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Entire Route TBPB - SOCA

Strip Charts TBPB - SOCA

Airport Information For TBPB

Terminal Charts For TBPB

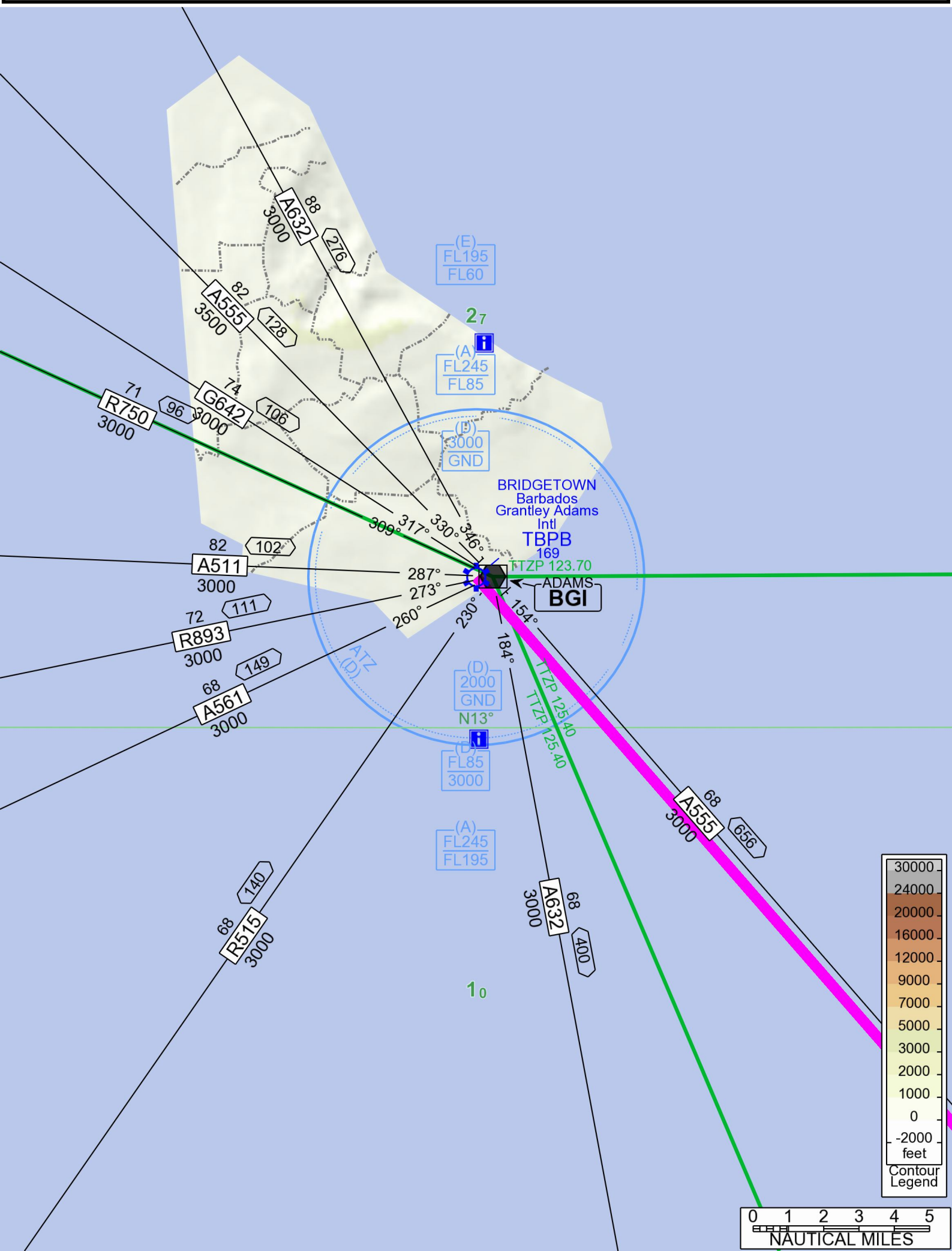
Airport Information For SOCA

Terminal Charts For SOCA

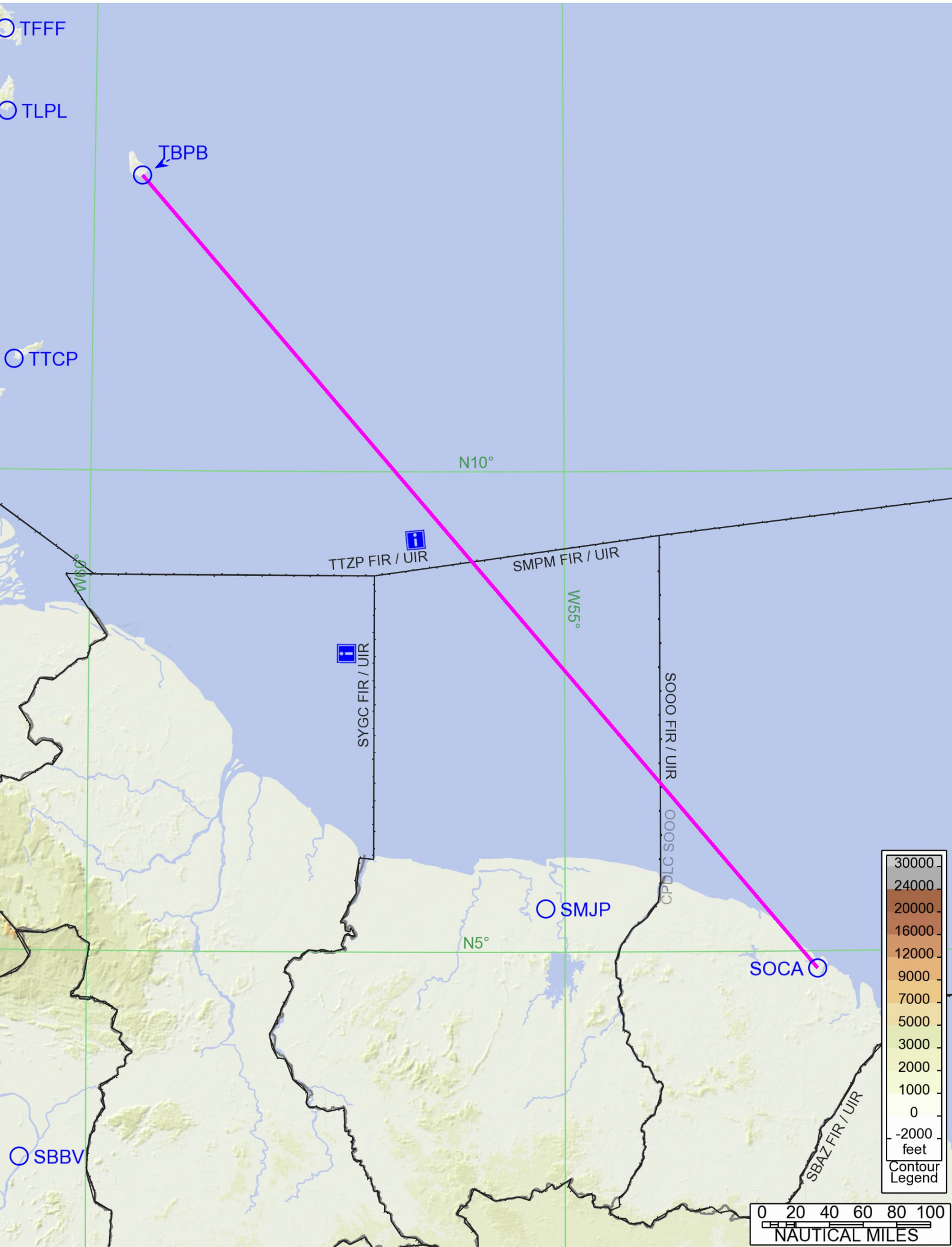
Revision Letter For Cycle 15-2016

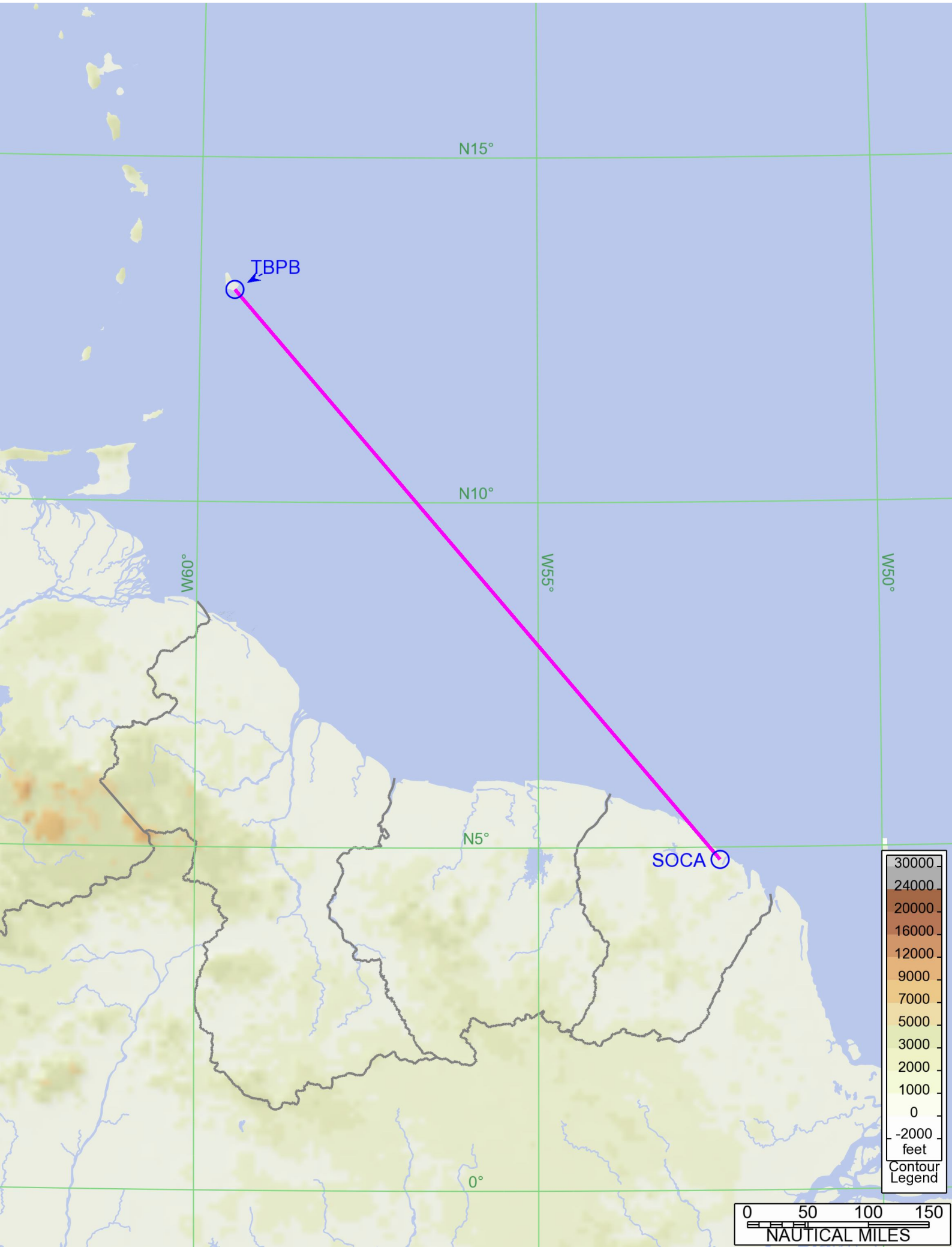
Change Notices

Notebook









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: 2146 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

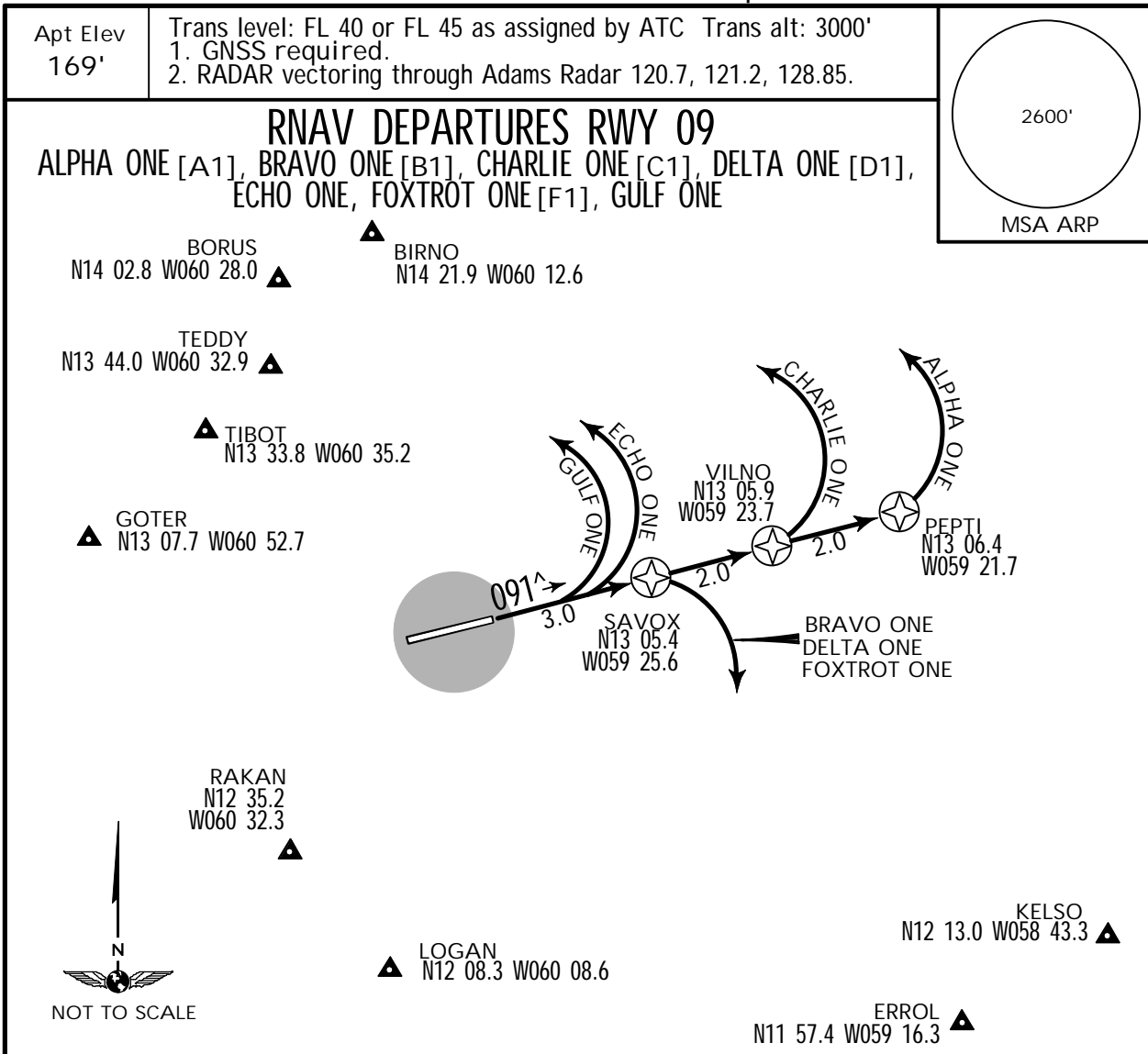
GRANTLEY ADAMS INTL

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

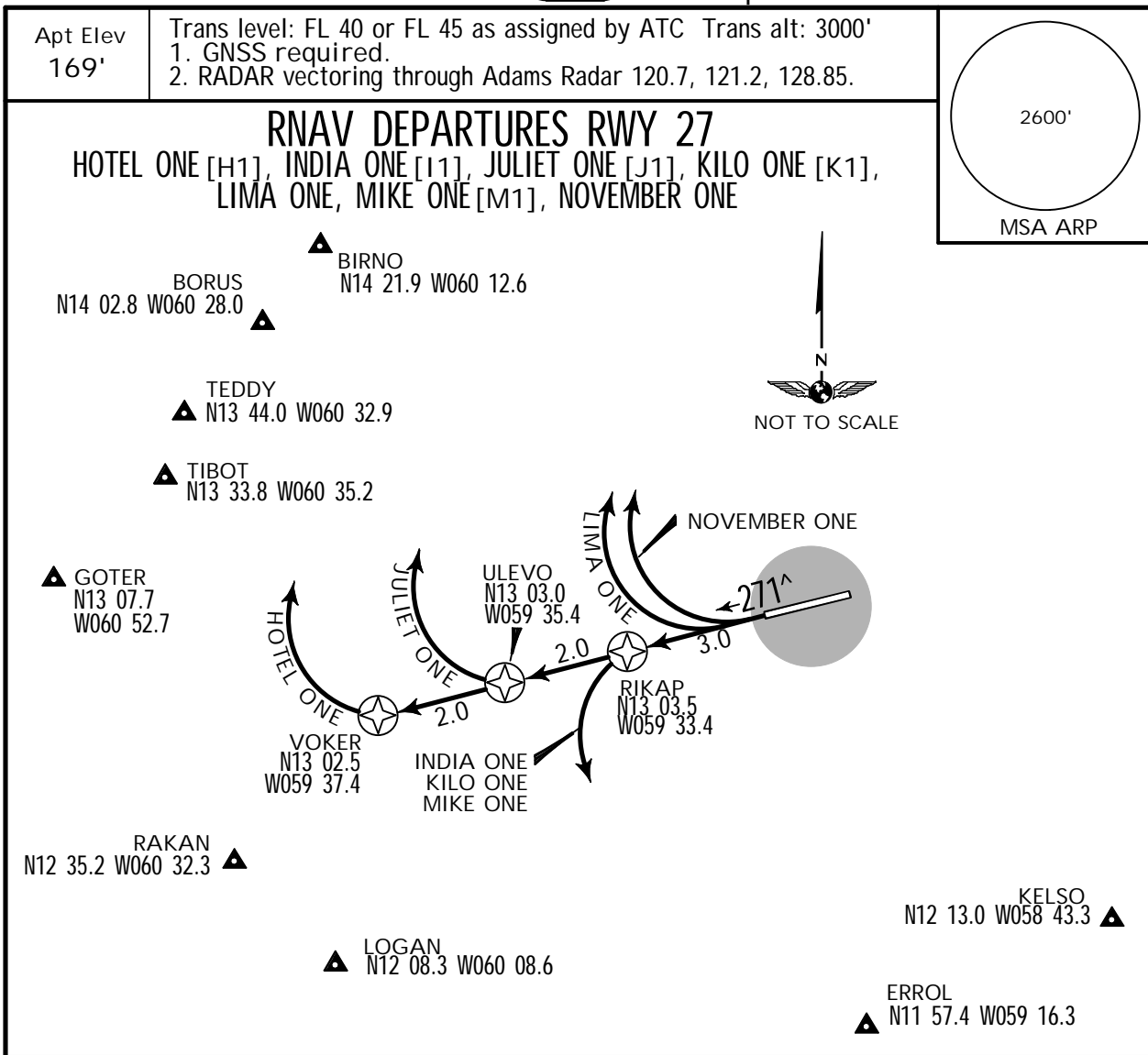
GRANTLEY ADAMS INTL

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


JEPPesen

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:

- a) Maintain a minimum flight altitude of 900 m (3,000 ft) while flying over the island.
- b) Not be less than 5 NM from the shoreline if operating below 900 m (3,000 ft).
- c) 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:

- a) 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.
- b) 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.
- c) 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.
- d) 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:

- a) Jet aircraft shall climb to 600 m (2,000 ft) or proceed to 3 NM, whichever comes first, and continue normal climbing.
- b) Quad turboprop aircraft shall climb to 450 m (1,500 ft) or proceed to 3 NM, whichever comes first, and continue normal climbing.
- c) 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

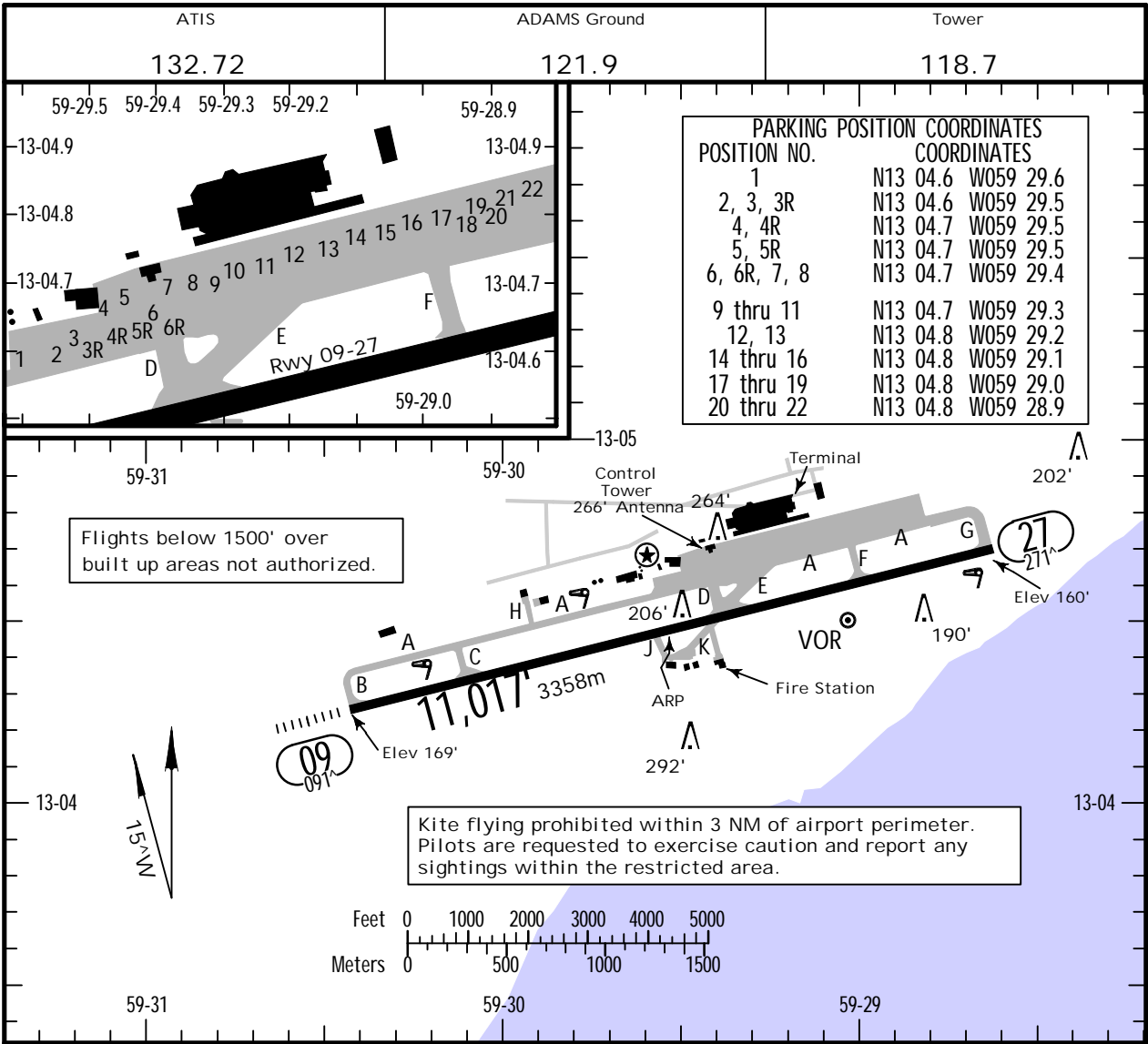
BRIDGETOWN, BARBADOS

16 AUG 13

(11-1)

.Eff.22.Aug.

GRANTLEY ADAMS INTL



| 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 | 400m | |
| C | | | | |
| D | 250m | 300m | | |

TBPB/BGI

GRANTLEY ADAMS INTL

JEPPesen

16 AUG 13

(11-1)

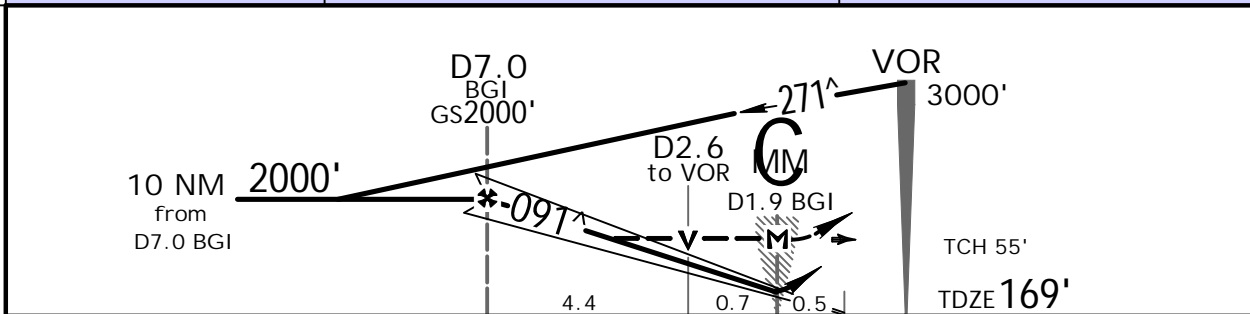
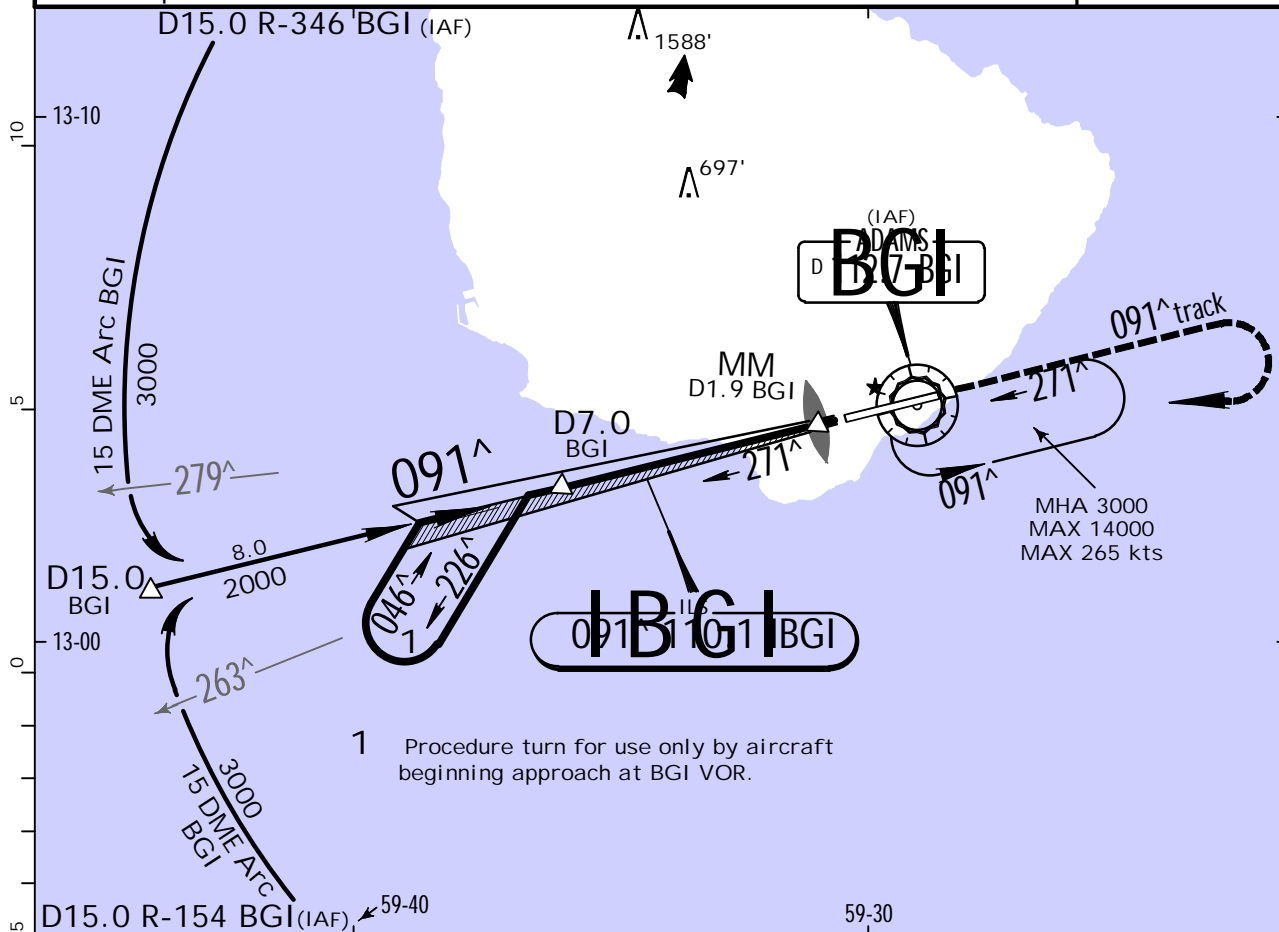
.Eff.22.Aug.

BRIDGETOWN, BARBADOS

ILS or LOC 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 |
| 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>HIALS</div> <div>PAPI</div> | 3000' | 091 [^] | <div>RT</div> | <div>BGI</div> <div>112.7</div> |
| GS | 3.00 [^] | 372 | 478 | 531 | 637 | 743 | | 849 | on track | | |
| MAP at MM/D1.9 BGI | | | | | | | | | | | |

| ILS STRAIGHT-IN LANDING RWY 09 | | | | CIRCLE-TO-LAND Not Authorized North of Rwy 09-27 | |
|-------------------------------------|--------|------------------------------------|--------|--|--------------------|
| DA(H) A: 369' (200') C: 384' (215') | | LOC (GS out) MDA(H) 600' (431') | | Max Kts | MDA(H) |
| B: 376' (207') D: 395' (226') | | ALS out | | | |
| FULL | | ALS out | | | |
| A | 0.8 km | 1.2 km | 1.6 km | 100 | 600' (431')-1.6 km |
| B | | | 2.0 km | 135 | 670' (501')-1.6 km |
| C | | | 2.4 km | 180 | 760' (591')-2.4 km |
| D | | | 2.4 km | 205 | 860' (691')-3.6 km |

CHANGES: None.

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TBPB/BGI

GRANTLEY ADAMS INTL

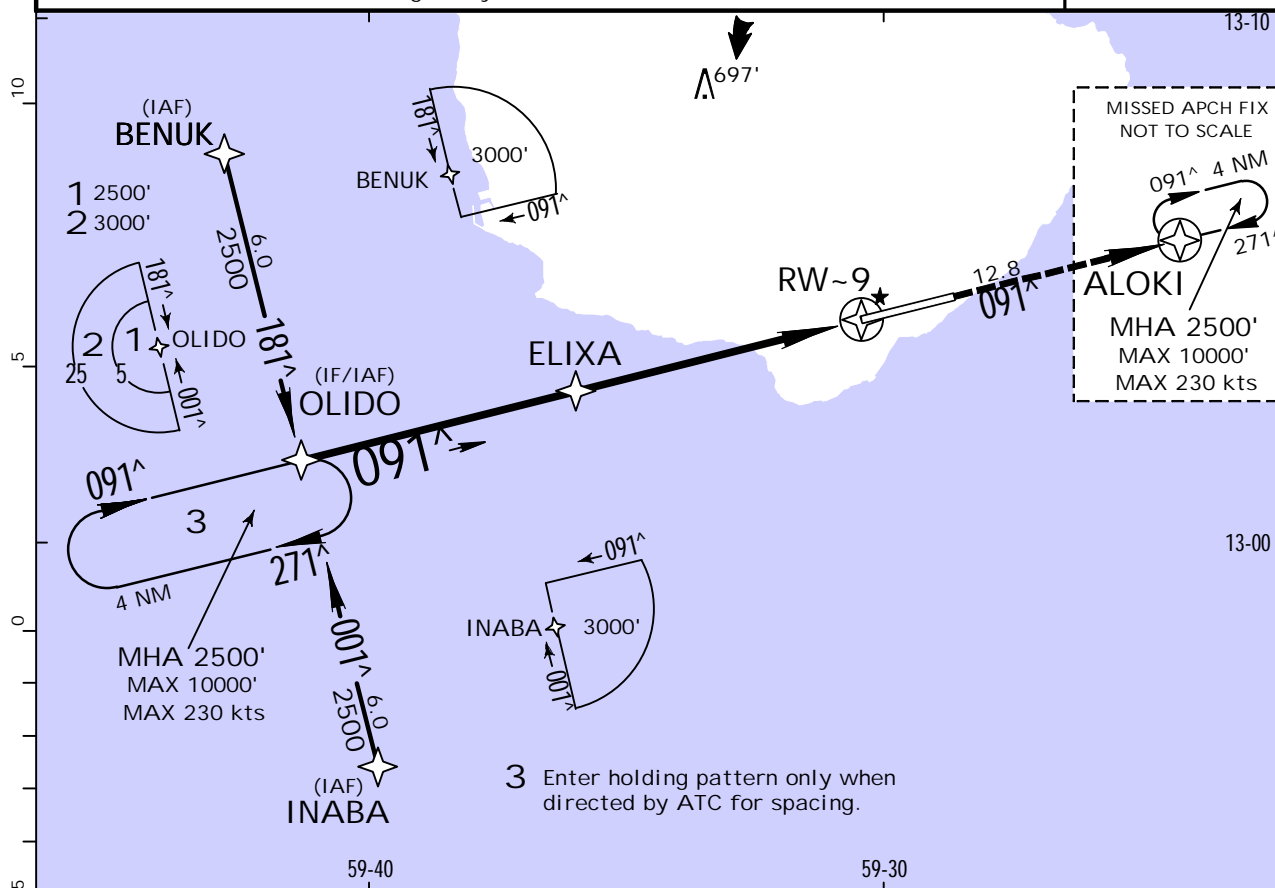


12 APR 13 (12-1)

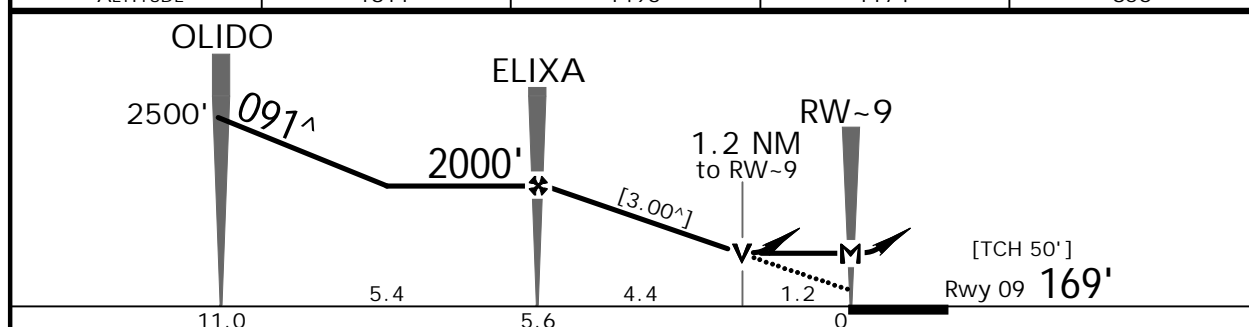
BRIDGETOWN, BARBADOS
RNAV (GNSS) Rwy 09

RNAV (GNSS) Rwy 09

| | | | | | | |
|--|----------------------------------|--|--|--|---------------------|--------|
| 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 | | |
| 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 |

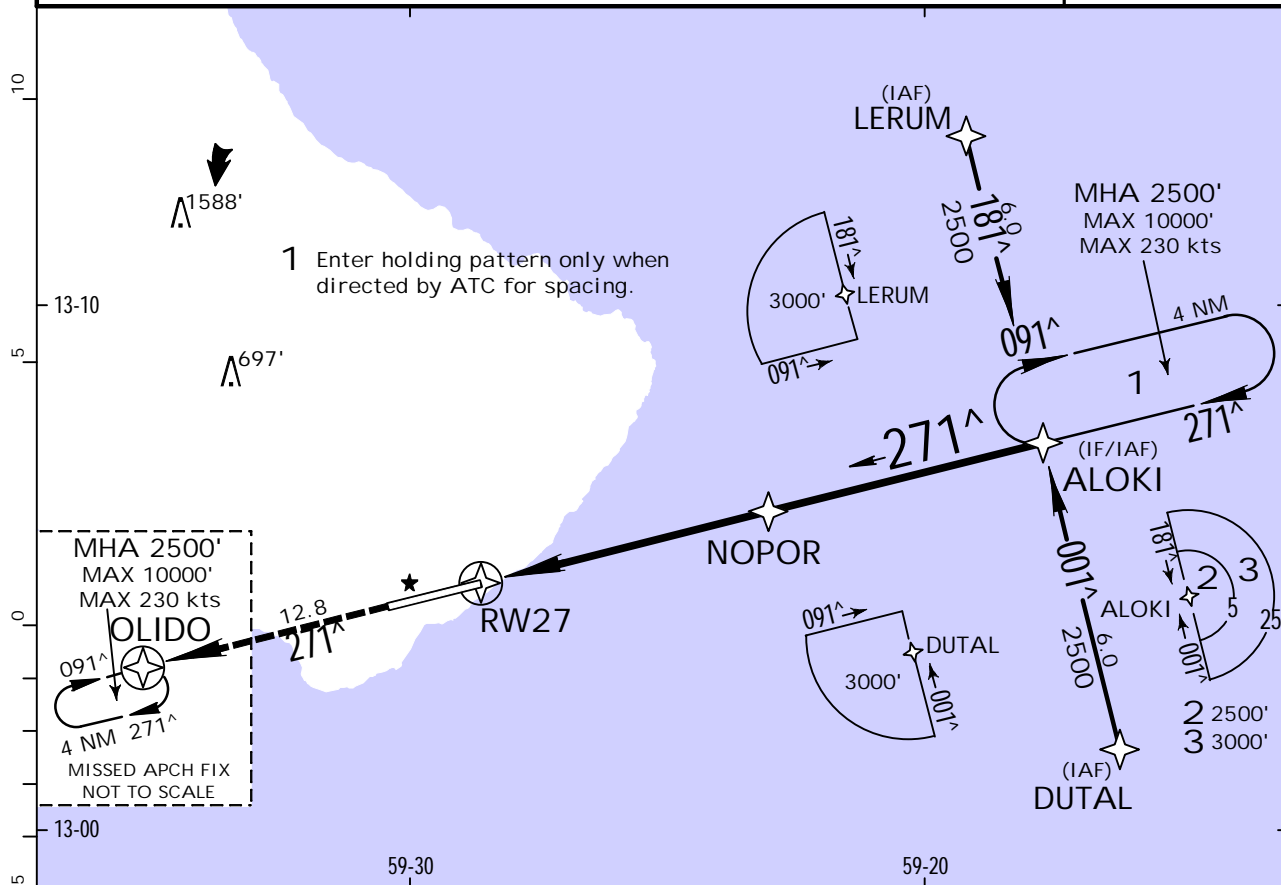
TBPB/BGI
GRANTLEY ADAMS INTL
JEPPesen

12 APR 13 (12-2)

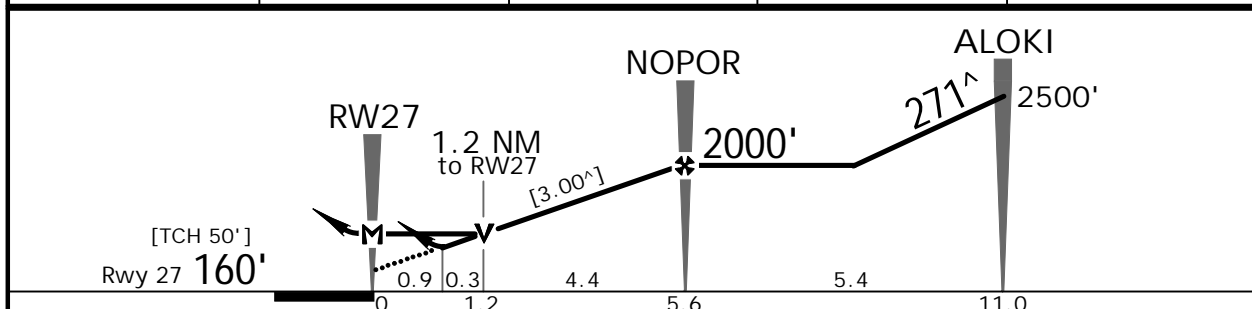
BRIDGETOWN, BARBADOS
RNAV (GNSS) Rwy 27

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 |
| 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 | | | 100 | 600'(440')-1.6 km | |
| C | | | 135 | 670'(510')-1.6 km | |
| D | | | 180 | 760'(600')-2.4 km | |
| | | | 205 | 860'(700')-3.6 km | |

TBPB/BGI

GRANTLEY ADAMS INTL

JEPPesen

12 APR 13

13-1

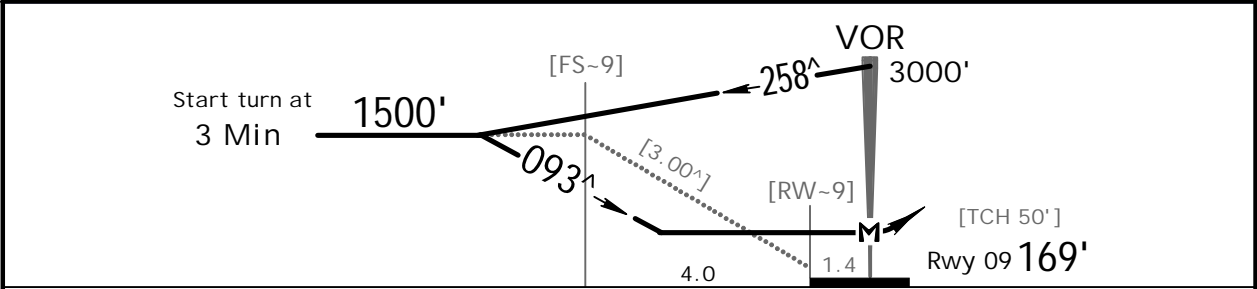
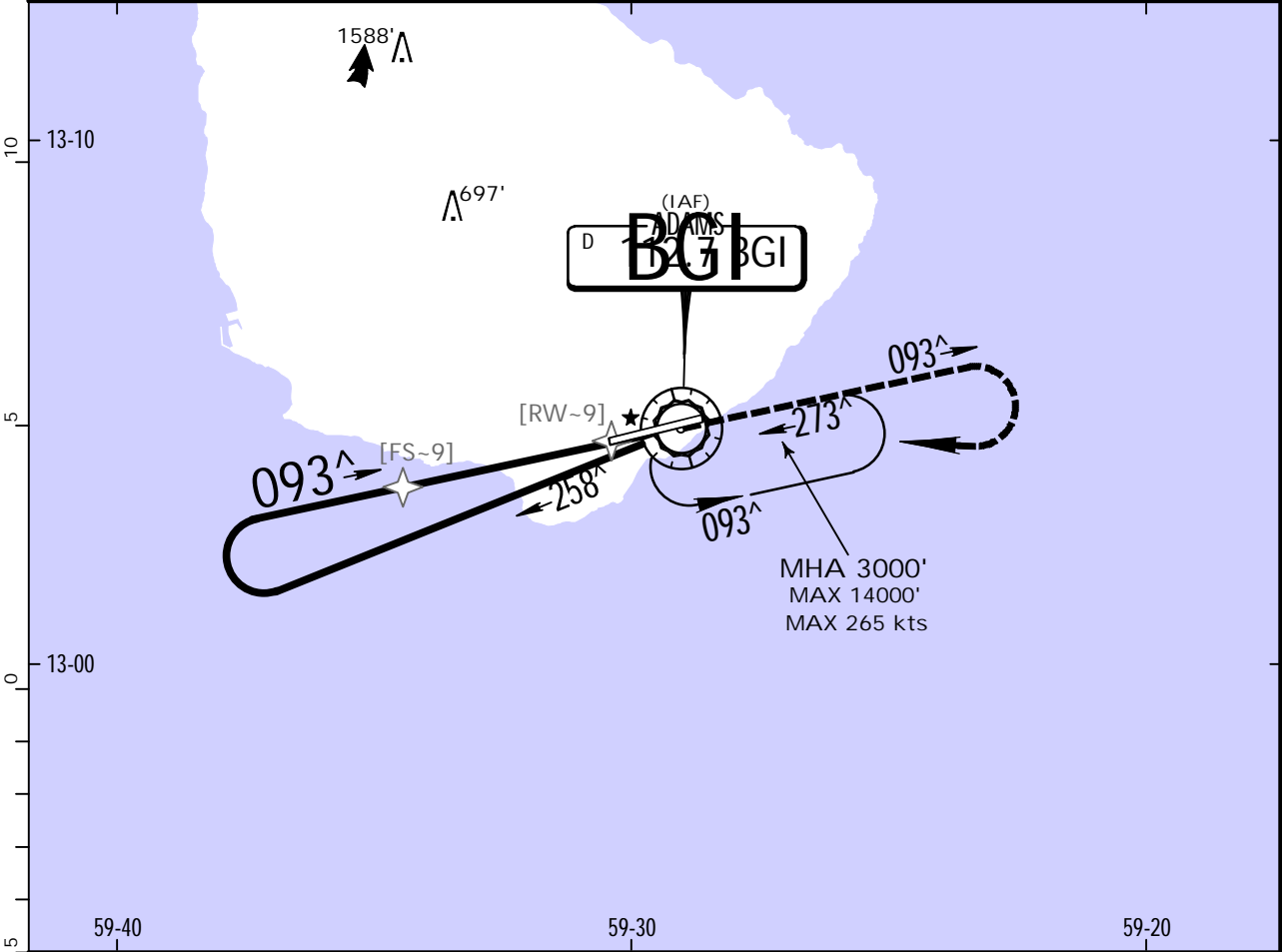
CAT A & B

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

CHANGES: New procedure.

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GRANTLEY ADAMS INTL

JEPPESSEN

12 APR 13

13-2

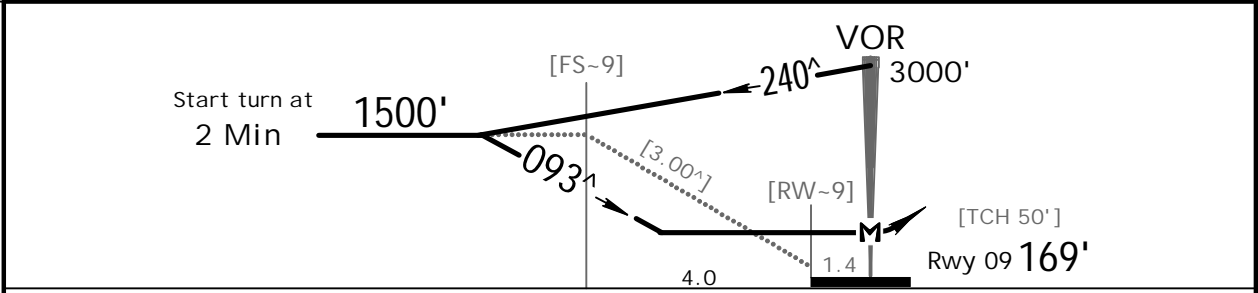
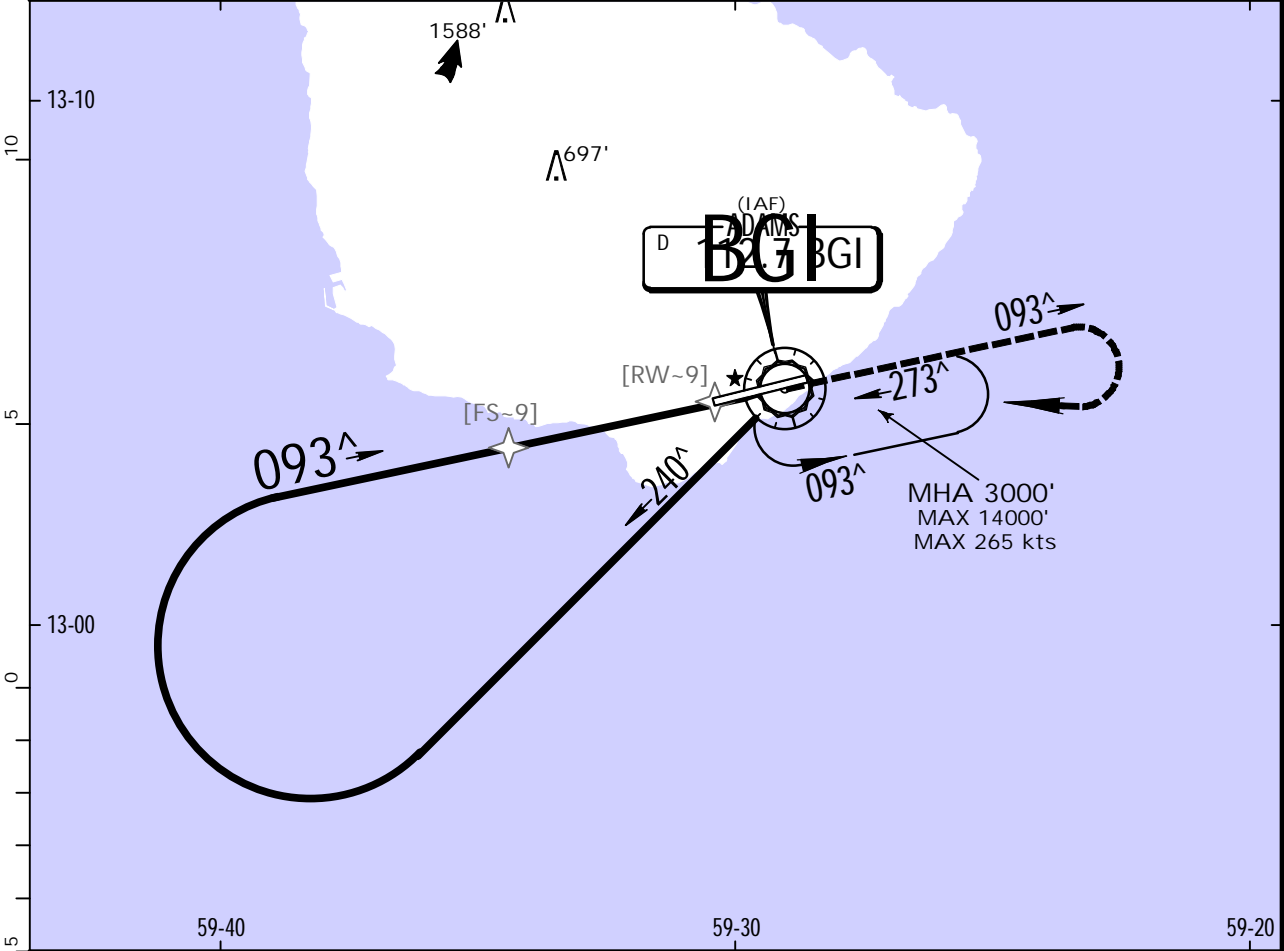
BRIDGETOWN, BARBADOS

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 | | | |
| A | NA | | NA | A | NA | | |
| B | | | | B | | | |
| 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

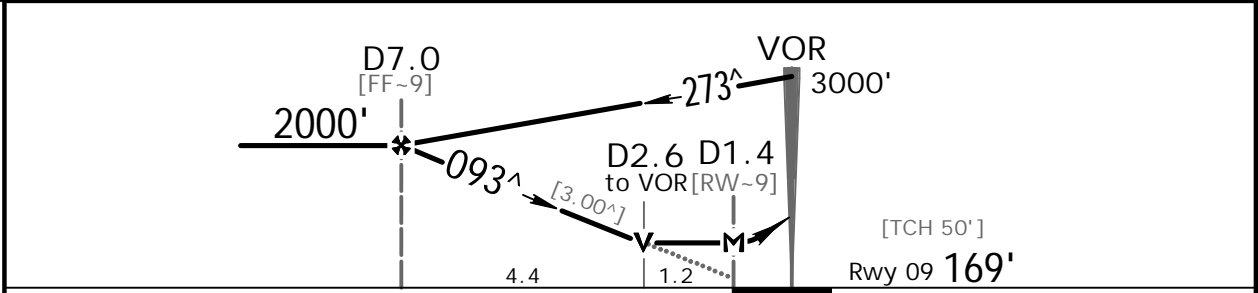
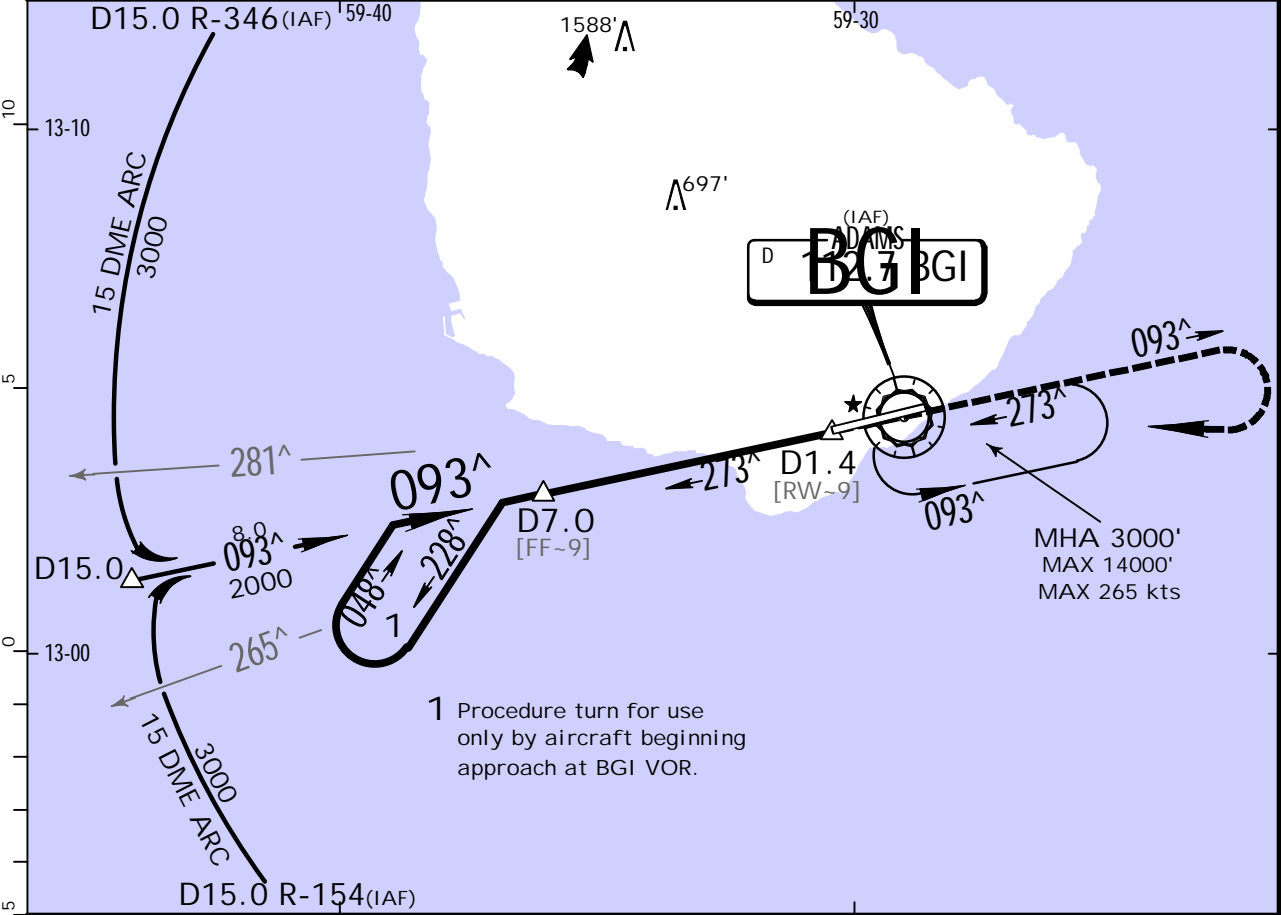
JEPPESSEN

12 APR 13 (13-3)

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 (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 | HIALS PAPI | 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 | | |

TBPB/BGI

GRANTLEY ADAMS INTL

JEPPESEN

12 APR 13

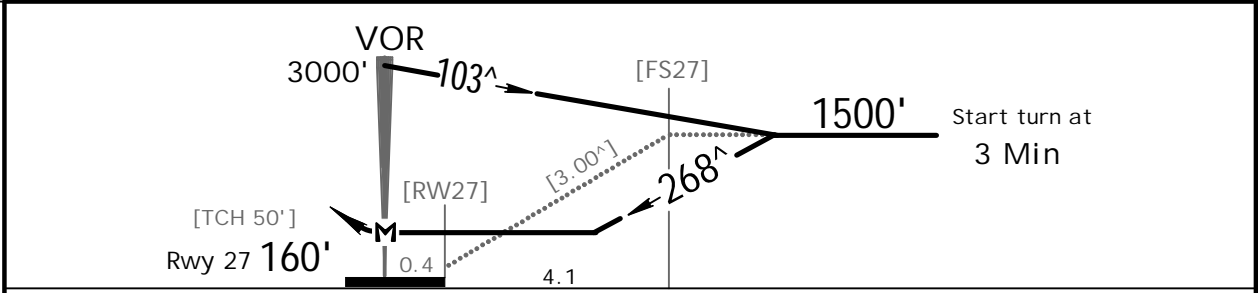
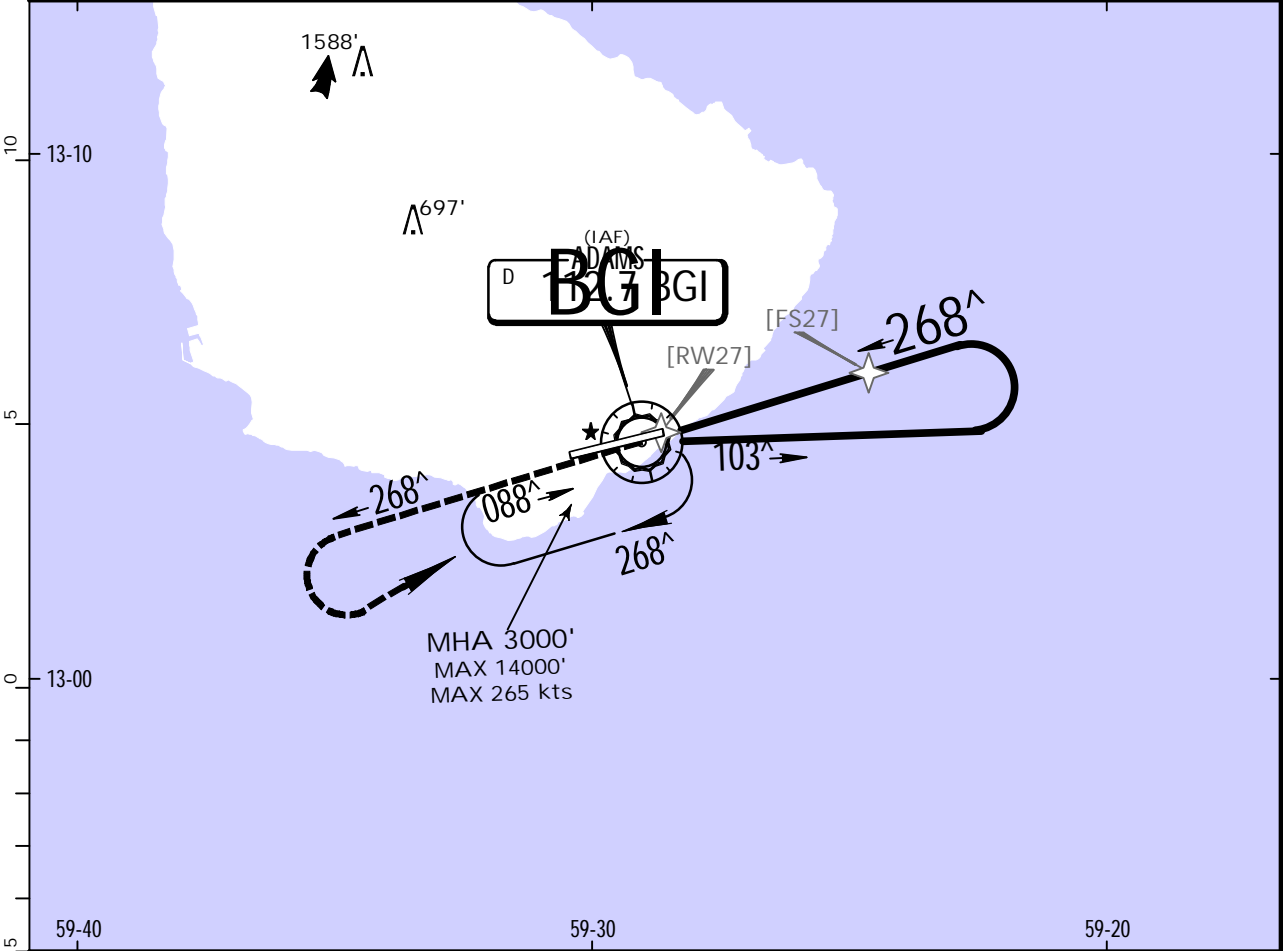
13-4

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 | | | |

CHANGES: New procedure.

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TBPB/BGI

GRANTLEY ADAMS INTL

JEPPESSEN

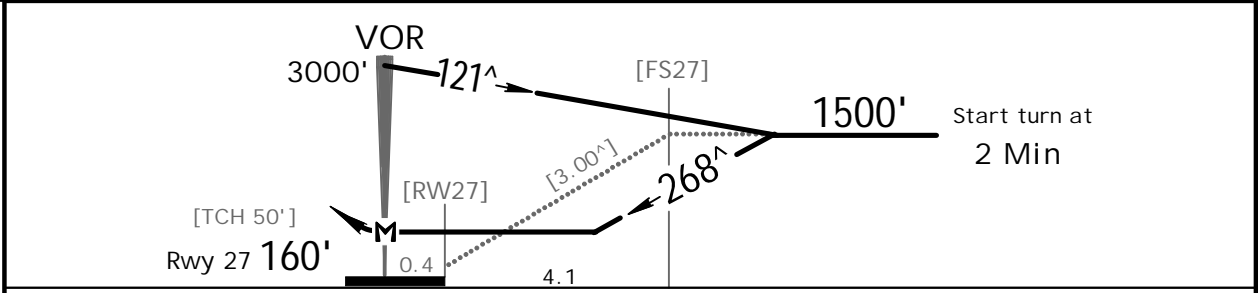
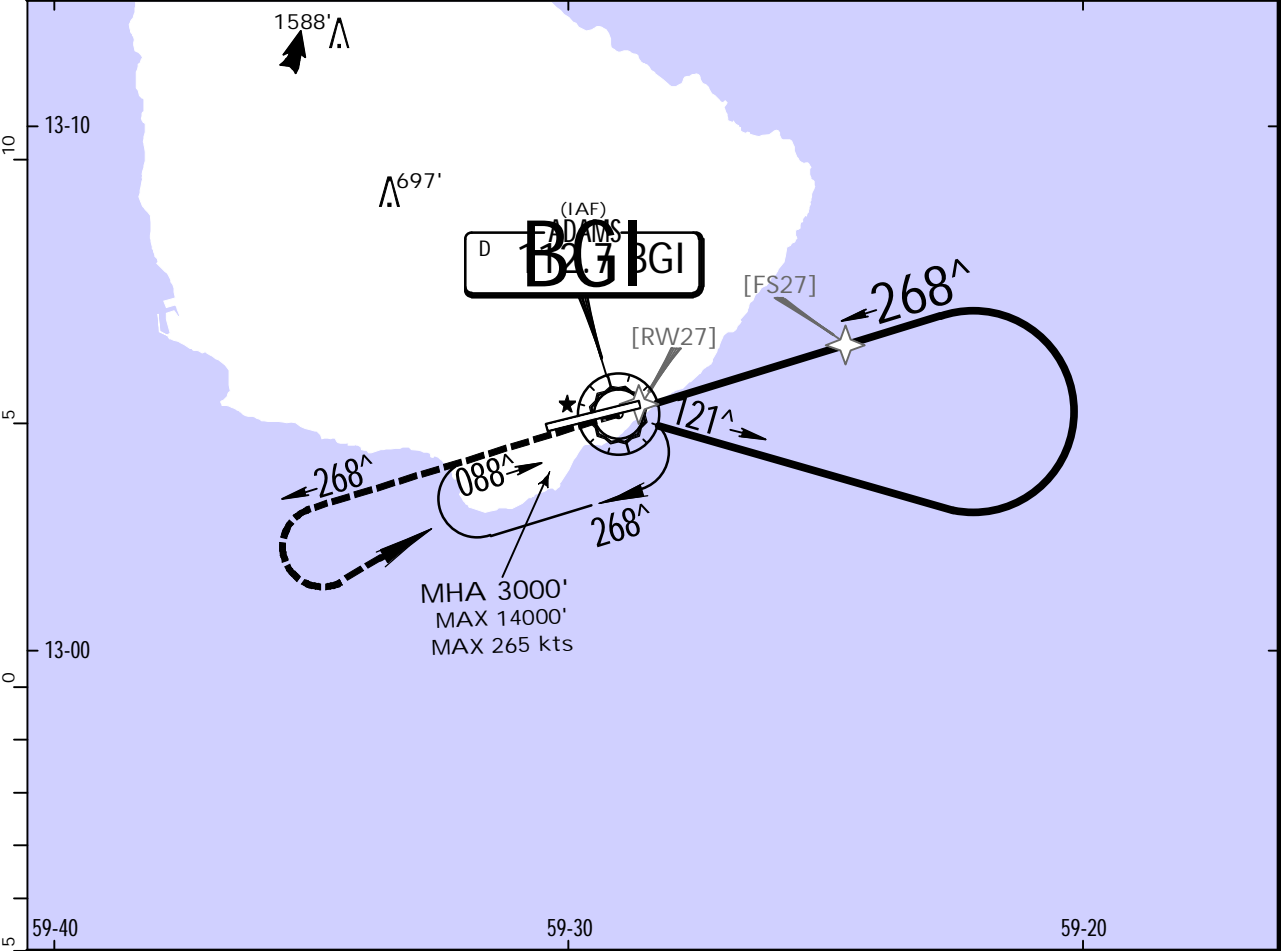
12 APR 13 13-5

BRIDGETOWN, BARBADOS
VOR Y Rwy 27

CAT C & D

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

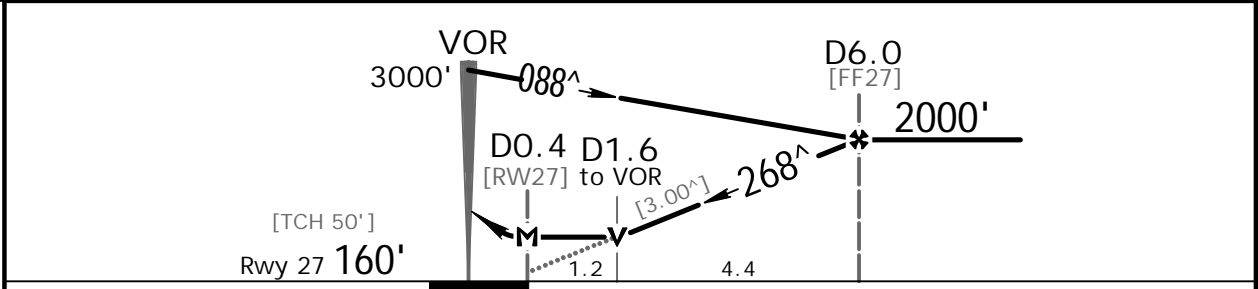
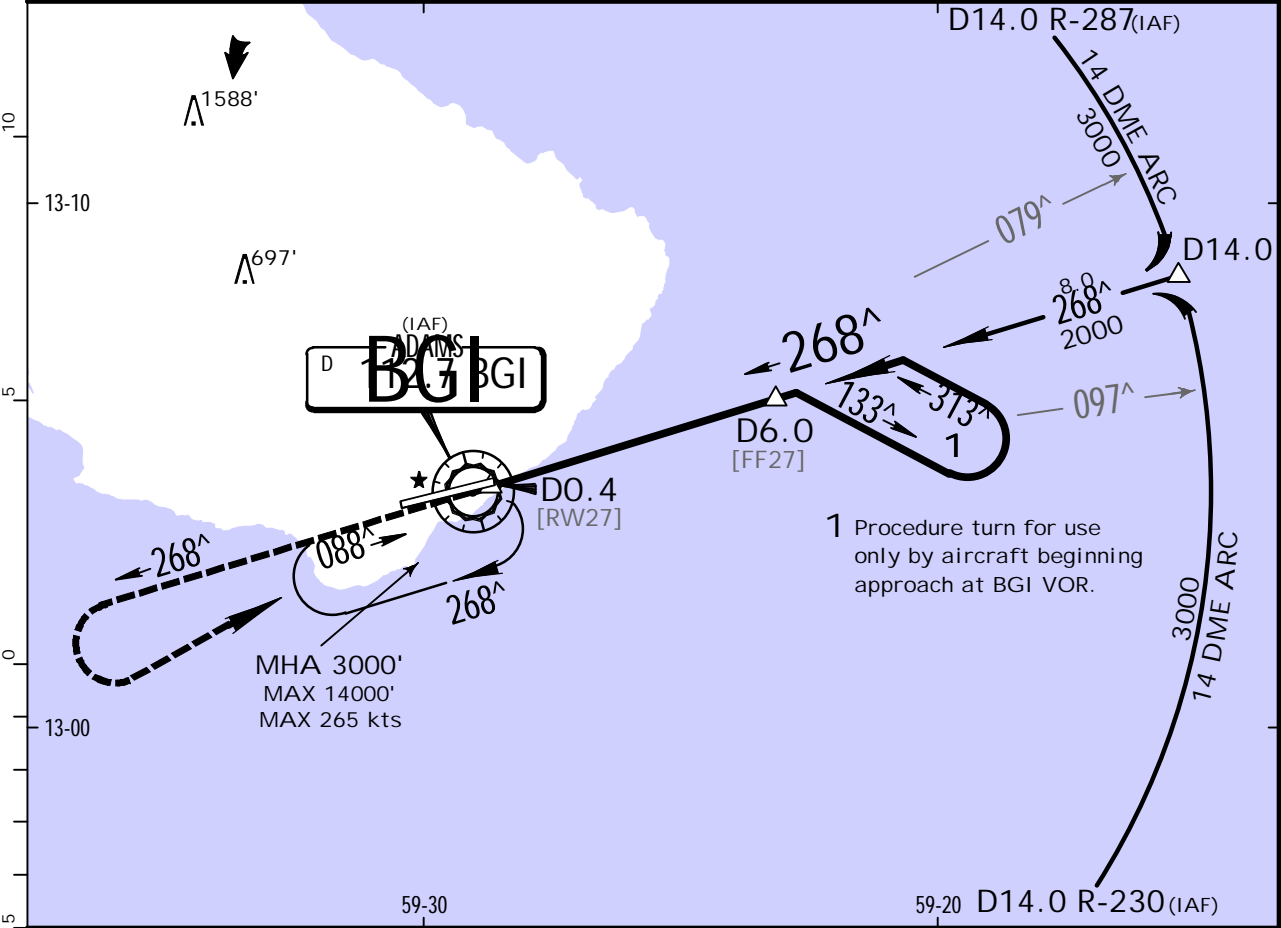
GRANTLEY ADAMS INTL

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 (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 | PAPI-L | <div><div>3000'</div><div>↑</div><div>on</div><div>268^</div><div>then</div><div>LT</div><div>BGI</div><div>112.7</div></div> |
| 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 | | |

General Information

Location: CAYENNE GUF
ICAO/IATA: SOCA / CAY
Lat/Long: N04° 49.18', W052° 21.72'
Elevation: 26 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +3:00 = UTC
Magnetic Variation: 18.0° W

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

Sunrise: 0916 Z
Sunset: 2120 Z

Runway Information

Runway: 08
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, ALS

Runway: 26
Length x Width: 10499 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 25 ft
Lighting: Edge

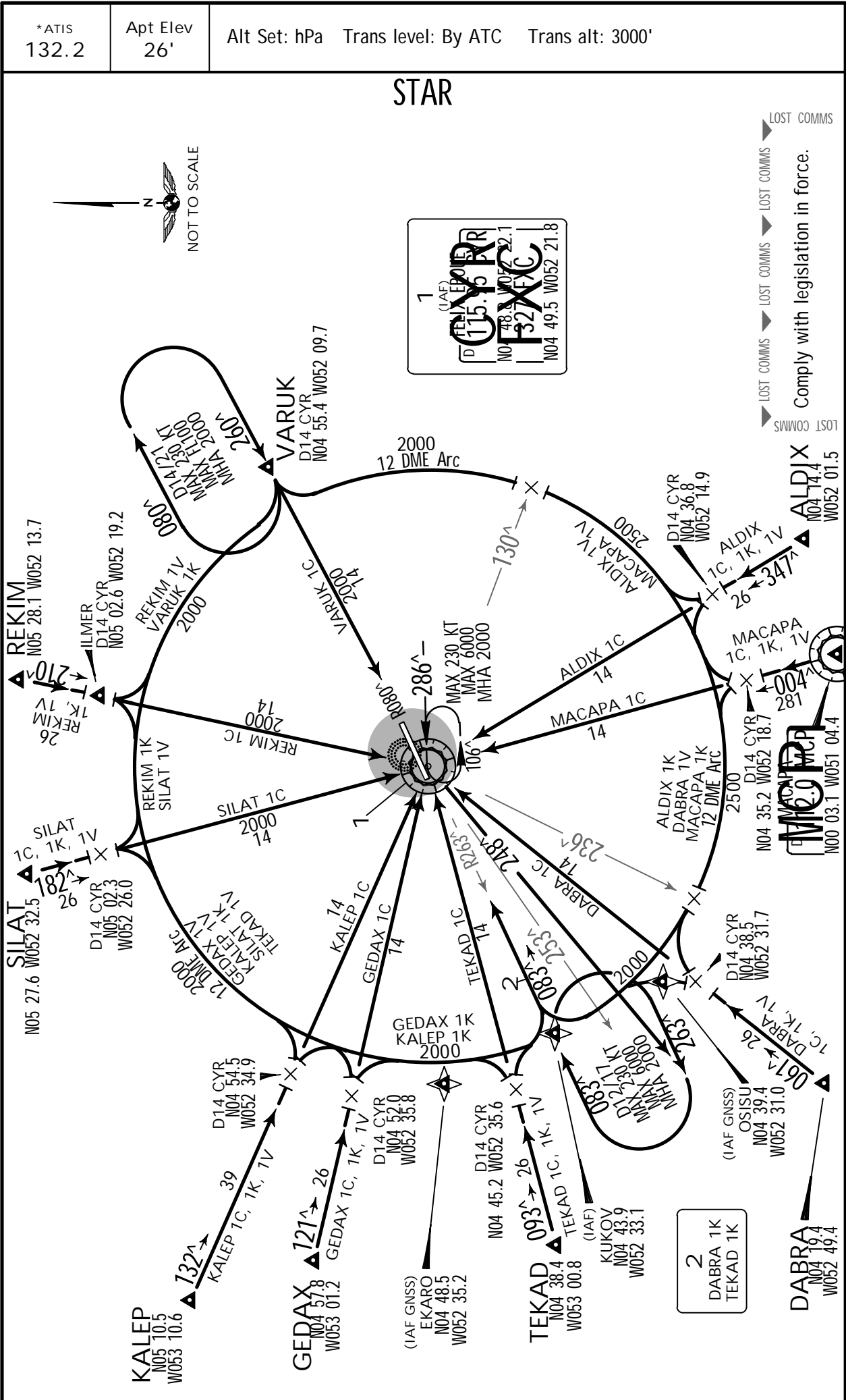
Communication Information

ATIS: 132.200
Cayenne Tower Tower: 118.100
Cayenne Approach Approach: 119.900

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JEPPESSEN
20 DEC 13 10-2

CAYENNE, FRENCH GUIANA
.STAR.



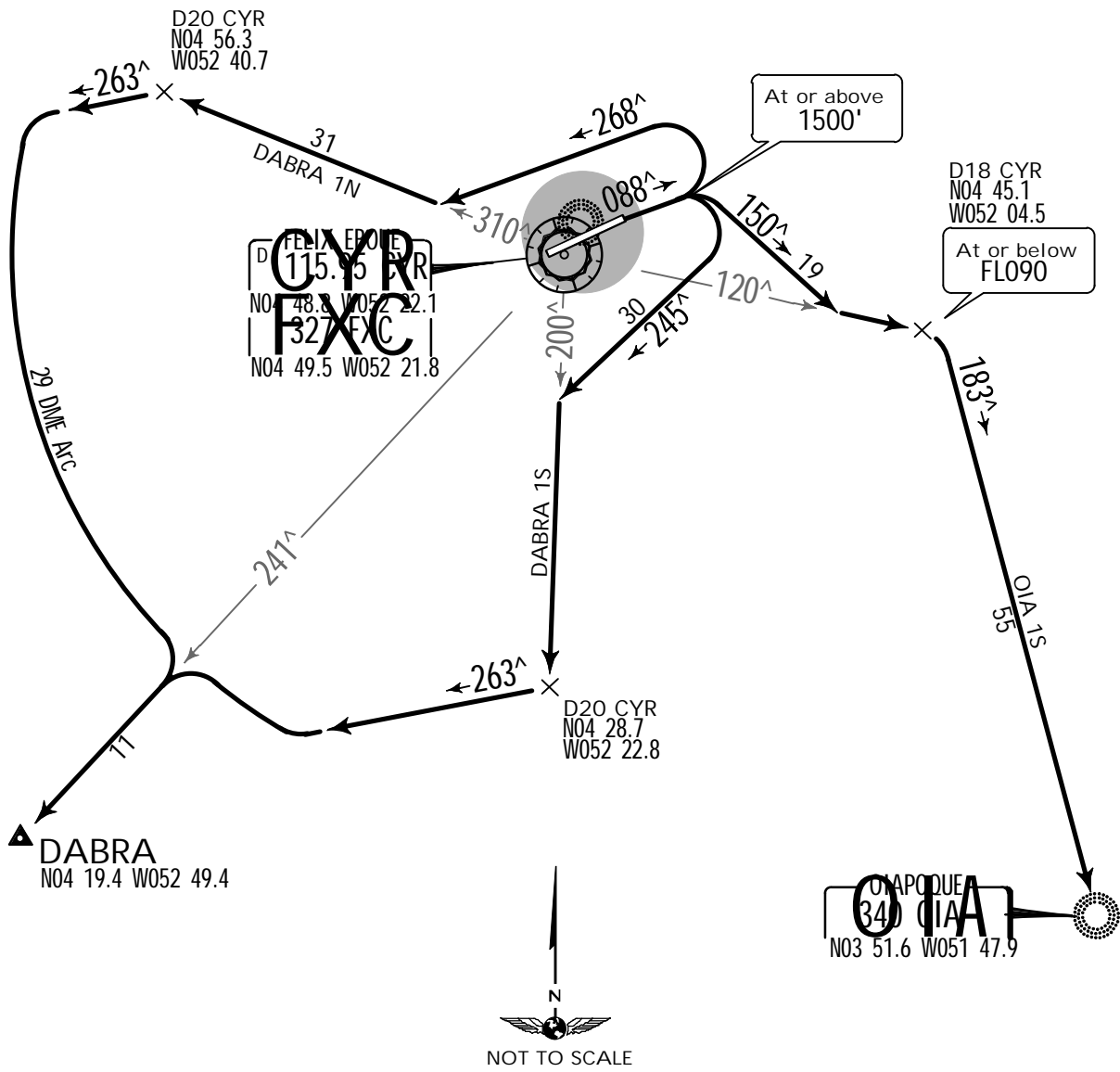
SOCA/CAY
FELIX EBOUE

JEPPESSEN
20 DEC 13 **10-3**

CAYENNE, FRENCH GUIANA
.SID.

| | |
|-----------------|--|
| Apt Elev 26' | Trans level: By ATC Trans alt: 3000' DABRA 1N & DABRA 1S for CAT A & B. Reserved for aircraft flying to Maripasoula (MP NDB) and Saul airport. |
|-----------------|--|

**DABRA 1N[DABR1N], DABRA 1S[DABR1S],
OIA 1S [OIA1S] DEPARTURES**
(RWY 08)



These SIDs require a minimum climb gradient of 5.0%.

| | | | | | | |
|----------------|-----|-----|-----|------|------|------|
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
| 5.0% V/V (fpm) | 380 | 506 | 760 | 1013 | 1266 | 1519 |

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
Squawk code 7600.
Comply with the procedure as defined in the national regulation.

| INITIAL CLIMB | |
|----------------------|---|
| Climb on track 088°. | |
| SID | ROUTING |
| DABRA 1N | At 1500' turn LEFT track 268° to intercept and follow CYR R-310. At D20 CYR turn LEFT track 263° to intercept and follow CYR 29 DME Arc, then CYR R-241 to DABRA. |
| DABRA 1S | At 1500' turn RIGHT track 245° to intercept and follow CYR R-200. At D20 CYR turn RIGHT track 263° to intercept and follow CYR 29 DME Arc, then CYR R-241 to DABRA. |
| OIA 1S | At 1500' turn RIGHT track 150° to intercept and follow CYR R-120. At D18 CYR turn RIGHT to intercept and follow bearing 183° to OIA. Initial climb clearance FL090. |

SOCA/CAY

Apt Elev 26'
N04 49.2 W052 21.7

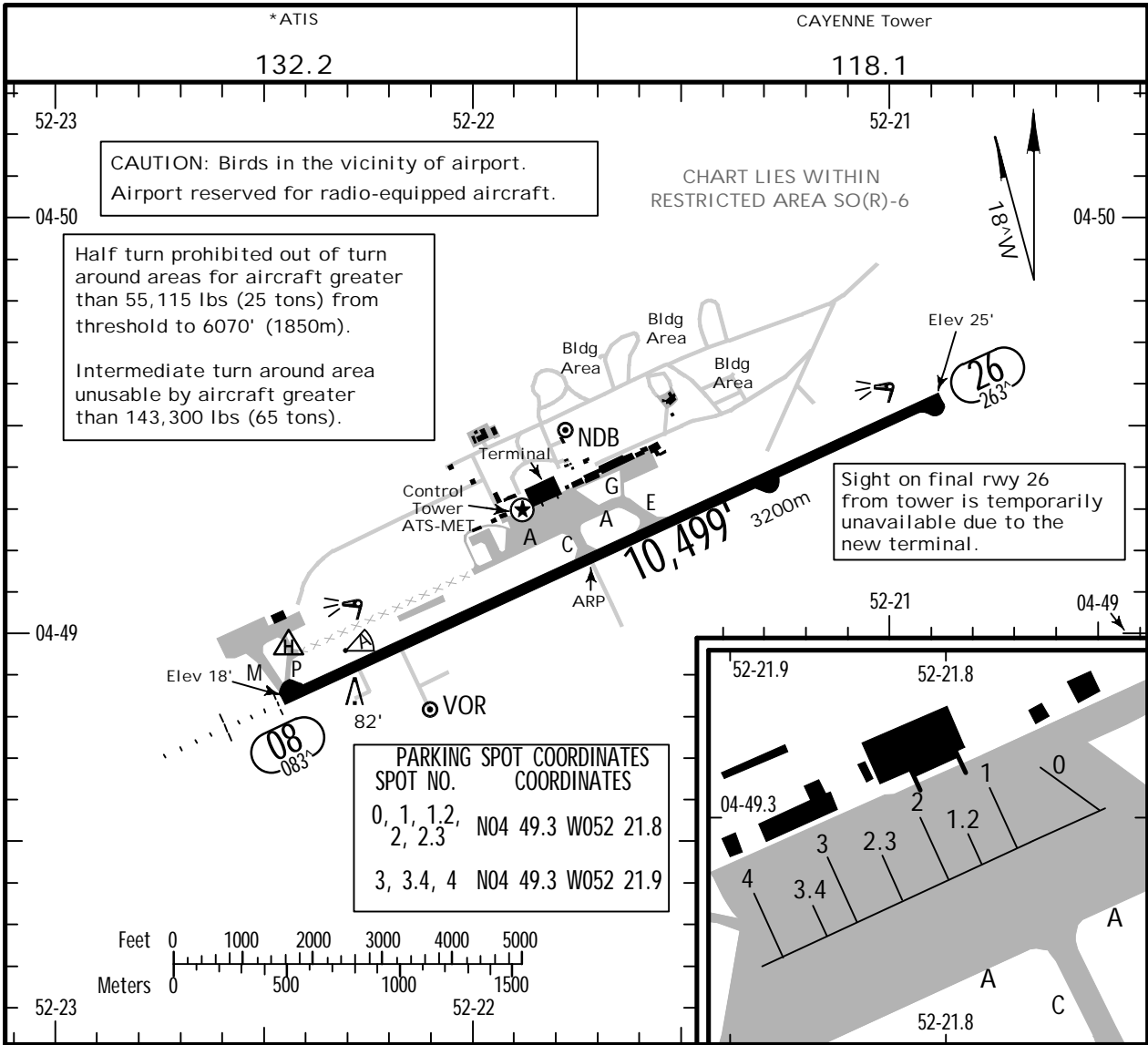
JEPPesen

25 SEP 15

10-9

CAYENNE, FRENCH GUIANA

FELIX EBOUE



ADDITIONAL RUNWAY INFORMATION

| | | | | | | USABLE LENGTHS | | | |
|----------|------|------|---------------------|---------------------|-----|----------------|-------------|----------|-------------|
| RWY | | | | | | LANDING BEYOND | | TAKE-OFF | WIDTH |
| | | | | | | Threshold | Glide Slope | | |
| 08 26 | HIRL | REIL | HIALS | PAPI-L (angle 3.0^) | RVR | | 9547' 2910m | | 148' 45m |
| | HIRL | REIL | PAPI-L (angle 3.0^) | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

JAR-OPS.

TAKE-OFF & DEPARTURE PROCEDURE

| | All Rwys | | |
|---|--|--------------------------|------------|
| | LVP must be in Force RCLM (Day only) or RL | RCLM (Day only) or RL | NIGHT only |
| A | 1 250m | 550m | 800m |
| B | | | |
| C | | | |
| D | 300m | | |

1 Operators applying U.S. Ops Specs: CL required below 300m.

RECOMMENDED IFR DEPARTURE PROCEDURE

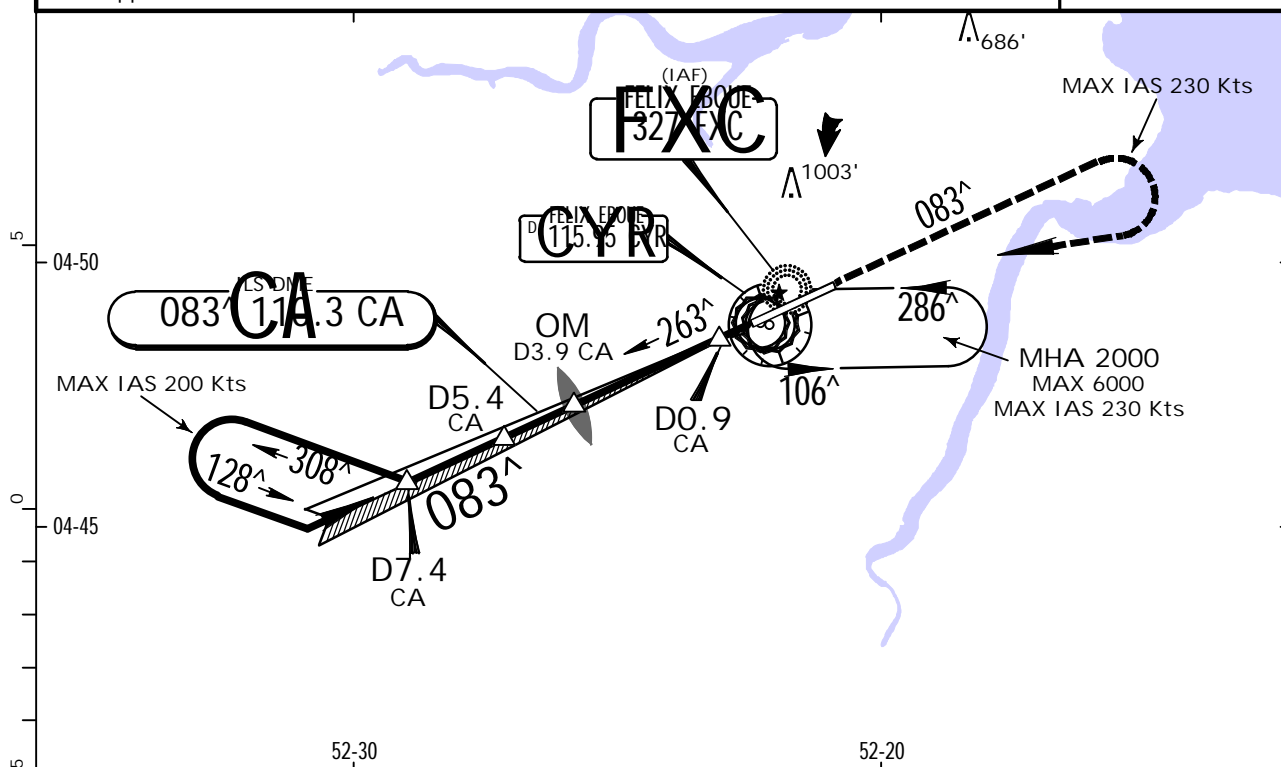
Rwy 08: Climb on 083° to 1500', then depart directly climbing to MEA.

Rwy 26: Climb on 263° to 1500', then depart directly climbing to MEA.

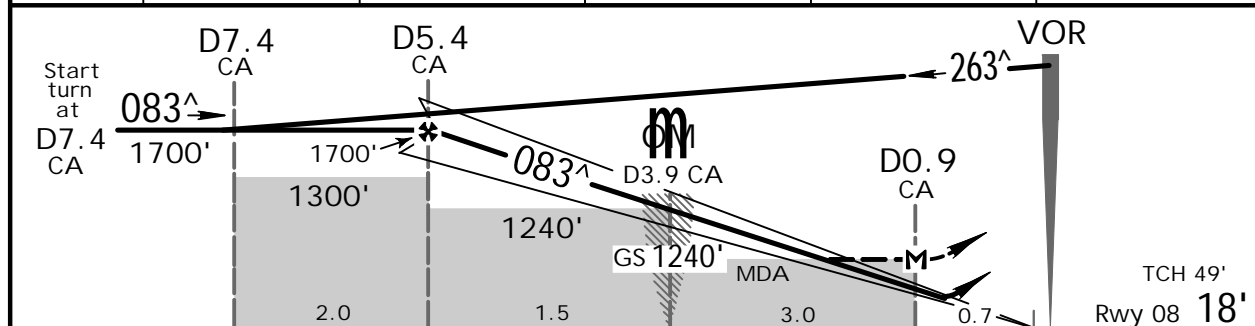
CAYENNE, FRENCH GUIANA
b. ILS X or LOC X Rwy 08

| | | | | | | |
|---|---------------------------|---------------------------|--------------------------------------|----------------------------|---------------|--|
| *ATIS | | CAYENNE Approach | | | CAYENNE Tower | |
| 132.2 | | 119.9 | | | 118.1 | |
| LOC CA 110.3 | Final Apch Crs 083^ | GS OM 1240' (1222') | ILS DA(H) Refer to Minimums | Apt Elev 26' Rwy 08 18' | | |
| <p>MISSED APCH: Climb on track of 083^ . At 1700' , turn RIGHT to FXC NDB climbing up to 2000' . Do not accelerate before 1700' .</p> | | | | | | |
| <p>Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 3000'</p> <p>1. ADF and DME required. 2. GS azimuth coverage is limited to 6 degrees right from final approach track. Do not take into account the GS indication outside this limit.</p> | | | | | | |

MSA FXC NDB



| | | | | | |
|-----------------|----------|-------|-------|------|------|
| LOC (GS out) | CA DME | 5.0 | 4.0 | 3.0 | 2.0 |
| | ALTITUDE | 1590' | 1270' | 960' | 640' |



| | | | | | | | |
|-------------------------------------|------|------|------|------|------|------|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | |
| GS 3.00^ | 372 | 478 | 531 | 637 | 743 | 849 | |
| MAP at D0.9 CA or FAF to MAP 4.5 | 3:51 | 3:00 | 2:42 | 2:15 | 1:56 | 1:41 | |

| | | | | | | | |
|-------------------------|----------|----------------------------|-----------|-------------------------|---------|---------------------|-------------------|
| ..Standard.. | | STRAIGHT-IN LANDING RWY 08 | | CIRCLE-TO-LAND | | | |
| ILS | | LOC (GS out) | | DAY | | | |
| DA(H) A, B: 288' (270') | | MDA(H) 450' (432') | | Prohibited North of Rwy | | | |
| 1 C, D: 308' (290') | | | | | | | |
| FULL/Limited | | HIALS out | | HIALS out | | | |
| A | RVR 900m | RVR 1300m | RVR 1500m | | Max Kts | 730' (704') 1600m | |
| B | | | | | 100 | | |
| C | | RVR 1400m | RVR 1600m | RVR 2000m | 135 | | 910' (884') 2400m |
| D | | | | | 180 | | |
| | | | | | 205 | 1090' (1064') 3600m | |
| | | | | | | NA | |

1 LACFT: DA(H) 318' (300').

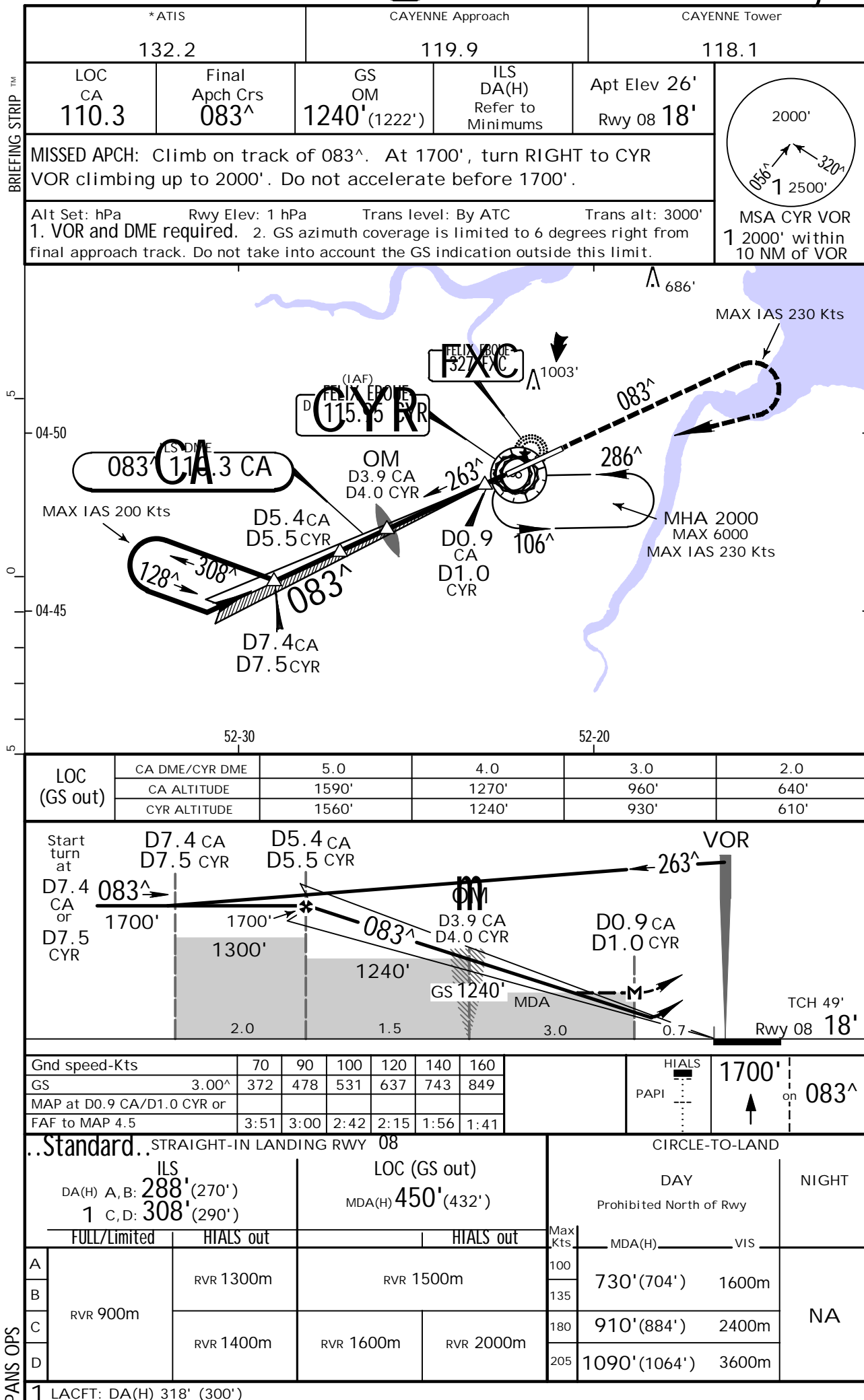
CHANGES: Minimums.

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FELIX EBOUE

JEPPesen
1 FEB 13 (11-3)

CAYENNE, FRENCH GUIANA
ILS Z or LOC Z Rwy 08

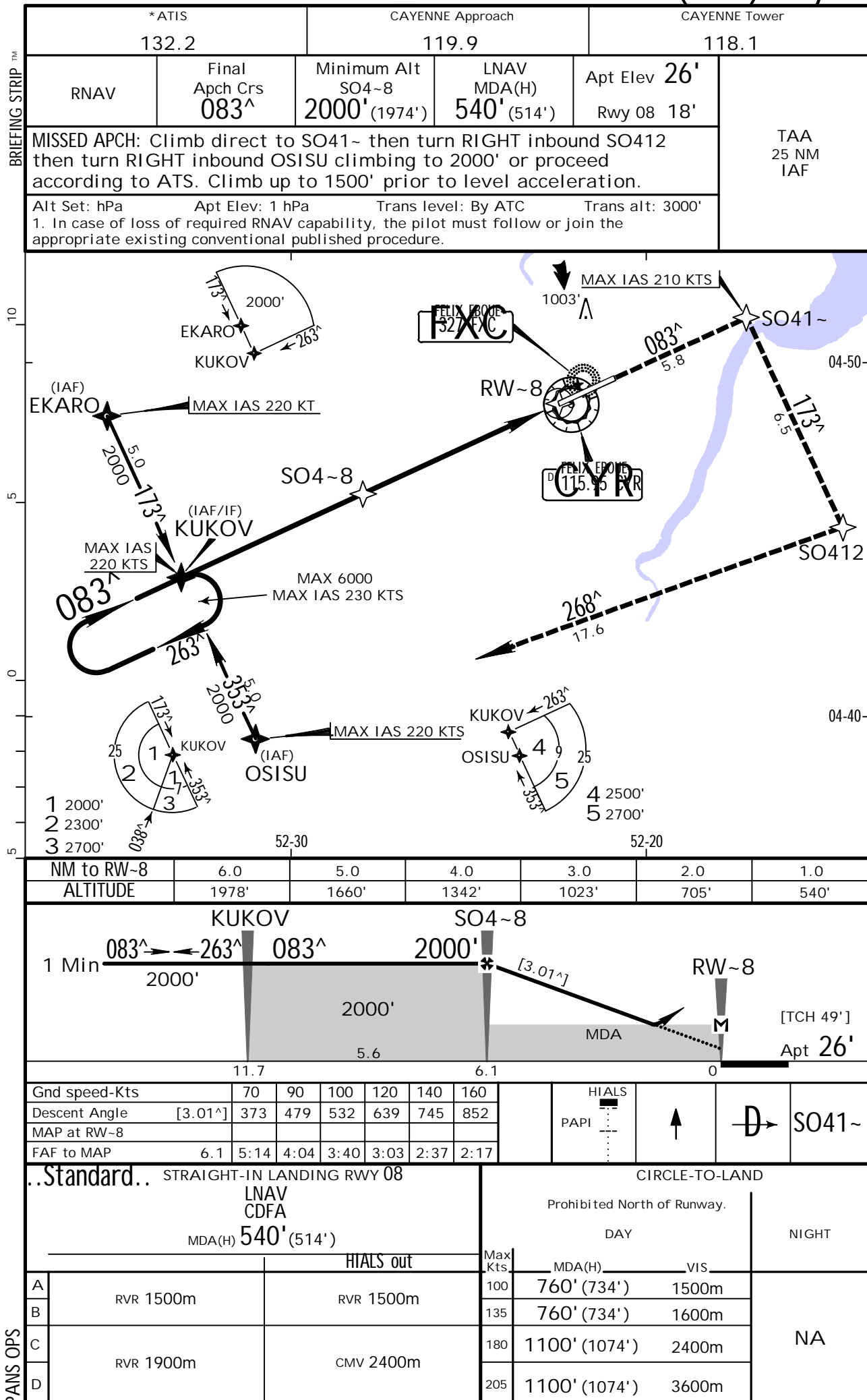


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JEPPESSEN
1 FEB 13 (12-1)

CAYENNE, FRENCH GUIANA
RNAV (GNSS) Rwy 08

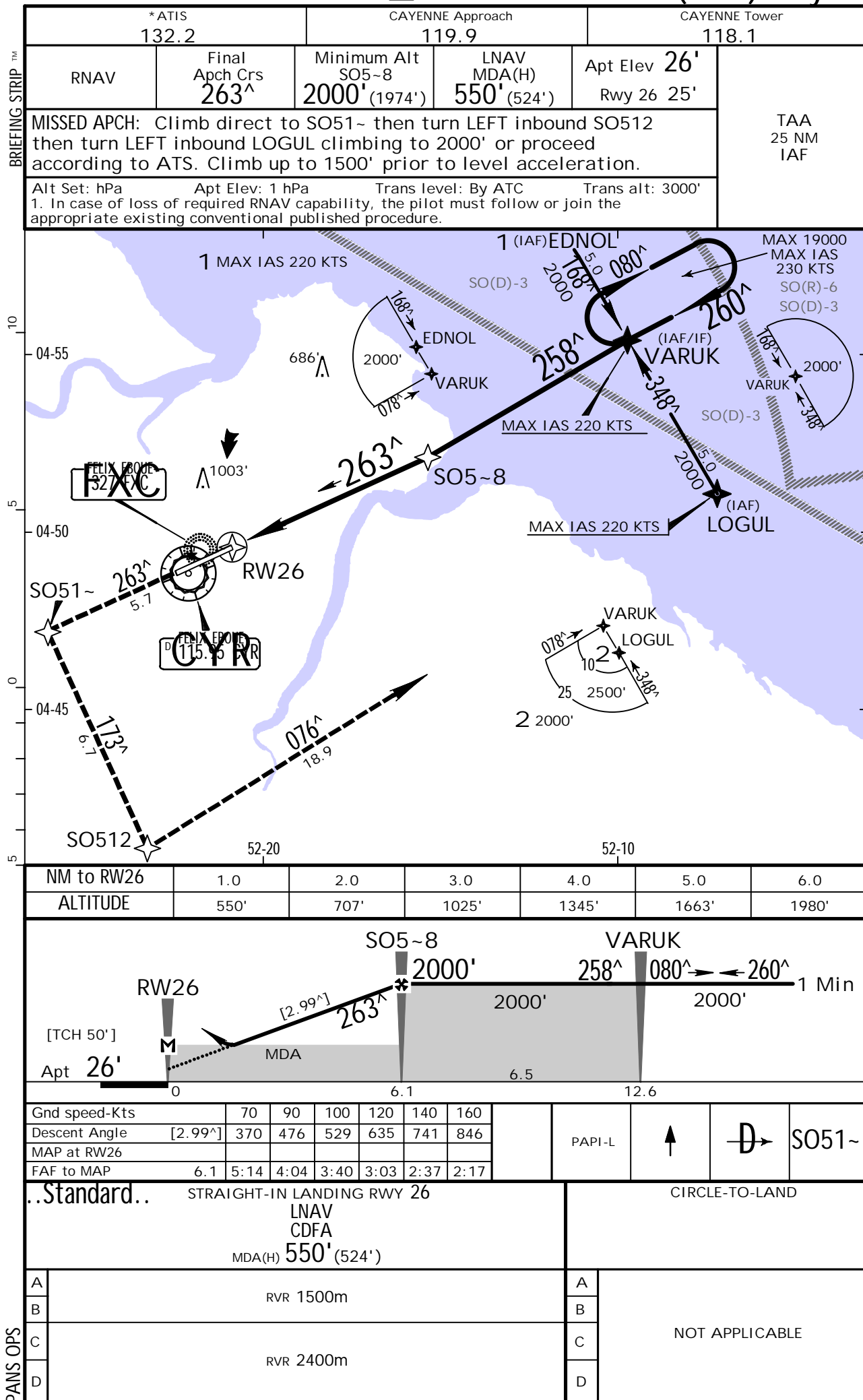
Eff.7.Feb.



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JEPPESSEN
1 FEB 13 (12-2) .Eff.7.Feb.

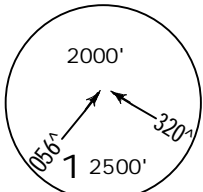
CAYENNE, FRENCH GUIANA
RNAV (GNSS) Rwy 26

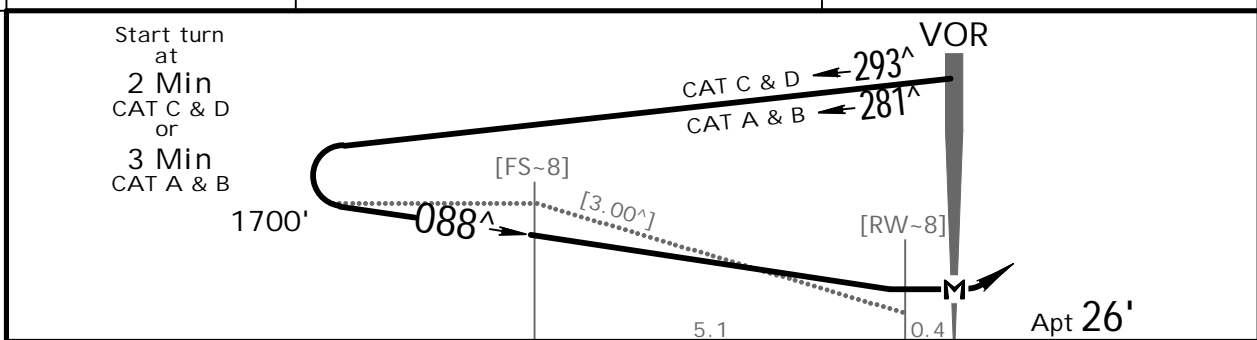
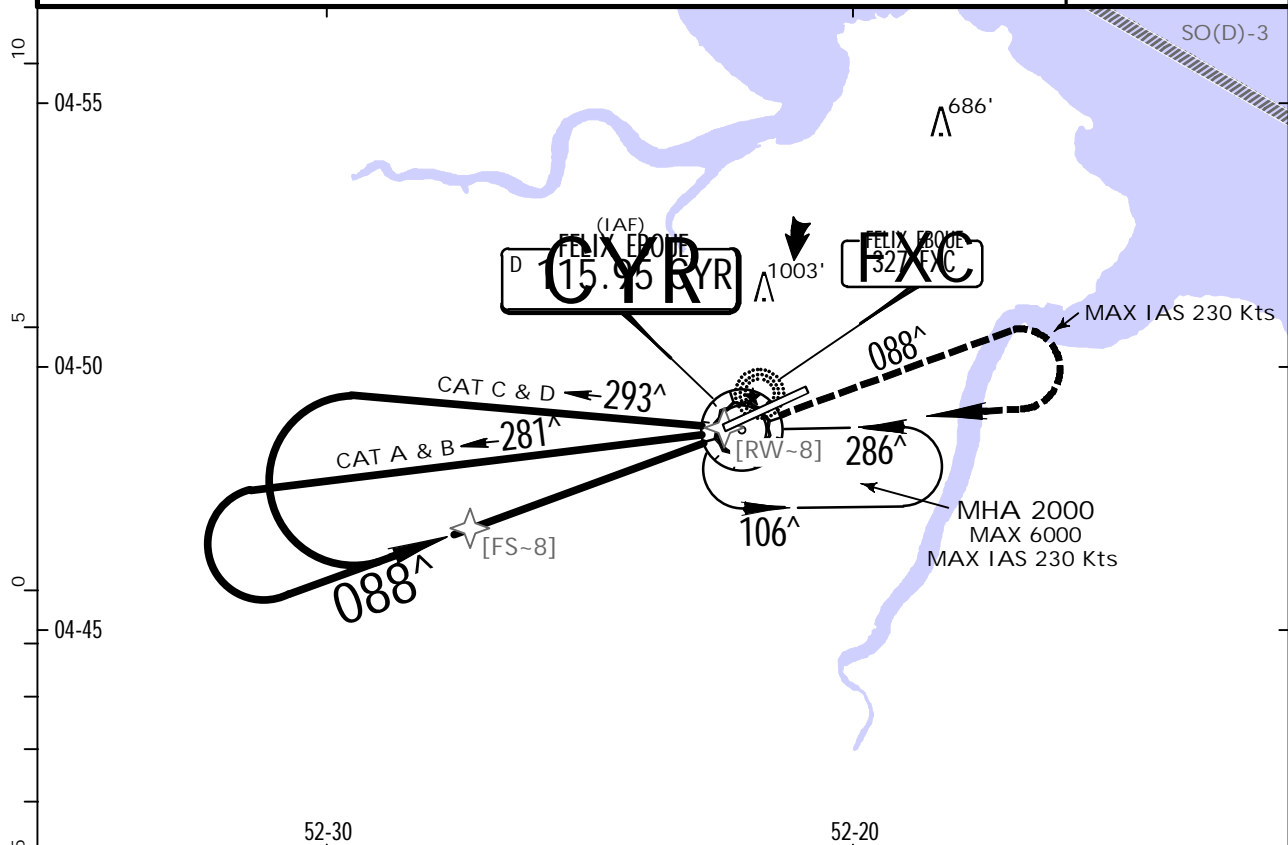



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JEPPesen
1 FEB 13 **(13-1)** .Eff.7.Feb.

CAYENNE, FRENCH GUIANA
VOR X Rwy 08

| | | | | | | |
|-----------------|--|---------------------------------------|---------------------------|-----------------------|----------------------------|---|
| BRIEFING STRIP™ | * ATIS 132.2 | | CAYENNE Approach 119.9 | | CAYENNE Tower 118.1 | |
| | VOR CYR 115.95 | Final Apch Crs 088 [^] | No FAF | MDA(H) 890' (864') | Apt Elev 26' Rwy 08 18' |  |
| | MISSED APCH: Climb outbound on CYR VOR R-088. At 1700', turn RIGHT to CYR VOR climbing up to 2000'. Do not accelerate before 1700'. | | | | | MSA CYR VOR 1 With DME, MSA 2000' within 10 NM of VOR |
| Alt Set: hPa | | Apt Elev: 1 hPa | Trans level: By ATC | | Trans alt: 3000' | |



| | | | | | | | | | |
|---------------|----------------------|-----|-----|-----|-----|-----|---|-------|---------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |  | 1700' | CYR on 115.95 R-088 |
| Descent angle | [3.00 [^]] | 372 | 478 | 531 | 637 | 849 | | ↑ | |
| MAP at VOR | | | | | | | | | |

| ..Standard.. STRAIGHT-IN LANDING RWY 08 | | | | CIRCLE-TO-LAND | | | |
|---|-----------|-------------|-----------|-------------------------|-----|---------------------|--|
| CDFA | | Non-CDFA | | Prohibited North of Rwy | | | |
| DA/MDA(H) 1 | | MDA(H) | | DAY | | NIGHT | |
| 890' (864') | | 890' (864') | | MDA(H) VIS | | | |
| HIALS out | | HIALS out | | Max Kts | | | |
| A | CMV 3600m | CMV 4000m | CMV 3800m | CMV 4200m | 100 | 890' (864') 4200m | |
| B | | | | | 135 | | |
| C | | | CMV 4000m | CMV 4400m | 180 | 910' (884') 4400m | |
| D | | | | | 205 | 1090' (1064') 4400m | |
| NA | | | | | | | |

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

SOCA/CAY
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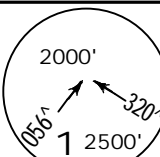
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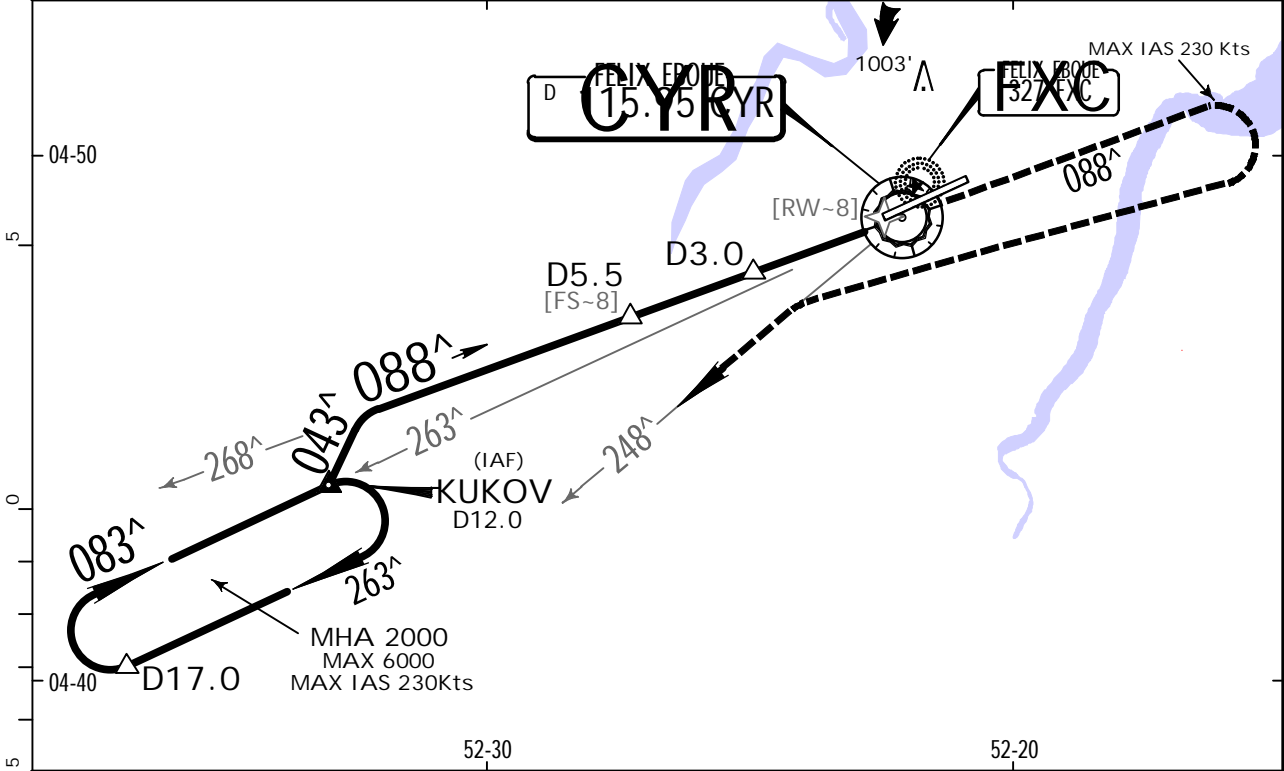
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.Eff.7.Feb.

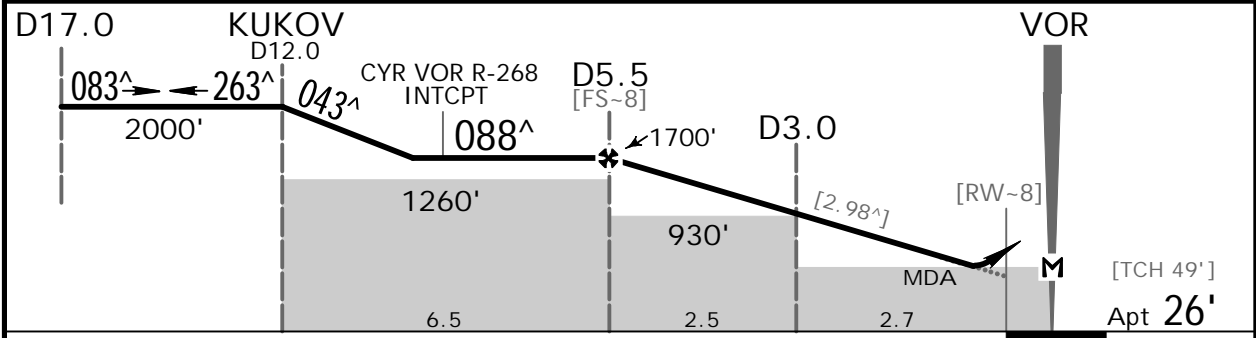
CAYENNE, FRENCH GUIANA
VOR Y Rwy 08

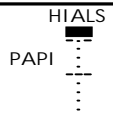
BRIEFING STRIP™

| | | | | | |
|---|---------------------------------------|--|--------------------------|----------------------------|--|
| * ATIS 132.2 | | CAYENNE Approach 119.9 | | CAYENNE Tower 118.1 | |
| VOR CYR 115.95 | Final Apch Crs 088 [^] | Procedure Alt D5.5 1700' (1674') | DA/MDA(H) 460' (434') | Apt Elev 26' Rwy 08 18' |  MSA CYR VOR 1 2000' Within 10 NM of VOR |
| MISSED APCH: Climb outbound on CYR VOR R-088. At 1700', turn RIGHT to join CYR VOR R-248 outbound to enter into holding pattern climbing up to 2000'. Do not accelerate before 1700'. | | | | | |
| Alt Set: hPa 1. DME required. | | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 3000' | |



| | | | | |
|----------|-------|-------|------|------|
| CYR DME | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 1560' | 1250' | 930' | 620' |



| | | | | | | | | | |
|--------------------------|-------|-------|-------|-------|-------|-------|---|--|---------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |  | | 1700' on 115.95 CYR R-088 |
| Descent angle | 2.98° | 4.74° | 5.27° | 6.33° | 7.38° | 8.48° | | | |
| MAP at VOR or FAF to MAP | 5.5 | 4:43 | 3:40 | 3:18 | 2:45 | 2:21 | | | |

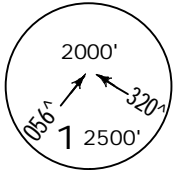
| | | | | | | | |
|---|-----------|-----------|--|-------------------------|---------------|-------|----|
| ..Standard.. STRAIGHT-IN LANDING RWY 08 | | | | CIRCLE-TO-LAND | | | |
| CDFA | | | | Prohibited North of Rwy | | | |
| DA/MDA(H) 460' (434') | | | | DAY | | NIGHT | |
| HIALS out | | | | Max Kts | MDA(H) | VIS | NA |
| A | RVR 1500m | | | 100 | 730' (704') | 1600m | |
| B | | | | 135 | | | |
| C | | | | 180 | 910' (884') | 2400m | |
| D | RVR 1600m | RVR 2000m | | 205 | 1090' (1064') | 3600m | |

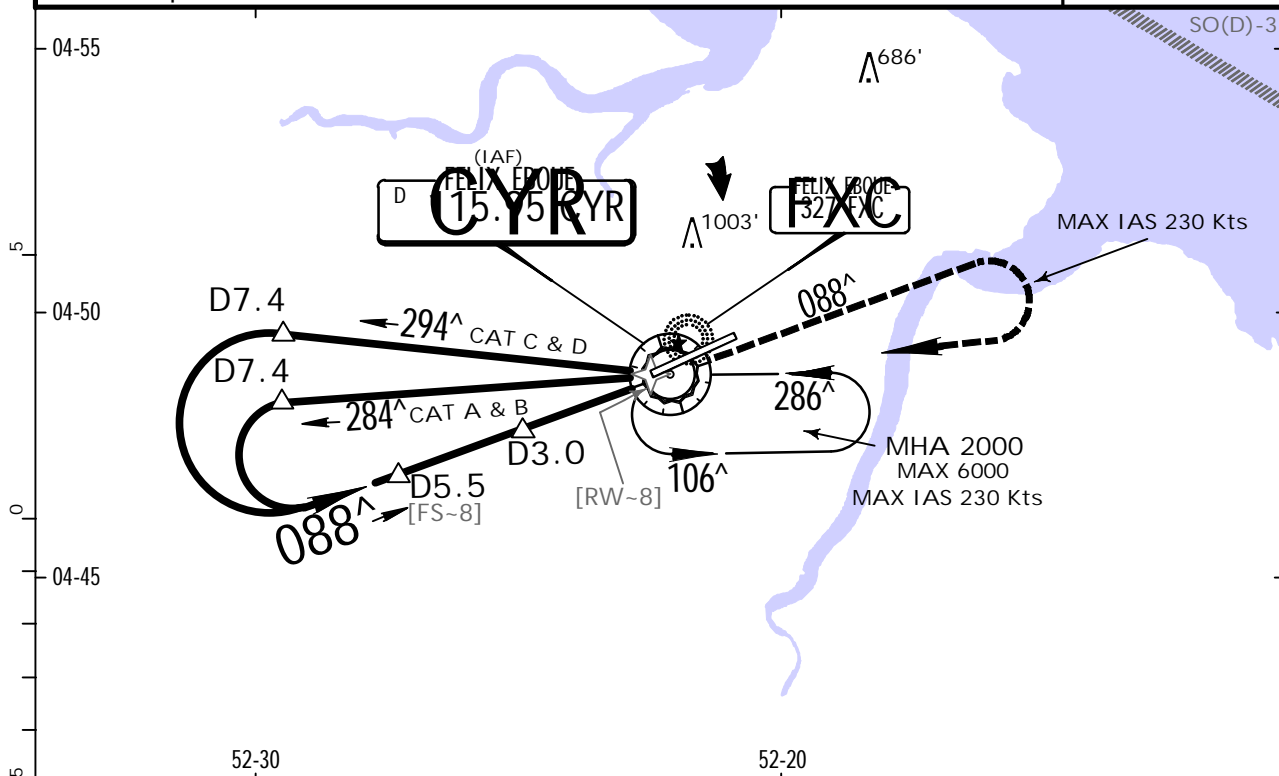
PANS OPS

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FELIX EBOUE

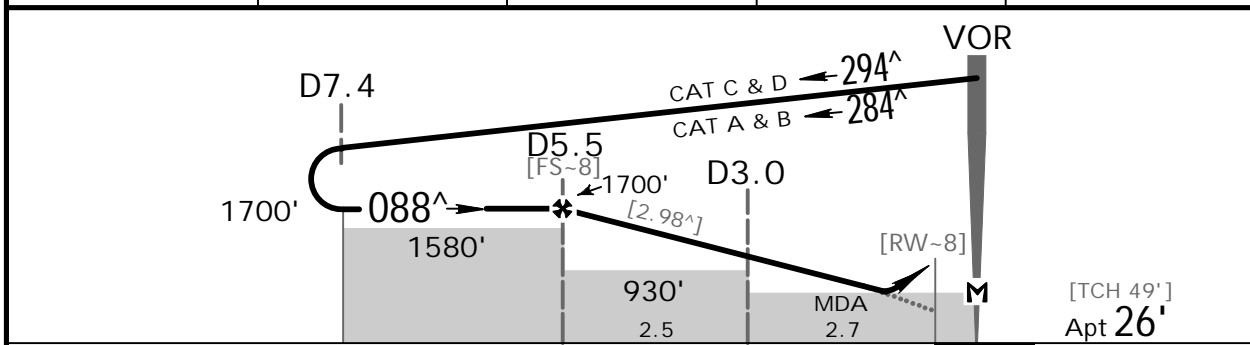
JEPPesen 1 FEB 13 **(13-3)** .Eff.7.Feb.

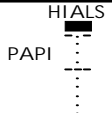
CAYENNE, FRENCH GUIANA
VOR Z Rwy 08

| | | | | | | |
|-----------------|--|---------------------------------------|--|-----------------------|----------------------------|---|
| BRIEFING STRIP™ | *ATIS 132.2 | | CAYENNE Approach 119.9 | | CAYENNE Tower 118.1 | |
| | VOR CYR 115.95 | Final Apch Crs 088 [^] | Procedure Alt D5.5 1700' (1674') | MDA(H) 460' (434') | Apt Elev 26' Rwy 08 18' |  |
| | MISSED APCH: Climb outbound on CYR VOR R-088. At 1700', turn RIGHT to CYR VOR climbing up to 2000'. Do not accelerate before 1700'. Alt Set: hPa Apt Elev: 1 hPa Trans level: By ATC Trans alt: 3000' 1. DME required. | | | | | MSA CYR VOR 1 2000' Within 10 NM of VOR |



| | | | | |
|----------|-------|-------|------|------|
| CYR DME | 5.0 | 4.0 | 3.0 | 2.0 |
| ALTITUDE | 1560' | 1250' | 930' | 620' |



| | | | | | | | | |
|-----------------------------|---------|------|------|------|------|------|---|------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |  | CYR 115.95 R-088 |
| Descent angle | [2.98°] | 4.74 | 5.27 | 6.33 | 7.38 | 8.43 | | |
| MAP at VOR or FAF to MAP | 5.5 | 4:43 | 3:40 | 3:18 | 2:45 | 2:21 | | |

| | | | | | | | |
|---|--|--|--|-------------------------|---------------|-------|----|
| ..Standard.. STRAIGHT-IN LANDING RWY 08 | | | | CIRCLE-TO-LAND | | | |
| CDFA DA/MDA(H) 460' (434') | | | | Prohibited North of Rwy | | | |
| HIALS out | | | | DAY | | NIGHT | |
| A RVR 1500m | | | | Max Kts. 100 | 730' (704') | 1600m | NA |
| B RVR 1500m | | | | 135 | 910' (884') | 2400m | |
| C RVR 1600m | | | | 180 | 1090' (1064') | 3600m | |
| D RVR 2000m | | | | 205 | | | |

SOCA/CAY

FELIX EBOUE



JEPPESSEN

1 FEB 13

13-4

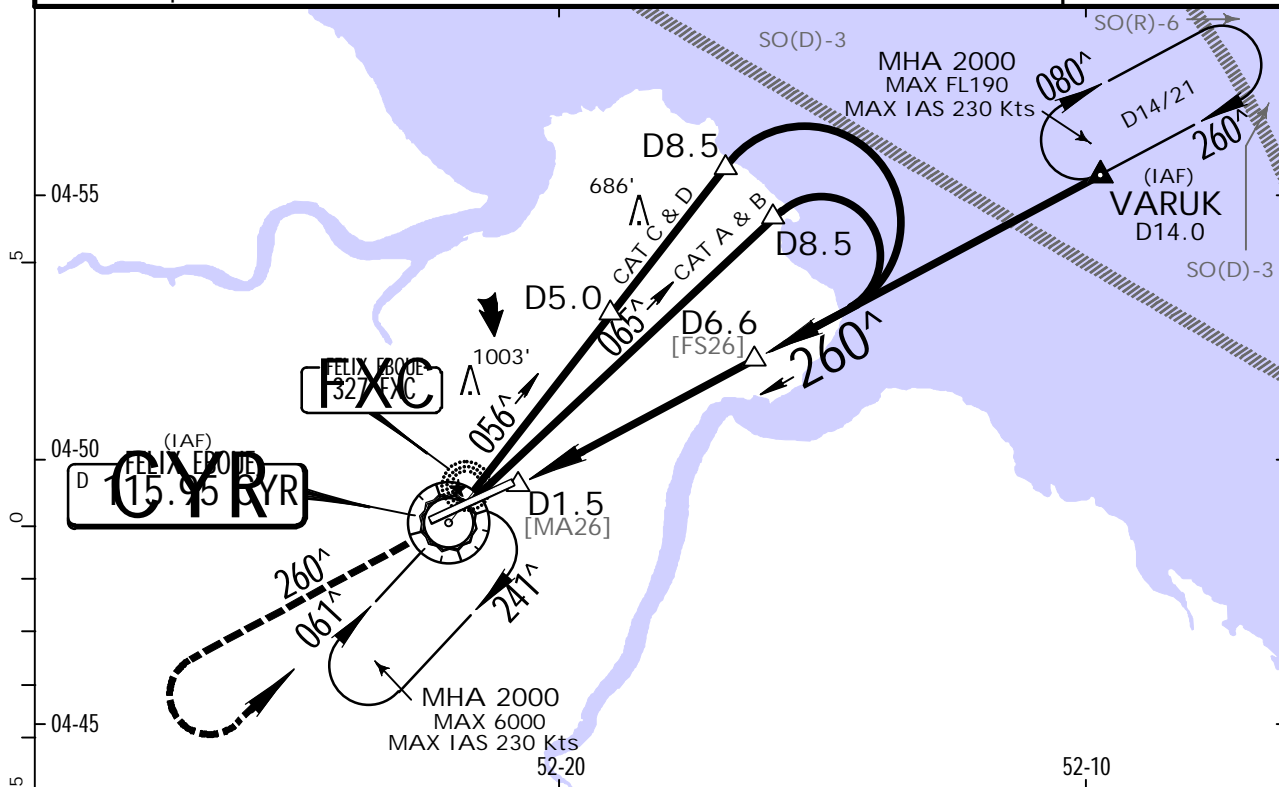
.Eff.7.Feb.

CAYENNE, FRENCH GUIANA

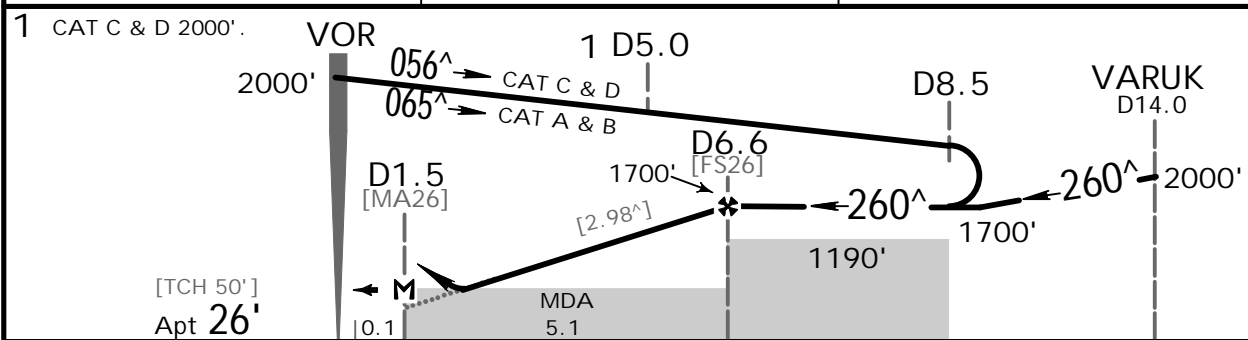
VOR Rwy 26

BRIEFING STRIP™

| | | | | | |
|--|---------------------------|--|-----------------------|--------------------------------|---|
| * ATIS | | CAYENNE Approach | | CAYENNE Tower | |
| 132.2 | | 119.9 | | 118.1 | |
| VOR CYR 115.95 | Final Apch Crs 260^ | Procedure Alt D6.6 1700' (1674') | MDA(H) 680' (654') | Apt Elev 26' Rwy 26 25' | <div><p>MSA CYR VOR 1 2000' Within 10 NM of VOR</p></div> |
| MISSED APCH: Climb outbound on CYR VOR R-260. At 1700' turn LEFT to enter holding climbing up to 2000'. Do not accelerate before 1700'. | | | | | |
| Alt Set: hPa 1. DME required. | | Apt Elev: 1 hPa | Trans level: By ATC | Trans alt: 3000' | |



| | | |
|----------|------|-------|
| CYR DME | 4.0 | 5.0 |
| ALTITUDE | 900' | 1220' |



| | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|--------|---------------------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | PAPI-L | 1700' on 115.95 CYR R-260 |
| Descent angle | 2.98° | 4.74° | 5.27° | 6.33° | 7.38° | 8.43° | | |
| MAP at D1.5 | | | | | | | | |

| | | | | | |
|---|-----------|--|-------------------------|---------------|-------|
| ..Standard.. STRAIGHT-IN LANDING RWY 26 | | | CIRCLE-TO-LAND | | |
| CDFA | | | Prohibited North of Rwy | | |
| DA/MDA(H) 1 680' (654') | | | DAY | | NIGHT |
| A | RVR 1500m | | Max Kts | MDA(H) | VIS |
| B | | | 100 | 840' (814') | 1500m |
| C | CMV 2400m | | 135 | 840' (814') | 1600m |
| D | | | 180 | 940' (914') | 2400m |
| | | | 205 | 1090' (1064') | 3600m |

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

SOCA/CAY

FELIX EBOUE

JEPPesen

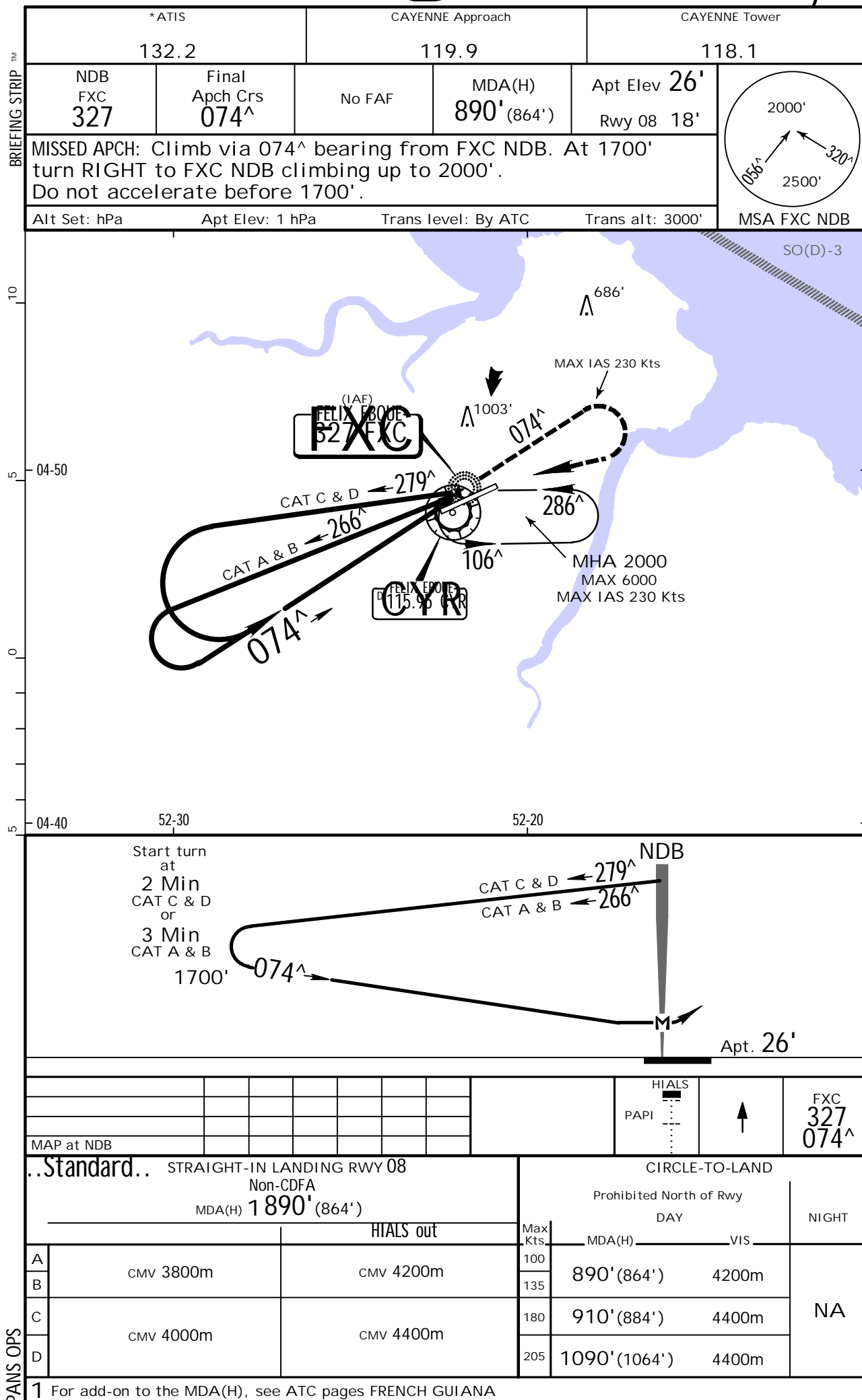
1 FEB 13

(16-1)

.Eff.7.Feb.

CAYENNE, FRENCH GUIANA

NDB Rwy 08



CAYENNE, (CAYENNE FELIX EBOUE - SOCA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport SOCA

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.