

GENERAL**Operational Hours**

ATS Hours / AD ADMIN Hours: 1000-0200, other times 24HR PPR.

Airport Information

RFF: CAT 9 H24

Fuel: 0700-1600, other times PN.

PCN: RWY 11: First 1300m / 4265ft 73/F/A/W/T, remaining 1443m / 4734ft 79/F/C/W/T.
RWY 29: First 1443m / 4734ft 79/F/C/W/T, remaining 1300m / 4265ft 73/F/A/W/T.

Customs: 1000-0200

Operation**TWY Restriction**

TWY B width 22m / 72ft.

Taxi/Parking

Medium and heavy ACFT must use turning bay.

Turbo-prop and PROP ACFT must shut down ENGs during intransit stops for safety reasons.

Taxi into stand with own PWR. Turbo-jet ACFT with single engine taxi.

Medium and heavy ACFT: ENG start after push-back only.

Insufficient safety DIST restrict large ACFTs use of certain TWYs when using their own PWR. Further information will be given to each ACFT from TWR or GND.

Warnings

Power station located 2861m / 9683ft east of end of RWY 11 and 640m / 2100ft south of centreline. Encounter with plumes greater than 3m / 10ft per second not likely above 48m / 160ft AMSL or 150m / 492ft from power plant.

RWY 11: Last 700m not visible from TWR.

Birds in vicinity of AD.

ARRIVAL**Arrival Procedure****VFR Traffic Pattern**

RWY 11/29 right-hand circuit.

DEPARTURE**Take-off Minima**

RWY		11/29	
All ACFT	ft - m/km	0 - 400V	HJ only
		0 - 800V	HN

23-FEB-2017

Trinidad and Tobago **Scarborough** A N R Robinson Intl

AFC

AFC

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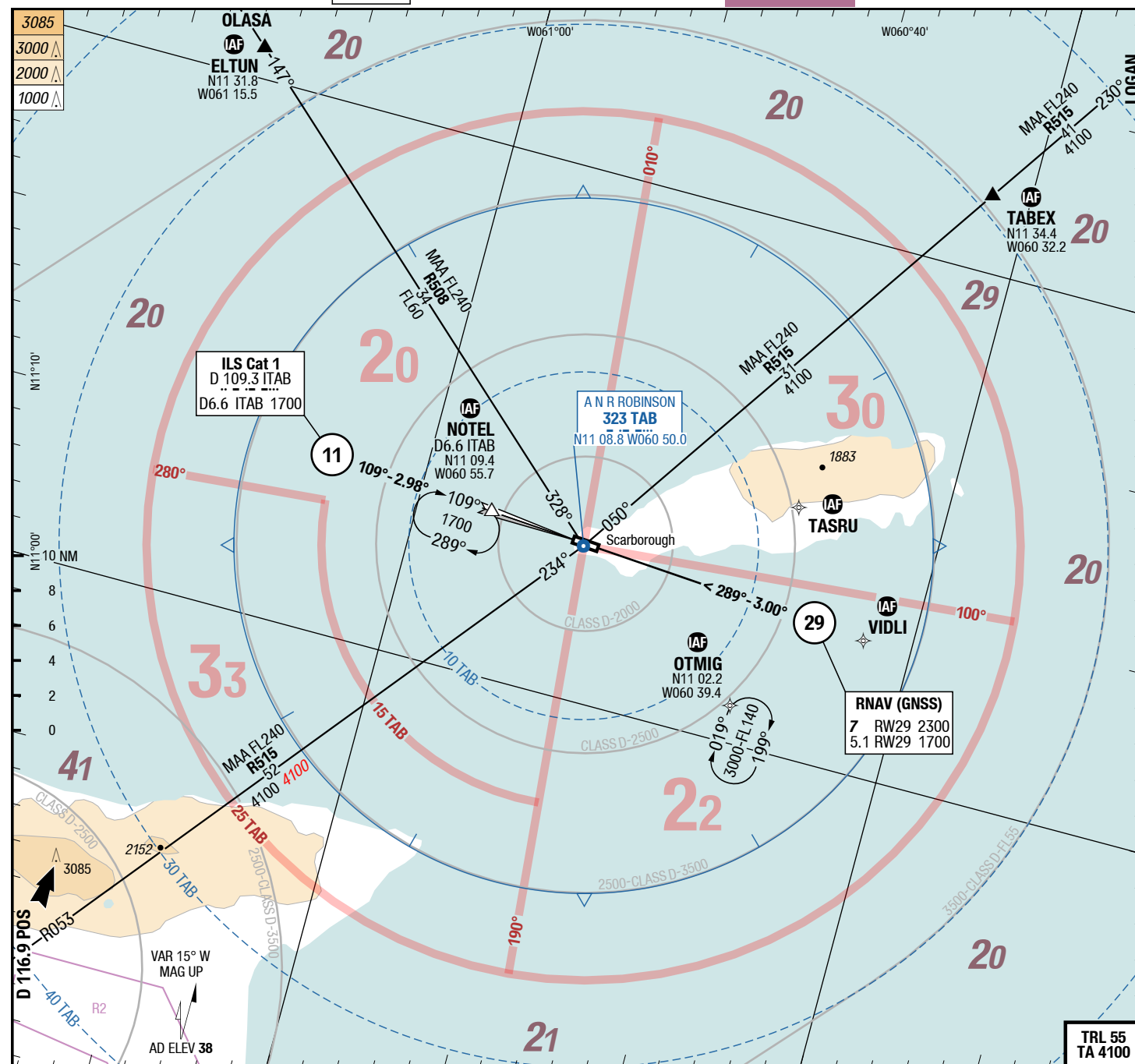
A N R Robinson Intl **Scarborough** Trinidad and Tobago

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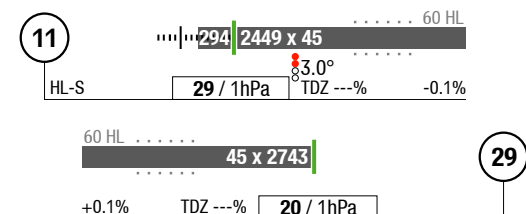
TAB-TTCP

2-10



ATIS	132.200	1000-0200
Piarco ACC	123.700	North Sector
	133.100	North Sector
	126.500	South Sector
	125.400	South Sector
Piarco APP	119.000	
	119.550	
Robinson TWR	118.400	1000-0200
Robinson GND	121.700	1000-0200

Landing RWY system:



Changes: WPT , PROC, Navaid , IAF, HLDG, APCH boxes, AWY

23-FEB-2017

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AGC

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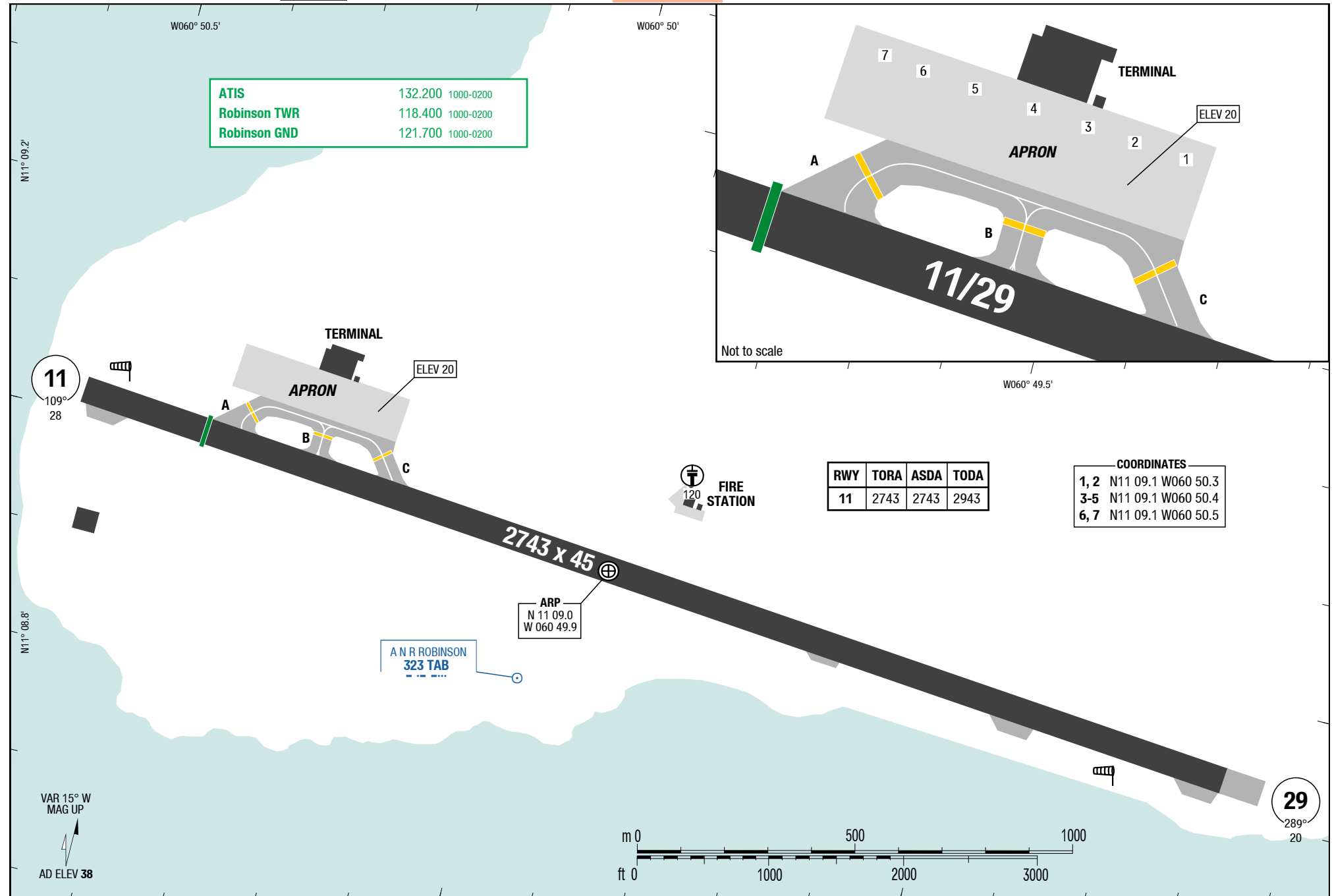
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TAB-TTCP

3-20

AGC

AGC



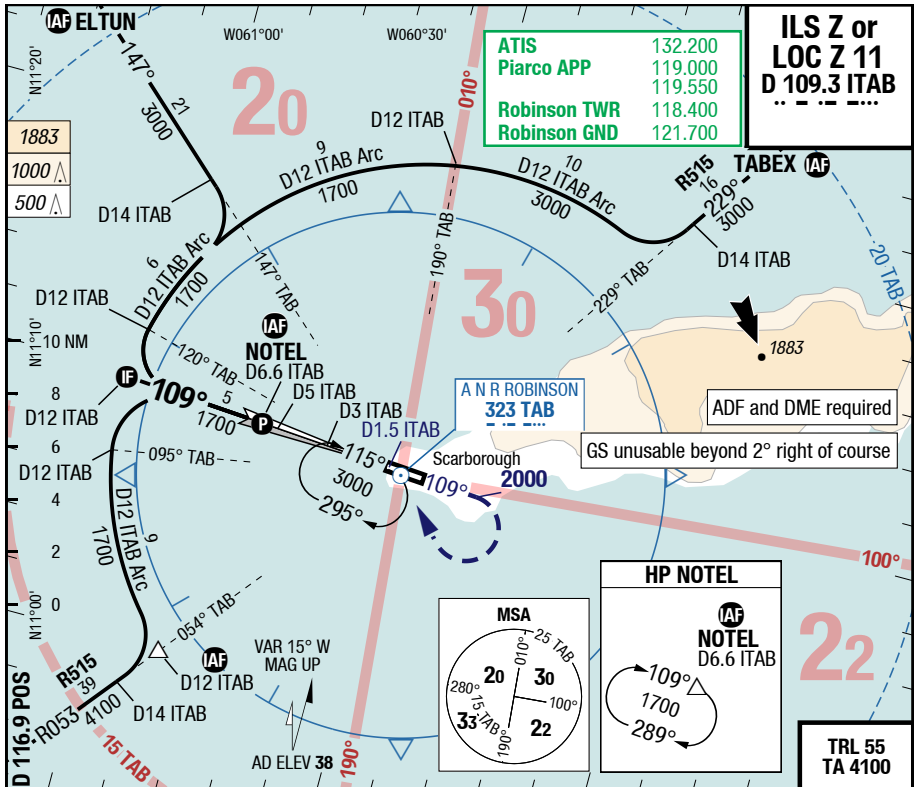
Changes: Nil

12-NOV-2015

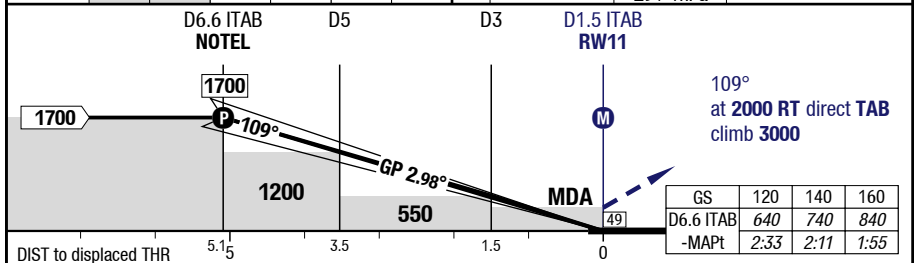
TAB-TTCP

7-10

ILS Z or LOC Z 11



LOC 2.98° D ITAB			6.6	6	4	3	11	HL-S	294 2449 x 45	60 HL	
			1700	1510	870	550			29 / 1hPa	3.0° TDZ ---%	-0.1%



11	Cat 1 DME 1) 2)	LOC DME			Circling 3)
C	ft - m/km ft	240 - 1.0 270	360 - 1.4 380		600 - 2.4V 640
D	ft - m/km ft	250 - 1.0 280	360 - 1.4 380		700 - 3.6V 740

1) Autopilot coupled APCH NA below 525ft MSL

3) VMC and S of RWY 11/29 only

2) With EVS 650m

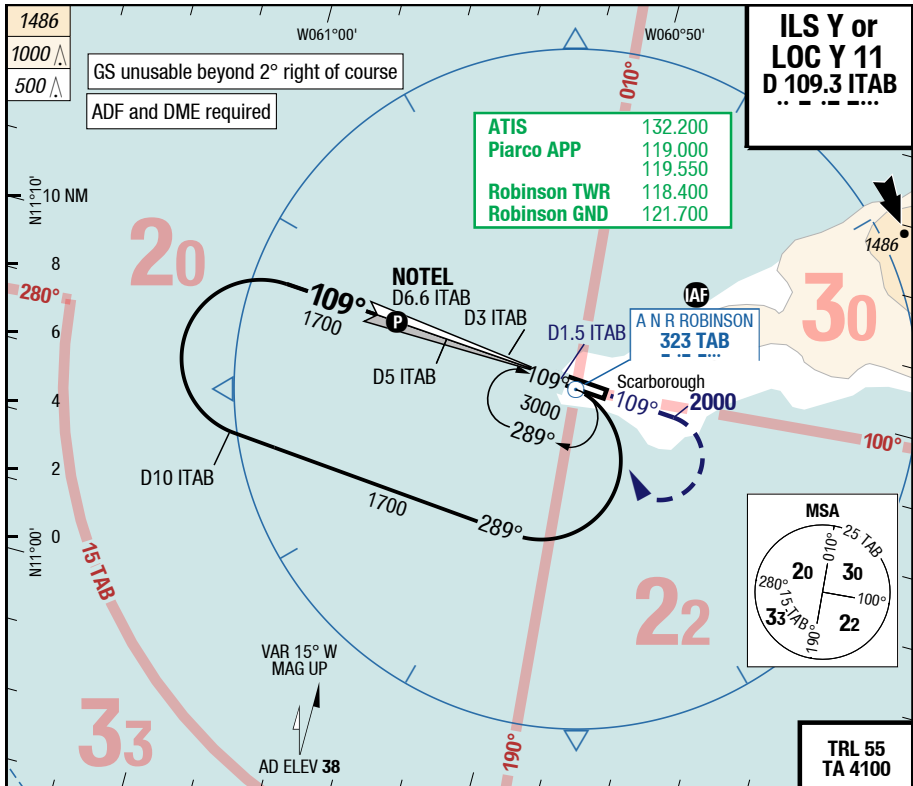
Changes: FREQ, Navaid, APL, MIN

12-NOV-2015

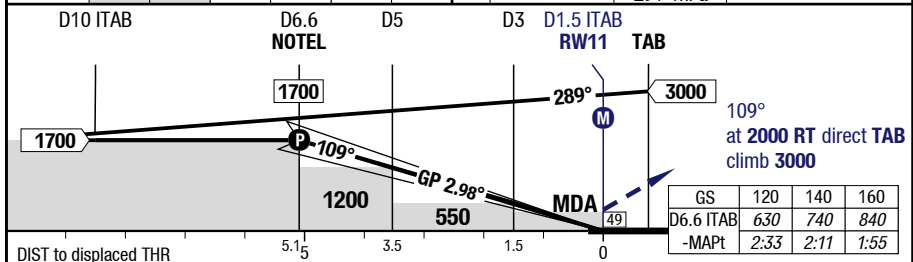
TAB-TTCP

7-20

ILS Y or LOC Y 11



LOC 2.98° D ITAB			6.6	6	4	3	11	HL-S	294 2449 x 45	60 HL	
			1700	1510	870	550			29 / 1hPa	3.0° TDZ ---%	-0.1%



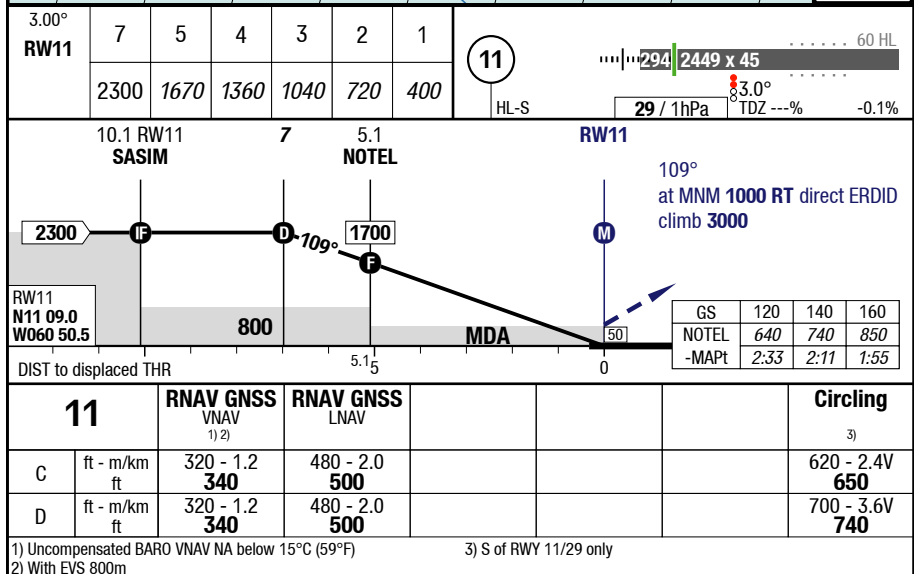
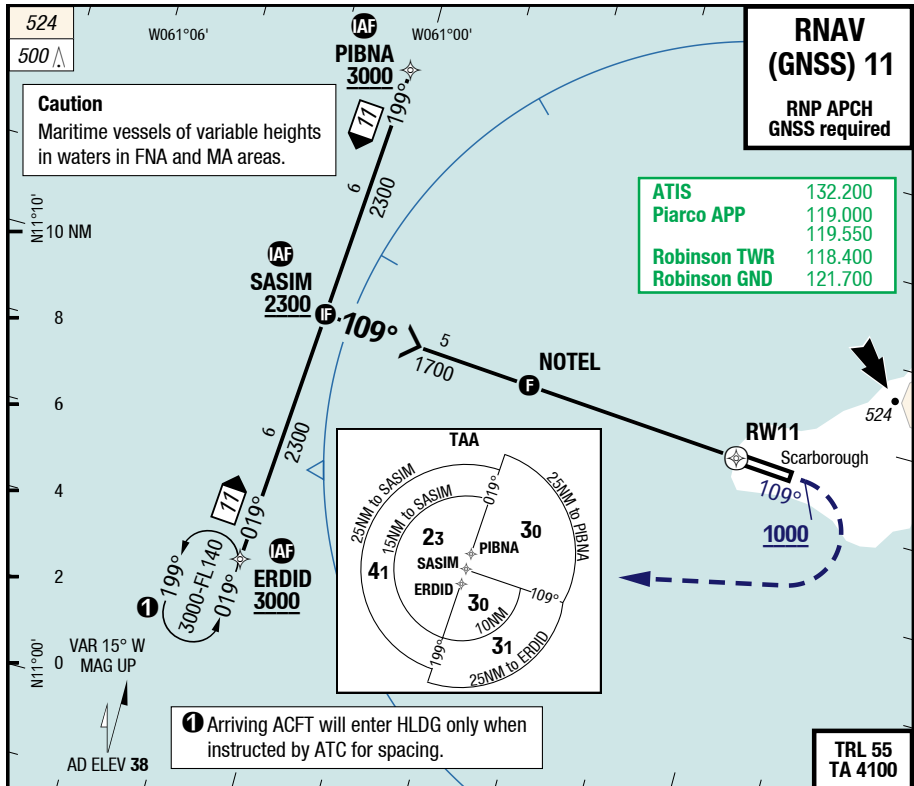
11	Cat 1 DME 1) 2)	LOC DME			Circling 3)
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1) Autopilot coupled APCH NA below 525ft MSL

3) VMC and S of RWY 11/29 only

2) With EVS 650m

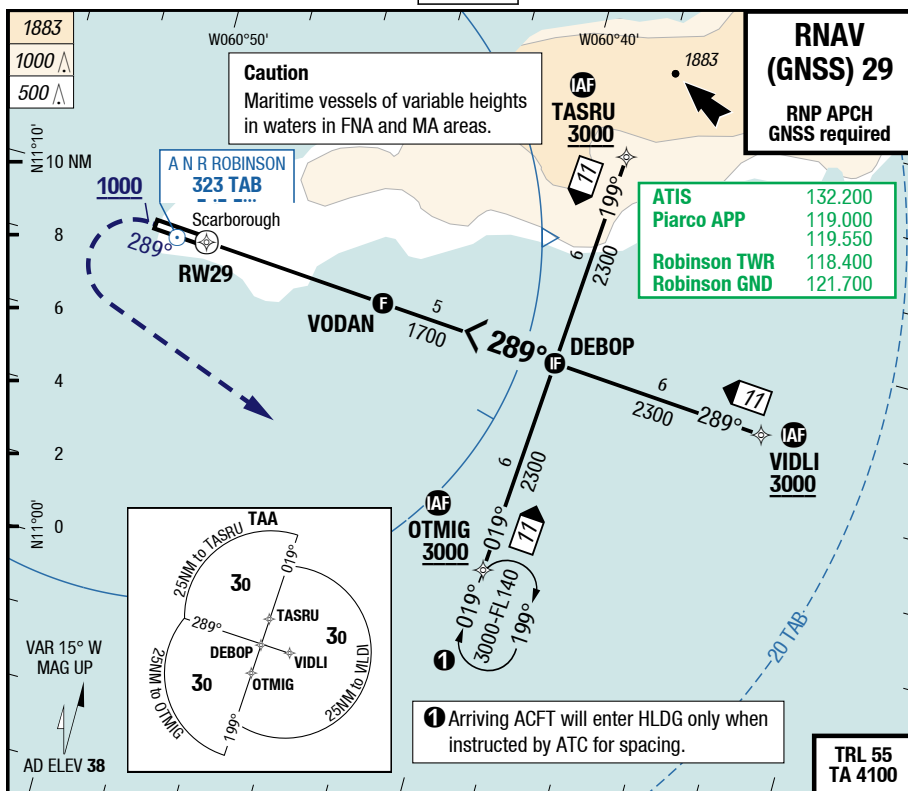
Changes: APL, FREQ, Navaid, MIN

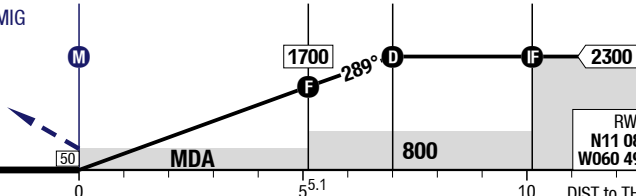
TAB-TTCP**7-30****RNAV (GNSS) 11**

TAB-TTCP

7-40

RNAV (GNSS) 29



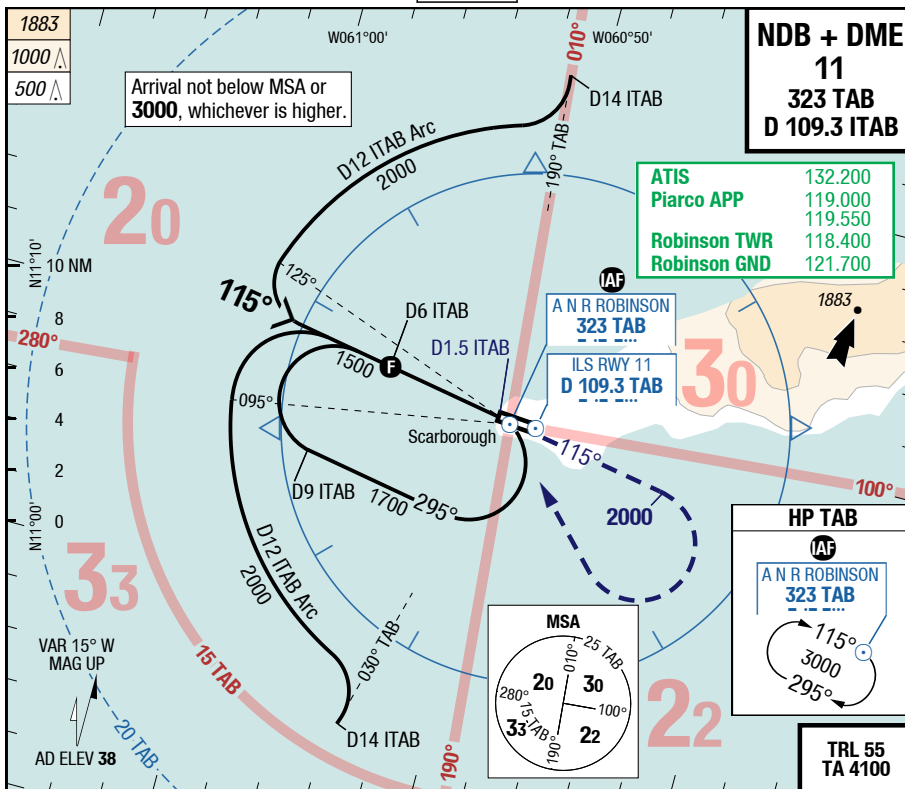
60 HL				45 x 2743				29	1	2	3	4	5	7	3.00° RW29														
+0.1%				TDZ ---%					390	710	1030	1350	1670	2300															
289° at MNM 1000 LT direct OTMIG climb 3000				RW29				5.1 VODAN		7		10.1 RW29 DEBOP																	
<table><tr><td>GS</td><td>120</td><td>140</td><td>160</td></tr><tr><td>VODAN</td><td>640</td><td>740</td><td>850</td></tr><tr><td>-MAPt</td><td>2:34</td><td>2:12</td><td>1:55</td></tr></table>				GS	120	140	160	VODAN	640	740	850	-MAPt	2:34	2:12	1:55					1700		289°		D		IF		2300	
GS	120	140	160																										
VODAN	640	740	850																										
-MAPt	2:34	2:12	1:55																										
				MDA				5.1		800		10		DIST TO THR		RW29 N11 08.9 W060 49.2													
29		RNAV GNSS VNAV 1) 2)		RNAV GNSS LNAV										Circling 3)															
C	ft - m/km ft	320 - 1.4 340		480 - 2.2 500										620 - 2.4V 650															
D	ft - m/km ft	320 - 1.4 340		480 - 2.2 500										700 - 3.6V 740															
1) Uncompensated BARO VNAV NA below 15°C (59°F)																3) S of RWY 11/29 only													
2) With EVS 900m																													

Changes: Completely revised

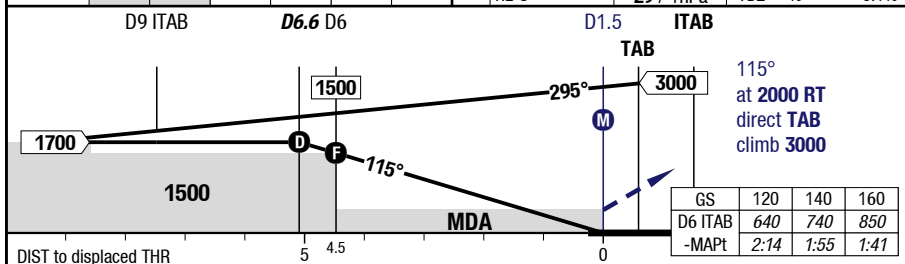
TAB-TTCP

7-50

NDB + DME 11



3.00°			6.6	5	4	3	<div> <div>11</div> <div>HL-S</div> </div>	<div> <div>294</div> <div>2449 x 45</div> <div>60 HL</div> </div>
D ITAB 115° RWY 109°			1700	1190	870	550		



11		NDB DME (TAB ¹⁾)				Circling ₂₎
C	ft - m/km ft	440 - 1.8 460				600 - 2.4V 640
D	ft - m/km ft	440 - 1.8 460				700 - 3.6V 740

1) FAT intercepts RWY CL at 2.3 DME ITAB or 0.8NM from THR RWY 11

2) VMC and S of RWY 11/29 only

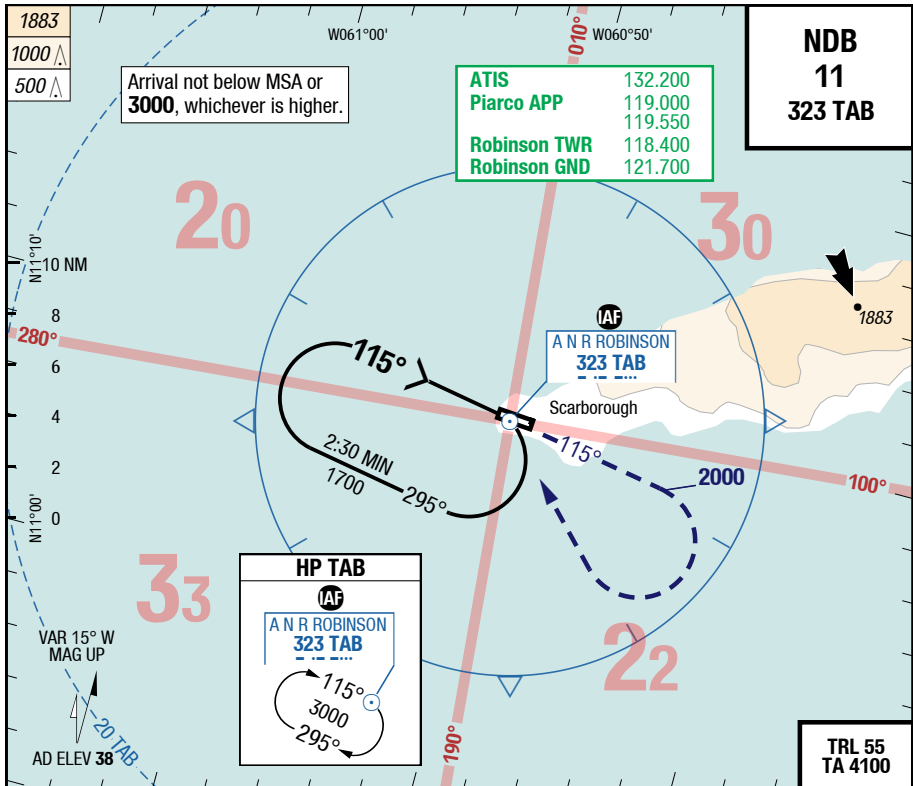
Changes: FREQ, APL, Navaid , MIN

12-NOV-2015

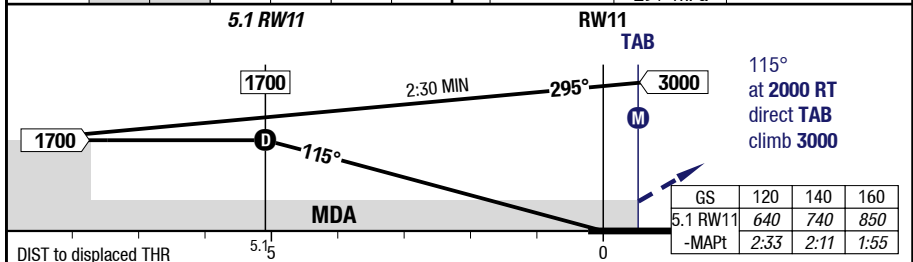
TAB-TTCP

7-60

NDB 11



3.00°			5.1	4	3	2	11	HL-S	294 2449 x 45	60 HL
RW11										
115°										
RWY 109°			1700	1360	1040	720			29 / 1hPa	TDZ ---% -0.1%

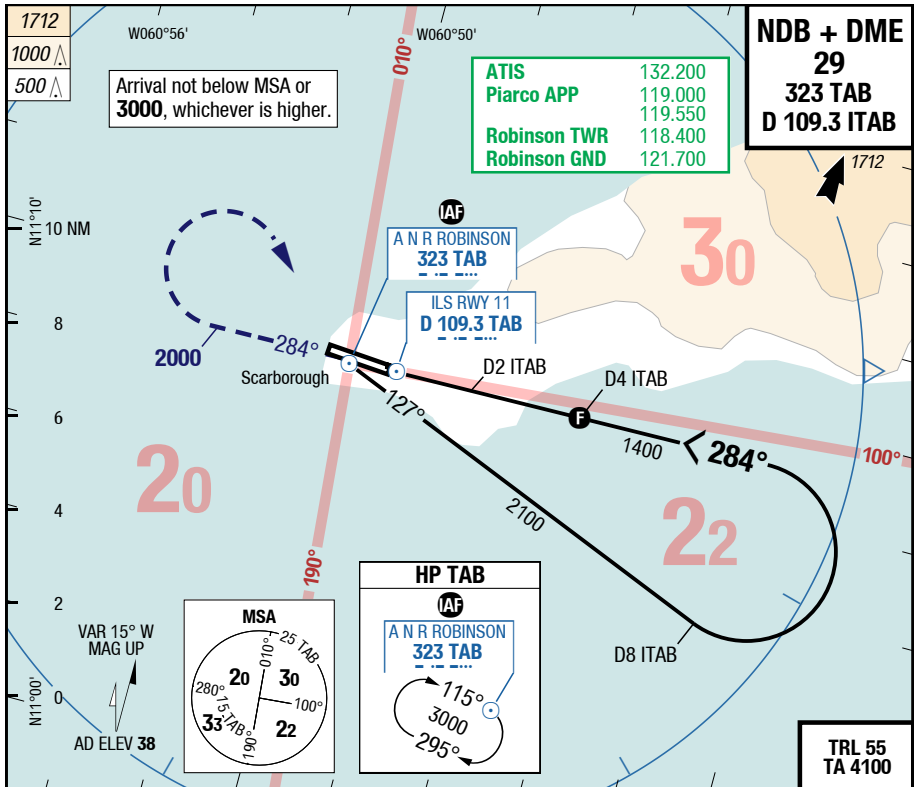


11	NDB					Circling
	1)					2)
C	ft - m/km ft	480 - 2.0 500				600 - 2.4V 640
D	ft - m/km ft	480 - 2.0 500				700 - 3.6V 740

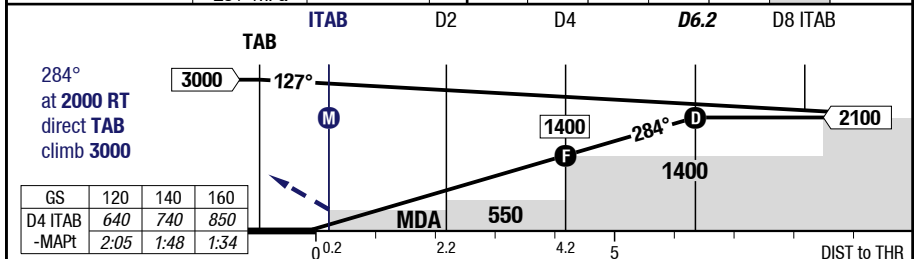
1) FAT intercepts RWY CL at 0.8NM from THR
2) VMC and S of RWY 11/29 only

Changes: APL, FREQ, Navaid, MIN

12-NOV-2015

TAB-TTCP**7-70****NDB + DME 29**

60 HL	45 x 2743	29	2	3	5	6	6.2	3.00° D ITAB 284° RWY 289°
+0.1%	TDZ ---%	20 / 1hPa	780	1100	1730	2050	2100	



29	NDB DME ITAB	NDB DME ITAB wo D2.0	Circling
C	ft - m/km ft 440 - 2.0 460	530 - 2.4 550	600 - 2.4V 640
D	ft - m/km ft 440 - 2.0 460	530 - 2.4 550	700 - 3.6V 740

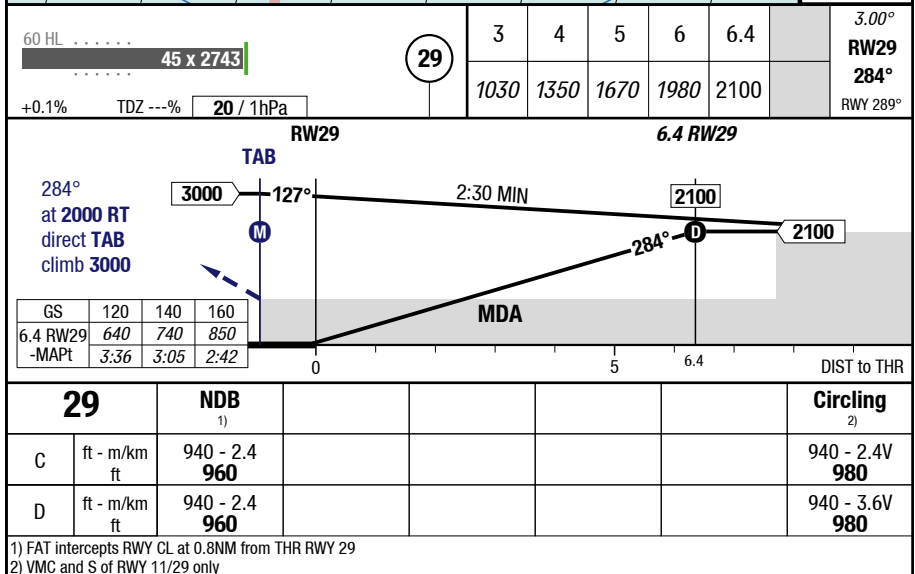
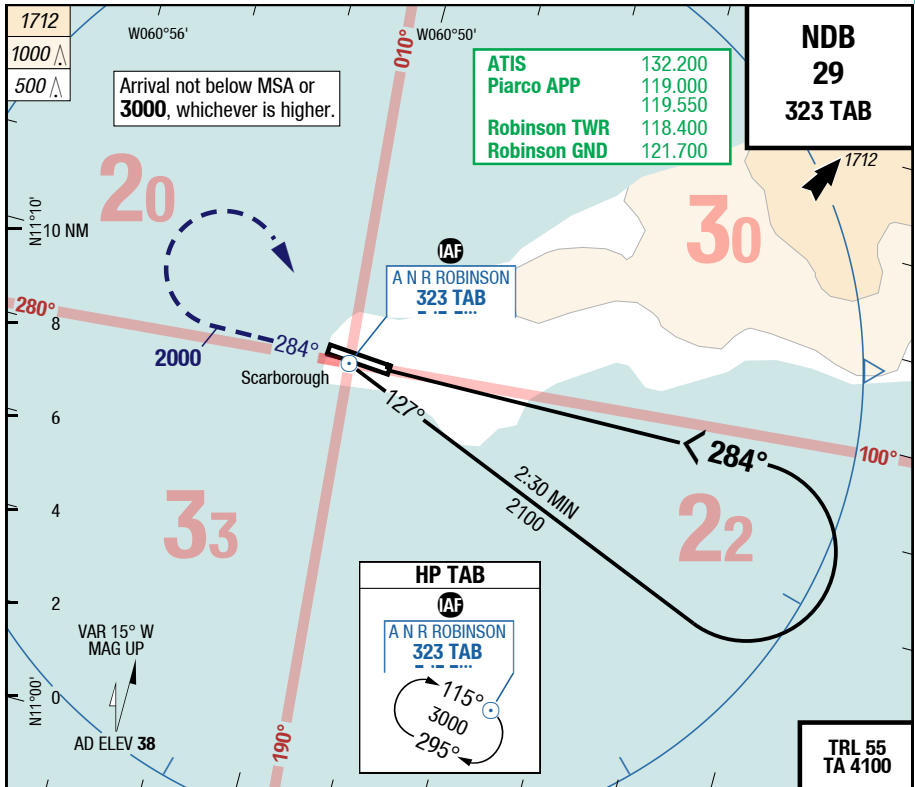
1) VMC and S of RWY 11/29 only

Changes: FREQ, APL, Navaid, MIN

12-NOV-2015

TAB-TTCP

7-80

NDB 29


Changes: FREQ, APL, Navaid , MIN