

PIARCO Flight Information Region

A. N. R. Robinson International Airport

A. N. R. Robinson International Airport (formerly Crown Point International Airport) is one of two international airports serving the twin isle republic of Trinidad and Tobago. It is in the southwestern most part of the island of Tobago, near the town of Canaan, and 11 km (6.8 mi) from the capital, Scarborough.

General information

ICAO :	TTCP
IATA :	TAB
Time zone:	UTC-4 (standard time)
Latitude:	11° 08' 46.99" N
Longitude:	60° 50' 27" W
Elevation:	36 ft
Transition Altitude:	4,100 ft
Transition level:	FL055
PIARCO VOR:	POS 116.9
PIARCO NDB:	TAB 323

No VFR traffic at night.

Landing traffic for runway 11 should expect to backtrack.

Runways 11 and 29 are right hand traffic pattern.

Communications

Name		Frequency
TTPP_ATIS	ROBINSON Information	132.200
TTPP_GND	ROBINSON Ground	121.900
TTPP_TWR	ROBINSON Tower	118.400
TTPP_APP	PIARCO Approach	119.000
TTZP_CTR	PIARCO Radar	123.700
TTZP_S_CTR	PIARCO South Radar	125.400

Runways

RWY	QFU	LDA	LDA Glide Slope	TORA
11	108°	8035 feet/2449 m	7090 feet/2161 m	8999 feet/2743 m
29	288°	8999 feet/2743 m	8999 feet/2743 m	8999 feet/2743 m

Approaches

Runway 11

ILS Y/Z or LOC Y/Z RWY 11

RNAV RWY 11

NDB DME RWY 11

NDB RWY 11

Runway 28

RNAV RWY 29

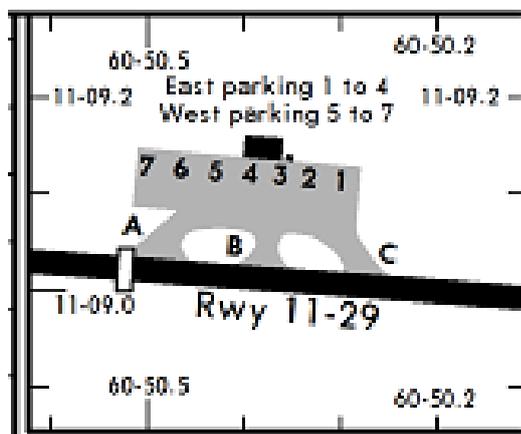
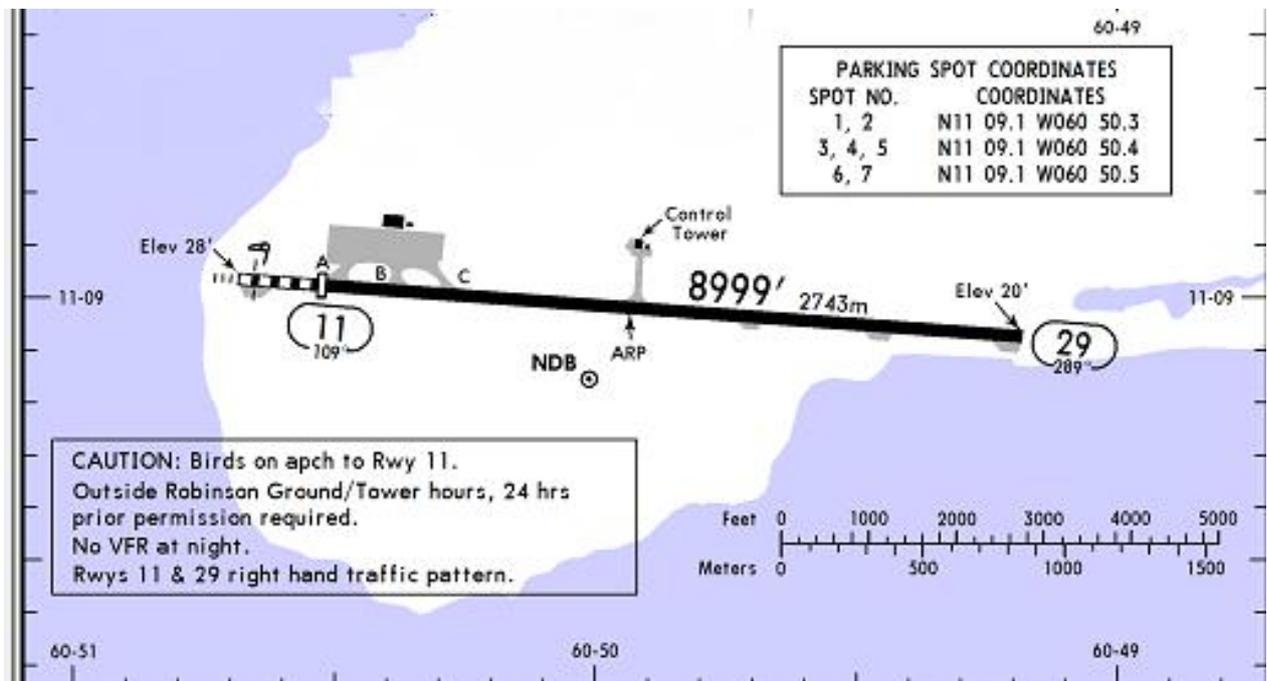
NDB DME RWY 29

NDB RWY 29

Airport and parking gates

Robinson International Airport has a 9,000ft (2,744m) runway able to accommodate most international wide-body airliners.

The airport layout consists of one main ramp to the North connecting the runway with 3 taxiways.



Single engine taxi in for turbo-jet aircrafts

Medium and Heavy aircraft must be towed out prior to engine start.

Parking position 1 is for heavy aircraft up to the Boeing 747.

Position 2 and 3 for medium aircraft up to the Dash8.

Position 4 is for heavy aircraft up to the Boeing 747.

Position 5 and 6 for medium aircraft up to the Dash8.

Parking position 7 is for heavy aircraft up to the Boeing 747 but often used for GA aircraft and helicopter. This position can hold up to 6 small aircraft with all oriented east/west.



Departures

Robinson departure procedure runway 11

No restrictions unless specific instructions given by online ATC.

Robinson departure procedure runway 29

No restrictions unless specific instructions given by online ATC.

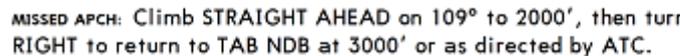
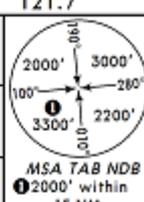
Note: Robinson doesn't offer any Standard Instrument Departures (SID).

Robinson arrival approaches

ILS Y or LOC Y RWY 11

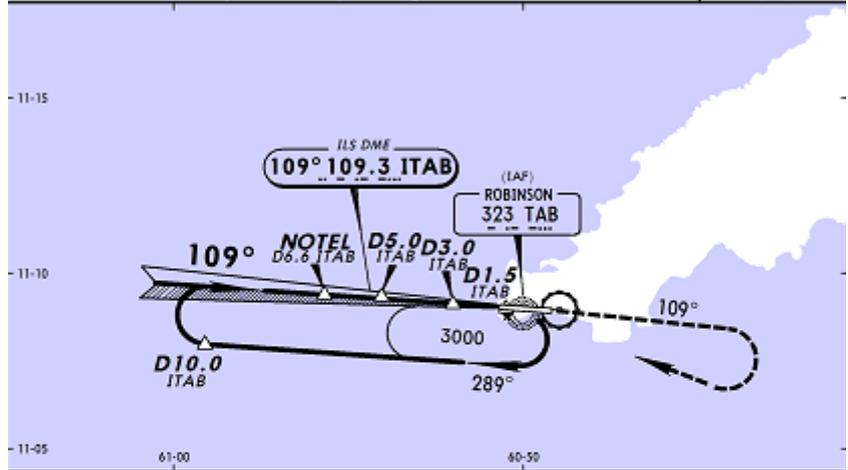
The ILS frequency: **109.30** and identifier: **ITAB** for a final approach course of **109°/ 1700ft.**

*ATIS 132.2	PIARCO Approach 119.0 119.55		*ROBINSON Tower 118.4	*Ground 121.7
LOC ITAB 109.3	Final Apch Crs 109°	GS NOTEL 1700' (1671')	DA(H) Refer to Minimums	Apt Elev 38' Rwy 11 29'

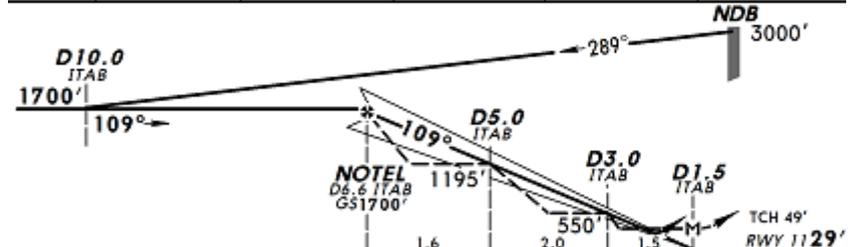



Alt Set: hPa Rwy Elev: 1 hPa Trans level: FL 55 Trans alt: 4100'

1. ADF and DME required. 2. Glideslope autocoupled approaches not authorized below 525' MSL. 3. Glideslope unusable beyond 2° right of course.

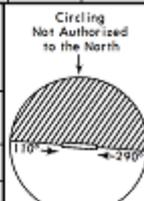


		GS INOP (Recommended descent 320ft per NM)		
LOC (GS out)	ITAB DME	6.0	5.0	3.0
	ALTITUDE	1510'	1190'	870'
			870'	550'



Gnd speed-Kts	70	90	100	120	140	160	SALS	2000'	3000'	TAB
GS	2.98°	3.69	4.74	5.27	6.33	7.38	PAPI	↑ on 109°	↑ RT	323
MAP at D1.5 ITAB										
NOTEL to MAP	5.1	4:22	3:24	3:04	2:33	2:11				

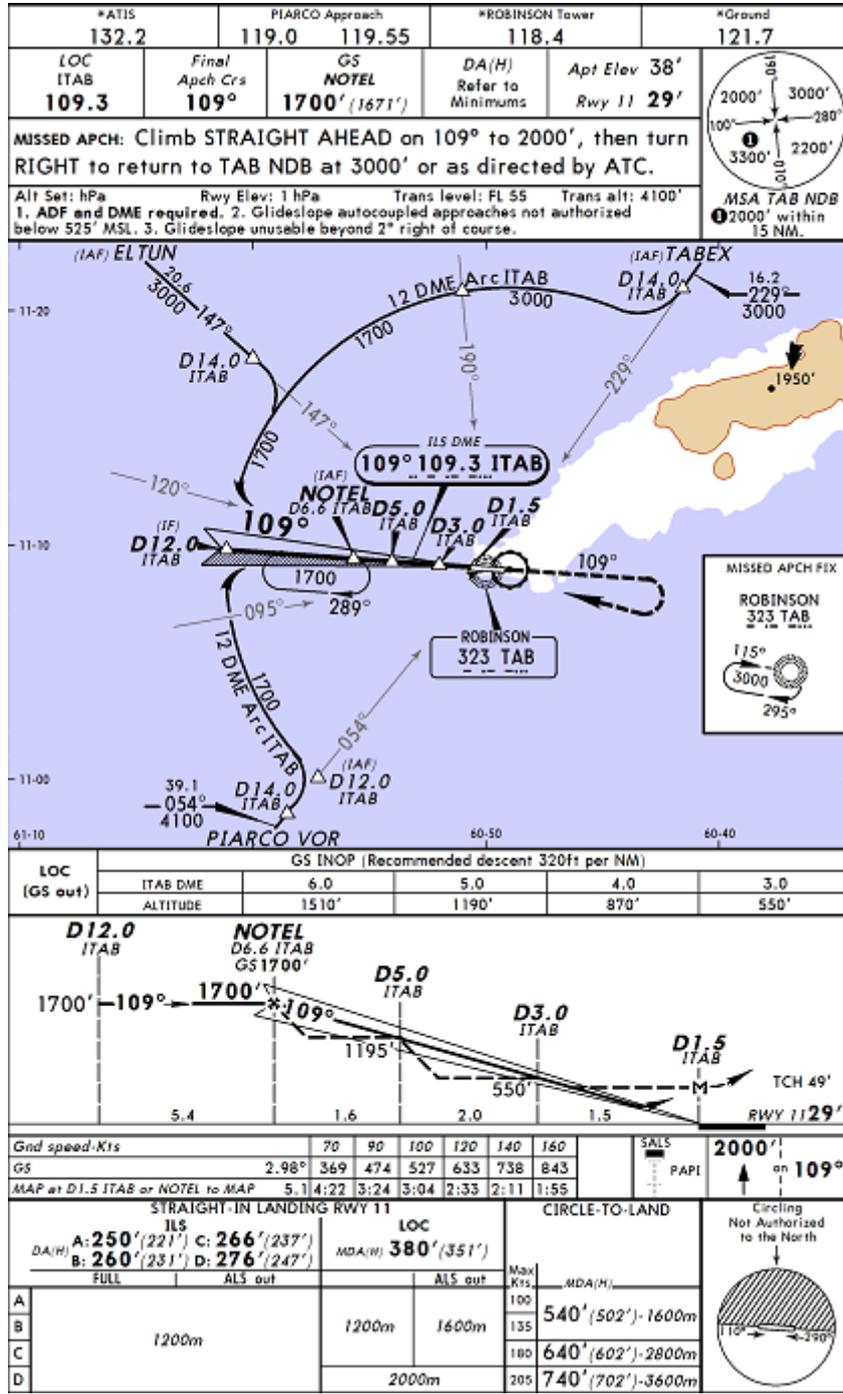
STRAIGHT-IN LANDING RWY 11				CIRCLE-TO-LAND			
ILS		LOC		MDA(H)		Max Kts	
DA(H) A: 250' (221') C: 266' (237')		B: 260' (231') D: 276' (247')		380' (351')		100	
FULL		ALS out		ALS out		135	
1200m		1200m		1600m		180	
A		B		C		205	
1200m		2000m		2000m		740' (702')-3600m	



Circling Not Authorized to the North

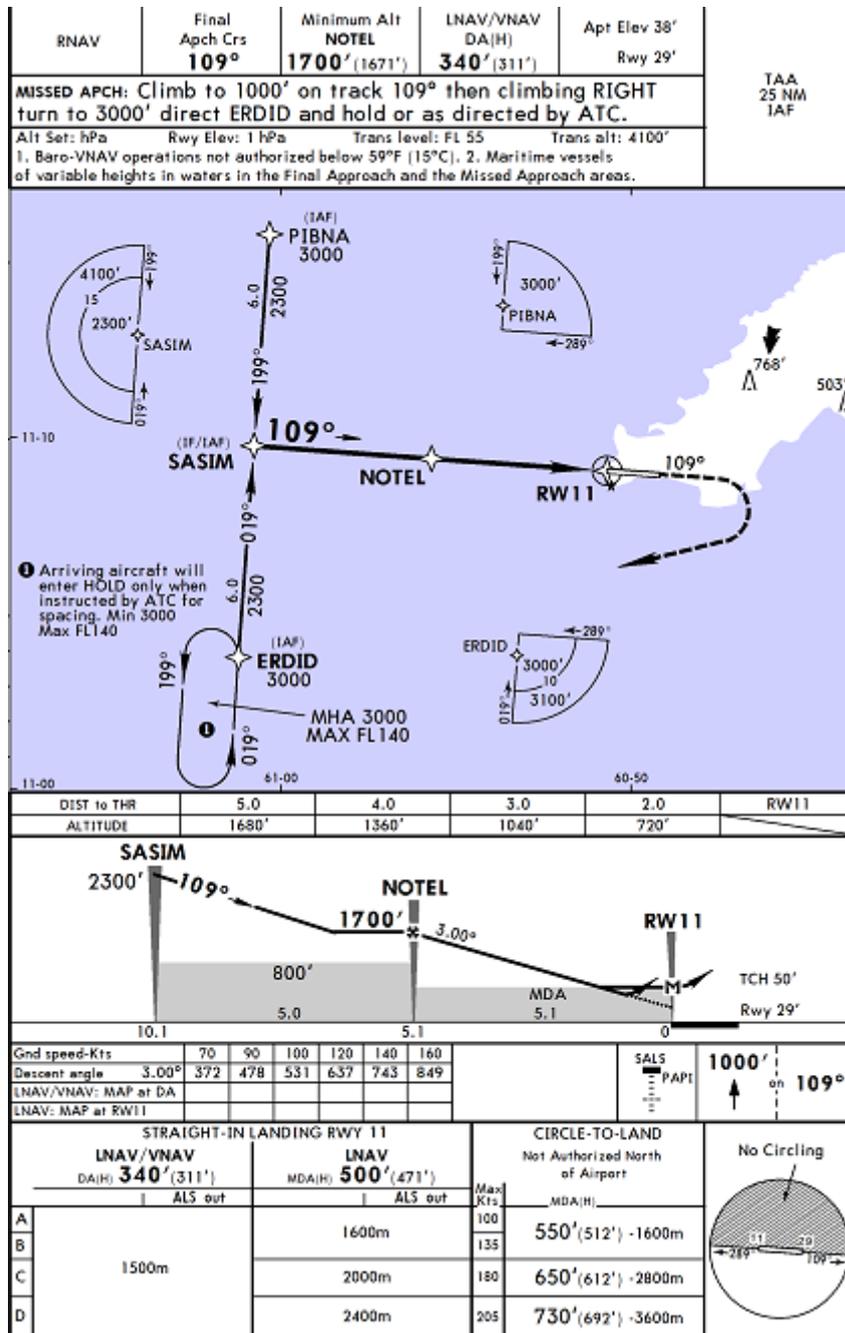
ILS Z or LOC Z RWY 11

The ILS frequency: **109.30** and identifier: **ITAB** for a final approach course of **109°/ 1700ft.**

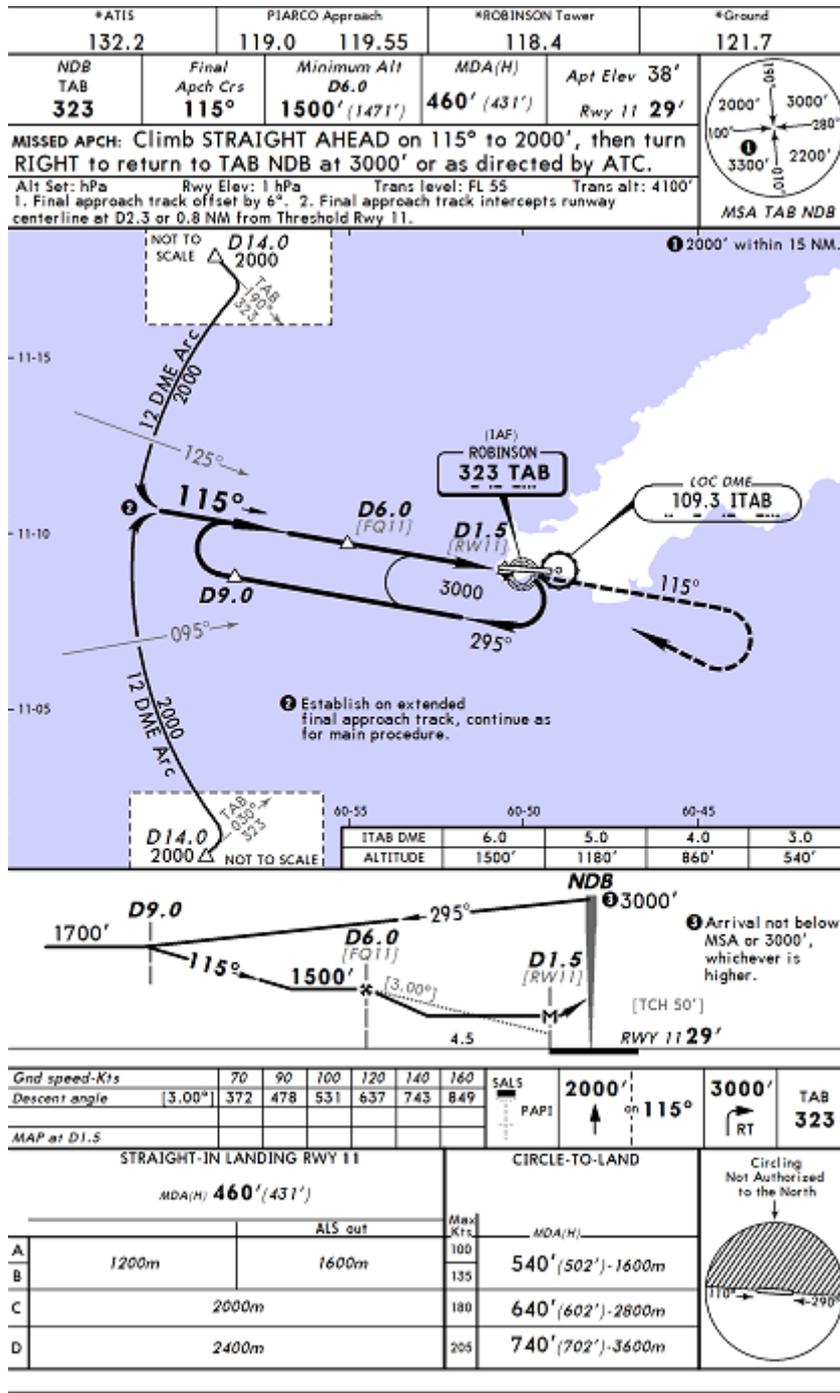


RNAV (GNSS) RWY 11

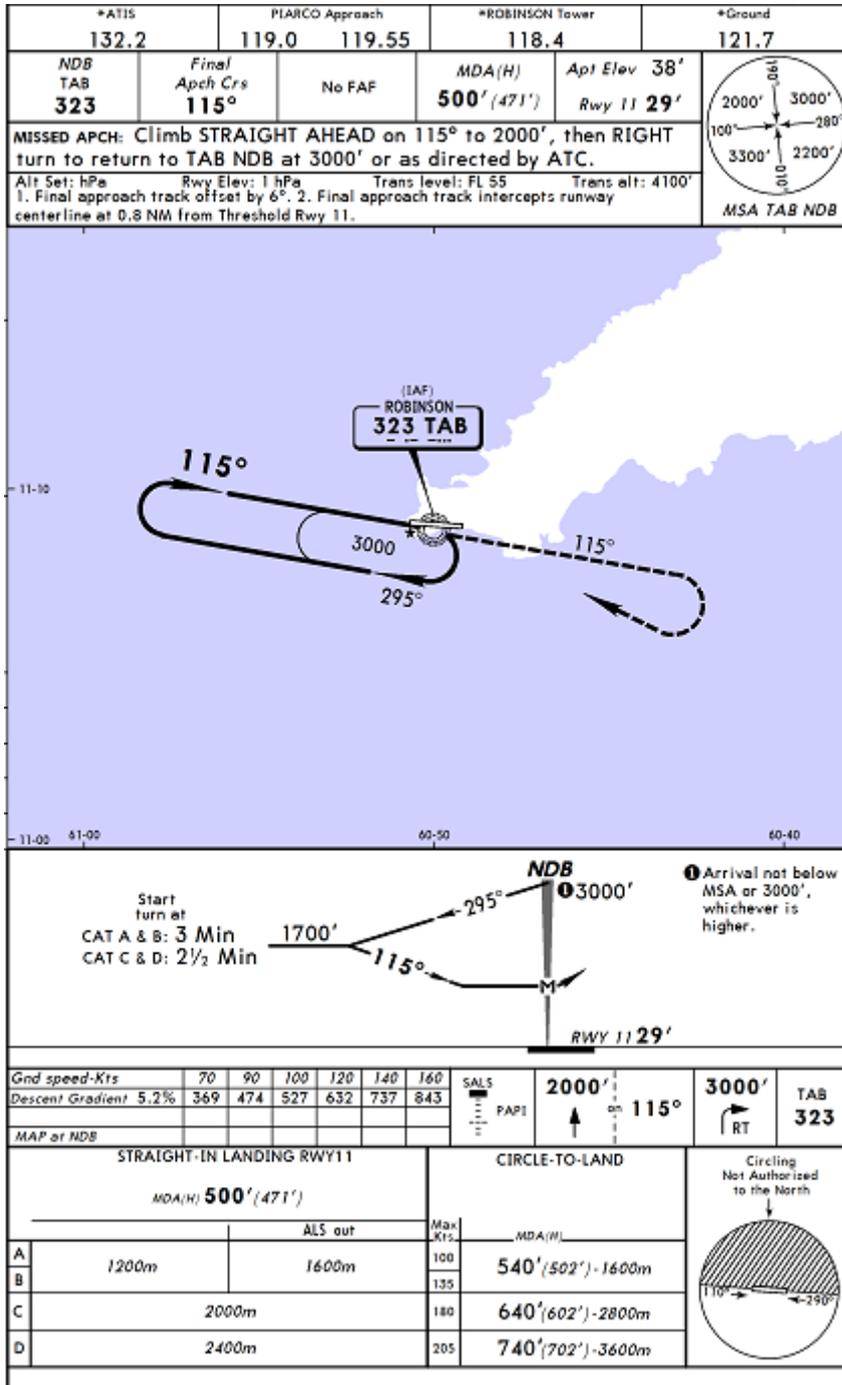
All aircraft should be at 2300' by SASIM.



NDB DME RWY 11

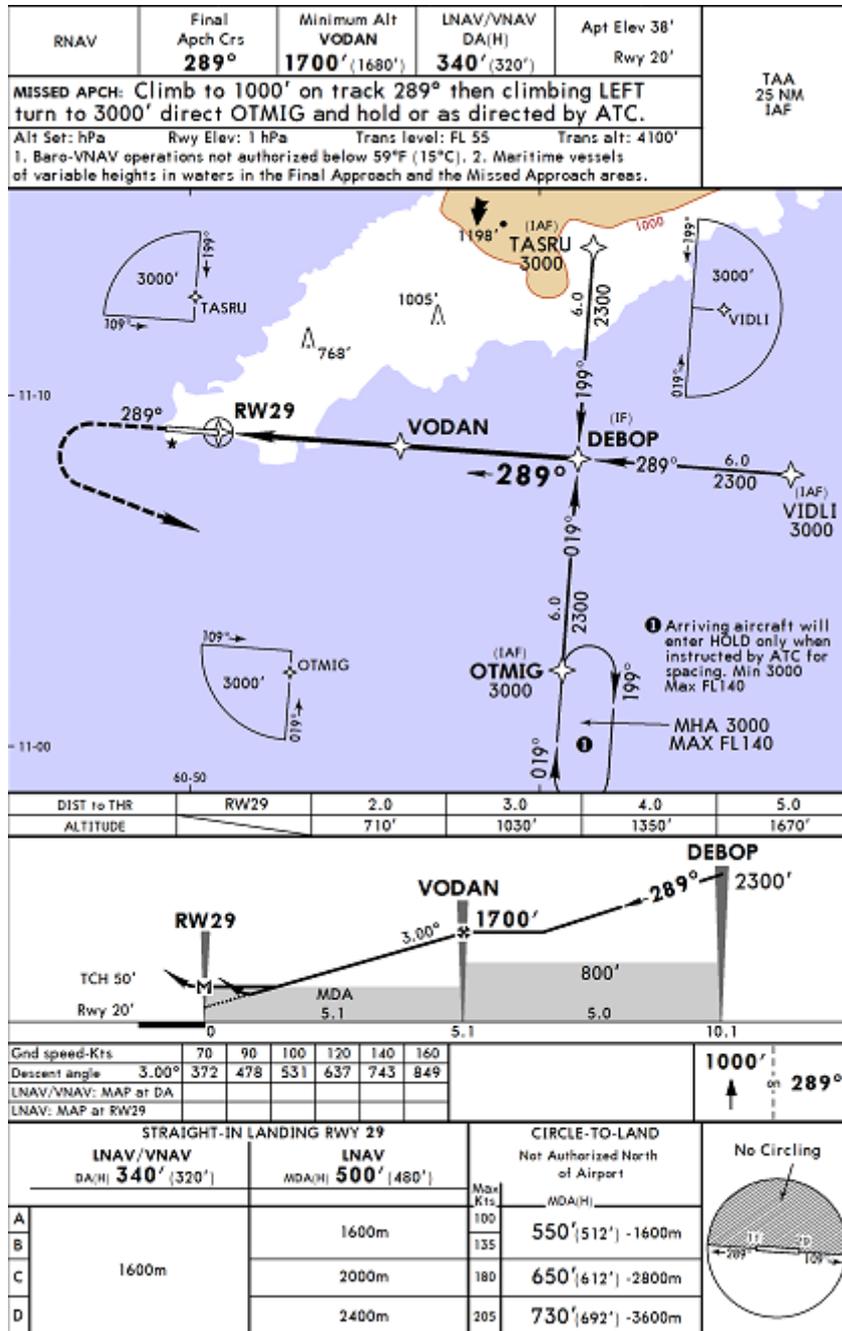


NDB RWY 11

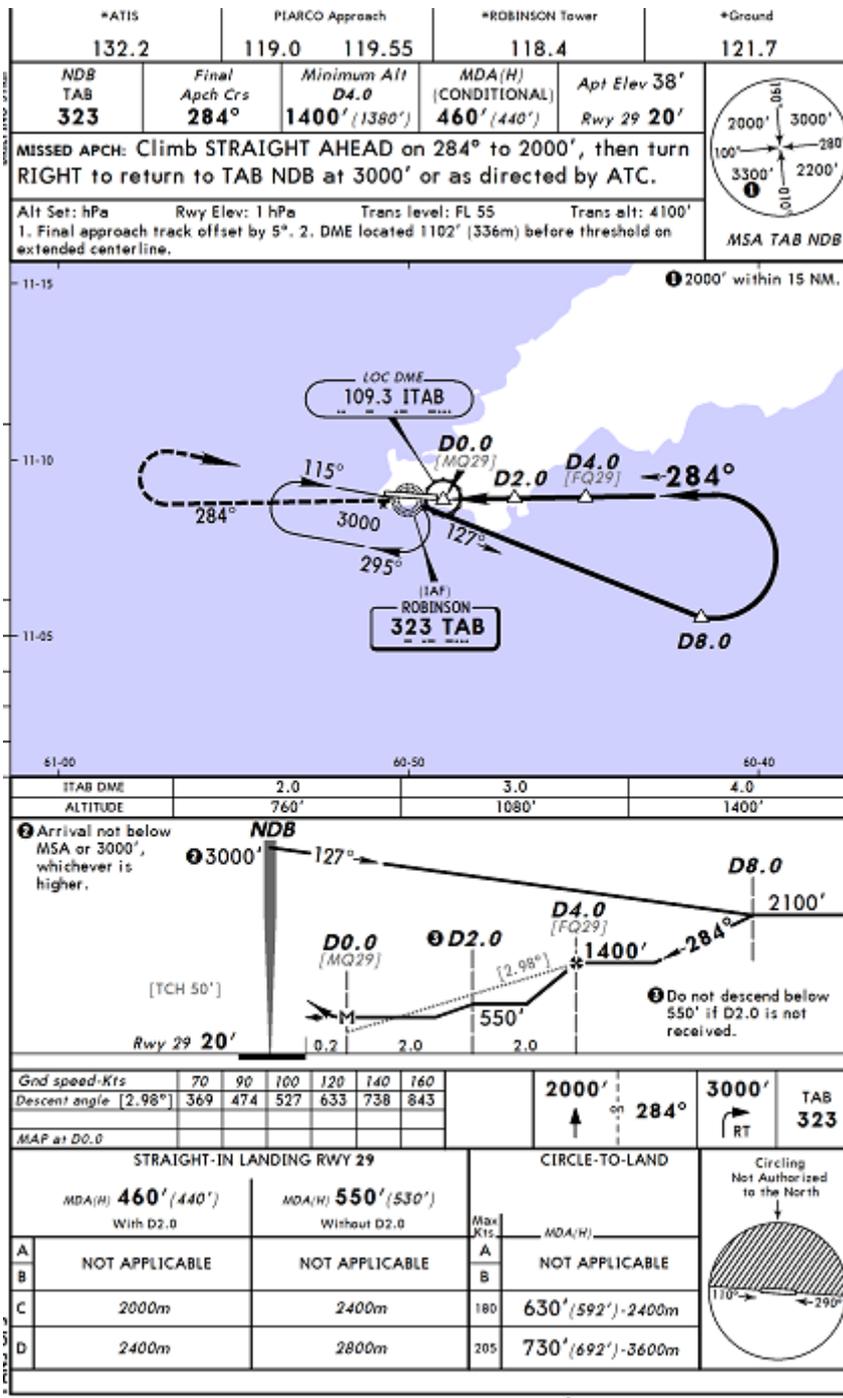


RNAV (GNSS) RWY28

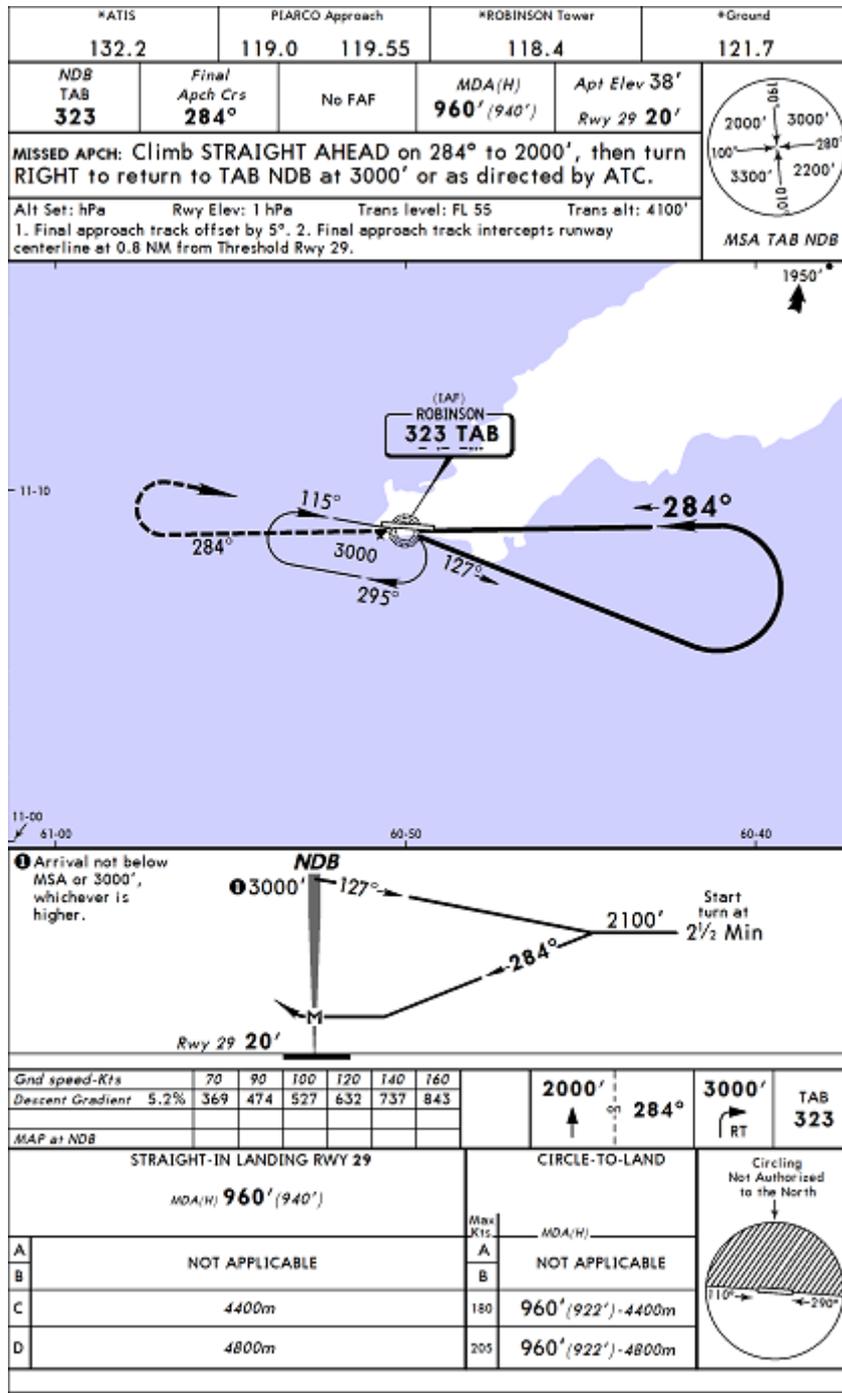
All aircraft should be at 2300' by DEBOP.



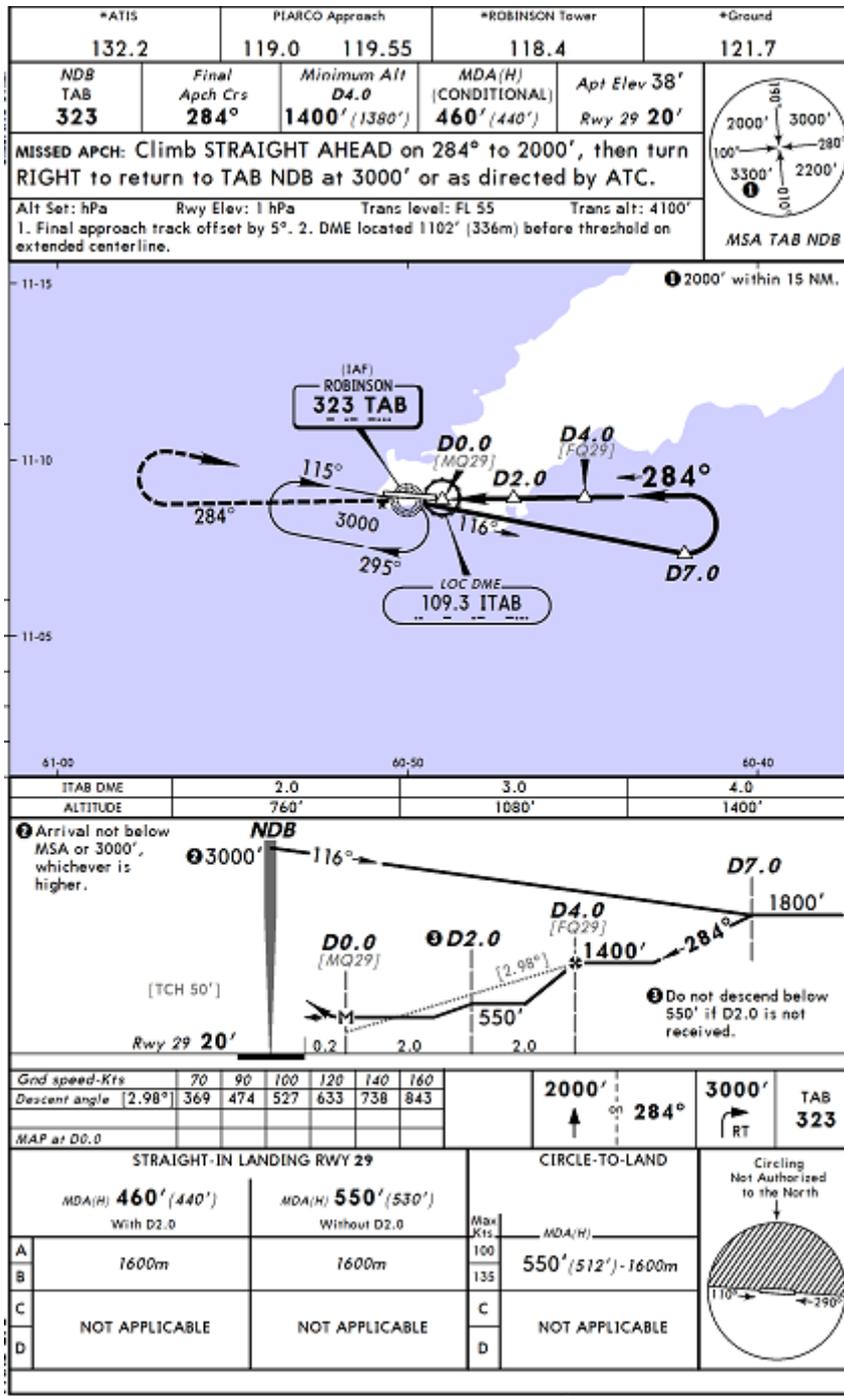
NDB DME RWY 28 CAT C & D



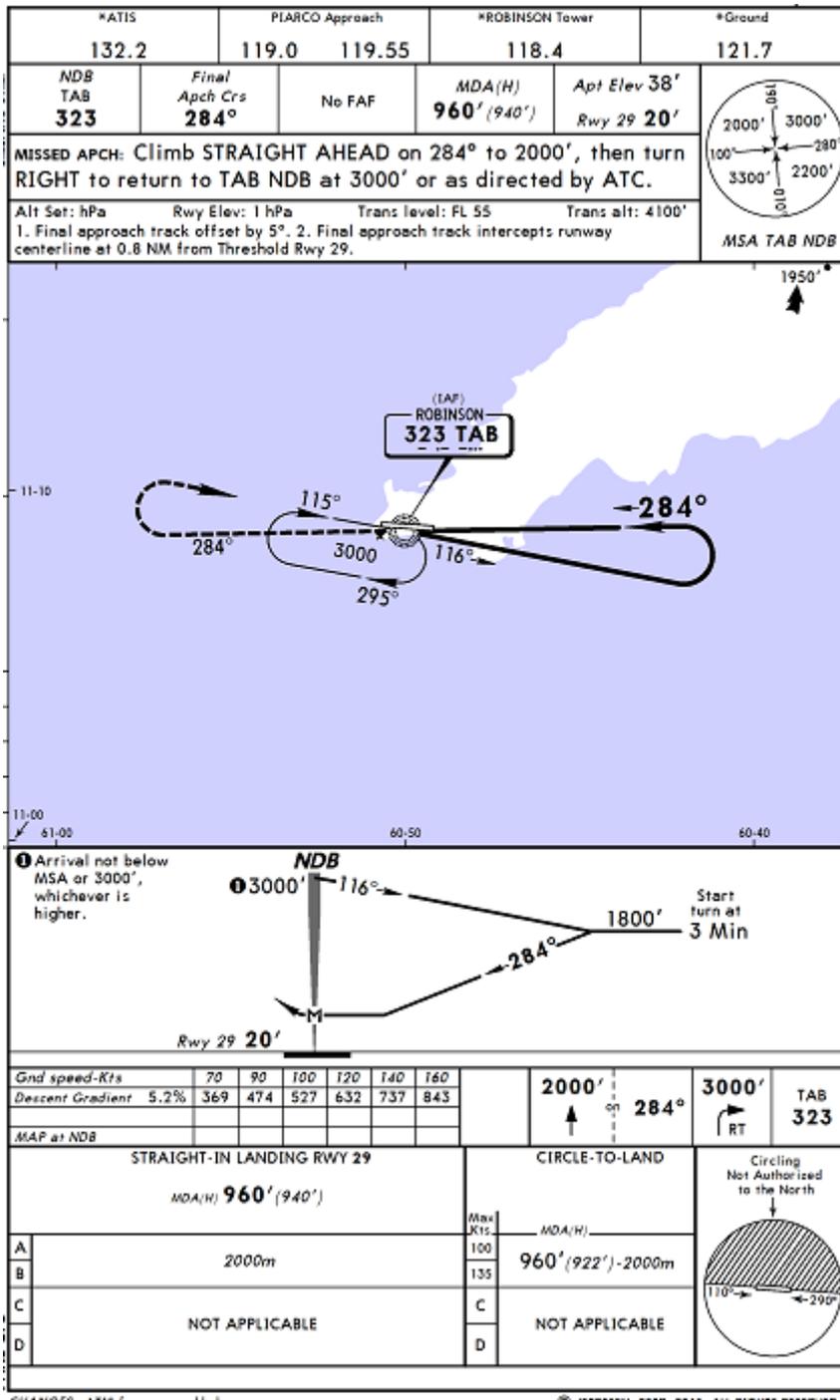
NDB RWY 28 CAT C & D



NDB DME RWY 28 CAT A & B



NDB RWY 28 CAT A & B



Holding procedures at Robinson

In the event of ATC needing to hold traffic, pilots can usually expect to be hold at the TAB NDB (Robinson) on at righthand circuit.

There are other fixes used for holding traffic depending on the type of approach in use.

Runway 11 in use:

When runway 11 is in use the following holding fixes are to be expected:

-TAB NDB

-ERDID for the RNAV 11

See charts for runway 11 approaches.

Runway in use 29:

When runway 10 is in use the following holding fixes are to be expected:

-TAB NDB

-OTMIG

See charts for runway 29 approaches.

ATC Clearances at Robinson

Robinson Air Traffic Zone (ATZ) is a **class D** airspace from ground up to 2000ft.

All flights are subject to ATC clearance, yes including all VFR traffic.

At Robinson, the IFR clearance is simple. It is a modified CRAFT method, where the departure frequency is omitted from the clearance.

Here is an example of an ATC IFR clearance at Robinson:

TTCP_GND: Robinson clears Caribbean Airlines 1511 to Piarco direct NAPKO FL080, squawk 4303.

Airlines and destinations

Passenger

British Airways– **BAW** - SpeedBird

London-Gatwick **EGKK** via Antigua **TAPA**

Caribbean Airlines – **BWA** – Caribbean Airlines

New-York **KJFK**, Port of Spain **TTPP**

Condor– **CFG** - Condor

Frankfurt **EDDF**

Sunwing Airlines– **SWG** - Sunwing

Seasonal: Toronto-Pearson **CYYZ** (begins December 20, 2018)

Thomas Cook Airlines – **TCX** – Thomas Cook (Kestrel)

Seasonal: Manchester **EGCC** via Barbados **TBPB**

Virgin Atlantic - **VIR**- Virgin

London-Gatwick EGKK via Antigua TAPA

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XPLANE:

<https://forums.x-plane.org/index.php?/files/file/36731-ttcp-anr-robinson-tobago/>

FSX/FS2004

<https://secure.simmarket.com/latinvfr-crown-point-tobago-ttcp.phtml>

