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Revision Letter For Cycle 13-2015

Change Notices

Notebook

General Information

Location: ST JOHNS ATG
ICAO/IATA: TAPA / ANU
Lat/Long: N 17 08.2 W 061 47.6
Elevation: 60 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: Yes
LLWS Alert: No
Beacon: Yes
Night VFR Capable

Sunrise: 0936 Z
Sunset: 2245 Z

Runway Information

Runway: 07
Length x Width: 9967 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 58 ft
Lighting: Edge, ALS
Displaced Threshold: 1640 ft

Runway: 25
Length x Width: 9967 ft x 148 ft
Surface Type: asphalt
TDZ-Elev: 20 ft
Lighting: Edge, TDZ
Displaced Threshold: 984 ft

Communication Information

ATIS: 114.500
V.c.bird Tower: 118.200

V.c. Bird Tower: 119.100
V.c.bird Ground: 121.900
V.c.bird Approach: 119.100

TAPA/ANU

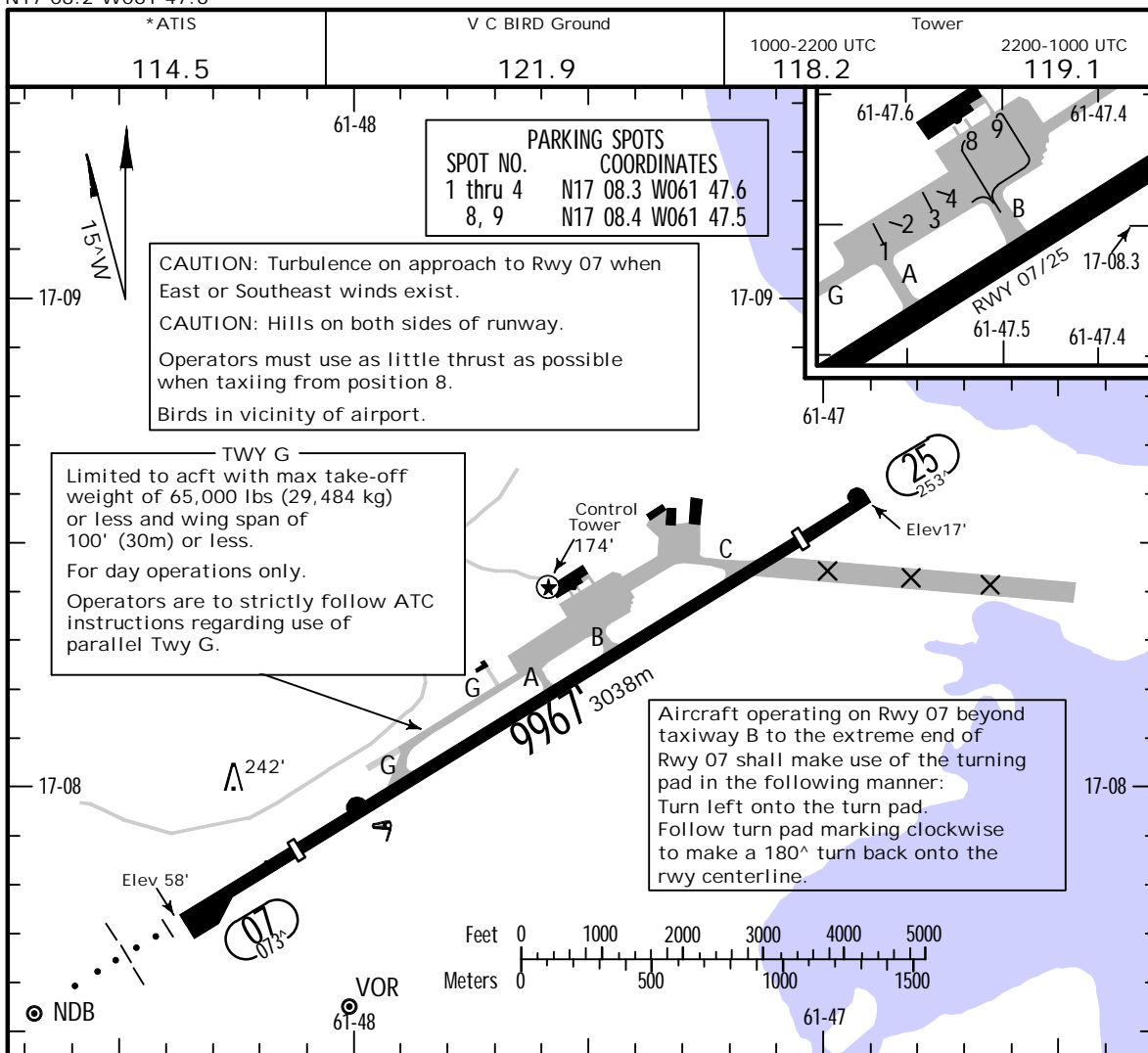
Apt Elev 60
N17 08.2 W061 47.6



4 JUL 14 (10-9)

ST JOHNS, ANTIGUA

V C BIRD INTL



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		WIDTH	
	HIRL	REIL	HIALS	PAPI-L (angle 3.0°)	Threshold	Glide Slope		TAKE-OFF
07					8327' 2538m		8983' 2738m	148'
25					8983' 2738m		8327' 2538m	45m

TAKE-OFF & DEPARTURE PROCEDURE

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

DEPARTURE PROCEDURE: a) Unless otherwise instructed or authorized by ATC, all aircraft departing from Rwy 07 will climb to 500' as soon as practicable after take-off and immediately initiate a left or right turn, depending upon destination, at a bank angle of at least 15° in order to avoid passage directly over Long Island. b) Aircraft proceeding

on a northerly track should initially maintain a heading not more easterly than 026° until the aircraft is north of a 071° bearing from ZDX NDB. c) Aircraft proceeding in a southerly track may continue with course intercept provided the requirement at (a) above has been achieved.

TAPA/ANU

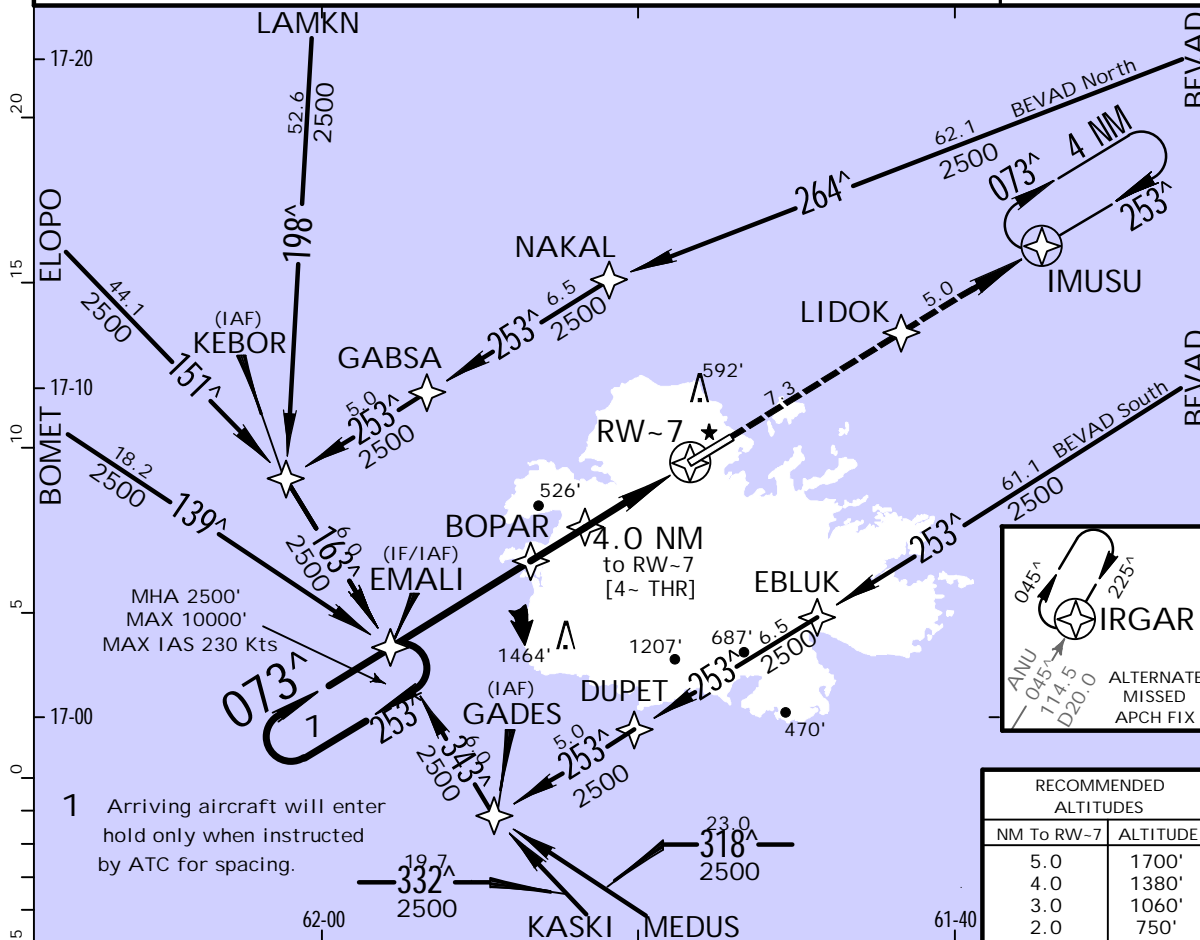
V C BIRD INTL

JEPPesen
25 APR 14 (12-1)

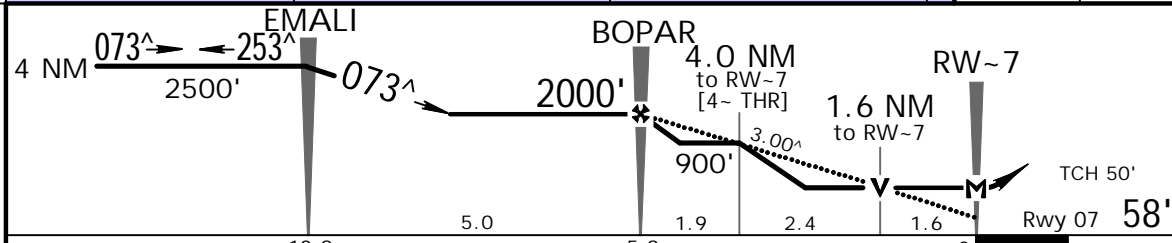
ST JOHNS, ANTIGUA

RNAV (GNSS) Rwy 07

*ATIS 114.5		V C BIRD Approach 119.1		V C BIRD Tower 1000-2200 UTC: 118.2 2200-1000 UTC: 119.1		Ground 121.9
RNAV	Final Apch Crs 073 [^]	Minimum Alt BOPAR 2000' (1942')	MDA(H) 630' (572')	Apt Elev 60' Rwy 07 58'	<p>2500'</p> <p>MSA ARP</p>	
MISSED APCH: Climb to 2500' direct LIDOK, then direct IMUSU and hold.						
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 40 Trans alt: 2500' 1. GNSS required. DME/DME not authorized. 2. Caution: High terrain north and south of aerodrome. Turbulence on approach with east or southeast wind. 3. Unless ATC clearance is obtained for RNAV/GNSS procedure, the navigation and position reporting of all aircraft shall be conducted with reference to conventional ground based navigation aids. 4. VGSI and RNAV descent angle not coincident.						



RECOMMENDED ALTITUDES	
NM To RW-7	ALTITUDE
5.0	1700'
4.0	1380'
3.0	1060'
2.0	750'



Gnd speed-Kts	70	90	100	120	140	160	HIALS REIL PAPI 2500' LIDOK
Descent Angle	3.00 [^]	372	478	531	637	743	
MAP at RW-7							

PANS OPS	STRAIGHT-IN LANDING RWY 07		Max Kts	CIRCLE-TO-LAND	
	RNAV MDA(H) 630' (572')	ALS out		South of Rwy 07/25	North of Rwy 07/25
A	1200m	1600m	100	670' (610') -1600m	870'(810') -1600m
B			135	750' (690') -1600m	910'(850') -1600m
C	1600m	2400m	180	940' (880') -2400m	1000'(940') -2400m
D	2000m	2800m	205	1780'(1720') -3600m	1000'(940') -3600m

TAPA/ANU

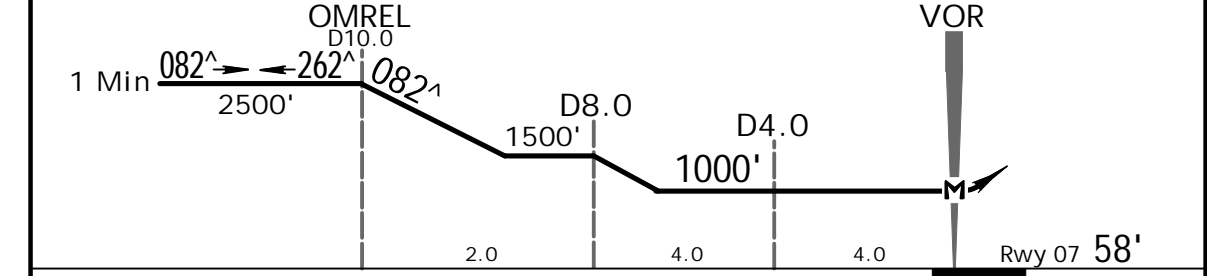
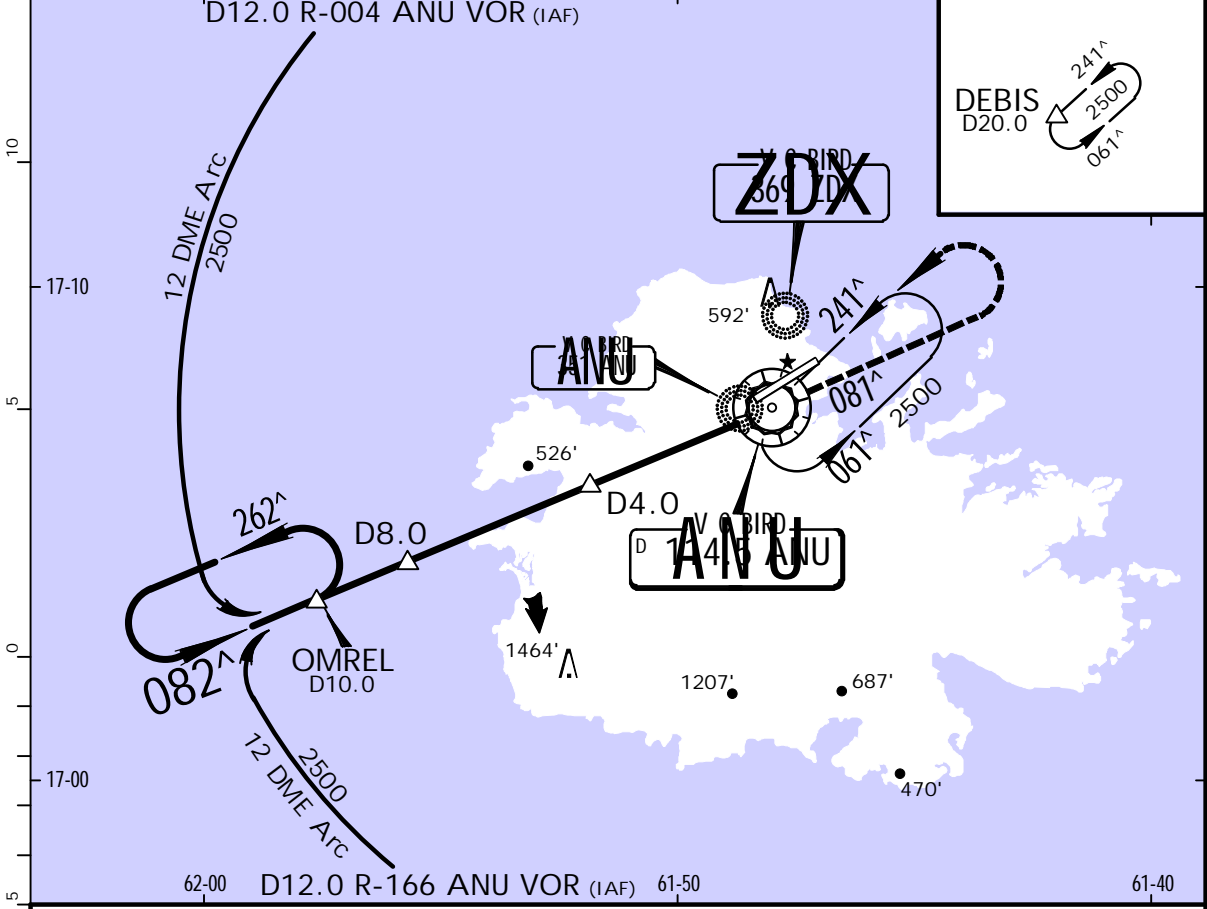
V C BIRD INTL

JEPPESSEN
14 MAR 14 (13-1)

ST JOHNS, ANTIGUA

12 DME Arc Rwy 07

*ATIS 114.5	V C BIRD Approach 119.1	V C BIRD Tower 1000-2200 UTC 118.2	V C BIRD Tower 2200-1000 UTC 119.1	Ground 121.9
VOR ANU 114.5	Final Apch Crs 082 [^]	Minimum Alt D4.0 1000' (942')	MDA(H) 1000' (942')	Apt Elev 60' Rwy 07 58'
MISSED APCH: LEFT turn outbound on ANU VOR R-081 climbing to 1500', then LEFT climbing turn to return to ANU VOR at 2500' and hold, or as directed by ATC.				2500'
Alt Set: hPa Rwy Elev: 2 hPa Trans level: FL 40 Trans alt: 2500' 1. 12 DME ARC APPROACHES NOT AUTHORIZED UNLESS SPECIFICALLY APPROVED BY ATC.				MSA ZDX NDB



MAP at VOR	REIL	1500'	ANU 114.5	2500'	ANU 114.5
	PAPI	LT	R-081	LT	

STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
MDA(H) 1000' (942')		MDA(H)	
ALS out		Max Kts	
A	1600m	100	1000'(940')-1600m
B		135	1000'(940')-2000m
C	2800m	180	1000'(940')-4000m
D	3200m	205	1 1000'(940')-4400m

1 1770' (1710') South of Rwy 07/25.

TAPA/ANU

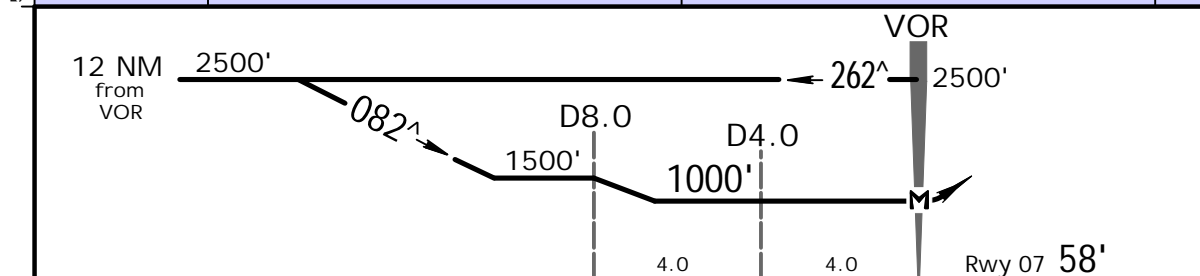
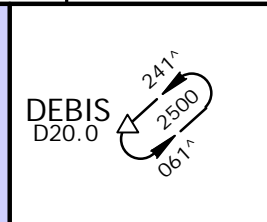
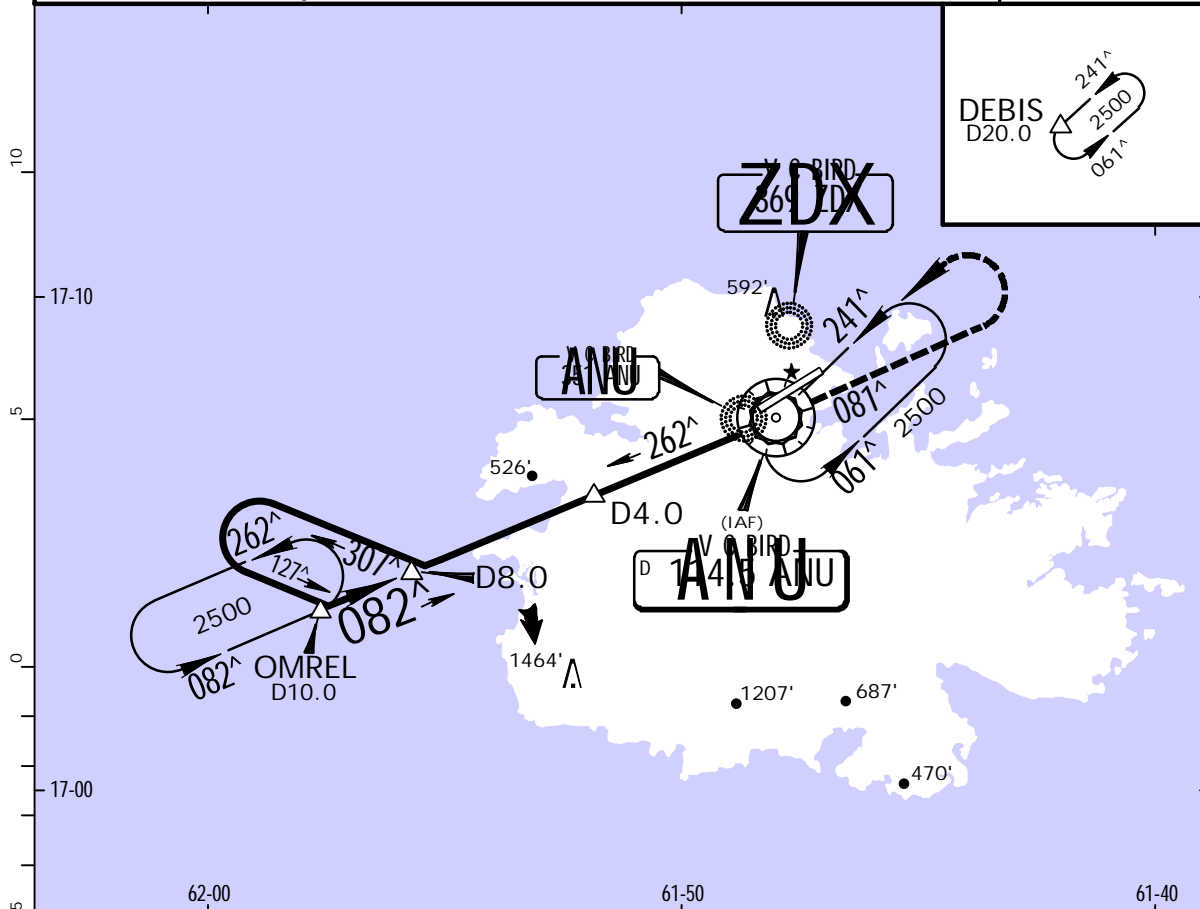
V C BIRD INTL

JEPPESSEN
14 MAR 14 (13-2)

ST JOHNS, ANTIGUA

VOR DME Rwy 07

*ATIS 114.5	V C BIRD Approach 119.1	V C BIRD Tower 1000-2200 UTC 118.2	V C BIRD Tower 2200-1000 UTC 119.1	Ground 121.9
VOR ANU 114.5	Final Apch Crs 082 [^]	Minimum Alt D4.0 1000' (942')	MDA(H) 1000' (942')	Apt Elev 60' Rwy 07 58'
MISSED APCH: LEFT turn outbound on ANU VOR R-081 climbing to 1500', then LEFT climbing turn to return to ANU VOR at 2500' and hold, or as directed by ATC.				2500'
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 40	Trans alt: 2500'	MSA ZDX NDB



MAP at VOR	REIL PAPI	HIALS	ANU on 114.5 R-081	1500'
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	STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
	MDA(H)	ALS out	Max Kts.	MDA(H)
A	1000' (942')		100	1000' (940') - 1600m
B			135	1000' (940') - 2000m
C			180	1000' (940') - 4000m
D			205	1 1000' (940') - 4400m

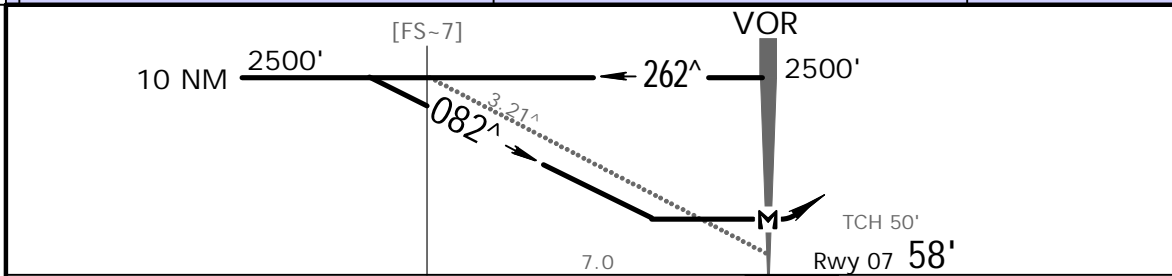
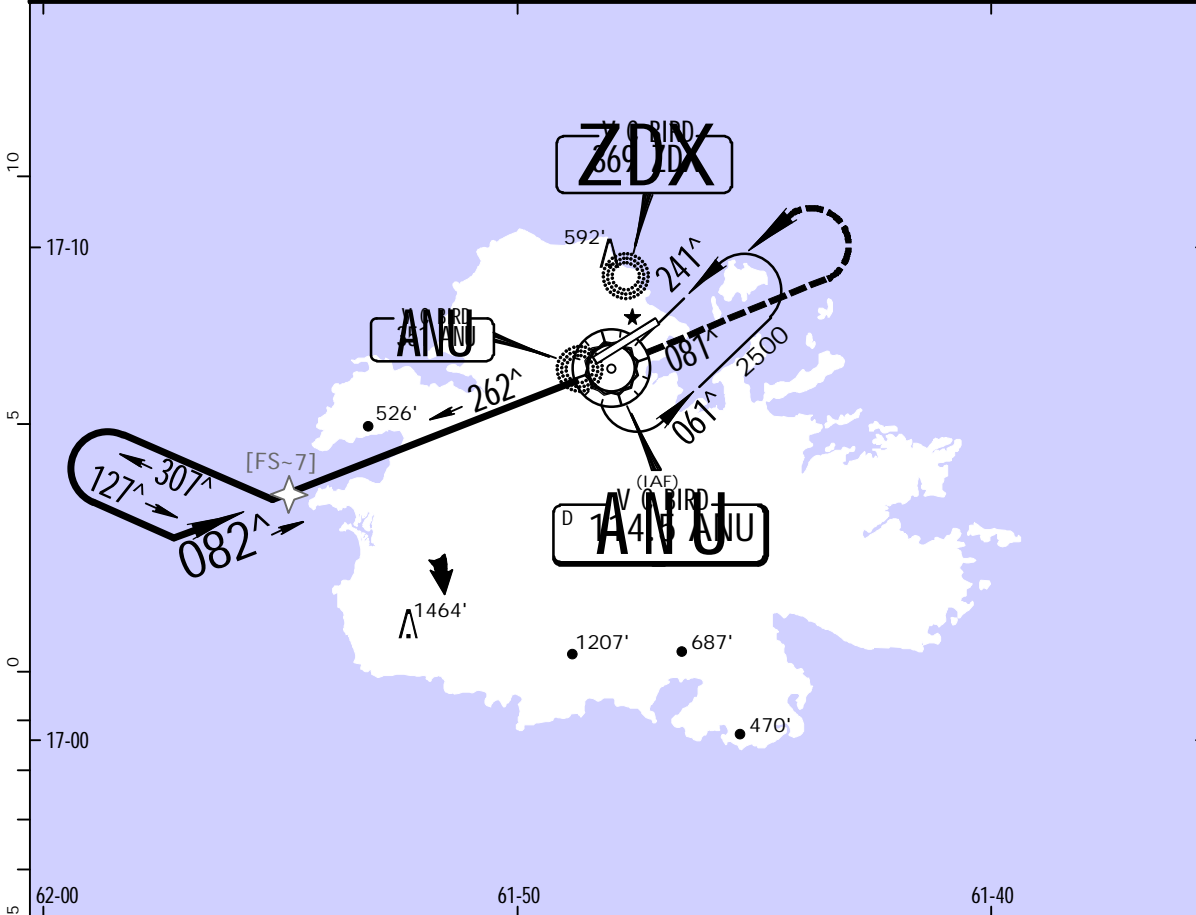
1 1770' (1710') South of Rwy 07/25

TAPA/ANU
V C BIRD INTL

JEPPESSEN
14 MAR 14 (13-3)

ST JOHNS, ANTIGUA
VOR Rwy 07

*ATIS 114.5		V C BIRD Approach 119.1		V C BIRD Tower 1000-2200 UTC 118.2 2200-1000 UTC 119.1		Ground 121.9
VOR ANU 114.5	Final Apch Crs 082 [^]	No FAF	MDA(H) 1000' (942')	Apt Elev 60' Rwy 07 58'	2500'	
MISSED APCH: LEFT turn outbound on ANU VOR R-081 climbing to 1500', then LEFT climbing turn to return to ANU VOR at 2500' and hold, or as directed by ATC.						
Alt Set: hPa		Rwy Elev: 2 hPa		Trans level: FL 40		Trans alt: 2500'
						MSA ZDX NDB



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI HIALS	ANU 114.5 R-081	1500' ↑	
Descent Angle	3.21 [^]	398	511	568	682	795				909
MAP at VOR										

STRAIGHT-IN LANDING RWY07			CIRCLE-TO-LAND		
MDA(H) 1000' (942')			MDA(H)		
	ALS out	Max Kts			
A	1600m	100	1000' (940') - 1600m		
B	2000m	135	1000' (940') - 2000m		
C	4000m	180	1000' (940') - 4000m		
D	4400m	205	1 1000' (940') - 4400m		
1 1770'(1710') South of Rwy 07/25					

PANS OPS

CHANGES: Approach lighting.

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TAPA/ANU

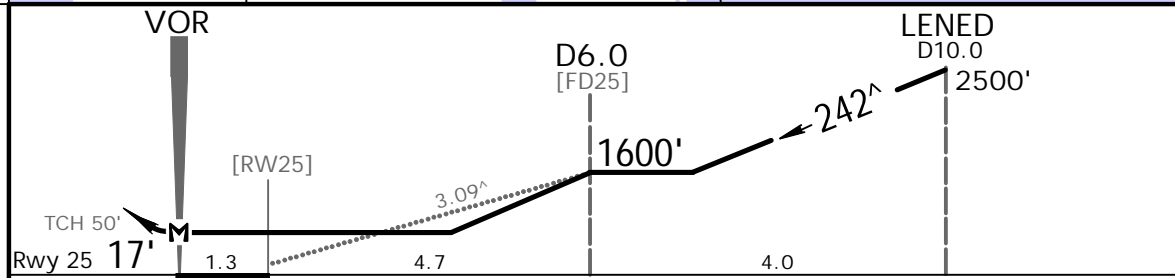
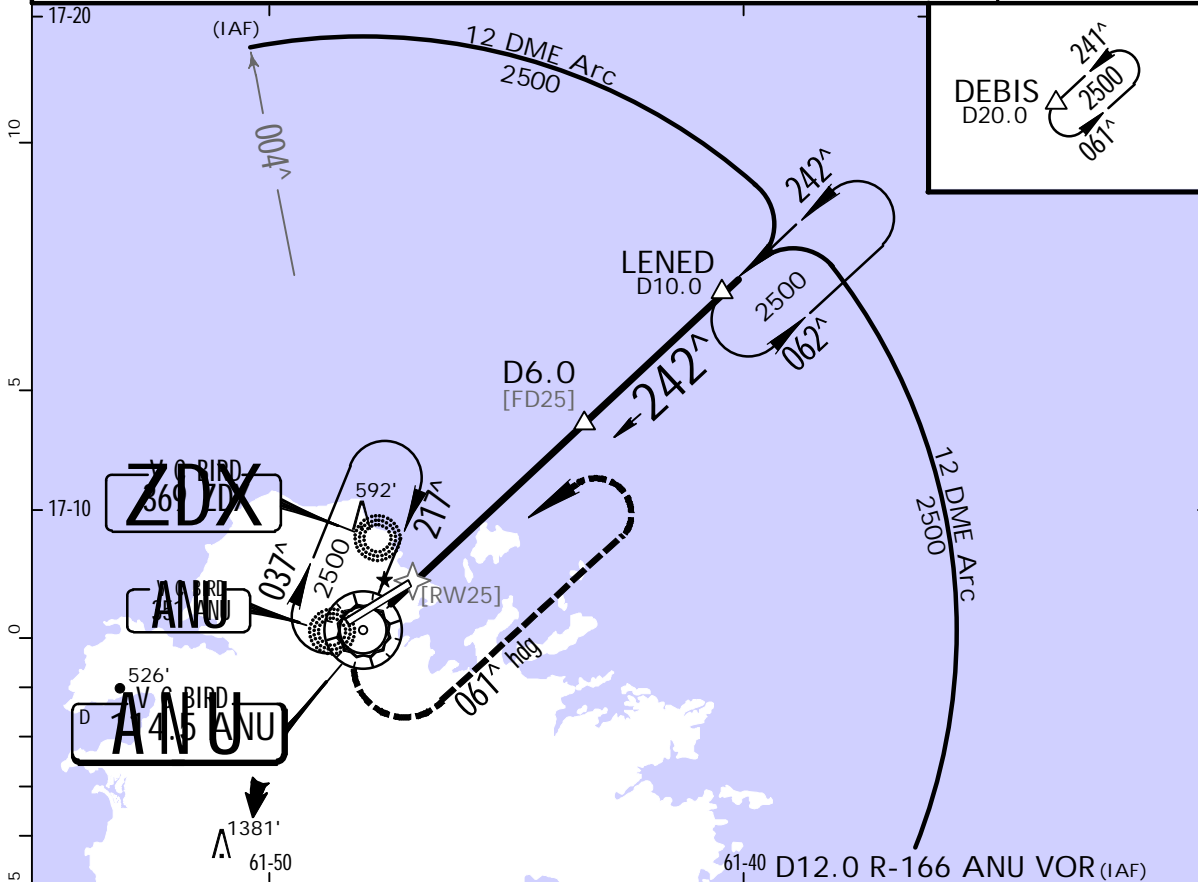
V C BIRD INTL

JEPPESSEN
14 MAR 14 (13-4)

ST JOHNS, ANTIGUA

12 DME Arc Rwy 25

*ATIS 114.5	V C BIRD Approach 119.1	V C BIRD Tower 1000-2200 UTC 118.2	V C BIRD Tower 2200-1000 UTC 119.1	Ground 121.9
VOR ANU 114.5	Final Apch Crs 242 [^]	Minimum Alt D6.0 1600'(1583')	MDA(H) 660'(643')	Apt Elev 60' Rwy 25 17'
MISSED APCH: LEFT climbing turn to 061 [^] heading, climb to 2000', then LEFT turn to return to ANU VOR at 2500' and hold, or as directed by ATC.				2500'
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 40 Trans alt: 2500'				
1. 12 DME ARC APPROACHES NOT AUTHORIZED UNLESS SPECIFICALLY APPROVED BY ATC.				MSA ZDX NDB



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	LT	061 [^] hdg	2000'
Descent Angle	3.09 [^]	383	492	547	656	875				
MAP at VOR										

STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND		
MDA(H) 660' (643')		South of Rwy 07/25	North of Rwy 07/25	
A	2800m	Max Kts	MDA(H)	
A		100	700' (640') - 2800m	890' (830') - 2800m
B		135	740' (680') - 2800m	
C		180	930' (870') - 3600m	990' (930') - 3600m
D	3200m	205	1770' (1710') - 4000m	1000' (940') - 4000m

TAPA/ANU

V C BIRD INTL

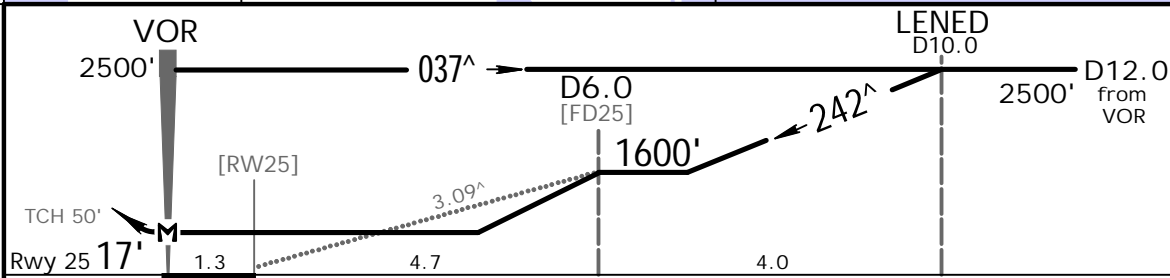
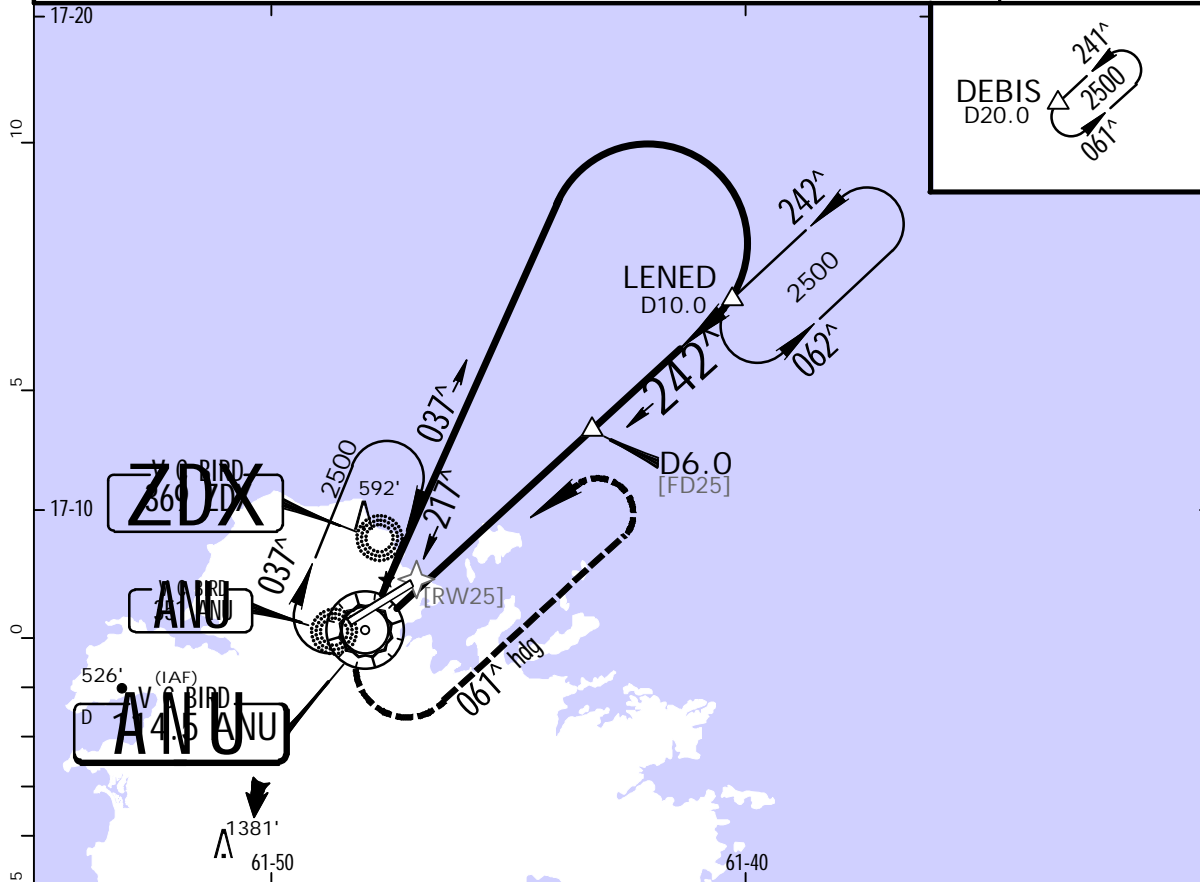


31 JAN 14 (13-5) .Eff.6.Feb.

ST JOHNS, ANTIGUA

VOR DME Rwy 25

* ATIS 114.5	V C BIRD Approach 119.1	V C BIRD Tower 1000-2200 UTC 118.2	2200-1000 UTC 119.1	Ground 121.9
VOR ANU 114.5	Final Apch Crs 242 [^]	Minimum Alt D6.0 1600' (1583')	MDA(H) 660' (643')	Apt Elev 60' Rwy 25 17'
MISSED APCH: LEFT climbing turn to 061 [^] heading, climb to 2000', then LEFT turn to return to ANU VOR at 2500' and hold, or as directed by ATC.				2500'
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 40	Trans alt: 2500'	MSA ZDX NDB



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	LT	061 [^] hdg	2000'
Descent Angle	3.09 [^]	383	492	547	656	875				
MAP at VOR										

STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND		
MDA(H) 660' (643')		South of Rwy 07/25	North of Rwy 07/25	
A	2800m	Max Kts	MDA(H)	
100		700' (640') -2800m	890' (830') -2800m	
B		135	740' (680') -2800m	
C		180	930' (870') -3600m	990' (930') -3600m
D	3200m	205	1770' (1710') -4000m	1000' (940') -4000m

PANS OPS

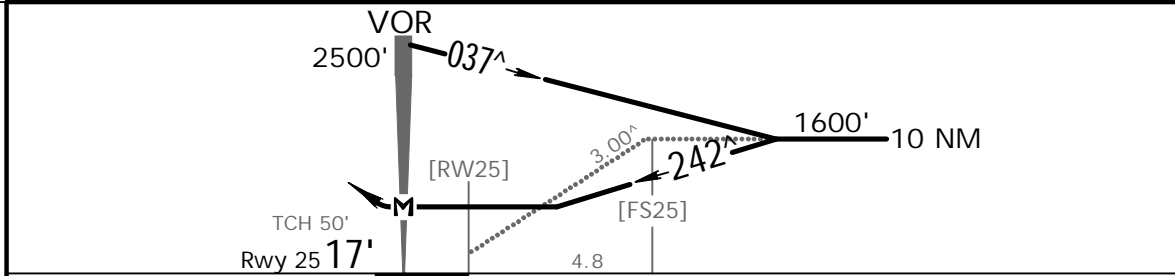
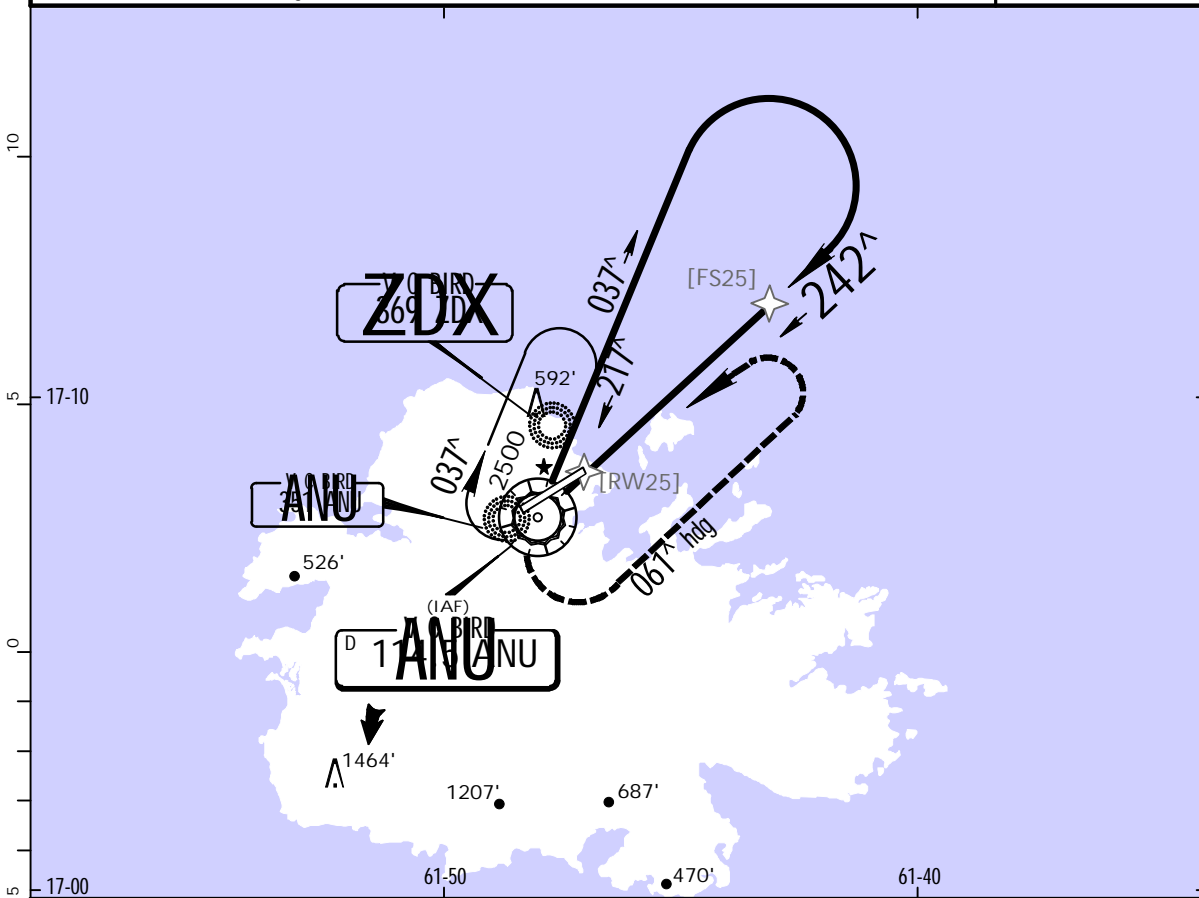
TAPA/ANU
V C BIRD INTL

JEPPESEN

ST JOHNS, ANTIGUA
VOR Rwy 25

31 JAN 14 **(13-6)** .Eff.6.Feb.

BRIEFING STRIP™	*ATIS 114.5		V C BIRD Approach 119.1		V C BIRD Tower 1000-2200 UTC 118.2		2200-1000 UTC 119.1		Ground 121.9	
	VOR ANU 114.5		Final Apch Crs 242 [^]		No FAF		MDA(H) 700' (683')		Apt Elev 60' Rwy 25 17'	
	MISSED APCH: LEFT climbing turn to a 061 [^] heading, climb to 2000' then LEFT turn to return to ANU VOR at 2500' and hold, or as directed by ATC.									
Alt Set: hPa		Rwy Elev: 1 hPa		Trans level: FL 40			Trans alt: 2500'		MSA ZDX NDB	



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	LT ↶	061 [^] hdg	2000' ↑
Descent Angle	3.00 [^]	372	478	531	637	743				
MAP at VOR										

	STRAIGHT-IN LANDING RWY25			CIRCLE-TO-LAND	
	MDA(H)			South of Rwy 07/25	North of Rwy 07/25
A	700' (683')			700' (640') - 2800m	890' (830') - 2800m
B		1600m		740' (680') - 2800m	
C			2800m	930' (870') - 3600m	990' (930') - 3600m
D			3200m	1770' (1710') - 4000m	1000' (940') - 4000m

PANS OPS

TAPA/ANU

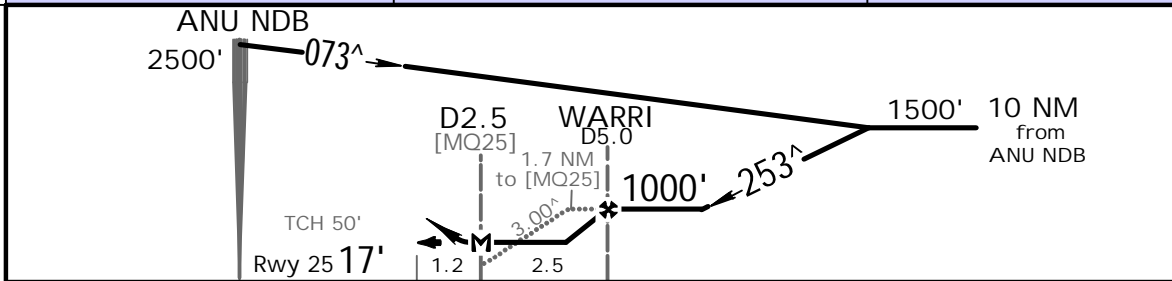
V C BIRD INTL

JEPPESSEN
31 JAN 14 **16-1** .Eff.6.Feb.

ST JOHNS, ANTIGUA

NDB DME Rwy 25

BRIEFING STRIP™	*ATIS	V C BIRD Approach		V C BIRD Tower		Ground
	114.5	119.1		1000-2200 UTC 118.2	2200-1000 UTC 119.1	121.9
	NDB ANU 351	Final Apch Crs 253 [^]	Minimum Alt WARRI 1000' (983')	MDA(H) 540' (523')	Apt Elev 60' Rwy 25 17'	2500'
MISSED APCH: RIGHT turn to track 290 [^] climbing to 2500', then LEFT turn to ANU NDB and hold, or as directed by ATC.						
Alt Set: hPa		Rwy Elev: 1 hPa	Trans level: FL 40		Trans alt: 2500'	MSA ZDX NDB



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L	RT	290 [^]	2500'
Descent Angle	3.00 [^]	372	478	531	637	849				
MAP at D2.5										

PANS OPS	STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND	
	MDA(H) 540' (523')		South of Rwy 07/25	North of Rwy 07/25
A			Max Kts: 100 MDA(H) 700' (640') - 1600m	MDA(H) 890' (830') - 1600m
B	1600m		135 740' (680') - 1600m	
C	2000m		180 930' (870') - 2800m	990' (930') - 2800m
D	2400m		205 1770' (1710') - 3600m	1000' (940') - 3600m

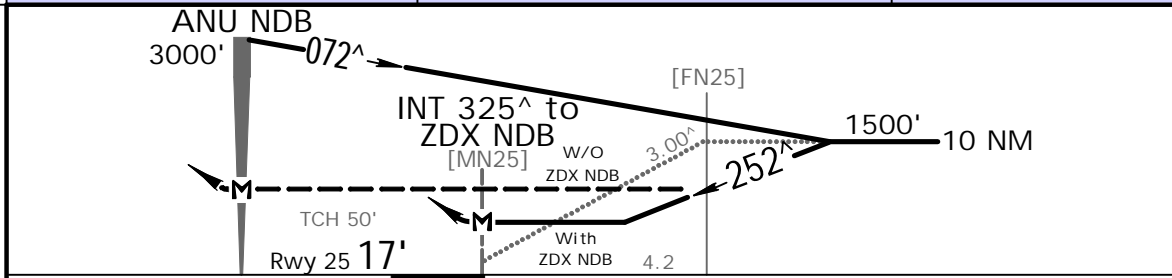
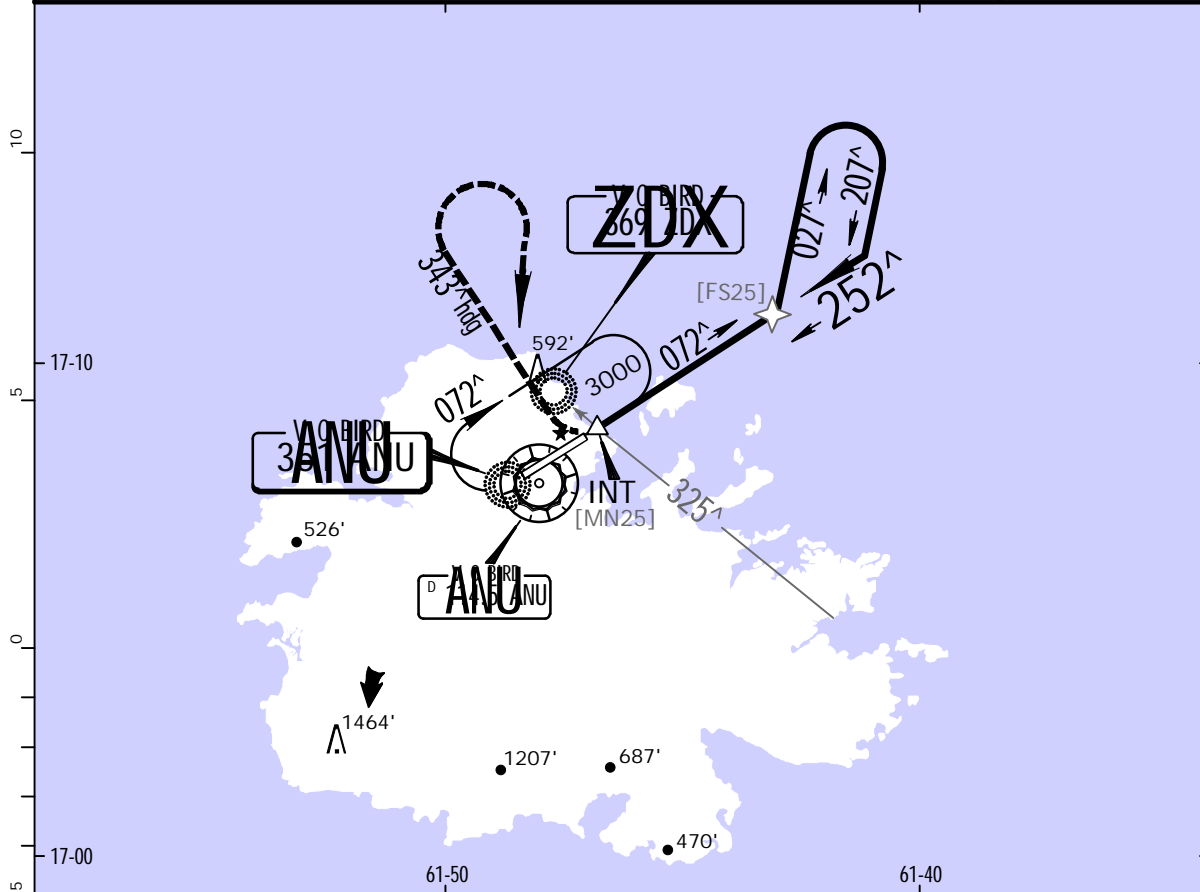
TAPA/ANU
V C BIRD INTL



31 JAN 14 (16-2) .Eff.6.Feb.

ST JOHNS, ANTIGUA
NDB Rwy 25

*ATIS 114.5	V C BIRD Approach 119.1	V C BIRD Tower 1000-2200 UTC 118.2	V C BIRD Tower 2200-1000 UTC 119.1	Ground 121.9
NDB ANU 351	Final Apch Crs 252 [^]	No FAF	MDA(H) (CONDITIONAL) 520' (503')	Apt Elev 60' Rwy 25 17'
MISSED APCH: RIGHT turn on 343 [^] heading, climb to 3000', then RIGHT turn to ANU NDB and hold, or as directed by ATC.				2500'
Alt Set: hPa	Rwy Elev: 1 hPa	Trans level: FL 40	Trans alt: 2500'	



Gnd speed-Kts	70	90	100	120	140	160	PAPI-L 3000' on 343 [^] hdg RT
Descent Angle	3.00 [^]						
With ZDX NDB: MAP at 325 [^] to ZDX NDB							
Without ZDX NDB: MAP at ANU NDB							

	STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND	
	With ZDX NDB	Without ZDX NDB	South of Rwy 07/25	North of Rwy 07/25
	MDA(H) 520'(503')	MDA(H) 800'(783')	Max Kts	
A	1600m	1600m	100	800'(740')-1600m
B	2000m	2000m	135	800'(740')-2000m
C	2000m	3600m	180	930'(870')-3600m
D	2800m	4400m	205	1770'(1710')-4400m

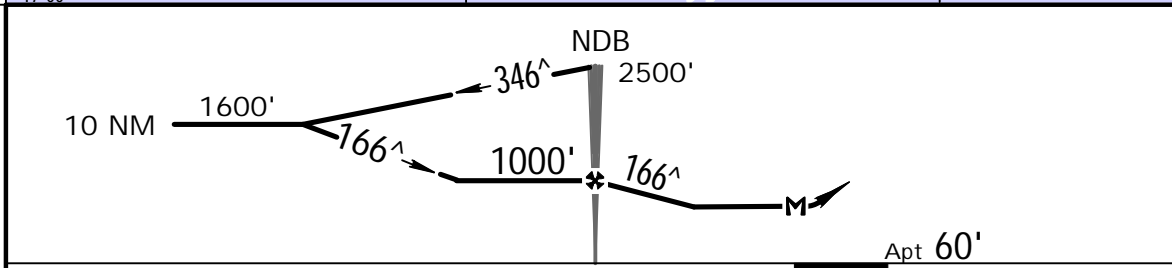
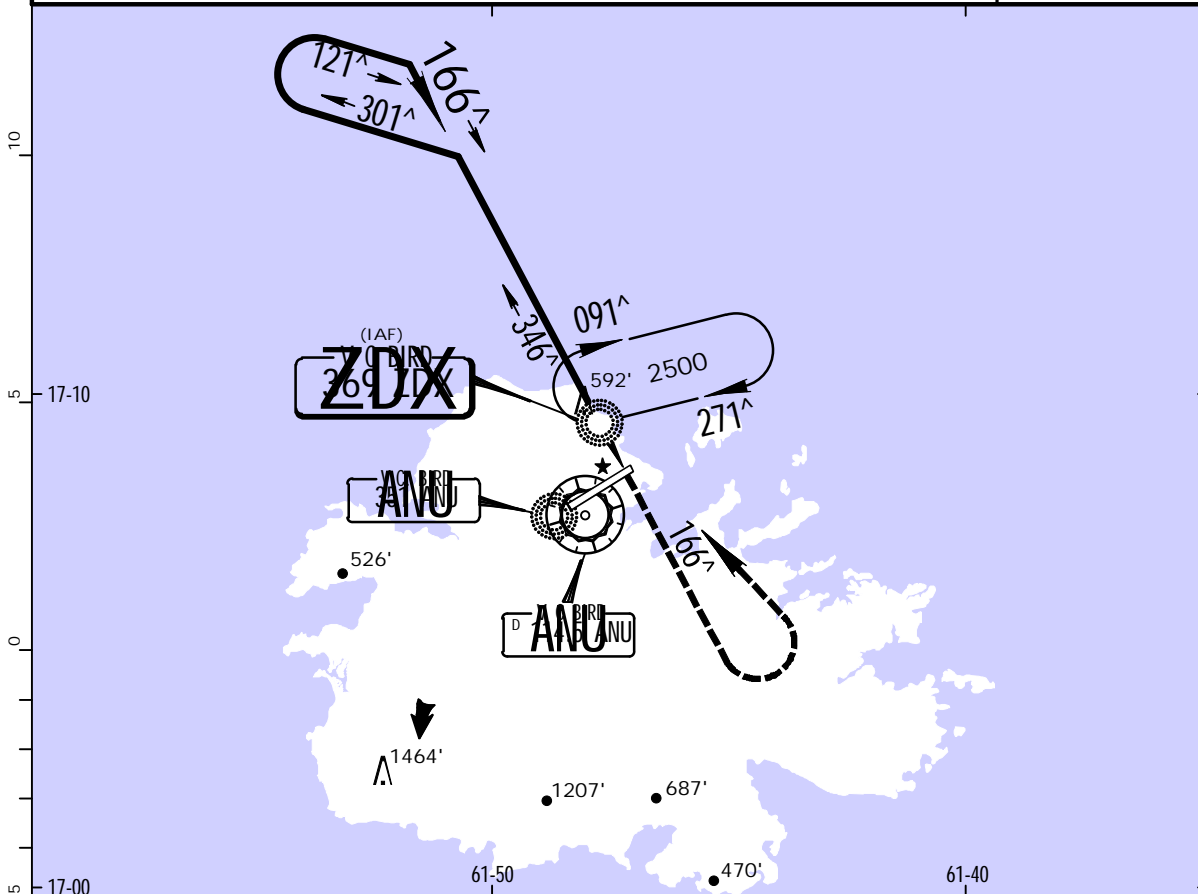
PANS OPS

TAPA/ANU
V C BIRD INTL

JEPPESEN
31 JAN 14 (16-3) .Eff.6.Feb.

ST JOHNS, ANTIGUA
NDB-A

*ATIS 114.5	V C BIRD Approach 119.1	V C BIRD Tower 1000-2200 UTC 118.2	V C BIRD Tower 2200-1000 UTC 119.1	Ground 121.9
NDB ZDX 369	Final Apch Crs 166 [^]	Minimum Alt NDB 1000' (940')	MDA(H) Refer to Minimums	Apt Elev 60'
MISSED APCH: Climb to 2500' on 166 [^] , LEFT turn direct to ZDX NDB and hold, or as directed by ATC.				2500'
Alt Set: hPa	Apt Elev: 2 hPa	Trans level: FL 40	Trans alt: 2500'	



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	2500' ↑ on 166 [^]
NDB to MAP	1.2	1:02	0:48	0:43	0:36	0:31		

		CIRCLE-TO-LAND	
		South of Rwy 07/25	North of Rwy 07/25
	Max Kts	MDA(H)	MDA(H)
A	100	700' (640') - 1600m	890' (830') - 1600m
B	135	740' (680') - 1600m	
C	180	930' (870') - 2800m	990' (930') - 2800m
D	205	1770' (1710') - 3600m	1000' (940') - 3600m

PANS OPS

Chart changes since cycle 12-2015

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

ST JOHNS, (V C BIRD INTL - TAPA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport TAPA