate prior to 1200'. MAX IAS in missed approach turn 220 Kts.							
Alt Set: hPa      Rwy Elev: 0 hPa      Trans level: By ATC      Trans alt: 9000' 1. DME required. 2. GP coverage azimuth: Limited to 4° right from final approach track. Do not take into account the GP indication outside this limit.							MSA PTP NDB



LOC (GS out)	PP/PPR DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
	ALTITUDE PP	3490'	3130'	2780'	2420'	2070'	1720'	1370'	1030'	690'
	ALTITUDE PPR	3450'	3090'	2740'	2390'	2030'	1690'	1340'	990'	650'



Gnd speed-Kts	70	90	100	120	140	160			1200'	4000'	PTP 385
ILS GS	3.20 <sup>^</sup>	396	510	566	679	906			PAPI-L	↑	LT
MAP at D1.0 PP/D1.1 PPR											

..Standard.. ILS STRAIGHT-IN LANDING RWY 12		LOC (GS out) CDFA		CIRCLE-TO-LAND	
DA(H) 210' (205')		DA/MDA(H) 1380' (375')		Max Kts	
A	RVR 1200m	RVR 1500m		110	660' (625') -1500m
B				135	710' (675') -1600m
C				180	900' (865') -2400m
D				205	940' (905') -3600m

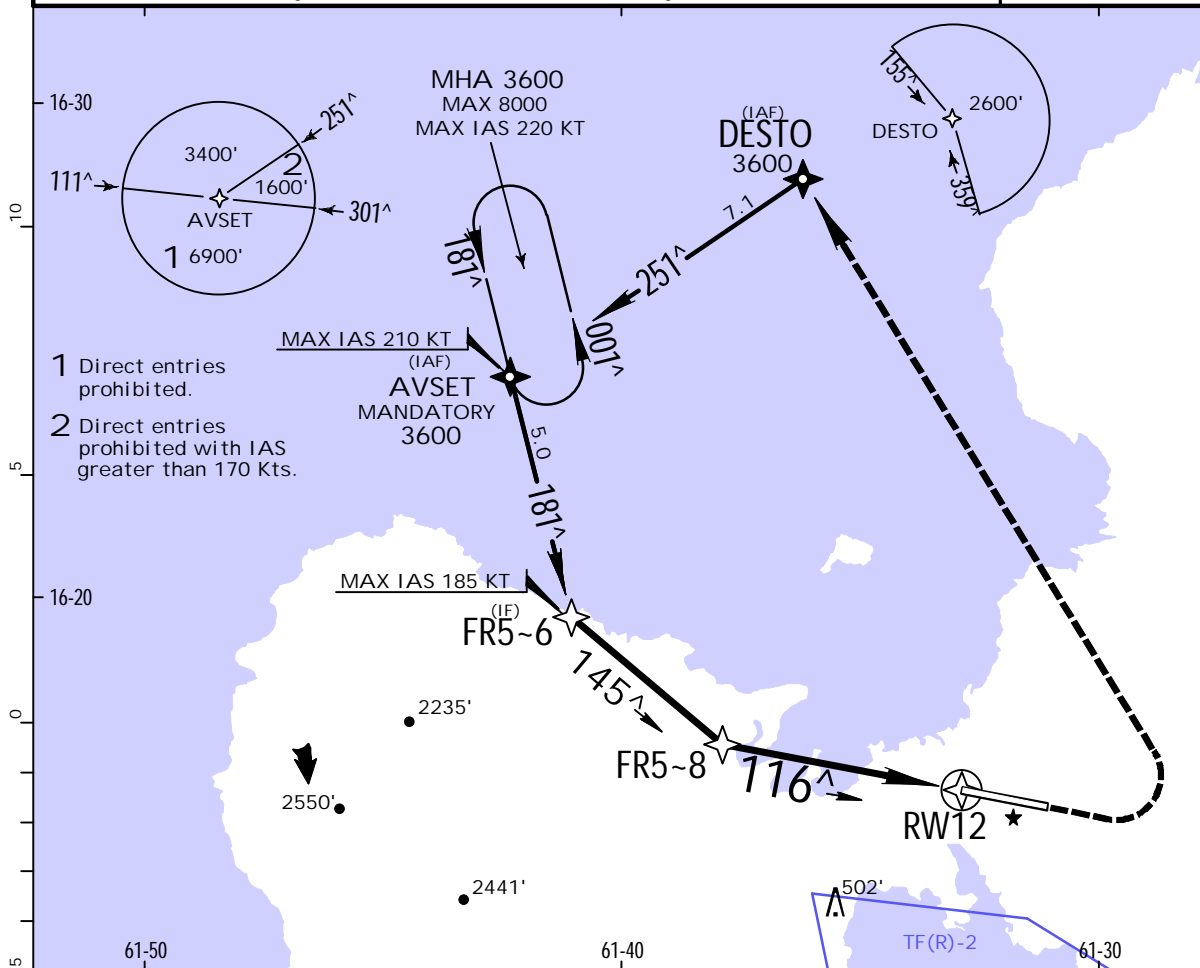
1 For add-on to the MDA(H), see ATC pages FRENCH ANTILLES.

**TFFR/PTP**  
LE RAIZET

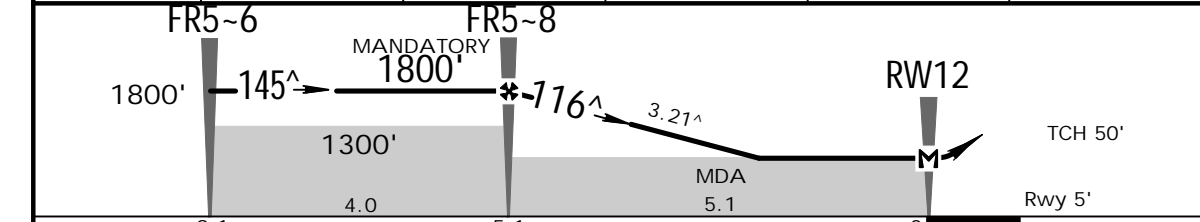
**JEPPESEN**  
8 MAY 15 (12-1)

**POINTE-A-PITRE, GUADELOUPE**  
RNAV (GNSS) Rwy 12

ATIS 127.6		RAIZET Approach (R) 121.3 129.8		RAIZET Tower 118.4	Ground 121.85
RNAV	Final Apch Crs 116 <sup>^</sup>	Mandatory Alt FR5-8 1800' (1795')	LNAV DA/MDA(H) 500' (495')	Apt Elev 35' Rwy 5'	TAA 25 NM IAF
MISSED APCH: Climb STRAIGHT AHEAD to 1500' then turn LEFT direct to DESTO climbing to 3600'. Acceleration level not studied.					
Alt Set: hPa		Rwy Elev: 0 hPa	Trans level: By ATC	Trans alt: 9000'	



DIST to RWY12	5.0	4.0	3.0	2.0	1.0
ALTITUDE	1760'	1420'	1080'	740'	500'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	1500'	3600'	D → DESTO	
Descent angle	3.21 <sup>^</sup>	398	511	568	682	795		909	↑		LT ↶
MAP at RWY12											
FAF to MAP	5.1	4:22	3:24	3:04	2:33	2:11		1:55			

..Standard..		STRAIGHT-IN LANDING RWY 12 LNAV CDFA DA/MDA(H) 1 500' (495')			CIRCLE-TO-LAND	
A	RVR 1500m	Max Kts	MDA(H)	VIS		
B		110	600' (565')	- 1500m		
C		135	600' (565')	- 1600m		
D		180	910' (875')	- 2400m		
		205	910' (875')	- 3600m		

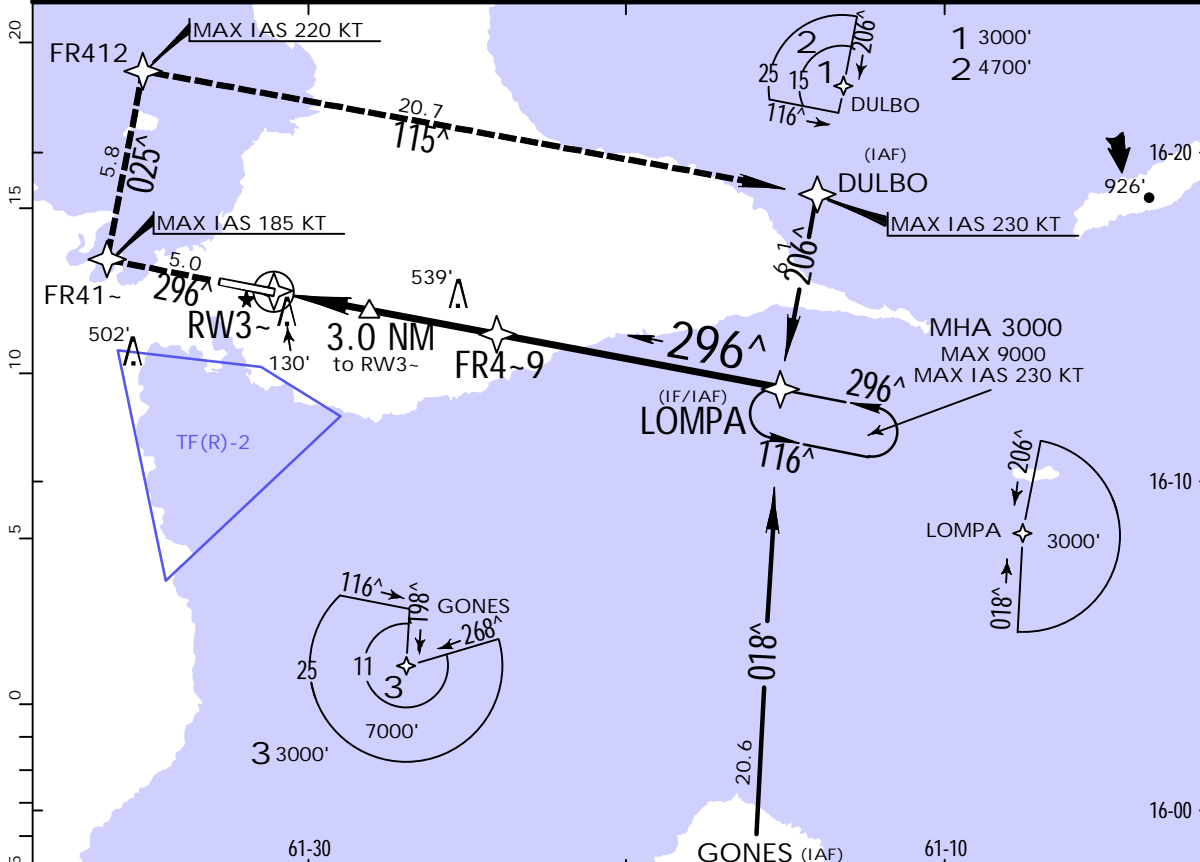
1 For add-on to the MDA(H), see ATC pages FRENCH ANTILLES.

**TFFR/PTP**  
LE RAIZET

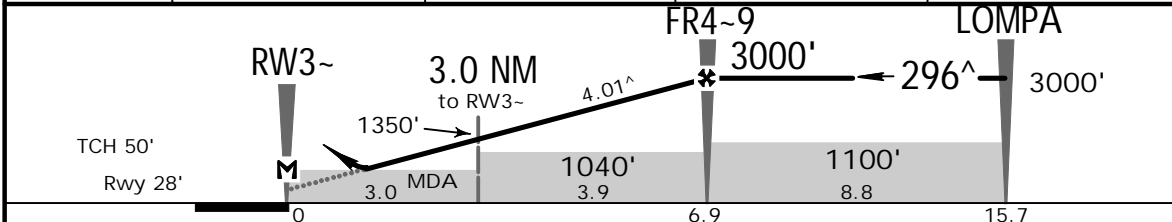
**JEPPESEN**  
8 MAY 15 (12-2)

**POINTE-A-PITRE, GUADELOUPE**  
RNAV (GNSS) Rwy 30

ATIS 127.6		RAIZET Approach (R) 121.3 129.8		RAIZET Tower 118.4		Ground 121.85	
RNAV	Final Apch Crs <b>296<sup>^</sup></b>	Minimum Alt (CONDITIONAL) Refer to Profile		Refer to Minimums	Apt Elev 35' Rwy 28'		TAA 25 NM IAF
MISSED APCH: Climb direct to FR41~ (MAX IAS 185 KT), then turn RIGHT to FR412 (MAX IAS 220 KT) and then turn RIGHT to DULBO climbing up to 3000', or proceed according to ATS. Climb up to 1100' prior to level acceleration.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: By ATC		Trans alt: 9000'	
1. In case of loss of required RNAV capability, the pilot must follow or join the appropriate existing conventional published procedure. 2. Visual Segment Surface penetrated.							



DIST to RW3~	3.0	4.0	5.0	6.0
ALTITUDE	1350'	1780'	2200'	2630'



Standard..	STRAIGHT-IN LANDING RWY 30		CIRCLE-TO-LAND	
A: DA/MDA(H)	1 780' (752')	C/D: DA/MDA(H)	1 1040' (1012')	
B: DA/MDA(H)	1 830' (802')			

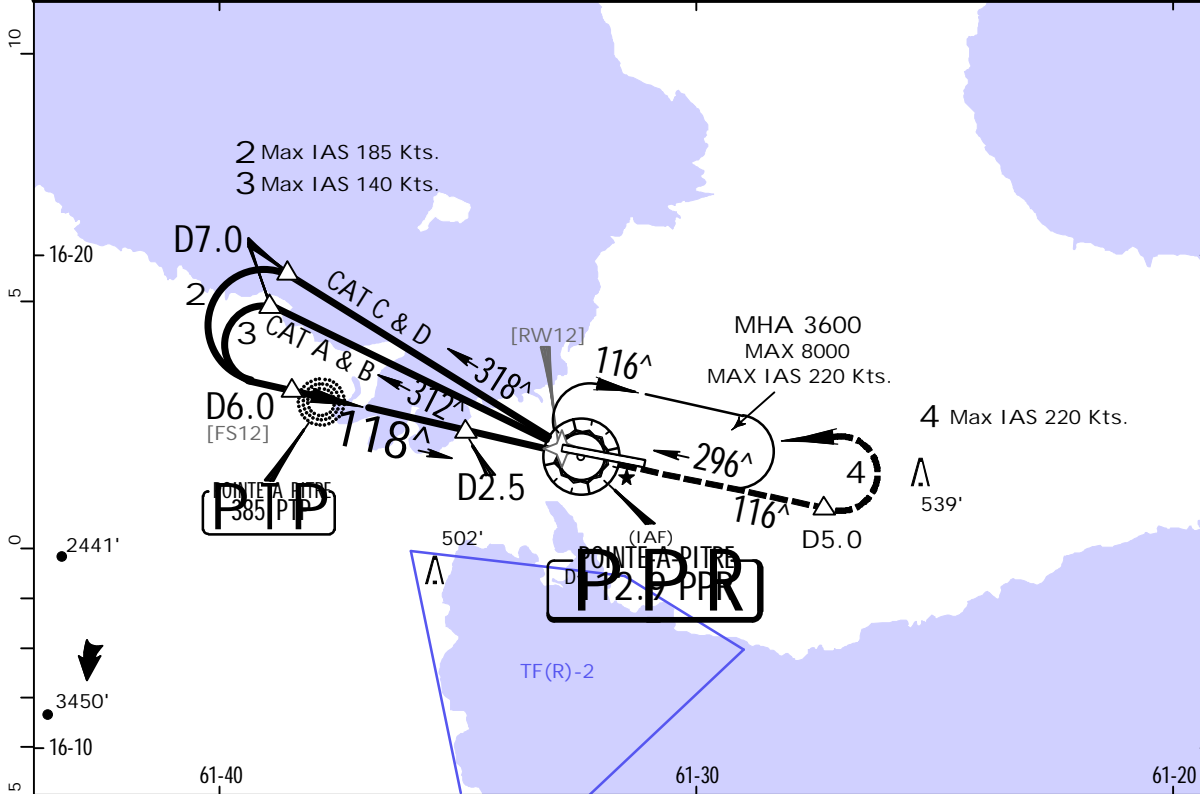
PANS OPS	A	RVR 1500m	Max Kts	MDA(H)	VIS
	B		110	780' (745')	- 1500m
	C	RVR 4900m	135	830' (795')	- 1600m
	D		180	1040' (1005')	- 4900m
			205		

**TFFR/PTP**  
LE RAIZET

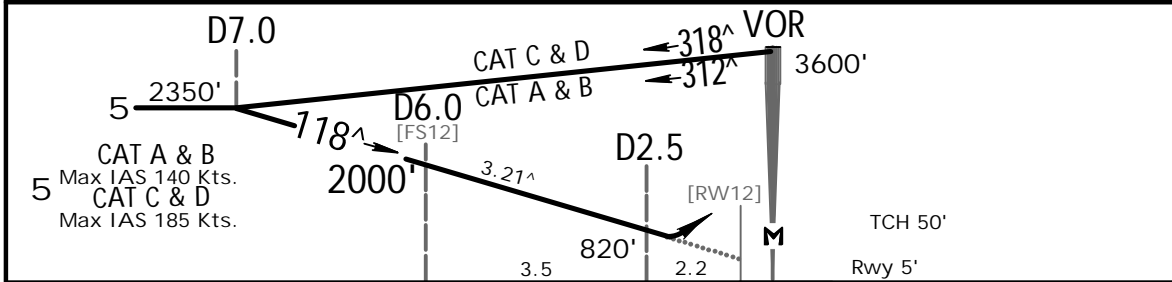
**JEPPESEN**  
8 MAY 15 (13-1)

**POINTE-A-PITRE, GUADELOUPE**  
VOR Rwy 12

ATIS 127.6		RAIZET Approach (R) 121.3 129.8		RAIZET Tower 118.4		Ground 121.85	
VOR PPR <b>112.9</b>	Final Apch Crs <b>118<sup>^</sup></b>	Minimum Alt D6.0 <b>2000'</b> (1995')	DA/MDA(H) <b>350'</b> (345')	Apt Elev 35' Rwy 5'			
<b>MISSED APCH:</b> Climb outbound on PPR VOR R-116 to D5.0, then turn LEFT climbing to 3600' and join the holding pattern. Do not accelerate prior to 1200' except with ATC instructions. MAX IAS in missed approach turn 220 Kts.						MSA PPR VOR <b>1 2000'</b> within 7 NM	
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 9000' <b>1. DME required.</b> 2. Non standard procedure. 3. Final without FAF with descent waypoints neutralising obstacles. 4. Approach not aligned with runway centerline.							



PPR DME	6.0	5.0	4.0	3.0	2.0
ALTITUDE	2000'	1660'	1320'	980'	650'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑ on PPR R-116	D5.0
Descent Angle	3.21 <sup>^</sup>	398	511	568	682	795			
MAP at VOR									

..Standard.. STRAIGHT-IN LANDING RWY 12 CDFFA DA/MDA(H) <b>1 350'</b> (345')				CIRCLE-TO-LAND			
A	RVR 1500m			Max Kts	MDA(H)		
B				110	660' (625') -1500m		
C				135	710' (675') -1600m		
D				180	900' (865') -2400m		
				205	940' (905') -3600m		

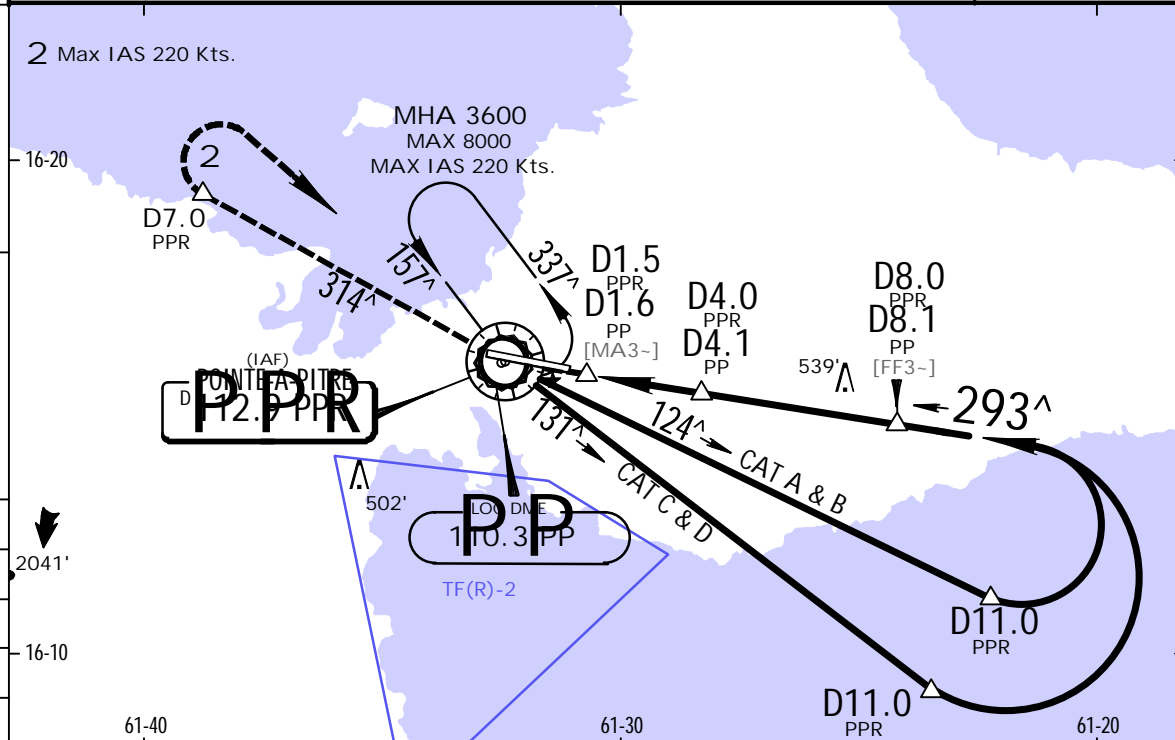
1 For add-on to the MDA(H), see ATC pages FRENCH ANTILLES.

# TFFR/PTP LE RAIZET

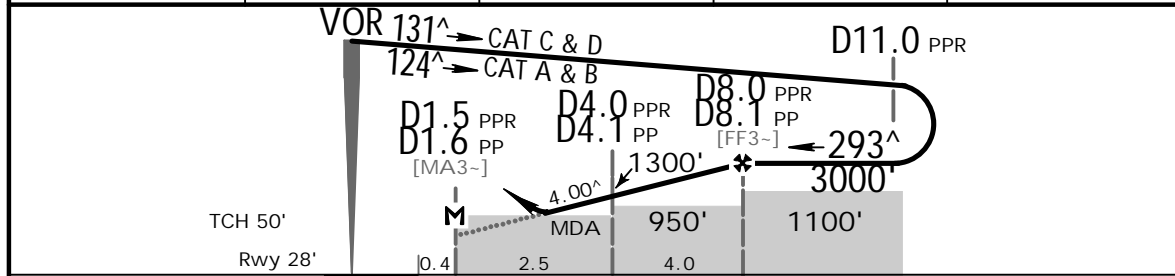
**JEPPESEN**  
8 MAY 15 (13-2)

# POINTE-A-PITRE, GUADELOUPE VOR Rwy 30

ATIS 127.6		RAIZET Approach (R) 121.3 129.8		RAIZET Tower 118.4	Ground 121.85
VOR PPR 112.9	Final Apch Crs 293 <sup>^</sup>	Minimum Alt D8.0 PPR D8.1 PP 3000' (2972')		Refer to Minimums	Apt Elev 35' Rwy 28'
MISSED APCH: Climb outbound on PPR VOR R-314. At D7.0 PPR, turn RIGHT to join PPR VOR climbing to 3600', or in accordance with instructions from CONTROL. Max IAS in missed approach turn 220 Kts.					
Alt Set: hPa    Rwy Elev: 1 hPa    Trans level: By ATC    Trans alt: 9000'				MSA PPR VOR 1 2000' within 7 NM	
1. DME required.    2. Approach not aligned with runway centerline.					



PPR DME	4.0	5.0	6.0	7.0
ALTITUDE	1300'	1730'	2150'	2580'
PP DME	4.0	5.0	6.0	7.0
ALTITUDE	1260'	1680'	2110'	2530'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	↑ on 112.9 PPR R-314	D7.0 PPR
Descent Angle	4.00 <sup>^</sup>	496	637	708	850	991			
MAP at D1.5 PPR/D1.6 PP									

PANS OPS	..Standard.. STRAIGHT-IN LANDING RWY 30					CIRCLE-TO-LAND				
	CDFA									
	A: DA/MDA(H) 1660' (632')		C: DA/MDA(H) 1900' (872')							
	B: DA/MDA(H) 1710' (682')		D: DA/MDA(H) 1940' (912')							
	A	RVR 2900m				Max Kts	MDA(H)			
B	RVR 3100m				110	660' (625') -2900m				
C					135	710' (675') -3100m				
D	RVR 4000m				180	900' (865') -4000m				
					205	940' (905') -4000m				

1 For add-on to the MDA(H), see ATC pages FRENCH ANTILLES.

## Chart changes since cycle 12-2015

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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POINTE-A-PITRE, (LE RAIZET - TFFR)



## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport TFFR