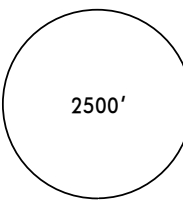
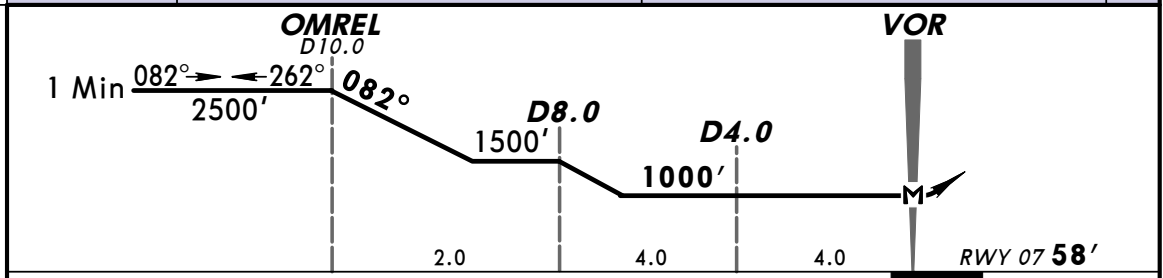
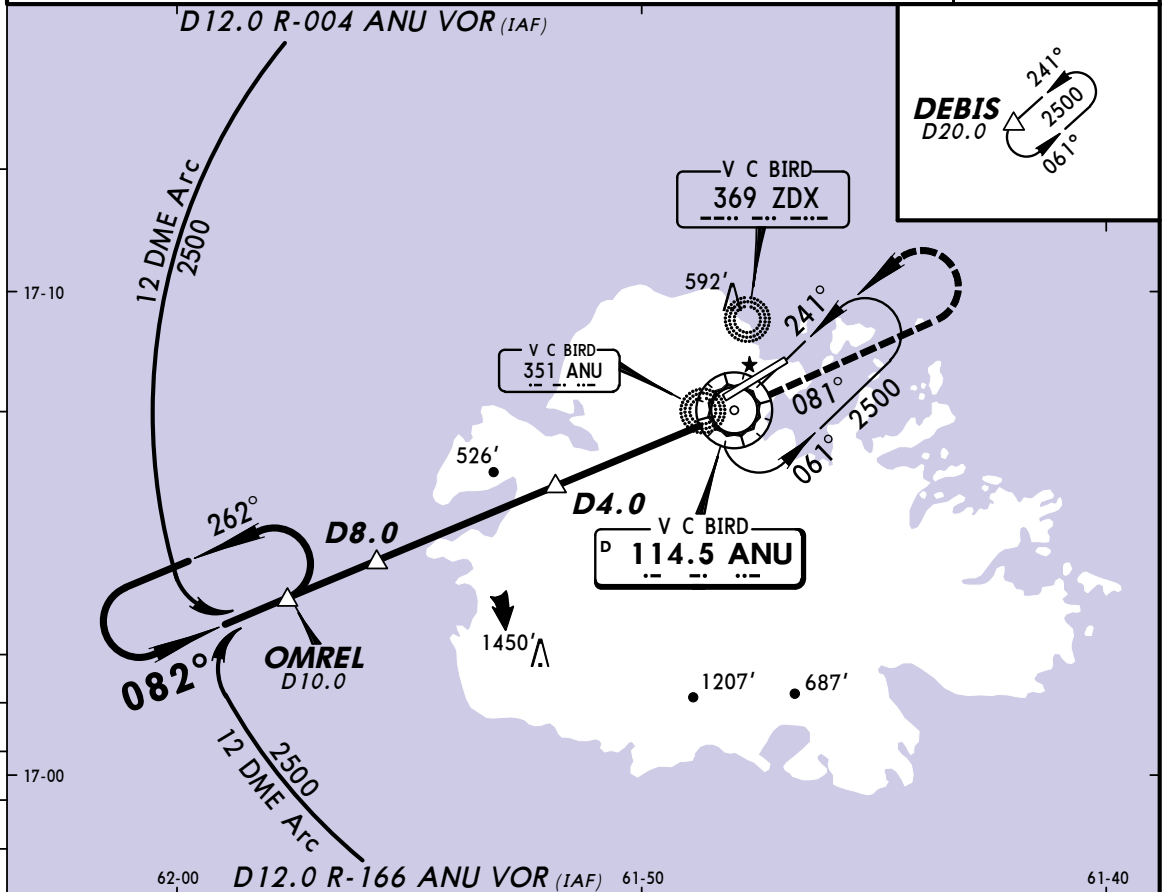


TAPA/ANU V C BIRD INTL

JEPPESEN
18 MAY 07 (13-1)

ST JOHNS, ANTIGUA
12 DME Arc Rwy 07

*ATIS 114.5	V C BIRD Approach 119.1	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' MSA ZDX NDB
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.				



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

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	2800m	135	1000' (940') - 2000m
C	3200m	180	1000' (940') - 4000m
D	3200m	205	1 1000' (940') - 4400m

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

CHANGES: None.

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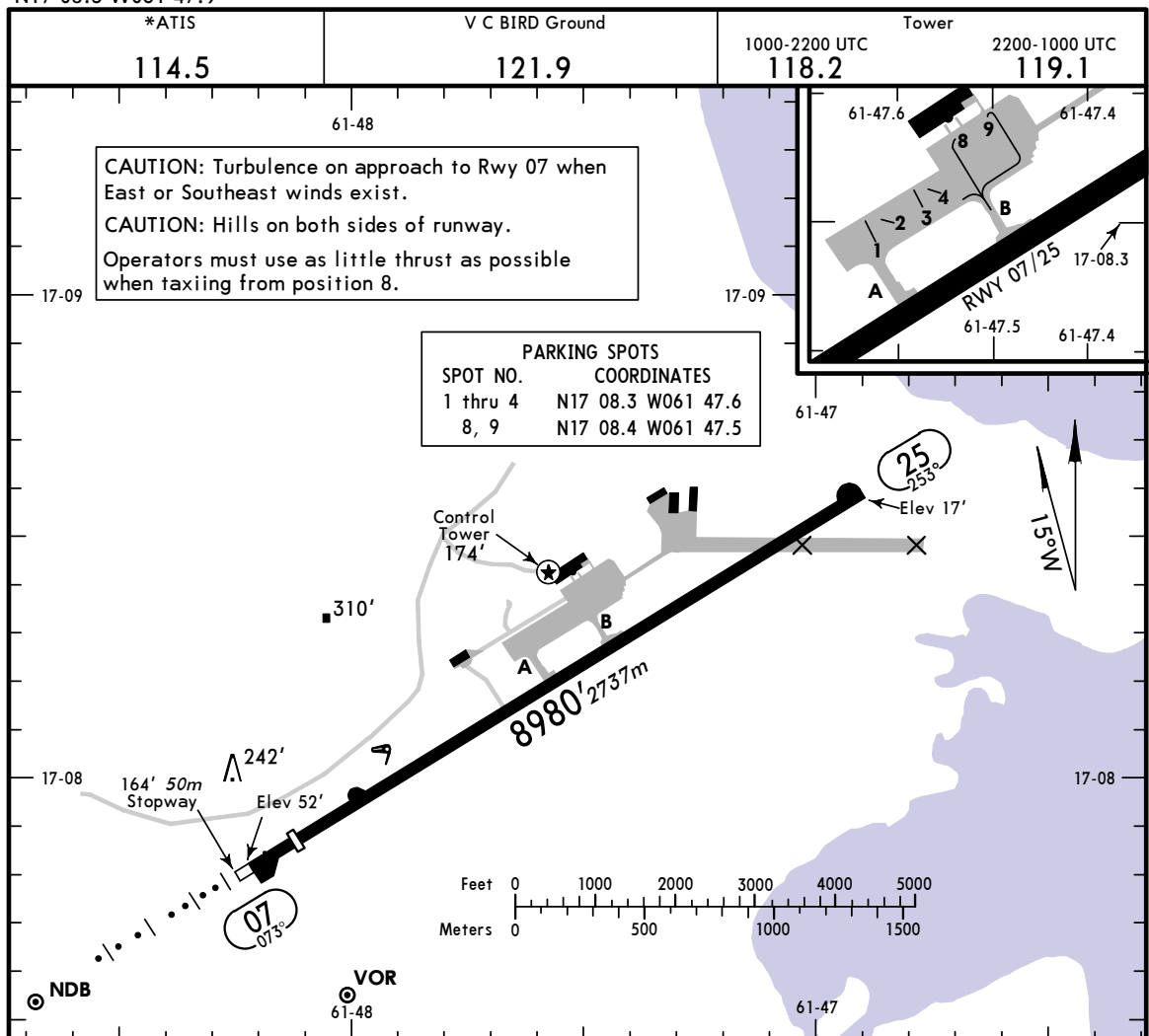
TAPA/ANU
 Apt Elev 60'
 N17 08.3 W061 47.9

JEPPESEN

18 MAY 07 (13-1)

ST JOHNS, ANTIGUA

V C BIRD INTL



ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		WIDTH	
	HIRL	HIALS	PAPI-L (angle 3.0°)	Threshold	Glide Slope		TAKE-OFF
07				8329'	2539m		148'
25	HIRL	PAPI-L (angle 3.0°)					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	RVR 400m	2 Eng	VIS 400m
B		RVR 250m	
C			
D			

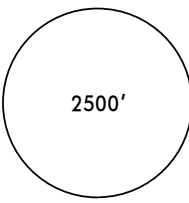
DEPARTURE PROCEDURE: a) Unless otherwise instructed or authorized by ATC, all aircraft departing from Rwy 07 will climb to 500' as soon as practicable after take-off and immediately initiate a left or right turn, depending upon destination, at a bank angle of at least 15° in order to avoid passage directly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

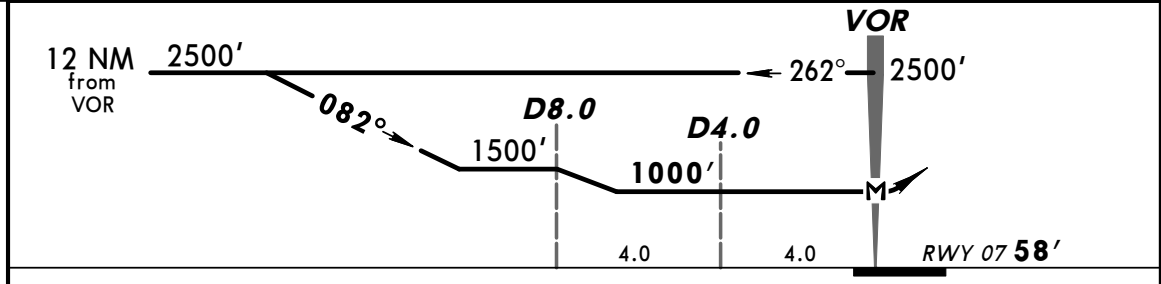
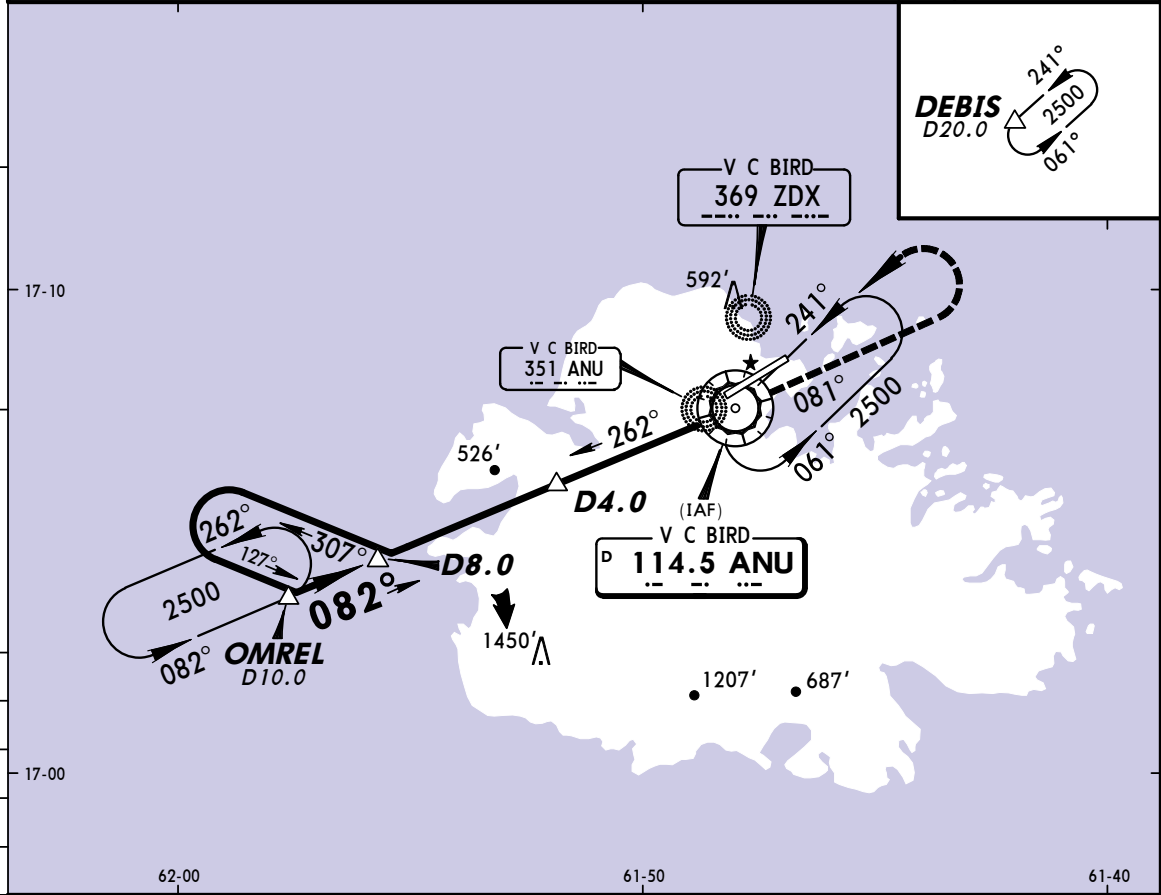
on a northerly track should initially maintain a heading not more easterly than 026° until the aircraft is north of a 071° bearing from ZDX NDB. c) Aircraft proceeding in a southerly track may continue with course intercept provided the requirement at (a) above has been achieved.

TAPA/ANU V C BIRD INTL

JEPPESEN
21 MAY 04 (13-2)

ST JOHNS, ANTIGUA
VOR DME Rwy 07

*ATIS 114.5	V C BIRD Approach 119.1	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.				
Alt Set: hPa	Rwy Elev: 2 hPa	Trans level: FL 40	Trans alt: 2500'	MSA ZDX NDB



MAP at VOR	HIALS	ANU on 114.5 R-081	1500'
	PAPI	LT	↑

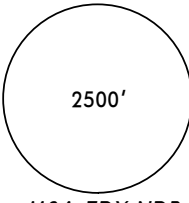
STRAIGHT-IN LANDING RWY 07		CIRCLE-TO-LAND	
MDA(H) 1000' (942')		Max Kts	
ALS out		MDA(H)	
A	1600m	100	1000' (940') - 1600m
B	2800m	135	1000' (940') - 2000m
C	3200m	180	1000' (940') - 4000m
D		205	1 1000' (940') - 4400m

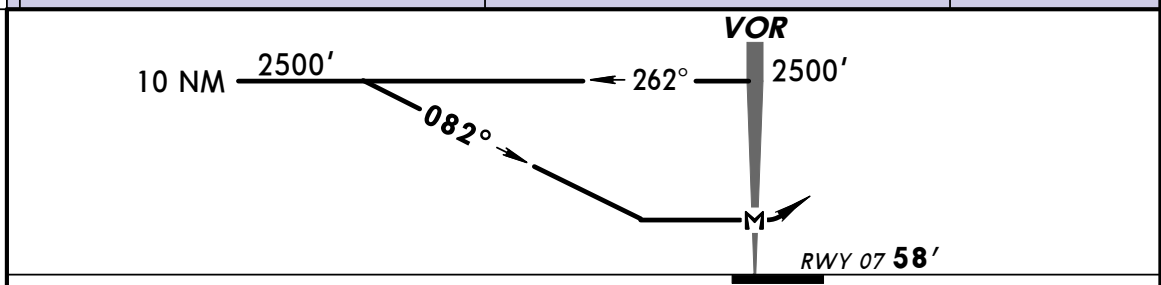
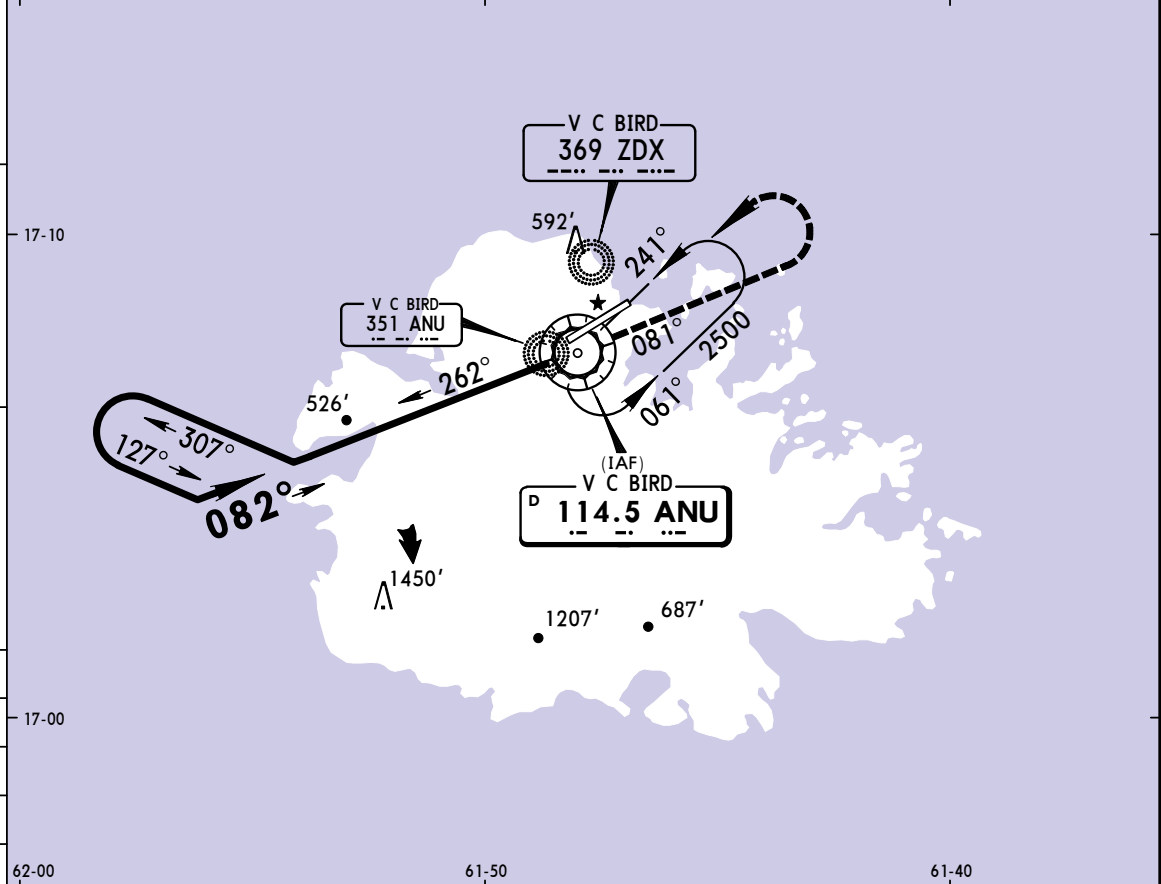
1 1770' (1710') South of Rwy 07/25

TAPA/ANU V C BIRD INTL

JEPPESEN
21 MAY 04 **(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'
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'	

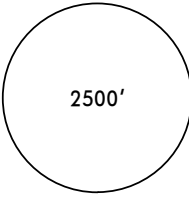


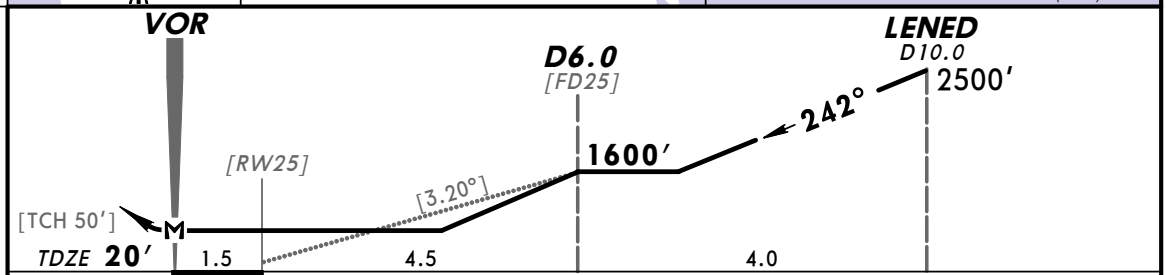
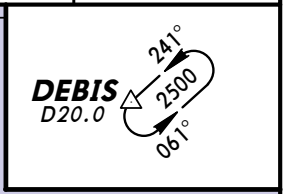
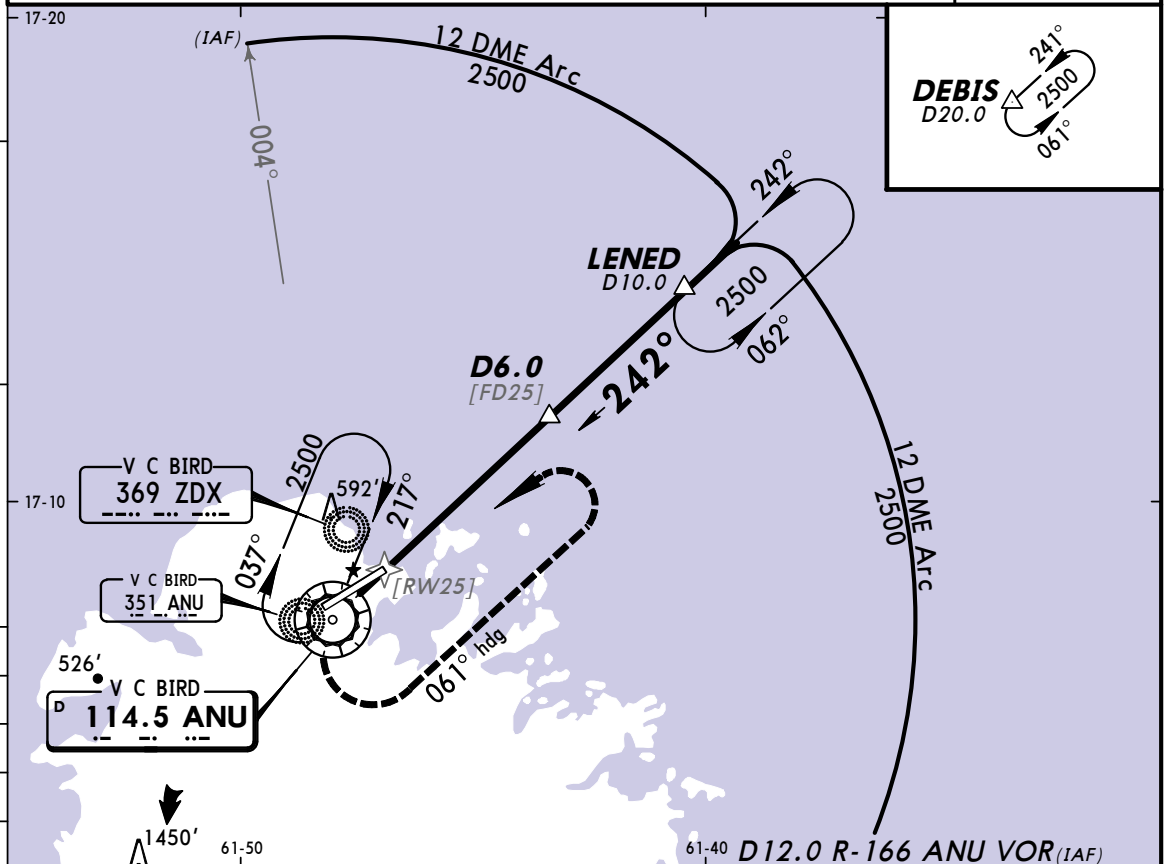
MAP at VOR				HIALS	ANU	1500'
				PAPI	LT on 114.5	R-081
STRAIGHT-IN LANDING RWY07				CIRCLE-TO-LAND		
MDA(H) 1000' (942')				Max Kts	MDA(H)	
ALS out				100	1000' (940') - 1600m	
A	1600m			135	1000' (940') - 2000m	
B	2000m			180	1000' (940') - 4000m	
C	4000m			205	1 1000' (940') - 4400m	
D	4400m					
1 1770' (1710') South of Rwy 07/25						

TAPA/ANU V C BIRD INTL

JEPPESEN
9 FEB 07 (13-4) Eff 15 Feb

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	2200-1000 UTC 119.1	Ground 121.9
VOR ANU 114.5	Final Apch Crs 242°	Minimum Alt D6.0 1600' (1580')	MDA(H) 660' (640')	Apt Elev 60' TDZE 20'
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.				
Alt Set: hPa TDZ Elev: 1 hPa Trans level: FL 40 Trans alt: 2500' 1. 12 DME ARC APPROACHES NOT AUTHORIZED UNLESS SPECIFICALLY APPROVED BY ATC.				



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.20°]	396	510	566	679	793	906				
MAP at VOR										

STRAIGHT-IN LANDING RWY25		CIRCLE-TO-LAND	
MDA(H) 660' (640')		South of Rwy 07/25	
		North of Rwy 07/25	
A		Max Kts. 100	700' (640') - 2800m
B	2800m	135	740' (680') - 2800m
C		180	930' (870') - 3600m
D	3200m	205	1770' (1710') - 4000m

TAPA/ANU V C BIRD INTL



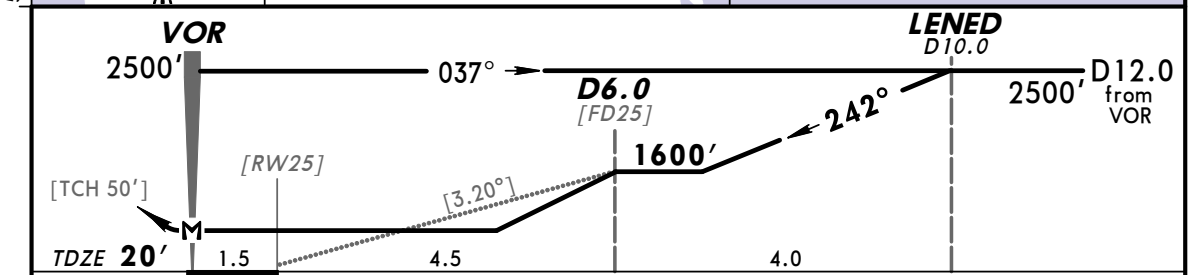
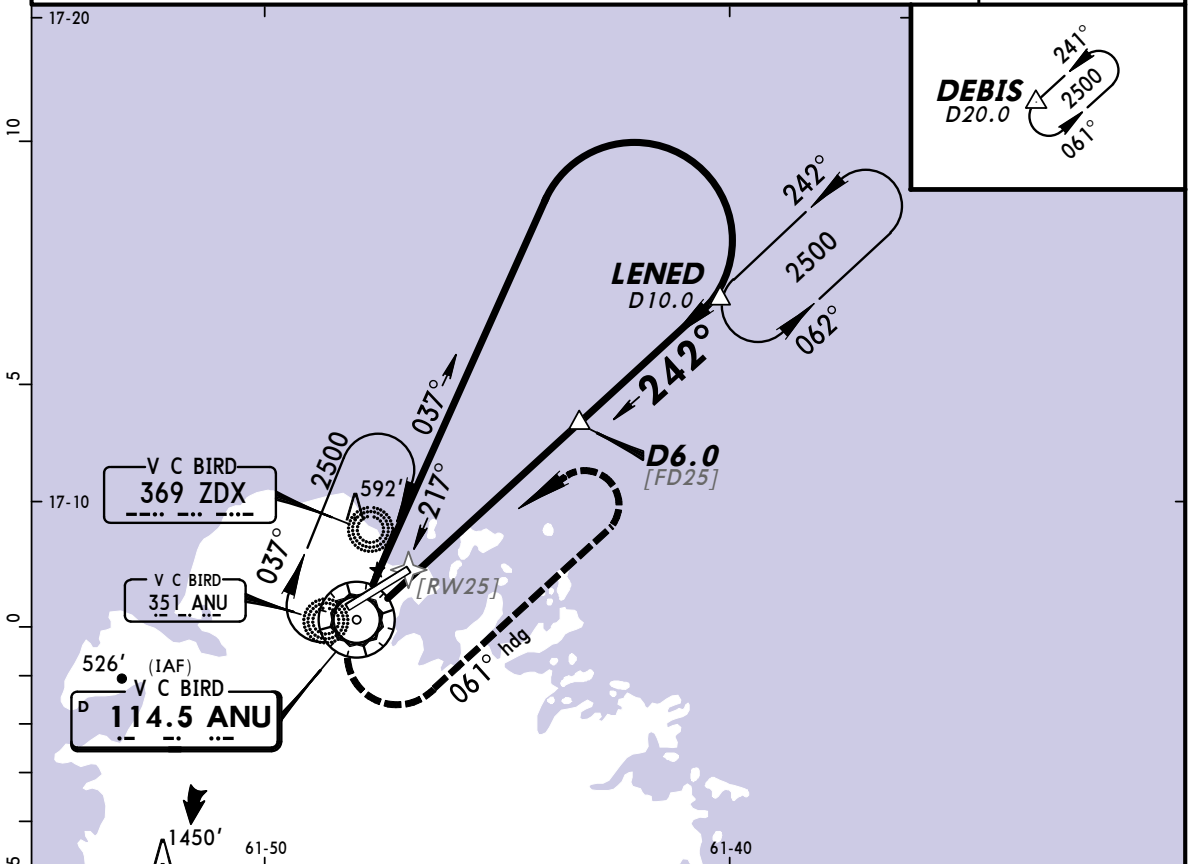
9 FEB 07

13-5

Eff 15 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' (1580')	MDA(H) 660' (640')	Apt Elev 60' TDZE 20'
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.				
Alt Set: hPa	TDZ Elev: 1 hPa	Trans level: FL 40	Trans alt: 2500'	MSA ZDX NDB



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.20°]	396	510	566	679	793	906				
MAP at VOR										

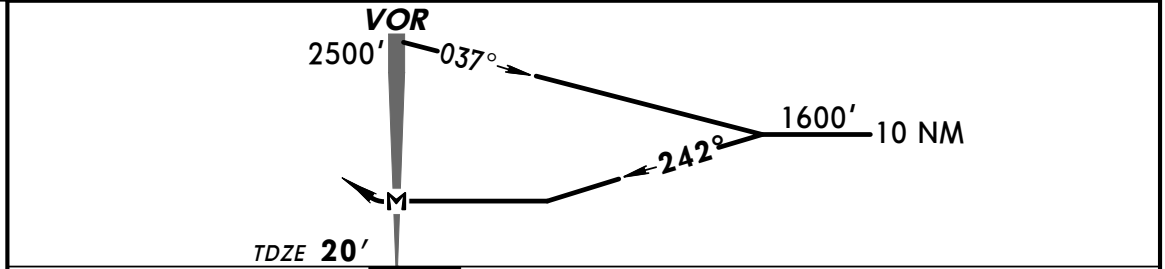
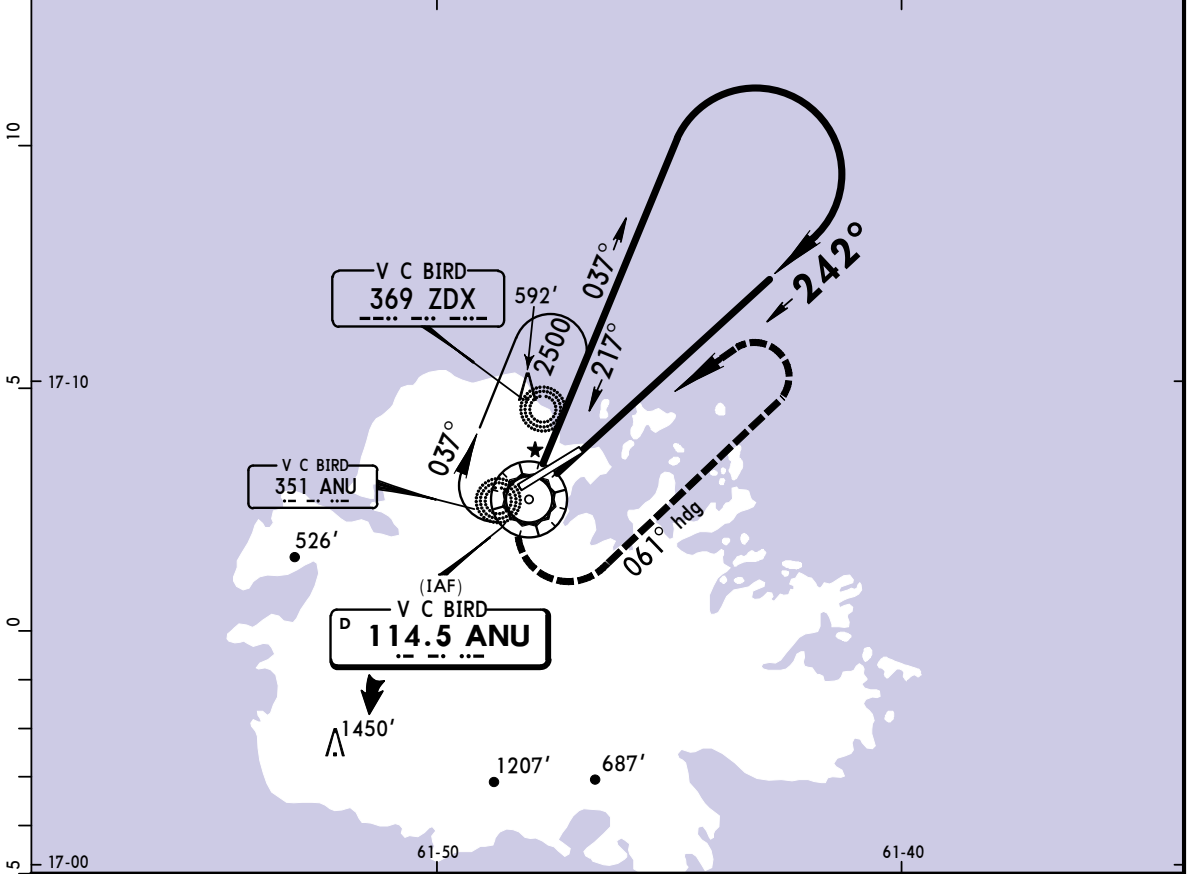
STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND	
MDA(H) 660' (640')		South of Rwy 07/25	North of Rwy 07/25
		Max Kts	MDA(H)
A		100	700' (640') - 2800m
B	2800m	135	740' (680') - 2800m
C		180	930' (870') - 3600m
D	3200m	205	1770' (1710') - 4000m

TAPA/ANU V C BIRD INTL

JEPPESEN
21 MAY 04 (13-6)

ST JOHNS, ANTIGUA
VOR Rwy 25

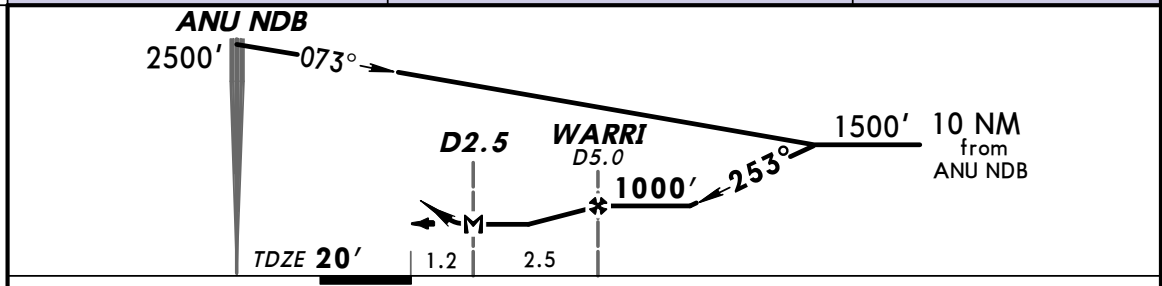
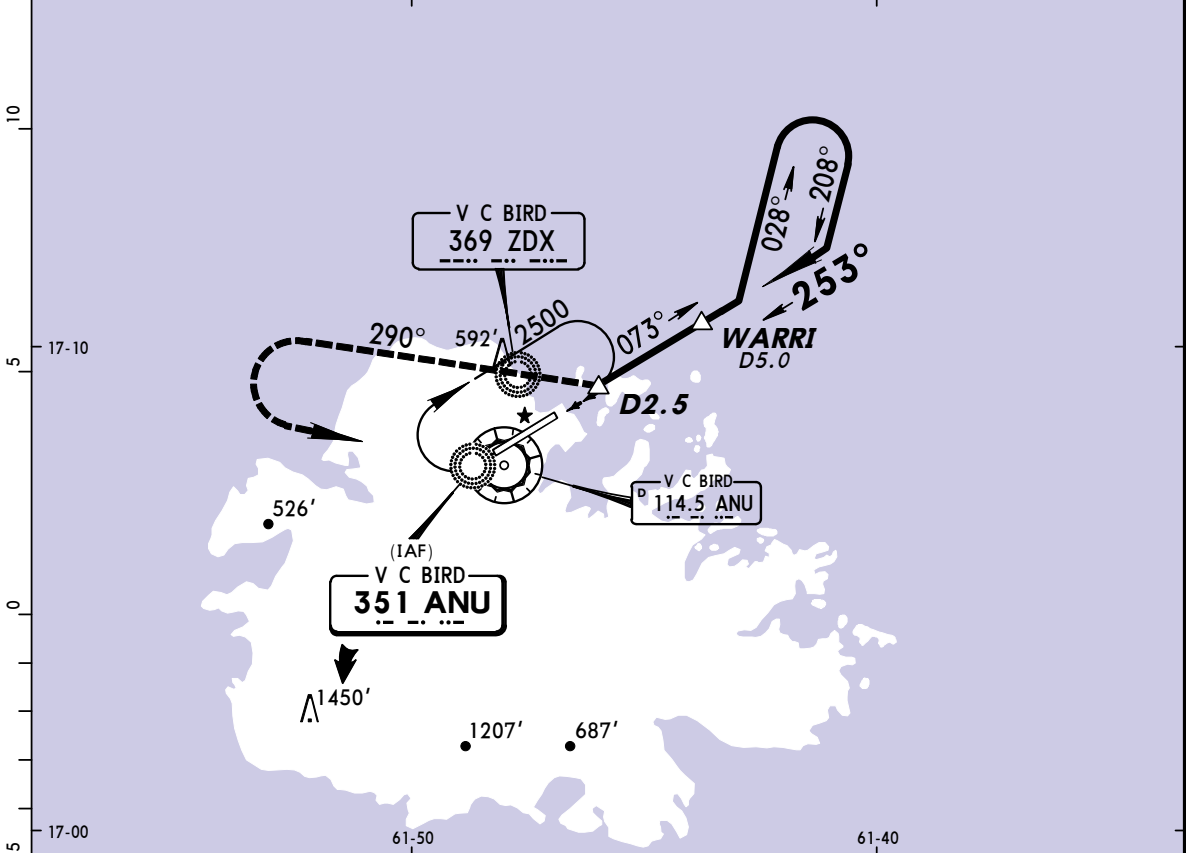
*ATIS 114.5		V C BIRD Approach 119.1	V C BIRD Tower 1000-2200 UTC 118.2	V C BIRD Tower 2200-1000 UTC 119.1	Ground 121.9
VOR ANU 114.5	Final Apch Crs 242°	No FAF	MDA(H) 700' (680')	Apt Elev 60' TDZE 20'	2500'
MISSED APCH: LEFT climbing turn to a 061° heading, climb to 2000' then LEFT turn to return to ANU VOR at 2500' and hold, or as directed by ATC.					
Alt Set: hPa		TDZ Elev: 1 hPa	Trans level: FL 40	Trans alt: 2500'	MSA ZDX NDB



				PAPI-L	←	061° hdg	2000' ↑
MAP at VOR							

STRAIGHT-IN LANDING RWY25		CIRCLE-TO-LAND	
MDA(H) 700' (680')		South of Rwy 07/25	North of Rwy 07/25
A	1600m	Max Kts. 100 MDA(H) 700' (640') - 2800m	MDA(H) 890' (830') - 2800m
B	2800m	135 740' (680') - 2800m	890' (830') - 2800m
C	3200m	180 930' (870') - 3600m	990' (930') - 3600m
D		205 1770' (1710') - 4000m	1000' (940') - 4000m

*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
NDB ANU 351	Final Apch Crs 253°	Minimum Alt WARRI 1000' (980')	MDA(H) 540' (520')	Apt Elev 60' TDZE 20'		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		TDZ Elev: 1 hPa	Trans level: FL 40	Trans alt: 2500'		MSA ZDX NDB



				PAPI-L	RT	290°	2500'
MAP at D2.5							

STRAIGHT-IN LANDING RWY 25		CIRCLE-TO-LAND	
MDA(H) 540' (520')		South of Rwy 07/25	North of Rwy 07/25
A	1600m	Max Kts 100 MDA(H) 700' (640') - 1600m	890' (830') - 1600m
B	2000m	135 740' (680') - 1600m	990' (930') - 2800m
C	2400m	180 930' (870') - 2800m	990' (930') - 2800m
D	2400m	205 1770' (1710') - 3600m	1000' (940') - 3600m

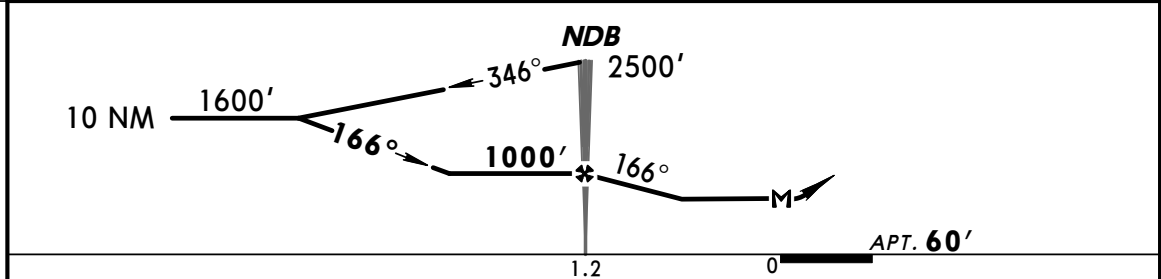
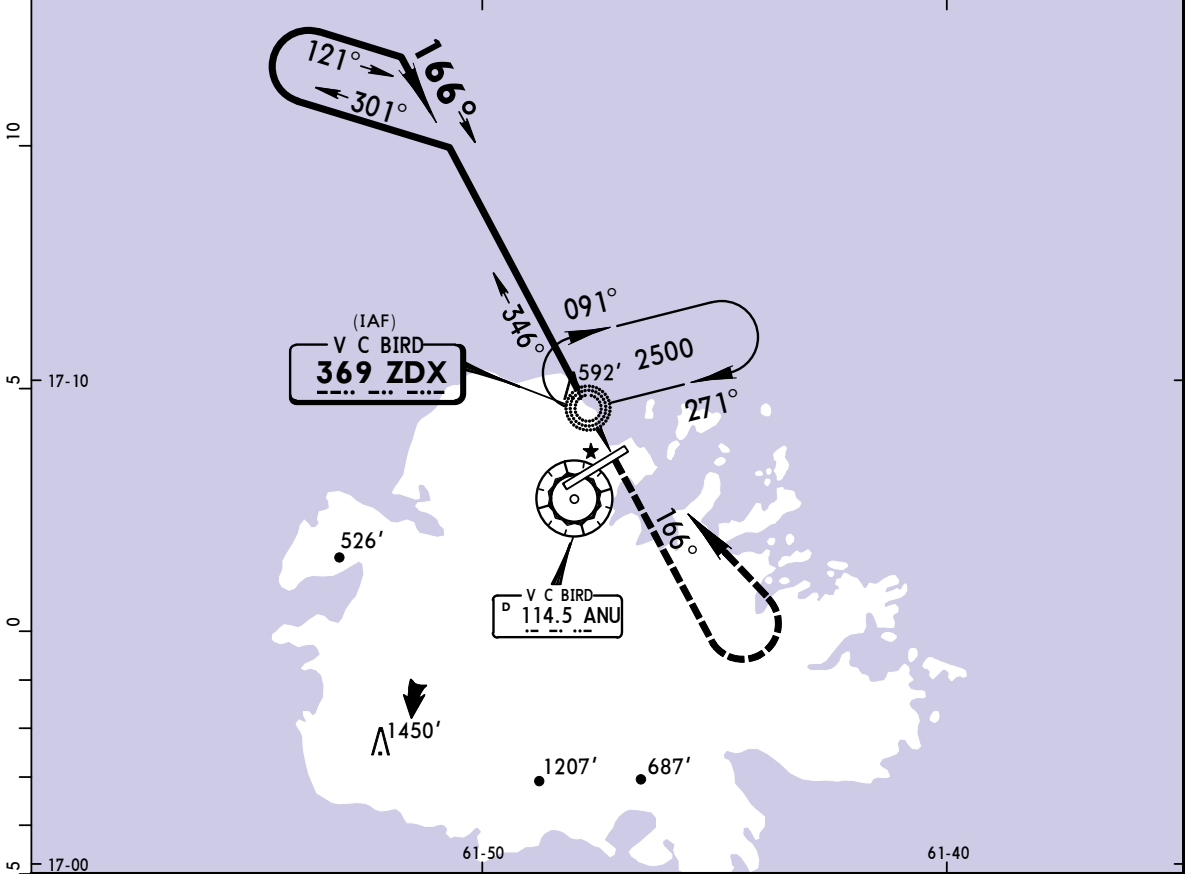
TAPA/ANU V C BIRD INTL

JEPPESSEN

ST JOHNS, ANTIGUA NDB-A

21 MAY 04 (16-3)

*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
NDB ZDX 369	Final Apch Crs 166°	Minimum Alt NDB 1000' (940')	MDA(H) Refer to Minimums	Apt Elev 60'		2500'
MISSED APCH: Climb to 2500' on 166°, LEFT turn direct to ZDX NDB and hold, or as directed by ATC.						
Alt Set: hPa		Apt Elev: 2 hPa		Trans level: FL 40		Trans alt: 2500'
						MSA ZDX NDB



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	890' (830') - 1600m
C	180	930' (870') - 2800m	990' (930') - 2800m
D	205	1770' (1710') - 3600m	1000' (940') - 3600m

CHANGES: ATIS added.