

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For TTCP

Terminal Charts For TTCP

Revision Letter For Cycle 13-2015

Change Notices

Notebook

## General Information

Location: SCARBOROUGH XJT  
ICAO/IATA: TTCP / TAB  
Lat/Long: N 11 09.0 W 060 49.9  
Elevation: 38 ft

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

Sunrise: 0943 Z  
Sunset: 2230 Z

## Runway Information

Runway: 11  
Length x Width: 8999 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 29 ft  
Lighting: Edge, ALS  
Displaced Threshold: 964 ft

Runway: 29  
Length x Width: 8999 ft x 148 ft  
Surface Type: asphalt  
TDZ-Elev: 20 ft  
Lighting: Edge

## Communication Information

ATIS: 132.200  
Robinson Intl Tower: 118.400  
Robinson Intl Ground: 121.700

Robinson Intl Approach: 119.000

# TTCP/TAB

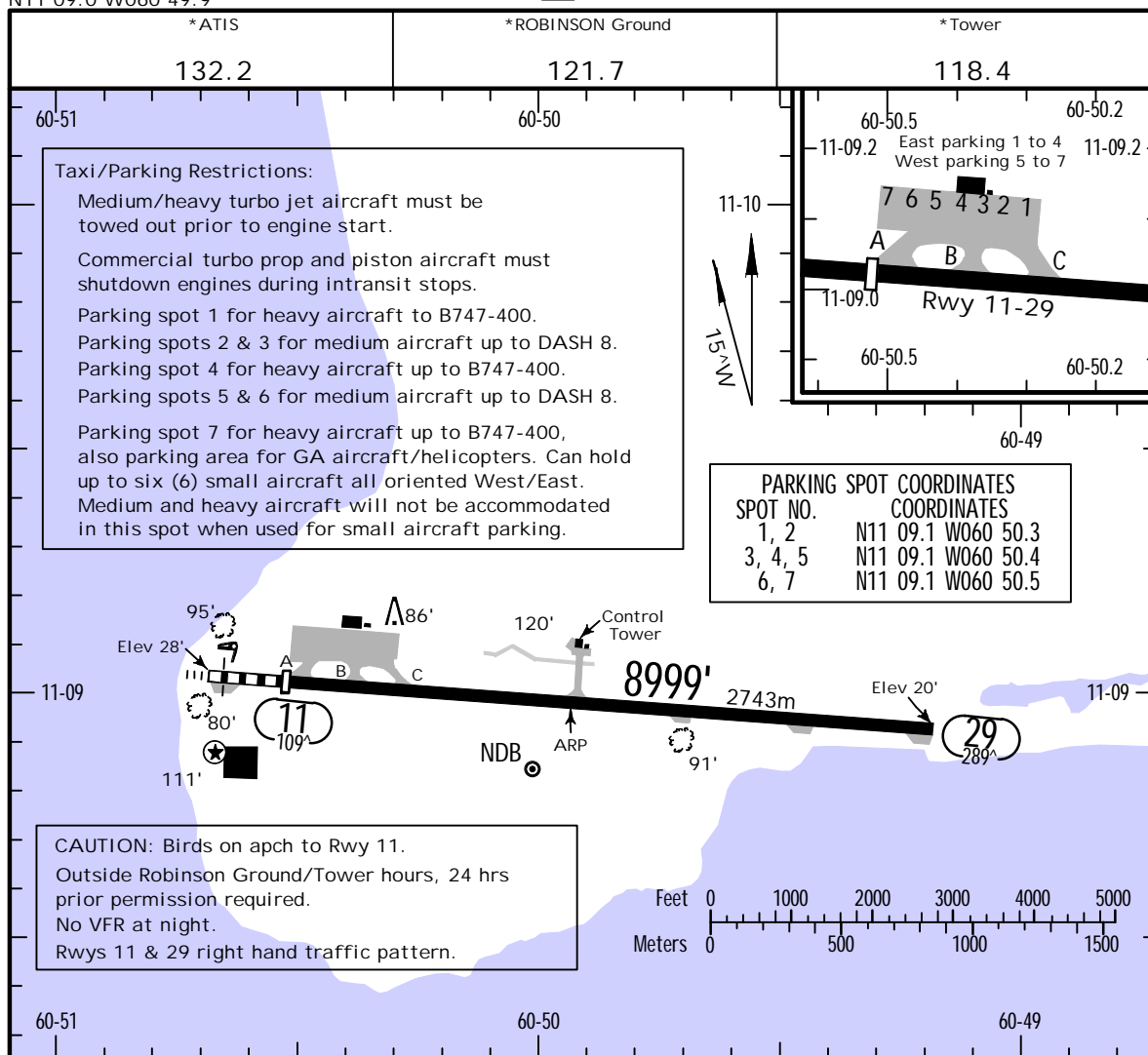
Apt Elev 38'  
N11 09.0 W060 49.9

JEPPESEN

# SCARBOROUGH, TOBAGO I

16 JAN 15 (10-9)

ROBINSON INTL



ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond	TAKE-OFF	
11	HIRL SALS PAPI-R (angle 3.0°)	8035' 2449m	7090' 2161m		148'
29	HIRL				45m

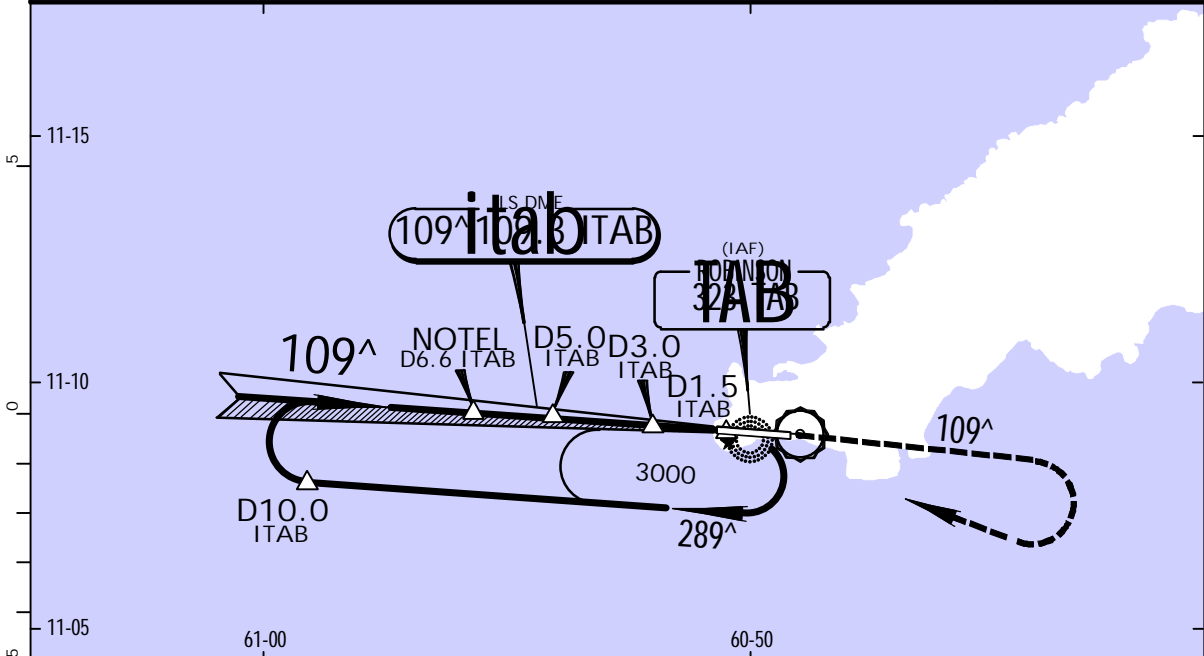
TAKE-OFF			
	AIR CARRIER (JAA)		AIR CARRIER (FAR 121)
	LVP must be in Force All Rwsys RCLM (Day only) or RL	All Rwsys RCLM (Day only) or RL	All Rwsys Adequate Vis Ref
A	250m	400m	2 Eng
B			400m
C	300m	400m	
D			

**TTCP/TAB**  
ROBINSON INTL

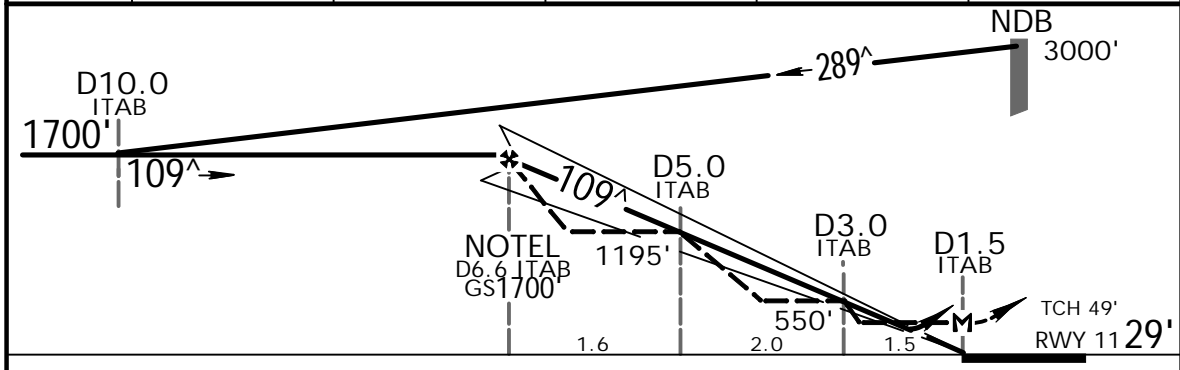
**JEPPESSEN**  
16 JAN 15 (11-1)

**SCARBOROUGH, TOBAGO I**  
ILS Y or LOC Y RWY 11

*ATIS 132.2	PIARCO Approach 119.0 119.55		*ROBINSON Tower 118.4	*Ground 121.7
LOC ITAB 109.3	Final Apch Crs 109 <sup>^</sup>	GS NOTEL 1700' (1671')	DA(H) Refer to Minimums	Apt Elev 38' Rwy 11 29'
MISSED APCH: Climb STRAIGHT AHEAD on 109 <sup>^</sup> to 2000', then turn RIGHT to return to TAB NDB at 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 55 Trans alt: 4100' 1. ADF and DME required. 2. Glideslope autocoupled approaches not authorized below 525' MSL. 3. Glideslope unusable beyond 2 <sup>^</sup> right of course.				MSA TAB NDB 1 2000' within 15 NM.



LOC (GS out)	GS INOP (Recommended descent 320ft per NM)				
	ITAB DME	6.0	5.0	4.0	3.0
	ALTITUDE	1510'	1190'	870'	550'



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI	2000' on 109 <sup>^</sup>	3000' RT	TAB 323	
GS	2.98 <sup>^</sup>	369	474	527	633	738					843
MAP at D1.5 ITAB											
NOTEL to MAP	5.1	4:22	3:24	3:04	2:33	2:11					

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND		Circling Not Authorized to the North 
ILS DA(H) A: 250' (221') C: 266' (237') B: 260' (231') D: 276' (247')		LOC MDA(H) 380' (351')		Max Kts MDA(H)		
FULL		ALS out		ALS out		
A	1200m		1200m	1600m	100	
B					135	640' (602') - 2800m
C					180	740' (702') - 3600m
D			2000m		205	

PANS OPS

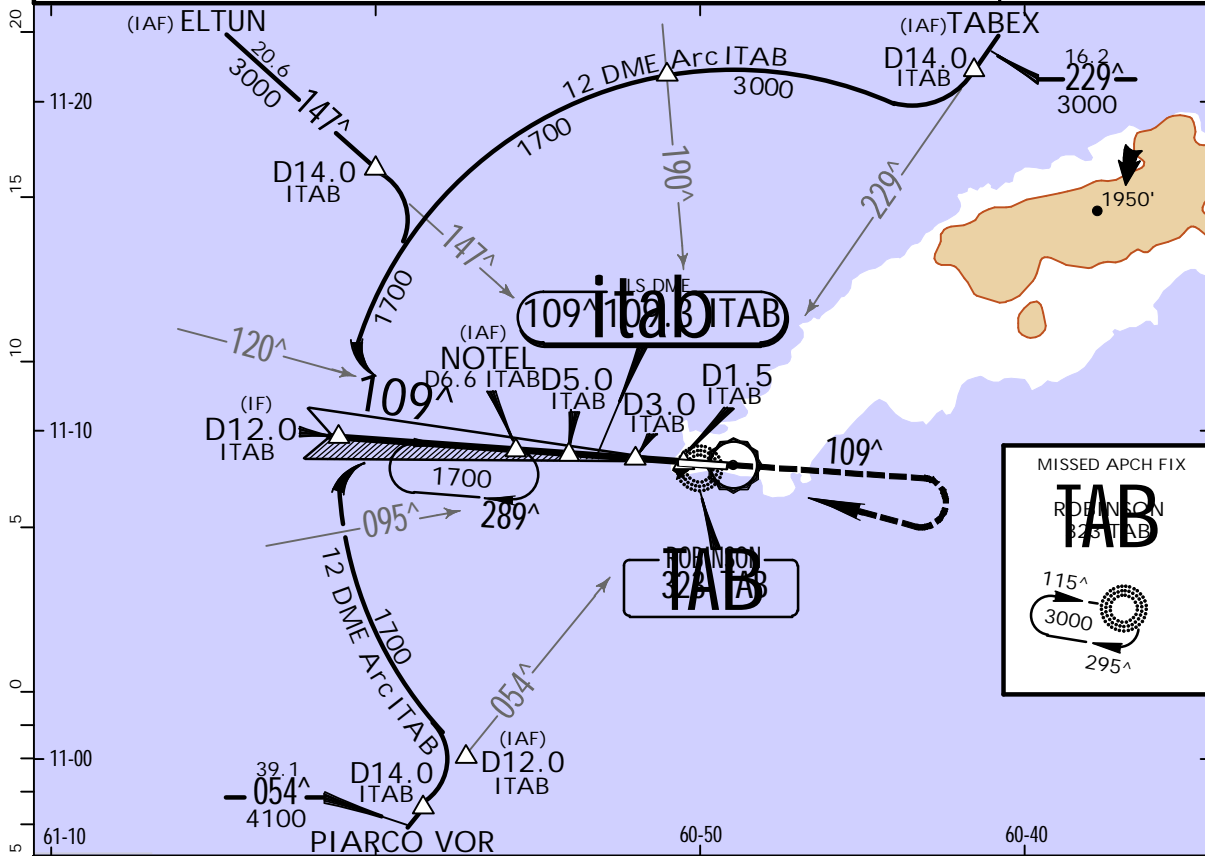
CHANGES: ATIS frequency added.

**TTCP/TAB**  
ROBINSON INTL

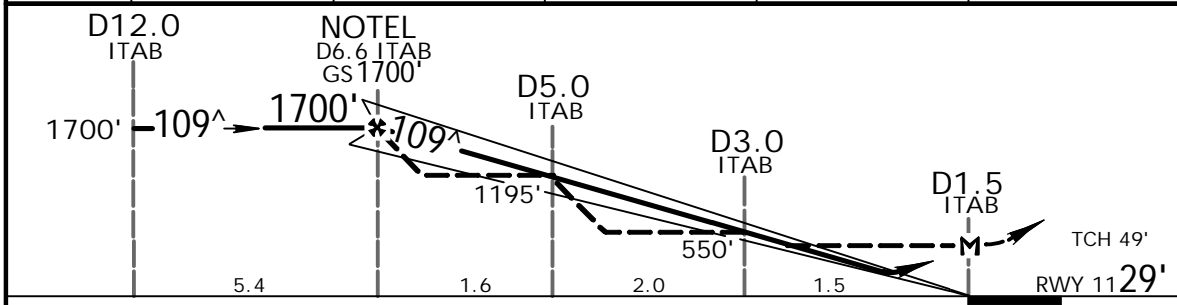
**JEPPESSEN**  
16 JAN 15 (11-2)

**SCARBOROUGH, TOBAGO I**  
ILS Z or LOC Z RWY 11

*ATIS 132.2	PIARCO Approach 119.0 119.55		*ROBINSON Tower 118.4	*Ground 121.7
LOC ITAB 109.3	Final Apch Crs 109 <sup>^</sup>	GS NOTEL 1700' (1671')	DA(H) Refer to Minimums	Apt Elev 38' Rwy 11 29'
MISSED APCH: Climb STRAIGHT AHEAD on 109 <sup>^</sup> to 2000', then turn RIGHT to return to TAB NDB at 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 55 Trans alt: 4100' 1. ADF and DME required. 2. Glideslope autocoupled approaches not authorized below 525' MSL. 3. Glideslope unusable beyond 2 <sup>^</sup> right of course.				MSA TAB NDB 1 2000' within 15 NM.



LOC (GS out)	GS INOP (Recommended descent 320ft per NM)				
	ITAB DME	6.0	5.0	4.0	3.0
	ALTITUDE	1510'	1190'	870'	550'



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI 2000' on 109 <sup>^</sup>	
GS	2.98 <sup>^</sup>	369	474	527	633	738		843
MAP at D1.5 ITAB or NOTEL to MAP	5.1	4:22	3:24	3:04	2:33	2:11		1:55

STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND		Circling Not Authorized to the North 
ILS DA(H) A: 250' (221') C: 266' (237') B: 260' (231') D: 276' (247')		LOC MDA(H) 380' (351')		Max Kts. MDA(H)		
FULL		ALS out		ALS out		
A	1200m		1200m	1600m	100	
B	1200m		1200m	1600m	135	640' (602')-2800m
C	1200m		1200m	1600m	180	740' (702')-3600m
D	1200m		1200m	1600m	205	740' (702')-3600m

# TTCP/TAB

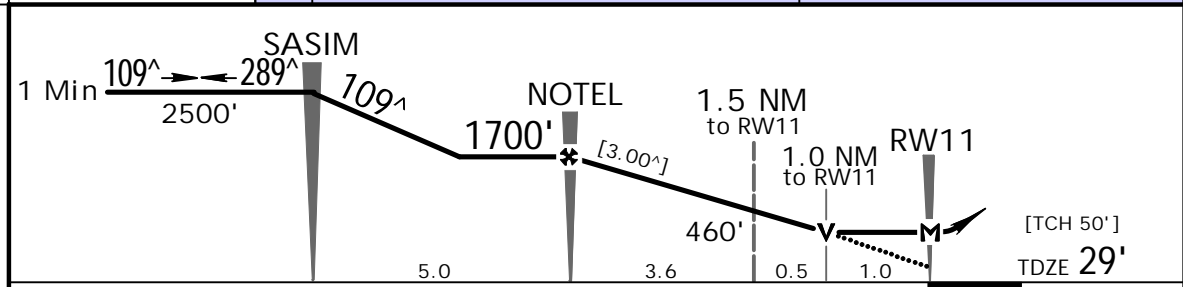
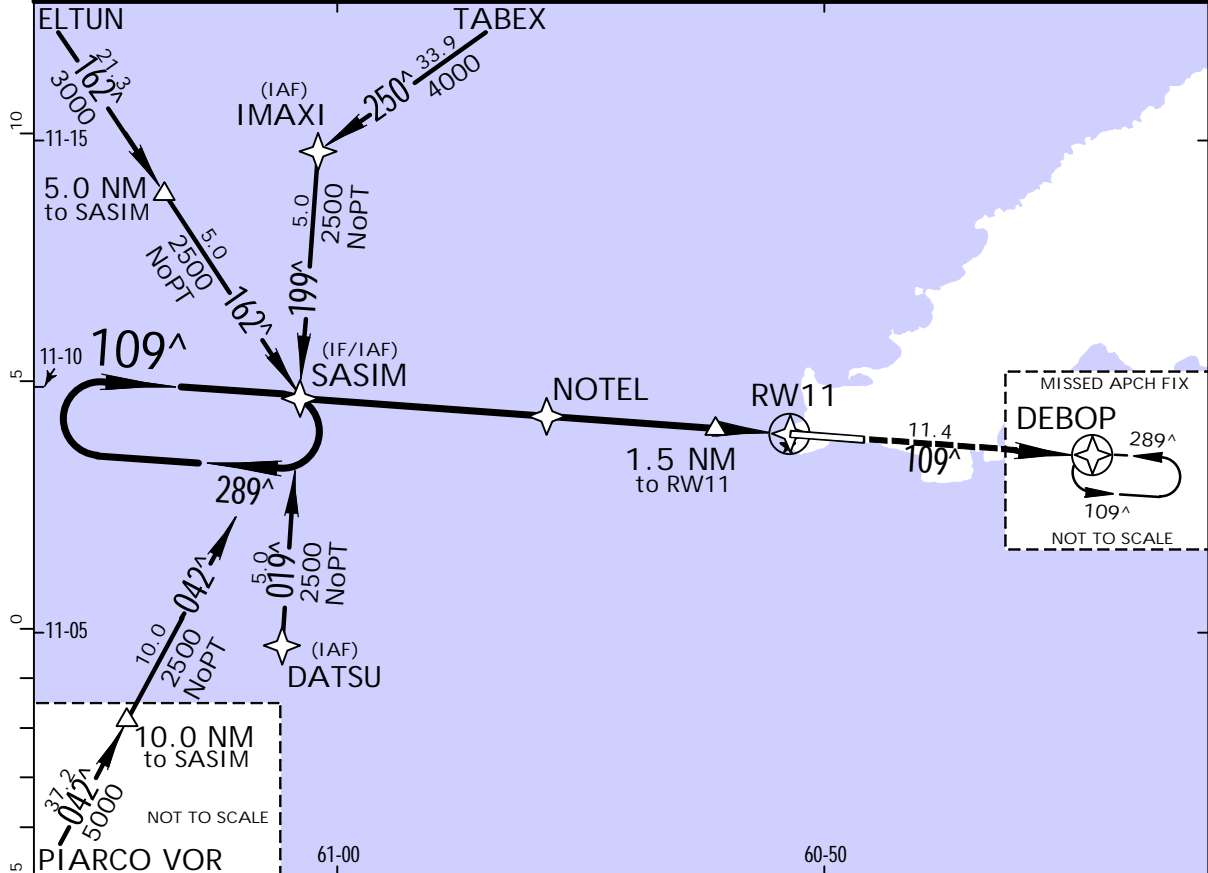
## ROBINSON INTL

JEPPESSEN  
16 JAN 15 (12-1)

# SCARBOROUGH TOBAGO I

## RNAV (GPS) Rwy 11

*ATIS 132.2		PIARCO Approach 119.0 119.55		*ROBINSON Tower 118.4	*Ground 121.7
RNAV	Final Apch Crs <b>109<sup>^</sup></b>	Minimum Alt NOTEL <b>1700'</b> (1671')	MDA(H) <b>380'</b> (351')	Apt Elev 38' TDZE <b>29'</b>	3000'  MSA RW11
MISSED APCH: Climb to 2500' direct DEBOP and hold, or as directed by ATC.					
Alt Set: hPa 1. GPS required.		TDZ Elev: 1 hPa	Trans level: FL 55	Trans alt: 4100'	



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI 2500'	DEBOP
Descent angle [3.00 <sup>^</sup> ]	372	478	531	637	743	849		
MAP at RW11								

STRAIGHT-IN LANDING RWY11			CIRCLE-TO-LAND		
MDA(H) <b>380'</b> (351')			Not Authorized North of Rwy 11-29		
ALS out			Max Kts	MDA(H)	
A			100	440' (402') -1600m	
B	1600m		135	530' (492') -1600m	
C			180	630' (592') -2400m	
D	2000m		205	730' (692') -3600m	

PANS OPS

CHANGES: ATIS frequency added.

# TTCP/TAB

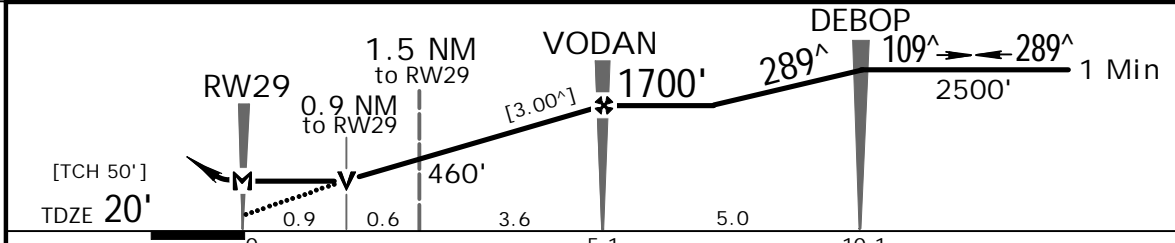
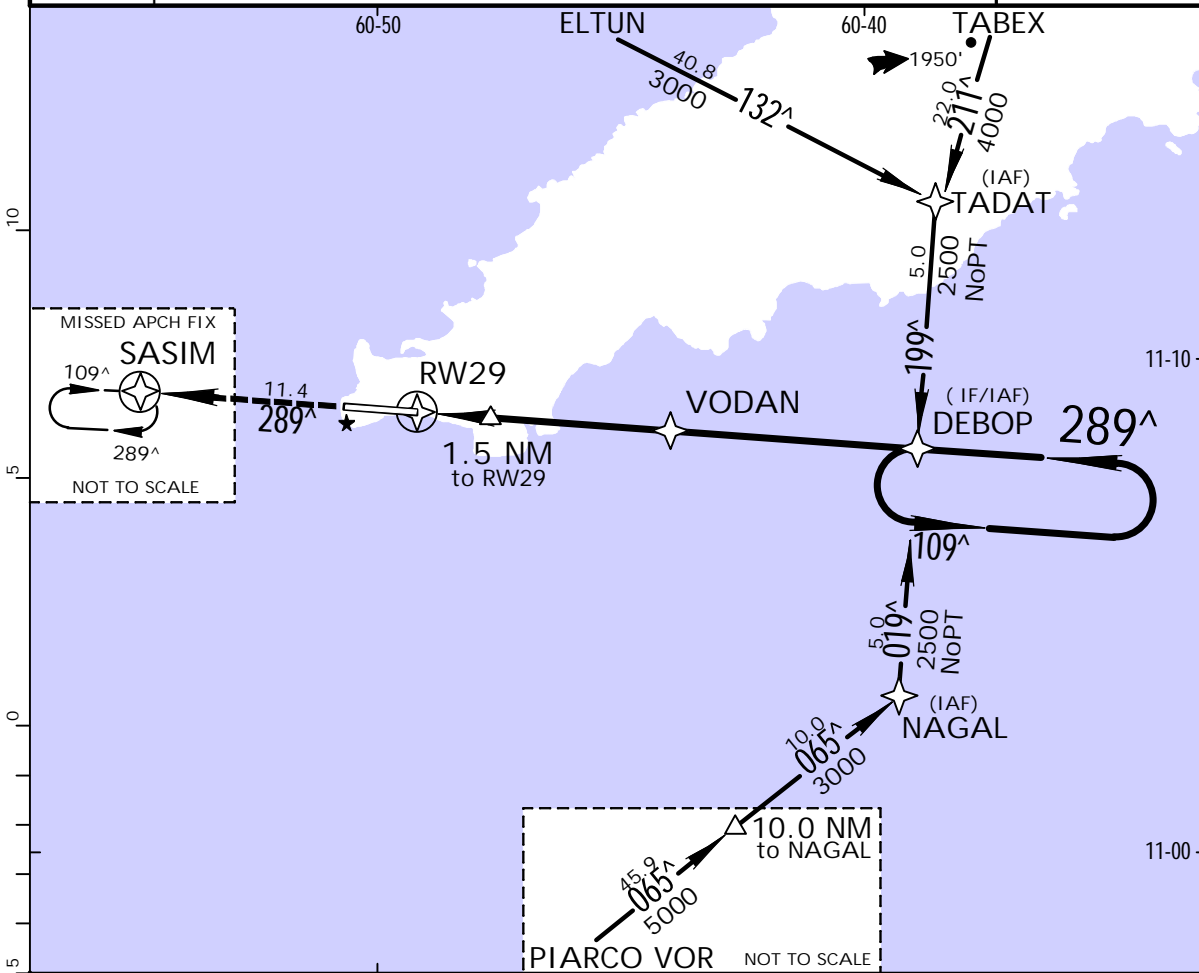
## ROBINSON INTL

**JEPPESSEN**  
16 JAN 15 (12-2)

# SCARBOROUGH TOBAGO I

## RNAV (GPS) Rwy 29

*ATIS 132.2		PIARCO Approach 119.0 119.55		*ROBINSON Tower 118.4	*Ground 121.7
RNAV	Final Apch Crs <b>289<sup>^</sup></b>	Minimum Alt VODAN <b>1700'</b> (1680')	MDA(H) <b>380'</b> (360')	Apt Elev 38' TDZE <b>20'</b>	3000'
MISSED APCH: Climb to 2500' direct SASIM and hold, or as directed by ATC.					
Alt Set: hPa 1. GPS required.		TDZ Elev: 1 hPa	Trans level: FL 55	Trans alt: 4100'	MSA RW29



Gnd speed-Kts	70	90	100	120	140	160	2500'	D → SASIM
Descent angle [3.00 <sup>^</sup> ]	372	478	531	637	743	849		
MAP at RW29								

STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND	
MDA(H) <b>380'</b> (360')		Not Authorized North of Rwy 11-29	

PANS OPS	A	1600m	Max Kts	MDA(H)
	B		100	440' (402') - 1600m
	C		135	530' (492') - 1600m
	D		180	630' (592') - 2400m
			205	730' (692') - 3600m

CHANGES: ATIS frequency added.



# TTCP/TAB

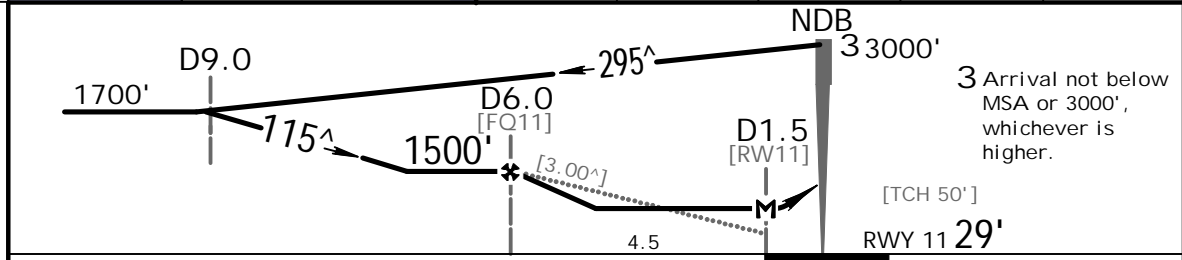
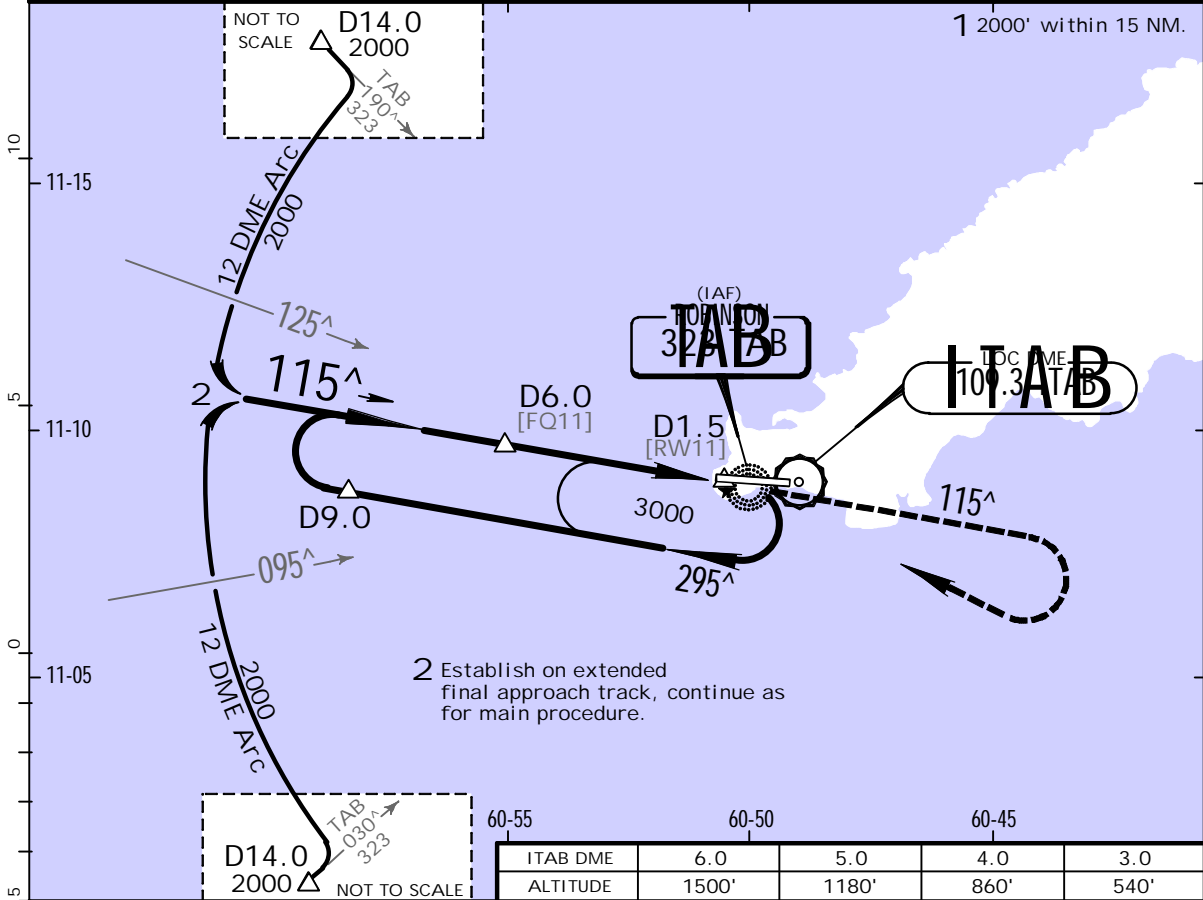
ROBINSON INTL

**JEPPESEN**  
16 JAN 15 (16-1)

# SCARBOROUGH, TOBAGO I

NDB DME RWY 11

*ATIS 132.2	PIARCO Approach 119.0 119.55		*ROBINSON Tower 118.4	*Ground 121.7
NDB TAB 323	Final Apch Crs 115 <sup>^</sup>	Minimum Alt D6.0 1500' (1471')	MDA(H) 460' (431')	Apt Elev 38' Rwy 11 29'
MISSED APCH: Climb STRAIGHT AHEAD on 115 <sup>^</sup> to 2000', then turn RIGHT to return to TAB NDB at 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 55 Trans alt: 4100' 1. Final approach track offset by 6°. 2. Final approach track intercepts runway centerline at D2.3 or 0.8 NM from Threshold Rwy 11.				
MSA TAB NDB				



Gnd speed-Kts	70	90	100	120	140	160	SALS	2000'	3000'	TAB 323
Descent angle [3.00 <sup>^</sup> ]	372	478	531	637	743	849	PAPI	↑ on 115 <sup>^</sup>	RT	
MAP at D1.5										

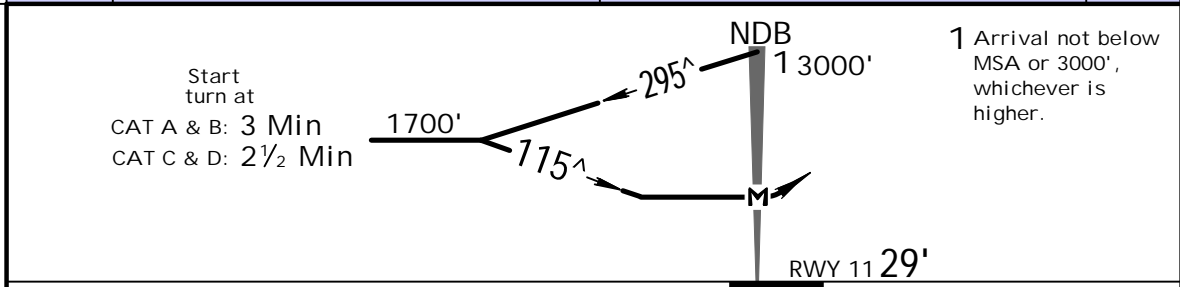
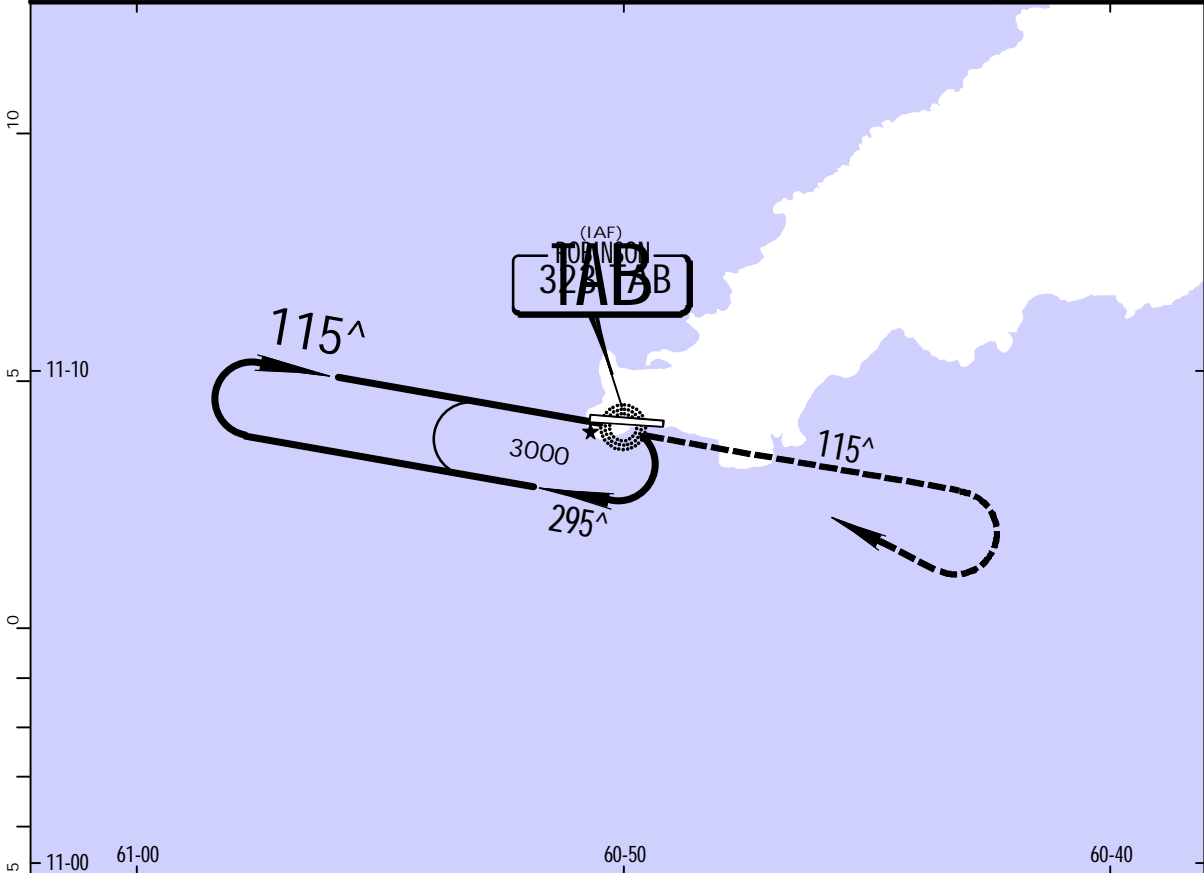
STRAIGHT-IN LANDING RWY 11		CIRCLE-TO-LAND		Circling Not Authorized to the North 
MDA(H) 460' (431')		MDA(H)		
	ALS out	Max Kts		
A	1200m	100	540' (502')-1600m	
B		135		
C	2000m	180	640' (602')-2800m	
D	2400m	205	740' (702')-3600m	

CHANGES: ATIS frequency added.

**TTCP/TAB**  
ROBINSON INTL

**JEPPESEN SCARBOROUGH, TOBAGO I**  
16 JAN 15 (16-2) **NDB Rwy 11**

*ATIS 132.2	PIARCO Approach 119.0 119.55		*ROBINSON Tower 118.4	*Ground 121.7
NDB TAB 323	Final Apch Crs 115 <sup>^</sup>	No FAF	MDA(H) 500' (471')	Apt Elev 38' Rwy 11 29'
MISSED APCH: Climb STRAIGHT AHEAD on 115 <sup>^</sup> to 2000', then RIGHT turn to return to TAB NDB at 3000' or as directed by ATC.				
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 55 Trans alt: 4100' 1. Final approach track offset by 6°. 2. Final approach track intercepts runway centerline at 0.8 NM from Threshold Rwy 11.				
MSA TAB NDB				



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI	2000'	on 115 <sup>^</sup>	3000'	TAB 323
Descent Gradient 5.2%	369	474	527	632	737	843		↑		RT	
MAP at NDB											

STRAIGHT-IN LANDING RWY11				CIRCLE-TO-LAND		Circling Not Authorized to the North 
MDA(H) 500' (471')				MDA(H)		
ALS out				Max Kts.		
A	1200m	1600m	100	540' (502') - 1600m		
B			135	640' (602') - 2800m		
C	2000m		180	740' (702') - 3600m		
D	2400m		205			

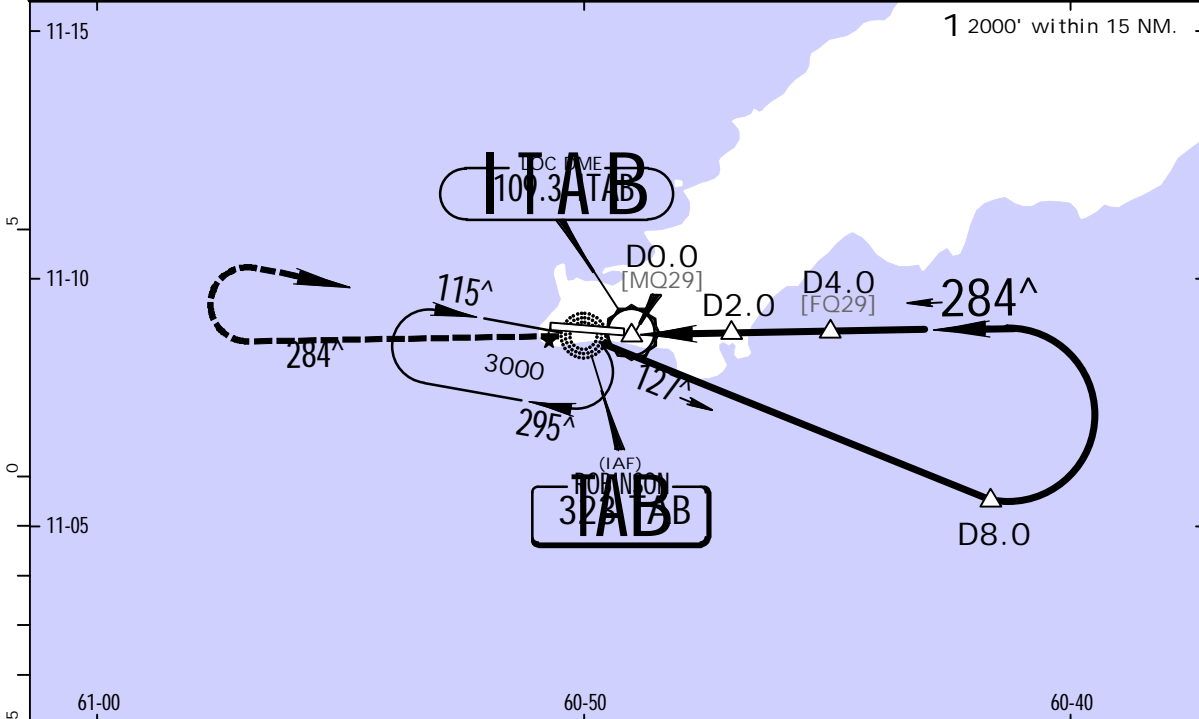
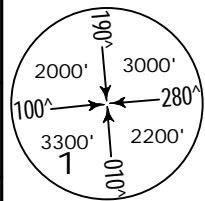
PANS OPS

**TTCP/TAB**  
ROBINSON INTL

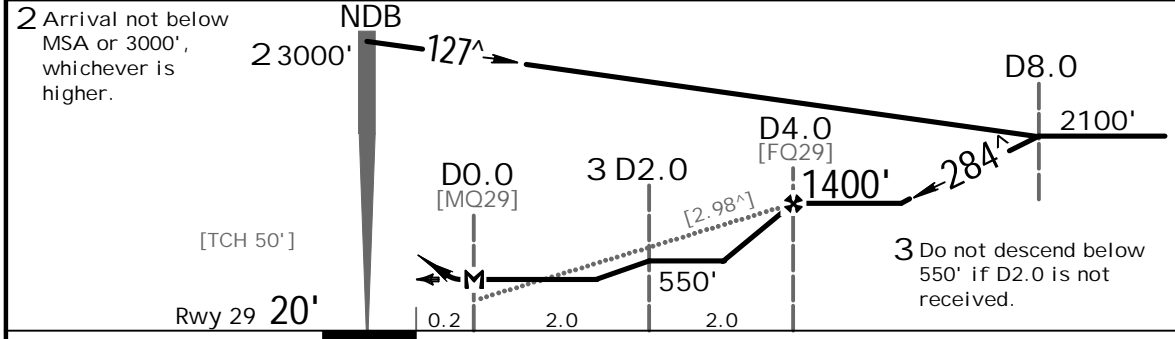
**JEPPESEN**  
16 JAN 15 (16-3)

**SCARBOROUGH, TOBAGO I**  
CAT C & D NDB DME Rwy 29

*ATIS 132.2		PIARCO Approach 119.0 119.55		*ROBINSON Tower 118.4	*Ground 121.7
NDB TAB 323	Final Apch Crs 284 <sup>^</sup>	Minimum Alt D4.0 1400' (1380')	MDA(H) (CONDITIONAL) 460' (440')	Apt Elev 38' Rwy 29 20'	
Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: FL 55      Trans alt: 4100' 1. Final approach track offset by 5 <sup>^</sup> . 2. DME located 1102' (336m) before threshold on extended centerline.					



ITAB DME	2.0	3.0	4.0
ALTITUDE	760'	1080'	1400'



Gnd speed-Kts	70	90	100	120	140	160	2000' ↑ on 284 <sup>^</sup>	3000' RT	TAB 323
Descent angle [2.98 <sup>^</sup> ]	369	474	527	633	738	843			
MAP at D0.0									

STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND		Circling Not Authorized to the North  
MDA(H) 460' (440') With D2.0	MDA(H) 550' (530') Without D2.0	Max Kts	MDA(H)	
A NOT APPLICABLE	A NOT APPLICABLE	A	NOT APPLICABLE	
B NOT APPLICABLE	B NOT APPLICABLE	B	NOT APPLICABLE	
C 2000m	2400m	180	630' (592') - 2400m	
D 2400m	2800m	205	730' (692') - 3600m	

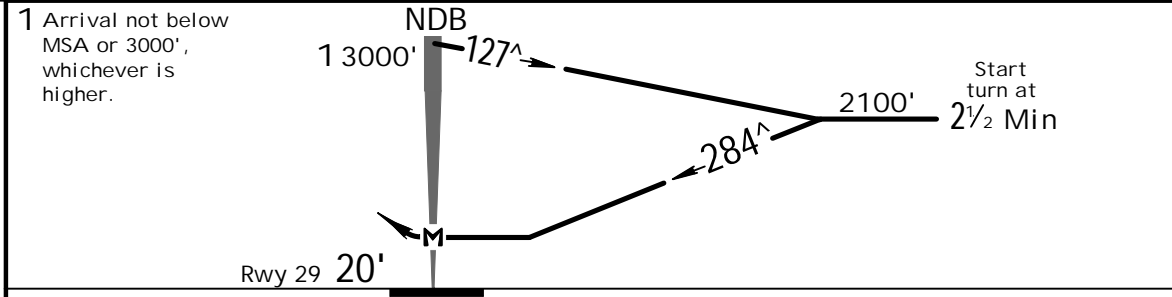
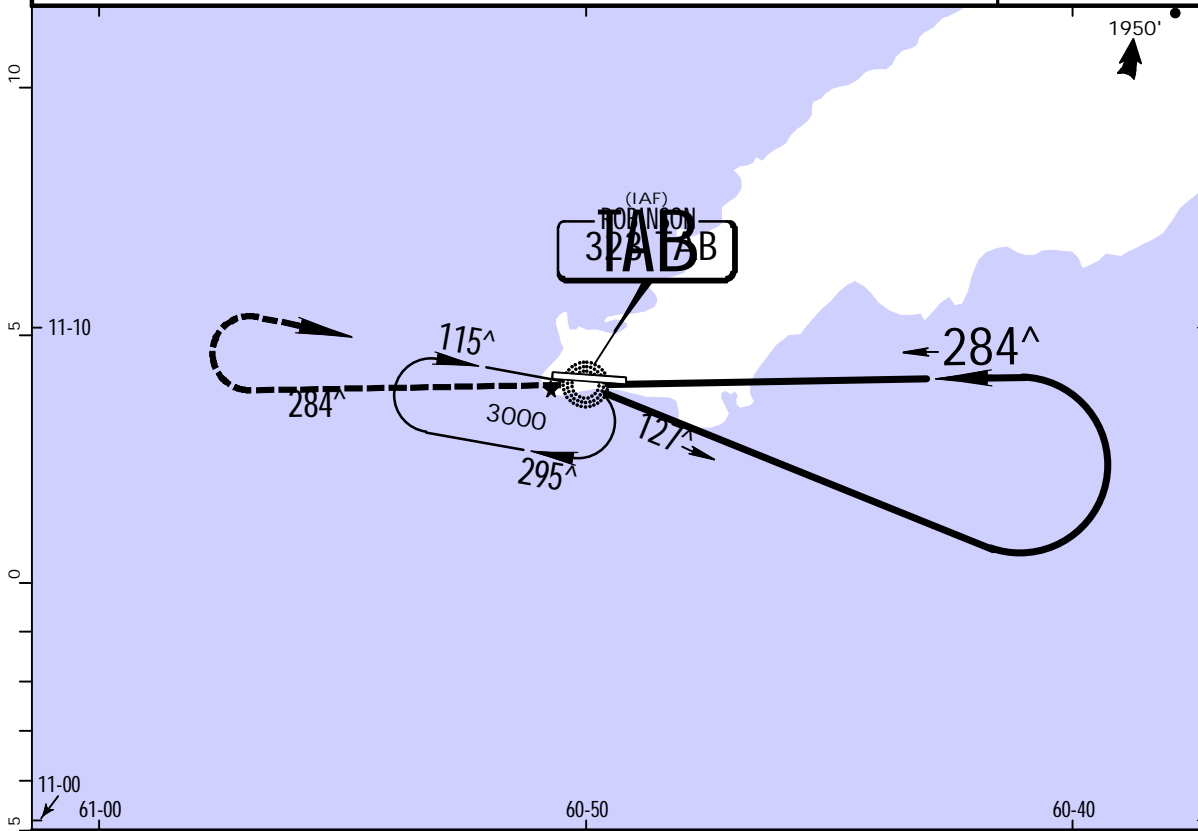
PANS OPS

**TTCP/TAB**  
ROBINSON INTL

**JEPPESEN**  
16 JAN 15 (16-4)

**SCARBOROUGH, TOBAGO I**  
CAT C & D NDB Rwy 29

*ATIS 132.2		PIARCO Approach 119.0 119.55		*ROBINSON Tower 118.4	*Ground 121.7
NDB TAB 323	Final Apch Crs 284 <sup>^</sup>	No FAF		MDA(H) 960' (940')	Apt Elev 38' Rwy 29 20'
MISSED APCH: Climb STRAIGHT AHEAD on 284 <sup>^</sup> to 2000', then turn RIGHT to return to TAB NDB at 3000' or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 55 Trans alt: 4100' 1. Final approach track offset by 5 <sup>^</sup> . 2. Final approach track intercepts runway centerline at 0.8 NM from Threshold Rwy 29.					



Gnd speed-Kts	70	90	100	120	140	160	2000' ↑ 284 <sup>^</sup>	3000' RT TAB 323
Descent Gradient 5.2%	369	474	527	632	737	843		
MAP at NDB								

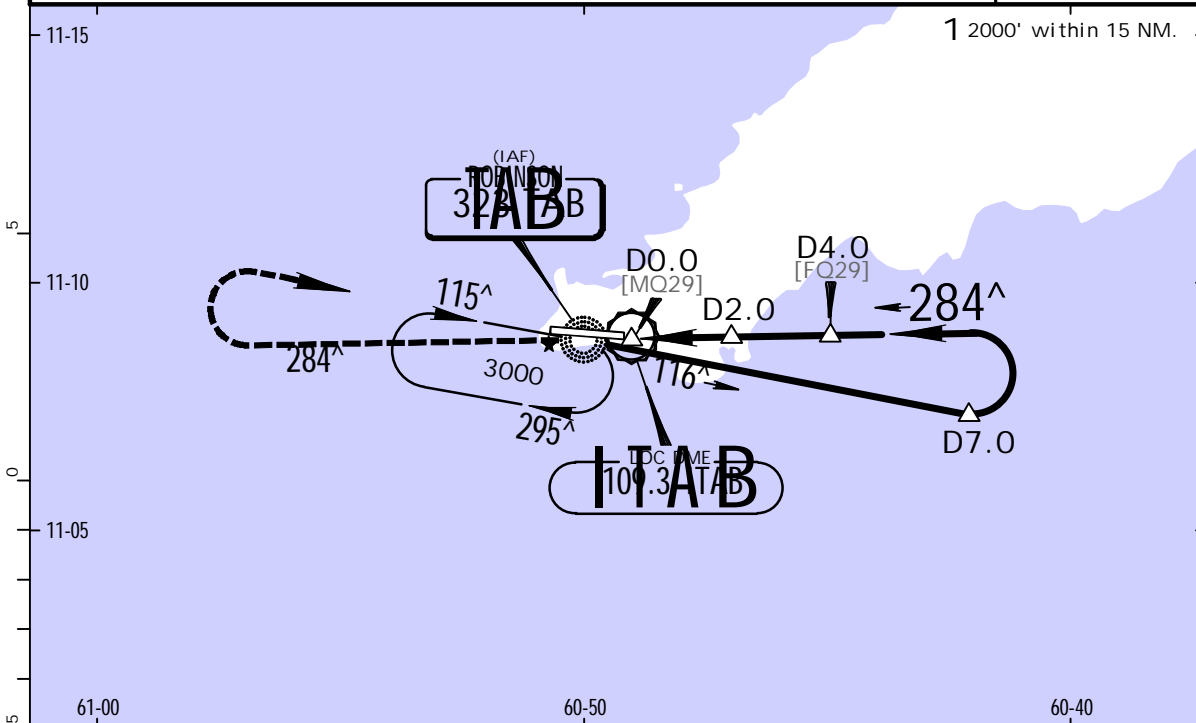
STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND		Circling Not Authorized to the North 
MDA(H) 960' (940')		MDA(H)		
A	NOT APPLICABLE	A	NOT APPLICABLE	
B		B		
C	4400m	180	960' (922') - 4400m	
D	4800m	205	960' (922') - 4800m	

**TTCP/TAB**  
ROBINSON INTL

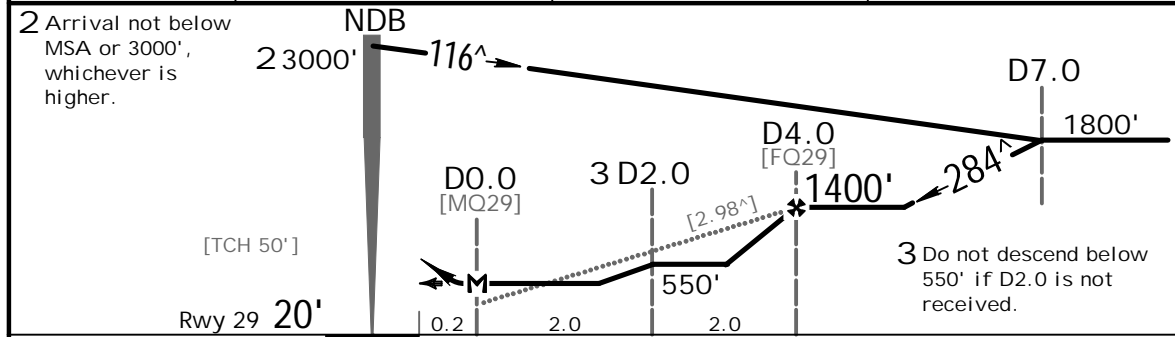
**JEPPESEN**  
16 JAN 15 (16-5)

**SCARBOROUGH, TOBAGO I**  
CAT A & B NDB DME Rwy 29

*ATIS 132.2		PIARCO Approach 119.0 119.55		*ROBINSON Tower 118.4		*Ground 121.7		
NDB TAB 323	Final Apch Crs 284 <sup>^</sup>	Minimum Alt D4.0 1400' (1380')	MDA(H) (CONDITIONAL) 460' (440')	Apt Elev 38' Rwy 29 20'		<p>MSA TAB NDB</p>		
<p>MISSED APCH: Climb STRAIGHT AHEAD on 284<sup>^</sup> to 2000', then turn RIGHT to return to TAB NDB at 3000' or as directed by ATC.</p>								
<p>Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: FL 55      Trans alt: 4100'</p> <p>1. Final approach track offset by 5<sup>^</sup>. 2. DME located 1102' (336m) before threshold on extended centerline.</p>								



ITAB DME	2.0	3.0	4.0
ALTITUDE	760'	1080'	1400'



Gnd speed-Kts	70	90	100	120	140	160	2000' on 284 <sup>^</sup>	3000' RT	TAB 323
Descent angle [2.98 <sup>^</sup> ]	369	474	527	633	738	843			
MAP at D0.0									

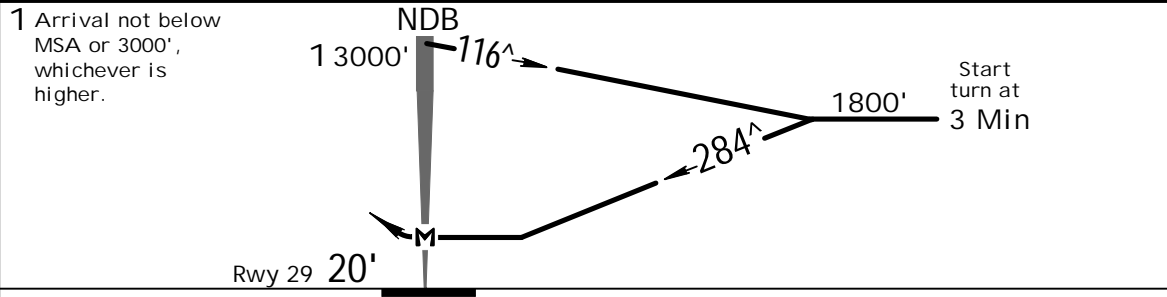
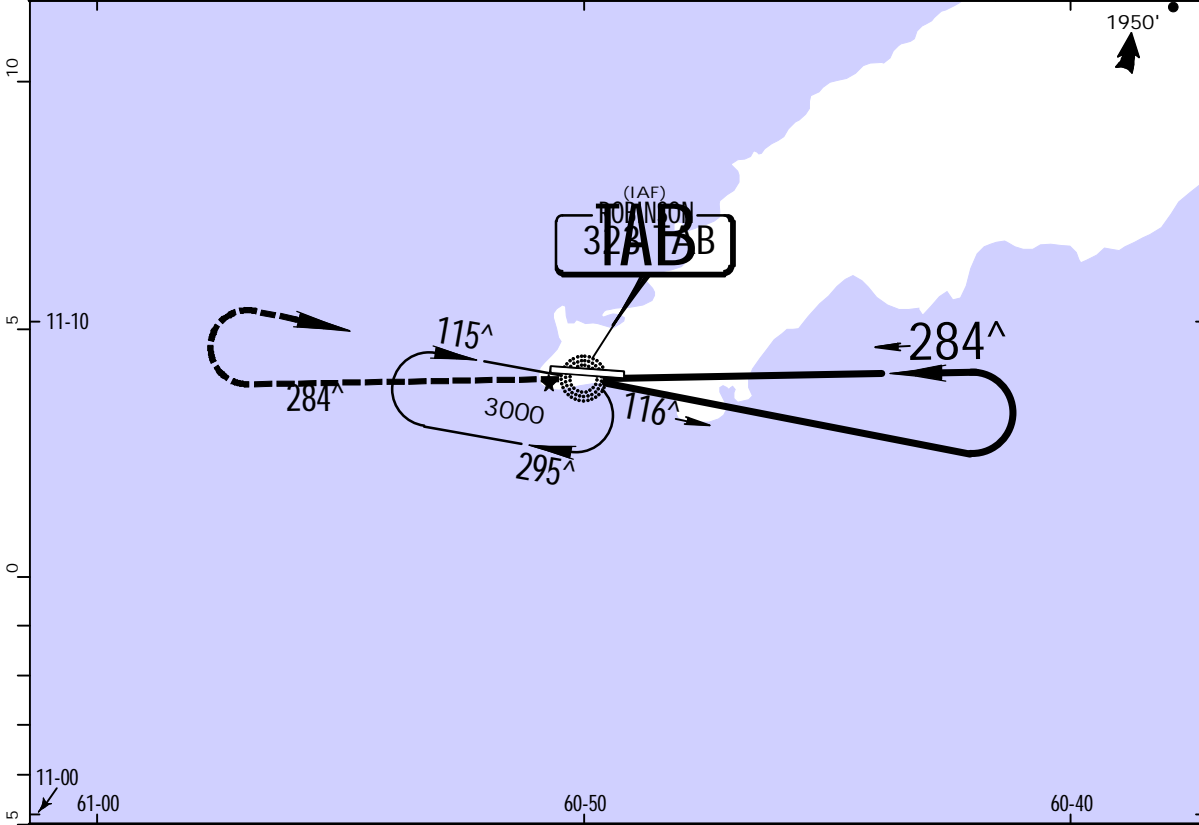
STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND		<p>Circling Not Authorized to the North</p>
MDA(H) 460' (440') With D2.0	MDA(H) 550' (530') Without D2.0	MDA(H) 550' (512')-1600m		
1600m	1600m	NOT APPLICABLE		
NOT APPLICABLE	NOT APPLICABLE	NOT APPLICABLE		

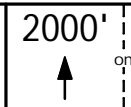

**TTCP/TAB**  
ROBINSON INTL

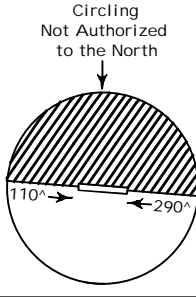
**JEPPESEN**  
16 JAN 15 (16-6)

**SCARBOROUGH, TOBAGO I**  
CAT A & B NDB Rwy 29

BRIEFING STRIP™	*ATIS 132.2		PIARCO Approach 119.0 119.55		*ROBINSON Tower 118.4	*Ground 121.7
	NDB TAB 323	Final Apch Crs 284 <sup>^</sup>	No FAF		MDA(H) 960' (940')	Apt Elev 38' Rwy 29 20'
	MISSED APCH: Climb STRAIGHT AHEAD on 284 <sup>^</sup> to 2000', then turn RIGHT to return to TAB NDB at 3000' or as directed by ATC.					
Alt Set: hPa      Rwy Elev: 1 hPa      Trans level: FL 55      Trans alt: 4100'						
1. Final approach track offset by 5 <sup>^</sup> . 2. Final approach track intercepts runway centerline at 0.8 NM from Threshold Rwy 29.						MSA TAB NDB



Gnd speed-Kts	70	90	100	120	140	160			TAB 323
Descent Gradient	5.2%	369	474	527	632	737			
MAP at NDB									

STRAIGHT-IN LANDING RWY 29		CIRCLE-TO-LAND		
MDA(H) 960' (940')		MDA(H) 960' (922') - 2000m		
A	2000m	C	NOT APPLICABLE	
B	NOT APPLICABLE	D	NOT APPLICABLE	

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
-----	-----------------	-------	----------	----------

**SCARBOROUGH, (ROBINSON INTL - TTCP)**

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport TTCP