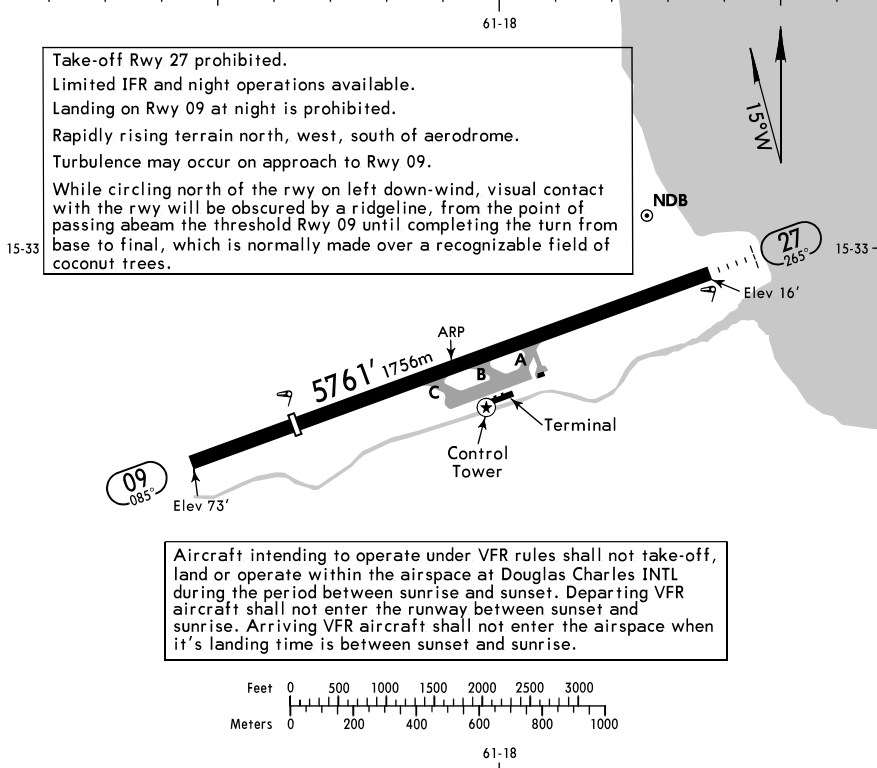


\*DOUGLAS-CHARLES Tower 118.9

Take-off Rwy 27 prohibited.  
 Limited IFR and night operations available.  
 Landing on Rwy 09 at night is prohibited.  
 Rapidly rising terrain north, west, south of aerodrome.  
 Turbulence may occur on approach to Rwy 09.  
 While circling north of the rwy on left down-wind, visual contact with the rwy will be obscured by a ridgeline, from the point of passing abeam the threshold Rwy 09 until completing the turn from base to final, which is normally made over a recognizable field of coconut trees.



Aircraft intending to operate under VFR rules shall not take-off, land or operate within the airspace at Douglas Charles INTL during the period between sunrise and sunset. Departing VFR aircraft shall not enter the runway between sunset and sunrise. Arriving VFR aircraft shall not enter the airspace when it's landing time is between sunset and sunrise.



ADDITIONAL RUNWAY INFORMATION

| RWY |                              | USABLE LENGTHS |                | TAKE-OFF | WIDTH |
|-----|------------------------------|----------------|----------------|----------|-------|
|     |                              | Threshold      | Landing Beyond |          |       |
| 09  | HIRL                         | 4603'          | 1403m          |          | 148'  |
| 27  | HIRL SALS PAPI (angle 3.00°) |                |                | NA       | 45m   |

| Std TAKE-OFF |       |            |                  |        |
|--------------|-------|------------|------------------|--------|
| RWY 09       |       |            |                  | RWY 27 |
| RL & RCLM    | RL    | RL or RCLM | Adequate Vis Ref |        |
| DAY          | NIGHT | DAY        | DAY              | NIGHT  |
| R300m        |       | R400m      | R/V500m          | NA     |
|              |       |            |                  | NA     |

| STRAIGHT-IN RWY |         | A                    | B                    | C  | D  |
|-----------------|---------|----------------------|----------------------|----|----|
| 27              | ① LNAV  | 900'(884')<br>R1500m | 900'(884')<br>R1500m | NA | NA |
|                 | ALS out | R1500m               | R1500m               |    |    |
|                 | LNAV    | 900'(884')<br>R4200m | 900'(884')<br>R4200m | NA | NA |
|                 | ALS out | R4200m               | R4200m               |    |    |
|                 | ① NDB   | 900'(884')<br>R1500m | 900'(884')<br>R1500m | NA | NA |
|                 | ALS out | R1500m               | R1500m               |    |    |

① Continuous Descent Final Approach.

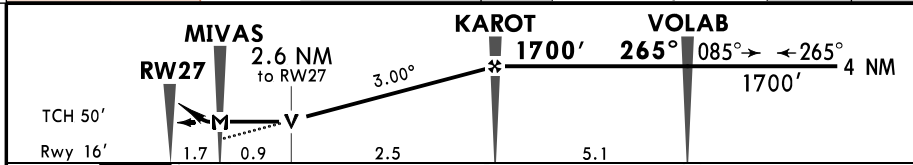
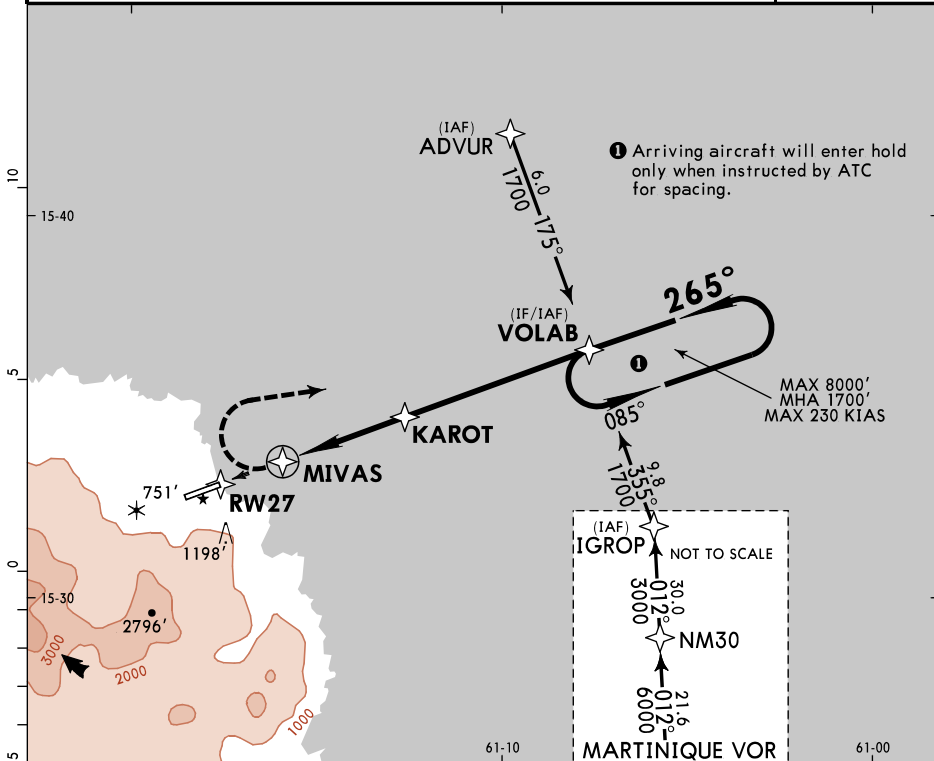
| Std ② CIRCLE-TO-LAND | 110 KT                   | 135 KT                   | C  | D  |
|----------------------|--------------------------|--------------------------|----|----|
| After all approaches | 1200'(1110')<br>③ R3700m | 1600'(1510')<br>③ R3700m | NA | NA |

② Not Authorized at Night. Not Authorized South of Rwy 9-27.

③ Or higher minimums of preceding straight-in approach.

| TAKE-OFF  |       |            |                  |        |
|-----------|-------|------------|------------------|--------|
| Rwy 09    |       |            |                  | Rwy 27 |
| RL & RCLM | RL    | RL or RCLM | Adequate Vis Ref |        |
| DAY       | NIGHT | DAY        | DAY NIGHT        |        |
|           | R300m | R400m      | R/V500m          | NA     |
|           |       |            |                  | NA     |

|   |                                  |                                    |                                     |                                 |         |
|---|----------------------------------|------------------------------------|-------------------------------------|---------------------------------|---------|
| RAIZET Approach<br>North 121.3  |                                  | MARTINIQUE Approach<br>South 121.0 |                                     | *DOUGLAS-CHARLES Tower<br>118.9 |         |
| RNAV  | Final<br>Apch Crs<br><b>265°</b> | <b>KAROT</b><br>1700'(1684')       | LNAV<br>MDA(H)<br><b>900'(884')</b> | Apt Elev 90'<br>Rwy 16'         |         |
| <b>MISSED APCH: Climbing RIGHT turn to 1700' direct VOLAB and hold, or as directed by ATC.</b>  |                                  |                                    |                                     |                                 |         |
| Alt Set: hPa    Rwy Elev: 1 hPa    Trans level: By ATC    Trans alt: 9000'  |                                  |                                    |                                     |                                 |         |
| 1. While circling north of the runway on left down-wind Rwy 09, visual contact with the runway will be obscured by a ridge-line, from the point of passing abeam the threshold Rwy 09 until completing the turn from base to final, which is normally made over a recognizable field of coconut trees. 2. As the descent below 3000' is into un-controlled airspace, consult NOTAM. |                                  |                                    |                                     |                                 |         |
|   |                                  |                                    |                                     |                                 | 5700    |
|   |                                  |                                    |                                     |                                 | MSA ARP |



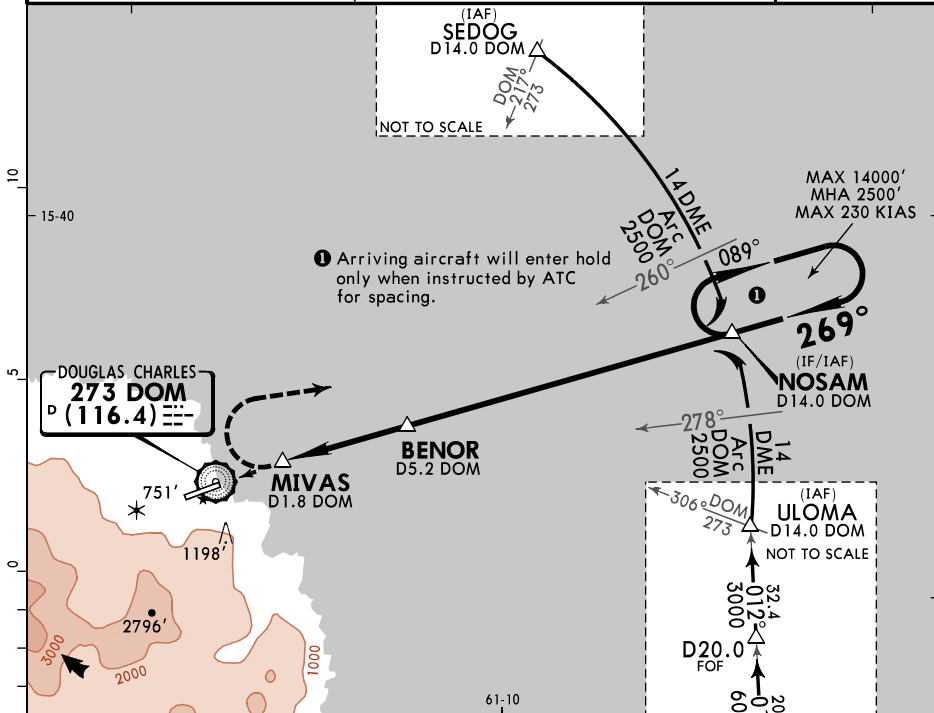
|  |                |     |     |     |     |     |   |                       |           |
|--|----------------|-----|-----|-----|-----|-----|---|-----------------------|-----------|
| Gnd speed-Kts  | 70             | 90  | 100 | 120 | 140 | 160 | ALS<br>PAPI PAPI<br>---   | 1700'                 | D → VOLAB |
| Descent angle  | 3.00°          | 372 | 478 | 531 | 637 | 849 |   |                       |           |
| MAP at MIVAS   |                |     |     |     |     |     |   |                       |           |
| <b>Std</b> STRAIGHT-IN LANDING RWY<br>LNAV CDFA<br>DA/MDA(H) <b>900'(884')</b> |                |     |     |     |     |     | CIRCLE-TO-LAND<br>Not Authorized at Night<br>Not Authorized South of Rwy 9/27 |                       |           |
| ALS out  |                |     |     |     |     |     | Max Kts   | MDA(H)                |           |
| A  | R1500m         |     |     |     |     |     | 110   | 1200'(1110') - V3700m |           |
| B  |                |     |     |     |     |     | 135   | 1600'(1510') - V3700m |           |
| C/D  | NOT APPLICABLE |     |     |     |     |     | C/D   | NOT APPLICABLE        |           |

1 VNAV DA(H) in lieu of MDA(H) depends on operator policy.

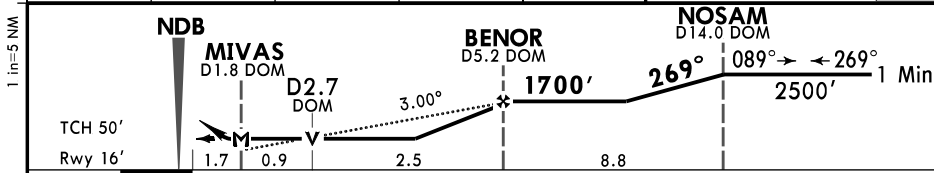
CHANGES: Chart format, converted to AOM minimums.

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|  |                                  |                                    |                             |                                 |                     |
|--|----------------------------------|------------------------------------|-----------------------------|---------------------------------|---------------------|
| RAIZET Approach<br>North 121.3   |                                  | MARTINIQUE Approach<br>South 121.0 |                             | *DOUGLAS-CHARLES Tower<br>118.9 |                     |
| NDB<br>DOM<br><b>273</b>   | Final<br>Apch Crs<br><b>269°</b> | <b>BENOR</b><br>1700'(1684')       | MDA(H)<br><b>900'(884')</b> | Apt Elev 90'<br>Rwy 16'         | 5700<br><br>MSA ARP |
| <b>MISSED APCH:</b> Climbing RIGHT turn to 2500' direct NOSAM and hold, or as directed by ATC.   |                                  |                                    |                             |                                 |                     |
| Alt Set: hPa   |                                  | Rwy Elev: 1 hPa                    |                             | Trans level: By ATC             |                     |
| 1. DME required. 2. While circling north of the runway on left down-wind Rwy 09, visual contact with the runway will be obscured by a ridge-line, from the point of passing abeam the threshold Rwy 09 until completing the turn from base to final, which is normally made over a recognizable field of coconut trees. 3. As the descent below 3000' is into un-controlled airspace, consult NOTAM. |                                  |                                    |                             |                                 |                     |



|          |      |      |       |       |
|----------|------|------|-------|-------|
| DOM DME  | 2.7  | 3.0  | 4.0   | 5.2   |
| ALTITUDE | 900' | 989' | 1308' | 1700' |



|               |       |     |     |     |     |     |                  |             |           |
|---------------|-------|-----|-----|-----|-----|-----|------------------|-------------|-----------|
| Gnd speed-Kts | 70    | 90  | 100 | 120 | 140 | 160 | ALS<br>PAPI PAPI | 2500'<br>RT | D → NOSAM |
| Descent angle | 3.00° | 372 | 478 | 531 | 637 | 743 |                  |             |           |
| MAP at MIVAS  |       |     |     |     |     |     |                  |             |           |

|          |                |                                 |         |                      |     |
|----------|----------------|---------------------------------|---------|----------------------|-----|
| PANS OPS | <b>Std</b>     | STRAIGHT-IN LANDING RWY<br>CDFA | ALS out | Max<br>Kts           | C/D |
|          |                | DA/MDA(H) <b>900'(884')</b>     |         |                      |     |
|          | A              | R1500m                          | 135     | 1600(1510') - V3700m |     |
|          | B              | NOT APPLICABLE                  |         | NOT APPLICABLE       |     |
| C/D      | NOT APPLICABLE |                                 |         |                      |     |

1 VNAV DA(H) in lieu of MDA(D) depends on operator policy.  
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