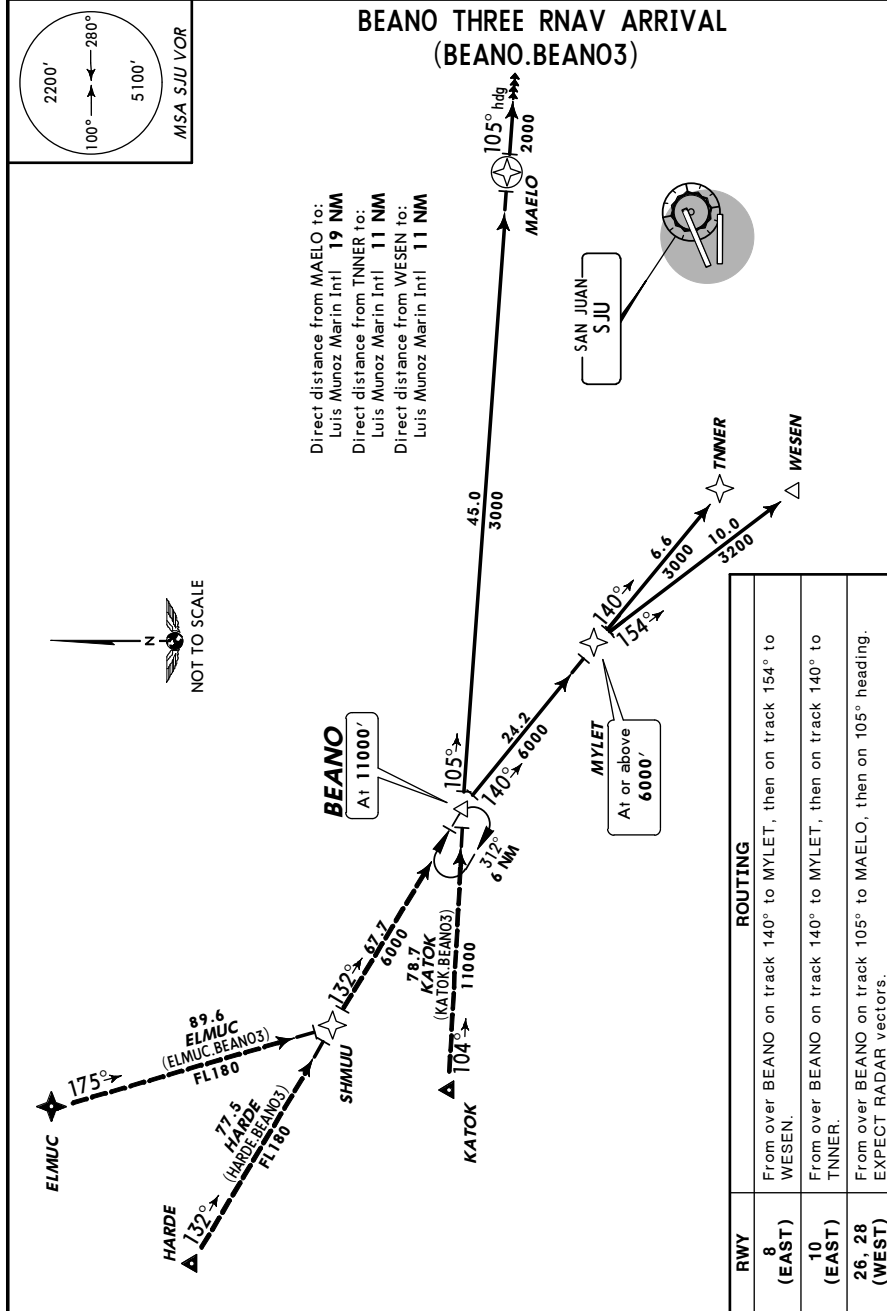


D-ATIS 125.8 Apt Elev 9'

Alt Set: INCHES  
Trans level: FL 180 Trans alt: 18000'

1. GPS required.  
2. RADAR required.  
3. RNAV 1.  
4. This STAR applicable to turbojet aircraft only.

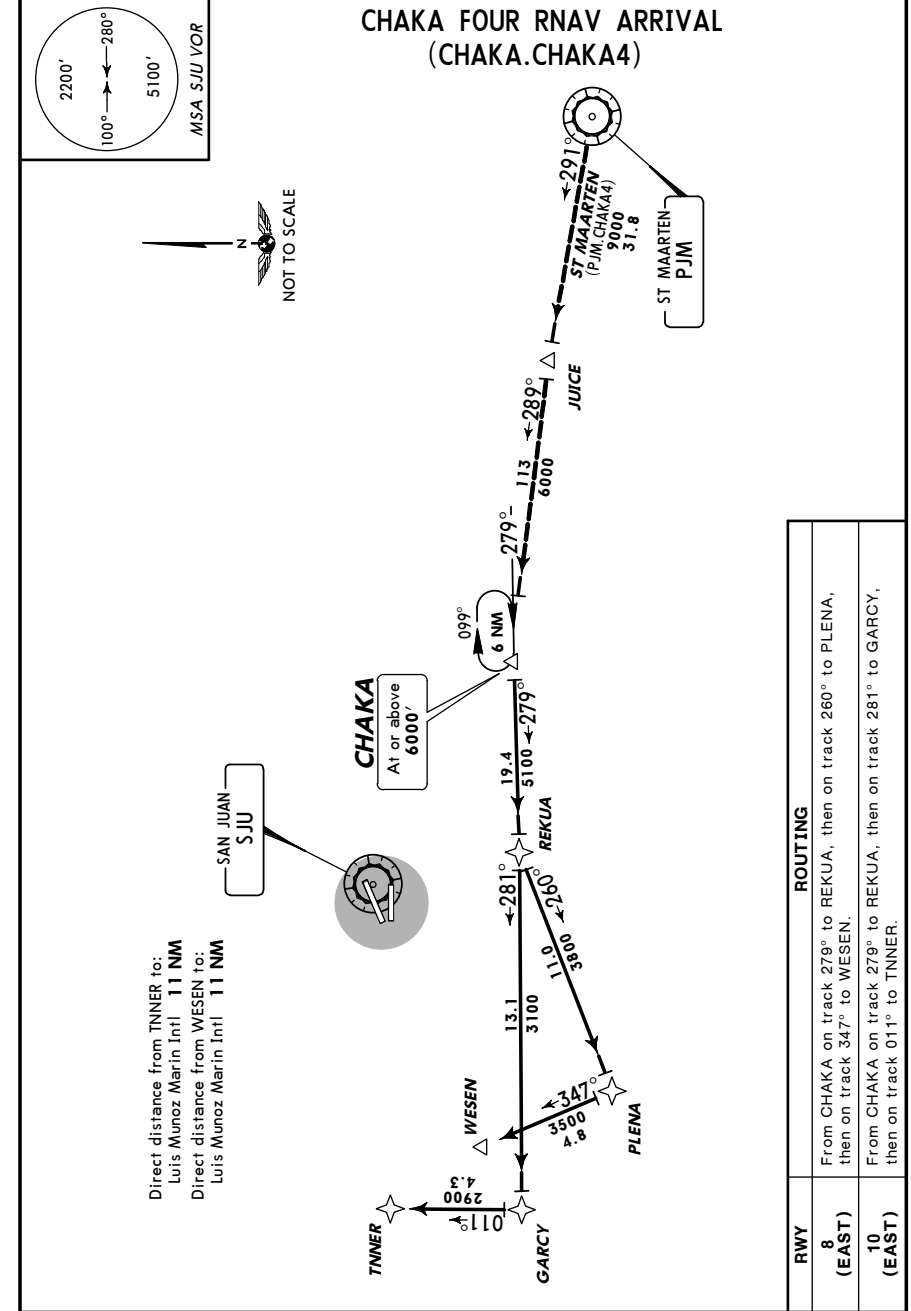


CHANGES: None.

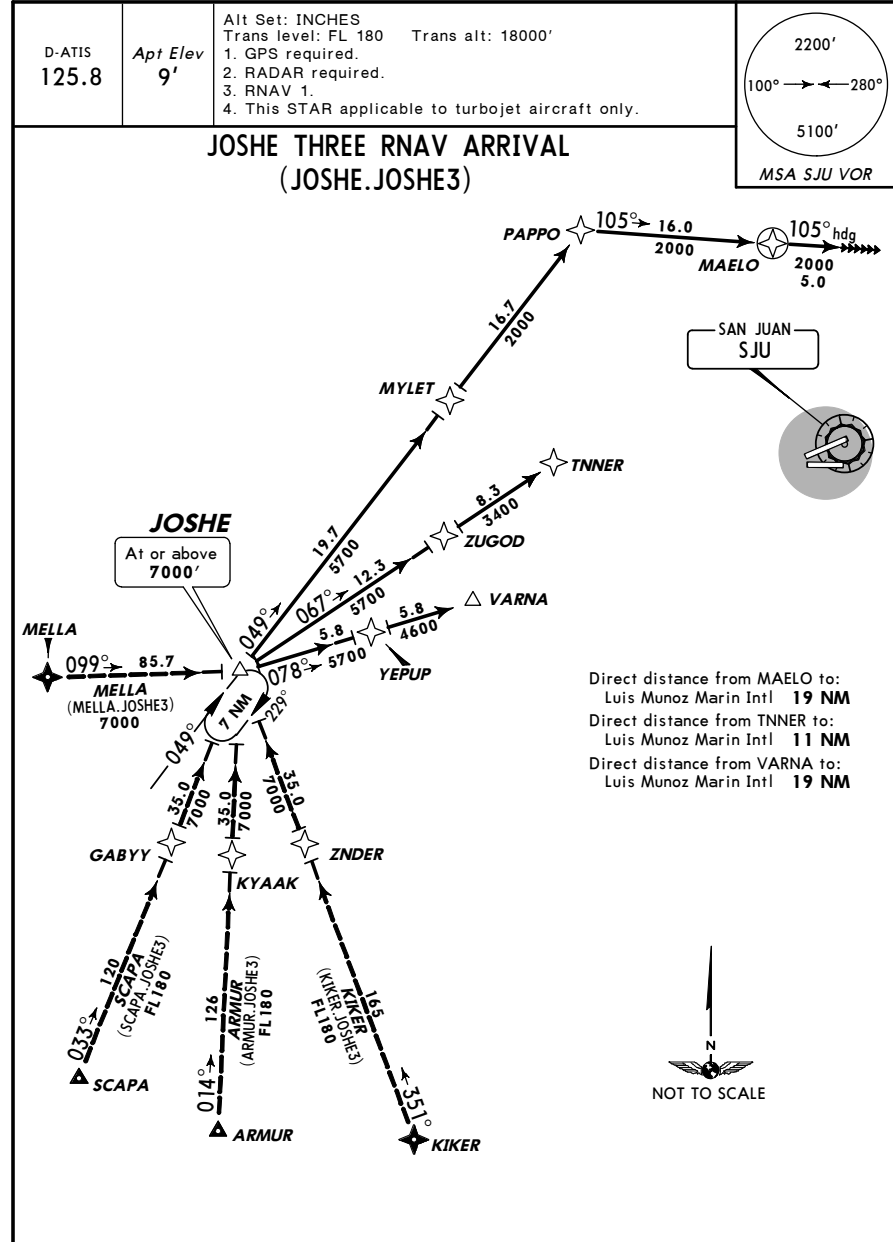
D-ATIS 125.8 Apt Elev 9'

Alt Set: INCHES  
Trans level: FL 180 Trans alt: 18000'

1. GPS required.  
2. RADAR required.  
3. RNAV 1.  
4. This STAR applicable to prop and turboprop aircraft only.



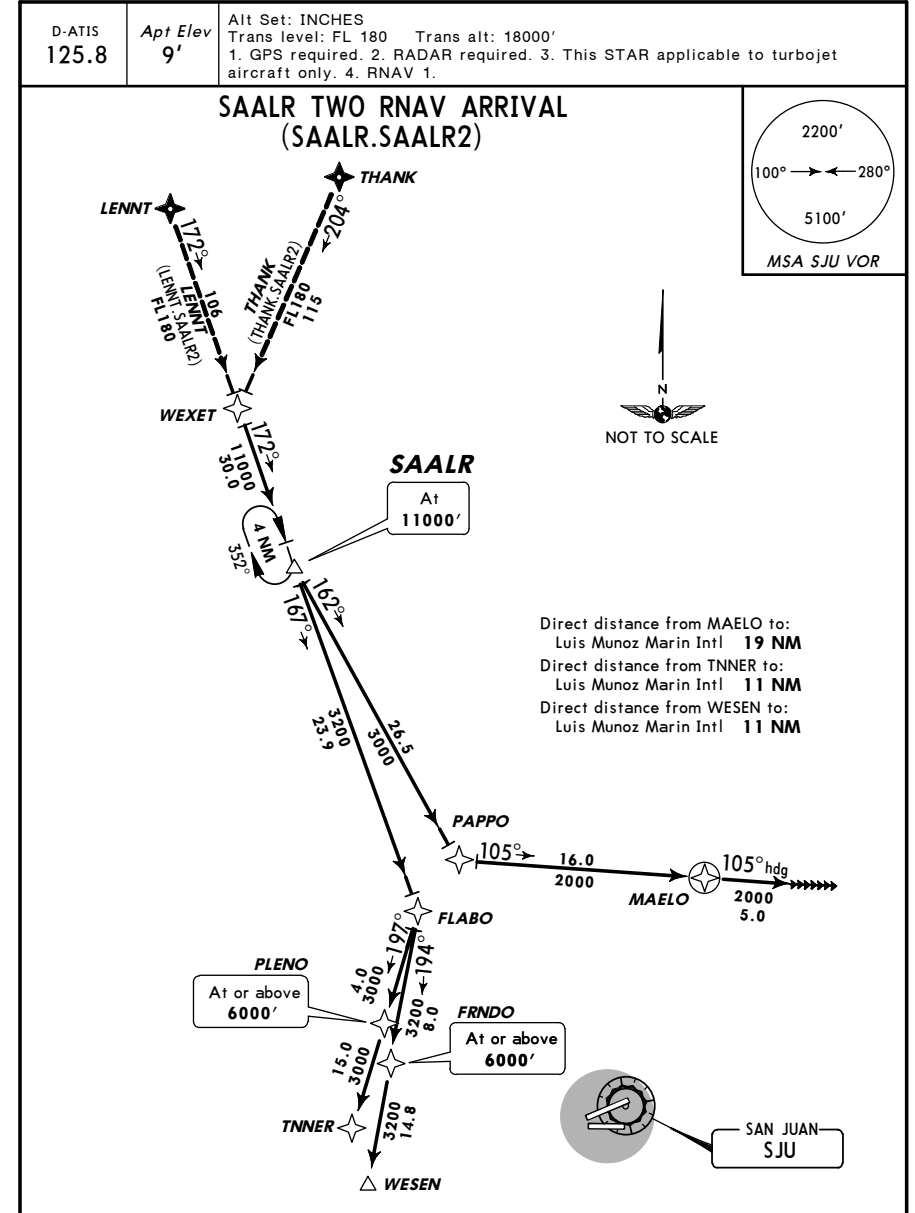
CHANGES: Procedure renumbered.



Direct distance from MAELO to:  
Luis Munoz Marin Intl 19 NM  
Direct distance from TNNER to:  
Luis Munoz Marin Intl 11 NM  
Direct distance from VARN A to:  
Luis Munoz Marin Intl 19 NM

RWY	ROUTING
8 (EAST)	From over JOSHE on track 078° to YEPUP, then on track 078° to VARN A.
10 (EAST)	From over JOSHE on track 067° to ZUGOD, then on track 067° to TNNER.
26, 28 (WEST)	From over JOSHE on track 049° to MYLET, then on track 049° to PAPP0, then on track 105° to MAELO, then on heading 105°. EXPECT RADAR vectors to final approach course.

CHANGES: Procedure renumbered, MSA.

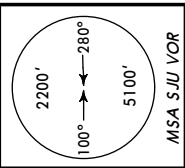


Direct distance from MAELO to:  
Luis Munoz Marin Intl 19 NM  
Direct distance from TNNER to:  
Luis Munoz Marin Intl 11 NM  
Direct distance from WESEN to:  
Luis Munoz Marin Intl 11 NM

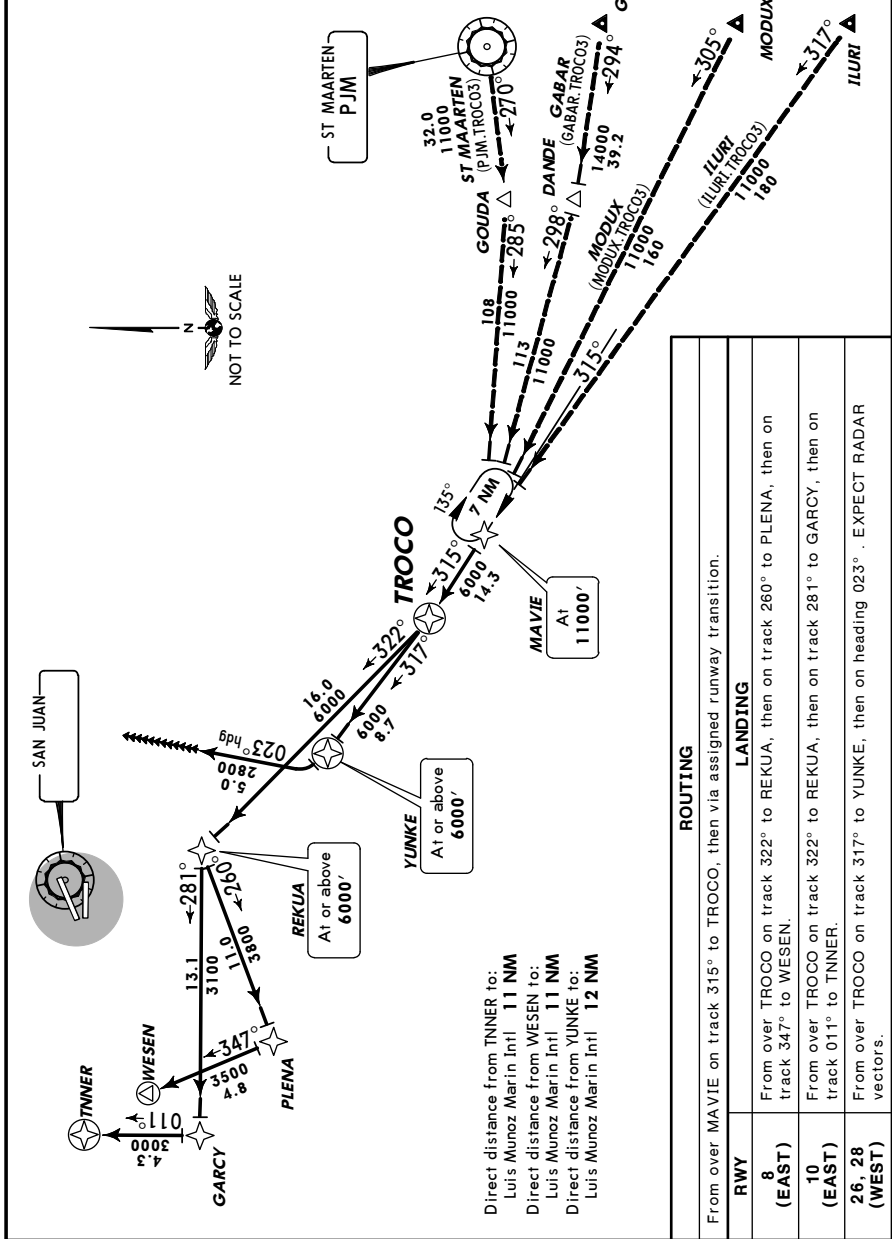
ROUTING	
From WEXET on track 172° to SAALR, then via assigned runway transition.	
RWY	LANDING
8 (EAST)	From over SAALR on track 167° to FLABO, then on track 194° to FRNDO, then on track 194° to WESEN.
10 (EAST)	From over SAALR on track 167° to FLABO, then on track 197° to PLENO, then on track 197° to TNNER.
26, 28 (WEST)	From over SAALR on track 162° to PAPP0, then on track 105° to MAELO, then on heading 105°. EXPECT RADAR vectors to final approach course.

CHANGES: MSA.

D-ATIS 125.8  
 Apt Elev 9'  
 Alt Set: INCHES  
 Trans level: FL 180 Trans alt: 18000'  
 1. GPS required.  
 2. RADAR required.  
 3. RNAV 1.  
 4. This STAR applicable to turbojet aircraft only.



**TROCO THREE RNAV ARRIVAL (TROCO.TROCO3)**



**ROUTING**

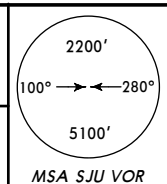
From over MAVIE on track 315° to TROCO, then via assigned runway transition.

RWY	LANDING
8 (EAST)	From over TROCO on track 322° to REKUA, then on track 260° to PLENA, then on track 347° to WESSEN.
10 (EAST)	From over TROCO on track 322° to REKUA, then on track 281° to GARCY, then on track 011° to TNNER.
26, 28 (WEST)	From over TROCO on track 317° to YUNKE, then on heading 023° . EXPECT RADAR vectors.

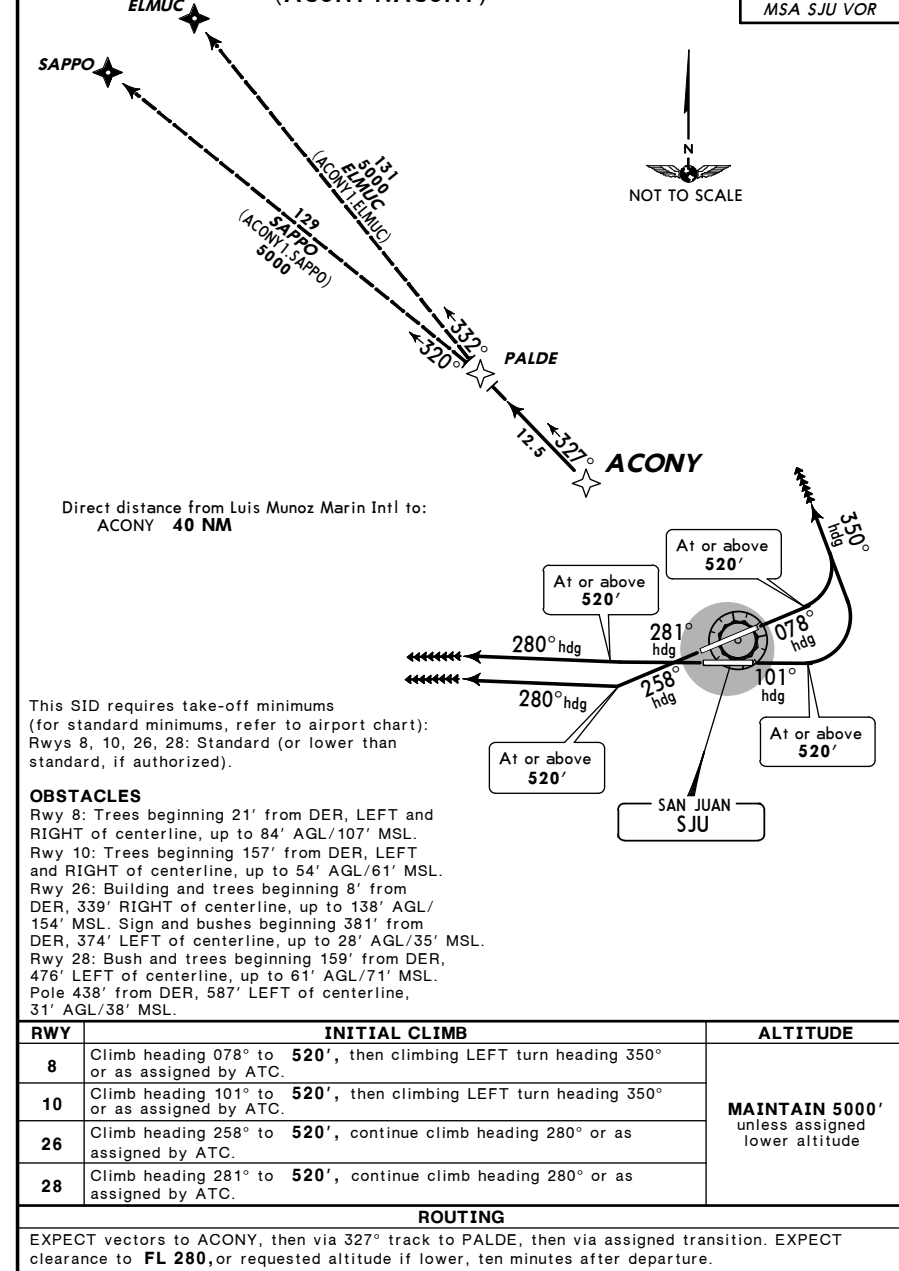
CHANGES: Procedure renumbered, MSA.

SAN JUAN Departure (R) 120.9  
 Apt Elev 9'

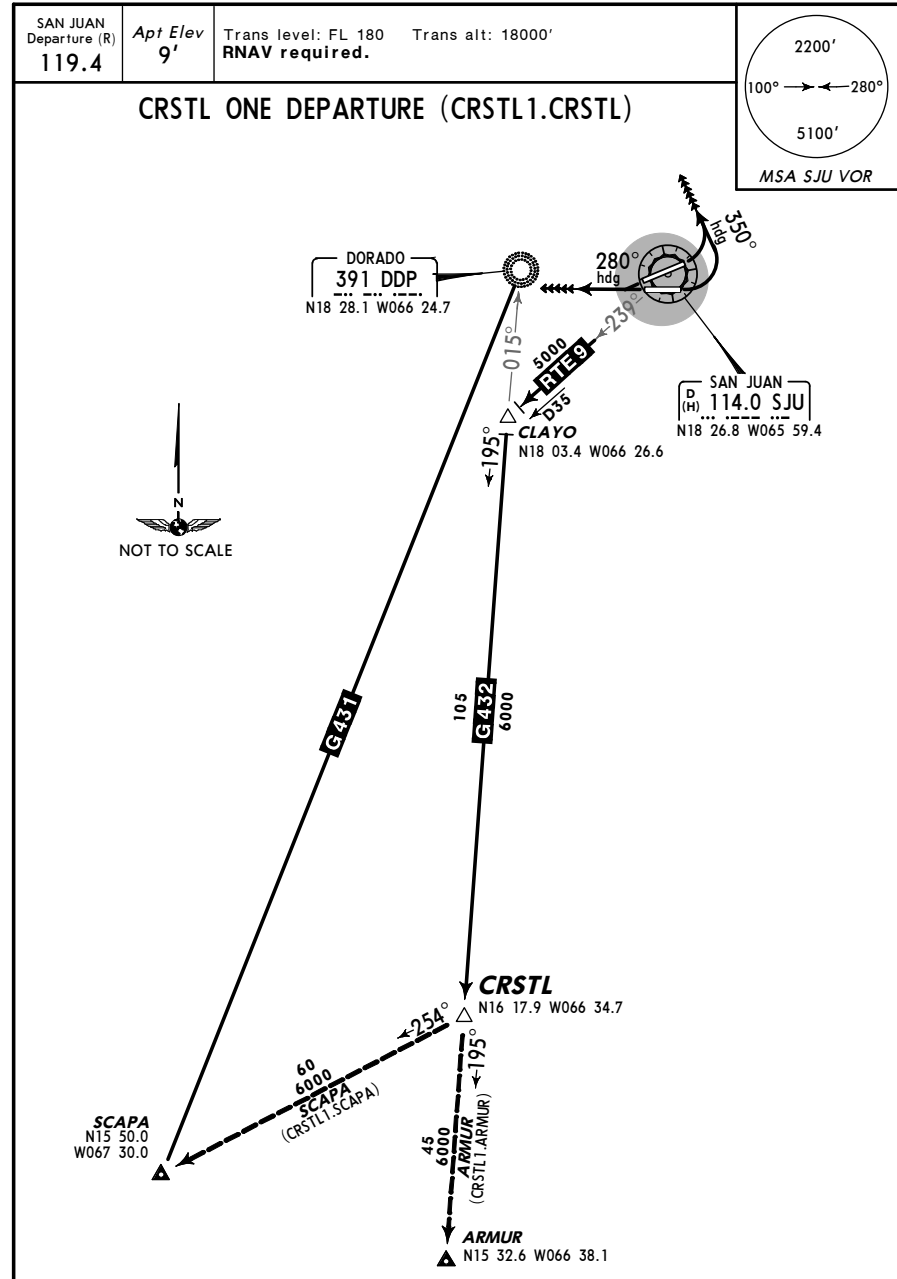
Trans level: FL 180 Trans alt: 18000'  
 1. GPS required.  
 2. RADAR required.  
 3. RNAV 1.  
 4. Turbojet aircraft only.



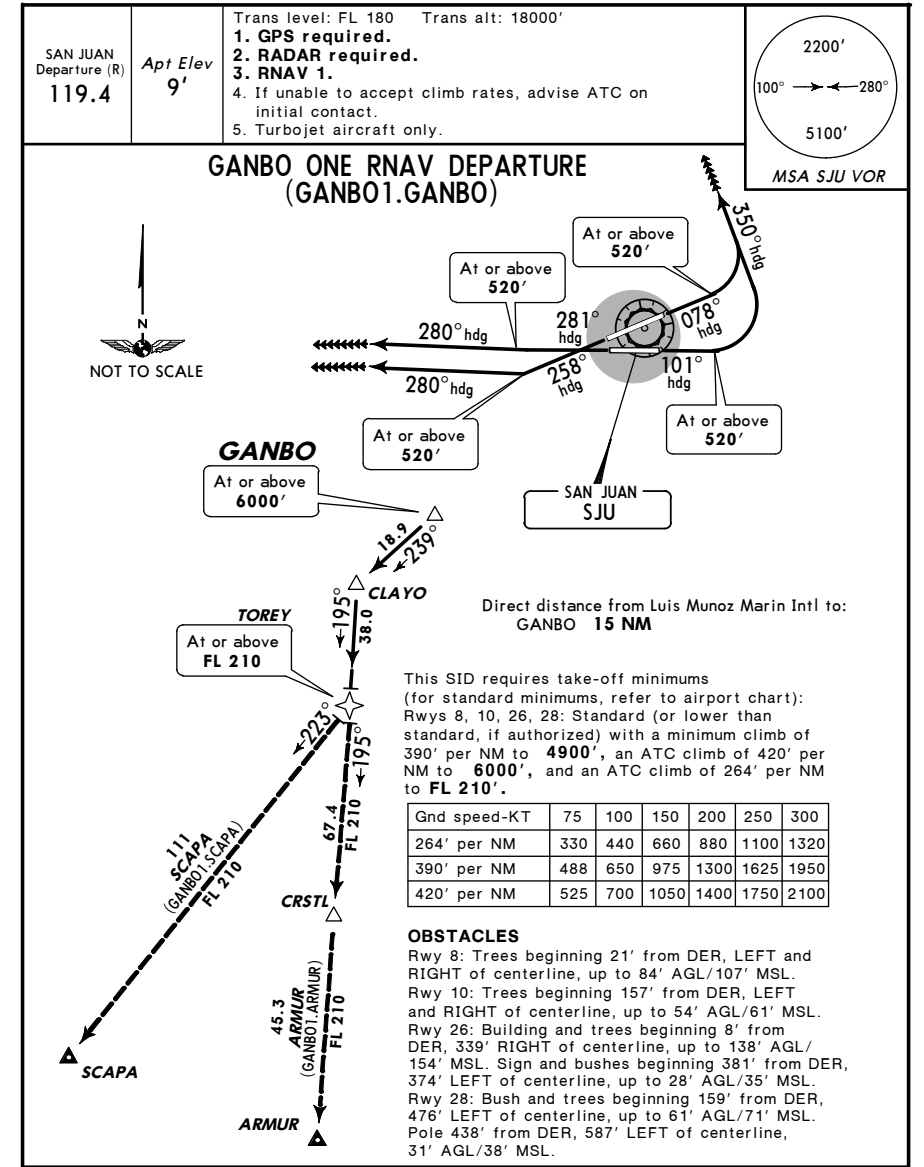
**ACONY ONE RNAV DEPARTURE (ACONY1.ACONY)**



CHANGES: MSA.



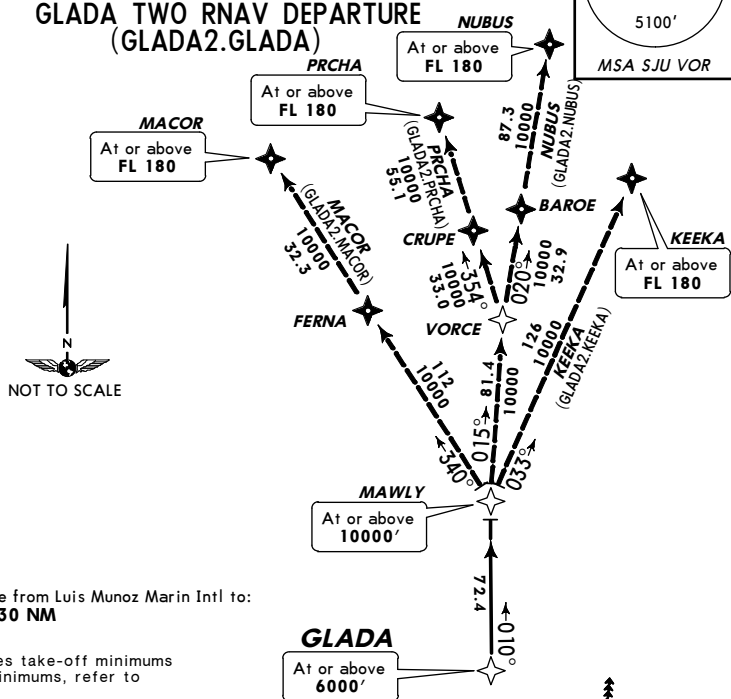
RWY	INITIAL CLIMB	ALTITUDE
8, 10	Turn LEFT heading 350° for vector to intercept SJU R-239 to CLAYO, then via G-432 to CRSTL.	MAINTAIN 5000' unless assigned lower altitude
26, 28	Fly heading 280° for vector to intercept SJU R-239 to CLAYO, then via G-432 to CRSTL.	
<b>ROUTING</b>		
EXPECT clearance to <b>FL 280</b> or requested altitude, if lower, ten minutes after departure.		



RWY	INITIAL CLIMB	ALTITUDE
8	Climb heading 078° to or as assigned by ATC. 520', then climbing LEFT turn heading 350°	MAINTAIN 5000' unless assigned lower altitude
10	Climb heading 101° to or as assigned by ATC. 520', then climbing LEFT turn heading 350°	
26	Climb heading 258° to 520', continue climb heading 280° or as assigned by ATC.	
28	Climb heading 281° to 520', continue climb heading 280° or as assigned by ATC.	
<b>ROUTING</b>		
EXPECT vectors to GANBO, then via depicted route to TOREY, then via assigned transition. EXPECT clearance to <b>FL 280</b> , or requested altitude if lower, ten minutes after departure.		

SAN JUAN Departure (R) 120.9	Apt Elev 9'	Trans level: FL 180 Trans alt: 18000'	1. GPS required. 2. RADAR required. 3. RNAV 1. 4. Turbojet aircraft only.
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**GLADA TWO RNAV DEPARTURE  
(GLADA2.GLADA)**



Direct distance from Luis Munoz Marin Intl to:  
GLADA 30 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 8, 10, 26, 28: Standard (or lower than standard, if authorized).

**OBSTACLES**

- Rwy 8: Trees beginning 21' from DER, LEFT and RIGHT of centerline, up to 84' AGL/107' MSL.
- Rwy 10: Trees beginning 157' from DER, LEFT and RIGHT of centerline, up to 54' AGL/61' MSL.
- Rwy 26: Building and trees beginning 8' from DER, 339' RIGHT of centerline, up to 138' AGL/154' MSL. Sign and bushes beginning 381' from DER, 374' LEFT of centerline, up to 28' AGL/35' MSL.
- Rwy 28: Bush and trees beginning 159' from DER, 476' LEFT of centerline, up to 61' AGL/71' MSL. Pole 438' from DER, 587' LEFT of centerline, 31' AGL/38' MSL.

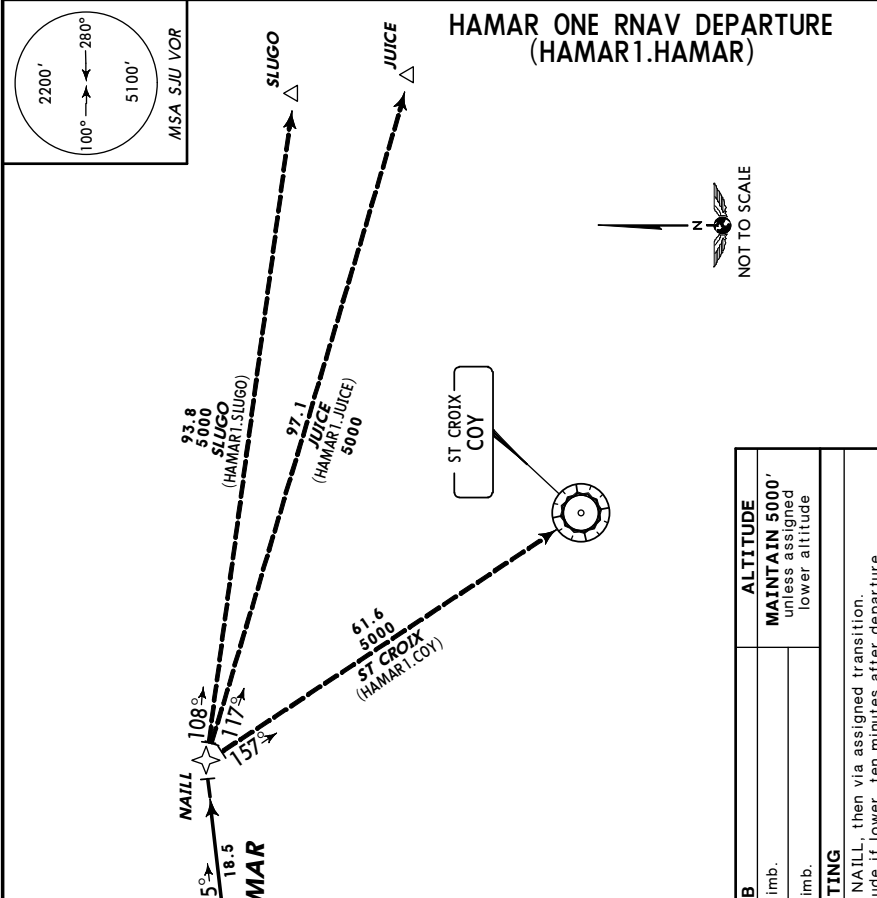
RWY	INITIAL CLIMB	ALTITUDE
8	Climb heading 078° to 520', then climbing LEFT turn heading 020° or as assigned by ATC.	MAINTAIN 5000' unless assigned lower altitude
10	Climb heading 101° to 520', then climbing LEFT turn heading 020° or as assigned by ATC.	
26	Climb heading 258° to 520', continue climb heading 280° or as assigned by ATC.	
28	Climb heading 281° to 520', continue climb heading 280° or as assigned by ATC.	

**ROUTING**

EXPECT vectors to GLADA, then via 010° track to MAWLY, then via assigned transition.  
EXPECT clearance to FL 280, or requested altitude if lower, ten minutes after departure.

SAN JUAN Departure (R) 120.9	Apt Elev 9'	Trans level: FL 180 Trans alt: 18000'	1. GPS required. 2. RADAR required. 3. RNAV 1. 4. Prop and turboprop aircraft only.
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**HAMAR ONE RNAV DEPARTURE  
(HAMAR1.HAMAR)**



Direct distance from Luis Munoz Marin Intl to:  
HAMAR 23 NM

This SID requires take-off minimums (for standard minimums, refer to airport chart):  
Rwys 8, 10: Standard (or lower than standard, if authorized) with an ATC climb of 230' per NM to 5000'.  
Rwys 26, 28: Not authorized -ATC.

Gnd speed-KT	75	100	150	200	250	300
230' per NM	288	383	575	767	958	1150

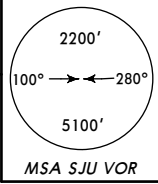
**OBSTACLES**

- Rwy 8: Trees beginning 21' from DER, LEFT and RIGHT of centerline, up to 84' AGL/107' MSL.
- Rwy 10: Trees beginning 157' from DER, LEFT and RIGHT of centerline, up to 54' AGL/61' MSL.

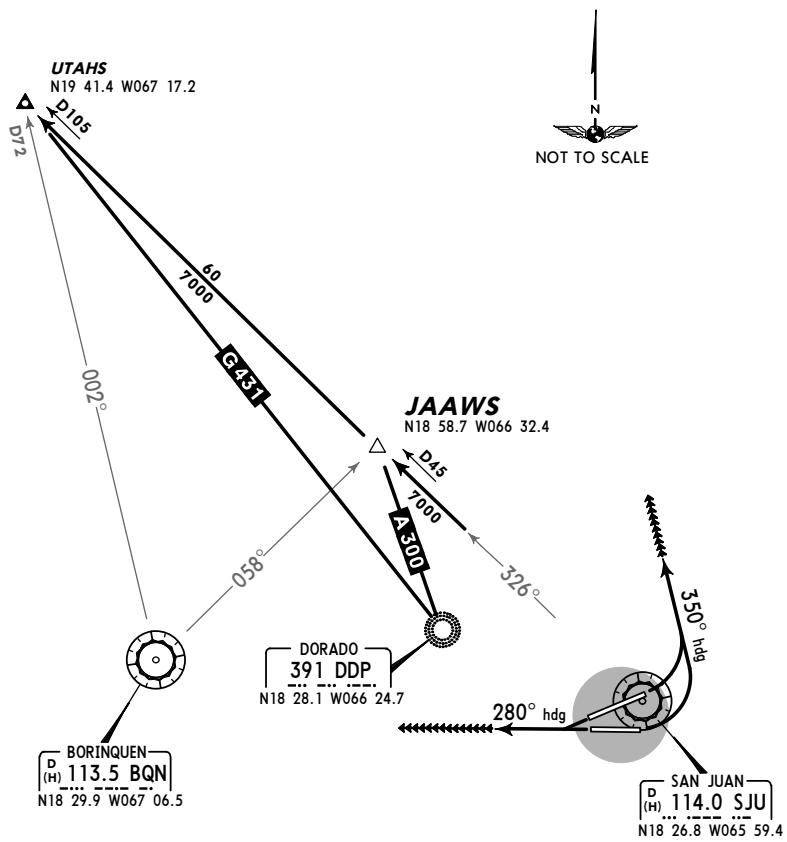
RWY	INITIAL CLIMB	ALTITUDE
8	Climb heading 078° to 520', continue climb.	MAINTAIN 5000' unless assigned lower altitude
10	Climb heading 101° to 520', continue climb.	

ROUTING  
EXPECT vectors to HAMAR, then via 095° track to MAILL, then via assigned transition.  
EXPECT clearance to FL 280, or requested altitude if lower, ten minutes after departure.

SAN JUAN Departure (R) 119.4	Apt Elev 9'	Trans level: FL 180 DME or RNAV required.	Trans alt: 18000'
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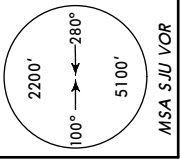
JAAWS NINE DEPARTURE (JAAWS9.JAAWS)



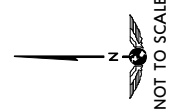
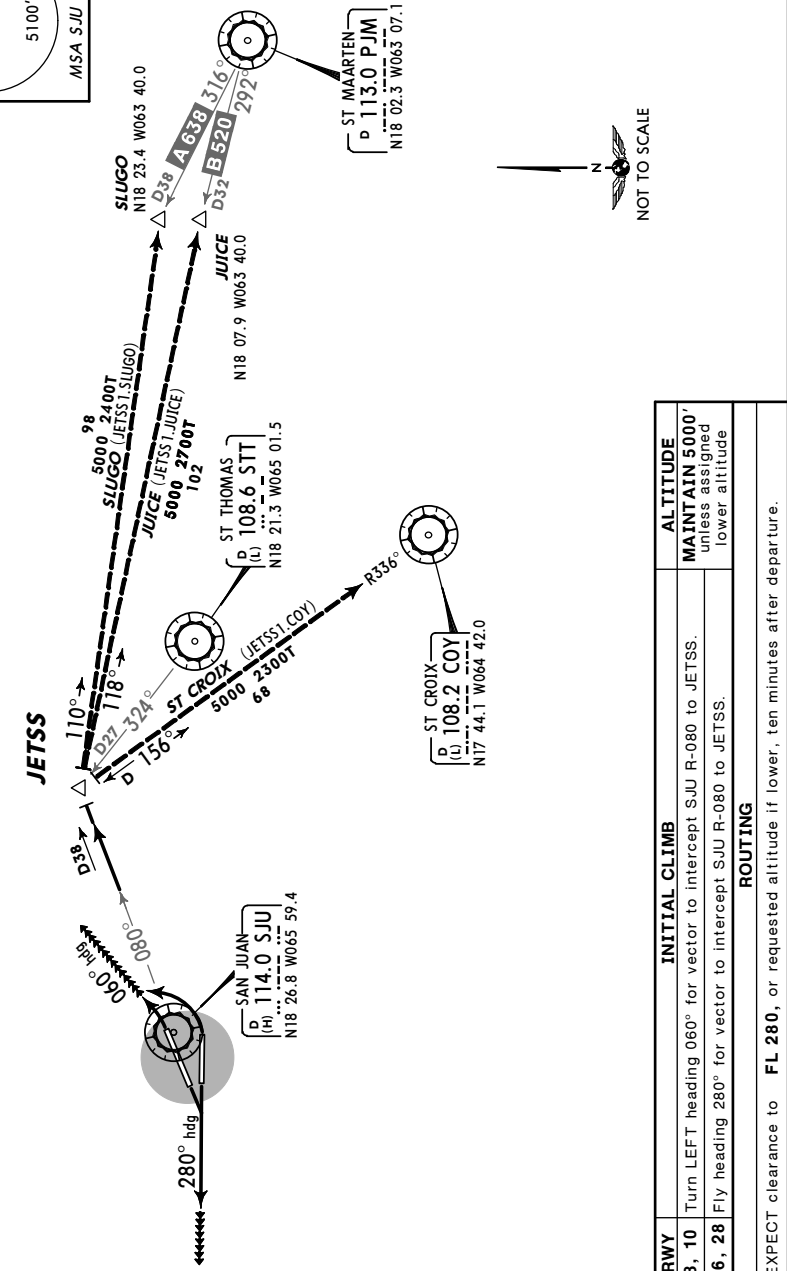
RWY	INITIAL CLIMB	ALTITUDE
8, 10	Turn LEFT heading 350° for RADAR vector to intercept SJU R-326 to UTAHS.	MAINTAIN 5000' unless assigned lower altitude
26, 28	Fly heading 280° for RADAR vector to intercept SJU R-326 to UTAHS.	
<b>ROUTING</b>		
EXPECT clearance to <b>FL 280</b> or requested altitude, if lower, ten minutes after departure.		

CHANGES: MSA.

SAN JUAN Departure (R) 120.9	Apt Elev 9'	Trans level: FL 180 RNAV required.	Trans alt: 18000'
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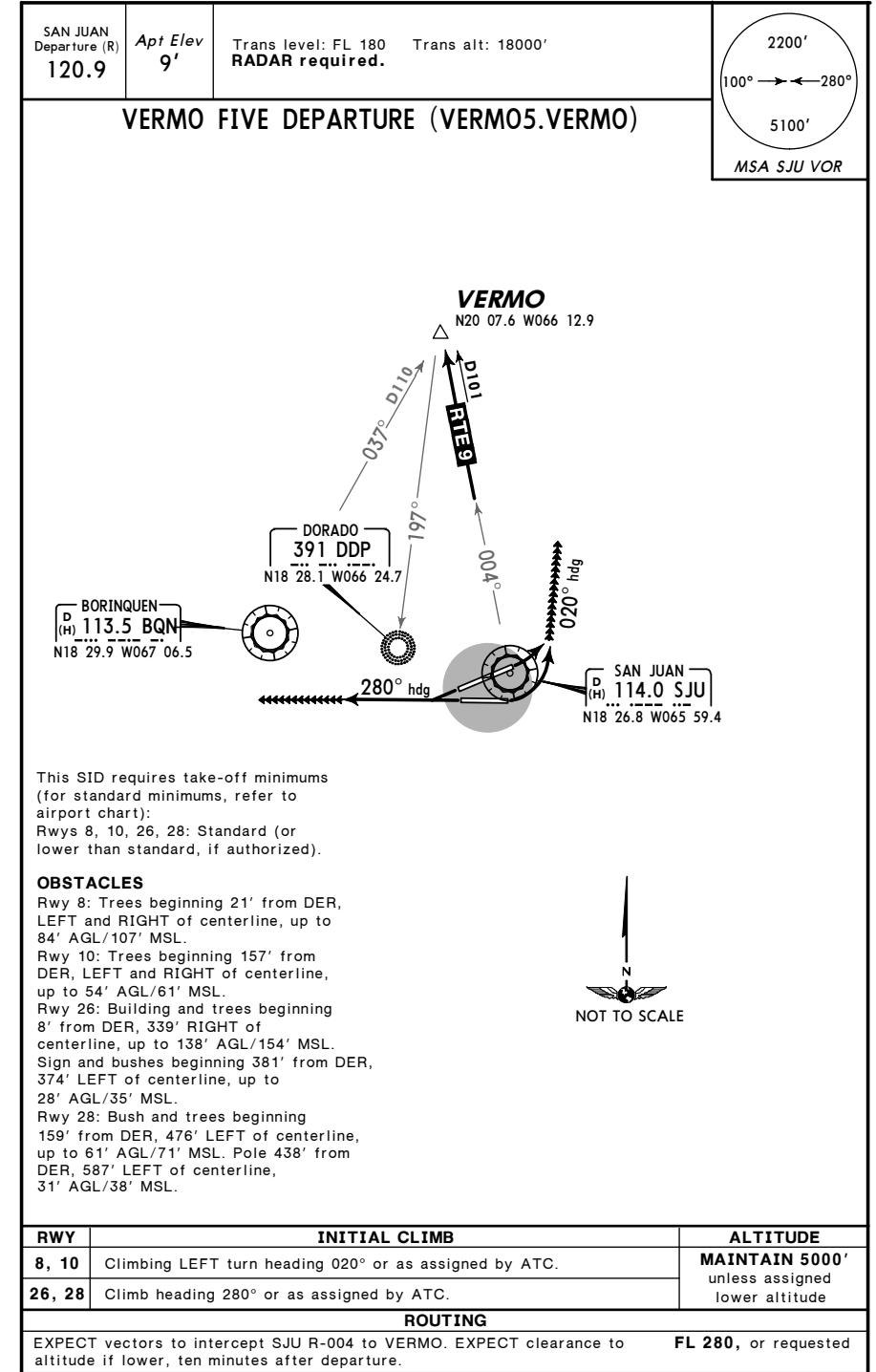
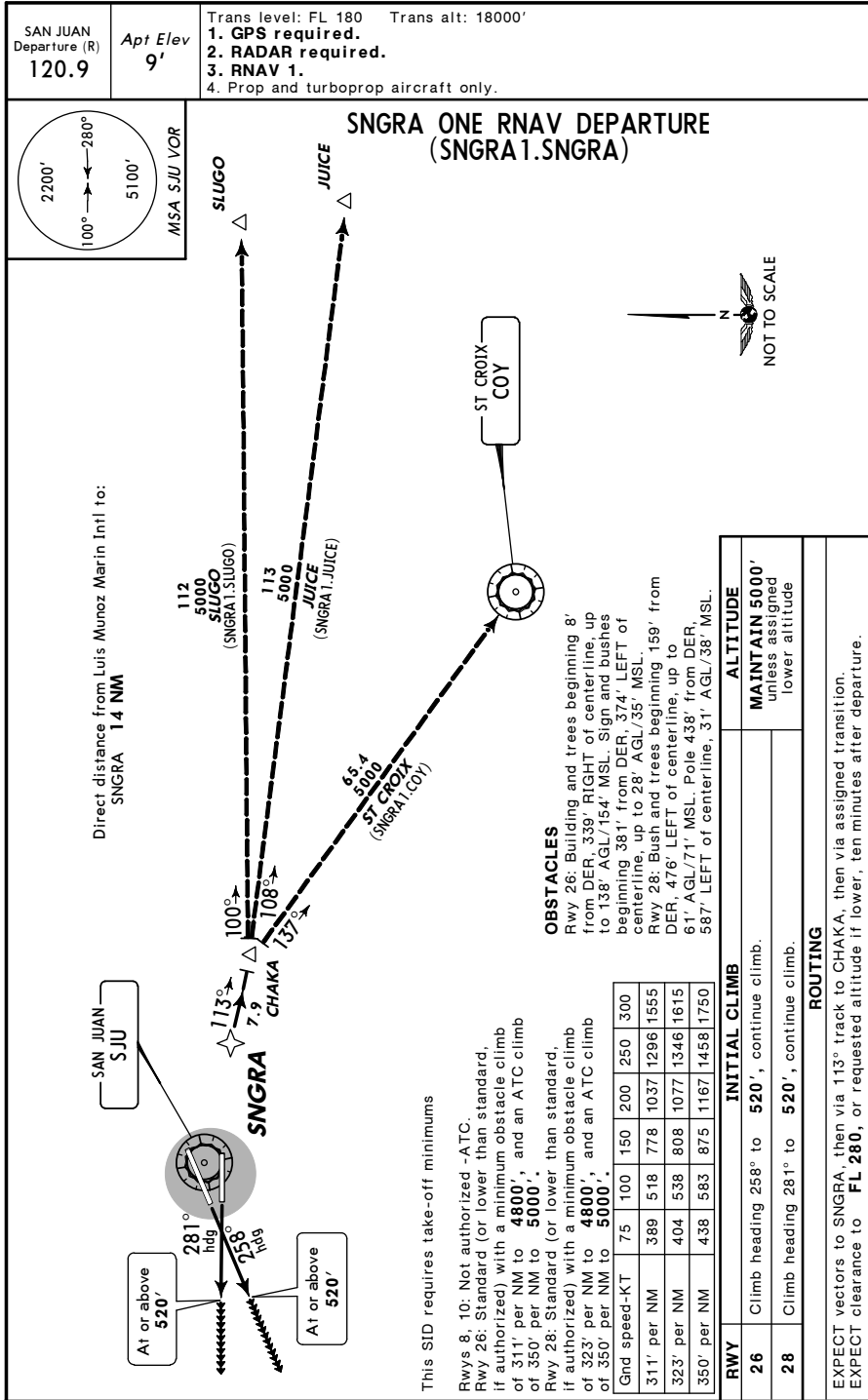


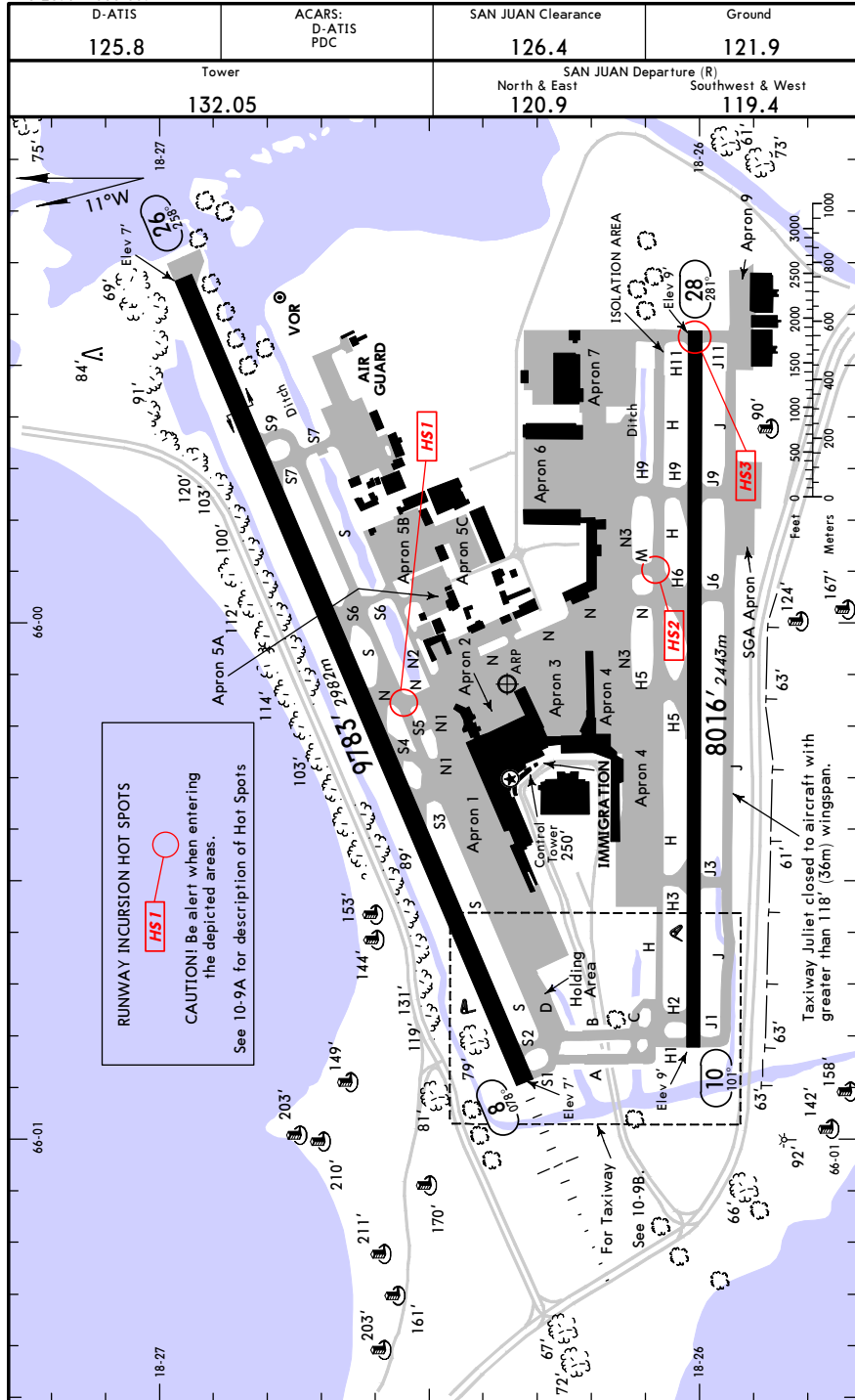
JETSS ONE DEPARTURE (JETSS1.JETSS)



RWY	INITIAL CLIMB	ALTITUDE
8, 10	Turn LEFT heading 060° for vector to intercept SJU R-080 to JETSS.	MAINTAIN 5000' unless assigned lower altitude
26, 28	Fly heading 280° for vector to intercept SJU R-080 to JETSS.	
<b>ROUTING</b>		
EXPECT clearance to <b>FL 280</b> , or requested altitude if lower, ten minutes after departure.		

CHANGES: MSA.





CHANGES: Rwy 8/26, rwy end elevations.

<b>GENERAL</b>					
Low level wind shear alert system.					
Terminal Doppler Weather Radar.					
48 hr prior permission required for parking of general aviation and DC3 type aircraft of larger. Send request to Puerto Rico Port authority.					
24 hr prior permission required for all military transport aircraft. C5's not authorized due to construction.					
<b>ADDITIONAL RUNWAY INFORMATION</b>					
RWY	USABLE LENGTHS				WIDTH
	LANDING BEYOND		TAKE-OFF		
	Threshold	Glide Slope			
8 26	HIRL MALSR PAPI-L (angle 3.00°)	grooved	8785' 2678m		200' 61m
10 28	HIRL PAPI-L (angle 3.00°)	grooved	7012' 2137m		150' 46m
<b>RUNWAY INCURSION HOT SPOTS</b>					
(For information only, not to be construed as ATC instructions.)					
<p><b>HS1</b> The intersection of Twy S &amp; N</p> <p><b>HS2</b> The intersection of Twy H &amp; M</p> <p><b>HS3</b> The Twys on the north and south sides of the approach end of Rwy 28</p>					
<b>TAKE-OFF &amp; OBSTACLE DEPARTURE PROCEDURE</b>					
<b>All Rwys</b>					
Adequate Vis Ref			STD		
1 & 2 Eng	1/4		1		
3 & 4 Eng			1/2		
<b>OBSTACLE DP</b>					
Rwy 8, climb on a heading between 109° counter-clockwise to 258° from departure end of runway, or minimum climb of 381'/NM to 5000' for all other courses.					
Rwy 10, climb on a heading between 091° counter-clockwise to 281° from departure end of runway, or minimum climb of 390'/NM to 4900' for all other courses.					
Rwy 28, climb on a heading between 260° clockwise to 101° from departure end of runway, or minimum climb of 323'/NM to 4800' for all other courses.					
Rwy 26, climb on a heading between 255° clockwise to 078° from departure end of runway, or minimum climb of 311'/NM to 4800' for all other courses.					
<b>FOR FILING AS ALTERNATE</b>					
Precision			Non-Precision		
A	600-2		800-2		
B					
C					
D					

CHANGES: Notes, usable lengths, Rwy 26 VASI removed.



**TAXIWAY RESTRICTIONS**

- Taxiway D:** Max aircraft size ATR-72. No taxiing when aircraft moving on holding area.
- Taxiway S:** Max aircraft size B-747-400 when holding area not used. Max aircraft size B-767 when holding area used, no taxiing when aircraft moving on holding area.
- Taxiway H:** Max aircraft size B-747-400, not available for large aircraft taxiing to Runway 08 when Runway 10 in use for landing.
- Taxiway C:** Max aircraft size B-747-400, available for South-North movements when Runway 10 in use for landing.
- Holding Area:** Max aircraft size B-767, no movement permitted when other aircraft are using taxiway S or taxiway D, aircraft on taxiway S and taxiway D must be fixed objects when aircraft taxiing on holding area, taxilane separation criteria applies.
- Taxiway B (East Bridge):** Max aircraft size B-747-700. Taxiway B available only for North-South movements, not operational when Runway 08 in use for landing.
- Taxiway A (West Bridge):** Max aircraft size B-747-400. Taxiway A available only for South-North movements, not operational when Runway 10 in use for landing.
- Taxiway E:** Max aircraft size B-747-400 available for south-north movements when Rwy 10 in use for landing.

**TAXIWAY HOLDING POSITION DURING EAST OPERATIONS**

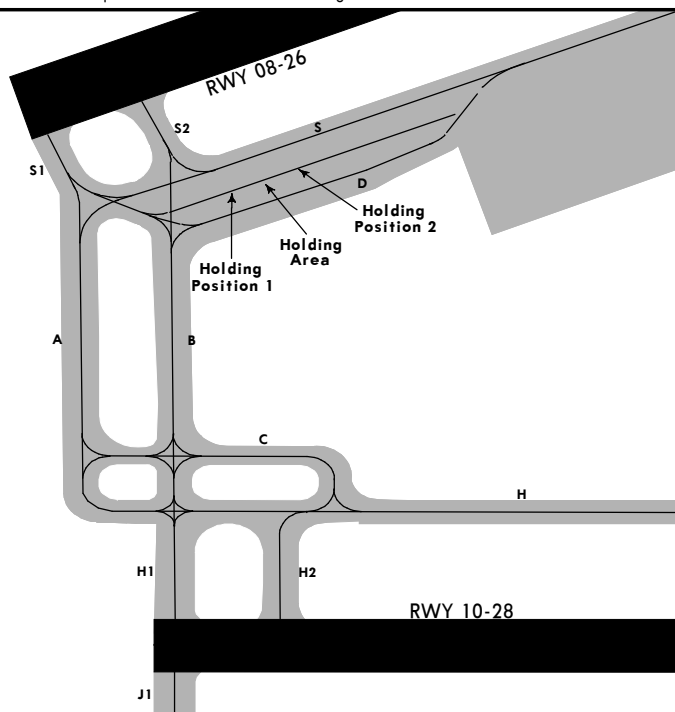
**Background:** Occasionally there is the need for aircraft to hold on the ground prior to departure for operational reasons. To avoid unnecessary delays to those aircraft in sequence ready to depart, two holding spots have been created and depicted near the approach end of Runway 08.

**Procedure:** If a pilot believes there will be the need to hold for a brief period of time before departure, inform ATC of intentions prior to reaching the large red square painted on Sierra Taxiway indicating "TO HLDG PSNS". Once ATC instructs the pilot to one of the two holding spots, follow the centerline and proceed to the holding spot facing west. These holding spots are depicted by two additional red squares painted on the ground named "HLDG PSN 1" and "HLDG PSN 2".

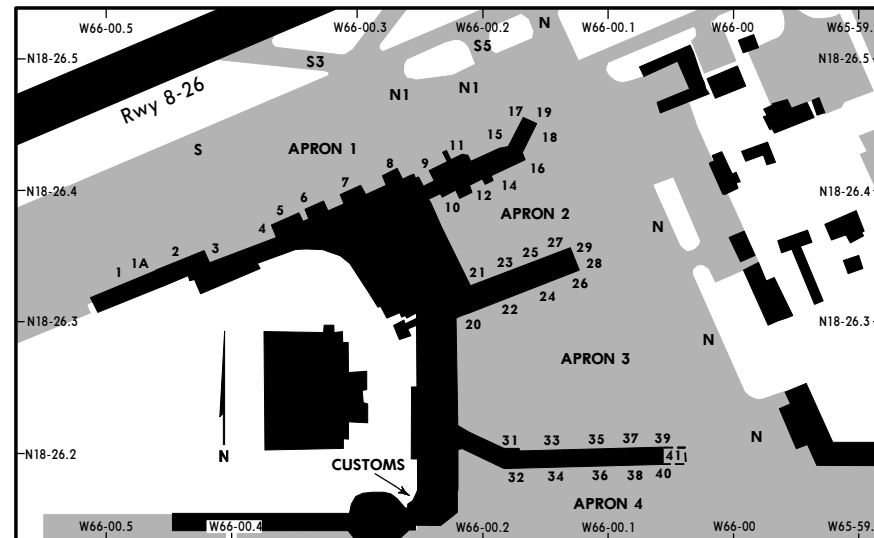
If for any reason the aircraft needs to hold facing another direction, advise ATC promptly. It is important to understand that aircraft holding at these spots are to remain fixed objects to allow the safe movement and proper clearance for aircraft taxiing on either side of the holding area (S and D taxiways). Prior to any movement in this area, request instructions from ATC.

**Description:** TO HLDG PSNS: Large red square painted approximately 1000 ft. prior to the approach end of Runway 08 with white letters indicating "TO HLDG PSNS".

HLDG PSN 1: Red square with white letters indicating "HLDG PSN 1" abeam Yankee intersection near the approach end of Runway 08.  
 HLDG PSN 2: Red square with white letters indicating "HLDG PSN 2".



CHANGES: Taxiway J1 added.



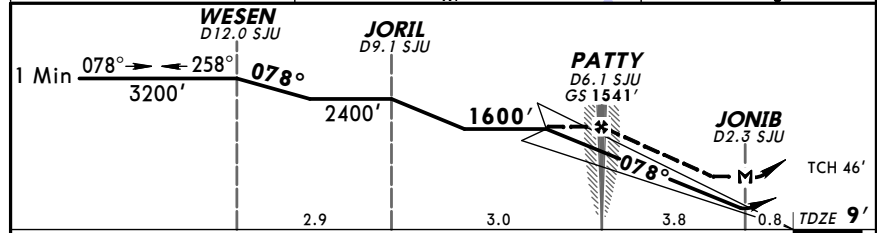
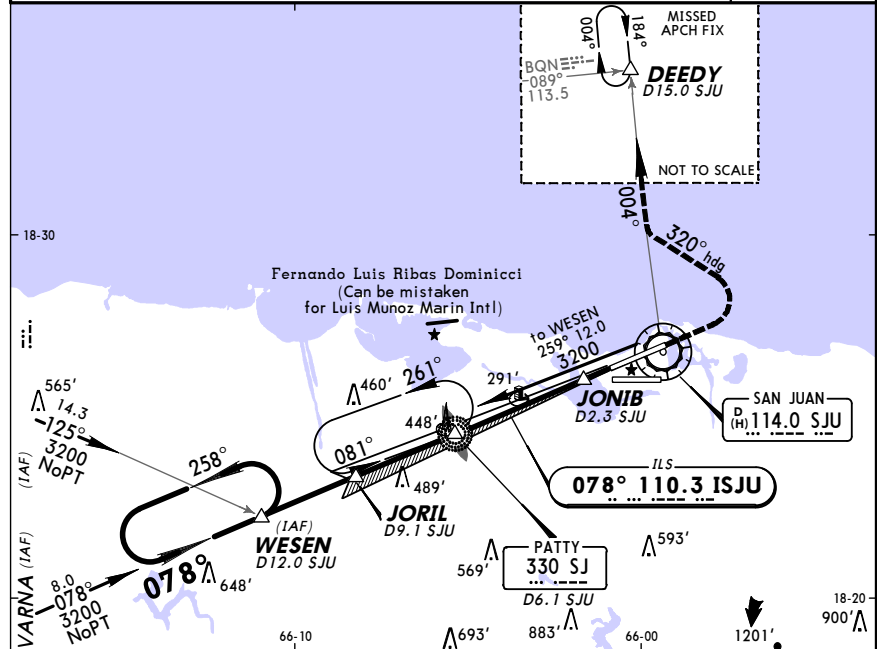
**PARKING GATE COORDINATES**

GATE No.	COORDINATES	GATE No.	COORDINATES
1, 1A	N18 26.3 W066 00.5	31, 32	N18 26.2 W066 00.2
2 thru 5	N18 26.4 W066 00.4	33 thru 41	N18 26.2 W066 00.1
6 thru 8	N18 26.4 W066 00.3		
9 thru 12	N18 26.4 W066 00.2		
14 thru 16	N18 26.4 W066 00.2		
17	N18 26.5 W066 00.2		
18	N18 26.4 W066 00.2		
19	N18 26.5 W066 00.2		
20 thru 23	N18 26.3 W066 00.2		
24	N18 26.3 W066 00.1		
25	N18 26.4 W066 00.2		
26	N18 26.3 W066 00.1		
27	N18 26.4 W066 00.1		
28	N18 26.3 W066 00.1		
29	N18 26.4 W066 00.1		

CHANGES: Terminal.

**TJSJ/SJU**  
**LUIS MUNOZ MARIN INTL** 17 SEP 10 (11-1) **Eff 23 Sep** **SAN JUAN, PUERTO RICO**  
**ILS or LOC Rwy 8**

D-ATIS 125.8		SAN JUAN Approach (R) North & East 120.9		SAN JUAN Tower Southwest & West 119.4		SAN JUAN Tower 132.05		Ground 121.9	
LOC ISJU <b>110.3</b>	Final Apch Crs <b>078°</b>	GS PATTY <b>1541'</b> (1532')	ILS DA(H) <b>311'</b> (302')	Apt Elev 9' TDZE <b>9'</b>					
<b>MISSED APCH:</b> Climb to 2000', then climbing LEFT turn to 3000' on heading 320° and outbound SJU VOR R-004 to DEEDY INT/D15.0 SJU and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' <b>1. DME required.</b> 2. VGS1 and ILS glidepath not coincident. 3. ILS unusable from 0.8 NM inbound to threshold.									



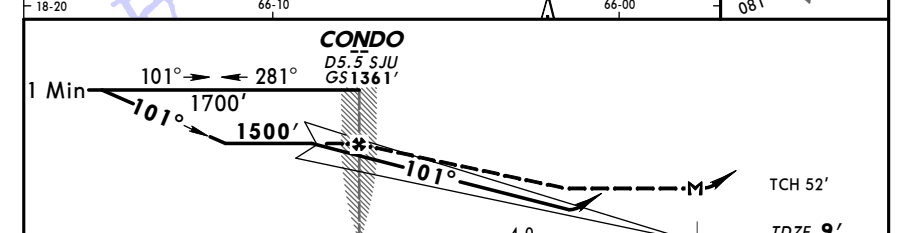
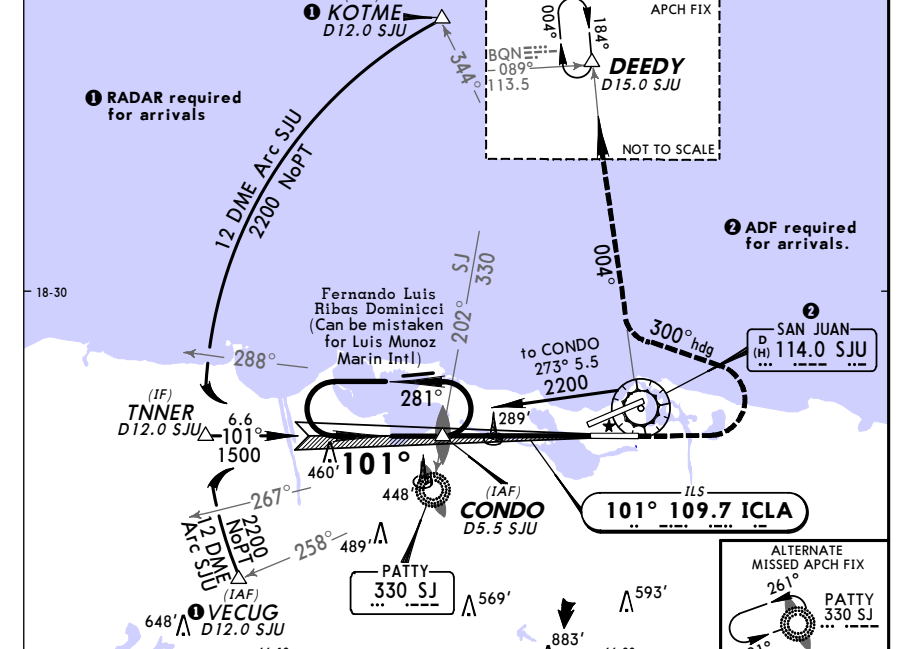
Gnd speed-Kts	70	90	100	120	140	160	MALSR		2000'	3000'	320°	SJU
GS	3.00	377	484	538	646	861	PAP1		↑	←	hdg	114.0
MAP at JONIB or PATTY to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26					R-004

STRAIGHT-IN LANDING RWY 8			LOC (GS out)			CIRCLE-TO-LAND		
DA(H) <b>311'</b> (302')			MDA(H) <b>560'</b> (551')			MDA(H)		
FULL	RAIL or ALS out		RAIL out	ALS out		Max Kts		
A			1/2	3/4	1	90	600' (591') - 1	
B	1/2	1		1	1 1/2	120	600' (591') - 1 1/2	
C			1 1/4	1 3/4		140	600' (591') - 2	
D						165	600' (591') - 2	

TERPS AMEND 16 23 SEP 2010  
 CHANGES: Procedure.

**TJSJ/SJU**  
**LUIS MUNOZ MARIN INTL** 17 SEP 10 (11-2) **Eff 23 Sep** **SAN JUAN, PUERTO RICO**  
**ILS or LOC Rwy 10**

D-ATIS 125.8		SAN JUAN Approach (R) North & East 120.9		SAN JUAN Tower Southwest & West 119.4		SAN JUAN Tower 132.05		Ground 121.9	
LOC ICLA <b>109.7</b>	Final Apch Crs <b>101°</b>	GS CONDO <b>1361'</b> (1352')	ILS DA(H) <b>244'</b> (235')	Apt Elev 9' TDZE <b>9'</b>					
<b>MISSED APCH:</b> Climb to 1900', then climbing LEFT turn to 3000' heading 300° and outbound SJU VOR R-004 to DEEDY INT/D15.0 SJU and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' <b>1. DME required.</b> 2. VGS1 and ILS glidepath not coincident. 3. ILS unusable from 0.8 NM inbound to threshold.									



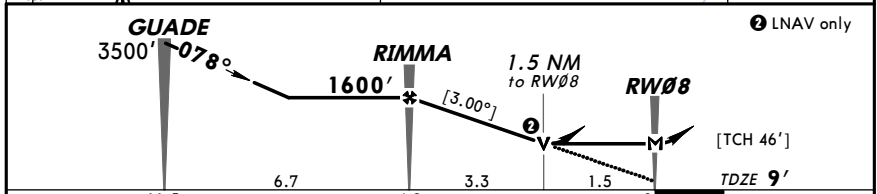
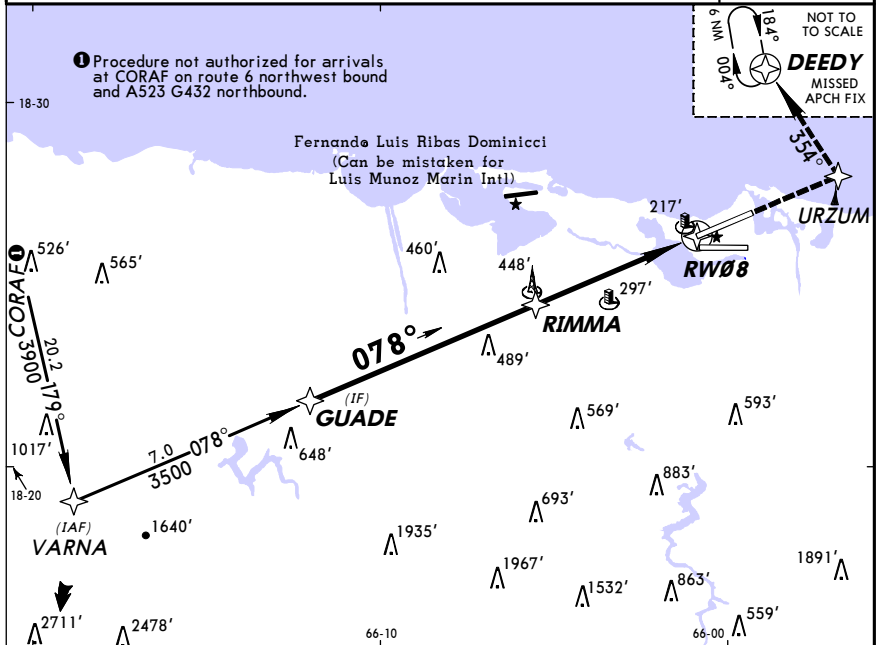
Gnd speed-Kts	70	90	100	120	140	160	MALSR		1900'	3000'	300°	SJU
GS	3.00	377	484	538	646	861	PAP1-L		↑	←	hdg	114.0
CONDO to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30					DEEDY

STRAIGHT-IN LANDING RWY 10			LOC (GS out)			CIRCLE-TO-LAND		
DA(H) <b>244'</b> (235')			MDA(H) <b>600'</b> (591')			MDA(H)		
FULL	RAIL or ALS out		RAIL out	ALS out		Max Kts		
A			1	1		90	600' (591') - 1	
B	3/4		1 1/2	1 1/2		120	600' (591') - 1 1/2	
C			1 3/4	1 3/4		140	600' (591') - 2	
D						165	600' (591') - 2	

TERPS AMEND 5 23 SEP 2010  
 CHANGES: Procedure.

TJSJ/SJU SAN JUAN, PUERTO RICO  
 LUIS MUNOZ MARIN INTL 17 SEP 10 (12-1) Eff 23 Sep RNAV (GPS) Rwy 8

D-ATIS	SAN JUAN Approach (R)		SAN JUAN Tower		Ground
125.8	North & East	Southwest & West	132.05		121.9
120.9	119.4				
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev	9'
	078°	1600' (1591')	530' (521')	TDZE	9'
MISSED APCH: Climb to 3000' direct URZUM and on track 354° to DEEDY and hold.					5100'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. WAAS VNAV not authorized.					MSA RW08



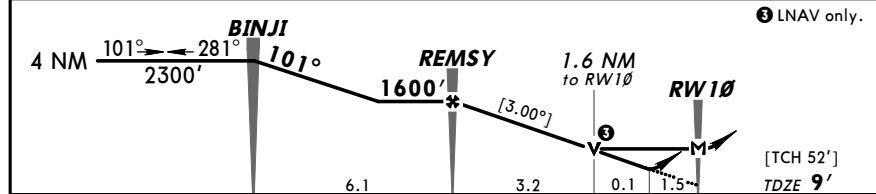
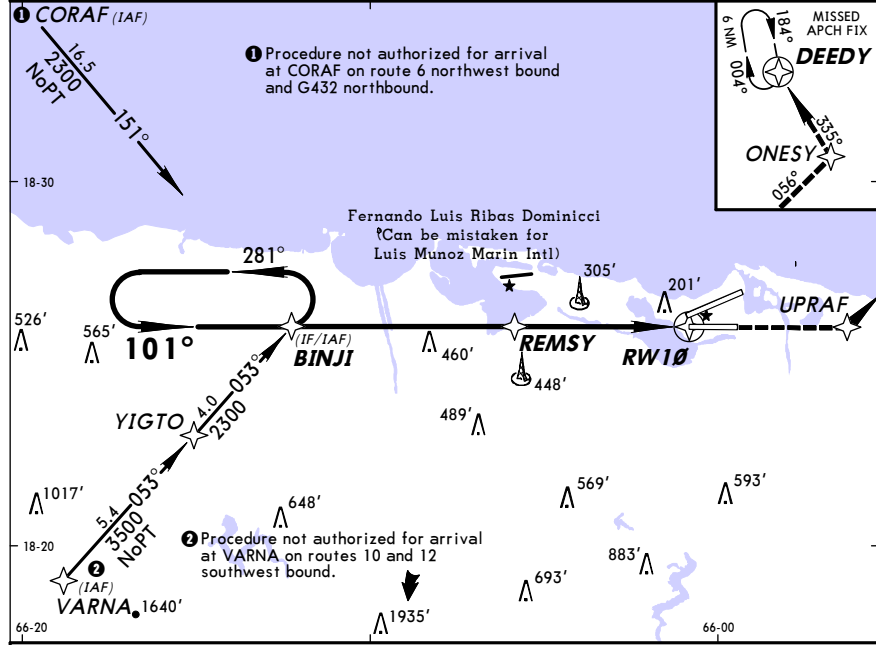
Gnd speed-Kts	70	90	100	120	140	160		MALSRL	3000'	D	URZUM
Descent angle [3.00°]	372	478	531	637	743	849		PAPIL			
MAP at RW08											

STRAIGHT-IN LANDING RWY 8						CIRCLE-TO-LAND	
LNAV/VNAV			LNAV			Max Kts	MDA(H)
DA(H) 530' (521')			MDA(H) 560' (551')				
RAIL or ALS out			RAIL out	ALS out			
A			1/2	3/4	1	90	600'(591')-1
B						120	
C	1 1/4	1 3/4	1	1 1/2		140	600'(591')-1 1/2
D			1 1/4	1 3/4		165	600'(591')-2

TERPS AMEND 1 - 23 SEP 2010  
 CHANGES: Procedure.

TJSJ/SJU SAN JUAN, PUERTO RICO  
 LUIS MUNOZ MARIN INTL 17 SEP 10 (12-2) Eff 23 Sep RNAV (GPS) Rwy 10

D-ATIS	SAN JUAN Approach (R)		SAN JUAN Tower		Ground
125.8	North & East	Southwest & West	132.05		121.9
120.9	119.4				
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev	9'
	101°	1600' (1591')	549' (540')	TDZE	9'
MISSED APCH: Climb to 3000' direct UPRAF and on track 056° to ONESY and on track 335° to DEEDY and hold.					5100'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. WAAS VNAV not authorized.					MSA RW10



Gnd speed-Kts	70	90	100	120	140	160		MALSRL	3000'	D	UPRAF
Descent angle [3.00°]	372	478	531	637	743	849		PAPIL			
MAP at RW10											

STRAIGHT-IN LANDING RWY 10						CIRCLE-TO-LAND	
LNAV/VNAV			LNAV			Max Kts	MDA(H)
DA(H) 549' (540')			MDA(H) 560' (551')				
RAIL or ALS out			RAIL out	ALS out			
A			1			90	600'(591')-1
B						120	
C	2		1 1/2			140	600'(591')-1 1/2
D			1 3/4			165	600'(591')-2

TERPS AMEND 1 - 23 SEP 2010  
 CHANGES: Procedure.

TJSJ/SJU

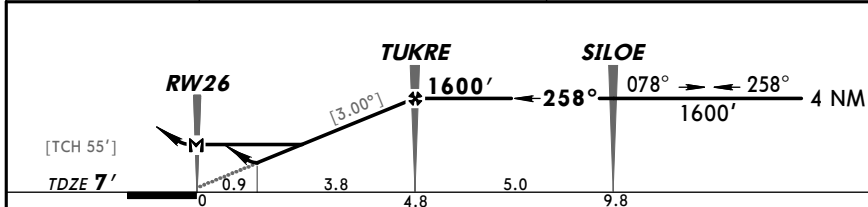
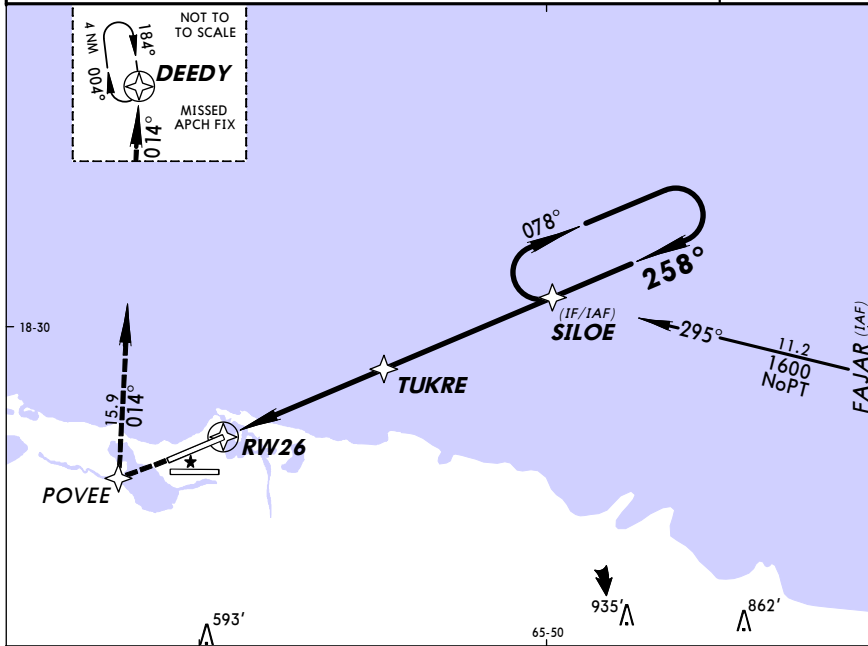
LUIS MUNOZ MARIN INTL

15 AUG 03 (12-3)

SAN JUAN, PUERTO RICO

RNAV (GPS) Rwy 26

D-ATIS	SAN JUAN Approach (R)		SAN JUAN Tower		Ground
125.8	North & East	Southwest & West	132.05		121.9
120.9	119.4				
RNAV	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev	9'
	258°	1600' (1593')	360' (353')	TDZE	7'
MISSED APCH: Climb to 3000' direct POVEE and then RIGHT turn via 014° track to DEEDY and hold.					5100'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Baro-VNAV not authorized below -15°C (5°F). 2. GPS or RNP-0.3 required. 3. DME/DME RNP-0.3 not authorized. 4. VGSI and descent angles not coincident. 5. WAAS VNAV not authorized.					
					MSA RW26



Gnd speed-Kts	70	90	100	120	140	160		REIL	3000'	→	POVEE
Descent angle [3.00°]	372	478	531	637	743	849		VASI-L			
MAP at RW26											

STRAIGHT-IN LANDING RWY 26			CIRCLE-TO-LAND		
LNAV/VNAV		LNAV		Max Kts	
DA(H) 360' (353')		MDA(H) 400' (393')		MDA(H)	
A				90	560' (551') - 1 1/4
B				120	
C	1 1/4			140	560' (551') - 1 1/2
D		1 1/4		165	560' (551') - 2

CHANGES: WAAS VNAV note.

TJSJ/SJU

LUIS MUNOZ MARIN INTL

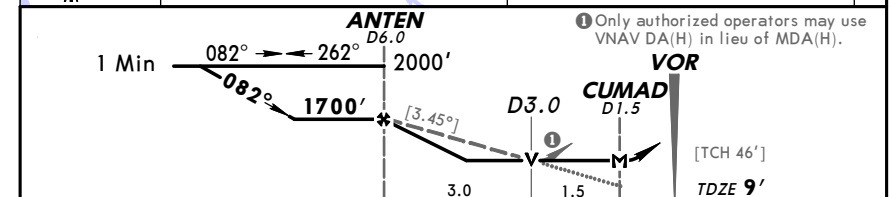
16 OCT 09 (13-1)

Eff 22 Oct

SAN JUAN, PUERTO RICO

VOR Rwy 8

D-ATIS	SAN JUAN Approach (R)		SAN JUAN Tower		Ground
125.8	North & East	Southwest & West	132.05		121.9
120.9	119.4				
VOR SJU	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev	9'
114.0	082°	1700' (1691')	560' (551')	TDZE	9'
MISSED APCH: Climb to 2000', then climbing LEFT turn to 3000' via heading 320° and SJU VOR R-004 outbound to DEEDY INT/D15.0 and hold.					2200'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. ADF or DME required. 2. VGSI and descent angles not coincident.					
					MSA SJU VOR



Gnd speed-Kts	70	90	100	120	140	160		MALS	2000'	3000'	hdg
Descent angle [3.45°]	427	549	611	733	855	977		PAPI			320°
MAP at CUMAD or ANTEN to MAP	4.5	3:51	3:00	2:42	2:15	1:56	1:41				

STRAIGHT-IN LANDING RWY 8			CIRCLE-TO-LAND		
LNAV/VNAV		LNAV		Max Kts	
MDA(H) 560' (551')		MDA(H)		MDA(H)	
A				90	600' (591') - 1
B	1/2	3/4	1	120	
C	1		1 1/2	140	600' (591') - 1 1/2
D	1 1/4		1 3/4	165	600' (591') - 2

CHANGES: Procedure.

BRIEFING STRIP

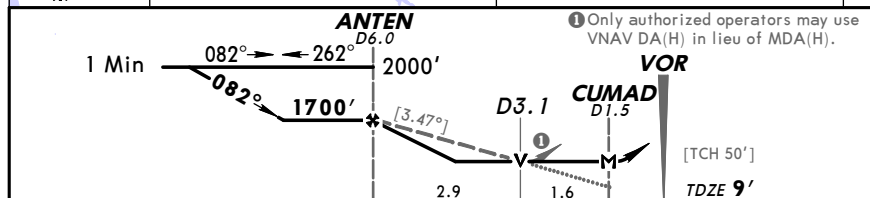
AMENDED

BRIEFING STRIP

TERPS AMEND 1 22 OCT 2009

**TJSJ/SJU**  
**LUIS MUNOZ MARIN INTL** 16 OCT 09 (13-2) **Eff 22 Oct** **SAN JUAN, PUERTO RICO**  
**VOR Rwy 10**

D-ATIS	SAN JUAN Approach (R)		SAN JUAN Tower		Ground
125.8	North & East 120.9	Southwest & West 119.4	132.05		121.9
VOR SJU 114.0	Final Apch Crs 082°	Minimum Alt ANTEN 1700' (1691')	MDA(H) 560' (551')	Apt Elev 9' TDZE 9'	2200' 100° ← → 280° 5100'
<b>MISSED APCH:</b> Climb to 2000', then climbing LEFT turn to 3000' via heading 320° and SJU VOR R-004 outbound to DEEDY INT/D15.0 and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. ADF or DME required. 2. VGSI and descent angles not coincident.					MSA SJU VOR



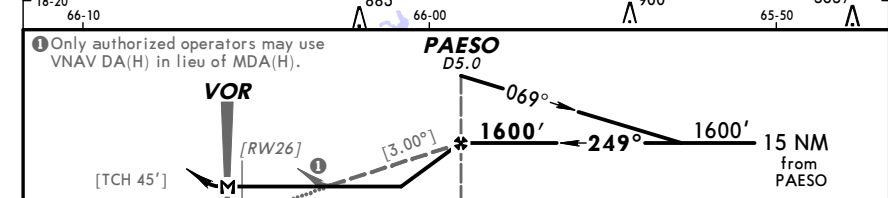
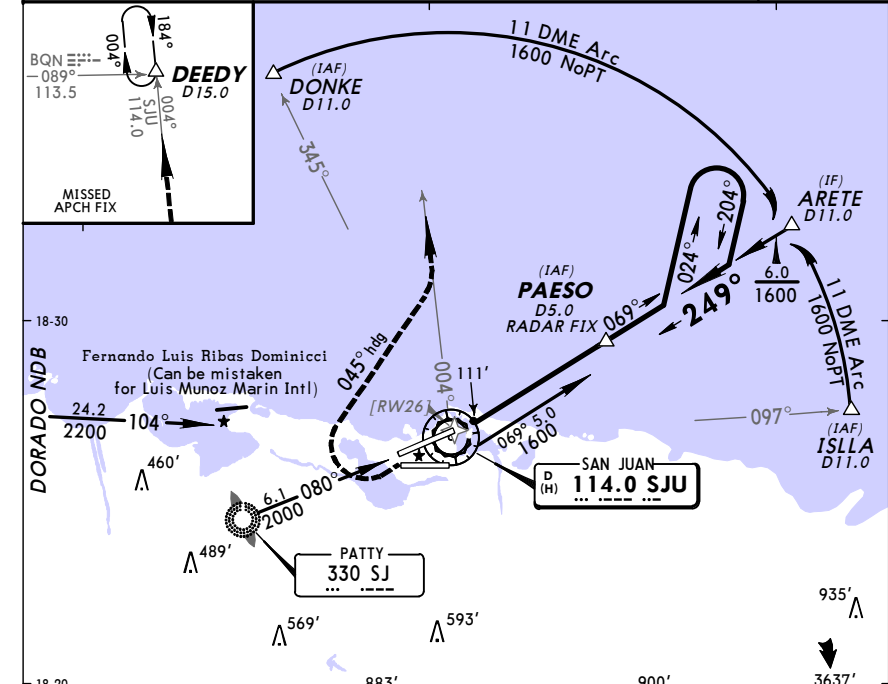
Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.47°]	430	553	614	737	860	983
MAP at CUMAD or ANTEN to MAP	4.5	3:51	3:00	2:42	2:15	1:56
STRAIGHT-IN LANDING RWY 10						
CIRCLE-TO-LAND						
MDA(H) 560' (551')						
PAPI-L 2000' 3000' via hdg 320°						

STRAIGHT-IN LANDING RWY 10		CIRCLE-TO-LAND	
MDA(H) 560' (551')		MDA(H)	
Max Kts		90	120
A	1	600' (591') -1	
B			
C	1½	600' (591') -1½	
D	1¾	600' (591') -2	

TERPS AMEND 1 - 22 OCT 2009  
 CHANGES: Procedure.

**TJSJ/SJU**  
**LUIS MUNOZ MARIN INTL** 16 OCT 09 (13-3) **Eff 22 Oct** **SAN JUAN, PUERTO RICO**  
**VOR Rwy 26**

D-ATIS	SAN JUAN Approach (R)		SAN JUAN Tower		Ground
125.8	North & East 120.9	Southwest & West 119.4	132.05		121.9
VOR SJU 114.0	Final Apch Crs 249°	Minimum Alt PAESO 1600' (1593')	MDA(H) 440' (433')	Apt Elev 9' TDZE 7'	2200' 100° ← → 280° 5100'
<b>MISSED APCH:</b> Climb to 2000', then climbing RIGHT turn to 3000' via heading 045° and SJU VOR R-004 outbound to DEEDY INT/D15.0 and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. DME or RADAR required. 2. Visibility reduction by helicopters not authorized.					MSA SJU VOR



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						
STRAIGHT-IN LANDING RWY 26						
CIRCLE-TO-LAND						
MDA(H) 440' (433')						
REIL VASI-L 2000' 3000' via hdg 045°						

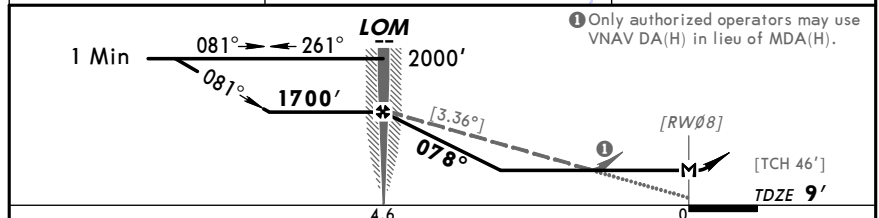
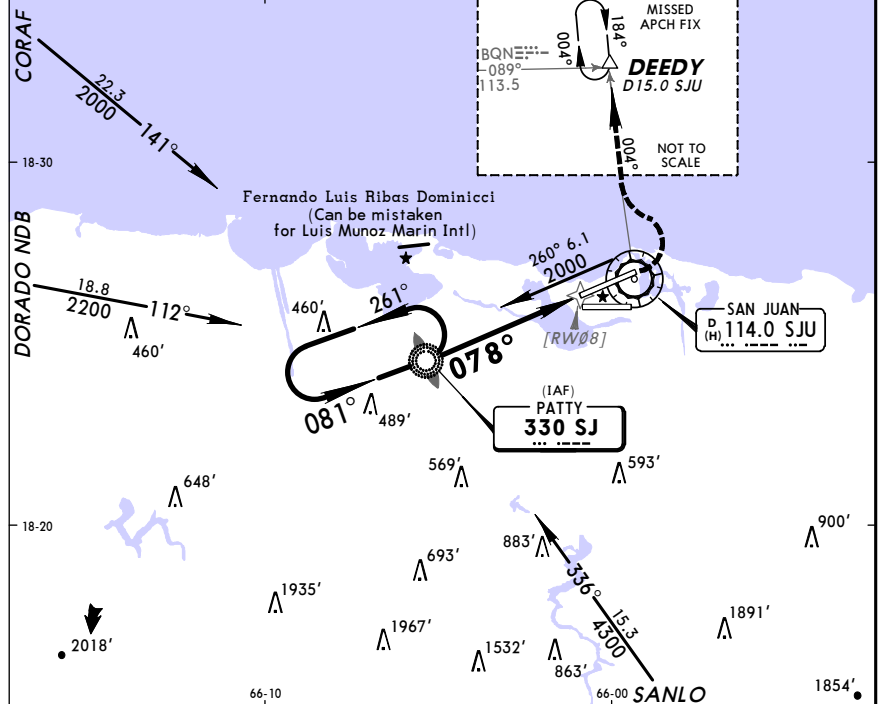
STRAIGHT-IN LANDING RWY 26		CIRCLE-TO-LAND	
MDA(H) 440' (433')		MDA(H)	
Max Kts		90	120
A	1	600' (591') -1	
B			
C	1¼	600' (591') -1¼	
D	1½	600' (591') -2	

TERPS AMEND 20 - 22 OCT 2009  
 CHANGES: Procedure.

**TJSJ/SJU**  
**LUIS MUNOZ MARIN INTL** 16 OCT 09 (16-1) **Eff 22 Oct** **SAN JUAN, PUERTO RICO**  
**NDB Rwy 8**

D-ATIS 125.8		SAN JUAN Approach (R) North & East 120.9		SAN JUAN Tower Southwest & West 119.4		SAN JUAN Tower 132.05		Ground 121.9	
LOM SJ 330	Final Apch Crs 078°	Minimum Alt LOM 1700' (1691')	MDA(H) 600' (591')	Apt Elev 9' TDZE 9'	2000' 100° ← → 280° 5100'				

**MISSED APCH:** Climb to 2000', then climbing LEFT turn to 3000' outbound via SJU VOR R-004 to DEEDY INT/D15.0 SJU and hold.  
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. VGSi and descent angles not coincident.



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	3000'	SJU	DEEDY
Descent angle	[3.36°]	416	535	595	713	832	PAPI	↑	←	via 114.0 R-004	
LOM to MAP	4.6	3:57	3:04	2:46	2:18	1:58	1:44				

**STRAIGHT-IN LANDING RWY 8**      **CIRCLE-TO-LAND**

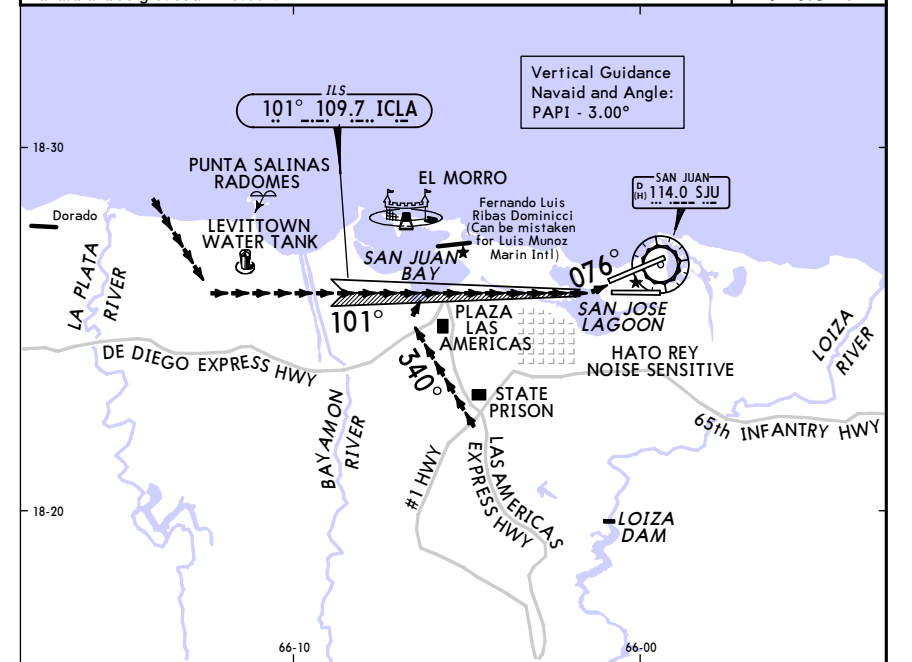
RAIL out		ALS out		Max Kts.	MDA(H)
A	3/4		1		
B				120	
C	1		1 1/2	140	600' (591')-1 1/2
D	1 1/2		1 3/4	165	600' (591')-2

CHANGES: None.

**TJSJ/SJU**  
**LUIS MUNOZ MARIN INTL** 1 MAY 09 (19-1) **Eff 7 May** **SAN JUAN, PUERTO RICO**  
**LAGOON VISUAL Rwy 8**

D-ATIS 125.8		SAN JUAN Approach (R) North & East 120.9		SAN JUAN Tower Southwest & West 119.4		SAN JUAN Tower 132.05		Ground 121.9	
NAVAIDS- Refer to Planview	Final Apch Crs Refer to Planview	No FAF	CEIL-VIS 2000' -5	Apt Elev 9' TDZE 9'	2000' 100° ← → 280° 5100'				

**MISSED APCH:** No Missed Approach procedure.  
 Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'  
 1. RADAR required. 2. Procedure not authorized at night. 3. Vertical Guidance  
 Navaid and Angle: PAPI - 3.00°.



**LAGOON VISUAL APPROACH RUNWAY 8**

When cleared for the Lagoon Visual Runway 8 Approach aircraft will proceed visually to intercept and fly the Runway 10 final approach course until the west end of the San Jose Lagoon, then make left turn to land Runway 8.

MALSR	No Missed Approach Procedure
PAPI	

**WEATHER MINIMUMS**  
 Ceiling 2000' Vis 5

CHANGES: Note removed.



