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Revision Letter For Cycle 13-2015

Change Notices

Notebook

General Information

Location: CANOUAN VCT
ICAO: TVSC
Lat/Long: N 12 42.0 W 061 20.7
Elevation: 16 ft

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

Customs: Yes
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Night VFR Capable

Sunrise: 0943 Z
Sunset: 2235 Z

Runway Information

Runway: 13
Length x Width: 5876 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 11 ft
Lighting: Edge
Displaced Threshold: 490 ft

Runway: 31
Length x Width: 5876 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge
Displaced Threshold: 196 ft

Communication Information

Canouan Tower: 118.050
Canouan Ground: 121.600
E T Joshua Approach: 120.800

TVSC

Apt Elev 16'

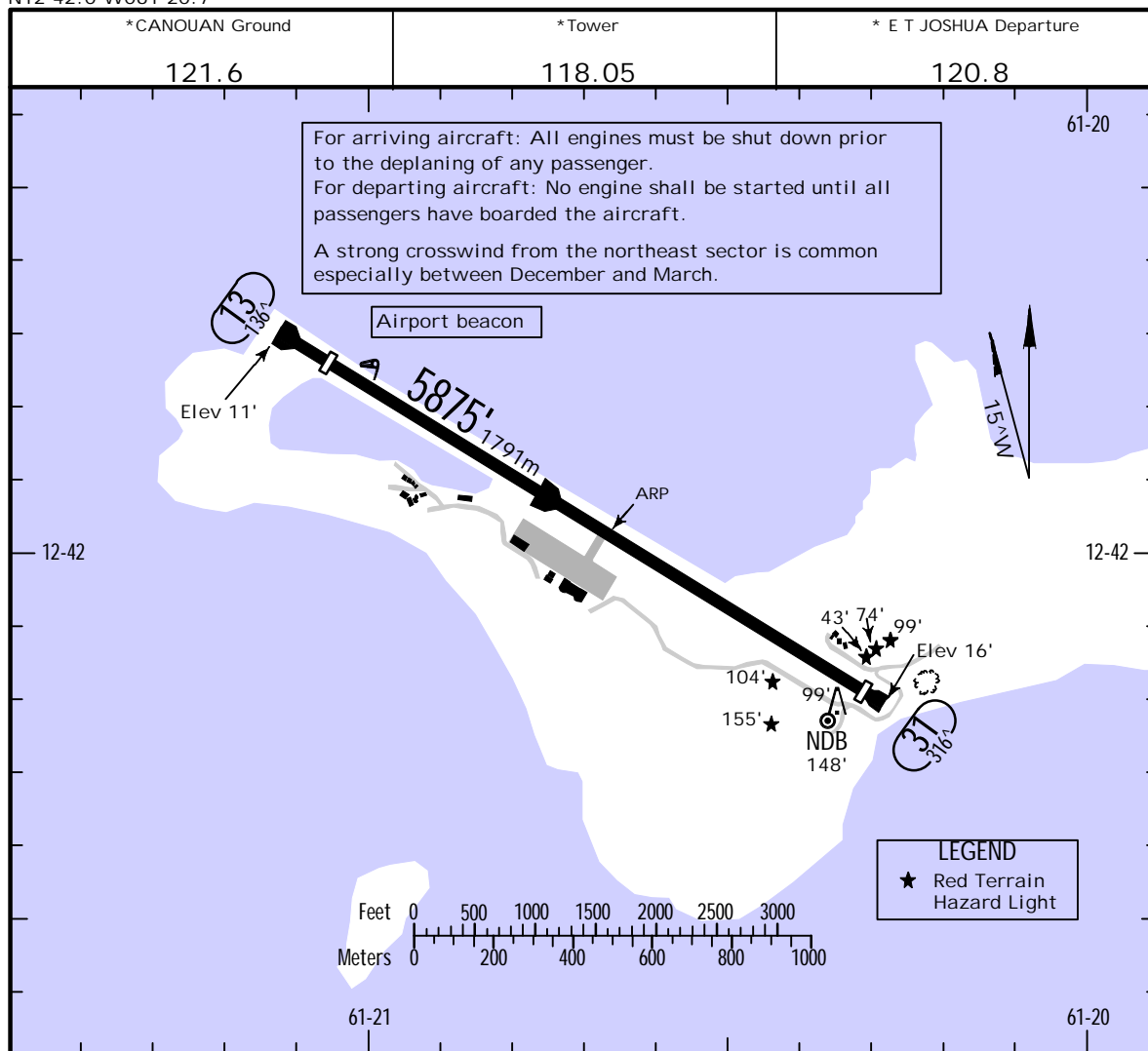
N12 42.0 W061 20.7

JEPPESEN

CANOUAN, ST VINCENT

9 JAN 09 (10-9) .Eff.15.Jan.

CANOUAN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
13	RL ALS PAPI-L (angle 3.0°)	5385' 1641m			98'
31	RL	5679' 1731m			30m

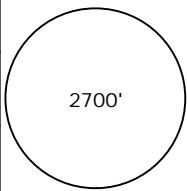
TAKE-OFF

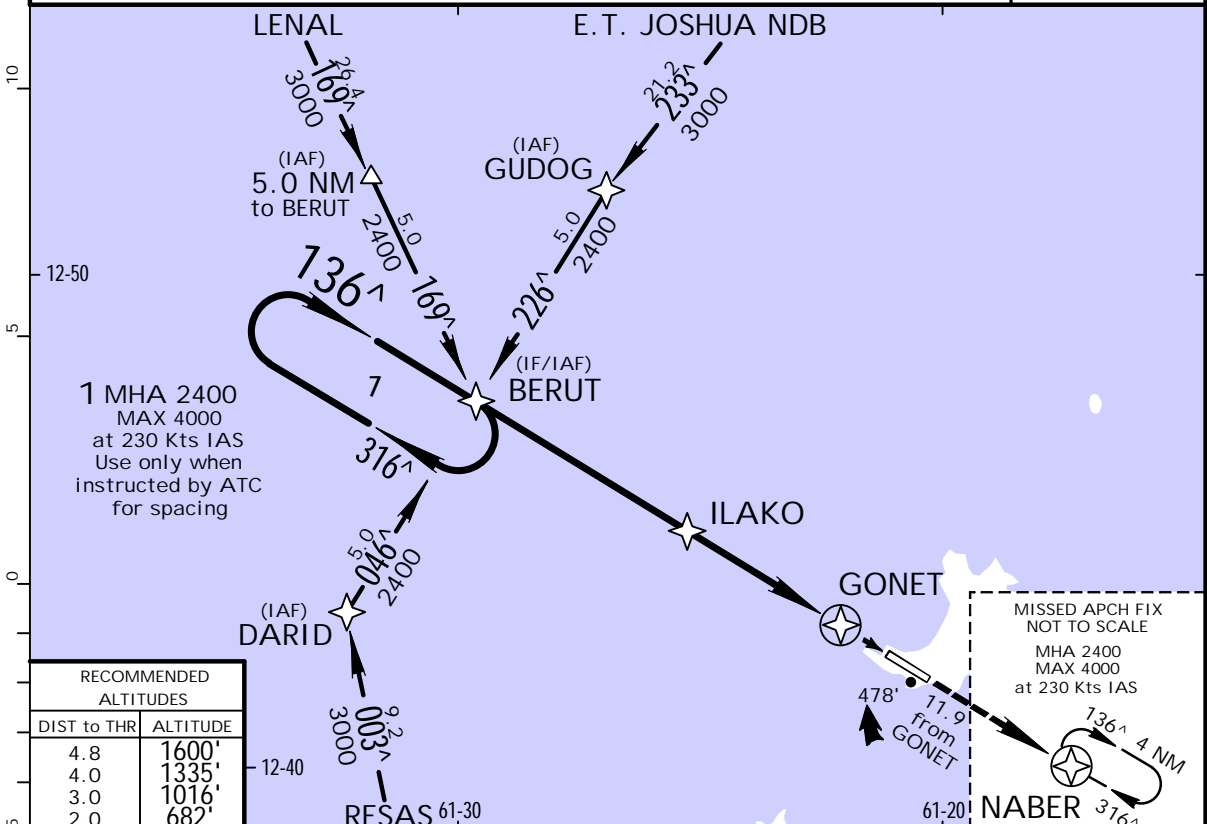
	AIR CARRIER All Rwy's	AIR CARRIER (FAR 121) All Rwy's Adequate Vis Ref	
	A	400m	2 Eng
B	3 & 4 Eng		
C			
D			

TVSC
CANOUAN

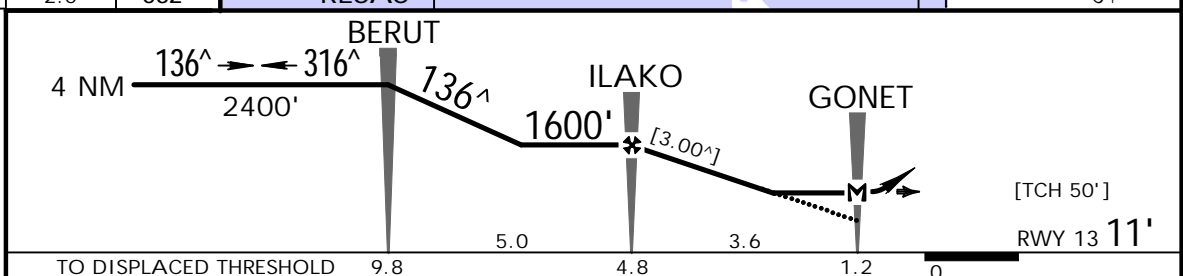
JEPPESEN
9 JAN 09
Eff. 15 Jan. (12-1) CAT A, B & C


CANOUAN, ST VINCENT
RNAV (GNSS) Rwy 13

* E T JOSHUA Approach		* CANOUAN Tower		* Ground	
120.8		118.05		121.6	
RNAV	Final Apch Crs 136[^]	Minimum Alt ILAKO 1600' (1589')	MDA(H) 480' (469')	Apt Elev 16' RWY 13 11'	 2700' MSA ARP
MISSED APCH: Climb to 2400' direct NABER and hold, or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 4200'					
1. CAUTION: Terrain up to 478' in close proximity to the runway ends. 2. The highest red hazard lights on Glossy Hill and Taffia Hill must be operational for night operations. 3. Unless ATC clearance is obtained for an RNAV/GNSS procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to conventional ground-based navigation aids.					



RECOMMENDED ALTITUDES	
DIST to THR	ALTITUDE
4.8	1600'
4.0	1335'
3.0	1016'
2.0	682'



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L	2400'	 NABER
Descent angle [3.00 [^]] or Desc Grad 5.2%	372	478	531	637	743	849			
MAP at GONET									

STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
MDA(H) 480' (469')		Not Authorized North of Runway	
ALS out		Max Kts	MDA(H)
A	2200m	100	780'(764') - 2200m
B		135	880'(864') - 4000m
C		180	
D	NOT APPLICABLE	D	NOT APPLICABLE

PANS OPS

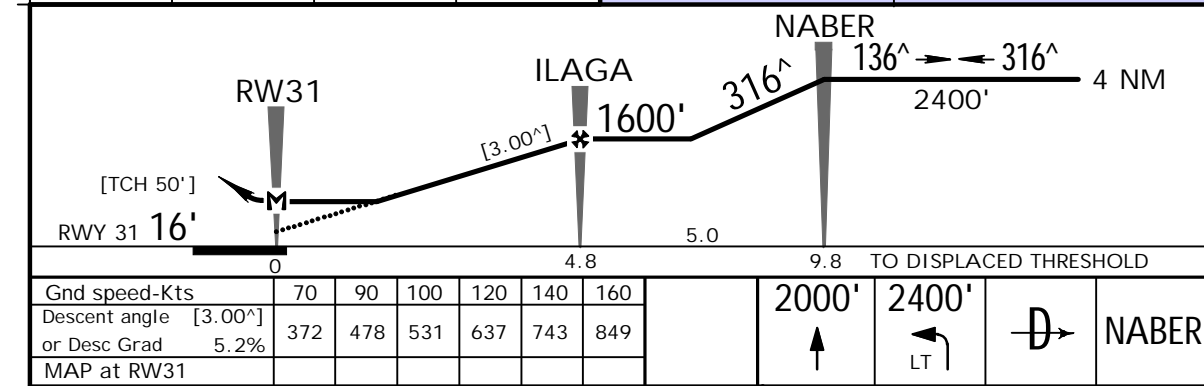
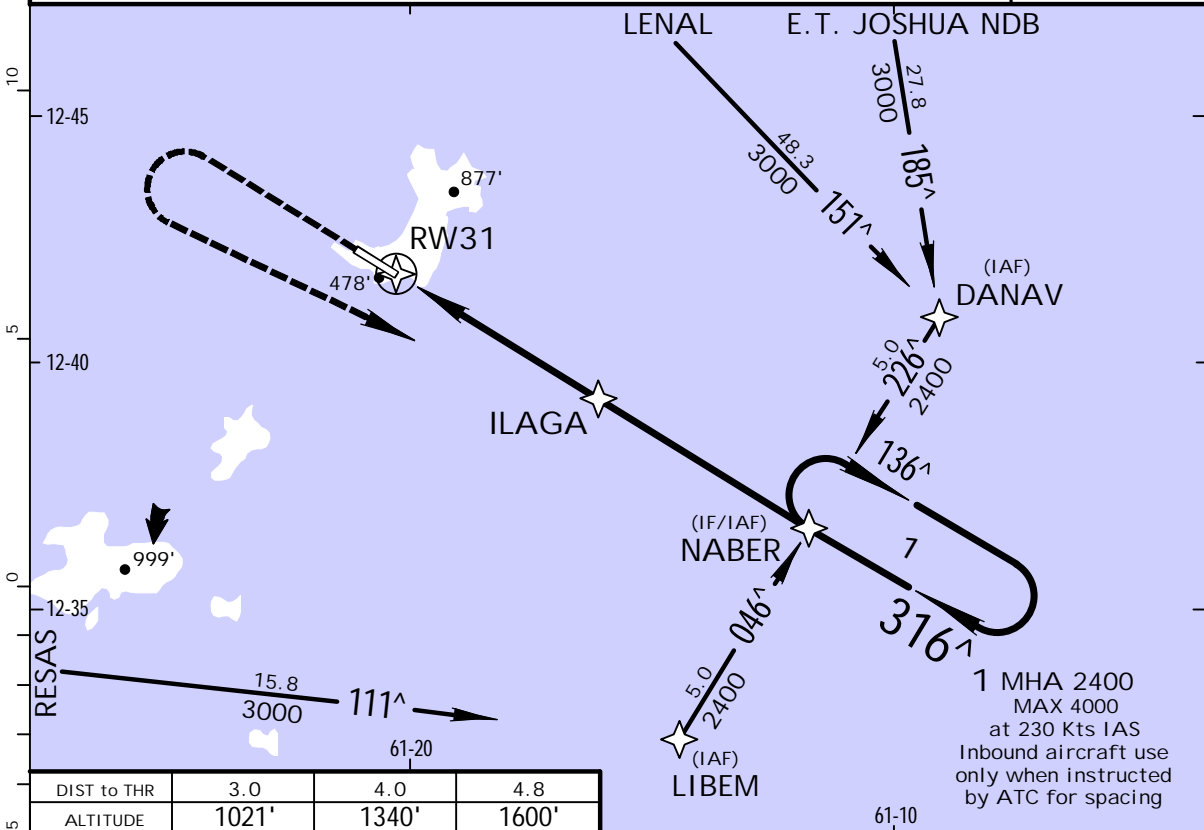
CHANGES: New procedure.

TVSC
CANOUAN

JEPESEN
9 JAN 09
Eff. 15 Jan. (12-2) CAT A, B & C

CANOUAN, ST VINCENT
RNAV (GNSS) Rwy 31

* E T JOSHUA Approach		*CANOUAN Tower		*Ground	
120.8		118.05		121.6	
RNAV	Final Apch Crs 316 [^]	Minimum Alt ILAGA 1600' (1584')	MDA(H) 730' (714')	Apt Elev 16' RWY 31 16'	2700'
MISSED APCH: Climb STRAIGHT AHEAD to 2000', then climbing LEFT turn to 2400' direct NABER and hold, or as directed by ATC.					
Alt Set: hPa Rwy Elev: 1 hPa Trans level: By ATC Trans alt: 4200'					
1. CAUTION: Terrain up to 478' in close proximity to the runway ends. 2. The highest red hazard lights on Glossy Hill and Taffia Hill must be operational for night operations. 3. Unless ATC clearance is obtained for an RNAV/GNSS procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to conventional ground-based navigation aids.					MSA ARP



STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
MDA(H) 730' (714')				Not Authorized North of Runway			
A	1600m			Max Kts	MDA(H)		
B				100	780' (764') - 1600m		
C	3200m			135	780' (764') - 2000m		
D	NOT APPLICABLE			180	880' (864') - 4000m		
				D	NOT APPLICABLE		

CHANGES: New procedure.

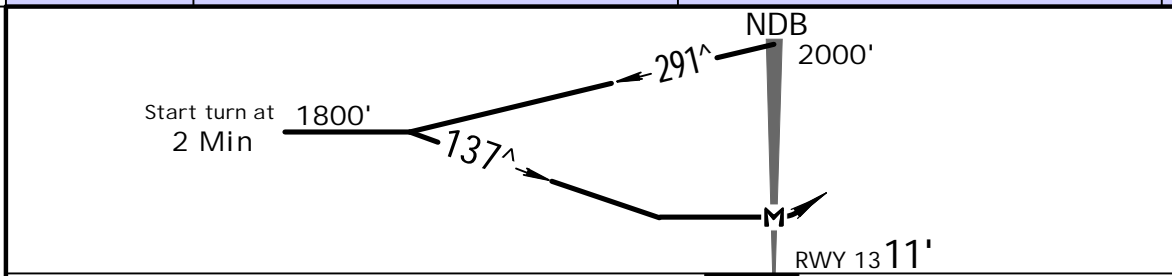
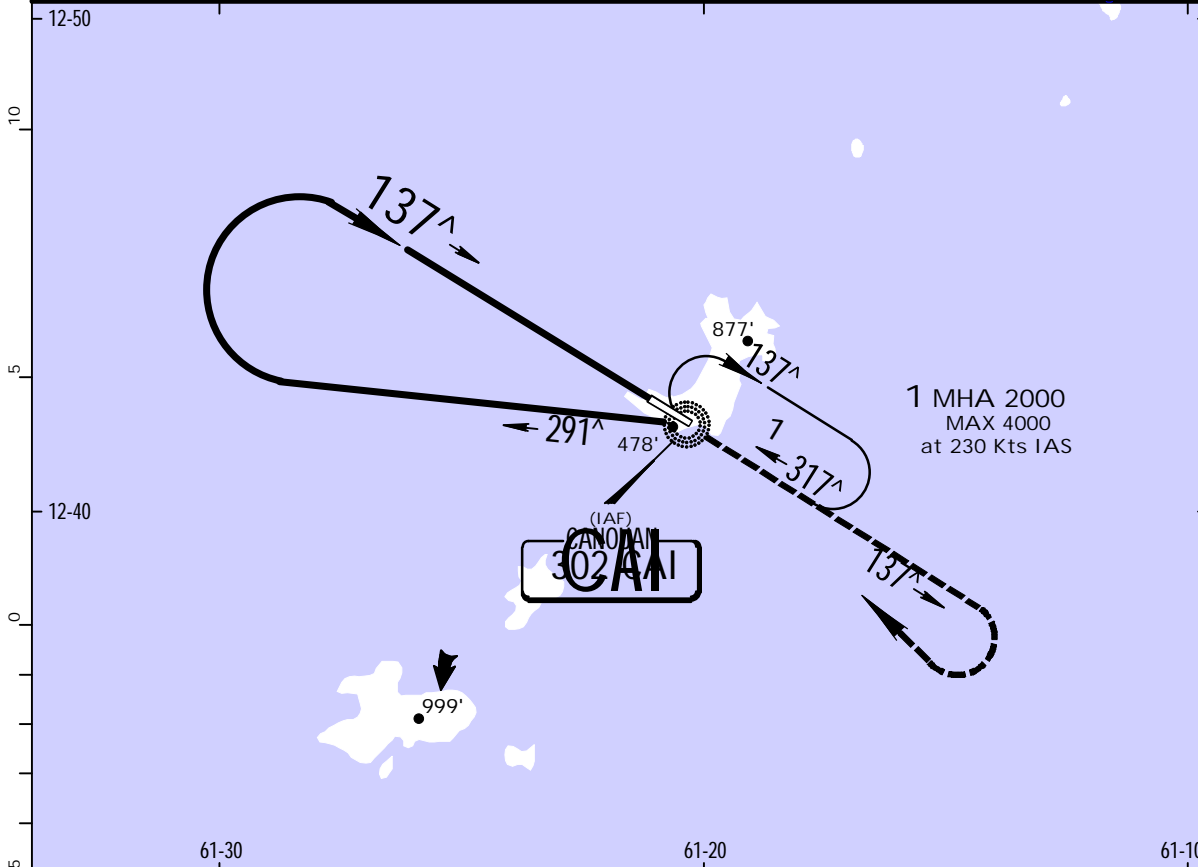
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9 JAN 09
.Eff.15.Jan. (16-1)

CANOUAN, ST VINCENT
CAT C
NDB X Rwy 13

* E T JOSHUA Approach 120.8		*CANOUAN Tower 118.05		*Ground 121.6	
NDB CAI 302	Final Apch Crs 137^	No FAF	MDA(H) 780' (769')	Apt Elev 16' RWY 13 11'	2700'
MISSED APCH: Climb to 2000' on 137^ bearing from CAI NDB, then turn RIGHT direct CAI NDB and hold, or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 4200' 1. CAUTION: Terrain up to 478' in close proximity to the runway ends. 2. The highest red hazard lights on Glossy Hill and Taffia Hill must be operational for night operations.					
					MSA CAI NDB



ALS	2000'	CAI
PAPI-L	↑	302
		on 137^

STRAIGHT-IN LANDING RWY 13 MDA(H) 780' (769')		CIRCLE-TO-LAND Not Authorized North of Runway	
ALS out		MDA(H)	
A	NOT APPLICABLE	Max Kts	NOT APPLICABLE
B	NOT APPLICABLE	A	NOT APPLICABLE
C	3600m	B	NOT APPLICABLE
D	NOT APPLICABLE	C	880'(864') - 4000m
		D	NOT APPLICABLE

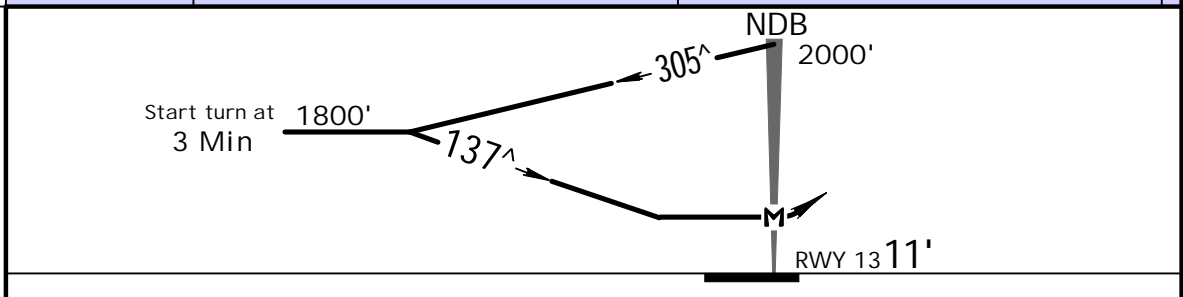
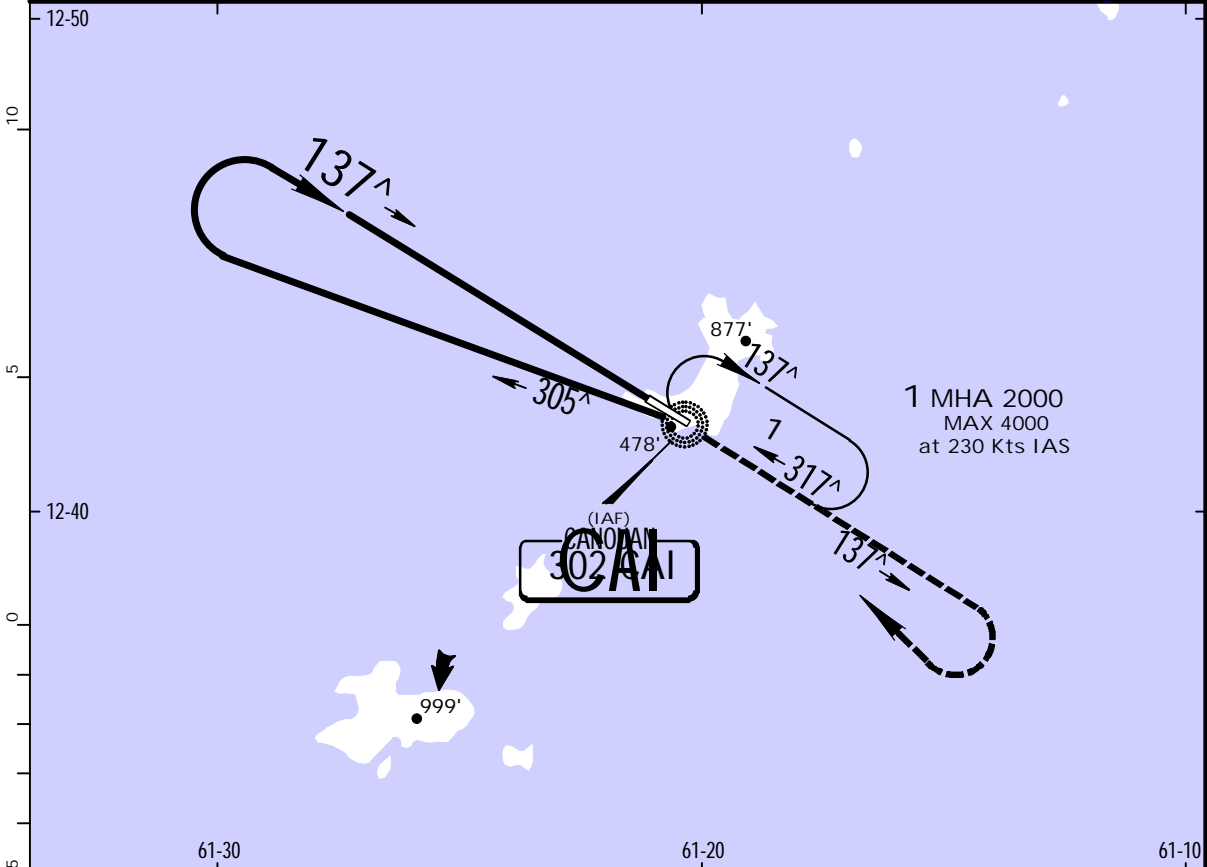
PANS OPS

TVSC
CANOUAN

JEPPESEN
9 JAN 09
Eff. 15 Jan. (16-2)

CANOUAN, ST VINCENT
CAT A & B
NDB Y Rwy 13

* E T JOSHUA Approach 120.8		* CANOUAN Tower 118.05		* Ground 121.6	
NDB CAI 302	Final Apch Crs 137^	No FAF	MDA(H) 780' (769')	Apt Elev 16' RWY 13 11'	2700'
MISSED APCH: Climb to 2000' on 137^ bearing from CAI NDB, then turn RIGHT direct CAI NDB and hold, or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 4200' 1. CAUTION: Terrain up to 478' in close proximity to the runway ends. 2. The highest red hazard lights on Glossy Hill and Taffia Hill must be operational for night operations.					
					MSA CAI NDB



ALS PAPI-L	2000'	CAI 302
	↑	on 137^
MAP at NDB		

STRAIGHT-IN LANDING RWY 13		CIRCLE-TO-LAND	
MDA(H) 780' (769')		Not Authorized North of Runway	
	ALS out	Max Kts	MDA(H)
A	1200m	100	780'(764') - 1600m
B	2000m	135	780'(764') - 2000m
C	NOT APPLICABLE	C	NOT APPLICABLE
D		D	

PANS OPS

CHANGES: New procedure.

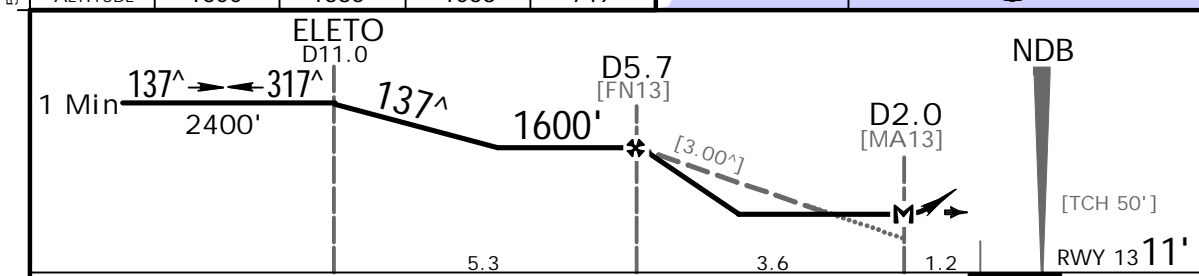
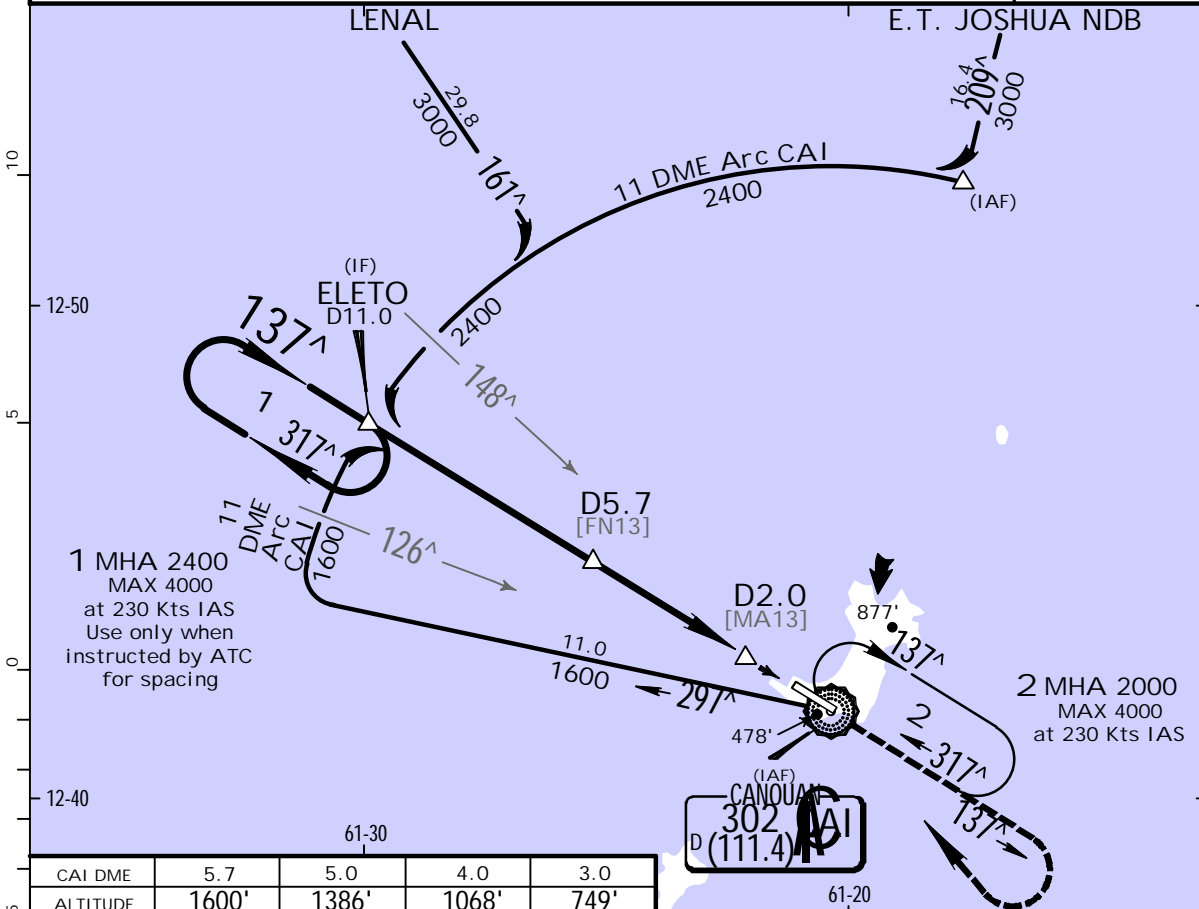
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9 JAN 09
Eff. 15 Jan. (16-3)

CANOUAN, ST VINCENT
CAT A, B & C
NDB Z Rwy 13

* E T JOSHUA Approach		* CANOUAN Tower		* Ground	
120.8		118.05		121.6	
NDB CAI 302	Final Apch Crs 137^	Minimum Alt D5.7 1600' (1589')	MDA(H) 480' (469')	Apt Elev 16' RWY 13 11'	2700'
MISSED APCH: Climb to 2000' on 137^ bearing from CAI NDB, then turn RIGHT direct CAI NDB and hold, or as directed by ATC.					
Alt Set: hPa Rwy Elev: 0 hPa Trans level: By ATC Trans alt: 4200'					
1. DME required. 2. CAUTION: Terrain up to 478' in close proximity to the runway ends. 3. The highest red hazard lights on Glossy Hill and Taffia Hill must be operational for night operations.					MSA CAI NDB



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L	2000' ↑ CAI 302 137^
Descent angle [3.00^] or Desc Grad 5.2%	372	478	531	637	743	849		
MAP at D2.0								

STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
MDA(H) 480' (469')			Not Authorized North of Runway		
ALS out			Max Kts		
A	2200m		100	780'(764') - 2200m	
B	2200m		135	880'(864') - 4000m	
C	2200m		180	880'(864') - 4000m	
D	NOT APPLICABLE		D	NOT APPLICABLE	

Chart changes since cycle 12-2015

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

ACT PROCEDURE IDENT

INDEX

REV DATE

EFF DATE

CANOUAN, (CANOUAN - TVSC)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport TVSC