

Airport Information

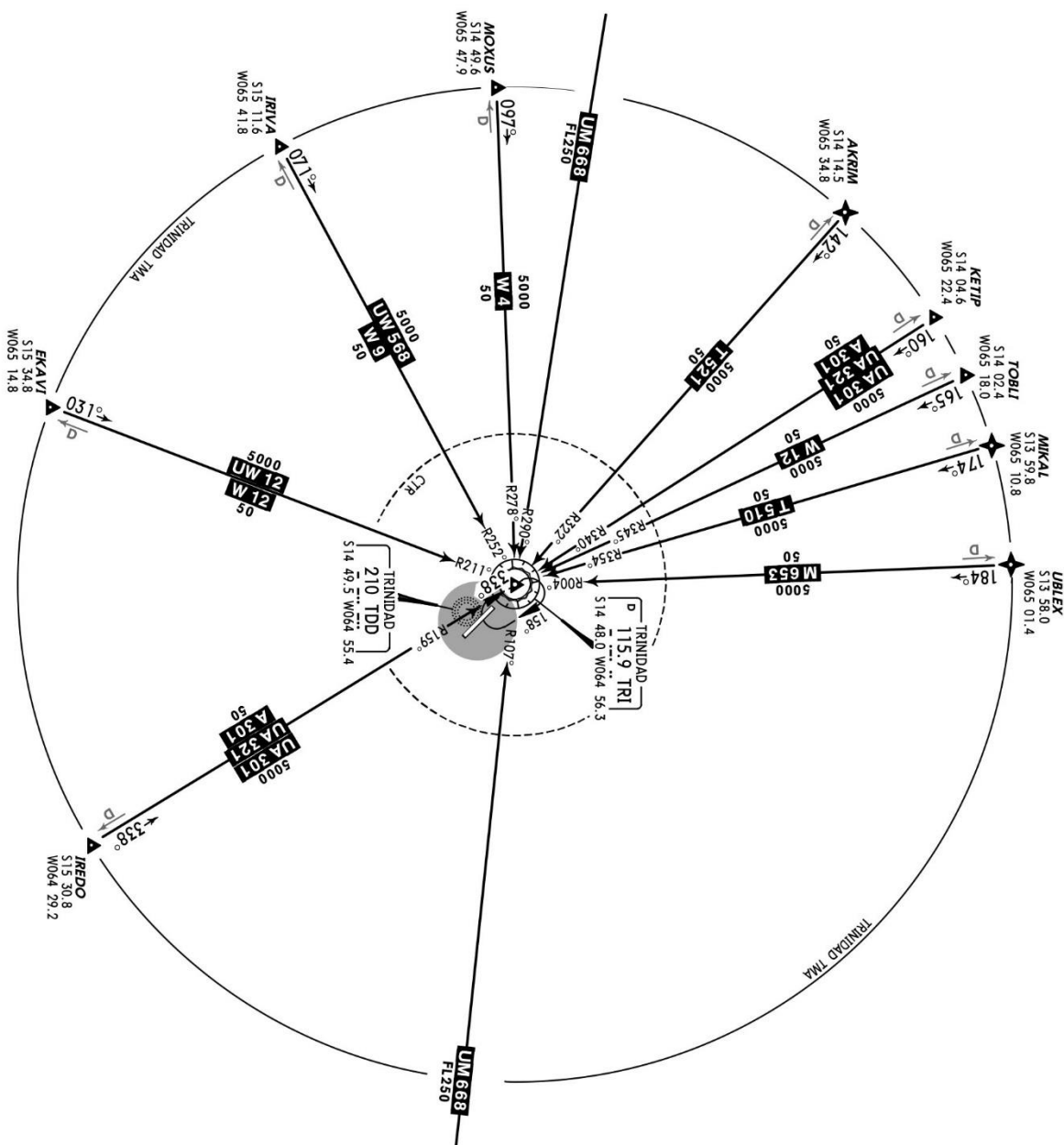
| Details for JORGE HENRICH INTL | |
|--------------------------------|---|
| City | TRINIDAD |
| State/Province | |
| Country | BOL |
| Latitude | S 14° 49' 18.00" |
| Longitude | W 64° 54' 54.00" |
| Elevation | 509 |
| Longest Runway | 7800 |
| Magnetic Variance | W 10.0° |
| Fuel Type | 100-130 octane fuel is available JET A-1 fuel is available |
| Oxygen | Oxygen facilities are unavailable. |
| Repair Facility | Repair facilities are unavailable |
| Landing Fee | Unknown. |
| Jet Start Unit | A starting unit is not available at the airport. |
| Precision Approach | Availability is Unknown. |
| Beacon Light | A beacon light is available. |
| Customs Facilities | Customs are available without restriction |
| Usage Type | Airport/Heliport is open to the public. |
| Time Zone Conversion | +4:00=UTC |
| Daylight Savings | Airport does not observe daylight savings time |
| Change Notices Available | 3 |

Terminal Chart Change Notices

FIR - BOLIVIA

Alt Set: hPa Trans level: By ATC Trans alt: 5000'

ARRIVALS

**PARA USO EN AVIACION VIRTUAL UNICAMENTE**

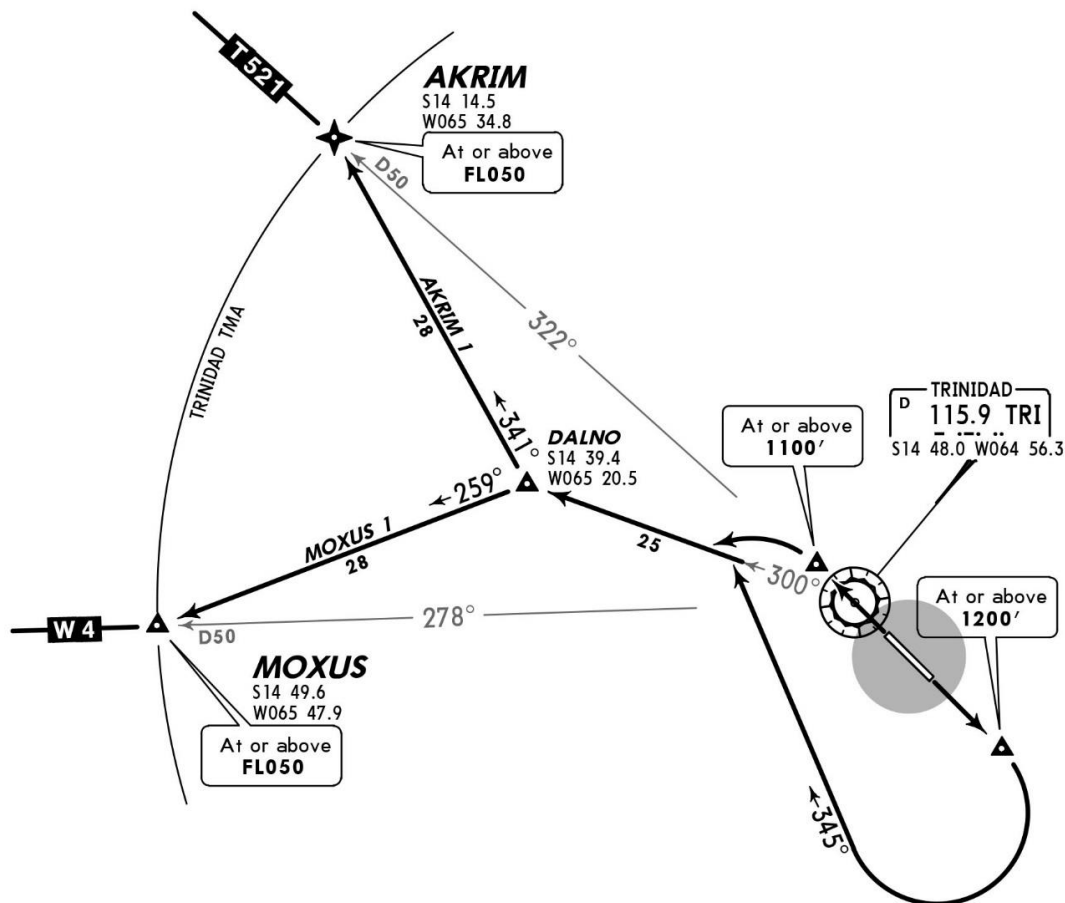
CHANGES: Arrivals revised, airport elevation.

Apt Elev
509'

Trans level: By ATC Trans alt: 5000'

2000'

MSA TRI VOR

AKRIM 1 [AKRIM1], MOXUS 1 [MOXUS1]
DEPARTURESDirect distance from Jorge Henrich Intl to:
DALNO 27 NMThese SIDs require a minimum climb gradient:
Rwy 14: 5.8% to 1200'.

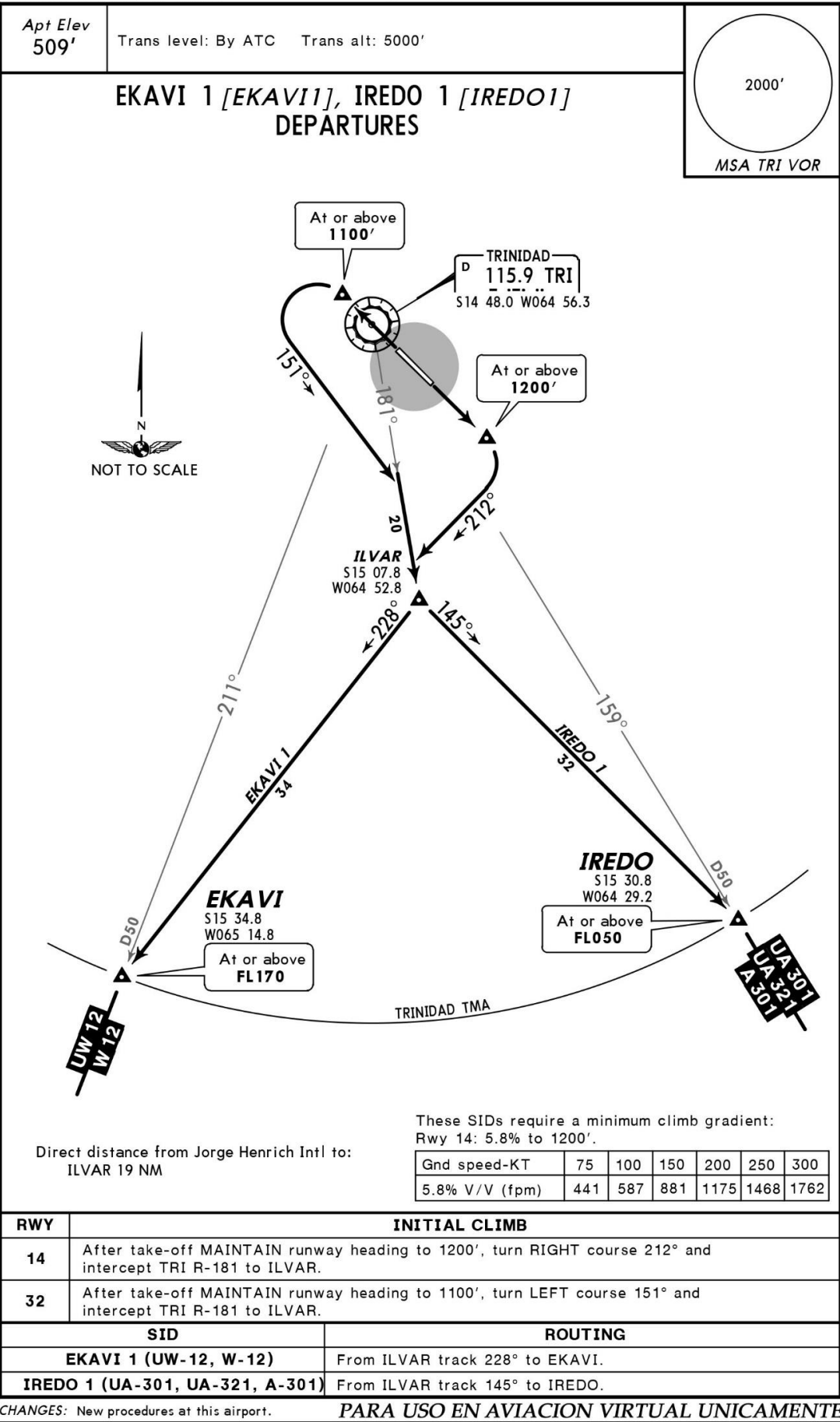
| Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 |
|----------------|-----|-----|-----|------|------|------|
| 5.8% V/V (fpm) | 441 | 587 | 881 | 1175 | 1468 | 1762 |

| RWY | INITIAL CLIMB |
|-----------------|---|
| 14 | After take-off MAINTAIN runway heading to at or above 1200', turn RIGHT course 345° and intercept TRI R-300 to DALNO. |
| 32 | After take-off MAINTAIN runway heading to at or above 1100', turn LEFT and intercept TRI R-300 to DALNO. |
| SID | ROUTING |
| AKRIM 1 (T-521) | From DALNO track 341° to AKRIM. |
| MOXUS 1 (W-4) | From DALNO track 259° to MOXUS. |

CHANGES: New procedures at this airport.

PARA USO EN AVIACION VIRTUAL UNICAMENTE

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SID

22 NOV 13 (10-3C)

Trans level: By ATC Trans alt: 5000'

2000'

MSA TRI VOR

PARA USO EN AVIACION VIRTUAL UNICAMENTE

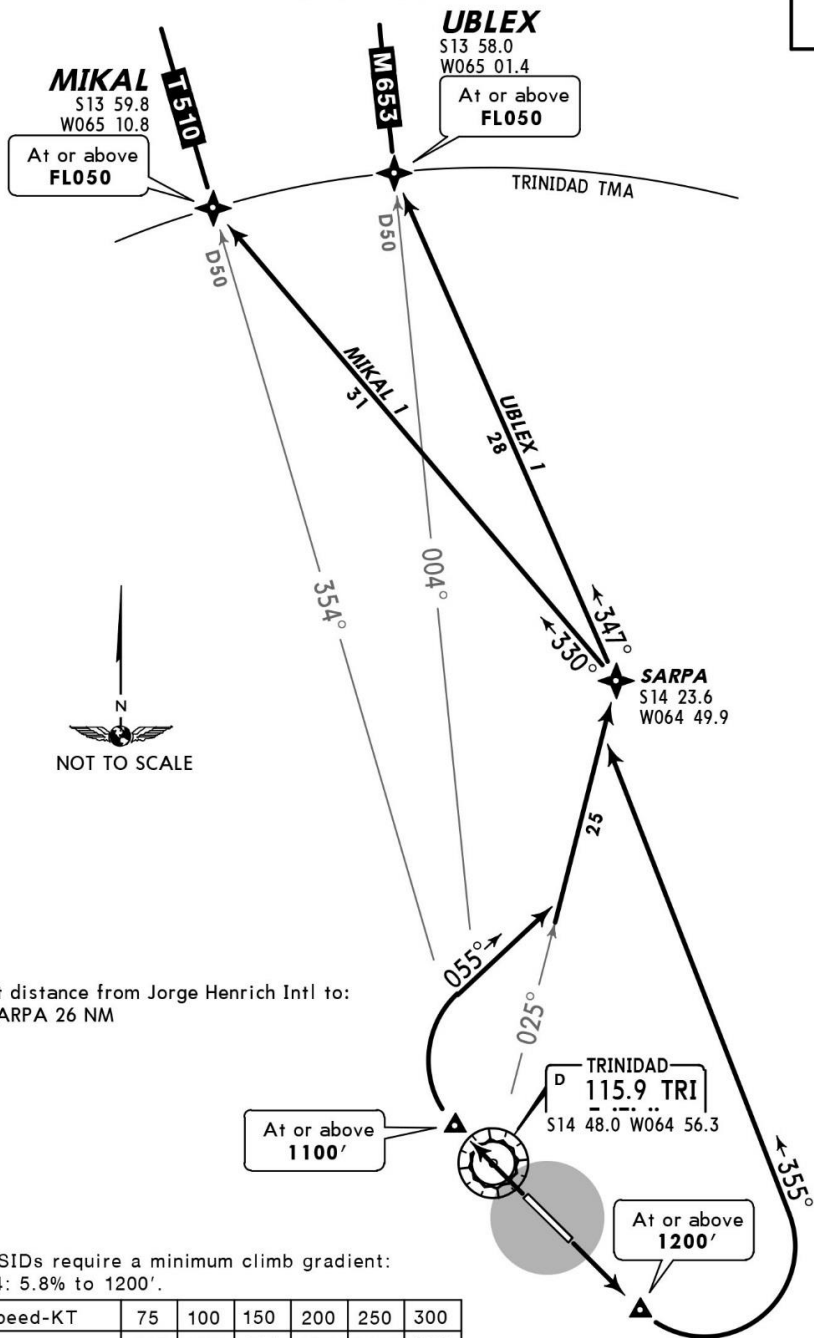
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Apt Elev
509'

Trans level: By ATC Trans alt: 5000'

2000'

MSA TRI VOR

MIKAL 1 [MIKAL1], UBLEX 1 [UBLEX1]
DEPARTURES

| RWY | INITIAL CLIMB |
|-----------------|---|
| 14 | After take-off MAINTAIN runway heading to 1200', turn LEFT course 355° and intercept TRI R-025 to SARPA. |
| 32 | After take-off MAINTAIN runway heading to 1100', turn RIGHT course 055° and intercept TRI R-025 to SARPA. |
| SID | ROUTING |
| MIKAL 1 (T-510) | From SARPA track 330° to MIKAL. |
| UBLEX 1 (M-653) | From SARPA track 347° to UBLEX. |

CHANGES: New procedures at this airport.

PARA USO EN AVIACION VIRTUAL UNICAMENTE

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SLTR/TDD
Apt Elev **508'**
S14 49.3 W064 54.9

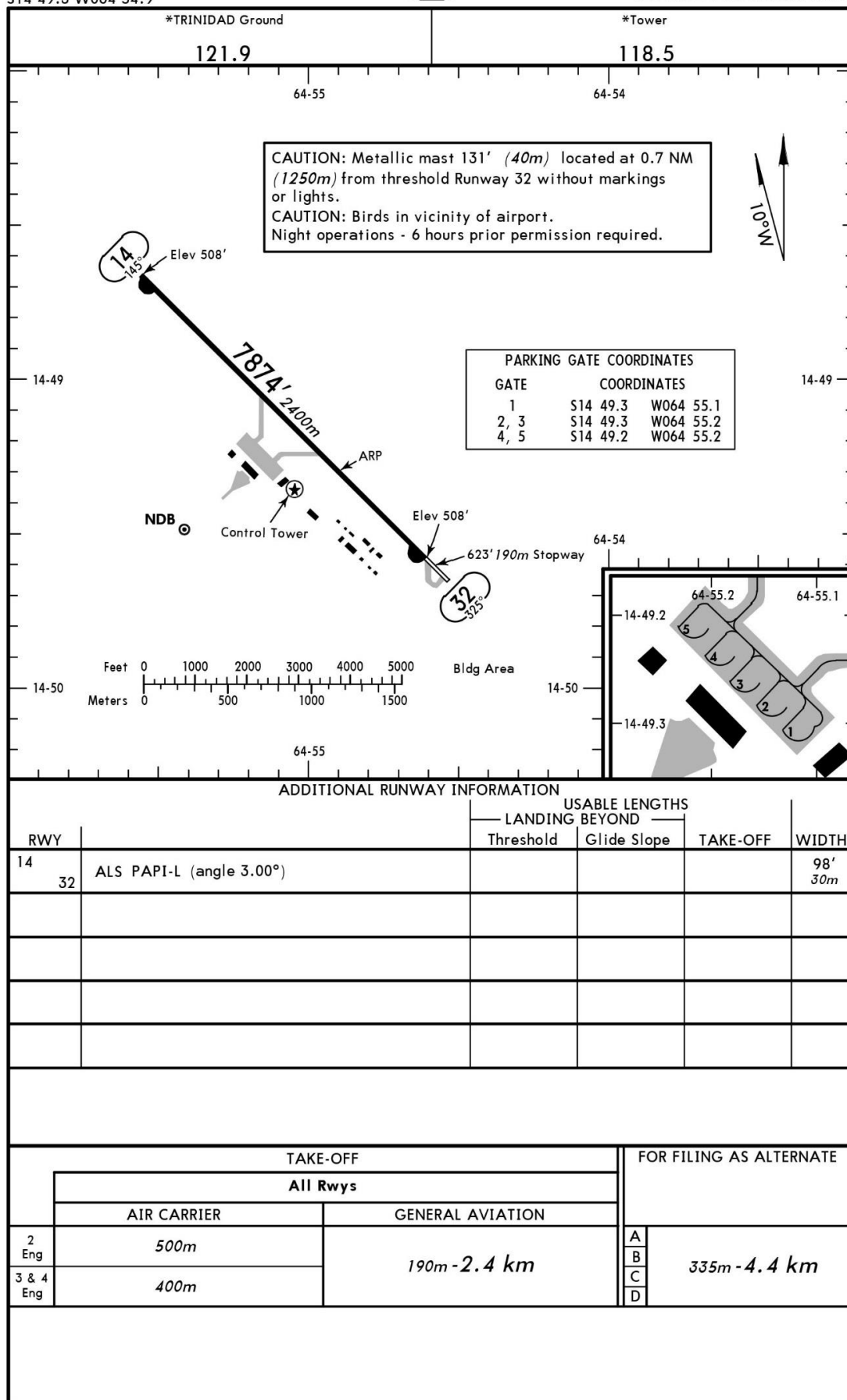
16 SEP 11

(10-9)

Eff 22 Sep

TRINIDAD, BOLIVIA

JORGE HENRICH INTL



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CHANGES: Airport revised.

PARA USO EN AVIACION VIRTUAL UNICAMENTE

SLTR/TDD

JORGE HENRICH INTL

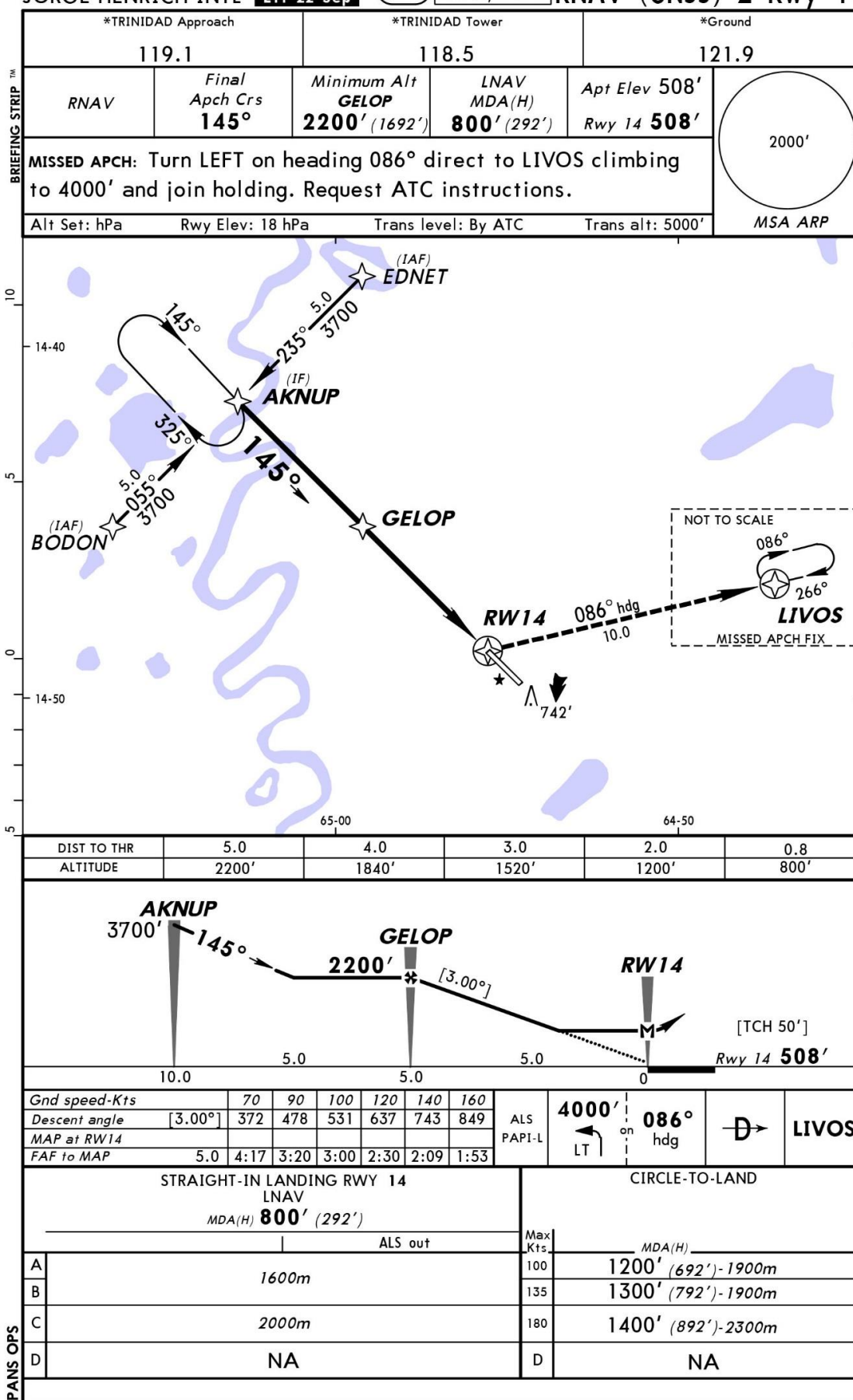
16 SEP 11
Eff 22 Sep

(12-1)

CAT A, B & C

TRINIDAD, BOLIVIA

RNAV (GNSS) Z Rwy 14



FIR - BOLIVIA

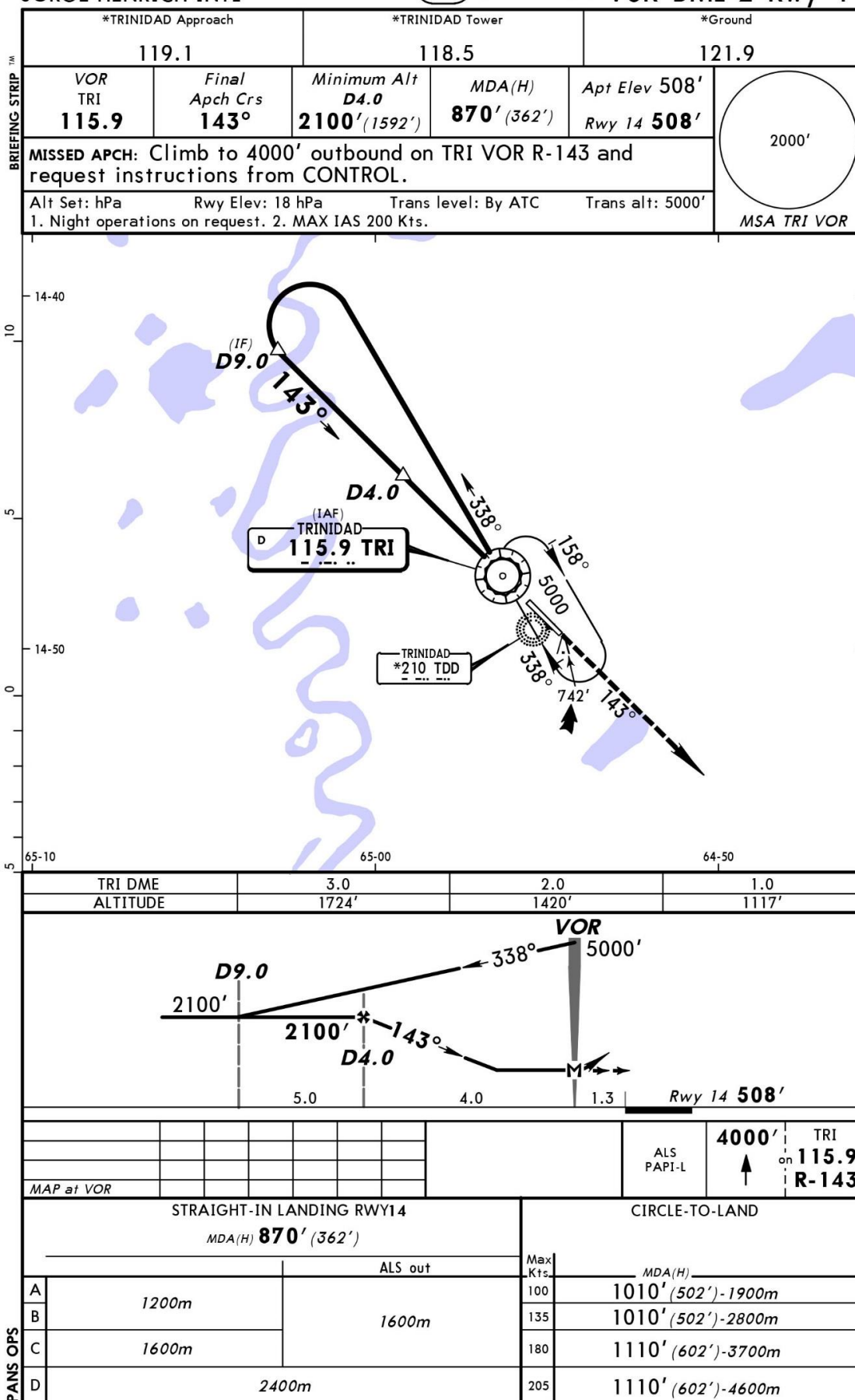
SLTR/TDD
JORGE HENRICH INTL

16 SEP 11

(13-1)

Eff 22 Sep

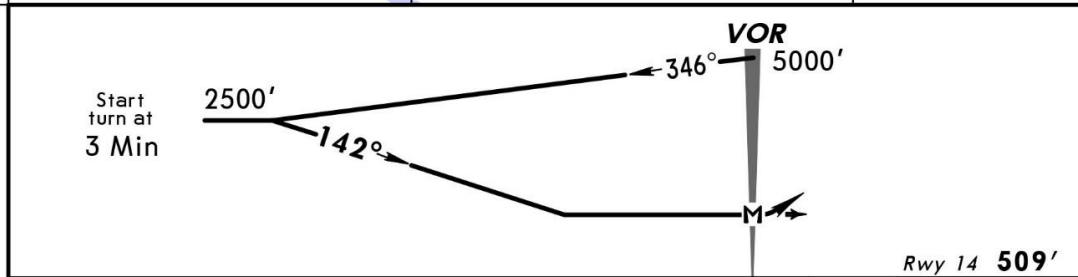
TRINIDAD, BOLIVIA
VOR DME-2 Rwy 14



FIR - BOLIVIA

CHANGES: Airport name, printing sequence, elevation. PARA USO EN AVIACION VIRTUAL UNICAMENTE

TRINIDAD, BOLIVIA
VOR 1 Rwy 14



CHANGES: None. **PARA USO EN AVIACION VIRTUAL UNICAMENTE**

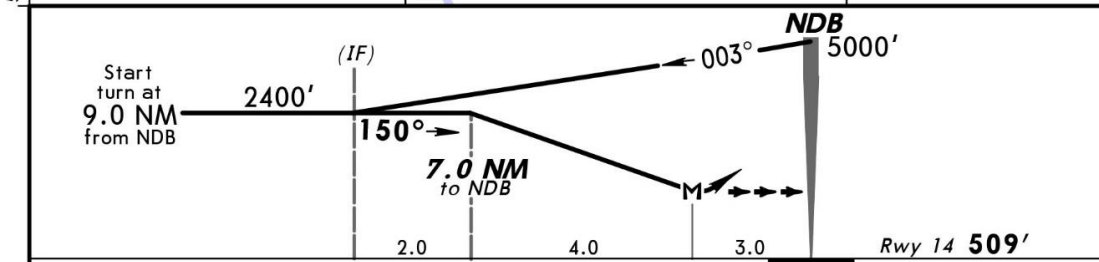
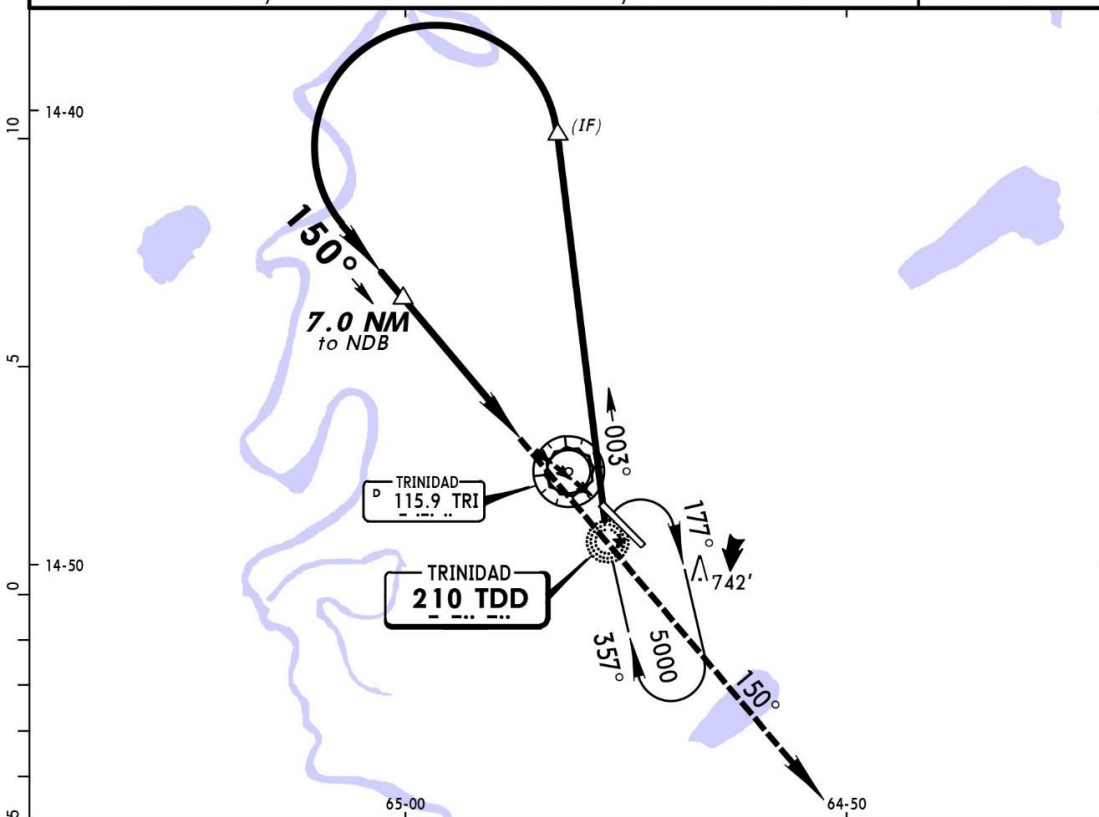
FIR - BOLIVIA

SLTR/TDD
JORGE HENRICH INTL

10 MAY 13 (16-1)

TRINIDAD, BOLIVIA
CAT A, B & C NDB 3 Rwy 14

| *TRINIDAD Approach | | *TRINIDAD Tower | | *Ground | |
|---|----------------------------------|---------------------|-------------------------------|-------------------------------------|-------|
| 119.1 | | 118.5 | | 121.9 | |
| NDB TDD 210 | Final Apch Crs 150° | No FAF | MDA(H) 1100' (591') | Apt Elev 509' Rwy 14 509' | 2000' |
| MISSED APCH: Climb on 150° bearing from TDD NDB to 4000'. Request instructions from CONTROL. | | | | | |
| Alt Set: hPa | Rwy Elev: 18 hPa | Trans level: By ATC | Trans alt: 5000' | MSA TDD NDB | |



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | |
|-------------------------------------|-------|-----|-----|-----|-----|-----|----------------|----------------------|
| Rate of descent on final (feet/min) | 371 | 477 | 530 | 636 | 742 | 848 | | |
| MAP upon reaching MDA | | | | | | | | |
| STRAIGHT-IN LANDING RWY 14 | | | | | | | CIRCLE-TO-LAND | |
| MDA(H) 1100' (591') | | | | | | | | |
| ALS out | | | | | | | Max Kts | MDA(H) |
| A | | | | | | | 100 | 1100' (591') - 1900m |
| B | 1600m | | | | | | 135 | 1100' (591') - 2800m |
| C | 2400m | | | | | | 180 | 1200' (691') - 3700m |
| D | NA | | | | | | D | NA |

CHANGES: Procedure. PARA USO EN AVIACION VIRTUAL UNICAMENTE

FIR - BOLIVIA

