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Terminal Charts For TBPB

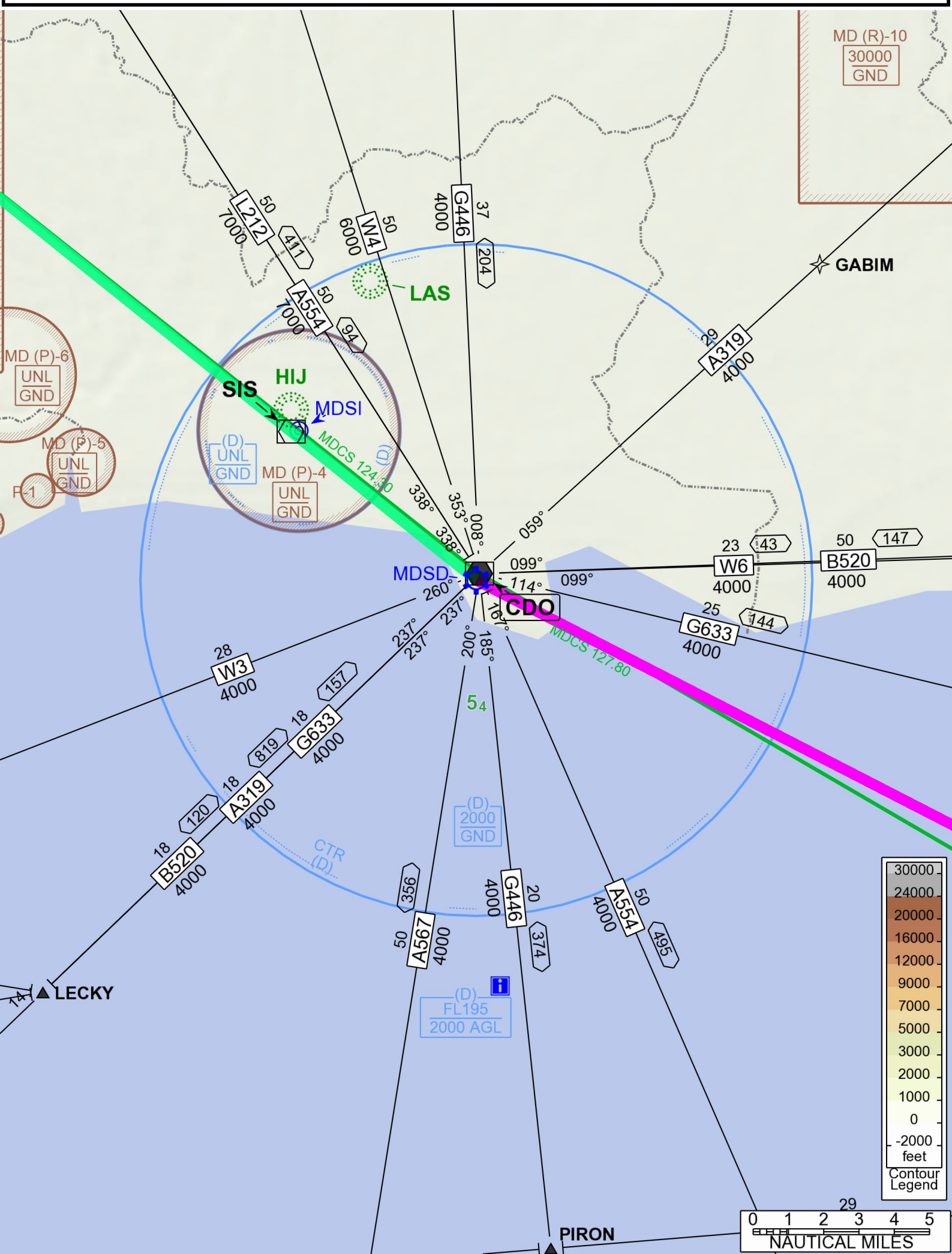
Revision Letter For Cycle 15-2016

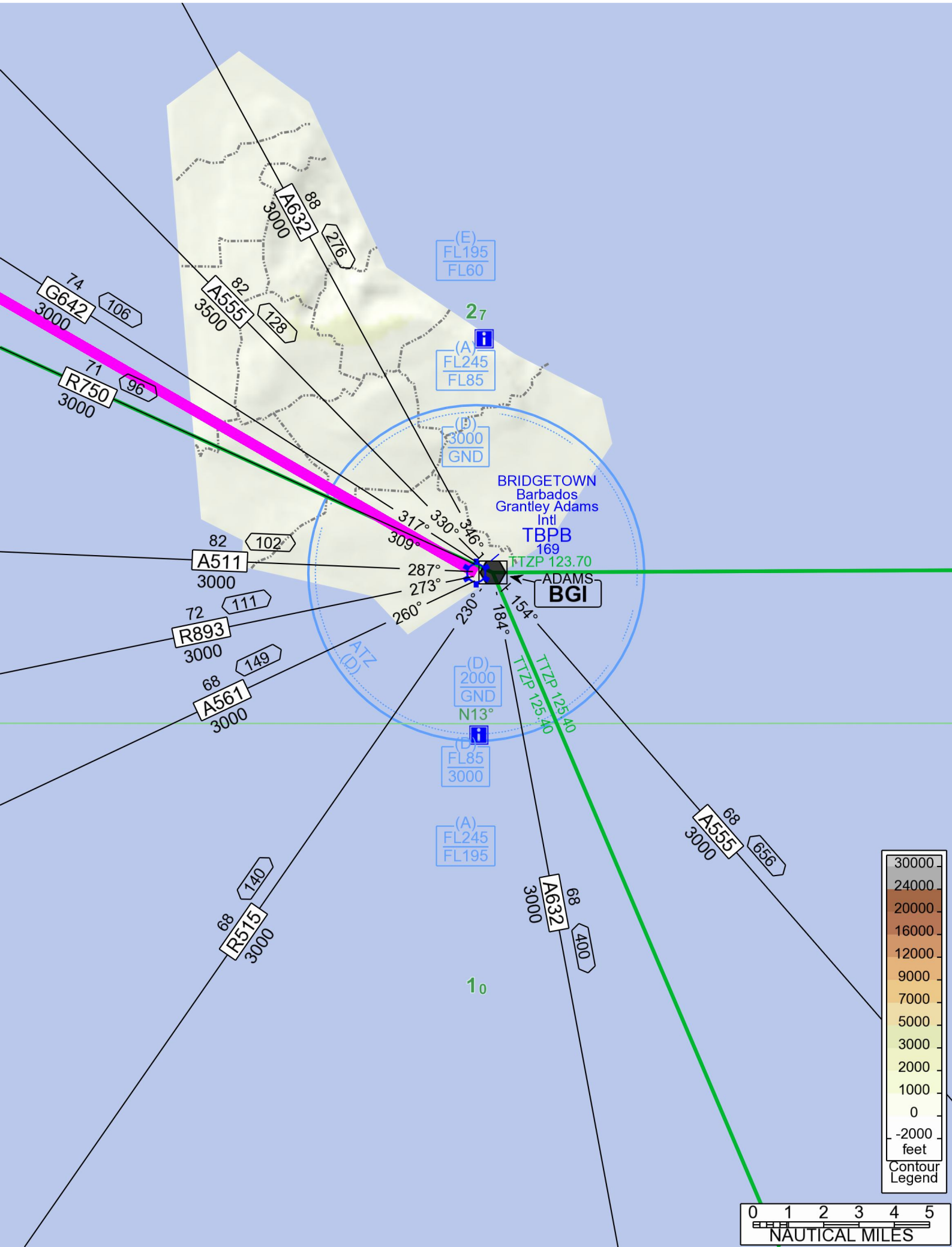
Change Notices

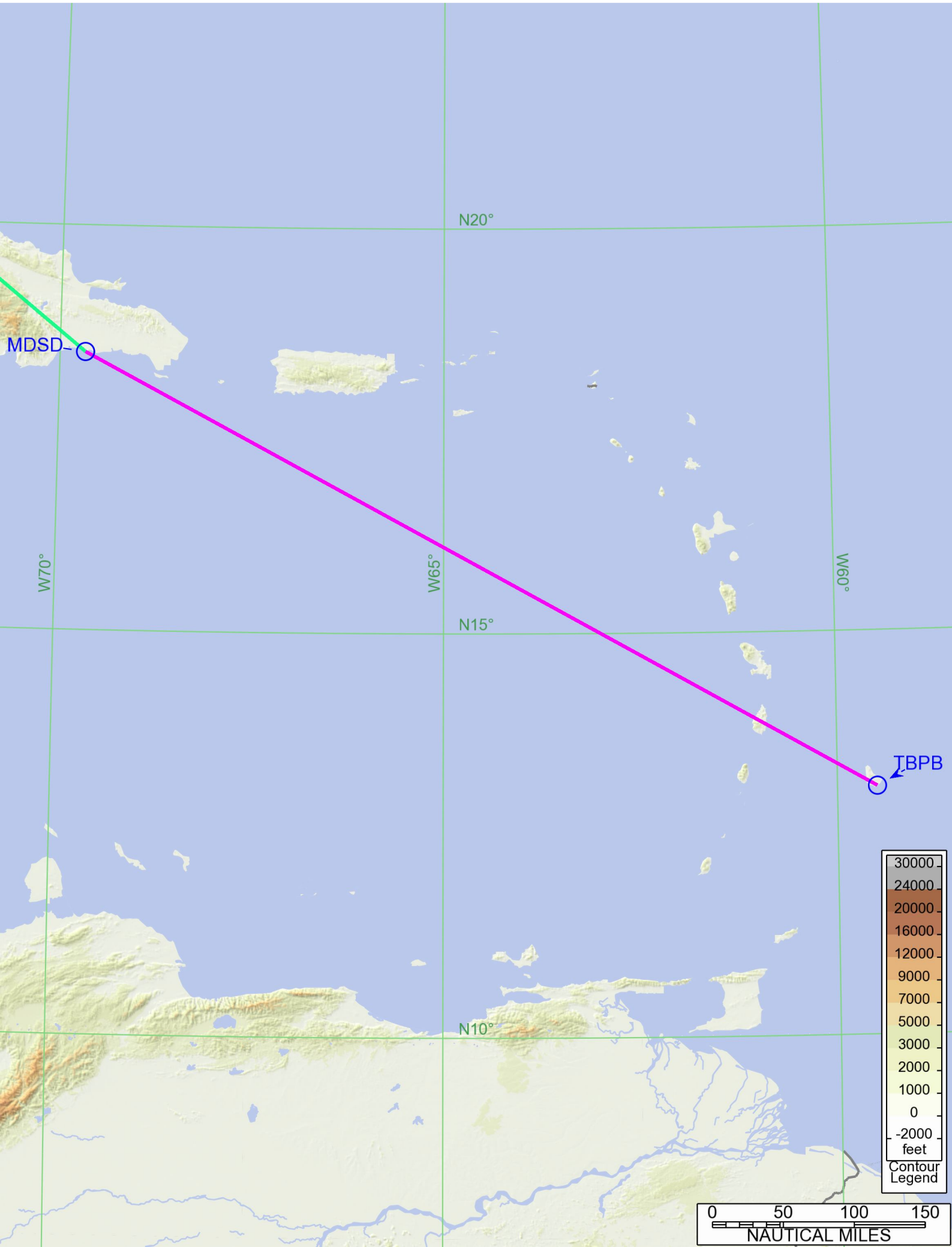
Notebook

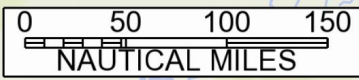
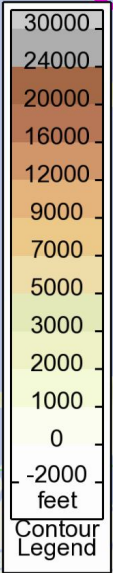
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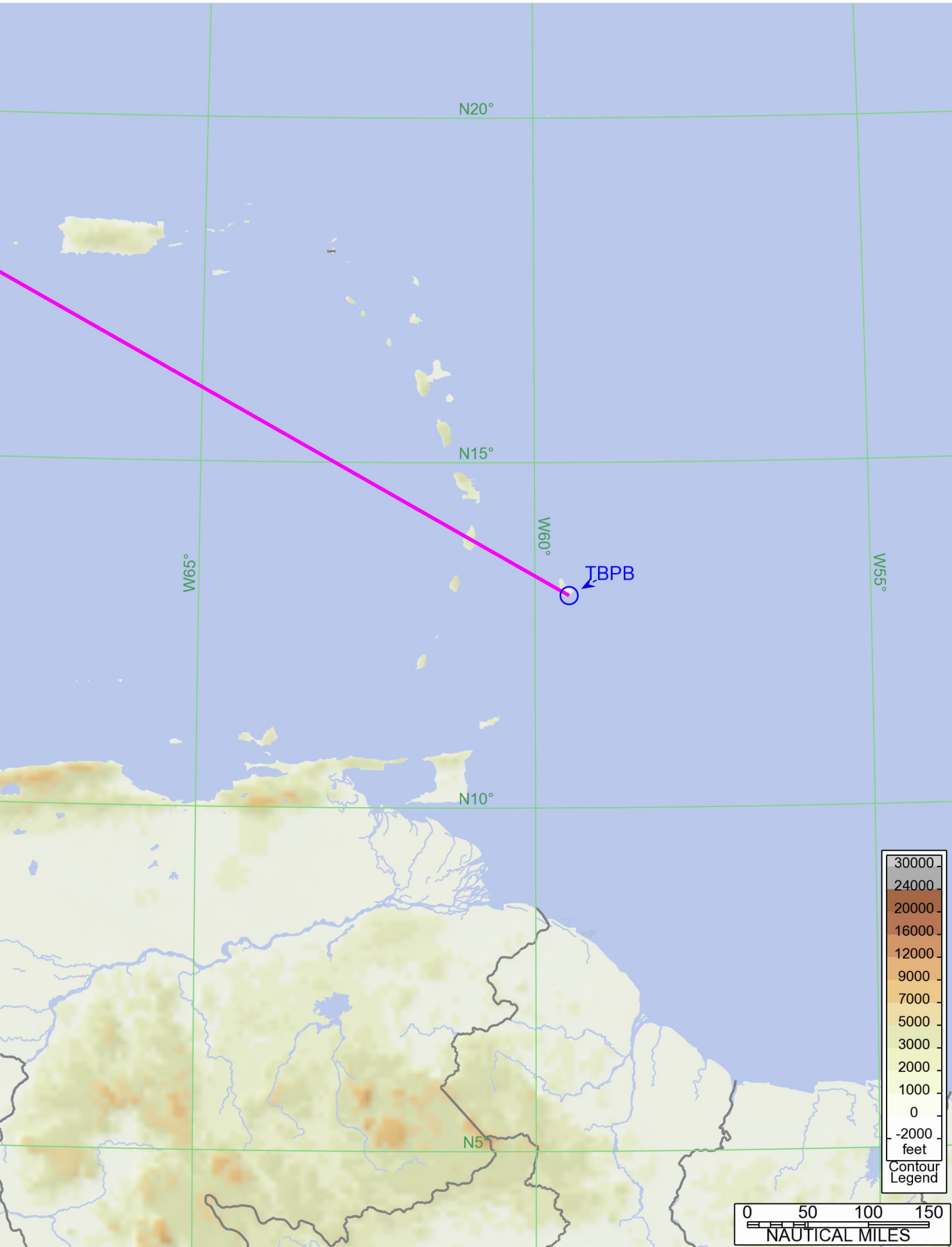
JeppView for Windows











General Information

Location: SANTO DOMINGO DOM
ICAO/IATA: MDSD / SDQ
Lat/Long: N18° 25.78', W069° 40.14'
Elevation: 58 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +4:00 = UTC
Magnetic Variation: 11.0° W

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1029 Z
Sunset: 2227 Z

Runway Information

Runway: 17
Length x Width: 11004 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 54 ft
Lighting: Edge, ALS, REIL

Runway: 35
Length x Width: 11004 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 58 ft
Lighting: Edge, ALS, REIL

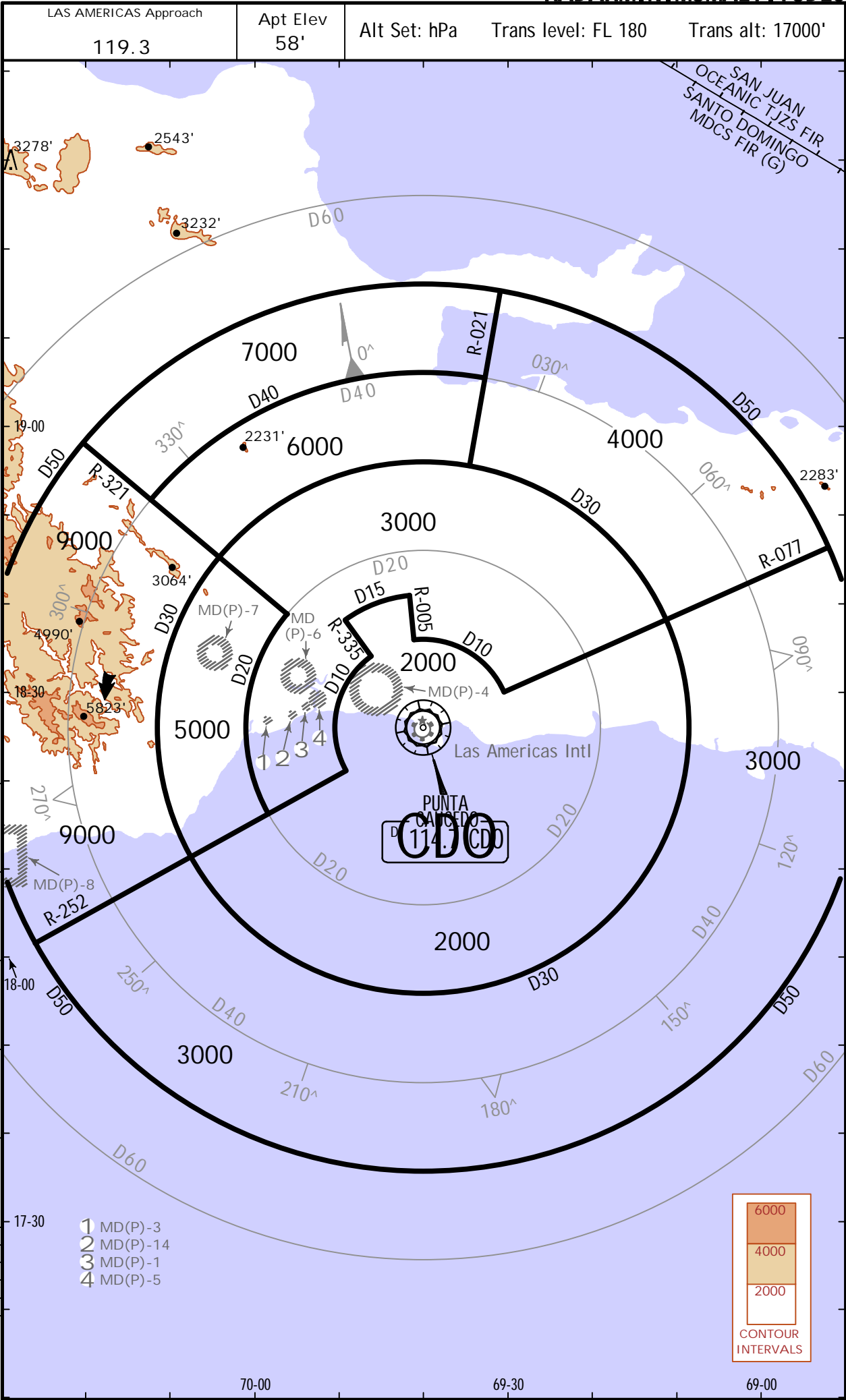
Communication Information

ATIS: 127.650
Las Americas Tower: 118.100
Las Americas Ground: 121.900
Las Americas Approach: 119.300
Las Americas Approach: 121.250
Santo Domingo FSS: 122.000
Activate Lights Only MULTICOM: 122.800

MDSD/SDQ
LAS AMERICAS INTL

JEPPESEN
18 APR 08 10-1R

SANTO DOMINGO, DOM REP
RADAR MINIMUM ALTITUDES



MDSD/SDQ
LAS AMERICAS INTL

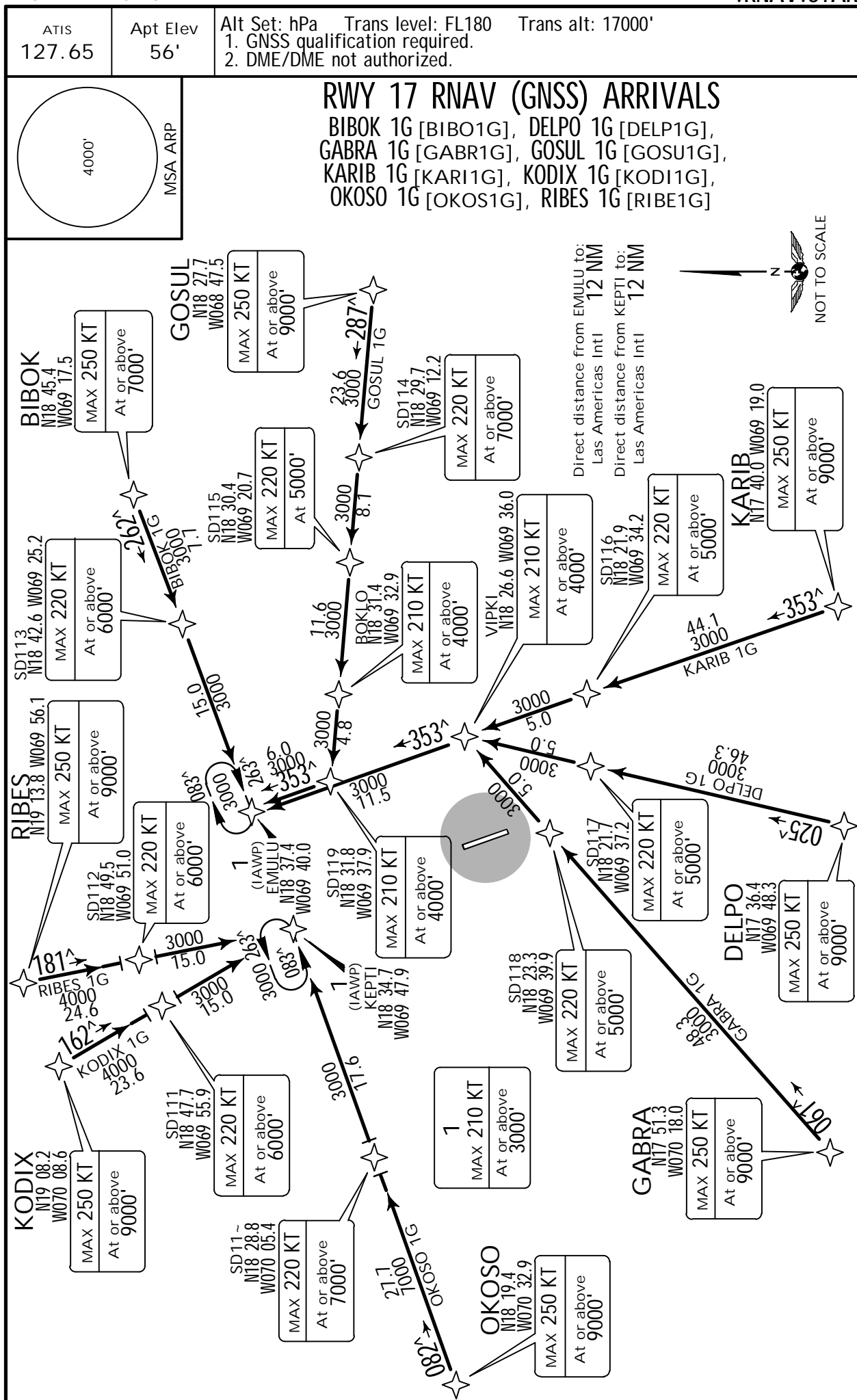
JEPPESEN

17 AUG 12

10-2

.Eff.23.Aug.

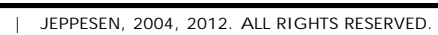
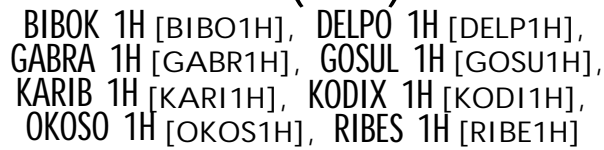
SANTO DOMINGO,
DOM REP
.RNAV.STAR.



17 AUG 12 (10-2A) .Eff.23.Aug.

Alt Set: hPa Trans level: FL180 Trans alt: 17000'

1. GNSS qualification required.
2. DME/DME not authorized.



MDSD/SDQ
LAS AMERICAS INTL

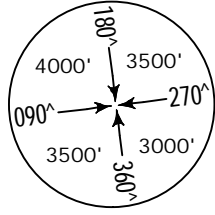
 **JEPPESSEN**
26 DEC 08 10-3

SANTO DOMINGO,
DOM REP
.SID.

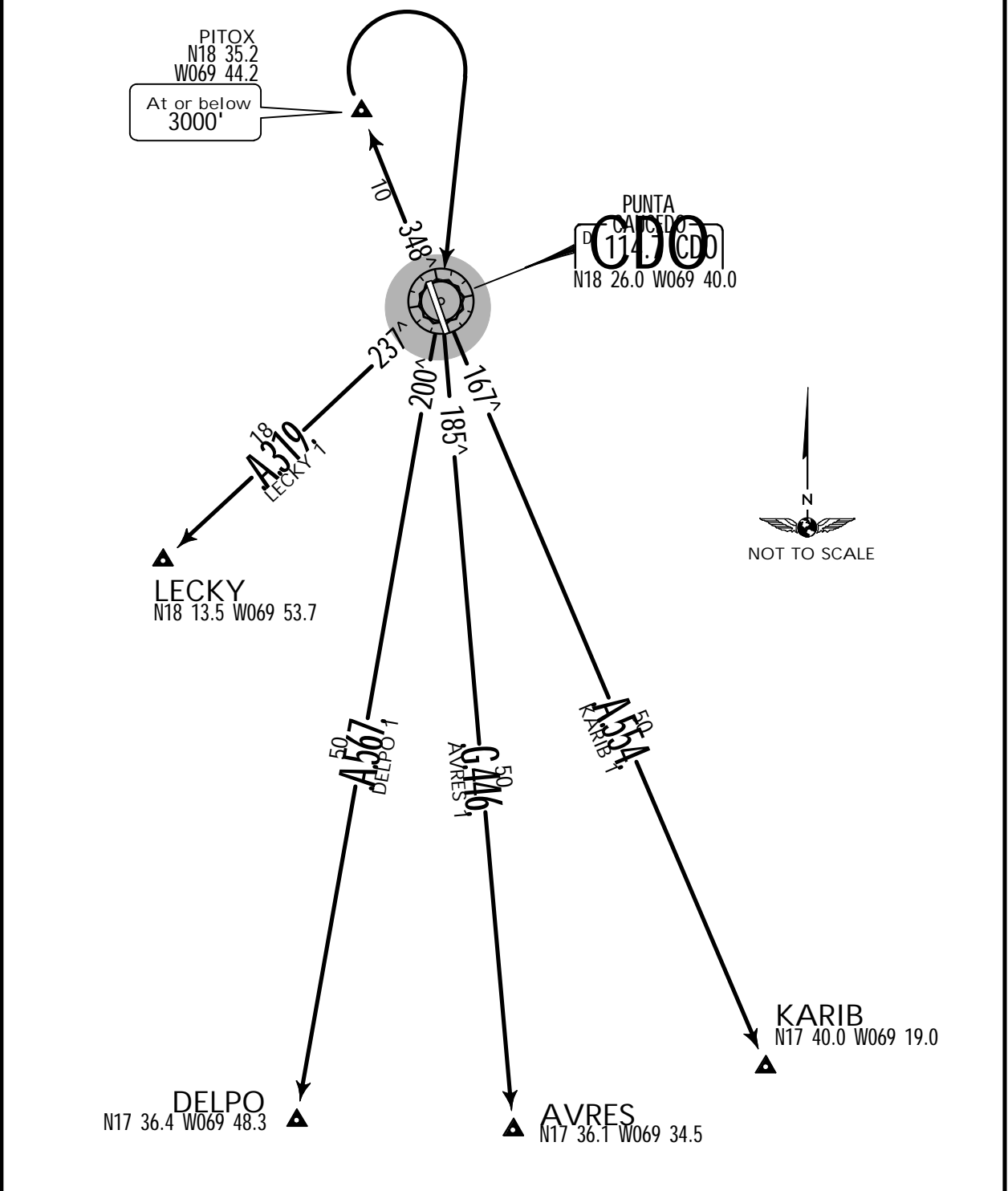
Apt Elev
58'

Trans level: FL180 Trans alt: 17000'

AVRES 1, DELPO 1, KARIB 1, LECKY 1 DEPARTURES
(RWY 35)



MSA CDO VOR



INITIAL CLIMB	
After take-off direct to PITOX via CDO R-348, then make a RIGHT climbing turn to cross over CDO.	
SID	ROUTING
AVRES 1	Then intercept CDO R-185 (G-446) direct to AVRES, or according to ATC instructions.
DELPO 1	Then intercept CDO R-200 (A-567) direct to DELPO, or according to ATC instructions.
KARIB 1	Then intercept CDO R-167 (A-554) direct to KARIB, or according to ATC instructions.
LECKY 1	Then intercept CDO R-237 (A-319) direct to LECKY, or according to ATC instructions.

MDSD/SDQ
LAS AMERICAS INTL

JEPPesen
26 DEC 08 10-3A

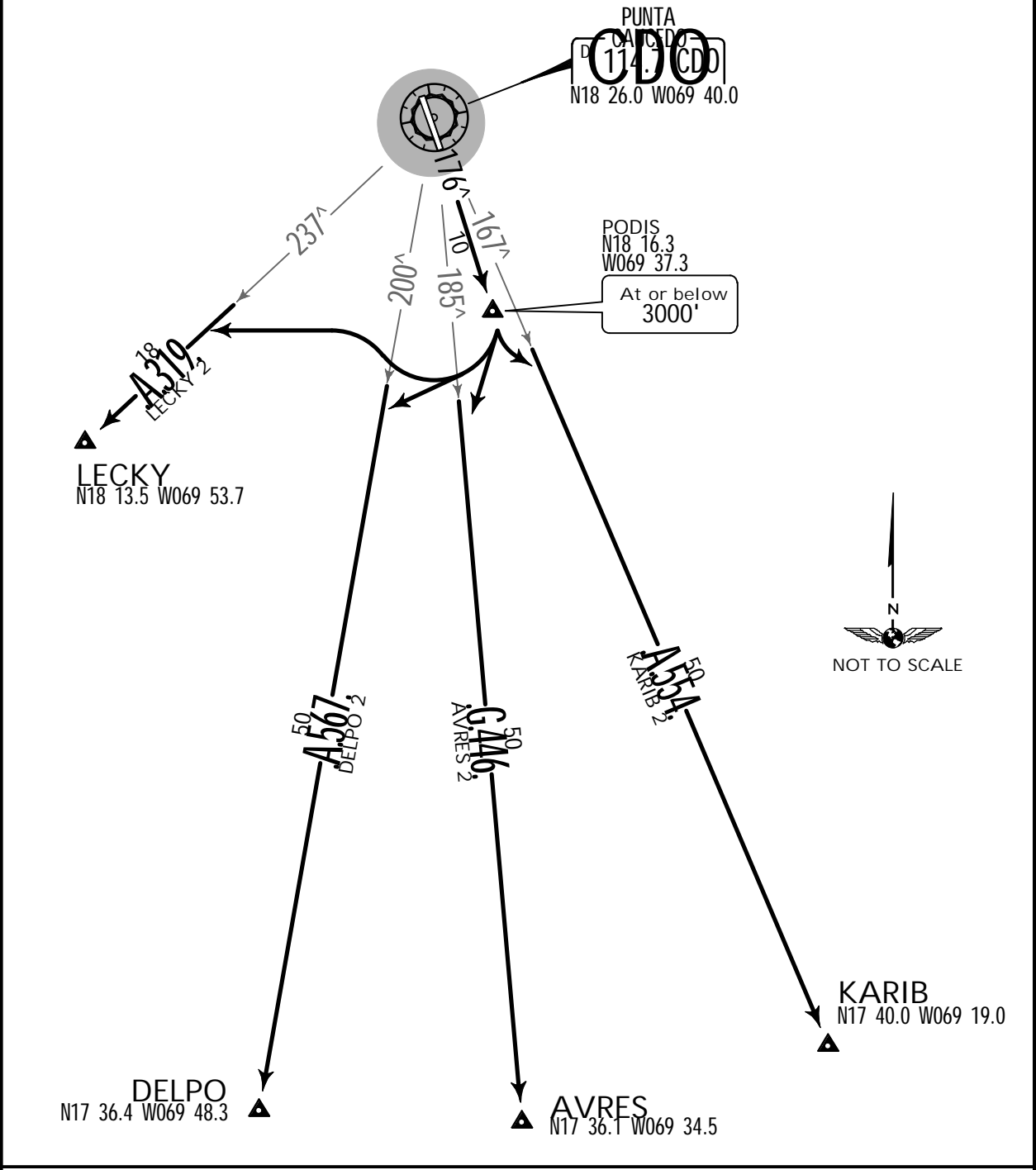
SANTO DOMINGO,
DOM REP
.SID.

Apt Elev
58'

Trans level: FL180 Trans alt: 17000'

AVRES 2, DELPO 2, KARIB 2, LECKY 2 DEPARTURES
(RWY 17)

MSA CDO VOR



INITIAL CLIMB	
After take-off direct to PODIS via CDO R-176.	
SID	ROUTING
AVRES 2	Then make a RIGHT climbing turn to intercept CDO R-185 (G-446) direct to AVRES, or according to ATC instructions.
DELPO 2	Then make a RIGHT climbing turn to intercept CDO R-200 (A-567) direct to DELPO, or according to ATC instructions.
KARIB 2	Then make a LEFT climbing turn to intercept CDO R-167 (A-554) direct to KARIB, or according to ATC instructions.
LECKY 2	Then make a RIGHT climbing turn to intercept CDO R-237 (A-319) direct to LECKY, or according to ATC instructions.

MDSD/SDQ
LAS AMERICAS INTL

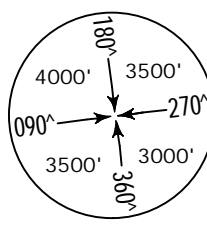
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26 DEC 08 **10-3B**

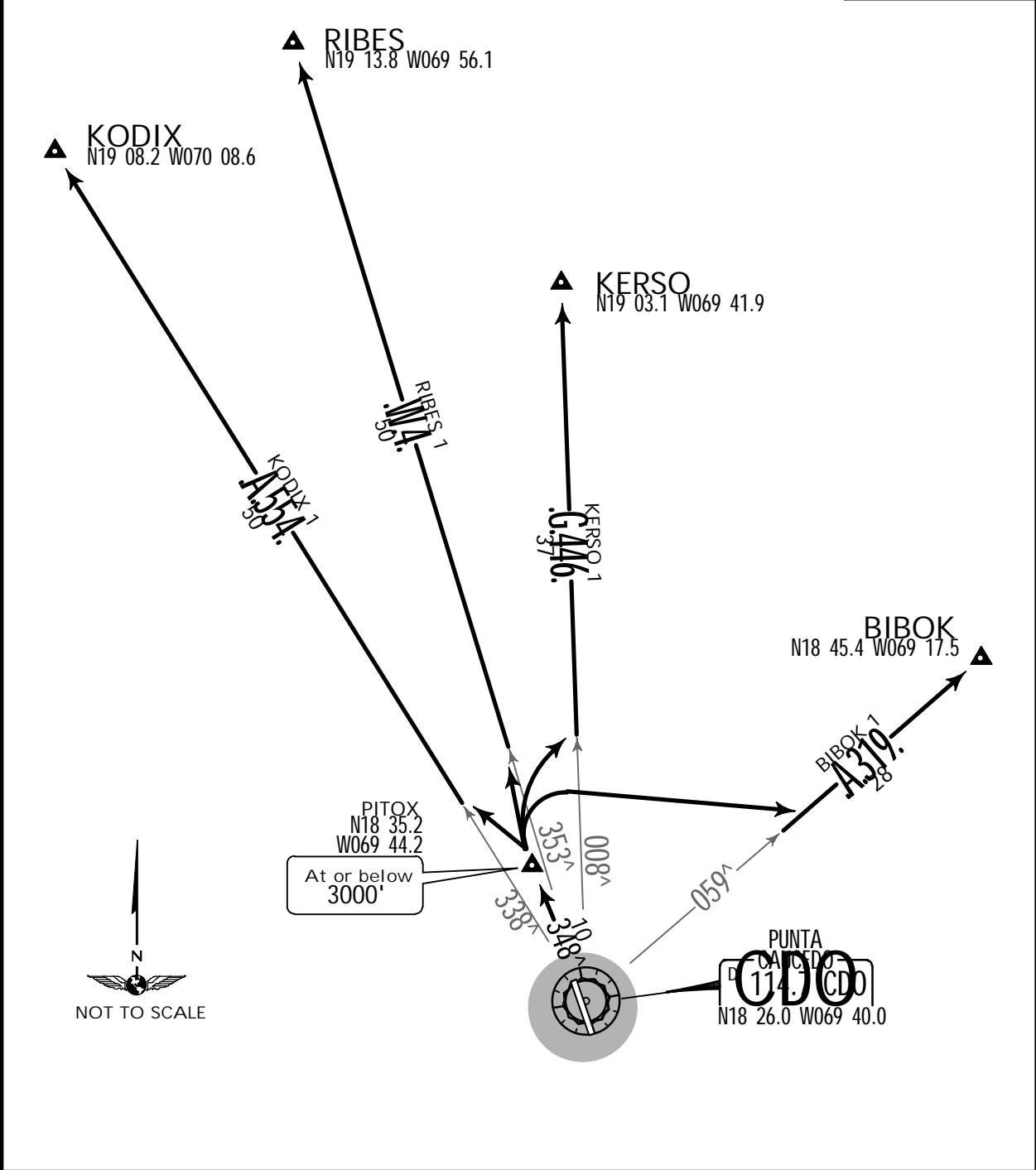
SANTO DOMINGO,
DOM REP
.SID.

Apt Elev
58'

Trans level: FL180 Trans alt: 17000'

BIBOK 1, KERSO 1, KODIX 1, RIBES 1 DEPARTURES
(RWY 35)


MSA CDO VOR



INITIAL CLIMB	
After take-off direct to PITOX via CDO R-348.	
SID	ROUTING
BIBOK 1	Then make a RIGHT climbing turn to intercept CDO R-059 (A-319) direct to BIBOK, or according to ATC instructions.
KERSO 1	Then make a RIGHT climbing turn to intercept CDO R-008 (G-446) direct to KERSO, or according to ATC instructions.
KODIX 1	Then make a LEFT climbing turn to intercept CDO R-338 (A-554) direct to KODIX, or according to ATC instructions.
RIBES 1	Then proceed to intercept CDO R-353 (W-4) climbing direct to RIBES, or according to ATC instructions.

MDSD/SDQ
LAS AMERICAS INTL

JEPPesen
26 DEC 08 10-3C

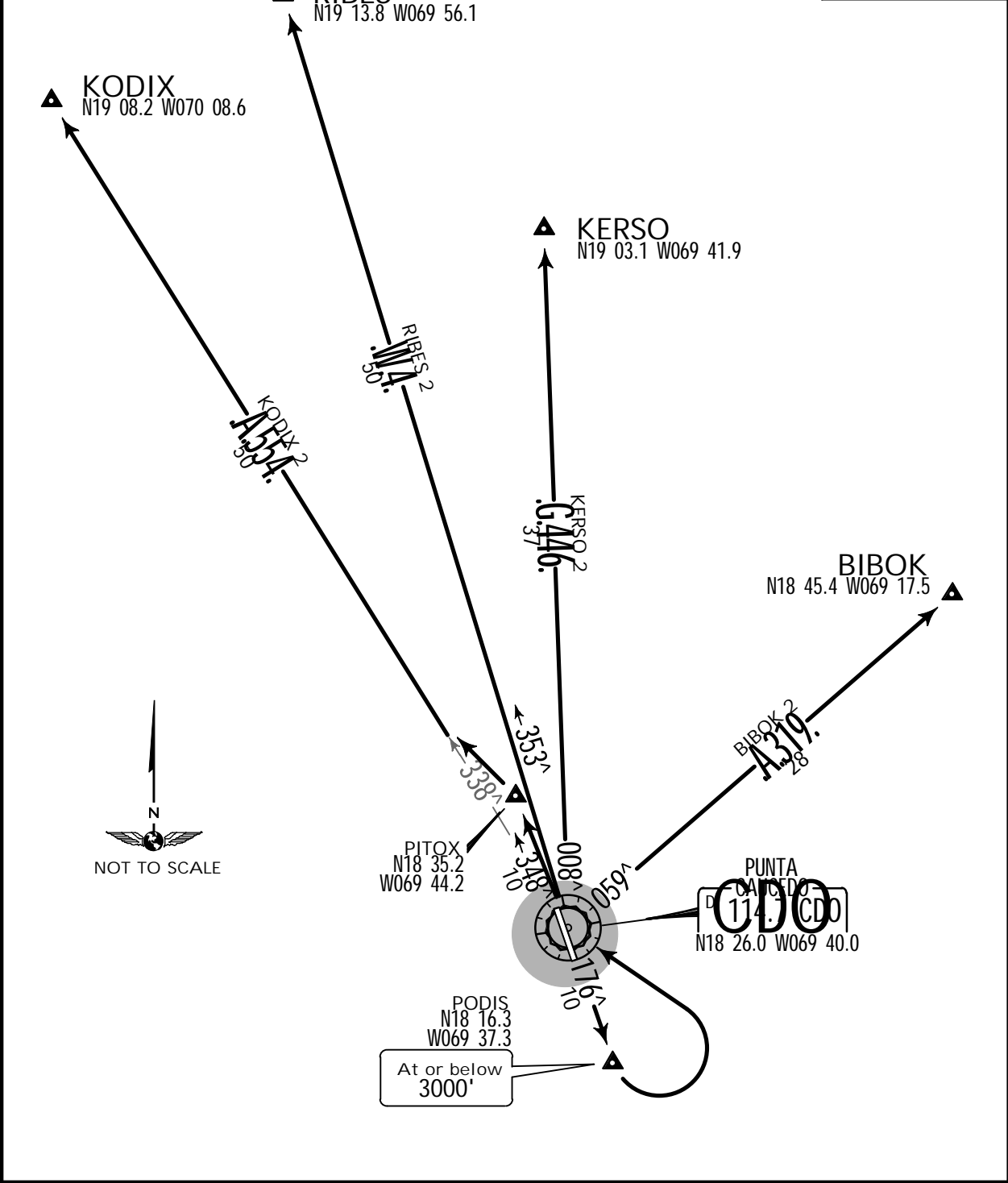
SANTO DOMINGO,
DOM REP
.SID.

Apt Elev
58'

Trans level: FL180 Trans alt: 17000'

BIBOK 2, KERSO 2, KODIX 2, RIBES 2 DEPARTURES
(RWY 17)

MSA CDO VOR

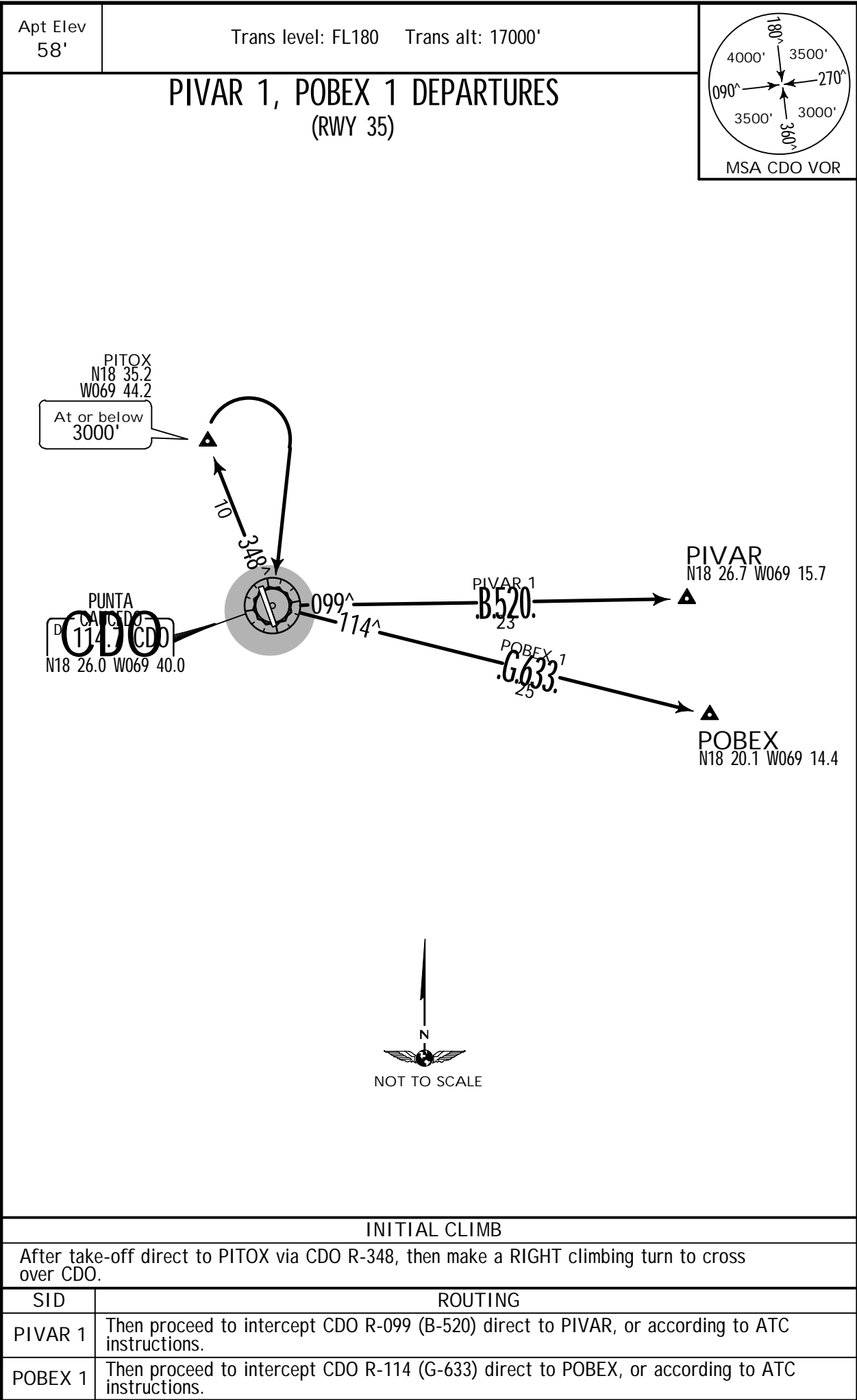


INITIAL CLIMB	
After take-off direct to PODIS via CDO R-176, then make a LEFT climbing turn to cross over CDO.	
SID	ROUTING
BIBOK 2	Then intercept CDO R-059 (A-319) direct to BIBOK, or according to ATC instructions.
KERSO 2	Then intercept CDO R-008 (G-446) direct to KERSO, or according to ATC instructions.
KODIX 2	Then direct to PITOX via CDO R-348, then LEFT turn to intercept CDO R-338 (A-554) direct to KODIX, or according to ATC instructions.
RIBES 2	Then intercept CDO R-353 (W-4) direct to RIBES, or according to ATC instructions.

MDSD/SDQ
LAS AMERICAS INTL

 **JEPPESSEN**
26 DEC 08 (10-3D)

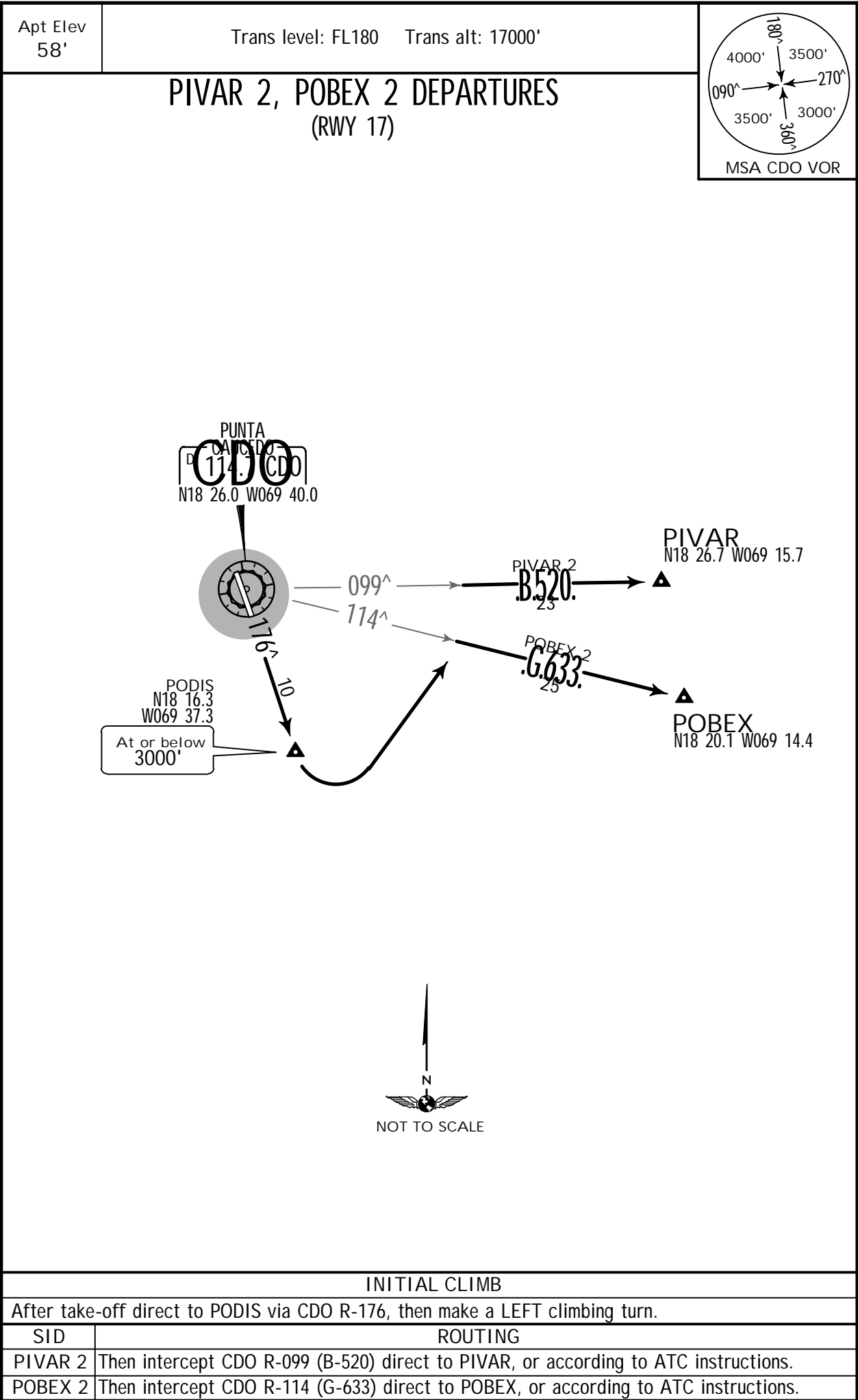
SANTO DOMINGO,
DOM REP
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MDSD/SDQ
LAS AMERICAS INTL

 **JEPPesen**
26 DEC 08 **10-3E**

SANTO DOMINGO,
DOM REP
.SID.



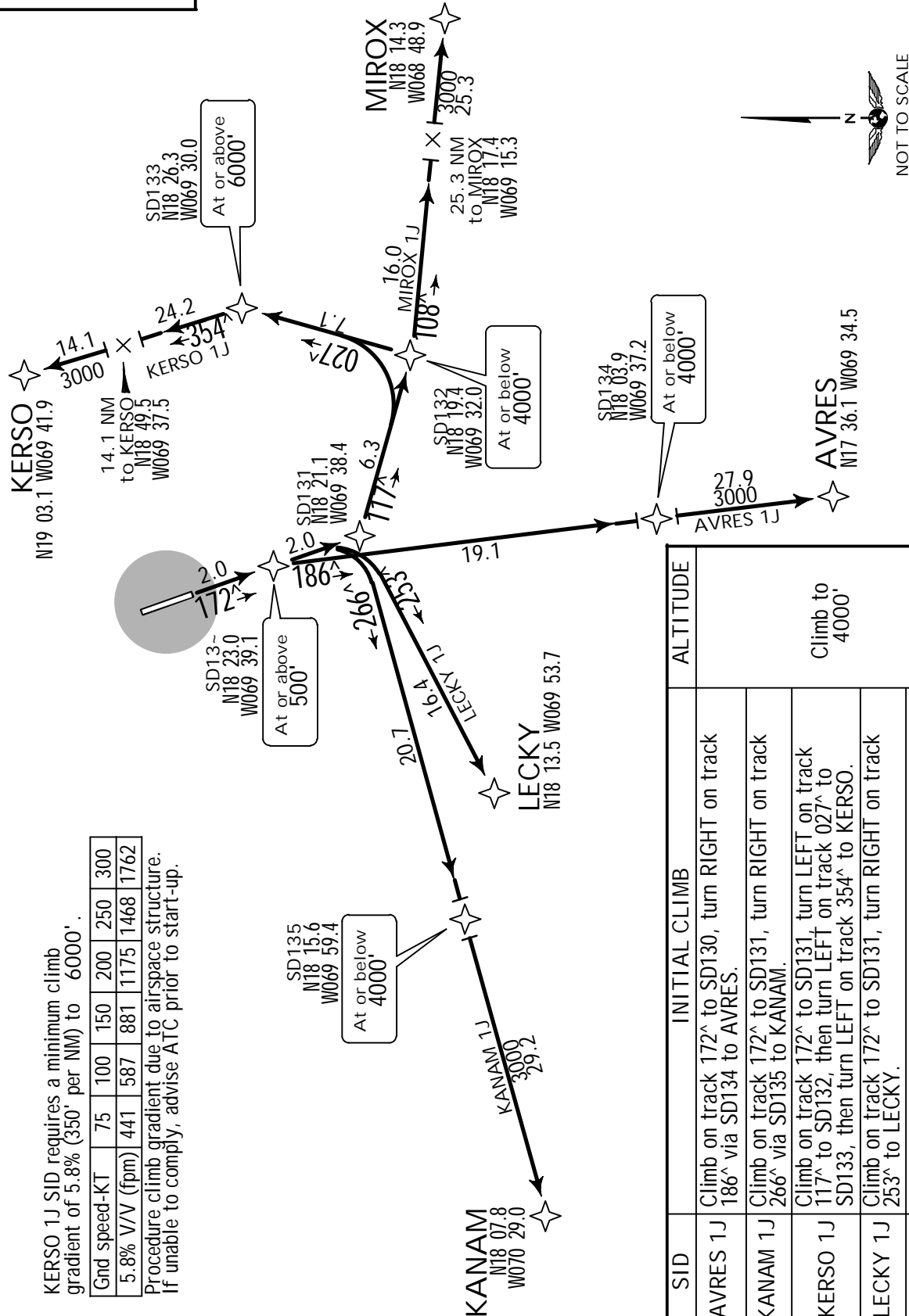
JEPPESEN
26 DEC 08 10-3F

Trans level: FL180 Trans alt: 17000'

1. DME/DME not authorized.
2. After take-off contact Santo Domingo Control on 124.3.



AVRES ONE JULIETT (AVRES 1J),
KANAM ONE JULIETT (KANAM 1J),
KERSO ONE JULIETT (KERSO 1J),
LECKY ONE JULIETT (LECKY 1J),
MIROX ONE JULIETT (MIROX 1J)



SID	INITIAL CLIMB	ALTITUDE
AVRES 1J	Climb on track 172° to SD130, turn RIGHT on track 186° via SD134 to AVRES.	Climb to 4000'
KANAM 1J	Climb on track 172° to SD131, turn RIGHT on track 266° via SD135 to KANAM.	
KERSO 1J	Climb on track 172° to SD131, turn LEFT on track 117° to SD132, then turn LEFT on track 027° to SD133, then turn LEFT on track 354° to KERSO.	
LECKY 1J	Climb on track 172° to SD131, turn RIGHT on track 253° to LECKY.	
MIROX 1J	Climb on track 172° to SD131, turn LEFT on track 117° to SD132, then turn LEFT on track 108° to MIROX.	

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MDSD/SDQ

LAS AMERICAS INTL

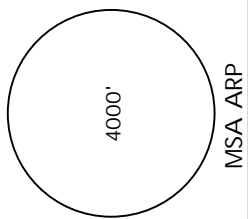
JEPPESEN

26 DEC 08 10-3G

SANTO DOMINGO,
DOM REP
.RNAV.SID.

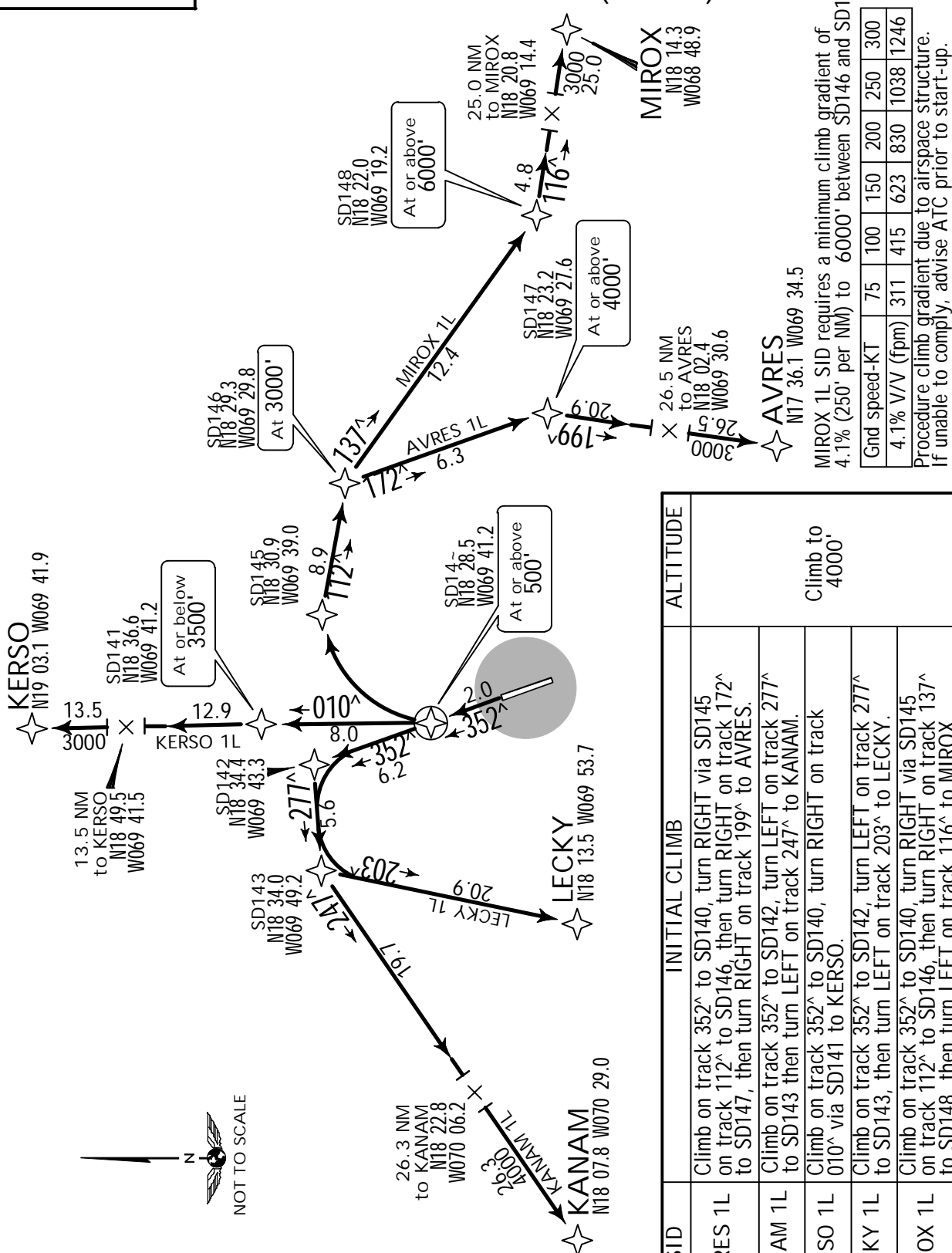
Apt Elev
58'

Trans level: FL180 Trans alt: 17000'
1. DME/DME not authorized.
2. After take-off contact Santo Domingo Control on 124.3.



RWY 35 RNAV (GNSS) DEPARTURES

AVRES ONE LIMA (AVRES 1L),
KANAM ONE LIMA (KANAM 1L),
KERSO ONE LIMA (KERSO 1L),
LECKY ONE LIMA (LECKY 1L),
MIROX ONE LIMA (MIROX 1L)



MIROX 1L SID requires a minimum climb gradient of 4.1% (250' per NM) to 6000' between SD146 and SD148.

Grnd speed-KT	75	100	150	200	250	300
4.1% V/V (fpm)	311	415	623	830	1038	1246

Procedure climb gradient due to airspace structure.
If unable to comply, advise ATC prior to start-up.

SID	INITIAL CLIMB	ALTITUDE
AVRES 1L	Climb on track 352° to SD140, turn RIGHT via SD145 on track 112° to SD146, then turn RIGHT on track 172° to SD147, then turn RIGHT on track 199° to AVRES.	Climb to 4000'
KANAM 1L	Climb on track 352° to SD142, turn LEFT on track 277° to SD143 then turn LEFT on track 247° to KANAM.	Climb to 4000'
KERSO 1L	Climb on track 352° to SD140, turn RIGHT on track 010° via SD141 to KERSO.	Climb to 4000'
LECKY 1L	Climb on track 352° to SD142, turn LEFT on track 277° to SD143, then turn LEFT on track 203° to LECKY.	Climb to 4000'
MIROX 1L	Climb on track 352° to SD140, turn RIGHT via SD145 on track 112° to SD146, then turn RIGHT on track 137° to SD148, then turn LEFT on track 116° to MIROX.	Climb to 4000'

MDSD/SDQ

Apt Elev 58'
N18 25.8 W069 40.1



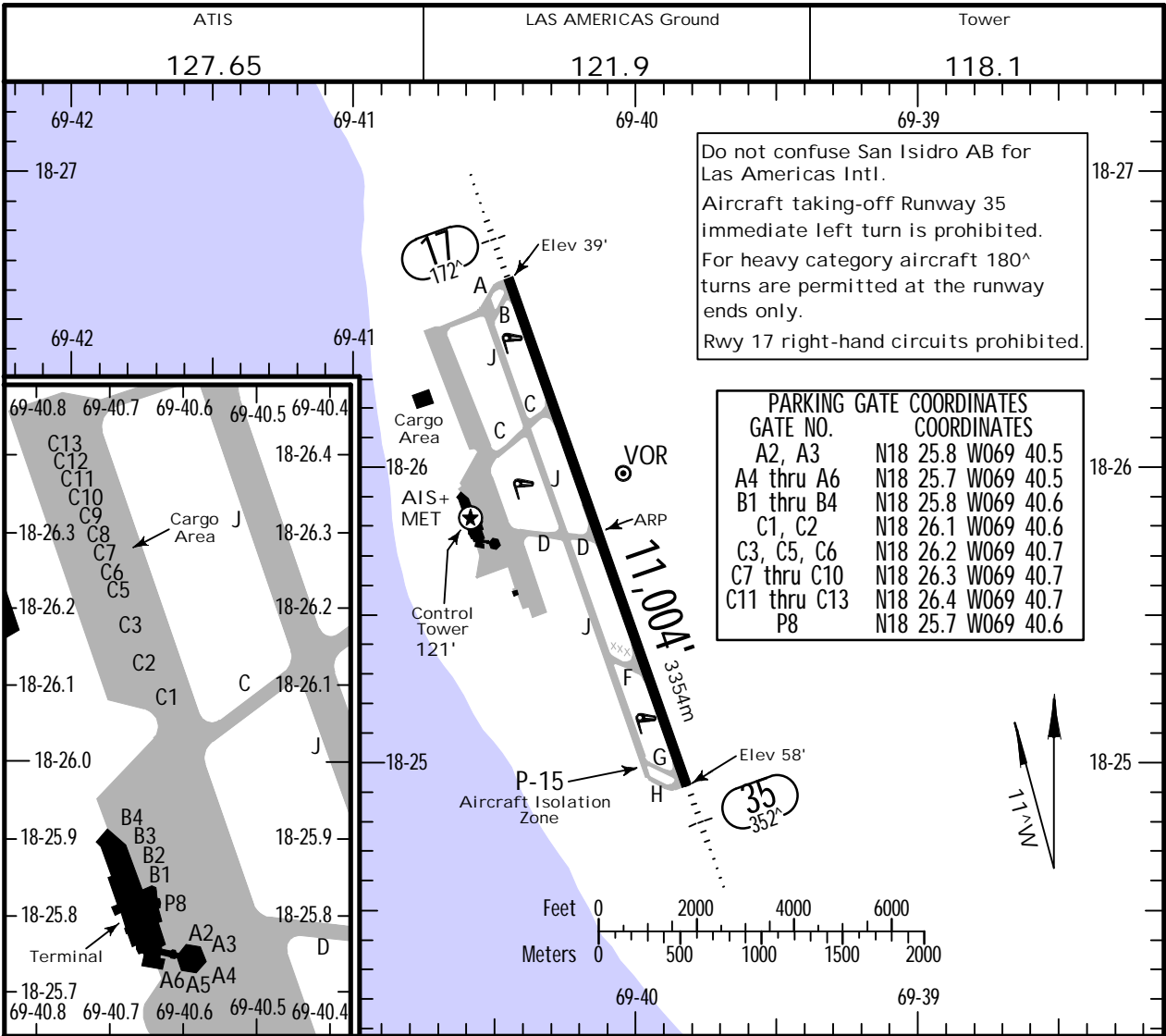
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SANTO DOMINGO, DOM REP

8 MAY 15

11-1

LAS AMERICAS INTL



ADDITIONAL RUNWAY INFORMATION

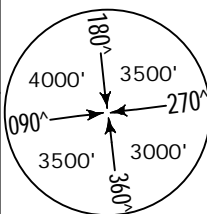
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
17 35	HIRL	ALS	PAPI-L (angle 3.0°)			10,025' 3056m		197' 60m

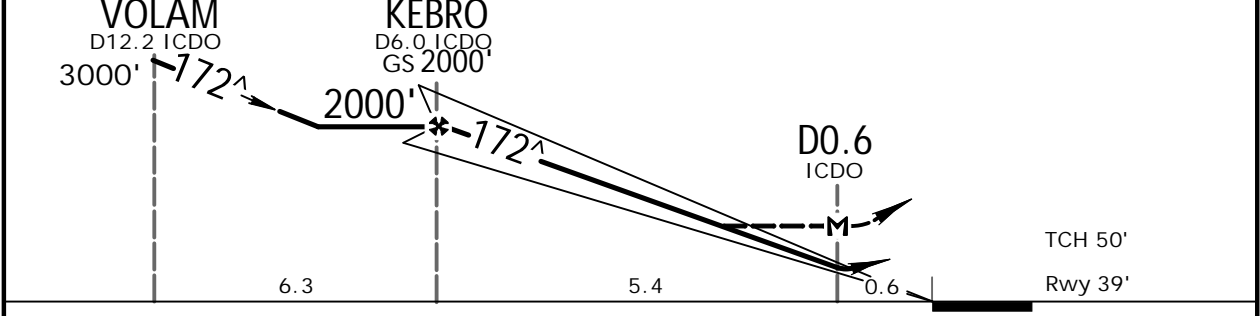
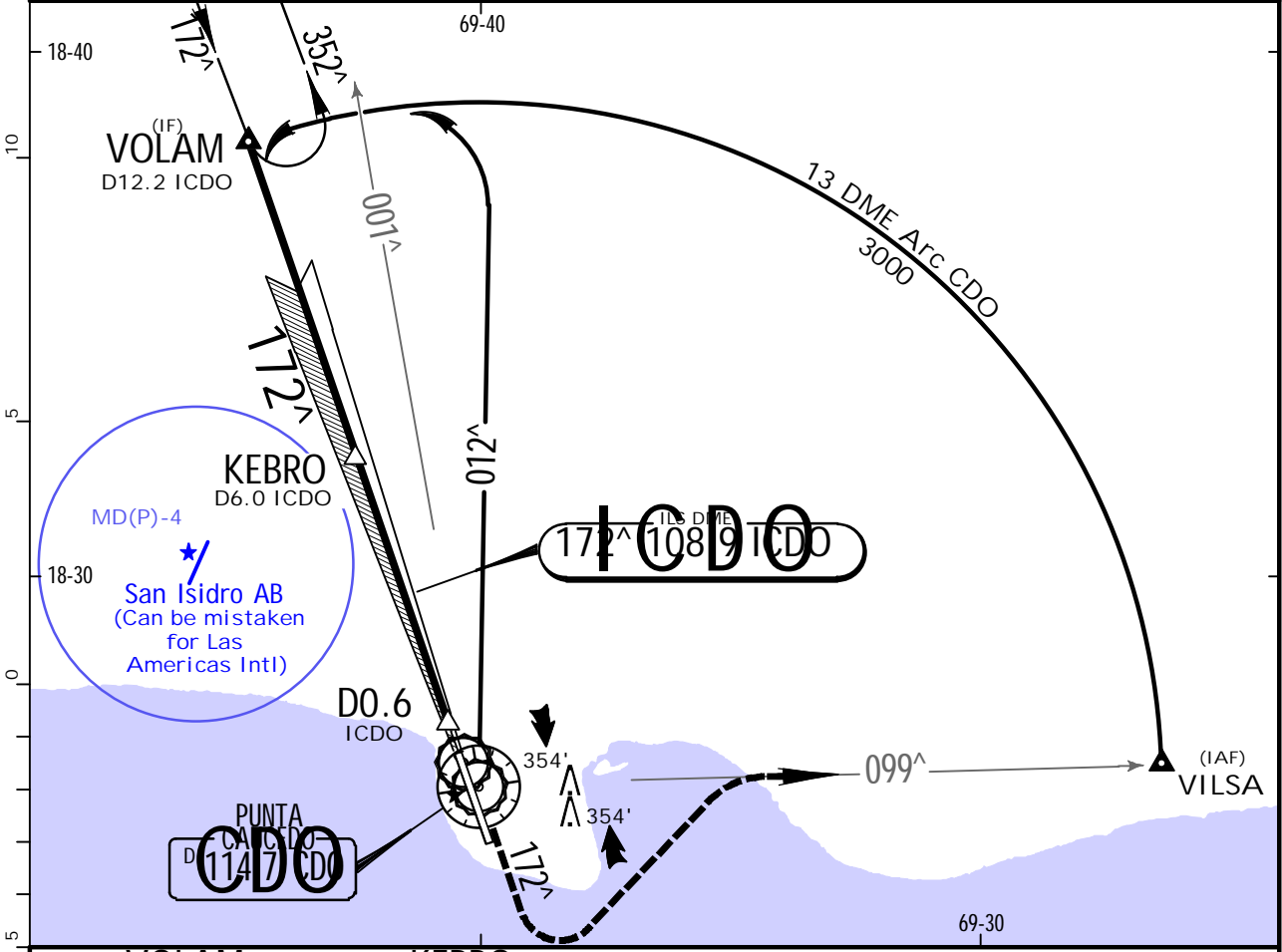
TAKE-OFF			
All Rwys			
1 & 2 Eng	Available Landing Minimums		
3 & 4 Eng			


MDSD/SDO
LAS AMERICAS INTL

JEPPesen
8 MAY 15 11-1

SANTO DOMINGO, DOM REP
ILS Rwy 17

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9
LOC ICDO 108.9	Final Apch Crs 172^	GS KEBRO 2000' <small>(1961')</small>	ILS DA(H) 260' <small>(221')</small>	Apt Elev 58' Rwy 39'		
MISSED APCH: Climb outbound on CDO VOR R-172 until 2000', then make a LEFT turn to VILSA via CDO VOR R-099 outbound, climbing to 3000'; follow the 13 DME Arc to VOLAM and hold, or in accordance with ATC instructions.						
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 180 Trans alt: 17000' 1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.						



Gnd speed-Kts	70	90	100	120	140	160		2000' CDO 114.7 R-172
GS	3.00^	372	478	531	637	743		
MAP at D0.6 ICDO or								
FAF to MAP	5.4	4:38	3:36	3:14	2:42	2:19		

STRAIGHT-IN LANDING RWY 17			CEILING REQUIRED.			CIRCLE-TO-LAND RWY 35		
ILS DA(H) 260' (221')			LOC (GS out) MDA(H) 520' (481')					
FULL			ALS out					
			CEILING-VISIBILITY			Max Kts	MDA(H)	CEIL-VIS
A	1.2 km		500'-1.6 km			100	700'(642') 700'-2.8 km	
B						135		
C			500'-2.0 km			180		
D			500'-2.4 km			205	800'(742') 800'-4.6 km	

MDSD/SDQ

ce: After 28 Jul 2016, 0000Z, this chart may no longer be valid

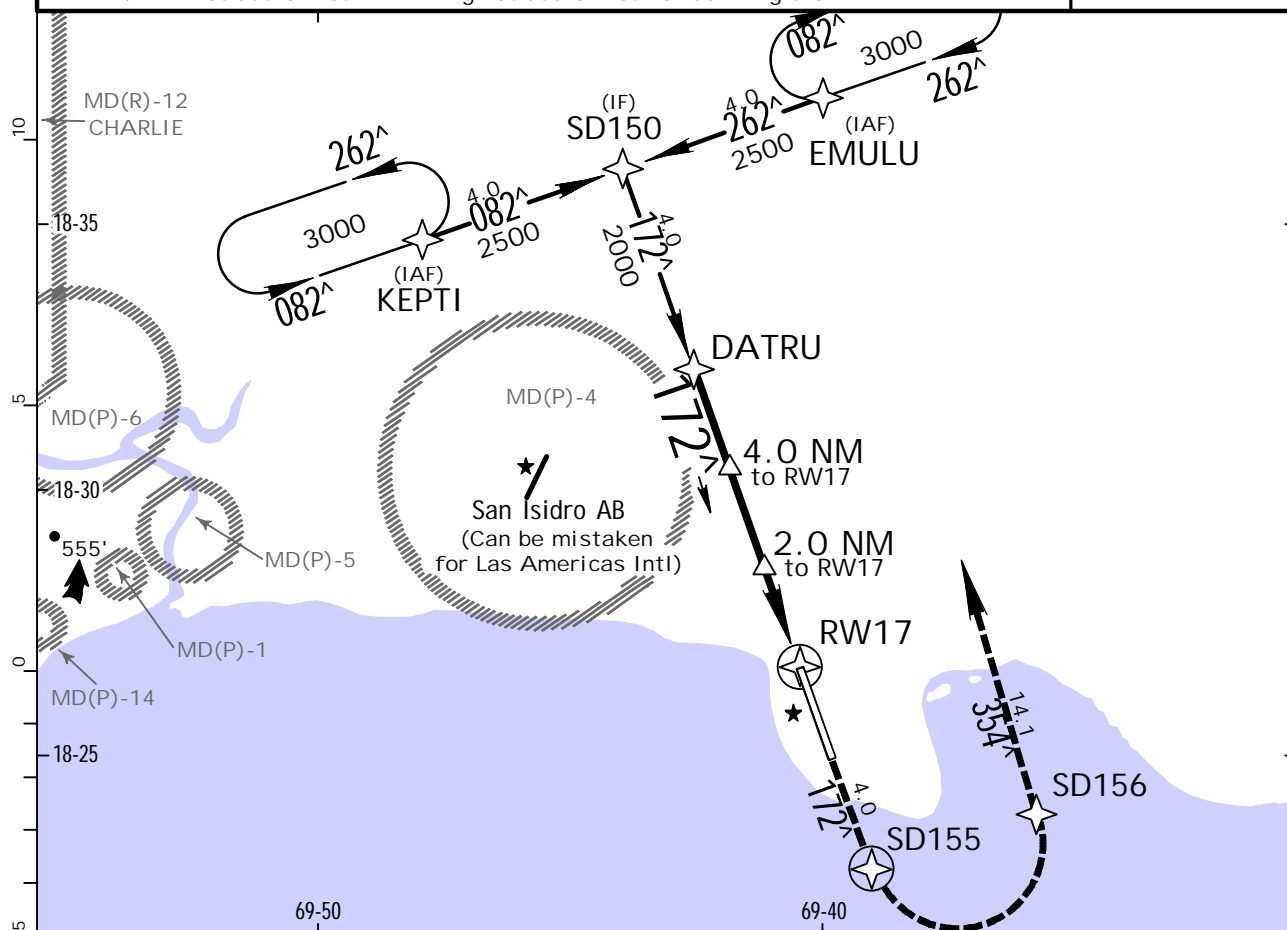
SANTO DOMINGO, DOM REP
RNAV (GNSS) Rwy 17

LAS AMERICAS INTL

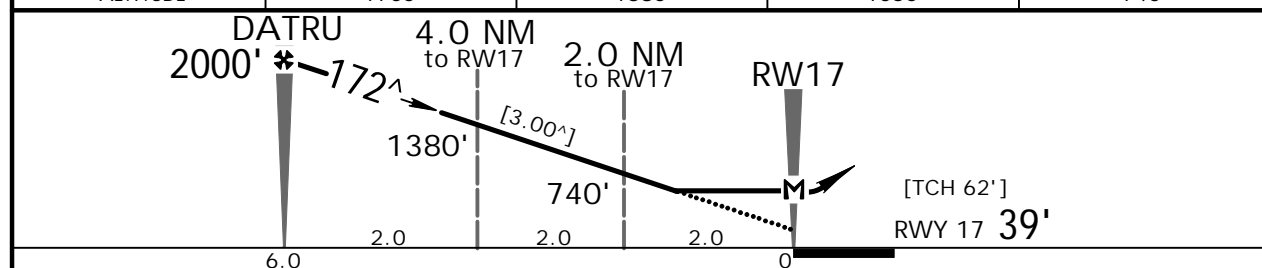
26 DEC 08


12-1

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9	
RNAV	Final Apch Crs 172^	Minimum Alt DATRU 2000' (1961')	MDA(H) 490' (451')	Apt Elev 58' RWY 17 39'		<div>4000'</div> <div>MSA ARP</div>	
MISSED APCH: Climb on track 172^ to SD155, LEFT turn via SD156 on track 354^ to EMULU to 3000' or in accordance with ATC instructions. In case of GNSS failure climb straight ahead to 3000', LEFT turn on track 090^ climb to 4000' and contact ATC.							
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 180			
1. DME/DME not authorized. 2. Timing not authorized for defining the MAP.							



NM to RW17	5.0	4.0	3.0	2.0
ALTITUDE	1700'	1380'	1060'	740'



Gnd speed-Kts	70	90	100	120	140	160	
Descent angle [3.00°]	372	478	531	637	743	849	
MAP at RW17							

STRAIGHT-IN LANDING RWY 17			CIRCLE-TO-LAND		
MDA(H) 490' (451')					
ALS out					
A	1.2 km	1.6 km	A	NOT APPLICABLE	
B			B		
C	2.0 km		C		
D	2.4 km		D		

CHANGES: Procedure.

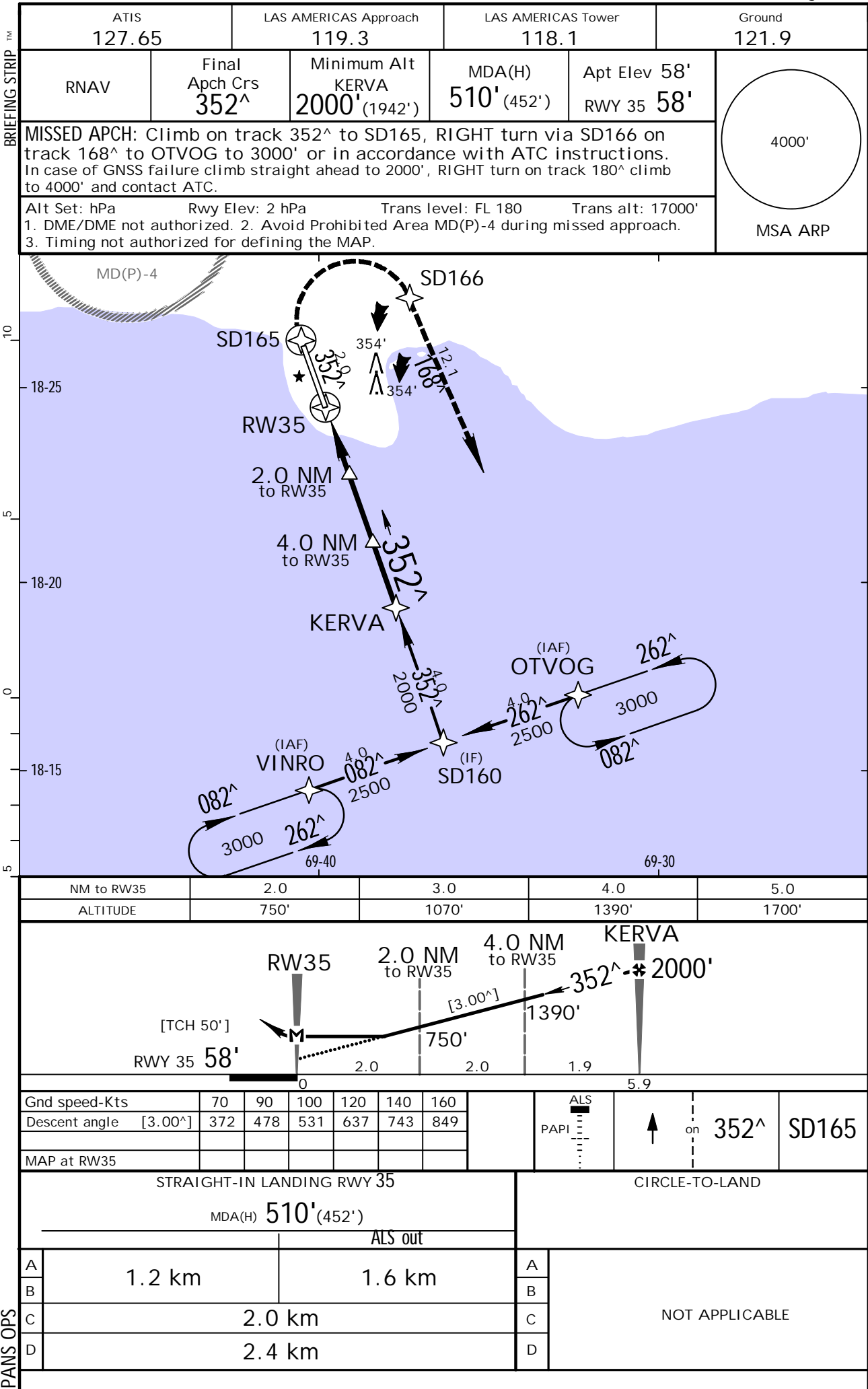
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MDSD/SDQ

LAS AMERICAS INTL

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26 DEC 08 (12-2)

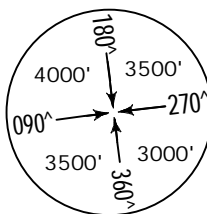
SANTO DOMINGO, DOM REP
RNAV (GNSS) Rwy 35

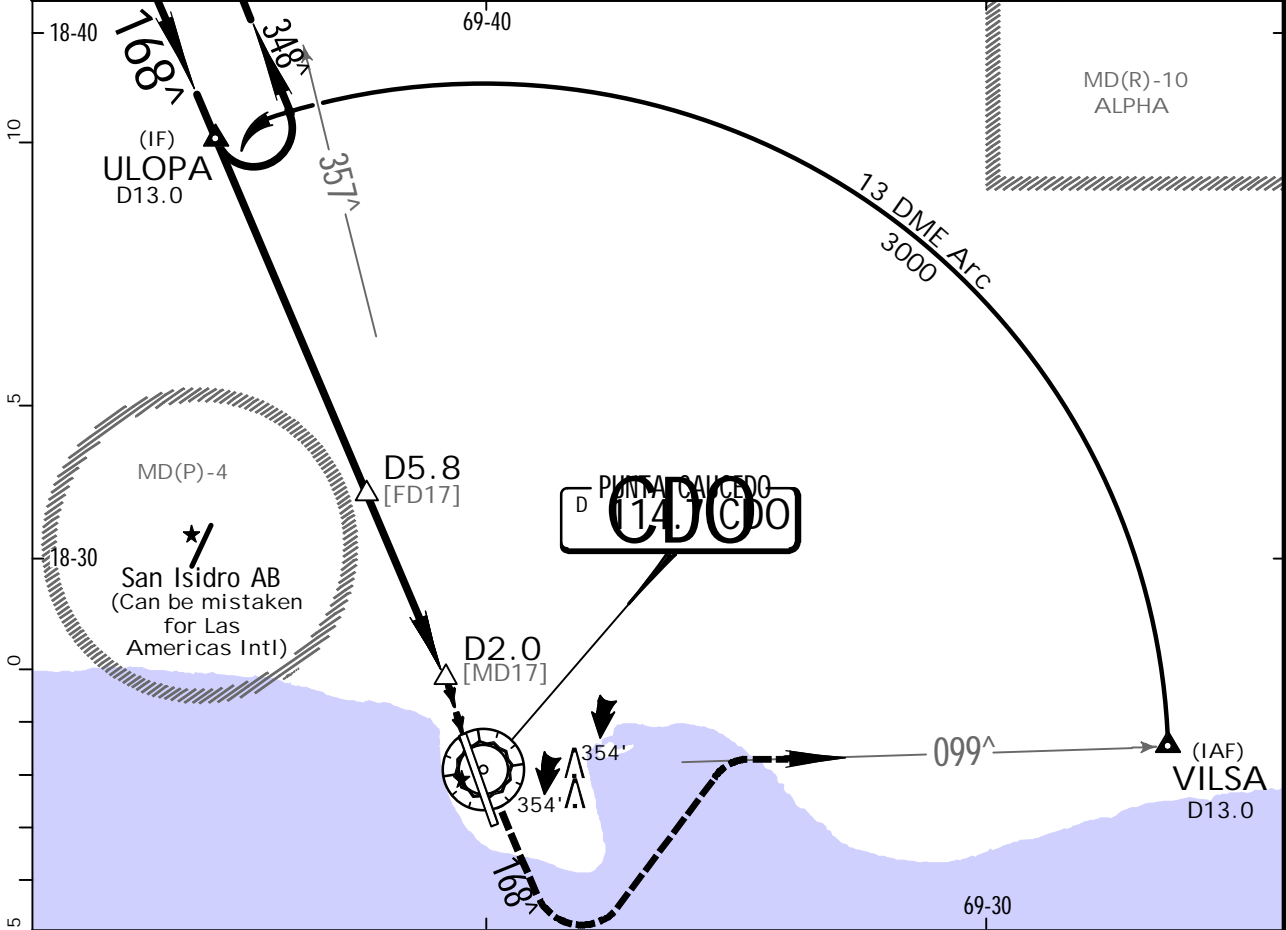


MDSD/SDO
LAS AMERICAS INTL

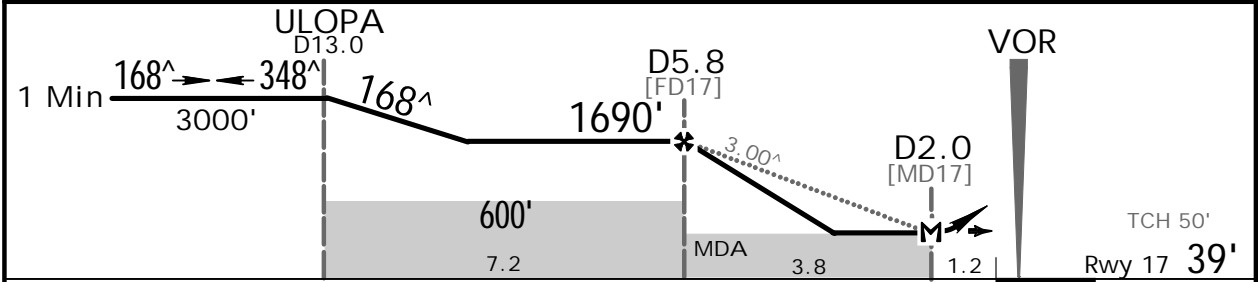
14 FEB 14 13-1


SANTO DOMINGO, DOM REP
VOR DME Rwy 17

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9	
VOR CDO 114.7	Final Apch Crs 168^	Minimum Alt D5.8 1690' (1651')	MDA(H) 470' (431')	Apt Elev 58' Rwy 17 39'	<div></div> <div>MSA CDO VOR</div>		
MISSED APCH: Climb outbound on CDO VOR R-168 until 2000', then LEFT turn direct to VILSA via CDO VOR R-099 outbound, climbing to 3000'; or according to ATC instructions.							
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 180 Trans alt: 17000'							
1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.							



CDO DME	FAF	5.0	4.0	3.0	2.0	MAP
ALTITUDE	1690'	1465'	1144'	823'	502'	470'



Gnd speed-Kts	70	90	100	120	140	160		2000' on 114.7 R-168
Descent Angle	3.00 [^]	372	478	531	637	743		
MAP at D2.0 or FAF to MAP	3.8	3:15	2:32	2:17	1:54	1:38		

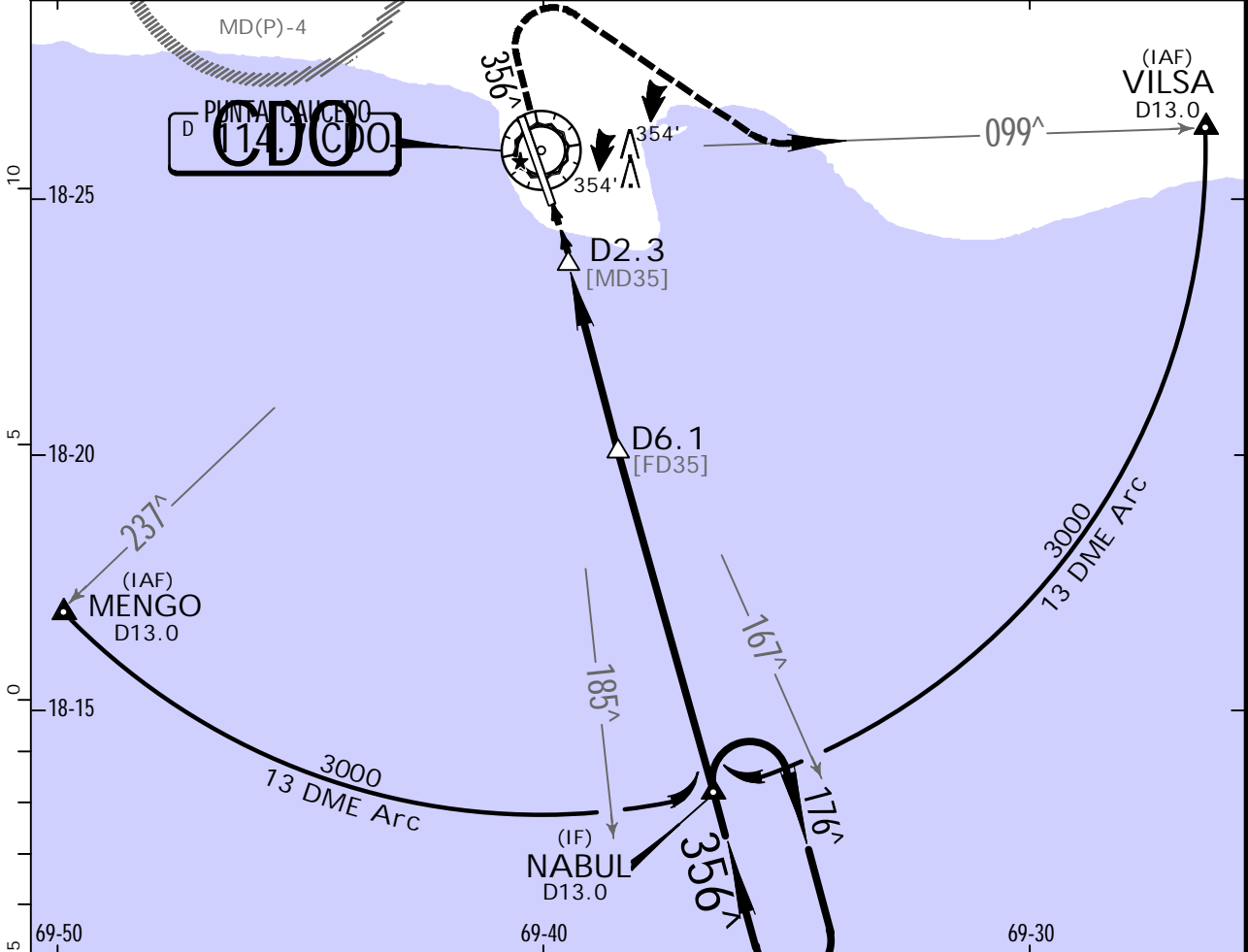
STRAIGHT-IN LANDING RWY 17 .CEILING REQUIRED.			CIRCLE-TO-LAND RWY 35		
MDA(H) 470' (431')					
CEILING-VISIBILITY			Max Kts.	MDA(H)	
ALS out			100	CEIL-VIS	
A	500' -1.6 km		135	700' (642')	
B	500' -2.0 km		180	700' -2.8 km	
C	500' -2.4 km		205	800' (742')	
D				800' -4.6 km	

MDSD/SDO
LAS AMERICAS INTL

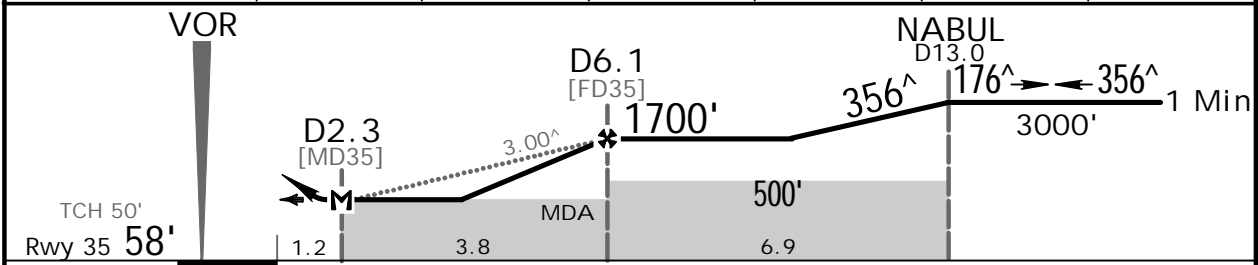
14 FEB 14 13-2

SANTO DOMINGO, DOM REP
VOR DME Rwy 35

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9
VOR CDO 114.7	Final Apch Crs 356^	Minimum Alt D6.1 1700' (1642')	MDA(H) 490' (432')	Apt Elev 58' Rwy 35 58'		 MSA CDO VOR
MISSED APCH: Climb outbound on CDO VOR R-356 until 2000', then RIGHT turn direct to VILSA climbing to 3000' via CDO VOR R-099 outbound; or according to ATC instructions.						
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 180 Trans alt: 17000'						
1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.						



CDO DME	MAP	3.0	4.0	5.0	6.0	FAF
ALTITUDE	490'	714'	1032'	1350'	1668'	1700'



Gnd speed-Kts	70	90	100	120	140	160	 2000' on 114.7 R-356
Descent Angle	3.00 [^]	372	478	531	637	743	
MAP at D2.3 or FAF to MAP	3.8	3:15	2:32	2:17	1:54	1:38	

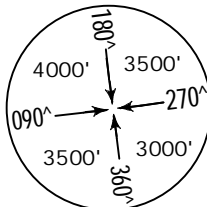
STRAIGHT-IN LANDING RWY 35 .CEILING REQUIRED.				CIRCLE-TO-LAND RWY 17	
MDA(H) 490' (432')					
CEILING-VISIBILITY Ats out				Max Kts	
A				100	MDA(H) 700' (642') CEIL-VIS 700' -2.8 km
B	500' -1.6 km			135	
C	500' -2.0 km			180	800' (742') 800' -4.6 km
D	500' -2.4 km			205	

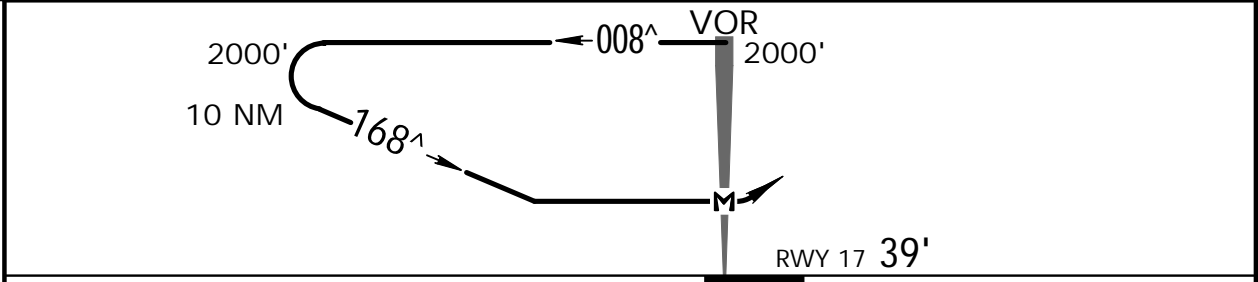
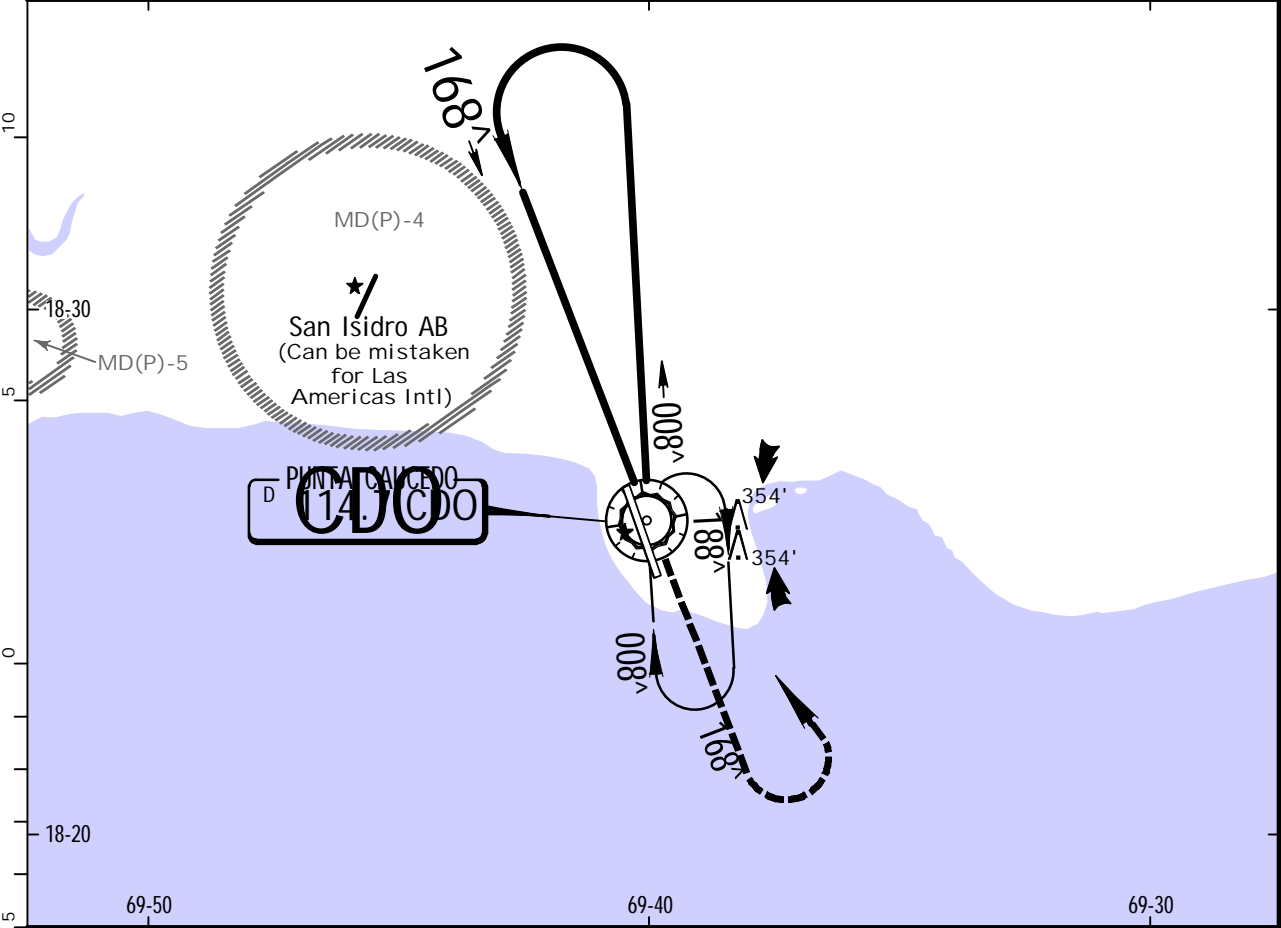
MDSD/SDQ
LAS AMERICAS INTL

JEPPesen
26 DEC 08 13-3

SANTO DOMINGO, DOM REP
VOR Rwy 17

BRIEFING STRIP™

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9
VOR CDO 114.7	Final Apch Crs 168 [^]	No FAF		MDA(H) 470' (431')	Apt Elev 58' Rwy 17 39'	 MSA CDO VOR
MISSED APCH: Climb outbound on CDO VOR R-168 to 2000', then LEFT turn to CDO VOR holding pattern, or according to ATC instructions.						
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 180		
				Trans alt: 17000'		
1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.						



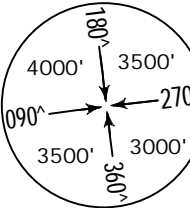
MAP at VOR				ALS	2000'	CDO	114.7	LT	CDO	114.7
				PAPI	↑	on	R-168			

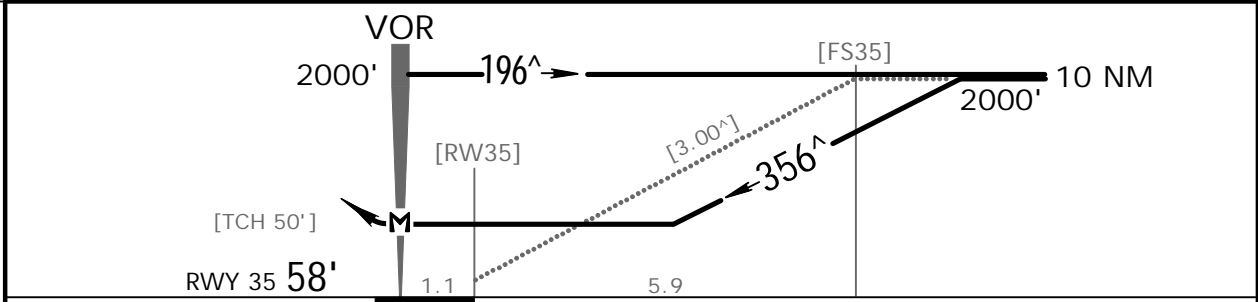
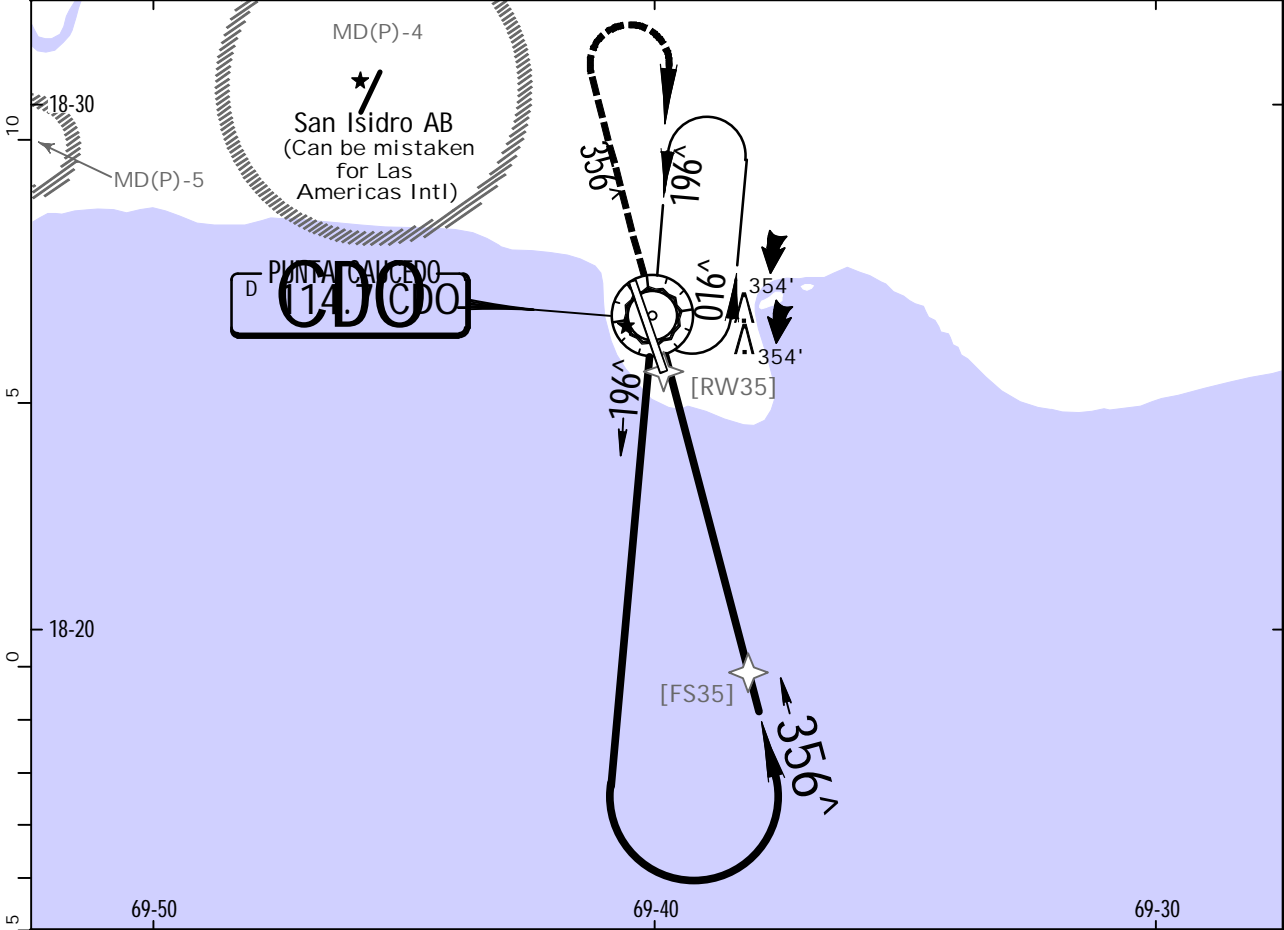
STRAIGHT-IN LANDING RWY17				.CEILING REQUIRED.		CIRCLE-TO-LAND RWY35			
MDA(H) 470' (431')				ALS out					
CEILING-VISIBILITY				Max Kts					
A				100					
B	500' -1.6 km			135		700' (642') 700' -2.8 km			
C	500' -2.0 km			180		800' (742') 800' -4.6 km			
D	500' -2.4 km			205					

MDSD/SDQ
LAS AMERICAS INTL

26 DEC 08 **13-4**

SANTO DOMINGO, DOM REP
VOR Rwy 35

ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9
VOR CDO 114.7	Final Apch Crs 356^	No FAF	MDA(H) 490' (432')	Apt Elev 58' Rwy 35 58'	<div> MSA CDO VOR</div>	
MISSED APCH: Climb outbound on CDO VOR R-356 to 2000'; then RIGHT turn direct to CDO VOR holding pattern, or according to ATC instructions.						
Alt Set: hPa		Rwy Elev: 2 hPa	Trans level: FL 180			
1. Avoid Prohibited Area MD(P)-4 at 4 NM Northwest of CDO VOR.						



Gnd speed-Kts	70	90	100	120	140	160		2000' CDO ↑ on 114.7 R-356
Descent angle [3.00^]	372	478	531	637	743	849		
MAP at VOR								

STRAIGHT-IN LANDING RWY 35 .CEILING REQUIRED.				CIRCLE-TO-LAND RWY 17			
MDA(H) 490' (432')							
CEILING-VISIBILITY				Max Kts	MDA(H)		
A	500' -2.4 km			100	700' (642')		
B	500' -2.8 km			135	700' -2.8 km		
C	500' -3.6 km			180	800' (742')		
D				205	800' -4.6 km		

MDSD/SDQ

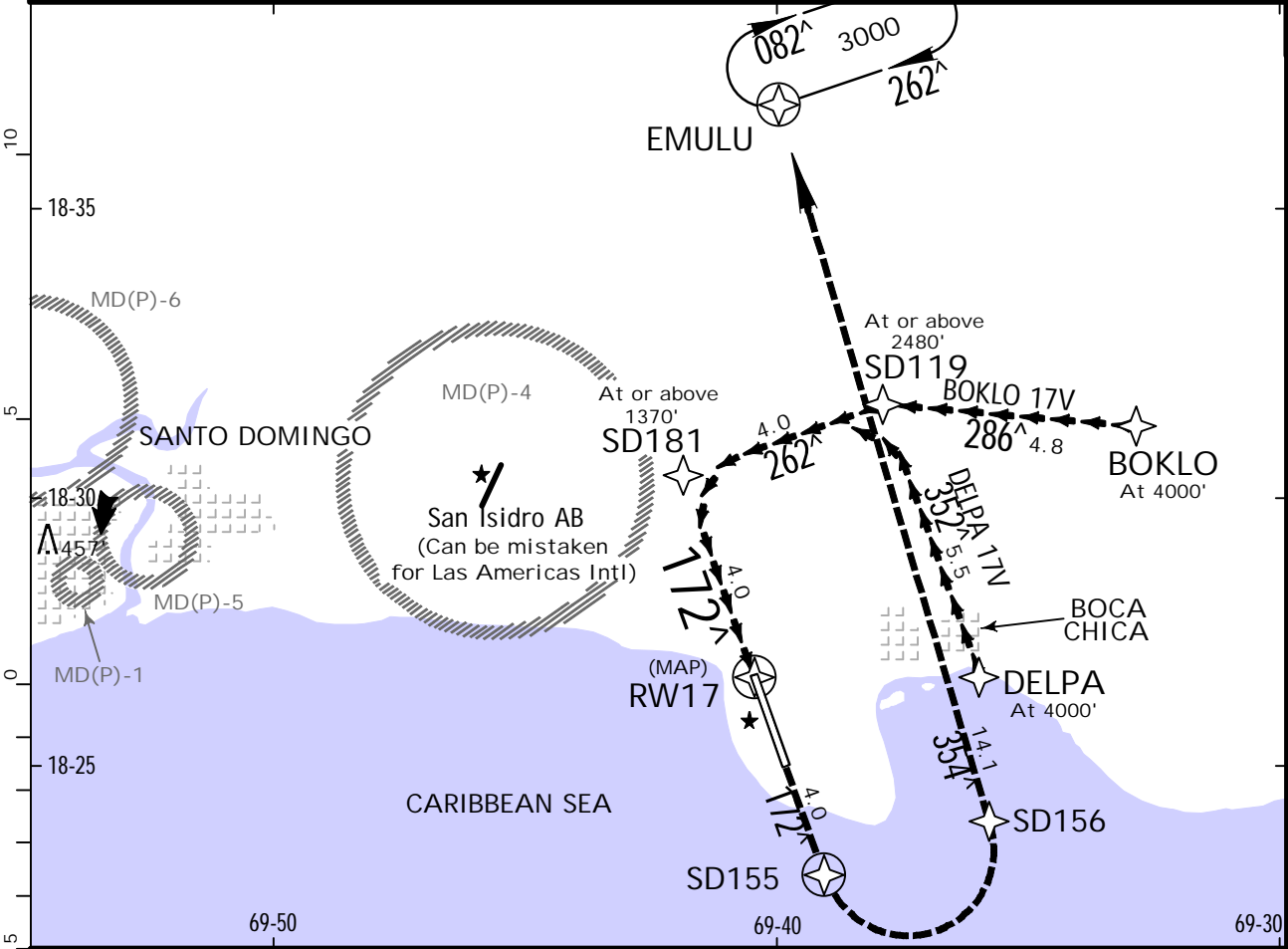
LAS AMERICAS INTL

JEPPESEN

26 DEC 08 19-1

SANTO DOMINGO, DOM REP
VISUAL RNAV (GNSS) Rwy 17

BRIEFING STRIP™	ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9	
	RNAV	Final Apch Crs 172^	No FAF		Ceiling-Vis 4000'-5km	Apt Elev 58' RWY 17 39'	<div>4000'</div> <div>MSA ARP</div>	
	MISSED APCH: Climb on track 172^ to SD155, LEFT turn via SD156 on track 354^ to EMULU to 3000' or in accordance with ATC instructions.							
	Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 180			
	1. DME/DME not authorized.							



CONDITIONS:

- Pilot must maintain visual reference to the terrain and report the airport in sight.
- Pilot is requesting or ATC suggests a visual approach.
- Radar vectors can be issued by ATC to join the visual approach procedure.

ROUTE	WAYPOINT SEQUENCE
BOKLO 17V	BOKLO (A4000) - SD119 (K185-; A2480+; L) - SD181 (K185-; A1370+; L) - RW17
DELPA 17V	DELPA (A4000) - SD119 (K185-; A2480+; L) - SD181 (K185-; A1370+; L) - RW17

RWY 17 39'

PANS OPS	ALS	PAPI	on	172^	SD155

WEATHER MINIMUMS

Ceiling 4000' -VIS 5 km

MDSD/SDQ

LAS AMERICAS INTL

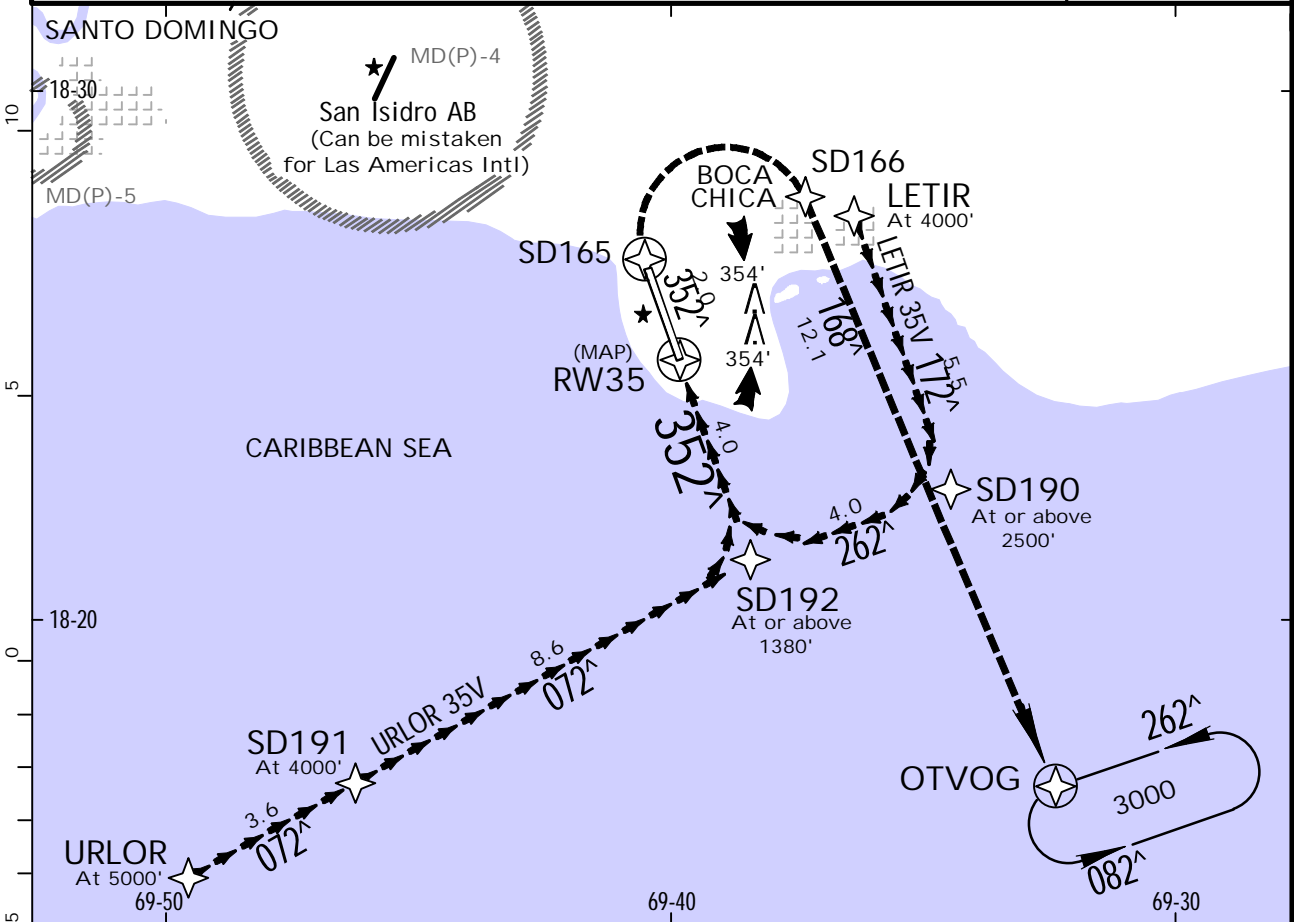
JEPPESSEN

26 DEC 08

19-2

SANTO DOMINGO, DOM REP
VISUAL RNAV (GNSS) Rwy 35

BRIEFING STRIP™	ATIS 127.65		LAS AMERICAS Approach 119.3		LAS AMERICAS Tower 118.1		Ground 121.9	
	RNAV	Final Apch Crs 352^	No FAF		Ceiling-Vis 4000'-5km	Apt Elev 58' RWY 35 58'	<div>4000'</div> <div>MSA ARP</div>	
	MISSED APCH: Climb on track 352^ to SD165, RIGHT turn via SD166 on track 168^ to OTVOG to 3000' or in accordance with ATC instructions.							
	Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 180 Trans alt: 17000' 1. DME/DME not authorized. 2. Avoid Prohibited Area MD(P)-4 during missed approach.							



CONDITIONS:

- Pilot must maintain visual reference to the terrain and report the airport in sight.
- Pilot is requesting or ATC suggests a visual approach.
- Radar vectors can be issued by ATC to join the visual approach procedure.

ROUTE	WAYPOINT SEQUENCE
LETIR 35V	LETIR (A4000) - SD190 (K185-; A2500+; R) - SD192 (K185-; A1380+; R) - RW35
URLOR 35V	URLOR (A5000) - SD191 (K185-; A4000) - SD192 (K185-; A1380+; L) - RW35

RWY 35 58'

	ALS PAPI	↑ on 352 [^]	SD165
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WEATHER MINIMUMS

Ceiling 4000' -VIS 5 km

General Information

Location: BRIDGETOWN BRB
ICAO/IATA: TBPB / BGI
Lat/Long: N13° 04.48', W059° 29.53'
Elevation: 169 ft

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

Fuel Types: 100-130 Octane, Jet A-1
Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 0947 Z
Sunset: 2148 Z

Runway Information

Runway: 09
Length x Width: 11017 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 169 ft
Lighting: Edge, ALS, Centerline, REIL

Runway: 27
Length x Width: 11017 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 160 ft
Lighting: Edge, Centerline, REIL

Communication Information

ATIS: 132.725
Adams Tower: 118.700
Adams Ground: 121.900
Adams Approach: 129.350
Adams Radar: 128.850
Adams Radar: 120.700
Adams Radar: 121.200

TBPB/BGI

JEPPESEN

BRIDGETOWN, BARBADOS

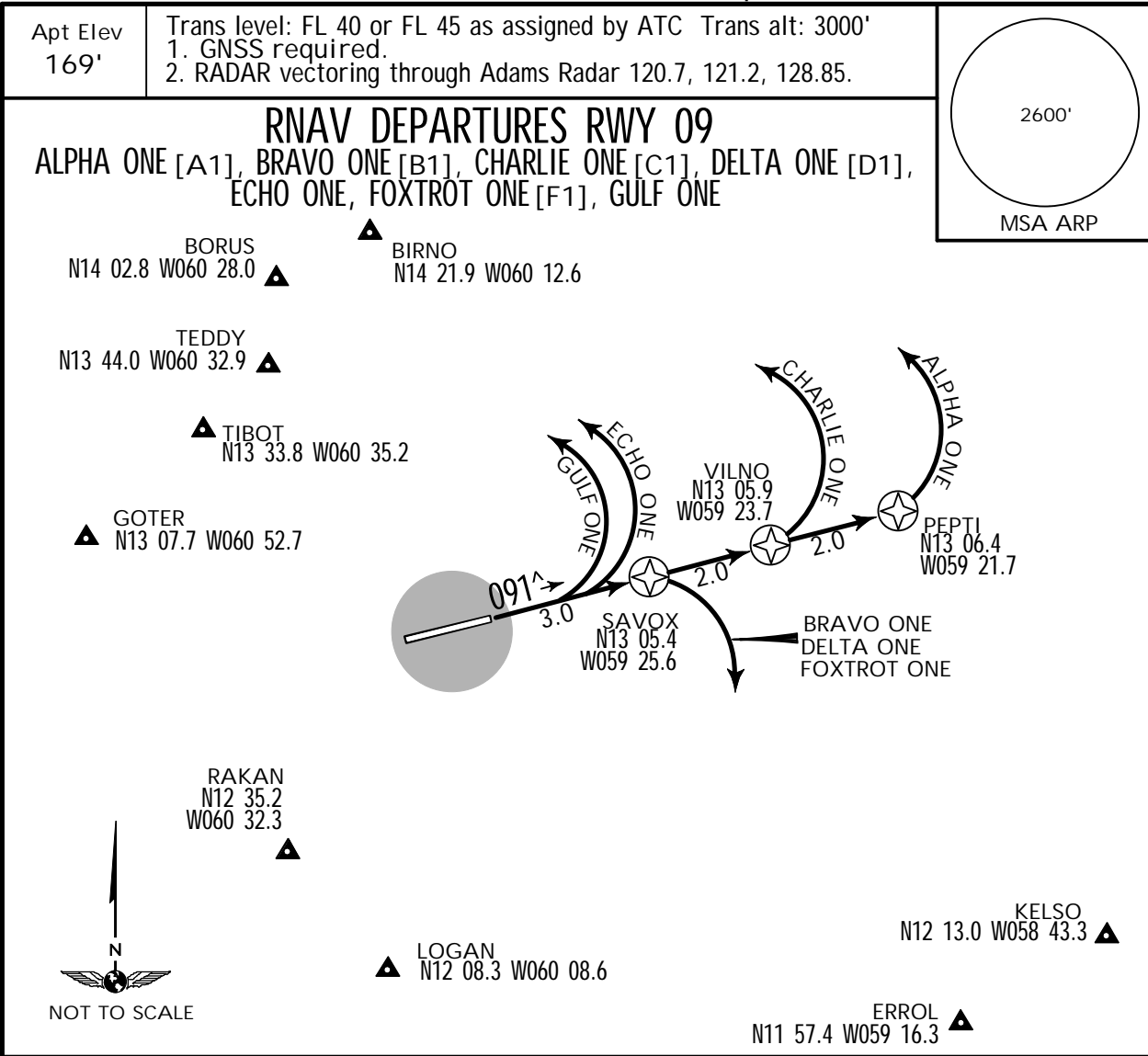
GRANTLEY ADAMS INTL

29 MAR 13

10-3

.Eff.4.Apr.

.RNAV.SID.



INITIAL CLIMB	
SID	JET AIRCRAFT
ALPHA ONE	Climb direct PEPTI. Upon reaching PEPTI or 2500', whichever comes first, turn LEFT direct BIRNO, BORUS, GOTER, TEDDY, TIBOT or N18 00.0/W056 00.0 as assigned. Then as filed. MAINTAIN best possible rate of climb through 5000'.
BRAVO ONE	Climb direct SAVOX. Upon reaching SAVOX or 2000', whichever comes first, turn RIGHT direct ERROL, KELSO, LOGAN or RAKAN as assigned. Then as filed. A normal rate of climb may be used.
QUAD TURBOPROP AIRCRAFT	
CHARLIE ONE	Climb direct VILNO. Upon reaching VILNO or 2000', whichever comes first, turn LEFT direct BIRNO, BORUS, GOTER, TEDDY or TIBOT as assigned. Then as filed. MAINTAIN best possible rate of climb through 5000'.
DELTA ONE	Climb direct SAVOX. Upon reaching SAVOX or 1500', whichever comes first, turn RIGHT direct ERROL, KELSO, LOGAN or RAKAN as assigned. Then as filed. A normal rate of climb may be used.
PROPELLER DRIVEN AIRCRAFT in EXCESS of 12500 lbs (5700 kg)	
ECHO ONE	Climb on runway heading 091° to 1500'. Then turn LEFT direct BIRNO, BORUS, GOTER, TEDDY or TIBOT as assigned. Then as filed. MAINTAIN best possible rate of climb through 5000'.
FOXTROT ONE	Climb direct SAVOX. Upon reaching SAVOX or 1000', whichever comes first, turn RIGHT direct ERROL, KELSO, LOGAN or RAKAN as assigned. Then as filed. A normal rate of climb may be used.
ALL OTHER PROPELLER DRIVEN AIRCRAFT	
GULF ONE	Climb on runway heading 091° to 1000'. Then turn LEFT direct BIRNO, BORUS, GOTER, TEDDY or TIBOT as assigned. Then as filed. A normal rate of climb may be used.
FOXTROT ONE	Climb direct SAVOX. Upon reaching SAVOX or 1000', whichever comes first, turn RIGHT direct ERROL, KELSO, LOGAN or RAKAN as assigned. Then as filed. A normal rate of climb may be used.

TBPB/BGI

JEPPesen

BRIDGETOWN, BARBADOS

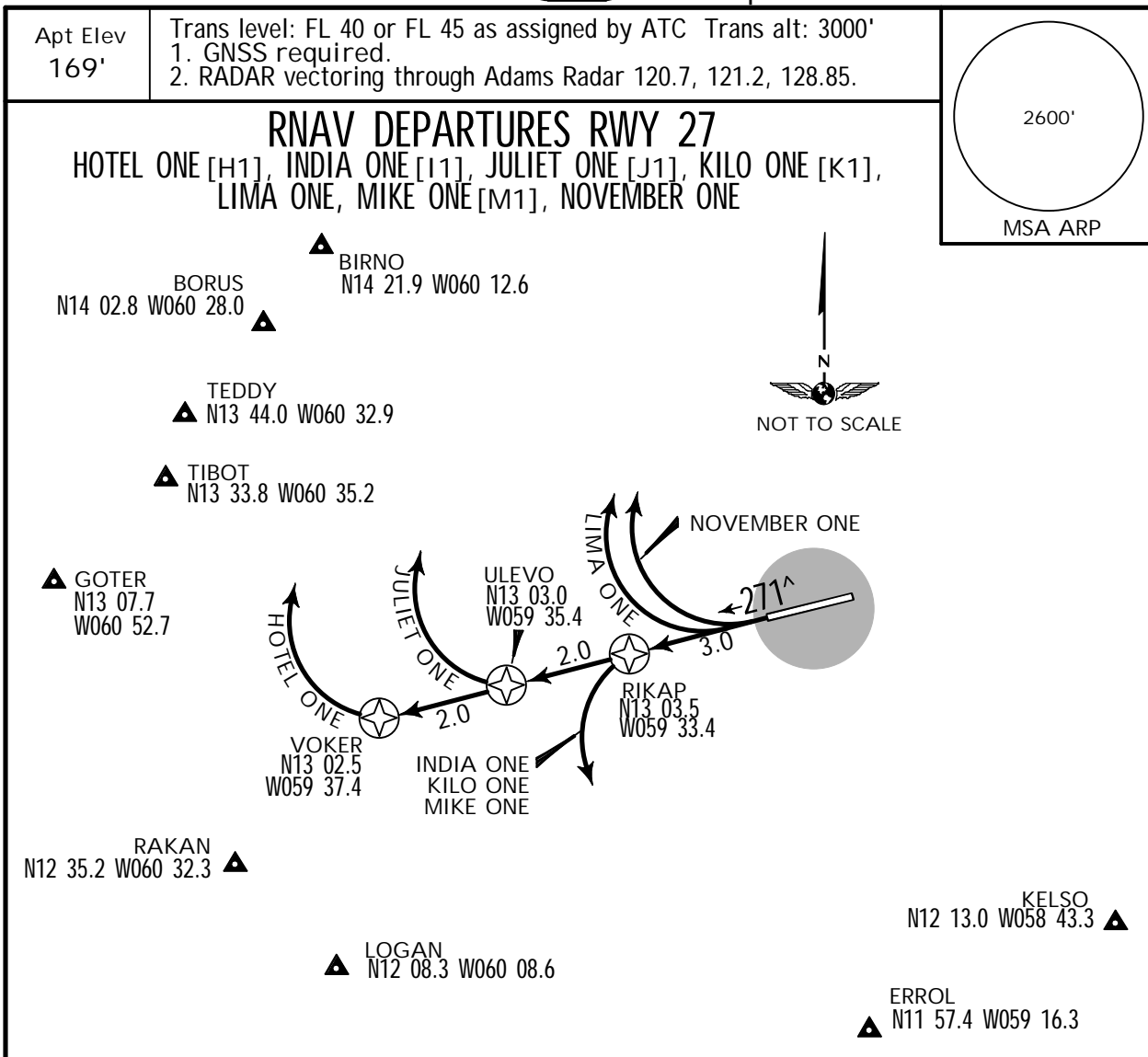
GRANTLEY ADAMS INTL

29 MAR 13

10-3A

.Eff.4.Apr.

.RNAV.SID.



INITIAL CLIMB	
SID	JET AIRCRAFT
HOTEL ONE	Climb direct VOKER. Upon reaching VOKER or 2500', whichever comes first, turn RIGHT direct BIRNO, BORUS, GOTER, TEDDY, TIBOT or N18 00.0/ W056 00.0 as assigned. Then as filed. MAINTAIN best possible rate of climb through 5000'.
INDIA ONE	Climb direct RIKAP. Upon reaching RIKAP or 2000', whichever comes first, turn LEFT direct ERROL, KELSO, LOGAN or RAKAN as assigned. Then as filed. A normal rate of climb may be used.
QUAD TURBOPROP AIRCRAFT	
JULIET ONE	Climb direct ULEVO. Upon reaching ULEVO or 2000', whichever comes first, turn RIGHT direct BIRNO, BORUS, GOTER, TEDDY or TIBOT as assigned. Then as filed. MAINTAIN best possible rate of climb through 5000'.
KILO ONE	Climb direct RIKAP. Upon reaching RIKAP or 1500', whichever comes first, turn LEFT direct ERROL, KELSO, LOGAN or RAKAN as assigned. Then as filed. A normal rate of climb may be used.
PROPELLER DRIVEN AIRCRAFT in EXCESS of 12500 lbs (5700 kg)	
LIMA ONE	Climb on runway heading 271^ to 1500'. Then turn RIGHT direct BIRNO, BORUS, GOTER, TEDDY or TIBOT as assigned. Then as filed. MAINTAIN best possible rate of climb through 5000'.
MIKE ONE	Climb direct RIKAP. Upon reaching RIKAP or 1000', whichever comes first, turn LEFT direct ERROL, KELSO, LOGAN or RAKAN as assigned. Then as filed. A normal rate of climb may be used.
ALL OTHER PROPELLER DRIVEN AIRCRAFT	
NOVEMBER ONE	Climb on runway heading 271^ to 1000'. Then turn RIGHT direct BIRNO, BORUS, GOTER, TEDDY or TIBOT as assigned. Then as filed. A normal rate of climb may be used.
MIKE ONE	Climb direct RIKAP. Upon reaching RIKAP or 1000', whichever comes first, turn LEFT direct ERROL, KELSO, LOGAN or RAKAN as assigned. Then as filed. A normal rate of climb may be used.

TBPB/BGI

 JEPPESSEN

6 JUL 12

10-4

BRIDGETOWN, BARBADOS
GRANTLEY ADAMS INTL

NOISE

NOISE ABATEMENT PROCEDURES

LOCAL TIME + 4 HOURS = UTC(Z)

AIRCRAFT ARRIVING RWY 09/27

All IFR aircraft shall maintain an altitude of 900 m (3,000 ft) until established on an instrument let-down procedure.

Jet aircraft and propeller driven aircraft in excess of 5,700 kg VFR and on a visual approach shall:

- Maintain a minimum flight altitude of 900 m (3,000 ft) while flying over the island.
- Not be less than 5 NM from the shoreline if operating below 900 m (3,000 ft).
- Intercept the localizer not closer than 5 NM if approaching from the south.

AIRCRAFT DEPARTING RWY 09/27 NORTHBOUND

Prior to initiating northbound turns for departures on RWY 09/27:

- Jet aircraft shall climb to 750 m (2,500 ft) or proceed to 7 NM, whichever comes first, and continue climbing at best possible rate of climb.
- Quad turboprop aircraft shall climb to 600 m (2,000 ft) or proceed to 5 NM, whichever comes first, and continue climbing at best possible rate of climb.
- Propeller driven aircraft in excess of 5,700 kg shall climb to 450 m (1,500 ft) and continue climbing at best possible rate of climb.
- All other propeller driven aircraft shall climb to 300 m (1,000 ft) and continue normal climbing.

AIRCRAFT DEPARTING RWY 09/27 SOUTHBOUND

Prior to initiating southbound turns for departures on RWY 09/27:

- Jet aircraft shall climb to 600 m (2,000 ft) or proceed to 3 NM, whichever comes first, and continue normal climbing.
- Quad turboprop aircraft shall climb to 450 m (1,500 ft) or proceed to 3 NM, whichever comes first, and continue normal climbing.
- All other propeller driven aircraft shall climb to 300 m (1,000 ft) or proceed to 3 NM, whichever comes first, and continue normal climbing.

Runway 27 departures will not normally be permitted between 0200 UTC and 1000 UTC unless meteorological conditions dictate otherwise.

TBPB/BGI

Apt Elev 169'
N13 04.5 W059 29.5



JEPPESSEN

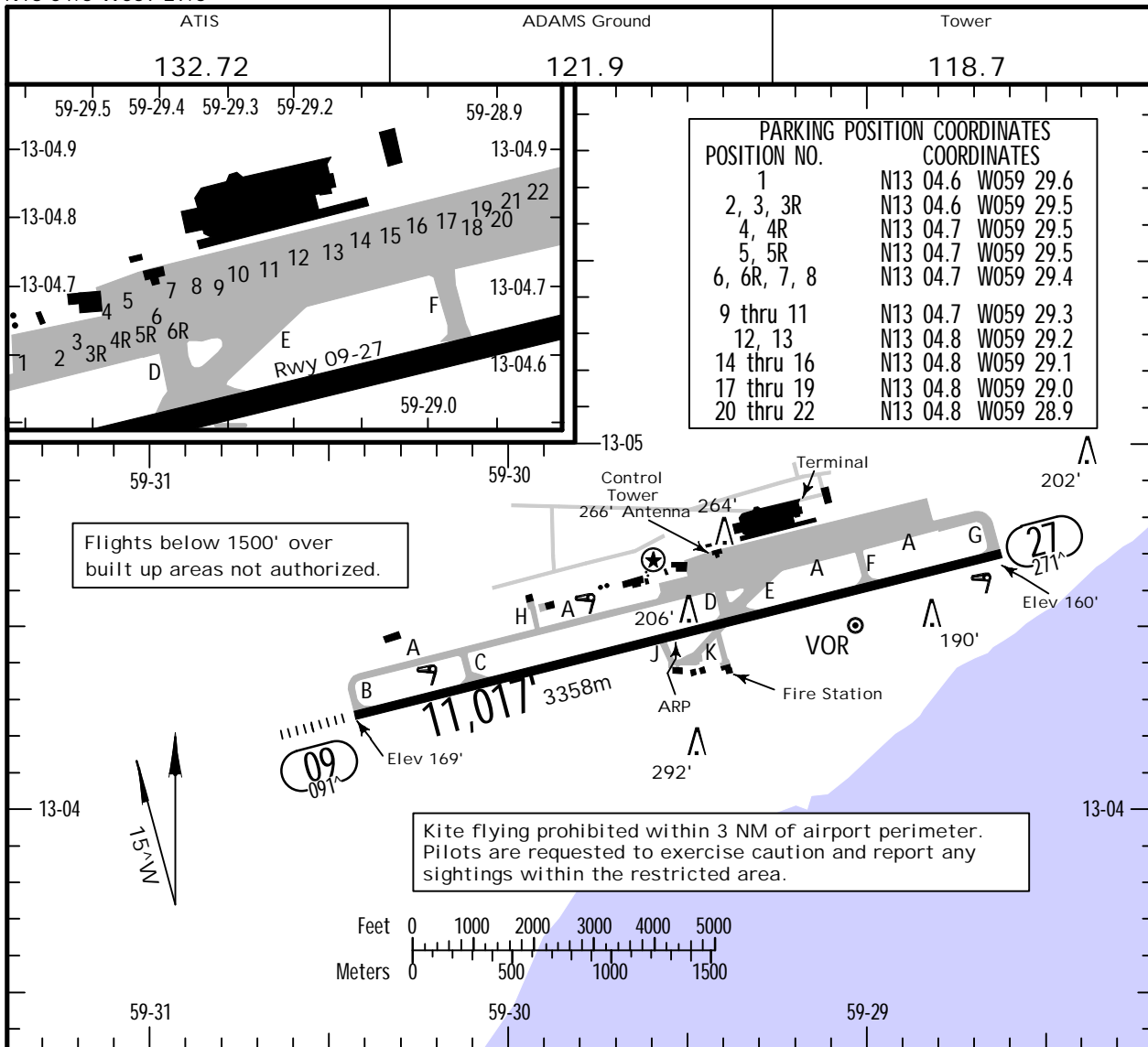
BRIDGETOWN, BARBADOS

16 AUG 13

(11-1)

.Eff.22.Aug.

GRANTLEY ADAMS INTL



PARKING POSITION COORDINATES	
POSITION NO.	COORDINATES
1	N13 04.6 W059 29.6
2, 3, 3R	N13 04.6 W059 29.5
4, 4R	N13 04.7 W059 29.5
5, 5R	N13 04.7 W059 29.5
6, 6R, 7, 8	N13 04.7 W059 29.4
9 thru 11	N13 04.7 W059 29.3
12, 13	N13 04.8 W059 29.2
14 thru 16	N13 04.8 W059 29.1
17 thru 19	N13 04.8 W059 29.0
20 thru 22	N13 04.8 W059 28.9

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
09	HIRL (50m) 1 CL HIALS PAPI-L (angle 3.0°) grooved		10043' 3061m		148'
27	HIRL (50m) 1 CL PAPI-L (angle 3.0°) grooved				45m

1 (30m) spacing white

TAKE-OFF

	AIR CARRIER (JAA)		AIR CARRIER (FAR 121)	
	LVP must be in Force All Rwys	All Rwys	All Rwys	
	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	Adequate Vis Ref
A				
B	200m	250m	2 Eng	400m
C				
D	250m	300m	3 & 4 Eng	

TBPB/BGI

GRANTLEY ADAMS INTL

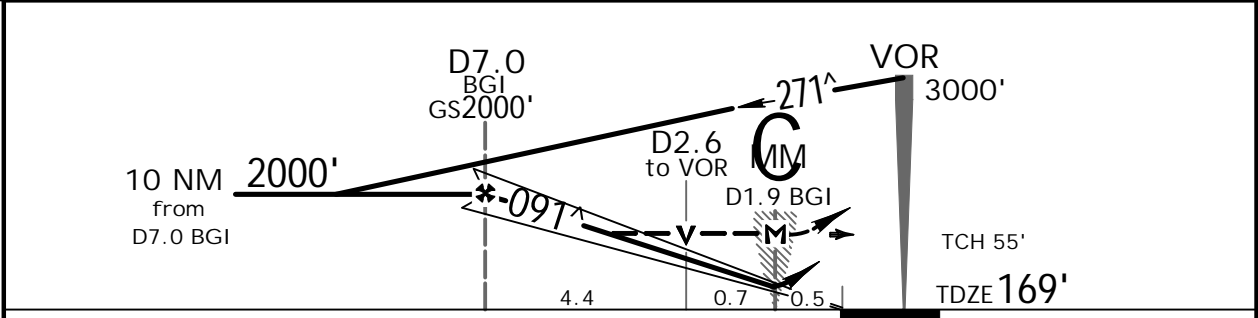
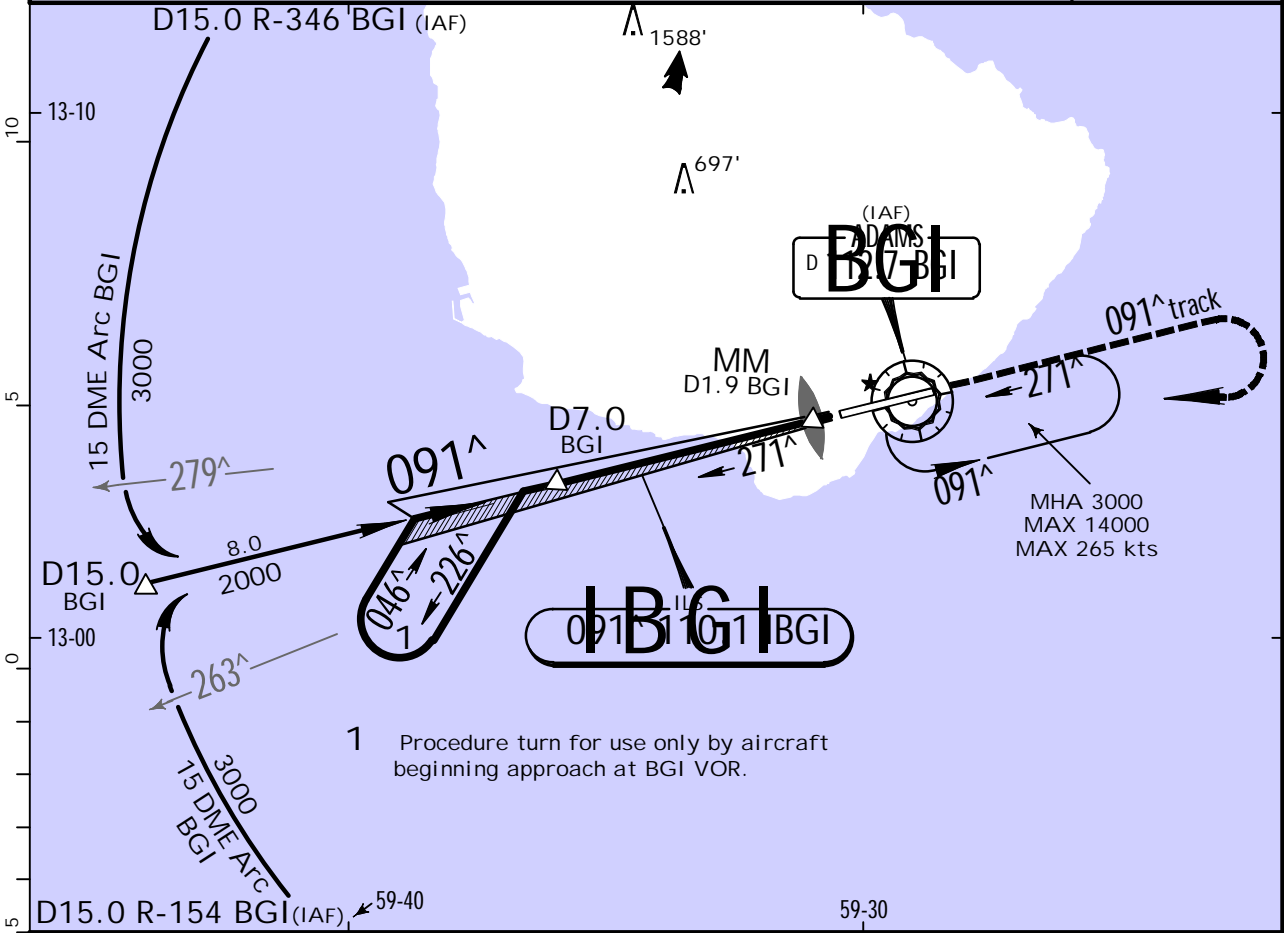
16 AUG 13 11-1

.Eff.22.Aug.

BRIDGETOWN, BARBADOS

ILS or LOC Rwy 09

ATIS 132.72		Radar vectoring thru ADAMS Radar 120.7 121.2 128.85			ADAMS Approach (R) 129.35		ADAMS Tower 118.7		Ground 121.9	
LOC IBGI 110.1		Final Apch Crs 091^		GS D7.0 BGI 2000' (1831')		ILS DA(H) Refer to Minimums		Apt Elev 169' TDZE 169'		<div>2600'</div> <div>MSA BGI VOR</div>
MISSED APCH: Climb to 3000' on track 091^, then turn RIGHT and proceed direct to BGI VOR and hold. GS out: If MM inoperative, initiate missed approach at D1.9 BGI.										
Alt Set: hPa (IN on req) TDZ Elev: 6 hPa Trans alt: 3000'										
Trans level: FL 40 or FL 45 as assigned by ATC. 1.DME required.										



Gnd speed-Kts	70	90	100	120	140	160	<div><div>HIALS</div><div>PAPI</div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div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ILS STRAIGHT-IN LANDING RWY 09						CIRCLE-TO-LAND					
DA(H) A: 369' (200') C: 384' (215')			LOC (GS out)			Not Authorized North of Rwy 09-27					
B: 376' (207') D: 395' (226')			MDA(H) 600' (431')								
FULL		ALS out		ALS out		Max Kts	MDA(H)				
A	0.8 km		1.2 km		1.6 km	100	600' (431')-1.6 km				
B						135	670' (501')-1.6 km				
C						180	760' (591')-2.4 km				
D						205	860' (691')-3.6 km				

CHANGES: None.

JEPPESEN, 2002, 2013. ALL RIGHTS RESERVED.

TBPB/BGI

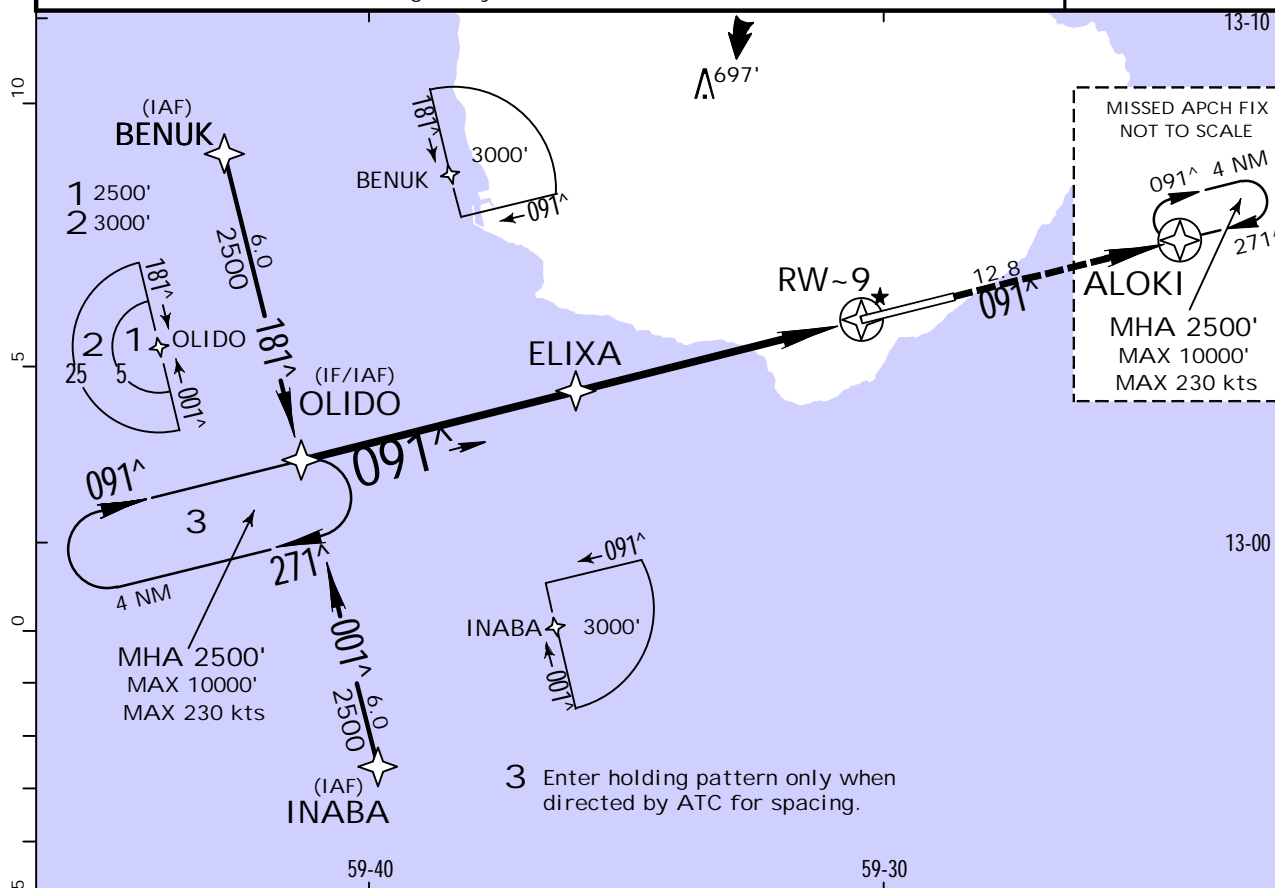
GRANTLEY ADAMS INTL

JEPPESEN
12 APR 13 (12-1)

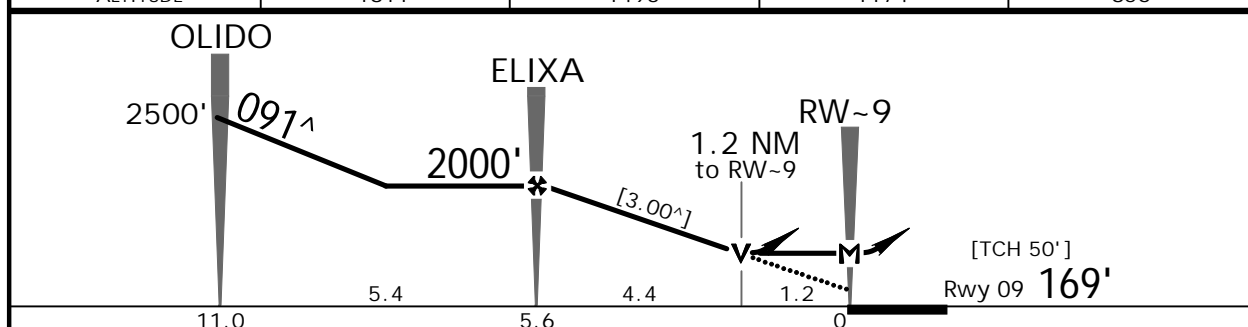
BRIDGETOWN, BARBADOS
RNAV (GNSS) Rwy 09

BRIEFING STRIP™

ATIS	Radar vectoring thru ADAMS Radar			ADAMS Approach (R)	ADAMS Tower	Ground
132.72	120.7	121.2	128.85	129.35	118.7	121.9
RNAV	Final Apch Crs 091[^]	Minimum Alt ELIXA 2000' (1831')	LNAV/VNAV DA(H) 600' (431')	Apt Elev 169' Rwy 09 169'	TAA 25 NM IAF	
MISSED APCH: Climb to 2500' direct ALOKI and hold, or as directed by ATC.						
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans alt: 3000' Trans level: FL40 or FL45 as assigned by ATC.						



DIST to THR	5.0	4.0	3.0	2.0
ALTITUDE	1811'	1493'	1174'	856'



Gnd speed-Kts	70	90	100	120	140	160	
Descent Angle [3.00^]	372	478	531	637	743	849	
MAP at RW-9							

STRAIGHT-IN LANDING RWY 09			CIRCLE-TO-LAND	
LNAV/VNAV		LNAV	Not Authorized North of Rwy 09-27	
DA(H) 600' (431')		MDA(H) 600' (431')		
ALS out		ALS out	Max Kts	MDA(H)
A	1.6 km	1.6 km	100	600' (431')-1.6 km
B			135	670' (501')-1.6 km
C	2.0 km	2.0 km	180	760' (591')-2.4 km
D	2.4 km	2.4 km	205	860' (691')-3.6 km

PANS OPS

TBPB/BGI

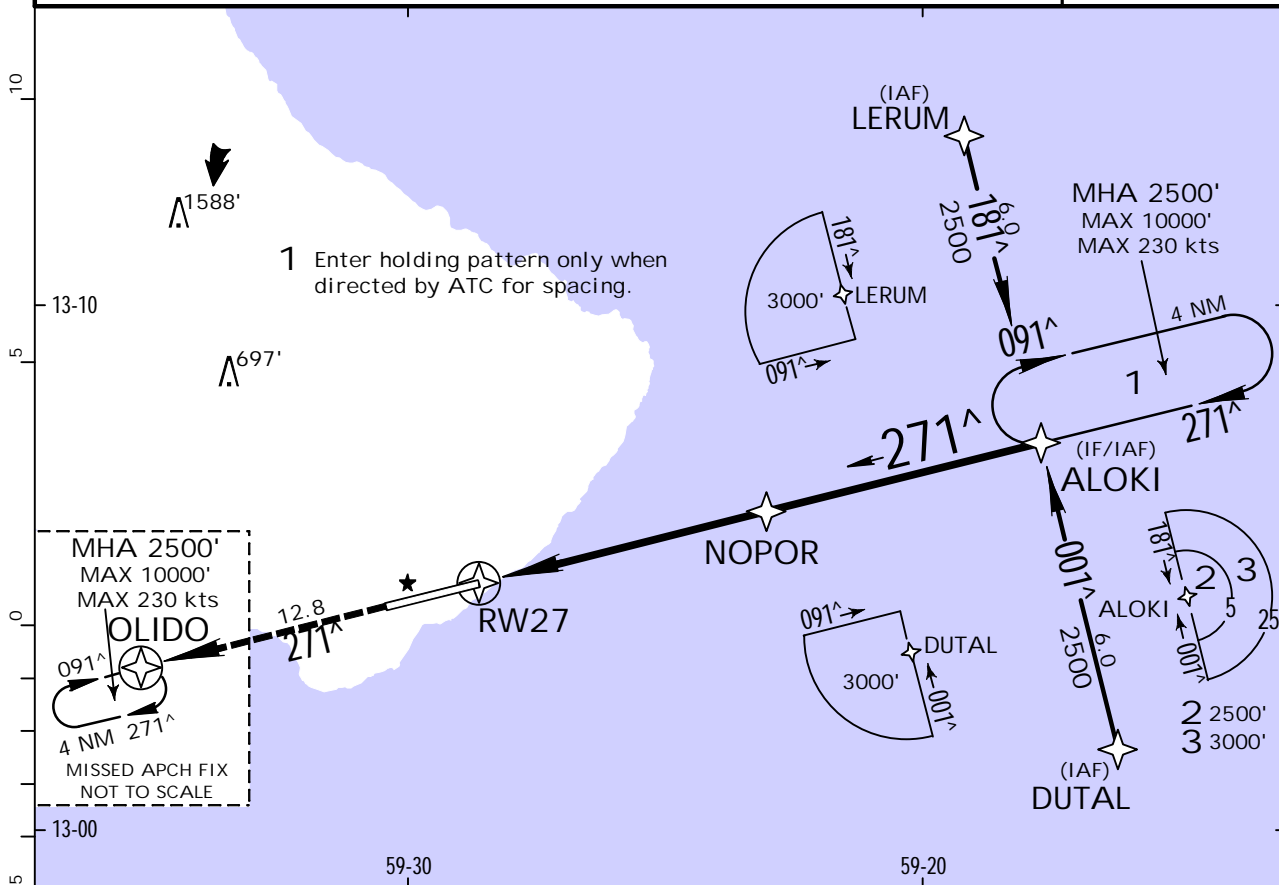
JEPPesen

BRIDGETOWN, BARBADOS
RNAV (GNSS) Rwy 27

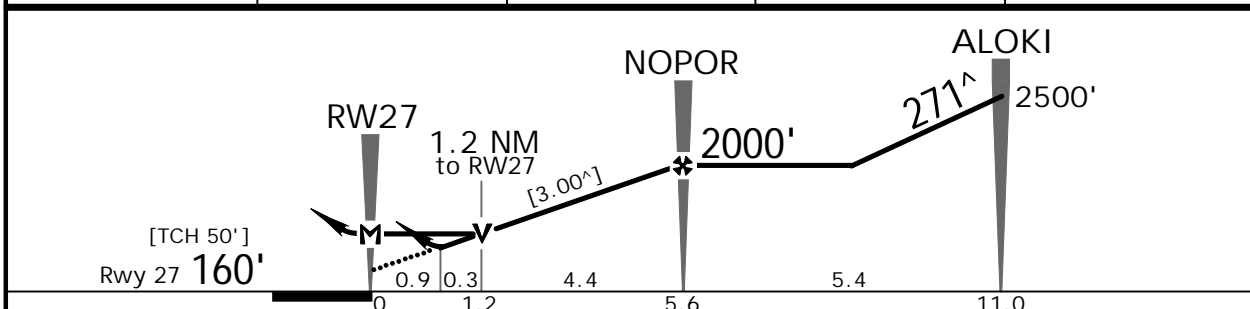
GRANTLEY ADAMS INTL

12 APR 13 (12-2)

BRIEFING STRIP™	ATIS	Radar vectoring thru ADAMS Radar			ADAMS Approach (R)	ADAMS Tower	Ground
	132.72	120.7	121.2	128.85	129.35	118.7	121.9
	RNAV	Final Apch Crs 271^	Minimum Alt NOPOR 2000' (1840')	LNAV/VNAV DA(H) 500' (340')	Apt Elev 169' Rwy 27 160'	TAA 25 NM IAF	
	MISSED APCH: Climb to 2500 direct OLIDO and hold, or as directed by ATC.						
	Alt Set: hPa (IN on req)		Rwy Elev: 6 hPa		Trans alt: 3000'		
	Trans level: FL40 or FL45 as assigned by ATC.						



DIST to THR	2.0	3.0	4.0	5.0
ALTITUDE	847'	1165'	1484'	1802'



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	2500'	OLIDO
Descent Angle [3.00°]	372	478	531	637	743	849			
MAP at RW27									

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 500' (340')		LNAV MDA(H) 600' (440')		Not Authorized North of Rwy 09-27	
A	1.6 km	1.6 km	Max Kts	MDA(H)	
B	1.6 km	1.6 km	100	600'(440')-1.6 km	
C	2.0 km	2.0 km	135	670'(510')-1.6 km	
D	2.4 km	2.4 km	180	760'(600')-2.4 km	
	2.4 km	2.4 km	205	860'(700')-3.6 km	

TBPB/BGI

GRANTLEY ADAMS INTL

JEPPesen

12 APR 13

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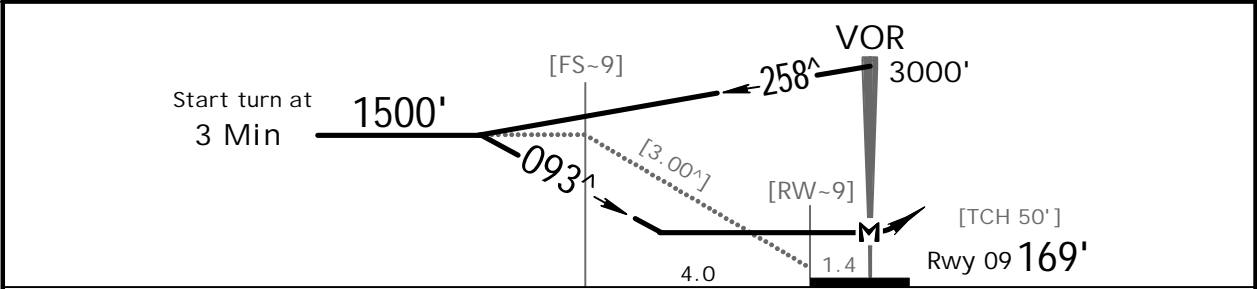
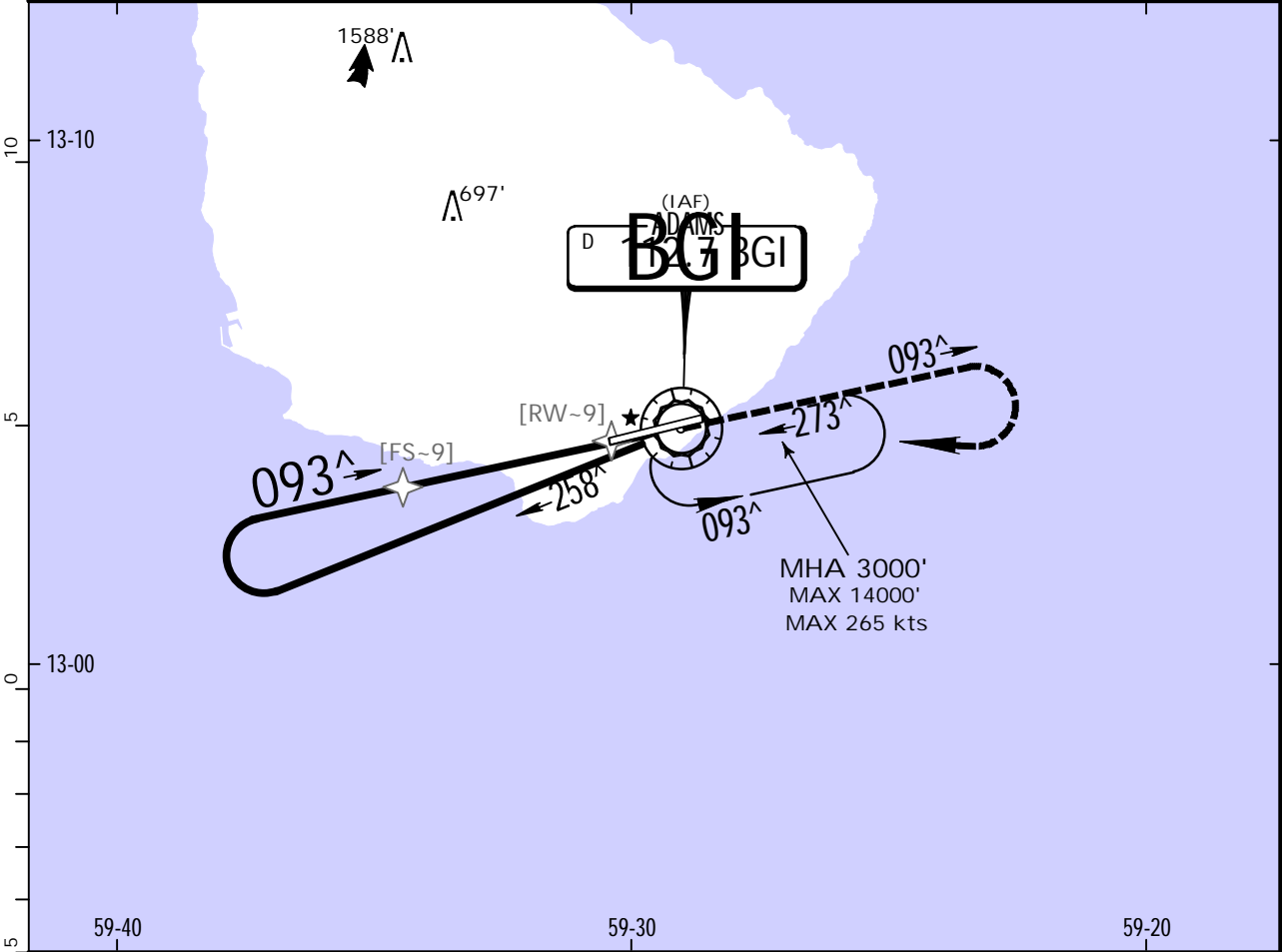
CAT A & B

BRIDGETOWN, BARBADOS

VOR X Rwy 09

BRIEFING STRIP™

ATIS 132.72	Radar vectoring thru ADAMS Radar 120.7 121.2 128.85			ADAMS Approach (R) 129.35	ADAMS Tower 118.7	Ground 121.9
VOR BGI 112.7	Final Apch Crs 093^	No FAF	MDA(H) 640' (471')	Apt Elev 169' Rwy 09 169'	<div>2600'</div> <div>MSA BGI VOR</div>	
MISSED APCH: Climb to 3000' on track 093^, then turn RIGHT direct BGI VOR and hold.						
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans alt: 3000' Trans level: FL 40 or FL 45 as assigned by ATC.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	3000' on 093 [^] then RT	BGI 112.7
Descent Angle [3.00 [^]]	372	478	531	637	743	849			
MAP at VOR									

STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
MDA(H) 640' (471')				Not Authorized North of Rwy 09-27			
ALS out				Max Kts.	MDA(H)		
A	1.6 km		1.6 km	100	640' (471')-1.6 km		
B				135	670' (501')-1.6 km		
C	NA		NA	C	NA		
D				D			

PANS OPS

TBPB/BGI

GRANTLEY ADAMS INTL

JEPPESSEN

12 APR 13

13-2

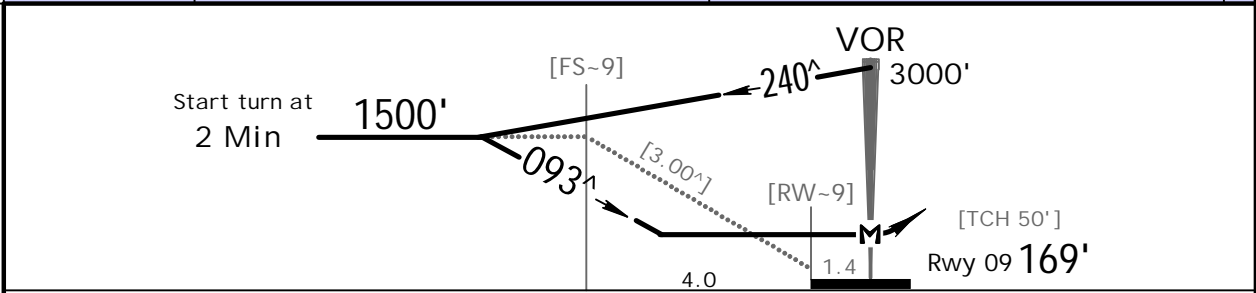
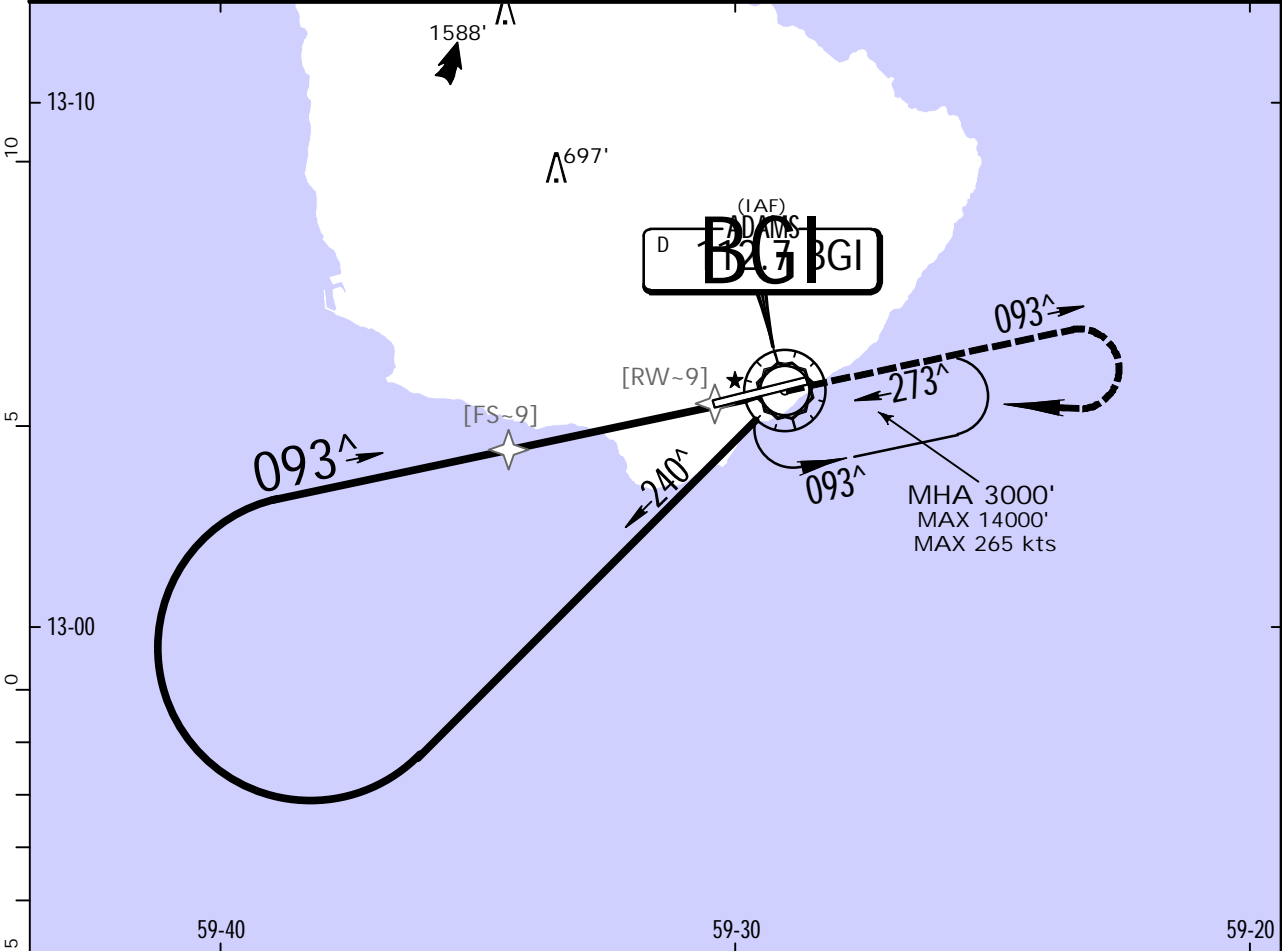
BRIDGETOWN, BARBADOS

CAT C & D

VOR Y Rwy 09

BRIEFING STRIP™

ATIS	Radar vectoring thru ADAMS Radar			ADAMS Approach (R)	ADAMS Tower	Ground
132.72	120.7	121.2	128.85	129.35	118.7	121.9
VOR BGI 112.7	Final Apch Crs 093^	No FAF	MDA(H) 640'(471')	Apt Elev 169' Rwy 09 169'	<div>2600'</div> <div>MSA BGI VOR</div>	
MISSED APCH: Climb to 3000' on track 093^, then turn RIGHT direct BGI VOR and hold.						
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans alt: 3000' Trans level: FL 40 or FL 45 as assigned by ATC.						



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	3000' on 093 [^] then RT	BGI 112.7
Descent Angle [3.00 [^]]	372	478	531	637	743	849			
MAP at VOR									

STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
MDA(H) 640' (471')				Not Authorized North of Rwy 09-27			
ALS out				Max Kts	MDA(H)		
A	NA		NA	A	NA		
B	NA		NA	B	NA		
C	1.6 km		2.0 km	180	760' (591')-2.4 km		
D	2.0 km		2.4 km	205	860' (691')-3.6 km		

PANS OPS

TBPB/BGI

GRANTLEY ADAMS INTL

12 APR 13

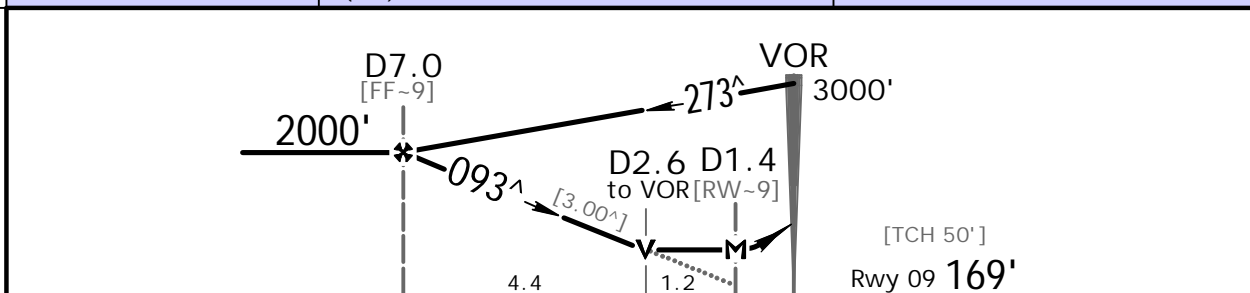
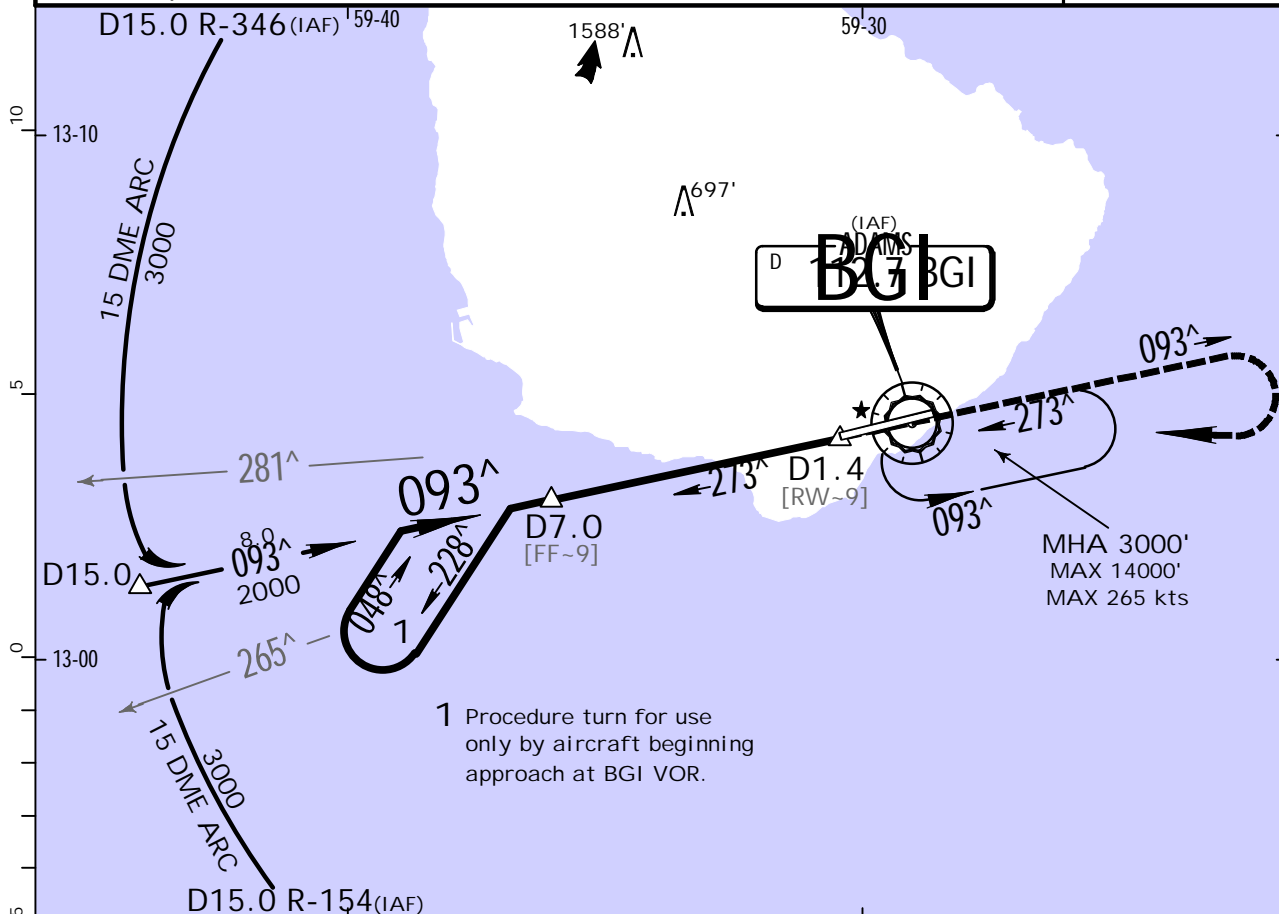
13-3


JEPPESSEN

BRIDGETOWN, BARBADOS
VOR Z Rwy 09

BRIEFING STRIP™

ATIS	Radar vectoring thru ADAMS Radar			ADAMS Approach (R)	ADAMS Tower	Ground
132.72	120.7	121.2	128.85	129.35	118.7	121.9
VOR BGI 112.7	Final Apch Crs 093^	Minimum Alt D7.0 2000' (1831')	MDA(H) 600' (431')	Apt Elev 169' Rwy 09 169'	<div>2600'</div> <div>MSA BGI VOR</div>	
MISSED APCH: Climb to 3000' on track 093^, then turn RIGHT direct BGI VOR and hold.						
Alt Set: hPa (1N on req)			Rwy Elev: 6 hPa	Trans alt: 3000'		
Trans level: FL 40 or FL 45 as assigned by ATC. 1. DME required.						



Gnd speed-Kts	70	90	100	120	140	160		3000' on 093^ then RT	BGI 112.7
Descent Angle [3.00^]	372	478	531	637	743	849			
MAP at D1.4									

STRAIGHT-IN LANDING RWY 09				CIRCLE-TO-LAND			
MDA(H) 600' (431')				Not Authorized North of Rwy 09-27			
			ALS out	Max Kts	MDA(H)		
A	1.2 km		1.6 km	100	600' (431')-1.6 km		
B	1.6 km		2.0 km	135	670' (501')-1.6 km		
C	2.0 km		2.4 km	180	760' (591')-2.4 km		
D				205	860' (691')-3.6 km		

CHANGES: New procedure.

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TBPB/BGI

GRANTLEY ADAMS INTL

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12 APR 13

13-4

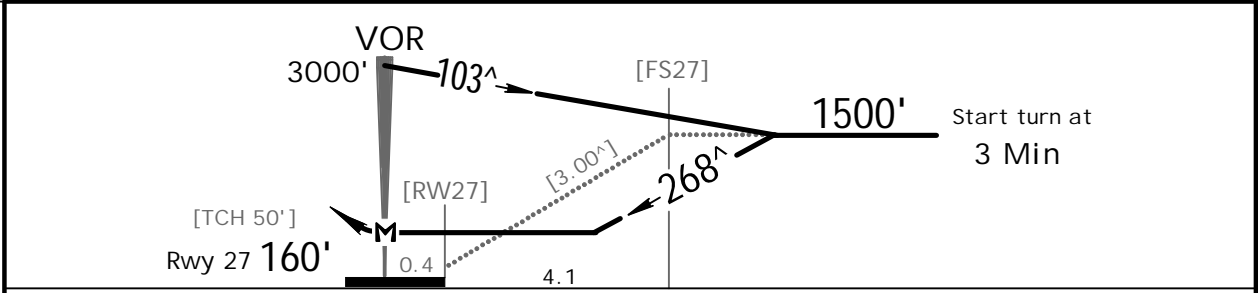
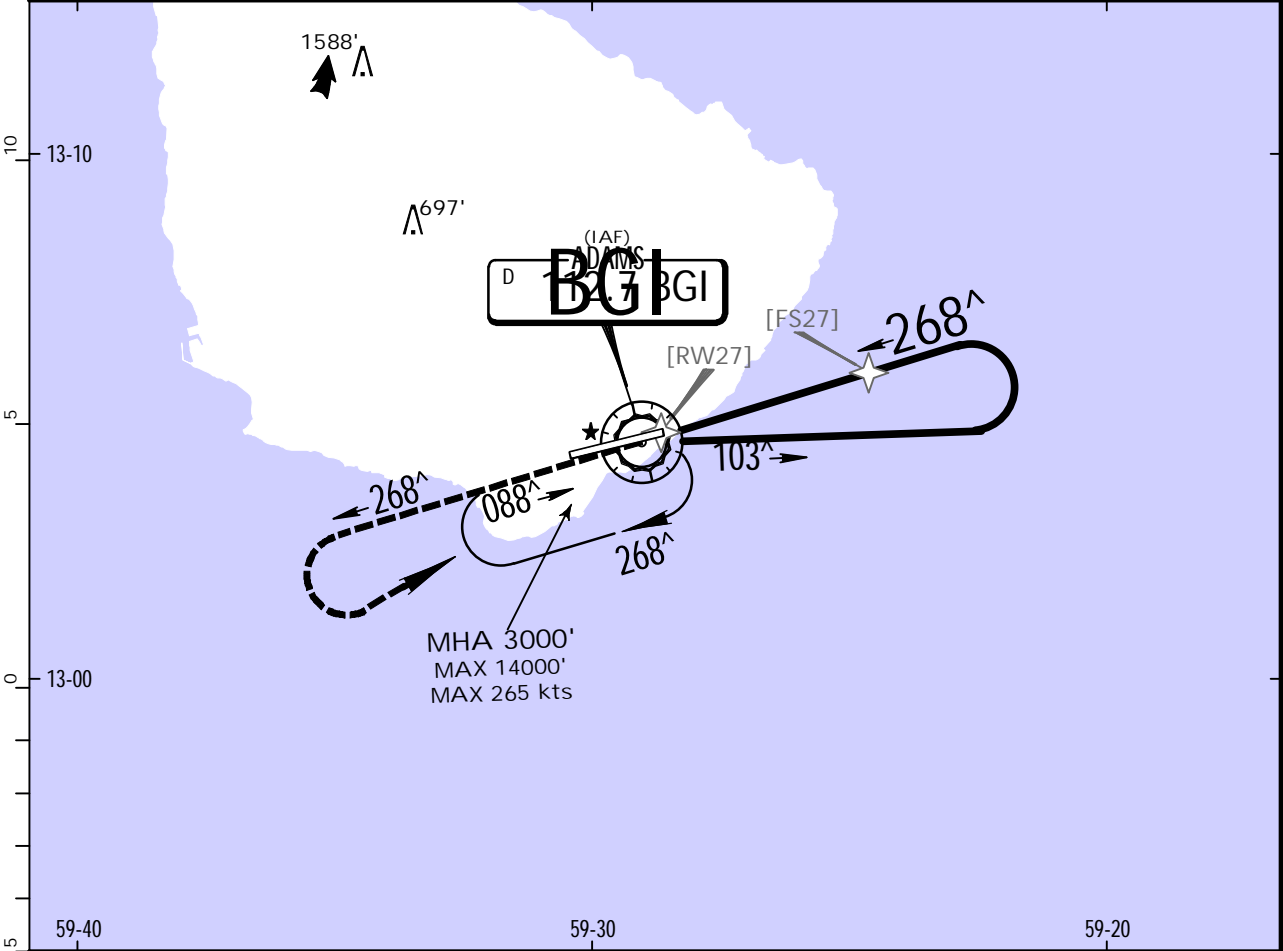
BRIDGETOWN, BARBADOS

CAT A & B

VOR X Rwy 27

BRIEFING STRIP™

ATIS	Radar vectoring thru ADAMS Radar			ADAMS Approach (R)	ADAMS Tower	Ground
132.72	120.7	121.2	128.85	129.35	118.7	121.9
VOR BGI 112.7	Final Apch Crs 268^	No FAF	MDA(H) 640' (480')	Apt Elev 169' Rwy 27 160'	<div>2600'</div> <div>MSA BGI VOR</div>	
MISSED APCH: Climb to 3000' on track 268^, then turn LEFT direct BGI VOR and hold.						
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans alt: 3000' Trans level: FL 40 or FL 45 as assigned by ATC.						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000' on 268 [^] then LT BGI 112.7
Descent Angle [3.00 [^]]	372	478	531	637	743	849		
MAP at VOR								

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
MDA(H) 640' (480')				Not Authorized North of Rwy 09-27			
A	1.6 km			Max Kts	MDA(H)		
B				100	640' (471')-1.6 km		
C	NA			135	670' (501')-1.6 km		
D				C	NA		
				D			

PANS OPS

TBPB/BGI

GRANTLEY ADAMS INTL

JEPPESSEN

12 APR 13

13-5

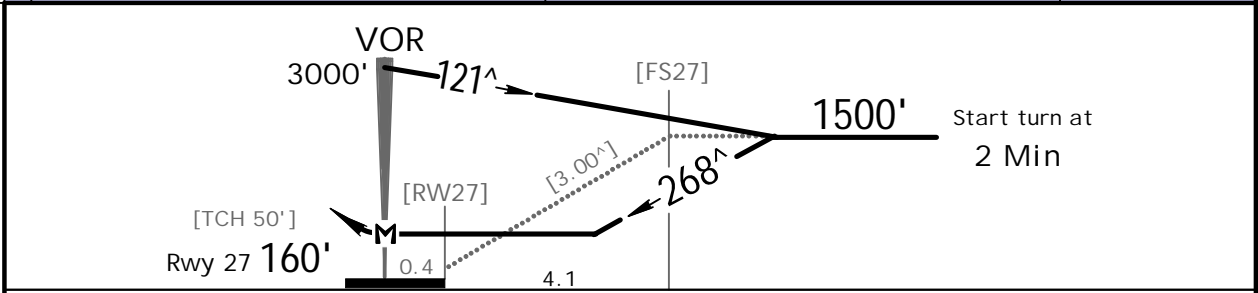
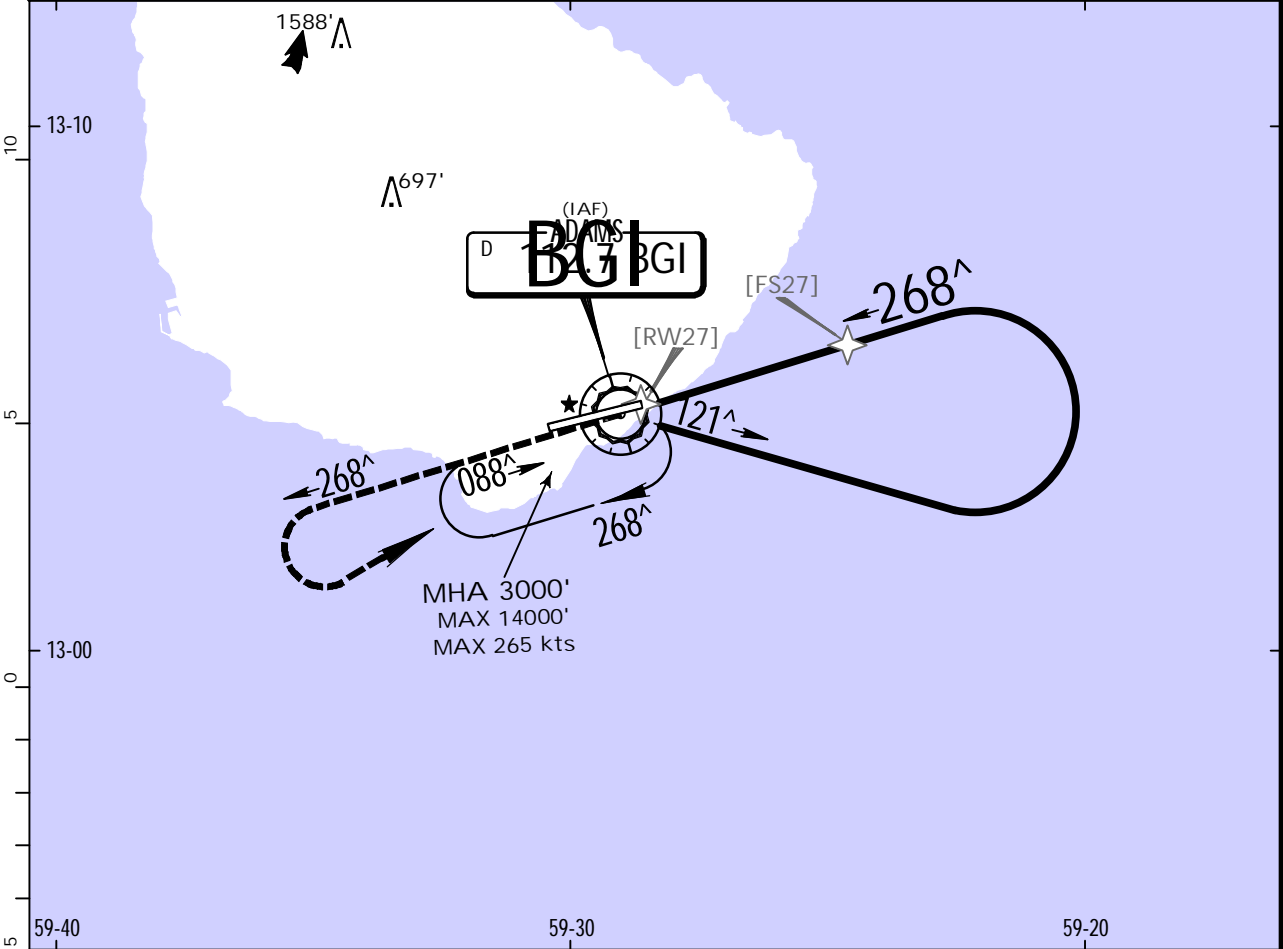
BRIDGETOWN, BARBADOS

CAT C & D

VOR Y Rwy 27

BRIEFING STRIP™

ATIS	Radar vectoring thru ADAMS Radar			ADAMS Approach (R)	ADAMS Tower	Ground
132.72	120.7	121.2	128.85	129.35	118.7	121.9
VOR BGI 112.7	Final Apch Crs 268^	No FAF	MDA(H) 640' (480')	Apt Elev 169' Rwy 27 160'	<div>2600'</div> <div>MSA BGI VOR</div>	
MISSED APCH: Climb to 3000' on track 268^, then turn LEFT direct BGI VOR and hold.						
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans alt: 3000' Trans level: FL 40 or FL 45 as assigned by ATC.						



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000' on 268 [^] then LT	BGI 112.7
Descent Angle [3.00 [^]]	372	478	531	637	743	849			
MAP at VOR									

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
MDA(H) 640' (480')				Not Authorized North of Rwy 09-27			
A	NA			Max Kts	MDA(H)		
B	NA			A	NA		
C	1.6 km			180	760' (591')-2.0 km		
D	2.0 km			205	850' (681')-3.6 km		

PANS OPS

TBPB/BGI

GRANTLEY ADAMS INTL

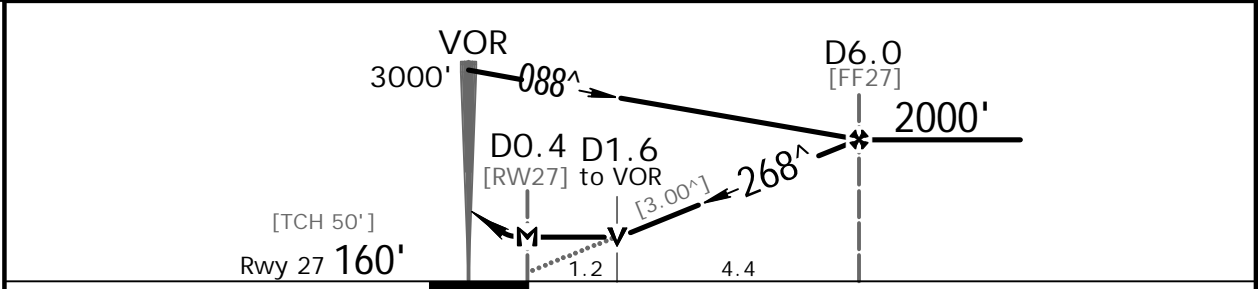
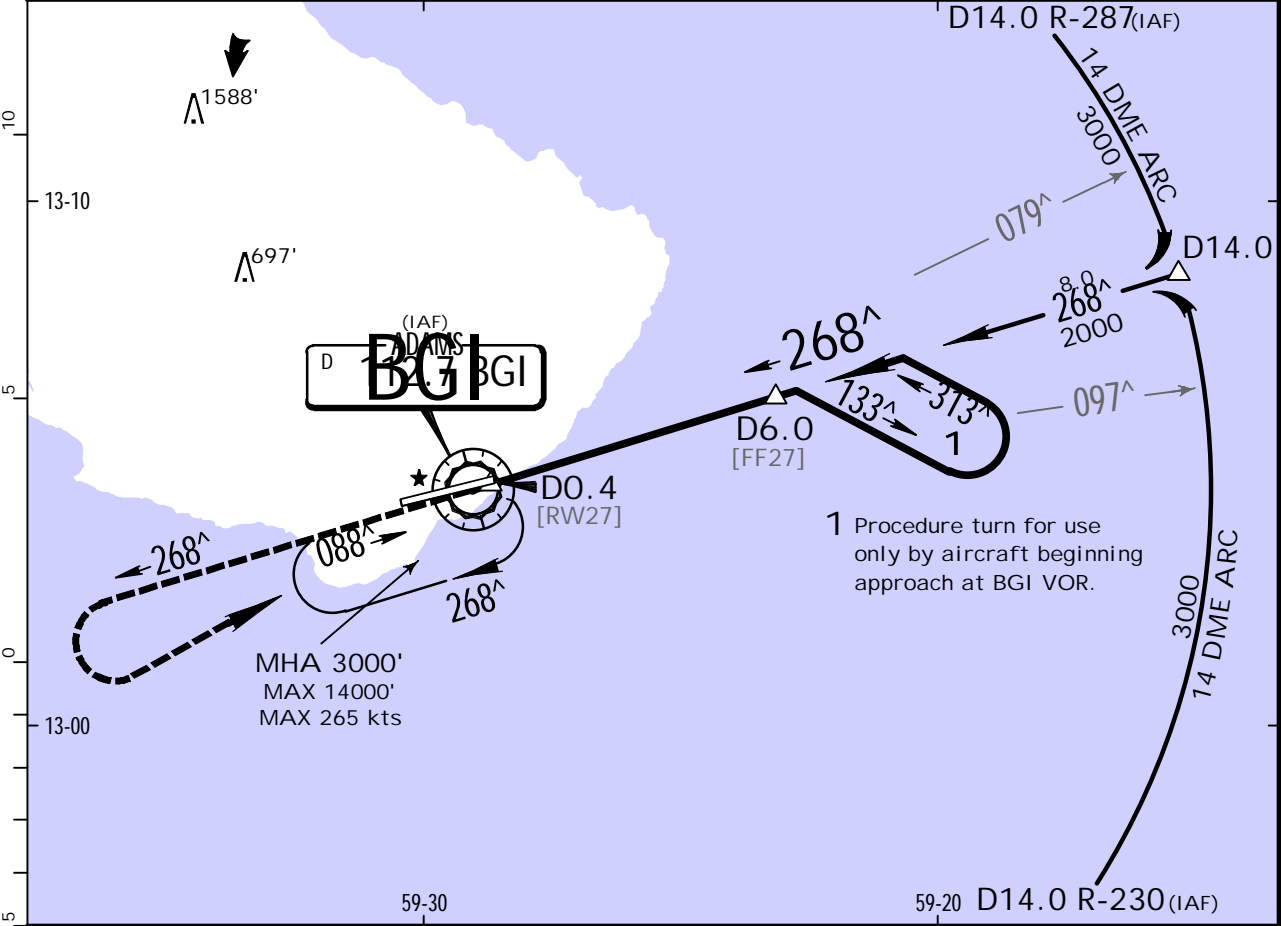
JEPPESSEN

12 APR 13 (13-6)

BRIDGETOWN, BARBADOS
VOR Z Rwy 27

BRIEFING STRIP™

ATIS		Radar vectoring thru ADAMS Radar			ADAMS Approach (R)		ADAMS Tower		Ground	
132.72		120.7		121.2	128.85	129.35		118.7		121.9
VOR BGI 112.7		Final Apch Crs 268^		Minimum Alt D6.0 2000' (1840')		MDA(H) 600' (440')		Apt Elev 169' Rwy 27 160'		<div>2600'</div> <div>MSA BGI VOR</div>
MISSED APCH: Climb to 3000' on track 268^, then turn LEFT direct BGI VOR and hold.										
Alt Set: hPa (IN on req) Rwy Elev: 6 hPa Trans alt: 3000' Trans level: FL 40 or FL 45 as assigned by ATC. 1. DME required.										



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	3000' on 268^ then LT	BGI 112.7
Descent Angle [3.00°]	372	478	531	637	743	849			
MAP at D0.4									

STRAIGHT-IN LANDING RWY 27				CIRCLE-TO-LAND			
MDA(H) 600' (440')				Not Authorized North of Rwy 09-27			
A	1.2 km			Max Kts	MDA(H)		
B	1.6 km			100	600' (431')-1.6 km		
C	2.0 km			135	670' (501')-1.6 km		
D				180	760' (591')-2.4 km		
				205	860' (691')-3.6 km		

BRIDGETOWN, (GRANTLEY ADAMS INTL - TBPB)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport MDSD

Chart Change Notices for Airport TBPB

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Change: HIALS to ALS Rwy 09.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(APT) Rwy 09 has TDZ lights.