

AD 2. AERODROMES

TTPP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TTPP - PORT OF SPAIN/Piarco - INTL

TTPP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 103543N Long : 0612014W Site : Mid point of RWY on Centreline
2	Direction and distance from (city)	22km (12NM) E Port of Spain
3	Elevation/Reference Temperature	18M (58FT) / 32 °C
4	MAG VAR/annual change	15°W (2016) /03'W
5	AD Administration, address, telephone, telefax, telex, AFS	Airports Authority of Trinidad and Tobago Golden Grove Road Piarco, Trinidad, W.I. TEL: (868) 669-4101/4102/4103 FAX: (868) 669-4101/4102/4103 E-MAIL: dmpos@tntairports.com
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TTPP AD 2.3 OPERATIONAL HOURS

1	AD Administration	H24 (868) 669-2288/4869
2	Customs and immigration	H24: Customs: (868) 669-4361 H24: Immigration: (868) 669-5895
3	Health and sanitation	H24: Port Health: (868) 669-5874
4	AIS Briefing Office	H24 (phone: (868) 669-4128, 668-8222)
5	ATS Reporting Office (ARO)	H24 (phone: (868) 669-4128, 668-8222)
6	MET Briefing Office	H24 (phone: (868) 669-4392 ext 120/121, (868) 225-3484/3487/3488)
7	ATS	H24 (phone: (868) 669-4380)
8	Fuelling	H24: National Petroleum (868) 669-4250/4807
9	Handling	H24: Servisair: (868) 669-2631 H24: Piarco Air Services (PAS): (868) 669-4688
10	Security	H24 (phone: (868) 669-4869 ext 4140, 4142, 4149)
11	De-icing	NIL
12	Remarks	NIL

TPP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Caribbean Airlines Services, Piarco Air Services, Aviation Business Ltd, Amerijet , Servisair
2	Fuel/Oil types	AVGAS 100/130 capacity 90900 litres; AVJET A1 capacity 2 500000 litres; Oil Types: All piston and turbine grades hydraulic oil
3	Fuelling facilities/capacity	South Apron : Hydrant dispenser flow rate 4088 litres/min; Underground System general total flow rate 5455 litres/min; Refueller: capacity 17, 330 litres, flow rate 1800 litres/min. . North Apron : Hydrant dispenser flow rate 3800 litres/min; Underground System general total flow rate 14500 litres/min; Refueller: capacity 10000 litres, flow rate 760 litres/min.
4	De-icing	NIL
5	Hangar Space for visiting aircraft	By private arrangement.
6	Repair facilities for visiting aircraft	By private arrangement.
7	Remarks	Handling Services : Briko,Piarco Air Services, Servisair Signature Flight is the designated provider of ground handling services to transient general aviation.

TPP AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel in vicinity of Airport.
2	Restaurants	At and near Airport.
3	Transportation	Taxis, buses, Car Rentals
4	Medical facilities	First aid facility at North Terminal -Phone: (868) 669-2288 ext 5733 Medical facility in Arima 13km (7NM) away
5	Bank and Post Office	Bank at North Terminal and in vicinity. Post Office Facility West of NorthTerminal
6	Tourist Office	At the North Terminal Tel: (868) 669-5196/6044 Fax: (868) 669-5196
7	Remarks	NIL

TPP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 9
2	Rescue equipment	In addition to basic Fire Fighting Equipment, boats, aircraft, helicopters are available
3	Capability for removal of disabled aircraft	Jacking available for lifting up to aircraft weight of 340, 000 lbs or 152, 200 kg. Assistance sought from neighbouring state for larger aircraft.
4	Remarks	NIL

TTPP AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	AD Available All Seasons

TTPP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Apron North Apron : Type of surface: Concrete Strength: PCN 98/R/C/W/T
		Apron South Apron : Type of surface: CONC/ASPH Strength: PCN 81/R/C/W/T
2	Taxiway width, surface and strength	ALL TWYs A B C D Width: 23 M Type of surface: Asphalt Strength: NIL
3	ACL Location and elevation	Location : North and South Terminal Aprons Elevation : 11m (36ft)
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	TWY A, B,C Strength - PCN54

TTPP AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	South Apron ACFT stand lead in lines, ID lines and safety lines. Apron edge lines. Service Road centre line North Apron ACFT stand lead in lines, ID lines and safety lines. Apron edge lines. Service Road centre line
2	Markings: Lights (LGT)	RWY : Designation, THR, TDZ, Centreline, RWY Edge, RWY End, Side Stripe, Aiming Point, TWY Lead-in lines ALL TWYs : Enhanced holding positions at all TWY/RWY intersections, Centreline, Location Signage Side Stripe, Shoulder Markings, Intermediate Holding Positions RWY : RWY10 : THR, TDZ, Edge, End, Guard lights at TWY intersection. RWY28: THR, Edge, End, Guard lights at TWY intersection (RWY Guards Lights: Configuration A and Configuration A and B) ALL TWYs: Edge
3	Stop bars	NIL
4	Remarks	NIL

TTPP AD 2.10 AERODROME OBSTACLES

In Area 2

ID OBST/ Designation	OBST type	OBST Coordinate	ELEV/HGT	Markings/Type, Colour of Light	Remarks
a	b	c	d	e	f
TTPPOB001	CTRL TWR	10 35 28.37N 061 20 22.09W	60M(196FT)/ 45M(148FT)	Red light	New ATC TWR
TTPPOB002	Antenna	10 35 54.75N 061 21 05.04W	37M(120FT)/ 28M(91FT)	Red & white markings/ Red light	
TTPPOB003	Antenna	10 36 10.48N 061 20 41.45W	49M(161FT)/ 42M(138FT)	Red & white markings/ Red light	
TTPPOB004	Tower	10 35 35.73N 061 20 26.89W	28M(93FT)/ 15.2M(50FT)	Red & white markings/ Red light	
TTPPOB005	Tower/ Antenna	10 36 56.97N 061 18 33.27W	104M(341FT)/ 75M(246FT)	Red & white markings/ Flashing Red light	

TTPP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Piarco Met Office
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	Piarco Met Office H24 issued every 6hrs
4	Type of landing forecast Interval of issuance	Trend NIL
5	Briefing/consultation provided	P,T
6	Flight documentation Language(s) used	C, PL
7	Charts and other information available for briefing or consultation	S, U85, U70, U50, U30, U20, SWH, SWM, SWL – Grid point wind and temperature data at 5000', 10000', 18000', 24000', 30000', 34000', 39000'.
8	Supplementary equipment available for providing information	Wind Anemometer on Control Tower Receiver for Satellite cloud images
9	ATS units provided with information	Piarco Tower/AIS
10	Additional information (limitation of service, etc.)	2 hrs prior notice for issue of documentation

TTPP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE & MAG BRG	Dimension of RWY (M)	Strength (PCN) and surface of RWY and SWY	THR Coordinates/ RWY End Coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	090° GEO 105° MAG	3199 x 45	PCN 75/F/B/W/T Asphalt/Nil	103543.18N 0612106.69W	THR 9.15 m (30.02 ft)
28	270° GEO 285° MAG	3199 x 45	PCN 75/F/B/W/T Asphalt/Nil	103543.48N 0611921.45W	THR 17.55 m (57.58 ft)
Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
0.26%	Nil	430 x 150	3381 x 300	Nil	Precision Approach Category 1
0.26%	Nil	Nil	3381 x 300	Nil	Non- Precision Approach

TTPP AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	3199	3629	3199	3199	NIL
28	3199	3199	3199	3199	NIL

TTPP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY designator	APCH LGT Type LEN INTST	THR LGT Colour WBAR	VASIS (MEHT) PAPI	TDZ, LGT LEN	RWY Centre line LGT, Length, spacing, colour, INTST	RWY edge LGT LEN, spacing colour INTST	RWY End LGT colour WBAR	SWY LGT LEN (M) colour	Remarks
1	2	3	4	5	6	7	8	9	10
10	PAR 56 HIAL CAT II Red Side Row 840	Green	PAPI Northside	1000m	15 m White 0-2299 Red/White 2314-2899 Red 2914-3199	3199 m 60 m White	Red	Nil	NIL
28	Nil	Green	Nil	Nil	15 m Red 0-285 Red/White 300-885 White 900-3199	3199 m 60 m White	Red	Nil	NIL

TTPP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	6 RPM ALTN W G
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: 150m South of Centreline RWY 10
3	TWY edge and centreline lighting	ALL TWYs A B C D Edge: Blue Centerline: NIL
4	Secondary power supply/switch-over time	SWITCH OVER TIME: No break Secondary System
5	Remarks	NIL

TTPP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation M/FT	NIL
3	TLOF and FATO area dimensions, surface, strength, marking	NIL
4	True and MAG BRG of FATO	NIL
5	Declared distances available	NIL
6	APP and FATO lighting	NIL
7	Remarks	AD Aprons, RWY or TWYs used for Helicopter touchdown at ATC determination.

TTPP AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	PIARCO ATZ Circular area centered on 103543N/0612014W (ARP) within a 5NM radius.
2	Vertical limits	SFC / 2000 FT AMSL
3	Airspace classification	D
4	ATS unit callsign Language(s)	PIARCO TWR English
5	Transition altitude	4100 FT
6	Hour of applicability	H24
7	Remarks	Non radio ACFT not permitted. No VFR at night. Piarco Ground Frequency 121.900MHz

TTPP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	SATVOICE number(s), if available	Logon address, as appropriate	Hours of Operation	Remarks
1	2	3	4	5	6	7
APP	Piarco Approach	119.000MHZ	NIL	NIL	H24	NIL
		119.550MHZ	NIL	NIL	H24	NIL
		121.500MHZ	NIL	NIL	H24	Emergency Frequency
ATIS	Piarco Terminal	126.700MHZ	NIL	NIL	H24	Range Approx 60 NM
ACC	Piarco Control	121.500MHZ	NIL	NIL	H24	Emergency Frequency
		123.700MHZ	NIL	NIL	H24	NIL
		125.400MHZ	NIL	NIL	H24	When surveillance service is provided, the Callsign is Piarco Radar.
		126.500MHZ	NIL	NIL	H24	When surveillance service is provided, the Callsign is Piarco Radar.
		133.100MHZ	NIL	NIL	H24	NIL
GND	Piarco Ground	121.900MHZ	NIL	NIL	H24	Apron Mgt Callsign Piarco Apron Freq 121.750MHz H24 North Apron only opr by AATT Limits of Service: up to Intermediate Holding positions W and Z.
RDO	New York Radio	3016.0KHZ	NIL	NIL	H24	HF voice communications for Piarco is provided by New York Radio (ARINC)
		5520.0KHZ	NIL	NIL	H24	HF voice communications for Piarco is provided by New York Radio (ARINC)
		5598.0KHZ	NIL	NIL	H24	HF voice communications for Piarco is provided by New York Radio (ARINC)
		8906.0KHZ	NIL	NIL	H24	HF voice communications for Piarco is provided by New York Radio (ARINC)
		11396.0KHZ	NIL	NIL	H24	HF voice communications for Piarco is provided by New York Radio (ARINC)
		13306.0KHZ	NIL	NIL	H24	HF voice communications for Piarco is provided by New York Radio (ARINC)
		17946.0KHZ	NIL	NIL	H24	HF voice communications for Piarco is provided by New York Radio (ARINC)
		21925.0KHZ	NIL	NIL	H24	HF voice communications for Piarco is provided by New York Radio (ARINC)
TWR	Piarco Tower	118.100MHZ	NIL	NIL	H24	NIL
		121.500MHZ	NIL	NIL	H24	Emergency Frequency

TTTP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Service volume radius from the GBAS reference point	Remarks
1	2	3	4	5	6	7	8
ILS/GP	IPOS	333.200MHz	H24	103538.97N 0612058.12W	NIL	NIL	GP 3°
ILS/LOC	IPOS	109.700MHz	H24	103543.51N 0611911.22W	NIL	NIL	Restricted beyond 12° left of centreline due to rapidly rising terrain
DME	IPOS	109.700MHz CH34X	H24	103540.44N 0611911.44W	16M	NIL	Landing Navaid only Co-located with ILS LOC IPOS
DVOR/DME (15°W/2013)	POS	116.900MHz CH116X	H24	102759.00N 0612332.50W	27M	NIL	VOR 100 watts DME 1.2KW peak VOR calibrated at 14°W
NDB	TRI	382.0kHz	H24	103542.45N 0612520.33W	NIL	NIL	1KW

TTTP AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport Regulations

1.1 At Eastern Caribbean Airports, a number of local regulations/restrictions apply. These regulations are available from Air Traffic Services and Aerodrome Authorities and include, among other subjects, the following:

- a) the meaning of markings and signs;
- b) information about aircraft stands including visual docking guidance systems;
- c) information about taxiing from aircraft stands including taxi clearance;
- d) information about taxiing on runways
- e) limitations on the operation of large aircraft including limitations on the use of the aircraft's own power for taxiing;
- f) helicopter operations;
- g) marshaller assistance and towing assistance;
- h) use of engine power exceeding idle power;
- i) engine start-up and use of APU;

j) spillage; and

k) local flying restrictions applicable to the aerodrome.

When a local regulation is of importance for the safe operation of aircraft on the apron, the information will be given to each aircraft by the TWR, GND, or Apron Management Service as applicable.

1.2 *Airport Regulations/Restrictions*

All medium and heavy jet aircraft with dual tandem landing gear must use turning bay to execute 180 degrees turn on RWY except MD80/DC9, B727, B737 and other similar jet aircraft.

1.3 *Regulations Requests*

“Local Regulations” may be requested, in writing, from the AD Authority contained in AIP Section Aerodrome AD2.2 item 5.

2. Taxiing

2.1 *Taxiing to and from stands*

2.1.1 Arriving aircraft will be allocated a Gate Number on the north and south terminal aprons by the Apron Management Service or ATC as appropriate.

2.1.2 Taxiing on the north apron and to and from stands is managed by the Apron Management Service. All positions are marshall assisted.

2.1.3 Taxiing on the south apron and to and from stands is managed by Air Traffic Control (ATC) with the understanding that safe separation between aircraft, personnel and vehicles not under radio control, is not included in ATC instructions and that aircraft operating agencies and ground handling agents shall be responsible for the provision of safe marshalling services.

2.2 *Taxiing to/from stands and limitations are listed hereunder-:*

2.2.1 *Gates usage at the north apron*

2.2.1.1 Gates at the North Terminal shall be numbered with the letter ‘N’ and the respective numeral. Gates are to be used at the north apron in accordance with the following table as directed by Apron Management Services.

GATE NUMBER	CAPACITY
N1	Can accommodate MD80, A320, B727, B737, B757, ATR72
N2	Can accommodate MD80, A320, B727, B737, B757, ATR72
N3	Can accommodate MD80, B757, A300, B767-400, MD11, ATR72
N4	Can accommodate A320, B727, B737, B757
N5	Can accommodate B757, B767-300, B767-400, A300, A330, B777, B747-400, ATR72
N6	Can accommodate MD80, B737, A300, B767-300, ATR72
N7	Can accommodate MD80, B737, B757, A300, B767-300, ATR72
N8	Can accommodate MD80, B737, B757, CRJ, ATR72
N9	Can accommodate MD80, B757, A300, B767-300, ATR72
N10	Can accommodate MD80, A300, B767-300, ATR72
N11	Can accommodate B757, A300, B767-300, B767-400, B777, B747-400, B737, ATR72
N12	Can accommodate B737, B757
N13	Can accommodate DHC8, MD80, A320, B727, B737, B757, A300, B767-300, B767-400, ATR72
N14	Can accommodate DHC8, MD80, B737, B757, A300, B767-300, ATR72
N15	Can accommodate B737 and commuter aircraft up to and including ATR72
N16	Can accommodate commuter aircraft up to and including ATR72
N17	Can accommodate commuter aircraft up to and including ATR72
N18-24	Can accommodate aircraft of wingspan and length up to and including ATR72
N25-28	Can accommodate aircraft of wingspan and length up to and including B737
N29	Can accommodate aircraft of wingspan and length up to and including B767-300

2.2.1.2 *North apron taxiing restrictions*

Power in/ Push back are applicable to the following gates:

Gates 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14.

Power in/ Power out are applicable to the following gates:

Gates 13, 15, 16, 17.

The pavement strength of the extended North apron parking area has the capacity to support up to and including B777 aircraft, however, consideration must be given to satisfy minimum separation clearances to aircraft in adjacent parking spots.

2.2.2 *Gate usage at the south apron*

- 2.2.2.1 Gates at the South Apron shall be numbered using the letter 'S' with the respective numeral. Gates shall be used at the south apron in accordance with the following table as directed by Air Traffic Control: (See Ramp Parking South Apron diagram -section 3.1 page AD2.10-1-13)

GATE NUMBER	CAPACITY
S1	Can accommodate up to and including B747, B777
S2	Can accommodate up to and including heavy aircraft, but excluding B747/B777
S3	Can accommodate up to and including L1011, B737
S4	Can accommodate up to and including B737/800, B727/200, MD83
S5	Can accommodate up to and including DHC8/300, Metroliner
S6	Can accommodate up to and including DC9/50, DHC8/300
S7	Can accommodate only Rotary wing aircraft
S8	Can accommodate up to and including DHC8
S9	Can accommodate only Rotary wing aircraft
S10	Can accommodate up to and including B737/800, B727/200, MD83
S11	Can accommodate up to and including B747, B777
S12	Can accommodate up to and including heavy aircraft, but excluding B747/B777
S14	Can accommodate up to and including B747, B777, AN24

2.2.2.2 South apron taxiing restrictions

- 1) All aircraft must be towed out prior to start-up.
- 2) Light and medium propeller aircraft can taxi into and out of gate positions.
- 3) B747 and B777 aircraft shall not be permitted to taxi or tow past other wide bodied aircraft parked in Gates 1 and/or 2.
- 4) All aircraft can taxi into gate positions except medium turbo-jet aircraft can taxi into Gate 4 only if Gate 6 is vacant.
- 5) Medium turbo-jet and heavy aircraft must be towed out from gate positions until clear of the apron before starting engines.
- 6) When Gate 11 is occupied, aircraft up to and including B777, other wide bodied aircraft wishing to access TWY B from the south apron must be towed past Gate 11 before start-up and taxi.
- 7) Exemptions to the engine start and taxi procedures shall not be initiated by Air Traffic Control.
- 8) Exemptions to the engine start and taxi procedures may only be authorised by the Manager Airport Operations or his designated representative, in conjunction with Air Traffic Control.

2.2.2.3 Other South apron restrictions

Simultaneous parking is exclusively available at South Gate 3 to S76 and A139 operation only. The following are the restrictions applicable for use:

- a) Parking will be facilitated on the outboard edge of the west/east parking position and is authorized for daytime operations only.
- b) Single aircraft operations only for night operations. Pilots shall use Taxiway Centreline for parking guidance.
- c) Simultaneous parking operations on South Gate 3 shall cease if other cargo/aircraft operations on South Gate 1, 2, 4 and 6 pose as hazards or are located too close to South Gate 3.
- d) Fueling from supplier National Petroleum is only authorized with rotors stopped on both aircraft.
- e) Supplier National Petroleum fueling may be conducted outside of the cones and from the centre, front, sides and in-between or rear of the aircraft when both aircraft are shut down.

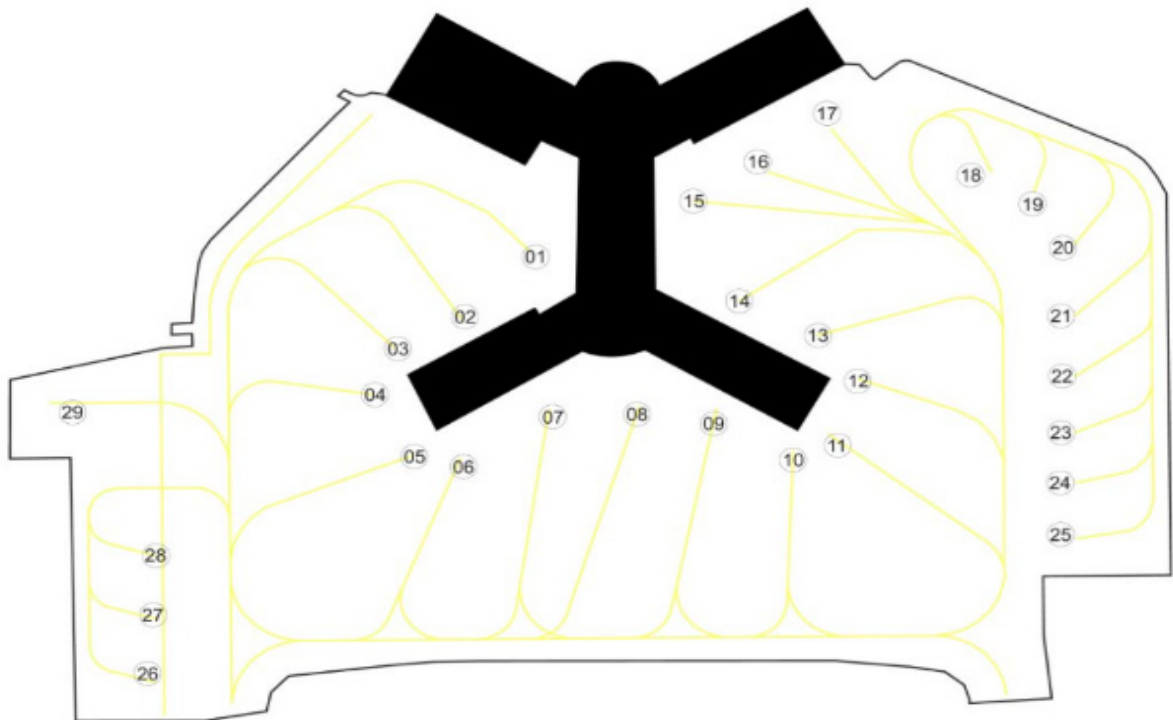
3.1 Ramp Parking (North Apron)

- f) Maneuvering from taxi centreline to the border line at South Gate 3 for simultaneous parking is at the pilots' discretion in conjunction with direction from the marshaller.
- g) Simultaneous movement (taxiing) into or out of South Gate 3 is prohibited.
- h) If a single aircraft is parked on the west edge line, maneuvering onto the east edge line is prohibited

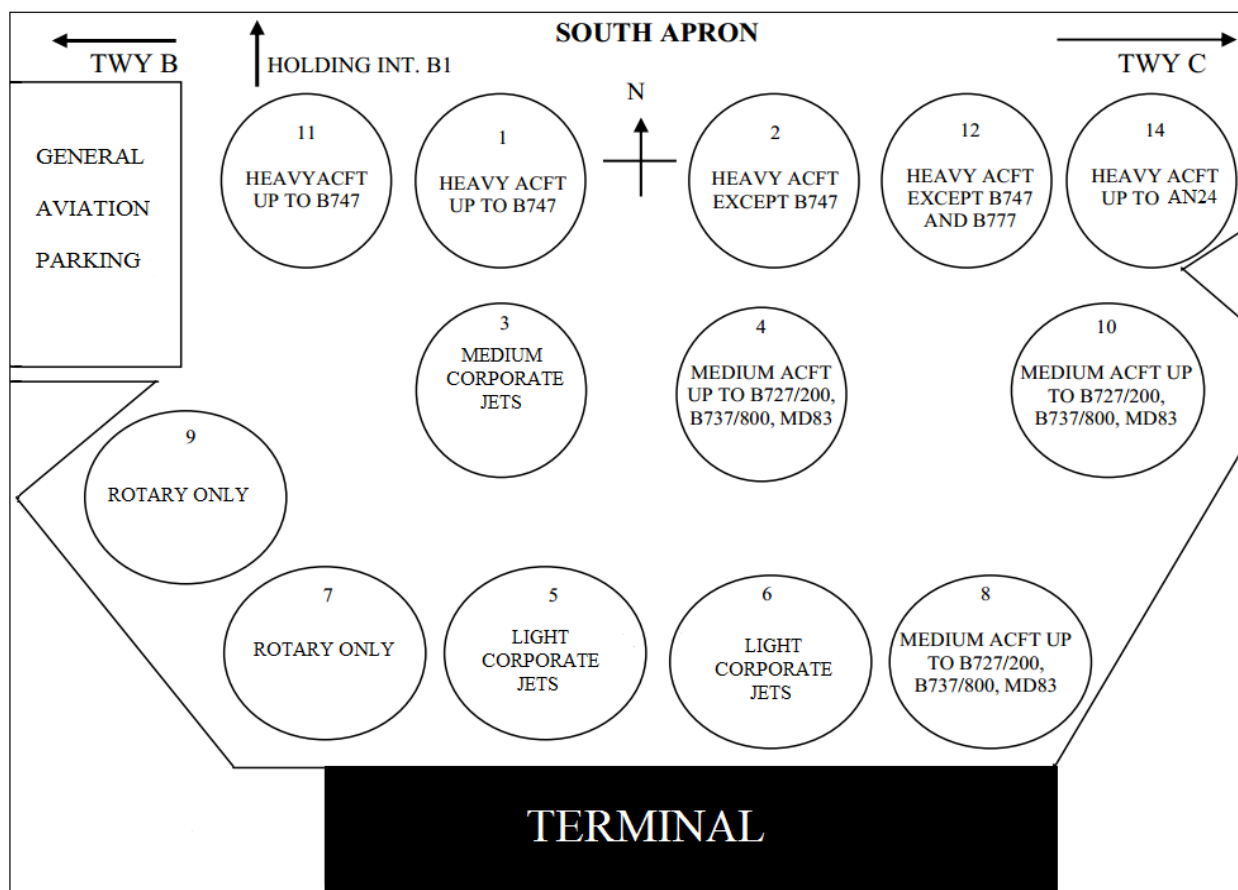
2.3 Taxiway limitations

Insufficient safety distances restrict large aircraft use of certain taxiways when using their own power. Further information will be given to each aircraft from the TWR or GND

3. Parking



3.2 Ramp Parking (South Apron)



3.3 Parking area for small Aircraft/Helicopters (General Aviation Parking South Apron)

General Aviation Aircraft/Helicopters shall be directed by the TWR/GND to the parking area for small aircraft.

The light aircraft park can accommodate twelve (12) light aircraft.

Maximum permissible ramp weight 12,000kg.

4. Removal of disabled aircraft from runways

When an aircraft is wrecked on a runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

TTPP AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TTTP AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR flights

1.1 General

The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS. If necessary, in case of congestion, inbound aircraft may also be instructed to hold at one of the designated airways, reporting points.

1.2 Departure Instructions (IFR)

1.2.1 RWY 10 NORTHBOUND (To intercept northbound routes UG449, G449, UA324, A324, UL205, UR515, R515)

Climb on track 105 degrees MAG to 4100Ft before turning left on course.

1.2.2 RWY 10 SOUTHBOUND (To intercept southbound routes UG449, G449, UA324, A324, UA562, A562, UA552, A552, UA563, A563)

Climb on track 105 degrees MAG to 2200Ft before turning right on course.

Note: RWY 10 southbound departures intercepting southbound ATS routes UG449, G449, UA324, A324, shall not overfly VOR 'POS' unless specifically authorized by ATC.

1.2.3 RWY 28 NORTHBOUND (To intercept northbound routes UG449, G449, UA324, A324, UL205, UR515, R515.)

Climb on track 285 degrees MAG to 4100Ft before turning right on course. Turn to be commenced within 20 DME 'POS'

1.2.4 RWY 28 SOUTHBOUND (To intercept southbound routes UG449, G449, UA324, A324, UA562, A562, UA552, A552, UA563, A563)

Climb on track 285 degrees MAG to 2200Ft before turning left on course. Turn to be commenced within 15 DME 'POS'.

2. Instructions for VFR Departures

2.1 RWY 10

After departure, remain well clear of the final approach path to RWY 10, unless specifically authorized by ATC.

Do not overfly the runway unless specifically authorized by ATC.

TTPP AD 2.23 ADDITIONAL INFORMATION

1. Bird concentration in the vicinity of the airport

During grass cutting activities on airfield, egrets are normally in the vicinity of the grass cutter.

A bird sanctuary (Caroni Swamp Reserve) is located 5NM west of Threshold Runway 10. Flights are prohibited from GND to 1000ft AGL. See ENR 5-6-1.

Occasional activity of flocks of vultures (corbeaux) takes place within 5NM east of Piarco Airfield. Height varies from 0-3000ft AGL.

As far as practicable, Aerodrome/Approach Control will inform Pilots of this bird activity and estimated heights.

During the above periods pilots of aircraft are advised, where the design limitations of aircraft installations permit, to operate landing lights in flight, within the Control Zone during take-off, approach-to-land and climb and descent procedures.

TTPP AD 2.24 CHARTS RELATED TO AERODROME

1. List of Charts

1.	Aerodrome/Heliport Chart – ICAO	AD 2.10-1-19
2.	Aerodrome Obstacle Chart – ICAO Type A RWY 10/28	AD 2.10-1-21
3.	Area Chart – Trinidad and Tobago	AD 2.10-1-23
4.	Standard Departure Chart – Instrument – ICAO	
	SID RWY 10	AD 2.10-1-25
	RNAV Departure RWY 10	AD 2.10-1-26
	RNAV Departure RWY 28	AD 2.10-1-27
5.	Standard Arrival Chart - Instrument –ICAO	
	RNAV RWY 10	AD 2.10-1-29
	RNAV RWY 28	AD 2.10-1-30
6.	Instrument Approach Chart – ICAO	
	VOR/ILS RWY 10	AD 2.10-1-31
	RNAV (GNSS) RWY 10	AD 2.10-1-33
	RNAV (GNSS) RWY 28	AD 2.10-1-35

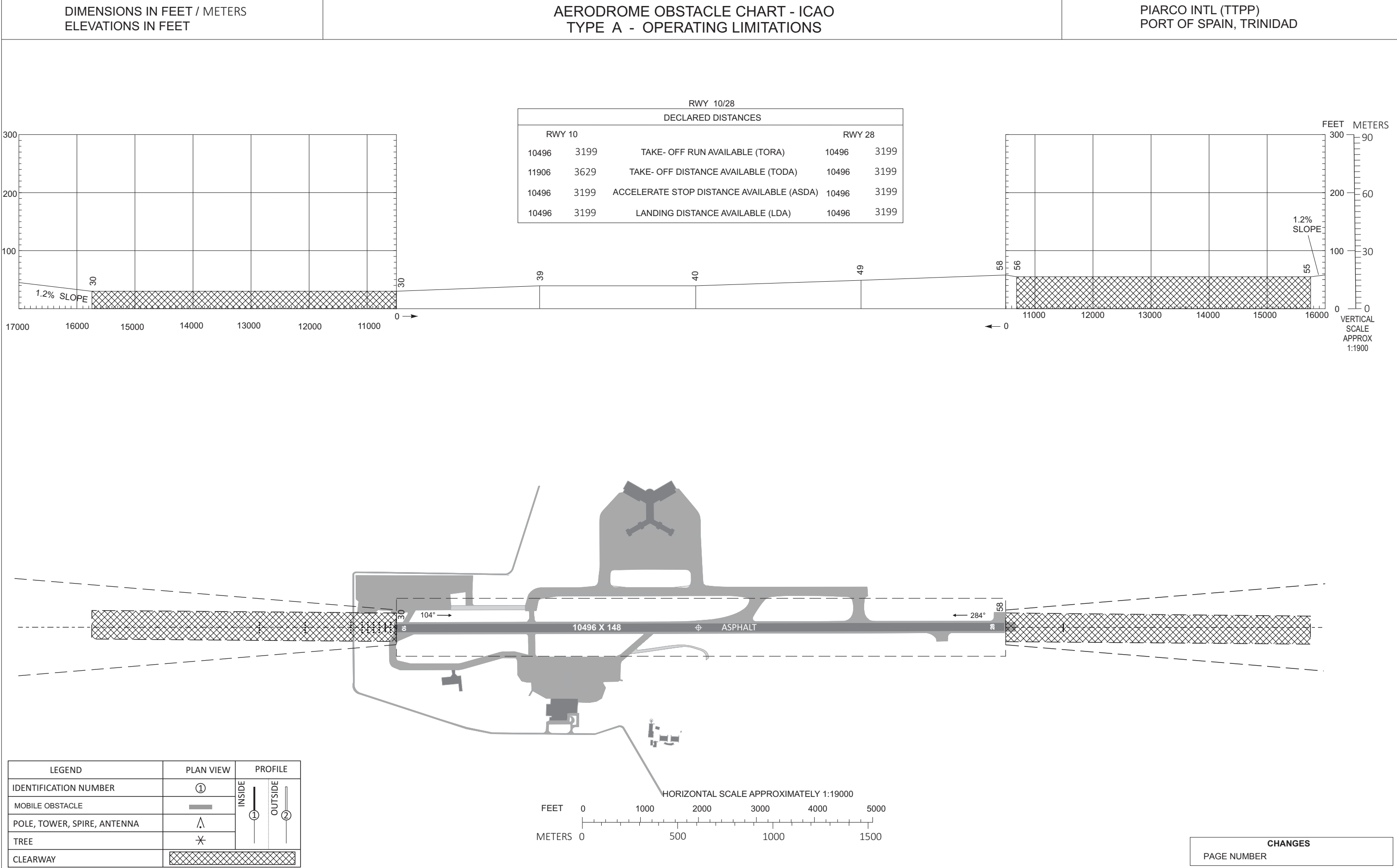
TTPP AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
NIL	NIL	NIL

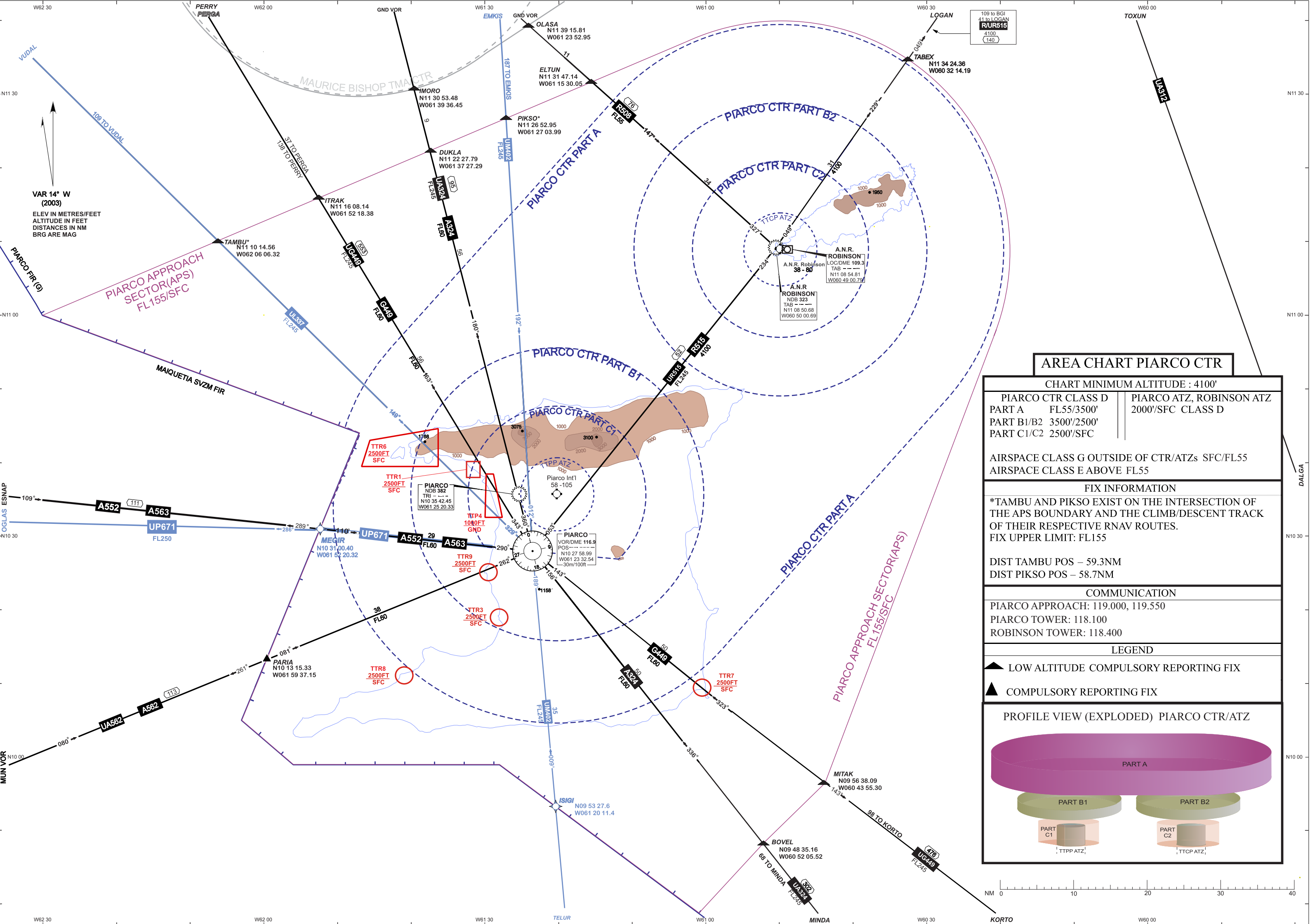
INTENTIONALLY LEFT BLANK

CHANGE: Frequencies adjusted,

INTENTIONALLY LEFT BLANK



INTENTIONALLY LEFT BLANK



AREA CHART PIARCO CTR

CHART MINIMUM ALTITUDE : 4100'

PIARCO CTR CLASS D	PIARCO ATZ, ROBINSON ATZ
PART A FL55/3500'	2000'/SFC CLASS D
PART B1/B2 3500'/2500'	
PART C1/C2 2500'/SFC	

AIRSPACE CLASS G OUTSIDE OF CTR/ATZs SFC/FL55
AIRSPACE CLASS E ABOVE FL55

FIX INFORMATION

*TAMBU AND PIKSO EXIST ON THE INTERSECTION OF
THE APS BOUNDARY AND THE CLIMB/DESCENT TRACK
OF THEIR RESPECTIVE RNAV ROUTES.
FIX UPPER LIMIT: FL155

DIST TAMBU POS – 59.3NM
DIST PIKSO POS – 58.7NM

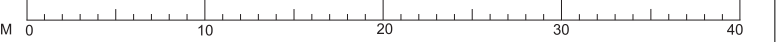
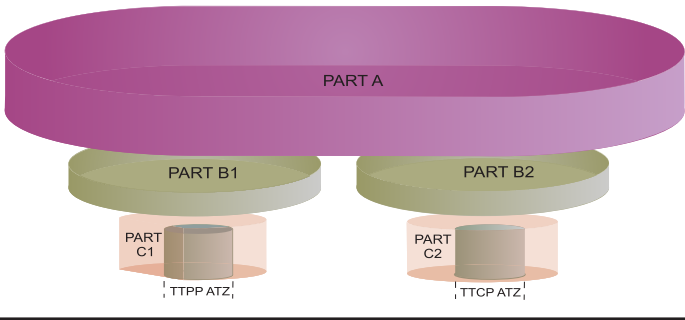
COMMUNICATION

PIARCO APPROACH: 119.000, 119.550
PIARCO TOWER: 118.100
ROBINSON TOWER: 118.400

LEGEND

- ▲ LOW ALTITUDE COMPULSORY REPORTING FIX
- ▲ COMPULSORY REPORTING FIX

PROFILE VIEW (EXPLODED) PIARCO CTR/ATZ



INTENTIONALLY LEFT BLANK

TTPP STANDARD DEPARTURE CHART – INSTRUMENT - ICAO
SID RWY 10

TO BE DEVELOPED

TTPP STANDARD DEPARTURE CH ART – INSTRUMENT - ICAO
RNAV DE PARTURE RWY 10

TO BE DEVELOPED

TTPP STANDARD DEPARTURE CHART – INSTRUMENT - ICAO
RNAV DEPARTURE RWY 28

TO BE DEVELOPED

INTENTIONALLY LEFT BLANK

TTPP STANDARD ARRIVAL CHART – INSTRUMENT - ICAO
RNAV RWY 10

TO BE DEVELOPED

TTPP STANDARD ARRIVAL CHART –INSTRUMENT - ICAO
RNAV RW Y 28

TO BE DEVELOPED

**PORT OF SPAIN/
PIARCO Intl (TTPP)
VOR/ILS RWY 10**



CHANGES: Radials adjusted.

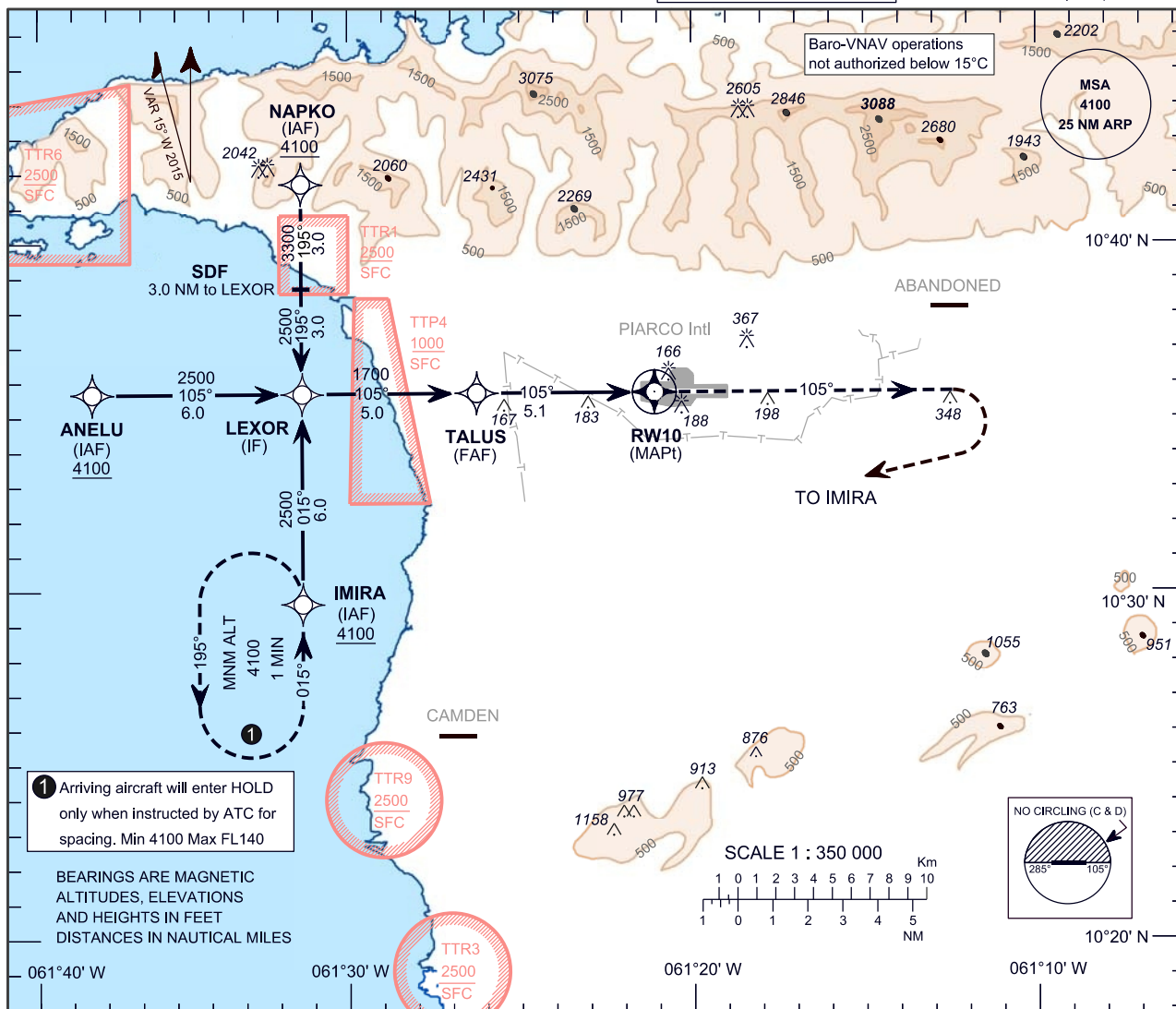
INTENTIONALLY LEFT BLANK

INSTRUMENT
APPROACH
CHART - ICAO

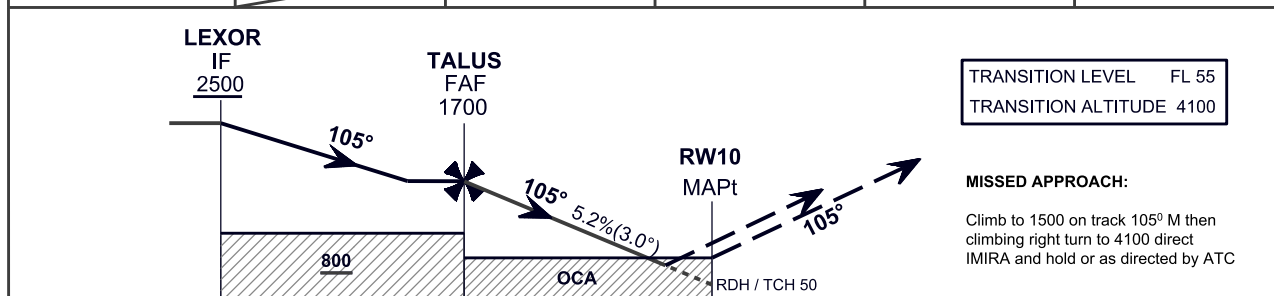
AERODROME ELEV 58 ft
HEIGHTS RELATED TO
THR RWY 10 - ELEV 30 ft

PIARCO APP 119.000, 119.550
PIARCO TWR 118.100
PIARCO ATIS 126.700

PORT OF SPAIN/
PIARCO Intl (TTPP)
RNAV (GNSS) RWY 10



NM to NEXT WPT	RW10	2	3	4	5
ALTITUDE		720	1040	1360	1680



NM to/from THR RWY 10	10	5	0						
-----------------------	----	---	---	--	--	--	--	--	--

OCA (OCH)	A	B	C	D
LNAV		430 (400)		
LNAV/VNAV		350 (320)		
*CIRCLING	670	670	710	830
*CIRCLING NOT AUTHORIZED NORTH OF AD (CAT C & D)				

Ground Speed	kt	70	90	100	120	140	160
Rate of descent	ft/min	372	478	531	637	743	849

CHANGES: FREQUENCY

TABULAR DESCRIPTION

RNAV_(GNSS) RWY 10

Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft.)	Speed Limit (kt.)	VPA/TCH	Navigation Specification
10	IF	ANELU	-	-	-	-	-	+4100	-	-	RNP APCH
20	TF	LEXOR	-	105 (89.8)	-	6.0	-	+2500	-	-	RNP APCH
10	IF	IMIRA	-	-	-	-	-	+4100	-	-	RNP APCH
20	TF	LEXOR	-	015 (359.8)	-	6.0	-	+2500	-	-	RNP APCH
10	IF	NAPKO	-	-	-	-	-	+4100	-	-	RNP APCH
20	TF	LEXOR	-	195 (179.8)	-	6.0	-	+2500	-	-	RNP APCH
10	IF	LEXOR	-	-	-	-	-	+2500	-	-	RNP APCH
20	TF	TALUS	-	105 (89.8)	-	5.0	-	@1700	-	-	RNP APCH
30	TF	RW10	Y	105 (89.8)	-	5.1	-	@80	-	-3.0/50	RNP APCH
40	CA	-	-	105 (89.8)	+15.0	-	-	+1500	-	-	RNP APCH
50	DF	IMIRA	-	-	-	-	R	+4100	-	-	RNP APCH
60	HM	IMIRA	-	015 (359.8)	-	-	L	+4100	-	-	RNP APCH

WAYPOINT LIST

RNAV_(GNSS) RWY 10

Waypoint Identifier	Coordinates
ANELU	10°35'39.77"N 061°37'26.83"W
IMIRA	10°29'39.49"N 061°31'20.17"W
NAPKO	10°41'42.79"N 061°31'22.42"W
* LEXOR	10°35'41.14"N 061°31'21.29"W
* TALUS	10°35'42.19"N 061°26'16.67"W
RW10	10°35'43.18"N 061°21'06.69"W
(Stepdown Fix) - 3.0 NM to *LEXOR	10°38'41.97"N 061°31'21.85"W

* previous waypoint identifier with updated coordinates.

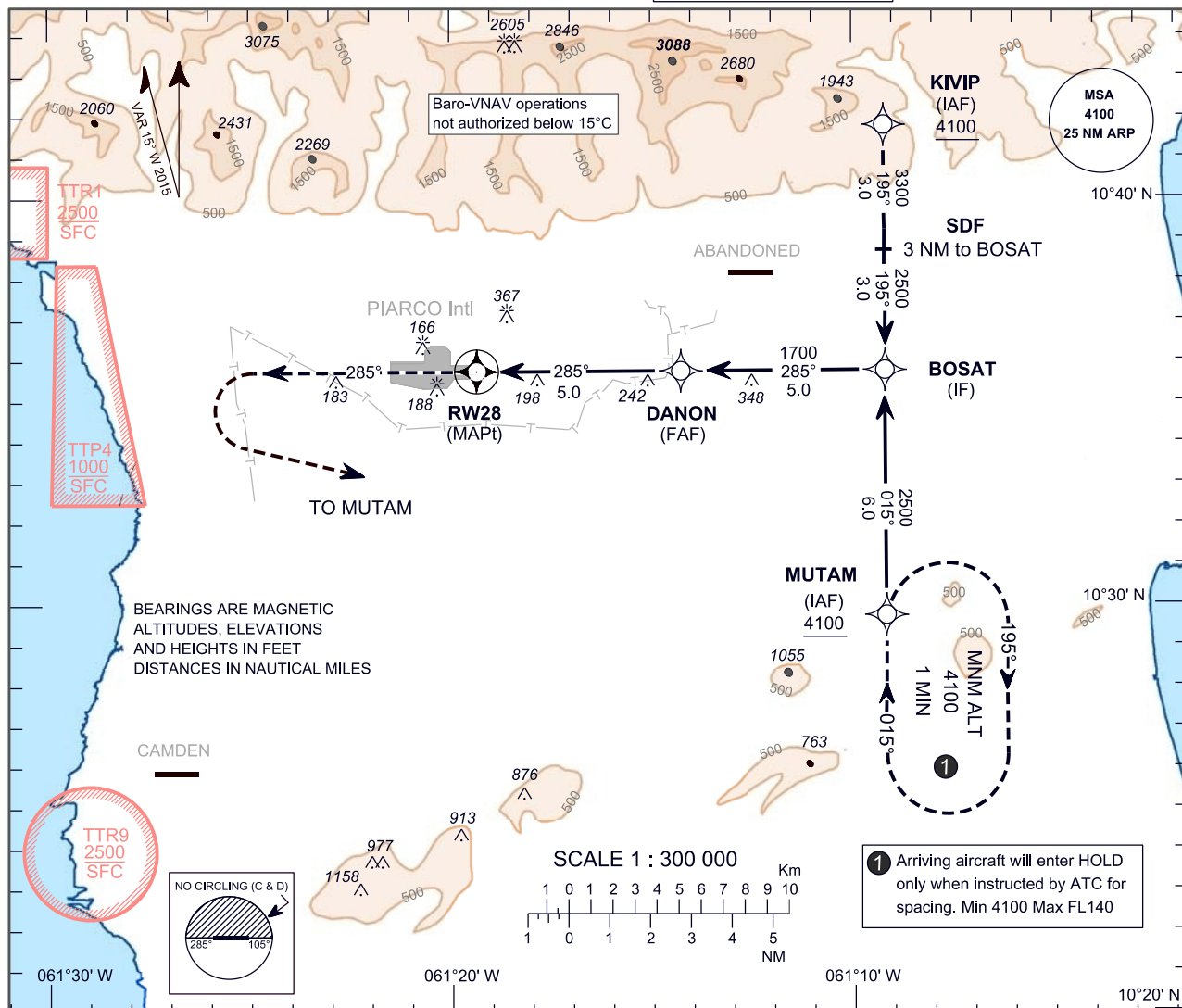
CHANGES: no change

INSTRUMENT
APPROACH
CHART - ICAO

AERODROME ELEV 58 ft
HEIGHTS RELATED TO
THR RWY 28 - ELEV 58 ft

PIARCO APP 119.000, 119.550
PIARCO TWR 118.100
PIARCO ATIS 126.700

PORT OF SPAIN/
PIARCO Intl (TTPP)
RNAV_(GNSS) RWY 28

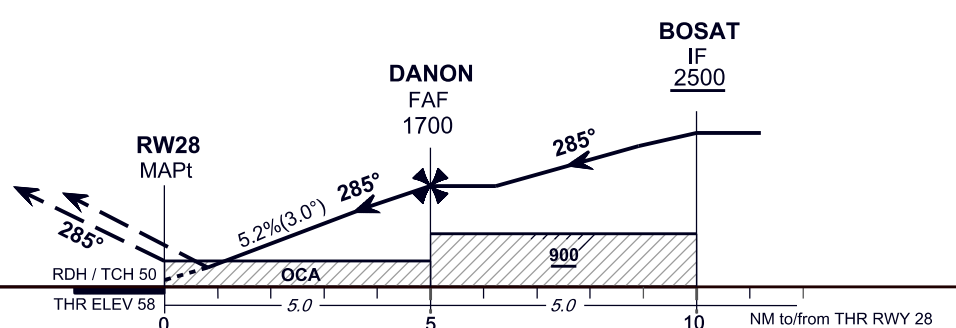


NM to NEXT WPT	RW28	2	3	4	5
ALTITUDE		750	1070	1390	1700

TRANSITION LEVEL FL 55
TRANSITION ALTITUDE 4100

MISSED APPROACH:

Climb to 1000 on track 285° M then
climbing left turn to 4100 direct MUTAM
and hold or as directed by ATC



OCA (OCH)	A	B	C	D
LNAV		490 (432)		
LNAV/VNAV		360 (302)		
*CIRCLING	670	670	710	830
*CIRCLING NOT AUTHORIZED NORTH OF AD (CAT C & D)				

Ground Speed	kt	70	90	100	120	140	160
Rate of descent	ft/min	372	478	531	637	743	849
FAF-MAPt 3.0° (5.2%)							

CHANGE: Frequencies adjusted.

TABULAR DESCRIPTION

RNAV _(GNSS) RWY 28											
Serial Number	Path Descriptor	Waypoint Identifier	Fly Over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direction	Altitude (ft)	Speed Limit (kt)	VPA/TCH	Navigation Specification
10	IF	KIVIP	-	-	-	-	-	+4100	-	-	RNP APCH
20	TF	BOSAT	-	195 (179.8)	-	6.0	-	+2500	-	-	RNP APCH
10	IF	MUTAM	-	-	-	-	-	+4100	-	-	RNP APCH
20	TF	BOSAT	-	015 (359.8)	-	6.0	-	+2500	-	-	RNP APCH
10	IF	BOSAT	-	-	-	-	-	+2500	-	-	RNP APCH
20	TF	DANON	-	285 (269.8)	-	5.0	-	@1700	-	-	RNP APCH
30	TF	RW28	Y	285 (089.8)	-	5.0	-	@108	-	-3.0/50	RNP APCH
40	CA	-	-	285 (269.8)	+15.0	-	-	+1000	-	-	RNP APCH
50	DF	MUTAM	-	-	-	-	L	+4100	-	-	RNP APCH
60	HM	MUTAM	-	015 (359.8)	-	-	R	+4100	-	-	RNP APCH

WAYPOINT LIST

RNAV _(GNSS) RWY 28	
Waypoint Identifier	Coordinates
KIVIP	10°41'46.78"N 061°09'13.25"W
MUTAM	10°29'43.48"N 061°09'11.07"W
*BOSAT	10°35'45.13"N 061°09'12.16"W
*DANON	10°35'44.35"N 061°14'16.78"W
RW28	10°35'43.50"N 061°19'21.40"W
(Stepdown Fix) - 3.0 nm to *BOSAT	10°38'45.96"N 061°09'12.71"W

* previous waypoint identifier with updated coordinates.

CHANGE: Coordinates adjusted.