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Airport Information For SLTR

Terminal Charts For SLTR

Revision Letter For Cycle 25-2012

Change Notices

Notebook

General Information

Location: Trinidad Bol
IATA Code: TDD
Lat/Long: S14° 49.3' W064° 54.9'
Elevation: 508 ft

Airport Use: Public
Magnetic Variation: 10.2°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: 1019 Z
Sunset: 2247 Z,

Runway Information

Runway: 14
Length x Width: 7874 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 508 ft
Lighting: Edge
Stopway: 492 ft

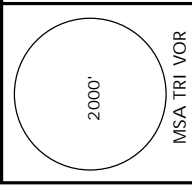
Runway: 32
Length x Width: 7874 ft x 98 ft
Surface Type: asphalt
TDZ-Elev: 508 ft
Lighting: Edge

Communication Information

Trinidad Tower 118.5
Trinidad Ground Control 121.9
Trinidad Approach Control 119.1
Trinidad Radio 127.1 Air-Ground
Trinidad Radio 662.2 Air-Ground

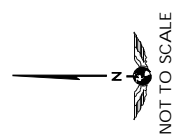
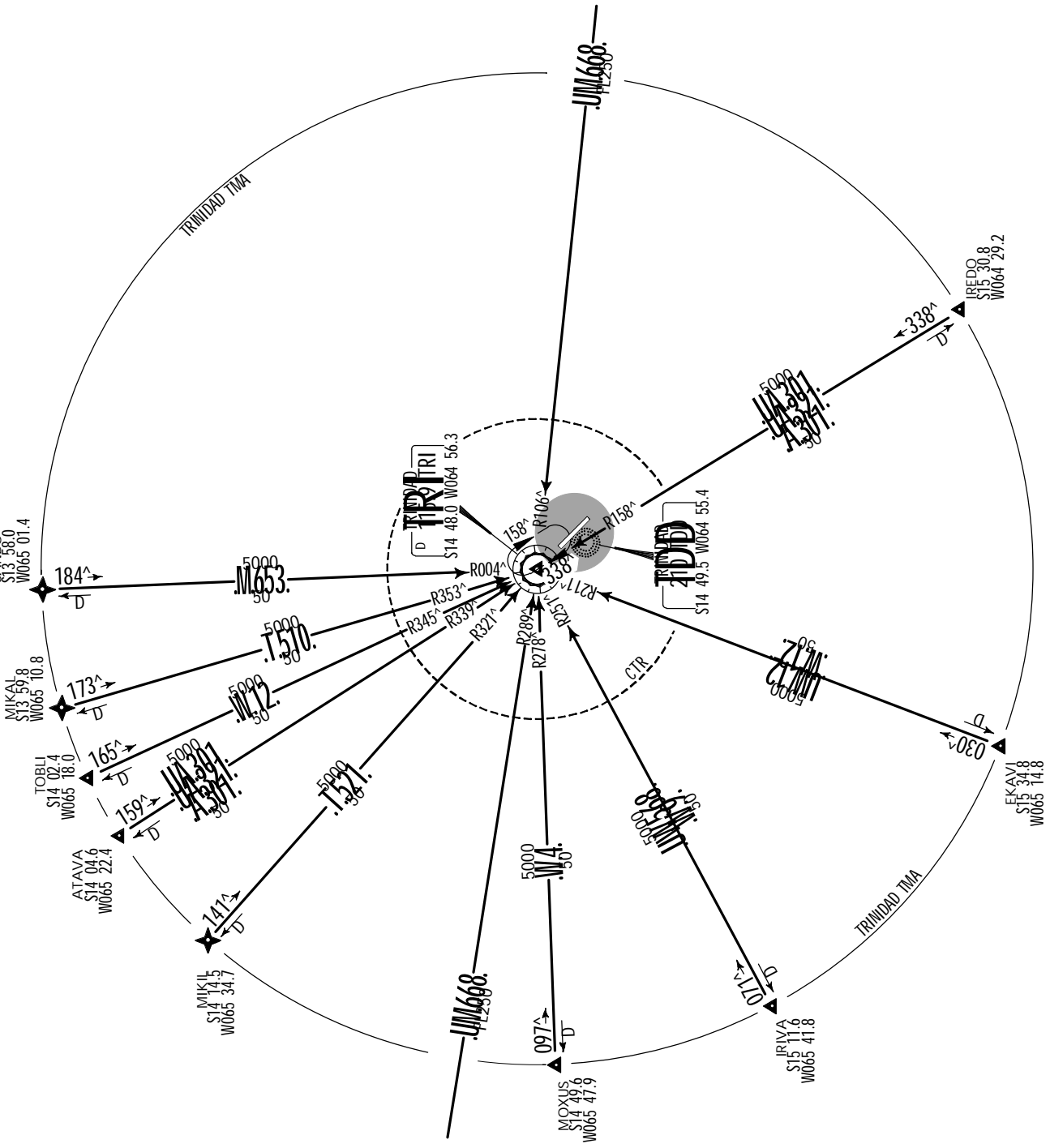
Apt Elev
508'

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



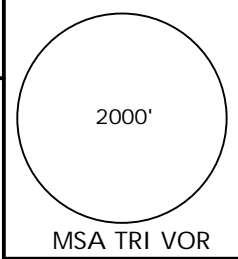
VALIDO SOLO PARA SU USO EN SIMULADOR

ARRIVALS



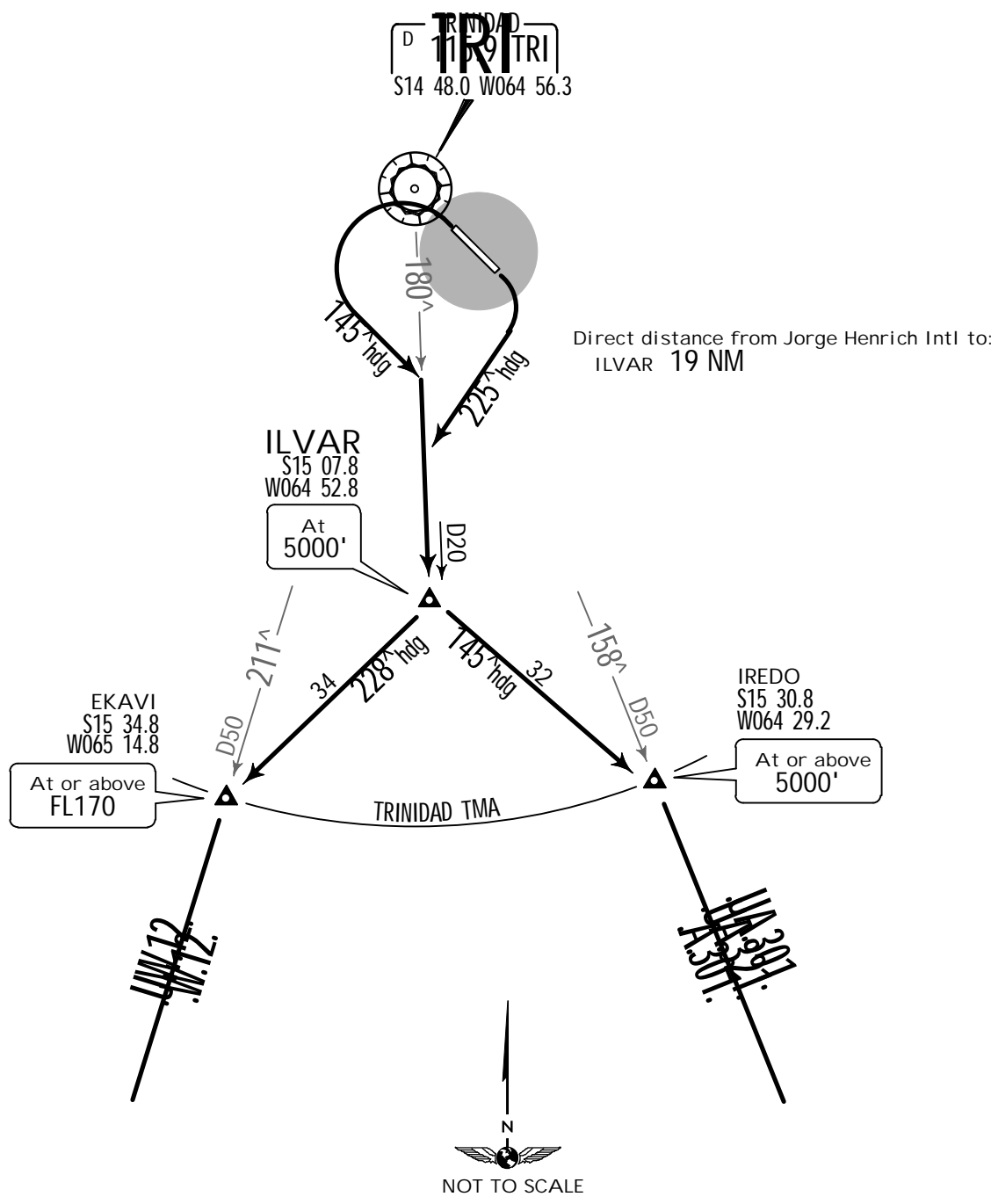
Apt Elev
508'

Trans level: By ATC Trans alt: 5000'



ILVAR 3 DEPARTURE
[ILVAR3]

VALIDO SOLO PARA SU USO EN SIMULADOR

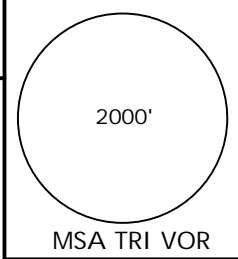


RWY	INITIAL CLIMB
14	After take-off, turn RIGHT to a heading of 225° to intercept TRI R-180 to ILVAR, climbing to 5000'.
32	After take-off, turn LEFT to a heading of 145° to intercept TRI R-180 to ILVAR, climbing to 5000'.
ROUTING	
From ILVAR to EKA VI heading 228°.	
From ILVAR to IREDO heading 145°.	

CHANGES: Procedure renamed, revised, new format.

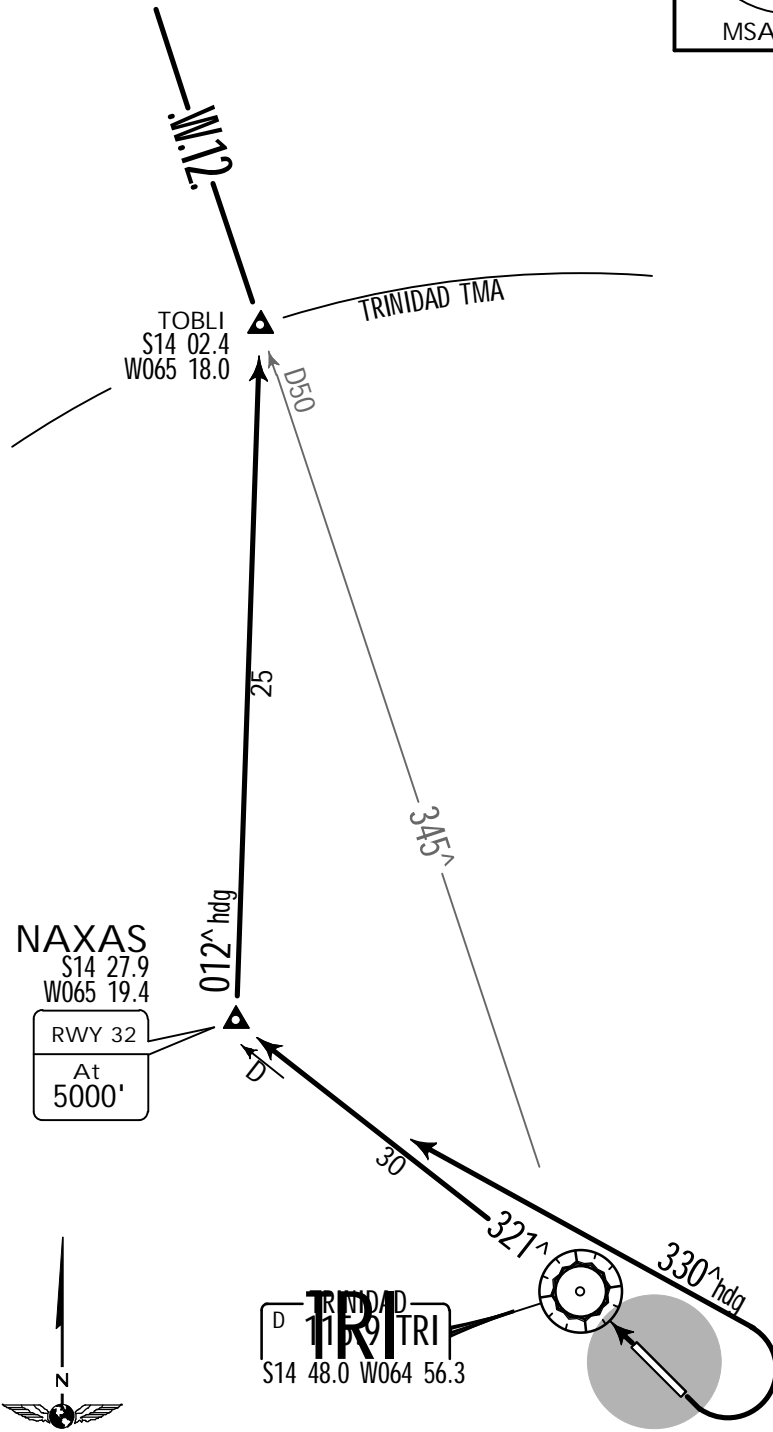
Apt Elev
508'

Trans level: By ATC Trans alt: 5000'



NAXAS 4 DEPARTURE
[NAXAS4]

VALIDO SOLO PARA SU USO EN SIMULADOR

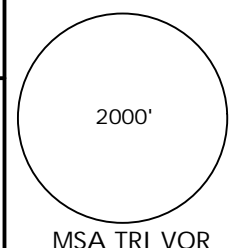


Direct distance from Jorge Henrich Intl to:
TRI 2 NM

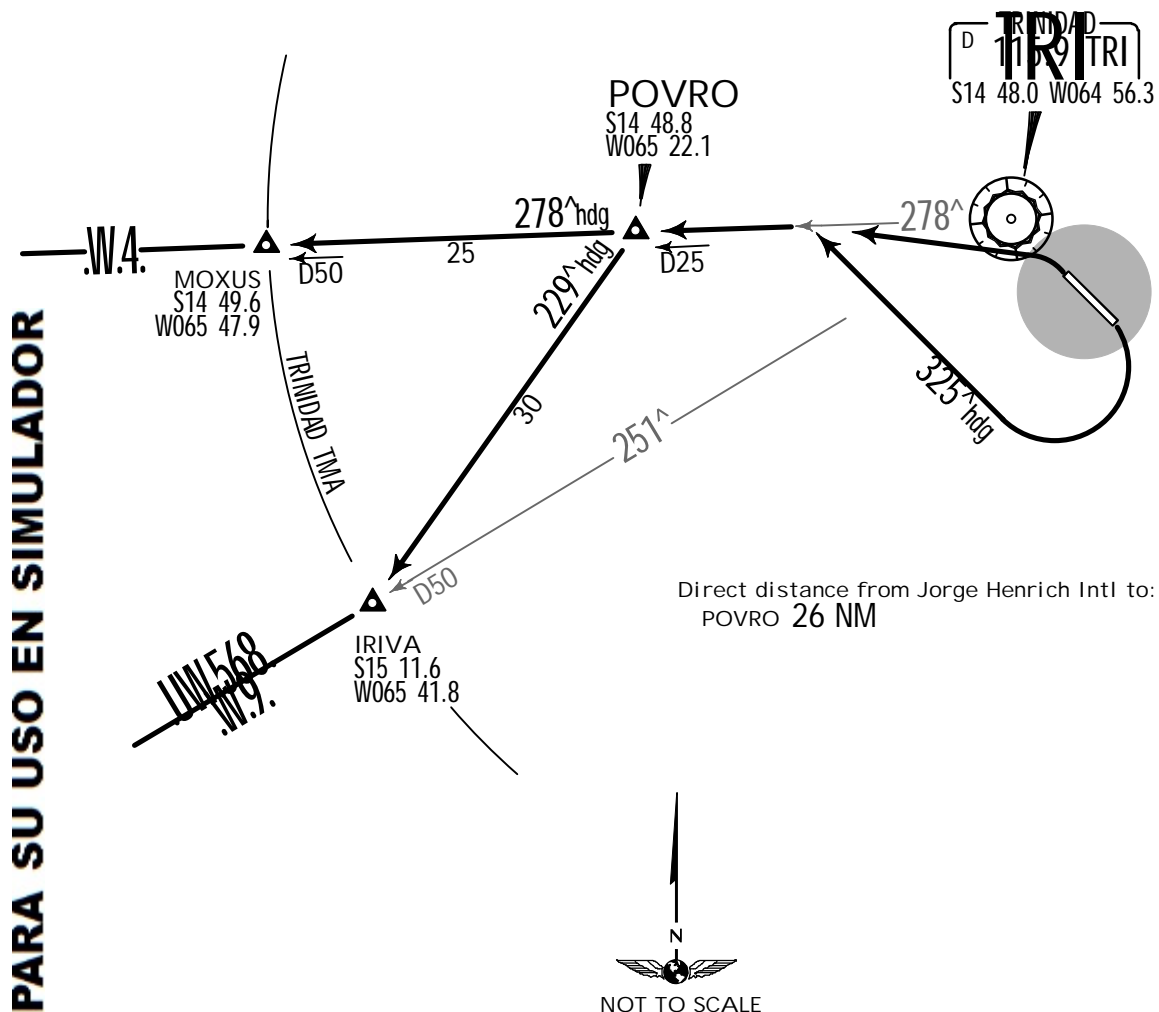
RWY	INITIAL CLIMB
14	After take-off, turn LEFT to a heading of 330° to intercept TRI R-321 to NAXAS, climbing to 5000'.
32	After take-off, track 321° to NAXAS, cross NAXAS at 5000'.
ROUTING	
From NAXAS heading 012° to TOBLI.	

Apt Elev
508'

Trans level: By ATC Trans alt: 5000'



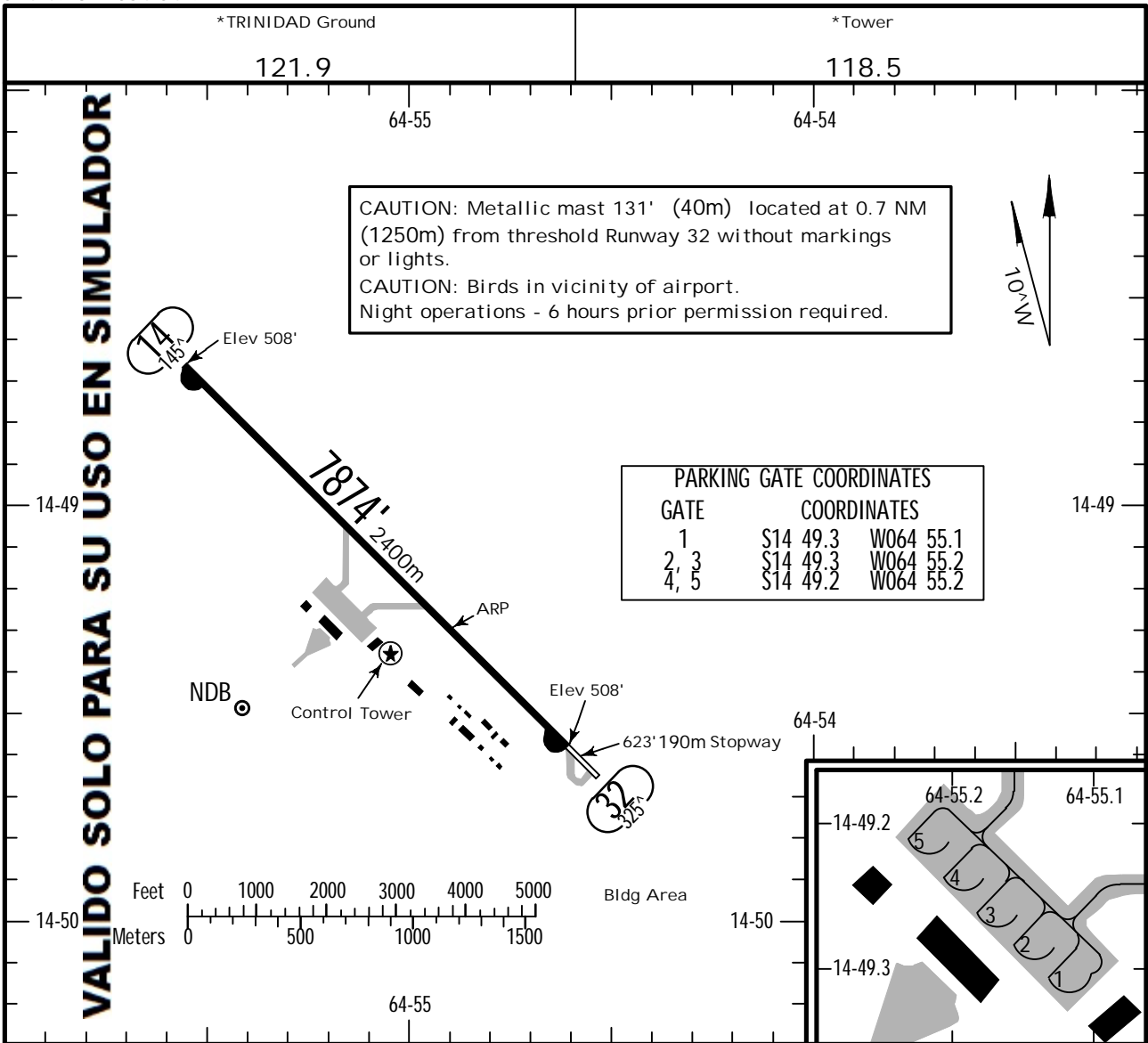
POVRO 3 DEPARTURE
[POVRO3]



VALIDO SOLO PARA SU USO EN SIMULADOR

RWY	INITIAL CLIMB
14	After take-off, turn RIGHT to a heading of 325° to intercept TRI R-278 to POVRO climbing to 5000'.
32	After take-off, turn LEFT to intercept TRI R-278 to POVRO climbing to 5000'.
ROUTING	
From POVRO to IRIVA heading 229°. From POVRO to MOXUS heading 278°.	

CHANGES: Procedure renamed, revised, new format.



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
14 32	ALS PAPI-L (angle 3.00°)			98' 30m

	TAKE-OFF		FOR FILING AS ALTERNATE
	All Rwys		
	AIR CARRIER	GENERAL AVIATION	
2 Eng	500m	190m-2.4 km	A
3 & 4 Eng	400m		B
			C
			D

CHANGES: Airport revised.

SLTR/TDD

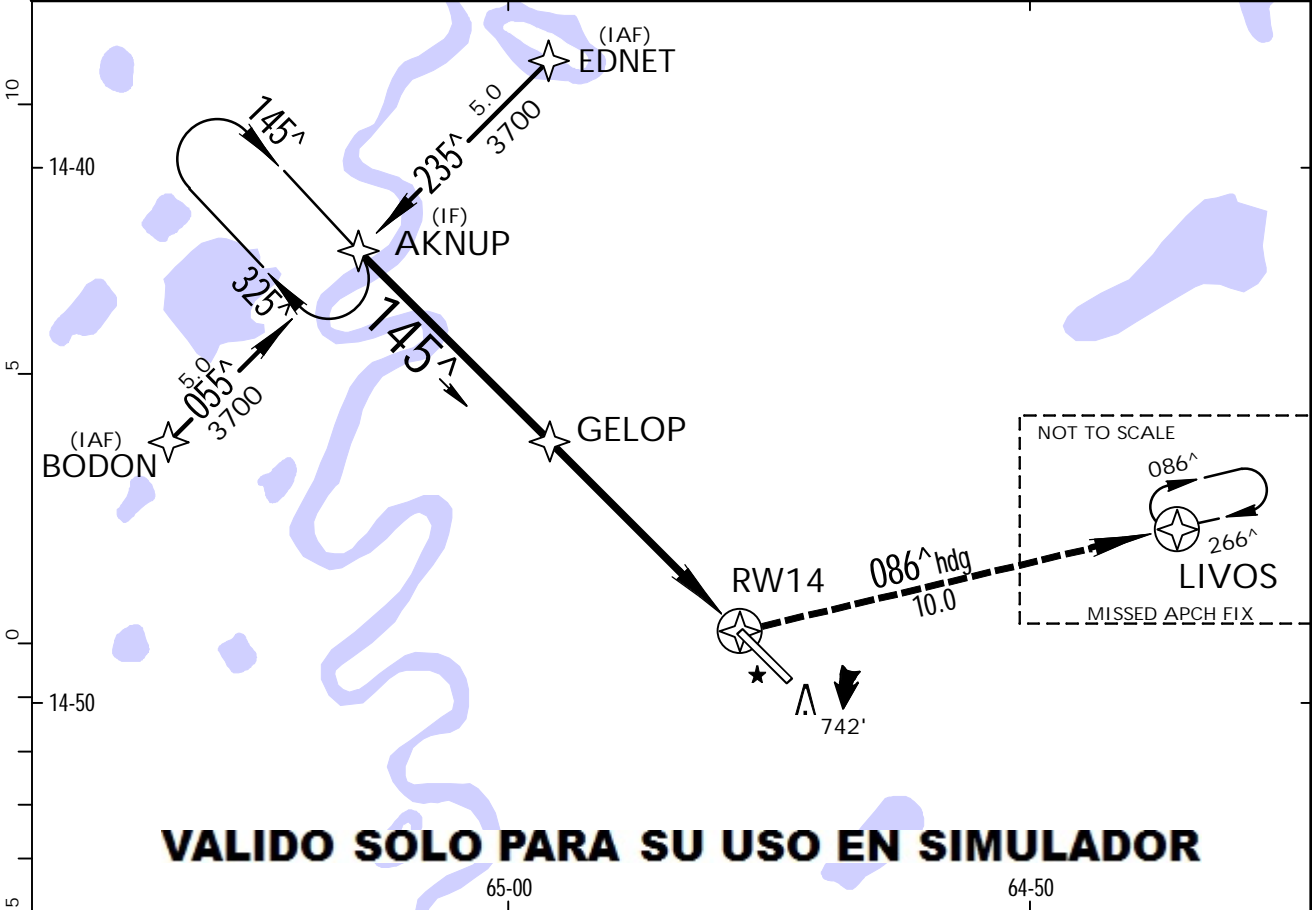
FIR BOLIVIA

TRINIDAD, BOLIVIA
RNAV (GNSS) Z Rwy 14

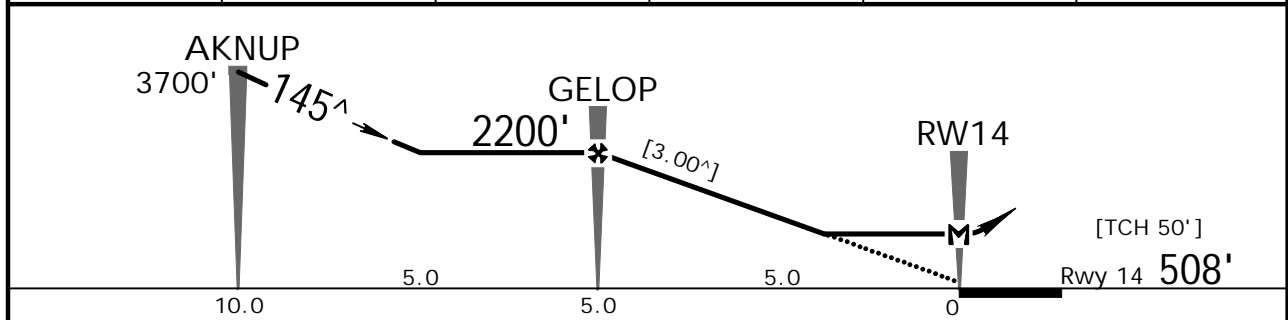
JORGE HENRICH INTL. 16 SEP 11
Eff. 22. Sep.

(12-1) CAT A, B & C

*TRINIDAD Approach 119.1		*TRINIDAD Tower 118.5			*Ground 121.9
RNAV	Final Apch Crs 145 [^]	Minimum Alt GELOP 2200' (1692')	LNAV MDA(H) 800' (292')	Apt Elev 508' Rwy 14 508'	2000' MSA ARP
MISSED APCH: Turn LEFT on heading 086 [^] direct to LIVOS climbing to 4000' and join holding. Request ATC instructions.					
Alt Set: hPa	Rwy Elev: 18 hPa	Trans level: By ATC	Trans alt: 5000'		



DIST TO THR	5.0	4.0	3.0	2.0	0.8
ALTITUDE	2200'	1840'	1520'	1200'	800'



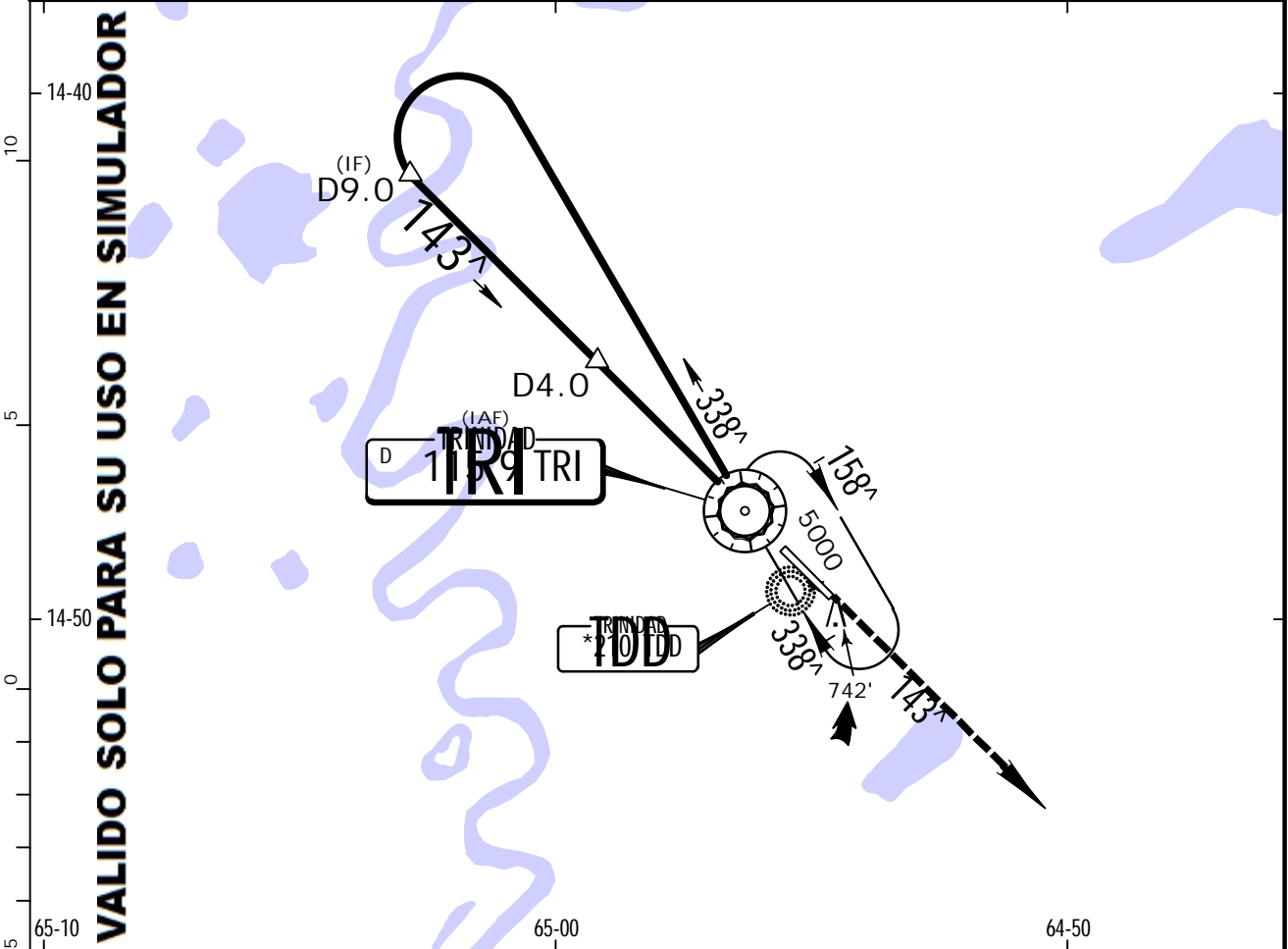
Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L	4000' on LT	086 [^] hdg	D →	LIVOS	
Descent angle	[3.00 [^]]	372	478	531	637	743						849
MAP at RW14												
FAF to MAP	5.0	4:17	3:20	3:00	2:30	2:09						1:53

STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND		
LNAV MDA(H) 800' (292')			Max Kts		
ALS out			MDA(H)		
A	1600m		100	1200' (692')-1900m	
B	2000m		135	1300' (792')-1900m	
C	NA		180	1400' (892')-2300m	
D	NA		D	NA	

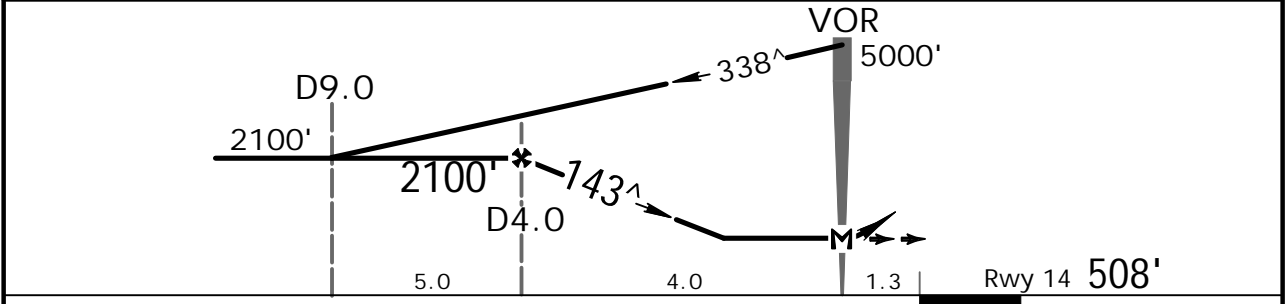
PANS OPS

CHANGES: Procedure.

*TRINIDAD Approach 119.1		*TRINIDAD Tower 118.5			*Ground 121.9
VOR TRI 115.9	Final Apch Crs 143^	Minimum Alt D4.0 2100' (1592')	MDA(H) 870' (362')	Apt Elev 508' Rwy 14 508'	2000' MSA TRI VOR
MISSED APCH: Climb to 4000' outbound on TRI VOR R-143 and request instructions from CONTROL.					
Alt Set: hPa Rwy Elev: 18 hPa Trans level: By ATC Trans alt: 5000' 1. Night operations on request. 2. MAX IAS 200 Kts.					



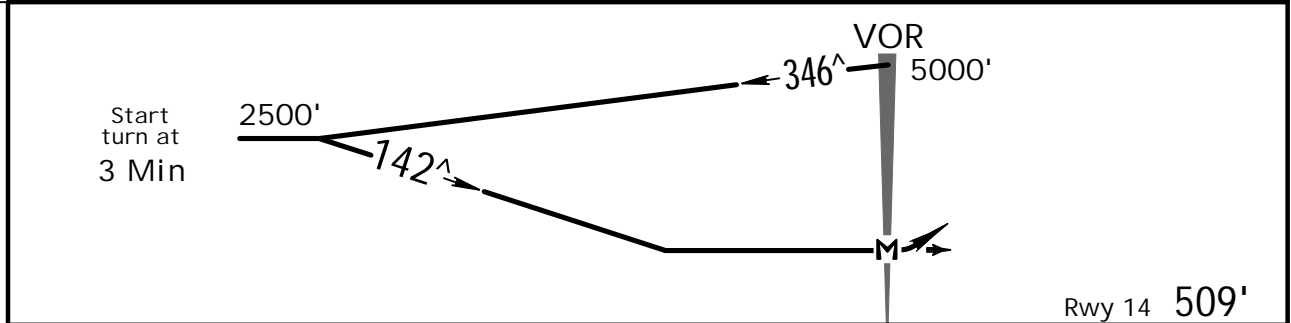
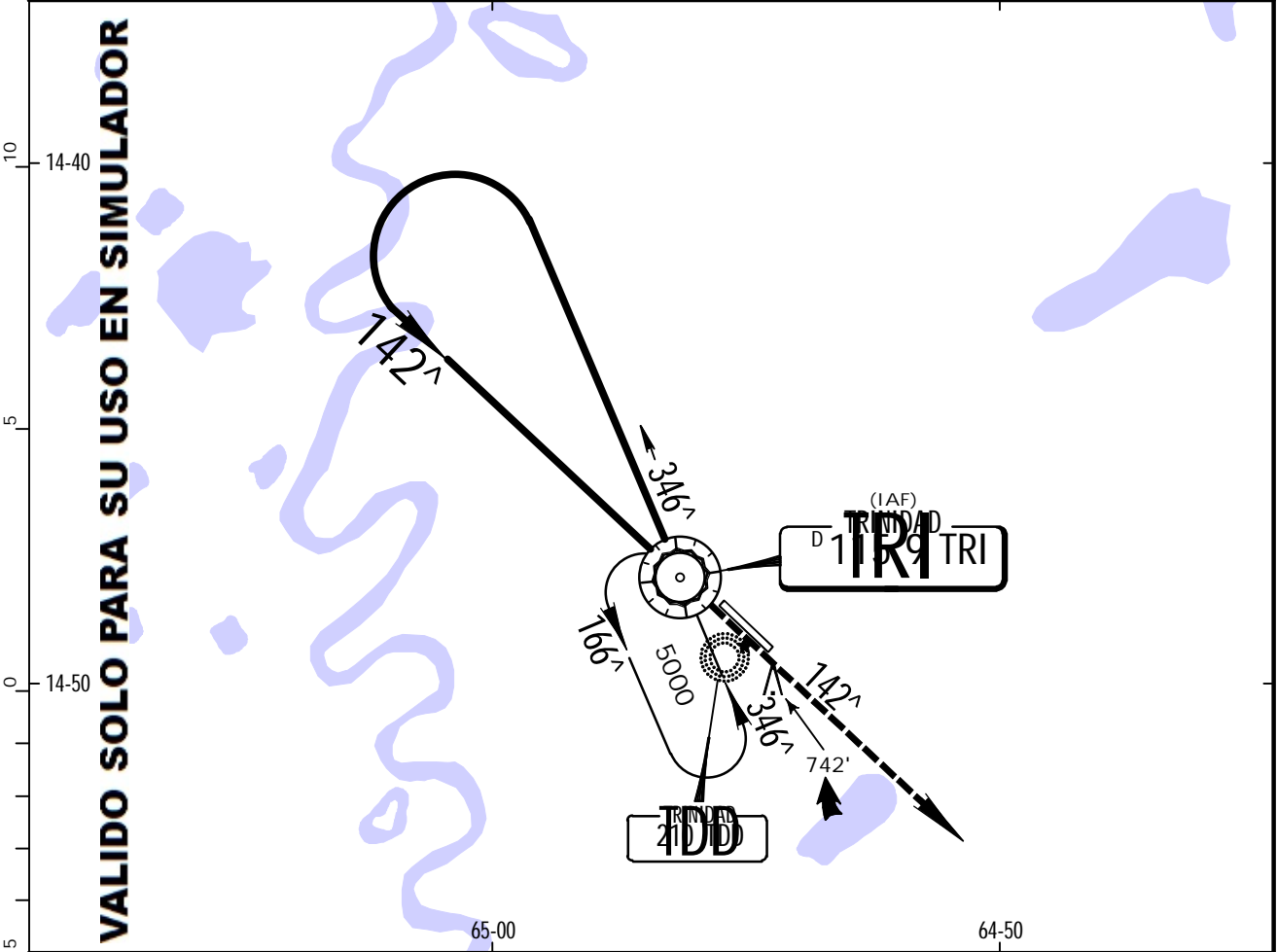
TRI DME	3.0	2.0	1.0
ALTITUDE	1724'	1420'	1117'



MAP at VOR	ALS PAPI-L	4000' on TRI 115.9 R-143
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STRAIGHT-IN LANDING RWY14 MDA(H) 870' (362')		CIRCLE-TO-LAND	
ALS out		Max Kts	MDA(H)
A	1200m	100	1010' (502')-1900m
B	1600m	135	1010' (502')-2800m
C	1600m	180	1110' (602')-3700m
D	2400m	205	1110' (602')-4600m

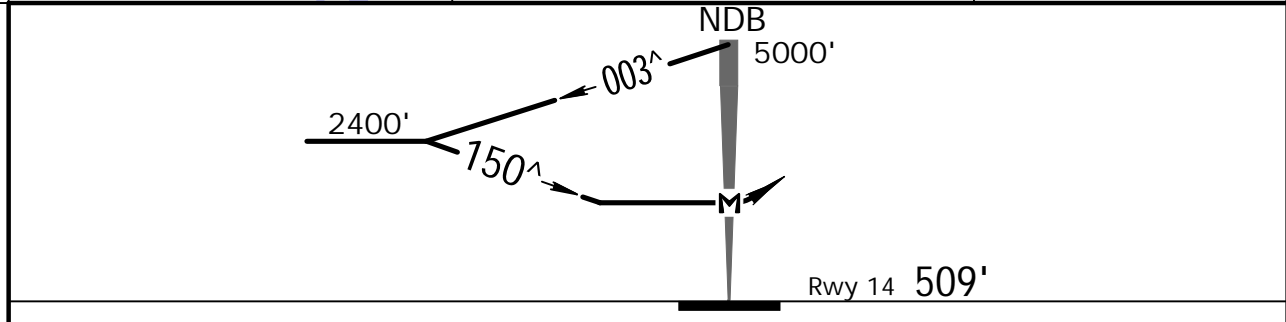
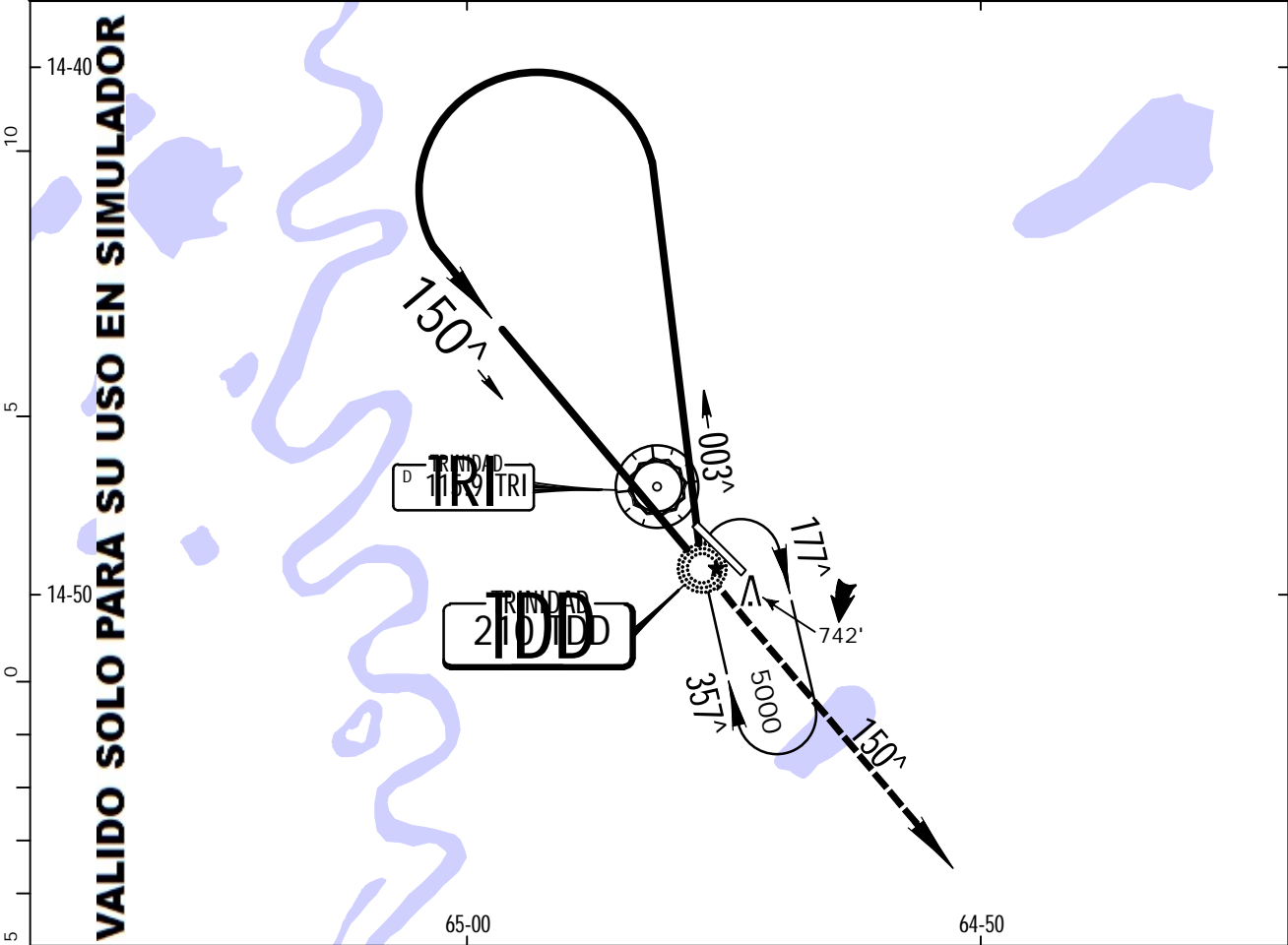
*TRINIDAD Approach 119.1		*TRINIDAD Tower 118.5			*Ground 121.9
VOR TRI 115.9	Final Apch Crs 142^	No FAF	MDA(H) 1000' (491')	Apt Elev 509' Rwy 14 509'	2000' MSA TRI VOR
MISSED APCH: Climb to 3000' outbound on TRI VOR R-142 and request instructions from CONTROL.					
Alt Set: hPa Rwy Elev: 18 hPa		Trans level: By ATC		Trans alt: 5000'	



MAP at VOR					ALS PAPI-L	3000' on TRI R-142
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STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND		
MDA(H) 1000' (491')			MDA(H)		
	ALS out	Max Kts			
A	1200m	100	1290' (781')-1900m		
B	1600m	135	1290' (781')-2800m		
C	2400m	180	1400' (891')-3700m		
D	2400m	205	1400' (891')-4600m		

*TRINIDAD Approach 119.1		*TRINIDAD Tower 118.5		*Ground 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	



MAP at NDB	ALS PAPI-L	4000'	TDD 210 150^
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STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
MDA(H) 1100' (591')		MDA(H)	
ALS out		Max Kts.	
A	1600m	100	1100' (591')-1900m
B	2400m	135	1100' (591')-2800m
C	NA	180	1200' (691')-3700m
D	NA	D	NA

PANS OPS

CHANGES: Reindexed, TRI VOR added.

Chart changes since cycle 24-2012

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
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TRINIDAD, (JORGE HENRICH INTL - SLTR)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport SLTR