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EASTERN CARIBBEAN

7TH EDITION

PART 3

AERODROME (AD)

EASTERN CARIBBEAN STATES
ANGUILLA - ANTIGUA & BARBUDA - BRITISH VIRGIN ISLANDS - DOMINICA - GRENADA - MONTSERRAT - ST. CHRISTOPHER (ST. KITTS) & NEVIS - SAINT LUCIA ST. VINCENT & THE GRENADINES - TRINIDAD & TOBAGO

PART 3 – AERODROMES (AD)

AD 0

AD 0.1 PREFACE - Not applicable

AD 0.2 RECORD OF AIP AMENDMENTS - Not applicable

AD 0.3 RECORD OF AIP SUPPLEMENTS - Not applicable

AD 0.4 CHECKLIST OF AIP PAGES - Not applicable

AD 0.5 LIST OF HAND AMENDMENTS TO THE AIP - Not applicable

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AD 3. HELIPORTS

BRITISH VIRGIN ISLANDS/Oil Nut Bay/TUON

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AD 1. AERODROMES/HELIPORTS – INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY

1. General conditions under which aerodromes/heliports and associated facilities are available for use.

1.1 Commercial flights are not permitted to take off from or land at any aerodrome/heliport not listed in this AIP except in cases of real emergency or when special permission has been obtained from the Civil Aviation Administration.
In addition to the aerodromes/heliports available for public use listed in this AIP, a number of other aerodromes/airfields are located throughout the FIR. These aerodromes/airfields are available only for private flights and are subject to permission for use by the owner. Details about these aerodromes/ airfields can be obtained through the relevant Civil Aviation Authorities listed at GEN 1.1

1.2 Landings made other than at an international aerodrome/heliport or a designated alternate aerodrome/heliport

If a landing is made other than at an international aerodrome/heliport or a designated alternate aerodrome/ heliport, the pilot-in-command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international aerodrome/heliport at which the landing was scheduled to take place. This notification may be made through any available communication link.

The pilot-in-command shall be responsible for ensuring that:-

a) If pratique has not been granted to the aircraft at the previous landing, contact between other persons on the one hand and passengers and crew on the other is avoided;

b) Cargo, baggage and mail are not removed from the aircraft except as provided below;

c) Any foodstuff of overseas origin or any plant material is not removed from the aircraft except where local food is unobtainable. All food refuse including peelings, cores, stones of fruit, etc; must be collected and returned to the galley refuse container, the contents of which should not be removed from the aircraft except for hygiene reasons; in that circumstance the contents must be destroyed either by burning or by deep burial.

PIARCO CTR – Piarco/Trinidad

In the case of Trinidad and Tobago, the following, airfields/heliports are restricted for use of aircraft owned and operated on behalf of the respective airfield administrations.

1. CAMDEN AIRFIELD, COUVA	1025N 06127W
2. GALEOTA	1008N 06059W

The following airfields/heliports are dis-used/abandoned.

1. CARONI	1035N 06124W
2. FELICITY	1031N 06127W
3. USINE STE. MADELINE	1015N 06126W

The foregoing coordinates are <u>not</u> WGS84.

Local flights of military necessity and those involving national security may use these airfields/heliports at their discretion. These runway strips may be used by other aircraft ONLY in emergencies, and all such landings must be reported immediately to the Piarco Tower via RADIO or TELEPHONE 669-4380. Pilots of other aircraft are advised to stay well clear of an area from ground to 1500ft AGL (475m) within a radius of 2NM (3.7km) from the center of the runway at CAMDEN AIRFIELD.

Persons desirous of operating aircraft within the restricted area TTR6 are required to obtain prior written permission from the Chief of Defence Staff. Trinidad and Tobago Defence Force Headquarters, Chaguaramas acting on behalf of the Defence Council.

Telephone Numbers 634-4554, 634-4463, 634-4532.

1.3 Traffic of persons and vehicles on aerodromes.

Demarcation of zones.

The grounds of each aerodrome are divided into two zones:-

a) a public zone comprising the part of the aerodrome open to the public; and

b) a restricted zone comprising the rest of the aerodrome/heliport

Movement of persons
Access to the restricted zone is authorized only under the conditions prescribed by the special rules governing the aerodrome/heliport. The customs, police, and health inspection offices and the premises assigned to transit traffic are normally accessible only to passengers, to staff of the public authorities and airlines and to authorized persons in pursuit of their duty. The movement of persons having access to the restricted zone of the aerodrome/heliport is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the aerodrome administration.

Movement of Vehicles
The movement of vehicles in the restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance. Drivers of vehicles, of whatever type, operating within the confines of the aerodrome/heliport must respect the direction of the traffic, the traffic signs and the posted speed limits and generally comply with the provisions of the highway code and with the instructions given by the competent authorities.

1.4 Policing

Care and protection of aircraft, vehicles, equipment and goods used at the aerodrome/heliport are not responsibility of the State or any concessionaire, they cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

1.5 Use of the heliports

Unless other permission has been granted by the relevant Civil Aviation Administration, the heliports may be used only for flights in accordance with Visual Flight Rules (VFR). Pilots shall, before using a heliport, ensure that a clear approach and departure can be carried out and, in case of an emergency, that suitable landing sites are available along the planned track, taking into consideration the performance of the helicopter.

1.6 Landing, parking and storage of aircraft on aerodromes/heliports under the control of the Civil Aviation Administration.

The conditions under which aircraft may land and be parked, housed or otherwise dealt with at any of the aerodromes/heliports under the control of the respective State's Civil Aviation Administrations are as follows:-

a) The fees and charges for the landing, parking or housing of aircraft shall be those published from time to time by the respective State's Civil Aviation Administration (hereinafter referred to as CAA) in the Eastern Caribbean AIP or via AIC.

The fees or charges for any supplies or services which may be furnished to aircraft by or on behalf of the relevant State's CAA at any aerodrome/heliport under the control of that State's CAA shall, unless otherwise agreed before such fees or charges are incurred, be such reasonabl fees and charges as may from time to time be determined by the State's CAA for that aerodrome/heliport. The fees and charges referred to shall accrue from day to day and shall be payable to the relevant State's CAA on demand.

b) The relevant State's CAA shall have a lien on the aircraft, its parts and accessories, for such fees and charges as aforesaid.

c) If payment of such fees and charges is not made to the relevant State's CAA within 14 days after a letter demanding payment thereof has been sent by post addressed to the registered owner of the aircraft, that State's CAA shall be entitled to sell, destroy or otherwise dispose of the aircraft and any of its parts and accessories and to apply the proceeds from so doing to the payment of such fees and charges.

d) Neither the State's CAA nor any servant or agent of the government shall be liable for loss or damage to the aircraft, its parts or accessories or any property contained in the aircraft, howsoever such loss and damage may arise, occurring while the aircraft is on any aerodrome/ heliport under the control of any State's CAA or is in the course of landing at or taking off from any such aerodrome/heliport.

2. Applicable ICAO documents

The standards and Recommended Practices of ICAO Annex 14, Volumes I and II, are applied without differences.

3. Civil use of military air bases

3.1 General

Use of military air bases in States within the Piarco FIR, Anguilla and the B.V.I. by other than State-registered aircraft may be made solely when prior permission has been obtained. The use of military air bases as alternate aerodromes may likewise be made solely when prior permission thereto has been obtained.
Permission may at any time be withdrawn with immediate effect, should circumstances so require.

4. CAT II/III operations at aerodrome

NIL

5. Friction measuring device used and friction level below which the runway is declared slippery when it is wet.

NIL

6. Other Information

Where water is present on a runway and periodic measurements indicate that the runway will not becom slippery when wet, no friction measuring will take place, and the runway will be reported as being "WET"

If a runway is affected by standing water at anytime during the approach of an aircraft for landing, the depth and location of such standing water is notified by the Aerodrome Authority direct to ATS for transmission to the aircraft. If the duration of the phenomenon is likely to persist and the information requires a wider distribution, a NOTAM will be issued.

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES

1. Rescue and fire fighting services

1.1 General

At aerodromes approved for scheduled and/or non-scheduled traffic with aeroplanes carrying passengers, Rescue and Fire Fighting Services and, in some cases, also Sea Rescue Services are established in accordance with the regulations for civil aviation and the standard set out in the ICAO DOC 9137.(Airport Services Manual) Part 1

Note: - For heliports, special rules will apply.

Information about whether there is service and the category of that service, is given on the relevant page for each aerodrome. Scheduled or non-scheduled traffic with aeroplanes carrying passengers is not allowed to use aerodromes without Rescue and Fire Fighting Services.

1.2 Aerodrome Category

The level of protection provided at the aerodrome listed at AD 1.3-1 is based on the dimensions of the aeroplanes using the airport as adjusted for their frequency of operations.

The Aerodrome category for rescue and fire fighting is based on the over-all length of the longest aeroplanes normally using the aerodrome and their maximum fuselage width and is determined according to the following Table:

Fire Fighting and Rescue Aerodrome Category Based on Aeroplane Dimensions.

Airport Category	Aeroplane Overall Length	Maximum Fuselage Width
1	2	3
1	0 up to but not including 9m	2m
2	9m up to but not including 12m	2m
3	12m up to but not including 18m	3m
4	18m up to but not including 24m	4m
5	24m up to but not including 28m	4m
6	28m up to but not including 39m	5m
7	39m up to but not including 49m	5m
8	49m up to but not including 61m	7m
9	61m up to but not including 76m	7m
10	76m up to but not including 90m	8m

The frequency of movement of the highest category aeroplanes in the busiest consecutive three months of the year is also a factor in Aerodrome categorization for Fire Fighting and Rescue Services.

1.3 Extinguishing Agents/Discharge Rates

The amount of water for foam production, complementary agents and discharge rates of foam solution provided on the rescue and fire fighting vehicles are in accordance with the aerodrome category determined as listed in the forgoing table as well as according to the following table which states the minimum usable amounts of extinguishing agents.

Minimum usable amounts of extinguishing agents.

	Foam meeting performance level A		Foam meeting performance Level B		**Complementary agents**		
Airport Category	Water (L)	Discharge rate foam solution/ minute (L)	Water (L)	Discharge rate form solution/ minute (L)	Dry chemical powders or (kg)	Halons or (kg)	CO2 (kg)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
1	350	350	230	230	45	45	90
2	1 000	800	670	550	90	90	180
3	1 800	1 300	1 200	900	135	135	270
4	3 600	2 600	2 400	1 800	135	135	270
5	8 100	4 500	5 400	3 000	180	180	360
6	11 800	6 000	7 900	4 000	225	225	450
7	18 200	7 900	12 100	5 300	225	225	450
8	27 300	10 800	18 200	7 200	450	450	900
9	36 400	13 500	24 300	9 000	450	450	900
10	48 200	16 600	32 300	11 200	450	450	900

1.4 Number of Vehicles

The minimum number of conventional rescue and fire fighting vehicles at airports listed at AD 3.1-1 are in accordance with the following table:

Minimum number of Vehicles

Airport category	Rescue and fire fighting Vehicles
1	1
2	1
3	1
4	1
5	1
6	2
7	2
8	3
9	3
10	3

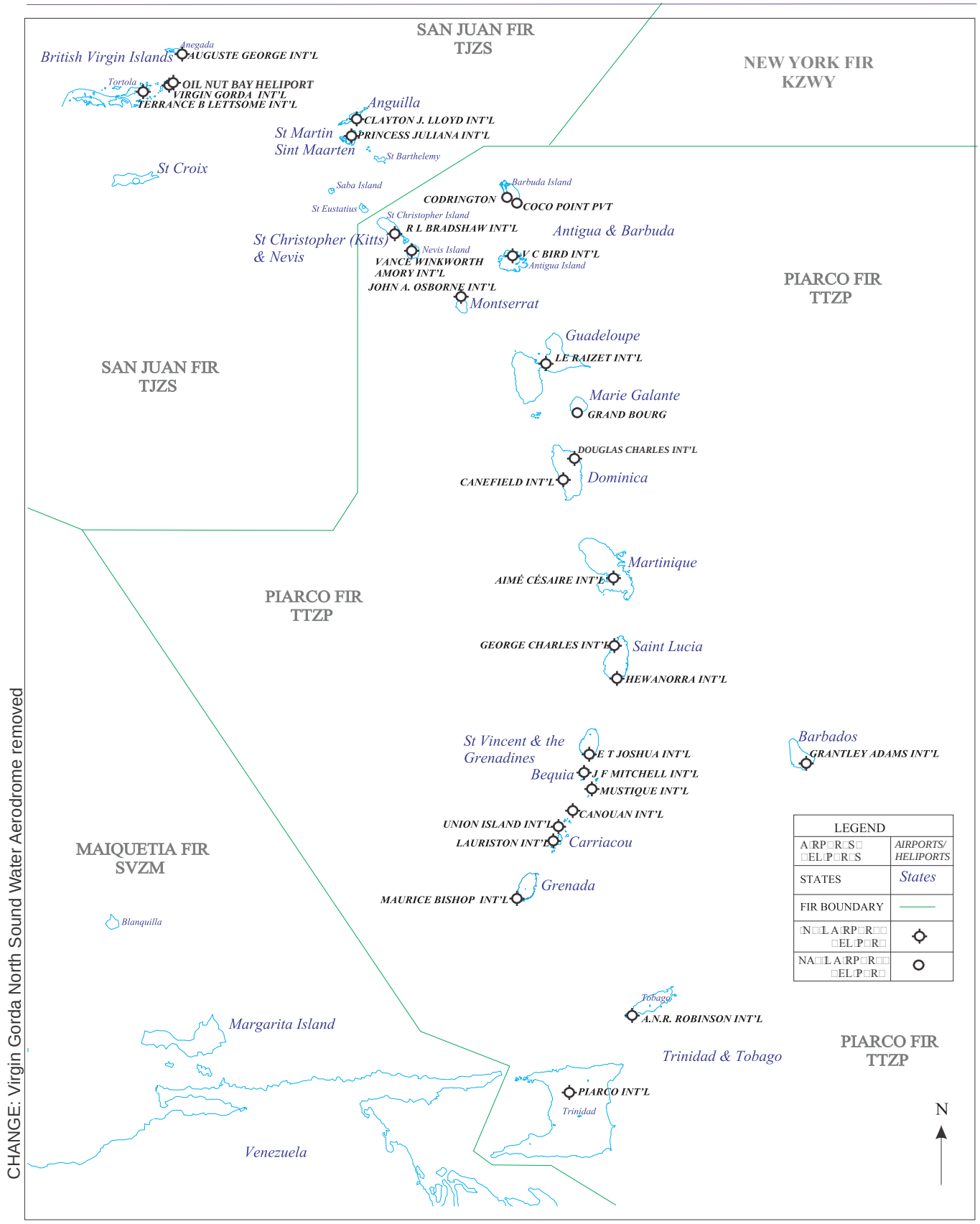
AD 1.3 INDEX TO AERODROMES AND HELIPORTS

State Aerodrome/ Heliport Location Indicator	Type of traffic permitted to use the aerodrome/heliport			
	International/ National (INTL – NTL)	IFR-VFR	S = Scheduled NR = Non-scheduled P = Private	Reference to AD Section And Remarks
1	2	3	4	5
AERODROMES				
ANGUILLA THE VALLEY/Clayton J. Lloyd/TQPF	INTL	IFR VFR	S - NS - P	AD2.1-1
ANTIGUA AND BARBUDA BARBUDA/Coco Point Lodge/TAPT	NTL	VFR	P	* AD2.2-1
BARBUDA/Codrington/TAPH	NTL	VFR	P	* AD2.2-2
ST. JOHN'S/V.C. Bird/TAPA	INTL	IFR VFR	S - NS - P	AD2.2-3
BRITISH VIRGIN ISLAND SPANISHTOWN/Virgin Gorda/TUPW	INTL	VFR	P	* AD2.3-2
THE SETTLEMENT/Auguste George/ TUPA	INTL	VFR	P	* AD2.3-3
ROADTOWN/Terrance B. Lettsome/ TUPJ	INTL	IFR VFR	S - NS - P	AD2.3-1
DOMINICA ROSEAU/Canefield /TDCF	INTL	IFR VFR	S - NS - P	AD2.4-1
ROSEAU/Douglas Charles/TDPD	INTL	IFR VFR	S - NS - P	AD2.4-2
GRENADA CARRIACOU IS/Lauriston/TGPZ	INTL	VFR	P	* AD2.5-1
ST. GEORGES/Maurice Bishop/TGPY	INTL	IFR VFR	S - NS - P	AD2.5-2
MONTSERRAT GERALD'S/John A. Osborne/TRPG	INTL	VFR	P	AD2.6-1
ST.CHRISTOPHER (ST.KITTS) AND NEVIS BASSETERRE/Robert L. Bradshaw/ TKPK	INTL	IFR VFR	S - NS - P	AD2.7-1
CHARLESTOWN/Vance Winkworth Amory/TKPN	INTL	IFR VFR	S - NS - P	AD2.7-2
ST.LUCIA CASTRIES/George F. Charles/TLPC	INTL	IFR VFR	S - NS - P	AD2.8-1
VIEUXFORT/ Hewanorra/TLPL	INTL	IFR VFR	S - NS - P	AD2.8-2

State Aerodrome/Heliport Location Indicator	Type of traffic permitted to use the aerodrome			
	International/ National (INTL – NTL)	IFR-VFR	S = Scheduled NR = Non-scheduled P = Private	Reference to AD Section And Remarks
1	2	3	4	5
ST.VINCENT AND THE GRENADINES KINGSTOWN/ Argyle/TVSA	INTL	IFR VFR	S - NS - P	AD2.9-1
BEQUIA IS./J.F. Mitchell/TVSB	INTL	VFR	NS - P	* AD2.9-2
CANOUAN IS/Canouan./TVSC	INTL	IFR VFR	NS - P	* AD2.9-3
MUSTIQUE IS/Mustique./TVSM	INTL	IFR VFR	NS - P	* AD2.9-4
UNION IS/Union./TVSU	INTL	VFR	NS - P	* AD2.9-5
TRINIDAD AND TOBAGO PORT OF SPAIN/Piarco/TTPP	INTL	IFR VFR	S - NS - P	AD2.10-1
SCARBOROUGH/A.N.R. Robinson/ TTCP	INTL	IFR VFR	S - NS - P	AD2.10-2
HELIPORTS				
BRITISH VIRGIN ISLAND OIL NUT BAY/Oil Nut Bay Heliport/ TUON	INTL	VFR	SP	*AD3.1-1

† Limited IFR
* The Location indicator in this row cannot be used in the address component of AFS messages.

AERODROME/HELIPORT INDEX CHART



CHANGE: Virgin Gorda North Sound Water Aerodrome removed

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AD 1.4 GROUPING OF AERODROMES/HELIPORTS

The criteria applied by Eastern Caribbean States in grouping aerodromes/heliports for the provision of information in this AIP are as follows:

1. Primary/major international aerodromes/heliport

Aerodrome/heliport of entry and departure for international air traffic, where all formalities concerning customs, immigration, health, animal and plant quarantine and procedures are carried out and where air traffic services are available on a regular basis.

2. Secondary/other international aerodrome/heliport

Another aerodrome/heliport available for the entry or departure of international air traffic, where the formalities concerning customs, immigration, health and similar procedures and air traffic services are made available, on a restricted basis, to flights with prior approval only.

3. National aerodrome/heliport

An aerodrome/heliport available only for domestic air traffic, including those military aerodromes/heliports where civil air traffic is allowed under certain conditions.

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

State *Aerodrome name* *Location Indicator*	*Date of certification*	*Validity of certification*	*Remark*
1	**2**	**3**	**4**
ANGUILLA THE VALLEY/Clayton J. Lloyd/TQPF			Certification Valid UFN **Certified by ASSI
ANTIGUA AND BARBUDA BARBUDA/Coco Point Lodge/TAPT	Not Certified	-	Certification Pending
BARBUDA/Codrington/TAPH	Not Certified	-	Certification Pending
ST. JOHN'S/V.C. Bird/TAPA	Not Certified	-	Certification Pending
BRITISH VIRGIN ISLAND SPANISHTOWN/Virgin Gorda/TUPW	2013-10-30		Strict PPR applies **Certified by ASSI Certification valid UFN
THE SETTLEMENT/Auguste George/TUPA	2014-02-10		** Certified by ASSI Certification valid UFN
ROADTOWN/Terrance B. Lettsome/TUPJ	2014-02-10		**Certified by ASSI Certification valid UFN
DOMINICA ROSEAU/Canefield /TDCF	TBA		-
ROSEAU/Douglas Charles/TDPD	TBA		-
GRENADA CARRIACOU IS/Lauriston/TGPZ	Not Certified	-	* Certification Pending
ST. GEORGES/Maurice Bishop/TGPY	Not Certified	-	Certification Pending
MONTSERRAT GERALD'S/John A. Osborne/TRPG	2021-10-20		**Certified by ASSI
ST.CHRISTOPHER (ST.KITTS) AND NEVIS BASSETERRE/Robert L. Bradshaw/TKPK	TBA		-
CHARLESTOWN/Vance Winkworth Amory/ TKPN	TBA		-
ST.LUCIA CASTRIES/George F. Charles/TLPC	TBA		-
VIEUXFORT/ Hewanorra/TLPL	TBA		-
ST.VINCENT AND THE GRENADINES KINGSTOWN/ Argyle/TVSA	Not Certified	-	-
BEQUIA IS./J.F. Mitchell/TVSB	Not Certified	-	* NIL
CANOUAN IS/Canouan./TVSC	Not Certified	-	* NIL
MUSTIQUE IS/Mustique./TVSM	Not Certified	-	* NIL
UNION IS/Union./TVSU	Not Certified	-	* NIL

State *Aerodrome name* *Location Indicator*	*Date of certification*	*Validity of certification*	*Remark*
1	**2**	**3**	**4**
TRINIDAD AND TOBAGO PORT OF SPAIN/Piarco/TTPP	2023-06-14	2024-06-13	-
SCARBOROUGH/A.N.R. Robinson/TTCP	2023-05-14	2024-05-13	-

*Location indicator in this row cannot be used in the address component of AFS messages.

**ASSI – Air Safety Support International

AD 2. AERODROMES

TQPF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TQPF - THE VALLEY/Clayton J. Lloyd - INTL

TQPF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 181217N Long : 0630314W Site : Midpoint of RWY on centerline
2	Direction and distance from (city)	1 mile south of the Valley
3	Elevation/Reference Temperature	38M (124FT) / 29 °C
4	MAG VAR/Annual change	14°W (2018)
5	AD Administration, address, telephone, telefax, telex, AFS	Operational Manager Clayton J. Lloyd Intl. Airport The Valley, Anguilla, W.I. TEL: (264) 497-3510 FAX: (264) 497-5928 TELEX: 9313ANGGOVT.LA
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	PPR for ACFT not registered in the UK or UK overseas territories and operating for valuable consideration

TQPF AD 2.3 OPERATIONAL HOURS

1	AD Administration	1045 - 2300 UTC
2	Customs and Immigration	1045 - 2300
3	Health and Sanitation	1200 - 2000
4	AIS Briefing Office	1045 - 2300
5	ATS Reporting Office (ARO)	1045 - 2300
6	MET Briefing Office	1100 - 2300
7	ATS	1045 - 2300
8	Fuelling	1045 - 2300
9	Handling	1045 - 2300
10	Security	H24
11	De-icing	N/A
12	Remarks	PPR for ACFT operations outside operational hours

TQPF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	On request
2	Fuel/Oil types	JET A & AVGAS / w100 Aviation Oil
3	Fuelling facilities/capacity	Tankers / 108 000 Gals JET A & 12750 Gals AVGAS
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	By Arrangement
7	Remarks	Tel : 498-4141 for cargo handling facilities

TQPF AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels 1 – 2 miles from AD
2	Restaurants	Airport bar and Restaurant and in the City
3	Transportation	Taxis, Car Rentals
4	Medical facilities	Ambulance at Hospital, Clinics in the City
5	Bank and Post Office	1 Mile from AD
6	Tourist Office	In City
7	Remarks	For Tourist information call Anguilla Tourist Board 264-497-2759

TQPF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 6
2	Rescue equipment	Three Firetenders Rosenbauer Panther R5 Rosenbauer Panther HRET R OSHKOSH TI-3000
3	Capability for removal of disabled aircraft	Cranes and jacks available from private companies, capable of lifting aircraft up to maximum AUW 18,000 Kg.
4	Remarks	Marine Rescue assistance available from San Jaun RCC, Dutch and French Marine Rescue. Fire Fighting and Rescue Category 7 on request.

TQPF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TQPF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	**Apron Main :** Type of surface: Asphalt Strength: PCN 22/F/A/W/T
		Apron Main Northeast : Type of surface: Concrete Strength: PCN 61/R/C/W/T
		Apron West : Type of surface: Concrete Strength: PCN 85/R/B/X/T
2	Taxiway width, surface and strength	**TWY A** Width: 18.3 M Type of surface: Concrete Strength: PCN 85/R/B/X/T.
		TWY B Width: 17.3 M Type of surface: Asphalt Strength: PCN 22/F/A/W/T.
		TWY C Width: 18 M Type of surface: Asphalt Strength: PCN 22/F/A/W/T.
		TWY D Width: 10.5 M Type of surface: Concrete Strength: PCN 45/R/D/W/T.
		TWY E Width: 15.75 M Type of surface: Concrete Strength: PCN 45/R/D/W/T.
3	ACL location and elevation	Location : Apron Elevation : 30.87M/101.25FT
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TQPF 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	Guidelines at Apron
2	Markings: Lights (LGT)	RWY : Designation, THR, Centreline markings, Edge TWY : All holding positions at TWY/RWY intersections, Centreline RWY : THR, Edge, End TWY : All TWYs
3	Stop bars	Wig wag lights TWYs B and C
4	Remarks	NIL

TQPF AD 2.10 AERODROME OBSTACLES

OBST ID/ Designation	OBST type	OBST Position	ELEV/HGT	Markings/Type, Colour of light	Remarks
a	b	c	d	e	f
TQPFOB001	Pole	18 12 19.1N 063 03 45.6W	161FT	lighted	Hazard light
TQPFOB002	Pole	18 12 27.13N 063 04 00.31W	244FT		
TQPFOB003	Tower	18 12 28.74N 063 03 03.83W	250FT		
TQPFOB004	Tower	18 13 02.17N 063 03 54.75W	329FT		
TQPFOB005	Pole	18 12 15.06N 063 02 26.54W	142FT	lighted	Hazard light
TQPFOB006	Pole	18 12 33.04N 063 02 36.63W	175FT		
TQPFOB007	Tower	18 13 09.78N 063 01 06.61W	424FT		
TQPFOB008	Tower	18 14 37.51N 063 01 41.57W	280FT		
TQPFOB009	Tower	18 12 44.69N 063 03 10.42W	232FT		
TQPFOB010	Tower	18 11 48.79N 063 03 11.02W	174FT		
TQPFOB011	Antenna	18 13 15N 063 01 11W	480FT/360FT	Red light	

TQPF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	V.C. Bird Antigua/Anguilla Met Office
2	Hours of service MET Office outside hours	Daily 1045 – 2300 UTC
3	Office responsible for TAF preparation Periods of validity	Antigua Met Services hourly
4	Type of landing forecast Interval of issuance	NIL (AD Weather conditions AVBL from ATC) NIL
5	Briefing / consultation provided	P,T,D.
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	C. J. Lloyd Tower
10	Additional information (limitation of service, etc.)	TAFS issued on request.

TQPF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions 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
11	091° GEO 105° MAG	1664 x 30	PCN 22/F/A/W/T Asphalt/Nil	181217.53N 0630337.08W	THR 36.04 m (118.24 ft)
29	271° GEO 285° MAG	1664 x 30	PCN 22/F/A/W/T Asphalt/Nil	181217.03N 0630250.67W	THR 23.65 m (77.59 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	Nil	Nil	Nil	Nil	Thresholds marked as displaced. Length includes 60M strip and 90M RESA. Grooved Asphalt. Beginning of paved surface181217.59N 0630342.20W Elev 37.72M (123.75FT)
NIL	Nil	Nil	Nil	Nil	Thresholds marked as displaced. Length includes 60M strip and 90M RESA. Grooved Asphalt. Beginning of paved surface181216.97N 0630245.55W Elev 21.98M (72.11FT))

TQPF AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	1513	1513	1513	1363	The RWY surface West of the displaced THR11 has the same bearing strength and surface as the RWY.
29	1513	1513	1513	1363	The RWY surface East of the displaced THR29 has the same bearing strength and surface as the RWY.

TQPF 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
11	Nil	Green	PAPI L 3°	Nil	Nil	1663 m White	Red	Nil	NIL
29	Nil	Green	PAPI L 3°	Nil	Nil	1663 m White	Red	Nil	NIL

TQPF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	IBN : NE of terminal Bldg FLG in Green the letters AXA in Morse Code, SS to 0200
2	LDI location and LGT Anemometer location and LGT	LDI: North of RWY 61m/200ft from THR 11 ANEMOMETER: 609m/2000ft from THR 11 on North side
3	TWY edge and Centreline lighting	TWY A Edge: blue Centerline: NIL TWY B Edge: blue Centerline: NIL TWY C Edge: blue Centerline: NIL TWY D Edge: blue Centerline: NIL TWY E Edge: blue Centerline: NIL
4	Secondary power supply/switch-over time	Secondary Power Supply switch over time 14 Sec or less
5	Remarks	NIL

TQPF 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 Apron used for Helicopter Touchdown

TQPF AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	C. J. LLOYD CTR Area bounded by lines joining points 180900N/0631522W; 181521N/0631314W then along the clockwise arc of a circle of 10NM radius centred on 181217N/ 0630314W to 180913N/0625314W; 180900N/0625318W to point of origin.
2	Vertical limits	SFC / 2600 FT
3	Airspace classification	D
4	ATS unit callsign Language(s)	C.J.LLOYD TOWER English
5	Transition altitude	5000 FT
6	Hour of applicability	NIL
7	Remarks	NIL

TQPF 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
TWR	C.J. Lloyd Tower	118.500MHZ	NIL	NIL	1045 - 2300	Closing time is subject to change with scheduled flight. Approach control provided by Juliana APP 128.95 (primary) 118.7 (secondary) PPR for aircraft operations outside operational hours.

TQPF 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
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TQPF AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 At Eastern Caribbean Airports, a number of local regulations apply. The regulations are available from Air Traffic Services. These Regulations includes, 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 in the operation of large aircraft including limitations in 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) fuel spillage; and

k) local flying restrictions applicable to the respective aerodromes.

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 or GND.

1.2 Airport Regulations/Restrictions

1. Except for approach and take-off purposes, a minimum of 500ft must be maintained above all obstacles for VFR flights and 1000ft for IFR flights.

2. With the exception of local flights, all aircraft departing Clayton J. Lloyd must contact Juliana Tower 118.7MHz on instruction from C. J. Lloyd TWR.

3. Similarly, in-bound aircraft must contact Juliana Approach before contacting C. J. Lloyd Tower except when instructed by San Juan Area Control to contact C. J. Lloyd Tower directly.

4. Controlled airspace, with allowance conditions for VFR at night within the TQPF Control Zone.
   Conditions for VFR at night:
   Unless it is on a Special VFR flight within a control zone, an aircraft flying at night must:
   (a) establish and maintain two-way communication with air traffic control on the appropriate communication channel, when available; and
   (b) be flown in accordance with the visibility and distance from cloud minima equal to or greater than that specified in rules 27 and 28, except that:
   (i) rule 27 paragraph (2), and rule 28 paragraph (4) shall not apply;
   (ii) the cloud ceiling shall be not less than 1,500 feet;
   (iii) when operating inside or outside controlled airspace, at and below 3,000 feet above mean sea level or 1,000 feet above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface; and
   (c) not fly at a height of less than 1,000 feet, or in the case of high terrain or in mountainous areas, at a height of less than 2,000 feet, above the highest obstacle within a distance of 5NM unless:
   (i) it is necessary for the aircraft to do so in order to take off or land; or
   (ii) the aircraft flies at an altitude not exceeding 3,000 feet above mean sea level and remains clear of cloud and with the surface in sight and in a flight visibility of at least 5KM.

5. All pilots and aircraft operators are required to file flight plans at the AIS Office at least 30 mins prior to departure.

6. PPR required for all aircraft not registered in Anguilla, the United Kingdom or other U.K overseas territories when operating for the purpose of carriage of passengers or cargo for valuable consideration. Valuable consideration includes financial reward, contribution to costs or payment in kind. In order to fulfill the PPR requirement an operating permission granted by the Governor of Anguilla, or the U.K. Department for Transport, under the Terms of Article 135 of the Air Navigation (Overseas Territories) Order 2007 No. 3468 will be required.
   Operators should note that legal action may be taken against any pilot, operator and/or charter operating in contravention of this requirement.
   Application for permission is to be made at least three days prior to the proposed flight or three hours prior for same day operations, to the Permanent Secretary- Ministry of Infrastructure, Communications, Utilities and Housing : Tel 1(264) 497-2526 or 1(264) 584-9974 (after hours)
   Fax 1(264) 497-8345. Email: anguilla.ais@gov.ai or Secondary Email: anguilla.ais@gmail.com

7. All aircraft operators requiring handling services can contact Lloyd's Aviation Services - the official Fixed Based Operator (FBO) at the airport for the exclusive provision of the following services:
- aircraft fuelling
- aircraft guidance, parking and tie down
- pilot and passenger facilities
- flight planning and information services
- loading and unloading of aircraft
- catering services
-destination services
- ground services(aircraft towing, baggage handling, power starts, air starts, lavatory services, potable water, aircraft cleaning and cabin supplies)
- removal of and assistance to disabled aircraft.

8. For arriving aircraft, all engines must be shut down prior to the deplaning of any passenger.
For departing aircraft, no engine shall be started until all passengers have boarded the 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

Arriving aircraft will be allocated a Gate Number by the TWR or GND.

2.2 Taxiway – Limitations

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

3. Parking

3.1 Parking area for small aircraft/Helicopters (General Aviation)

General aviation aircraft/helicopters shall be directed by the TWR/GND to the parking area for small aircraft.

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 expense of the owner or user of such aircraft.Removal will only be approved after receiving authorization from the Air Accident Investigation Bureau (AAIB).

TQPF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TQPF AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR flights within Piarco FIR/CTA, TMAs

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.

See Relevant Charts

TQPF AD 2.23 ADDITIONAL INFORMATION

1. Bird concentration in the vicinity of the airport

During grass cutting activities in an airfield, egrets are normally in the vicinity of the grass cutters.
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 and during take-off, approach-to-land and climb and descent procedures.

TQPF AD 2.24 CHARTS RELATED TO AERODROME

1.	Aerodrome/Heliport Chart – ICAO …….……	AD 2.1-1-13
2.	Aerodrome Obstacle Chart – ICAO Type A RWY 11/29 ……...……	AD 2.1-1-15
3.	Area Chart – Clayton J. Lloyd……..……	AD 2.1-1-17
4.	Standard Departure Chart – Instrument – ICAO	
	RNAV Departure RWY 11 ……..……	AD 2.1-1-19
	RNAV Departure RWY 29 ……..……	AD 2.1-1-20
5.	Standard Arrival Chart - Instrument –ICAO	
	RNAV RWY 11 ……...……	AD 2.1-1-21
	RNAV RWY 29 ……	AD 2.1-1-22
6.	Instrument Approach Chart – ICAO	
	RNP RWY 11 …….…….....	AD 2.1-1-23
	RNP RWY 29 …….…….....	AD 2.1-1-25

TQPF AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

AERODROME CHART - ICAO

ARP 181217.28N 0630313.87W

AD ELEVATION 124FT

CLAYTON J LLOYD The Valley, Anguilla
TQPF

GUND (Geoid Undulation) = The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**192** (68)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS

APRON/RWY	SURFACE	BEARING STRENGTH
RWY 11/29	Grooved Asphalt	PCN 22 F/A/W/T
TAXIWAY A	Concrete	PCN 85/R/B/X/T
TAXIWAY B	Asphalt	PCN 22 F/A/W/T
TAXIWAY C	Asphalt	PCN 22 F/A/W/T
TAXIWAY D	Concrete	PCN 45 R/D/W/T
TAXIWAY E	Concrete	PCN 45 R/D/W/T
MAIN APRON	Asphalt	PCN 22 F/A/W/T
MAIN APRON (NORTH EAST)	Concrete	PCN 61 R/C/W/T
Apron at TWY A	Concrete	PCN 85/R/B/X/T
CARGO APRON	Concrete	PCN 45 R/D/W/T
HANGAR APRON	Asphalt	PCN 22 F/A/W/T

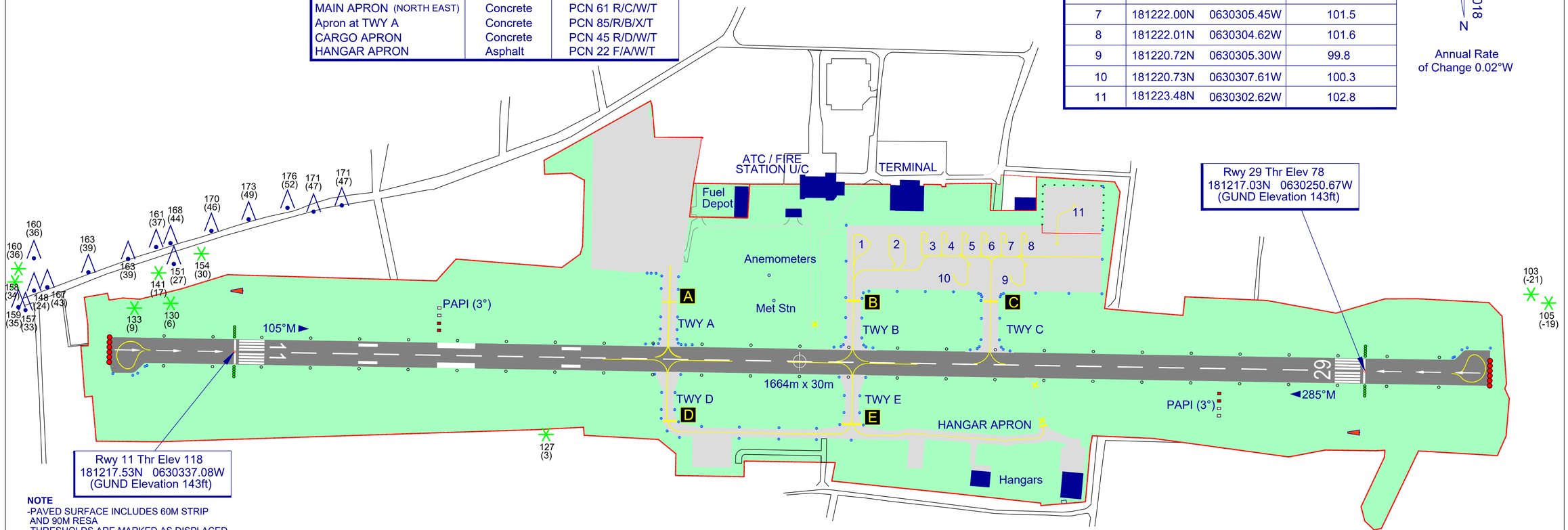
DECLARED DISTANCES (metres)

	TORA	TODA	ASDA	LDA
RWY 11	1513	1513	1513	1363
RWY 29	1513	1513	1513	1363

TORA for both runways starts 150m before the Thresholds

STAND	COORDINATE		Elevation AMSL(ft)
1	181221.98N	0630311.01W	102.0
2	181221.98N	0630309.57W	101.7
3	181222.01N	0630308.71W	101.4
4	181222.01N	0630307.89W	101.5
5	181222.01N	0630307.06W	101.8
6	181222.01N	0630306.24W	101.5
7	181222.00N	0630305.45W	101.5
8	181222.01N	0630304.62W	101.6
9	181220.72N	0630305.30W	99.8
10	181220.73N	0630307.61W	100.3
11	181223.48N	0630302.62W	102.8

VAR 14.2°W - 2018
N
Annual Rate of Change 0.02°W



Rwy 11 Thr Elev 118
181217.53N 0630337.08W
(GUND Elevation 143ft)

Rwy 29 Thr Elev 78
181217.03N 0630250.67W
(GUND Elevation 143ft)

NOTE
-PAVED SURFACE INCLUDES 60M STRIP AND 90M RESA
-THRESHOLDS ARE MARKED AS DISPLACED 150M FROM THE BEGINNING OF PAVED SURFACE

RESTRICTIONS
-CONTROLLED AIRSPACE
-VISIBILITY EXEMPTED BY DAY
-INSTRUMENT RESTRICTED BY NIGHT

CAUTION
-NUMEROUS POLES AND ANTENNAS IN VICINITY OF AERODROME

100 0 100 200 300 Metres
500 0 500 1000 Feet

CHANGE: Updated chart

COM		
TWR	118.5MHz	C.J. Lloyd Tower
LIGHTING		
THR 11/29	Green Wing bars	
RWY 11/29	Hi White Edge 60m spacing, End lights red	
RWY 11	PAPI-L (3°)	
RWY 29	PAPI-L (3°)	
TWY A	Blue edge	
TWY B & C	Blue edge	
TWY D	Blue edge	
TWY E	Blue edge	

LEGEND	
AERODROME REFERENCE POINT (ARP)	
BUILDING	
WINDSLEEVE	
TREE / BUSH	
TELEPOLE, AERIAL, POST, ETC	
RWY END LIGHTS	
RWY THR WING BAR LIGHTS	
PAPI LIGHTS	
SRA DELINEATORS	

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ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

AERODROME OBSTACLE CHART - ICAO
TYPE A - OPERATING LIMITATIONS

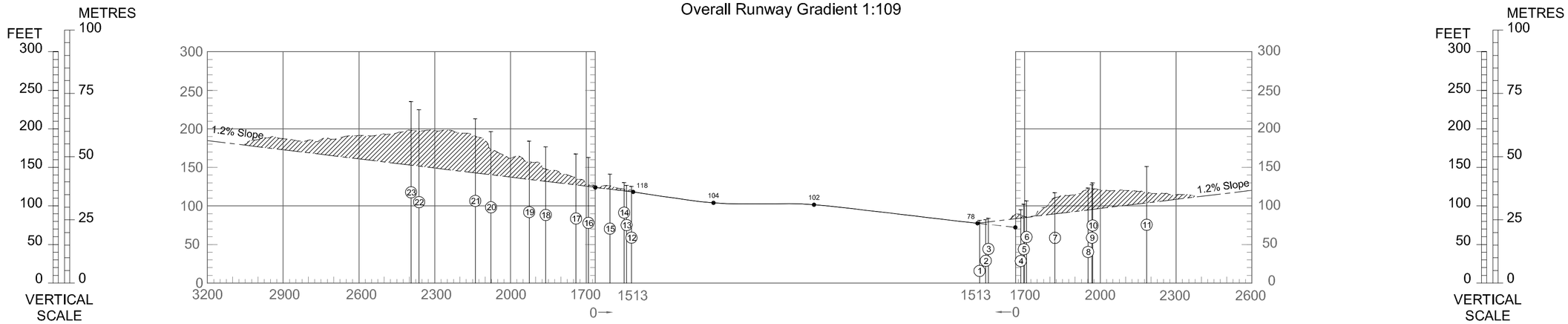
CLAYTON J LLOYD The Valley, Anguilla
TQPF

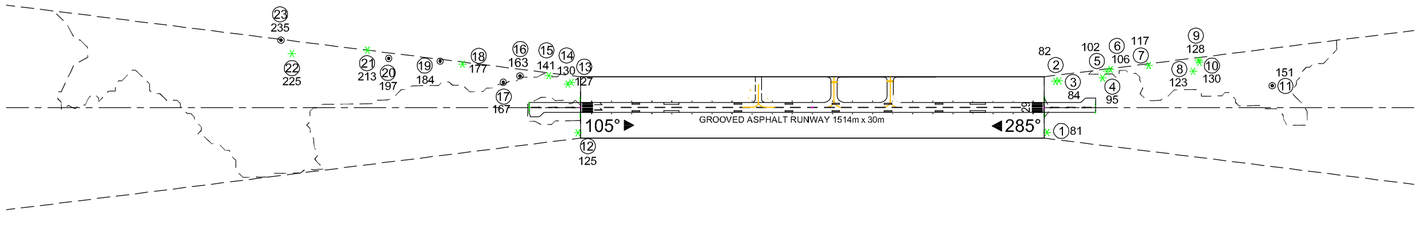
MAGNETIC VARIATION 14.2° W (JUL 2018)
Change 0.02° W per year

RUNWAY 11-29

DECLARED DISTANCES		
RWY 11		RWY 29
1513	TAKE-OFF RUN AVAILABLE	1513
1513	TAKE-OFF DISTANCE AVAILABLE	1513
1513	ACCELERATE-STOP DISTANCE AVAILABLE	1513
1363	LANDING DISTANCE AVAILABLE	1363

Overall Runway Gradient 1:109





HORIZONTAL SCALE 1:10,000

METRES
500 400 300 200 100 0 500 1000 1500 2000 2500 3000

FEET
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

LEGEND

	PLAN	PROFILE
IDENTIFICATION NUMBER	⑩	
HEIGHT AMSL	25	
BUILDING	■	
GROUND LEVEL	▲	
PYLON	⊤	
TREE / BUSH	✳	
TELEPOLE, AERIAL, POST, ETC	◉	
MOBILE OBSTACLE	═○═	
TERRAIN PENETRATING OBSTACLE PLANE		

CHANGE : Obstacle and terrain data updated Runway designation changed to RWY11/29
ORDER OF ACCURACY : Horizontal 3m; Vertical 1ft
Aerodrome information current July 2018
Based on survey dated February2018

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CLAYTON J. LLOYD CTR AREA CHART

AREA MINIMUM ALTITUDE (FOR TMA): 4100'

COMMUNICATION

Clayton J. Lloyd International Airport
C. J. Lloyd Tower 118.500
Juliana approach 128.95 (primary), 118.7

Princess Juliana Airport:
Juliana Tower 118.7
Juliana Approach 128.95 (primary), 118.7

LEGEND
- Non-compulsory reporting fix
- Compulsory reporting fix
- Runway
- Airport
- 1978' Spot elevation
- 424' Man-made obstacle, elevation measured at top
- L451 FL55 RNAV Route
- Flyover waypoint

CHANGE
C. J. Lloyd TWR FREQ adjusted

VAR 14° 2018

SLUGO N18 23 22.00 W063 40 00.00
JUICE N18 07 51.38 W063 40 00.00
GOUDA N17 56 02.47 W063 40 00.00
DANDE
PJG VOR
STT VOR
COY VOR
FRATT
GUYRO
TRNKY 18 25 13.01N 063 11 22.93W
YIYYO
142 to YIYYO
NEYDU
MNOLO N18 20 44.02 W062 48 07.57
ELOPO N17 39 00.24 W062 33 15.81
ZPATA 17 28 23N 062 49 59W
SKB NDB
ANU VOR
SAN JUAN FIR
PIARCO FIR

C. J. LLOYD CTR (D) GND - 2600
JULIANA CTR (C) GND - FL55
TMA 2500 - FL150 (D) GND - 2500 (G)

ANGUILLA
424'
Clayton J. Lloyd Intl Apt
Princess Juliana Apt
1538'
ST MAARTEN
ST MAARTEN D 113.0 PJM N18 02 17.20 W063 07 05.81
ST BARTHELEMY 338 BY
ST BARTS St Barthelemy Apt
922'
SABA Saba Apt
3098'
ST EUSTATIUS 235 PJE
ST EUSTATIUS FD Roosevelt Apt
1978'

CHANGE: Frequencies adjusted.

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TQPF STANDARD DEPARTURE CHART - INSTRUMENT - ICAO
RNAV DEPARTURE RWY 11

TO BE DEVELOPED

TQPF STANDARD DEPARTURE CHART - INSTRUMENT - ICAO
RNAV DEPARTURE RWY 29

TO BE DEVELOPED

TQPF STANDARD ARRIVAL CHART - INSTRUMENT - ICAO
RNAV RWY 11

TO BE DEVELOPED

TQPF STANDARD ARRIVAL CHART - INSTRUMENT - ICAO
RNAV RWY 29

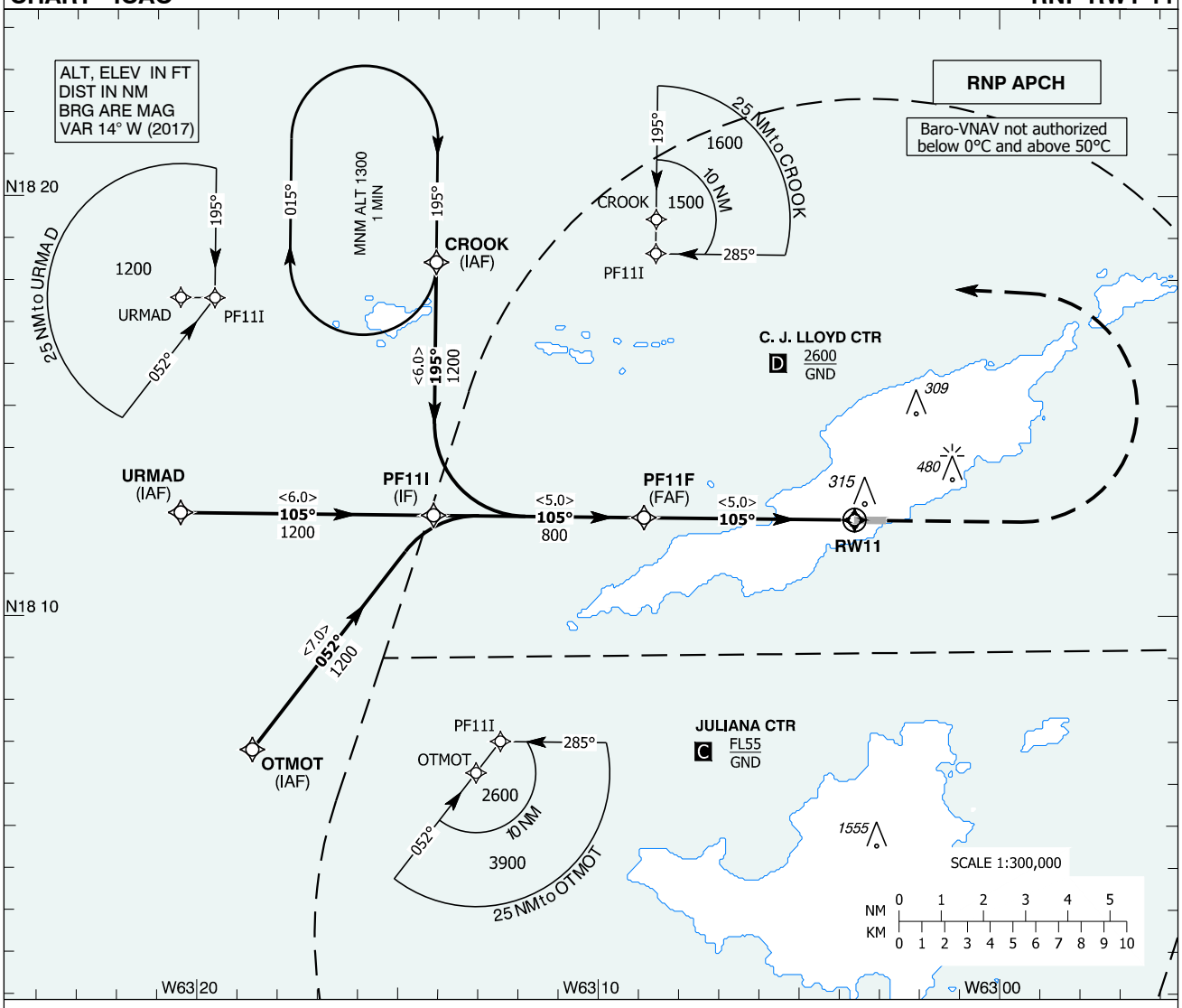
TO BE DEVELOPED

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **124ft**
HEIGHT RELATED TO
THR RWY 11 - ELEV **118ft**

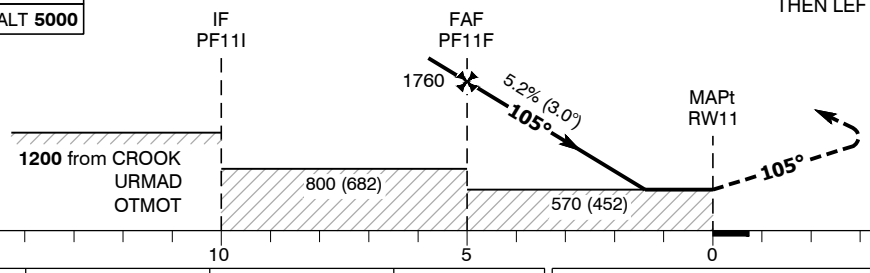
JULIANA APP	128.95, 118.70
C. J. LLOYD TWR	118.500

THE VALLEY, ANGUILLA CLAYTON J. LLOYD (TQPF) RNP RWY 11



TRANSITION LVL	**FL65**
TRANSITION ALT	**5000**

MISSED APPROACH: CLIMB STRAIGHT AHEAD TO 1000FT
THEN LEFT TURN TO CROOK AND HOLD.



OCA(H)	A	B	C
LNAV/VNAV	520 (402)	530 (412)	550 (432)
LNAV	570 (452)		
CIRCLING South of A/D only	630 (503)	780 (653)	880 (753)

RECOMMENDED PROFILE (5.2%, 320 FT/NM)					
DIST FROM THR	2	3	4	5	
ALT / HGT	805 (687)	1125 (1007)	1440 (1322)	1760 (1642)	
RATE OF DESCENT	KNOTS	70	90	100	120	140
	FT/MIN	370	480	530	635	745

CAUTION: Visual segment penetrated by trees and terrain.
LNAV heights are relative to TDZE, circling heights are relative to airport elevation.

CHANGE: Frequencies adjusted.

Tabular Description RWY 11

Datum: WGS84

Magnetic variation: 14.3228° W

Nav. Spec.	P/T	WPT ID	Waypoint coordinates	Fly-Over	True / Magnetic track [°]	Dist. [nm]	Turn direction	Upper / Lower limit [ft]	VPA [°]	TCH [ft]	Remarks
RNP APCH	IF	OTMOT	18°06'48.6"N / 063°18'37.8"W	-	-	-	-	- / 2600	-	-	IAF
RNP APCH	TF	PF11I	18°12'23.7"N / 063°14'07.3"W	N	037.6 / 052	7.0	-	-	-	-	IF

Nav. Spec.	P/T	WPT ID	Waypoint coordinates	Fly-Over	True / Magnetic track [°]	Dist. [nm]	Turn direction	Upper / Lower limit [ft]	VPA [°]	TCH [ft]	Remarks
RNP APCH	IF	URMAD	18°12'27.4"N / 063°20'25.5"W	-	-	-	-	- / 1200	-	-	IAF
RNP APCH	TF	PF11I	18°12'23.7"N / 063°14'07.3"W	N	090.6 / 105	6.0	-	-	-	-	IF

Nav. Spec.	P/T	WPT ID	Waypoint coordinates	Fly-Over	True / Magnetic track [°]	Dist. [nm]	Turn direction	Upper / Lower limit [ft]	VPA [°]	TCH [ft]	Remarks
RNP APCH	IF	CROOK	18°18'25.1"N / 063°14'03.4"W	-	-	-	-	- / 1500	-	-	IAF
RNP APCH	TF	PF11I	18°12'23.7"N / 063°14'07.3"W	N	180.6 / 195	6.0	-	-	-	-	IF

Nav. Spec.	P/T	WPT ID	Waypoint coordinates	Fly-Over	True / Magnetic track [°]	Dist. [nm]	Turn direction	Upper / Lower limit [ft]	VPA [°]	TCH [ft]	Remarks
RNP APCH	IF	PF11I	18°12'23.7"N / 063°14'07.3"W	-	-	-	-	-	-	-	IF
RNP APCH	TF	PF11F	18°12'20.7"N / 063°08'52.2"W	N	090.6 / 105	5.0	-	-	-	-	FAF
RNP APCH	CF	RW11	18°12'17.5"N / 063°03'37.1"W	Y	090.6 / 105	5.0	-	-	3.00	50	MAPt
RNP APCH	CA	-	-	-	090.6 / 105	-	-	- / 1000	-	-	-
RNP APCH	DF	CROOK	18°18'25.1"N / 063°14'03.4"W	N	-	-	L	-	-	-	-

Hold Identification

Holding Fix	Waypoint coordinates	True / Magnetic track [°]	Max. IAS (kts)	Min. Alt./ Level (FL/ft)	Max. Alt./ Level (FL/ft)	Outbound time (min)	Turn direction
CROOK	18°18'25.1"N / 063°14'03.4"W	180.6 / 195	-	1300	-	1	R

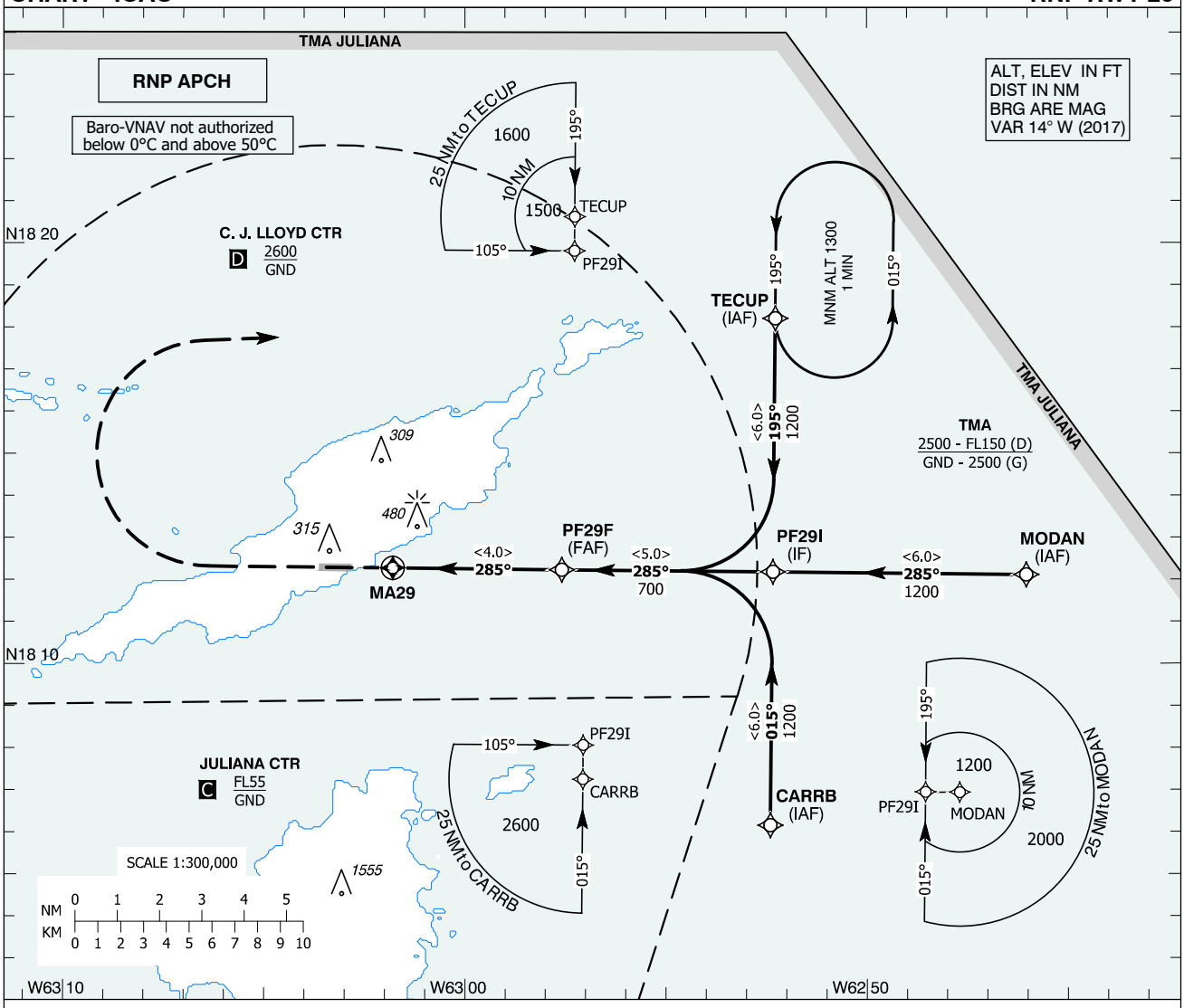
NO CHANGES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **124ft**
HEIGHT RELATED TO
THR RWY 29 - ELEV **78ft**

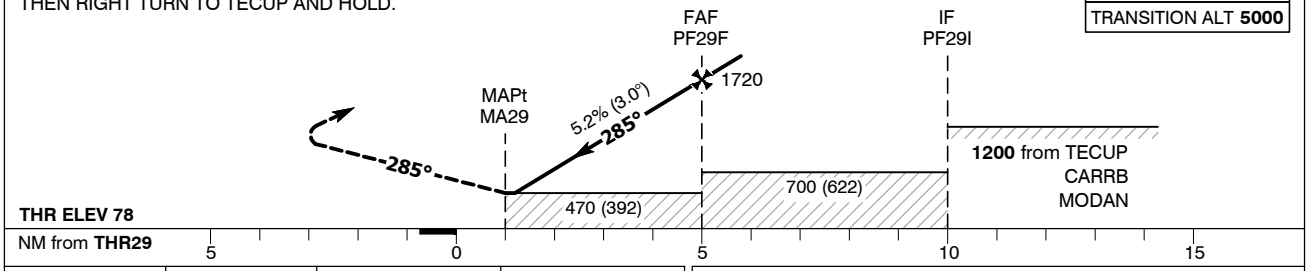
JULIANA APP	128.95, 118.70
C. J. LLOYD TWR	118.500

THE VALLEY, ANGUILLA CLAYTON J. LLOYD (TQPF) RNP RWY 29



MISSED APPROACH: CLIMB STRAIGHT AHEAD TO 1000FT
THEN RIGHT TURN TO TECUP AND HOLD.

TRANSITION LVL	**FL65**
TRANSITION ALT	**5000**



OCA(H)	A	B	C
LNAV/VNAV	470 (392)	480 (402)	500 (422)
LNAV	470 (392)		
CIRCLING South of A/D only	630 (503)	780 (653)	880 (753)

RECOMMENDED PROFILE (5.2%, 320 FT/NM)						
DIST FROM THR	2	3	4	5		
ALT / HGT	765 (687)	1085 (1007)	1400 (1322)	1720 (1642)		
RATE OF DESCENT	KNOTS	70	90	100	120	140
	FT/MIN	370	480	530	635	745

CAUTION: Visual segment penetrated by trees and terrain.
LNAV heights are relative to TDZE, circling heights are relative to airport elevation.

CHANGE: Frequencies adjusted.

Tabular Description RWY 29

Datum: WGS84
Magnetic variation: 14.3228° W

Nav. Spec.	P/T	WPT ID	Waypoint coordinates	Fly-Over	True / Magnetic track [°]	Dist. [nm]	Turn direction	Upper / Lower limit [ft]	VPA [°]	TCH [ft]	Remarks
RNP APCH	IF	TECUP	18°18'12.0"N / 062°52'16.5"W	-	-	-	-	- / 1500	-	-	IAF
RNP APCH	TF	PF29I	18°12'10.6"N / 062°52'20.4"W	N	180.6 / 195	6.0	-	-	-	-	IF

Nav. Spec.	P/T	WPT ID	Waypoint coordinates	Fly-Over	True / Magnetic track [°]	Dist. [nm]	Turn direction	Upper / Lower limit [ft]	VPA [°]	TCH [ft]	Remarks
RNP APCH	IF	MODAN	18°12'06.7"N / 062°46'02.3"W	-	-	-	-	- / 1200	-	-	IAF
RNP APCH	TF	PF29I	18°12'10.6"N / 062°52'20.4"W	-	270.6 / 285	6.0	-	-	-	-	IF

Nav. Spec.	P/T	WPT ID	Waypoint coordinates	Fly-Over	True / Magnetic track [°]	Dist. [nm]	Turn direction	Upper / Lower limit [ft]	VPA [°]	TCH [ft]	Remarks
RNP APCH	IF	CARRB	18°06'09.2"N / 062°52'24.4"W	-	-	-	-	- / 2600	-	-	IAF
RNP APCH	TF	PF29I	18°12'10.6"N / 062°52'20.4"W	N	000.6 / 015	6.0	-	-	-	-	IF

Nav. Spec.	P/T	WPT ID	Waypoint coordinates	Fly-Over	True / Magnetic track [°]	Dist. [nm]	Turn direction	Upper / Lower limit [ft]	VPA [°]	TCH [ft]	Remarks
RNP APCH	IF	PF29I	18°12'10.6"N / 062°52'20.4"W	N	-	6.0	-	-	-	-	IF
RNP APCH	TF	PF29F	18°12'13.8"N / 062°57'35.6"W	N	270.6 / 285	5.0	-	-	-	-	FAF
RNP APCH	CF	MA29	18°12'16.4"N / 063°01'47.6"W	Y	270.6 / 285	4.0	-	-	3.00	50	MAPt
RNP APCH	CA	-	-	-	270.6 / 285	-	-	- / 1000	-	-	-
RNP APCH	DF	TECUP	18°18'12.0"N / 062°52'16.5"W	N	-	-	R	-	-	-	-

Hold Identification

Holding Fix	Waypoint coordinates	True / Magnetic track [°]	Max. IAS (kts)	Min. Alt./ Level (FL/ft)	Max. Alt./ Level (FL/ft)	Outbound time (min)	Turn direction
TECUP	18°18'12.0"N / 062°52'16.5"W	180.6 / 195	-	1300	-	1	L

NO CHANGES.

AD 2. AERODROMES

TAPT AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TAPT - BARBUDA/Coco Point Lodge

TAPT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 173345N Long : 0614600W
2	Direction and distance from city	9.5miles South east of Codrington
3	Elevation/Reference Temperature	3M (10FT) / Nil
4	MAG VAR/Annual change	15°W (2000)
5	AD Administration, address, telephone, telefax, telex, AFS	Coco Point Lodge Hotel administration P.O. Box 90 St. John's, Antigua TEL: (268) 464-8388 FAX: (268) 464-8334
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	Privately Owned. ARP not WGS 84

TAPT AD 2.3 OPERATIONAL HOURS

1	AD Administration	As Hotel Administration
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	Contact Agencies at V.C. Bird Airport to arrange above services.

TAPT AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/Oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

TAPT AD 2.5 PASSENGER FACILITIES

1	Hotels	Coco Point Lodge Hotel
2	Restaurants	At Hotel
3	Transportation	Taxi
4	Medical facilities	NIL
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

TAPT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	NIL
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	NIL
4	Remarks	Fire Extinguishers available

TAPT AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TAPT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Type of surface: Grass
2	Taxiway width, surface and strength	**TWY A** Type of surface: Grass Strength: NIL
3	ACL location and elevation	Location : NIL Elevation : NIL
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TAPT 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	NIL
2	Markings: Lights (LGT)	RWY : NIL TWY : RWY : THR, END TWY :
3	Stop bars	NIL
4	Remarks	NIL

TAPT AD 2.10 AERODROME OBSTACLES

Area 2

ID OBST/ Designation	OBST type	OBST Coordinate	ELEV/HGT	Markings/ Type, Colour of Light	Remarks
a	b	c	d	e	f
Nil	Nil	Nil	Nil	Nil	Nil

TAPT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	V.C. Bird MET Office
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	NIL NIL
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing / consultation provided	NIL
6	Flight documentation Language(s) used	 English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	NIL
10	Additional information (limitation of service, etc.)	NIL

TAPT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions 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
13	115° GEO 130° MAG	853 x 34	Grass/Nil	173345.00N 0614600.00W	Nil
31	295° GEO 310° MAG	853 x 34	Grass/Nil	Nil	Nil

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	Nil	Nil	Nil	Nil	True + Mag Bearing Approximate to ± 5° for RWY 13/31 WGS84 coordinates Not Available.
NIL	Nil	Nil	Nil	Nil	WGS84 coordinates Not Available.

TAPT AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	853	853	853	853	NIL
31	853	853	853	853	NIL

TAPT 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
13	Nil	Green	Nil	Nil	Nil	Nil	Red	Nil	NIL
31	Nil	Green	Nil	Nil	Nil	Nil	Nil	Nil	Nil

TAPT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: NIL
3	TWY edge and centreline lighting	TWY A Edge: NIL Centerline: NIL
4	Secondary power supply/switch-over time	Generator/Switch Over Time 5 mins
5	Remarks	NIL

TAPT 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	RWY used for Helicopter Touchdown

TAPT AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	NIL
2	Vertical limits	NIL
3	Airspace classification	NIL
4	ATS unit callsign Language(s)	NIL
5	Transition altitude	Nil
6	Hour of applicability	NIL
7	Remarks	AD located in V.C. Bird TMA

TAPT 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
TWR	NIL	122.950MHZ	NIL	NIL	NIL	Self announce Procedure on Frequency 122.950MHz Contact V.C. Bird APP/TWR

TAPT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, CAT of ILS/MLS	ID	Frequency	Hours of operation	Site 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
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TAPT AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 ***Airport Regulations / Restrictions***

1. For arriving aircraft, all engines must be shut down prior to the deplaning of any passenger.

2. For departing aircraft , no engine shall be started until all passengers have boarded the aircraft.

3. All arriving and departing aircraft shall close or activate flight plans immediately on arrival and prior to departure by calling V.C.Bird Tower (268) 462-4703 or AIS (268) 462 4675. Please refer to ENR 1.10.

TAPT AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TAPT AD 2.22 FLIGHT PROCEDURES

NIL

TAPT AD 2.23 ADDITIONAL INFORMATION

NIL

TAPT AD 2.24 CHARTS RELATED TO AERODROME

Aerodrome Chart…… AD 2.2-1-9

TAPT AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

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TAPT AERODROME CHART

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AD 2. AERODROMES

TAPH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TAPH - BARBUDA/Codrington

TAPH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 173630N Long : 0615036W
2	Direction and distance from city	South of Codrington
3	Elevation/Reference Temperature	5M (15FT) / Nil
4	MAG VAR/Annual change	15°W (2000)
5	AD Administration, address, telephone, telefax, telex, AFS	Antigua and Barbuda Airport Authority Chief Executive Officer TEL: (268) 484-2300, 484-2310 FAX: (268) 484-2340, 484-2346 E-MAIL: info@abairportauthority.com
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	ARP Coordinates not WGS84

TAPH AD 2.3 OPERATIONAL HOURS

1	AD Administration	Refer to AD CEO, V.C.Bird International Airport, Antigua
2	Customs and Immigration	NIL
3	Health and Sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	Contact Agencies at V.C. Bird Airport to arrange above services.

TAPH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/Oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

TAPH AD 2.5 PASSENGER FACILITIES

1	Hotels	Guest Houses
2	Restaurants	In the City
3	Transportation	Taxis
4	Medical facilities	In the City
5	Bank and Post Office	In the City. Closed on Public Holidays.
6	Tourist Office	Tourism Office in the city, Tel: (268) 562-7065/66 Tourist Information Desk at AD, Tel: (268)460-0604
7	Remarks	NIL

TAPH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	NIL
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	Arrangement with local contractor
4	Remarks	One Fire Truck

TAPH AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TAPH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Type of surface: Asphalt Strength: LCN 40
2	Taxiway width, surface and strength	**TWY A** Width: 7.7 M Type of surface: Asphalt Strength: LCN 40
3	ACL location and elevation	Location : NIL Elevation : 4.6m (15 feet)
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TAPH 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	NIL
2	Markings: Lights (LGT)	RWY : Centreline TWY : Centreline RWY : NIL TWY : NIL
3	Stop bars	NIL
4	Remarks	NIL

TAPH AD 2.10 AERODROME OBSTACLES

ID OBST/ Designation	OBST Type	OBST Coordinates	ELEV/HGT	Markings/Type, Colour of Light	Remarks
a	b	c	d	e	f
Nil	Nil	Nil	Nil	Nil	Building in TKOF RWY10 Antenna Tower 270 FT with White Strobe Light located in Circling Area 1.7NM from TAPH

TAPH AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	V.C. Bird MET Office
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	V.C. Bird MET Office NIL
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing / consultation provided	NIL
6	Flight documentation Language(s) used	 English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	NIL
10	Additional information (limitation of service, etc.)	NIL

TAPH AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations 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	085° GEO 100° MAG	690 x 15	Asphalt/Nil	173809.12N 0614949.41W	Nil
28	265° GEO 280° MAG	690 x 15	Asphalt/Nil	173810.61N 0614926.03W	Nil

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	Nil	Nil	Nil	Nil	NIL
NIL	Nil	Nil	Nil	Nil	NIL

TAPH AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	690	690	690	690	Nil
28	690	690	690	690	Nil

TAPH 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	Nil	Green	Nil	Nil	Nil	500 m White	Red	Nil	NIL
28	Nil	Nil	Nil	Nil	Nil	500 m White	Red	Nil	NIL

TAPH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: 61m/200ft south side RWY 10
3	TWY edge and centreline lighting	TWY A Edge: Blue Centerline: NIL
4	Secondary power supply/switch-over time	Standby Generator AVBL
5	Remarks	NIL

TAPH 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	RWY used for Helicopter Touchdown

TAPH AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	NIL
2	Vertical limits	NIL
3	Airspace classification	NIL
4	ATS unit callsign Language(s)	NIL
5	Transition altitude	Nil
6	Hour of applicability	NIL
7	Remarks	AD located in V.C. Bird TMA

TAPH 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
NIL	NIL	NIL	NIL	NIL	SR - SS	Contact V.C. Bird APP/TWR

TAPH 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
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TAPH AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 Airport Regulations / Restrictions

1. All traffic landing and departing TAPH must transmit a self announce broadcast on Frequency 122.95 MHz.

2. For arriving aircraft, all engines must be shut down prior to the deplaning of any passenger.

3 For departing aircraft , no engine shall be started until all passengers have boarded the aircraft.

All arriving and departing aircraft shall close or activate flight plans immediately on arrival and prior to departure by calling V.C.Bird Tower (268) 462-4703 or AIS (268) 462-4675. Please refer to ENR 1.10.

TAPH AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TAPH AD 2.22 FLIGHT PROCEDURES

NIL

TAPH AD 2.23 ADDITIONAL INFORMATION

NIL

TAPH AD 2.24 CHARTS RELATED TO AERODROME

Aerodrome Chart……..... AD 2.2-2-9

TAPH AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

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TAPH AERODROME CHART

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AD 2. AERODROMES

TAPA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TAPA - ST. JOHN'S/V.C. Bird - INTL

TAPA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 170810N Long : 0614738W Site : Midpoint of RWY on Centreline
2	Direction and distance from city	Approx. 9.3m/5 NM E of St. John's
3	Elevation/Reference Temperature	18M (60FT) / 31 °C
4	MAG VAR/Annual change	15°W (2016) /01'W
5	AD Administration, address, telephone, telefax, telex, AFS	Antigua and Barbuda Airport Authority Chief Executive Officer, V.C. Bird International P.O. Box 1051 St. John's, Antigua TEL: (268) 484 2300/2310 FAX: (268) 484 2340/2346 E-MAIL: info@abairportauthority.com AFS: TAPAYAYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TAPA AD 2.3 OPERATIONAL HOURS

1	AD Administration	1200-2030 Mon - Fri
2	Customs and Immigration	H24
3	Health and Sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24
9	Handling	H24
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

TAPA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	By arrangement with operators
2	Fuel/Oil types	AVJET A1, AVGAS 100/130 Oil grades: 100, 120
3	Fuelling facilities/capacity	Hydrant service 1000-0200 Other times PNR
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	By arrangement
7	Remarks	Corporate and private operators requiring handling services must proceed to dis-used RWY10 and request the services of registered and established FBO. See AD 2.20 for further information.

TAPA AD 2.5 PASSENGER FACILITIES

1	Hotels	Unlimited, nearest 3 km from Airport
2	Restaurants	At AD and in City
3	Transportation	Taxis, Limousine Service, Car Rentals
4	Medical facilities	First Aid treatment at AD Hospital 8 KM (4.5 NM) from airport
5	Bank and Post Office	Bureau of Exchange
6	Tourist Office	Information Desk 1200 - 2000 UTC
7	Remarks	NIL

TAPA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AVAILABLE – Category 9
2	Rescue equipment	1 Ambulance, 1 Rescue boat, 1 Pick-up, 4 Foam Tenders, 1 Water Tender
3	Capability for removal of disabled aircraft	By arrangement with airlines and local contractors.
4	Remarks	NIL

TAPA AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TAPA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Type of surface: Concrete Strength: LCN 80
2	Taxiway width, surface and strength	**TWY A** Width: 23 M Type of surface: Concrete Strength: PCN 70/F/C/X/T. Daylight, CAT A/B only
		TWY B Width: 22 M Type of surface: Concrete Strength: LCN 80
		TWY C Width: 22 M Type of surface: Concrete Strength: LCN 80
		TWY D Width: 25 M Type of surface: Asphalt Strength: PCN 74/F/A/X/T.
		TWY E Width: 76 M Type of surface: Concrete Strength: PCN 70/R/C/X/T.
3	ACL location and elevation	Location : 457M from THR RWY 07 Elevation : 19M (62FT)
4	VOR Checkpoints	170816N 0614735W
5	INS Checkpoints	NIL
6	Remarks	TWY A limited to ACFT 65,000lbs or less and wingspan 30M or less. TWY E is the decomissioned RWY10.

TAPA 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	Taxiing guidance signs at all intersections at holding position, Guidance at Aprons.
2	Markings: Lights (LGT)	RWY : Designator, THR, TDZ Centreline, End TWY : Centreline, All holding positions at TWY/RWY Intersections, Side stripes RWY : THR, Edge, End TWY : Edge
3	Stop bars	NIL
4	Remarks	NIL

TAPA AD 2.10 AERODROME OBSTACLES

ID OBST/ Designation	OBST type	OBST Coordinate	ELEV/HGT	Markings/Type, Colour ofLight	Remarks
a	b	c	d	e	f
TAPAOB001	ANU VOR	17 07 33.17N 061 48 00.60W	372FT	lighted	Approx 2000ft SE THR 07
TAPAOB002	PWR Pole	17 08 20.46N 061 48 20.79W	371FT	NIL	Approx 3100ft NW THR 07
TAPAOB003	TWR	17 08 52.12N 061 49 04.15W	572FT	lighted	Approx 8200ft NW THR 07
TAPAOB004	TWR	17 08 52.54N 061 49 57.36W	606FT	lighted	Approx 12000ft NW start of THR 07
TAPAOB005	TWR	17 06 49.91N 061 49 53.70W	300FT	lighted	Approx 12000ft before THR 07 on extended CL
TAPAOB006	TWR	17 06 40.79N 061 49 30.54W	376FT	lighted	NIL
TAPAOB007	TWR	17 03 29.74N 061 50 32.79W	1381FT	lighted	Approx 4.9NM SW THR 07
TAPAOB008	TWR	17 02 30.62N 061 51 47.13W	1464FT	lighted	Approx 6.2NM SW THR 07

TAPA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	V.C. Bird Met Office
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	V.C. Bird International Airport Met Office
4	Type of landing forecast Interval of issuance	Trend NIL
5	Briefing/consultation provided	Yes
6	Flight documentation Language(s) used	 English
7	Charts and other information available for briefing or consultation	Enroute documentation as required
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	V.C. Bird TWR/ V.C. Bird APP
10	Additional information (limitation of service, etc.)	NIL

TAPA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions 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
07	058° GEO 073° MAG	3038 x 45	LCN 80 Asphalt/Nil	170752.22N 0614807.31W	THR 17.80 m (58.40 ft)
25	238° GEO 253° MAG	3038 x 45	LCN 80 Asphalt/Nil	170830.38N 0614702.81W	THR 8.30 m (27.23 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
0.93%	300 x 45	300 x 150	3158 x 150	Nil	17 07 43.70N 061 48 21.72W ELEV 15.8M (52ft)
NIL	500 x 45	500 x 150	3158 x 150	Nil	17 08 35.49N 061 46 54.17W ELEV 5.9M (19ft)

TAPA AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	2738	3038	3038	2538	THR displaced 500M
25	2538	3038	3038	2738	THR displaced 300M

TAPA 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
07	White High Intensity 900	Green	PAPI Left 3°	Nil	Nil	2737 m White	Red	Nil	First 61m RWY Edge Light Red/ Orange
25	Nil	Green	PAPI Left 3°	Nil	Nil	2737 m White	Red	Nil	NIL

TAPA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: AD TWR FLG White every 10 SEC
2	LDI location and LGT Anemometer location and LGT	LDI: lighted windsock on right side of RWY 07, 610m from THR, lighted windsock on right side RWY25 ANEMOMETER: remote station on south side of RWY07, 720ft (219M) from CL.
3	TWY edge and centre lighting	TWY A Edge: Blue, omnidirectional Centerline: NIL TWY B Edge: Blue, omnidirectional Centerline: NIL TWY C Edge: Blue Centerline: NIL TWY D Edge: NIL Centerline: NIL TWY E Edge: NIL Centerline: NIL
4	Secondary power supply/switch-over time	Secondary Power Supply Switch over time 11.5 Sec
5	Remarks	NIL

TAPA 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	Apron used for helicopter Touchdown.

TAPA AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	V.C. BIRD CTR Area bounded by lines joining points 172335N/0613525W then along the clockwise arc of a circle of 20NM radius centred on 170733N/0614801W (VOR/DME ANU); to 172322N/0620053W; 173910N/0621348W then along the clockwise arc of a circle of 40NM radius centred on 170733N/0614801W (VOR/DME ANU); to 173936N/ 0612248W to point of origin.
2	Vertical limits	SFC / 3000 FT AMSL
3	Airspace classification	E
4	ATS unit callsign Language(s)	V.C. BIRD TOWER English
5	Transition altitude	2500 FT
6	Hour of applicability	NIL
7	Remarks	Despite CTR vertical limit of 3000 FT; In the V. C. Bird TMA: when AD and APP services are provided independently V. C. Bird TWR is responsible for flights in V. C. Bird TMA FL040/ SFC

TAPA 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	V.C. Bird Approach	119.100MHZ	NIL	NIL	H24	APP and TWR Services combined and available on freq 119.100MHz (2200-1000UTC)
		121.500MHZ	NIL	NIL	H24	Emergency Frequency
ATIS	V.C. Bird International Airport Information	132.400MHZ	NIL	NIL	1000-0200 UTC	Transmitting from VOR ‘ANU’
GND	V.C. Bird Ground	121.900MHZ	NIL	NIL	H24	All IFR aircraft notify GND 5 mins before start-up
TWR	V.C. Bird Tower	118.200MHZ	NIL	NIL	1000-2200 UTC	as notified by APP or GND

TAPA 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
VOR/DME (15°W/2013)	ANU	114.500MHz CH92X	H24	170733.17N 0614800.60W	400FT	NIL	Range 250NM VOR calibrated at 15°W
NDB	ZDX	369.0kHz	H24	170925.66N 0614743.14W	NIL	NIL	NIL

TAPA AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 At Eastern Caribbean Airports, a number of local regulations apply. The regulations are available from Air Traffic Services. These Regulations includes, 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 in the operation of large aircraft including limitations in 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) fuel spillage; and

k) local flying restrictions applicable to the respective aerodromes.

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 or GND.

1.2 Airport Regulations/Restrictions

1. All aircraft entering V.C. Bird TMA must provide aircraft registration, name and address of owner/ operator in all flight plans.
2. All aircraft landing on RWY 07/25 that are able to exit at a designated TWY shall turn left unto appropriate turn pad and follow turn pad markings clockwise to make 180 degrees turn onto the RWY centreline.
3. All corporate and private aircraft operators requiring handling services, must proceed to the dis-used RWY10 and must make arrangements for the supply of such services with the registered and established Fixed Based Operator (FBO):
   Signature Flight Services (SFS);
   Tel (268) 562 4347;
   Email: anu@signatureflight.com
4. All Code B and larger turbofan/turbojet aircraft wishing to operate on the main apron must utilize push back procedures for departure. Airlines/ground handlers are required to have the necessary tow bar for operations. Exemption: Military
5. i) For arriving aircraft, all engines must be shut down prior to the deplaning of any passenger.
   ii) For departing aircraft , no engine shall be started until all passengers have boarded the aircraft.
6. All departing IFR aircraft must notify V.C. Bird Ground (121.900MHz) five (5) minutes before start-up.
7. A Cross Border Request is required for all overflying and arriving aircraft entering the V. C. Bird TMA. Applicants shall apply for entry at least six (6) hours prior to each flight at www.vcbirdats.com. Air traffic service shall be limited or unavailable for flights entering V.C. Bird TMA without a confirmed cross-border permit.
8. A Civil Aviation Route Charge for Navigation and Facilities Services shall be paid for each flight for track miles in excess of twenty (20) nautical miles (NM) flown within the TMA for all aircraft flying enroute to the V.C. Bird TMA. Entry and exit points shall be points at which lateral limits of the specified airspace are crossed by the route described in the flight plan and includes any changes to the original flight plan made by the operator or agreed to, for air traffic flow management measures. The cost for the enroute navigation services and online payment services are available at www.vcbirdats.com/online-payment.
9. Invoices will be disseminated at the end of each month in accordance with the Civil Aviation (Route Charges for Navigation and Facility Services) Regulations, 2017; Statutory Instrument 2017, No. 33.
   Under these regulations, only overflights/transiting flights will be invoiced. Flights arriving and departing will continue to be billed normally. Invoices will include all terminated flights where a charge is calculated for track miles in excess of 20 nautical miles (NM) flown within the TMA based on the aircraft maximum take-off weight per thousand pounds or parts thereof in United States Dollars (USD) as follows:

   Up to 5,000 pounds - 25.00USD
   5,001 to 10,000 pounds - 35.00USD
   10,001 to 15,000 pounds - 45.00USD
   15,001 to 25,000 pounds - 55.00USD
   25,001 to 50,000 pounds - 65.00USD
   50,001 to 100,000 pounds - 80.00USD
   100,001 to 200,000 pounds - 95.00USD
   200,001 to 300,000 pounds - 110.00USD
   300,001 pounds and over - 125.00USD

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

1. Arriving aircraft will be allocated a Gate Number by the TWR or GND.

2.2 Taxiway – Limitations

TWY G available in daylight hours only and limited to aircraft 65,000 pounds or less and wingspan 30M or less.

3. Parking

3.1 Parking area for small aircraft/Helicopters (General Aviation)

General aviation aircraft/helicopters shall be directed by the TWR/GND to the parking area for small aircraft.

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 expense of the owner or user of such aircraft.Removal will only be approved after receiving authorization from the Eastern Caribbean Civil Aviation Authority (ECCAA).

TAPA AD 2.21 NOISE ABATEMENT PROCEDURES

1. Instructions for departing aircraft

1.1 All aircraft departing RWY07

Unless otherwise instructed or authorized by ATC, all aircraft departing from RWY07 will climb to 500Ft 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 degrees in order to avoid passage directly over Long Island.

1.2 Aircraft on northerly track

Aircraft proceeding on a northerly track should initially maintain a heading not more easterly than 027 degrees MAG until the aircraft is north of a bearing (QDR) of 072 degrees MAG from NDB ‘ZDX’.

1.3 Aircraft on southerly track

Aircraft proceeding on a southerly track may continue with course intercept provided the requirement at 1.1 above has been achieved.

TAPA AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR flights within Piarco FIR/CTA, TMAs

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.

2. VFR Traffic

2.1 VFR Limits

Flights operating in the V. C. Bird CTR in accordance with Visual Flight Rules are restricted to a maximum of 2000ft AMSL, except when specifically authorised by ATC *(Please refer to page ENR 2.2-7)*

2.2 Positions for holding of VFR traffic.

In order to avoid conflicts with aircraft within V.C. Bird Traffic Circuit, the following positions are established for the holding of VFR aircraft during periods of congestion:

Direction of Approach	Holding Position	Runway in Use	VOR/DME Fix
North, West	PKLY Pear Island Coast	07/25	310ANU3.0
South, Southwest	Potworks Dam	07	157ANU4.0
South, Southwest	Pelican Island	25	120ANU5.5

Aircraft will be cleared to hold at positions as required.

3. RNAV GNSS Procedures

Approval to conduct RNAV (GNSS) procedures in the V. C. Bird CTR is dependent upon the tactical requirements of non-radar airspace management as determined and directed by Air Traffic Contol at the time. Thus unless an ATC clearance is obtained for the conduct of an RNAV (GNSS) procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to ground-based navigation aids.

TAPA AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

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

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 and during take-off, approach-to-land and climb and descent procedures.

2. Other Information

1. Turbulence on approach to RWY 07 when South or South East winds exist.

2. Hills on both sides of RWY 07/25.

TAPA AD 2.24 CHARTS RELATED TO AERODROME

1. Aerodrome/Heliport Chart ……. AD2.2-3-13

2. Aircraft Parking/Docking Chart - ICAO AD2.2-3-15

3. Aerodrome Obstacle Chart – ICAO Type A RWY 07/25 …….. AD2.2-3-17

4. Standard Departure Chart – Instrument – ICAO

SID RWY 07 ……. AD2.2-3-19
SID RWY 25 ……. AD2.2-3-20

5. Standard Arrival Charts – Instrument –ICAO

RNAV RWY 07 …… AD2.2-3-21
RNAV RWY 25 …… AD2.2-3-22

6. Instrument Approach Chart – ICAO

NDB –A(ZDX) …….. AD2.2-3-23
VOR RWY 07 …… AD2.2-3-24
VOR/DME RWY 07 …….. AD2.2-3-25
12 DME Arc RWY 07…… AD2.2-3-26
VOR/RWY 25 …… AD2.2-3-27
VOR/DME RWY 25 …….. AD2.2-3-28
12 DME Arc RWY 25…… AD2.2-3-29
RNAV GNSS RWY 07..... AD2.2-3-31

TAPA AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

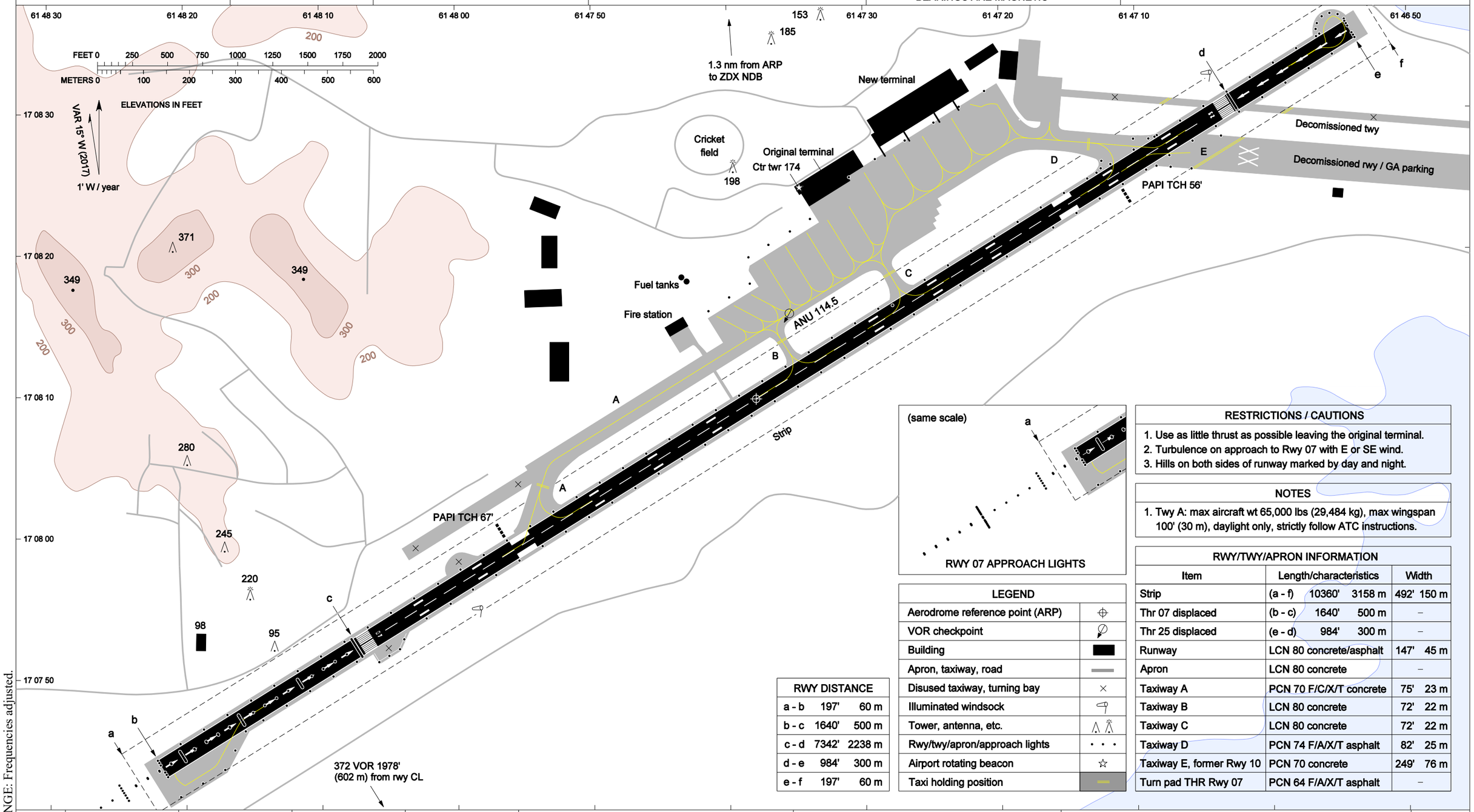
AERODROME CHART - ICAO

ARP: N 17 08 09.60
W 061 47 37.95

AERODROME ELEV: 60' 18.4 m

DIMENSIONS IN FEET / METERS
ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC

V.C. BIRD INT'L (TAPA)
ST. JOHN'S, ANTIGUA



(same scale)

RWY 07 APPROACH LIGHTS

RESTRICTIONS / CAUTIONS
1. Use as little thrust as possible leaving the original terminal.
2. Turbulence on approach to Rwy 07 with E or SE wind.
3. Hills on both sides of runway marked by day and night.

NOTES
1. Twy A: max aircraft wt 65,000 lbs (29,484 kg), max wingspan 100' (30 m), daylight only, strictly follow ATC instructions.

LEGEND	
Aerodrome reference point (ARP)	⊕
VOR checkpoint	
Building	
Apron, taxiway, road	
Disused taxiway, turning bay	×
Illuminated windsock	
Tower, antenna, etc.	
Rwy/twy/apron/approach lights	
Airport rotating beacon	☆
Taxi holding position	

RWY DISTANCE		
a - b	197'	60 m
b - c	1640'	500 m
c - d	7342'	2238 m
d - e	984'	300 m
e - f	197'	60 m

RWY/TWY/APRON INFORMATION			
Item	Length/characteristics		Width
Strip	(a - f) 10360'	3158 m	492' 150 m
Thr 07 displaced	(b - c) 1640'	500 m	–
Thr 25 displaced	(e - d) 984'	300 m	–
Runway	LCN 80 concrete/asphalt		147' 45 m
Apron	LCN 80 concrete		–
Taxiway A	PCN 70 F/C/X/T concrete		75' 23 m
Taxiway B	LCN 80 concrete		72' 22 m
Taxiway C	LCN 80 concrete		72' 22 m
Taxiway D	PCN 74 F/A/X/T asphalt		82' 25 m
Taxiway E, former Rwy 10	PCN 70 concrete		249' 76 m
Turn pad THR Rwy 07	PCN 64 F/A/X/T asphalt		–

CHANGE: Frequencies adjusted.

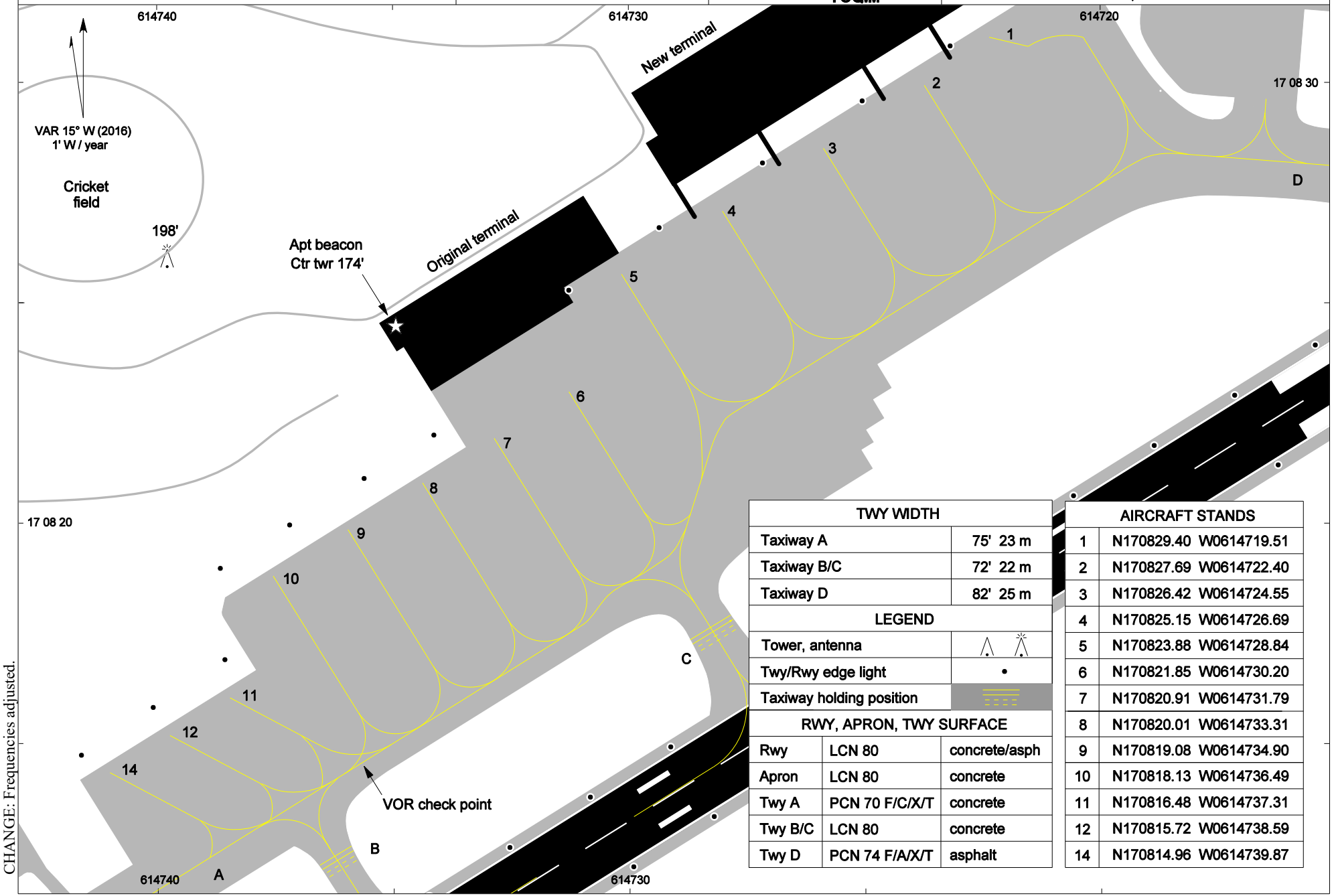
RWY	TORA	TODA	ASDA	LDA	START OF TORA/TODA/ASDA	POINT	ELEV	START OF LDA	POINT	ELEV	LIGHTING	BEARING
07	8982' 2738 m (b - d)	9967' 3038 m (b - e)	9967' 3038 m (b - e)	8326' 2538 m (c - e)	N17 07 43.70 W061 48 21.72	b	52' 15.8 m	N17 07 52.22 W061 48 07.31	c	58' 17.8 m	Approach, threshold, runway end, high intensity rwy edge, PAPI L - 3°	073°
25	8326' 2538 m (e - c)	9967' 3038 m (e - b)	9967' 3038 m (e - b)	8982' 2738 m (d - b)	N17 08 35.49 W061 46 54.17	e	19' 5.9 m	N17 08 30.38 W061 47 02.81	d	27' 8.3 m	Threshold, runway end, high intensity rwy edge, PAPI L - 3°	253°

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AIRCRAFT PARKING/DOCKING CHART - ICAO

DIMENSIONS IN FEET/METERS
ELEVATIONS IN FEET

V.C. BIRD INT'L (TAPA)
ST. JOHN'S, ANTIGUA



TWY WIDTH	
Taxiway A	75' 23 m
Taxiway B/C	72' 22 m
Taxiway D	82' 25 m

LEGEND	
Tower, antenna	
Twy/Rwy edge light	
Taxiway holding position	

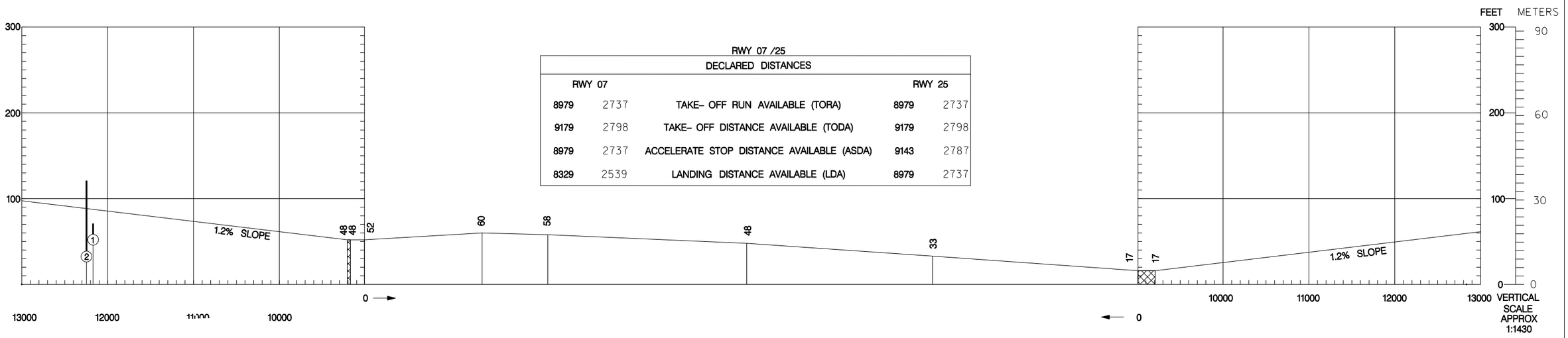
RWY, APRON, TWY SURFACE		
Rwy	LCN 80	concrete/asph
Apron	LCN 80	concrete
Twy A	PCN 70 F/C/X/T	concrete
Twy B/C	LCN 80	concrete
Twy D	PCN 74 F/A/X/T	asphalt

AIRCRAFT STANDS	
1	N170829.40 W0614719.51
2	N170827.69 W0614722.40
3	N170826.42 W0614724.55
4	N170825.15 W0614726.69
5	N170823.88 W0614728.84
6	N170821.85 W0614730.20
7	N170820.91 W0614731.79
8	N170820.01 W0614733.31
9	N170819.08 W0614734.90
10	N170818.13 W0614736.49
11	N170816.48 W0614737.31
12	N170815.72 W0614738.59
14	N170814.96 W0614739.87

CHANGE: Frequencies adjusted.

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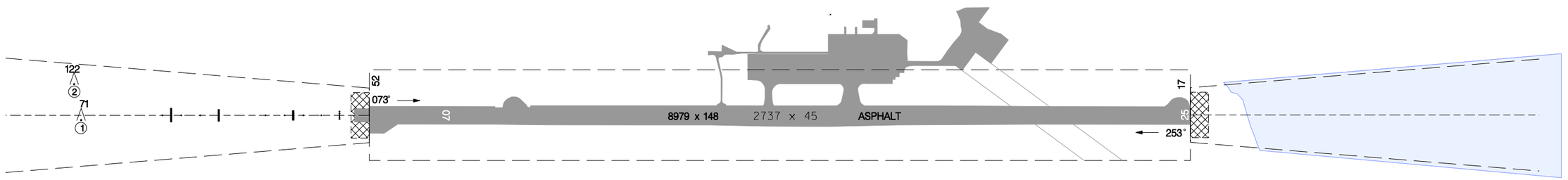
DIMENSIONS IN FEET / METERS ELEVATIONS IN FEET	AERODROME OBSTACLE CHART – ICAO TYPE A – OPERATING LIMITATIONS	VC BIRD INTL (TAPA) ST. JOHNS, ANTIGUA



RWY 07 /25
DECLARED DISTANCES

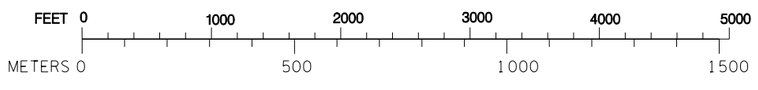
RWY 07			RWY 25	
8979	2737	TAKE– OFF RUN AVAILABLE (TORA)	8979	2737
9179	2798	TAKE– OFF DISTANCE AVAILABLE (TODA)	9179	2798
8979	2737	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	9143	2787
8329	2539	LANDING DISTANCE AVAILABLE (LDA)	8979	2737

INFORMATION ON THE AERODROME CHART AD 2.2-3-13 TEMPORARILY SUPERSEDES RELEVANT INFORMATION ON THIS PAGE.



LEGEND	PLANVIEW	PROFILE
IDENTIFICATION NUMBER	①	INSIDE ① OUTSIDE ②
MOBILE OBSTACLE		
POLE, TOWER, SPIRE, ANTENNA		
TREE		
CLEARWAY		

HORIZONTAL SCALE APPROXIMATLY 1:14300



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TAPA STANDARD DEPARTURE CHART – INSTRUMENT – ICAO
SID RWY 07

TO BE DEVELOPED

TAPA STANDARD DEPARTURE CHART – INSTRUMENT - ICAO
SID RWY 25

TO BE DEVELOPED

TAPA STANDARD ARRIVAL CHART – INSTRUMENT - ICAO
RNAV RWY 07

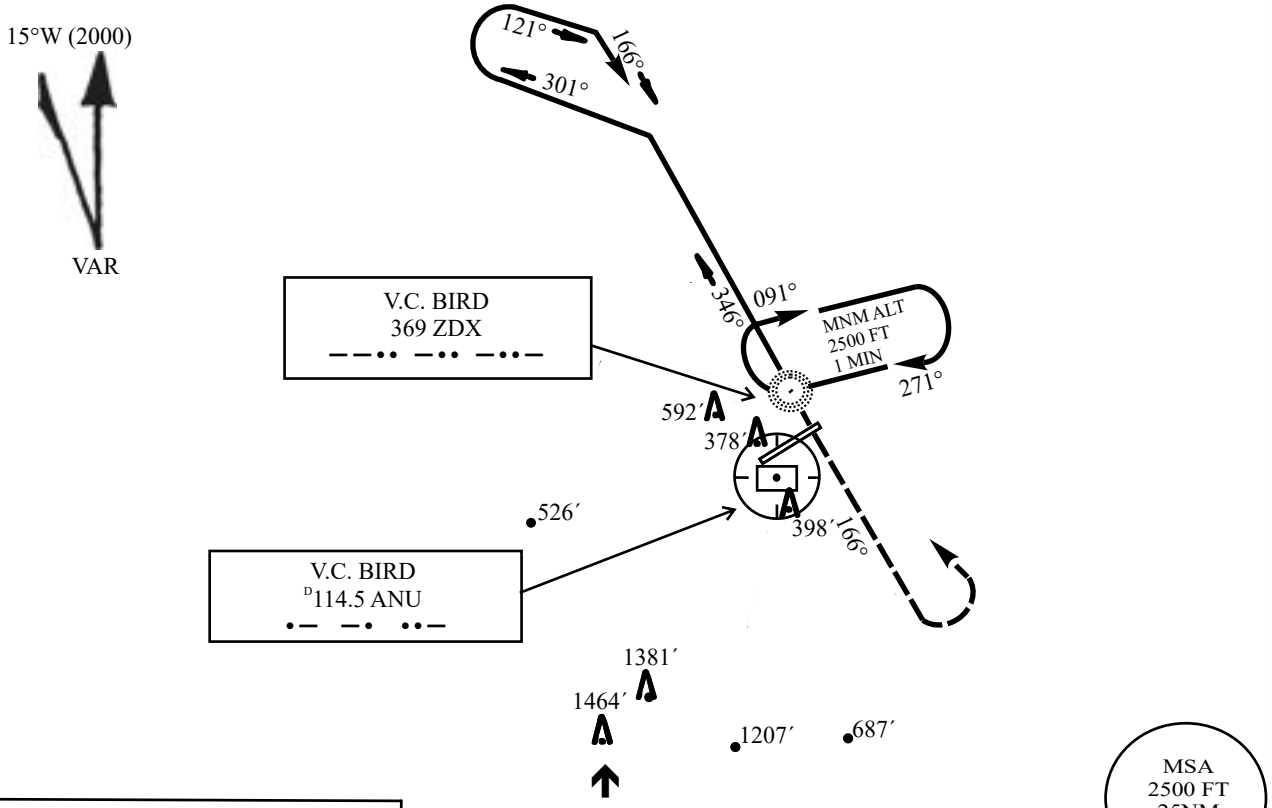
TO BE DEVELOPED

TAPA STANDARD ARRIVAL CHART – INSTRUMENT - ICAO
RNAV RWY 25

TO BE DEVELOPED

INSTRUMENT APPROACH CHART	APP 119.100 TWR 118.200 GND 121.900 ATIS 132.400	**ST JOHN'S/V.C. BIRD** ANTIGUA TAPA **NDB-A ZDX**
AERODROME ELEVATION 60 FT		

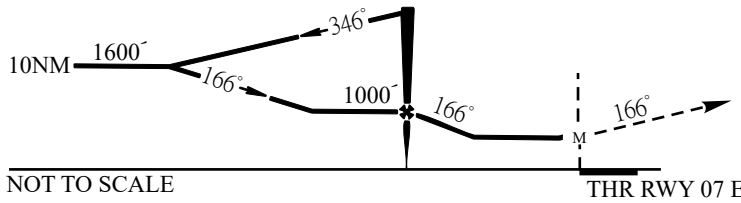
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



TRANSITION LEVEL: FL 040

TRANSITION ALTITUDE: 2500 FT

NOT TO SCALE



MISSED APPROACH:

CLIMB TO 2500´ 166 DEG MAG, LEFT TURN DIRECT TO NDB ZDX AND HOLD,OR AS DIRECTED BY A.T.C.

MDA/H	A	B	C	D
STRAIGHT IN APPROACH				
CIRCLING NORTH OF RWY 07/25	890′ (830′) 1600 m		990′ (930′) 2800 m	1000′ (940′) 3600 m
SOUTH OF RWY 07/25	700′ (640′) 1600 m	740′ (680′) 1600 m	930′ (870′) 2800 m	1770′ (1710′) 3600 m

REMARKS

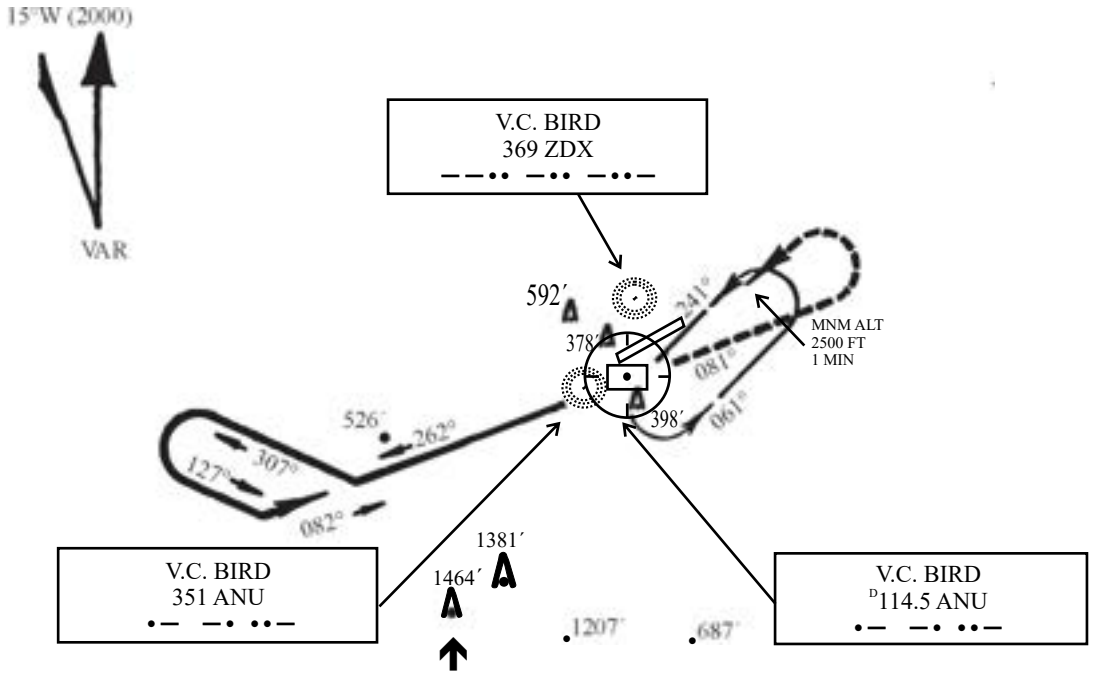
* CHECK NOTAM

KNOTS	70	90	100	120	140
MIN:SEC	0:57	0:44	0:40	0:33	0:28
RATE OF DESC					

CHANGE: Frequencies adjusted.

INSTRUMENT APPROACH CHART	APP 119.100 TWR 118.200 GND 121.900 ATIS 132.400	**ST JOHN'S/V.C. BIRD** ANTIGUA TAPA **VOR RWY 07**
AERODROME ELEVATION 60 FT		

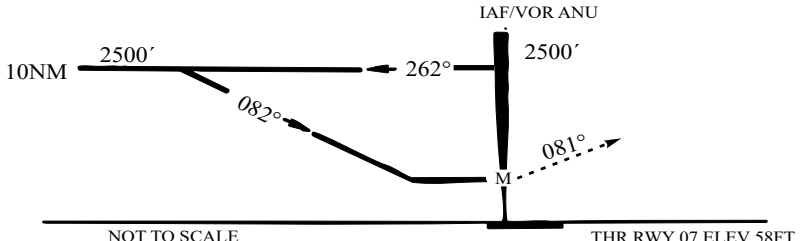
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



TRANSITION LEVEL: FL 040

TRANSITION ALTITUDE: 2500 FT

NOT TO SCALE



MISSED APPROACH:

LEFT TURN OUTBOUND R081 VOR 'ANU' CLIMB TO 1500′ THEN LEFT CLIMBING TURN TO RETURN TO VOR 'ANU' AT 2500′ AND HOLD, OR AS DIRECTED BY A.T.C.

MDA/H	A	B	C	D
STRAIGHT IN APPROACH	1000′(940′) 1600 m	1000′(940′) 2000 m	1000′(940′) 4000 m	1000′(940′) 4400 m
CIRCLING NORTH OF RWY 07/25	1000′(940′) 1600 m	1000′(940′) 2000 m	1000′(940′) 4000 m	1000′ (940′) 4400 m
SOUTH OF RWY 07/25	1000′(940′) 1600 m	1000′(940′) 2000 m	1000′(940′) 4000 m	1770′ (1710′) 4400 m

REMARKS

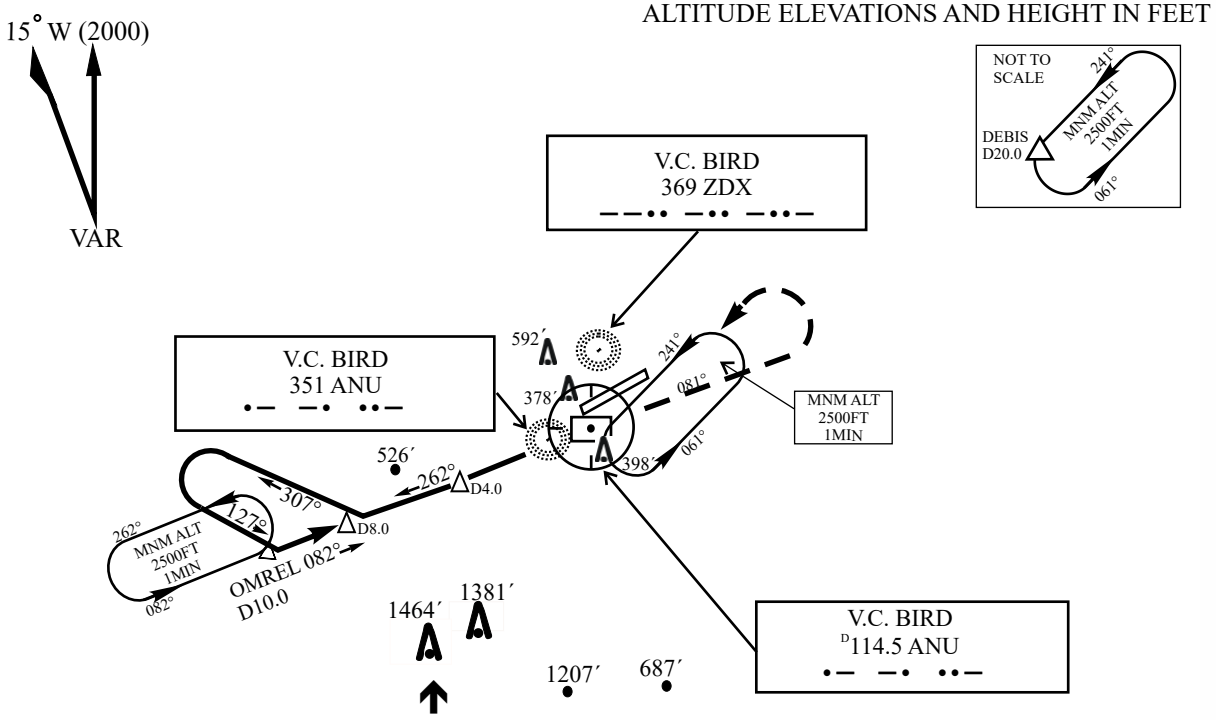
* CHECK NOTAM

KNOTS	70	90	100	120	140
MIN:SEC					
RATE OF DESC					

CHANGE: Frequencies adjusted.

INSTRUMENT APPROACH CHART	APP 119.100 TWR 118.200 GND 121.900 ATIS 132.400	**ST JOHN'S/V.C. BIRD** ANTIGUA TAPA **VOR/DME RWY 07**
AERODROME ELEVATION 60 FT		

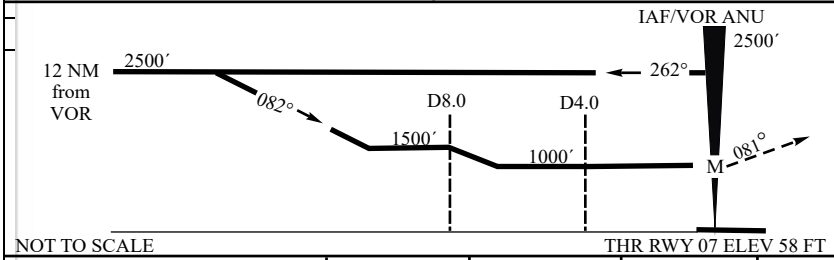
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



TRANSITION LEVEL: FL 040

TRANSITION ALTITUDE: 2500 FT

NOT TO SCALE



MISSED APPROACH:

LEFT TURN OUTBOUND R081 VOR 'ANU' CLIMB TO 1500´ THEN LEFT CLIMBING TURN TO RETURN TO VOR 'ANU' AT 2500´ AND HOLD, OR AS DIRECTED BY A.T.C.

MDA/H	A	B	C	D
STRAIGHT IN APPROACH	1000´(940´) 1600 m		1000´(940´) 2800 m	1000´(940´) 3200 m
CIRCLING NORTH OF RWY 07/25	1000´(940´) 1600 m	1000´(940´) 2000 m	1000´(940´) 4000 m	1000´ (940´) 4400 m
SOUTH OF RWY 07/25	1000´(940´) 1600 m	1000´(940´) 2000 m	1000´(940´) 4000 m	1770´ (1710´) 4400 m

REMARKS

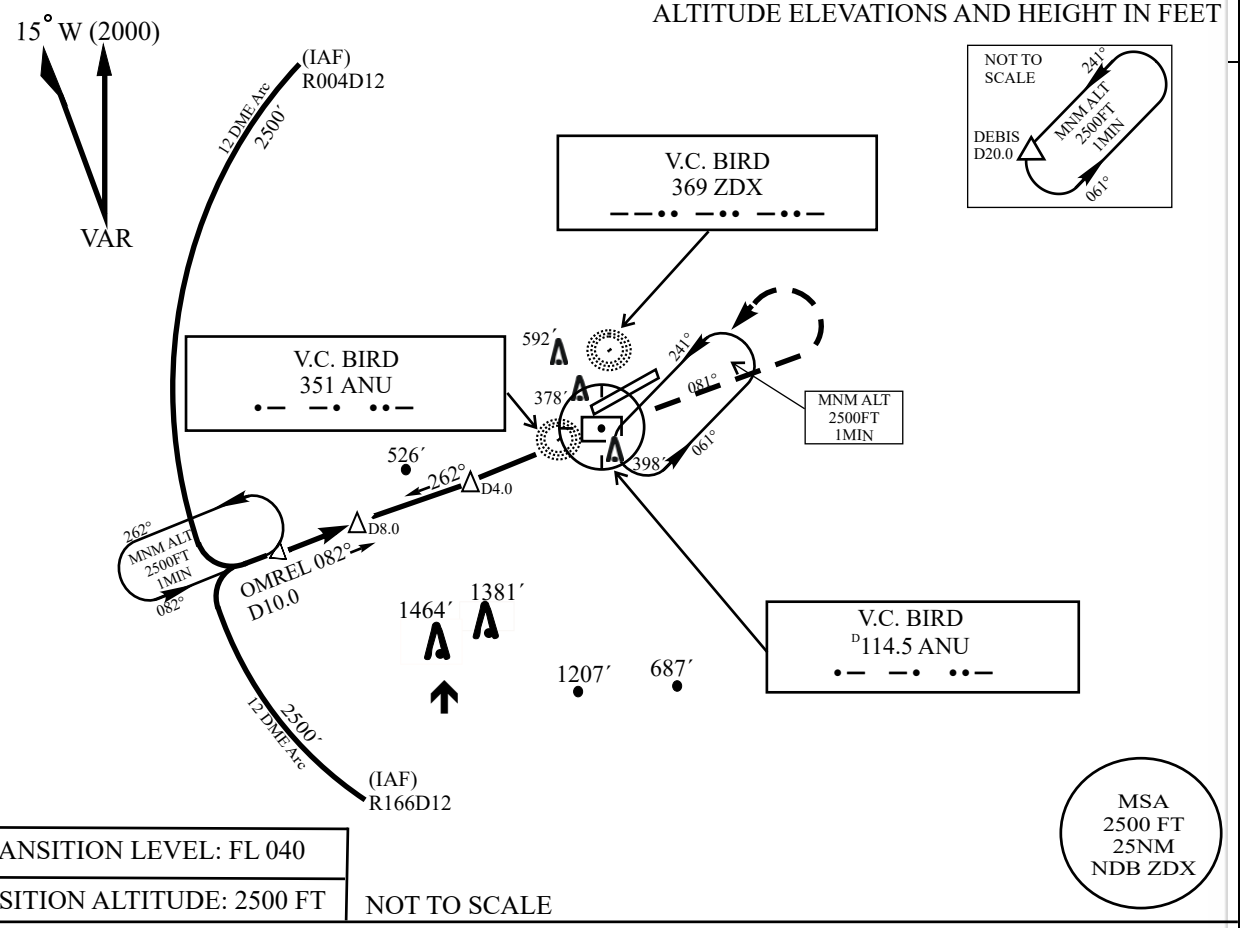
* CHECK NOTAM

KNOTS	70	90	100	120	140
MIN:SEC					
RATE OF DESC					

CHANGE: Frequencies adjusted.

INSTRUMENT APPROACH CHART	APP 119.100 TWR 118.200 GND 121.900 ATIS 132.400	**ST JOHN'S/V.C. BIRD** ANTIGUA TAPA
AERODROME ELEVATION 60 FT		**12 DME Arc RWY 07****

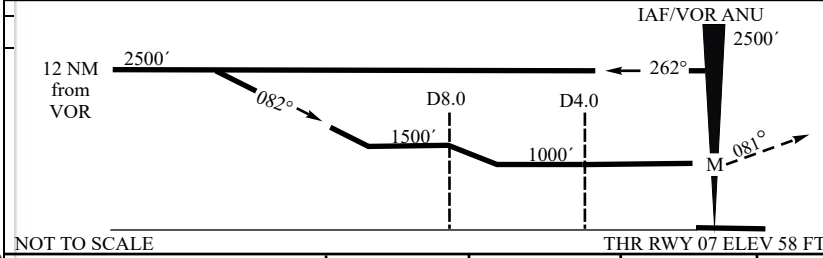
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



TRANSITION LEVEL: FL 040

TRANSITION ALTITUDE: 2500 FT

NOT TO SCALE



MISSED APPROACH:

LEFT TURN OUTBOUND R081 VOR 'ANU' CLIMB TO 1500′ THEN LEFT CLIMBING TURN TO RETURN TO VOR 'ANU' AT 2500′ AND HOLD, OR AS DIRECTED BY A.T.C.

MDA/H	A	B	C	D
STRAIGHT IN APPROACH	1000′(940′) 1600 m		1000′(940′) 2800 m	1000′(940′) 3200 m
CIRCLING NORTH OF RWY 07/25	1000′(940′) 1600 m	1000′(940′) 2000 m	1000′(940′) 4000 m	1000′ (940′) 4400 m
SOUTH OF RWY 07/25	1000′(940′) 1600 m	1000′(940′) 2000 m	1000′(940′) 4000 m	1770′ (1710′) 4400 m

REMARKS

** 12 DME ARC APPROACH NOT AUTHORISED UNLESS IT IS SPECIFICALLY APPROVED BY A.T.C.

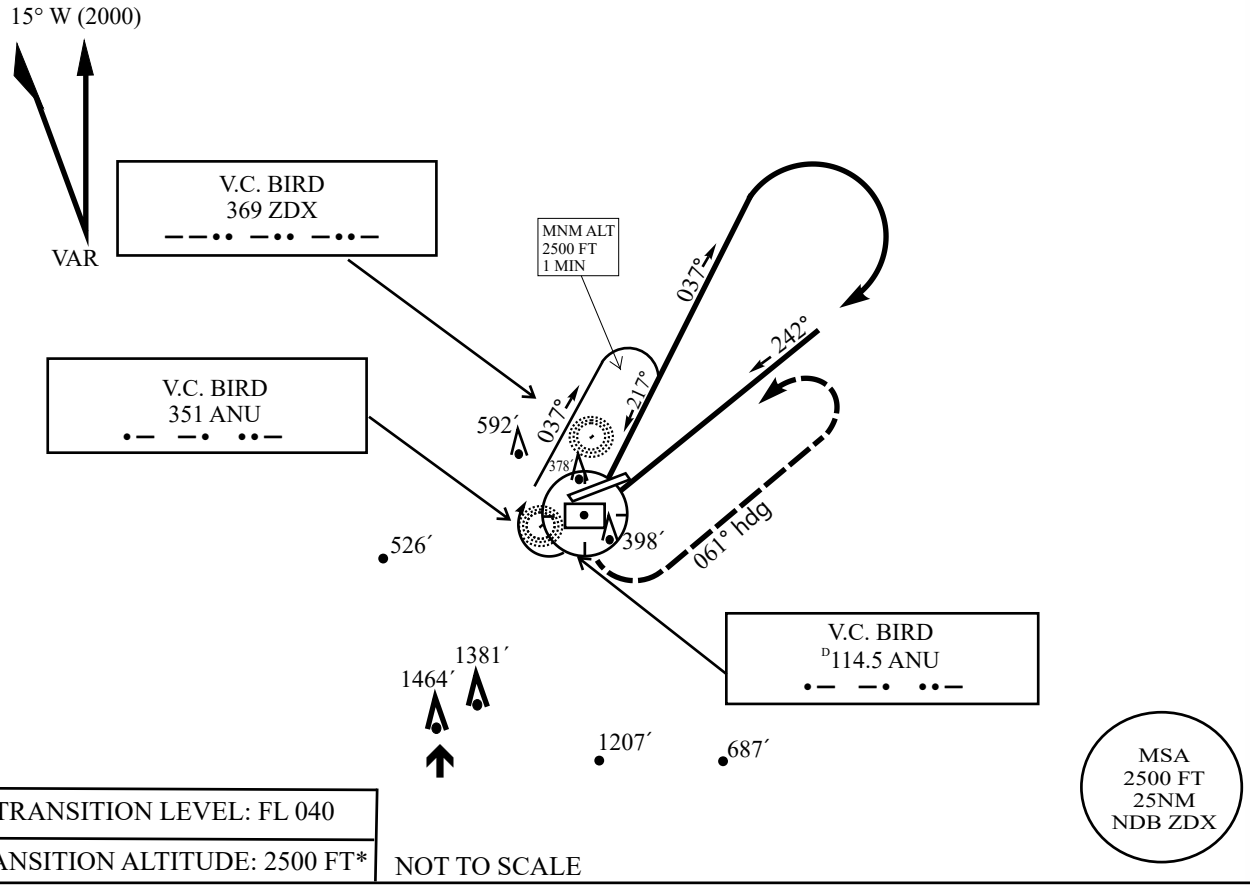
* CHECK NOTAM

KNOTS	70	90	100	120	140
MIN:SEC					
RATE OF DESC					

CHANGE: Frequencies adjusted.

INSTRUMENT APPROACH CHART	APP 119.100 TWR 118.200 GND 121.900 ATIS 132.400	**ST JOHN'S/V.C. BIRD** ANTIGUA TAPA **VOR RWY 25**
AERODROME ELEVATION 60 FT		

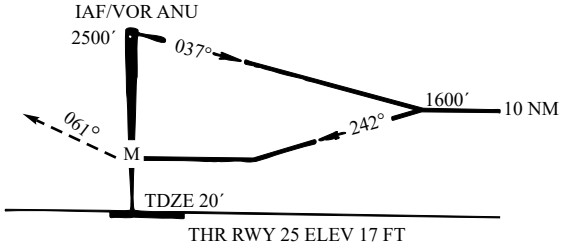
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



TRANSITION LEVEL: FL 040

TRANSITION ALTITUDE: 2500 FT*

NOT TO SCALE



MISSED APPROACH:

LEFT CLIMBING TURN TO HEADING 061° MAG, CLIMB TO 2000´, THEN LEFT TURN TO RETURN TO VOR 'ANU' AT 2500´ AND HOLD, OR AS DIRECTED BY A.T.C.

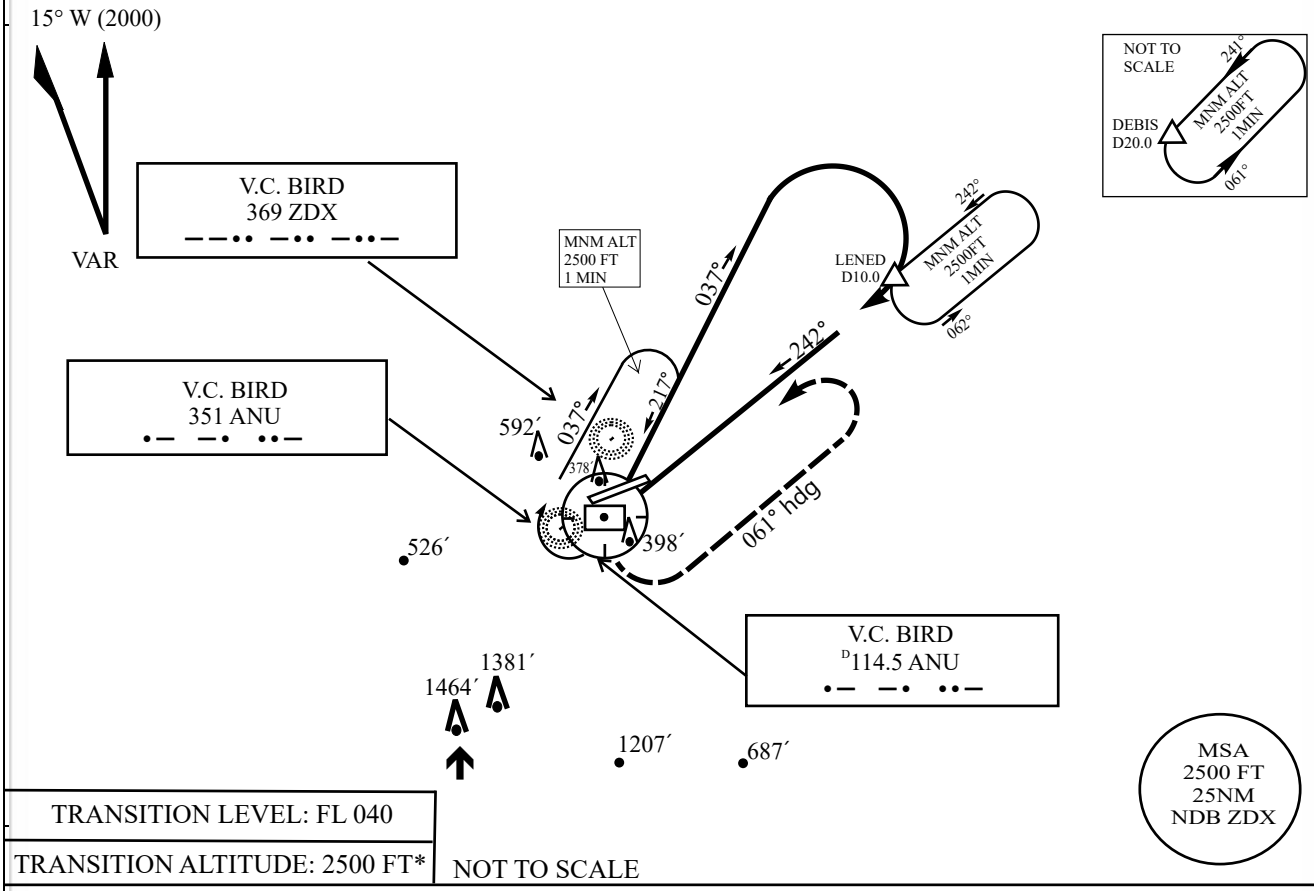
MDA/H	A	B	C	D	REMARKS
STRAIGHT IN APPROACH	700´(683´) 1600 m		700´(683´) 2800 m	700´(683´) 3200 m	* CHECK NOTAM
CIRCLING NORTH OF RWY 07/25	890´ (830´) 2800 m		990´ (930´) 3600 m	1000´ (940´) 4000 m	
SOUTH OF RWY 07/25	700´ (640´) 2800 m	740´ (680´) 2800 m	930´ (870´) 3600 m	1770´ (1710´) 4000 m	

KNOTS	70	90	100	120	140
MIN:SEC					
RATE OF DESC					

CHANGE: Frequencies adjusted.

INSTRUMENT APPROACH CHART	APP 119.100 TWR 118.200	**ST JOHN'S/V.C. BIRD** ANTIGUA TAPA
AERODROME ELEVATION 60 FT	GND 121.900 ATIS 132.400	**VOR/DME RWY 25**

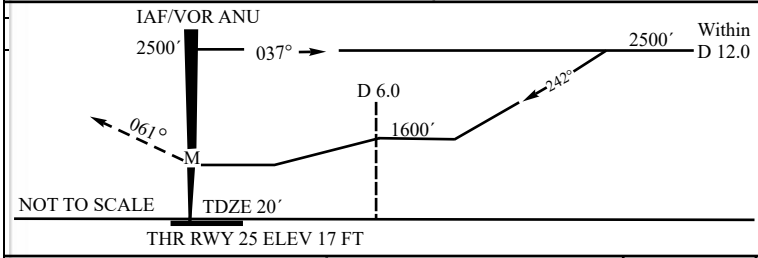
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



TRANSITION LEVEL: FL 040

TRANSITION ALTITUDE: 2500 FT*

NOT TO SCALE



MISSED APPROACH:

LEFT CLIMBING TURN TO HEADING 061° MAG, CLIMB TO 2000´, THEN LEFT TURN TO RETURN TO VOR 'ANU' AT 2500´ AND HOLD, OR AS DIRECTED BY A.T.C.

MDA/H	A	B	C	D
STRAIGHT IN APPROACH	660´(643´) 2800 m			660´(643´) 3200 m
CIRCLING NORTH OF RWY 07/25	890´ (830´) 2800 m		990´ (930´) 3600 m	1000´ (940´) 4000 m
SOUTH OF RWY 07/25	700´ (640´) 2800 m	740´ (680´) 2800 m	930´ (870´) 3600 m	1770´ (1710´) 4000 m

REMARKS

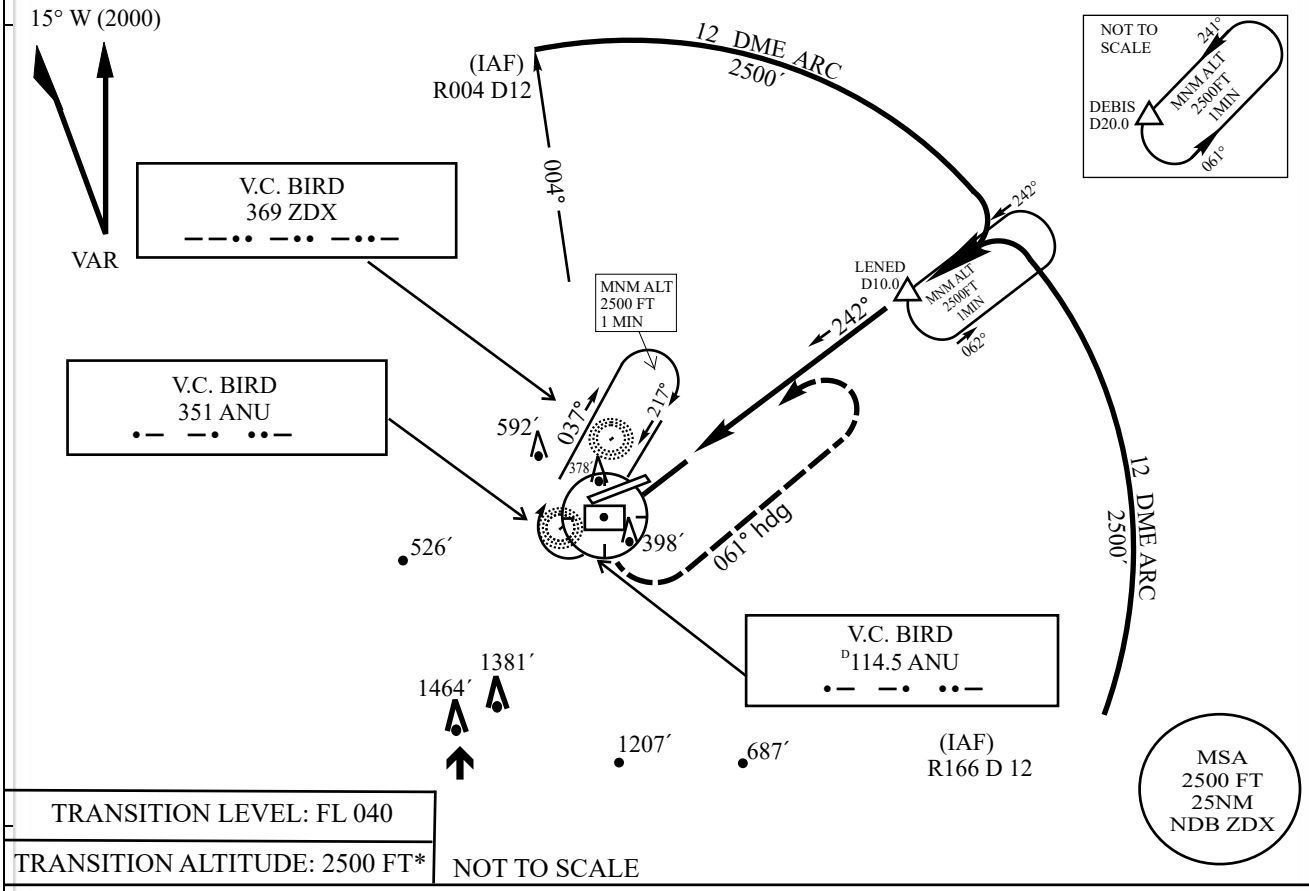
* CHECK NOTAM

	KNOTS	70	90	100	120	140
	MIN:SEC					
	RATE OF DESC					

CHANGE: Frequencies adjusted.

INSTRUMENT APPROACH CHART	APP 119.100 TWR 118.200 GND 121.900 ATIS 132.400	**ST JOHN'S/V.C. BIRD** ANTIGUA TAPA **12 DME Arc RWY 25****
AERODROME ELEVATION 60 FT		

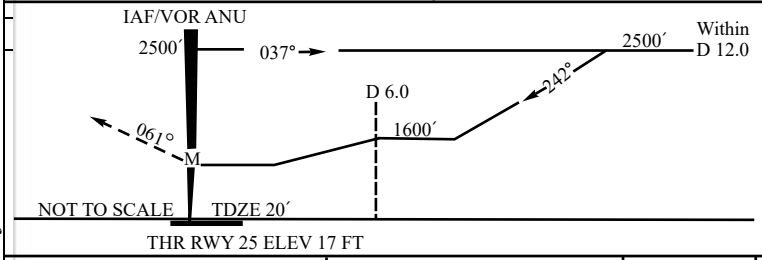
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



TRANSITION LEVEL: FL 040

TRANSITION ALTITUDE: 2500 FT*

NOT TO SCALE



MISSED APPROACH:

LEFT CLIMBING TURN TO HEADING 061° MAG, CLIMB TO 2000´, THEN LEFT TURN TO RETURN TO VOR 'ANU' AT 2500´ AND HOLD, OR AS DIRECTED BY A.T.C.

MDA/H	A	B	C	D
STRAIGHT IN APPROACH	660´(643´) 2800 m			660´(643´) 3200 m
CIRCLING NORTH OF RWY 07/25	890´ (830´) 2800 m		990´ (930´) 3600 m	1000´ (940´) 4000 m
SOUTH OF RWY 07/25	700´ (640´) 2800 m	740´ (680´) 2800 m	930´ (870´) 3600 m	1770´ (1710´) 4000 m

KNOTS	70	90	100	120	140
MIN:SEC					
RATE OF DESC					

REMARKS

** 12 DME ARC APPROACH NOT AUTHORISED UNLESS IT IS SPECIFICALLY APPROVED BY A.T.C.

* CHECK NOTAM

CHANGE: Frequencies adjusted.

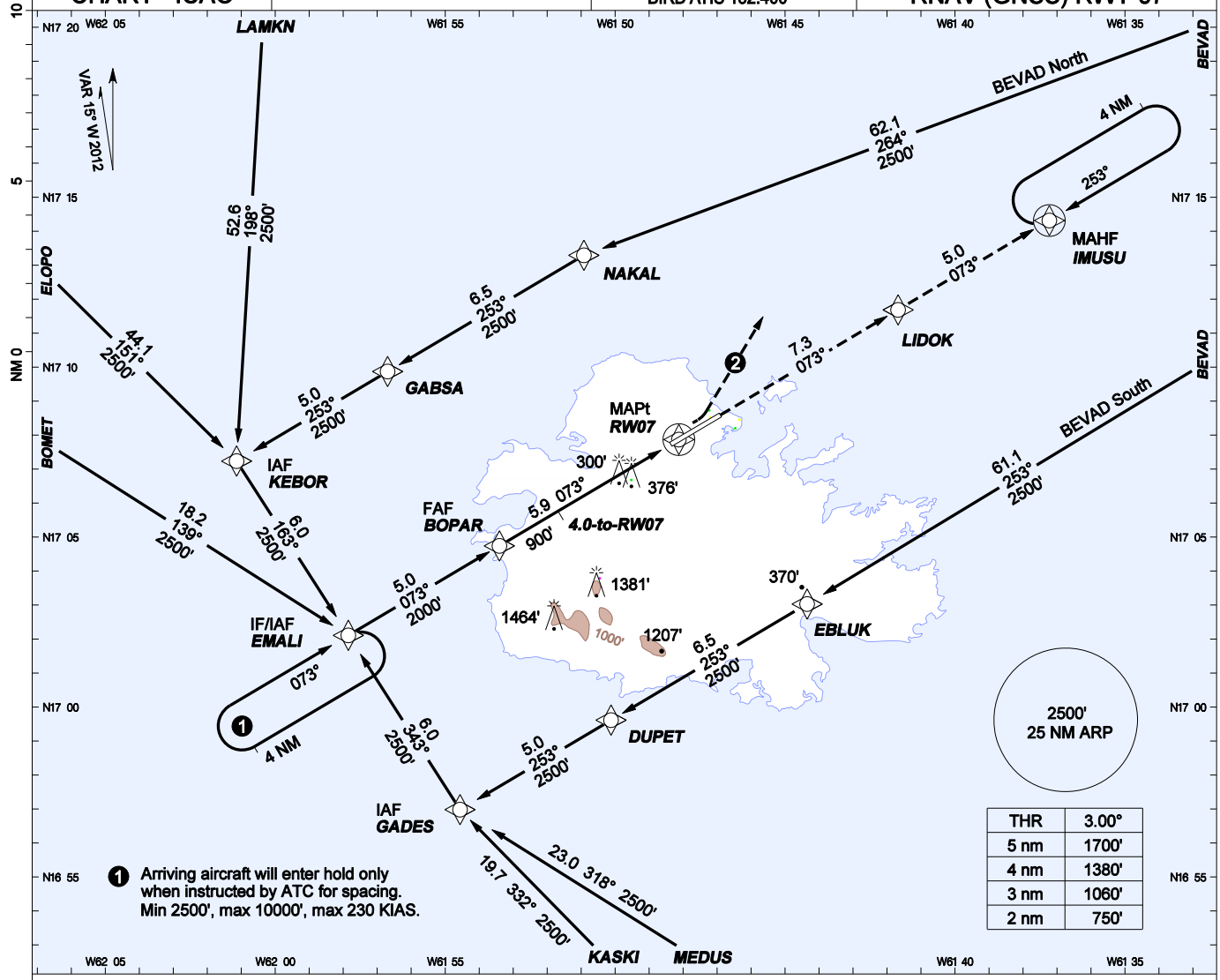
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INSTRUMENT APPROACH CHART - ICAO

TRANS LVL: FL 040
TRANS ALT: 2500'
AD ELEV: 60'

BIRD APP 119.100
BIRD TWR 118.200
BIRD GRD 121.900
BIRD ATIS 132.400

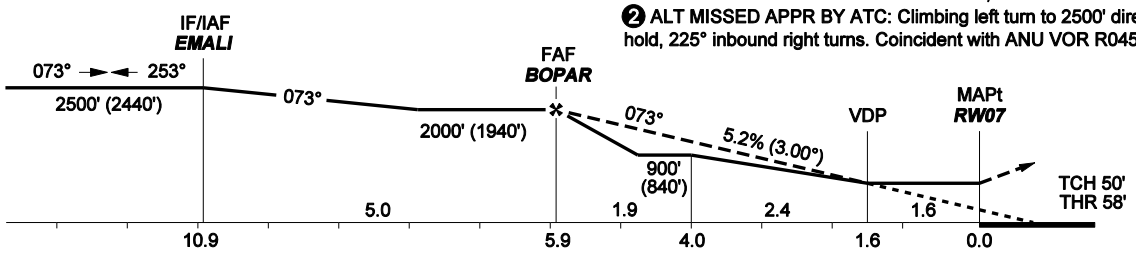
ST JOHN'S, ANTIGUA
V.C. BIRD INT'L
RNAV (GNSS) RWY 07



THR	3.00°
5 nm	1700'
4 nm	1380'
3 nm	1060'
2 nm	750'

❶ Arriving aircraft will enter hold only when instructed by ATC for spacing. Min 2500', max 10000', max 230 KIAS.

MISSED APPR: Climb to 2500' direct LIDOK, then direct IMUSU and hold.
❷ ALT MISSED APPR BY ATC: Climbing left turn to 2500' direct IRGAR and hold, 225° inbound right turns. Coincident with ANU VOR R045 20 DME.



OCA(H)	A	B	C	D
LNAV	630' (570')	630' (570')	630' (570")	630' (570')
CIRCLING north side only	870' (810')	910' (850')	1000' (940')	1000' (940')
CIRCLING south side only	670' (610')	750' (690')	940' (880')	1780' (1720')

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

1. CAUTION: High terrain north and south of aerodrome. Turbulence on approach with east or southeast wind.
2. GNSS required. DME/DME not authorized.
3. Unless ATC clearance is obtained for an RNAV/GNSS/ procedure, the navigation and position-reporting of all acrft shall be conducted with reference to conventional ground-based navigation aids - E/CAR AIP TAPA AD 2.22 refers.
4. Visual descent point (VDP) is where LNAV OCA meets 3° final slope.
5. Bearings are magnetic, altitudes and elevation in feet, distance in NM, heights are relative to AD elevation.
6. The 3° vertical path angle (VPA) passes 481' above the 900' step-down fix with standard temperature.
7. The 3° VPA passes 440' above the 300' tower on final with standard temperature.
8. TCH of 3° VPA is 50', TCH of 3° PAPI is 67'.

Fly-by on demand reporting wpt
Fly-over on demand reporting wpt

CHANGE: Frequencies adjusted.

TAPA RNAV (GNSS) RWY 07 APPROACH CODING TABLE											
Fix name	*Fix Type*	*Path Terminator*	*Fly-Over*	*Course °M (°T)*	*Dist NM*	*Turn Dir*	*Min alt Ft*	*Max KIAS*	*Mag Var*	*VPA° (TCH Ft)*	*RNP value*
Bevad North (from Bevad passing north of airport)											
BEVAD	Terminal	IF	-	-	-	-	+2500	-	+15.0	-	-
NAKAL	Terminal	TF	-	264 (249.04)	62.1	L	2500	-	+15.0	-	1.0
GABSA	Terminal	TF	-	253 (238.37)	6.5	-	2500	-	+15.0	-	1.0
KEBOR	IAF	TF	-	253 (238.34)	5.0	L	2500	-	+15.0	-	1.0
EMALI	IF/IAF	TF	-	163 (148.32)	6.0	L	2500	-	+15.0	-	1.0
Bevad South (from Bevad passing south of airport)											
BEVAD	Terminal	IF	-	-	-	-	+2500	-	+15.0	-	-
EBLUK	Terminal	TF	-	253 (237.90)	61.1	-	2500	-	+15.0	-	1.0
DUPET	Terminal	TF	-	253 (238.41)	6.5	-	2500	-	+15.0	-	1.0
GADES	IAF	TF	-	253 (238.38)	5.0	-	2500	-	+15.0	-	1.0
EMALI	IF/IAF	TF	-	343 (328.36)	6.0	R	2500	-	+15.0	-	1.0
From Lamkn											
LAMKN	Terminal	IF	-	-	-	-	+2500	-	+15.0	-	-
KEBOR	IAF	TF	-	198 (183.31)	52.6	L	2500	-	+15.0	-	1.0
EMALI	IF/IAF	TF	-	163 (148.32)	6.0	L	2500	-	+15.0	-	1.0
From Elopo											
ELOPO	Terminal	IF	-	-	-	-	+2500	-	+15.0	-	-
KEBOR	IAF	TF	-	151 (135.76)	44.1	R	2500	-	+15.0	-	1.0
EMALI	IF/IAF	TF	-	163 (148.32)	6.0	L	2500	-	+15.0	-	1.0
From Bomet											
BOMET	Terminal	IF	-	-	-	-	+2500	-	+15.0	-	-
EMALI	IF/IAF	TF	-	139 (123.49)	18.2	L	2500	-	+15.0	-	1.0
From Kaski											
KASKI	Terminal	IF	-	-	-	-	+2500	-	+15.0	-	-
GADES	IAF	TF	-	332 (316.65)	19.7	R	2500	-	+15.0	-	1.0
EMALI	IF/IAF	TF	-	343 (328.36)	6.0	R	2500	-	+15.0	-	1.0
From Medus											
MEDUS	Terminal	IF	-	-	-	-	+2500	-	+15.0	-	-
GADES	IAF	TF	-	318 (303.14)	23.0	R	2500	-	+15.0	-	1.0
EMALI	IF/IAF	TF	-	343 (328.36)	6.0	R	2500	-	+15.0	-	1.0
From Emali											
EMALI	IF/IAF	-	-	-	-	-	2500	-	+15.0	1.0	
BOPAR	FAF	TF	-	073 (058.34)	5.0	-	2000	-	+15.0	1.0	
RW07	MAPt	TF	Y	073 (058.36)	5.9	-	-	-	+15.0	-3.00 (50)	0.3
LIDOK	-	DF	-	073 (058.38)	7.3	-	-	-	+15.0	-	1.0
IMUSU	MAHF	TF	Y	073 (058.42)	5.0	-	-	-	+15.0	-	1.0

Fix name	*Coordinates (WGS-84)*
BEVAD	N17 35 46.00 W060 50 18.00
BOMET	N17 12 11.42 W062 13 40.28
BOPAR	N17 04 44.51 W061 53 24.31
DUPET	N16 59 36.74 W061 50 07.25
EBLUK	N17 03 01.71 W061 44 21.00
ELOPO	N17 39 00.00 W062 33 16.00
EMALI	N17 02 06.47 W061 57 50.89
GABSA	N17 09 52.25 W061 56 41.56
GADES	N16 56 58.77 W061 54 33.76
IMUSU	N17 14 18.74 W061 37 13.40
KASKI	N16 42 37.00 W061 40 28.00
KEBOR	N17 07 14.11 W062 01 08.20
LAMKN	N18 00 00.00 W061 57 58.00
LIDOK	N17 11 41.03 W061 41 40.42
MEDUS	N16 44 22.00 W061 34 28.00
NAKAL	N17 13 17.45 W061 50 55.14
IRGAR	N17 24 56.33 W061 37 33.09
RW07	N17 07 52.19 W061 48 07.36
4.0 step-dn	N17 05 45.86 W061 51 40.76

NO CHANGES.

AD 2. AERODROMES

TUPJ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TUPJ - ROADTOWN/Terrance B. Lettsome - INTL

TUPJ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 182644N Long : 0643230W Site : Mid Point of RWY on Centreline/ ELEV 3M (9 FT)
2	Direction and distance from (city)	14.7 km (8 nm) E of Roadtown
3	Elevation/Reference Temperature	5M (16FT) / 30 °C
4	MAG VAR/Annual change	14°W (2012)
5	AD Administration, address, telephone, telefax, telex, AFS	B.V.I Airports Authority P.O. Box 4416 British Virgin IslandsVG1110 Roadtown Tortola TEL: (284) 394 - 8000 FAX: NIL
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TUPJ AD 2.3 OPERATIONAL HOURS

1	AD Administration	1230 – 2030 Mon – Fri
2	Customs and Immigration	1100 - 0200
3	Health and Sanitation	1230 - 2030 Mon - Fri
4	AIS Briefing Office	1100 - 0200
5	ATS Reporting Office (ARO)	1100 - 0200
6	MET Briefing Office	1100 - 0200
7	ATS	1030 - 0200
8	Fuelling	1100 - 2300
9	Handling	1000 - 0200
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

TUPJ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Tractors, forklifts, trollies, small cargo shed
2	Fuel/Oil types	Jet A1 / AVGAS
3	Fuelling facilities/capacity	Sol Aviation/ 50,346 Litres and 14,006 Litres
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Limited repair facilities for light Aircraft by arrangement
7	Remarks	NIL

TUPJ AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD/In City
2	Restaurants	Snack bar / Restaurant at AD and in City
3	Transportation	Buses, taxis, limousine services and car rentals
4	Medical facilities	First Aid at AD, clinics near AD, hospital 15 km (9 miles) away in City
5	Bank and Post Office	ATM machine & Post Office at AD and in City
6	Tourist Office	At AD and in City
7	Remarks	NIL

TUPJ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Within AD HR: Category 5. Category 6 for fire fighting available with 24hrs PPR and approval
2	Rescue equipment	Fireboat, RIV Foam Tender
3	Capability for removal of disabled aircraft	Available from local contractors. Max. lifting capability 50 tonnes. Removal of aircraft is the operator's responsibility.
4	Remarks	NIL

TUPJ AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TUPJ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Type of surface: Asphalt Strength: PCN 16/F/C/X/T
2	Taxiway width, surface and strength	**TWY A** Width: 15 M Type of surface: Asphalt Strength: PCN 16/F/C/X/T.
		TWY B Width: 15 M Type of surface: Asphalt Strength: PCN 16/F/C/X/T.
		TWY C Width: 18 M Type of surface: Asphalt Strength: PCN 16/F/C/X/T.
		TWY D Width: 18 M Type of surface: Asphalt Strength: PCN 16/F/C/X/T.
		TWY E Width: 15 M Type of surface: Asphalt Strength: PCN 16/F/C/X/T.
3	ACL location and elevation	Location : RWY 07 THR Elevation : 4m (14ft)
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TUPJ 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	Guide lines on apron
2	Markings: Lights (LGT)	RWY: Designation, THR, Centreline, Aiming Point, Edge, End, Displaced THR TWY: Holding positions at all TWY/RWY Intersections, Centreline RWY : THR, Edge, End TWY : Edge
3	Stop bars	NIL
4	Remarks	Apron safety lines, aircraft stand markings and aircraft stand taxilane markings provided on apron.

TUPJ AD 2.10 AERODROME OBSTACLES

OBST ID/ Designation	OBST type	OBST Position	ELEV/HGT	Markings/ Type, Colour of light	Remarks
a	b	c	d	e	f
TUPJOB001	ATC Aerial	18 26 38.2N 064 32 19.1W	38M(123FT)	lighted	Atop ATC TWR
TUPJOB002	Hangar	18 26 40.2N 064 32 25.4W	17M(56FT)	not lighted	NIL
TUPJOB003	Apron Light	18 26 41.5N 064 32 20.8W	20M(65FT)	lighted	NIL

TUPJ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Antigua MET Office/T. B. Lettsome MET Office
2	Hours of service MET Office outside hours	 Antigua MET Office/H24 T. B. Lettsome MET Office/1100-0200
3	Office responsible for TAF preparation Periods of validity	Antigua MET Office
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing / consultation provided	NIL
6	Flight documentation Language(s) used	 English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Beef Island Tower
10	Additional information (limitation of service, etc.)	Aerodrome weather conditions available from Beef Island Tower

TUPJ AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions 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
07	061° GEO 075° MAG	1416 x 30	PCN 29/F/B/X/T Asphalt/Nil	182635.04N 0643246.33W	THR 4.40 m (14.44 ft)
25	241° GEO 255° MAG	1416 x 30	PCN 29/F/B/X/T Asphalt/Nil	182654.29N 0643210.51W	THR 2.45 m (8.04 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
0.19%	Nil	150 x 150	1326 x 150	Nil	RWY End Coordinates: 182632.66N 0643250.76W Threshold displaced 150M from RWY End CWY includes 60M paved and 90M grassed strips RWY surface grooved between thresholds
Nil	Nil	60 x 150	1326 x 150	Nil	RWY End Coordinates: 182655.24N 0643208.74W Threshold displaced 60M from RWY End CWY 60M paved strip RWY surface grooved between thresholds

TUPJ AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	1356	1506	1356	1206	Declared distances have been adjusted to allow maximum use of the paved surface. Paved surface 150M west THR07 (displaced threshold area) and 60M east THR25 with same surface and strength of RWY, avbl for take-offs and the lengths have been added to the declared distances for take-offs (See diagrams below)
25	1266	1326	1266	1206	See remark Runway 07

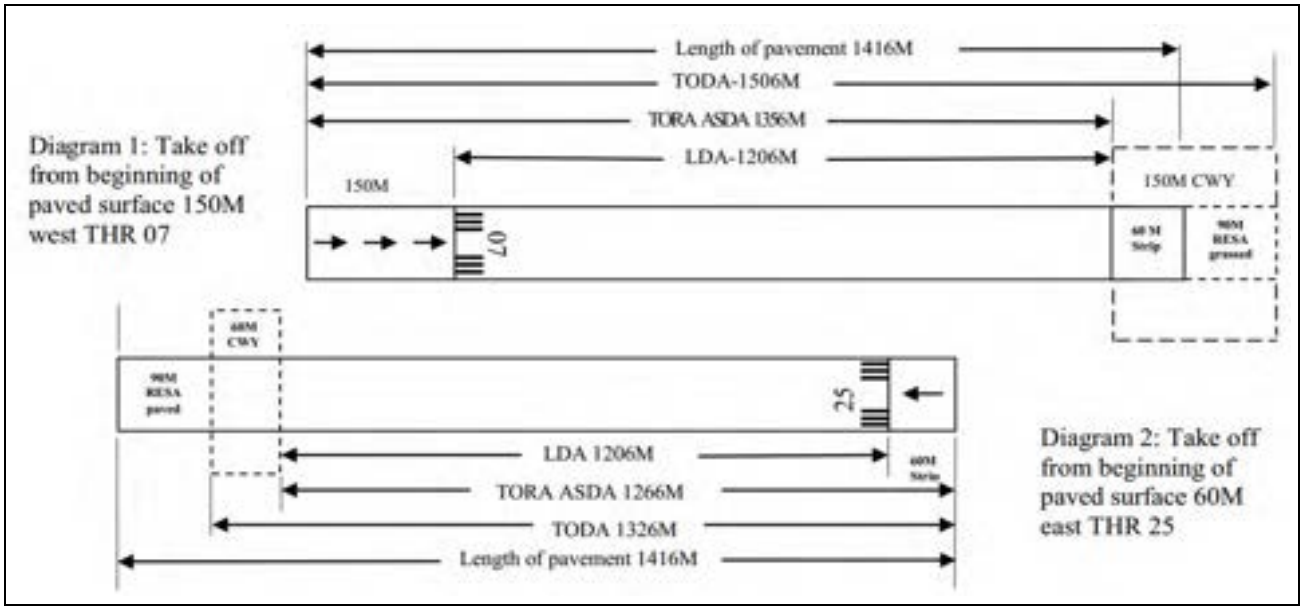


Diagram 1: Take off from beginning of paved surface 150M west THR 07

Diagram 2: Take off from beginning of paved surface 60M east THR 25

TUPJ AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY designator	APCH LGT Type LEN INTST	THR LGT ColourW BAR	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
07	FWhite HIAL	Green	PAPI 3.5° 241m from disp THR on N side of RWY	Nil	Nil	1356 m 60 m White (5 settings)	Red	Nil	PAPI RWY07 ELEV 3.2M (10.4FT) offset to the south 5.8° Coors circling apch guidance lgts: 1826.35N 06433.31W; 1825.67N 06433.85W
25	Nil	Green	PAPI 3.5° 224M from disp THR on S side of RWY	Nil	Nil	1356 m 60 m White (5 settings)	Red	Nil	PAPI RWY 25 ELEV 2.3M (7.5FT)

TUPJ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : Atop TWR Bldg – Green and White SS to 0200
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: RWY07 -182636.96N 0643249.10W,Lighted (Red light) RWY25- 182653.51N 0643206.26W, Lighted (Red light)
3	TWY edge and centreline lighting	TWY A Edge: Blue Centerline: NIL TWY B Edge: Blue Centerline: NIL TWY C Edge: Blue Centerline: NIL TWY D Edge: Blue Centerline: NIL TWY E Edge: Blue Centerline: NIL
4	Secondary power supply/switch-over time	Secondary Power Switch over time: 10 Sec
5	Remarks	NIL

TUPJ AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	Helipad (N) 18 26 47.77N 064 32 13.47W Helipad (S) 18 26 47.30N 064 32 13.19W
2	TLOF and/or FATO elevation M/FT	1.65M (5.41FT) and 1.80M (5.91FT) respectively
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 Apron also used for helicopter touchdown depending on type.

TUPJ AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	TERRANCE B. LETTSOME CTR Circular area centered on 182645N/0643228W (ARP) within a 5NM radius.
2	Vertical limits	SFC / 3500 FT AMSL
3	Airspace classification	D
4	ATS unit callsign Language(s)	BEEF ISLAND TOWER English
5	Transition altitude	3200 FT
6	Hour of applicability	NIL
7	Remarks	Approach Control Service provided by San Juan CERAP Freq: 128.65 MHz 132.25 MHz

TUPJ 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
ATIS	NIL	127.750MHZ	NIL	NIL	1100 - 0200	NIL
GND	Beef Island Ground	121.900MHZ	NIL	NIL	1100 – 0200	Clearance delivery and Start-up request only
TWR	Beef Island Tower	118.400MHZ	NIL	NIL	1100 – 0200	Approach Control Service provided by San Juan CERAP Freq: 128.65 MHz 132.25 MHz
		121.500MHZ	NIL	NIL	1100 - 0200	Emergency Frequency

TUPJ 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
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TUPJ AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 At Eastern Caribbean Airports, a number of local regulations apply. The regulations are available from Air Traffic Services. These Regulations includes, 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 in the operation of large aircraft including limitations in 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) fuel spillage; and

k) local flying restrictions applicable to the respective aerodromes.

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 or GND.

1.2 Airport Regulations/Restrictions

1.2.1 All international flights arriving/departing TUPJ are required file a flight plan with TUPJ AIS via tower@bviaa.com at least 1HR before their proposed ETD.

1.2.2 Operators wishing to conduct night operations shall ensure that their pilots are familiar with the airport, surrounding terrain and approaches and that they have conducted at least one landing and take-off at the airport during daylight.

1.2.3 No single engine operations allowed at night unless in a private capacity or by approval of the regulator.

1.2.4 No straight in approaches or left hand circuits for RWY07 allowed at night.

1.2.5 VFR operations are allowed at night.
Conditions for VFR at night are applicable to aircraft in transit through the territorial airspace of the British Virgin Islands or intending to land at or depart from the TUPJ aerodrome.
Unless it is on a special VFR flight within a control zone, an aircraft flying at night must:

(a) Establish and maintain two-way communications with air traffic control on the appropriate communication channel, when available and
(b) Be flown in accordance with the visibility and distance from cloud minima equal to or greater than that specified in rules 27 and 28, except that:
(1) Rule 27 paragraph (2), and rule 28 paragraph (4) shall not apply
(2) The cloud ceiling shall not be less than 1,500FT
(3) When operating inside or outside controlled airspace, at and below 3,000FT AMSL or 1,000FT above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface and
(c) Not fly at a height of less than 1,000FT, or in the case of high terrain or in mountainous areas, at a height of less than 2,000FT, above the highest obstacle within a distance of 5NM unless:
(1) It is necessary for the aircraft to do so in order to take off or land or
(2) The aircraft flies at an altitude not exceeding 3,000FT AMSL and remains clear of cloud and with the surface in sight and in a flight visibility of at least 5KM.

1.2.6 Special VFR may be approved by Beef Island Tower depending on the weather conditions and traffic situation.

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 Taxiway Holding Points

The following are the taxiway holding point designations and coordinates:

Holding Point Designation	Coordinates	Elevation
A	182632.02N 0643246.29W	4.5M (14.76FT)
B	182634.03N 0643242.61W	3.93M (12.89FT)
C	182642.47N 0643226.96W	3.13M (10.27FT)
D	182646.18N 0643220.37W	1.91M (6.27FT)
E	182652.76N 0643207.81W	1.85M (6.07FT)

2.2 Taxiing to and from stands

2.2.1 Arriving aircraft will be allocated an aircraft stand or parking position by ATC or may be directed to look for and follow a marshaller's instruction.

2.2.2 Arriving and departing aircraft are to follow aircraft stand taxilane markings unless otherwise routed by ATC.

2.3 Taxiway – Limitations

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

3. Parking

3.1 Parking area for small aircraft/Helicopters (General Aviation)

ATC will direct general aviation helicopters to any of the two designated helipads located on the northeast corner of the apron or to another suitable position on the apron.

4. Removal of disabled aircraft from runways

4.1 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 expense of the owner or user of such aircraft. Removal will only be approved after receiving authorization from the Air Accident Investigation Bureau (AAIB).

TUPJ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TUPJ 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 Beef Island Tower and San Juan CERAP Departure Procedures.

1.2.1 DESTINATION SAN JUAN OR ISLA GRANDE RWY 07

Fly RWY heading until reaching 1000FT, then turn left heading 330 degrees until reaching 3200FT, then via 'STT.' RTE6. 'SJU.'. Maintain 4000FT, expect requested altitude ten minutes after departure. Departure control frequency: 132.25MHz or 128.65MHz..

1.2.2 DESTINATION SAN JUAN OR ISLA GRANDE RWY 25

Early left turn heading 180 degrees until reaching 3200FT, then via 'STT.' RTE6. 'SJU'. Maintain 4000FT, expect requested altitude ten minutes after departure. Departure control frequency: 132.35MHz or 128.65MHz.

1.2.3 DESTINATION ST MAARTEN RWY 07

Fly RWY heading until reaching 1000FT, then turn right heading 180 degrees. Expect radar vectors to join A638. 'PJM.' TNCM. Maintain 4000FT, expect requested altitude ten minutes after departure. Departure frequency: 132.25 MHz or 128.65MHz.

1.2.4 DESTINATION ST MAARTEN RWY 25

Early left turn heading 180 degrees, expect radar vectors to join A638. 'PJM.' TNCM. Maintain 4000FT, expect requested altitude ten minutes after departure. Departure frequency: 132.25 MHz or 128.65MHz.

1.2.5 DESTINATION ST KITTS OR ANTIGUA RWY 07

Fly RWY heading until reaching 1000FT, then turn right heading 180 degrees; expect radar vectors to join *(DANDE G633 or LARPP B520). Maintain 4000FT; expect requested altitude ten minutes after departure. Departure control frequency: 132.25MHz or 128.65MHz

1.2.6 DESTINATION ST KITTS OR ANTIGUA RWY 25

Early left turn heading 180 degrees, expect radar vectors to join *(DANDE G633 or LARPP B520). Maintain 4000FT, expect requested altitude ten minutes after departure. Departure control frequency: 132.25MHz or 128.65MHz.

**Routes as given by San Juan.*

1.3 ***Night Operations***

No straight in approaches fro RWY07 allowed at night.

No left circuit pattern for RWY07 allowd at night.

2. Procedures for VFR flights

2.1 Procedures for outbound aircraft

All aircraft departing RWY 07 for a left turn shall maintain RWY heading until level at or passing 1000FT (QNH) before commencing a left turn.

TUPJ AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

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

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 and during take-off, approach-to-land and climb and descent procedures.

2. Other Information

1. Occasional windshear on approach RWY 07, when winds are from south and south east.

2. The Bay area, Trelis Bay, to the east of RWY07 is an entry and departure route for yachts with varying mast heights. Pilots departing RWY07 or landing RWY25 are to exercise caution.

TUPJ AD 2.24 CHARTS RELATED TO AERODROME

1. List of Charts

1. Aerodrome/Heliport Chart – ICAO ……. AD2.3-1-15

2. Aerodrome Obstacle Chart – ICAO Type A RWY 07/25…… AD2.3-1-17

3. Standard Departure Chart – Instrument – ICAO

RNAV DEPARTURE RWY 07 ……...…… AD2.3-1-19

4. Standard Arrival Charts – Instrument –ICAO

RNAV D ……..... AD2.3-1-21
RNAV RWY 25 ……..…… AD2.3-1-22

5. Instrument Approach Chart – ICAO

RNAV (GNSS) A AD2.3-1-23
VPT RWY 07 AD2.3-1-25
RNAV(GNSS) RWY 25 AD2.3-1-27

TUPJ AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

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TUPJ

VAR 14°W 2012
N
Annual Rate
of Change 0.05°W

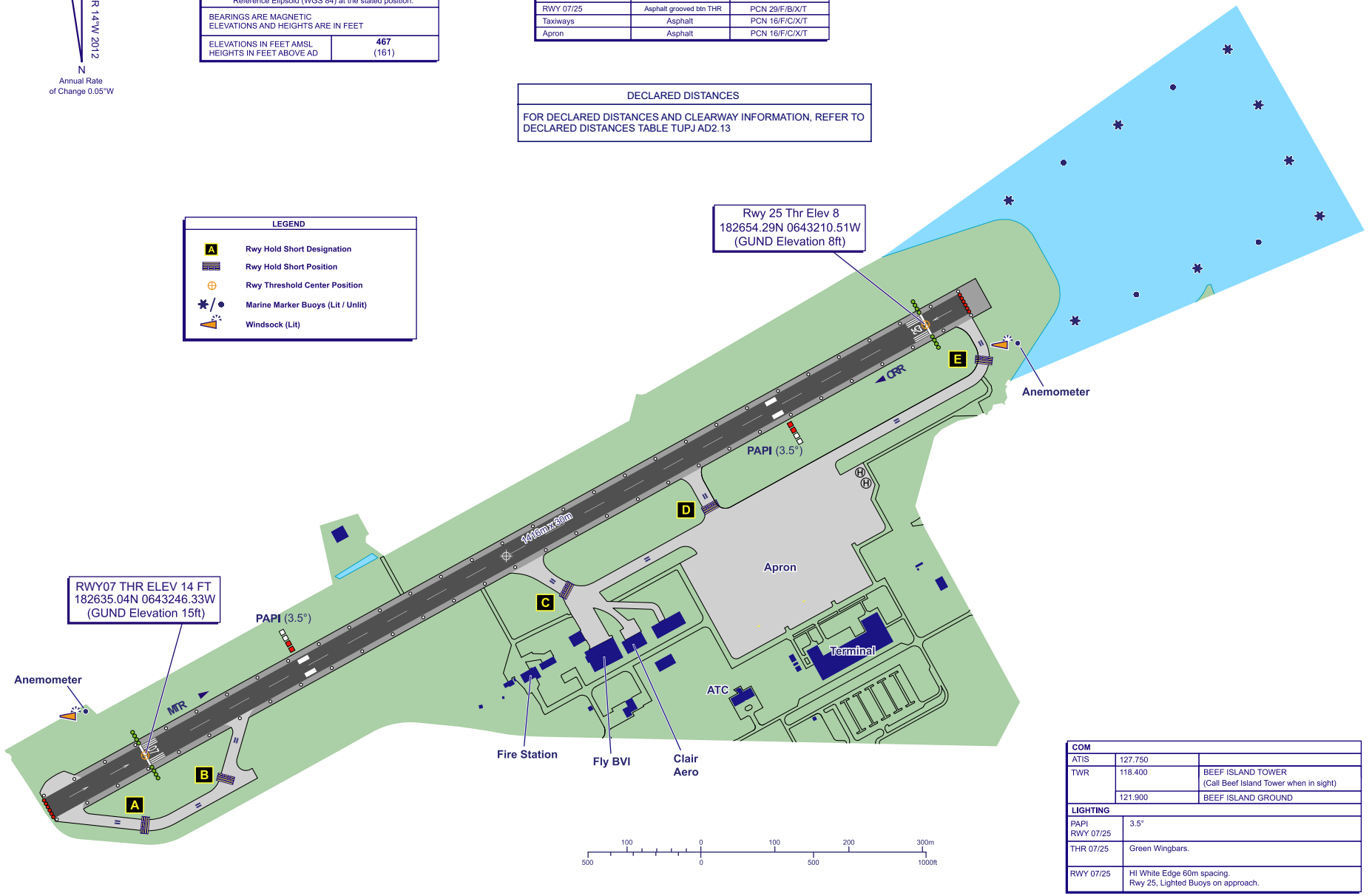
GUND (Geoid Undulation) = 8.43ft The height of the Geoid MSL above the Reference Elipsoid (WGS 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	467 (161)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON/RWY/TWY	SURFACE	BEARING STRENGTH
RWY 07/25	Asphalt grooved btn THR	PCN 29/F/B/X/T
Taxiways	Asphalt	PCN 16/F/C/X/T
Apron	Asphalt	PCN 16/F/C/X/T

DECLARED DISTANCES
FOR DECLARED DISTANCES AND CLEARWAY INFORMATION, REFER TO DECLARED DISTANCES TABLE TUPJ AD2.13

LEGEND

- A — Rwy Hold Short Designation
- Rwy Hold Short Position
- Rwy Threshold Center Position
- Marine Marker Buoys (Lit / Unlit)
- Windsock (Lit)



COM		
ATIS	127.750	
TWR	118.400	BEEF ISLAND TOWER (Call Beef Island Tower when in sight)
	121.900	BEEF ISLAND GROUND
LIGHTING		
PAPI RWY 07/25	3.5°	
THR 07/25	Green Wingbars.	
RWY 07/25	HI White Edge 60m spacing. Rwy 25, Lighted Buoys on approach.	

Change: RWY Magnetic Bearing updated.

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ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

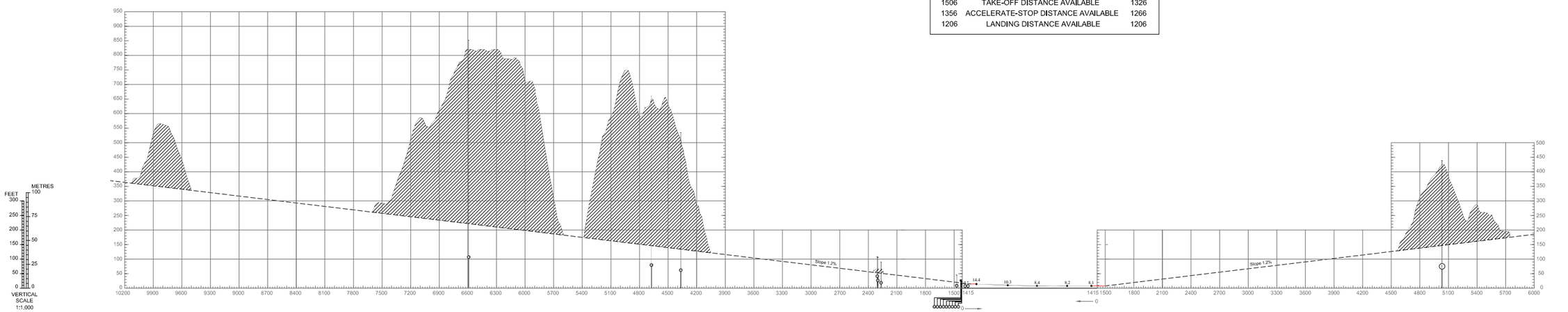
AERODROME OBSTACLE CHART - ICAO TYPE A - OPERATING LIMITATIONS

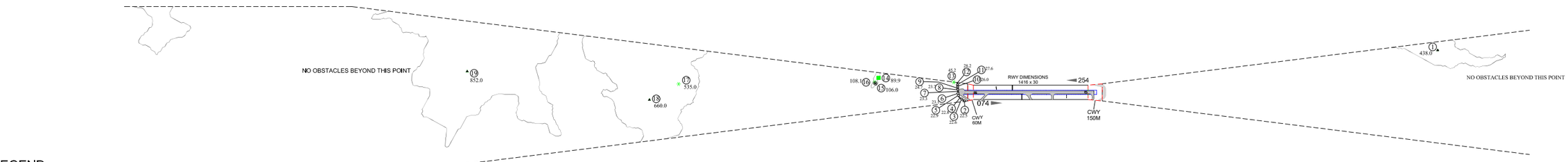
TERRANCE B LETTSOME INT'L (TUPJ)
(BEEF ISLAND) B.V.I TORTOLA

MAGNETIC VARIATION 14° W (Jan 2014)
Change 2.4' W per year

RUNWAY 07-25

DECLARED DISTANCES		
RWY 07		RWY 25
1356	TAKE-OFF RUN AVAILABLE	1266
1506	TAKE-OFF DISTANCE AVAILABLE	1326
1356	ACCELERATE-STOP DISTANCE AVAILABLE	1266
1206	LANDING DISTANCE AVAILABLE	1206

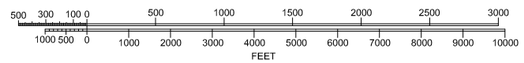




LEGEND

	PLAN	PROFILE
IDENTIFICATION NUMBER	(10)	
HEIGHT AMSL	25	
BUILDING	■	(13)
GROUND LEVEL	▲	
PYLON / ESB KV	⊤	
TREE / BUSH	⁎	
TELEPOLE, AERIAL, POST, ETC	◉	
MOBILE OBSTACLE	—○—	

HORIZONTAL SCALE 1:10,000
METRES



PAGE NUMBER ADJUSTED

ORDER OF ACCURACY: Horizontal 3m; Vertical 1ft
Aerodrome information current Aug 2011
Based on survey dated Aug 2011

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TUPJ STANDARD DEPARTURE CHART – INSTRUMENT – ICAO
RNAV DEPARTURE RWY 07

TO BE DEVELOPED

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TUPJ STANDARD ARRIVAL CHART– INSTRUMENT – ICAO
RNAV D

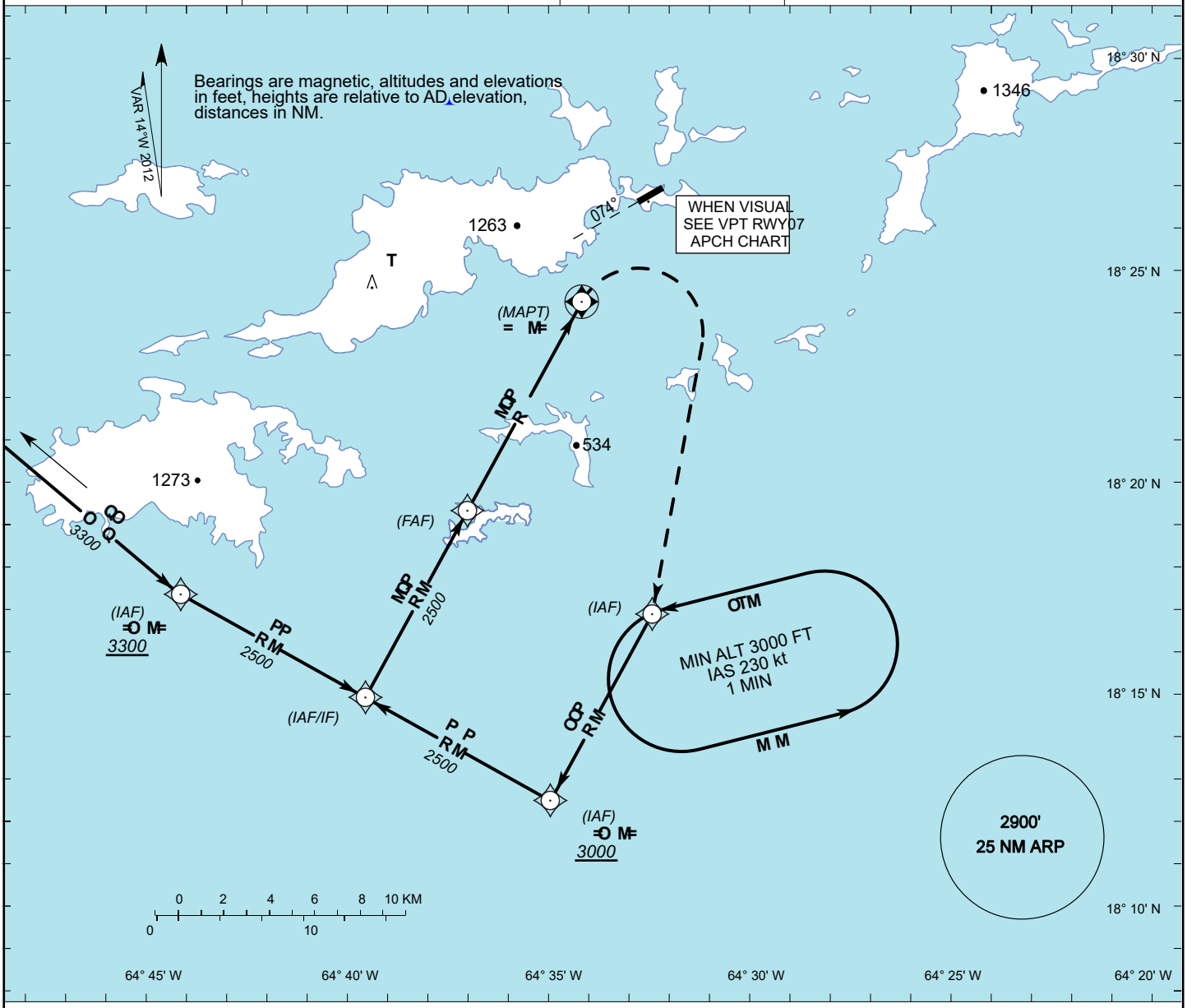
TO BE DEVELOPED

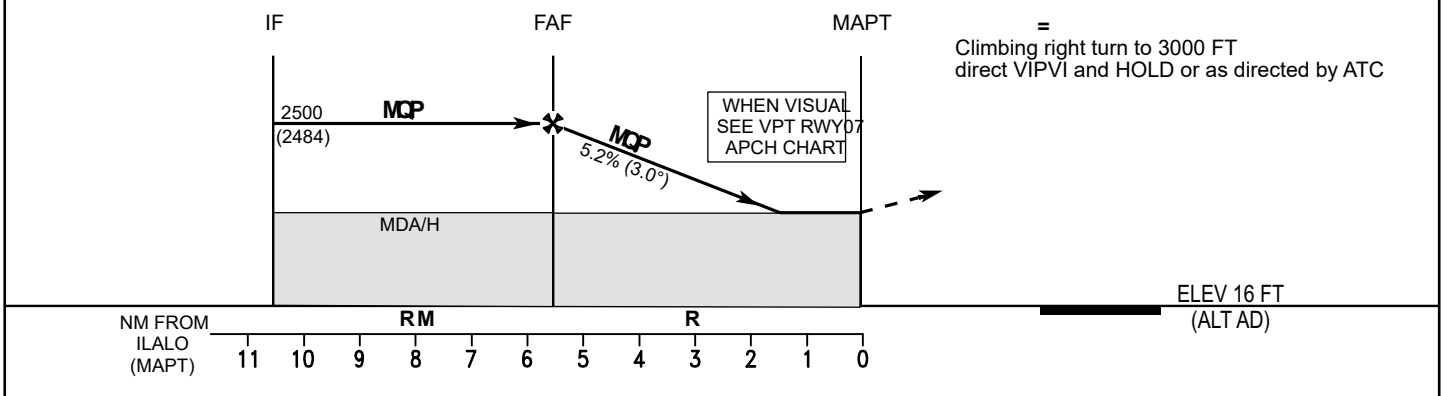
TUPJ STANDARD ARRIVAL CH ART – INSTRUMENT – ICAO
RNAV RW Y 25

TO BE DEVELOPED

TRANSITION LEVEL: BY ATC
TRANSITION ALTITUDE: 3200 FT

LETTSOME TOWER 118.400
LETTSOME GROUND 121.900





= Climbing right turn to 3000 FT direct VIPVI and HOLD or as directed by ATC

MDA (H)	A	B	C	D
CIRCLING WITH PRESCRIBED TRACK (VPT)	1040 (1024) 5000 m	1040 (1024) 5000 m	1220 (1204) 5000 m	1220 (1204) 5000 m

=	160	140	120	100	80
=	850	740	640	530	430

CHANGE: FREQUENCIES ADJUSTED

TUPJ AD 2.20 LOCAL TRAFFIC REGULATIONS APPLY

= =

= =
= = =
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Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Dirn	Altitude (ft)	Speed (kts)	VPA/TCH	Navigation Specification
010	IF	DRINK	N	-	13.55° W			-	250		RNP APCH
020	TF	LONKO	N	142º (127.6)	13.55° W	21.4	-	+3300	210	-	RNP APCH
030	TF	SELOD	N	133° (119.0º)	13.55° W	5.0	-	+2500	-	-	RNP APCH
010	IF	LONKO	N	-	13.55° W	-	-	+3300	210	-	RNP APCH
020	TF	SELOD	N	133° (119.0º)	13.55° W	5.0	-	+2500	-	-	RNP APCH
010	IF	VIPVI	N	-=	13.55° W	-	-	+3000	210	-	RNP APCH
020	TF	BILPO	N	223° (209.0)	13.55° W	5.0	-	-	-	-	RNP APCH
030	TF	SELOD	N	313º (299.0º)	13.55ºW	5.0	-	+2500	-	-	RNP APCH
010	IF	SELOD	-	-	13.55° W	-	-	+2500	-	-	RNP APCH
020	TF	EMULA	-	043° (029.0º)	13.55° W	5.0	-	@2500	-	-	RNP APCH
030	TF	ILALO	Y	043° (029.0º)	13.55° W	5.6	-	-	160	3°/-	RNP APCH
040	DF	VIPVI	-	-	13.55° W	-	R	+ 3000	-	-	RNP APCH
050	HM	VIPVI	Y	270° (256.0)	13.55° W	1 min	L	+3000	230	-	RNP APCH

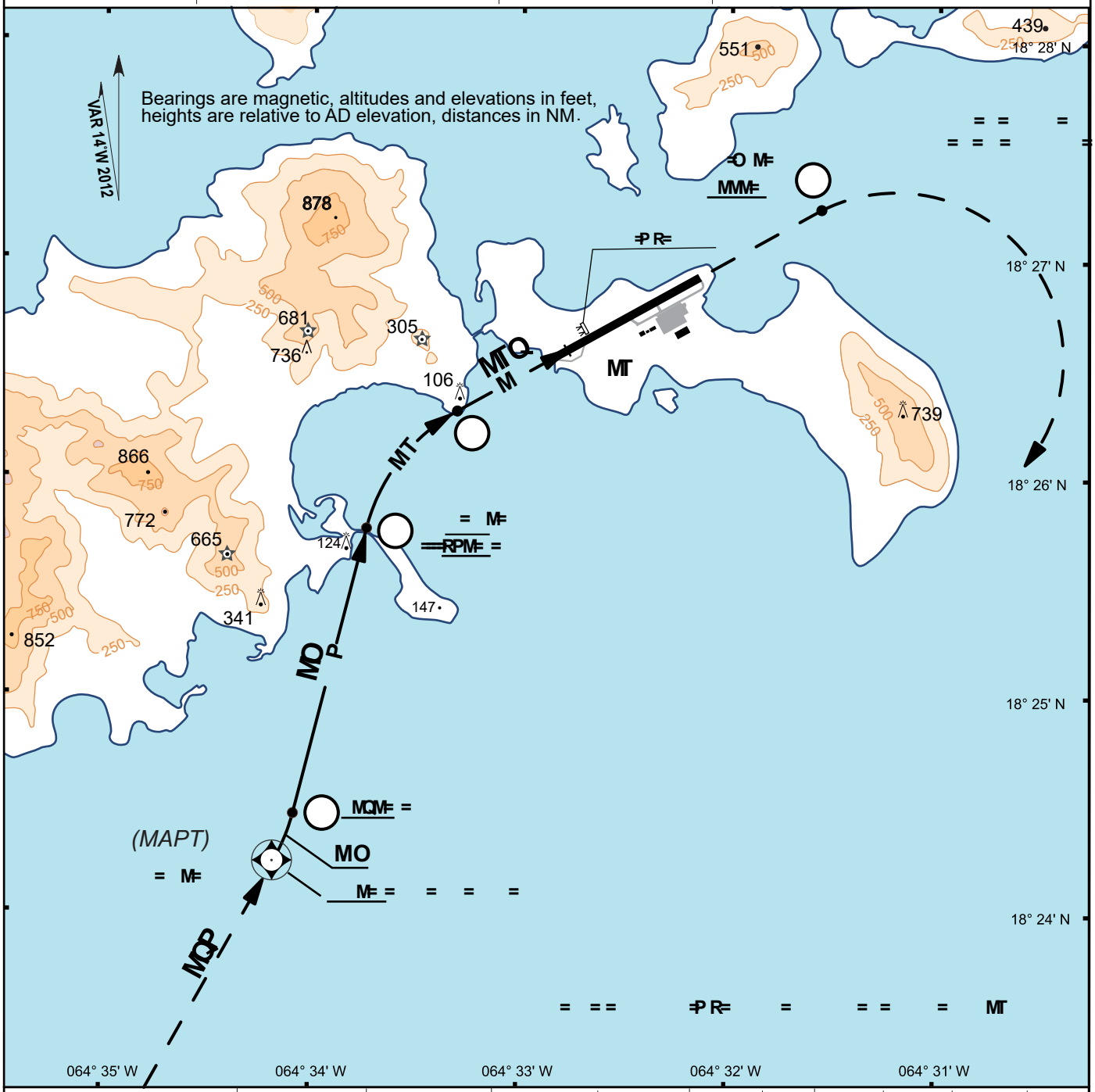
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= =	=
BILPO	18°12'29.82"N 064°34'58.18"W
DRINK	18°30’27.73”N 065°01’58.33”W
EMULA	18°19'19.24"N 064°37'01.14"W
ILALO	18°24'14.29"N 064°34'09.91"W
LONKO	18°17'21.60"N 064°44'09.72"W
RW07	18°26'35.04"N 064°32'46.33"W
SELOD	18°14'55.76"N 064°39'33.88"W
VIPVI	18°16'53.23"N 064°32'25.33"W

CHANGE: NO CHANGES

TRANSITION LEVEL: BY ATC
TRANSITION ALTITUDE: 3200 FT

LETTSOME TOWER 118.400
LETTSOME GROUND 121.900



MDA (H)	A/B	C/D
CIRCLING WITH PRESCRIBED TRACK (VPT)	1040 (1024) 5000 m	1220 (1204) 5000 m

Rate of Descent						
	Kts	160	140	120	100	80
	Ft/min	990	870	750	620	500

Circling with Prescribed Track (VPT) - See TUPJ AD 2.20 LOCAL TRAFFIC REGULATIONS

A. When visual with the runway and the high terrain west of point B, follow the prescribed track via ILALO*.
B. When on track 028° to point B, maintain visual contact with the terrain west of track.
C. From point B, at 530ft, turn RIGHT via point C (275ft), descending following PAPI indications (3.5°/6.1%)**.
D. In case of go-around, climb on runway heading to 1000ft then turn RIGHT direct to VIPVI, climbing to 3000ft to hold or as directed by ATC.

* CAT C/D: After decision to continue visually, establish descent profile to cross ILALO at 1110ft and point A at 1040ft (3.5°/6.1%).
** **PAPI does NOT provide vertical protection from obstacles west of point B.**

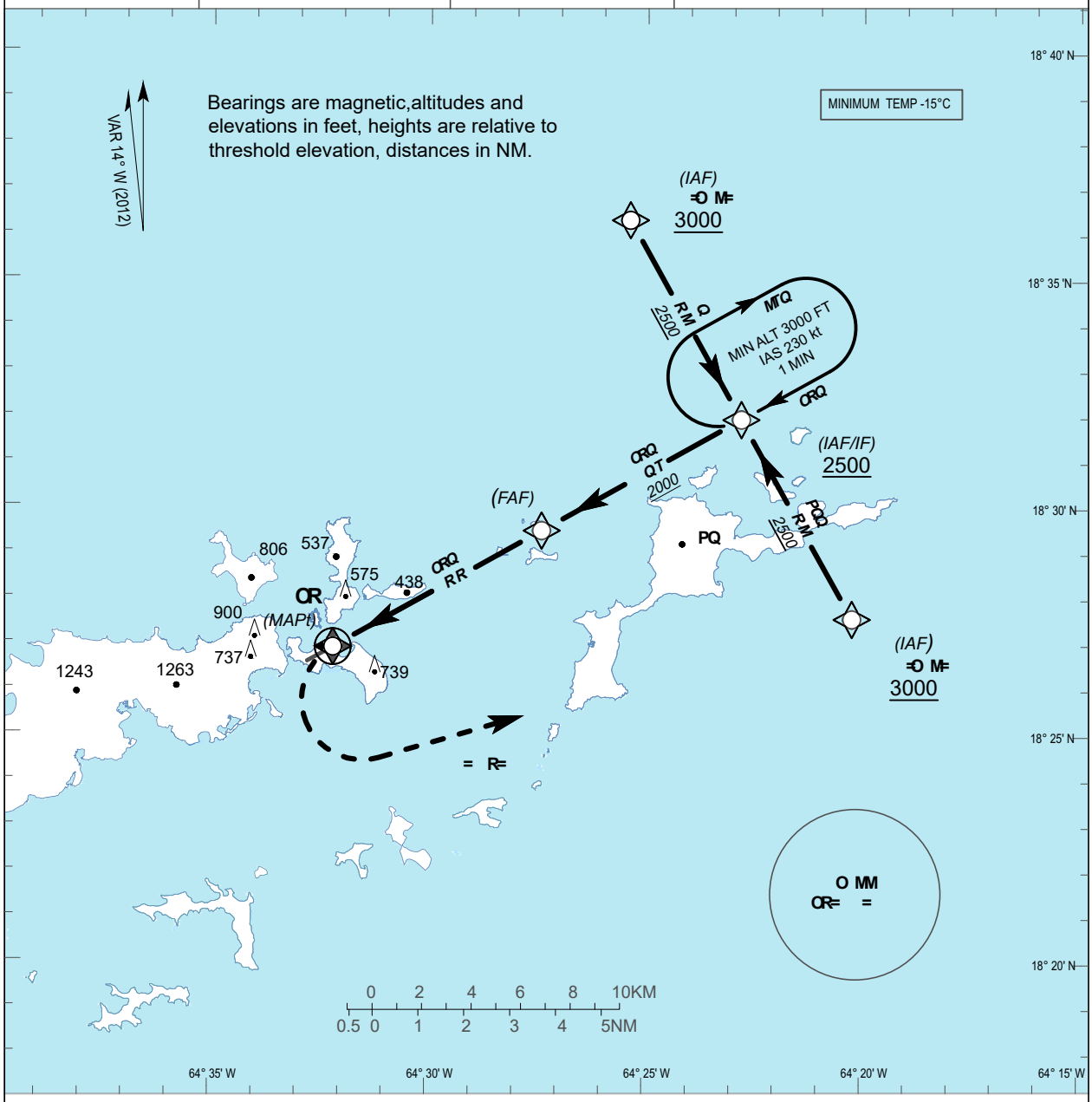
CHANGE: FREQUENCIES ADJUSTED

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TRANSITION LEVEL: BY ATC
TRANSITION ALTITUDE: 3200 FT
THR RWY 25 ELEV: 8FT

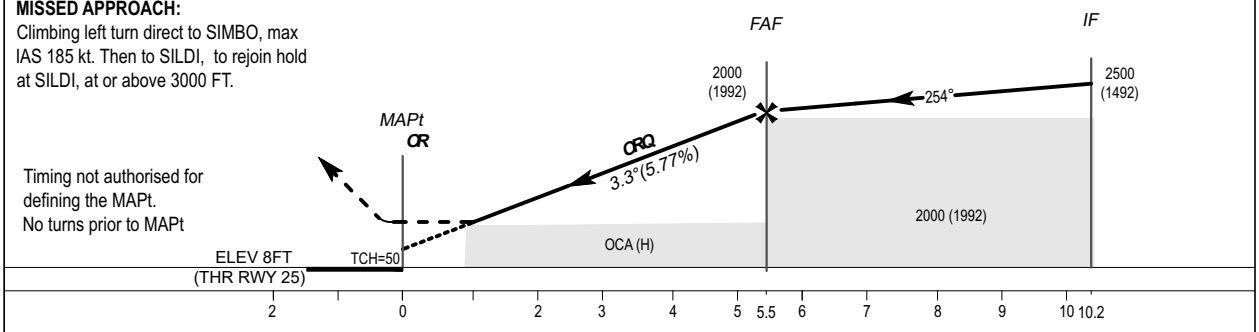
LETTSOME TOWER 118.400
LETTSOME GROUND 121.900

CHANGE: FREQUENCIES ADJUSTED



MISSED APPROACH:
Climbing left turn direct to SIMBO, max IAS 185 kt. Then to SILDI, to rejoin hold at SILDI, at or above 3000 FT.

Timing not authorised for defining the MAPt.
No turns prior to MAPt



OCA (H)	STRAIGHT IN LANDING			
	A	B	C	D
LNAV / VNAV	750 (742)	750 (742)	760 (752)	760 (752)
LNAV	910 (902)	910 (902)	970 (962)	970 (962)

Rate of descent	KT	90	110	130	150	170	190
	FT/MIN	526	643	760	877	994	1110

Distance to THR	1	2	3	4	5
ALT (HGT) 3.3° APCH	408 (400)	760 (752)	1110 (1102)	1460 (1452)	1811 (1803)

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= = =

= = =OR=

Serial Number	Path Descriptor	Waypoint Identifier	Fly-Over	Course °M(°T)	Magnetic Variation	Distance (NM)	Turn Dirn	Altitude (ft)	Speed (kts)	VPA/TCH	Navigation Specification
010	IF	SIMBO	-	-	-	-	-	+3000	210	-	RNP APCH
020	TF	SILDI	-	344 (330.6)	13.58°W	5.00	-	+2500	-	-	RNP APCH
010	IF	LIRDO	-	-	-	-	-	+3000	210	-	RNP APCH
020	TF	SILDI	-	164 (150.7)	13.58°W	5.00	-	+2500	-	-	RNP APCH
010	IF	SILDI	-	-	-	-	-	+2500	210	-	RNP APCH
020	TF	LEVOM	-	254 (240.6)	13.58°W	4.70	-	@2000		-	RNP APCH
030	TF	RW25	Y	254 (240.6)	13.58°W	5.54	-	-	-	3.3/50	RNP APCH
040	DF	SIMBO	-	-	-	-	L	+3000	185	-	RNP APCH
050	TF	SILDI	-	344 (330.6)	13.58°W	5.00	L	-	210	-	RNP APCH
060	HM	SILDI	-	254 (240.6)	13.58°W	1 min	R	+3000	230	-	RNP APCH

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LEVOM	18º29’38.05”N 064º27’05.59”W
LIRDO	18º36’18.82”N 064º25’22.93”W
RWY25	18º26’54.29”N 064º32’10.51”W
SILDI	18º31’56.41”N 064º22’47.94”W
SIMBO	18º27’33.97”N 064º20’13.48”W

CHANGE: NO CHANGES

AD 2. AERODROMES

TUPW AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TUPW - SPANISHTOWN/Virgin Gorda - INTL

TUPW AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 182648N Long : 0642540W
2	Direction and distance from (city)	3KM East of Spanish Town
3	Elevation/Reference Temperature	4.3M (14FT) / 24 °C
4	MAG VAR/Annual change	13°W (2006) /01'W
5	AD Administration, address, telephone, telefax, telex, AFS	B.V.I Airports Authority Limited P.O. Box 4416 Roadtown, Tortola British Virgin Islands VG1110 TEL: (284) 394-8000 FAX: None E-MAIL: Ops@bviaa.com
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	Aerodrome certificate valid UFN. PPR 2 hours via tupw@bviaa.com. The only single engine operation permitted is turbine commercial operations.

At the request of the British Virgin Islands Airports Authority, information on Virgin Gorda (Taddy Bay) Aerodrome has been removed from the Aerodrome data pages due to rigid operating requirements and restrictions. Aircraft operators wishing to operate into Virgin Gorda Aerodrome must first contact the British Virgin Islands Airport Authority (BVIAA). (See GEN 1.2 paragraph 1.3)

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AD 2. AERODROMES

TUPA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TUPA - THE SETTLEMENT/Auguste George - INTL

TUPA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 184340N Long : 0641943W Site : Midpoint of RWY on CL / Elev 3.4m (11.18 ft)
2	Direction and distance from (city)	2 Miles NW of Settlement
3	Elevation/Reference Temperature	4M (14FT) / Nil
4	MAG VAR/annual change	14°W (2014) /01'W
5	AD Administration, address, telephone, telefax, telex, AFS	B.V.I Airports Authority Limited P.O. Box 4416 Road Town, Tortola British Virgin IslandsVG1110 TEL: (284) 346 7787 FAX: NIL
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	Uncontrolled Aerodrome. 2HRS PPR and approval from BVIAA. PPR requests shall be made via ops@bviaa.com.

TUPA AD 2.3 OPERATIONAL HOURS

1	AD Administration	1100 - SS
2	Customs and immigration	1100 - SS
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	1100 - SS. FIS provided by Beef Island Tower on 118.400MHz
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	Contact the BVIAA Operations Department for approval for any flight operations outside of the aerodrome published operational hours. Phone: (284) 394 8000.

TUPA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/Oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

TUPA AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD
2	Restaurants	Near AD
3	Transportation	Taxis
4	Medical facilities	First Aid at AD
5	Bank and Post Office	Post Office near AD
6	Tourist Office	NIL
7	Remarks	NIL

TUPA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 2
2	Rescue equipment	RIV Foam Tender
3	Capability for removal of disabled aircraft	By arrangements with local contractors
4	Remarks	Category 3 Fire Fighting available on request. Removal of disabled aircraft is operators' responsibility.

TUPA AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TUPA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Type of surface: Asphalt Strength: MTOW 5700 KG
2	Taxiway width, surface and strength	**TWY A** Width: 15 M Type of surface: Asphalt Strength: 5700KG MTOW
3	ACL Location and elevation	Location : NIL Elevation : NIL
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TUPA 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	NIL
2	Markings: Lights (LGT)	RWY : THR, CL, Edge TWY : CL, Edge RWY : Edge THR27 TWY : Edge
3	Stop bars	NIL
4	Remarks	NIL

TUPA AD 2.10 AERODROME OBSTACLES

OBST ID/ Designation	OBST type	OBST Position	ELEV/HGT	Markings/ Type, Colour of light	Remarks
a	b	c	d	e	f
NIL	NIL	NIL	NIL	NIL	NIL

TUPA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Antigua and Barbuda Met Office/Beef Island Met Office
2	Hours of service MET Office outside hours	 1100 - 0200 Antigua and Barbuda Met Office
3	Office responsible for TAF preparation Periods of validity	NIL NIL
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	 English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	Information from AWS available from Beef Island Tower 118.400MHz
9	ATS units provided with information	Beef Island Tower
10	Additional information (limitation of service, etc.)	Wind, temperature and atmospheric pressure information for Anegada Airport available from Beef Island Tower on 118.400MHz.

TUPA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE & MAG BRG	Dimensions 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
09	074° GEO 087° MAG	820 x 18	Asphalt/Nil	184336.34N 0641955.23W	THR 4.21 m (13.81 ft)
27	254° GEO 267° MAG	820 x 18	Asphalt/Nil	184343.17N 0641930.17W	THR 3.10 m (10.17 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
0.13%	Nil	20 x 80	Nil	Nil	NIL
0.13%	60 x 18	190 x 80	Nil	Nil	NIL

TUPA AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	820	880	820	760	THR displaced 60M
27	760	880	820	760	NIL

TUPA 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
09	Nil	Nil	APAPI 3.5° 97.86m from THR	Nil	Nil	White	Red	Nil	NIL
27	Nil	Green	Nil	Nil	Nil	White	Nil	Nil	NIL

TUPA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: NIL
3	TWY edge and centreline lighting	TWY A Edge: Blue Centerline: NIL
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

TUPA AD 2.16 HELICOPTER LANDING AREA (HELPN)

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	RWY used for Helicopter Touchdown

TUPA AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	NIL
2	Vertical limits	NIL
3	Airspace classification	NIL
4	ATS unit callsign Language(s)	Beef Island Tower English
5	Transition altitude	Nil
6	Hour of applicability	NIL
7	Remarks	AD Located within San Juan TMA

TUPA 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
FIS	BEEF ISLAND TOWER	118.400MHZ	NIL	NIL	1230-SS	Common Traffic Advisory Freq. Weather and traffic info received from Beef Island TWR. Flight ARR and DEP contact Beef Island TWR 118.400MHz

TUPA 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
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TUPA AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 All aircraft arriving/departing the aerodrome shall maintain two-way communication with Beef Island Tower (118.400MHz) when operating in the territorial airspace.

1.2 All flights require 2HRS PPR and approval from BVIAA OPS. PPR requests shall be made via ops@bviaa.com.

1.3 All international flights arriving/departing TUPA are required to file a flight plan with TUPJ AIS 1 HR before departure via tower@bviaa.com.

1.4 VFR operations are allowed at night.
Conditions for VFR at night are applicable to aircraft in transit through the territorial airspace of the British Virgin Islands or intending to land at or depart from the TUPA aerodrome.
Unless it is on a special VFR flight within a control zone, an aircraft flying at night must:

(a) Establish and maintain two-way communications with air traffic control on the appropriate communication channel, when available and
(b) Be flown in accordance with the visibility and distance from cloud minima equal to or greater than that specified in rules 27 and 28, except that:
(1) Rule 27 paragraph (2), and rule 28 paragraph (4) shall not apply
(2) The cloud ceiling shall not be less than 1,500FT
(3) When operating inside or outside controlled airspace, at and below 3,000FT AMSL or 1,000FT above terrain, whichever is the higher, the pilot shall maintain continuous sight of the surface and
(c) Not fly at a height of less than 1,000FT, or in the case of high terrain or in mountainous areas, at a height of less than 2,000FT, above the highest obstacle within a distance of 5NM unless:
(1) It is necessary for the aircraft to do so in order to take off or land or
(2) The aircraft flies at an altitude not exceeding 3,000FT AMSL and remains clear of cloud and with the surface in sight and in a flight visibility of at least 5KM.

1.5 Special VFR may be approved by Beef Island Tower depending on the weather conditions and traffic situation.

TUPA AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TUPA AD 2.22 FLIGHT PROCEDURES

1. Procedures for VFR flights

1.1 Arrival Procedure

a) Contact and remain in communication with Beef Island Tower on Freq 118.400MHz.

b) Report Auguste George Airport in sight.

c) Using proper traffic pattern entry techniques, enter the traffic pattern and make all position reports on Beef Island Tower Freq 118.400MHz.

d) After landing, taxi to the ramp.

1.2 Departure Procedure

a) Monitor Beef Island Tower Frequency 118.400Mhz for possible traffic in the circuit before taxiing to the RWY.

b) Taxi out, line up RWY 09 or RWY 27, making the appropriate position reports on 118.400MHz during the back track.

c) Remain on Freq 118.400MHz for take-off.

d) On passing 500FT (Beef Island QNH), contact Beef Island Tower for flight information services.

TUPA AD 2.23 ADDITIONAL INFORMATION

For operations (with the exception of MEDEVAC flights) outside the published operational hours 24HRS prior permission required.

TUPA AD 2.24 CHARTS RELATED TO AERODROME

Aerodrome Chart …….…… AD 2.3-3-9

TUPA AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

TUPA AERODROME CHART

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AD 2. AERODROMES

TDCF AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TDCF - ROSEAU/Canefield - INTL

TDCF AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 152015N Long : 0612332W Site : Midpoint of RWY on centreline
2	Direction and distance from (city)	3 km North of city
3	Elevation/Reference Temperature	4M (13FT) / 31 °C
4	MAG VAR/annual change	15°W (2000)
5	AD Administration, address, telephone, telefax, telex, AFS	Dominica Air and Sea Port Authority (DASPA) Head Office, Woodbridge Bay, Roseau, Dominica W.I. TEL: (767) 255 9100/9105/9116, 617 9268 FAX: NIL E-MAIL: ceo@daspa.dm TELEX: - AFS: TDCFYAYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TDCF AD 2.3 OPERATIONAL HOURS

1	AD Administration	1200 – 2000 Mon - Fri
2	Customs and immigration	1200 - 2000 Mon - Fri
3	Health and sanitation	1200 - 2000 Mon - Fri
4	AIS Briefing Office	1200 - 2000 Mon - Fri
5	ATS Reporting Office (ARO)	1200 - 2000 Mon - Fri
6	MET Briefing Office	1200 - 2000 Mon - Fri
7	ATS	1200 - 2100 Mon, 1200 -2000 Tues - Fri
8	Fuelling	1200 - 2000 Mon - Fri
9	Handling	1200 - 2000 Mon - Fri
10	Security	H24
11	De-icing	NIL
12	Remarks	For OPR outside above hours and on Saturday, Sunday and Public Holidays contact (767) 449-3041 or (767) 235 2419 at or before 1930UTC the previous Friday for PPR. Overtime fees apply.

TDCF AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Cargo holding area
2	Fuel/Oil types	JET A1
3	Fuelling facilities/capacity	Browser 625 Gals.
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

TDCF AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD and in city
2	Restaurants	At AD
3	Transportation	Taxi
4	Medical facilities	First aid at AD, Hospital in city
5	Bank and Post Office	Post Box at AD. Bank in city
6	Tourist Office	In city
7	Remarks	NIL

TDCF AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 3
2	Rescue equipment	RIV
3	Capability for removal of disabled aircraft	Services to be requested from Public works dept.
4	Remarks	NIL

TDCF AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TDCF AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Type of surface: Asphalt Strength: 4722 kg
2	Taxiway width, surface and strength	**TWY A** Width: 18 M Type of surface: Asphalt Strength: 4722KG
3	ACL Location and elevation	Location : Apron Elevation : 4m
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TDCF 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	Guideline to apron
2	Markings: Lights (LGT)	RWY : Designation , THR, Centreline, Centreline, TDZ TWY : Centreline RWY : THR, Edge, end TWY : Edge
3	Stop bars	NIL
4	Remarks	Holding point TWY A 30m from RWY Centreline. Rwy lights used for Emergency purposes only.

TDCF AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Marking/ LGT	Coordinates	Obstacle type Elevation Marking/ LGT	coordinates	
a	b	c	a	b	
01/APCH	Bluff 76m– 122m (250ft – 400ft) RunningWest to East Not marked				High Terrain East of AD
01/TKOF	Bluff 46m/150ft Right of TKOF path Not marked Power Lines 12m/40ft Right of TKOF path				

TDCF AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Adams MET office
2	Hours of service MET Office outside hours	1200 - 2000 Mon - Fri
3	Office responsible for TAF preparation Periods of validity	NIL NIL
4	Type of landing forecast Interval of issuance	Trend NIL
5	Briefing/consultation provided	Limited Personal Briefing
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	Internet, STU
9	ATS units provided with information	Canefield Tower
10	Additional information (limitation of service, etc.)	NIL

TDCF AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE & MAG BRG	Dimensions 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
01	355° GEO 010° MAG	914 x 23	4722Kg Asphalt/Nil	152001.77N 0612330.76W	Nil
19	175° GEO 190° MAG	914 x 23	4722Kg Asphalt/Nil	152028.05N 0612332.55W	Nil

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	Nil	Nil	Nil	Nil	THR Disp 126M (151957.12N 0612330.45W) True + Mag Bearing approximate to ± 5° For RWY 01/ 19
NIL	Nil	Nil	Nil	Nil	NIL

TDCF AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
01	914	914	914	788	RWY 01 displaced THR 126m
19	914	914	914	914	Circling prohibited east of AD

TDCF 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
01	Nil	Green	Nil	Nil	Nil	914 m White	Red	Nil	Used only for Emergency purposes.
19	Nil	Nil	Nil	Nil	Nil	914 m White	Nil	Nil	Nil

TDCF AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: Cup Anemometer north of A.T.B. west of THR 01. Not LGTD.
3	TWY edge and centreline lighting	TWY A Edge: Blue Centerline: NIL
4	Secondary power supply/switch-over time	Secondary power switchover time 3 SEC
5	Remarks	NIL

TDCF 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	Apron used for helicopter Touchdown.

TDCF AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	CANEFIELD ATZ Circular area centered on 152015N/0612332W (ARP) within a 2NM radius.
2	Vertical limits	SFC / 2000 FT AAL
3	Airspace classification	G
4	ATS unit callsig Language(s)	CANEFIELD TOWER English
5	Transition altitude	Nil
6	Hour of applicability	NIL
7	Remarks	Nil

TDCF 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
TWR	Canefield TWR	118.700MHZ	NIL	NIL	1200-2000 MON-FRI	NIL

TDCF 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
NDB	DCF	260.0kHz	H24	152008.00N 0612334.00W	NIL	NIL	NDB DCF unserviceable UFN

TDCF AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 Airport Regulations/Restrictions

1. Circling prohibited east of AD.

2. For arriving aircraft : All engines must be shut down prior to the deplaning of any passenger.

3. For departing aircraft : No engine shall be started until all passengers have boarded the aircraft.

TDCF AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TDCF AD 2.22 FLIGHT PROCEDURES

1. Procedures for VFR flights

1.1 General

In consideration of the high terrain that is to the east of the Canefield International Airport, which signifigantly reduces daylight visibility either after sunset or before sunrise respectively (i.e. reduces the period of civil twilight), and in order to enhance safety by harmonizing the requirements for both evening and early-morning operations, the following limitations shall apply for VFR operations:

1.1.1 An aircraft that is being operated VFR shall not take-off, land or operate within the Aerodrome Traffic Zone at Canefield International Airport during the period between the published sunset and sunrise times; and in addition:

i) Departing Aircraft

An aircraft that is being operated with the intention to depart VFR shall not enter the runway during the period between the published sunset and sunrise times.

ii) Arriving Aircraft

An arriving aircraft that is being operated VFR shall not enter the aerodrome zone when it is estimated landing time is during the period between the published sunset and sunrise times.

TDCF AD 2.23 ADDITIONAL INFORMATION

NIL

TDCF AD 2.24 CHARTS RELATED TO AERODROME

Aerodrome Chart ……..... AD 2.4-1-9

TDCF AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

TDCF AERODROME CHART

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AD 2. AERODROMES

TDPD AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TDPD - ROSEAU/Douglas Charles - INTL

TDPD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 153248N Long : 0611805W Site : Midpoint of RWY on Centreline
2	Direction and distance from (city)	56 km (36 miles) NE
3	Elevation/Reference Temperature	22M (73FT) / 31 °C
4	MAG VAR/annual change	15°W (2010)
5	AD Administration, address, telephone, telefax, telex, AFS	Dominica Air and Sea Port Authority (DASPA) Head Office, Woodbridge Bay Roseau Commonwealth of Dominica, W.I. TEL: (767) 255-9100, 255-9180, 255-9184 FAX: (767)445 7405, 448 6131 TELEX: 8613 EXTERNAL, DOMINICA AFS: TDPDYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TDPD AD 2.3 OPERATIONAL HOURS

1	AD Administration	1200 - 2100 UTC Mon, 1200 - 2000 UTC Tue - Fri
2	Customs and immigration	1000 - 0200 UTC
3	Health and sanitation	1000 - 0200 UTC
4	AIS Briefing Office	1000 - 0200 UTC
5	ATS Reporting Office (ARO)	1000 - 0200 UTC
6	MET Briefing Office	1000 - 0200 UTC
7	ATS	1000 - 0200 UTC
8	Fuelling	1000 - 0200 UTC
9	Handling	1000 - 0200 UTC
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

TDPD AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Cargo Shed
2	Fuel/Oil types	JET A1
3	Fuelling facilities/capacity	Truck 2860 US gal/2381 imp gal Storage Tank 3600 US gal/2998 imp gal
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

TDPD AD 2.5 PASSENGER FACILITIES

1	Hotels	Guest House, 3 km; Hotel, 6km
2	Restaurants	Snack bar at AD
3	Transportation	Taxis
4	Medical facilities	First Aid Treatment Hospital within 3 km
5	Bank and Post Office	In City; ATM at Aerodrome
6	Tourist Office	In City, Desk at Aerodrome
7	Remarks	NIL

TDPD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AVAILABLE –Category 7
2	Rescue equipment	Rescue Boat
3	Capability for removal of disabled aircraft	Capable of aircraft removal up to weight 30,745 kg By arrangement with Dominica Air and Sea Port Authority. PN 3 hours
4	Remarks	NIL

TDPD AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TDPD AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Type of surface: Asphalt Strength: PCN 71/F/A/X/T
2	Taxiway width, surface and strength	**TWY A** Width: 20 M Type of surface: Asphalt Strength: PCN 71/F/A/X/T.
		TWY B Width: 21 M Type of surface: Asphalt Strength: PCN 71/F/A/X/T.
		TWY C Width: 21 M Type of surface: Asphalt Strength: PCN 71/F/A/X/T.
3	ACL Location and elevation	Location : NIL Elevation : NIL
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	MTOW 265,000LBS

TDPD 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	Guide lines at apron
2	Markings: Lights (LGT)	RWY : Designator, THR, Centreline, TDZ TWY : All Holding position at TWY/RWY intersection, Centreline, Side stripe RWY : THR, EDGE, END TWY : EDGE
3	Stop bars	NIL
4	Remarks	NIL

TDPD AD 2.10 AERODROME OBSTACLES

Area 2

ID OBST/ Designation	OBST Type	OBST Coordinates	ELEV/HGT	Markings/Type, Colour of Light	Remarks
a	b	c	d	e	f
TDPDOB001	VHF Tower	15 20 15.2N 061 19 38.9W	1231.4M(4040FT)	Strobe light	On Morne Mc Citrin

TDPD AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Douglas Charles, Met Office
2	Hours of service MET Office outside hours	1000 - 0200
3	Office responsible for TAF preparation Periods of validity	Barbados Met Office NIL
4	Type of landing forecast Interval of issuance	Trend NIL
5	Briefing/consultation provided	Personal Consultation
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	Automatic Weather Station RWYs 09 and 27
9	ATS units provided with information	Douglas Charles Tower
10	Additional information (limitation of service, etc.)	NIL

TDPD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions 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
09	070° GEO 085° MAG	1756 x 45	PCN 71/F/A/X/T Asphalt/Nil	153237.83N 0611832.86W	THR 22.10 m (72.51 ft)
27	250° GEO 265° MAG	1756 x 45	PCN 71/F/A/X/T Asphalt/Nil	153257.42N 0611737.52W	THR 5.00 m (16.40 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	Nil	790 x 150	1876 x 150	Nil	THR RWY 09 Displaced 353M RESA 150 x90
NIL	Nil	Nil	1876 x 150	Nil	RESA 150 x90

TDPD AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	1756	2546	1756	1403	RWY 09 THR displaced 353M
27	Nil	Nil	Nil	1756	Take off RWY 27 prohibited

TDPD 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
09	Nil	Green	Nil	Nil	Nil	1756 m White LIH	Red	Nil	NIL
27	Nil SALS	Green	PAPI 3° L/R	Nil	Nil	1756 m White LIH	Red	Nil	NIL

TDPD AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: At TWR Building FLG W EV 10 Sec
2	LDI location and LGT Anemometer location and LGT	ANEMOMETER: Cup Anemometer West of ATB
3	TWY edge and centreline lighting	TWY A Edge: Blue, omnidirectional Centerline: NIL TWY B Edge: Blue, omnidirectional Centerline: NIL TWY C Edge: Blue, omnidirectional Centerline: NIL
4	Secondary power supply/switch-over time	Automatic Standby Generator with backup system/ 10 sec
5	Remarks	NIL

TDPD 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 Apron used for Helicopter Touchdown

TDPD AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	DOUGLAS CHARLES ATZ Circular area centered on 153248N/0611805W (ARP) within a 2NM radius.
2	Vertical limits	SFC / 2000 FT AAL
3	Airspace classification	G
4	ATS unit callsign Language(s)	DOUGLAS CHARLES TOWER English
5	Transition altitude	Nil
6	Hour of applicability	NIL
7	Remarks	NIL

TDPD 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
TWR	DOUGLAS CHARLES TOWER	118.900MHZ	NIL	NIL	1000 - 0200 UTC	Nil

TDPD 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
WDI RWY 09	NIL	NIL	NIL	NIL	NIL	NIL	Approx 60m S RWY CL
WDI RWY 27	NIL	NIL	NIL	NIL	NIL	NIL	Approx 60m SE RWY CL
DME	DOM	116.400MHz CH111X	H24	153302.00N 0611744.00W	0FT	NIL	Co-located with NDB. Not usable beyond 18NM on A312 South of NDB (QDR 177)
NDB	DOM	273.0kHz	H24	153303.36N 0611744.25W	NIL	NIL	NIL

TDPD AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 At Eastern Caribbean Airports, a numberof local regulations apply. The regulations are available from Air Traffic Services 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 in the operation of large aircraft including limitations in the use of the aircraft's own power for taxiing;

f) helicopter operations;

g) marshaller assistance and towing assistance;

g) marshaller assistance and towing assistance;

h) use of engine power exceeding idle power;

i) engine start-up and use of APU;

j) fuel spillage; and

k) local flying restrictions applicable to the respective 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 or GND.

1.2 Airport Regulations/Restrictions

1. Take off RWY 27 prohibited.

2. Limited IFR and Night operations.

3. For arriving aircraft : All engines must be shut down prior to the deplaning of any passenger.

4. For departing aircraft : No engine shall be started until all passengers have boarded the 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

Arriving aircraft will be allocated a Gate Number by the TWR or GND.

2.2 Taxiway – Limitations

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

3. Parking

3.1 Parking area for small aircraft/Helicopters (General Aviation)

General aviation aircraft/helicopters shall be directed by the TWR/GND to the parking area for small aircraft.

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.

TDPD AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TDPD AD 2.22 FLIGHT PROCEDUREs

1. Procedures for IFR flights

1.1 General

IFR flight operations are approved subject to the following limitations:

i) The take-off of IFR aircraft on RWY09 at night is limited to operations in visual met conditions (VMC) only.

ii) The landing of IFR aircraft on RWY09 during the day is limited to operations in visual met conditions (VMC) only.

iii) The landing of IFR aircraft on RWY27 during the day and at night is limited to operations in visual met conditions (VMC) only.

1.2 Approaches

1.2.1 Pilots of IFR aircraft intending to land are reminded that the airspace that exists between the base of the Pointe-a-Pitre TMA (3000ft) and the Douglas Charles ATZ (SFC/2000ft; 2NM radius), is uncontrolled. Therefore, Le Raizet APP will not issue a clearance to conduct either a visual or an instrument approach procedure. Pilots will have to conduct approach procedure at their own discretion/under their own responsibility. No visual approach clearance may be approved or given by Le Raizet APP in their controlled airspace. ATC procedure shall, however severely restrict/prohibit departures from Douglas Charles during IFR approach operations, due to the reciprocal track situation.

1.2.2 The NDB and DME must be operational for the conduct of visual approaches by IFR aircraft to RWY27. Anemometer readings are obtained from the vicinity of THR 27.

1.2.3 The decision point for IFR aircraft executing a visual approach at night to RWY 27 shall be 2.5 DME

1.2.4 Visual approaches by IFR aircraft to Douglas Charles airport are only approved for:

i) The landing of aircraft on RWY 27 during daylight and at night, when the ceiling is one thousand five Hundred (1500) feet or higher, and the visibility is five kilometers (5km) or greater.

ii) The landing of aircraft on RWY 09 in daylight when the ceiling is one thousand five hundred (1500) feet or higher, and the visibility is five kilometers (5km) or greater.

1.2.5 The landing of aircraft on RWY 27 at night is not approved when the tailwind component exceeds ten (10) knots.

1.2.6 The following are the ATC procedures for the conduct of: NDB (DME) and RNAV/GNSS approaches at Douglas Charles

a) NDB (DME) Approaches

Pilots of IFR aircraft landing at Douglas Charles, Dominica, will be cleared by Le Raizet APP or Fort de France APP to proceed to IAF NOSAM in order to conduct a NDB RWY27 procedure, as the default clearance. Pilots may request to proceed to IAF SEDOG or ULOMA either prior to reaching FOF or PPR or before departing TFFF or TFFR.

In accordance with French Civil Aviation rules, as the procedure starts in un-controlled airspace, paragraph 1.2.1 applies.

b) RNAV/GNSS Approaches

Pilots of IFR aircraft landing at Douglas Charles,Dominca, who intend to conduct an RNAV/GNSS RWY 27 procedure, shall advise Le Raizet APP or Fort de France APP either prior to reaching FOF or PPR or before departing TFFF or TFFR. The pilot shall inform Le Raizet APP or Fort de France APP of the appropriate IAF (ADVUR, VOLAB or IGROP) to which they request to be cleared.

In accordance with French Civil Aviation rules, as the procedure starts in un-controlled airspace, paragraph 1.2.1 applies.

1.2.7 In the event of failure of the NDB or DME at Douglas Charles; for IFR aircraft that are not able to conduct the RNAV (GNSS) RWY 27 Approach, Le Raizet RAPCO will provide an ATC clearance to fly NOSAM (the default IAF), either by the aircraft's own navigation or by providing Radar-vectoring, and to descend to 3000 FT QNH. Below this altitude, the pilot may continue IFR on a visual approach in un-controlled airspace at pilot's discretion, or the pilot may cancel IFR flight and continue VFR.

2. Procedures for VFR flights

2.1 General

In consideration of the high terrain that is to the west of the Douglas-Charles International Airport, which signifigantly reduces daylight visibility either after sunset or before sunrise respectively (i.e. reduces the period of civil twilight), and in order to enhance safety by harmonizing the requirements for both evening and early-morning operations, the following limitations shall apply for VFR operations:

2.1.1 An aircraft that is being operated VFR shall not take-off, land or operate within the Aerodrome Traffic Zone at Douglas-Charles International Airport during the period between the published sunset and sunrise times; and in addition:

i) Departing Aircraft

An aircraft that is being operated with the intention to depart VFR shall not enter the runway during the period between the published sunset and sunrise times.

ii) Arriving Aircraft

An arriving aircraft that is being operated VFR shall not enter the aerodrome zone when it is estimated landing time is during the period between the published sunset and sunrise times.

TDPD AD 2.23 ADDITIONAL INFORMATION

1. Bird concentration in the vicinity of the airport

During grass cutting activities in an airfield, egrets are normally in the vicinity of the grass cutters.

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 and during take-off, approach-to-land and climb and descent procedures.

TDPD AD 2.24 CHARTS RELATED TO AERODROME

1. Aerodrome/Heliport Chart – ICAO ……...…… AD2.4-2-13

2. Aerodrome Obstacle Chart – ICAO Type A- RWY 09/27 …….. AD2.4-2-15

3. Standard Departure Chart – Instrument – ICAO

KAROT ONE RNAV GNSS RWY 09……...……. AD2.4-2-17

4. Standard Arrival – Instrument – ICAO

RNAV RWY 27 ……...…… AD2.4-2-19

5. Instrument approach chart – ICAO

RNAV GNSS RWY 27 ……...…… AD2.4-2-21

RNAV GNSS Y RWY 27 ..... AD2.4-2-23

RNAV GNSS Z RWY 27 ..... AD2.4-2-25

NDB RWY 27 ……..... AD2.4-2-27

TDPD AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	**2**	**3**
-	-	-

AERODROME CHART - ICAO

ARP: N15 32 47.63 W061 18 05.19

AERODROME ELEV: 90'

= = = MM
= = = O PMM=
= = = O MMM=

DIMENSIONS IN FEET / METERS
ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC

DOUGLAS CHARLES APT (TDPD)
ROSEAU, DOMINICA

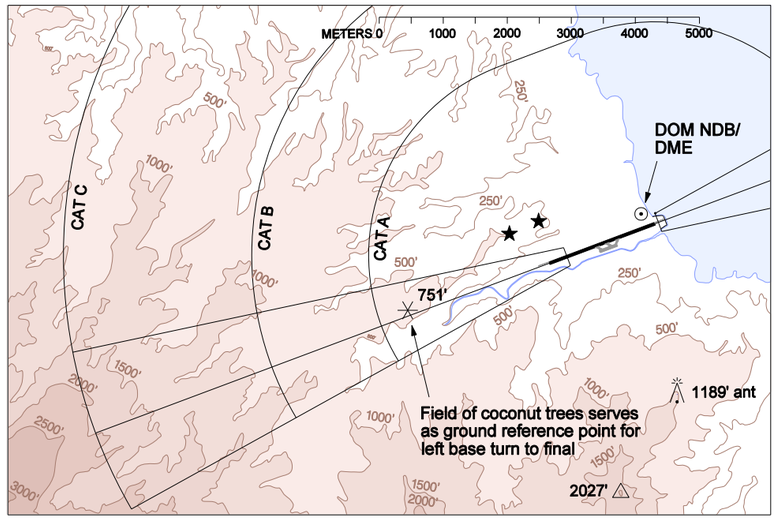
15 33 30 — 61 18 15 — 61 18 00 — 61 17 45 — 15 33 00 — 15 32 45

LEGEND	
Aerodrome reference point	⊕
Building	■
Ramp, taxiway, road	▬
Windsock	
Tower, antenna, pole, etc.	△ ✳
Lights / reflector	○ ○
Spot elev, survey marker	• △
Airport / hazard beacons	☆ ★
Tree	✳

RWY LENGTHS		
RESA west end	a - c	492' 150 m
RESA east end	e - g	492' 150 m
Strip	b - f	6155', 1876 m
Rwy 09 thre displ	c - d	1158', 353 m
Rwy 09 CWY	e - h	2592', 790 m

RWY / TWY WIDTHS	
Runway	148' 45 m
Taxiway A	66' 20 m
Taxiway B	70' 21 m
Taxiway C	69' 21 m

RWY, TWY, APRON SURFACE / MTOW		
Rwy, twy, apron	71/F/A/X/T	Asphalt
MTOW	265,000 lbs	



FEET 0 500 1000 1500 2000
METERS 0 100 200 300 400 500 600

RESTRICTIONS / CAUTIONS / NOTES
1. Limited IFR and night operations available 2. Take off Runway 27 prohibited. 3. Landing on RWY09 at night is prohibited 4. Rapidly rising terrain north, west, south of aerodrome. 5. Turbulence may occur on approach to Rwy 09. 6. While circling north of the rwy on left down-wind, visual contact with the rwy will be obscured by a ridge-line, from the point of passing abeam the threshold Rwy 09 until completing the turn from base to final, which is normally made over a recognizable field of coconut trees. Minimum visibility: 2 nm. 7. Depicted circling radius from Displ Thre Rwy 09: Cat A = 3154 m (1.7 nm), Cat B = 4980 m (2.7 nm), Cat C = 7920 m (4.3 nm).

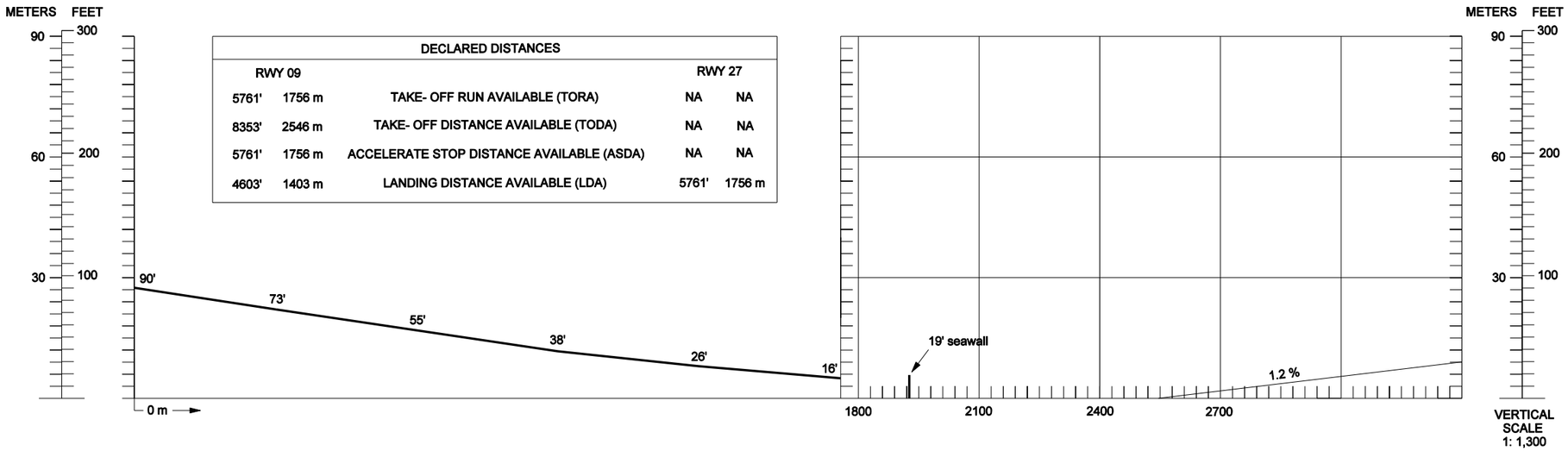
CHANGE: Frequencies adjusted.

RWY	TORA	TODA	ASDA	LDA	BEGINNING OF RUNWAY	POINT	ELEV	DISPLACED THRESHOLD	POINT	ELEV	BEARING	LIGHTING
09	5761' 1756 m (c - e)	8353' 2546 m (c - h)	5761' 1756 m (c - e)	4603' 1403 m (d - e)	N15 32 37.83 W061 18 32.86	c	90' 27.5 m	N15 32 41.77 W061 18 21.75	d	73' 22.1 m	085°	Rwy thre ident, rwy thre, high intensity rwy edge lts (HIRL), rwy end
27	Prohibited	Prohibited	Prohibited	5761' 1756 m (e - c)	N15 32 57.42 W061 17 37.52	e	16' 5.0 m				265°	Approach, PAPI-L/R 3.00°, rwy thre ident, rwy thre, HIRL, rwy end

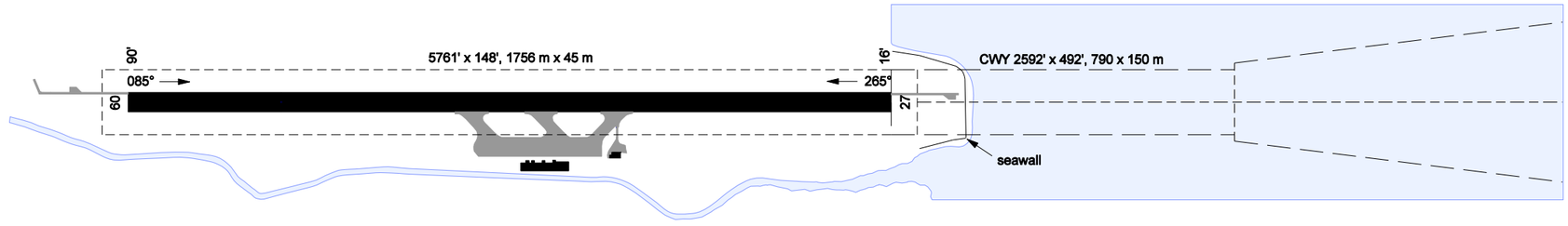
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DIMENSIONS IN METERS / FEET ELEVATIONS IN METERS / FEET	AERODROME OBSTACLE CHART - ICAO TYPE A - OPERATING LIMITATIONS RWY 09/27	DOUGLAS CHARLES AIRPORT (TDPD) ROSEAU, DOMINICA

MAGNETIC VARIATION 15.0° - MAY 2010



DECLARED DISTANCES				
RWY 09			RWY 27	
5761'	1756 m	TAKE- OFF RUN AVAILABLE (TORA)	NA	NA
8353'	2546 m	TAKE- OFF DISTANCE AVAILABLE (TODA)	NA	NA
5761'	1756 m	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	NA	NA
4603'	1403 m	LANDING DISTANCE AVAILABLE (LDA)	5761'	1756 m



CHANGES:
AD name changed

LEGEND	PLANVIEW	PROFILE
IDENTIFICATION NUMBER	①	INSIDE ① OUTSIDE ①
POLE, TOWER, ANTENNA		
POLE, TOWER, ANTENNA LIGHTED		
BUILDING		
TREE, BUSH		

HORIZONTAL SCALE 1:13,000

FEET 0 1000 2000 3000 4000 5000 6000
METERS 0 500 1000 1500 2000

ORDER OF ACCURACY
HORIZONTAL 1 m
VERTICAL 1.5 m

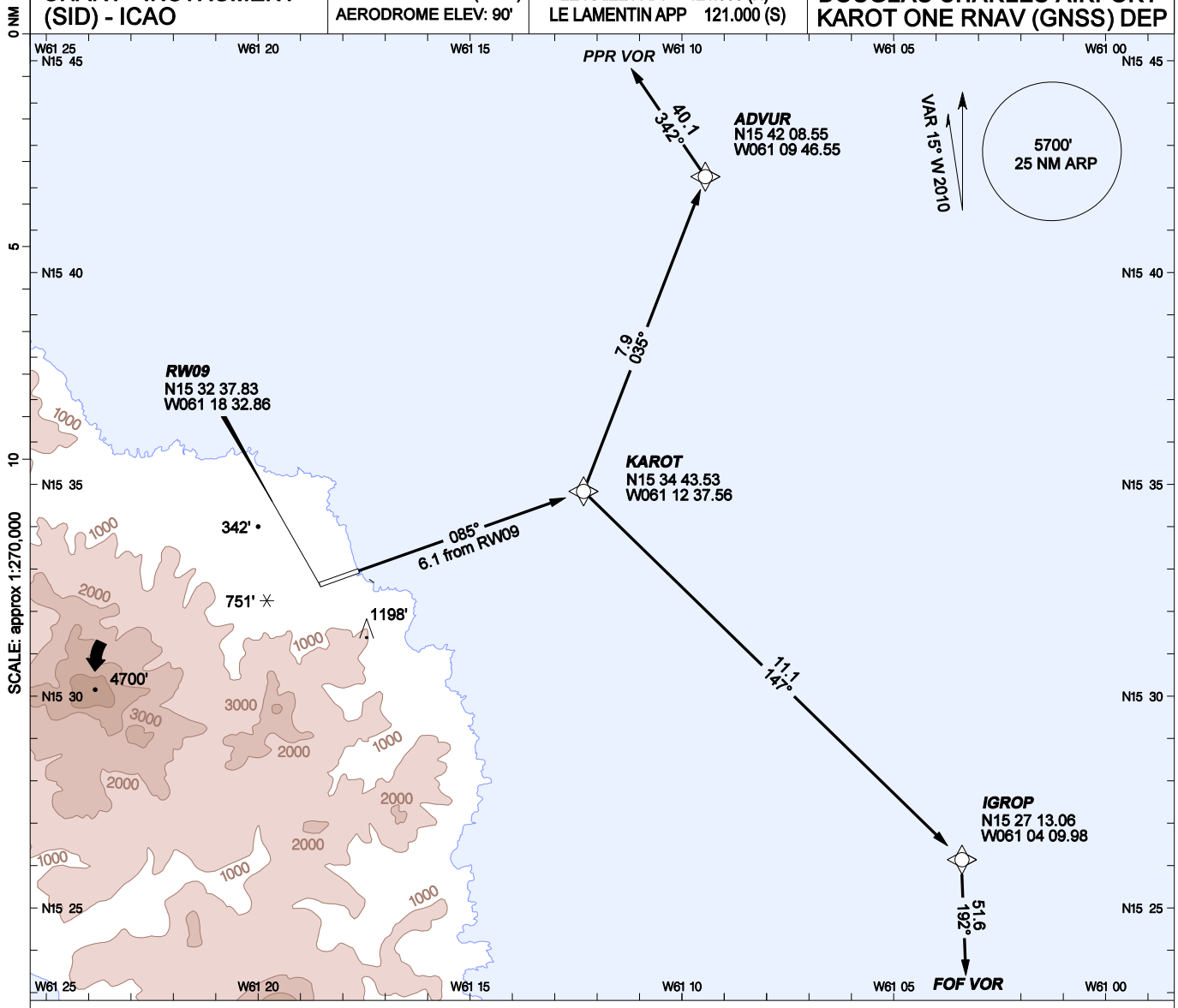
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STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

TRANS LEVEL: BY ATC
TRANS ALT: 9000' (8910')
AERODROME ELEV: 90'

DOUGLAS CHARLES TWR 118.900
LE RAIZET APP 121.300 (N)
LE LAMENTIN APP 121.000 (S)

ROSEAU, DOMINICA
DOUGLAS CHARLES AIRPORT
KAROT ONE RNAV (GNSS) DEP



INITIAL CLIMB	
Climb on track 085° to KAROT.	
VIA	**ROUTING**
PPR VOR	Turn left via track 035° to ADVUR, then turn left via track 342° to PPR VOR
FOF VOR	Turn right via track 147° to IGROP, then turn right via track 192° to FOF VOR

Bearings are magnetic, altitudes and elevation in feet, heights are relative to AD elevation, distance in NM.

Fly-by on demand reporting waypoint

CHANGES: Routing table and frequencies adjusted.

TDPD KAROT ONE RNAV (GNSS) DEPARTURE AERONAUTICAL DATA			
FIX DATA			
Type Fix	*Fix Name*	*Fix Coordinates*	
Enroute	PPR VOR	N16 15 54.70 W061 32 24.50	
Enroute	FOF VOR	N14 35 26.69 W061 01 22.11	
SID	KAROT	N15 34 43.53 W061 12 37.56	
SID	ADVUR	N15 42 08.55 W061 09 46.55	
SID	IGROP	N15 27 13.06 W061 04 09.98	
Runway	RW09	N15 32 37.83 W061 18 32.86	
SEGMENT DATA			
From	*To*	*Distance*	*Magnetic Bearing*
RW09	KAROT	6.09 NM	084.94
KAROT	ADVUR	7.88 NM	035.42
ADVUR	PPR VOR	40.08 NM	342.00
KAROT	IGROP	11.07 NM	147.45
IGROP	FOF VOR	51.62 NM	191.99
OTHER DATA			
- Aerodrome elevation: 90’			
- Thre Rwy 09 elevation: 73'			
- Thre Rwy 27 elevation: 16’			
- Magnetic variation used: 15.0 W			

CHANGE: THR RWY 09 elevation adjusted.

TDPD STANDARD ARRIVAL CHART – INSTRUMENT - ICAO
RNAV RWY 27

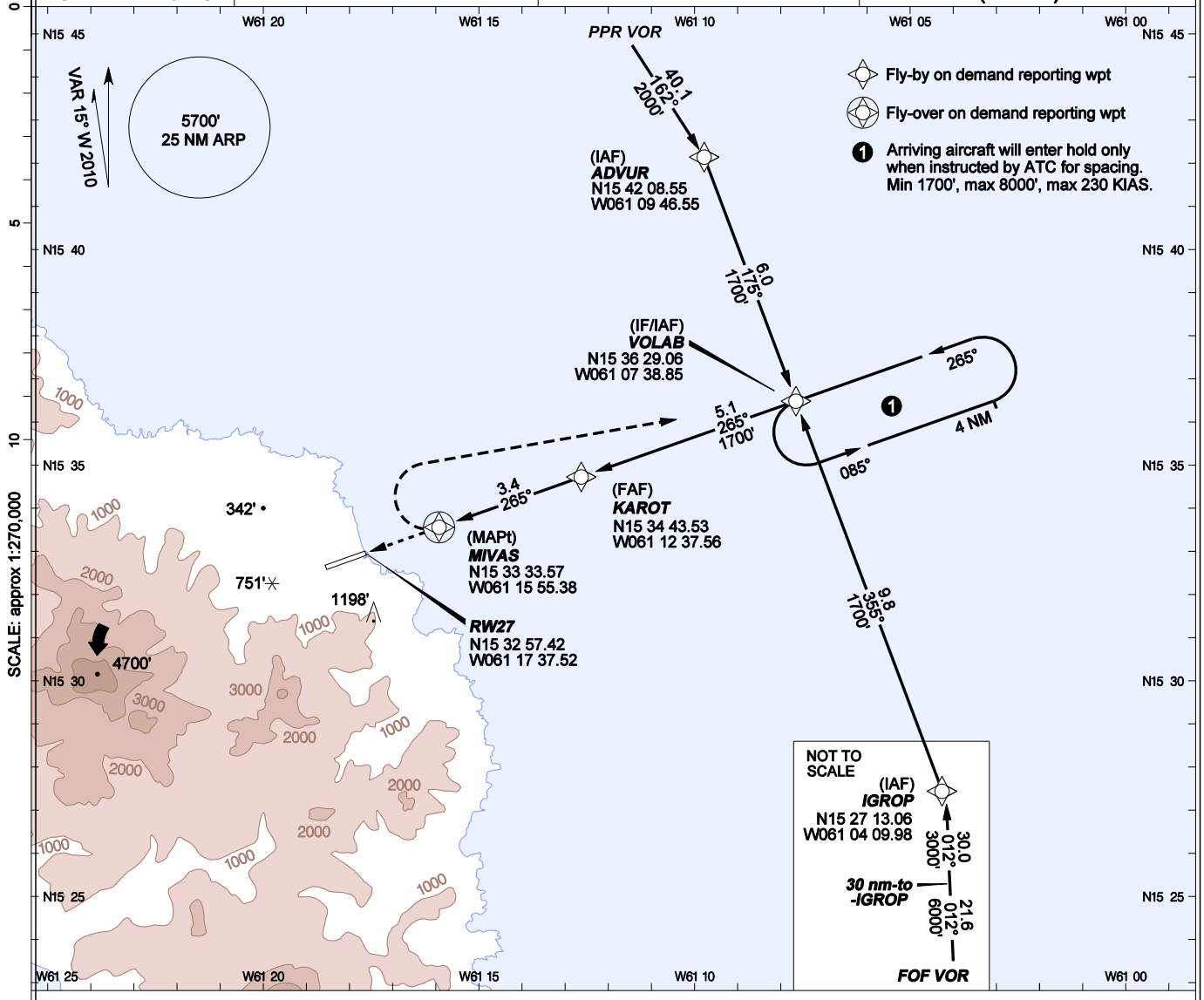
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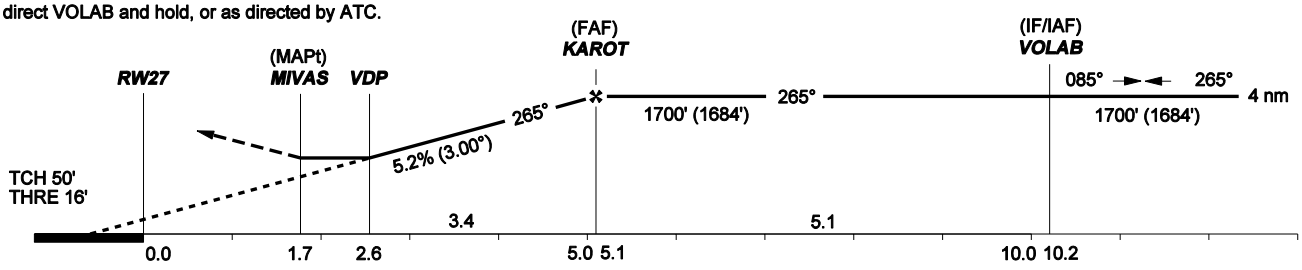
INSTRUMENT APPROACH CHART - ICAO

TRANSITION LEVEL: BY ATC
TRANSITION ALTITUDE: 9000' (8910')
AERODROME ELEVATION: 90'

ROSEAU, DOMINICA
DOUGLAS CHARLES APT
RNAV (GNSS) RWY 27



MISSED APPROACH: climbing right turn to 1700' direct VOLAB and hold, or as directed by ATC.



OCA(H)	A	B	C	D
LNAV	900' (884')	900' (884')		
CIRCLING (north side and in daylight ONLY*)	1200' (1184')	1600' (1584')		

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	
FT/MIN	372	478	531	637	743	

*Landing Rwy 09 at night is prohibited. While circling north of the runway on left down-wind Rwy 09, visual contact with the runway will be obscured by a ridge-line, from the point of passing abeam the threshold Rwy 09 until completing the turn from base to final, which is normally made over a recognizable field of coconut trees. Minimum visibility to circle: 2 nm. Visual descent point (VDP) is distance before threshold where LNAV OCA meets 3° final slope. Bearings are magnetic, altitudes and elevation in feet, heights are relative to AD elevation, distance in NM. Special ATC procedures: As the descent below 3000 ft is into un-controlled airspace, consult Notam/E-CAR AIP TDPD AD 2.22 for special procedures.

CHANGE: Frequencies adjusted.

TDPD RNAV (GNSS) RWY 27 AERONAUTICAL DATA			
FIX DATA			
Type Fix	*Fix Name*	*Fix Coordinates*	
Enroute	PPR VOR	N16 15 54.70 W061 32 24.50	
Enroute	FOF VOR	N14 35 26.69 W061 01 22.11	
Enroute	30nm-to-IGROP	N14 57 07.92 W061 02 32.35	
IAF	ADVUR	N15 42 08.55 W061 09 46.55	
IF/IAF/MAHF	VOLAB	N15 36 29.06 W061 07 38.85	
IAF	IGROP	N15 27 13.06 W061 04 09.98	
FAF	KAROT	N15 34 43.53 W061 12 37.56	
MAPt	MIVAS	N15 33 33.57 W061 15 55.38	
Runway	RW27	N15 32 57.42 W061 17 37.52	
SEGMENT DATA			
From	*To*	*Distance*	*Magnetic Bearing*
PPR VOR	ADVUR	40.08 NM	162.00
ADVUR	VOLAB	6.00 NM	174.97
VOLAB	KAROT	5.11 NM	264.98
KAROT	MIVAS	3.39 NM	264.96
MIVAS	RW27	1.75 NM	264.95
FOR VOR	30nm-to-IGROP	21.62 NM	012.00
30nm-to-IGROP	IGROP	30.00 NM	012.00
IGROP	VOLAB	9.82 NM	355.00
OTHER DATA			
- Aerodrome elevation: 90’			
- Thre Rwy 27 elevation: 16’			
- Magnetic variation used: 15.0 W			
- Final approach descent angle: 3.00			

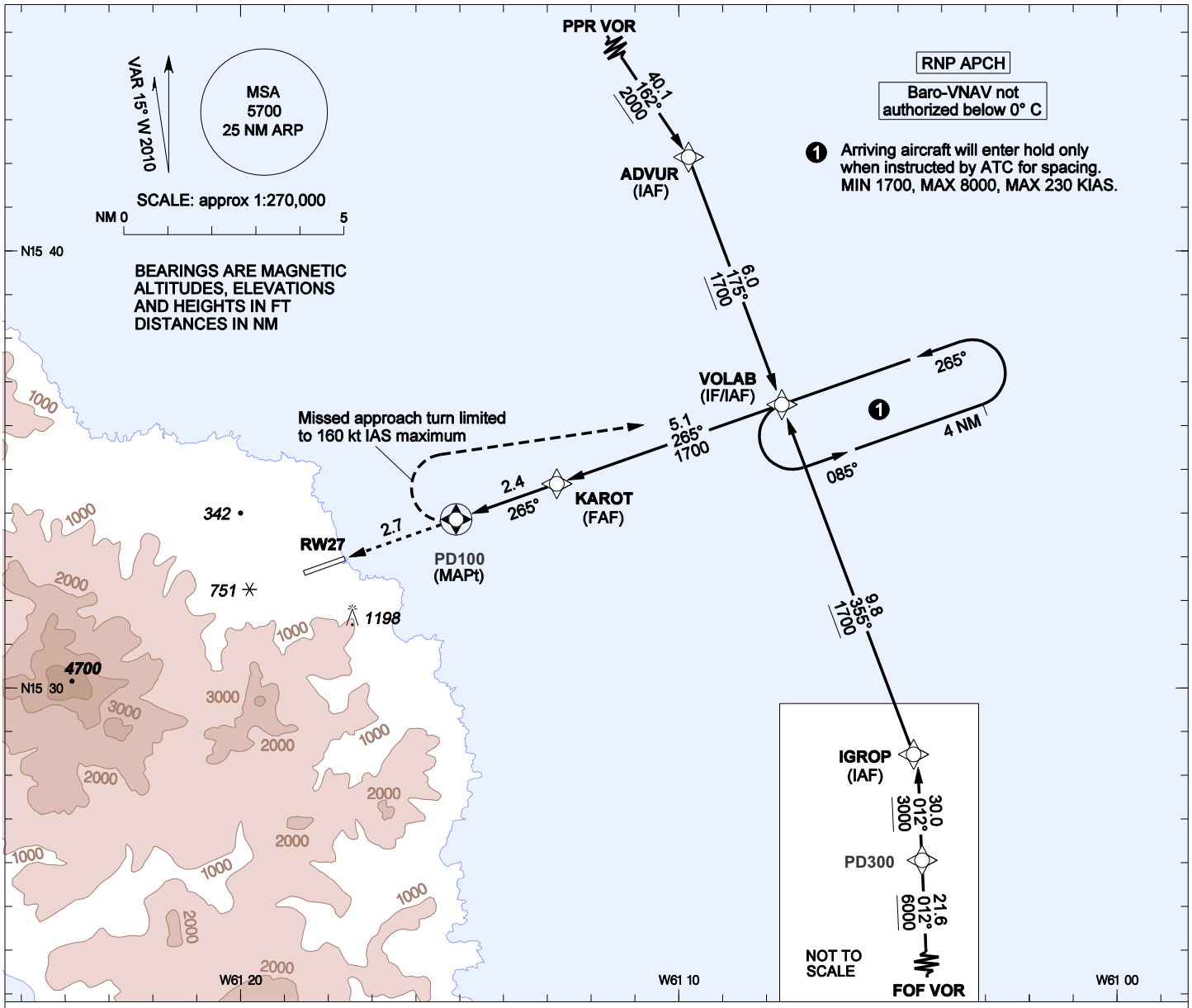
NO CHANGES.

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 90 FT
OCH RELATED TO THRE
OTHER HEIGHTS RELATED TO AD ELEV

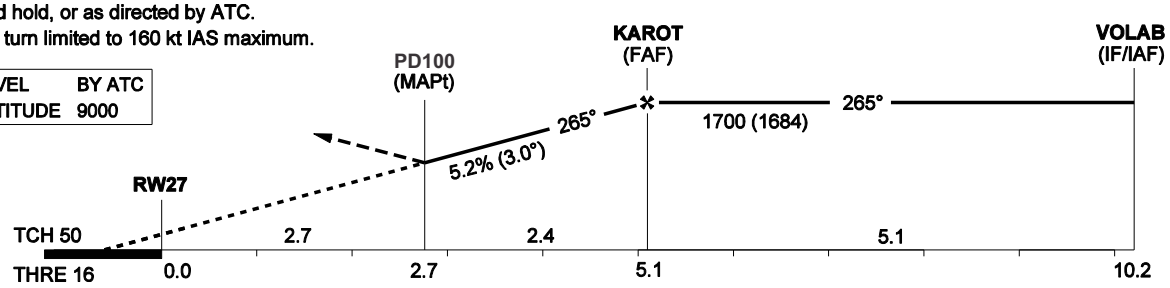
DOUGLAS CHARLES TWR	118.900
LE RAIZET APP	121.300 (N)
LE LAMENTIN APP	121.000 (S)

ROSEAU, DOMINICA
DOUGLAS CHARLES APT (TDPD)
RNAV (GNSS) Y RWY 27



MISSED APPROACH: Climbing right turn to 1700
direct VOLAB and hold, or as directed by ATC.
Missed approach turn limited to 160 kt IAS maximum.

TRANSITION LEVEL	BY ATC
TRANSITION ALTITUDE	9000



OCA (OCH)	A	B	C	D
LNAV			940 (924)	
CIRCLING (north side and in daylight ONLY*)			1600' (1584) see EXCEPTION**	

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	
FT/MIN	372	478	531	637	743	

*Landing Rwy 09 at night is prohibited. While circling north of the runway on left down-wind Rwy 09, visual contact with the runway will be obscured by a ridge-line, from the point of passing abeam the threshold Rwy 09 until completing the turn from base to final, which is normally made over a recognizable field of coconut trees. Minimum visibility to circle: 2 NM. Visual descent point (VDP) is distance before threshold where LNAV OCA meets 3° final slope. Special ATC procedures: As the descent below 3000 FT is into uncontrolled airspace, consult E-CAR AIP TDPD AD 2.22 for special procedures.

**CIRCLING EXCEPTION: If the turn to base or final will be completed between 2 nm and 3 nm from THR 09, then the circling minimum altitude is 2000' and the minimum visibility is 3 nm.

CHANGES: New procedure for CAT C.

TABULAR DESCRIPTION

RNAV (GNSS) Y RWY 27											
Serial Number	Path Descrip-tor	Waypoint identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direc-tion	Alti-tude (ft.)	Speed Limit (kt.)	VPA°/ TCH ft.	Navigation Specification
01	IF	PPR VOR	-	-	+15.0	-	-	-	-	-	RNP APCH
02	TF	ADVUR	-	162 (146.99)	+15.0	40.1	R	+2000	-	-	RNP APCH
03	TF	VOLAB	-	175 (159.97)	+15.0	6.0	R	+1700	-	-	RNP APCH
01	IF	FOF VOR	-	-	+15.0	-	-	-	-	-	RNP APCH
02	TF	PD300	-	012 (357.00)	+15.0	21.6	-	+6000	-	-	RNP APCH
03	TF	IGROP	-	012 (357.00)	+15.0	30.0	L	+3000	-	-	RNP APCH
04	TF	VOLAB	-	355 (340.00)	+15.0	9.8	L	+1700	-	-	RNP APCH
01	IF	VOLAB	-	-	+15.0	-	-	1700	-	-	RNP APCH
02	TF	KAROT	-	265 (249.98)	+15.0	5.1	-	1700	-	-	RNP APCH
03	TF	PD100	Y	265 (249.96)	+15.0	2.4	R	-	-	3.0/50	RNP APCH
04	DF	VOLAB	-	-	+15.0	-	-	1700	160*	-	RNP APCH

*Missed approach turn limited to 160 kt IAS maximum.

WAYPOINT LIST

RNAV (GNSS) Y RWY 27	
Waypoint Identifier	**Coordinates**
ADVUR	N15 42 08.55 W061 09 46.55
FOF VOR	N14 35 26.69 W061 01 22.11
IGROP	N15 27 13.06 W061 04 09.98
KAROT	N15 34 43.53 W061 12 37.56
PD100	N15 33 54.11 W061 14 57.31
PD300	N14 57 07.92 W061 02 32.35
PPR VOR	N16 15 54.70 W061 32 24.50
RW27	N15 32 57.42 W061 17 37.52
VOLAB	N15 36 29.06 W061 07 38.85

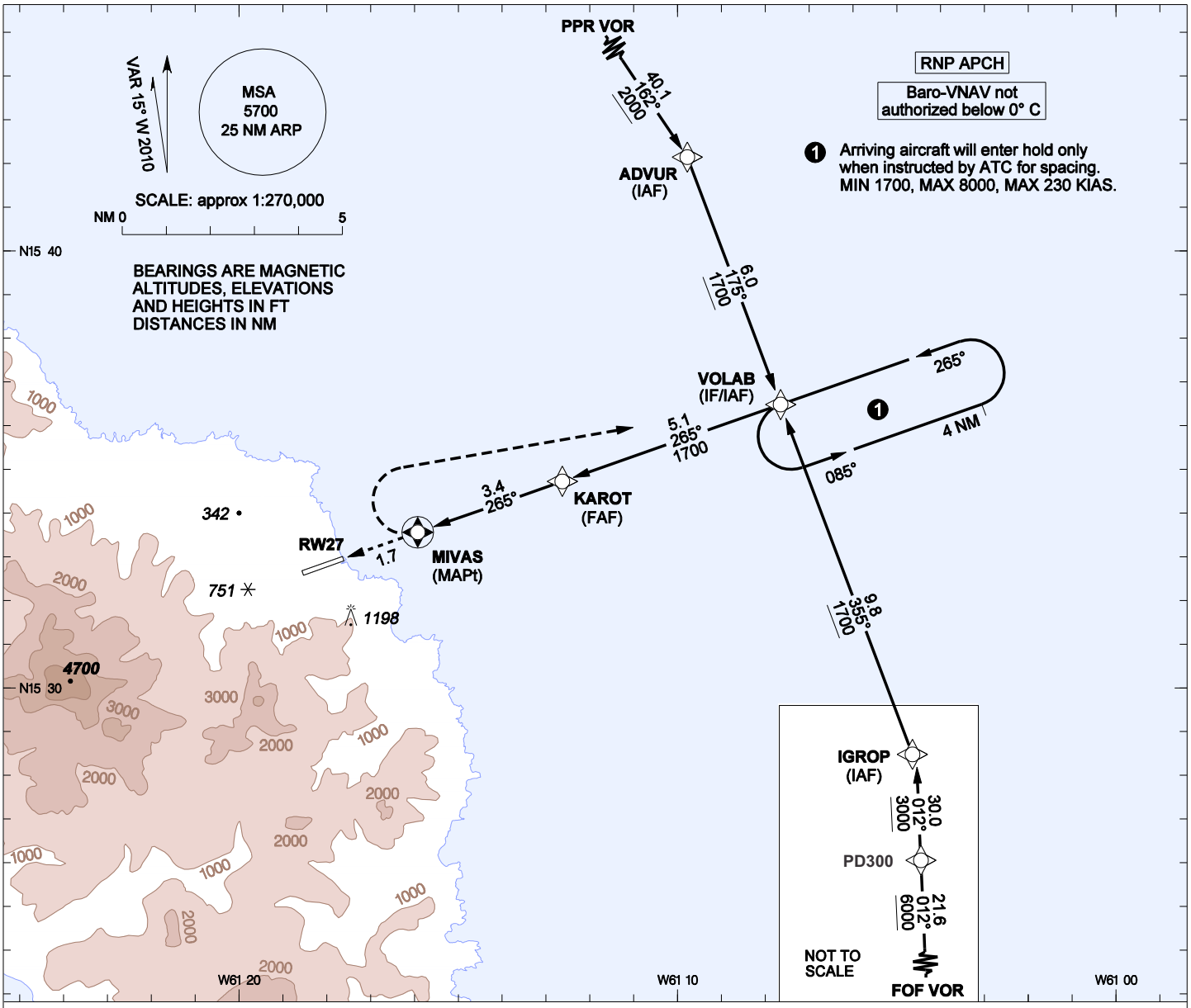
CHANGES: New CAT C procedure.

INSTRUMENT APPROACH CHART - ICAO

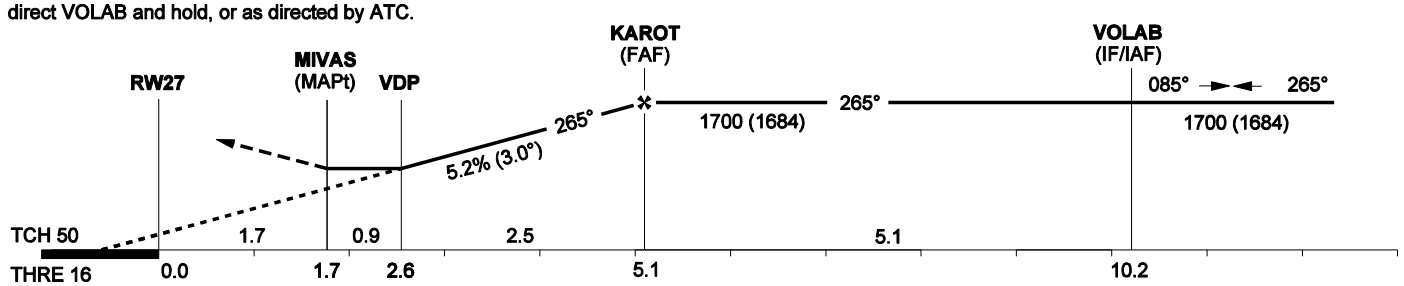
AERODROME ELEV 90 FT
OCH RELATED TO THRE
OTHER HEIGHTS RELATED TO AD ELEV

DOUGLAS CHARLES TWR	118.900
LE RAIZET APP	121.300 (N)
LE LAMENTIN APP	121.000 (S)

ROSEAU, DOMINICA
DOUGLAS CHARLES APT (TDPD)
RNAV (GNSS) Z RWY 27



MISSED APPROACH: Climbing right turn to 1700 direct VOLAB and hold, or as directed by ATC.



OCA (OCH)	A	B	C	D
LNAV	900 (884)	900 (884)		
CIRCLING (north side and in daylight ONLY*)	1200 (1184)**	1600 (1584)**		

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	
FT/MIN	372	478	531	637	743	

*Landing Rwy 09 at night is prohibited. While circling north of the runway on left down-wind Rwy 09, visual contact with the runway will be obscured by a ridge-line, from the point of passing abeam the threshold Rwy 09 until completing the turn from base to final, which is normally made over a recognizable field of coconut trees. Minimum visibility to circle: 2 NM. Visual descent point (VDP) is distance before threshold where LNAV OCA meets 3° final slope. Special ATC procedures: As the descent below 3000 FT is into uncontrolled airspace, consult E-CAR AIP TDPD AD 2.22 for special procedures.

**CIRCLING EXCEPTION: If the turn to base or final will be completed between 2 nm and 3 nm from THR 09, then the circling minimum altitude is 2000' and the minimum visibility is 3 nm.

CHANGES: Chart name, page number, name of step-down fix north of FOF VOR, circling exception.

TABULAR DESCRIPTION

RNAV (GNSS) Z RWY 27											
Serial Number	Path Descrip-tor	Waypoint identifier	Fly-over	Course °M (°T)	Magnetic Variation	Distance (NM)	Turn Direc-tion	Alti-tude (ft.)	Speed Limit (kt.)	VPA°/ TCH ft.	Navigation Specification
01	IF	PPR VOR	-	-	+15.0	-	-	-	-	-	RNP APCH
02	TF	ADVUR	-	162 (146.99)	+15.0	40.1	R	+2000	-	-	RNP APCH
03	TF	VOLAB	-	175 (159.97)	+15.0	6.0	R	+1700	-	-	RNP APCH
01	IF	FOF VOR	-	-	+15.0	-	-	-	-	-	RNP APCH
02	TF	PD300	-	012 (357.00)	+15.0	21.6	-	+6000	-	-	RNP APCH
03	TF	IGROP	-	012 (357.00)	+15.0	30.0	L	+3000	-	-	RNP APCH
04	TF	VOLAB	-	355 (340.00)	+15.0	9.8	L	+1700	-	-	RNP APCH
01	IF	VOLAB	-	-	+15.0	-	-	1700	-	-	RNP APCH
02	TF	KAROT	-	265 (249.98)	+15.0	5.1	-	1700	-	-	RNP APCH
03	TF	MIVAS	Y	265 (249.96)	+15.0	3.4	-	-	-	3.0/50	RNP APCH
04	DF	VOLAB	-	-	+15.0	R	-	1700	-	-	RNP APCH

WAYPOINT LIST

RNAV (GNSS) Z RWY 27	
Waypoint Identifier	**Coordinates**
ADVUR	N15 42 08.55 W061 09 46.55
FOF VOR	N14 35 26.69 W061 01 22.11
IGROP	N15 27 13.06 W061 04 09.98
KAROT	N15 34 43.53 W061 12 37.56
MIVAS	N15 33 33.57 W061 15 55.38
PD300	N14 57 07.92 W061 02 32.35
PPR VOR	N16 15 54.70 W061 32 24.50
RW27	N15 32 57.42 W061 17 37.52
VOLAB	N15 36 29.06 W061 07 38.85

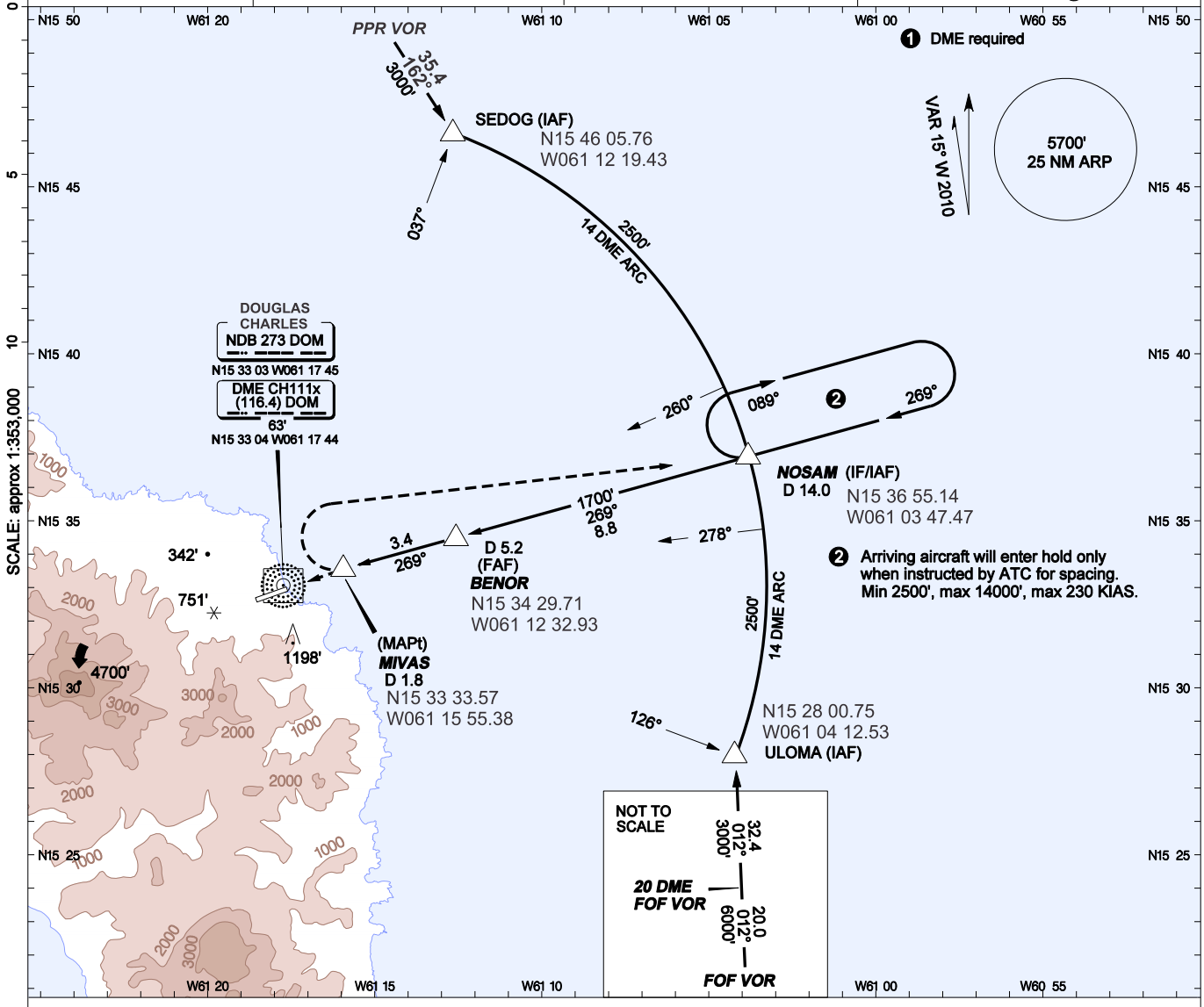
CHANGES: Chart name, page number, name of step-down fix north of FOF VOR (PD300).

INSTRUMENT APPROACH CHART - ICAO

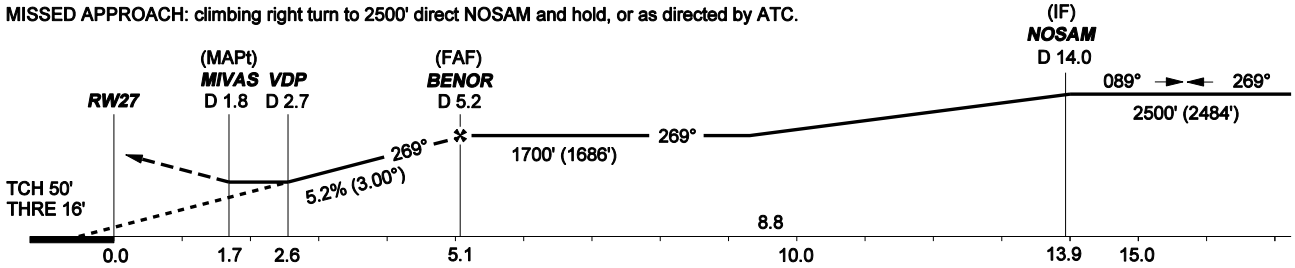
TRANSITION LEVEL: BY ATC
TRANSITION ALTITUDE: 9000' (8910')
AERODROME ELEVATION: 90'

DOUGLAS CHARLES TWR 118.900
LE RAIZET APPR 121.300 (N)
LE LAMENTIN APPR 121.000 (S)

ROSEAU, DOMINICA
DOUGLAS CHARLES APT
NDB RWY 27 ❶



MISSED APPROACH: climbing right turn to 2500' direct NOSAM and hold, or as directed by ATC.



OCA(H)	A	B	C	D
STRAIGHT-IN	900' (884')	900' (884')		
CIRCLING (north side and in daylight ONLY*)	1200' (1184')	1600' (1584')		
DME DOM	5.2	4.0	3.0	2.7
ALT (HGT) 3° APCH	1700' (1684')	1308' (1292')	989' (973')	900' (884')

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	
FT/MIN	372	478	531	637	743	

*Landing Rwy 09 at night is prohibited. While circling north of the runway on left down-wind RWY 09, visual contact with the runway will be obscured by a ridge-line, from the point of passing abeam the threshold Rwy 09 until completing the turn from base to final, which is normally made over a recognizable field of coconut trees. Minimum visibility to circle: 2 nautical miles. Visual descent point (VDP) is distance before threshold where straight-in OCA meets 3° final slope. Bearings are magnetic, altitudes and elevation in feet, heights are relative to AD elevation, distance in NM. Special ATC procedures: As the descent below 3000 ft is into un-controlled airspace, consult Notam/E-CAR AIP TDPD AD 2.22 for special ATC procedures.

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AD 2. AERODROMES

TGPZ AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TGPZ - CARRIACOU IS/Lauriston

TGPZ AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 122837N Long : 0612820W
2	Direction and distance from (city)	2 miles SW Lauriston
3	Elevation/Reference Temperature	1M (5FT) / Nil
4	MAG VAR/annual change	14°W (2000) /05'W
5	AD Administration, address, telephone, telefax, telex, AFS	Grenada Airports Authority P. O. Box 385 Maurice Bishop International Airport St. George's Grenada TEL: (473) 444 4150/4101 FAX: (473) 444 4838
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	Uncontrolled Aerodrome. ARP Coors not WGS84.

TGPZ AD 2.3 OPERATIONAL HOURS

1	AD Administration	1000 to SS + 15 min.
2	Customs and immigration	1000 to SS + 15 min.
3	Health and sanitation	NIL
4	AIS Briefing Office	1000 to SS + 15 min.
5	ATS Reporting Office (ARO)	1000 to SS + 15 min.
6	MET Briefing Office	NIL
7	ATS	1000 to SS + 15 min.
8	Fuelling	NIL
9	Handling	1000 to SS + 15 min.
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

TGPZ AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/Oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

TGPZ AD 2.5 PASSENGER FACILITIES

1	Hotels	2 miles from AD
2	Restaurants	Snack bar at AD
3	Transportation	Taxis
4	Medical facilities	General Hospital 5 miles away Carriacou Health Services (C.H.S.) private medical institute 2 miles away
5	Bank and Post Office	2 miles from AD
6	Tourist Office	2 miles from AD
7	Remarks	NIL

TGPZ AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 3
2	Rescue equipment	1 Rosenbauer Triple Agent International, 1 Rescue Boat
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

TGPZ AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TGPZ AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATION DATA

1	Apron surface and strength	Type of surface: Asphalt
2	Taxiway width, surface and strength	**TWY A** Type of surface: Asphalt Strength: NIL
3	ACL Location and elevation	Location : NIL Elevation : NIL
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TGPZ 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	NIL
2	Markings: Lights (LGT)	RWY: Designation, THR, Centreline TWY: Centreline RWY: NIL TWY: NIL
3	Stop bars	NIL
4	Remarks	NIL

TGPZ AD 2.10 AERODROME OBSTACLES

ID OBST/ Designation	OBST type	OBST Coordinate	ELEV/HGT	T LGT type and color	Remarks
a	b	c	d	e	f
NIL	NIL	NIL	NIL	NIL	NIL

TGPZ AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Maurice Bishop MET office
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	NIL NIL
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Lauriston Tower
10	Additional information (limitation of service, etc.)	NIL

TGPZ 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	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	076° GEO 090° MAG	800 x 18	Asphalt/Nil	Nil	THR 1.39 m (4.56 ft)
27	256° GEO 270° MAG	800 x 18	Asphalt/Nil	Nil	Nil

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	Nil	Nil	Nil	Nil	TRUE + MAG Bearing approximate to ± 5°. WGS84 corrdinates Not Available.
NIL	Nil	Nil	Nil	Nil	Same as for RWY 09. WGS84 coordinates Not Available.

TGPZ AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	800	800	800	800	NIL
27	800	800	800	800	NIL

TGPZ 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
09	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	NIL
27	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	NIL

TGPZ AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: NIL
3	TWY edge and centreline lighting	TWY A Edge: NIL Centerline: NIL
4	Secondary power supply/switch-over time	SWITCH OVER TIME , Approx 20 seconds
5	Remarks	NIL

TGPZ 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	RWY used for helicopter Touchdown

TGPZ AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	NIL
2	Vertical limits	NIL
3	Airspace classification	NIL
4	ATS unit callsign Language(s)	NIL
5	Transition altitude	Nil
6	Hour of applicability	NIL
7	Remarks	AD Located within Maurice Bishop CTR

TGPZ 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
TWR	Lauriston Tower	118.600MHZ	NIL	NIL	1000 to SS + 15 min.	Flights ARR and DEP contact Maurice Bishop APP. 119.400MHz

TGPZ 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
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TGPZ AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 Airport Regulations/Restrictions

1. Flights arriving and departing to contact Maurice Bishop approach.

2. For arriving aircraft : All engines must be shut down prior to the deplaning of any passenger.

3. For departing aircraft : No engine shall be started until all passengers have boarded the aircraft.

TGPZ AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TGPZ AD 2.22 FLIGHT PROCEDURES

NIL

TGPZ AD 2.23 ADDITIONAL INFORMATION

NIL

TGPZ AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome chart ……..…… AD 2.5-1-9

TGPZ AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

TGPZ AERODROME CHART

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AD 2. AERODROMES

TGPY AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TGPY - ST. GEORGES/Maurice Bishop - INTL

TGPY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 120015N Long : 0614710W Site : Midpoint of RWY on Centreline
2	Direction and distance from city	11 km (7 nm) South of St. Georges
3	Elevation/Reference Temperature	14M (45FT) / 31 °C
4	MAG VAR/annual change	14°W (2011)
5	AD Administration, address, telephone, telefax, telex, AFS	Grenada Airports Authority Maurice Bishop International Airport P.O.B. 385 St. George's Grenada TEL: (473) 444-4150/4101 FAX: (473) 444 4838 AFS: TGPYYAYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TGPY AD 2.3 OPERATIONAL HOURS

1	AD Administration	1200 – 2000 (Mon –Fri)
2	Customs and immigration	1000 –0230 UTC
3	Health and sanitation	1000 –0230 UTC
4	AIS Briefing Office	1000 –0230 UTC
5	ATS Reporting Office (ARO)	1000 –0230 UTC
6	MET Briefing Office	H24
7	ATS	1000 –0230 UTC
8	Fuelling	1000 –0230 UTC
9	Handling	1000 –0230 UTC
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

TGPY AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Private operator
2	Fuel/Oil types	AVJET A1 AVGAS 100LL / AERO/PAD/100
3	Fuelling facilities/capacity	3 Mobile Jet A1 Tankers, Discharge Capacity GPM of 800 US Gallon, 500 US Gallon and 270 US Gallon 1 AVGAS Mobile Tanker
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Airtech Company for Airlines Technical Support. Provides line maintenance (EASA Certified)
7	Remarks	NIL

TGPY AD 2.5 PASSENGER FACILITIES

1	Hotels	0.2 miles near AD and in City
2	Restaurants	At terminal building and in City
3	Transportation	Taxis
4	Medical facilities	Nursing Station and Airport Ambulance Hospital 7 Miles away
5	Bank and Post Office	ATM and Cambio Available at Airport In city 2 Miles from Airport
6	Tourist Office	Airport
7	Remarks	NIL

TGPY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AVAILABLE – Category 9
2	Rescue equipment	3 Rosenbauer, Triple agent Panthers and 1 Rescue Boat
3	Capability for removal of disabled aircraft	NIL
4	Remarks	Assistance will be sought from neighbouring states

TGPY AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TGPY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	**Apron EAST :** Type of surface: Concrete Strength: PCN 53/R/A/W/T
		Apron WEST : Type of surface: Asphalt Strength: PCN 44/F/A/W/T
2	Taxiway width, surface and strength	**TWY A** Width: 23 M Type of surface: Asphalt Strength: PCN 50/F/A/W/T.
3	ACL Location and elevation	Location : THR RWY 10 Elevation : 25ft
4	VOR Checkpoints	At turning bay THR RWY 10, R293, 0.8NM
5	INS Checkpoints	NIL
6	Remarks	NIL

TGPY 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	Guide lines at apron. Nose-in guidance at aircraft stands.
2	Markings: Lights (LGT)	RWY : Designation THR, TDZ, Centreline, Edge, End. TWY : All Holding positions at TWY/RWY intersections, Centreline. RWY : THR, Edge, End TWY : Edge Apron Markers
3	Stop bars	NIL
4	Remarks	NIL

TGPY AD 2.10 AERODROME OBSTACLES

In approach/TKOFareas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Marking/LGT	Coordinates	Obstacle type Elevation Marking/ LGT	coordinates	
a	b	c	a	b	
-	-	-	Tower 138ft AMSL located 2251m left RWY 10 (North) painted orange and white, LGTD at night.	120100N 0614600W	Lighted Hill in RWY 10 TKOF Area. Elev 32.9m (108FT)

TGPY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Maurice Bishop Met Office
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	Meteorological Office 1212/1818/0024/0606
4	Type of landing forecast Interval of issuance	Trend Hourly
5	Briefing/consultation provided	METAR/TAF/Significant Weather/Wind Sheer (when reported)/ SPECI
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	Upper Air Analysis/Surface Analysis/Satellite Photo/Wind and Temperature/Model Output/RADAR/CMO
8	Supplementary equipment available for providing information	COROBOR/Smart Met/Electronic Register
9	ATS units provided with information	Maurice Bishop Tower
10	Additional information (limitation of service, etc.)	NIL

TGPY 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	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	090° GEO 104° MAG	2733 x 45	PCN 50/F/A/W/T Asphalt/Nil	120014.88N 0614755.23W	THR 7.62 m (25.00 ft)
28	270° GEO 284° MAG	2733 x 45	PCN 50/F/A/W/T Asphalt/Nil	120014.41N 0614624.89W	THR 13.72 m (45.00 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
0.237% to 0.800%	59 x 45	Nil	2912 x 300	Nil	NIL
Nil	Nil	Nil	2912 x 300	Nil	NIL

TGPY AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	2733	2733	2792	2733	NIL
28	2733	2733	2733	2733	NIL

TGPY 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	Simple One cross bar	Green	PAPI 3° Slope	Nil	Nil	2733 m 60 m White Last 610 m Amber	Red	Nil	NIL
28	Nil	Green	Nil	Nil	Nil	2733 m 60 m White First 610 m Amber	Red	Nil	NIL

TGPY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : AD Control Tower flashing white and green
2	LDI location and LGT Anemometer location and LGT	ANEMOMETER: Midfield North side
3	TWY edge and centreline lighting	TWY A Edge: Blue Centerline: NIL
4	Secondary power supply/switch-over time	SWITCH OVER TIME: Five seconds
5	Remarks	AD ground lighting generator can be switched on from the TWR

TGPY 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 Apron used for Helicopter Touchdown

TGPY AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	MAURICE BISHOP PART 1 Circular area centered on 120006N/0614707W (VOR/DME GND) within a 30NM radius.
2	Vertical limits	SFC/ FL055
3	Airspace classification	E
4	ATS unit callsign Language(s)	MAURICE BISHOP APPROACH English
5	Transition altitude	4000 FT
6	Hour of applicability	NIL
7	Remarks	Non-radio ACFT not permitted

TGPY 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	Maurice Bishop Approach	119.400MHZ	NIL	NIL	1000 – 0230	NIL
		121.500MHZ	NIL	NIL	1000 – 0230	Emergency Frequency
GND	Maurice Bishop Ground	121.900MHZ	NIL	NIL	1000 - 0230	NIL
TWR	Maurice Bishop Tower	118.900MHZ	NIL	NIL	1000 – 0230	NIL

TGPY 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
VOR/DME (14°W/2013)	GND	117.100MHz CH118X	H24	120006.28N 0614707.34W	82FT	NIL	VOR/DME unusable as follows: a) 033R-076R beyond 32NM and below 6000FT b) 077R beyond 27NM below 5000FT MSL
NDB	GND	362.0kHz	H24	120029.31N 0614648.26W	NIL	NIL	NIL

TGPY AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 At Eastern Caribbean Airports, a numberof local regulations apply. The regulations are available from Air Traffic Services. These Regulations includes, 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 in the operation of large aircraft including limitations in 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) fuel spillage; and

k) local flying restrictions applicable to the respective aerodromes.

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 or GND.

1.2 Airport Regulations/Restrictions

1. Right hand traffic pattern RWY 10

2. No VFR at night

3. All aircraft heavier than 100,000 lbs must use the turning bay.

4. All aircraft must shut down engines for disembarkation/embarkation of passengers.

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

1. Arriving aircraft will be allocated a Gate Number by the TWR or GND.

2. Corporate Jets must use minimal power when taxiing from parking position 6 and 7.

2.2 Taxiway – Limitations

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

3. Parking

3.1 Parking area for small aircraft & Helicopters (General Aviation)

General aviation aircraft/helicopters shall be directed by the TWR/GND to the parking area for small aircraft.

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.

TGPY AD 2.21 NOISE ABATEMENT PROCEDURES

Same as departure procedures for RWY 10.

TGPY 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 Holding procedures

1.2.1 HOLDING FIX: VOR 'GND' 117.100MHz

Minimum holding altitude: 4000ft One minute race track, standard right turns, inbound radial 287 (track 107 degrees MAG). Transition altitude: 4000ft. Transition level: As determined by ATC.

1.2.2 HOLDING FIX: NDB 'GND' 362KHz

Minimum holding altitude: 4000ft One minute race track, standard right turns, inbound track 097 degrees MAG. Transition altitude: 4000FT. Transition level: As determined by ATC.

1.3 Approach procedures

1.3.1 VOR/DME RWY 10 (See APCH Chart on page AD2.5-2-29.3)

Overhead VOR 'GND' at 4000ft outbound on R287, left procedure turn at or above 2200ft and within 15DME 'GND', to intercept final approach track 107 degrees MAG (R287 inbound), descend to cross FAF, Amber 5.0 DME 'GND' 1000ft or above. Descend to MDA. MAPt: 0.8DME 'GND'. FAF: Amber 5.0DME R287 VOR/DME 'GND'.

MINIMA

VOR/DME STRAIGHT IN:	Categories A,B,C,D.-:	400ft (359ft);	Visibility-:	1.75NM
CIRCLING:	Categories A,B -:	680ft (639ft);	Visibility-:	1.75NM
	Categories C,D -:	680ft (639ft);	Visibility-:	2.0NM

Caution: Circle to land authorized south of extended centerline RWY10 only.

1.3.2 VOR RWY 10 (See APCH Chart on page AD2.5-2-27)

Overhead VOR 'GND' at 4000Ft outbound on R287, left procedure turn at or above 2200ft and within 10NM 'GND' to intercept final approach track 107 degrees MAG (R287 inbound), descend to MDA.
MAPt: Overhead VOR 'GND'

MINIMA

VOR STRAIGHT IN:	Categories A,B,C,D.-:	640ft (599ft);	Visibility-:	1.75NM
CIRCLING:	Categories A,B -:	680ft (639ft);	Visibility-:	1.75NM
	Categories C,D -:	680ft (639ft);	Visibility-:	2.0NM

Caution: Circle to land authorized south of extended centerline RWY10 only.

1.3.3 NDB (See APCH Chart on page AD2.5-2-25)

Overhead NDB 'GND' at 4000Ft outbound on track 277 degrees MAG, left procedure turn at or above 2200Ft and within10NM NDB'GND' to intercept final approach track 097 degrees MAG, descend to MDA.
MAPt: Overhead NDB 'GND'

MINIMA

NDB STRAIGHT IN:	Categories A,B -:	700ft (659ft);	Visibility-:	1.0NM
	Category C -:	700ft (659ft);	Visibility-:	1.75NM
	Category D -:	700ft (659ft);	Visibility-:	2.0NM
CIRCLING:	Categories A,B -:	760ft (719ft);	Visibility-:	1.0NM
	Category C -:	800ft (759ft);	Visibility-:	2.25NM
	Category D -:	800ft (759ft);	Visibility-:	2.5NM

Caution: Circle to land authorized south of extended centerline RWY10 only.

1.4 Missed approach procedures

1.4.1 VOR/DME AND VOR RWY 10 (See APCH Charts on pages AD2.5-2-26 and AD2.5-2-27)

Climbing right turn on VOR 'GND R120 to 2000Ft then climbing right turn to return to VOR 'GND' at 4000Ft or as directed by ATC.

1.4.2 NDB (See APCH Chart on page AD2.5-2-25)

Climbing right turn on track 120 degrees MAG to 2000ft then climbing right turn to return to NDB 'GND' at 4000ft or as directed by ATC.

1.5 Procedures for outbound aircraft

1.5.1 RWY 10 NORTHBOUND

TRACK SEGMENTS 276 DEGREES TO 095 DEGREES CLOCKWISE:

Visual climb on RWY heading to 400ft, right turn track 120 degrees MAG 'GND' to 2800ft then left on course.

1.5.2 RWY 10 SOUTHBOUND

TRACK SEGMENTS 096 DEGREES TO 275 DEGREES CLOCKWISE:

Visual climb on RWY heading to 400ft, then right turn on course.

Note: 320 ft per minute required to 1000ft

DEPARTURE MINIMA

Category A -: 200m (700ft);
Category B,C -: 300m (1000ft);
Category D -: 400m (1300ft);

2. RNAV GNSS Procedures

Approval to conduct RNAV (GNSS) procedures in the Maurice Bishop CTR is dependent upon the tactical requirements of non radar airspace management as determined and directed by Air Traffic Control at the time. Thus, unless an ATC clearance is obtained for the conduct of an RNAV (GNSS) procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to ground-based navigation aids.

TGPY AD 2.23 ADDITIONAL INFORMATION

1. Bird concentration in the vicinity of the airport

Intense activity of flocks of Pelicans and Gulls takes place daily from one to two hours after sunrise when birds fly from resting area to their feeding area in the vicinity of the Approach Path. Height varies from 0-1000ft (0-300m) AGL. From one to two hours before sunset the same activity as described above takes place in reverse when the birds return to their area.

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

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 and during take-off, approach-to-land and climb and descent procedures.

TGPY AD 2.24 CHARTS RELATED TO AERODROME

1. Aerodrome/Heliport Chart – ICAO …… AD 2.5-2-15

2. Aerodrome Obstacle Chart – ICAO Type A RWY 10/28…… AD 2.5-2-17

3. Area Chart - ICAO Maurice Bishop CTR..... AD 2.5-2-19

4. Standard Departure Chart – Instrument – ICAO

SID RWY 10 …… AD 2.5-2-21
RNAV Departure RWY 10 …….. AD 2.5-2-22
RNAV Departure RWY 28 ……..…… AD 2.5-2-23

5. Standard Arrival Chart –Instrument – ICAO

RNAV RWY 10 ……....……. AD 2.5-2-25
RNAV RWY 28 …….. AD 2.5-2-26

6. Instrument Approach Chart – ICAO

NDB RWY 10 ……..…… AD 2.5-2-27
VOR RWY 10 ……..…… AD 2.5-2-28
VOR/DME RWY 10 …… AD 2.5-2-29
RNAV GNSS RWY10..... AD 2.5-2-31
RNAV GNSS RWY28..... AD 2.5-2-33

TGPY AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

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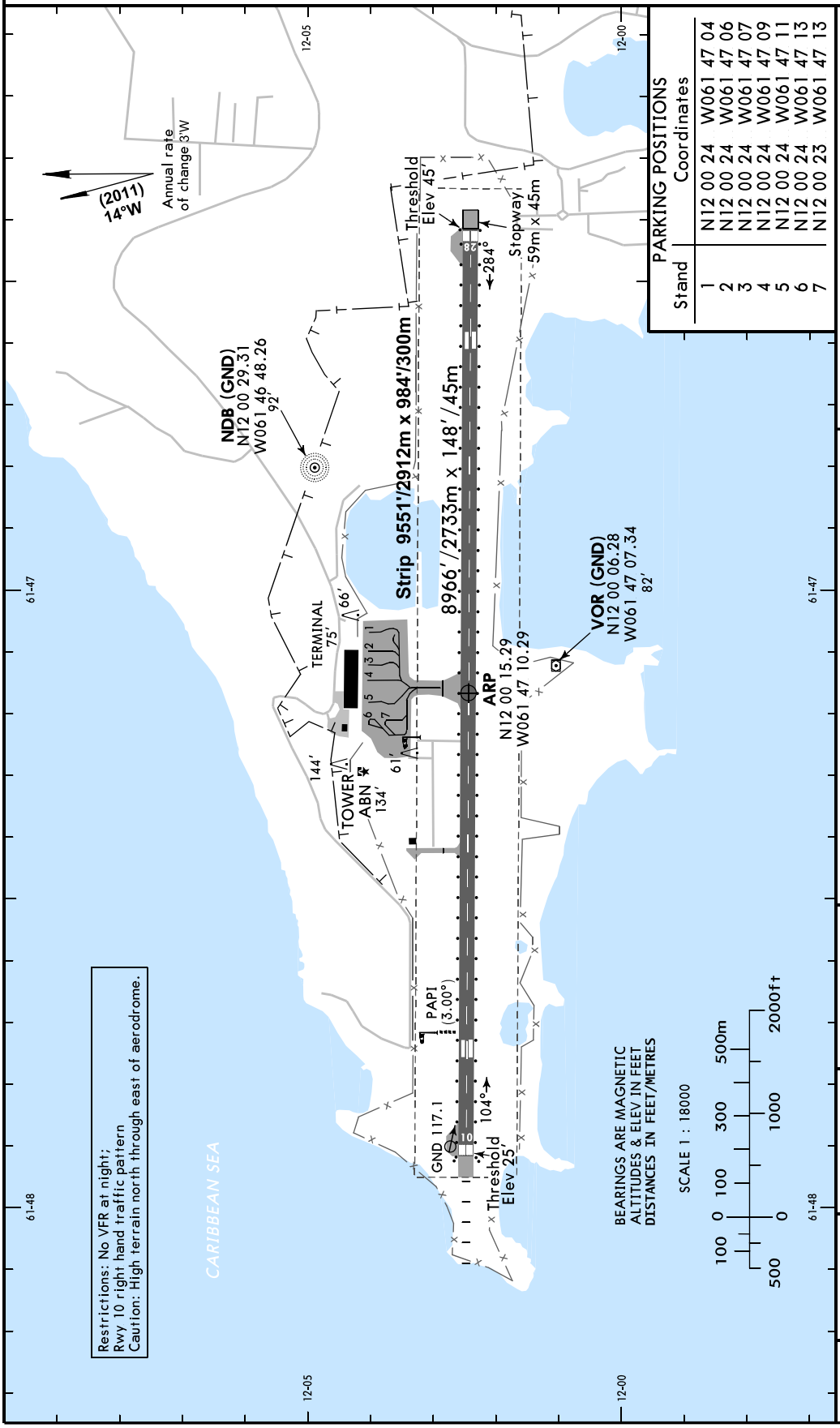
AERODROME CHART - ICAO

WGS-84

AD ELEV 45 FT

MAURICE BISHOP TOWER	118.900
MAURICE BISHOP GROUND	121.900
MAURICE BISHOP APPROACH	119.400
EMERGENCY	121.500

ST GEORGES, GRENADA
MAURICE BISHOP INTERNATIONAL AIRPORT



PARKING POSITIONS

Stand	Coordinates
1	N12 00 24 W061 47 04
2	N12 00 24 W061 47 06
3	N12 00 24 W061 47 07
4	N12 00 24 W061 47 09
5	N12 00 24 W061 47 11
6	N12 00 24 W061 47 13
7	N12 00 23 W061 47 13

AERODROME LIGHTING

RWY 10: SALS (one cross bar)
PAPI (3.00°)
RWY edge lights
RWY end lights

RWY 28: RWY edge lights
RWY end lights

RWY	DIRECTION	THRESHOLD	STRENGTH	DECLARED DISTANCES TORA	TODA	ASDA	LDA
10	104° MAG	N12 00 14.88 W061 47 55.23	PCN 50/F/A/W/T	8966'/2733m	8966'/2733m	9160'/2792m	8966'/2733m
28	284° MAG	N12 00 14.41 W061 46 24.89	PCN 50/F/A/W/T	8966'/2733m	8966'/2733m	8966'/2733m	8966'/2733m

CHANGE: Frequencies adjusted.

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AERODROME OBSTRUCTION CHART - ICAO
TYPE A (OPERATING LIMITATIONS)

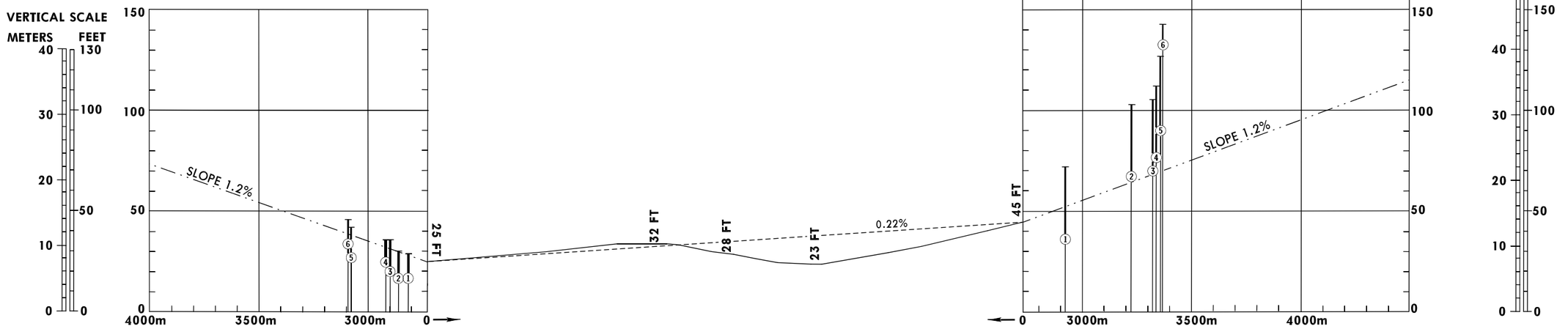
ST. GEORGES, GRENADA
Maurice Bishop International Airport

DISTANCES IN METERS, ELEVATIONS IN FEET
MAGNETIC VARIATION 14°W, 2011

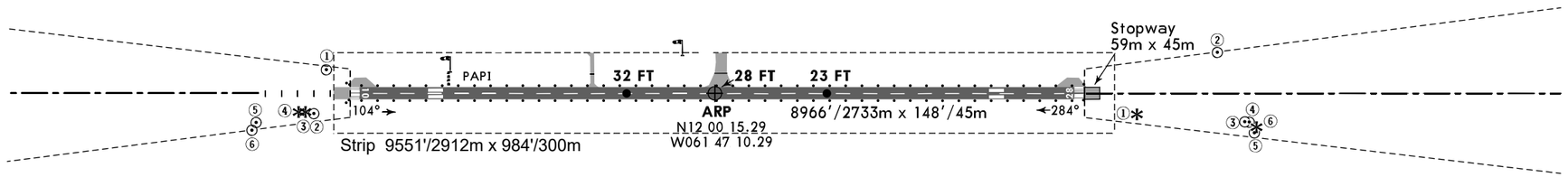
The absolute horizontal and vertical accuracy of the aerodrome control network to the WGS-84 reference frame is below +/- 0.2m
The relative horizontal and vertical accuracy of all points within the aerodrome control network is below +/- 0.3m

RUNWAY 10-28

DECLARED DISTANCES		
RWY 10		RWY 28
8966′ / 2733m	TAKE-OFF RUN AVAILABLE	8966′ / 2733m
8966′ / 2733m	TAKE-OFF DISTANCE AVAILABLE	8966′ / 2733m
9160′ / 2792m	ACCELERATE STOP DISTANCE AVAILABLE	8966′ / 2733m
8966′ / 2733m	LANDING DISTANCE AVAILABLE	8966′ / 2733m



Nr	Obstacle	Height
①	Fence	29 ft
②	Fence	30 ft
③	Tree	37 ft
④	Tree	37 ft
⑤	Fence	42 ft
⑥	Fence	46 ft



Nr	Obstacle	Height
①	Tree	73 ft
②	Antenna	103 ft
③	Building	107 ft
④	Building	112 ft
⑤	Pole	126 ft
⑥	Tree	143 ft

HORIZONTAL SCALE 1 : 20 000

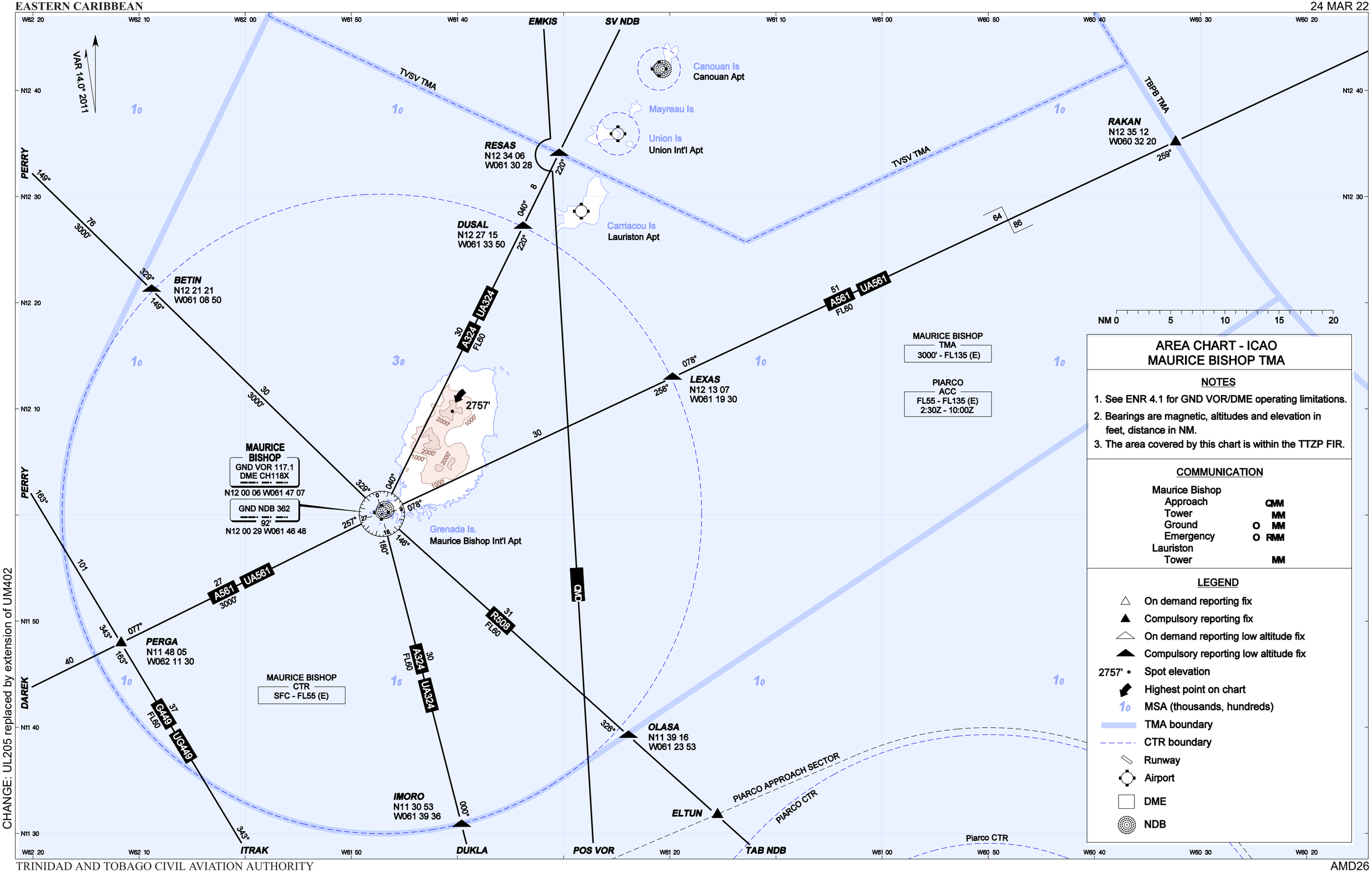
400 200 0 500 1000 1500 2000 2500 METERS
1000 500 0 1000 2000 3000 4000 5000 6000 7000 8000 FEET

AMENDMENT RECORD		
No.	Date	Entered by

LEGEND		
	PLAN	PROFILE
IDENTIFICATION NUMBER	①	
POLE, TOWER, SPIRE, ANTENNA, ETC.	21	
GROUND LEVEL	▲	
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙	
TREE	*	
MOBILE		

Changes: Runway Strip Dimensions edited and Page Numbering

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AREA CHART - ICAO
MAURICE BISHOP TMA

NOTES

1. See ENR 4.1 for GND VOR/DME operating limitations.
2. Bearings are magnetic, altitudes and elevation in feet, distance in NM.
3. The area covered by this chart is within the TTZP FIR.

COMMUNICATION

Maurice Bishop		
Approach		QMM
Tower		MM
Ground	O	MM
Emergency	O	RMM
Lauriston		
Tower		MM

LEGEND

- On demand reporting fix
- Compulsory reporting fix
- On demand reporting low altitude fix
- Compulsory reporting low altitude fix
- 2757' • Spot elevation
- Highest point on chart
- 1o MSA (thousands, hundreds)
- TMA boundary
- CTR boundary
- Runway
- Airport
- DME
- NDB

CHANGE: UL205 replaced by extension of UM402

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TGPY STANDARD DEPARTURE CHART –INSTRUMENT - ICAO
RWY 10

TO BE DEVELOPED

TGPY STANDARD DEPARTURE CHART –INSTRUMENT - ICAO
RNAV DEPARTURE RWY 10

TO BE DEVELOPED

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

TO BE DEVELOPED

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TGPY STANDARD ARRIVAL CHART –INSTRUMENT - ICAO
RNAV RW Y 10

TO BE DEVELOPED

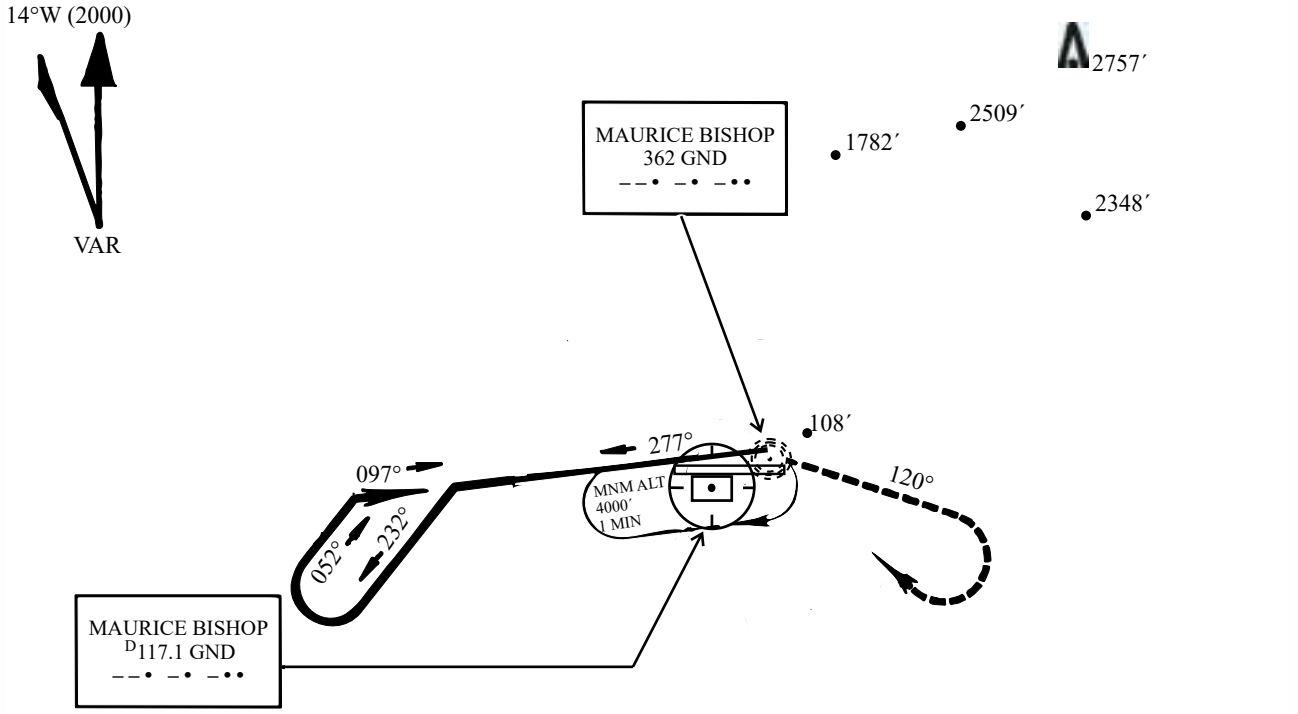
TGPY STANDARD ARRIVAL CHART –INSTRUMENT - ICAO
RNAV RW Y 28

TO BE DEVELOPED

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=

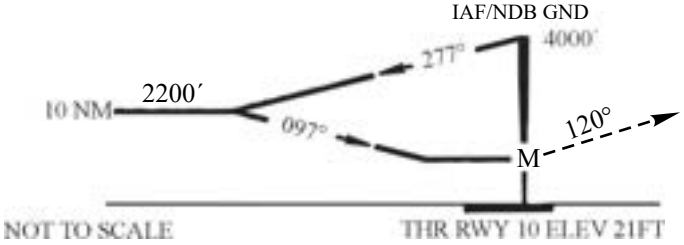
INSTRUMENT APPROACH CHART	APP 119.400 TWR 118.900 GND 121.900	**ST GEORGE'S/MAURICE BISHOP** GRENADA TGPY **NDB RWY 10**
AERODROME ELEVATION 41 FT		

BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



TRANSITION LEVEL: BY A.T.C.
TRANSITION ALTITUDE: 4000 FT

NOT TO SCALE



MISSED APPROACH:

CLIMBING RIGHT TURN ON TRACK 120° MAG TO 2000′, THEN CLIMBING RIGHT TURN TO RETURN TO NDB 'GND' AT 4000′, OR AS DIRECTED BY A.T.C.

MDA/H	A	B	C	D
STRAIGHT IN APPROACH	700′ (659′) 1600m(1.0 NM)		700′ (659′) 2800m(1.75NM)	700′ (659′) 3200m(2.0NM)
CIRCLING	760′ (719′) 1600m(1.0NM)		800′ (759′) 3600m(2.25NM)	800′ (759′) 4000m(2.5NM)

REMARKS
CAUTION: HIGH TERRAIN NORTH THROUGH EAST FROM AIRPORT

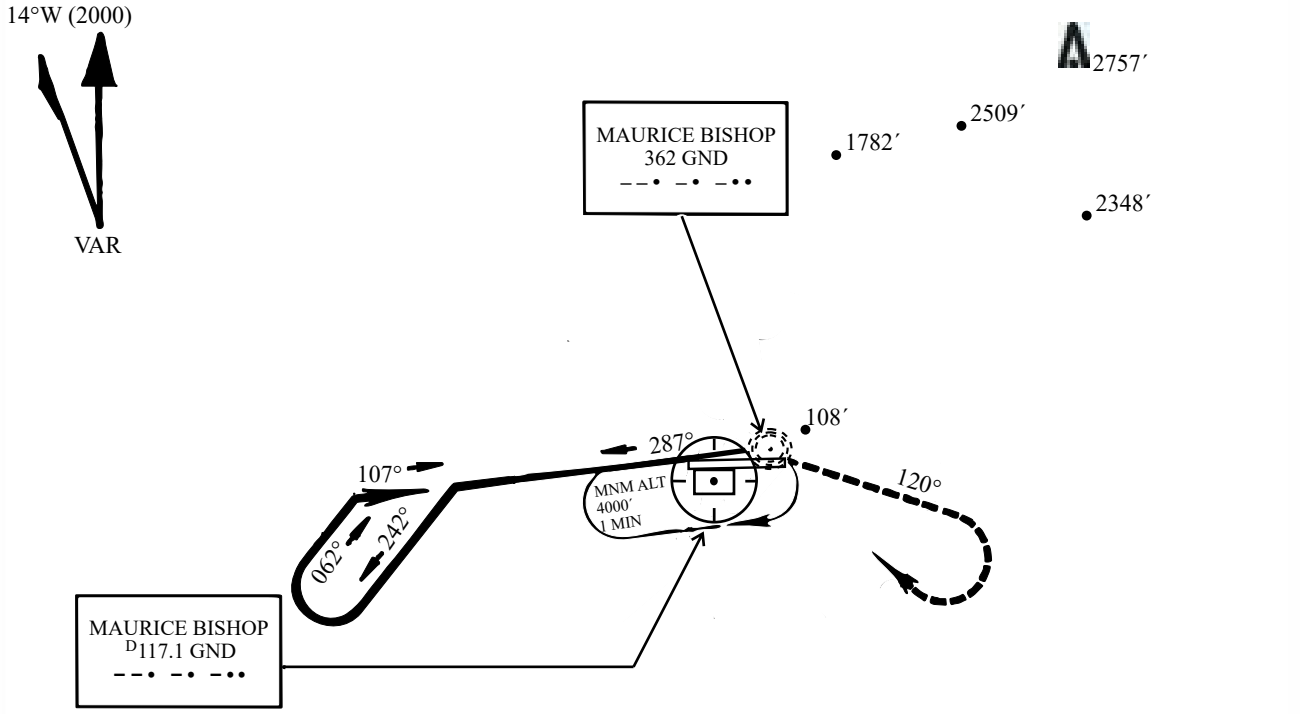
CIRCLE TO LAND AUTHORISED SOUTH OF EXTENDED C.L. RWY 10 ONLY

TAKE-OFF	AIR CARRIERS - ALL RUNWAYS		70	90	100	120	140
		KNOTS					
	CAT A 200M CAT B,C 300M CAT D 400M	MIN:SEC					
		RATE OF DESC					

CHANGE: Frequencies adjusted.

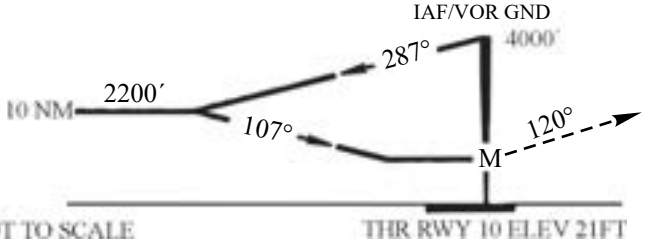
INSTRUMENT APPROACH CHART	APP 119.400 TWR 118.900 GND 121.900	**ST GEORGE'S/MAURICE BISHOP** GRENADA TGPY **VOR RWY 10**
AERODROME ELEVATION 41 FT		

BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



TRANSITION LEVEL: BY A.T.C.
TRANSITION ALTITUDE: 4000 FT

NOT TO SCALE



MISSED APPROACH:

CLIMBING RIGHT TURN ON'GND' VOR R120 TO 2000′, THEN CLIMBING RIGHT TURN TO RETURN TO 'GND' VOR AT 4000′ OR AS DIRECTED BY A.T.C.

MDA/H	A	B	C	D
STRAIGHT IN APPROACH	640′ (599′) 2800m(1.75NM)			
CIRCLING	680′ (639′) 2800m(1.75NM)		680′ (639′) 3200m(2.0NM)	

REMARKS
CAUTION: HIGH TERRAIN
NORTH THROUGH EAST FROM AIRPORT

CIRCLE TO LAND AUTHORISED
SOUTH OF EXTENDED C.L. RWY 10 ONLY

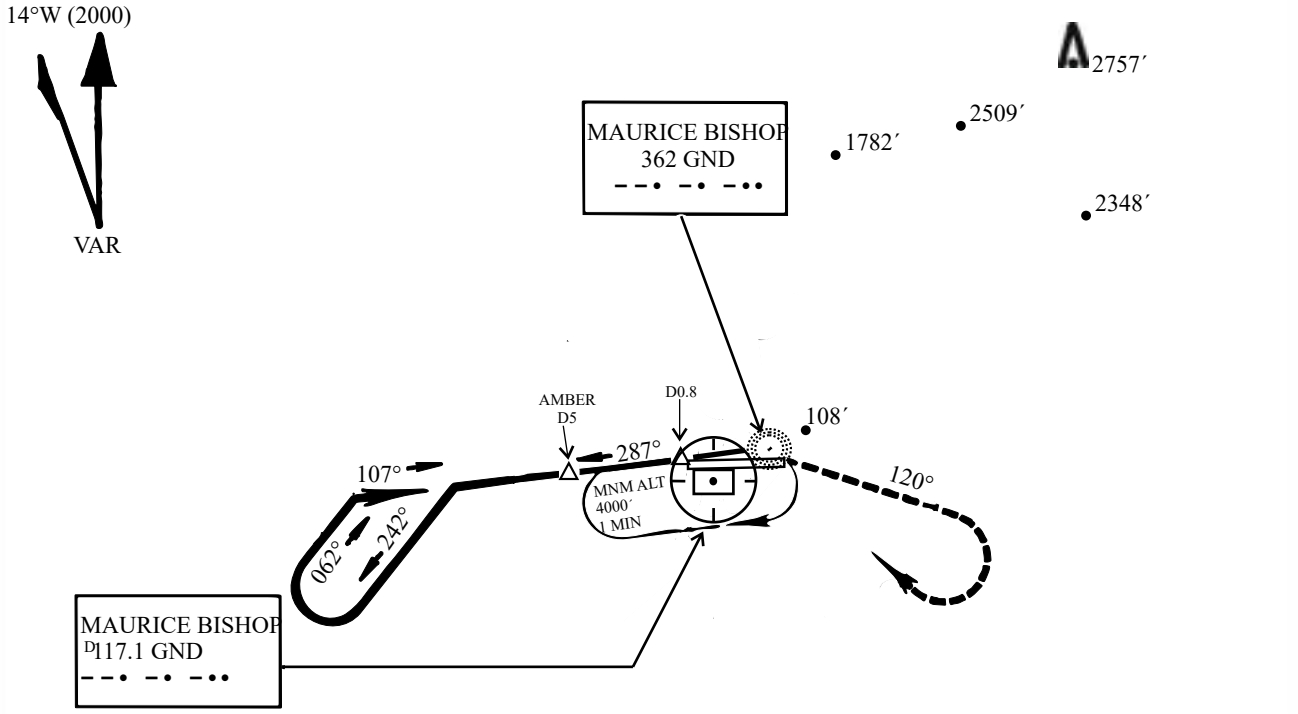
	70	90	100	120	140
KNOTS					
MIN:SEC					
RATE OF DESC					

=

CHANGE: Frequencies adjusted.

INSTRUMENT APPROACH CHART	APP 119.400 TWR 118.900 GND 121.900	**ST GEORGE'S/MAURICE BISHOP** GRENADA TGPY **VOR/DME RWY 10**
AERODROME ELEVATION 41 FT		

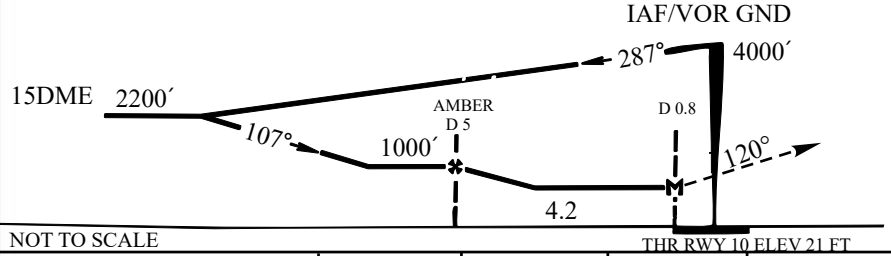
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



MSA
4000 FT
25NM
VOR GND

TRANSITION LEVEL: BY A.T.C.
TRANSITION ALTITUDE: 4000 FT

NOT TO SCALE



MISSED APPROACH:

CLIMBING RIGHT TURN ON'GND' VOR R120 TO 2000′, THEN CLIMBING RIGHT TURN TO RETURN TO 'GND' VOR AT 4000′ OR AS DIRECTED BY A.T.C.

MDA/H	A	B	C	D
STRAIGHT IN APPROACH	400′ (359′) 2800m(1.75NM)			
CIRCLING	680′ (639′) 2800m(1.75NM)		680′ (639′) 3200m(2.0NM)	

REMARKS
CAUTION: HIGH TERRAIN
NORTH THROUGH EAST FROM AIRPORT

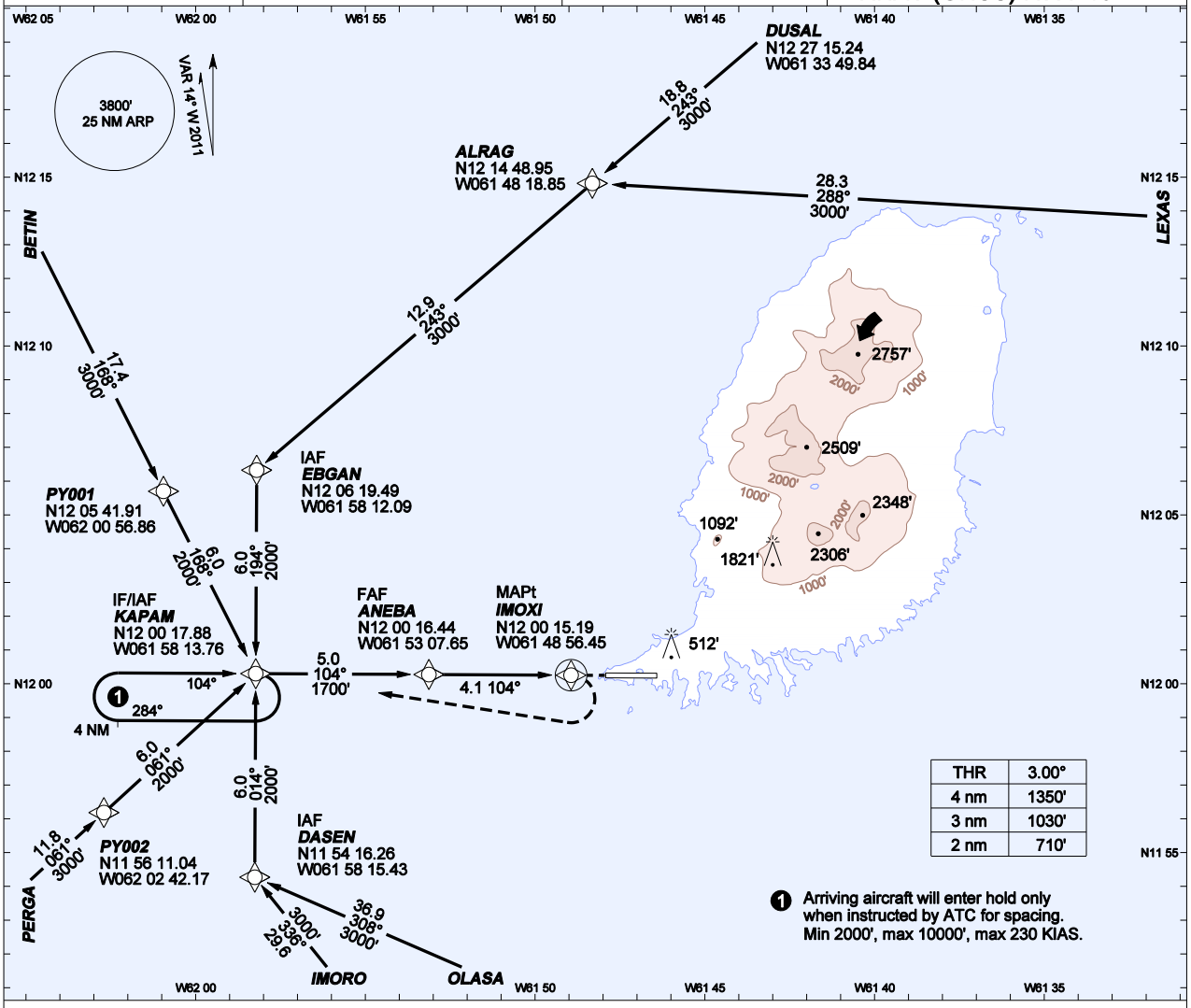
CIRCLE TO LAND AUTHORISED
SOUTH OF EXTENDED C.L. RWY 10 ONLY

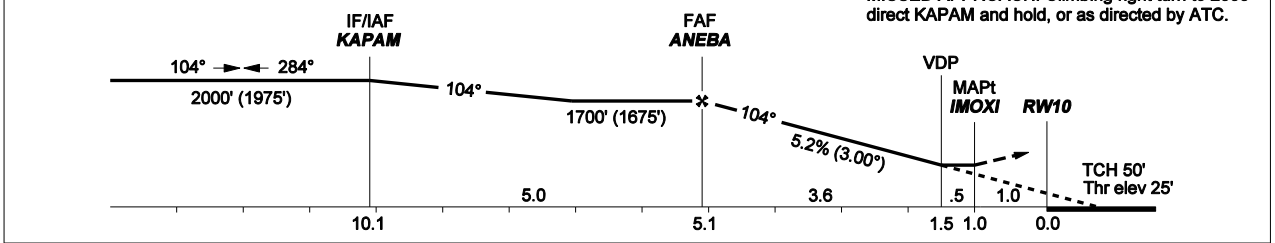
	70	90	100	120	140
KNOTS					
MIN:SEC					
RATE OF DESC					

CHANGES: Corrupted text fixed, frequencies adjusted.

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INSTRUMENT APPROACH CHART - ICAO	TRANSITION LEVEL: BY ATC TRANSITION ALTITUDE: 4000' (3955') AERODROME ELEVATION: 45'	= = = QNH = = = MM = = = O MM	ST GEORGES, GRENADA MAURICE BISHOP INT'L RNAV (GNSS) RWY 10





OCA(H)	A	B	C	D
LNAV	550' (525')	550' (525')	550' (525')	550' (525')
CIRCLING south side only	550' (505')	600' (555')	700' (655')	700' (655')

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

1. CAUTION: Hight terrain north through east of aerodrome. No VFR at night. Rwy 10 right traffic.
2. Unless ATC clearance is obtained for an RNAV/GNSS/ procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to conventional ground-based navigation aids - E/CAR AIP TGPY AD 2.22 refers.
3. VDP, Visual descent point, is the point before threshold where LNAV OCA meets 3° final slope. NA to LNAV/VNAV.
4. Bearings are magnetic, altitudes and elevation in feet, distance in NM, straight-in heights are relative to threshold elevation, circling heights are relative to aerodrome elevation.

Fly-by on demand reporting wpt
Fly-over on demand reporting wpt

CHANGE: Frequencies adjusted.

TGPY RNAV (GNSS) RWY 10 CODING TABLE

Fix name	*Fix type*	*Path Terminator*	*Fly-over*	*Course °M (°T)*	*Dist NM*	*Turn dir*	*Min alt Ft*	*Max KIAS*	*Mag var*	*VPA° (TCH Ft)*	*RNP value*
Lexas Arrival											
LEXAS	Terminal	IF	-	-	-	-	+3000	-	+14.0	-	-
ALRAG	Terminal	TF	-	288 (273.48)	28.3	L	+3000	-	+14.0	-	1.0
EBGAN	IAF	TF	-	243 (228.90)	12.9	L	+3000	-	+14.0	-	1.0
KAPAM	IF/IAF	TF	-	194 (180.26)	6.0	L	2000	-	+14.0	-	1.0
Dusal Arrival											
DUSAL	Terminal	IF		-	-	-	+3000		+14.0	-	-
ALRAG	Terminal	TF	-	243 (228.89)	18.8	-	+3000	-	+14.0	-	1.0
EBGAN	IAF	TF	-	243 (228.90)	12.9	L	+3000	-	+14.0	-	1.0
KAPAM	IF/IAF	TF	-	194 (180.26)	6.0	L	2000	-	+14.0	-	1.0
Betin Arrival											
BETIN	Terminal	IF	-	-			+3000	-	+14.0	-	-
PY001	Terminal	TF	-	168 (153.61)	17.4	-	+2000	-	+14.0	-	1.0
KAPAM	IF/IAF	TF	-	168 (153.64)	6.0	L	2000	-	+14.0	-	1.0
Perga Arrival											
PERGA	Terminal	IF	-	-			+3000	-	+14.0	-	-
PY002	IAF	TF	-	061 (46.91)	11.8	-	+2000	-	+14.0	-	1.0
KAPAM	IF/IAF	TF	-	061 (46.95)	6.0	R	2000	-	+14.0	-	1.0
Imoro Arrival											
IMORO	Terminal	IF	-	-	-	-	+3000	-	+14.0	-	-
DASEN	IAF	TF	-	336 (321.86)	29.6	R	+2000	-	+14.0	-	1.0
KAPAM	IF/IAF	TF	-	014 (000.26)	6.0	R	2000	-	+14.0	-	1.0
Olasa Arrival											
OLASA	Terminal	IF	-	-	-	-	+3000	-	+14.0	-	-
DASEN	IAF	TF	-	308 (293.95)	36.9	R	+2000	-	+14.0	-	1.0
KAPAM	IF/IAF	TF	-	014 (000.26)	6.0	R	2000	-	+14.0	-	1.0
Intermediate, final, missed											
KAPAM	IF/IAF	-	-	-	-	-	2000	-	+14.0	-	1.0
ANEBA	FAF	TF	-	104 (090.26)	5.0	-	1700	-	+14.0	-	1.0
IMOXI	MAPt	TF	Y	104 (090.28)	4.1	R	550	-	+14.0	-3.00 (50)	0.3
KAPAM	MAHF	CF	-	284 (270.30)	9.1	-	2000	-	+14.0	-	1.0

Other:
1. KAPAM holding inbound track 104°M (090.26°T), MNM alt 2000', MXM alt 10000', MXM 230 kts, outbound 4.0 NM.

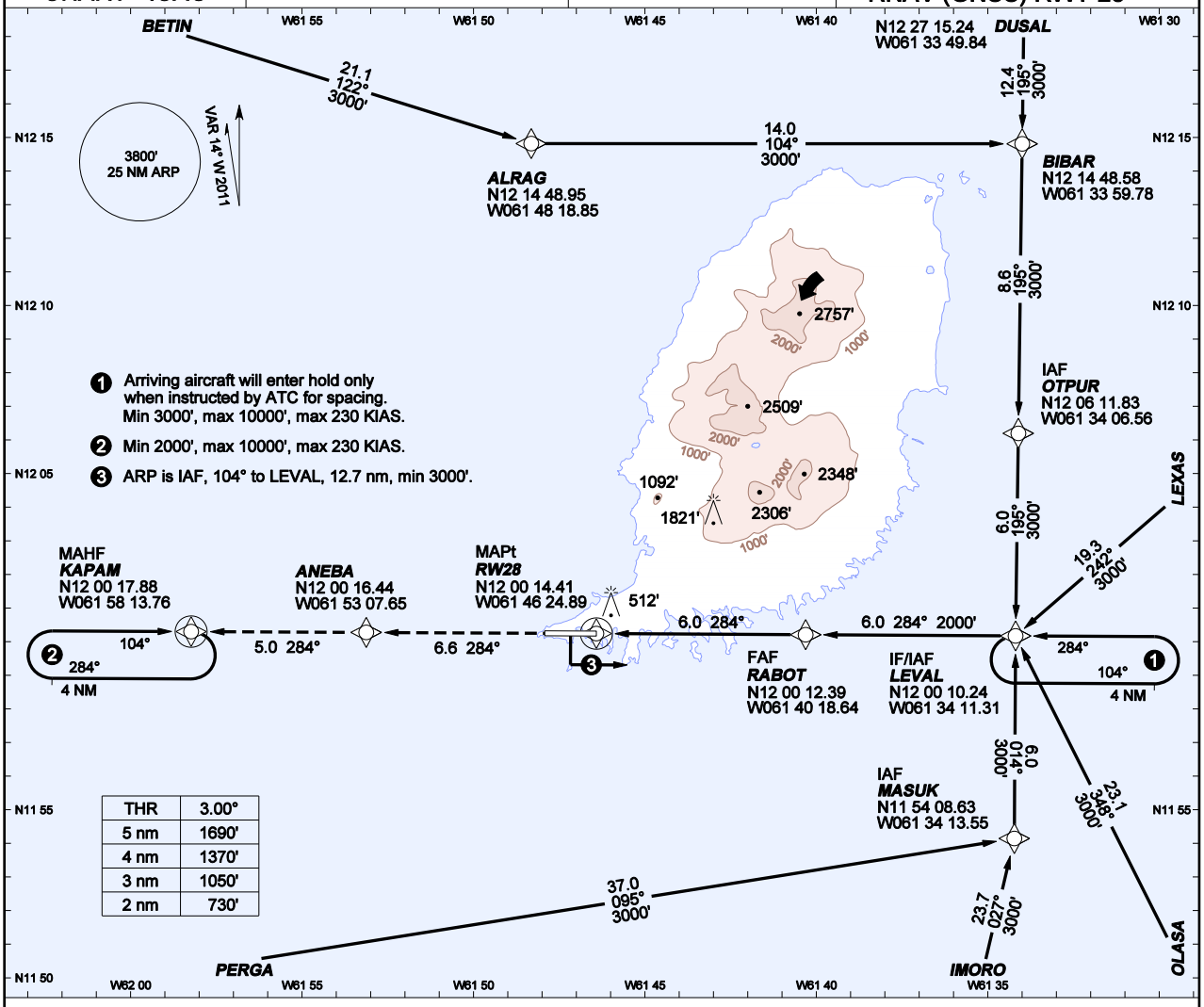
Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
ALRAG	N12 14 48.95 W061 48 18.85	IMOXI	N12 00 15.19 W061 48 56.45
ANEBA	N12 00 16.44 W061 53 07.65	KAPAM	N12 00 17.88 W061 58 13.76
BETIN	N12 21 21.25 W062 08 50.49	LEXAS	N12 13 07.20 W061 19 30.17
DASEN	N11 54 16.26 W061 58 15.43	OLASA	N11 39 16.00 W061 23 53.00
DUSAL	N12 27 15.24 W061 33 49.84	PERGA	N11 48 05.00 W062 11 30.00
EBGAN	N12 06 19.49 W061 58 12.09	PY001	N12 05 41.91 W062 00 56.86
IMORO	N11 30 53.00 W061 39 36.00	PY002	N11 56 11.04 W062 02 42.17

NO CHANGES.

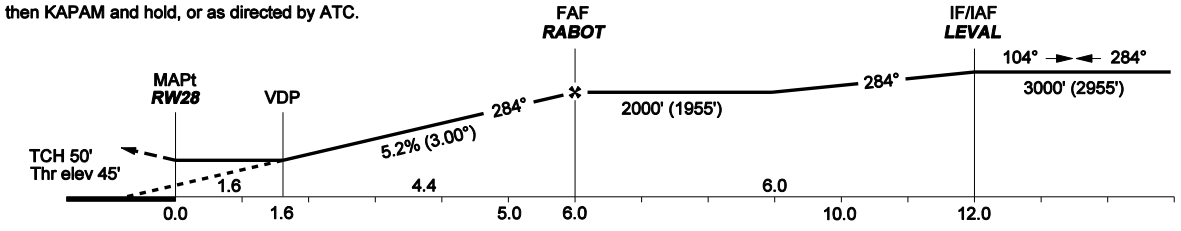
INSTRUMENT APPROACH CHART - ICAO

TRANSITION LEVEL: BY ATC
TRANSITION ALTITUDE: 4000' (3955')
AERODROME ELEVATION: 45'

ST GEORGES, GRENADA
MAURICE BISHOP INT'L
RNAV (GNSS) RWY 28



MISSED APPROACH: Climb to 2000' direct ANEBA, then KAPAM and hold, or as directed by ATC.



OCA(H)	A	B	C	D
LNAV	610' (565')	610' (565')	610' (565')	610' (565')
CIRCLING south side only	610' (565')	610' (565')	700' (655')	700' (655')

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

1. CAUTION: Hight terrain north through east of aerodrome. No VFR at night. Rwy 10 right traffic.
2. Unless ATC clearance is obtained for an RNAV/GNSS/ procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to conventional ground-based navigation aids - E/CAR AIP TGPY AD 2.22 refers.
3. VDP, Visual descent point, is the point before threshold where LNAV OCA meets 3° final slope. NA to LNAV/VNAV.
4. Bearings are magnetic, altitudes and elevation in feet, distance in NM, heights are relative to aerodrome elevation.

Fly-by on demand reporting wpt
Fly-over on demand reporting wpt

CHANGE: Frequencies adjusted.

TGPY RNAV (GNSS) RWY 28 CODING TABLE

Fix name	*Fix type*	*Path Terminator*	*Fly-over*	*Course °M (°T)*	*Dist NM*	*Turn dir*	*Min alt Ft*	*Max KIAS*	*Mag var*	*VPA° (TCH Ft)*	*RNP value*
Betin Arrival											
BETIN	Terminal	IF	-	-	-	-	+3000	-	+14.0	-	-
ALRAG	Terminal	TF	-	122 (107.91)	21.1	L	+3000	-	+14.0	-	1.0
BIBAR	Terminal	TF	-	104 (090.00)	14.0	R	+3000	-	+14.0	-	1.0
OTPUR	IAF	TF	-	195 (180.74)	8.6	-	+3000	-	+14.0	-	1.0
LEVAL	IF/IAF	TF	-	195 (180.74)	6.0	R	3000	-	+14.0	-	1.0
Dusal Arrival											
DUSAL	Terminal	IF	-	-	-	-			+14.0	-	-
BIBAR	Terminal	TF	-	195 (180.75)	12.4	-	+3000	-	+14.0	-	1.0
OTPUR	IAF	TF	-	195 (180.74)	8.6	-	+3000	-	+14.0	-	1.0
LEVAL	IF/IAF	TF	-	195 (180.74)	6.0	R	3000	-	+14.0	-	1.0
Lexas Arrival											
LEXAS	Terminal	IF	-	-	-	-	+3000	-	+14.0	-	-
LEVAL	IF/IAF	TF	-	242 (228.16)	19.3	R	3000	-	+14.0	-	1.0
Olasa Arrival											
OLASA	IAF	IF	-	-	-	-	+3000	-	+14.0	-	1.0
LEVAL	IF/IAF	TF	-	348 (334.12)	23.1	L	3000	-	+14.0	-	1.0
Perga Arrival											
PERGA	Terminal	IF	-	-	-	-	+3000	-	+14.0	-	-
MASUK	IAF	TF	-	095 (080.56)	37.0	L	+3000	-	+14.0	-	1.0
LEVAL	IF/IAF	TF	-	014 (000.35)	6.0	L	3000	-	+14.0	-	1.0
Intermediate, final, missed											
LEVAL	IF/IAF	-	-	-	-	-	3000	-	+14.0	-	1.0
RABOT	FAF	TF	-	284 (270.35)	6.0	-	2000	-	+14.0	-	1.0
RW28	MAPt	TF	Y	284 (270.33)	6.0	-	610	-	+14.0	-3.00 (50)	0.3
ANEBA	-	CF	-	284 (270.30)	6.6	-	-	-	+14.0	-	1.0
KAPAM	MAHF	TF	Y	284 (270.28)	5.0	-	2000	-	+14.0	-	1.0

Other:
1. LEVAL holding inbound track 284°M (270.35°T), MNM alt 3000', MXM alt 10000', MXM 230 kts, outbound 4.0 NM.
2. KAPAM holding inbound track 104°M (090.26°T), MNM alt 2000', MXM alt 10000', MXM 230 kts, outbound 4.0 NM.

Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
ALRAG	N12 14 48.95 W061 48 18.85	LEXAS	N12 13 07.20 W061 19 30.17
ANEBA	N12 00 16.44 W061 53 07.65	MASUK	N11 54 08.63 W061 34 13.55
BETIN	N12 21 21.25 W062 08 50.49	OLASA	N11 39 16.00 W061 23 53.00
BIBAR	N12 14 48.58 W061 33 59.78	OTPUR	N12 06 11.83 W061 34 06.56
DUSAL	N12 27 15.24 W061 33 49.84	PERGA	N11 48 05.00 W062 11 30.00
IMORO	N11 30 53.00 W061 39 36.00	RABOT	N12 00 12.39 W061 40 18.64
KAPAM	N12 00 17.88 W061 58 13.76	RW28	N12 00 14.41 W061 46 24.89
LEVAL	N12 00 10.24 W061 34 11.31	ARP	N12 00 15.29 W061 47 10.29

NO CHANGES.

AD 2. AERODROMES

TRPG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TRPG - GERALD'S/John A. Osborne - INTL

TRPG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 164729N Long : 0621136W Site : Midway of RWY on CL
2	Direction and distance from city	1.5KM (0.8NM) SE of Little Bay
3	Elevation/Reference Temperature	168M (550FT) / 30 °C
4	MAG VAR/annual change	15°W (2019) /02'W
5	AD Administration, address, telephone, telefax, telex, AFS	John A. Osborne Airport Gerald's P.O. Box 344 Montserrat TEL: (664) 491-6218 FAX: (664) 491-7688 AFS: TRPGYDYX
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	PPR for non scheduled fixed wing aircraft.

TRPG AD 2.3 OPERATIONAL HOURS

1	AD Administration	1200-2000 UTC
2	Customs and immigration	1000-2200 UTC
3	Health and sanitation	1000-2200 UTC
4	AIS Briefing Office	1000-2200 UTC
5	ATS Reporting Office (ARO)	1000-2200 UTC
6	MET Briefing Office	1000-2200 UTC
7	ATS	1000-2200 UTC
8	Fuelling	NIL
9	Handling	1000-2200 UTC
10	Security	H24
11	De-icing	NIL
12	Remarks	See GEN 2.7-12

TRPG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	By arrangement with operator
2	Fuel/Oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

TRPG AD 2.5 PASSENGER FACILITIES

1	Hotels	Within 0.5KM with 18 Rooms
2	Restaurants	In vicinity
3	Transportation	Taxis & vehicle rental
4	Medical facilities	Hospital within 0.5 KM
5	Bank and Post Office	Within 1.7 KM
6	Tourist Office	Within 1.7 KM
7	Remarks	NIL

TRPG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 2
2	Rescue equipment	One (1) Mercedes Benz (Category 3 equipped)
3	Capability for removal of disabled aircraft	Arrangement with Private firms or Montserrat Port Authority
4	Remarks	CAT 3 avbl on request. 24HR PPR.

TRPG AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	Sweeper available in the event of ash fall
2	Clearance priorities	Not Applicable
3	Remarks	NIL

TRPG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	(Acft Stand #1 : Coords 16 47 32.58N 062 11 36.72W Elevation 550 FT Acft Stand #2 : Coords 16 47 32.58N 062 11 38.12W Elevation 549 FT)Type of surface: Asphalt Strength: PCN 7/F/B/Y/T
2	Taxiway width, surface and strength	**TWY A** Width: 10.5 M Type of surface: Asphalt Strength: PCN 16/F/B/Y/T. Holding point: Coordinates 16 47 29.93N 062 11 35.49W Elevation 548 FT
3	ACL Location and elevation	Location : NIL Elevation : NIL
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TRPG 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	Guideline to Two(2) aircraft stands
2	Markings : Lights (LGT)	RWY:- Designation, Centerline, End, Displaced threshold, Turn Pad, Non Standard TDZ Limit. TWY:- Centerline, Lead-in Lines, RWY holding position 34M from RWY centerline. RWY:- THR, Edge, End TWY:- Edge
3	Stop bars	NIL
4	Remarks	NIL

TRPG AD 2.10 AERODROME OBSTACLES

In approach/TKOFareas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Marking/LGT	Coordinates	Obstacle type Elevation Marking/LGT	coordinates	
a	b	c	a	b	OBSTACLES ALL QUADRANTS

TRPG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	J.A.Osborne AD Meteorological Office & VC Bird Intl Met Off
2	Hours of service MET Office outside hours	1000-2200 UTC
3	Office responsible for TAF preparation Periods of validity	V.C. Bird International Meteorological Office NIL
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing/consultation provided	P, T
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	Self Briefing
8	Supplementary equipment available for providing information	Internet
9	ATS units provided with information	John A. Osborne TWR
10	Additional information (limitation of service, etc.)	Briefings limited to Meteorological Observations at AD with forecast service from V C Bird Meteorological Office

TRPG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE and MAG BRG	Dimensions 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	596 x 18	PCN16/F/B/Y/T Asphalt/Nil	164728.81N 0621145.35W	THR 167.50 m (549.54 ft)
28	270° GEO 285° MAG	596 x 18	PCN16/F/B/Y/T Asphalt/Nil	164728.83N 0621127.11W	THR 167.50 m (549.54 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
0.00%	Nil	100	600 x 60	Nil	RESA 30 M RWY Surface Grooved
0.00%	Nil	276	600 x 60	Nil	RESA 30M Rwy Surface Grooved

TRPG AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	523	623	523	510	THR DISP 30 M
28	523	799	523	510	THR DISP 30 M

TRPG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT Type LEN INTST	THR LGT Colour WBAR	(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	Nil	Green	PAPI 6°	Nil	Nil	596 m White 5 setting	Red	Nil	MEHT SET TO 7.425M
28	Nil	Green	APAPI 4°	Nil	Nil	596 m White 5 setting	Red	Nil	NIL

TRPG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Roof of ATC Control Tower ALTN G AND W. Range 20NM
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: Atop windsock poles for RWYs 10 & 28
3	TWY edge and centreline lighting	TWY A Edge: BLUE (3 settings) Centerline: NIL
4	Secondary power supply/switch-over time	10 SEC
5	Remarks	NIL

TRPG 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	Apron used for helicopter Touchdown.

TRPG AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	JOHN A. OSBORNE ATZ Circular area centered on 164729N/0621136W (ARP) within a 2NM radius.
2	Vertical limits	SFC / 2000 FT AAL
3	Airspace classification	G
4	ATS unit callsign Language(s)	JOHN A. OSBORNE TOWER English
5	Transition altitude	Nil
6	Hour of applicability	NIL
7	Remarks	NIL

TRPG 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
GND	John A. Osborne GND	0.000MHZ	NIL	NIL	1000-2200 UTC	NIL
TWR	John A. Osborne TWR	118.800MHZ	NIL	NIL	1000-2200 UTC	NIL
		121.500MHZ	NIL	NIL	1000-2200 UTC	Emergency frequency

TRPG 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
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TRPG AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 Airport Regulations/Restrictions

1. Flights over hospital restricted.
2. Operators must consult the appropriate ATS Authority to ensure aircraft meet performance requirements of the AD.
3. For arriving aircraft : All engines must be shut down prior to the deplaning of any passenger.
4. For departing aircraft : No engine shall be started until all passengers have boarded the aircraft. Pilots are to request a start-up clearance followed by a departure clearance.

1.2 Instructions for use of the Airport

1.2.1 Applicability

These conditions apply to private and commercial operators of propeller-driven aeroplanes with a maximum approved passenger seating configuration of 9 seats or fewer and/or a MTOM of 5,700kg or less. For the purpose of this instruction DHC-6 Twin Otter aircraft are considered to fall within these criteria. Any application to operate into John A. Osborne Airport using aircraft which fall outside these limits will be considered separately

1.2.2 Objective

The objective of the following instruction is to mitigate and manage operational safety-risks to an acceptable level.
The following hazards shall be taken into consideration:

- Airport on hilltop
- Sharp drop at both runways ends
- Spatial orientation difficult
- Obstacles all quadrants
- Turbulence can be significant
- Windshear common
- Possibility of downdrafts on short final runway 10
- Obstacles taking-off runway 10
- Obstacles on approach to runway 28
- Wind shifts especially when coming from a Southerly direction
- Runway length and aircraft performance

1.2.3 Pilot/Operator Responsibilities

Operators and pilots are responsible for using procedures to mitigate safety risks to operate into John A. Osborne Airport. Operators and pilots must ensure that they complete the training requirements as stated in sub-paragraph 1.2.4 below. Operators and pilots are required to assess the nature and complexity of certain factors associated with John A. Osborne Airport, including the above mentioned responsibility. Prior Permission is required except for commercial operators who hold an AOC issued by the Governor or a valid Foreign Operating Permit (FOP) from the UK Department for Transport (DfT). Commercial operators may need an economic approval from the Montserrat Government.

1.2.4 Qualifications, Experience and Training for Pilots of Commercial and Private Operations.

1.2.4.1 Licence and Experience Requirements

1. Minimum of a Commercial Pilot's Licence or Private Pilot's Licence.

2. Minimum Total Flying Experience of 500 hours.

3. Minimum Flying Experience of 100 hours on the type or class of aircraft.

4. Have completed the John A. Osborne Airport training requirements.

5. Have in his possession a completed approved flight check form signed by an approved training captain attesting to having successfully completed a flight check at John A Osborne Airport with or without restriction on either runway 10 or 28. Where the flight check has been conducted on one runway only, the pilot is limited to operations on the runway in relation to which a successful flight check has been conducted. (See Notes 1 and 2)

6. Performed at least one take-off and one landing as pilot in command in the last six months at John A Osborne Airport. If more than six months, but not more than twelve months, have elapsed since the pilot's last landing at John A Osborne Airport, this condition may be met by performing one landing and take-off either under supervision of an approved training captain, or as sole manipulator of the controls on a non-Commercial Air Transport flight.

1.2.4.2 Training Requirements

1. Briefing on special operating procedures for Montserrat including particularities of the aerodrome and its environment, wind effects and knowledge of the performance of the aircraft to be used.

2. For operations on runway 10:

(a) As sole manipulator of the controls on that type of aeroplane, a minimum of three take-offs and three landings on runway 10 with an approved training captain in favourable conditions.

(b) As sole manipulator of the controls on that type of aeroplane, one practice missed approach on runway10 with an approved training captain.

3. For operations on runway 28:

(a) As sole manipulator of the controls on that type of aeroplane, a minimum of two take-offs and two landings on runway 28 with an approved training captain in favourable conditions.

(b) As sole manipulator of the controls on that type of aeroplane, one practice missed approach on runway 28 with an approved training captain.

Note1: When a pilot satisfies the approved training captain as to compliance with all the training requirements, he will receive a flight check. A copy of the completed flight check form must be submitted to the John A. Osborne Airport Manager or his representative.

Note 2: The names of approved training captain will be provided by ASS1 or the Airport Manager upon request. All approved training captains must meet the criteria to operate as pilot in command at the Aerodrome on the class or type of aeroplane to be used for checking in the particular case, hold a Commercial Pilot's Licence or Airline Transport Pilot's Licence, is current in accordance with paragraph 1.2.4.1 Item 6, has been operating in and out of the Aerodrome for at least six months, and has applied for and been issued with an approval from ASSI.

1.2.5 Aircraft Performance Requirements

1.2.5.1 All operators/pilots must comply with the aircraft performance requirements for their type of Aircraft using performance data from the approved flight manual; (e.g. weight, altitude, temperature limits.)

1.2.6 Other Limitations and Instructions

1. Day operations only.

2. VFR Weather Minima

3. Consider the effect of tailwind during take-off.

4. Maximum crosswind limitation must not exceed the maximum demonstrated crosswind component described in the approved flight manual.

5. Consider the effect of light, moderate or heavy rain during take-off and landing.

6. Consider runway surface condition during landing.

7. The pilot in command must leave behind with their representative a record of the aircraft's mass and balance sheet prior to departure.

8. A flight check is required on each runway in order for each runway to be used for landing

Montserrat FORM 001

MONTSERRAT AIRPORT

REQUEST FOR PERMISSION TO OPERATE AT MONTSERRAT AIRPORT

Please fax form to (664) 491 – 7688 Tel No. (664) 491 - 4229

Caution: Airport on hilltop – Spatial orientation difficult – Obstacles all Quadrants - Turbulence can be significant – Wind shear common – Possibility of downdrafts short final runway 10

PAPIs installed.
Airport is restricted to operations within published hours only.
Multi-engine A/C must leave copy of balanced field length take-off calculations with Tower.
Permission requests will be processed during the business week.
Reference should be made to the Air Navigation (Overseas Territories) Order 2007 Instruction dated 26th August 2011, for additional details as published in the AIP

DATE OF APPLICATION: _____

DATE OF ARRIVAL – MONTSERRAT: _____ **ETA** _____ **Z**

DEPARTURE DATE – MONTSERRAT: _____ **ETD** _____ **Z**

POINT OF DEPARTURE: _____

OPERATORS NAME: _____

TYPE OF AIRCRAFT: _____ **REGISTRATION OF AIRCRAFT:** _____

PILOT'S NAME(S): _____

PILOT'S LICENSE NO(S): _____ **AGE(S):** ___/___

LICENSE(S) ISSUED BY: _____ **PRIVATE**___ **COMMERCIAL**

NO. OF PERSONS ON BOARD: **ARRIVING** ___ **DEPARTING** ___

Tel No.: _____ **Fax:** _____

Who is paying or sharing expenses for this flight? _____

I understand that a valid Article 135 permission (Air Navigation Orders/Overseas Territories 2007) is required for the carriage of passengers or cargo for valuable consideration. I am aware of the conditions and restrictions attached to the Aerodrome License issued in respect of the Montserrat Airport and available in the Aeronautical Information Publication (AIP).

Further, I confirm that I have a minimum of 500hrs total flying time, with a minimum 100 hrs on type and a minimum 5 landings in Montserrat with (1) landing within the last 60 days. (If using a check pilot, please have check pilot fill out separate request form).

Signature of Pilot in Command _____

For Issuing Authority Only

Permission granted to Arrive on _____ Between: _____ Z& _____ Z

Permission granted to Depart on _____ Between: _____ Z& _____ Z

_____ _____

DD/MM/YY **Airport Manager**

REV/1/AUGUST 2011

TRPG AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TRPG AD 2.22 FLIGHT PROCEDURES

1. Procedures for Arrival, Approach and Departures.

1.1 Aircraft Specific Procedures

1. All operators and pilots must take into consideration as a minimum the following:

   a. Obstacles and terrain in the approach area.

   b. Possibility of downdrafts.

   c. Runway length.

   d. Obstacles and terrain in the departure area.

   e. Procedures in the event of an engine failure for the applicable runway.

   f. Be aware of limitations on weather conditions (e.g. wind direction and speed, visibility, cloud base and rain.

2. All fixed-wing departures shall commence take-off roll at Threshold 10/28.

TRPG AD 2.23 ADDITIONAL INFORMATION

1. Periodic bird concentrations in the vicinity of the aerodrome.

2. No undershoot RESA is available. Overshoot RESA is 30m.

TRPG AD 2.24 CHARTS RELATED TO AERODROME

1. Aerodrome/Heliport Chart …… AD2.6-1-13

2. Aircraft Parking/Docking Chart ……..…...… AD2.6-1-15

3. Aerodrome Obstacle Chart ……..…..... AD2.6-1-17

TRPG AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

AERODROME CHART - ICAO

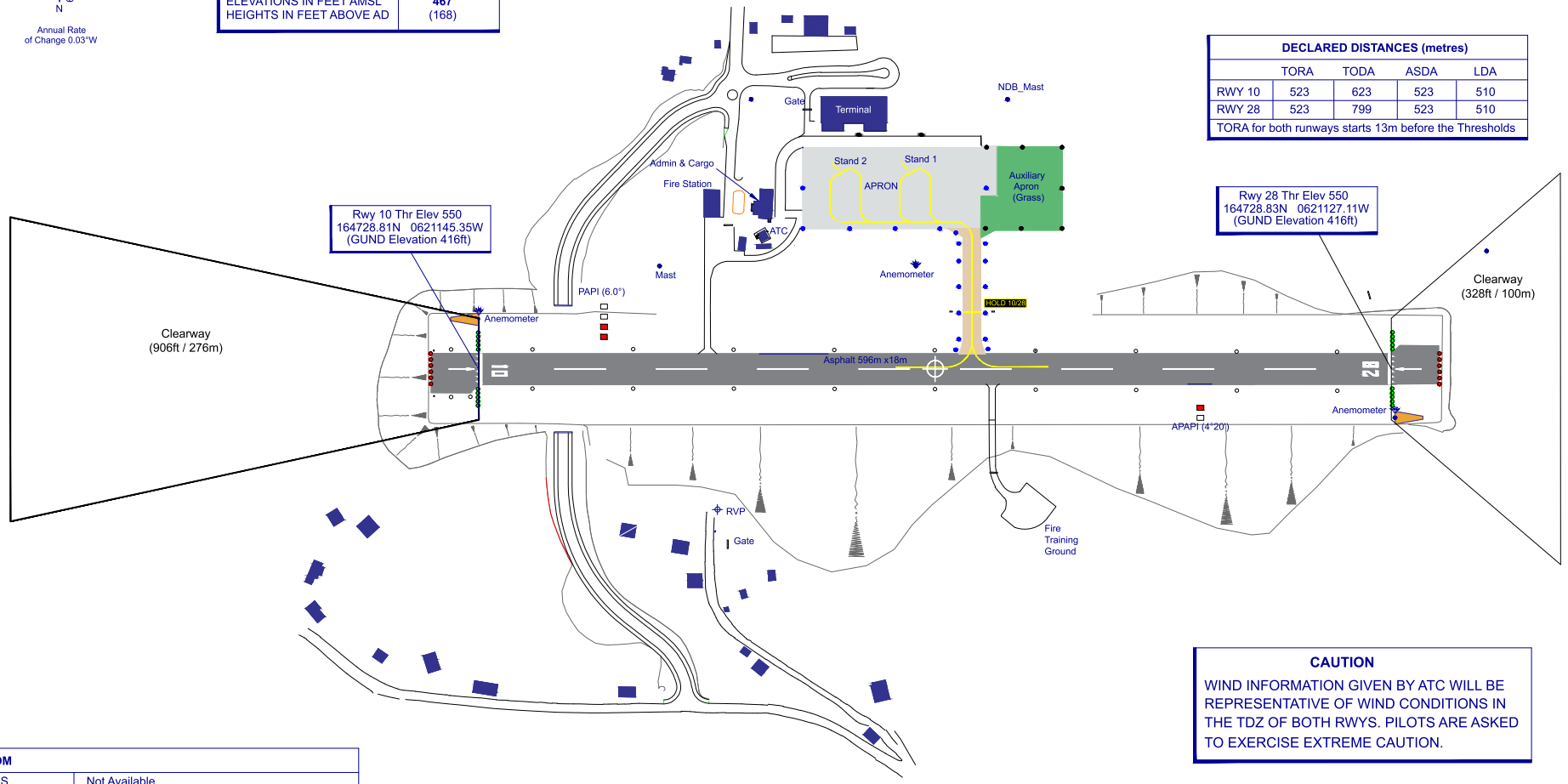
ARP 164728.82N 0621136.23W | **AD ELEV 550FT** | **John A. Osborne Airport** Geralds, Montserrat | **TRPG**

VAR 14.7°W - 2019
N
Annual Rate of Change 0.03°W

GUND (Geoid Undulation) = **416ft** The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**467** (168)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON/RWY/TWY	**SURFACE**	**BEARING STRENGTH**
RWY 10/28	Asphalt	16 F/B/Y/T
TAXIWAY	Asphalt	16 F/B/Y/T
MAIN APRON	Asphalt	7 F/B/Y/T

DECLARED DISTANCES (metres)				
	TORA	TODA	ASDA	LDA
RWY 10	523	623	523	510
RWY 28	523	799	523	510
TORA for both runways starts 13m before the Thresholds				



CAUTION

WIND INFORMATION GIVEN BY ATC WILL BE REPRESENTATIVE OF WIND CONDITIONS IN THE TDZ OF BOTH RWYS. PILOTS ARE ASKED TO EXERCISE EXTREME CAUTION.

COM		
ATIS	Not Available	
TWR	118.800MHz	JOHN A. OSBORNE TOWER
LIGHTING		
THR 10/28	Green Wing bars	
RWY 10/28	Hi White Edge 60m spacing, End lights red	
RWY 10	PAPI-L (6.0°)	
RWY 28	APAPI-L (4°20')	
TWY	Blue edge	
Non-standard TDZ Limit Markings installed 120m from THR RWY 10/28		

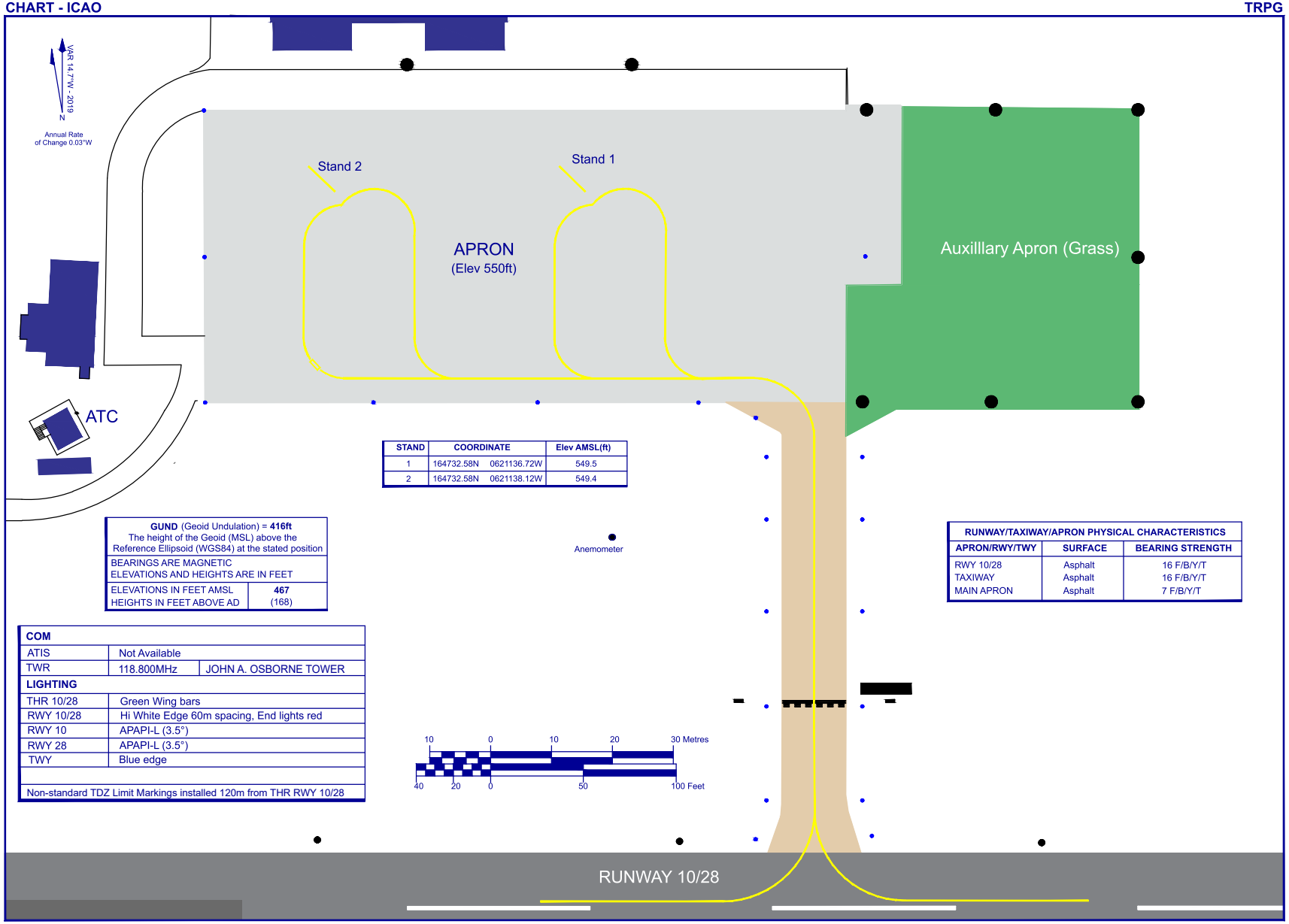
100 50 0 100 200 Metres
500 0 500 Feet

CHANGES: RWY PCN Strength changed. Markings included. Frequencies adjusted.

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AIRCRAFT PARKING / DOCKING CHART - ICAO

ARP 164728.82N 0621136.23W | AD ELEV 550FT | John A. Osborne Airport Geralds, Montserrat | TRPG



STAND	COORDINATE		Elev AMSL(ft)
1	164732.58N	0621136.72W	549.5
2	164732.58N	0621138.12W	549.4

GUND (Geoid Undulation) = **416ft**
The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position

BEARINGS ARE MAGNETIC
ELEVATIONS AND HEIGHTS ARE IN FEET

ELEVATIONS IN FEET AMSL	**467**
HEIGHTS IN FEET ABOVE AD	(168)

RUNWAY/TAXIWAY/APRON PHYSICAL CHARACTERISTICS		
APRON/RWY/TWY	SURFACE	BEARING STRENGTH
RWY 10/28	Asphalt	16 F/B/Y/T
TAXIWAY	Asphalt	16 F/B/Y/T
MAIN APRON	Asphalt	7 F/B/Y/T

COM		
ATIS	Not Available	
TWR	118.800MHz	JOHN A. OSBORNE TOWER
LIGHTING		
THR 10/28	Green Wing bars	
RWY 10/28	Hi White Edge 60m spacing, End lights red	
RWY 10	APAPI-L (3.5°)	
RWY 28	APAPI-L (3.5°)	
TWY	Blue edge	
Non-standard TDZ Limit Markings installed 120m from THR RWY 10/28		

CHANGES: RWY PCN Strength changed, Markings included, Frequencies adjusted.

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ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

AERODROME OBSTACLE CHART - ICAO
TYPE A - OPERATING LIMITATIONS

JOHN A. OSBORNE INTERNATIONAL (TRPG)
GERALD'S, MONTSERRAT

MAGNETIC VARIATION 14° 26' W (2012)

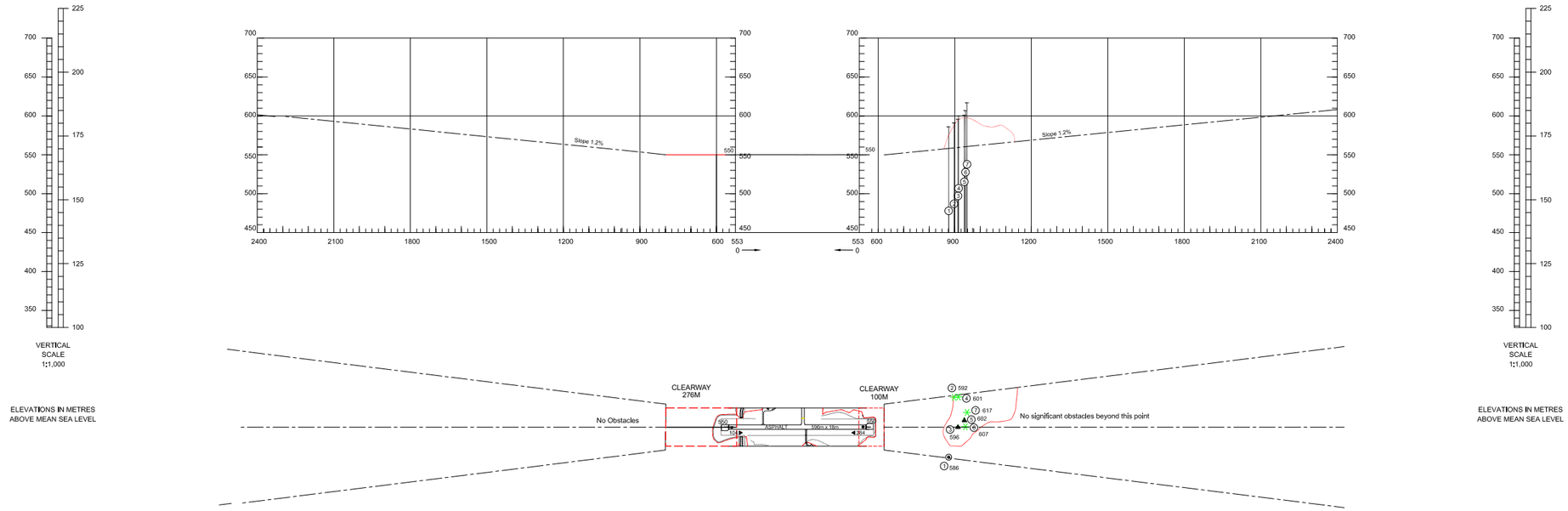
ANNUAL CHANGE 00° 01' W/Year

MAGNETIC BEARING OF RUNWAY 104° 22' 06"

TRUE BEARING OF RUNWAY 89° 56' 06"

RUNWAY 10-28

DECLARED DISTANCES		
RWY 10		RWY 28
523	TAKE-OFF RUN AVAILABLE	523
623	TAKE-OFF DISTANCE AVAILABLE	799
523	ACCELERATE-STOP DISTANCE AVAILABLE	523
510	LANDING DISTANCE AVAILABLE	510



LEGEND

	PLAN	PROFILE
IDENTIFICATION NUMBER	(10)	
HEIGHT AMSL	25	
BUILDING	■	(13)
GROUND LEVEL	▲	
PYLON / ESB KV	⊤	
TREE / BUSH	✳	
TELEPOLE, AERIAL, POST, ETC	◉	
MOBILE OBSTACLE	=○=	

CHANGES
CLEARWAY VALUES ADJUSTED
DECLARED DISTANCES ADJUSTED

ORDER OF ACCURACY: Horizontal 3m; Vertical 1ft
Aerodrome information current NOVEMBER 2012
Based on survey dated NOVEMBER 2012

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AD 2. AERODROMES

TKPK AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TKPK - BASSETERRE/Robert L. Bradshaw - INTL

TKPK AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 171840N Long : 0624307W Site : Mid-point of RWY on Centreline
2	Direction and distance from city	2.8 km (1.5 nm) NE of BASSETERRE
3	Elevation/Reference Temperature	51M (168FT) / 30 °C
4	MAG VAR/annual change	14°W (2009)
5	AD Administration, address, telephone, telefax, telex, AFS	St. Christopher Air & Sea Ports Authority P.O. Box 963 Basseterre St. Kitts, W.I. TEL: (869) 465-8121-3/AIRPORT DIV (869)465-8472 AFS: TKPKYAYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TKPK AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon – Fri. – 1200 – 2000 Except Public Holidays
2	Customs and immigration	1000 - 0100
3	Health and sanitation	1000 - 0100
4	AIS Briefing Office	1000 - 0100
5	ATS Reporting Office (ARO)	1000 - 0100
6	MET Briefing Office	H24
7	ATS	1000 - 0100
8	Fuelling	1000 - 0100
9	Handling	By arrangement with operating agencies
10	Security	H24
11	De-icing	NIL
12	Remarks	Other times on Req 24hrs notice

TKPK AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Trucks, Flat beds, Forklifters, Belt loader, Hi loader
2	Fuel/Oil types	Jet A1/ASTO 550/650/750, W100, AVGAS
3	Fuelling facilities/capacity	Fueller 22,000 gallons
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

TKPK AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels within 5 minutes from airport and in City
2	Restaurants	At AD and in City
3	Transportation	Taxis and car rentals
4	Medical facilities	Hospital in city 3 km (1.9 nm) from airport
5	Bank and Post Office	In City
6	Tourist Office	Office at AD and in City
7	Remarks	NIL

TKPK AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire-fighting	Category 9
2	Rescue equipment	Yes RIV, Jaws of life, Forced entry tools
3	Capability for removal of disabled aircraft	From local resources up to aircraft weight 18,142 kg. For removal of larger aircraft assistance would be sought from a neighbouring State.
4	Remarks	NIL

TKPK AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TKPK AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	**Apron General Aviation :** Type of surface: Asphalt Strength: MTOW 50,000lbs
		Apron Main New : Type of surface: Concrete Strength: PCN 110/F/A/W/T
		Apron Main Old : Type of surface: Asphalt Strength: PCN 80/R/B/W/T
2	Taxiway width, surface and strength	**TWY A** Width: 25 M Type of surface: Asphalt Strength: PCN 95/F/A/W/T.
		TWY B Width: 23 M Type of surface: Asphalt Strength: PCN 80/R/B/W/T.
		TWY C Width: 23 M Type of surface: Asphalt Strength: PCN 80/R/B/W/T.
3	ACL Location and elevation	Location : Terminal Apron Elevation : 47.8 m (157 ft) AMSL
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TKPK 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	Guide lines at apron.
2	Markings: Lights (LGT)	RWY: Designation, THR, Centreline, Edge, Aiming Point, Displaced THR, TDZ TWY: Centreline, All Holding position at all TWY/RWY Intersections RWY: THR, Edge, End TWY: Edge, Apron
3	Stop bars	NIL
4	Remarks	NIL

TKPK AD 2.10 AERODROME OBSTACLES

In approach/TKOFareas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Marking/LGT	Coordinates	Obstacle type Elevation Marking/LGT	coordinates	Circling not authorized
a	b	c	a	b	
-	NIL		NIL	NIL	Hills North of RWY 07/25 1159ft and 629ft AMSL and South of RWY 520ft AMSL
-	NIL		NIL	NIL	

TKPK AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Robert L. Bradshaw, V.C. Bird, National Weather Service San Juan
2	Hours of service MET Office outside hours	1000 - 0100
3	Office responsible for TAF preparation Periods of validity	San Juan weather service, P.R. 12 hrs with updates
4	Type of landing forecast Interval of issuance	Trend NIL
5	Briefing/consultation provided	Personal consultation
6	Flight documentation Language(s) used	NIL
7	Charts and other information available for briefing or consultation	Available on request
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Robert L. Bradshaw TWR
10	Additional information (limitation of service, etc.)	24 hrs prior request outside hours of service

TKPK AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE & MAG BRG	Dimensions 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
07	057° GEO 071° MAG	2322 x 45	PCN 80/R/B/W/T Asphalt/Nil	171820.80N 0624338.04W	THR 51.20 m (167.98 ft)
25	237° GEO 251° MAG	2322 x 45	PCN 80/R/B/W/T Asphalt/Nil	171900.27N 0624235.63W	THR 48.80 m (160.10 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
0.19%	Nil	1161 x 150	2501 x 152	Nil	RESA 148m/486ft RWY End Coordinates: 17 18 19.49N 062 43 40.10W
1.60%	Nil	Nil	2501 x 152	Nil	RESA 149.5m/491ft RWY END Coordinates: 17 19 01.02N 062 42 34.43W

TKPK AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
07	2322	3483	2322	2249	THR DISP 73.0m (240 ft)
25	2322	2322	2322	2280	THR DISP 42.3m (139 ft)

TKPK 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
07	SALSWhite	Green	PAPI Left 3.45° 17m	Nil	Nil	2322 m 60 m White Amber last 60m	Red	Nil	NIL
25	Nil	Green	PAPI Left 3° 17m	Nil	Nil	2322 m 60 m White Amber first 60m	Red	Nil	NIL

TKPK AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At Tower Building FLG WG EV 10Sec 1000 - 0100
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: RWY 07 North side lighted
3	TWY edge and centreline lighting	TWY A Edge: Blue Centerline: NIL TWY B Edge: Blue Centerline: NIL TWY C Edge: Blue Centerline: NIL
4	Secondary power supply/switch-over time	Secondary Power Supply Switch Over Time 10 SEC
5	Remarks	NIL

TKPK 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 Apron is used for Helicopter Touchdown

TKPK AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	ROBERT L. BRADSHAW CTR Area bounded by lines joining points 172200N/0630000W; 173140N/0624430W; 171700N/0623000W; 165000N/0623000W; 171100N/0630000W to point of origin.
2	Vertical limits	SFC/ FL065
3	Airspace classification	E
4	ATS unit callsign Language(s)	ROBERT L. BRADSHAW APPROACH English
5	Transition altitude	5000 FT
6	Hour of applicability	1000 - 0100
7	Remarks	NIL

TKPK 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	Bradshaw Approach	119.600MHZ	NIL	NIL	1000 – 0100	NIL
GND	Bradshaw Ground	121.900MHZ	NIL	NIL	1000 - 0100	NIL
TWR	Bradshaw Tower	118.300MHZ	NIL	NIL	1000 - 0100	NIL

TKPK 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
DME	SKB	CH57X	H24	171823.27N 0624340.24W	0M	NIL	Associated with VOR frequency 112.000MHz Unusable at 5000ft between QDR 248 Mag to 359 Mag
NDB	SKB	325.0kHz	H24	171742.66N 0624438.42W	NIL	NIL	NIL

TKPK AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 At Eastern Caribbean Airports, a number of local regulations apply. The regulations are available from Air Traffic Services. These Regulations includes, 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 in the operation of large aircraft including limitations in 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) fuel spillage; and

k) local flying restrictions applicable to the respective aerodromes.

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 or GND.

1.2 Airport Regulations/Restrictions

1. Aircraft to make initial contact on Tower Frequency 118.300MHz

2. Services outside normal hours of operation require 24 hours prior notification

3. Minimum flight altitude over town and built up area 1500ft

4. Visual manoeuvring North of extended RWY centreline.

5. For arriving aircraft : All engines must be shut down prior to the deplaning of any passenger.

6. For departing aircraft : No engine shall be started until all passengers have boarded the aircraft.

7. All passengers arriving at or departing from the Robert L. Bradshaw International Airport on private jets will be processed through the KAYANJET private terminal. No passenger of this category (private jet travel) will be processed through the main terminal.

   Arrangement for travel via private jets into and out of Robert L. Bradshaw International Airport can be made through any of the listed ground service/flight support companies below:

   i) Signature Flight Support
   TEL: 1 (869) 662 9515
   EMAIL: skb@signatureflight.com

   ii) St. Kitts International Ground Services
   TEL: 1 (869) 465 8484, 1 (869) 662 5338, 1 (869) 766 9600
   EMAIL: kisco@sisterisles.kn

   iii) TDC Airline Services
   TEL: 1 (869) 465 8200, 1 (869) 465 2511 ext 1134 or ext 1168
   EMAIL: airport@tdcgroupltd.com

   iv) KAYANJET FBO Services Ltd
   TEL: 1 (869) 762 2385, 1 (869) 766 9407
   EMAIL: ops.skb@kayanjet.com

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

Arriving aircraft will be allocated a Gate Number by the TWR or GND.

2.2 Taxiway – Limitations

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

3. Parking

3.1 Parking area for small aircraft/helicopters (General Aviation)

General aviation aircraft/helicopters shall be directed by the TWR/GND to the parking area for small aircraft.

3.2 Parking Positions for New Apron

Parking Position	*Coordinates*	*Elevation (m)*
4	17 18 36.82N 062 42 56.14W	43.9
5	17 18 35.70N 062 42 57.91W	44.2
6	17 18 34.58N 062 42 59.68W	44.5
7	17 18 33.46N 062 43 01.45W	44.7
8	17 18 32.34N 062 43 03.22W	44.7
9	17 18 31.22N 062 43 04.99W	44.6

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.

TKPK AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TKPK AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR flights within Piarco FIR/CTA, TMAs

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.

See Relevant Charts

2. RNAV (GNSS) Procedures

Approval to conduct RNAV (GNSS) procedures in the Bradshaw CTR is dependent upon the tactical requirements of non-radar airspace management as determined and directed by Air Traffic Control at the time. Thus unless an ATC clearance is obtained for the conduct of an RNAV (GNSS) procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to ground-based navigation aids.

TKPK AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

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

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 and during take-off, approach-to-land and climb and descent procedures.

2. Other Information

High terrain North West through East of aerodrome.

TKPK AD 2.24 CHARTS RELATED TO AERODROME

1. Aerodrome/Heliport Chart – ICAO……..……. AD 2.7-1-13

2. Aircraft parking/Docking Chart – ICAO …….....…… AD 2.7-1-15

3. Aerodrome Obstacle Chart – ICAO Type A RWY 07/25 …….....…… AD 2.7-1-17

4. Standard Departure Chart – Instrument – ICAO

KIPUR ONE RNAV (GNSS) …….....……..... AD 2.7-1-19
UDGEL ONE RNAV GNSS) …….....…… AD 2.7-1-21
DUSUL ONE RNAV (GNSS)..... AD 2.7-1-23

5. Standard Arrival Chart – Instrument – ICAO

RNAV RWY 07 …….....……. AD 2.7-1-25
RNAV RWY 25 …….....……. AD 2.7-1-26

6. Instrument Approach Chart – ICAO

NDB A RWY 07 …….....……. AD 2.7-1-27
NDB/DME RWY 07 …….....…….. AD 2.7-1-28
RNAV (GNSS) RWY07…….....…….. AD 2.7-1-29
RNAV (GNSS) RWY25…….....…….. AD 2.7-1-31

TKPK AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

AERODROME CHART - ICAO

ARP: N17 18 40.25 W062 43 07.27

AERODROME ELEV: 168' 51.3 m

BRADSHAWGROUND121.900
BRADSHAWTOWER118.300
BRADSHAWAPPROACH119.600

DIMENSIONS IN FEET / METERS
ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC

ROBERT L. BRADSHAW INT'L (TKPK) BASSETERRE, ST KITTS

LEGEND	
Aerodrome reference point	
Building	
Ramp, taxiway, road	
Windsock	
Tower, antenna, pole, etc.	
Lights	
Spot elevation	
Airport beacon	
Taxiway holding position	

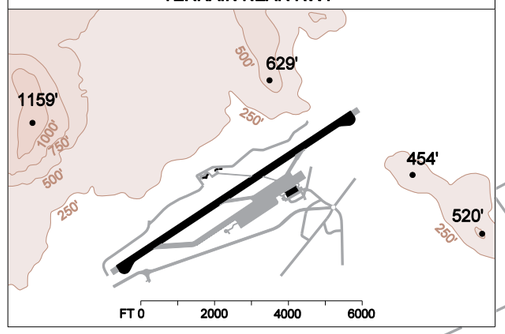
RWY/TWY WIDTHS	
Runway	148' 45 m
Taxiway A	82' 25 m
Taxiway B	75' 23 m
Taxiway C	75' 23 m

RWY SEGMENTS		
Segment	Notes	Length
a to b	Grass	59' 18.0 m
b to c	Asphalt	192' 58.5 m
c to d	Asphalt	240' 73.0 m
d to e	Asphalt	7239' 2206 m
e to f	Asphalt	139' 42.3 m
f to g	Asphalt	193' 58.9 m
g to h	Grass	154' 47.0 m
a to d	RESA SW end rwy	491' 149.5 m
e to h	RESA NE end rwy	486' 148.0 m
f to i	Rwy 07 clearway	3809' 1161 m

RESTRICTIONS / CAUTIONS / NOTES

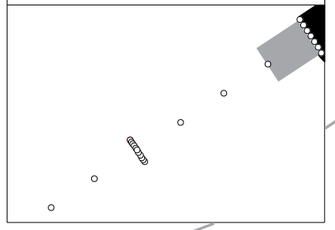
1. Rwy 07 right hand traffic pattern.
2. GA apron for a/c with a MTOW of 50,000 lbs or less.
3. Visual manouvering North of extended centerline.
4. Maintain at least 1500' over town and built up areas.
5. Rapidly rising terrain Northwest through East of aerodrome.
6. Lighted 1000' signs located on North side of rwy beginning 1000' inside of Points b and g.
7. SKB NDB 1.2 NM SW of Point d on centerline.

TERRAIN NEAR RWY



RWY, TWY, APRON SURFACE		
Rwy	80/R/B/W/T	Asphalt
Twy A	95/F/A/W/T	Asphalt
Twy B	80/R/B/W/T	Asphalt
Twy C	80/R/B/W/T	Asphalt
Main Apron, New Portion	110/F/A/W/T	Concrete
Main Apron, Old Portion	80/R/B/W/T	Asphalt
GA Apron	MTOW 50,000 lbs	Asphalt

RWY 07 APPROACH LIGHTS (WHITE)



RWY	TORA	TODA	ASDA	LDA	END OF RUNWAY	POINT	ELEV	DISPLACED THRESHOLD	POINT	ELEV	BEARING	LIGHTING
07	7617' 2322 m (c - f)	11426' 3483 m (c - i)	7617' 2322 m (c - f)	7378' 2249 m (d - f)	N17 18 19.49 W062 43 40.10	c	168' 51.3 m	N17 18 20.80 W062 43 38.04	d	168' 51.2 m	071°	Approach, PAPI-L 3.45°, embedded rwy end and thre lights, rwy edge
25	7617' 2322 m (f - c)	7617' 2322 m (f - c)	7617' 2322 m (f - c)	7479' 2280 m (e - c)	N17 19 01.02 W062 42 34.43	f	161' 49.0 m	N17 19 00.27 W062 42 35.63	e	160' 48.8 m	251°	PAPI-L 3.00°, embedded rwy end and thre lights, rwy edge

CHANGES: Relocation of AIS Office and change in colour of Approach Lights.

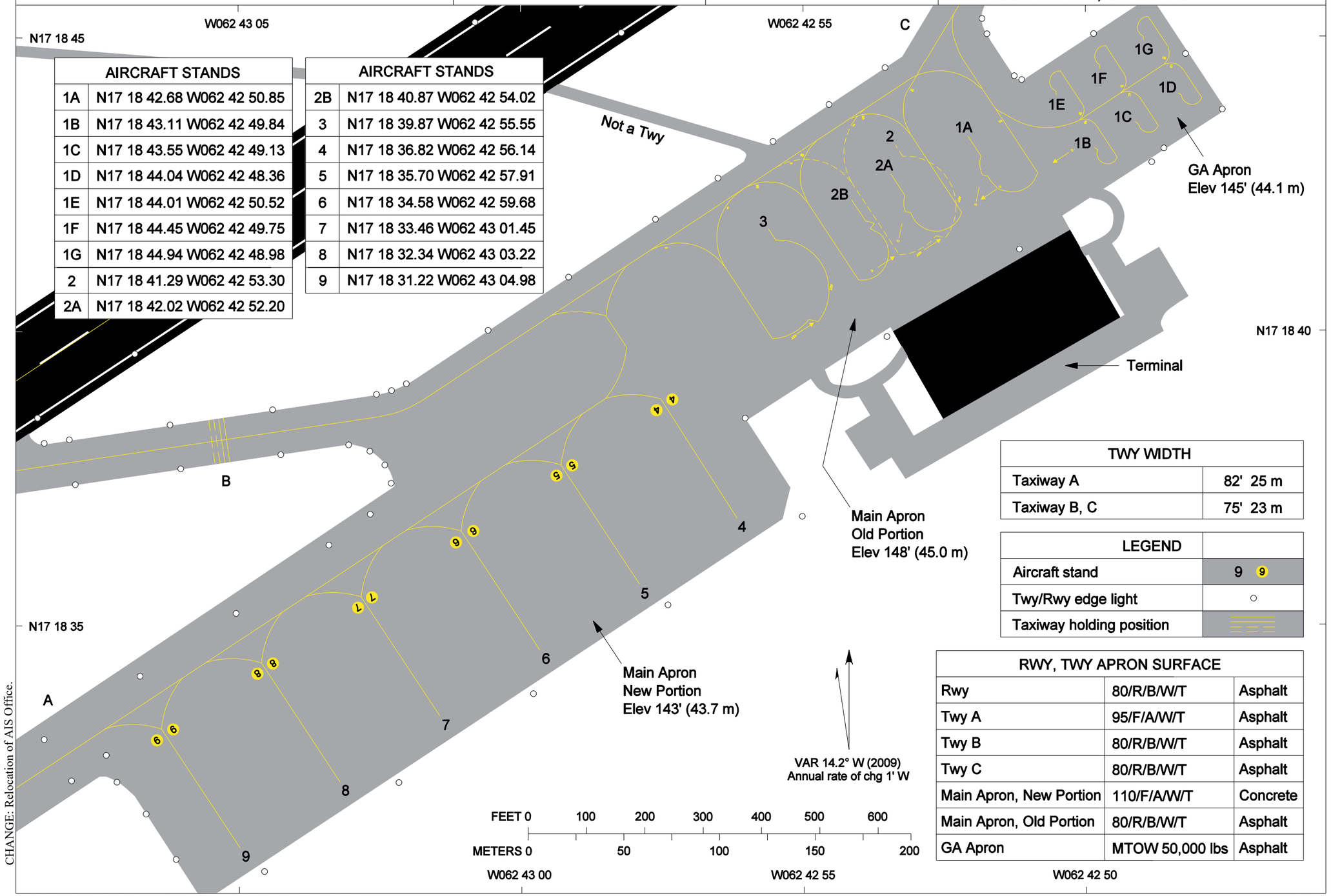
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AIRCRAFT PARKING/DOCKING CHART - ICAO

DIMENSIONS IN FEET/METERS
ELEVATIONS IN FEET/METERS

BRADSHAW TOWER 118.300
BRADSHAW GROUND 121.900

ROBERT L. BRADSHAW INT'L (TKPK)
BASSETERRE, ST KITTS



AIRCRAFT STANDS	
1A	N17 18 42.68 W062 42 50.85
1B	N17 18 43.11 W062 42 49.84
1C	N17 18 43.55 W062 42 49.13
1D	N17 18 44.04 W062 42 48.36
1E	N17 18 44.01 W062 42 50.52
1F	N17 18 44.45 W062 42 49.75
1G	N17 18 44.94 W062 42 48.98
2	N17 18 41.29 W062 42 53.30
2A	N17 18 42.02 W062 42 52.20

AIRCRAFT STANDS	
2B	N17 18 40.87 W062 42 54.02
3	N17 18 39.87 W062 42 55.55
4	N17 18 36.82 W062 42 56.14
5	N17 18 35.70 W062 42 57.91
6	N17 18 34.58 W062 42 59.68
7	N17 18 33.46 W062 43 01.45
8	N17 18 32.34 W062 43 03.22
9	N17 18 31.22 W062 43 04.98

TWY WIDTH	
Taxiway A	82' 25 m
Taxiway B, C	75' 23 m

LEGEND	
Aircraft stand	9
Twy/Rwy edge light	○
Taxiway holding position	

RWY, TWY APRON SURFACE		
Rwy	80/R/B/W/T	Asphalt
Twy A	95/F/A/W/T	Asphalt
Twy B	80/R/B/W/T	Asphalt
Twy C	80/R/B/W/T	Asphalt
Main Apron, New Portion	110/F/A/W/T	Concrete
Main Apron, Old Portion	80/R/B/W/T	Asphalt
GA Apron	MTOW 50,000 lbs	Asphalt

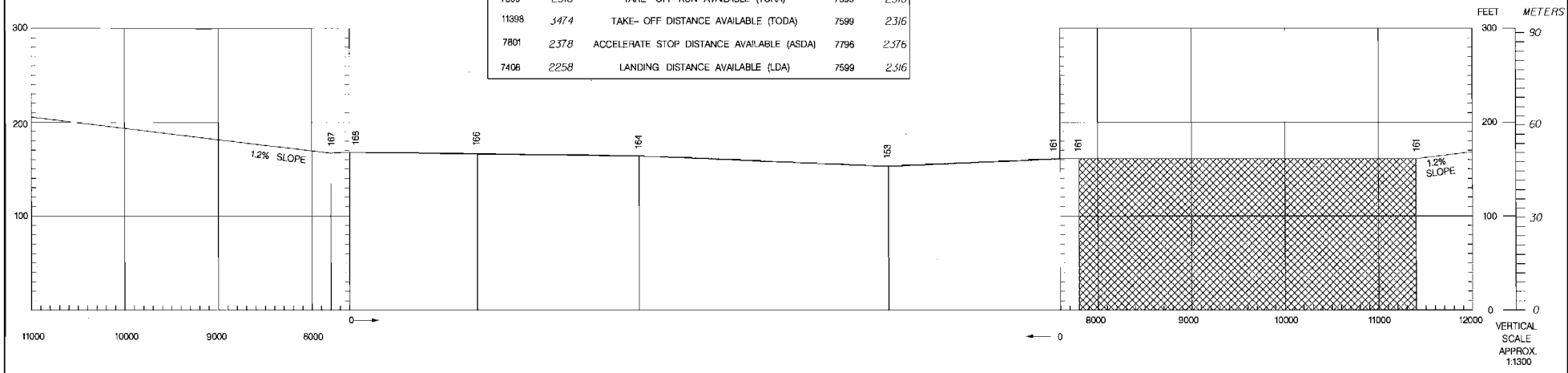
CHANGE: Relocation of AIS Office.

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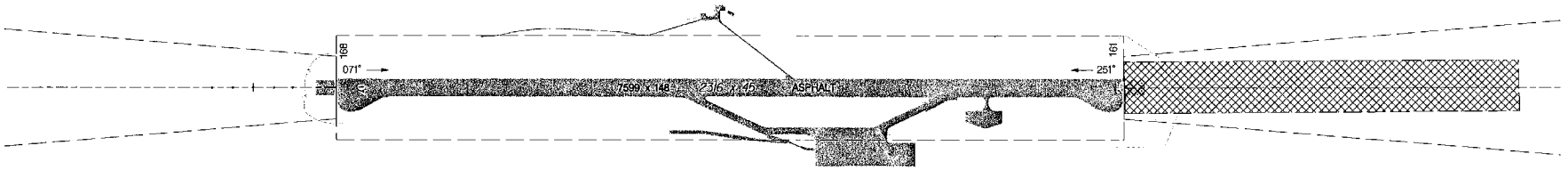
DIMENSIONS IN FEET /METERS ELEVATIONS IN FEET	AERODROME OBSTACLE CHART – ICAO TYPE A – OPERATING LIMITATIONS	BRADSHAW INTL (TKPK) BASSETERRE, ST. KITTS

RWY 07 / 25

DECLARED DISTANCES				
RWY 07			RWY 25	
7599	2316	TAKE- OFF RUN AVAILABLE (TORA)	7599	2316
11398	3474	TAKE- OFF DISTANCE AVAILABLE (TODA)	7599	2316
7801	2378	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	7796	2376
7406	2258	LANDING DISTANCE AVAILABLE (LDA)	7599	2316

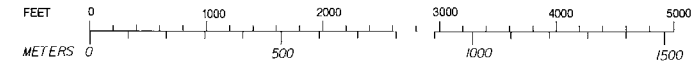


The information on page AD 2.7-1-13 supersedes the information on this page AD 2.7-1-17



LEGEND	PLANVIEW	PROFILE
IDENTIFICATION NUMBER	①	INSIDE ① OUTSIDE ②
MOBILE OBSTACLE		
POLE, TOWER, SPIRE, ANTENNA		
TREE		
CLEARWAY		

HORIZONTAL SCALE APPROXIMATLY 1:13000



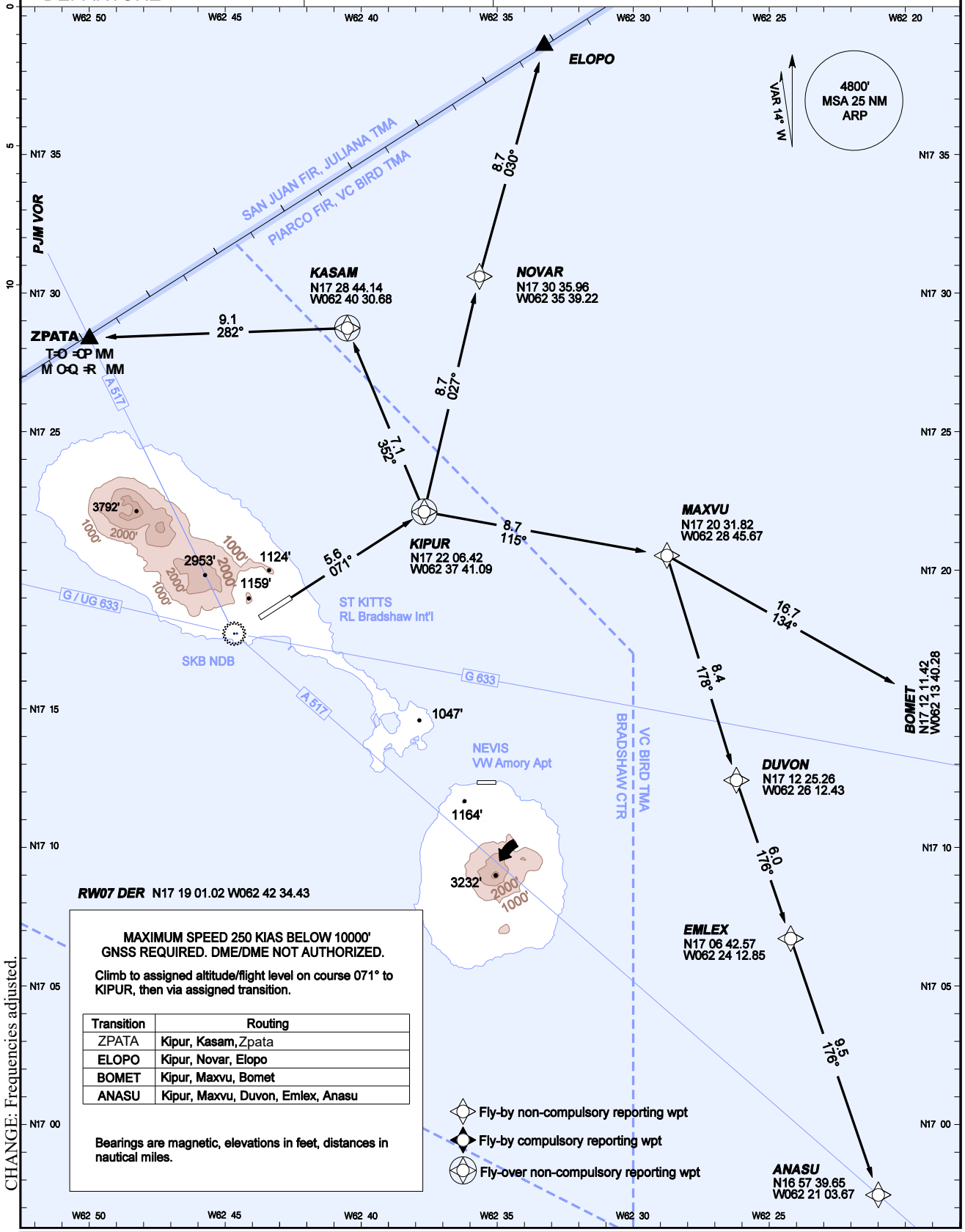
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SID - ICAO
KIPUR ONE RNAV (GNSS) DEPARTURE

TRANS LEVEL: BY ATC
TRANS ALT: 5000' (4832')
AERODROME ELEV: 168'

BRADSHAW APPROACH 119.600
BRADSHAW TOWER 118.300
BRADSHAW GROUND 121.900

RL BRADSHAW INT'L
BASSETERRE, ST KITTS



RW07 DER N17 19 01.02 W062 42 34.43

MAXIMUM SPEED 250 KIAS BELOW 10000'
GNSS REQUIRED. DME/DME NOT AUTHORIZED.

Climb to assigned altitude/flight level on course 071° to KIPUR, then via assigned transition.

Transition	Routing
ZPATA	Kipur, Kasam, Zpata
ELOPO	Kipur, Novar, Elopo
BOMET	Kipur, Maxvu, Bomet
ANASU	Kipur, Maxvu, Duvon, Emlex, Anasu

Bearings are magnetic, elevations in feet, distances in nautical miles.

Fly-by non-compulsory reporting wpt
Fly-by compulsory reporting wpt
Fly-over non-compulsory reporting wpt

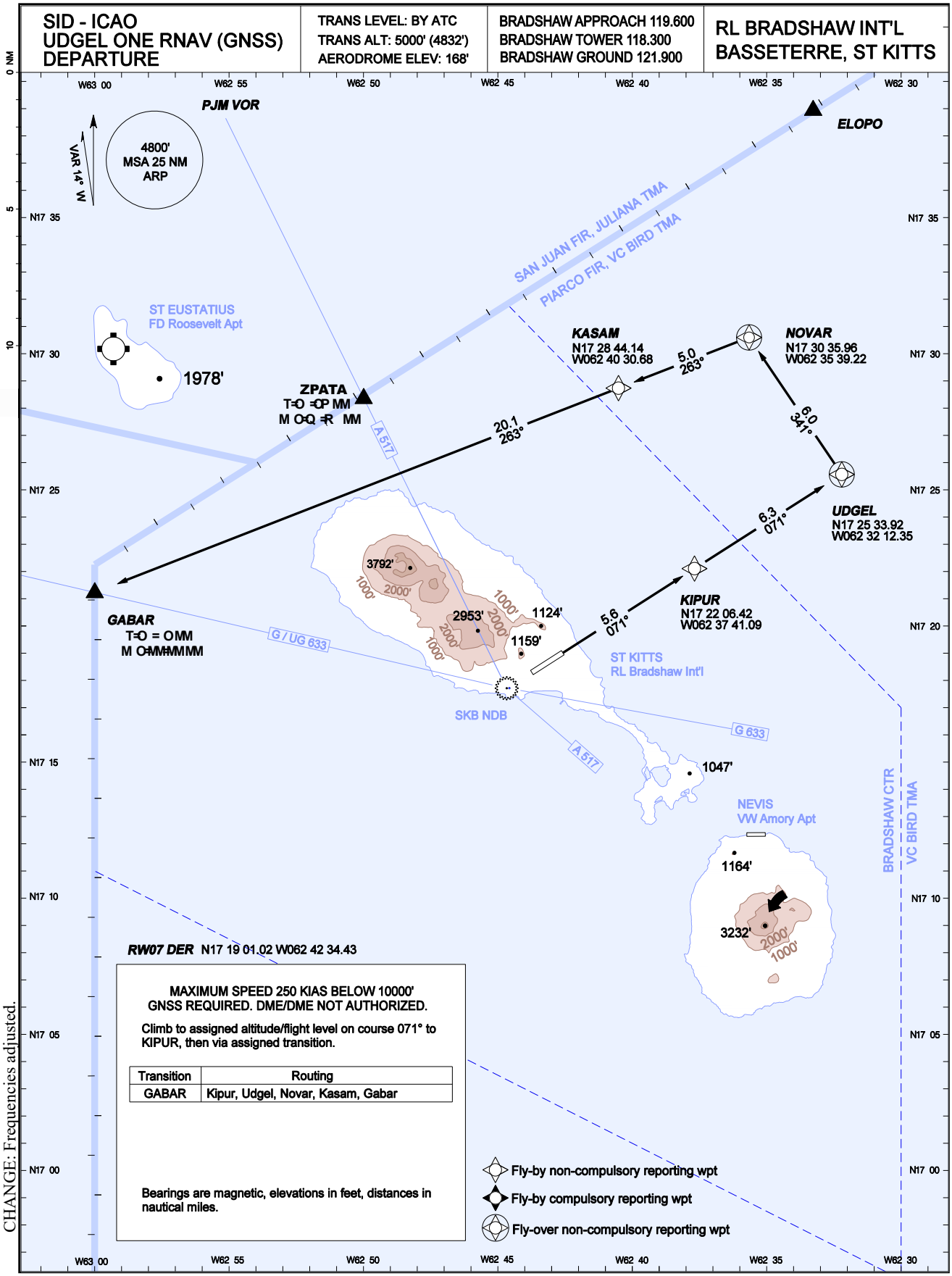
CHANGE: Frequencies adjusted.

TKPK KIPUR ONE RNAV (GNSS) DEPARTURE CODING TABLE

Fix name	*Fix type*	*Path Terminator*	*Fly-over*	*Course °M (°T)*	*Dist NM*	*Turn dir*	*Min alt Ft*	*Max KIAS*	*Mag var*	*VPA° (TCH Ft)*	*RNP value*
Zpata transition											
KIPUR	-	CF	Y	071 (056.64)	5.6*	L	-	-	+14.5	-	1.0
KASAM	-	DF	Y	352 (337.75)	7.1	L	-	-	+14.5	-	1.0
ZPATA	-	TF	-	282 (267.81)	9.1	-	-	-	+14.5	-	1.0
Elopo transition											
KIPUR	-	CF	Y	071 (056.64)	5.6*	L	-	-	+14.5	-	1.0
NOVAR	-	TF	-	027 (012.92)	8.7	-	-	-	+14.5	-	1.0
ELOPO	-	TF	-	030 (015.24)	8.7	-	-	-	+14.5	-	1.0
Bomet transition											
KIPUR	-	CF	Y	071 (056.64)	5.6*	R	-	-	+14.5	-	1.0
MAXVU	-	TF	-	115 (100.40)	8.7	R	-	-	+14.5	-	1.0
BOMET	-	TF	-	134 (119.87)	16.7	-	-	-	+14.5	-	1.0
Anasu transition											
KIPUR	-	CF	Y	071 (056.64)	5.6*	R	-	-	+14.5	-	1.0
MAXVU	-	TF	-	115 (100.40)	8.7	R	-	-	+14.5	-	1.0
DUVON	-	TF	-	178 (163.16)	8.4	-	-	-	+14.5	-	1.0
EMLEX	-	TF	-	176 (161.45)	6.0	-	-	-	+14.5	-	1.0
ANASU	-	TF	-	176 (161.46)	9.5	-	-	-	+14.5	-	1.0
* From Rwy 07 DER											

Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
KIPUR	N17 22 06.42 W062 37 41.09	MAXVU	N17 20 31.82 W062 28 45.67
KASAM	N17 28 44.14 W062 40 30.68	BOMET	N17 12 11.42 W062 13 40.28
ZPATA	N17 28 23.00 W062 49 59.00	DUVON	N17 12 25.26 W062 26 12.43
NOVAR	N17 30 35.96 W062 35 39.22	EMLEX	N17 06 42.57 W062 24 12.85
ELOPO	N17 39 00.00 W062 33 16.00	ANASU	N16 57 39.65 W062 21 03.67

NO CHANGES.



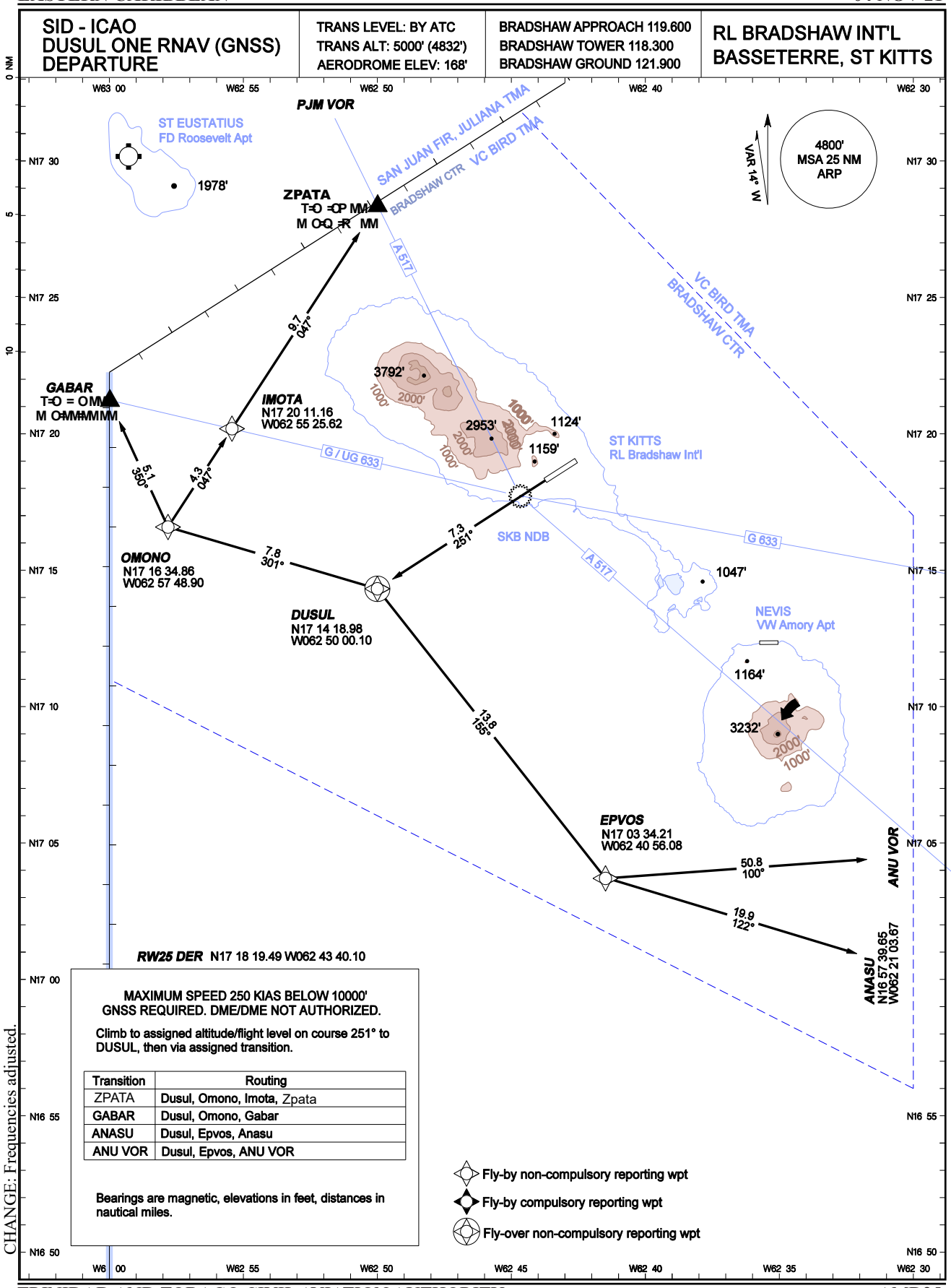
CHANGE: Frequencies adjusted.

TKPK UDGEL ONE RNAV (GNSS) DEPARTURE CODING TABLE

Fix name	*Fix type*	*Path Terminator*	*Fly-over*	*Course °M (°T)*	*Dist NM*	*Turn dir*	*Min alt Ft*	*Max KIAS*	*Mag var*	*VPA° (TCH Ft)*	*RNP value*
Gabar transition											
KIPUR	-	CF	-	071 (056.64)	5.6*	-	-	-	+14.5	-	1.0
UDGEL	-	CF	Y	071 (056.66)	6.3	L	-	-	+14.5	-	1.0
NOVAR	-	DF	Y	341 (326.69)	6.0	L	-	-	+14.5	-	1.0
KASAM	-	TF	-	263 (248.22)	5.0	-	-	-	+14.5	-	1.0
GABAR	-	TF	-	263 (248.20)	20.1	-	-	-	+14.5	-	1.0
* From Rwy 07 DER											

Fix name	*Coordinates (WGS-84)*
KIPUR	N17 22 06.42 W062 37 41.09
UDGEL	N17 25 33.92 W062 32 12.35
NOVAR	N17 30 35.96 W062 35 39.22
KASAM	N17 28 44.14 W062 40 30.68
GABAR	N17 21 12.00 W063 00 00.00

NO CHANGES.


SID - ICAO
DUSUL ONE RNAV (GNSS) DEPARTURE
TRANS LEVEL: BY ATC
TRANS ALT: 5000' (4832')
AERODROME ELEV: 168'
BRADSHAW APPROACH 119.600
BRADSHAW TOWER 118.300
BRADSHAW GROUND 121.900
RL BRADSHAW INT'L
BASSETERRE, ST KITTS
PJM VOR
ST EUSTATIUS
FD Roosevelt Apt
1978'
ZPATA
SAN JUAN FIR, JULIANA TMA
BRADSHAW CTR
VC BIRD TMA
A 517
VAR 14° W
4800'
MSA 25 NM
ARP
VC BIRD TMA
BRADSHAW CTR
9.7
047°
GABAR
IMOTA
N17 20 11.16
W062 55 25.62
3792'
2953'
1124'
1159'
ST KITTS
RL Bradshaw Int'l
G 633
UG 633
5.1
350°
4.3
047°
7.3
251°
SKB NDB
OMONO
N17 16 34.86
W062 57 48.90
7.8
301°
DUSUL
N17 14 18.98
W062 50 00.10
1047'
NEVIS
VW Amory Apt
1164'
3232'
13.8
195°
EPVOS
N17 03 34.21
W062 40 56.08
50.8
100°
19.9
122°
ANU VOR
ANASU
N16 57 39.65
W062 21 03.67
RW25 DER N17 18 19.49 W062 43 40.10
MAXIMUM SPEED 250 KIAS BELOW 10000'
GNSS REQUIRED. DME/DME NOT AUTHORIZED.
Climb to assigned altitude/flight level on course 251° to DUSUL, then via assigned transition.
Transition | Routing
ZPATA | Dusul, Omono, Imota, Zpata
GABAR | Dusul, Omono, Gabar
ANASU | Dusul, Epvos, Anasu
ANU VOR | Dusul, Epvos, ANU VOR
Bearings are magnetic, elevations in feet, distances in nautical miles.
Fly-by non-compulsory reporting wpt
Fly-by compulsory reporting wpt
Fly-over non-compulsory reporting wpt
CHANGE: Frequencies adjusted.

TKPK DUSUL ONE RNAV (GNSS) DEPARTURE CODING TABLE

Fix name	*Fix type*	*Path Terminator*	*Fly-over*	*Course °M (°T)*	*Dist NM*	*Turn dir*	*Min alt Ft*	*Max KIAS*	*Mag var*	*VPA° (TCH Ft)*	*RNP value*
Zpata transition											
DUSUL	-	CF	Y	251 (236.64)	7.3*	R	-	-	+14.5	-	1.0
OMONO	-	TF	-	301 (286.81)	7.8	R	-	-	+14.5	-	1.0
IMOTA	-	TF	-	047 (032.46)	4.3	-	-	-	+14.5	-	1.0
ZPATA		TF	-	047 (032.43)	9.7	-	-	-	+14.5	-	1.0
Gabar transition											
DUSUL	-	CF	Y	251 (236.64)	7.3*	R	-	-	+14.5	-	1.0
OMONO	-	TF	-	301 (286.81)	7.8	R	-	-	+14.5	-	1.0
GABAR	-	TF	-	350 (335.72)	5.1	-	-	-	+14.5	-	1.0
ANU VOR transition											
DUSUL	-	CF	Y	251 (236.64)	7.3*	L	-	-	+14.5	-	1.0
EPVOS	-	TF	-	155 (140.93)	13.8	L	-	-	+14.5	-	1.0
ANU VOR	-	TF	-	100 (085.40)	50.8	-	-	-	+14.5	-	1.0
Anasu transition											
DUSUL	-	CF	Y	251 (236.64)	7.3*	L	-	-	+14.5	-	1.0
EPVOS	-	TF	-	155 (140.93)	13.8	L	-	-	+14.5	-	1.0
ANASU	-	TF	-	122 (107.13)	19.9	-	-	-	+14.5	-	1.0
* From Rwy 25 DER											

Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
DUSUL	N17 14 18.98 W062 50 00.10	GABAR	N17 21 12.00 W063 00 00.00
OMONO	N17 16 34.86 W062 57 48.90	EPVOS	N17 03 34.21 W062 40 56.08
IMOTA	N17 20 11.16 W062 55 25.62	ANU VOR	N17 07 33.16 W061 48 00.60
ZPATA	N17 28 23.00 W062 49 59.00	ANASU	N16 57 39.65 W062 21 03.67

NO CHANGES.

TKPK STANDARD ARRIVAL CHART – INSTRUMENT – ICAO
RNAV RWY 07

TO BE DEVELOPED

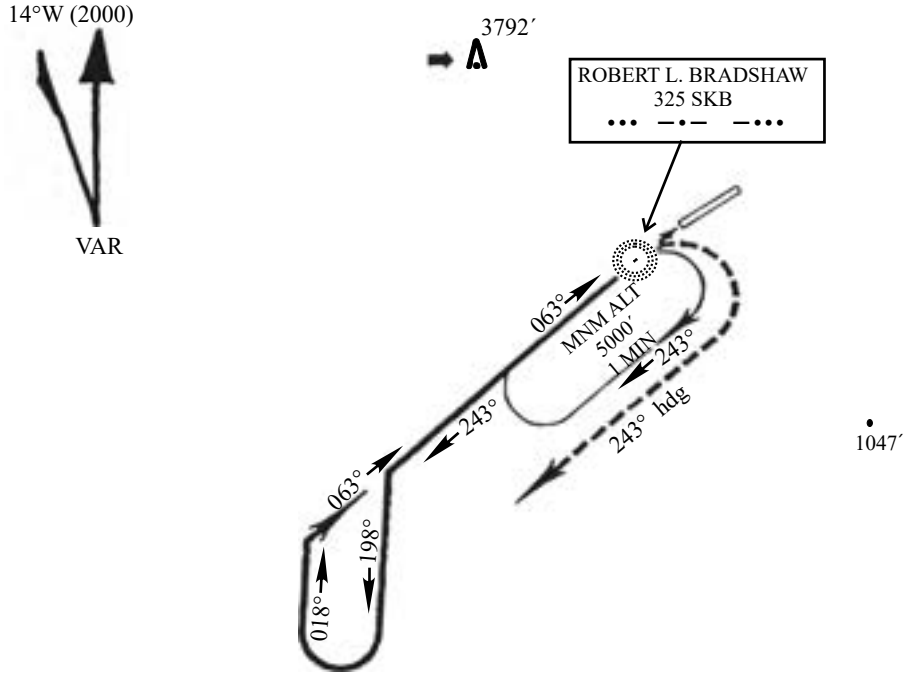
TKPK STANDARD ARRIVAL CHART – INSTRUMENT – ICAO

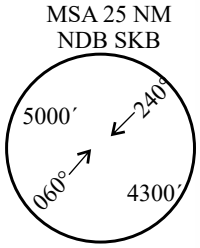
RNAV RWY 25

TO BE DEVELOPED

INSTRUMENT APPROACH CHART	APP 119.600 TWR 118.300 GND 121.900	**BASSETERRE/ROBERT L. BRADSHAW** ST. KITTS TKPK **NDB A RWY 07**
AERODROME ELEVATION 168 FT		

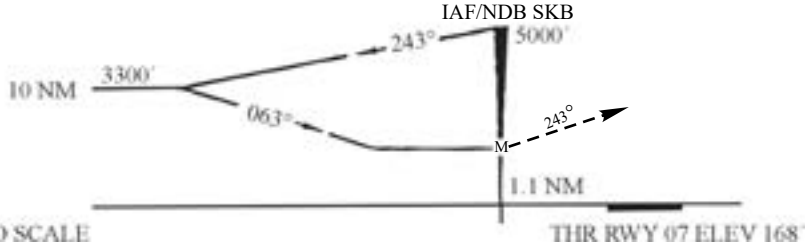
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET





TRANSITION LEVEL: BY A.T.C.
TRANSITION ALTITUDE: 5000 FT

NOT TO SCALE



MISSED APPROACH:

CLIMBING RIGHT TURN TO 3500′ ON 243° HEADING, THEN CLIMBING RIGHT TURN TO 5000′.
RETURN TO 'SKB' NDB AND HOLD.

MDA/H	A	B	C	D
STRAIGHT IN APPROACH				
CIRCLING	1580′ (1412′) 1760m	1580′ (1412′) 2080m	1580′ (1412′) 4160m	

REMARKS
PROCEDURE NOT AUTHORISED WHEN TWR INOP

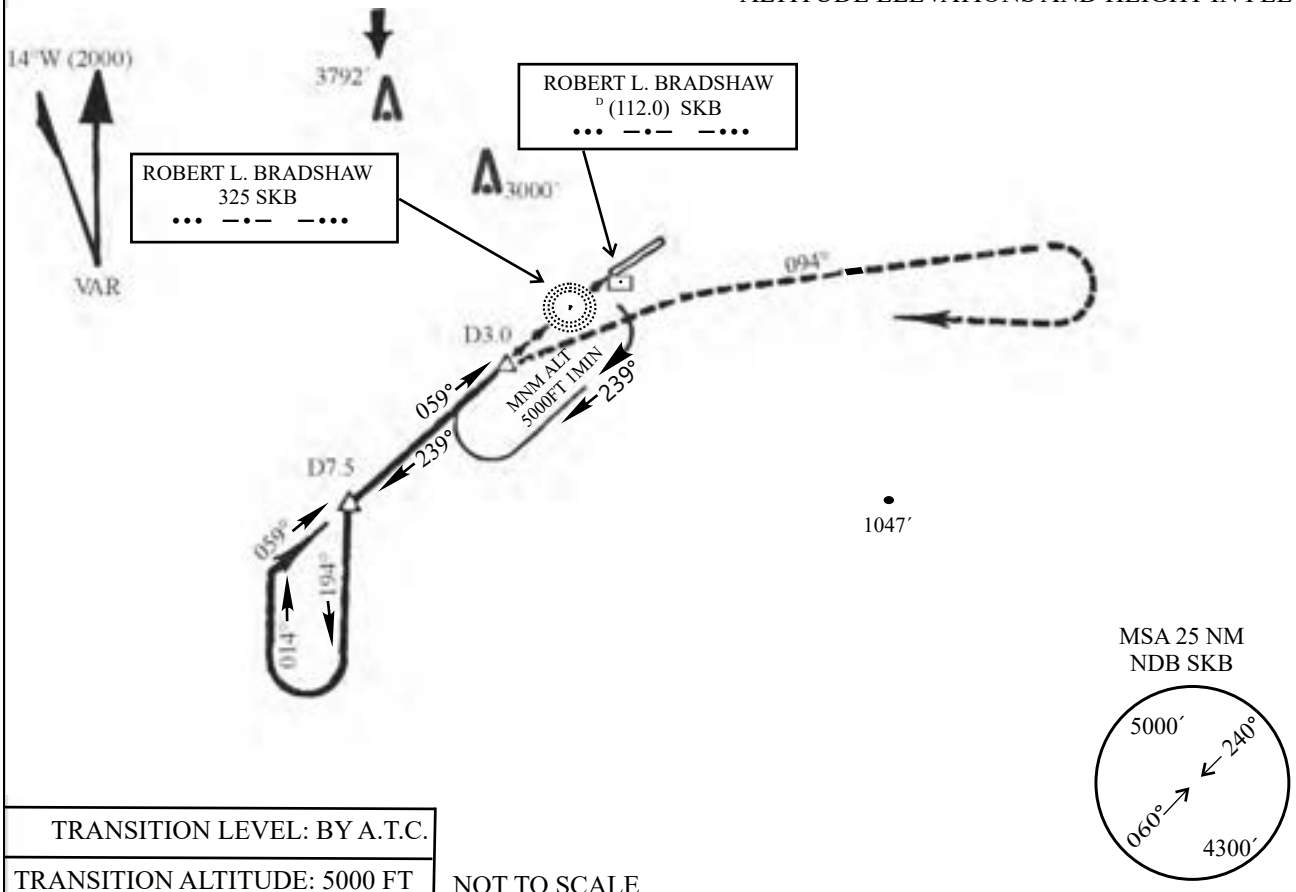
CIRCLING NOT AUTHORISED NORTH OF RWY 07/25

	70	90	100	120	140
KNOTS					
MIN:SEC					
RATE OF DESC					

CHANGE: Frequencies adjusted.

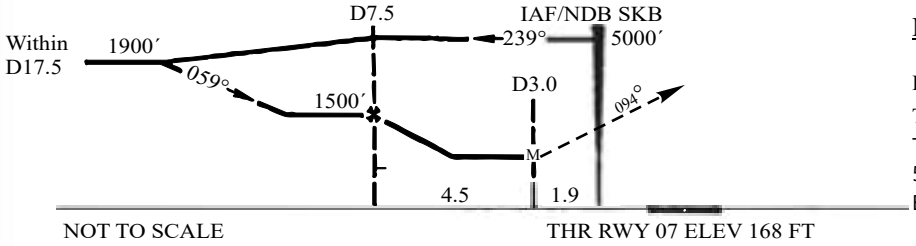
INSTRUMENT APPROACH CHART	APP 119.600 TWR 118.300 GND 121.900	**BASSETERRE/ROBERT L. BRADSHAW** ST. KITTS TKPK **NDB/DME RWY 07**
AERODROME ELEVATION 168 FT		

BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



NOT TO SCALE

TRANSITION LEVEL: BY A.T.C.
TRANSITION ALTITUDE: 5000 FT



NOT TO SCALE

THR RWY 07 ELEV 168 FT

MISSED APPROACH:

IMMEDIATE RIGHT CLIMBING TURN TO TRACK 094° MAG,CLIMB TO 4300´, THEN RIGHT TURN TO NDB SKB AT 5000´ AND HOLD OR AS DIRECTED BY A.T.C.

MDA/H	A	B	C	D
NDB/DME STRAIGHT IN APPROACH	1100´ (932´) 5.6 KM			
CIRCLING	1100´ (932´) 5.6 KM			1330´ (1162´) 5.6 KM

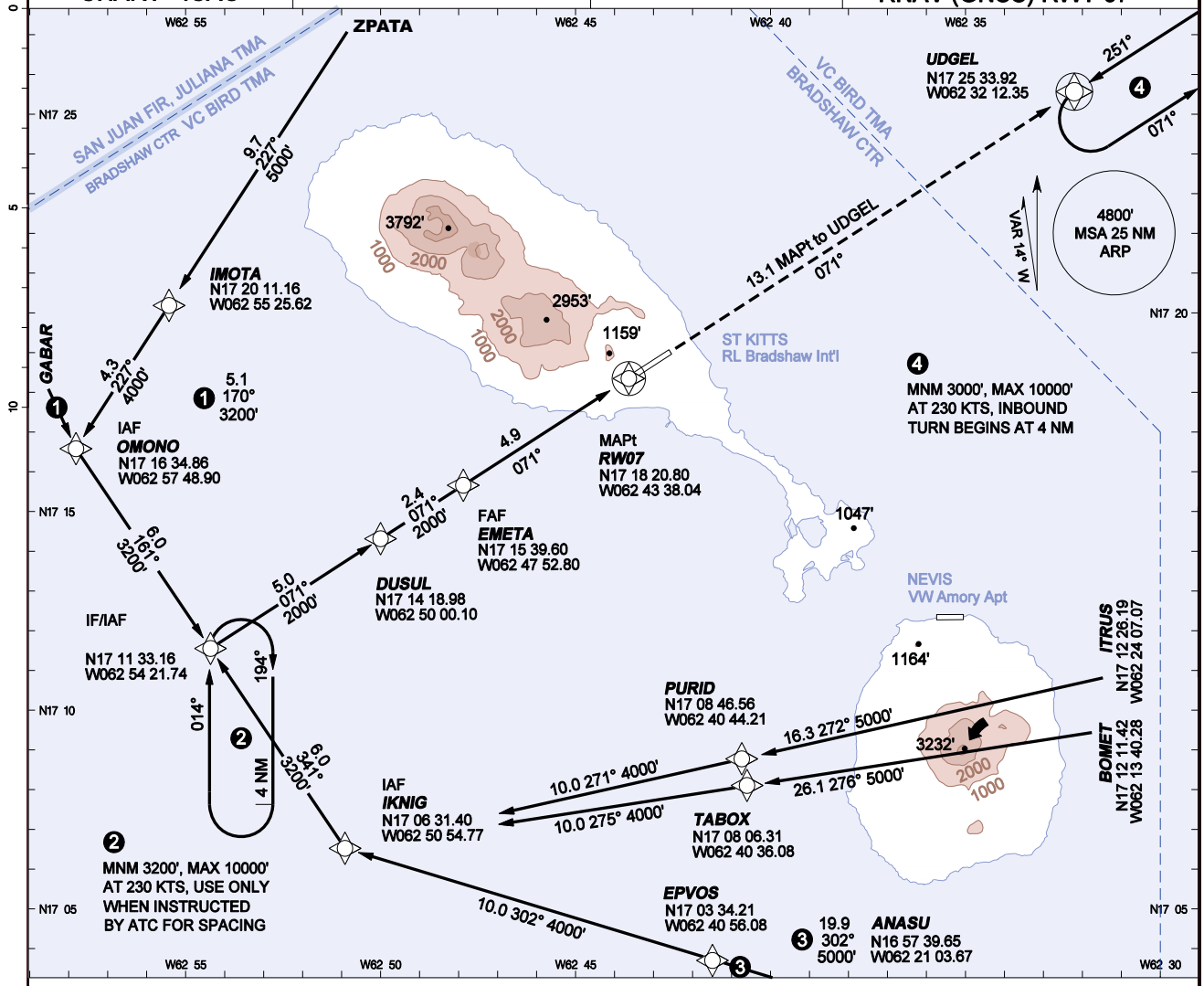
REMARKS

CIRCLING NOT AUTHORISED NORTH OF RWY 07/25

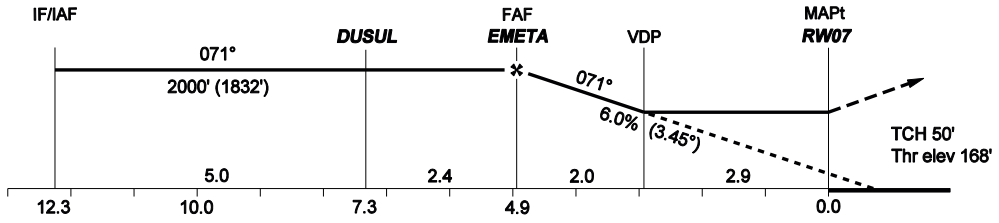
	70	90	100	120	140
KNOTS					
MIN:SEC					
RATE OF DESC					

CHANGE: Frequencies adjusted.

INSTRUMENT APPROACH CHART - ICAO	TRANSITION LEVEL: BY ATC TRANSITION ALTITUDE: 5000' (4832') AERODROME ELEVATION: 168'	BRADSHAW APPROACH 119.600 BRADSHAW TOWER 118.300 BRADSHAW GROUND 121.900	RL BRADSHAW INTL BASSETERRE, ST KITTS RNAV (GNSS) RWY 07



MISSED APPROACH: CLIMB TO 3000' DIRECT UDGEL AND HOLD, OR AS DIRECTED BY ATC.



MAP AT DISPL THRE 07	A	B	C	D
STRAIGHT-IN OCA(H)	1270' (1102')	1270' (1102')	1270' (1102')	1270' (1102')
CIRCLING OCA(H) *	1270' (1102')	1270' (1102')	1270' (1102')	1280' (1112')

GROUND SPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	
FT/MIN	443	570	633	760	886	

*Circling not authorized north of runway.
NOTES: GNSS Required. DME/DME not authorized. Unless ATC clearance is obtained for an RNAV/GNSS/ procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to conventional ground-based navigation aids E/CAR AIP TKPK AD 2.22 refer. Visual descent point (VDP) is point where OCA meets 3.45° final slope. Bearings are magnetic, altitudes and elevation in feet, heights are relative to aerodrome elevation, distance in NM. Dusul is part of the TKPN RNAV (GNSS) Rwy 10 approach, included for reference.

Fly-by non-compulsory reporting wpt
Fly-by compulsory reporting wpt
Fly-over non-compulsory reporting wpt

CHANGE: Frequencies adjusted.

TKPK RNAV (GNSS) RWY 07 CODING TABLE

Fix name	*Fix type*	*Path Terminator*	*Fly-over*	*Course °M (°T)*	*Dist NM*	*Turn dir*	*Min alt Ft*	*Max KIAS*	*Mag var*	*VPA° (TCH Ft)*	*RNP value*
Zpata Arrival											
ZPATA	Terminal	IF	-	-	-	-	+5000	-	+14.3	-	-
IMOTA	Terminal	TF	-	227 (212.50)	9.7	-	+5000	-	+14.2	-	1.0
OMONO	IAF	TF	-	227 (212.47)	4.3	L	+4000	-	+14.2	-	1.0
LOMDO	IF/IAF	TF	-	161 (146.57)	6.0	L	3200	-	+14.2	-	1.0
Gabar Arrival											
GABAR	Terminal	IF	-	-	-	-	+3200	-	+14.2	-	-
OMONO	IAF	TF	-	170 (155.71)	5.1	L	+3200	-	+14.2	-	1.0
LOMDO	IF/IAF	TF	-	161 (146.57)	6.0	L	3200	-	+14.2	-	1.0
Anasu Arrival											
ANASU	Terminal	IF	-	-	-	-	+5000	-	+14.5	-	-
EPVOS	Terminal	TF	-	302 (287.22)	19.9	-	+5000	-	+14.3	-	1.0
IKNIG	IAF	TF	-	302 (287.13)	10.0	R	+4000	-	+14.3	-	1.0
LOMDO	IF/IAF	TF	-	341 (326.61)	6.0	R	3200	-	+14.2	-	1.0
Bomet Arrival											
BOMET	Terminal	TF	-	-	-	-	+5000	-	+14.5	-	-
TABOX	Terminal	TF	-	276 (261.10)	26.1	-	+5000	-	+14.3	-	1.0
IKNIG	IAF	TF	-	275 (260.96)	10.0	R	+4000	-	+14.3	-	1.0
LOMDO	IF/IAF	TF	-	341 (326.61)	6.0	R	3200	-	+14.2	-	1.0
Itrus Arrival											
ITRUS	Terminal	IF	-	-	-	-	+5000	-	+14.3	-	-
PURID	Terminal	TF	-	272 (257.14)	16.3	-	+5000	-	+14.3	-	1.0
IKNIG	IAF	TF	-	271 (257.06)	10.0	R	+4000	-	+14.3	-	1.0
LOMDO	IF/IAF	TF	-	341 (326.61)	6.0	R	3200	-	+14.2	-	1.0
Intermediate, final, missed											
LOMDO	IF/IAF	-	-	-	-	-	3200	-	+14.2	-	1.0
DUSUL	-	TF	-	071 (056.59)	5.0	-	2000	-	+14.3	-	1.0
EMETA	FAF	TF	-	071 (056.61)	2.4	-	2000	-	+14.3	-	1.0
RW07	MAPt	TF	Y	071 (056.62)	4.9	-	1270	-	+14.3	-3.45 (50)	0.3
UDGEL	MAHF	CF	Y	071 (056.64)	13.1	-	3000	-	+14.4	-	1.0

Other:
1. LOMDO holding inbound track 014°M (359.80°T), MNM alt 3200', MXM alt 10000', outbound 4.0 NM.
2. UDGEL holding inbound track 251°M (236.69°T), MNM alt 3000', outbound 4.0 NM.

Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
ZPATA	N17 28 23.00 W062 49 59.00	TABOX	N17 08 06.31 W062 40 36.08
IMOTA	N17 20 11.16 W062 55 25.62	ITRUS	N17 12 26.19 W062 24 07.07
OMONO	N17 16 34.86 W062 57 48.90	PURID	N17 08 46.56 W062 40 44.21
GABAR	N17 21 12.00 W063 00 00.00	DUSUL	N17 14 18.98 W062 50 00.10
LOMDO	N17 11 33.16 W062 54 21.74	EMETA	N17 15 39.60 W062 47 52.80
ANASU	N16 57 39.65 W062 21 03.67	RW07	N17 18 20.80 W062 43 38.04
IKNIG	N17 06 31.40 W062 50 54.77	UDGEL	N17 25 33.92 W062 32 12.35
BOMET	N17 12 11.42 W062 13 40.28		

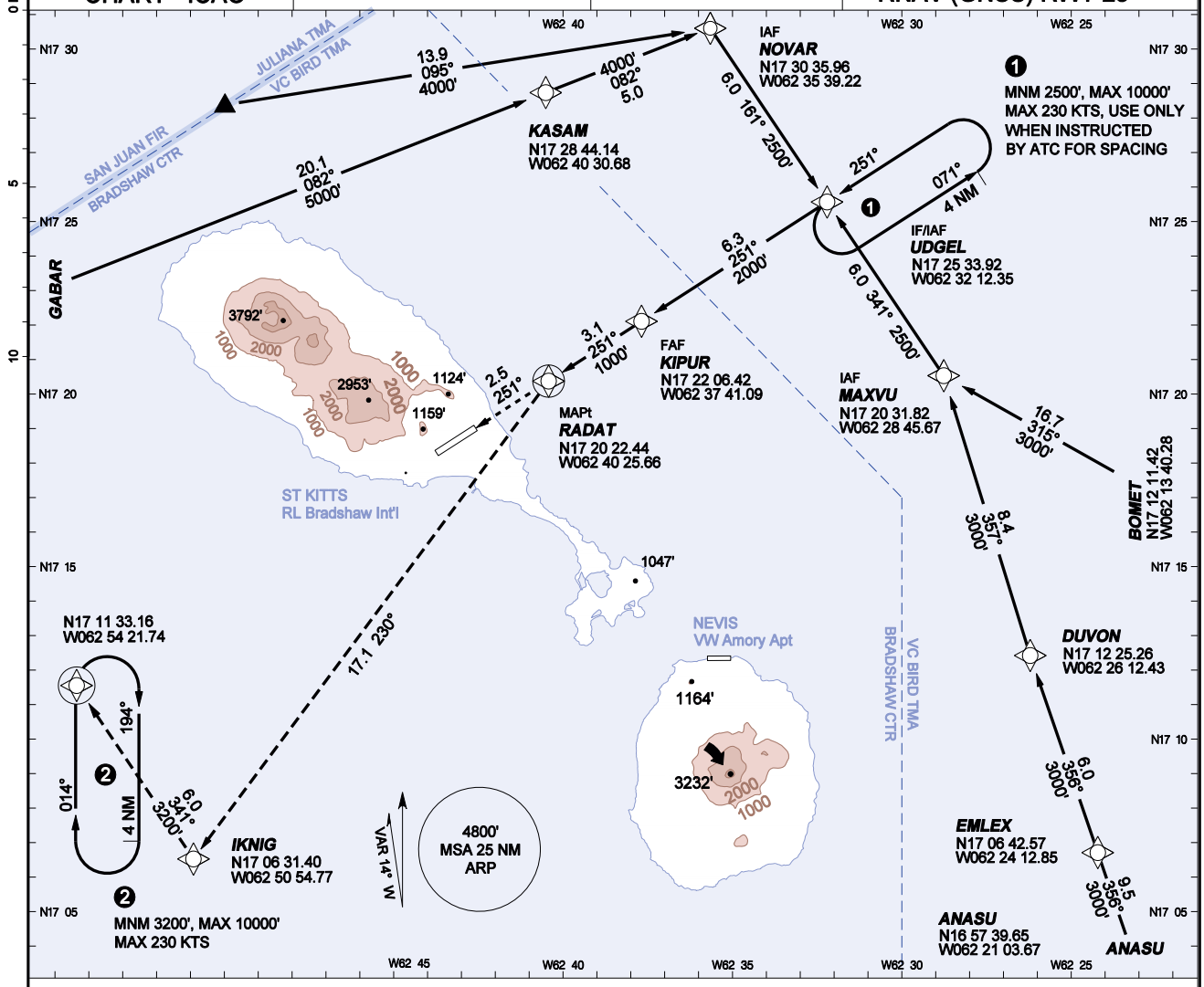
NO CHANGES.

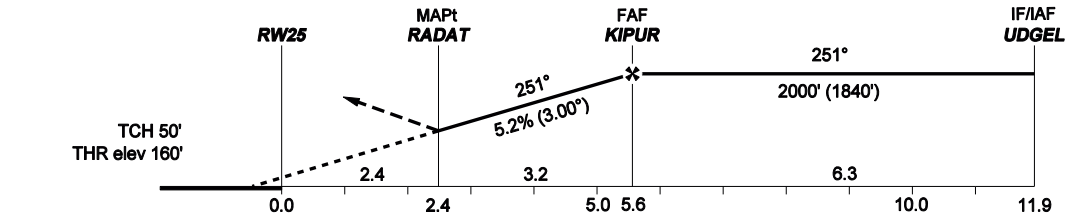
INSTRUMENT APPROACH CHART - ICAO

TRANSITION LEVEL: BY ATC
TRANSITION ALTITUDE: 5000' (4832')
AERODROME ELEVATION: 168'

BRADSHAW APPROACH 119.600
BRADSHAW TOWER 118.300
BRADSHAW GROUND 121.900

RL BRADSHAW INT'L BASSETERRE, ST KITTS RNAV (GNSS) RWY 25





MAP AT RADAT	A	B	C	D
STRAIGHT-IN OCA(H)	1000' (840')	1000' (840')	1000' (840')	1000' (840')
CIRCLING OCA(H) *	1280' (1120')	1280' (1120')	1280' (1120')	1280' (1120')

GROUND SPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	
FT/MIN	443	570	633	760	886	

*Circling is not authorized north of runway.

NOTES: GNSS Required. DME/DME not authorized. Unless ATC clearance is obtained for an RNAV/GNSS/ procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to conventional ground-based navigation aids E/CAR AIP TKPK AD 2.22 refer. The visual descent point (VDP) is located 2.5 nm before the RW25. VDP is point where OCA meets 3.00° final slope. Bearings are magnetic, altitudes and elevation in feet, heights are relative to threshold. Dusul is part of the TKPN RNAV (GNSS) Rwy 10 approach, included for reference.

RW25 N17 19 00.27 W062 42 35.63

Fly-by non-compulsory reporting wpt
Fly-by compulsory reporting wpt
Fly-over non-compulsory reporting wpt

CHANGE: Frequencies adjusted.

TKPK RNAV (GNSS) RWY 25 CODING TABLE

Fix name	*Fix type*	*Path Terminator*	*Fly-over*	*Course °M (°T)*	*Dist NM*	*Turn dir*	*Min alt Ft*	*Max KIAS*	*Mag var*	*VPA° (TCH Ft)*	*RNP value*
Gabar Arrival											
GABAR	Terminal	IF	-	-	-	-	+5000	-	+14.2	-	-
KASAM	Terminal	TF	-	082 (068.10)	20.1	-	+5000	-	+14.2	-	1.0
NOVAR	IAF	TF	-	082 (068.20)	5.0	R	4000	-	+14.2	-	1.0
UDGEL	IF/IAF	TF	-	161 (146.67)	6.0	R	2500	-	+14.2	-	1.0
Zpata Arrival											
ZPATA	Terminal	IF	-	-	-	-	+4000	-	+14.3	-	-
NOVAR	IAF	TF	-	095 (080.79)	13.9	R	4000	-	+14.2	-	1.0
UDGEL	IF/IAF	TF	-	161 (146.67)	6.0	R	2500	-	+14.2	-	1.0
Bomet Arrival											
BOMET	Terminal	IF	-	-	-	-	+3000	-	+14.2	-	-
MAXVU	IAF	TF	-	315 (299.95)	16.7	R	3000	-	+14.2	-	1.0
UDGEL	IF/IAF	TF	-	341 (326.71)	6.0	L	2500	-	+14.2	-	1.0
Anasu Arrival											
ANASU	Terminal	TF	-	-	-	-	+3000	-	+14.5	-	-
EMLEX	Terminal	TF	-	356 (341.48)	9.5	-	+3000	-	+14.2	-	1.0
DUVON	Terminal	TF	-	356 (341.46)	6.0	R	+3000	-	+14.2	-	1.0
MAXVU	IAF	TF	-	357 (343.17)	8.4	L	3000	-	+14.2	-	1.0
UDGEL	IF/IAF	TF	-	341 (326.71)	6.0	L	2500	-	+14.2	-	1.0
Intermediate, final, missed											
UDGEL	IF/IAF	-	-	-	-	-	2500	-	+14.2	-	1.0
KIPUR	FAF	TF	-	251 (236.69)	6.3	-	2000	-	+14.1	-	1.0
RADAT	MAPt	TF	Y	251 (236.67)	3.1	-	1000	-	+14.1	-3.00 (50)	0.3
IKNIG	MATF	CF	-	230 (216.06)	17.1	-	+1400	-	+14.1	-	1.0
LOMDO	MAHF	TF	Y	341 (326.61)	6.0	-	3200	-	+14.2	-	1.0

Other:
1. UDGEL holding inbound track 251°M (236.69°T), MNM alt 2500', MXM alt 10000', outbound 4.0 NM.
2. LOMDO holding inbound track 014°M (359.80°T), MNM alt 3200', outbound 4.0 NM.

Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
GABAR	N17 21 12.00 W063 00 00.00	ANASU	N16 57 39.65 W062 21 03.67
KASAM	N17 28 44.14 W062 40 30.68	EMLEX	N17 06 42.57 W062 24 12.85
NOVAR	N17 30 35.96 W062 35 39.22	DUVON	N17 12 25.26 W062 26 12.43
ZPATA	N17 28 23.00 W062 49 59.00	KIPUR	N17 22 06.42 W062 37 41.09
UDGEL	N17 25 33.92 W062 32 12.35	RADAT	N17 20 22.44 W062 40 25.66
MAXVU	N17 20 31.82 W062 28 45.67	IKNIG	N17 06 31.40 W062 50 54.77
BOMET	N17 12 11.42 W062 13 40.28	LOMDO	N17 11 33.16 W062 54 21.74

NO CHANGES.

AD 2. AERODROMES

TKPN AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TKPN - CHARLESTOWN/Vance Winkworth Amory - INTL

TKPN AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 171220N Long : 0623524W Site : Midpoint of RWY on CL
2	Direction and distance from (city)	12.9 km (7nm) NE of Charlestown
3	Elevation/Reference Temperature	8M (25FT) / 31 °C
4	MAG VAR/annual change	14°W (2011)
5	AD Administration, address, telephone, telefax, telex, AFS	Nevis Air and Sea Ports Authority Vance Winkworth Amory International Airport Newcastle, Nevis TEL: (869) 469-9040/9044 FAX: (869) 469-9046/8459 AFS: TKPNYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TKPN AD 2.3 OPERATIONAL HOURS

1	AD Administration	1200 - 2000
2	Customs and immigration	1100 - 0100
3	Health and sanitation	1200 - 2000
4	AIS Briefing Office	1100 - 0100
5	ATS Reporting Office (ARO)	1100 - 0100
6	MET Briefing Office	1100 - 0000
7	ATS	1100 - 0100
8	Fuelling	1100- 0100
9	Handling	1100 - 0100
10	Security	H24
11	De-icing	NIL
12	Remarks	Other times prior approval required from DG ECCAA

TKPN AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Limited
2	Fuel/Oil types	JET A1 and AVGAS 100LL
3	Fuelling facilities/capacity	3000 gallons JET A1 fuel truck and 8000 gallons AVGAS storage and direct into plane system.
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	By arrangement
7	Remarks	NIL

TKPN AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel within 4 km AD and in City
2	Restaurants	One snack bar
3	Transportation	Taxis, Rented Cars, Buses
4	Medical facilities	Hospital within 12 km
5	Bank and Post Office	Bank in City and ATMs in Air Terminal Building, P.O. in City
6	Tourist Office	At AD and in City
7	Remarks	NIL

TKPN AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Available – Category 5
2	Rescue equipment	One (1) Fire Tender
3	Capability for removal of disabled aircraft	Cranes from local resources lifting up to 20 Tons
4	Remarks	NIL

TKPN AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TKPN AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Type of surface: Asphalt Strength: PCN 20/F/B/Y/T
2	Taxiway width, surface and strength	**TWY A & B** Width: 14 M Type of surface: Asphalt Strength: PCN 20/F/B/Y/T.
3	ACL Location and elevation	Location : Displaced THR RWY 10 17 12 20.33N 062 35 38.43W Elevation : 4m (13 ft)
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	Aircraft operating on apron must shut down engines before passengers embark or disembark except with approval from management.

TKPN 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	Guide lines at apron
2	Markings: Lights (LGT)	RWY: Designator, THR, centreline. TWY : Holding position at TWY/RWY Intersection, Centreline RWY: RWY 10 – Lead-in Lgts, REILs, Edge, THR, End. RWY 28 – Edge, End, REILs. TWY : Edge
3	Stop bars	NIL
4	Remarks	NIL

TKPN AD 2.10 AERODROME OBSTACLES

In Area 2b					
ID OBST/ Designation	OBST type	OBST Coordinate	ELEV/HGT	T LGT type and color	Remarks
a	b	c	d	e	f
TKPNOB001	Mast	17 12 16.30N 062 36 28.03W	83M(273FT)	FLG Red LGT	On Hurricane Hill, West of THR
TKPNOB002	Mast	17 12 17.57N 062 36 28.37W	75M(247FT)	Second FLG Red LGT	On Hurricane Hill, West of THR

In Area 2c					
ID OBST/ Designation	OBST type	OBST Coordinate	ELEV/HGT	T LGT type and color	Remarks
a	b	c	d	e	f
TKPNOB003	Mast	17 11 40.37N 062 36 10.63W	354M(1164 FT)	Red OBST LGT	On Round Hill, South West of THR
TKPNOB004	Mast	17 14 37.00N 062 37 50.00W	319M(1047FT)	Red OBST LGT	On St. Anthony's Peak, North North West of THR

TKPN AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Robert L. Bradshaw and V.C. Bird MET Offices
2	Hours of service MET Office outside hours	 1100 - 0000
3	Office responsible for TAF preparation Periods of validity	V.C. Bird Antigua 12 Hrs
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing/consultation provided	Available
6	Flight documentation Language(s) used	 English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	Internet
9	ATS units provided with information	Vance Winkworth Amory Tower
10	Additional information (limitation of service, etc.)	NIL

TKPN AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE and MAG BRG	Dimension of RWY (M)	Strength(PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
10	090° GEO 104° MAG	1221 x 30	PCN 20/F/B/Y/T Asphalt/Nil	171220.33N 0623538.43W	THR 4.00 m (13.12 ft)
28	270° GEO 284° MAG	1221 x 30	PCN 20/F/B/Y/T Asphalt/Nil	171220.65N 0623503.05W	THR 4.00 m (13.12 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
0.90%	Nil	105 x 80	1326 x 80	Nil	NIL
0.70%	176 x 30	176 x 80	1326 x 80	Nil	RWY 28 end displaced by 176 M. Strip length 1221 M

TKPN AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	1221	1221	1221	1045	THR Displaced 176 M
28	1221	1221	1221	1045	Paved surface176M west of RWY28 end is available for use and has been added to the TORA

TKPN 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	Simple 30m High Intensity	Green	PAPI 50 ft 3.5°	Nil	Nil	1221 m 60 m White LIH	Red	Nil	RWY Lead In Lights REILS
28	Nil	Green	Nil	Nil	Nil	1221 m 60 m White LIH	Red		REILS

TKPN AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : AD TWR 17 12 16.75N 062 35 29.01W WG FLG EV 10 Sec
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: located 90m south of displaced THR RWY 10 with Red OBST LGT
3	TWY edge and centreline lighting	TWY A & B Edge: Blue Centerline: NIL
4	Secondary power supply/switch-over time	Secondary Power Supply/Switch Over Time 10 Secs
5	Remarks	NIL

TKPN 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	Apron used for helicopter Touchdown

TKPN AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	VANCE WINKWORTH AMORY ATZ Circular area centered on 171220N/0623524W (ARP) within a 1.5NM radius.
2	Vertical limits	SFC / 2000 FT AAL
3	Airspace classification	D
4	ATS unit callsign Language(s)	AMORY TOWER English
5	Transition altitude	Nil
6	Hour of applicability	1100 - 0100
7	Remarks	NIL

TKPN 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
GND	Amory Ground	121.600MHZ	NIL	NIL	1100 - 0100	NIL
TWR	Amory Tower	120.500MHZ	NIL	NIL	1100 – 0100	NIL

TKPN 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
WDI	NIL	NIL	NIL	NIL	NIL	NIL	Located N of displaced THR RWY 10 171221.52N 0623542.43W

TKPN AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 Airport Regulations/Restrictions

1. Aircraft operating on apron must shutdown engines before passengers embark or disembark, except with approval from management.

2. No low flying over town and built up areas.

3. RWY 28 used for daytime operations only.

2. Parking

The General Manager of the airport or anyone authorized by him may direct where any aircraft shall be parked and the method of parking within the port.

TKPN AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TKPN AD 2.22 FLIGHT PROCEDURES

1. RNAV (GNSS) Procedures

Approval to conduct RNAV (GNSS) procedures in the Vance Winkworth Amory CTR is dependent upon the tactical requirements of non-radar airspace management as determined and directed by Air Traffic Control at the time. Thus unless an ATC clearance is obtained for the conduct of an RNAV (GNSS) procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to ground-based navigation aids.

TKPN AD 2.23 ADDITIONAL INFORMATION

NIL

TKPN AD 2.24 CHARTS RELATED TO AN AERODROME

1. Aerodrome/Heliport Chart – ICAO …….....… AD2.7-2-9

2. Terrain Awareness Chart ……...…… AD2.7-2-11

3. Aerodrome Obstacle Chart- ICAO TYPE A……..…… AD2.7-2-13

4. Standard Departure Chart – Instrument - ICAO OVISA ONE RNAV (GNSS)..... AD 2.7-2-15

5. Instrument Approach Chart – ICAO

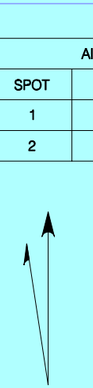
RNAV (GNSS) RWY 10..... AD 2.7-2-17
RNAV (GNSS) RWY 28..... AD 2.7-2-19

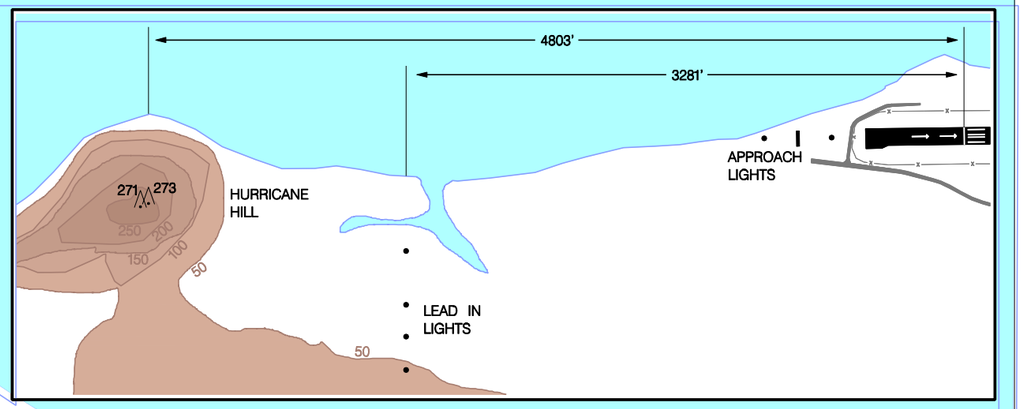
TKPN AD 2.25 Visual Segment Surface (VSS)

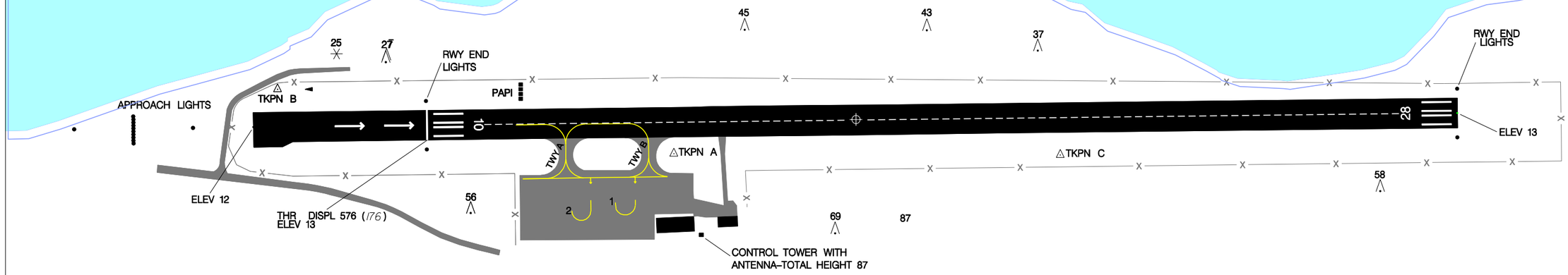
Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

AERODROME CHART – ICAO	N 17 12 20 W 062 35 24	AERODROME ELEV 25	AMORY GROUND 121.600 AMORY TOWER 120.500 BRADSHAW APPROACH 119.600	DIMENSIONS IN FEET (*METERS*) ELEVATIONS IN FEET BEARINGS ARE MAGNETIC	VANCE WINKWORTH AMORY (TKPN) CHARLESTOWN, NEVIS

AIRCRAFT PARKING	
SPOT	COORDINATES
1	N17 12.30, W062 35.53
2	N17 12.29, W062 35.56



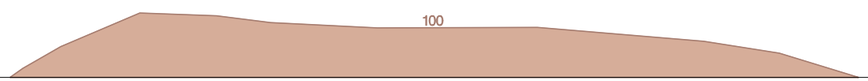




RESTRICTION
– RUNWAY 28 RIGHT HAND TRAFFIC ; USED FOR DAYTIME OPERATION ONLY

CAUTIONS
– HURRICANE HILL, WITH 273' HAZARD LIGHT, IS LOCATED 4803' WEST OF DISPLACED THRESHOLD RWY 10.
– RAPIDLY RISING TERRAIN SOUTH OF RUNWAY.
– CONSULT TERRAIN AWARENESS CHART (AD 2.7–2–11.2).

NOTE
– CENTERLINE END RWY 10: N17 12.34, W062 35.74.



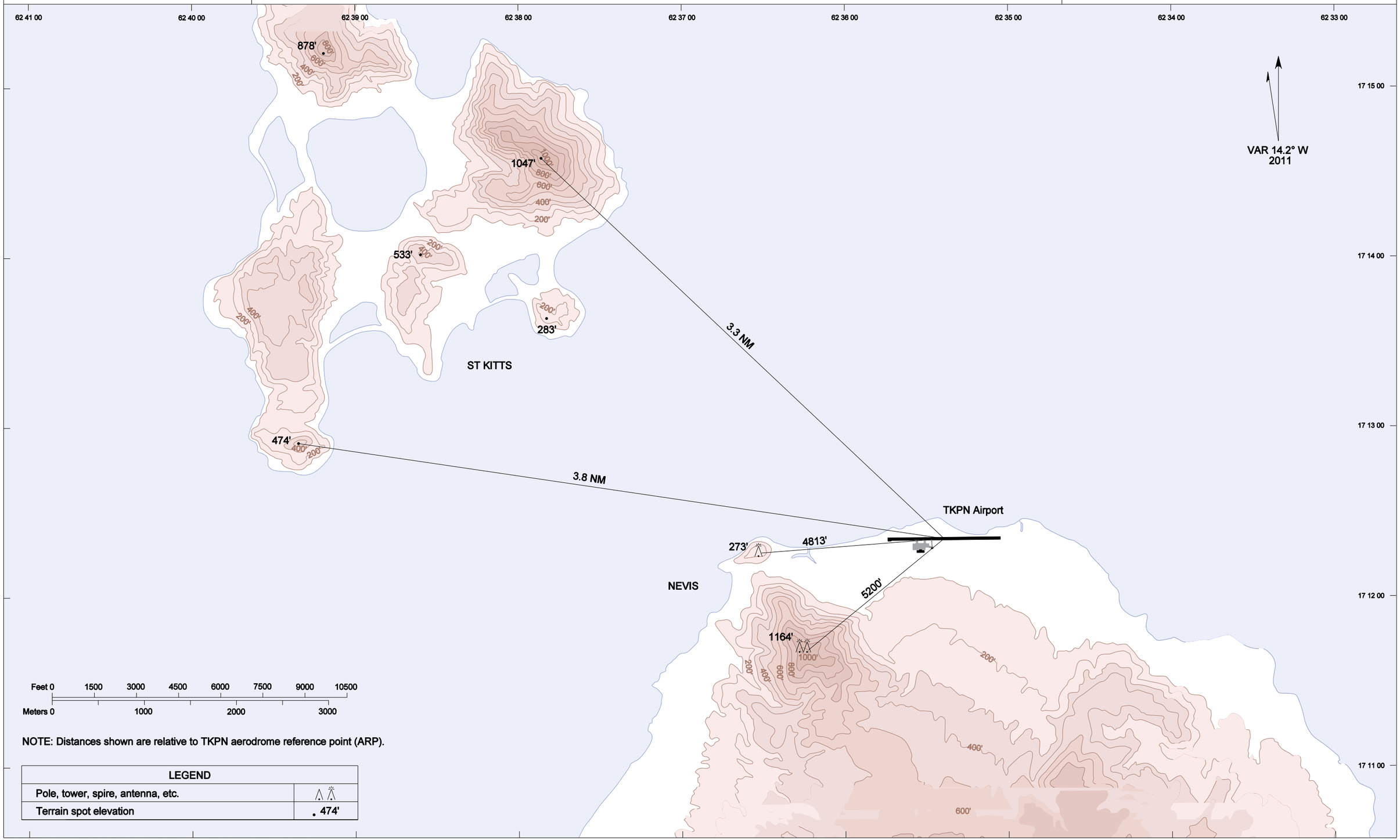
LEGEND	
AIRPORT REFERENCE POINT	⊕
SURVEY STATION	△
BUILDING	■
ROAD / RAMP	▬
FENCE	— x —
WINDSOCK	►
TREE	⚹
POLE, TOWER, SPIRE, ANTENNA, ETC.	⏃
LIGHTS: APPROACH, LEAD–IN, REILS	•••

RWY	LIGHTING / RWY SURFACE	LANDING BEYOND THRESHOLD		TAKE – OFF RUN AVAILABLE		WIDTH	THR COORDINATES	DIRECTION	BEARING STRENGTH
10	SALS, RLLS, REIL, PAPI–L(3.5°), HIRL /ASPHALT	3430	*1045*	4006	*1221*	99	N17 12 20.33 W062 35 38.43	104°	PCN20 F / B / Y / T
28	REIL, HIRL /ASPHALT	3430	*1045*	4006	*1221*	*30*	N17 12 20.65 W062 35 03.05	284°	

CHANGE: Frequencies adjusted.

INTENTIONALLY LEFT BLANK

TERRAIN AWARENESS CHART	AREA: VANCE WINKWORTH AMORY AIRPORT (NEVIS) AND SOUTHERN ST KITTS	VANCE WINKWORTH AMORY (TKPN) CHARLESTOWN, NEVIS



NOTE: Distances shown are relative to TKPN aerodrome reference point (ARP).

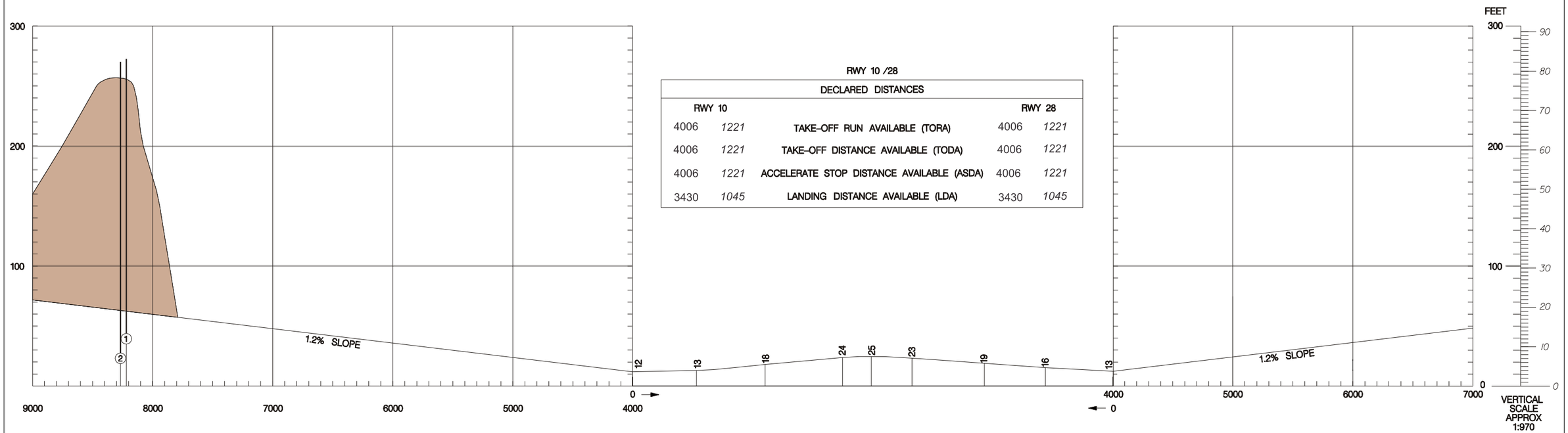
LEGEND	
Pole, tower, spire, antenna, etc.	
Terrain spot elevation	. 474'

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DIMENSIONS IN FEET /*METERS*
ELEVATIONS IN FEET

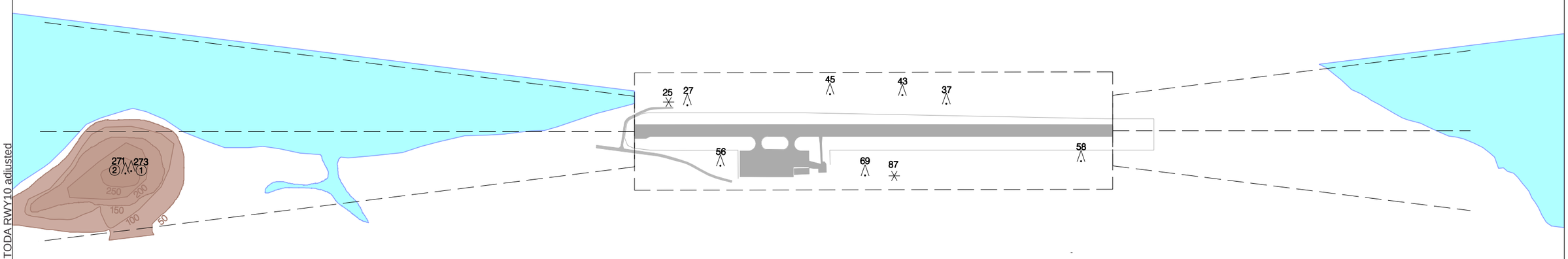
AERODROME OBSTACLE CHART – ICAO
TYPE A – OPERATING LIMITATIONS

VANCE WINKWORTH AMORY (TKPN)
CHARLESTOWN, NEVIS



RWY 10 /28

DECLARED DISTANCES				
RWY 10			RWY 28	
4006	*1221*	TAKE–OFF RUN AVAILABLE (TORA)	4006	*1221*
4006	*1221*	TAKE–OFF DISTANCE AVAILABLE (TODA)	4006	*1221*
4006	*1221*	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	4006	*1221*
3430	*1045*	LANDING DISTANCE AVAILABLE (LDA)	3430	*1045*



LEGEND	PLANVIEW	PROFILE
IDENTIFICATION NUMBER	①	INSIDE ① OUTSIDE ②
MOBILE OBSTACLE	▬	
POLE, TOWER, SPIRE, ANTENNA	⚠	
TREE	✳	

HORIZONTAL SCALE APPROXIMATELY 1:9700

FEET 0 1000 2000 3000 4000 5000
METERS 0 *500* *1000* *1500*

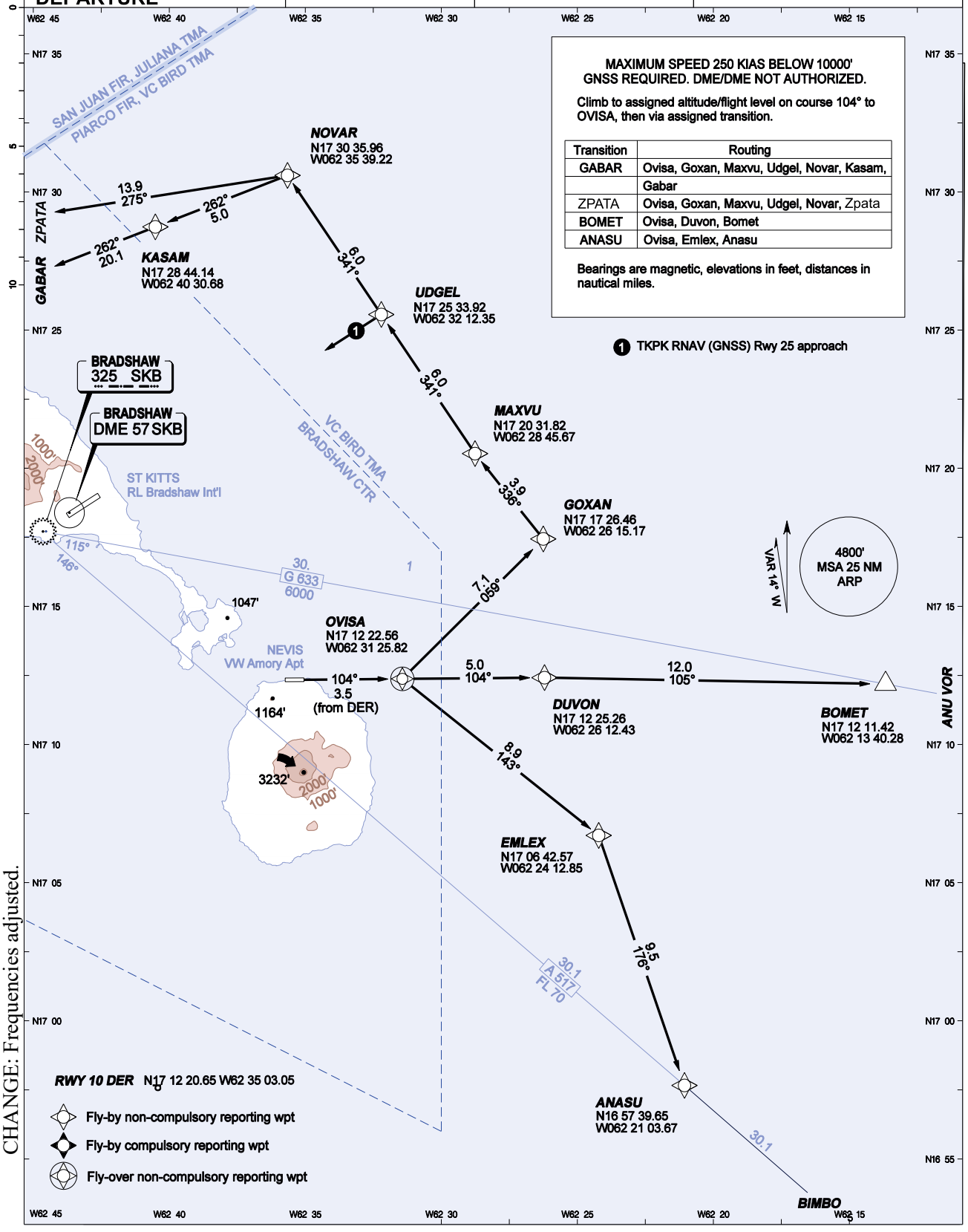
CHANGE: Declared distance TODA RWY10 adjusted

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SID - ICAO
OVISA ONE RNAV (GNSS) DEPARTURE

TRANS LEVEL: BY ATC
TRANS ALT: 5000' (4975')
AERODROME ELEV: 25'

CHARLESTOWN, NEVIS IS.
VW AMORY APT



CHANGE: Frequencies adjusted.

TKPN OVISA ONE RNAV (GNSS) DEPARTURE CODING TABLE

Fix name	*Fix type*	*Path Terminator*	*Fly-over*	*Course °M (°T)*	*Dist NM*	*Turn dir*	*Min alt Ft*	*Max KIAS*	*Mag var*	*VPA° (TCH Ft)*	*RNP value*
Zpata transition											
OVISA	-	CF	Y	104 (089.47)	3.5*	L	-	-	+14.5	-	1.0
GOXAN	-	DF	-	059 (044.47)	7.1	L	-	-	+14.5	-	1.0
MAXVU	-	TF	-	336 (322.06)	3.9	R	-	-	+14.5	-	1.0
UDGEL	-	TF	-	341 (326.71)	6.0	-	-	-	+14.5	-	1.0
NOVAR	-	TF	-	341 (326.69)	6.0	L	-	-	+14.5	-	1.0
ZPATA	-	TF	-	275 (260.86)	13.9	-	-	-	+14.5	-	1.0
Gabar transition											
OVISA	-	CF	Y	104 (089.47)	3.5*	L	-	-	+14.5	-	1.0
GOXAN	-	DF	-	059 (044.47)	7.1	L	-	-	+14.5	-	1.0
MAXVU	-	TF	-	336 (322.06)	3.9	R	-	-	+14.5	-	1.0
UDGEL	-	TF	-	341 (326.71)	6.0	-	-	-	+14.5	-	1.0
NOVAR	-	TF	-	341 (326.69)	6.0	L	-	-	+14.5	-	1.0
KASAM	-	TF	-	262 (248.22)	5.0	-	-	-	+14.5	-	1.0
GABAR	-	TF	-	262 (248.19)	20.1	-	-	-	+14.5	-	1.0
Bomet transition											
OVISA	-	CF	Y	104 (089.47)	3.5*	-	-	-	+14.5	-	1.0
DUVON	-	TF	-	104 (089.47)	5.0	R	-	-	+14.5	-	1.0
BOMET	-	TF	-	105 (091.07)	12.0	-	-	-	+14.5	-	1.0
Anasu transition											
OVISA	-	CF	Y	104 (089.47)	3.5*	R	-	-	+14.5	-	1.0
EMLEX	-	DF	-	143 (129.22)	8.9	R	-	-	+14.5	-	1.0
ANASU	-	TF	-	176 (161.46)	9.5	-	-	-	+14.5	-	1.0

* From Rwy 10 DER to OVISA.

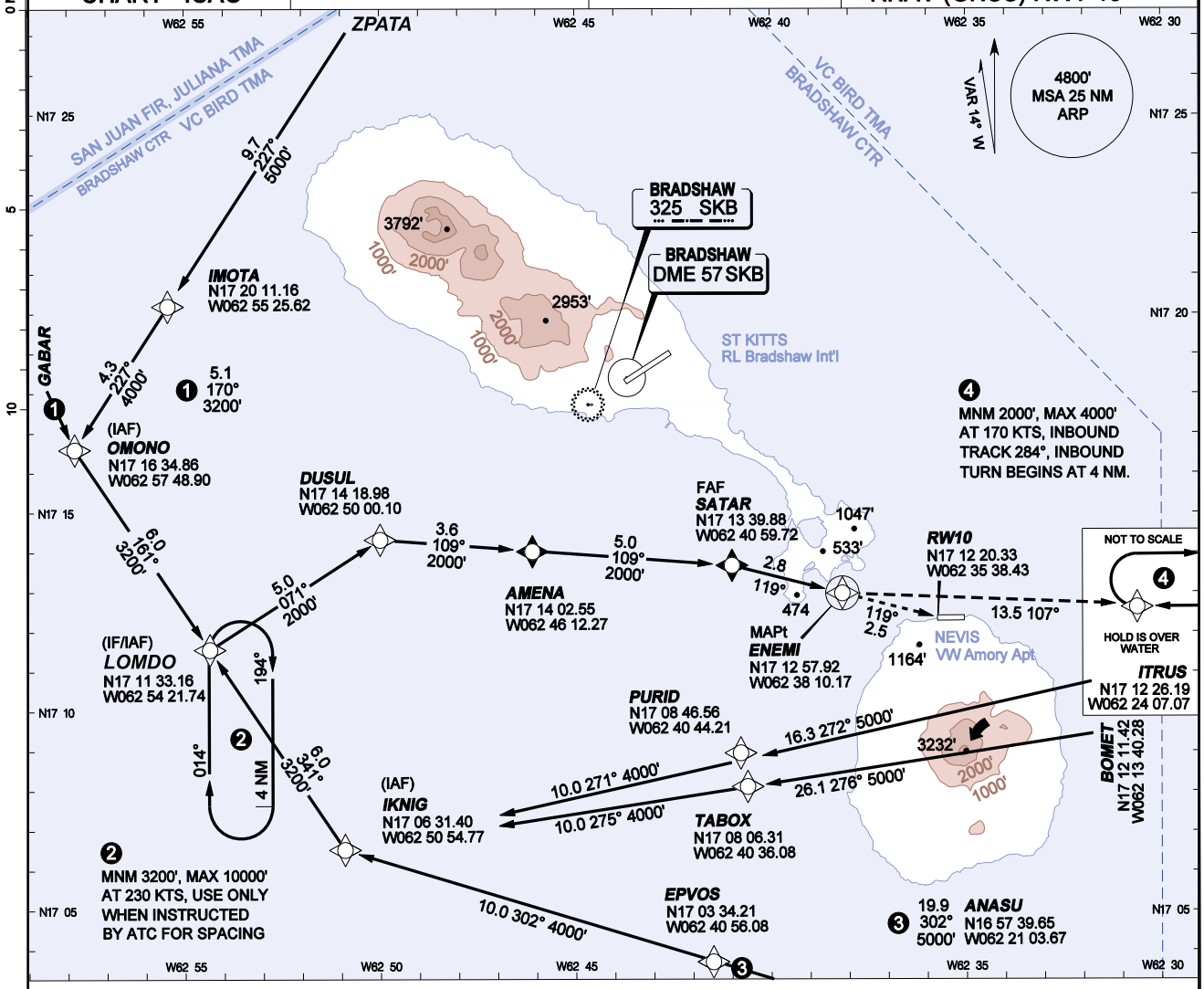
Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
OVISA	N17 12 22.56 W062 31 25.82	KASAM	N17 28 44.14 W062 40 30.68
GOXAN	N17 17 26.46 W062 26 15.17	GABAR	N17 21 12.00 W063 00 00.00
MAXVU	N17 20 31.82 W062 28 45.67	DUVON	N17 12 25.26 W062 26 12.43
UDGEL	N17 25 33.92 W062 32 12.35	BOMET	N17 12 11.42 W062 13 40.28
NOVAR	N17 30 35.96 W062 35 39.22	EMLEX	N17 06 42.57 W062 24 12.85
ZPATA	N17 28 23.00 W062 49 59.00	ANASU	N16 57 39.65 W062 21 03.67

NO CHANGES.

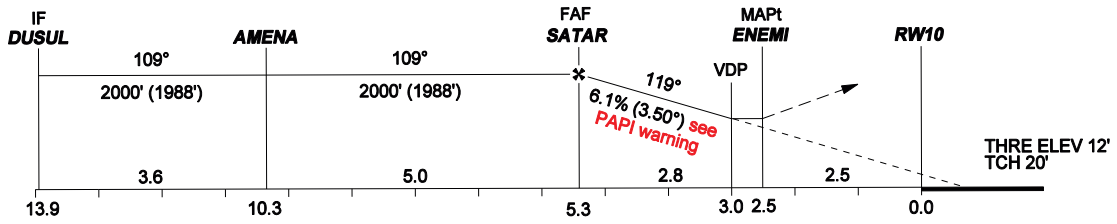
INSTRUMENT APPROACH CHART - ICAO

TRANSITION LEVEL: BY ATC
TRANSITION ALTITUDE: 5000' (4975')
AERODROME ELEVATION: 25'

CHARLESTOWN, NEVIS IS.
VW AMORY APT
RNAV (GNSS) RWY 10



MISSED APPROACH: CLIMBING LEFT TURN TO 2000' DIRECT ITRUS AND HOLD, OR AS DIRECTED BY ATC.



MAP AT ENEMI	A	B		
LNAV OCA(H)	1160' (1148')	1160' (1148')		
CIRCLING OCA(H) *	1160' (1148')	1160' (1148')		

GROUND SPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	
FT/MIN	443	570	633	760	886	

*Circling not authorized south of runway

WARNING: A hill with 273' and 247' hazard lights is located 4800' west of the Rwy 10 threshold. The 3.5 ° PAPI lights DO NOT provide clearance over this hill. PAPI guidance may be used only when north and east of the hill.

NOTES: GNSS Required. DME/DME not authorized. Unless ATC clearance is obtained for an RNAV/GNSS/ procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to conventional ground-based navigation aids E/CAR AIP TKPN AD 2.22 refer. VDP is the point where the OCA meets the 3.50° final slope. Bearings are magnetic, altitudes and elevation in feet, heights are relative to threshold elevation, distance in NM.

Fly-by non-compulsory reporting wpt
Fly-by compulsory reporting wpt
Fly-over non-compulsory reporting wpt

CHANGE: No change

TKPN RNAV (GNSS) RWY 10 CODING TABLE

Fix name	*Fix type*	*Path Terminator*	*Fly-over*	*Course °M (°T)*	*Dist NM*	*Turn dir*	*Min alt Ft*	*Max KIAS*	*Mag var*	*VPA° (TCH Ft)*	*RNP value*
Zpata Arrival											
ZPATA	Terminal	IF	-	-	-	-	+5000	-	+14.3	-	-
IMOTA	Terminal	TF	-	227 (212.50)	9.7	-	+5000	-	+14.2	-	1.0
OMONO	IAF	TF	-	227 (212.47)	4.3	L	+4000	-	+14.2	-	1.0
LOMDO	IF/IAF	TF	-	161 (146.57)	6.0	L	3200	-	+14.2	-	1.0
Gabar Arrival											
GABAR	Terminal	IF	-	-	-	-	+3200	-	+14.2	-	-
OMONO	IAF	TF	-	170 (155.71)	5.1	L	+3200	-	+14.2	-	1.0
LOMDO	IF/IAF	TF	-	161 (146.57)	6.0	L	3200	-	+14.2	-	1.0
Anasu Arrival											
ANASU	Terminal	IF	-	-	-	-	+5000	-	+14.5	-	-
EPVOS	Terminal	TF	-	302 (287.22)	19.9	-	+5000	-	+14.3	-	1.0
IKNIG	IAF	TF	-	302 (287.13)	10.0	R	4000	-	+14.3	-	1.0
LOMDO	IF/IAF	TF	-	341 (326.61)	6.0	R	3200	-	+14.2	-	1.0
Bomet Arrival											
BOMET	Terminal	TF	-	-	-	-	+5000	-	+14.5	-	-
TABOX	Terminal	TF	-	276 (261.10)	26.1	-	+5000	-	+14.3	-	1.0
IKNIG	IAF	TF	-	275 (260.96)	10.0	R	4000	-	+14.3	-	1.0
LOMDO	IF/IAF	TF	-	341 (326.61)	6.0	R	3200	-	+14.2	-	1.0
Itrus Arrival											
ITRUS	Terminal	IF	-	-	-	-	+5000	-	+14.3	-	-
PURID	Terminal	TF	-	272 (257.14)	16.3	-	+5000	-	+14.3	-	1.0
IKNIG	IAF	TF	-	271 (257.06)	10.0	R	4000	-	+14.3	-	1.0
LOMDO	IF/IAF	TF	-	341 (326.61)	6.0	R	3200	-	+14.2	-	1.0
Intermediate, final, missed											
LOMDO	IF/IAF	-	-	-	-	-	3200	-	+14.2	-	1.0
DUSUL	-	TF	-	071 (056.59)	5.0	R	2000	-	+14.3	-	1.0
AMENA	-	TF	-	109 (094.28)	3.6	-	2000	-	+14.3	-	1.0
SATAR	FAF	TF	-	109 (094.30)	5.0	R	2000	-	+14.3	-	1.0
ENEMI	MAPt	TF	Y	119 (104.43)	2.8	L	1160	-	+14.3	-3.50°	0.3
ITRUS	MAHF	CF	-	107 (092.21)	13.5	-	2000	-	+14.3	-	1.0

Other:
1. LOMDO holding inbound track 014°M (359.80°T), MNM alt 3200', MXM alt 10000', outbound 4.0 NM.
2. ITRUS holding inbound track 284°M (269.56°T), MNM alt 2000', outbound 4.0 NM.

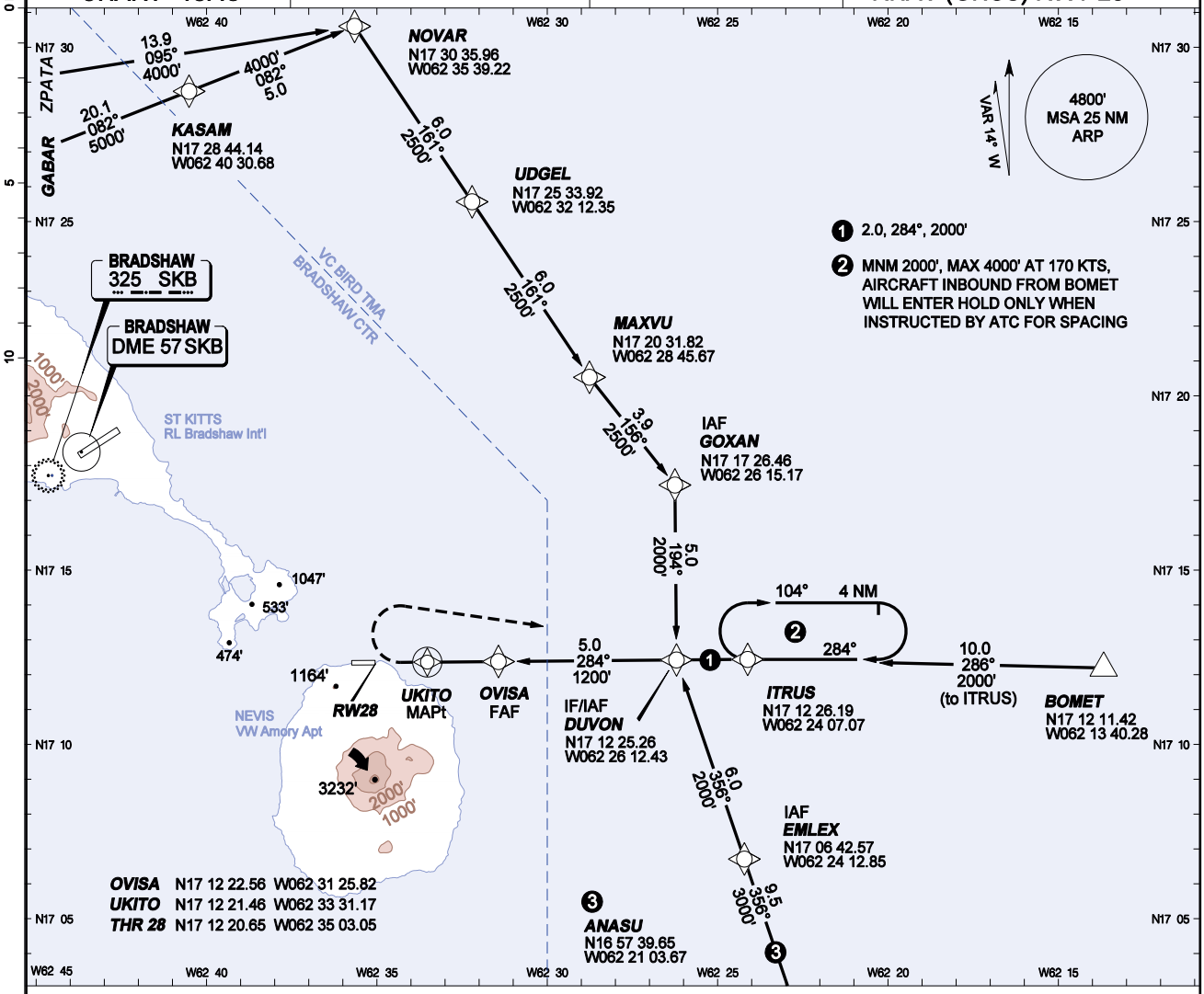
Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
ZPATA	N17 28 23.00 W062 49 59.00	BOMET	N17 12 11.42 W062 13 40.28
IMOTA	N17 20 11.16 W062 55 25.62	TABOX	N17 08 06.31 W062 40 36.08
OMONO	N17 16 34.86 W062 57 48.90	ITRUS	N17 12 26.19 W062 24 07.07
GABAR	N17 21 12.00 W063 00 00.00	PURID	N17 08 46.56 W062 40 44.21
LOMDO	N17 11 33.16 W062 54 21.74	DUSUL	N17 14 18.98 W062 50 00.10
ANASU	N16 57 39.65 W062 21 03.67	AMENA	N17 14 02.55 W062 46 12.27
EPVOS	N17 03 34.21 W062 40 56.08	SATAR	N17 13 39.88 W062 40 59.72
IKNIG	N17 06 31.40 W062 50 54.77	ENEMI	N17 12 57.92 W062 38 10.17

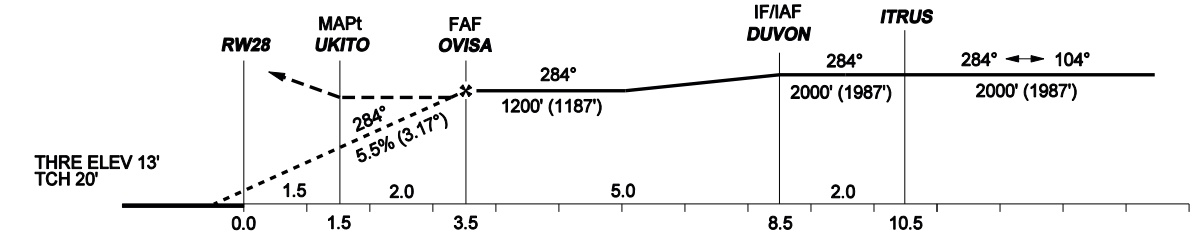
Change: Waypoint LOMPA changed to LOMDO

INSTRUMENT APPROACH CHART - ICAO

TRANSITION LEVEL: BY ATC
TRANSITION ALTITUDE: 5000' (4975')
AERODROME ELEVATION: 25'

CHARLESTOWN, NEVIS IS.
VW AMORY APT
RNAV (GNSS) RWY 28





MAP AT UKITO	A	B		
STRAIGHT-IN OCA(H)	1100' (1087')	1100' (1087')		
CIRCLING OCA(H) *	1100' (1087')	1100' (1087')		

GROUND SPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	
FT/MIN	443	570	633	760	886	

*Circling not authorized south of runway.

NOTES: GNSS Required. DME/DME not authorized. Unless ATC clearance is obtained for an RNAV/GNSS/ procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to conventional ground-based navigation aids - E/CAR AIP TKPN AD 2.22 refers. Visual descent point (VDP) is located 3.2 nm prior to thres. VDP is the distance before thre where LNAV OCA meets 3.17 ° final slope. Bearings are magnetic, altitudes and elevation in feet, heights are relative to threshold elevation, distance in NM.

Fly-by non-compulsory reporting wpt
Fly-by compulsory reporting wpt
Fly-over non-compulsory reporting wpt

CHANGE: Frequencies adjusted.

TKPN RNAV (GNSS) RWY 28 CODING TABLE

Fix name	*Fix type*	*Path Terminator*	*Fly-over*	*Course °M (°T)*	*Dist NM*	*Turn dir*	*Min alt Ft*	*Max KIAS*	*Mag var*	*VPA° (TCH Ft)*	*RNP value*
Gabar Arrival											
GABAR	Terminal	IF	-	-	-	-	+5000	-	+14.2	-	-
KASAM	Terminal	TF	-	082 (068.10)	20.1	-	+5000	-	+14.2	-	1.0
NOVAR	Terminal	TF	-	082 (068.20)	5.0	R	+4000	-	+14.2	-	1.0
UDGEL	Terminal	TF	-	161 (146.67)	6.0	-	+2500	-	+14.2	-	1.0
MAXVU	Terminal	TF	-	161 (146.69)	6.0	L	+2500	-	+14.2	-	1.0
GOXAN	IAF	TF	-	156 (142.04)	3.9	R	2500	-	+14.2	-	1.0
DUVON	IF/IAF	TF	-	194 (179.50)	5.0	R	2000	-	+14.2	-	1.0
ZpataArrival											
ZPATA	Terminal	IF	-	-	-	-	+4000	-	+14.3	-	-
NOVAR	Terminal	TF	-	082 (068.20)	5.0	R	+4000	-	+14.2	-	1.0
UDGEL	Terminal	TF	-	161 (146.67)	6.0	-	+2500	-	+14.2	-	1.0
MAXVU	Terminal	TF	-	161 (146.69)	6.0	L	+2500	-	+14.2	-	1.0
GOXAN	IAF	TF	-	156 (142.04)	3.9	R	2500	-	+14.2	-	1.0
DUVON	IF/IAF	TF	-	194 (179.50)	5.0	R	2000	-	+14.2	-	1.0
Bomet Arrival											
BOMET	Terminal	IF	-	-	-	-	+2000	-	+14.2	-	-
ITRUS	Terminal	TF	-	286 (271.43)	10.0	L	2000	-	+14.2	-	1.0
DUVON	IF/IAF	TF	-	284 (269.56)	2.0	-	2000	-	+14.2	-	1.0
Anasu Arrival											
ANASU	Terminal	TF	-	-	-	-	+3000	-	+14.5	-	-
EMLEX	Terminal	TF	-	356 (341.48)	9.5	-	3000	-	+14.2	-	1.0
DUVON	IF/IAF	TF	-	356 (341.46)	6.0	L	2000	-	+14.2	-	1.0
Intermediate, final, missed											
DUVON	IF/IAF	-	-	-	-	-	2000	-	+14.2	-	1.0
OVISA	FAF	TF	-	284 (269.50)	5.0	-	1200	-	+14.2	-	1.0
UKITO	MAPt	CF	Y	284 (269.48)	2.0	R	1100	-	+14.2	-3.17 (50)	0.3
ITRUS	MATF	DF	-	-	9.0	-	2000	-	+14.2	-	1.0

Other:
1. ITRUS holding inbound track 284°M (269.56°T), MNM alt 2000', MXM alt 4000', outbound 4.0 NM.

Fix name	*Coordinates (WGS-84)*	*Fix name*	*Coordinates (WGS-84)*
GABAR	N17 21 12.00 W063 00 00.00	DUVON	N17 12 25.26 W062 26 12.43
KASAM	N17 28 44.14 W062 40 30.68	BOMET	N17 12 11.42 W062 13 40.28
NOVAR	N17 30 35.96 W062 35 39.22	ITRUS	N17 12 26.19 W062 24 07.07
ZPATA	N17 28 23.00 W062 49 59.00	ANASU	N16 57 39.65 W062 21 03.67
UDGEL	N17 25 33.92 W062 32 12.35	EMLEX	N17 06 42.57 W062 24 12.85
MAXVU	N17 20 31.82 W062 28 45.67	OVISA	N17 12 22.56 W062 31 25.82
GOXAN	N17 17 26.46 W062 26 15.17	UKITO	N17 12 21.46 W062 33 31.17

NO CHANGES.

AD 2. AERODROMES

TLPC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TLPC - CASTRIES/George F. Charles - INTL

TLPC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 140112N Long : 0605935W Site : Mid-Point of RWY on Centreline
2	Direction and distance from city	3.7 km (2 nm) north of Castries
3	Elevation/Reference Temperature	7M (22FT) / 31 °C
4	MAG VAR/annual change	15°W (2000)
5	AD Administration, address, telephone, telefax, telex, AFS	Saint Lucia Air & Sea Ports Authority P.O. Box 651 Castries TEL: (809) 45-21156, 22052 FAX: 758 454 6900 TELEX: 6355 PASLU CIVILAV ST. LUCIA W.I. AFS: TLPCYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TLPC AD 2.3 OPERATIONAL HOURS

1	AD Administration	1200-2000 UTC Mon – Fri
2	Customs and immigration	1000 – 0000 UTC
3	Health and sanitation	1000 – 0000 UTC
4	AIS Briefing Office	1000 – 0000
5	ATS Reporting Office (ARO)	1000 – 0000 UTC
6	MET Briefing Office	1000 – 0000 UTC
7	ATS	1000 – 0000 UTC
8	Fuelling	1000 – 2300 UTC
9	Handling	1000 – 0000 UTC
10	Security	1000 – 0000 UTC
11	De-icing	NIL
12	Remarks	Outside these hours, services are available on request. Prior notice required.

TLPC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	6 ton forklift (PN)
2	Fuel/Oil types	Jet A1/130L /Aeroshell 100,120 engine oil
3	Fuelling facilities/capacity	Mon – Fri 1130 –2000 Other times PN (2hr)
4	De-icing	NIL
5	Hangar Space for visiting aircraft	Limited for aircraft up to 5700kg
6	Repair facilities for visiting aircraft	Limited Repair available
7	Remarks	NIL

TLPC AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels within 2 km of airport
2	Restaurants	At AD and in City
3	Transportation	Buses, taxis
4	Medical facilities	First Aid at AD, Hospital within 5 km of AD
5	Bank and Post Office	In City
6	Tourist Office	In City
7	Remarks	NIL

TLPC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AVAILABLE – Category 5
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	Cranes available
4	Remarks	NIL

TLPC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TLPC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Type of surface: Asphalt Strength: LCN 40
2	Taxiway width, surface and strength	**TWY A** Width: 17.3 M Type of surface: Asphalt Strength: NIL
		TWY B Width: 41 M Type of surface: Asphalt Strength: NIL
		TWY C Width: 8.9 M Type of surface: Asphalt Strength: NIL
		TWY D Width: 8.2 M Type of surface: Asphalt Strength: NIL
3	ACL Location and elevation	Location : At Apron Elevation : 2 m (6.5 ft)
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TLPC 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	Guide lines at apron
2	Markings: Lights (LGT):	RWY : Designation, THR, Centreline TWY : Centreline, Holding position at all TWY/RWY Intersections RWY : RWY 09: THR, TDZ, Edge, End RWY : RWY 27: THR, Edge, End
3	Stop bars	NIL
4	Remarks	NIL

TLPC AD 2.10 AERODROME OBSTACLES

In Area 2

ID OBST/ Designation	OBST type	OBST Coordinates	ELEV/HGT	Markings/Type, Colour of Light	Remarks
a	b	c	d	e	f
TLPCOB001	Pole (AWOS)	14 00 41.9N 061 00 08.8W	9.2M (30.2FT) AGL	Marked and lighted	See Type A Chart for more Obstacles

TLPC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hewanorra – MET Office
2	Hours of service MET Office outside hours	 1000 - 2400
3	Office responsible for TAF preparation Periods of validity	NIL NIL
4	Type of landing forecast Interval of issuance	Trend NIL
5	Briefing/consultation provided	Personal Consultation
6	Flight documentation Language(s) used	 English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	George F. Charles Tower
10	Additional information (limitation of service, etc.)	NIL

TLPC 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
09	075° GEO 090° MAG	1898 x 45	PCN 8/F/B/Z/T / Nil	140105.40N 0610001.20W	THR 6.00 m (19.69 ft)
27	255° GEO 270° MAG	1898 x 45	PCN 8/F/B/Z/T / Nil	140117.40N 0605913.80W	THR 3.00 m (9.84 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
0.5% till 366m then 0.15% for 60m then 0% for 1006m then .5% for 305m	Nil	Nil	Nil	Nil	RESA of 90 m located at end of strip of 60 m contained within the paved surface of 1898m for both RWY09 and RWY27
NIL	Nil	Nil	Nil	Nil	Nil

TLPC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	1748	1748	1748	1617	Displaced THR 131m
27	1748	1748	1748	1440	Displaced THR 308m

TLPC 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
09	Nil	Green	PAPI 2 BAR	Nil	Nil	1898 m White	Red	Nil	NIL
27	Nil	Green	Nil	Nil	Nil	1898 m White	Red	Nil	NIL

TLPC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	At Tower Building FLG W and G 1000 - 0000
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: Top of Control Tower 15(m) AGL
3	TWY edge and centreline lighting	TWY A Edge: Blue Centerline: NIL TWY B Edge: Blue Centerline: NIL TWY C Edge: Blue Centerline: NIL TWY D Edge: Blue Centerline: NIL
4	Secondary power supply/switch-over time	SWITCH OVER TIME: 15 Secs
5	Remarks	NIL

TLPC 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 Apron used for Helicopter Touchdown

TLPC AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	SAINT LUCIA CTR Area bounded by lines joining points 140147N/0604029W then along the clockwise arc of a circle of 25NM radius centred on 134400N/0605837W (VOR/DME BNE); to 131855N/0605941W; 133400N/0613000W; 140205N/0614005W; 141300N/0605200W to point of origin.
2	Vertical limits	SFC / 4500 FT
3	Airspace classification	D
4	ATS unit callsign Language(s)	SAINT LUCIA APPROACH English
5	Transition altitude	9000 FT
6	Hour of applicability	NIL
7	Remarks	Callsign Hewanorra APP/George F. Charles TWR

TLPC 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	SAINT LUCIA APPROACH	119.800MHZ	NIL	NIL	1000-0300	Nil
		121.500MHZ	NIL	NIL		Emergency Frequency
ATIS	George F.L. Charles	132.600MHZ	NIL	NIL	1000 - 0000	Range 25NM
GND	George Charles Ground	121.800MHZ	NIL	NIL	1000-0000	NIL
TWR	George Charles Tower	118.000MHZ	NIL	NIL	1000-0000	Tower closes at 0000 or last scheduled flight

TLPC 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
NDB	SLU	415.0kHz	H24	140050.91N 0610021.81W	NIL	NIL	Range 100NM

TLPC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 At Eastern Caribbean Airports, a number of local regulations apply. The regulations are available from Air Traffic Services. These Regulations includes, 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 in the operation of large aircraft including limitations in 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) fuel spillage; and

k) local flying restrictions applicable to the respective aerodromes.

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 or GND.

1.2 Airport Regulations/Restrictions

1. For arriving aircraft : - All aircraft must shutdown engines before passengers disembark.
   - landing RWY 27 not permitted at nights
   - terrain in final approach area RWY 27.

2. For departing aircraft : No engine shall be started until all passengers have boarded the aircraft.

3. Request start-up from ATC.

4. Circling not permitted south of RWY centreline due high terrain.

5. All airlines, ground handlers and flight crew (including general aviation operators) must notify ATC of arriving passengers or crew displaying symptoms of illness or requiring medical care.

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

Arriving aircraft will be allocated a Gate Number by the TWR or GND.

2.2 Taxiway – Limitations

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

3. Parking

3.1 Parking area for small aircraft/Helicopters (General Aviation)

Aircraft entering stands 1-4 from (DHC6) Twin otter and above shall adhere to the following procedures:

1. No aircraft shall be permitted to enter the ramp by the ATC until the pilot has reported having a marshaller in sight and in position to guide the aircrafts entry.

2. Aircraft shall observe the speed limit of 5 mph on entering the Apron.
3. All aircraft entering and leaving the apron shall be served with a wing tip marshaller and the usual nose wheel marshaller.

General aviation aircraft/helicopters shall be directed by the TWR/GND to the parking area for small aircraft.

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.

TLPC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TLPC 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 Procedures

The following procedures shall apply to flights which have filed IFR flight plans departing George F Charles:

1.2.1 IN IMC AND AT NIGHT

1.2.1.1 TO JOIN A324 SOUTHBOUND

Climb to west to intercept ‘FOF’ VOR R195 direct ‘SV’ NDB. Remain clear of cloud and in sight of surface until passing 4200Ft QNH.

1.2.1.2 TO JOIN G642

Climb north to join G642 from north. Remain clear of cloud and in sight of surface until passing 3250Ft QNH.

1.2.1.3 TO JOIN A324 NORTHBOUND

Climb north, remain clear of cloud and in sight of surface until passing 2000Ft QNH.

Note: Flight below the altitude mentioned above is deemed to be special VFR for the purposes of the provisions of Rule 23 of the St Lucia Air Navigation Regulations 1997.

1.2.2 IN VMC BY DAY ONLY

Flights shall be conducted in accordance with VFR until passing the appropriate altitude for the routes shown in *1.2.1* above.

2. RNAV GNSS Procedures

Approval to conduct RNAV (GNSS) procedures in the Saint Lucia CTR is dependent upon the tactical requirements of non-radar airspace management as determined and directed by Air Traffic Control at the time. Thus, unless an ATC clearance is obtained for the conduct of an RNAV (GNSS) procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to ground-based navigation aids.

TLPC AD 2.23 ADDITIONAL INFORMATION

1. Bird concentration in the vicinity of the airport

Intense activity of flocks of Pelicans and Gulls takes place daily from one to two hours after sunrise when birds fly from resting area to their feeding area in the vicinity of the Approach/departure Path. Height varies from 0 –1000 ft (0-300 m) AGL. From one to two hours before sunset the same activity as described above takes place in reverse when the birds return to their area.

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

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 and during take-off, approach-to-land and climb and descent procedures.

2. Other Information

1. High terrain in all quadrants from RWY

2. Masts of various heights may be present on approach to RWY 09

TLPC AD 2.24 CHARTS RELATED TO AN AERODROME

1. Aerodrome/Heliport Chart – ICAO……...…… AD2.8-1-13

2. Aerodrome Obstacle Chart – ICAO Type A RWY 09/27 ……..… AD2.8-1-15

3. Standard Departure Chart – Instrument – ICAO

SID RWY 09 ……..…… AD2.8-1-17
SID RWY 27 ……..... AD2.8-1-18
RNAV Departure RWY 27 …… AD2.8-1-19

4. Standard Arrival Chart – Instrument Chart – ICAO

RNAV RWY 09 ……..…… AD2.8-1-21

5. Instrument Approach Chart – ICAO

NDB Cloudbreak RWY 09 …… AD2.8-1-23
RNAV (GNSS) RWY 09 AD2.8-1-25

TLPC AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

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AERODROME CHART – ICAO	N 14 01.20 W 060 59.58	AERODROME ELEV 22	= = O MM = = MMM = = MM = = PO MM	DIMENSIONS IN FEET (METERS) ELEVATIONS IN FEET BEARINGS ARE MAGNETIC	G.F.L. CHARLES (TLPC) CASTRIES, ST. LUCIA

RESTRICTIONS
- ALL AIRCRAFT MUST SHUT DOWN ENGINES BEFORE PASSENGERS DISEMBARK.
- REQUEST START-UP FROM ATC.
- VISUAL MANOUVERING NORTH OF EXTENDED CENTERLINE.
- RWY 27 RIGHT HAND TRAFFIC PATTERN.
- **LANDING RWY 27 NOT PERMITTED AT NIGHT**
- **CIRCLING NOT PERMITTED SOUTH OF RWY CENTRELINE DUE HIGH TERRAIN**

CAUTIONS
- RAPIDLY RISING TERRAIN IN ALL QUADRANTS FROM RUNWAY.
- MASTS OF VARIABLE HEIGHT MAY BE PRESENT ON APPROACH TO RWY 09.
- **TERRAIN IN FINAL APCH AREA RWY 27**

359

CHANGES
=

257

VAR 14° W
(2000)

THRESHOLD DISPLACED
1009 308

55

53

152

172

ELEV 15

TLPC B

ELEV 10

27

CONTROL TOWER
63 ANTENNA

TERMINAL

STATION

58

△TLPC A

TWY A

TWY B

PAPI

98

147

ELEV 20

ELEV 22

09

TWY C

TWY D

△TLPC C

THRESHOLD DISPLACED
428 131

SLU NDB
.4 NM FROM
THRESHOLD

FEET 0 1000 2000 3000

METERS 0 500 1000

LEGEND	
AIRPORT REFERENCE POINT	⊕
SURVEY STATION	△
BUILDING	■
ROAD / RAMP / TAXIWAY	▬
FENCE	— x —
WINDSOCK	►
TREE	✳
POLE, TOWER, SPIRE, ANTENNA, ETC.	⩚
APPROACH, THRESHOLD, RUNWAY END LIGHTS	• ▬

RWY	LIGHTING / RWY SURFACE	LANDING BEYOND THRESHOLD	LANDING BEYOND GLIDE SLOPE	TAKE – OFF RUN AVAILABLE	WIDTH	THR COORDINATES	DIRECTION	BEARING STRENGTH
09	HIRL PAPI–L (3°) / ASPHALT	5305 *1617*		5735 *1748*	148	N14 01.09 W061 00.02	89°	**RWY : PCN 8/F/B/Z/T**
27	HIRL / ASPHALT	4725 *1440*		5735 *1748*		N14 01.29 W060 59.23	269°	**RAMP: LCN 40**

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DIMENSIONS IN FEET / METERS
ELEVATIONS IN FEET

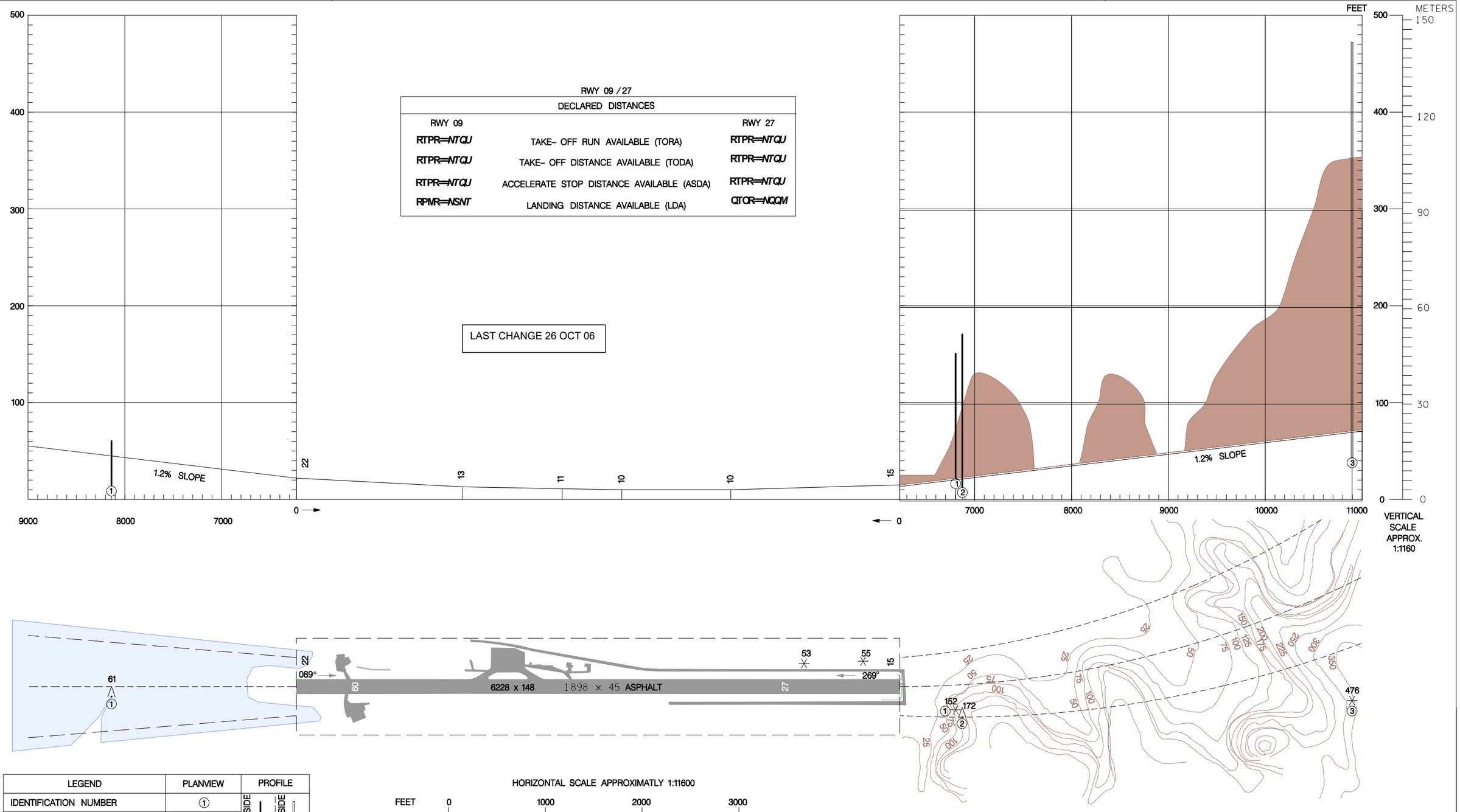
AERODROME OBSTACLE CHART – ICAO
TYPE A – OPERATING LIMITATIONS

G.F.L. CHARLES (TLPC)
CASTRIES, ST. LUCIA

RWY 09 / 27

DECLARED DISTANCES		
RWY 09		RWY 27
RTPR=NTQU	TAKE- OFF RUN AVAILABLE (TORA)	RTPR=NTQU
RTPR=NTQU	TAKE- OFF DISTANCE AVAILABLE (TODA)	RTPR=NTQU
RTPR=NTQU	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	RTPR=NTQU
RPMR=NSNT	LANDING DISTANCE AVAILABLE (LDA)	QTCR=NQQM

LAST CHANGE 26 OCT 06



LEGEND	PLANVIEW	PROFILE
IDENTIFICATION NUMBER	①	INSIDE ① OUTSIDE ②
MOBILE OBSTACLE		
POLE, TOWER, SPIRE, ANTENNA		
TREE		

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TLPC STANDARD DEPARTURE CHART – INSTRUMENT –ICAO
SID RWY 09

TO BE DEVELOPED

TLPC STANDARD DEPARTURE CHART – INSTRUMENT – ICAO
SID RWY 27

TO BE DEVELOPED

TLPC STANDARD DEPARTURE CHART – INSTRUMENT – ICAO
RNAV DEPARTURE RWY 27

TO BE DEVELOPED

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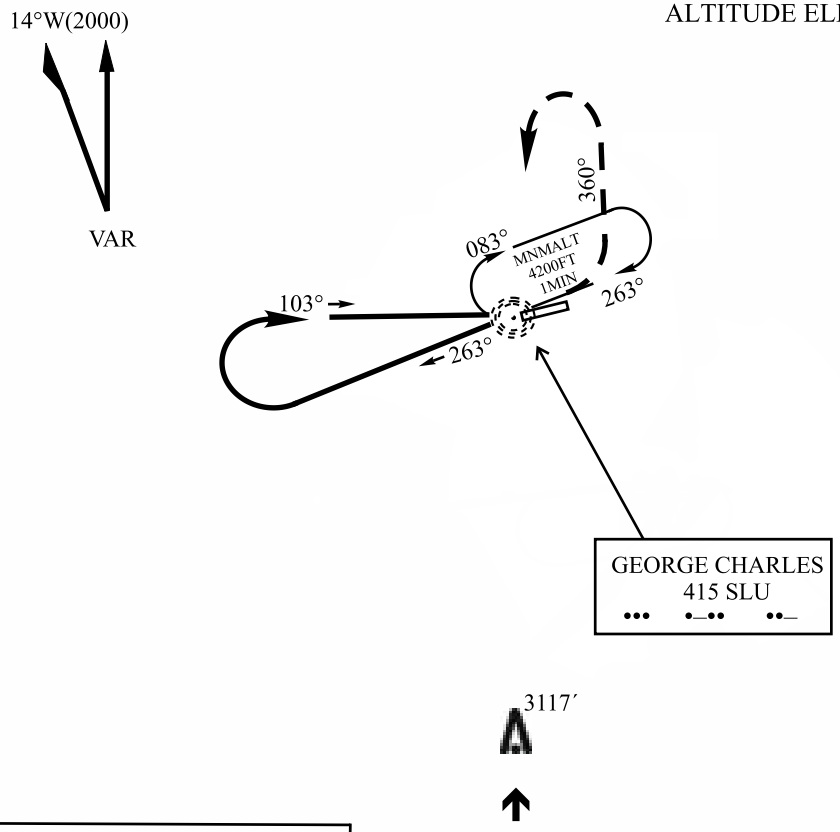
TLPC STANDARD ARRIVAL CHART – INSTRUMENT – ICAO
RNAV RWY 09

TO BE DEVELOPED

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INSTRUMENT APPROACH CHART	APP 119.800 TWR 118.000 GND 121.800 ATIS 132.600	**CASTRIES/ GEORGE F. CHARLES** **ST. LUCIA TLPC** **NDB CLOUDBREAK RWY 09**
AERODROME ELEVATION 22 FT		

BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



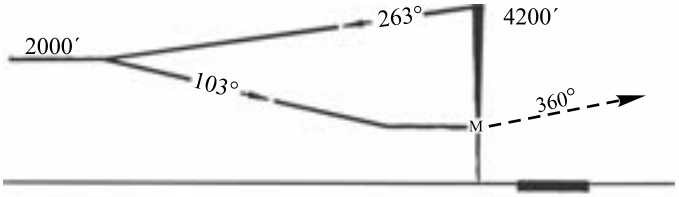
MSA
4200FT
25NM
NDBSLU

TRANSITION LEVEL: BY ATC
TRANSITION ALTITUDE: 9000 FT

NOT TO SCALE

CHANGES
FREQUENCIES ADJUSTED

START TURN
AT 2 MIN



NOT TO SCALE

THR RWY 09 ELEV 20 FT

MISSED APPROACH:

IMMEDIATE LEFT TURN HEADING 360°MAG
CLIMB TO 4200'
RETURN TO SLU NDB AND HOLD OR
AS DIRECTED BY ATC

MDA/H	A	B	C	D
STRAIGHT IN APPROACH				
CIRCLING	1350′(1328′) 6KM		1750′(1728′) 6KM	

REMARKS

CIRCLING NOT AUTHORISED SOUTH OF RWY09/27

LANDING RWY27 NOT PERMITTED AT NIGHT

TERRAIN IN FINAL APPROACH AREA RWY27

	70	90	100	120	140
KNOTS					
MIN:SEC					
RATE OF DESC					

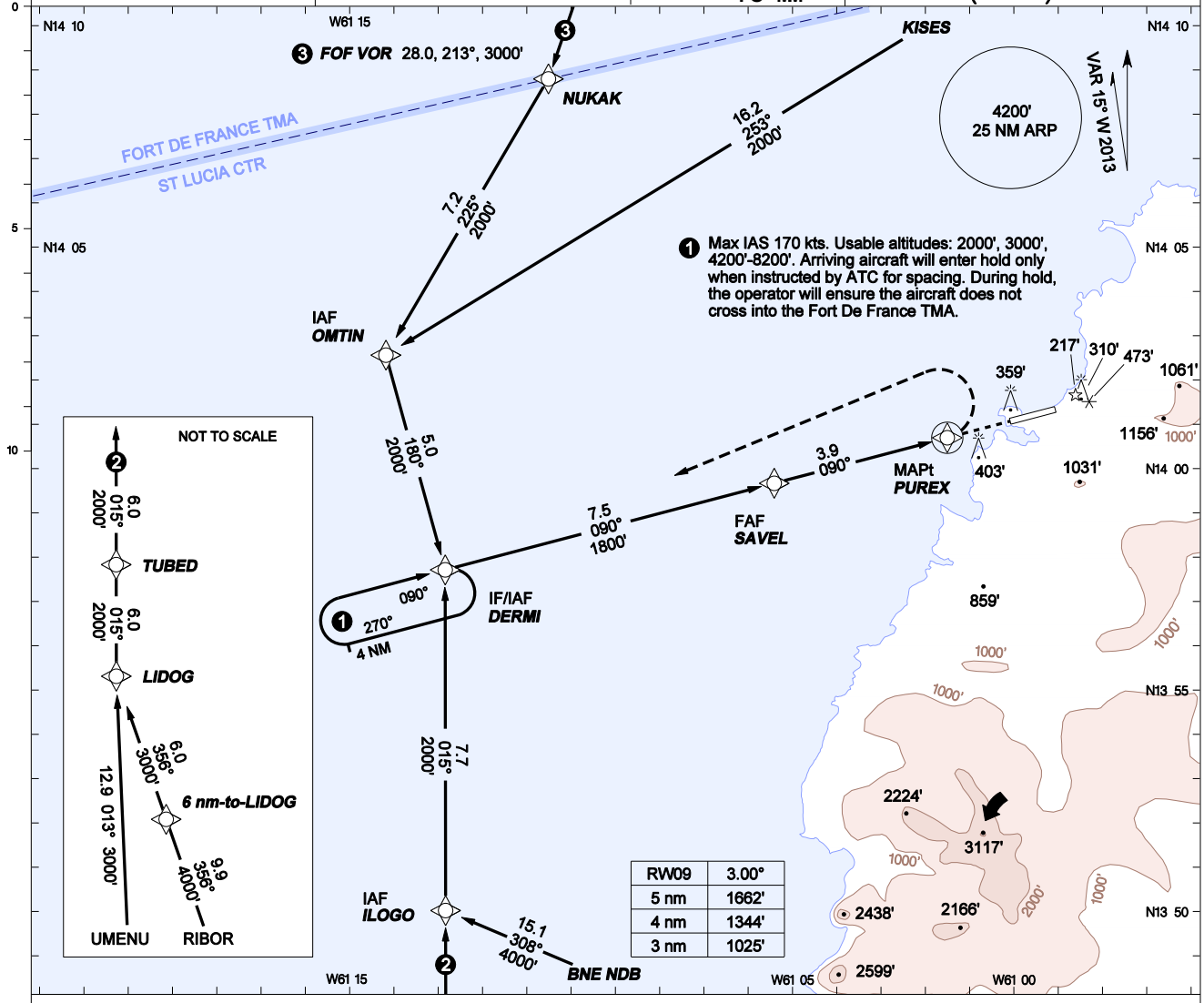
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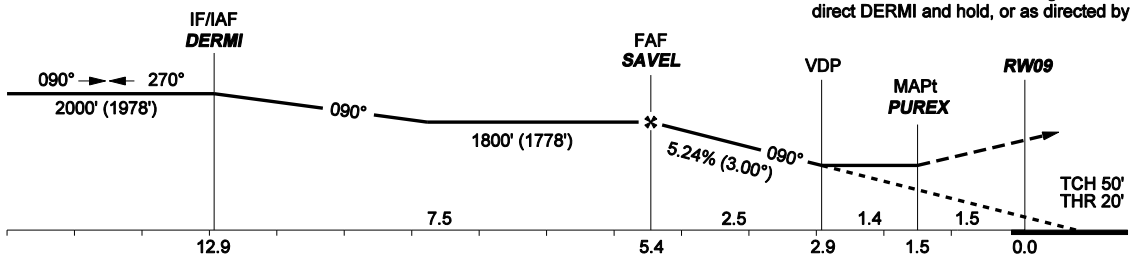
INSTRUMENT APPROACH CHART - ICAO

TRANSITION LEVEL: BY ATC
TRANSITION ALTITUDE: 9000' (8978')
AERODROME ELEVATION: 22'

= MM
= MMM
= O MM
= PO MM

CASTRIES, ST LUCIA
G F L CHARLES
RNAV (GNSS) RWY 09





OCA(H)	A	B		
LNAV	980' (958')			
CIRCLING north of Rwy CL only - Ldg Rwy 27 day ONLY	980' (958')	1000' (978')		

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	
FT/MIN	372	478	531	637	743	

1. CAUTIONS: Circling not permitted south of Rwy centreline due to high terrain. Terrain in final approach area Rwy 27. Landing Rwy 27 not permitted at night.
2. Unless ATC clearance is obtained for an RNAV/GNSS/ procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to conventional ground-based navigation aids - E/CAR AIP TLPC AD 2.22 refers.
3. Visual descent point (VDP) is where LNAV OCA meets 3° final slope.
4. Bearings are magnetic, altitudes and elevation in feet, heights are relative to AD elevation, distance in NM.

Fly-over on demand reporting wpt
Fly-by on demand reporting wpt

TLPC RNAV (GNSS) RWY 09 CODING TABLE											
Fix name	*Fix type*	*Path Terminator*	*Fly-over*	*Course °M (°T)*	*Dist NM*	*Turn dir*	*Min alt Ft*	*Max KIAS*	*Mag var*	*VPA° (TCH Ft)*	*RNP value*
From Kises											
KISES	Terminal	IF	-	-	-	-	+6100	-	+15.0	-	-
OMTIN	IAF	TF	-	253 (237.98)	16.2	L	+2000	-	+15.0	-	1.0
DERMI	IF/IAF	TF	-	180 (164.89)	5.0	L	+2000	-	+15.0	-	1.0
From Nukak											
NUKAK	Terminal	IF		- -	-	+300	0 +15.0		-	-	
OMTIN	IAF	TF	-	225 (209.82)	7.2	L	+2000	-	+15.0	-	1.0
DERMI	IF/IAF	TF	-	180 (164.89)	5.0	L	+2000	-	+15.0	-	1.0
From Umenu											
UMENU	Terminal	IF	-	-	-	-	FL060	-	+15.0	-	-
LIDOG	Terminal	TF	-	013 (357.58)	12.9	R	+3000	-	+15.0	-	1.0
TUBED	Terminal	TF	-	015 (359.94)	6.0	-	+2000	-	+15.0	-	1.0
ILOGO	IAF	TF	-	015 (359.94)	6.0	-	+2000	-	+15.0	-	1.0
DERMI	IF/IAF	TF	-	015 (359.94)	7.7	R	+2000	-	+15.0	-	1.0
From Ribor											
RIBOR	Terminal	IF	-	-	-	-	FL060	-	+15.0	-	-
6-to-LIDOG	Terminal	TF	-	356 (341.14)	9.9	-	+4000	-	+15.0	-	1.0
LIDOG	Terminal	TF	-	356 (341.13)	6.0	R	+3000	-	+15.0	-	1.0
TUBED	Terminal	TF	-	015 (359.94)	6.0	-	+2000	-	+15.0	-	1.0
ILOGO	IAF	TF	-	015 (359.94)	6.0	-	+2000	-	+15.0	-	1.0
DERMI	IF/IAF	TF	-	015 (359.94)	7.7	R	+2000	-	+15.0	-	1.0
From BNE NDB											
BNE NDB	Terminal	IF	-	-	-	-	+4000	-	+15.0	-	-
ILOGO	IAF	TF	-	308 (293.46)	15.1	R	+4000	-	+15.0	-	1.0
DERMI	IF/IAF	TF	-	015 (359.94)	7.7	R	+2000	-	+15.0	-	1.0
From Dermi											
DERMI	IF/IAF	-	-	-	-	-	+2000	-	+15.0	-	1.0
SAVEL	FAF	TF	-	090 (074.90)	7.5	-	1800	-	+15.0	-	1.0
PUREX	MAPt	TF	Y	090 (074.93)	3.9	L	980	-	+15.0	-3.00 (50)	0.3
DERMI	MAHF	DF	Y	270 (254.94)	11.4	-	2000	-	+15.0	-	1.0

Fix name	*Coordinates (WGS-84)*
BNE NDB	N13 44 00.00 W060 58 37.00
DERMI	N13 57 42.75 W061 12 50.45
FOF VOR	N14 35 27.00 W061 01 22.00
ILOGO	N13 50 01.26 W061 12 49.96
KISES	N14 11 11.00 W061 00 04.00
LIDOG	N13 37 58.12 W061 12 49.18
NUKAK	N14 08 49.14 W061 10 30.41

Fix name	*Coordinates (WGS-84)*
OMTIN	N14 02 33.65 W061 14 10.85
PUREX	N14 00 41.70 W061 01 30.31
RIBOR	N13 22 50.00 W061 07 32.00
SAVEL	N13 59 40.10 W061 05 24.68
TUBED	N13 43 59.69 W061 12 49.57
UMENU	N13 24 58.93 W061 12 15.55
6nm-to-LIDOG	N13 32 15.99 W061 10 49.60

Changes: no change

AD 2. AERODROMES

TLPL AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TLPL - VIEUXFORT/ Hewanorra - INTL

TLPL AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 134356N Long : 0605707W Site : Mid-point of RWY on Centreline
2	Direction and distance from (city)	3.7 km N of Vieux Fort and 56 km S of Castries
3	Elevation/Reference Temperature	4M (14FT) / 31 °C
4	MAG VAR/annual change	15°W (2000)
5	AD Administration, address, telephone, telefax, telex, AFS	Saint Lucia Air & Sea Ports Authority P.O. Box 651 Castries, Saint Lucia TEL: (758) 454-6355, 452-2052 FAX: 758, 454 6900 TELEX: 6355 PA SLU AFS: TLPLYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TLPL AD 2.3 OPERATIONAL HOURS

1	AD Administration	1200 – 2000 Mon - Fri
2	Customs and immigration	1000- 0300
3	Health and sanitation	1000- 0300
4	AIS Briefing Office	1000 - 0300
5	ATS Reporting Office (ARO)	1000 - 0300
6	MET Briefing Office	H24
7	ATS	1000 - 0300
8	Fuelling	1130 – 2030 Mon – Fri Other times PN
9	Handling	1000 - 0300
10	Security	1000 - 0300
11	De-icing	NIL
12	Remarks	NIL

TLPL AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Limited, 2270 kg forklift and conveyor belt. Only ex-aircraft cargo accepted. Advise Customs in advance.
2	Fuel/Oil types	Jet A1 / Oil 100, 120, ASISB
3	Fuelling facilities/capacity	Mon – Fri 1130 – 2030, Other times PN. Hydrant system, 2 refuelling bays.
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	Minor repairs
7	Remarks	NIL

TLPL AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotel within 1 km from airport
2	Restaurants	At AD and In City
3	Transportation	Buses, Taxis and light aircraft to George F.L. Charles Airport
4	Medical facilities	First Aid at AD, Hospital within 3 km; Ambulance
5	Bank and Post Office	In City
6	Tourist Office	In City
7	Remarks	NIL

TLPL AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AVAILABLE – Category 9
2	Rescue equipment	NIL
3	Capability for removal of disabled aircraft	Two cranes, capacity 10,160 kg each. PN 2 hours.
4	Remarks	NIL

TLPL AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TLPL AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Type of surface: Asphalt Strength: LCN 100
2	Taxiway width, surface and strength	**TWY A** Width: 16 M Type of surface: Concrete Strength: NIL
		TWY B Width: 24 M Type of surface: Asphalt Strength: NIL
		TWY C Width: 25 M Type of surface: Asphalt Strength: NIL
		TWY E Width: 22 M Type of surface: Asphalt Strength: LCN 100
3	ACL Location and elevation	Location : At Apron Elevation : 4.9m (16Ft)
4	VOR Checkpoints	NIL
5	INS Checkpoints	1344.1N 06057.0W 1344.0N 06057.0W
6	Remarks	NIL

TLPL 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	Guide lines at apron
2	Markings: Lights (LGT)	RWY : Designation, THR, TDZ, Centreline Fixed Distance Markings TWY : Centreline, Holding positions at all TWY/RWY intersections Apron parking positions RWY : RWY 10 – THR, Edge, End, Stopway RWY 28 – THR, edge, End, Stopping TWY : Edge
3	Stop bars	NIL
4	Remarks	NIL

TLPL AD 2.10 AERODROME OBSTACLES

ID OBST/ Designation	OBST type	OBST Coordinate	ELEV/HGT	Markings/Type, Colour of Light	Remarks
a	b	c	d	e	f
TLPLOB001	Pole (AWOS)	13 44 03.6N 060 57 53.7W	9.2M (30.2FT) AGL	Marked and lighted	See Type A Chart for more Obstacles
TLPLOB002	Antenna	13 44 07.4N* 060 57 06.8W 280° 1292M THR28	40M (131FT)		*Coordinates calculated using bearing and distance values in column c

TLPL AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Hewanorra Met Office
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	NIL NIL
4	Type of landing forecast Interval of issuance	Trend NIL
5	Briefing/consultation provided	Personal consultation
6	Flight documentation Language(s) used	 English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Hewanorra APP/TWR
10	Additional information (limitation of service, etc.)	NIL

TLPL AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE and 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	089° GEO 104° MAG	2744 x 46	PCN 68/F/B/X/T / Nil	134400.00N 0605755.80W	THR 3.30 m (10.83 ft)
28	269° GEO 284° MAG	2744 x 46	PCN 68/F/B/X/T / Nil	134400.00N 0605624.60W	THR 3.10 m (10.17 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	Nil	Nil	2866 x 152	Nil	RESA of 90 m located 25 m from the end RWY 10. RWY10 grooved from 128M to 2616M. RWY28 grooved from 95M to 2649M. Grooves are 39M wide.
NIL	61 x 46	152 x 244	2866 x 152	Nil	NIL

TLPL AD 2.13 DECLARED DISTANCES

RWY DESIGNATOR	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	2694	2694	2694	2694	NIL
28	2744	2988	2744	2592	Displaced THR RWY 28 – 152m

TLPL 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	Simple 914M	Green	PAPI Left	Nil	Nil	2744 m White	Red		NIL
28	Nil	Green	PAPI Left	Nil	Nil	2744 m White	Red		NIL

TLPL AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN : At Tower Building FLG W and G 1000-0300
2	LDI location and LGT Anemometer location and LGT	ANEMOMETER: 457.2m (1500 ft) South West of Control Tower
3	TWY edge and centreline lighting	TWY A Edge: Blue Centerline: NIL TWY B Edge: Blue Centerline: NIL TWY C Edge: Blue Centerline: NIL TWY E Edge: Blue Centerline: NIL
4	Secondary power supply/switch-over time	Secondary Power Supply Switch over time 15 seconds
5	Remarks	NIL

TLPL 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 Apron usedfor helicopter touch down

TLPL AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	SAINT LUCIA CTR Area bounded by lines joining points 140147N/0604029W then along the clockwise arc of a circle of 25NM radius centred on 134400N/0605837W (VOR/DME BNE); to 131855N/0605941W; 133400N/0613000W; 140205N/0614005W; 141300N/0605200W to point of origin.
2	Vertical limits	SFC / 4500 FT
3	Airspace classification	D
4	ATS unit callsign Language(s)	SAINT LUCIA APPROACH English
5	Transition altitude	9000 FT
6	Hour of applicability	NIL
7	Remarks	NIL

TLPL 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	SAINT LUCIA APPROACH	119.800MHZ	NIL	NIL	1000-0300	Nil
		121.500MHZ	NIL	NIL		Emergency Frequency
ATIS	Hewanorra International Airport	126.150MHZ	NIL	NIL	1000 - 0300	Range 25 NM
GND	HEWANORRA GROUND	121.600MHZ	NIL	NIL	1000-0300	NIL
TWR	HEWANORRA TOWER	118.300MHZ	NIL	NIL	1000-0300	NIL
		121.500MHZ	NIL	NIL	1000-0300	Emergency Frequency

TLPL 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
VOR/DME (15°W/2013)	BNE	112.400MHz CH71X	H24	134400.13N 0605837.41W	0FT	NIL	Range 100NM Calibrated at 14°W
NDB	BNE	305.0kHz	H24	134401.14N 0605838.59W	NIL	NIL	NIL

TLPL AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 At Eastern Caribbean Airports, a number of local regulations apply. The regulations are available from Air Traffic Services. These Regulations includes, 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 in 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) fuel spillage; and

k) local flying restrictions applicable to the respective aerodromes.

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 or GND.

1.2 Airport Regulations/Restrictions

1. All aircraft parked on apron shall establish and maintain two way communication with TWR before activating anti-collision light.

2. Heavy and medium jet aircraft to push back from terminal building prior to startup.

3. RWY 10 visual manoeuvring conducted over sea South of extended Centreline

4. Right hand traffic pattern

5. For arriving aircraft : All engines must be shut down prior to the deplaning of any passenger.

6. For departing aircraft : No engine shall be started until all passengers have boarded the aircraft.

7. All airlines, ground handlers and flight crew (including general aviation operators) must notify ATC of arriving passengers or crew displaying symptoms of illness or requiring medical care.

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

Arriving aircraft will be allocated a Gate Number by the TWR or GND.

2.2 Taxiway – Limitations

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

2.2.2 TWY A not available for night time operations.

3. Parking

3.1 Parking area for small aircraft/Helicopters (General Aviation)

General aviation aircraft/helicopters shall be directed bythe TWR/GND to the parking area for small aircraft.

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.

TLPL AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TLPL 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 variedat 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 Procedures for outbound aircraft

The following procedures shall apply to flights which have filed IFR flight plans departing Hewanorra international Airport:

1.2.1 AIRCRAFT MAKING A LEFT TURN AFTER TAKE-OFF RWY 10

Climb on RWY heading until reaching 4200Ft QNH, then left turn.

1.2.2 AIRCRAFT MAKING A RIGHT TURN AFTER TAKE-OFF RWY 10

Climb on RWY heading until reaching 2000Ft QNH, then right turn.

2. RNAV (GNSS) Procedures

Approval to conduct RNAV (GNSS) procedures in the Saint Lucia CTR is dependent upon the tactical requirements of non-radar airspace management as determined and directed by Air Traffic Control at the time. Thus unless an ATC clearance is obtained for the conduct of an RNAV (GNSS) procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to ground-based navigation aids.

TLPL AD 2.23 ADDITIONAL INFORMATION

1. Bird concentration in the vicinity of the airport

Flocks of egrets are normally present at the aerodrome during daylight hours and grass cutting activities on the airfield.

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 and during take-off, approach-to-land and climb and descent procedures.

2. Other Information

1. Turbulence may exist on approach to RWY 10 when winds from the North East exceed 14kts.

2. High terrain North and South of RWY.

TLPL AD 2.24 CHARTS RELATED TO AERODROME

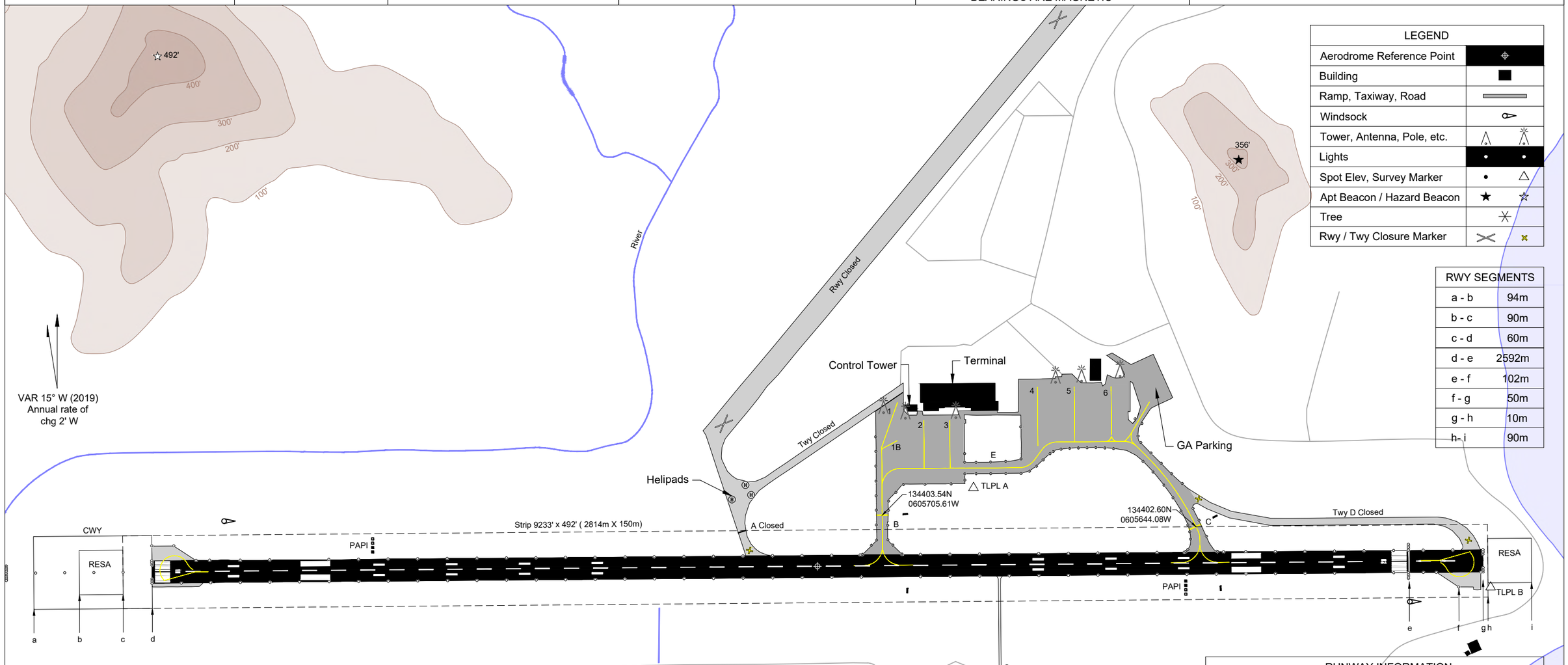
1.	Aerodrome/Heliport - ICAO	AD 2.8-2-13
2.	Aerodrome Obstacle Chart - ICAO Type A RWY 10/28	AD 2.8-2-15
3.	Standard Departure Chart - Instrument - ICAO	
	SID RWY 10	AD 2.8-2-17
	SID RWY 28	AD 2.8-2-18
	RNAV Departure RWY 10	AD 2.8-2-19
	RNAV Departure RWY 28	AD 2.8-2-20
4.	Standard Arrival Chart - Instrument - ICAO	
	RNAV RWY 10	AD 2.8-2-21
	RNAV RWY 28	AD 2.8-2-22
5.	Instrument Approach Chart - ICAO	
	NDB RWY10	AD 2.8-2-23
	NDB RWY28	AD 2.8-2-24
	VOR RWY 10	AD 2.8-2-25
	VOR/DME RWY 10	AD 2.8-2-26
	VOR RWY 28	AD 2.8-2-27
	VOR/DME RWY 28	AD 2.8-2-28
	RNAV (GNSS) RWY 10	AD 2.8-2-29
	RNAV (GNSS) RWY 28	AD 2.8-2-31

TLPL AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

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AERODROME CHART - ICAO	ARP: N13 44 00.14 W060 57 10.08	AERODROME ELEV: 14' 4.2m	HEWANORRA GROUND 121.600 HEWANORRA TOWER 118.300	DIMENSIONS IN FEET / METERS ELEVATIONS IN FEET BEARINGS ARE MAGNETIC	HEWANORRA INT'L (TLPL) VIEUX FORT, ST LUCIA



LEGEND	
Aerodrome Reference Point	
Building	
Ramp, Taxiway, Road	
Windsock	
Tower, Antenna, Pole, etc.	
Lights	
Spot Elev, Survey Marker	
Apt Beacon / Hazard Beacon	
Tree	
Rwy / Twy Closure Marker	

RWY SEGMENTS	
a - b	94m
b - c	90m
c - d	60m
d - e	2592m
e - f	102m
f - g	50m
g - h	10m
h - i	90m

RUNWAY SURFACE, STRENGTH, WIDTH			
Runway	Asphalt	68/F/B/X/T	150' 46m
Twy A	Concrete	Not Avail.	52' 16m
Twy B	Asphalt	LCN 100+	78' 24m
Twy C	Asphalt	LCN 100+	82' 25m
Twy E	Asphalt	LCN 100+	72' 22m

RESTRICTIONS / CAUTIONS / NOTES

1. Runway 10 right hand traffic.
2. Windshear and turbulence may exist on approach to Rwy 10 when winds from northeast exceed 15kts.
3. High terrain north and south of runway.
4. VOR located 0.7m W of Rwy on CL. NDB is 157' NW of VOR

STAND	COORDINATE
1	134411.07N 0605704.50W
1B	134408.51N 0605704.54W
2	134409.84N 0605702.70W
3	134409.84N 0605700.92W
4	134412.02N 0605654.89W
5	134412.02N 0605652.36W
6	134412.01N 0605648.83W

RUNWAY INFORMATION			
Item	Length		Width
Strip	c - h	9233' 2814m	492' 150m
Rwy 28 CWY	a - d	800' 244m	498' 152m
West End RESA	b - c	295' 90m	300' 91m
East End RESA	h - i	295' 90m	300' 91m
Rwy 28 Thre Displaced	g - e	499' 152m	

Rwy 10 End of TORA	f	N13 44 00.14 W060 56 26.08

Note - position 'f' is a calculated end of runway 10. No markings or lights exist to delineate the end of Runway 10 declared distances

RWY	TORA	TODA	ASDA	LDA	BEG OF TORA/TODA/ASDA	POINT	ELEV	BEGINNING OF LDA	POINT	ELEV	BEARING	LIGHTING
10	8839' 2694m (d - f)	8839' 2694m (d - f)	8839' 2694m (d - f)	8839' 2694m (d - f)	N13 44 00.14 W060 57 55.74	d	10' 3.1m	N13 44 00.14 W060 57 55.74	d	10' 3.1m	105°	Approach, PAPI-L (3°), threshold, high intensity rwy edge, rwy end
28	9003' 2744m (g - d)	9803' 2988m (g - a)	9003' 2744m (g - d)	8504' 2592m (e - d)	N13 44 00.14 W060 56 24.42	g	10' 3.0m	N13 44 00.14 W060 56 29.48	e	10' 3.1m	285°	PAPI-L (3°), threshold, high intensity rwy edge, rwy end

CHANGES: FREQUENCIES ADJUSTED

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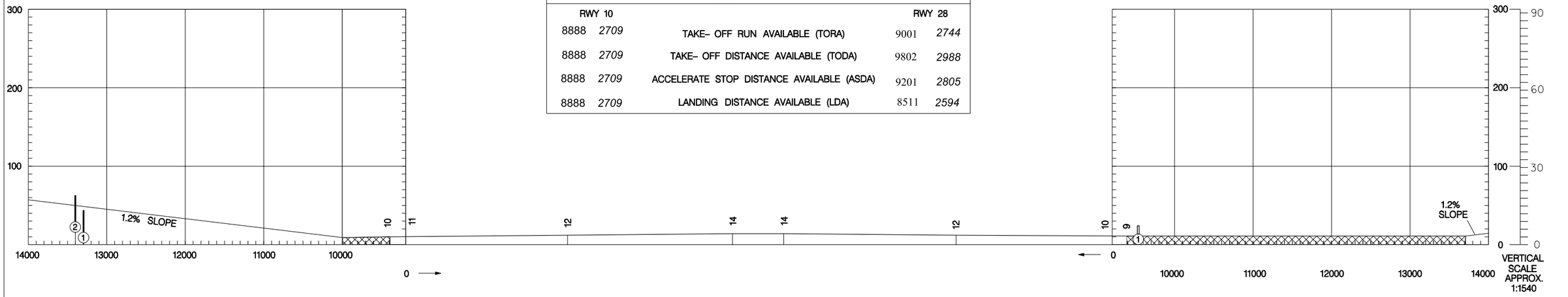
DIMENSIONS IN FEET /METERS
ELEVATIONS IN FEET

AERODROME OBSTACLE CHART – ICAO
TYPE A – OPERATING LIMITATIONS

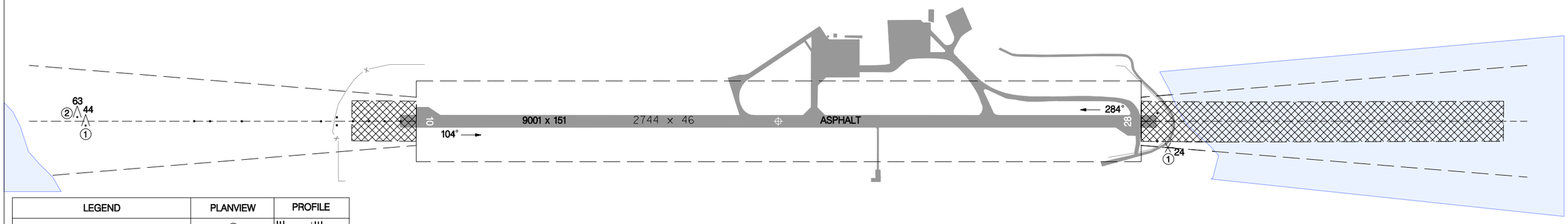
HEWANORRA INTL (TLPL)
VIEUX FORT, ST. LUCIA

RWY 10 / 28

DECLARED DISTANCES			
RWY 10			RWY 28
8888 *2709*	TAKE– OFF RUN AVAILABLE (TORA)	9001	*2744*
8888 *2709*	TAKE– OFF DISTANCE AVAILABLE (TODA)	9802	*2988*
8888 *2709*	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	9201	*2805*
8888 *2709*	LANDING DISTANCE AVAILABLE (LDA)	8511	*2594*

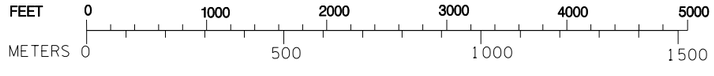


LAST CHANGE 06 JUL 06



LEGEND	PLANVIEW	PROFILE
IDENTIFICATION NUMBER	①	INSIDE ① OUTSIDE ②
MOBILE OBSTACLE		
POLE, TOWER, SPIRE, ANTENNA		
TREE		
CLEARWAY		

HORIZONTAL SCALE APPROXIMATLY 1:15400



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TLPL STANDARD DEPARTURE CHART – INSTRUMENT – ICAO
SID RWY 10

TO BE DEVELOPED

TLPL STANDARD DEPARTURE CHART – INSTRUMENT – ICAO
SID RWY 28

TO BE DEVELOPED

TLPL STANDARD DEPARTURE CHART – INSTRUMENT – ICAO
RNAV DEPARTURE RWY 10

TO BE DEVELOPED

TLPL STANDARD DEPARTURE CHART – INSTRUMENT – ICAO
RNAV DEPARTURE RWY 28

TO BE DEVELOPED

TLPL STANDARD ARRIVAL CHART – INSTRUMENT – ICAO
RNAV RWY 10

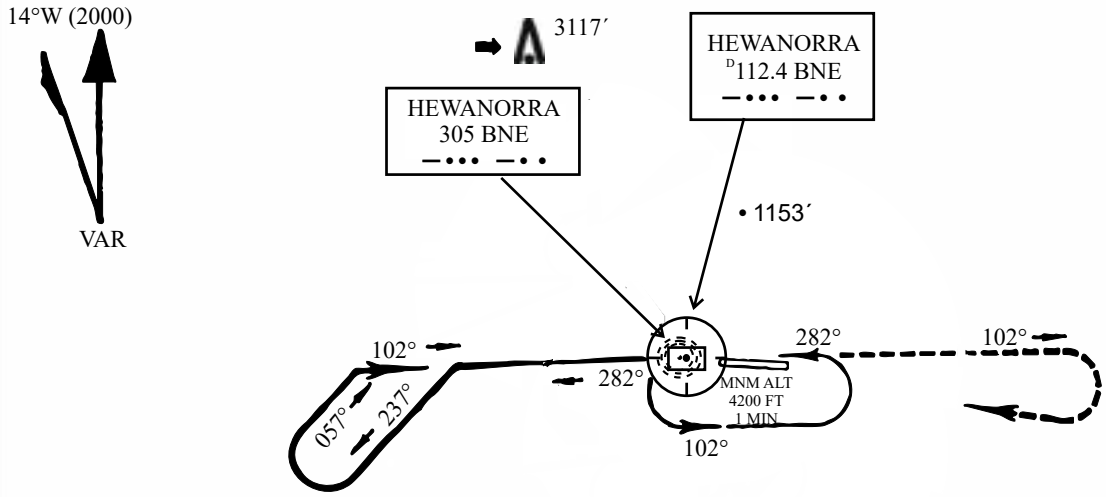
TO BE DEVELOPED

TLPL STANDARD ARRIVAL CHART – INSTRUMENT – ICAO
RNAV RWY 28

TO BE DEVELOPED

INSTRUMENT APPROACH CHART	APP 119.800 TWR 118.300	**VIEUX FORT/ HEWANORRA** SAINT LUCIA TLPL
AERODROME ELEVATION 14 FT	GND 121.600 ATIS 126.150	**NDB RWY 10**

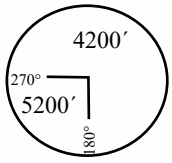
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



CAUTION : ACFT not to descend below 5200′ when approaching from S.W until within 15 nm BNE NDB.

Windshear and Turbulence on final approach RWY 10 when wind from N.E is 15kts or greater

MSA 25 NM
NDB BNE

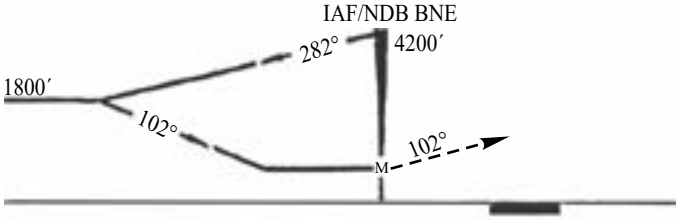


TRANSITION LEVEL: BY A.T.C.

TRANSITION ALTITUDE: 9000 FT

NOT TO SCALE

START TURN AT
CAT A & B: 3 MIN
CAT C & D: 2 MIN



NOT TO SCALE

THR RWY 10 ELEV 11 FT

MISSED APPROACH:

CLIMB ON A BEARING 102° BNE NDB TO 4200′. RIGHT TURN, RETURN TO BNE NDB AND HOLD, OR AS DIRECTED BY A.T.C..

MDA/H	A	B	C	D
STRAIGHT IN APPROACH	790′ (776′) 1200 m ALS OUT 1600 m	790′ (776′) 2000 m	790′ (776′) 3600 m	790′ (776′) 4000 m
CIRCLING	1130′ (1116′) 2000 m	1130′ (1116′) 2400 m	1230′ (1216′) 4800 m	

REMARKS

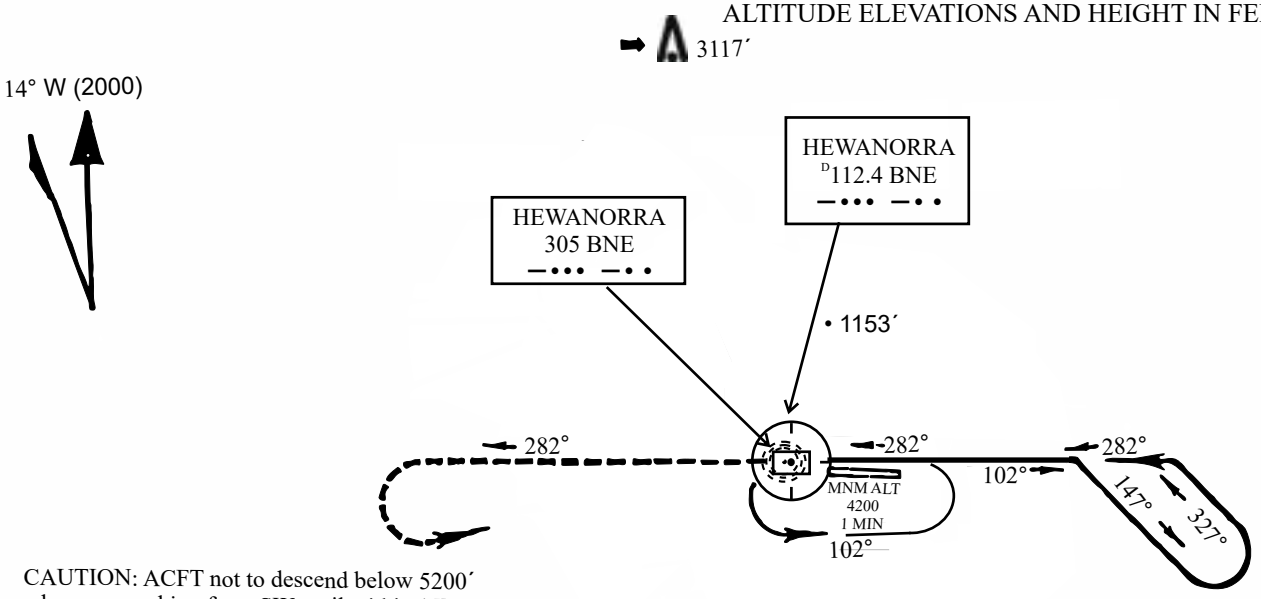
CIRCLING NOT AUTHORISED NORTH OF RWY 10/28

CHANGES: FREQUENCIES ADJUSTED

	70	90	100	120	140
KNOTS					
MIN:SEC					
RATE OF DESC					

INSTRUMENT APPROACH CHART	APP 119.800 TWR 118.300 GND 121.600 ATIS 126.150	**VIEUX FORT/ HEWANORRA** SAINT LUCIA TLPL **NDB RWY 28**
AERODROME ELEVATION 14 FT		

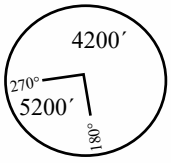
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



CAUTION: ACFT not to descend below 5200´ when approaching from SW until within 15NM BNE NDB.

Windshear and turbulence on final approach RWY 10 when wind from NE is 15 Kts or greater.

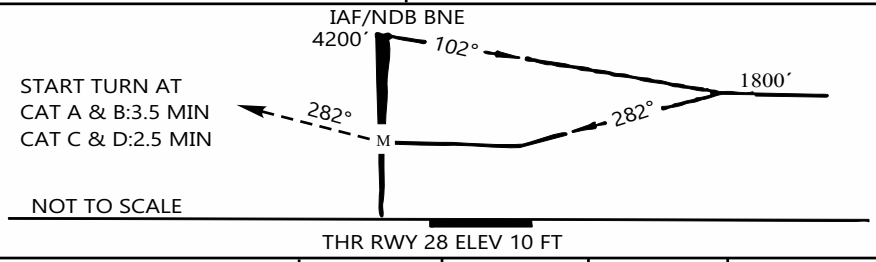
MSA 25 NM
NDB BNE



TRANSITION LEVEL: BY A.T.C.

TRANSITION ALTITUDE: 9000 FT

NOT TO SCALE



MISSED APPROACH:

CLIMB ON A BEARING 282° FROM BNE NDB TO 4200´. LEFT TURN, RETURN TO BNE NDB AND HOLD, OR AS DIRECTED BY A.T.C..

MDA/H	A	B	C	D
STRAIGHT IN APPROACH	890´ (876´) 2000 m		890´ (876´) 4400 m	890´ (876´) 4800 m
CIRCLING	1130´ (1116´) 2000 m	1130´ (1116´) 2400 m	1230´ (1216´) 4800 m	

REMARKS

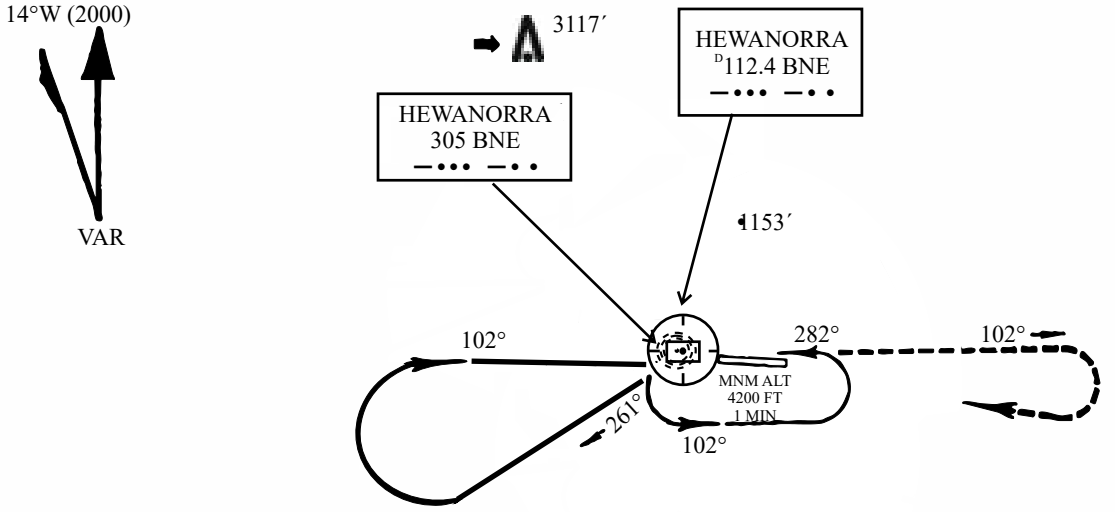
CIRCLING NOT AUTHORISED NORTH OF RWY 10/28

CHANGES: FREQUENCIES ADJUSTED

	70	90	100	120	140
KNOTS					
MIN:SEC					
RATE OF DESC					

INSTRUMENT APPROACH CHART	APP 119.800 TWR 118.300	**VIEUX FORT/ HEWANORRA** SAINT LUCIA TLPL
AERODROME ELEVATION 14 FT	GND 121.600 ATIS 126.150	**VOR RWY 10**

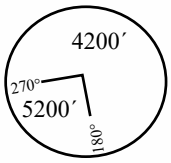
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



CAUTION : ACFT not to descend below 5200′ when approaching from S.W until within 15 nm BNE VOR.

Windshear and Turbulence on final approach RWY 10 when wind from N.E is 15kts or greater

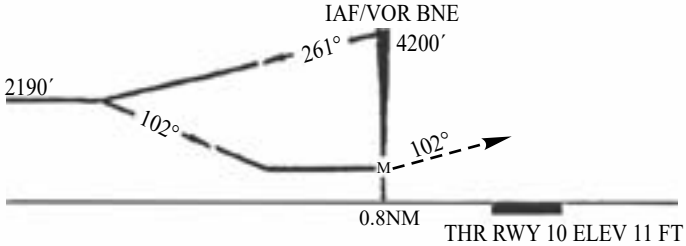
MSA 25 NM
NDB BNE



TRANSITION LEVEL: BY A.T.C.

TRANSITION ALTITUDE: 9000 FT

NOT TO SCALE



NOT TO SCALE

THR RWY 10 ELEV 11 FT

MISSED APPROACH:

CLIMB ON A BEARING 102° FROM BNE VOR TO 4200′. RIGHT TURN TO BNE VOR AND HOLD, OR AS DIRECTED BY A.T.C..

MDA/H	A	B	C	D
STRAIGHT IN APPROACH	790′ (776′) 1200 m	790′ (776′) 2000 m	790′ (776′) 3600 m	790′ (776′) 4000 m
CIRCLING	1130′ (1116′) 2000 m	1130′ (1116′) 2400 m	1230′ (1216′) 4800 m	

REMARKS

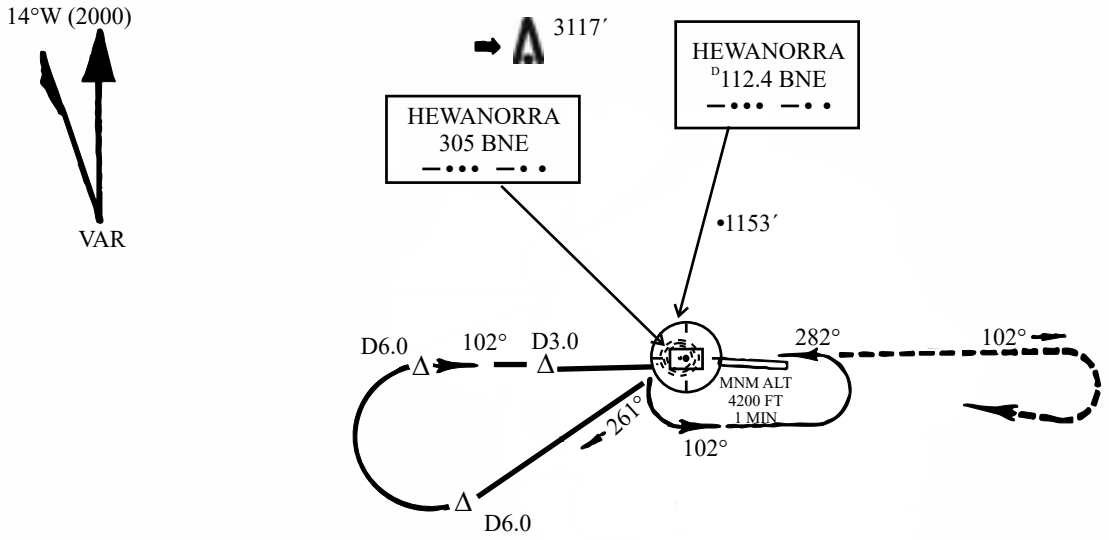
CIRCLING NOT AUTHORISED NORTH OF RWY 10/28

CHANGES: FREQUENCIES ADJUSTED

	70	90	100	120	140
KNOTS					
MIN:SEC					
RATE OF DESC					

INSTRUMENT APPROACH CHART	APP 119.800 TWR 118.300 GND 121.600 ATIS 126.150	**VIEUX FORT/ HEWANORRA** SAINT LUCIA TLPL **VOR/DME RWY 10**
AERODROME ELEVATION 14 FT		

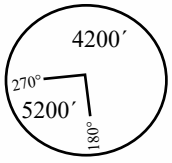
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



CAUTION : ACFT not to descend below 5200′ when approaching from S.W until within 15 nm BNE VOR.

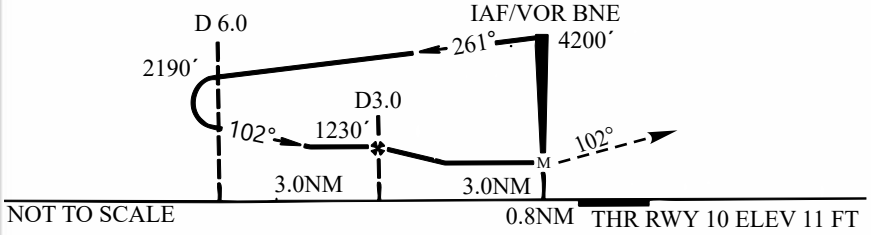
Windshear and Turbulence on final approach RWY 10 when wind from N.E is 15kts or greater

MSA 25 NM
NDB BNE



TRANSITION LEVEL: BY A.T.C.
TRANSITION ALTITUDE: 9000 FT

NOT TO SCALE



MISSED APPROACH:

CLIMB ON A BEARING 102° FROM BNE VOR TO 4200′. RIGHT TURN TO BNE VOR AND HOLD, OR AS DIRECTED BY A.T.C..

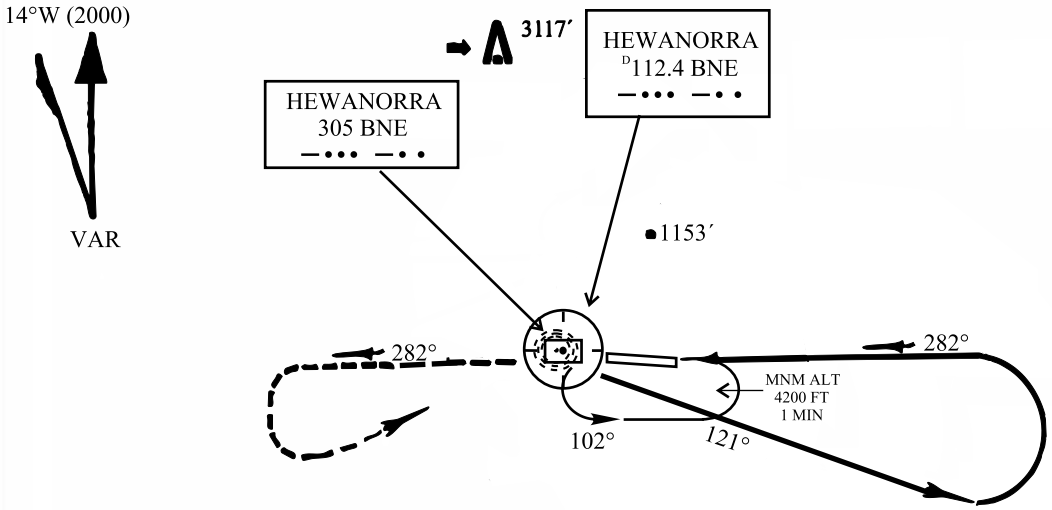
MDA/H	A	B	C	D	REMARKS
STRAIGHT IN APPROACH	730′ (716′) 1200 m	730′ (716′) 2000 m	730′ (716′) 3600 m	730′ (716′) 4000 m	CIRCLING NOT AUTHORISED NORTH OF RWY 10/28
CIRCLING	1130′ (1116′) 2000 m	1130′ (1116′) 2400 m	1230′ (1216′) 4800 m		

CHANGES: FREQUENCIES ADJUSTED

	70	90	100	120	140
KNOTS					
MIN:SEC					
RATE OF DESC					

INSTRUMENT APPROACH CHART	APP 119.800 TWR 118.300 GND 121.600 ATIS 126.150	**VIEUX FORT/ HEWANORRA** SAINT LUCIA TLPL **VOR RWY 28**
AERODROME ELEVATION 14 FT		

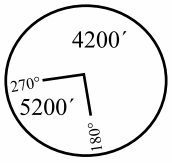
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



CAUTION: ACFT not to descend below 5200′ when approaching from S.W. Until within 15NM BNE VOR.

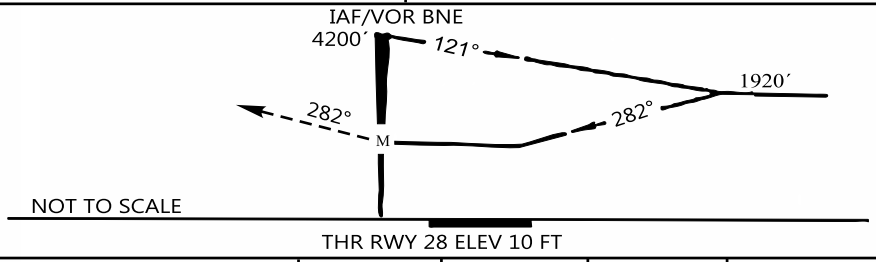
Windshear and Turbulence on final approach RWY 10 when wind from N E is 15kts or greater.

MSA 25 NM
NDB BNE



TRANSITION LEVEL: BY A.T.C.
TRANSITION ALTITUDE: 9000 FT

NOT TO SCALE



MISSED APPROACH:

CLIMB ON RADIAL 282° FROM BNE VOR TO 4200′. LEFT TURN TO BNE VOR AND HOLD, OR AS DIRECTED BY A.T.C..

MDA/H	A	B	C	D
STRAIGHT IN APPROACH	770′ (756′) 1200 m		770′ (756′) 3600 m	770′ (756) 4000 m
CIRCLING	1130′ (1116′) 2000 m	1130′ (1116′) 2400 m	1230′ (1216′) 4800 m	

REMARKS

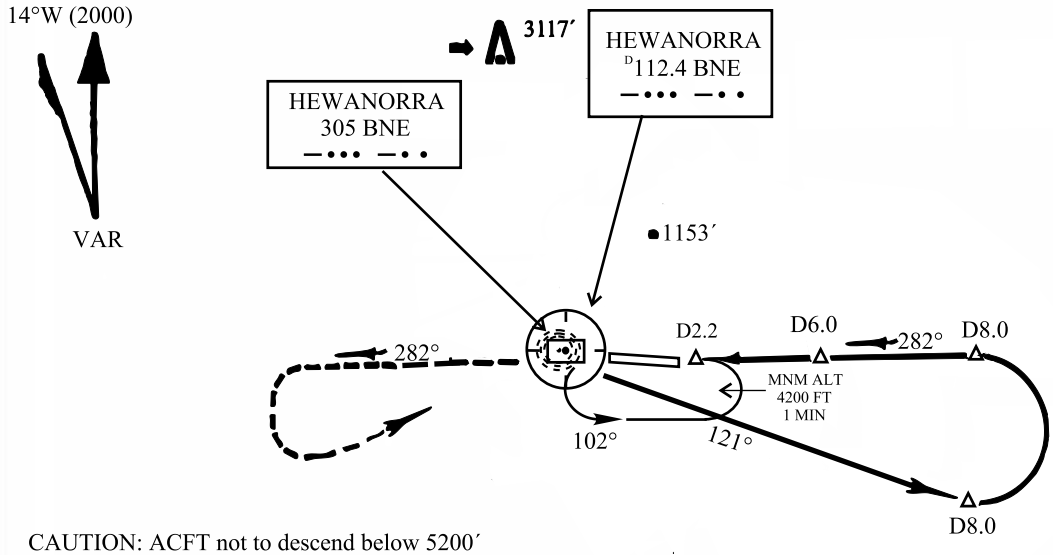
CIRCLING NOT AUTHORISED NORTH OF RWY 10/28

CHANGES: FREQUENCIES ADJUSTED

KNOTS	70	90	100	120	140
MIN:SEC					
RATE OF DESC					

INSTRUMENT APPROACH CHART	APP 119.800 TWR 118.300 GND 121.600 ATIS 126.150	**VIEUX FORT/ HEWANORRA** SAINT LUCIA TLPL **VOR/DME RWY 28**
AERODROME ELEVATION 14 FT		

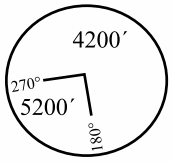
BEARINGS ARE MAGNETIC
ALTITUDE ELEVATIONS AND HEIGHT IN FEET



CAUTION: ACFT not to descend below 5200′ when approaching from S.W. Until within 15NM BNE VOR.

Windshear and Turbulence on final approach RWY 10 when wind from N E is 15kts or greater.

MSA 25 NM
NDB BNE

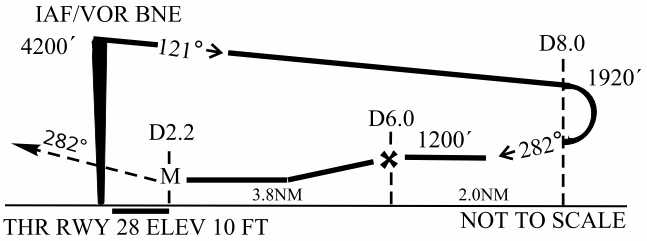


TRANSITION LEVEL: BY A.T.C.

TRANSITION ALTITUDE: 9000 FT

NOT TO SCALE

CHANGES
FREQUENCIES ADJUSTED



MISSED APPROACH:

CLIMB ON RADIAL 282° FROM BNE VOR TO 4200′. LEFT TURN TO BNE VOR AND HOLD, OR AS DIRECTED BY A.T.C..

MDA/H	A	B	C	D
STRAIGHT IN APPROACH	770′ (756′) 1200 m	770′ (756′) 2000 m	770′ (756′) 3600 m	770′ (756) 4000 m
CIRCLING	1130′ (1116′) 2000 m	1130′ (1116′) 2400 m	1230′ (1216′) 4800 m	

REMARKS

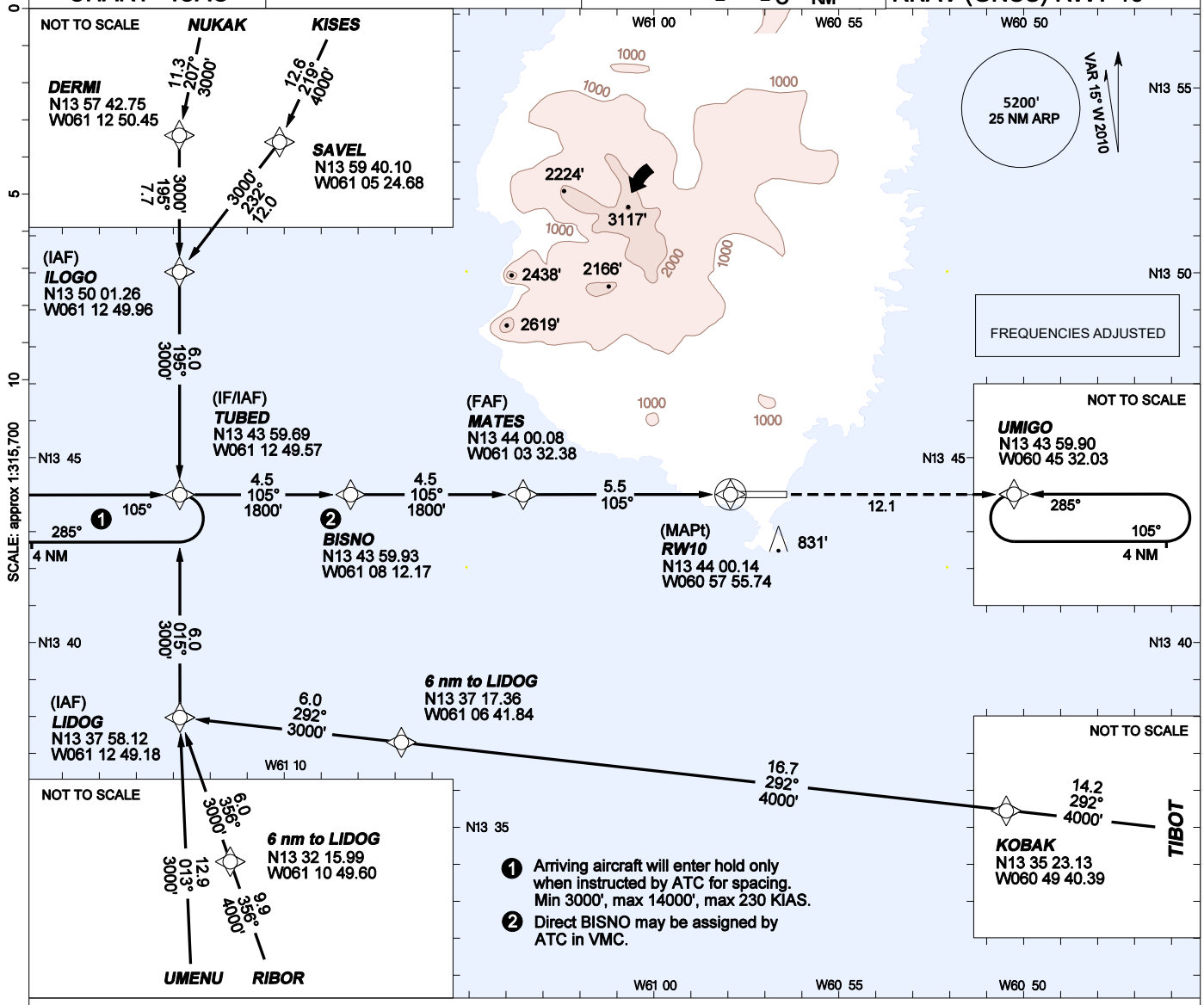
CIRCLING NOT AUTHORISED NORTH OF RWY 10/28

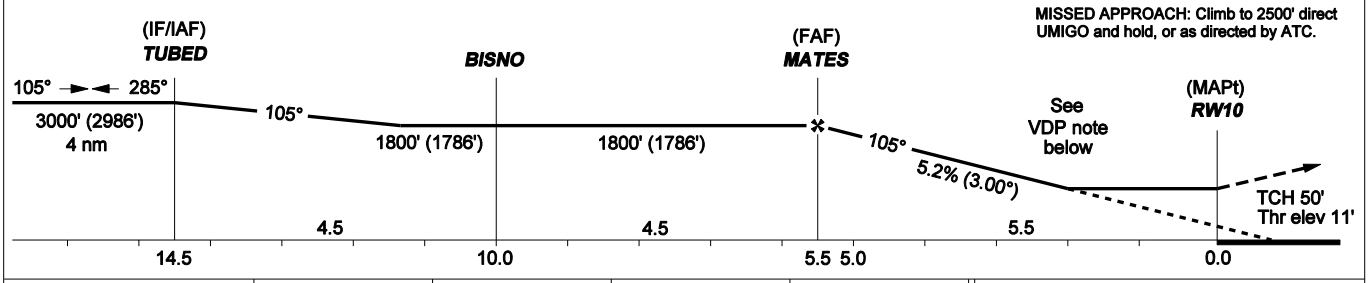
VOR/DME MAPt AT D2.2	KNOTS	70	90	100	120	140
	MIN:SEC					
	RATE OF DESC					

INSTRUMENT APPROACH CHART - ICAO

TRANSITION LEVEL: BY ATC
TRANSITION ALTITUDE: 9000' (8986')
AERODROME ELEVATION: 14'

VIEUX FORT, ST LUCIA
HEWANORRA INT'L
RNAV (GNSS) RWY 10





OCA(H)	A	B	C	D
LNAV/VNAV	690' (676')	690' (676')	690' (676')	690' (676')
LNAV	770' (756')	800' (786')	820' (806')	850' (836')
CIRCLING south side only	1130' (1116')	1130' (1116')	1230' (1216')	1230' (1216')

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

Circling not authorised north of RWY10/28
Unless ATC clearance is obtained for an RNAV/GNSS/ procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to conventional ground-based navigation aids - E/CAR AIP TLPL AD 2.22 refers.
Visual descent point (distance before threshold where LNAV OCA meets 3° final slope): Cat A 2.2 nm, Cat B 2.3 nm, Cat C 2.4 nm,. Cat D 2.5 nm.
Bearings are magnetic, altitudes and elevation in feet, heights are relative to AD elevation, distance in NM.

Fly-by on demand reporting wpt Fly-over on demand reporting wpt

TLPL RNAV (GNSS) RWY 10 AERONAUTICAL DATA			
FIX DATA			
Type Fix	*Fix Name*	*Fix Coordinates*	*Remarks*
Enroute	NUKAK	N140849.14 W061 1030.41	ON SAINT LUCIA NORTH CTR BDY
Enroute	KISES	N141110.79 W061 0004.26	
Enroute	SAVEL	N135940.10 W061 0524.68	
Enroute	DERMI	N135742.75 W061 1250.45	
IAF	ILOGO	N135001.26 W0611249.96	
IF/IAF	TUBED	N134359.69 W06 11249.57	
IAF	LIDOG	N133758.12 W 0611249.18	
IF	BISNO	N134359.93 W0610812.17	
FAF	MATES	N134400.08 W0610332.38	
MAPt	RW10	N134400.14 W0 605755.74	
MAHF	UMIGO	N134359.90 W06 04532.03	
Enroute	UMENU	N132458.93 W061 1215.55	ON SAINT LUCIA SOUTH CTR BDY
Enroute	RIBOR	N132249.80 W061 0732.34	
Enroute	6 NM-to-LIDOG (from RIBOR)	N133215.99 W0611049.60	
Enroute	TIBOT	N133344.57 W060 3511.34	
Enroute	KOBAK	N133523.13 W060 4940.39	
Enroute	6 NM-to-LIDOG (from KOBAK)	N133717.36 W0610641.84	
SEGMENT DATA			
From	*To*	*Distance*	*Magnetic Bearing*
KISES	SAVEL	12.59 NM	219.38
SAVEL	ILOGO	12.02 NM	231.94
NUKAK	DERMI	11.29 NM	206.60
DERMI	ILOGO	7.66 NM	194.94
ILOGO	TUBED	6.00 NM	194.94
TUBED	BISNO	4.50 NM	104.94
BISNO	MATES	4.54 NM	104.96
MATES	RW10	5.46 NM	104.98
RW10	UMIGO	12.06 NM	104.99
LIDOG	TUBED	6.00 NM	014.94
UMENU	LIDOG	12.94 NM	012.58
RIBOR	6 NM-to-LIDOG	9.93 NM	356.14
6 NM-to-LIDOG	LIDOG	6.00 NM	356.13
TIBOT	KOBAK	14.21 NM	291.61
KOBAK	6 NM-to-LIDOG	16.69 NM	291.56
6 NM-to-LIDOG	LIDOG	6.00 NM	291.48
OTHER DATA			
- Aerodrome elevation: 14’			
- Thre Rwy 10 elevation: 11’			
- Magnetic variation used: 15.0° W			
- Final approach descent angle: 3.00°			

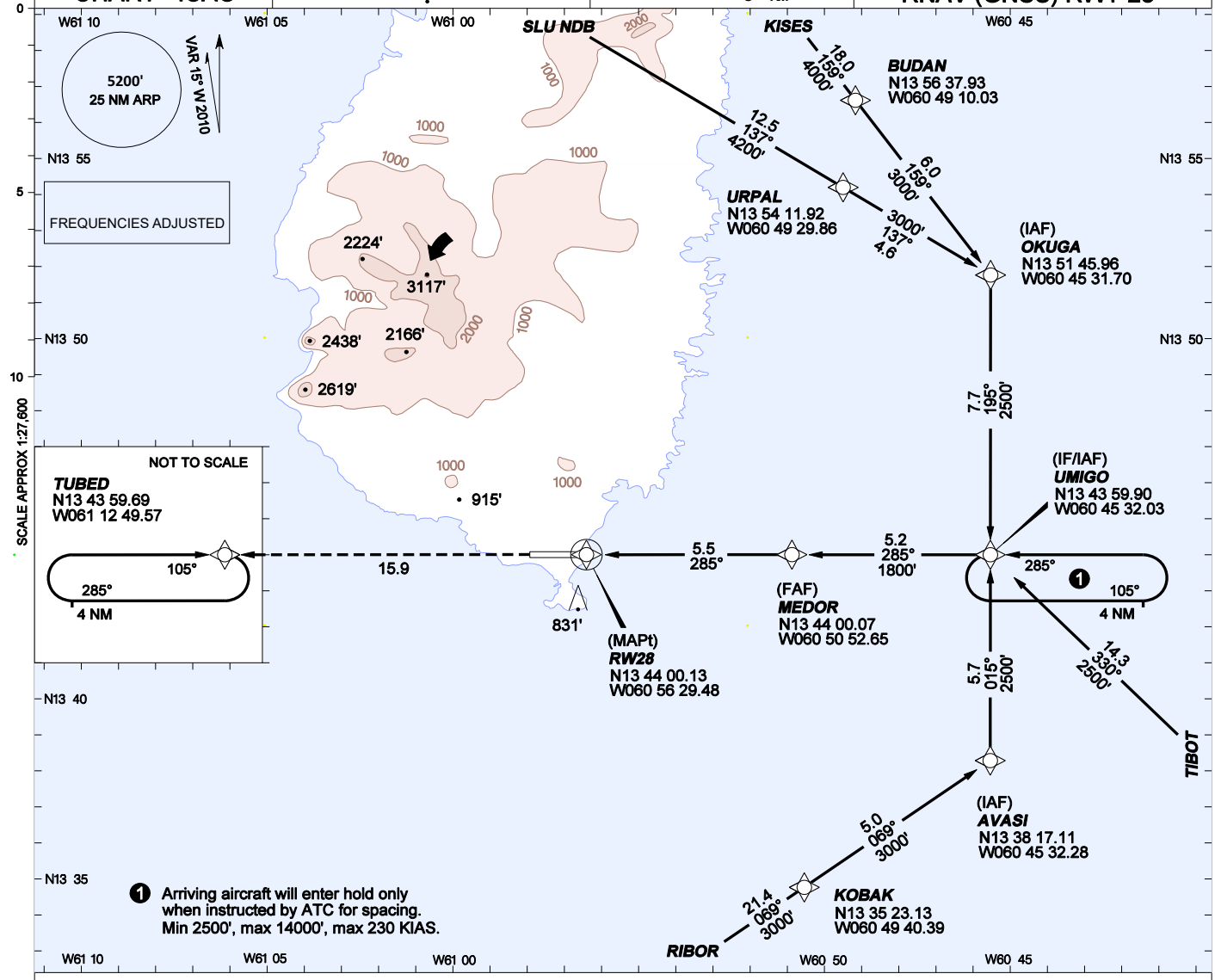
Changes: no change

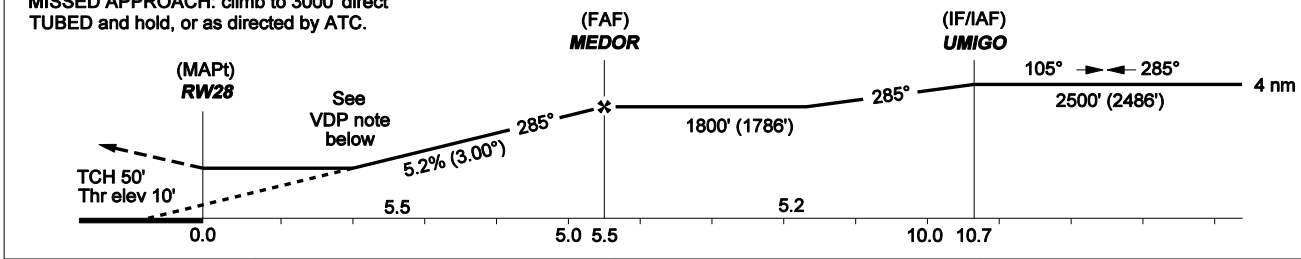
INSTRUMENT APPROACH CHART - ICAO

TRANSITION LEVEL: BY ATC
TRANSITION ALTITUDE: 9000' (8986')
AERODROME ELEVATION: 14'

= = MM
= = PMM
= = O MM
= = O RM

VIEUX FORT, ST LUCIA HEWANORRA INT'L RNAV (GNSS) RWY 28





OCA(H)	A	B	C	D
LNAV/VNAV	700' (686')	700' (686')	700' (686')	700' (686')
LNAV	700' (686')	700' (686')	700' (686')	710' (696')
CIRCLING south side only	1130' (1116')	1130' (1116')	1230' (1216')	1230' (1216')

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

Circling not authorised north of RWY10/28
Unless ATC clearance is obtained for an RNAV/GNSS/ procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to conventional ground-based navigation aids - E/CAR AIP TLPL AD 2.22 refers.
Visual descent point (distance before threshold where LNAV OCA meets 3° final slope): Cat A 2.2 nm, Cat B 2.3 nm, Cat C 2.4 nm,. Cat D 2.5 nm.
Bearings are magnetic, altitudes and elevation in feet, heights are relative to AD elevation, distance in NM.

Fly-by on demand reporting wpt Fly-over on demand reporting wpt

TLPL RNAV (GNSS) RWY 28 AERONAUTICAL DATA			
FIX DATA			
Type Fix	*Fix Name*	*Fix Coordinates*	
Enroute	SLU NDB	N140050.90 W0610021.81	
Enroute	KISES	N141110.79 W061 0004.26	
Enroute	BUDAN	N135637.93 W060 4910.03	
Enroute	URPAL	N135411.92 W060 4929.86	
IAF	OKUGA	N135145.96 W 0604531.70	
IF/IAF	UMIGO	N134359.90 W06 04532.03	
IAF	AVASI	N133817.11 W 0604532.28	
FAF	MEDOR	N134400.07 W0605052.65	
MAPt	RW28	N134400.13 W0 605629.48	
MAHF	TUBED	N134359.69 W06 11249.57	
Enroute	TIBOT	N133344.57 W060 3511.34	
Enroute	KOBAK	N133523.13 W060 4940.39	
Enroute	RIBOR	N132249.80 W061 0732.34	
SEGMENT DATA			
From	*To*	*Distance*	*Magnetic Bearing*
SLU NDB	URPAL	12.47 NM	137.05
URPAL	OKUGA	4.56 NM	137.09
KISES	BUDAN	17.95 NM	158.80
BUDAN	OKUGA	6.00 NM	158.85
OKUGA	UMIGO	7.73 NM	195.04
UMIGO	MEDOR	5.20 NM	285.04
MEDOR	RW28	5.46 NM	285.02
RW28	TUBED	15.90 NM	285.01
AVASI	UMIGO	5.69 NM	015.04
KOBAK	AVASI	4.95 NM	069.35
RIBOR	KOBAK	21.42 NM	069.28
OTHER DATA			
- Aerodrome elevation: 14’			
- Thre Rwy 28 elevation: 10’			
- Magnetic variation used: 15.0° W			
- Final approach descent angle: 3.00°			

Changes: No change

AD 2. AERODROMES

TVSA AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TVSA - KINGSTOWN/ Argyle - INTL

TVSA AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 130936N Long : 0610855W Site : Mid-point of RWY on Centreline
2	Direction and distance from city	8. 5 km (5.25 miles) East of Kingstown
3	Elevation/Reference Temperature	41M (136FT) / 31 °C
4	MAG VAR/annual change	15°W (2017)
5	AD Administration, address, telephone, telefax, telex, AFS	Argyle Aeronautical Information Service Argyle International Airport Inc Kingstown, St. Vincent and The Grenadines, W.I. TEL: (784) 456 5555 FAX: (784) 458 1989 E-MAIL: aiainfo@svg-airport.com AFS: TVSAYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TVSA AD 2.3 OPERATIONAL HOURS

1	AD Administration	1200 – 2000 UTC Mon - Fri
2	Customs and immigration	1000 – 0200 and/or (24 PPR)
3	Health and sanitation	1000 – 0200 and/or (24 PPR)
4	AIS Briefing Office	1000 – 0200 and/or (24 PPR)
5	ATS Reporting Office (ARO)	1000 – 0200 and/or (24 PPR)
6	MET Briefing Office	1000 – 0200 and/or (24 PPR)
7	ATS	1000 – 0200 and/or (24 PPR)
8	Fuelling	1000 - 0200 and/or (24 PPR)
9	Handling	1000 - 0200 and/or (24 PPR)
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

TVSA AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	PN
2	Fuel/Oil types	AVGAS 100LL Jet A 1/Aeroshell
3	Fuelling facilities/capacity	Daily 1200 – 2200 UTC Other times PN Mobile truck 2728 litres at 3 to 5 litres/second
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	By arrangement with Private Operator
7	Remarks	Handling Services. AIA Handling Services Inc. Tel: (784) 453 9487/ (784) 456 5555 Email: handlingops@svg-airport.com

TVSA AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels and Guest houses within 8km
2	Restaurants	At Aerodrome and various location within 7km
3	Transportation	Taxis, Rentals
4	Medical facilities	First Aid station at Aerodrome, Polyclinic within 2 km and Hospital in City (approx 15 km)
5	Bank and Post Office	Bank branch at Aerodrome, Post Office in city.
6	Tourist Office	Information Office at Aerodrome, Main Office in city
7	Remarks	NIL

TVSA AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AVAILABLE – Category 9
2	Rescue equipment	3 ARFF Foam/Water Tenders, 1 Ambulance, 1 Pickup
3	Capability for removal of disabled aircraft	Cranes and trailers available. Capable of aircraft removal up to weight 18,143 kg. PN 1-3 Hrs.
4	Remarks	NIL

TVSA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	AD available all seasons

TVSA AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Type of surface: Concrete Strength: PCN 63/R/B/W/T
2	Taxiway width, surface and strength	**TWY A, B and C** Width: 23 M Type of surface: Asphalt Strength: PCN 74/F/A/W/T.
3	ACL Location and elevation	Location : Apron Elevation : 26.7m
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TVSA 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	Guide line at runway intersection, taxiway and apron Parking stands identification
2	Markings: Lights (LGT)	RWY : Designation, THR, Centreline, Aiming Point, Touchdown Zone, Lead in lines TWY : Holding Positions at all TWY/RWY intersections, Centreline RWY 04 : THR, Edge, End RWY 22 : Edge, End TWY : Edge
3	Stop bars	NIL
4	Remarks	NIL

TVSA AD 2.10 AERODROME OBSTACLES

ID OBST/Designation	Obstacle type	OBST Coordinates	Elevation/HGT	Markings/ Type, Colour of Light	Remarks
a	b	c	d	e	f
TVSA OB 1	Spot Elevations (Terrain)	13 10 34.46N 061 08 39.19W	39 M (128ft)	Red	Obstacles listed for Approach/TKOF areas only
TVSA OB 2	Building	13 10 34.00N 061 08 36.44W	39 M (129 ft)	Red	
TVSA OB 3	Spot Elevation (Terrain)	13 10 34.21N 061 08 37.44W	37 M (123 ft)	NIL	Information on Obstacles in Area 2 to be provided subsequently
TVSA OB 4	Building	13 10 33.65N 061 08 34.73W	30 M (98 ft)	Red	

TVSA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Argyle Met Office
2	Hours of service MET Office outside hours	1000 - 0200
3	Office responsible for TAF preparation Periods of validity	Barbados Met Office H24 (0000,0600, 1200,1800)
4	Type of landing forecast Interval of issuance	Trend NIL
5	Briefing/consultation provided	Personal Consultation
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	Enroute documents as required
8	Supplementary equipment available for providing information	Regional Weather Radar/Satellite Info available via internet
9	ATS units provided with information	Argyle TMA, Argyle Tower
10	Additional information (limitation of service, etc.)	NIL

TVSA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE and 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
04	021° GEO 036° MAG	2743 x 45	PCN 74/F/A/W/T Asphalt/Nil	130854.50N 0610911.60W	THR 41.40 m (135.83 ft)
22	201° GEO 216° MAG	2743 x 45	PCN 74/F/A/W/T Asphalt/Nil	131008.70N 0610842.60W	THR 15.80 m (51.84 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
1.20%	60 x 45	Nil	2923 x 300	Nil	193M concrete at end RWY 04
1.20%	Nil	1372 x 150	2923 x 300	Nil	193M concrete at end RWY 22

TVSA AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
04	2443	2443	2803	2743	NIL
22	2743	4115	2743	2443	THR displaced 300M

TVSA 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
04	Simple.1 Crossbar Medium Intensity	THR FLG W	PAPI Left/3°	Nil	Nil	2743 m 60 m White Last 600M yellow	Red	Nil	Nil
22	Nil	THR FLG WWhite	PAPI 3.5°	Nil	Nil	2743 m 60 m White First 300M Red	Red	Nil	Nil

TVSA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: Atop Control TWR Bldg. FLG ALTN W, G
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: AWOS: East of THR RWY 04/LGT
3	TWY edge and centreline lighting	TWY A, B and C Edge: All TWYs: Blue Centerline: NIL
4	Secondary power supply/switch-over time	Secondary Power Supply /Switch over time 3 seconds
5	Remarks	NIL

TVSA 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 Apron used for Helicopter Touch Down

TVSA AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	ARGYLE CTR PART 1 Area bounded by lines joining points 133400N/0613100W; 131855N/0605941W; 124230N/0603654W; 122543N/0611249W; 124702N/0615750W; 131555N/0614322W to point of origin.
2	Vertical limits	SFC/ FL055
3	Airspace classification	D
4	ATS unit callsign Language(s)	ARGYLE APPROACH English
5	Transition altitude	5200 FT
6	Hour of applicability	1000 - 0200
7	Remarks	Non Radio Aircraft Not Permitted

TVSA 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	Argyle Approach	120.800MHZ	NIL	NIL	1000 – 0200	NIL
		121.500MHZ	NIL	NIL	1000 - 0200	NIL
ATIS	Argyle Information	132.550MHZ	NIL	NIL	1000 - 0200	NIL
GND	Argyle Ground	121.900MHZ	NIL	NIL	1000 - 0200	NIL
TWR	Argyle Tower	118.800MHZ	NIL	NIL	1000 - 0200	NIL
		121.500MHZ	NIL	NIL	1000 - 0200	Emergency Frequency

TVSA 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
WDI	NIL	NIL	NIL	NIL	NIL	NIL	Located SE of THR RWY 04 Located E of Disp THR RWY 22
DME	SV	108.400MHz CH21X	H24	130826.00N 0611334.00W	60M	NIL	SECTOR /ROUTE LIMITATIONS/ RESTRICTIONS Clockwise from northern sector: 346MAG – A324 North - 050MAG (MSA5200FT) Minimum usable ALT, 0-12NM:5200FT; minimum usable level, 12.1-20NM:FL110; not usable beyond 20NM. 051MAG – 090MAG (MSA5200FT) Minimum usable level, 0-20NM:FL075; not usable beyond 20NM. 091MAG – 100MAG (MSA4200FT) Minimum usable level, 0-20NM:FL075; not usable beyond 20NM.
NDB	SV	403.0kHz	H24	130826.00N 0611334.00W	NIL	NIL	Range 108 NM

TVSA AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 At Eastern Caribbean Airports, a number of local regulations apply. The regulations are available from Air Traffic Services. These Regulations includes, 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

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) fuel spillage

k) local flying restrictions applicable to the respective aerodromes ; and

l) handling is mandatory. All operators must engage the local handlng company.

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 or GND.

1.2 Airport Regulations/Restrictions

1. Circling to land not authorized West of RWY 04/22.

2. Due to high terrain west of aerodrome: right-hand traffic pattern RWY 04 and left-hand traffic pattern RWY 22.

3. For arriving aircraft: All engines must be shut down prior to the deplaning of any passenger.

4. For departing aircraft: No engine shall be started until all passengers have boarded the 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

Arriving aircraft will be allocated a Gate Number by the TWR or GND.

2.2 Taxiway – Limitations

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

3. Parking

3.1 Parking area for small aircraft/Helicopters (General Aviation)

General aviation aircraft/helicopters shall be directed by the TWR/GND to the parking area for small aircraft.

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 when so authorised by the Eastern Caribbean Civil Aviation Authority, the aircraft shall be removed by the aerodrome authority at the expense of the owner or user of such aircraft.

TVSA AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TVSA AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR flights within Piarco FIR/CTA, TMAs

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.

TVSA AD 2.23 ADDITIONAL INFORMATION

1. Bird concentration in the vicinity of the airport

Pelicans and Gulls may be present at airport from one to two hours after sunrise and before sunset from surface to approximately 1000ft AGL.

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

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

2. Other Information

1. High terrain west of RWY

2 Aerodrome is situated on the southeast coast of the island with hilly terrain to the west. The terrain rises rapidly to the west through north and southwest. The highest point within 10NM is Richmond Peak towards the north north-west of the airport and rises to 3523FT AMSL.

3. Occasional turbulence on short final to RWY04 between surface and 500ft. Pilots are advised to exercise caution.

4. Due to jet bridge requirement at Stand 8, when using L2 doors, marshallers will line up aircraft left of stand yellow lead in line.

TVSA AD 2.24 CHARTS RELATED TO AERODROME

1.	Aerodrome/Heliport Chart – ICAO…….....	AD2.9-1-11
2.	Aerodrome Obstacle Chart – ICAO Type A RWY 04/22…….....	AD2.9-1-13
3.	Area Chart – ICAO…….....	AD2.9-1-15
4.	Standard Departure Chart – Instrument – ICAO	
	RNAV (GNSS) RWY 04 ……...	AD2.9-1-17
	RNAV (GNSS) RWY 22…….....	AD2.9-1-19
5.	Instrument Approach Chart– ICAO	
	RNAV (GNSS) RWY 04 …….....	AD2.9-1-21
	NDB CLOUDBREAK RWY 04…….....	AD2.9-1-23

TVSA AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	**2**	**3**
-	-	-

AERODROME CHART- ICAO

ARP:	AD ELEV:	ARGYLE:		ST. VINCENT ARGYLE INT'L (TVSA)
N 13 09 36.20 W 061 08 55.34	136' 41.4 m	APPR 120.800 TWR 118.800	GRD 121.900 ATIS 132.550	

W061 09 20 W061 09 10 W061 09 00 W061 08 50 W061 08 30 W061 08 20

N13 10 30 N13 10 20 N13 10 10 N13 10 00 N13 09 50 N13 09 40 N13 09 30 N13 09 20 N13 09 10 N13 09 00

VAR 15° W (2017)
2' W / year

Ft 0 500 1000 1500
M 0 100 200 300 400

ELEVATIONS IN FEET

250 500

• 396 299 123 222 197 173 148 121 128 123 129 98

ARGYLE
D 115.4 ARG

PAPI

Terminal Cargo Hgr Fire station

A B C

1 2 3 4 5 6 7 8 9

☆ 296
Control twr

164 175 176 • 230 179 183 286 334 240 203

9000' (2743 m) asphalt with 633' (193 m) of concrete at each end
Strip 9590' x 984' (2923 m x 300 m)

a b c d e f g h i

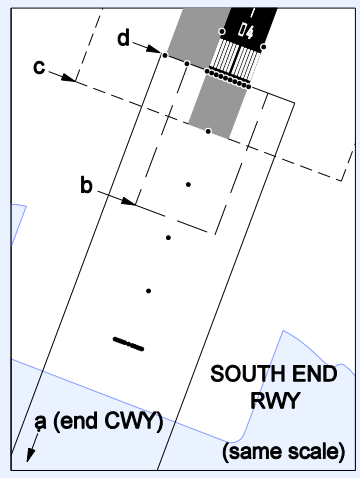
22 04

WIDTH		
Rwy	148'	45 m
Twy	75'	23 m
Strip	984'	300 m
RESA N	295'	90 m
RESA S	295'	90 m

AIRCRAFT STANDS	
7	N13 09 51.46 W061 09 01.86
8	N13 09 53.67 W061 09 01.02
9	N13 09 55.42 W061 09 00.35

RWY DISTANCE			
	a - b	3976'	1212 m
	b - c	328'	100 m
	c - d	197'	60 m
	d - e	8015'	2443 m
	e - f	984'	300 m
	f - g	197'	60 m
	g - h	197'	60 m
	h - i	403'	123 m
SWY 04	f - g	197'	60 m
SWY 22		NIL	
CWY 04		NIL	
CWY 22	d - a	4501'	1372 m
RESA N	h - i	403'	123 m
RESA S	b - c	328'	100 m

LEGEND	
Apt reference point	⊕
Runway, buildings	■
Apron, taxiway, road	▬
Illuminated windsock	
Tree, palm	
Tower, antenna, etc.	
Ground point (feet)	• 573
Lights	• • •
Rotating beacon	☆
Taxi holding position	



NOTES
1. Rwy 04 right hand traffic.

BEARING STRENGTH		
Rwy/Twy	asphalt,193 m conrete each end	PCN 74/F/A/W/T
Apron & other	concrete	PCN 63/R/B/W/T

RWY	START OF TORA/TODA/ASDA	POINT	ELEV
04	N13 08 54.52 W061 09 11.62	d	136' 41.4 m
22	N13 10 17.87 W061 08 39.05	f	44' 13.5 m

RWY	START OF LDA	POINT	ELEV
04	N13 08 54.52 W061 09 11.62	d	136' 41.4 m
22	N13 10 08.75 W061 08 42.61	e	52' 15.8 m

RWY	LIGHTS
04	PAPI L 3°, simple approach light system, rwy edge lights white/amber last 1969' (600 m)
22	PAPI L 3.5°, displaced THR wing bars and REIL, rwy edge lights white/amber last 1969' (600 m)

RWY	TORA	TODA	ASDA	LDA	MAG BRG
04	8015' 2443 m (d - e)	8015' 2443 m (d - e)	9196' 2803 m (d - g)	9000' 2743 m (d - f)	036°
22	9000' 2743 m (f - d)	13500' 4115 m (f - a)	9000' 2743 m (f - d)	8015' 2443 m (e- d)	216°

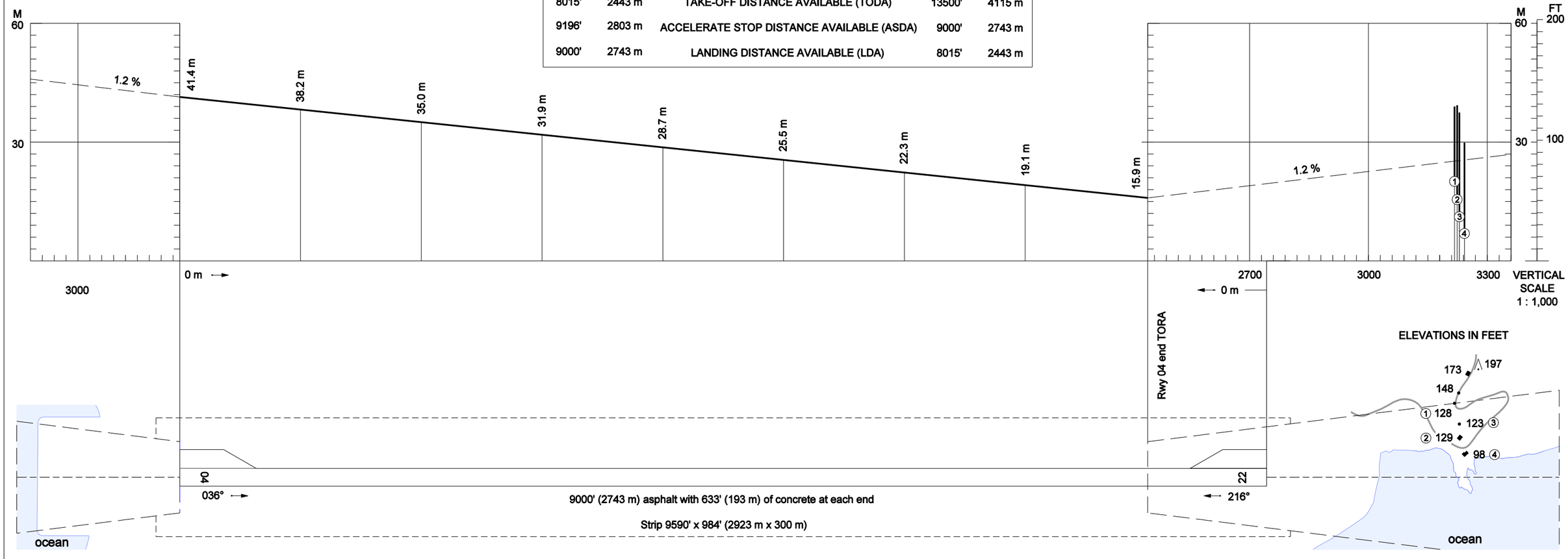
CHANGE: Frequencies adjusted.

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DIMENSIONS IN FEET / METERS ELEVATIONS IN FEET / METERS	AERODROME OBSTACLE CHART - ICAO TYPE A - OPERATING LIMITATIONS RWY 04 / 22	ST. VINCENT ARGYLE INT'L (TVSA)

MAGNETIC VARIATION 15° W - JAN 2017

DECLARED DISTANCES				
RWY 04			RWY 22	
8015'	2443 m	TAKE-OFF RUN AVAILABLE (TORA)	9000'	2743 m
8015'	2443 m	TAKE-OFF DISTANCE AVAILABLE (TODA)	13500'	4115 m
9196'	2803 m	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	9000'	2743 m
9000'	2743 m	LANDING DISTANCE AVAILABLE (LDA)	8015'	2443 m



OBSTACLE DESCRIPTION / COORDINATES		
①	128' spot elev	N13 10 34.46 W061 08 39.19
②	129' building	N13 10 34.00 W061 08 36.44
③	123' spot elev	N13 10 34.21 W061 08 37.44
④	98' building	N13 10 33.65 W061 08 34.73

LEGEND	PLANVIEW	PROFILE
IDENTIFICATION NUMBER	①	
POLE, TOWER, ANTENNA, HOUSE	⚠	
TERRAIN ELEVATION	•	
BUILDING	◆	
ROAD		

INSIDE ① OUTSIDE ①

HORIZONAL SCALE - 1 : 10,000

ORDER OF ACCURACY - In accordance with ICAO standards

FEET 250 0 500 1000 1500 2000 2500 3000

METERS 100 0 500 1000

AMENDMENT RECORD		
No.	Date of last survey	Entered By
Orig	04 Nov 2016	B. Bertram

Page number changed

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AREA CHART - ICAO
ARGYLE TMA

ELEV/ALT IN FEET
DIST IN NM
BRG ARE MAG
VAR 15° W 2017

COMMUNICATION

Argyle Apt	
Argyle Appr	120.800
Tower	118.800
Ground	121.900
ATIS	132.550
Mitchell Apt	
Tower	118.450
Ground	121.900
Mustique Apt	
Tower	123.000
Canouan Apt	
Tower	118.050
Ground	121.600
Union Apt	
Tower	122.800

LEGEND

- Fly-by compulsory reporting waypoint
- On demand / compulsory reporting fix
- On demand / compulsory reporting low alt fix
- TMA boundary
- CTR boundary
- 52 Area minimum altitude quadrilaterals
- 4100 • Spot elevation feet
- 100 Man-made obstacle, elev at top
- Airport / runway
- NDB NDB/DME
- VOR VOR/DME

ARG VOR
033°
Min 4500
Max FL140
Max 230 kts
1 min outbound
(not to scale)

ARGYLE TMA
FL55 - FL135 (E)
ARGYLE CTR
SFC - FL55 (E)

EMKIS
BNE VOR
FOF VOR
DAMOV
ALGUS
UMENU
N13 24 59 W061 12 16
RIBOR
N13 22 50 W061 07 32
MESDI
N13 19 23 W061 00 38
LENAL
N13 15 55 W061 43 22
ARGYLE
D 115.4 ARG
N13 09 59 W061 08 54
ET Joshua Apt
Decomissioned
2413
ST VINCENT
(formerly ET Joshua)
NDB 403 SV
N13 08 26 W061 13 34
DME CH21X
108.4 SV
N13 08 26 W061 13 34
St Vincent Is
Argyle Apt
ATZ SFC-2000 (G)
GOTER
N13 07 42 W060 52 40
BGI VOR
LOGAN
JF Mitchell Apt
ATZ SFC-2000 (G)
Bequia Is
Battowia Is
Baliceaux Is
Mustique Is
Mustique Apt
ATZ SFC-2000 (G)
DUPUM
N12 58 07 W060 46 39
Adams TMA
Canouan Is
Canouan Apt
ATZ SFC-2000 (G)
CANOUAN
NDB 302 CAI
N12 41 46 W061 20 22
DME CH51X
(111.4) CAI
N12 41 46 W061 20 21
AMULA
N12 49 49 W060 41 28
Mayreau Is
Union Is
Union Is Apt
ATZ SFC-2000 (G)
RESAS
N12 34 06 W061 30 28
Petit Martinique Is
Carriacou Is
Lauriston Apt
DUSAL
RAKAN
Maurice Bishop TMA
Maurice Bishhop CTR
TTPP CTA
St Lucia CTR / Martinique TMA
Argyle TMA/CTR
Argyle TMA/CTR
Maurice Bishop TMA
A324
UA511
A511
UA312
A312
UM402
UA324
R893
A561
UA561
FL060
FL055
52
35
38
10

CHANGE: Spot elevation identified

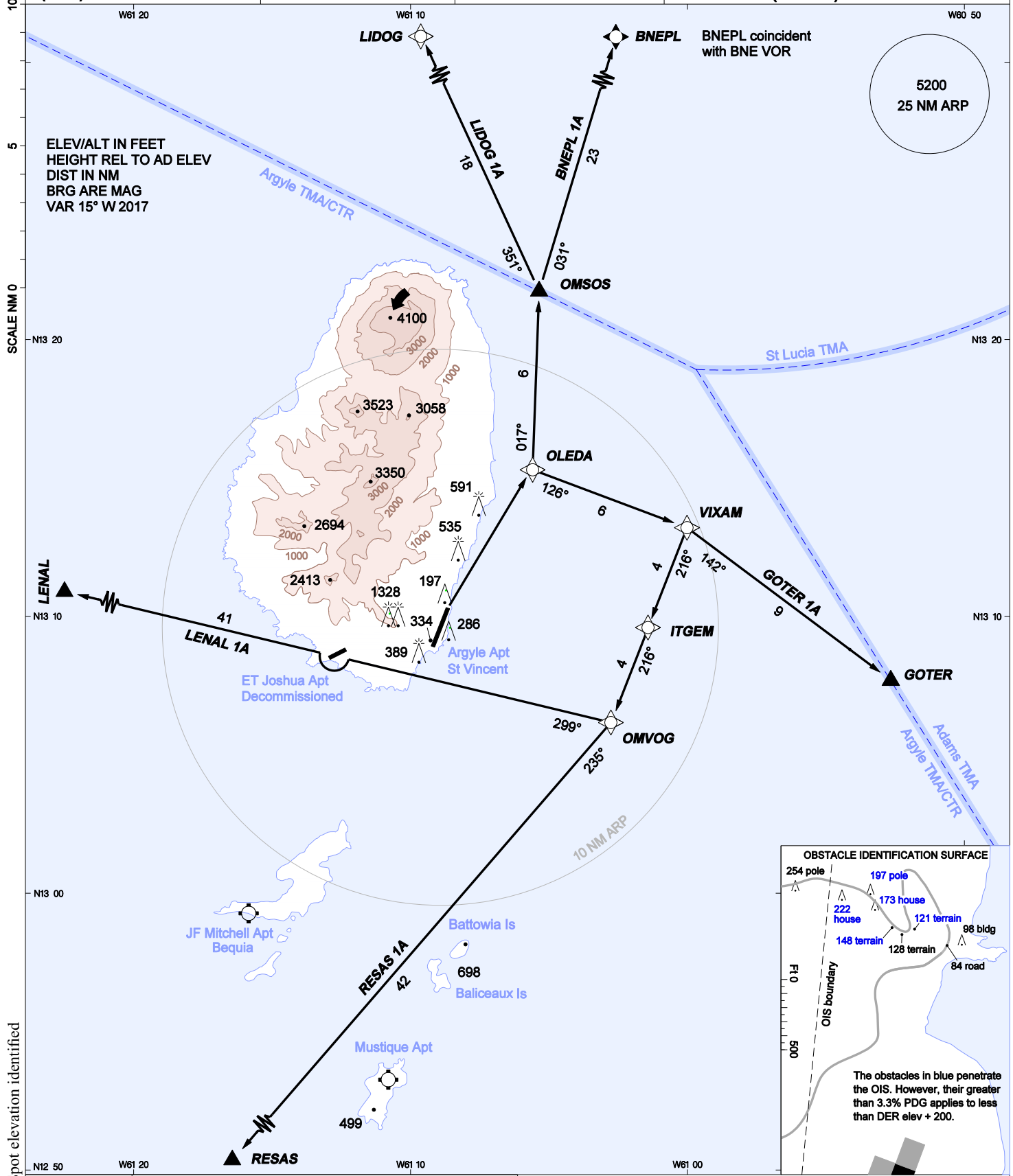
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STANDARD DEP CHART INSTRUMENT (SID) - ICAO

TRANS ALT: 5200

ARGYLE:
APPR 120.800 GRD 121.900
TWR 118.800 ATIS 132.550

ST VINCENT ARGYLE INT'L (TVSA) RNAV (GNSS) DEP RWY 04



SID	ROUTING: Climbing right turn direct OLEDA then...
BNEPL 1A	Direct OMSOS, BNEPL.
GOTER 1A	Direct VIXAM, GOTER.
LENAL 1A	Direct VIXAM, ITGEM, OMVOG, LENAL.
LIDOG 1A	Direct OMSOS, LIDOG.
RESAS 1A	Direct VIXAM, ITGEM, OMVOG, RESAS.

1. Procedure design gradient all transitions: 3.3% (200 fpnm).
2. Ceiling/visibility requirement: the obstacles displayed inside the OIS must be visible from the control tower for take-off (1.2 nm).
3. Direct distance DER to OLEDA: 5.8 nm.

CHANGE: Spot elevation identified

TVSA RNAV (GNSS) DEPARTURE RWY 04 CODING TABLE											
Fix name	*Fix Type*	*Path Terminator*	*Fly-Over*	*Course °M (°T)*	*Dist NM*	*Turn Dir*	*Min alt Ft*	*Max KIAS*	*Mag Var*	*VPA° (TCH Ft)*	*RNP*
INITIAL CLIMB											
RW04 DER	-	IF	-	-	-	-	-	-	+15.0	-	1.0
OLEDA	-	DF	-	-	-	-	-	-	+15.0	-	1.0
BNEPL SID											
OLEDA	-	IF	-	-	-	-	-	-	+15.0	-	1.0
OMSOS	-	TF	-	017 (002.06)	6.4	R	-	-	+15.0	-	1.0
BNEPL	-	TF	-	031 (016.47)	23.1	-	-	-	+15.0	-	1.0
GOTER SID											
OLEDA	-	IF	-	-	-	-	-	-	+15.0	-	1.0
VIXAM	-	TF	-	126 (110.95)	5.8	R	-	-	+15.0	-	1.0
GOTER	-	TF	-	142 (127.36)	9.0	-	-	-	+15.0	-	1.0
LENAL SID											
OLEDA	-	IF	-	-	-	-	-	-	+15.0	-	1.0
VIXAM	-	TF	-	126 (110.95)	5.8	R	-	-	+15.0	-	1.0
ITGEM	-	TF	-	216 (200.96)	3.8	-	-	-	+15.0	-	1.0
OMVOG	-	TF	-	216 (200.94)	3.7	R	-	-	+15.0	-	1.0
LENAL	-	TF	-	299 (283.85)	40.8	-	-	-	+15.0	-	1.0
LIDOG SID											
OLEDA	-	IF	-	-	-	-	-	-	+15.0	-	1.0
OMSOS	-	TF	-	017 (002.06)	6.4	L	-	-	+15.0	-	1.0
LIDOG	-	TF	-	351 (335.78)	17.7	-	-	-	+15.0	-	1.0
RESAS SID											
OLEDA	-	IF	-	-	-	-	-	-	+15.0	-	1.0
VIXAM	-	TF	-	126 (110.95)	5.8	R	-	-	+15.0	-	1.0
ITGEM	-	TF	-	216 (200.96)	3.8	-	-	-	+15.0	-	1.0
OMVOG	-	TF	-	216 (200.94)	3.7	R	-	-	+15.0	-	1.0
RESAS	-	TF	-	235 (220.34)	41.9	-	-	-	+15.0	-	1.0

Fix name	*Coordinates (WGS-84)*
BNEPL	N13 44 00 W060 58 37 (Note 1)
GOTER	N13 07 42 W060 52 40
ITGEM	N13 09 36 W061 01 26
LENAL	N13 15 55 W061 43 22
LIDOG	N13 37 58 W061 12 49
OLEDA	N13 15 18 W061 05 36
OMSOS	N13 21 45 W061 05 21
OMVOG	N13 06 10 W061 02 46
RESAS	N12 34 06 W061 30 28
VIXAM	N13 13 12 W061 00 01

Note 1: Coincident with BNE VOR.

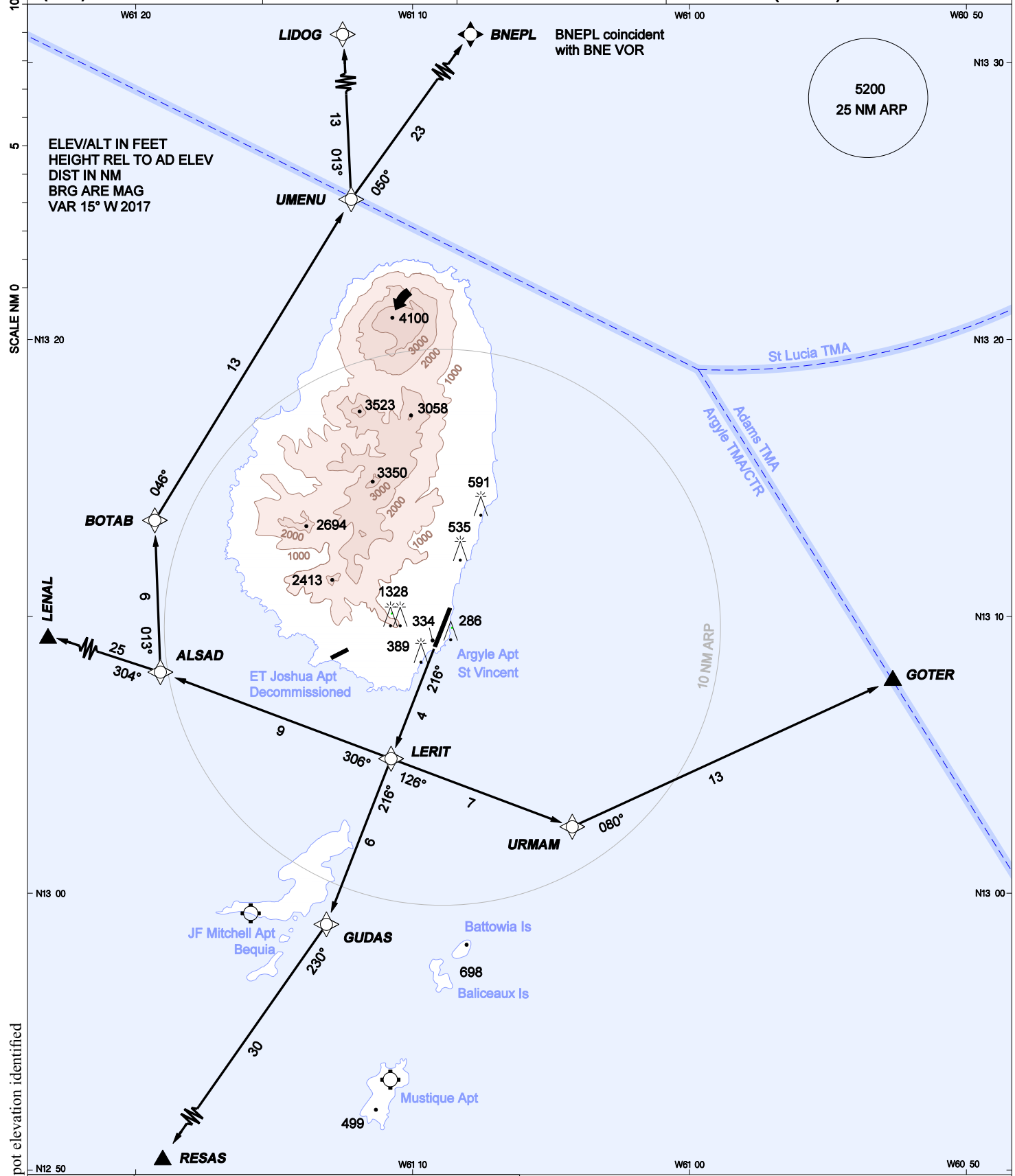
CHANGE: RNP or RNAV column amended

STANDARD DEP CHART INSTRUMENT (SID) - ICAO

TRANS ALT: 5200

ARGYLE:
APPR 120.800 GRD 121.900
TWR 118.800 ATIS 132.550

ST VINCENT ARGYLE INT'L (TVSA) RNAV (GNSS) DEP RWY 22



SID	ROUTING: Climb direct LERIT then...
BNEPL	direct ALSAD, BOTAB, UMENU, BNEPL.
GOTER	direct URMAM, GOTER.
LENAL	direct ALSAD, LENAL.
LIDOG	direct ALSAD, BOTAB, UMENU, LIDOG.
RESAS	direct GUDAS, RESAS.

1. Procedure design gradient all transitions: 3.3% (200 fpnm).

CHANGE: Spot elevation identified

TVSA RNAV (GNSS) DEPARTURE RWY 22 CODING TABLE											
Fix name	*Fix Type*	*Path Terminator*	*Fly-Over*	*Course °M (°T)*	*Dist NM*	*Turn Dir*	*Min alt Ft*	*Max KIAS*	*Mag Var*	*VPA° (TCH Ft)*	*RNP*
INITIAL CLIMB											
RW22 DER	-	IF	-	-	-	-	-	-	+15.0	-	1.0
LERIT	-	CF	-	216 (200.95)	4.3	-	-	-	+15.0	-	1.0
BNEPL SID											
LERIT	-	IF	-	-	-	-	-	-	+15.0	-	1.0
ALSAD	-	TF	-	306 (290.97)	8.7	R	-	-	+15.0	-	1.0
BOTAB	-	TF	-	013 (357.94)	5.5	R	-	-	+15.0	-	1.0
UMENU	-	TF	-	046 (030.93)	13.4	R	-	-	+15.0	-	1.0
BNEPL	-	TF	-	050 (035.02)	23.1	-	-	-	+15.0	-	1.0
GOTER SID											
LERIT	-	IF	-	-	-	-	-	-	+15.0	-	1.0
URMAM	-	TF	-	126 (110.94)	6.8	L	-	-	+15.0	-	1.0
GOTER	-	TF	-	080 (064.93)	12.5	-	-	-	+15.0	-	1.0
LENAL SID											
LERIT	-	IF	-	-	-	-	-	-	+15.0	-	1.0
ALSAD	-	TF	-	306 (290.97)	8.7	L	-	-	+15.0	-	1.0
LENAL	-	TF	-	304 (288.50)	25.0	-	-	-	+15.0	-	1.0
LIDOG SID											
LERIT	-	IF	-	-	-	-	-	-	+15.0	-	1.0
ALSAD	-	TF	-	306 (290.97)	8.7	R	-	-	+15.0	-	1.0
BOTAB	-	TF	-	013 (357.94)	5.5	R	-	-	+15.0	-	1.0
UMENU	-	TF	-	046 (030.93)	13.4	L	-	-	+15.0	-	1.0
LIDOG	-	TF	-	013 (357.58)	12.9	-	-	-	+15.0	-	1.0
RESAS SID											
LERIT	-	IF	-	-	-	-	-	-	+15.0	-	1.0
GUDAS	-	TF	-	216 (200.95)	6.4	R	-	-	+15.0	-	1.0
RESAS	-	TF	-	230 (214.54)	29.9	-	-	-	+15.0	-	1.0

Fix name	*Coordinates (WGS-84)*
ALSAD	N13 07 59 W061 19 06
BNEPL	N13 44 00 W060 58 37 (Note 1)
BOTAB	N13 13 28 W061 19 18
GOTER	N13 07 42 W060 52 40
GUDAS	N12 58 52 W061 13 07
LENAL	N13 15 55 W061 43 22
LERIT	N13 04 51 W061 10 47
LIDOG	N13 37 58 W061 12 49
RESAS	N12 34 06 W061 30 28
UMENU	N13 24 59 W061 12 16
URMAM	N13 02 24 W061 04 14

Note 1: Coincident with BNE VOR.

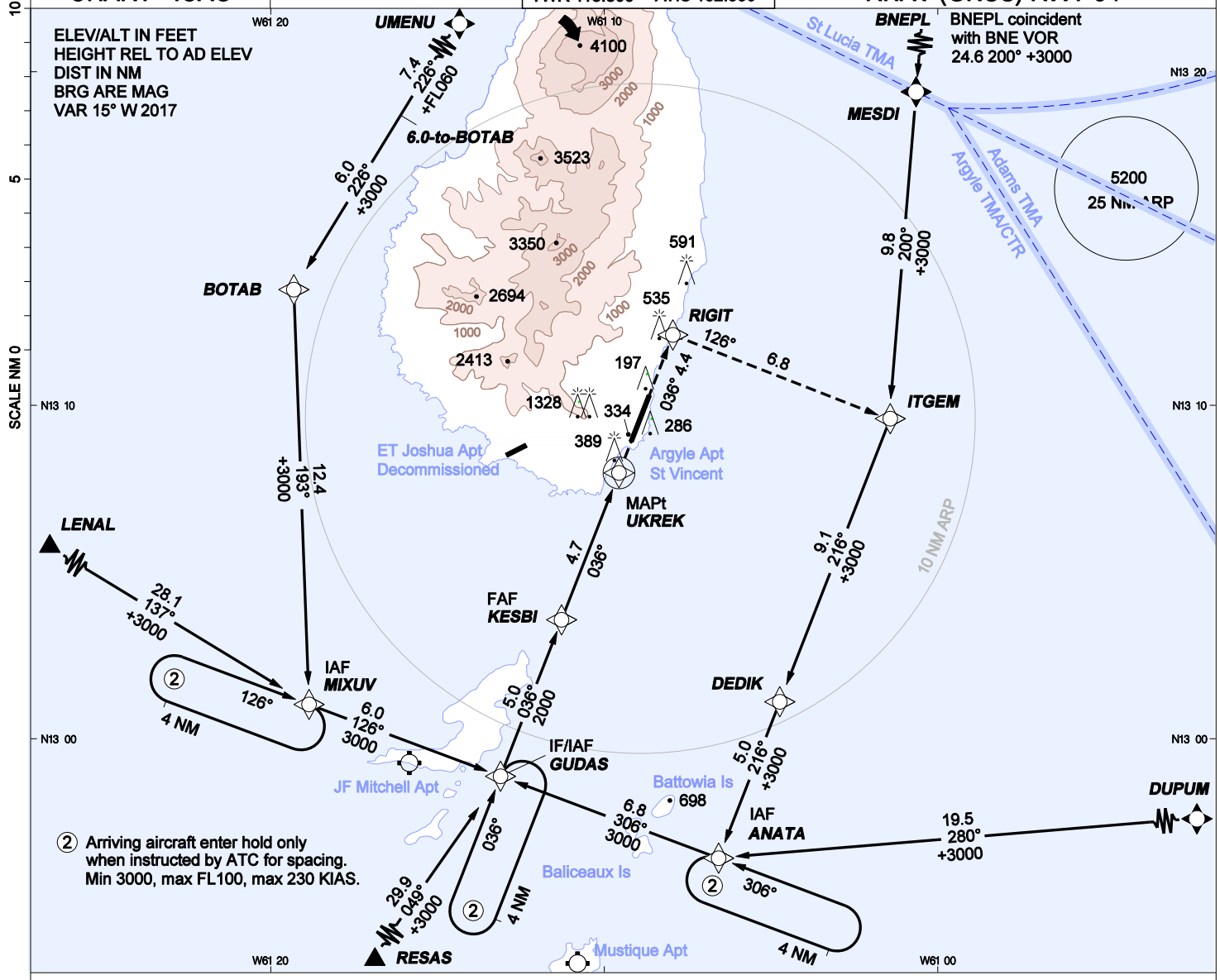
CHANGE: RNP or RNAV column amended

INSTRUMENT APPROACH CHART - ICAO

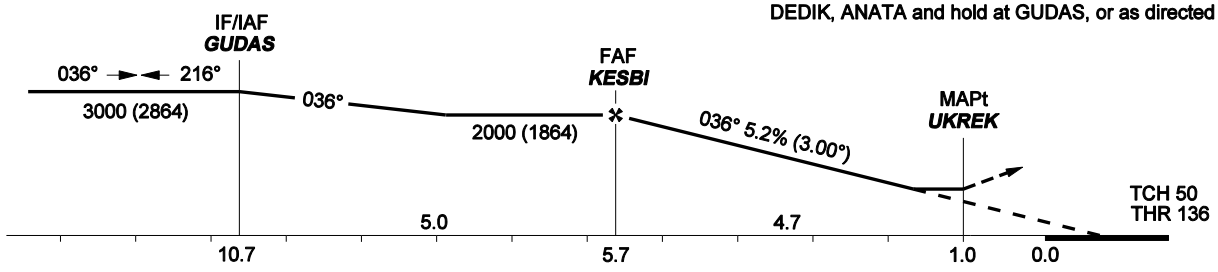
AD ELEV: 136
TRANS LVL: BY ATC
TRANS ALT: 5200

ARGYLE:
APP 120.800 GRD 121.900
TWR 118.800 ATIS 132.550

ST VINCENT
ARGYLE INT'L (TVSA)
RNAV (GNSS) RWY 04



MISSED APPR: Climb to 3000 direct RIGIT, then ITGEM, DEDIK, ANATA and hold at GUDAS, or as directed by ATC.



OCA(H)	A	B	C	D
LNAV	850 (714)	850 (714)	1020 (884)	1040 (904)
CIRCLING east side only	850 (714)	850 (714)	1020 (884)	1040 (904)

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

Distance to UKREK	4	3	2
Altitude	1780	1460	1140

1. CAUTION: High terrain west of runway.
2. GNSS required. DME/DME not authorized.
3. Unless ATC clearance is obtained for an RNAV/GNSS/ procedure, the navigation and position-reporting of all acrft shall be conducted with reference to conventional ground-based navigation aids - E/CAR AIP TVSA AD 2.22 refers.

CHANGE: Spot elevation identified

TVSA RNAV (GNSS) RWY 04 APPROACH CODING TABLE

Fix name	*Fix Type*	*Path Terminator*	*Fly-Over*	*Course °M (°T)*	*Dist NM*	*Turn Dir*	*Min alt Ft*	*Mas KIAS*	*Mag Var*	*VPA° (TCH Ft)*	*RNP*
BNEPL											
BNEPL	Terminal	IF	-	-	-	-	+3000	-	+15.0	-	-
MESDI	Terminal	TF	-	200 (184.56)	24.6	-	+3000	-	+15.0	-	1.0
ITGEM	Terminal	TF	-	200 (184.56)	9.8	R	+3000	-	+15.0	-	1.0
DEDIK	Terminal	TF	-	216 (200.94)	9.1	-	+3000	-	+15.0	-	1.0
ANATA	IAF	TF	-	216 (200.97)	5.0	R	+3000	-	+15.0	-	1.0
GUDAS	IF/IAF	TF	-	306 (290.96)	6.8	R	3000	-	+15.0	-	1.0
LENAL											
LENAL	Terminal	IF	-	-	-	-	+3000	-	+15.0	-	-
MIXUV	IAF	TF	-	137 (121.74)	28.1	L	+3000	-	+15.0	-	1.0
GUDAS	IF/IAF	TF	-	126 (110.92)	6.0	L	3000	-	+15.0	-	1.0
DUPUM											
DUPUM	Terminal	IF	-	-	-	-	+3000	-	+15.0	-	-
ANATA	IAF	TF	-	280 (265.06)	19.5	R	+3000	-	+15.0	-	1.0
GUDAS	IF/IAF	TF	-	306 (290.96)	6.8	R	3000	-	+15.0	-	1.0
RESAS											
RESAS	Terminal	IF	-	-	-	-	+3000	-	+15.0	-	-
GUDAS	IF/IAF	TF	-	049 (034.48)	29.9	L	3000	-	+15.0	-	1.0
UMENU											
UMENU	Terminal	IF	-	-	-	-	+FL060	-	+15.0	-	-
6nm to BOTAB	Terminal	TF	-	226 (210.95)	7.4	-	+FL060	-	+15.0	-	1.0
BOTAB	Terminal	TF	-	226 (210.94)	6.0	L	+3000	-	+15.0	-	1.0
MIXUV	IAF	TF	-	193 (177.94)	12.4	L	+3000	-	+15.0	-	1.0
GUDAS	IF/IAF	TF	-	126 (110.92)	6.0	L	3000	-	+15.0	-	1.0
GUDAS											
GUDAS	IF/IAF	-	-	-	-	-	3000	-	+15.0	-	1.0
KESBI	FAF	TF	-	036 (020.93)	5.0	-	2000	-	+15.0	-	1.0
UKREK	MAPt	TF	Y	036(020.94)	4.7	-	-	-	+15.0	-3.00 (50)	0.3
RIGIT	MATF	DF	-	036 (020.95)	4.4	R	-	-	+15.0	-	1.0
ITGEM	MATF	TF	-	126 (110.95)	6.8	R	-	-	+15.0	-	1.0
DEDIK	-	TF	-	216 (200.94)	9.1	-	3000	-	+15.0	-	1.0
ANATA	MATF	TF	-	216 (200.97)	5.0	R	3000	-	+15.0	-	1.0
GUDAS	MAHT	TF	-	306 (290.96)	6.8	-	3000	-	+15.0	-	1.0

Fix name	*Coordinates (WGS-84)*
ANATA	N12 56 25 W061 06 34
BNEPL	N13 44 00 W060 58 37 (Note 1)
BOTAB	N13 13 28 W061 19 18
DEDIK	N13 01 07 W061 04 44
DUPUM	N12 58 07 W060 46 39
GUDAS	N12 58 52 W061 13 07
ITGEM	N13 09 36 W061 01 26
KESBI	N13 03 34 W061 11 17
LENAL	N13 15 55 W061 43 22
MESDI	N13 19 23 W061 00 38
MIXUV	N13 01 02 W061 18 51
RESAS	N12 34 06 W061 30 28
RIGIT	N13 12 03 W061 07 58
UKREK	N13 07 58 W061 09 34
UMENU	N13 24 59 W061 12 16
6nm to BOTAB	N13 18 38 W061 16 09

Note 1: Coincident with BNE VOR.

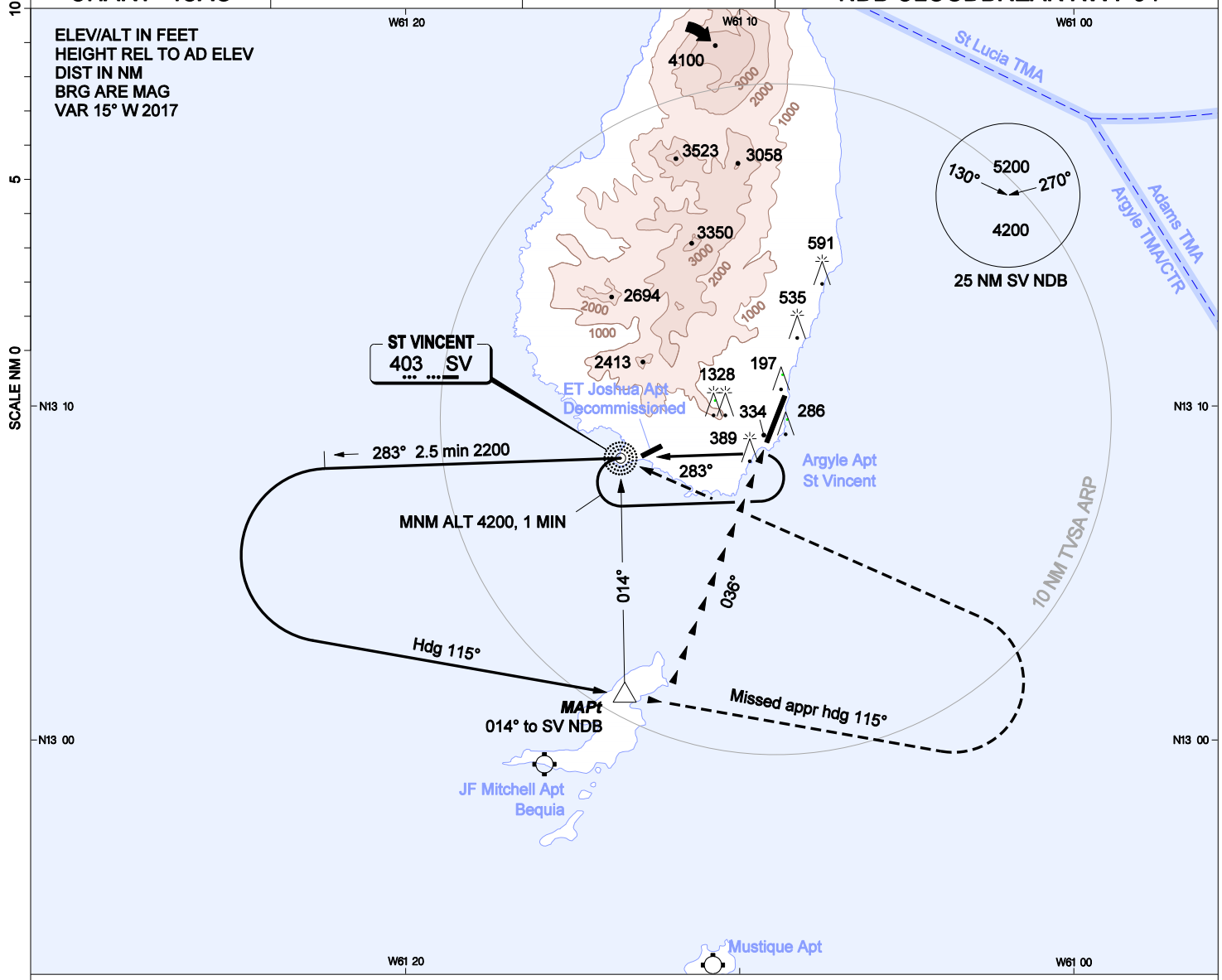
CHANGE: RNP or RNAV column amended

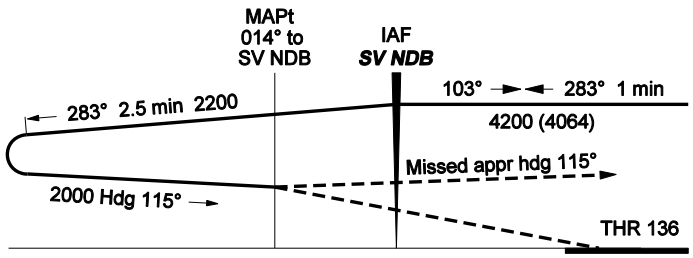
INSTRUMENT APPROACH CHART - ICAO

AD ELEV: 136
TRANS LVL: BY ATC
TRANS ALT: 5200

ARGYLE:
APPR 120.800 GRD 121.900
TWR 118.800 ATIS 132.550

ST VINCENT ARGYLE INT'L (TVSA) NDB CLOUDBREAK RWY 04





MISSED APPROACH
Missed approach point (MAPt): 014° to SV NDB. Must be at MDA at MAPt (014° to SV NDB) for optimum descent profile. If runway is not in sight at MAPt (014° to SV NDB), maintain heading 115° and climb to 4200, then then left turn within the 4200 MSA area/segment to the SV NDB and hold, or as directed by ATC.

MDA(H)	A	B	C	D
STRAIGHT-IN				
CIRCLING	2000 (1864) - Not authorized west of Rwy 04/22			

CAUTIONS
1. Under no circumstances shall an aircraft home to the NDB on the inbound leg after completing the left turn onto the final approach hdg 115°. Terrain clearance cannot be assured on a heading less than 115°.
2. During daylight, pilots must ensure correct visual identification of Argyle, as, at the MAPt, the de-commissioned E.T. Joshua Airport will be at approx. 9 o'clock, while the Argyle airport will be at approx. 10 o'clock.

CHANGE: Frequencies adjusted.

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AD 2. AERODROMES

TVSB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TVSB - BEQUIA IS./J.F. Mitchell - INTL

TVSB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 125919N Long : 0611544W Site : Midpoint of RWY on Centreline
2	Direction and distance from (city)	2 miles S W from Port Elizabeth
3	Elevation/Reference Temperature	5M (15FT) / 32 °C
4	MAG VAR/annual change	14°W (2000)
5	AD Administration, address, telephone, telefax, telex, AFS	Chief Executive Officer Argyle International Airport Inc Argyle Gardens P.O. 2312 St. Vincent and The Grenadines, W.I. TEL: (784) 456 5555 FAX: (784) 458 1989 E-MAIL: aiainfo@svg-airport.com TELEX: 7531/7484 FOREIGN AFS: TVSAYDYX
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	NIL

TVSB AD 2.3 OPERATIONAL HOURS

1	AD Administration	1200 – 2000 – Mon - Fri
2	Customs and immigration	1000 – SS Other times 24 HR PPR
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	1000 - SS
6	MET Briefing Office	1000 - SS
7	ATS	1000 - SS
8	Fuelling	NIL
9	Handling	1000 - SS
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

TVSB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/Oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	By arrangement with private operators
7	Remarks	NIL

TVSB AD 2.5 PASSENGER FACILITIES

1	Hotels	Available within 4km
2	Restaurants	Restaurant at AD
3	Transportation	Taxis and rentals on request
4	Medical facilities	Health Center within 2km
5	Bank and Post Office	Bank and Post Office in City 5km (3.5 miles)
6	Tourist Office	In City 5km (3.5 miles)
7	Remarks	NIL

TVSB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 2
2	Rescue equipment	Foam/Water Tender
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

TVSB AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TVSB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Type of surface: Asphalt
2	Taxiway width, surface and strength	**TWY A** Width: 15 M Type of surface: Asphalt Strength: NIL
3	ACL Location and elevation	Location : RWY Centreline Elevation : 4.4m
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TVSB 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	Guide lines at Apron
2	Markings: Lights (LGT)	RWY : Designation, THR, Centreline TWY : Holding Position s at TWY/RWY Intersection Centreline RWY : THR, Edge, End TWY : Edge
3	Stop bars	NIL
4	Remarks	NIL

TVSB AD 2.10 AERODROME OBSTACLES

In approach/TKOFareas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Marking/LGT	Coordinates	Obstacle type Elevation Marking/ LGT	Coordinates	
a	b	c	a	b	
12/APCH	Hills	-	High Ground And Mast LGT-Red	-	

TVSB AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Argyle MET Office
2	Hours of service MET Office outside hours	1000 - 0200
3	Office responsible for TAF preparation Periods of validity	NIL
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	J.F. Mitchell Tower
10	Additional information (limitation of service, etc.)	NIL

TVSB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE & MAG BRG	Dimensions of RWY (M)	Strength(PCN) and surface of RWY and SWY	THR coordinates	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
12	106° GEO 120° MAG	1100 x 30	/Nil	Nil	THR 4.40 m (14.44 ft)
30	288° GEO 302° MAG	1100 x 30	/Nil	Nil	THR 4.40 m (14.44 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
0.00%	60	Nil	Nil	Nil	True + Mag Bearing approximate to ± 50 For RWY 12/ 30. WGS84 coordinates Not Available.
0.00%	Nil	Nil	Nil	Nil	WGS84 coordinates Not Available.

TVSB AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
12	1100	1100	1160	1100	NIL
30	1100	1100	1160	1100	NIL

TVSB 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
12	Simple White	Green	APAPI Left	Nil	Nil	1100 m White Yellow	Red	Nil	NIL
30	Nil	Green	Nil	Nil	Nil	1100 m White	Red	Nil	NIL

TVSB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: Tower – Green and White SS to AD closure
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: Opposite APAPI RWY 12S outhside LGT Red
3	TWY edge and centreline lighting	TWY A Edge: Blue Centerline: NIL
4	Secondary power supply/switch-over time	Available
5	Remarks	NIL

TVSB 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 Apron used for helicopter touchdown

TVSB AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	J.F. MITCHELL ATZ Circular area centered on 125919N/0611544W (ARP) within a 2NM radius.
2	Vertical limits	SFC / 2000 FT AAL
3	Airspace classification	G
4	ATS unit callsign Language(s)	J.F.MITCHELL TOWER English
5	Transition altitude	Nil
6	Hour of applicability	1000 - SS
7	Remarks	Tower Tel: (784) 458 3140

TVSB 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
GND	J.F. Mitchell Ground	121.900MHZ	NIL	NIL	1000 – SS	NIL
TWR	J.F. Mitchell Tower	118.450MHZ	NIL	NIL	1000 – SS	Flights arriving or departing contact Argyle Approach Freq 120.800MHz

TVSB 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
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TVSB AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 Airport Regulations/Restrictions

1. Beyond Hours of operations, 24 hours prior permission required.

2. Flight ARR or DEP to contact Argyle Approach.

3. For arriving aircraft : All engines must be shut down prior to the deplaning of any passenger.

4. For departing aircraft : No engine shall be started until all passengers have boarded the aircraft.

4. For departing aircraft : No engine shall be started until all passengers have boarded the aircraft.

TVSB AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TVSB AD 2.22 FLIGHT PROCEDURES

NIL

TVSB AD 2.23 ADDITIONAL INFORMATION

NIL

TVSB AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart ……..…….. AD2.9-2-9

TVSB AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

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TVSB AERODROME CHART

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AD 2. AERODROMES

TVSC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TVSC - CANOUAN IS/Canouan. - INTL

TVSC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 124203N Long : 0612042W Site : Mid-point of RWY on Centreline
2	Direction and distance from (city)	1.5 miles (2.4Km) SW of Charlestown
3	Elevation/Reference Temperature	5M (16FT) / 31 °C
4	MAG VAR/annual change	15°W (2013) /02'W
5	AD Administration, address, telephone, telefax, telex, AFS	Chief Executive Officer Argyle International Airport Inc Argyle Gardens P.O. 2312 St. Vincent and The Grenadines, W.I. TEL: (784) 456 5555 FAX: (784) 458 1989 E-MAIL: aiainfo@svg-airport.com AFS: TVSAYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TVSC AD 2.3 OPERATIONAL HOURS

1	AD Administration	Mon – Fri 1200 - 0000
2	Customs and immigration	1200 - 0000
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	1200 - 0000
6	MET Briefing Office	NIL
7	ATS	1200 - 0000
8	Fuelling	NIL
9	Handling	1200 - 0000
10	Security	H24
11	De-icing	NIL
12	Remarks	PPR 24Hr for ops outside of this period. Scheduled services will be accommodated up to 0215

TVSC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/Oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

TVSC AD 2.5 PASSENGER FACILITIES

1	Hotels	Available within 4km
2	Restaurants	Snack bar at Ad, Restaurant at Hotels
3	Transportation	Taxis
4	Medical facilities	Health Center within 2km
5	Bank and Post Office	Within 2km
6	Tourist Office	Within 2km
7	Remarks	NIL

TVSC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 6
2	Rescue equipment	Foam/Water Tender/ Coastguard boat within 1 mile
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

TVSC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TVSC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Type of surface: Asphalt Strength: PCN 17/F/A/W/U
2	Taxiway width, surface and strength	**TWY A** Width: 15 M Type of surface: Asphalt Strength: PCN 17/F/A/W/U.
3	ACL Location and elevation	Location : Intersection of RWY and TWY Centreline Elevation : 3.5m (11ft)
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TVSC 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	Guide lines at apron
2	Markings: Lights (LGT)	RWY : Designations, DISP THR, THR, Centreline, Aiming Point. TWY : Holding positions , Centreline RWY : THR, Edge, TWY : Edge APRON Edge
3	Stop bars	NIL
4	Remarks	NIL

TVSC 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
TVSCOB001	Ground hazard light	12 41 44.9N 061 20 24.2W	155FT		
TVSCOB002	Ground hazard light	12 41 47.4N061 20 24.5W	104FT		
TVSCOB003	Ground hazard light	12 41 45.18N 061 20 19.1W	43FT		
TVSCOB004	Ground hazard light	12 41 51.7N 061 20 18.7W	74FT		
TVSCOB005	Ground hazard light	12 41 52.4N 061 20 18.0W	99FT		
TVSCOB006	NDB Antenna	12 41 45.8N 061 20 21.8W	148FT		
TVSCOB007	DME Antenna	12 41 46.4N 061 20 21.3W	99FT		
TVSCOB008	Ground hazard light	12 42 14.9N 061 21 13.6W	184FT		
TVSCOB009	Ground hazard light	12 42 10.8N 061 21 13.6W	219FT		
TVSCOB010	Ground hazard light	12 41 41.6N 061 20 30.8W	478FT		
TVSCOB011	Ground hazard light	12 41 42.7N 061 20 28.1W	430FT		
TVSCOB012	Ground hazard light	12 41 45.2N 061 20 26.7W	232FT		
TVSCOB013	Antenna	12 41 58.0N 061 20 44.6W	62FT		
TVSCOB014	Cell Tower	12 41 57.5N 061 19 32.7W	347FT		
TVSCOB015	Cell Tower	12 41 58.4N 061 19 32.3W	412FT		

TVSC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Argyle MET office
2	Hours of service MET Office outside hours	1000 – 0200
3	Office responsible for TAF preparation Periods of validity	NIL NIL
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Canouan Tower
10	Additional information (limitation of service, etc.)	NIL

TVSC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE & MAG BRG	Dimensions 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
13	122° GEO 136° MAG	1791 x 30	PCN 17/F/A/W/U Asphalt/Nil	124215.59N 0612103.31W	THR 3.30 m (10.83 ft)
31	302° GEO 316° MAG	1791 x 30	PCN 17/F/A/W/U Asphalt/Nil	124148.63N 0612018.65W	THR 4.90 m (16.08 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	Nil	Nil	Nil	Nil	RESA of 150M for both RWYs RWY End Coordinates 12 42 18.13N 061 21 07.52W
NIL	Nil	Nil	Nil	Nil	RESA of 150M for both RWYs RWY End Coordinates 12 41 47.61 N 061 20 16.97W

TVSC AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
13	1791	1791	1791	1641	THR DISP 150M
31	1791	1791	1791	1731	THR DISP 60M

TVSC 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
13	Simple White	Green	PAPI Left / 3°	Nil	Nil	1791 m White	Nil	Nil	NIL
31	Nil	Green	Nil	Nil	Nil	1791 m White	Nil	Nil	NIL

TVSC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: At Tower
3	TWY edge and centreline lighting	TWY A Edge: Blue Centerline: NIL
4	Secondary power supply/switch-over time	Available/Switch Over Time 3 Secs
5	Remarks	NIL

TVSC 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 Apron used for helicopter touch down

TVSC AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	CANOUAN ATZ Circular area centered on 124203N/0612042W (ARP) within a 2NM radius.
2	Vertical limits	SFC / 2000 FT AAL
3	Airspace classification	G
4	ATS unit callsign Language(s)	CANOUAN TOWER English
5	Transition altitude	Nil
6	Hour of applicability	1200 - 0000
7	Remarks	Tower Tel: (784) 458 8049

TVSC 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
GND	CANOUAN GROUND	121.600MHZ	NIL	NIL	1200-0000	Nil
TWR	CANOUAN TOWER	118.050MHZ	NIL	NIL	1200-0000	Nil

TVSC 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
DME	-	CH51X	H24	124146.42N 0612021.27W	30M	NIL	Co-located with NDB. Not usable below FL070 in the sector clockwise between APPROX 245 deg MAG through RESAS to 296 deg MAG. Freq 111.400MHz
NDB	CAI	302.0kHz	H24	124146.00N 0612022.00W	NIL	NIL	Co-located with DME

TVSC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 Airport Regulations/Restrictions

1. Beyond AD HRS of operations, 24 hours Prior Permission required.

2. Flight arriving and departing must contact Argyle Approach.

3. For arriving aircraft: All engines must be shut down prior to the deplaning of any passenger.

4. For departing aircraft: No engine shall be started until all passengers have boarded the aircraft.

TVSC AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TVSC AD 2.22 FLIGHT PROCEDURES

1. RNAV (GNSS) Procedures

Approval to conduct RNAV (GNSS) procedure in the Saint Vincent TMA is dependent upon the tactical requirements of non-radar airspace management as determined and directed by Air Traffic Control at the time. Thus unless an ATC clearance is obtained for the conduct of an RNAV (GNSS) procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to ground-based navigation aids.

TVSC AD 2.23 ADDITIONAL INFORMATION

1. Crosswind

Aircraft arriving and departing Canouan airport are to note that a strong crosswind from the north-east sector is common especially between December and March.

2. Presence of Obstacles in Close Proximity to Canouan Aerodrome

Yachts and other ships with masts of variable heights moor at the Canouan Marina located right of the Threshold Runway 13 (THR RWY 13). Caution is advised.

TVSC AD 2.24 CHARTS RELATED TO AERODROME

1. Aerodrome/Heliport Chart – ICAO……..... AD 2.9-3-11

2. Aerodrome Obstacle Chart – ICAO Type A RWY 13/31 ……... AD 2.9-3-13

3. Instrument Approach Chart – ICAO

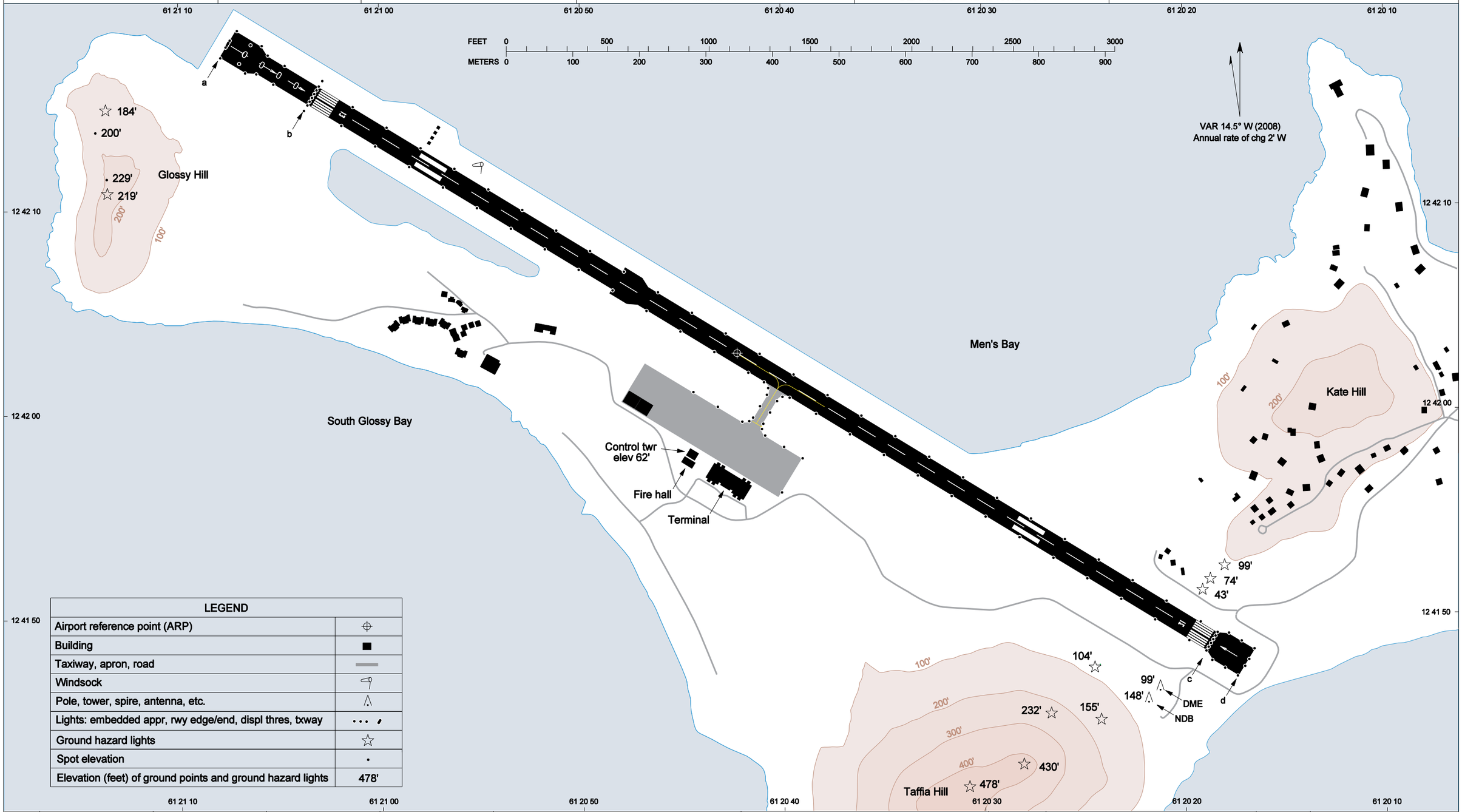
NDB Z RWY 13 …….. AD 2.9-3-15
NDB Y RWY 13 (CAT A/B)…… AD 2.9-3-17
NDB X RWY 13 (CAT C)…… AD 2.9-3-18
RNAV (GNSS) RWY 13 ……. AD 2.9-3-19
RNAV (GNSS) RWY 31 ……. AD 2.9-3-21

TVSC AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

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AERODROME CHART - ICAO	ARP: N 12 42 02.87 W 061 20 42.24	AERODROME ELEV 16' 4.9 M	ARGYLE APPROACH 120.800 CANOUAN TOWER 118.050 CANOUAN GROUND 121.600	DIMENSIONS IN FEET / METERS ELEVATIONS IN FEET BEARINGS ARE MAGNETIC	CANOUAN AIRPORT (TVSC) CANOUAN, ST VINCENT & GRENADINES



LEGEND	
Airport reference point (ARP)	⊕
Building	■
Taxiway, apron, road	▬
Windsock	
Pole, tower, spire, antenna, etc.	
Lights: embedded appr, rwy edge/end, displ thres, txway	••• /
Ground hazard lights	☆
Spot elevation	•
Elevation (feet) of ground points and ground hazard lights	478'

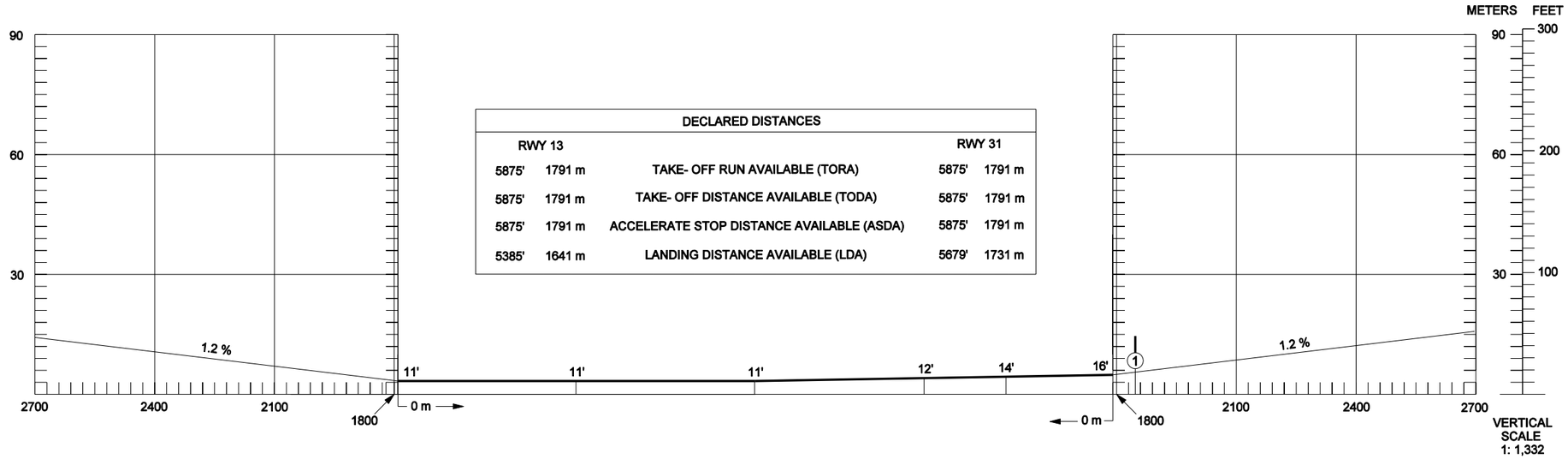
RWY	TORA	TODA	ASDA	LDA	BEGINNING OF TORA	POINT	ELEV	BEGINNING OF LDA	POINT	ELEV	WIDTH	LIGHTING	BEARING	SURFACE TYPE/STRENGTH
13	5875' 1791 m (a - d)	5875' 1791 m (a - d)	5875' 1791 m (a - d)	5385' 1641 m (b - d)	N12 42 18.13 W061 21 07.52	a	11' 3.3 m	N12 42 15.59 W061 21 03.31	b	11' 3.3 m	98' 30 m	Rwy end, embedded approach, displaced threshold, rwy edge, PAPI-L 3°	136°	RWY/TWY/RAMP: Asphalt,
31	5875' 1791 m (d - a)	5875' 1791 m (d - a)	5875' 1791 m (d - a)	5679' 1731 m (c - a)	N12 41 47.61 W061 20 16.97	d	15' 4.5 m	N12 41 48.63 W061 20 18.65	c	16' 4.9 m	98' 30 m	Rwy end, displaced theshold, rwy edge	316°	PCN 17.1/F/A/W/U

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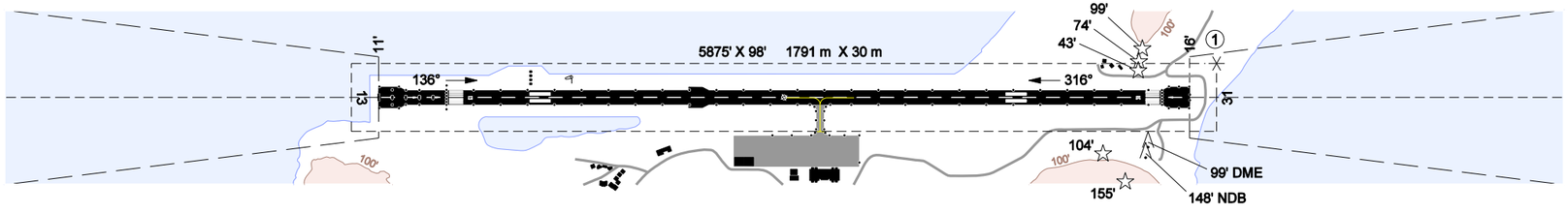
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DIMENSIONS IN METERS / FEET ELEVATIONS IN METERS / FEET	AERODROME OBSTACLE CHART - ICAO TYPE A - OPERATING LIMITATIONS RWY 013/31	CANOUAN AIRPORT (TVSC) CANOUAN IS, ST VINCENT & GRENADINES

MAGNETIC VARIATION 14.5° - NOV 2008



DECLARED DISTANCES					
RWY 13				RWY 31	
5875'	1791 m	TAKE- OFF RUN AVAILABLE (TORA)		5875'	1791 m
5875'	1791 m	TAKE- OFF DISTANCE AVAILABLE (TODA)		5875'	1791 m
5875'	1791 m	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)		5875'	1791 m
5385'	1641 m	LANDING DISTANCE AVAILABLE (LDA)		5679'	1731 m



LEGEND	PLANVIEW	PROFILE
IDENTIFICATION NUMBER	①	INSIDE ① OUTSIDE ①
POLE, TOWER, ANTENNA	⍋	
RED TERRAIN HAZARD LIGHT	☆	
BUILDING	■	
TREE, BUSH	✳	

HORIZONTAL SCALE 1:13,315

FEET 0 1000 2000 3000 4000 5000 6000

METERS 0 500 1000 1500 2000

ORDER OF ACCURACY
HORIZONTAL 1 m
VERTICAL 1.5 m

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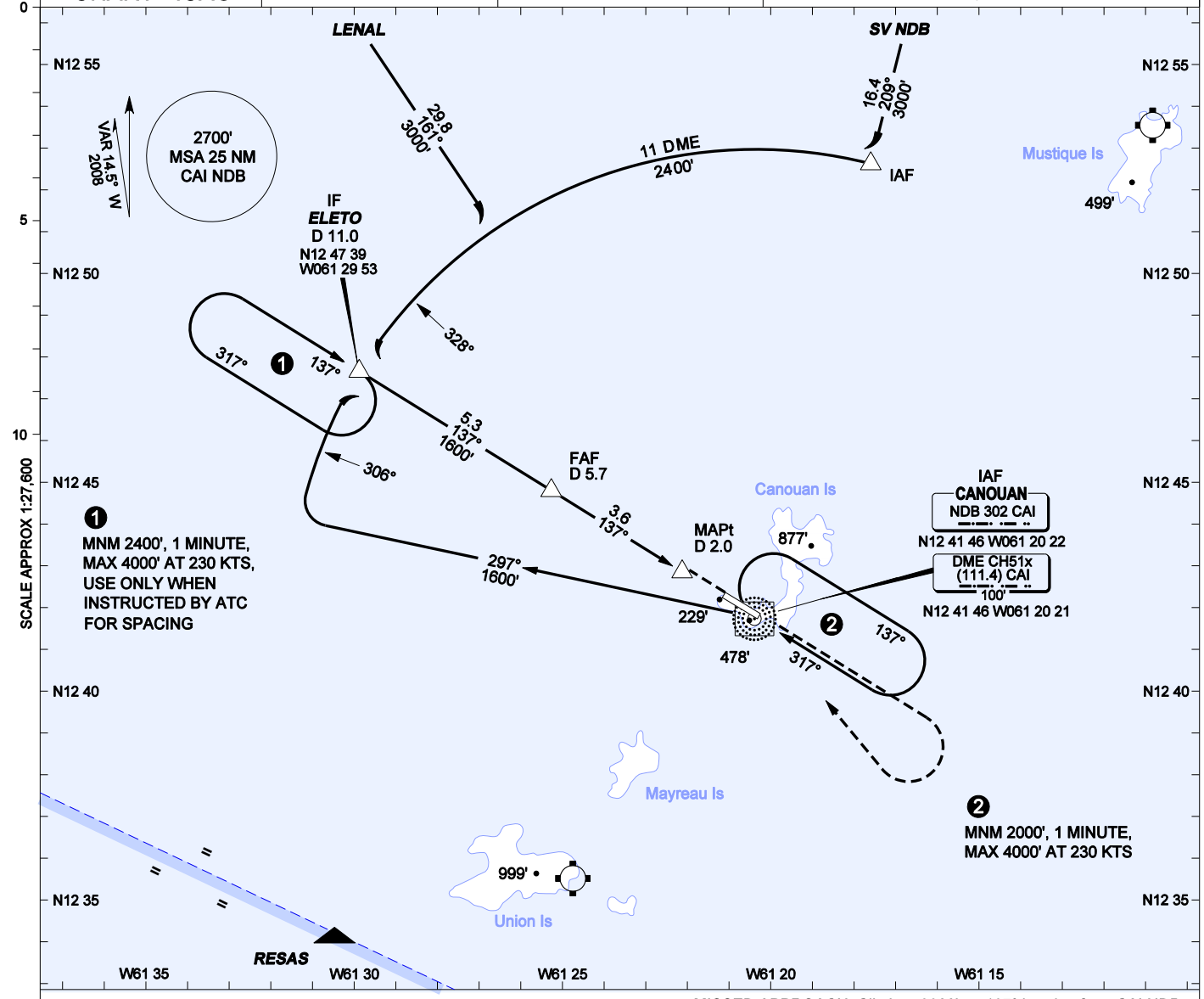
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INSTRUMENT APPROACH CHART - ICAO

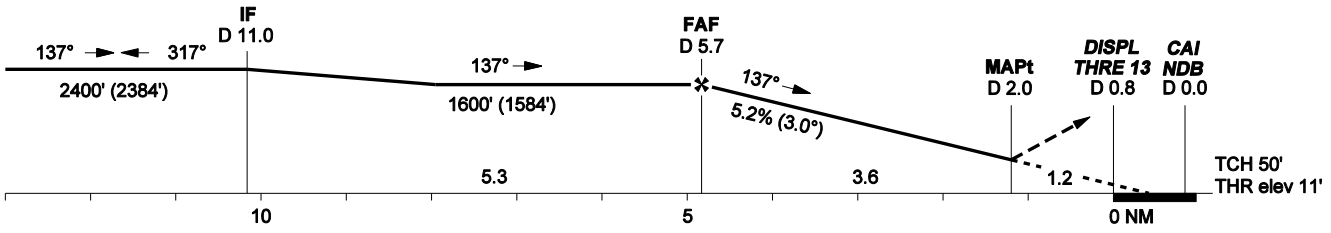
AD ELEVATION: 16'
TRANS LEVEL: BY ATC
TRANS ALT: 4200' (4184')

ARGYLE APPROACH 120.600
CANOUAN TOWER 118.050
CANOUAN GROUND 121.600

ST VINCENT & GRENADINES
CANOUAN AIRPORT
NDB Z RWY 13



MISSED APPROACH: Climb to 2000' on 137° bearing from CAI NDB, then turn right direct CAI NDB and hold, or as directed by ATC.



OCA(H) by a/c category	A	B	C	
STRAIGHT IN	480' (464')			
CIRCLING	780' (764')	780' (764')	880' (864')	
DME CAI	5.7	5.0	4.0	3.0
ALT (HGT) 3° APCH	1600' (1584')	1386' (1370')	1068' (1052')	749' (733')

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

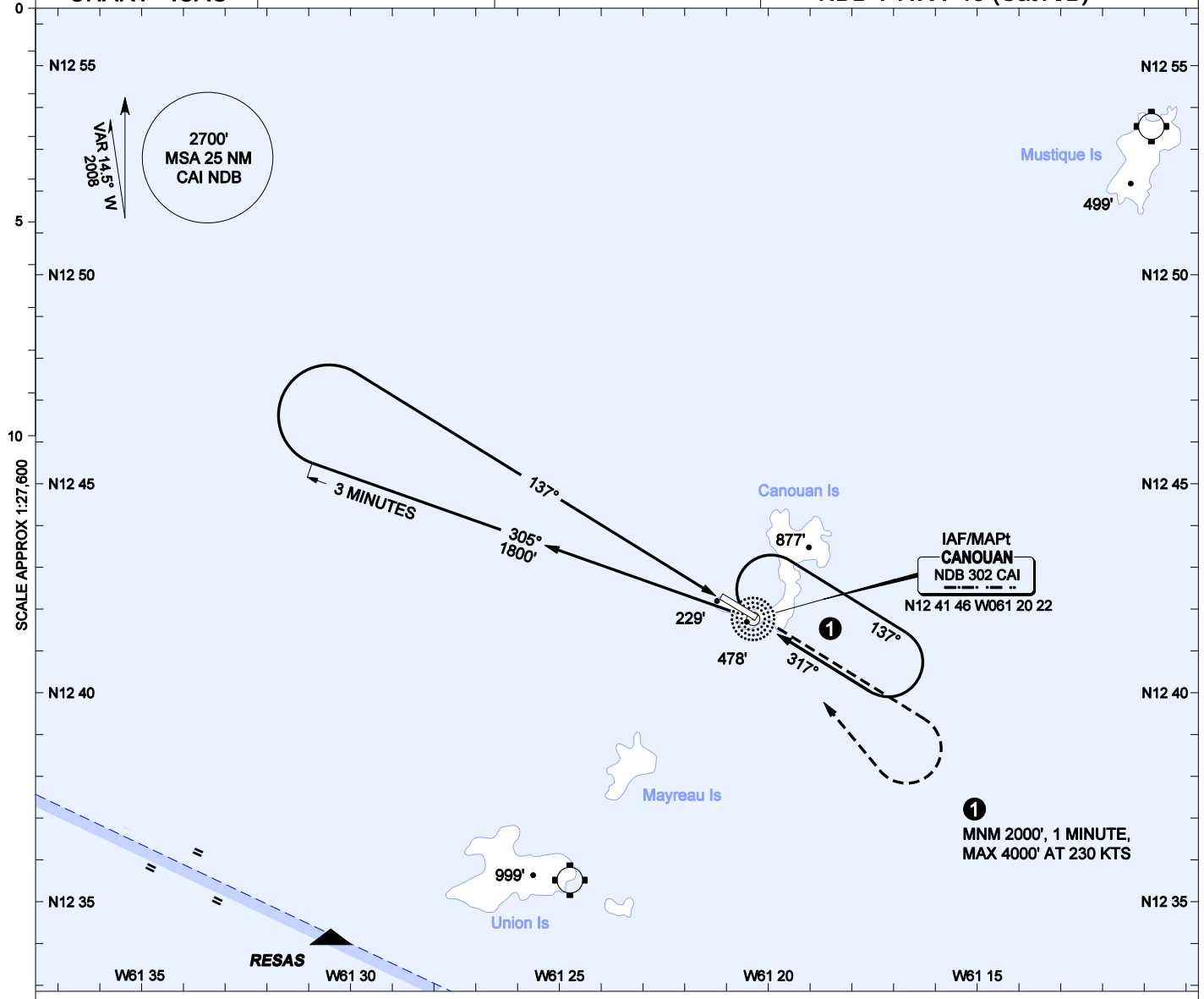
RESTRICTIONS - Circling not authorized north of runway. DME required. The highest red hazard lights on Glossy Hill and Taffia Hill must be operational for night operations.
CAUTION - Terrain up to 478' in close proximity to the runway ends.
NOTES - Bearings are magnetic, altitudes and elevations in feet, heights are relative to aerodrome elevation, distances in NM.

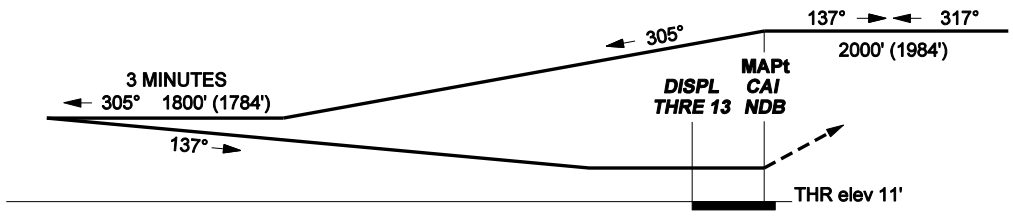
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TVSC NDB Z RWY 13 AERONAUTICAL DATA			
FIX DATA			
Type Fix	*Fix Name*	*Distance CAI DME*	*Fix Coordinates*
Enroute	SV NDB	27.36 nm	N13 08 26 W061 13 34
Enroute	LENAL	40.75 nm	N13 15 55 W061 43 22
Enroute	RESAS	12.50 nm	N12 34 06 W061 30 28
IAF	CAI NDB	-	N12 41 46 W061 20 22
-	CAI DME	-	N12 41 46 W061 20 21
IAF	IAF N end DME arc	11.00 nm	N12 52 30 W061 17 38
IF	ELETO (DME 11.0)	11.00 nm	N12 47 39 W061 29 53
*FAF	CAI DME 5.7	5.67 nm	N12 44 48 W061 25 16
MAPt	CAI DME 2.0	2.04 nm	N12 42 51 W061 22 07
-	Displ Thre Rwy 13	0.84 nm	N12 42 16 W061 21 03
SEGMENT DATA			
From	*To*	*Distance*	*Magnetic Bearing*
SV NDB	IAF N end DME arc	16.36 nm	208.62
LENAL	CAI 11 DME arc	29.75 nm	161.02
ELETO	CAI DME 5.7	5.33 nm	136.74
CAI DME 5.7	CAI DME 2.0	3.63 nm	136.75
CAI DME 2.0	Displ Thre 13	1.20 nm	134.04
CAI DME 2.0	CAI NDB	1.99 nm	136.76
OTHER DATA			
- Aerodrome elevation: 16’			
- Displ Thre Rwy 13 elevation: 11’			
- Magnetic variation used: 14.5 W			
- Distance CAI NDB to CAI DME: 83’			
- Magnetic bearing CAI NDB to/from CAI DME: 58 /238			
- Distance Displ Thre Rwy 13 to CAI NDB: 5085’			
- Final approach descent angle: 3.00			
- * FAF co-located with TVSC RNAV (GNSS) RWY13 FAF waypoint ILAKO			

CHANGE: WAYPOINT COORDINATES AND PAGE NUMBER ADJUSTED.

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 16' TRANS LEVEL: BY ATC TRANS ALT: 4200' (4184')	ARGYLE APPROACH 120.800 CANOUAN TOWER 118.050 CANOUAN GROUND 121.600	ST VINCENT & GRENADINES CANOUAN AIRPORT NDB Y RWY 13 (Cat A/B)



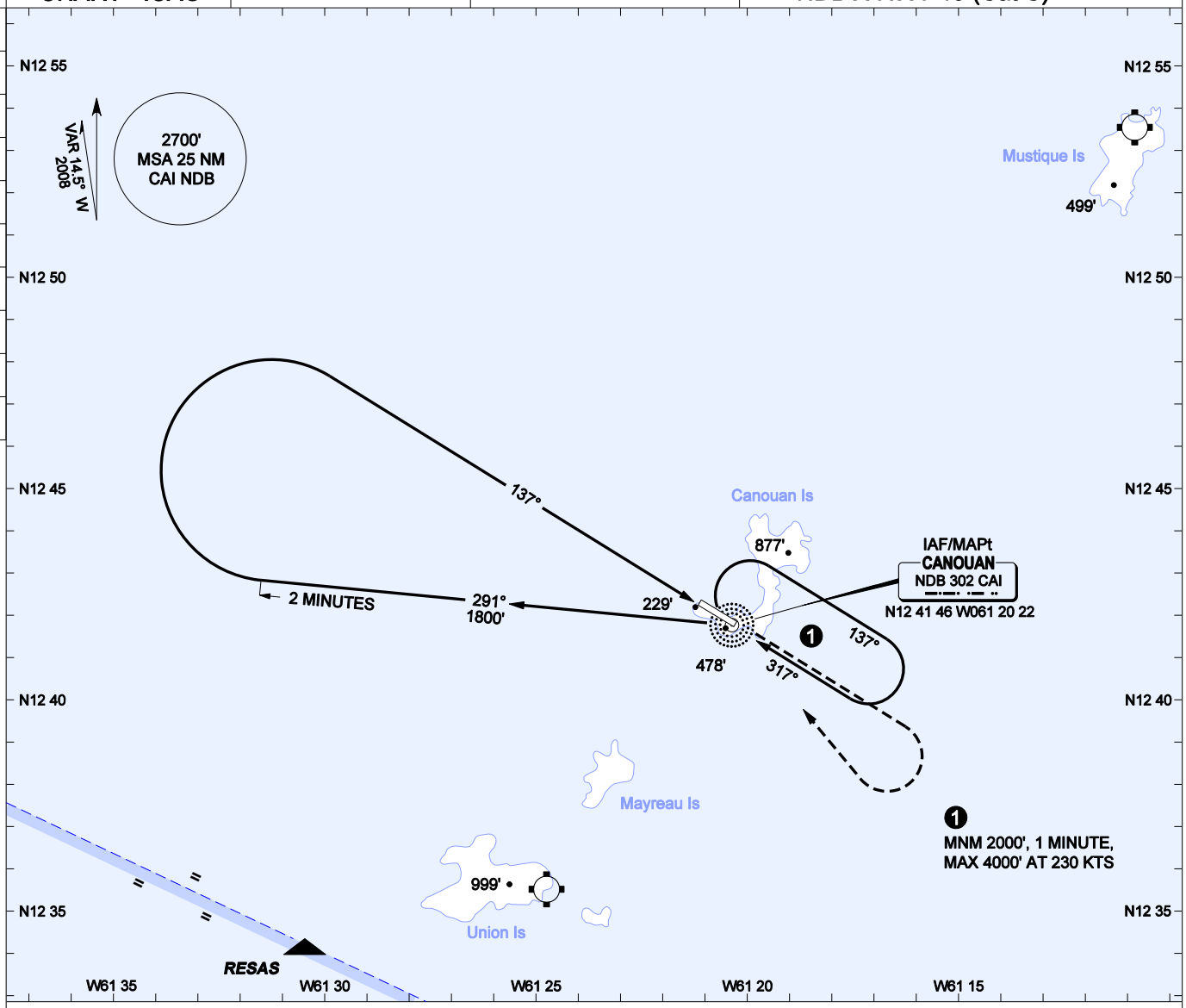


OCA(H) by a/c category	A	B		
STRAIGHT IN	780' (764')			
CIRCLING	780' (764')			

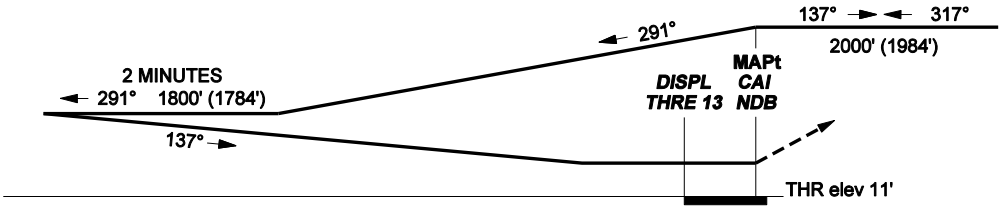
RESTRICTIONS - Circling not authorized north of runway. The highest red hazard lights on Glossy Hill and Taffia Hill must be operational for night operations.
CAUTION - Terrain up to 478' in close proximity to the runway ends.
NOTES - Bearings are magnetic, altitudes and elevations in feet, heights are relative to aerodrome elevation, distances in NM.

CHANGE: No change

INSTRUMENT APPROACH CHART - ICAO	AD ELEVATION: 16' TRANS LEVEL: BY ATC TRANS ALT: 4200' (4184')	ARGYLE APPROACH 120.800 CANOUAN TOWER 118.050 CANOUAN GROUND 121.600	ST VINCENT & GRENADINES CANOUAN AIRPORT NDB X RWY 13 (Cat C)



MISSED APPROACH: Climb to 2000' on 137° bearing from CAI NDB, then turn right direct CAI NDB and hold, or as directed by ATC.



OCA(H) by a/c category	A	B	C	
STRAIGHT IN			780' (764')	
CIRCLING			880' (864')	

RESTRICTIONS - Circling not authorized north of runway. The highest red hazard lights on Glossy Hill and Taffia Hill must be operational for night operations.
CAUTION - Terrain up to 478' in close proximity to the runway ends.
NOTES - Bearings are magnetic, altitudes and elevations in feet, heights are relative to aerodrome elevation, distances in NM.

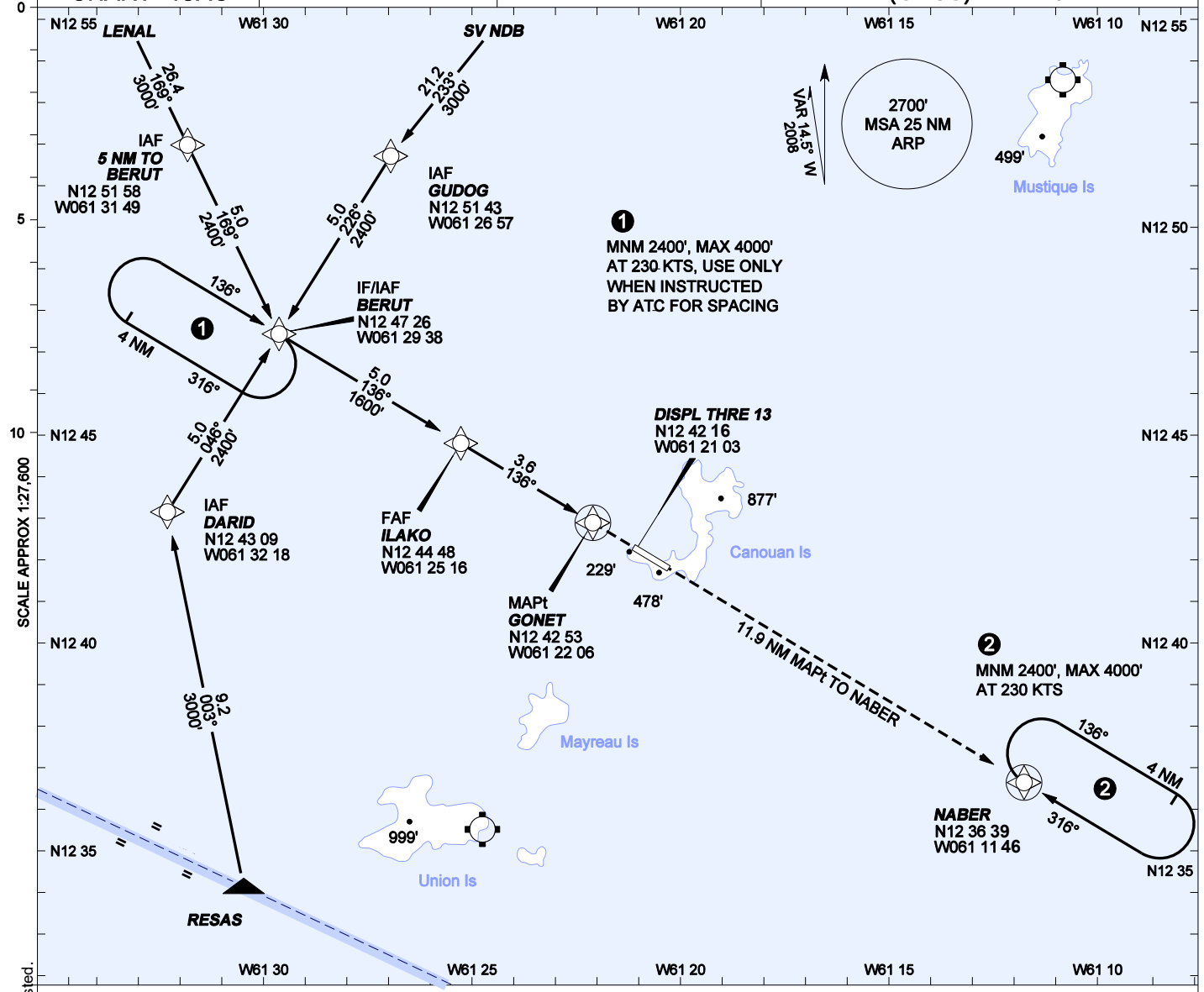
CHANGE: Change text removed from diagram

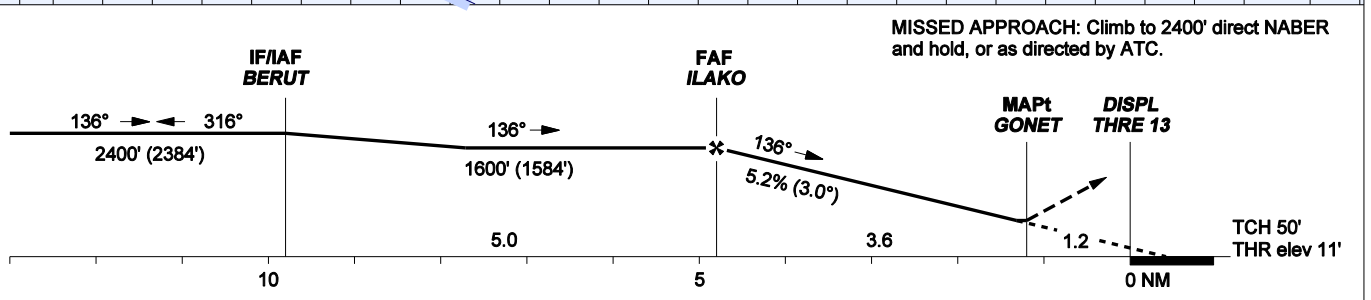
INSTRUMENT APPROACH CHART - ICAO

AD ELEVATION: 16'
TRANS LEVEL: BY ATC
TRANS ALT: 4200' (4184')

ARGYLE APPROACH 120.800
CANOUAN TOWER 118.050
CANOUAN GROUND 121.600

ST VINCENT & GRENADINES
CANOUAN AIRPORT
RNAV (GNSS) RWY 13





OCA(H) by a/c category	A	B	C	
STRAIGHT IN	480' (464')			
CIRCLING	780' (764')	780' (764')	880' (864')	

Distance to Thres Rwy 13	4.8	4.0	3.0	2.0
ALT (HGT) 3° APCH	1600' (1584')	1335' (1319')	1016' (1000')	682' (666')

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

RESTRICTIONS - Circling not authorized north of runway. The highest red hazard lights on Glossy Hill and Taffia Hill must be operational for night operations. Unless ATC clearance is obtained for an RNAV/GNSS procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to conventional ground-based navigation-aids - E/CAR AIP TVSC AD 2.22 refers.
CAUTION - Terrain up to 478' in close proximity to the runway ends.
NOTES - Bearings are magnetic, altitudes and elev in feet, heights are relative to aerodrome elev, dist in NM.

CHANGES: Waypoint coordinates, page numbers and frequencies adjusted.

TVSC RNAV (GNSS) RWY 13 AERONAUTICAL DATA			
FIX DATA			
Type Fix	*Fix Name*	*Fix Coordinates*	
Enroute	SV NDB	N13 08 26 W061 13 34	
Enroute	LENAL	N13 15 55 W061 43 22	
Enroute	RESAS	N12 34 06 W061 30 28	
IAF	GUDOG	N12 51 43 W061 26 57	
IAF	5 NM TO BERUT	N12 51 58 W061 31 49	
IF/IAF	BERUT	N12 47 26 W061 29 38	
IAF	DARID	N12 43 09 W061 32 18	
FAF	ILAKO	N12 44 48 W061 25 16	
MAPt	GONET	N12 42 53 W061 22 06	
MAHF	NABER	N12 36 39 W061 11 46	
-	Displ Thre Rwy 13	N12 42 16 W061 21 03	
SEGMENT DATA			
From	*To*	*Distance*	*Magnetic Bearing*
SV NDB	GUDOG	21.16 nm	232.63
GUDOG	BERUT	5.00 nm	226.07
LENAL	5 NM TO BERUT	26.37 nm	169.18
5 NM TO BERUT	BERUT	5.00 nm	169.18
RESAS	DARID	9.19 nm	003.25
DARID	BERUT	5.00 nm	046.05
BERUT	ILAKO	5.00 nm	136.06
ILAKO	GONET	3.63 nm	136.08
GONET	Displ Thre Rwy 13	1.20 nm	136.08
GONET	NABER	11.87 nm	136.08
OTHER DATA			
- Aerodrome elevation: 16’			
- Displ Thre Rwy 13 elevation: 11’			
- Magnetic variation used: 14.5 W			
- Final approach descent angle: 3.00			

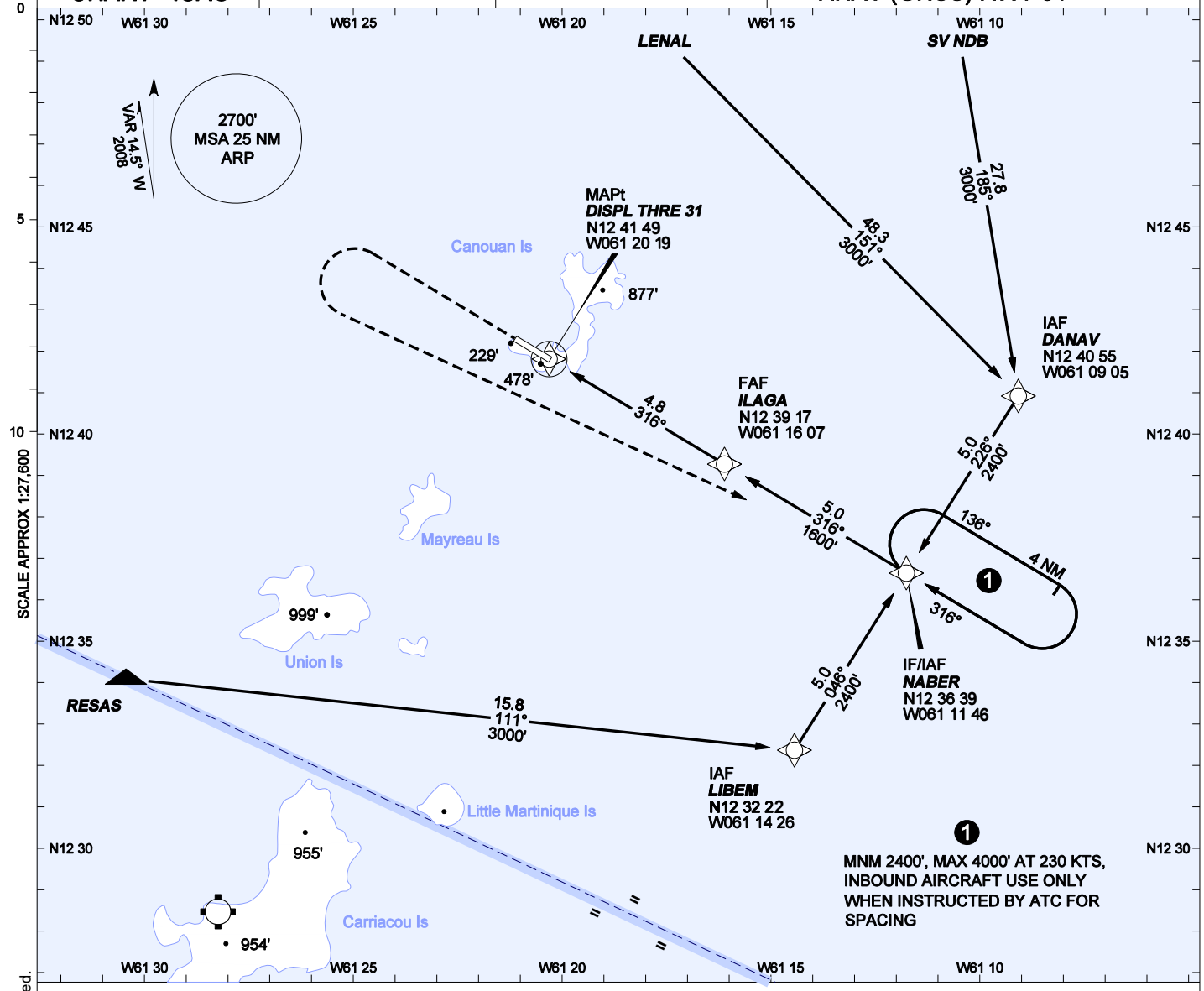
CHANGE: WAYPOINT COORDINATES AND PAGE NUMBER ADJUSTED.

INSTRUMENT APPROACH CHART - ICAO

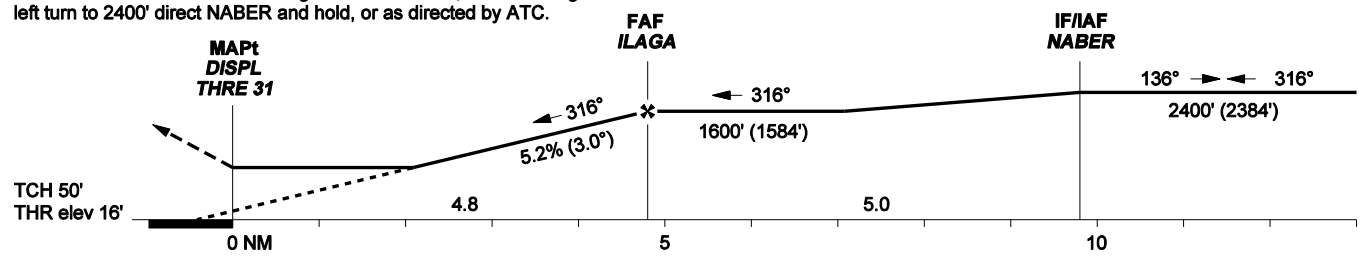
AD ELEVATION: 16'
TRANS LEVEL: BY ATC
TRANS ALT: 4200' (4184')

ARGYLE APPROACH 120.800
CANOUAN TOWER 118.050
CANOUAN GROUND 121.600

ST VINCENT & GRENADINES
CANOUAN AIRPORT
RNAV (GNSS) RWY 31



MISSED APPROACH: Climb straight ahead to 2000', then climbing left turn to 2400' direct NABER and hold, or as directed by ATC.



OCA(H) by a/c category	A	B	C
STRAIGHT IN	730' (714')		
CIRCLING	780' (764')	780' (764')	880' (864')

Distance to Thres Rwy 31	3.0	4.0	4.8
ALT (HGT) 3° APCH	1021' (1005')	1340' (1324')	1600' (1584')

GROUNDSPEED - DESCENT RATE						
KNOTS	70	90	100	120	140	160
FT/MIN	372	478	531	637	743	849

RESTRICTIONS - Circling not authorized north of runway. The highest red hazard lights on Glossy Hill and Taffia Hill must be operational for night operations. Unless ATC clearance is obtained for an RNAV/GNSS procedure, the navigation and position-reporting of all aircraft shall be conducted with reference to conventional ground-based navigation-aids - E/CAR AIP TVSC AD 2.22 refers.
CAUTION - Terrain up to 478' in close proximity to the runway ends.
NOTES - Bearings are magnetic, altitudes and elev in feet, heights are relative to aerodrome elev, dist in NM.

CHANGES: Waypoint coordinates, page number and frequencies adjusted.

TVSC RNAV (GNSS) RWY 31 AERONAUTICAL DATA			
FIX DATA			
Type Fix	*Fix Name*	*Fix Coordinates*	
Enroute	SV NDB	N13 08 26 W061 13 34	
Enroute	LENAL	N13 15 55 W061 43 22	
Enroute	RESAS	N12 34 06 W061 30 28	
IAF	DANAV	N12 40 55 W061 09 05	
IF/IAF	NABER	N12 36 39 W061 11 46	
IAF	LIBEM	N12 32 22 W061 14 26	
FAF	ILAGA	N12 39 17 W061 16 07	
MAPt/MAHF	Displ Thre Rwy 31	N12 41 49 W061 20 19	
SEGMENT DATA			
From	*To*	*Distance*	*Magnetic Bearing*
LENAL	DANAV	48.32 nm	150.59
SV NDB	DANAV	27.75 nm	185.39
DANAV	NABER	5.00 nm	226.13
RESAS	LIBEM	15.77 nm	110.74
LIBEM	NABER	5.00 nm	046.11
NABER	ILAGA	5.00 nm	316.12
ILAGA	Displ Thre Rwy 31	4.82 nm	316.11
OTHER DATA			
- Aerodrome elevation: 16’			
- Displ Thre Rwy 31 elevation: 16’			
- Magnetic variation used: 14.5 W			
- Final approach descent angle: 3.00			

CHANGE: WAYPOINT COORDINATES AND PAGE NUMBER ADJUSTED.

AD 2. AERODROMES

TVSM AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TVSM - MUSTIQUE IS/Mustique. - INTL

TVSM AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 125316N Long : 0611048W Site : Intersection of RWY and TWY centrelines
2	Direction and distance from (city)	NIL
3	Elevation/Reference Temperature	3M (9FT) / 31 °C
4	MAG VAR/annual change	14°W (2003)
5	AD Administration, address, telephone, telefax, telex, AFS	Mustique Airport Limited P.O. Box 349 Kingstown, St. Vincent, W.I. TEL: (784) 488-8375 FAX: (784) 488-9000 AFS: TVSAYDYX
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TVSM AD 2.3 OPERATIONAL HOURS

1	AD Administration	1200 – 2000 UTC MON-FRI; 1200 – 1600 UTC SAT
2	Customs and immigration	1200 – 2000 UTC and on request
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	By Arrangement
10	Security	HJ
11	De-icing	NIL
12	Remarks	24 HR prior notification required for all aircraft operations. 24 HR PPR to operate before 1200Z.

TVSM AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/Oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

TVSM AD 2.5 PASSENGER FACILITIES

1	Hotels	Within 2 miles of AD
2	Restaurants	Within 2 miles of AD
3	Transportation	Taxis, Rented Cars.
4	Medical facilities	Medical Clinic adjacent to AD boundary
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

TVSM AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 3
2	Rescue equipment	Rapid Attack Vehicle with 60 gals. Compressed Air Foam System (CAFS); Terminator Compressed Air Foam and Dry Chemical System. Structural Fire Engine with 300 gals water and Compressed Air Foam System.
3	Capability for removal of disabled aircraft	By arrangement with Mustique Co. Ltd.
4	Remarks	NIL

TVSM AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TVSM AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Type of surface: Asphalt Strength: PCN 5/F/D/Z/U
2	Taxiway width, surface and strength	**TWY A** Width: 14 M Type of surface: Asphalt Strength: PCN 5/F/D/Z/U.
3	ACL Location and elevation	Location : Terminal Apron Elevation : 2.89 m (9.48ft)
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TVSM 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	
2	Markings: Lights (LGT)	RWY : Displaced THR, Designation, THR, Centreline, Sidestripe TWY : Holding Positions at TWY/RWY Intersection, Centreline RWY : RWY Edge (emergency use only) TWY : NIL
3	Stop bars	NIL
4	Remarks	NIL

TVSM AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Marking/LGT	Coordinates	Obstacle type Elevation Marking/LGT	Coordinates	
a	b	c	a	b	
09 APP	TREE ON HILL 43.16m (141.6ft) lighted	12°53′10.40”N 61°11′08.42”W 271° 396.04m(1299ft) W THR RWY 09	Mast 89.71m(294.3ft) Lighted	12°53′02.44”N 61°11′14.92”W 255°671.34m (2202ft) WSW RWY 09	
09 APP	WIND SOCK 32.35m (106.1ft) lighted	12°53′08.47”N 61°11′06.63”W 264°395.6m (1298ft) WSW THR 09			
09 DEP	Hill 27.65m (90.8ft)	12°53′22.99”N 61°10′36.35”W 078°653m (2141ft) ENE THR 09			09/TKOF right turn of 10°–15° is required to clear hill. (Depending on Wind direction)
09 DEP	WIND SOCK 11.33m (37.2ft) lighted	12°53′13.04”N 61°10′52.81”W 114°44.56m (146ft) SE THR 09	Hill 62.42m (204.8ft) lighted	12°53′21.65”N 61°10′22.88”W 090°1020.42m(3347ft) E THR 09	
09 DEP			Hill 81.13m (266.2ft) lighted	12°53′10.25”N 61°10′12.19”W 109°1313.72m(4309ft) SE THR 09	

TVSM AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Argyle MET office.
2	Hours of service MET Office outside hours	 1000 - 0200
3	Office responsible for TAF preparation Periods of validity	NIL NIL
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	 English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Mustique Tower.
10	Additional information (limitation of service, etc.)	NIL

TVSM 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	THR elevation and highest elevation of TDZ of precision APP RWY
1	2	3	4	5	6
09	071° GEO 085° MAG	776 x 23	PCN 5/F/D/Z/U Asphalt/Nil	125313.35N 0611055.64W	THR 3.00 m (9.84 ft)
27	Nil Nil	776 x 23	PCN 5/F/D/Z/U Asphalt/Nil	Nil	 Nil

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
0.50%	203 x 23	Nil	976 x 90	Nil	NIL
Nil	Nil	Nil	976 x 90	Nil	WGS84 coordinates Not Available.

TVSM AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	556	556	776	491	NIL
27	Nil	Nil	Nil	Nil	RWY not used

TVSM AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY designator	APCH LGT Type LENb INTST	THR LGT ColourW BAR	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
09	Nil	Green	APAPI Left/7°	Nil	Nil	976 m White	Red	Nil	RWY lights for emergencies only
27	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	NIL

TVSM AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: NIL
3	TWY edge and centre line lighting	TWY A Edge: NIL Centerline: NIL
4	Secondary power supply/switch-over time	NIL
5	Remarks	Ramp lighted

TVSM 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	NIL

TVSM AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	MUSTIQUE ATZ Circular area centered on 125316N/0611048W (ARP) within a 2NM radius.
2	Vertical limits	SFC / 2000 FT AAL
3	Airspace classification	G
4	ATS unit callsign Language(s)	MUSTIQUE TOWER English
5	Transition altitude	Nil
6	Hour of applicability	1200 - SS
7	Remarks	N/A

TVSM 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
FIS	Mustique Tower	123.000MHZ	NIL	NIL	HJ	NIL
TWR	MUSTIQUE TOWER	123.000MHZ	NIL	NIL	HJ	Flight ARR or DEP contact Argyle APP 120.800MHz

TVSM 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
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TVSM AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 Airport Regulations/Restrictions

1. Flights arriving and departing must contact Argyle Approach

2. Aerodrome control service not available. Only flight information and alerting services are provided.

3. Minimum flight altitude over built up areas 1500ft.

4. Pilots unfamiliar with the airport will require a flight check before being allowed to use the aerodrome. Flight checks are provided by an approved training captain from one of the following local companies:

   SVG AIR: Ph - (784) 457-5124/5777 Fax - (784) 456-5077
   MUSTIQUE AIRWAYS: Ph - (784) 458-4380 Fax - (784) 458-4786

5. For arriving aircraft: All engines must be shut down prior to the de-planing of any passenger.

6. For departing aircraft: No engine shall be started until all passengers have boarded the aircraft.

TVSM AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TVSM AD 2.22 FLIGHT PROCEDURES

NIL

TVSM AD 2.23 ADDITIONAL INFORMATION

Concentration of birds alongside RWY during grass cutting.

Control Tower will inform Pilots of any bird activity as far as is practicable.

TVSM AD 2.24 CHARTS RELATED TO AN AERODROME

Aerodrome Chart …… AD 2.9-4-9

TVSM AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
-	-	-

TVSM AERODROME CHART

TO BE DEVELOPED

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AD 2. AERODROMES

TVSU AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TVSU - UNION IS/Union. - INTL

TVSU AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 123555N Long : 0612453W
2	Direction and distance from (city)	1.0 miles (1.5Km) SW of Clifton
3	Elevation/Reference Temperature	4M (14FT) / 32 °C
4	MAG VAR/annual change	14°W (2000)
5	AD Administration, address, telephone, telefax, telex, AFS	Chief Executive Officer Argyle International Airport Inc Argyle Gardens P.O. 2312 St. Vincent and The Grenadines, W.I. TEL: (784) 456-5555 FAX: (784) 458-1989 E-MAIL: aiainfo@svg-airport.com AFS: TVSAYDYX
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	PPR. ARP Coors not WGS84.

TVSU AD 2.3 OPERATIONAL HOURS

1	AD Administration	1200-2000 Mon – Fri
2	Customs and immigration	1000 - SS
3	Health and sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	1000 - SS
6	MET Briefing Office	NIL
7	ATS	1000 – SS
8	Fuelling	NIL
9	Handling	1000 - SS
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

TVSU AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/Oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

TVSU AD 2.5 PASSENGER FACILITIES

1	Hotels	Within 2km AD
2	Restaurants	Snack Bar at AD
3	Transportation	Taxis
4	Medical facilities	Health Center within 2km
5	Bank and Post Office	Within 2km
6	Tourist Office	Within 2km
7	Remarks	NIL

TVSU AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 3
2	Rescue equipment	Foam/Water Tender
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

TVSU AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TVSU AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Type of surface: Asphalt
2	Taxiway width, surface and strength	**TWY A** Type of surface: Asphalt Strength: NIL
3	ACL Location and elevation	Location : NIL Elevation : NIL
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TVSU 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	Guide lines at runway intersection and taxiway
2	Markings: Lights (LGT)	RWY : Designations, THR, Centreline TWY : Holding Positions at TWY/RWY Intersections, Centreline RWY : NIL TWY : NIL
3	Stop bars	NIL
4	Remarks	NIL

TVSU AD 2.10 AERODROME OBSTACLES

In approach/TKOFareas			In circling area and at AD		Remarks
1			2		3
RWY/Area affected	Obstacle type Elevation Marking/LGT	Coordinates	Obstacle type Elevation Marking/LGT	coordinates	
a	b	c	a	b	
08/APCH	Hill	-	-	-	-

TVSU AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Argyle MET Office
2	Hours of service MET Office outside hours	1000 - 0200
3	Office responsible for TAF preparation Periods of validity	NIL NIL
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Union Island Tower
10	Additional information (limitation of service, etc.)	NIL

TVSU 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
08	066° GEO 080° MAG	759 x 18	Asphalt/Nil	Nil	Nil
26	246° GEO 260° MAG	759 x 18	Asphalt/Nil	Nil	Nil

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	OFZ	Remarks
7	8	9	10	11	12
Nil	Nil	Nil	Nil	Nil	True + Mag Bearing approximate to ± 50 for RWY 08/26. WGS84 coordinates Not Available.
Nil	Nil	Nil	Nil	Nil	WGS84 coordinates Not Available.

TVSU AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
08	759	759	759	597	THR Disp 162M
26	759	759	759	759	NIL

TVSU 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
08	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	NIL
26	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	NIL

TVSU AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: NIL ANEMOMETER: Anemometer on the roof of Control Tower
3	TWY edge and centreline lighting	TWY A Edge: NIL Centerline: NIL
4	Secondary power supply/switch-over time	NIL
5	Remarks	NIL

TVSU 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 Apron used for Helicopter Touchdown

TVSU AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	UNION ISLAND ATZ Circular area centered on 123555N/0612453W (ARP) within a 2NM radius.
2	Vertical limits	SFC / 2000 FT AAL
3	Airspace classification	G
4	ATS unit callsign Language(s)	Union Island Tower English
5	Transition altitude	Nil
6	Hour of applicability	1000 - SS
7	Remarks	TWR Tel: (784) 458-8754

TVSU 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
TWR	Union Island Tower	122.800MHZ	NIL	NIL	1000 – SS	Flight ARR & DEP contact Argyle APP 120.800MHz

TVSU 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
NIL	NIL	NIL	NIL	NIL	NIL	NIL	NIL

TVSU AD 2.20 LOCAL TRAFFIC REGULATIONS

Airport Regulations/Restrictions

1. All aircraft must shut down engines before passengers embark or disembark

2. Flights arriving and departing, contact Argyle Approach

TVSU AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TVSU AD 2.22 FLIGHT PROCEDURES

NIL

TVSU AERODROME CHART

TO BE DEVELOPED

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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 669-5916 H24: Immigration: (868) 669-5895, 669 5901
3	Health and sanitation	H24: Port Health: (868) 669-5874, 669 5888
4	AIS Briefing Office	H24 (phone: (868) 669-4128, 668-8222, 271 3217
5	ATS Reporting Office (ARO)	H24 (phone: (868) 669-4128, 668-8222, 271-3217)
6	MET Briefing Office	H24 (phone: (868) 669-4392 ext 120/121, (868) 225-3484/3487/ 3488)
7	ATS	H24 (phone: (868) 669-4380, 669-1459)
8	Fuelling	H24: National Petroleum (868) 669-4250/4807, 669 4307
9	Handling	H24: Swissport: (868) 283-4677 H24: Piarco Air Services (PAS): (868) 240-4963 H24: MENZIES (868) 274-7717
10	Security	H24 (phone: (868) 669-4869 ext 4140, 4142, 4149
11	De-icing	NIL
12	Remarks	NIL

TTPP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Caribbean Airlines Services, Piarco Air Services, Aviation Business Ltd, Amerijet , SWISSPORT, Larpakan, Menzies
2	Fuel/Oil types	100LL (Low Lead) capacity 90920 litres; AVJET A1 capacity 3 842 753 litres
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 : Swissport, Piarco Air Services, Menzies Signature Flight is the designated provider of ground handling services to transient general aviation.

TTPP 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	ATMs only at North Terminal and Banks in vicinity. Post Office Facility West of NorthTerminal
6	Tourist Office	At the North Terminal Tel: (868) 226 4203 Email: airporttourismofficett@gmail.com
7	Remarks	NIL

TTPP 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	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 : Enchanced 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	RESA 240m x 90m Precision Approach Category 1
0.26%	Nil	Nil	3381 x 300	Nil	No RESA 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

TTPP 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

TTPP 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.

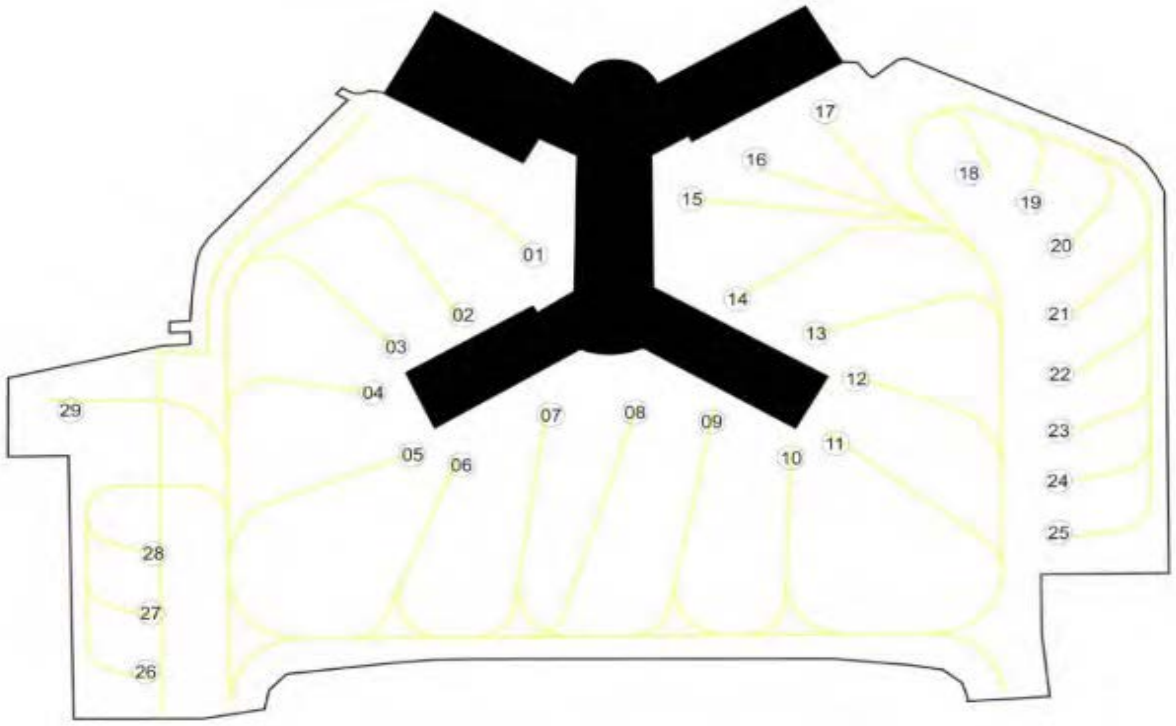
3.1 ***Ramp Parking (North Apron)***

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, manuevering 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



TTPP AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR flights

1.1 General

The inbound, transit and outbound routes shown on the charts maybe 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, UL337, UM402, 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, UP671, A552, UM402, 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, UL337, UM402, 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, UP671, A552, UM402, 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 2.23 ADDITIONAL INFORMATION

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TTPP AD 2.24 CHARTS RELATED TO AERODROME

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	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

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AERODROME CHART ICAO	10 35 43N 061 20 14W	AERODROME ELEV 58'	PIARCO ATIS 126.700 PIARCO GROUND 121.900 PIARCO TOWER 118.100 PIARCO APPROACH 119.000, 119.550	DIMENSIONS IN FEET *(METRES)* ELEVATIONS IN FEET BEARINGS ARE MAGNETIC	PIARCO INTERNATIONAL (TTPP) PORT OF SPAIN, TRINIDAD

61 21 30W 61 21 00W 61 20 30W 61 20 00W 61 19 30W 61 19 00W

10 36 00N

10 35 30N

10 35 00N

NORTH TERMINAL AIRCRAFT STANDS			
SPOT	COORDINATES	SPOT	COORDINATES
1	10 36 02.40N 061 20 24.60W	10	10 35 58.20N 061 20 18.60W
1A	10 36 02.40N 061 20 24.60W	11	10 35 58.80N 061 20 18.00W
2	10 36 01.20N 061 20 25.80W	12	10 36 00.00N 061 20 17.40W
2A	10 36 01.80N 061 20 25.80W	13	10 36 01.20N 061 20 18.00W
3	10 36 00.60N 061 20 27.00W	14	10 36 01.80N 061 20 19.80W
4	10 35 59.40N 061 20 27.60W	15	10 36 04.20N 061 20 19.80W
5	10 35 58.20N 061 20 27.00W	16	10 36 05.40N 061 20 18.60W
6	10 35 58.20N 061 20 25.80W	17	10 36 06.00N 061 20 17.40W
7	10 35 59.40N 061 20 24.00W		
8	10 35 58.80N 061 20 22.20W		
9	10 35 59.40N 061 20 20.40W		

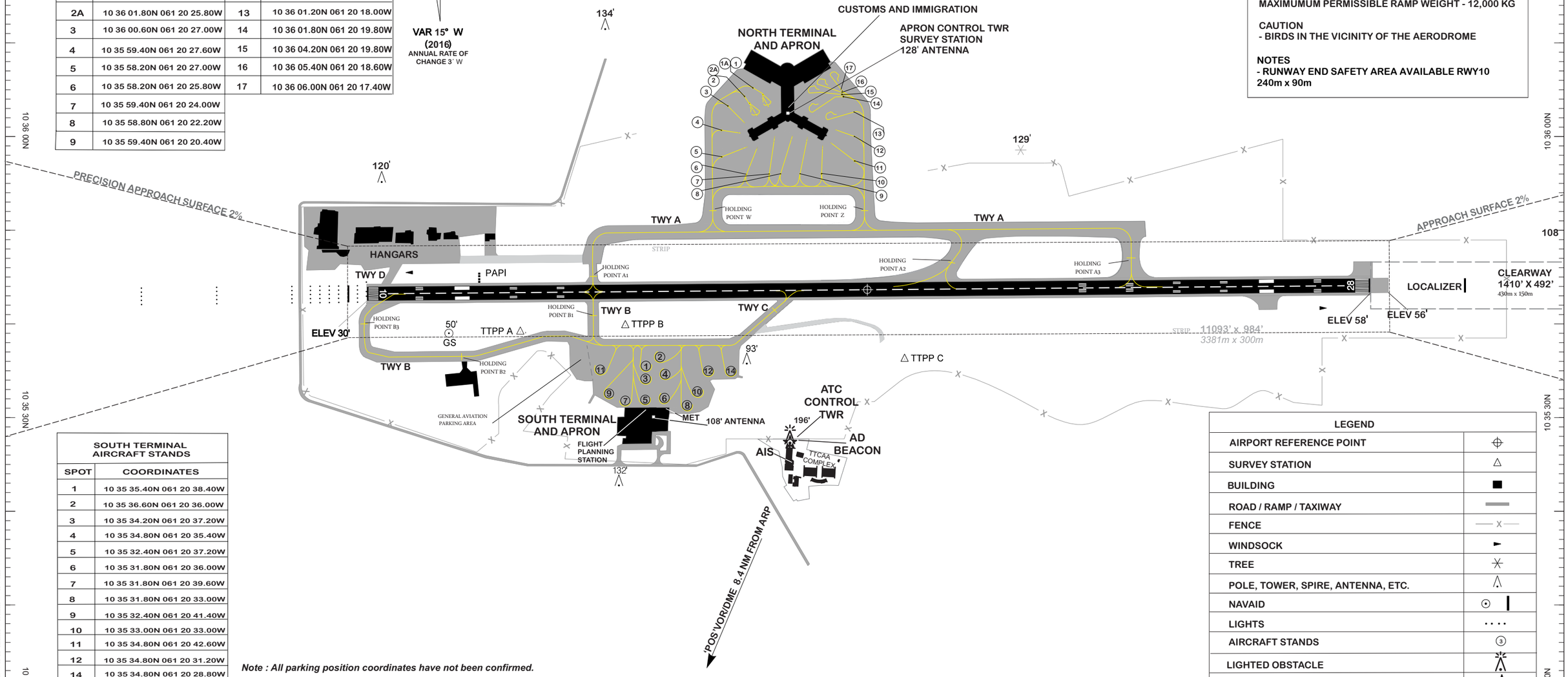
VAR 15° W (2016)
ANNUAL RATE OF CHANGE 3´ W

FEET 0 1000 2000 3000 4000 5000
METERS 0 500 1000 1500

RESTRICTIONS :
- ALL MEDIUM AND HEAVY JET AIRCRAFT WITH DUAL TANDEM LANDING GEAR MUST USE TURNING BAY TO EXECUTE 180 DEGREE TURNS ON RWY EXCEPT MD80 DC9, B727, B737 AND OTHER JET ACFT OF SIMILAR TYPE
- SOUTH TERMINAL GENERAL AVIATION PARKING AREA MAXIMUMUM PERMISSIBLE RAMP WEIGHT - 12,000 KG

CAUTION
- BIRDS IN THE VICINITY OF THE AERODROME

NOTES
- RUNWAY END SAFETY AREA AVAILABLE RWY10 240m x 90m



SOUTH TERMINAL AIRCRAFT STANDS	
SPOT	COORDINATES
1	10 35 35.40N 061 20 38.40W
2	10 35 36.60N 061 20 36.00W
3	10 35 34.20N 061 20 37.20W
4	10 35 34.80N 061 20 35.40W
5	10 35 32.40N 061 20 37.20W
6	10 35 31.80N 061 20 36.00W
7	10 35 31.80N 061 20 39.60W
8	10 35 31.80N 061 20 33.00W
9	10 35 32.40N 061 20 41.40W
10	10 35 33.00N 061 20 33.00W
11	10 35 34.80N 061 20 42.60W
12	10 35 34.80N 061 20 31.20W
14	10 35 34.80N 061 20 28.80W

Note : All parking position coordinates have not been confirmed.

LEGEND	
AIRPORT REFERENCE POINT	⊕
SURVEY STATION	△
BUILDING	■
ROAD / RAMP / TAXIWAY	▬
FENCE	—x—
WINDSOCK	►
TREE	✳
POLE, TOWER, SPIRE, ANTENNA, ETC.	⅄
NAVAID	⊙ ▮
LIGHTS	....
AIRCRAFT STANDS	③
LIGHTED OBSTACLE	⅄
AD BEACON	☆

RWY	LIGHTING / RWY SURFACE	LANDING BEYOND THRESHOLD	LANDING BEYOND GLIDE SLOPE	TAKE - OFF RUN AVAILABLE	WIDTH	THR COORDINATES	DIRECTION	BEARING STRENGTH
10	HIRL HIALS CAT II TDZ CL PAPI-L(3°) / ASPHALT	10496 3199	9641 2939	10496 3199	148	10 35 43.18N 061 21 06.69W	105°	RWY: PCN 75/F/B/W/T NORTH APRON: PCN/98/R/C/W/T SOUTH APRON: PCN/81/R/C/W/T
28	HIRL / ASPHALT	10496 3199		10496 3199	45	10 35 43.48N 061 19 21.45W	285°	

CHANGE: RESA information added

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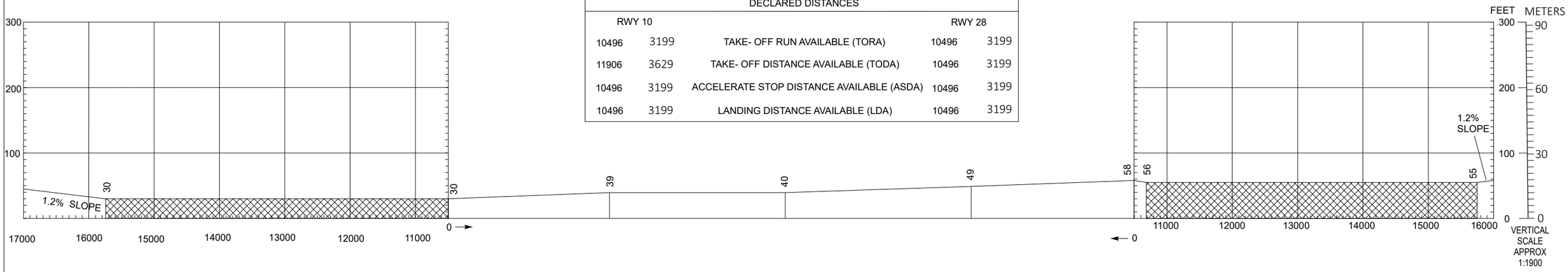
DIMENSIONS IN FEET / METERS
ELEVATIONS IN FEET

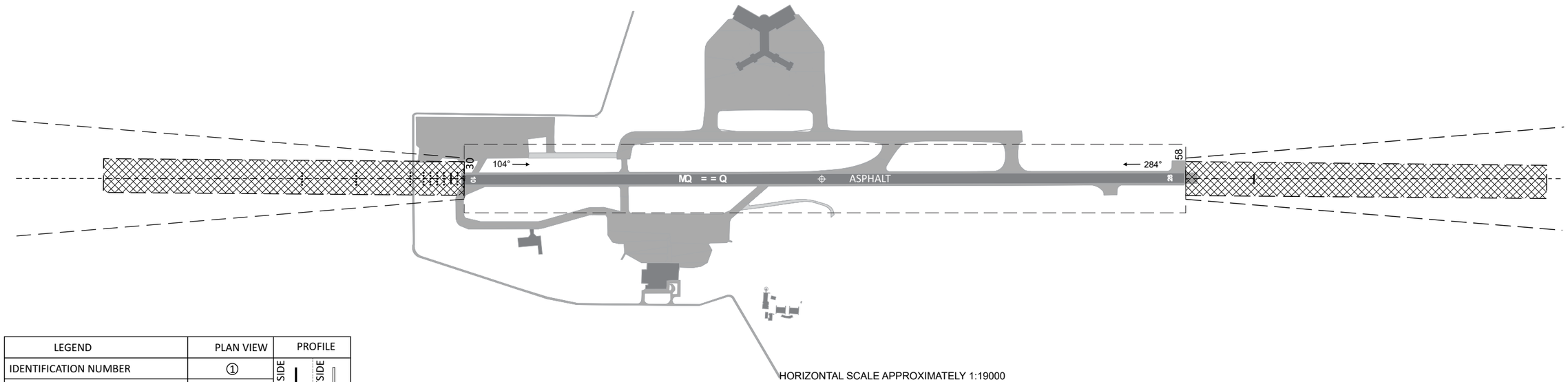
AERODROME OBSTACLE CHART - ICAO
TYPE A - OPERATING LIMITATIONS

PIARCO INTL (TTPP)
PORT OF SPAIN, TRINIDAD

RWY 10/28

DECLARED DISTANCES				
RWY 10			RWY 28	
10496	3199	TAKE- OFF RUN AVAILABLE (TORA)	10496	3199
11906	3629	TAKE- OFF DISTANCE AVAILABLE (TODA)	10496	3199
10496	3199	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	10496	3199
10496	3199	LANDING DISTANCE AVAILABLE (LDA)	10496	3199





LEGEND	PLAN VIEW	PROFILE
IDENTIFICATION NUMBER	①	INSIDE ① OUTSIDE ②
MOBILE OBSTACLE		
POLE, TOWER, SPIRE, ANTENNA		
TREE		
CLEARWAY		

PAGE NUMBER

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AREA CHART PIARCO CTR

CHART MINIMUM ALTITUDE : 4100'	
PIARCO CTR CLASS D PART A FL55/3500' PART B1/B2 3500'/2500' PART C1/C2 2500'/SFC	PIARCO ATZ, ROBINSON ATZ 2000'/SFC CLASS D

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

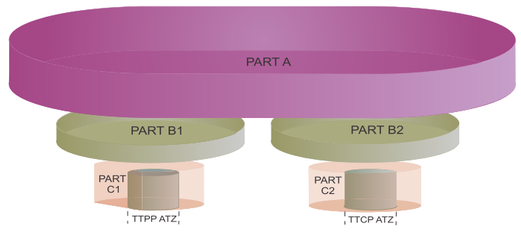
PIARCO APPROACH: 119.000, 119.550
PIARCO TOWER: 118.100
ROBINSON TOWER: 118.400

LEGEND

LOW ALTITUDE COMPULSORY REPORTING FIX

COMPULSORY REPORTING FIX

PROFILE VIEW (EXPLODED) PIARCO CTR/ATZ



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TTPP STANDARD DEPARTURE CHART – INSTRUMENT - ICAO
SID RWY 10

TO BE DEVELOPED

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

TO BE DEVELOPED

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

TO BE DEVELOPED

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TTPP STANDARD ARRIVAL CHART – INSTRUMENT - ICAO
RNAV RW Y 10

TO BE DEVELOPED

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

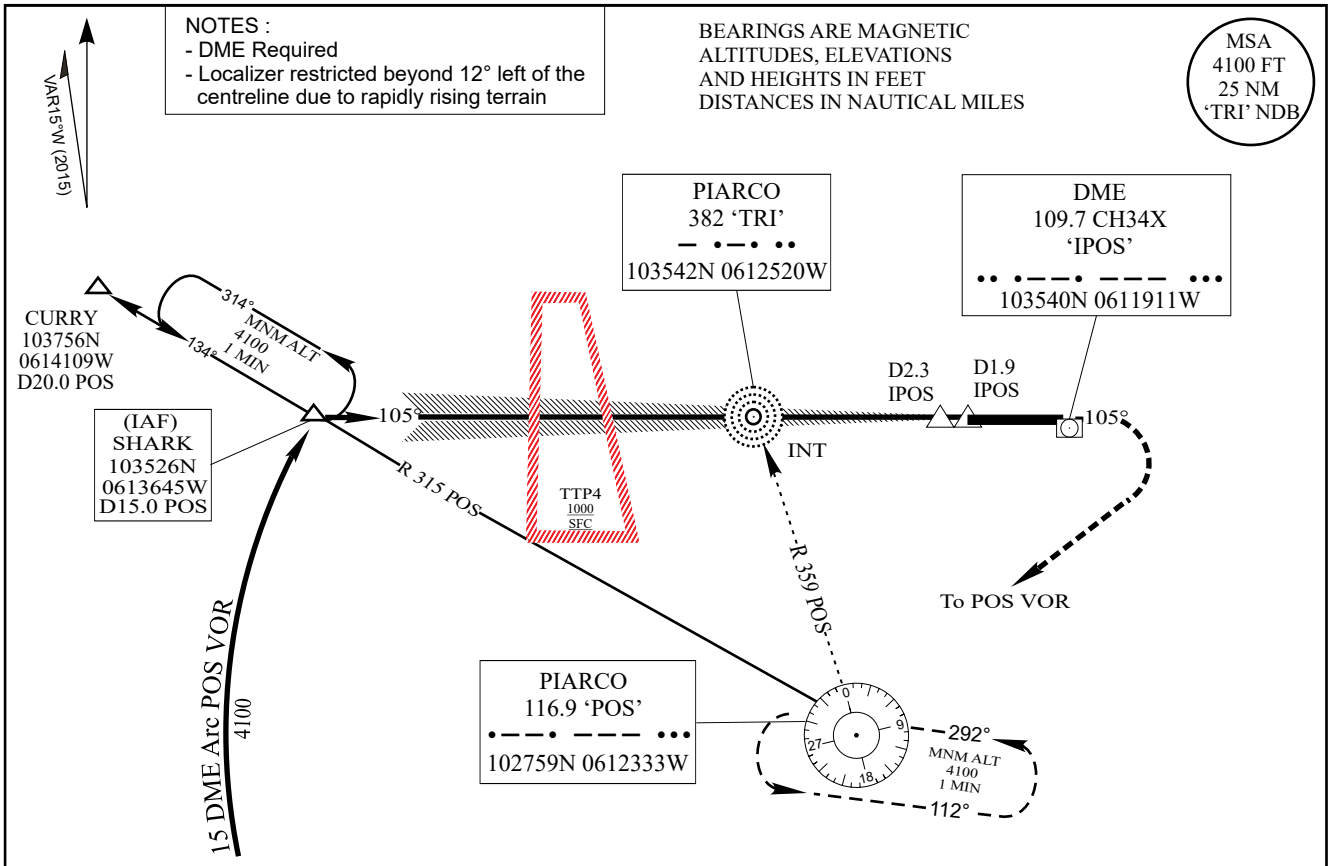
TO BE DEVELOPED

INSTRUMENT APPROACH CHART - ICAO

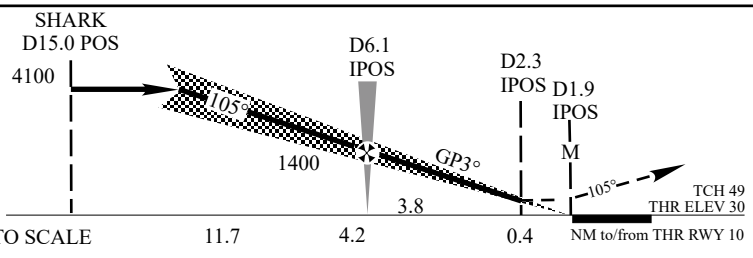
AERODROME ELEVATION 58 FT
HEIGHTS RELATED TO
THR RWY 10 - ELEV 30

APP	119.000, 119.550
TWR	118.100
GND	121.900
ATIS	126.700

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



NOT TO SCALE



TRANSITION LEVEL: FL 55

TRANSITION ALTITUDE: 4100

MISSED APPROACH:
Climb to 2200 ft on 105° M then right climbing turn to 4100 ft to POS VOR and hold or as directed by ATC

REMARKS
DESCENT BELOW 4100 NOT AUTHORISED UNTIL INBOUND ON ILS

OCA (H)		A	B	C	D
STRAIGHT-IN APPROACH	CAT 1	265 (235)			
	GP INOP	530 (500)			

Ground Speed (kt)	70	90	100	120	140	160
Min: Sec	3:36	2:48	2:31	2:06	1:48	1:34
Rate of Descent (ft/min)	376	484	538	645	753	860

CHANGES: Radials adjusted.

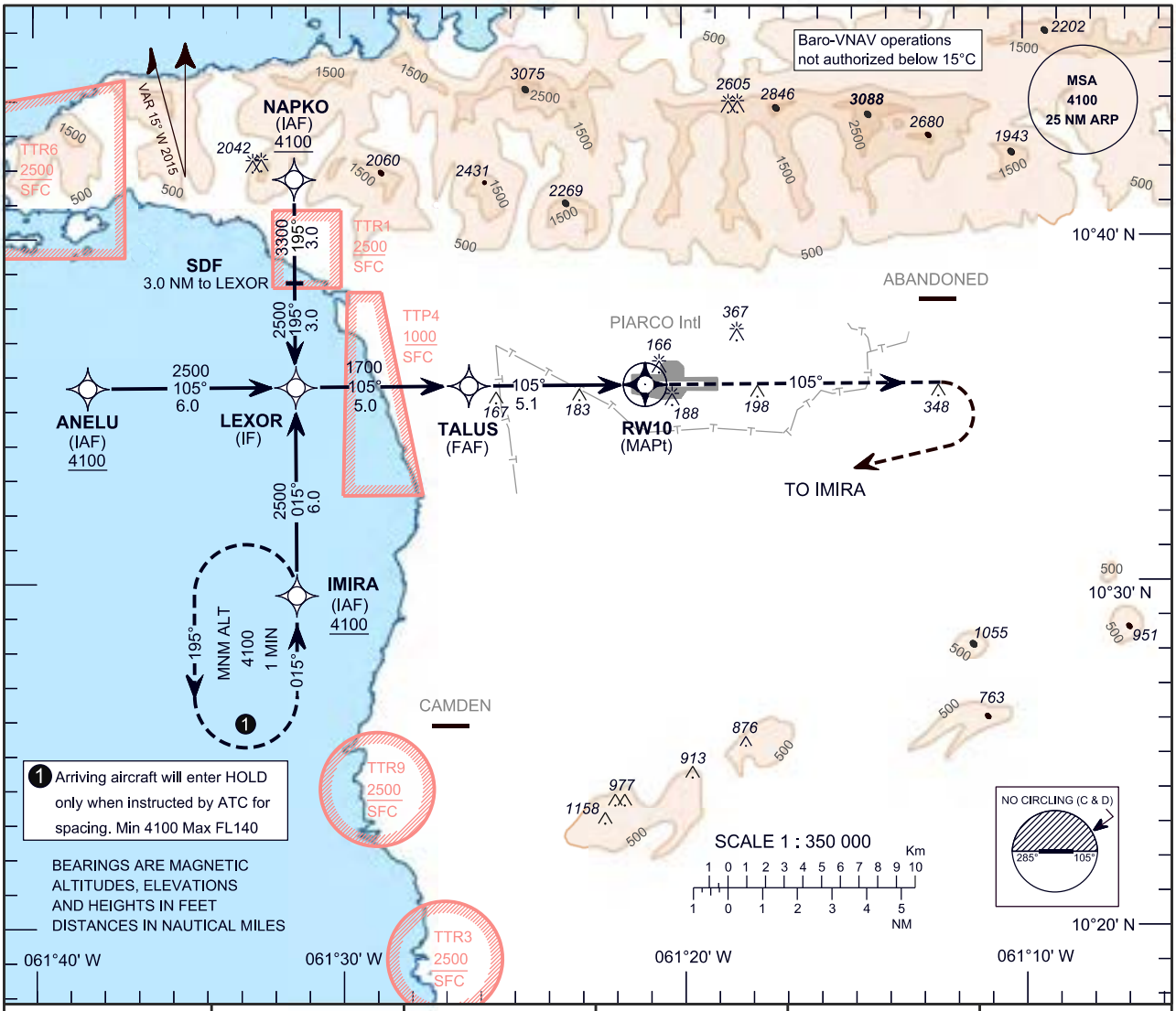
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INSTRUMENT APPROACH CHART - ICAO

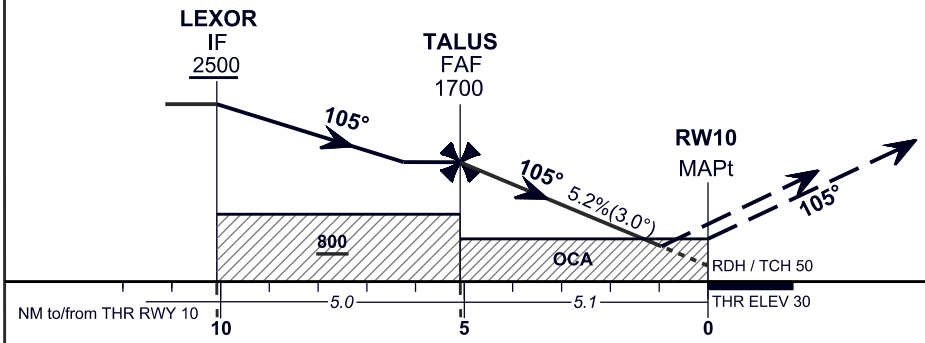
AERODROME ELEV 58 ft
HEIGHTS RELATED TO
THR RWY 10 - ELEV 30 ft

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



TRANSITION LEVEL	FL 55
TRANSITION ALTITUDE	4100

MISSED APPROACH:

Climb to 1500 on track 105° M then climbing right turn to 4100 direct IMIRA and hold or as directed by ATC

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 FAF-MAPt 3.0°(5.2%)	ft/mln	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.*

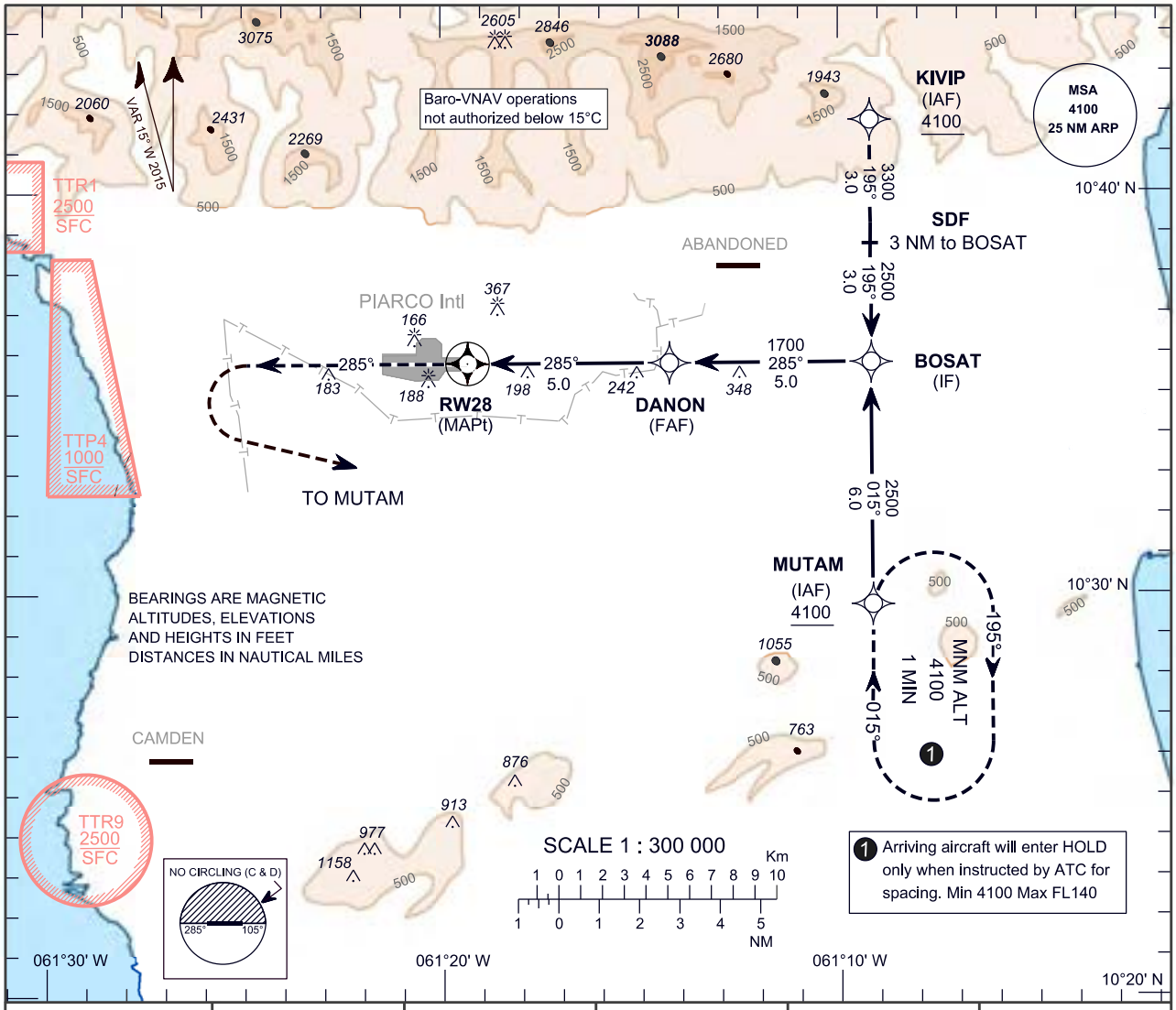
CHANGES: no change

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

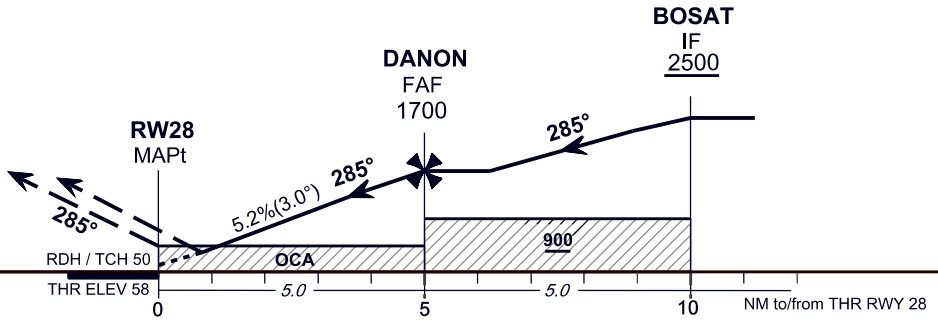


NM to NEXT WPT	RW28	2	3	4	5
ALTITUDE		750	1070	1390	1700

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 FAF-MAPt 3.0°(5.2%)	ft/min	372	478	531	637	743	849

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.

AD 2. AERODROMES

TTCP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TTCP - SCARBOROUGH/A.N.R. Robinson - INTL

TTCP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 110859N Long : 0604956W Site : Midpoint of RWY on Centreline
2	Direction and distance from (city)	11 km (7nm) WSW of Scarborough
3	Elevation/Reference Temperature	12M (38FT) / 31 °C
4	MAG VAR/annual change	15°W (2011) /02'W
5	AD Administration, address, telephone, telefax, telex, AFS	Airports Authority of Trinidad and Tobago P.O. Box 315 Scarborough, Tobago W.I. TEL: 868 639 8547 FAX: 868 639 8146
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	NIL

TTCP AD 2.3 OPERATIONAL HOURS

1	AD Administration	1000 – 0200 outside these hours 24Hrs PPR
2	Customs and immigration	1000 - 0200
3	Health and sanitation	1000 - 0200
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	1000 – 0200 outside these hours 24Hrs PPR
6	MET Briefing Office	H24
7	ATS	1000 – 0200 outside these hours 24Hrs PPR
8	Fuelling	0700 - 1600 (Outside of these HRS PN)
9	Handling	1000 - 0200
10	Security	H24
11	De-icing	NIL
12	Remarks	NIL

TTCP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	By arrangement with Swissport ; Tel 868 639 0595
2	Fuel/Oil types	JET A1, No Avgas available
3	Fuelling facilities/capacity	Fuel Bowser/Truck along with fuel pits 2600 litres/Min; Capacity 40 000 litres Jet A1 fuel stored at Tank Farm, offsite.
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

TTCP AD 2.5 PASSENGER FACILITIES

1	Hotels	Hotels within 1km of Airport and in City
2	Restaurants	Restaurant. Hrs of ope 1000 -0200 UTC
3	Transportation	Buses, Taxis, Car Rentals
4	Medical facilities	First Aid Treatment
5	Bank and Post Office	Bank and Post Office within 5 KM. Post Box and ATM at terminal
6	Tourist Office	At Airport Terminal
7	Remarks	NIL

TTCP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	Category 9
2	Rescue equipment	Available: 4 Fire Tenders
3	Capability for removal of disabled aircraft	Arrangements with Piarco Airport
4	Remarks	4 Fire tenders; response time: 105 Sec – 150 Sec; foam discharge rate: 13,550 L/M Fire service personnel on duty:12; Hrs of Service: H24

TTCP AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

TTCP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	**Apron EASTERN :** Type of surface: Concrete Strength: PCN 54/R/A/W/T
		Apron WESTERN : Type of surface: Concrete Strength: PCN 43/R/A/W/T
2	Taxiway width, surface and strength	**TWY A** Width: 45 M Type of surface: Asphalt Strength: PCN 62/F/A/W/T.
		TWY B Width: 40 M Type of surface: Asphalt Strength: PCN 66/F/A/W/T.
		TWY C Width: 32 M Type of surface: Asphalt Strength: PCN 53/F/A/W/T.
3	ACL Location and elevation	Location : Terminal Apron. Elevation : 6M
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	Ramp dimensions 405M x 85M; 7 aircraft parking positions

TTCP 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	Guide lines at apron. Nose-in guidance at aircraft stands
2	Markings: Lights (LGT)	RWY : Designations, THR, TDZ, Centreline, Edge and Aiming pt TWY : Centreline, All holding positions, Edge Apron : Edge, Aircraft Stand lead- in lines, Aircraft Stand lines, Aircraft Stand Indicators, Fuel Pit Safety Zone RWY : Edge, THR, End, Turn Pads and Wing Bar (THR RWY11 only) TWY : TWY edge lights and RWY Designation and TWY location signage Apron : Edge and Floodlights
3	Stop bars	NIL
4	Remarks	NIL

TTCP 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
TTCPOB001	Power Station	11 08 33N 060 47 31W	37M (121FT)	Red Lights	Encounter with plumes greater than 3 metres per second not likely above 48m (160FT) AMSL or 150m from power plant
TTCPOB002	Control Tower	11 09 07N 060 49 55W	38M (125FT)	Red Light	

TTCP AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Piarco Int'l MET Office
2	Hours of service MET Office outside hours	H24
3	Office responsible for TAF preparation Periods of validity	 Piarco Int'l MET Office
4	Type of landing forecast Interval of issuance	Trend NIL
5	Briefing/consultation provided	By Telephone from Piarco Airport
6	Flight documentation Language(s) used	 English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Robinson TWR
10	Additional information (limitation of service, etc.)	NIL

TTCP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designator RWY NR	TRUE & MAG BRG	Dimensions 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
11	094° GEO 109° MAG	2743 x 45	PCN 73/F/A/W/T /Nil	110901.39N 0605031.40W	THR 8.63 m (28.31 ft)
29	274° GEO 289° MAG	2743 x 45	PCN 73/F/A/W/T /Nil	110855.56N 0604910.92W	THR 5.95 m (19.52 ft)

Slope of RWY-SWY	SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	OFZ	Remarks
7	8	9	10	11	12
NIL	Nil	200 x 150	Nil	Nil	RESA AVBL 300 m x 90 m. First 30 m Asphalt remaining 270 m grass
NIL	Nil	Nil	Nil	Nil	RESA AVBL Northern Side: 234m x 75m Southern Side: 234m x 101m

TTCP AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
11	2743	2943	2743	2449	Displaced THR 294m
29	2449	2449	2449	2449	NIL

TTCP 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
11	Simple	Green	PAPI 3°Rightside	Nil	Nil	2743 m 60 m White First 294M(DTHR): Red Last 600M: Amber	Red	Nil	NIL
29	Nil	Green	Nil	Nil	Nil	2743 m 60 m White Last 600M:Amber	Red	Nil	NIL

TTCP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	Nil
2	LDI location and LGT Anemometer location and LGT	LDI: 150m from the middle of RWY 11/29 ANEMOMETER: -120M East from TWY 'C' Centerline and 150M North RWY centreline - 60M East RWY midpoint and 160M North RWY centreline LGT: Nil
3	TWY edge and centreline lighting	TWY A Edge: blue Centerline: NIL TWY B Edge: blue Centerline: NIL TWY C Edge: blue Centerline: NIL
4	Secondary power supply/switch-over time	SWITCH OVER TIME 12 seconds
5	Remarks	NIL

TTCP 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	RWY TWYs and AD Apron used for helicopter touchdown at ATC determination.

TTCP AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	ROBINSON ATZ Circular area centered on 110859N/0604956W (ARP) within a 5NM radius.
2	Vertical limits	SFC / 2000 FT AMSL
3	Airspace classification	D
4	ATS unit callsign Language(s)	ROBINSON TOWER English
5	Transition altitude	4100 FT
6	Hour of applicability	1000 - 0200
7	Remarks	Non-radio ACFT not permitted.

TTCP 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
ATIS	Robinson Terminal	132.200MHZ	NIL	NIL	1000-0200	Range Approx 60NM
GND	Robinson Ground	121.700MHZ	NIL	NIL	1000 - 0200	Outside these hours, 24 Hrs PPR
TWR	Robinson TWR	118.400MHZ	NIL	NIL	1000 – 0200	Outside these hours, 24 Hrs PPR
		121.500MHZ	NIL	NIL	1000 –0200	Emergency Frequency Outside these hours, 24 Hrs PPR

TTCP 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	ITAB	332.000MHz	H24	110858.06N 0605022.14W	NIL	NIL	Unusable beyond 2º right of course
ILS/LOC	ITAB	109.300MHz	H24	110854.81N 0604900.79W	NIL	NIL	NIL
DME	ITAB	CH30X	H24	110856.82N 0604858.32W	8M	NIL	Landing Navaid only Co- located with ILS/LOC ITAB
NDB	TAB	323.0kHz	H24	110850.68N 0605000.69W	NIL	NIL	NDB elev 19M/61FT

TTCP AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

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 includes, 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 in the operation of large aircraft including limitations in 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) fuel spillage; and

k) local flying restrictions applicable to the respective 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 or GND.

1.2 Airport Regulations/Restrictions

1. No VFR at night
2. All aircraft in the medium category to heavy jets must use the turning bay.
3. RWY 11 Right Hand Traffic Pattern.

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/from stands

Arriving aircraft will be allocated a Gate Number by the Airports Authority in coordination with the ground handling agent or operator as appropriate.

2.2 Taxiing to/from stands and limitations are listed here under-: (See diagram at 3.1)

Follow ATC instructions, and note the following restrictions:

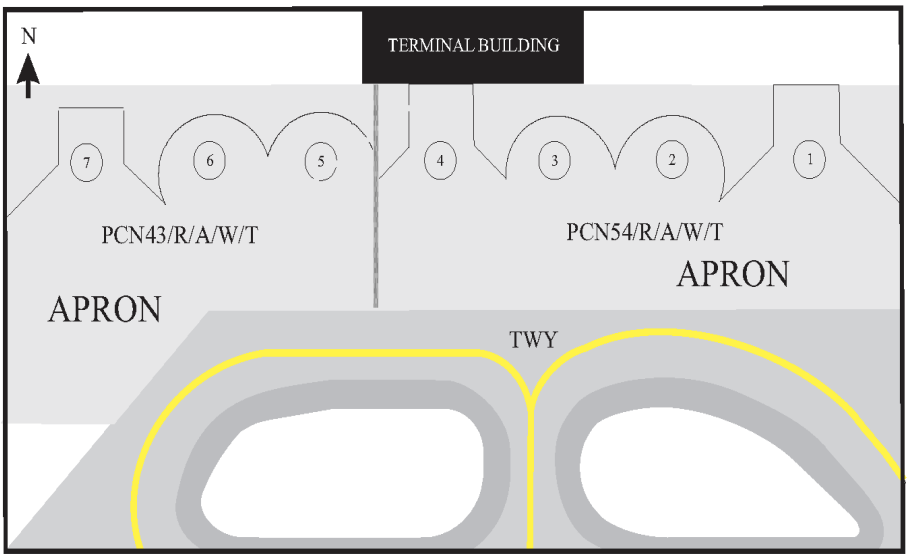
1. All aircraft can taxi in, but single engine taxi in for turbo-jet aircraft.Turbo-jet aircraft must be towed out prior to engine start.
2. Commercial turbo-prop and piston-engined aircraft must shut down engines during intransit stops for safety reasons.
3. Light turbo-jet aircraft are exempted from the taxi out restrictions.
4. Taxi-out and Push-back from aircraft stand will not be approved for aircraft larger than ICAO Code Letter C (except ATR72) when an aircraft larger than ICAO Code Letter C (except ATR72) is landing or taking-off from RWY 11/29.

2.3 Taxiway-Limitations

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

3. Parking

3.1 Ramp Parking



3.2 Parking area for small aircraft/helicopters (General Aviation)

General Aviation aircraft/helicopters shall be directed by the TWR/GND to position seven (7), which is the parking area for small aircraft. A maximum of six (6) general aviation aircraft may be accommodated in that area, provided all parking is in a west-east direction. When position seven (7) is used for general aviation parking, medium and heavy aircraft would not be accommodated in said area.

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 expense of the user or owner.

TTCP AD 2.21 NOISE ABATEMENT PROCEDURES

1. Single engine taxi in.
2. Turbo-jet engine towed out prior to start up.

TTCP AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR flights within Piarco FIR/CTA, TMAs

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. See Relevant Charts

TTCP AD 2.23 ADDITIONAL INFORMATION

1. Bird concentrations in the vicinity of the airport

Intense activity of flocks of Pelicans and Gulls takes place daily from one to two hours after sunrise when birds fly from resting area to their feeding area in the vicinity of the Approach and departure Paths RWY 11/29. Height varies from 0 –1000 ft (0-300 m) AGL. From one to two hours before sunset the same activity as described above takes place in reverse when the birds return to their area.

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

Aerodrome 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.

TTCP AD 2.24 CHARTS RELATED TO AERODROME

1. List of Charts

1. Aerodrome/Heliport Chart – ICAO……. AD 2.10-2-13

2. Aerodrome Obstacle Chart – ICAO Type A RWY 11/29……. AD 2.10-2-15

3. Standard Departure Chart – Instrument – ICAO

RNAV Departure RWY 11 …….. AD 2.10-2-17
RNAV Departure RWY 29 …….. AD 2.10-2-18

4. Standard Arrival Chart - Instrument – ICAO

RNAV RWY 11 ……..….. AD 2.10-2-19
RNAV RWY 29 ……..….. AD 2.10-2-20

5. Instrument Approach Chart – ICAO

NDB RWY 11 …….. AD 2.10-2-21
NDB RWY 29 (CAT A,B) ……... AD 2.10-2-22
NDB RWY 29 (CAT C,D) ……... AD 2.10-2-23
NDB/DME RWY 11 …… AD 2.10-2-24
NDB/DME RWY 29 (CAT A,B) …… AD 2.10-2-25
NDB/DME RWY 29 (CAT C,D) ……. AD 2.10-2-26
ILS Z OR LOC Z RWY 11 .....……. AD 2.10-2-27
ILS Y OR LOC Y RWY 11..... AD 2.10-2-29
RNAV (GNSS) RWY 11 …… AD 2.10-2-31
RNAV (GNSS) RWY 29 …… AD 2.10-2-33

TTCP AD 2.25 Visual Segment Surface (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
NIL	NIL	NIL

AERODROME CHART - ICAO	N 11 08 59 W 060 49 56	AERODROME ELEV 38	ROBINSON GROUND-121.700 ROBINSON TOWER-118.400 PIARCO APPROACH-119.000,119.550 ROBINSON TERMINAL ATIS-132.200	DIMENSIONS IN FEET *(METRES)* ELEVATIONS IN FEET BEARINGS ARE MAGNETIC	A.N.R. ROBINSON (TTCP) SCARBOROUGH, TOBAGO

VAR 15° W
(2011)

RESTRICTIONS
-- NO VFR FLIGHTS PERMITTED AT NIGHT
-- RWY 11 RIGHT HAND TRAFFIC PATTERN
-- TAXIING/PARKING:
- MEDIUM/HEAVY TURBO JET AIRCRAFT MUST BE TOWED OUT PRIOR TO ENGINE START
- COMMERCIAL TURBO PROP AND PISTON AIRCRAFT MUST SHUT DOWN ENGINES DURING INTRANSIT STOPS
-- CIRCLING NOT AUTHORIZED NORTH OF RWY11/29

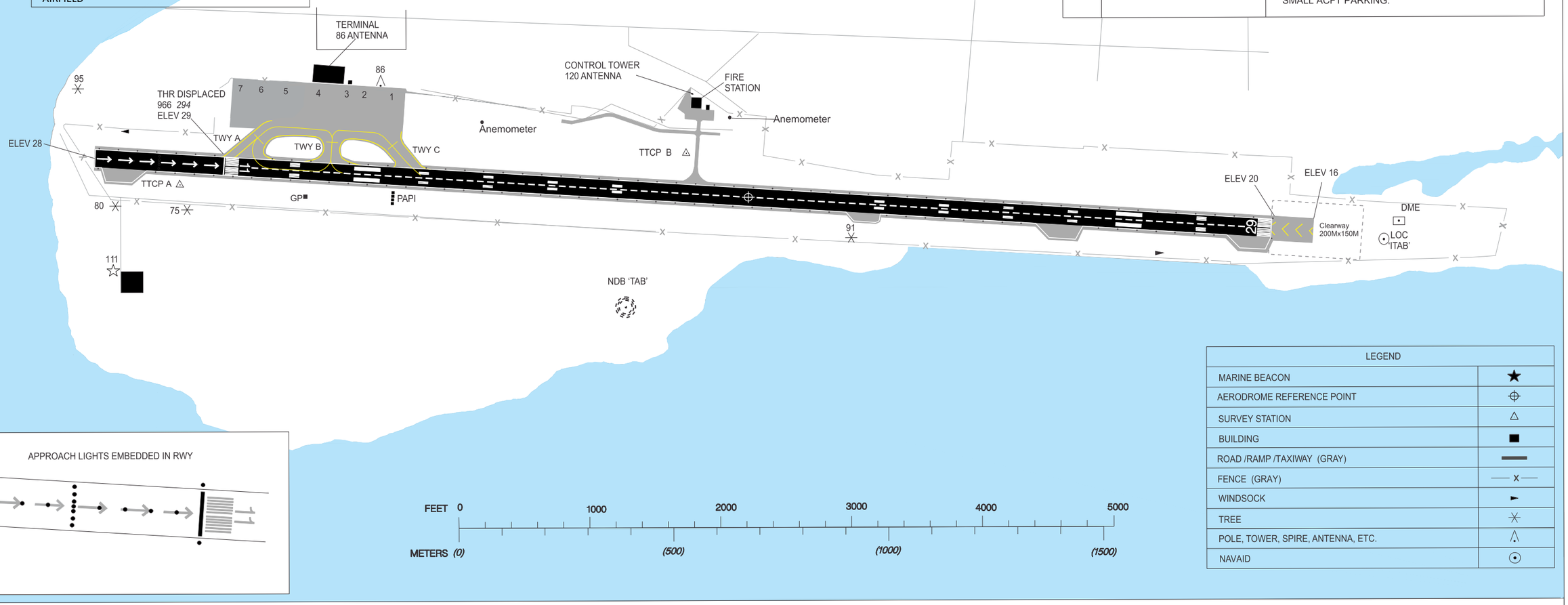
CAUTION
-- BIRDS ON APPROACH RWY11

NOTES
-- RUNWAY END SAFETY AREA AVAILABLE:
RWY 11: 300M X 90M
RWY 29: NORTHERN SIDE - 234M X 75M
SOUTHERN SIDE - 234M X 101M
-- BLAST FENCE ERECTED ON SOUTH WESTERN END OF AIRFIELD

RWY 11	LENGTH: 2803M WIDTH: NORTH WESTERN SIDE 80M NORTH EASTERN SIDE 80M SOUTH EASTERN SIDE 58M SOUTH WESTERN SIDE(to Blast Fence) 96M
RWY 29	LENGTH: 2803M WIDTH: NORTH WESTERN SIDE 80M NORTH EASTERN SIDE 80M SOUTH EASTERN SIDE 58M SOUTH WESTERN SIDE(to Blast Fence) 96M

AIRCRAFT PARKING

SPOT	COORDINATES	REMARKS
1	N11 09 06.95 W060 50 18.52	FOR HEAVY AIRCRAFT TO B747- 400 TWO FUEL PITS
2	N11 09 07.09 W060 50 20.52	FOR MEDIUM AIRCRAFT UP TO DASH 8. TWO FUEL PITS
3	N11 09 07.20 W060 50 22.00	FOR MEDIUM AIRCRAFT UP TODASH 8
4	N11 09 07.34 W060 50 24.01	FOR HEAVY AIRCRAFT UP TO B747-400. TWO FUEL PITS
5	N11 09 07.14 W060 50 26.07	FOR MEDIUM AIRCRAFT UP TO DASH 8.
6	N11 09 07.23 W060 50 27.27	FOR MEDIUM AIRCRAFT UP TO DASH 8.
7	N11 09 07.33 W060 50 29.34	FOR HEAVY AIRCRAFT UP TO B747-400. ALSO PARKING AREA FOR GA AIRCRAFT/HELICOPTERS. CAN HOLD UP TO SIX (6) SMALL ACFT ALL ORIENTED WEST/EAST. MEDIUM AND HEAVY ACFT WILL NOT BE ACCOMMODATED IN THIS SPOT WHEN USED FOR SMALL ACFT PARKING.



APPROACH LIGHTS EMBEDDED IN RWY

LEGEND	
MARINE BEACON	★
AERODROME REFERENCE POINT	⊕
SURVEY STATION	△
BUILDING	■
ROAD /RAMP /TAXIWAY (GRAY)	▬
FENCE (GRAY)	— x —
WINDSOCK	►
TREE	⚹
POLE, TOWER, SPIRE, ANTENNA, ETC.	⍋
NAVAID	⊙

RWY	LIGHTING / RWY SURFACE	LANDING BEYOND THRESHOLD	LANDING BEYOND GLIDE SLOPE	TAKE - OFF RUN AVAILABLE	WIDTH	THR COORDINATES	DIRECTION
11	HIRL SALS PAPI - R (3°)	8035 *(2449)*		9000 *(2743)*	148 *(45)*	N 11 09 01.39 W 060 50 31.40	109°
29	HIRL	8035 *(2449)*		8035 *(2449)*	148 *(45)*	N 11 08 55.56 W 060 49 10.92	289°

BEARING STRENGTH
RWY 11/29 - PCN 73/F/A/W/T
TWY A: PCN 62/F/A/W/T
TWY B: PCN 66/F/A/W/T
TWY C: 53/F/A/W/T
APRON: (EAST-*PKG POS 1 TO 4*) - PCN 54/R/A/W/T;
(WEST-*PKG POS 5 TO 7*)- PCN 43/R/A/W/T

CHANGES: RWY29 declared distances and RESA RWY29 revised

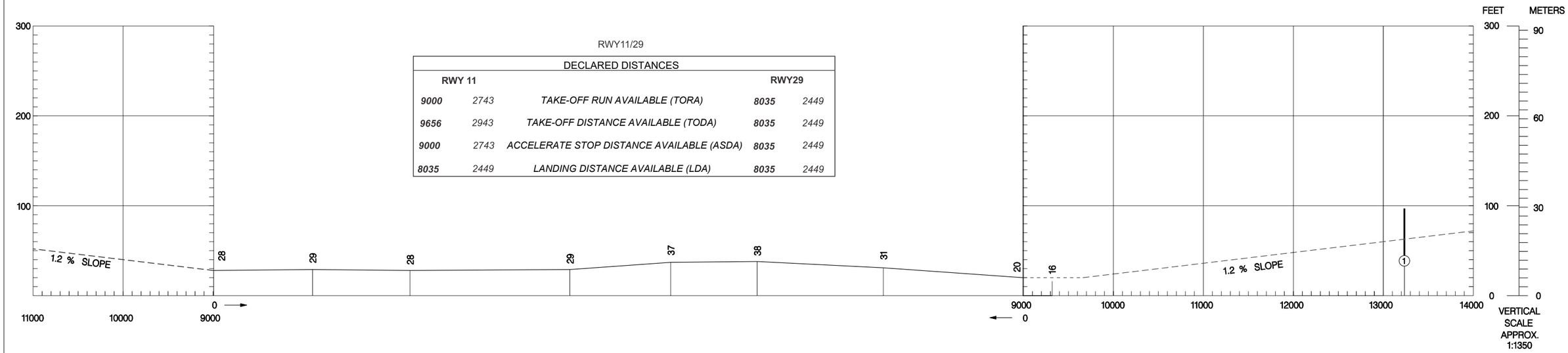
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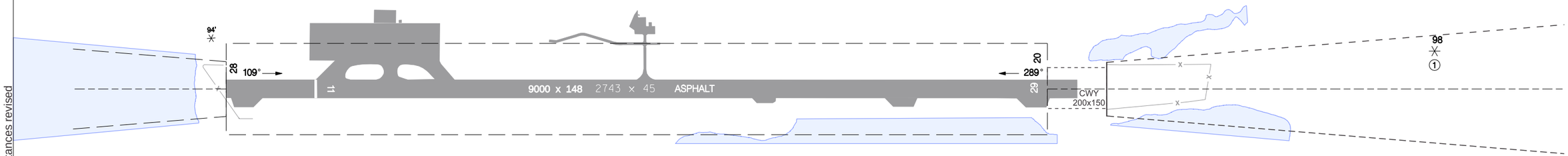
DIMENSIONS IN FEET/ METRES ELEVATIONS IN FEET	AERODROME OBSTACLE CHART - ICAO TYPE A - OPERATING LIMITATIONS	A.N.R. ROBINSON (TTCP) SCARBOROUGH, TOBAGO

RWY11/29

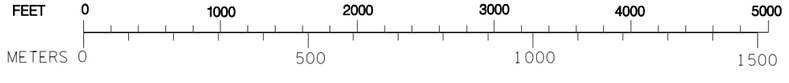
DECLARED DISTANCES

RWY 11			RWY29	
9000	2743	TAKE-OFF RUN AVAILABLE (TORA)	8035	2449
9656	2943	TAKE-OFF DISTANCE AVAILABLE (TODA)	8035	2449
9000	2743	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	8035	2449
8035	2449	LANDING DISTANCE AVAILABLE (LDA)	8035	2449





HORIZONTAL SCALE APPROXIMATELY 1:13500



LEGEND	PLANVIEW	PROFILE
IDENTIFICATION NUMBER	①	INSIDE ① OUTSIDE ②
MOBILE OBSTACLE	▬	
POLE, TOWER, SPIRE, ANTENNA	⚠	
TREE	✳	

CHANGE: RWY29 declared distances revised

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TTCP STANDARD DEPARTURE CHART - INSTRUMENT - ICAO
RNAV DEPARTURE RWY 11

TO BE DEVELOPED

TTCP STANDARD DEPARTURE CHART - INSTRUMENT - ICAO
RNAV DEPARTURE RWY 29

TO BE DEVELOPED

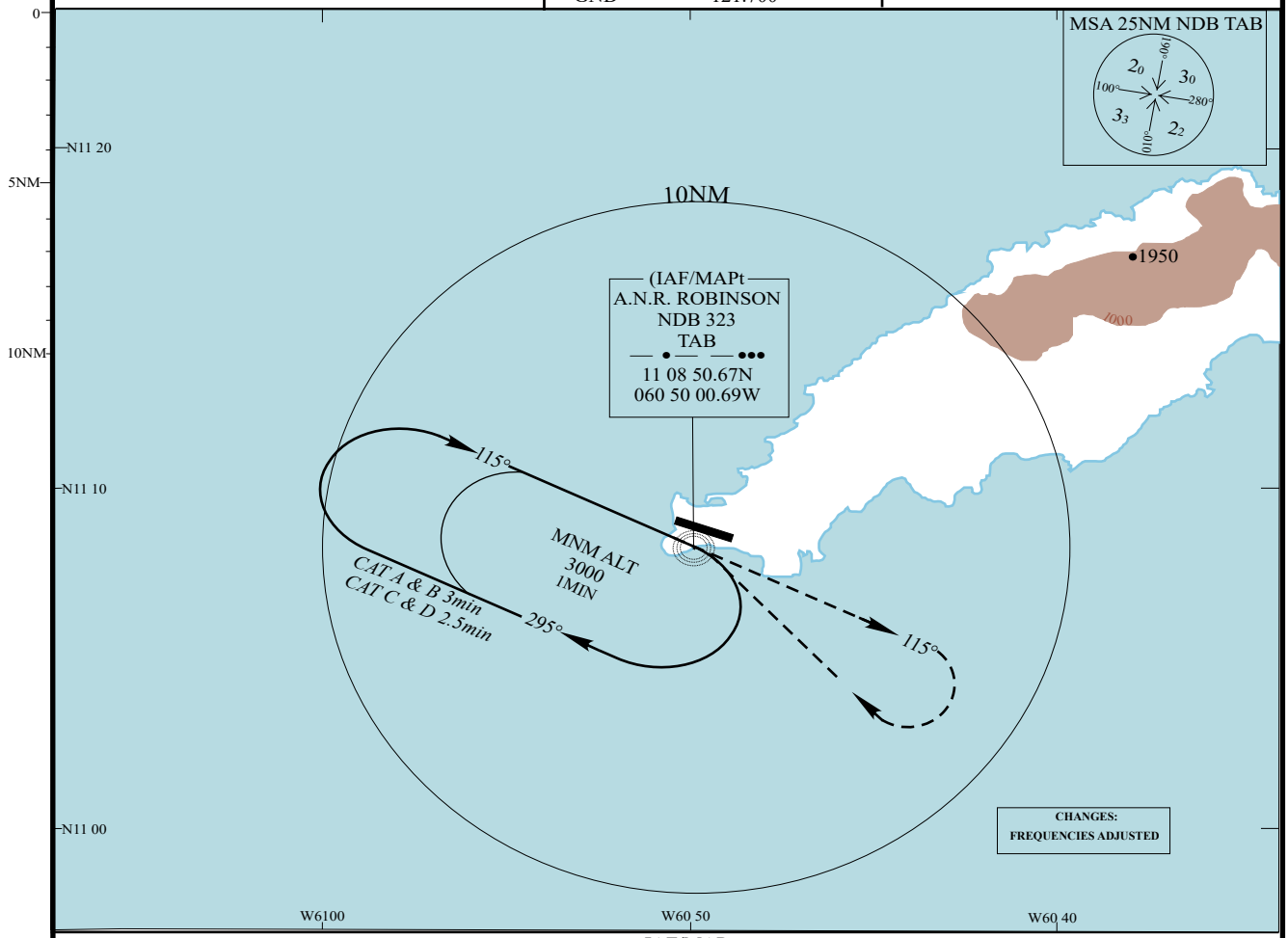
TTCP STANDARD ARRIVAL CHART - INSTRUMENT - ICAO
RNAV RW Y 11

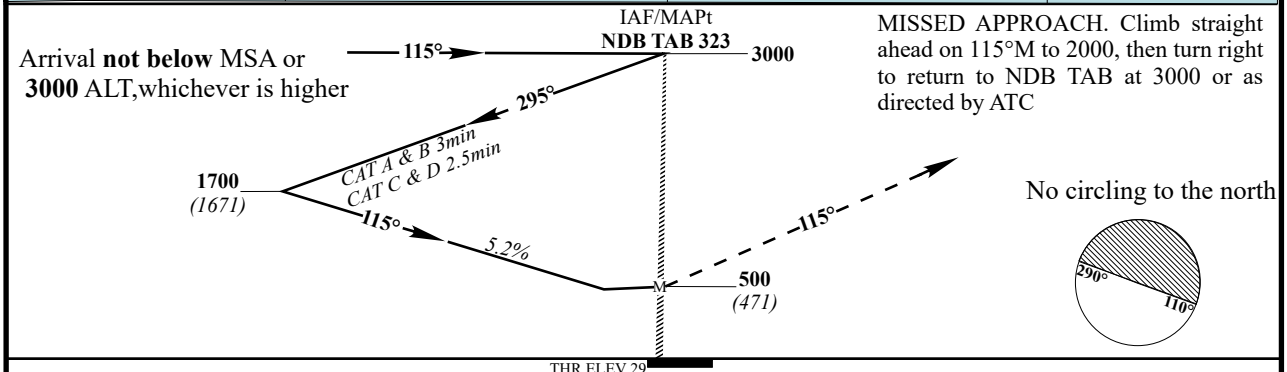
TO BE DEVELOPED

TTCP STANDARD ARRIVAL CHART - INSTRUMENT - ICAO
RNAV RW Y 29

TO BE DEVELOPED

INSTRUMENT APPROACH CHART	AERODROME ELEV 38 DISTANCES IN NM ELEVATION IN FEET AMSL HEIGHTS IN FT ABOVE THR 11	**SCARBOROUGH** (TOBAGO) A.N.R. ROBINSON INTERNATIONAL **NDB RWY 11**
TRANSITION ALT 4100 THR ELEV 29 BEARINGS ARE MAGNETIC VAR 15°W	APP (PIARCO) 119.000, 119.550 ATIS 132.200 TWR 118.400 GND 121.700	ACFT CAT A,B,C,D

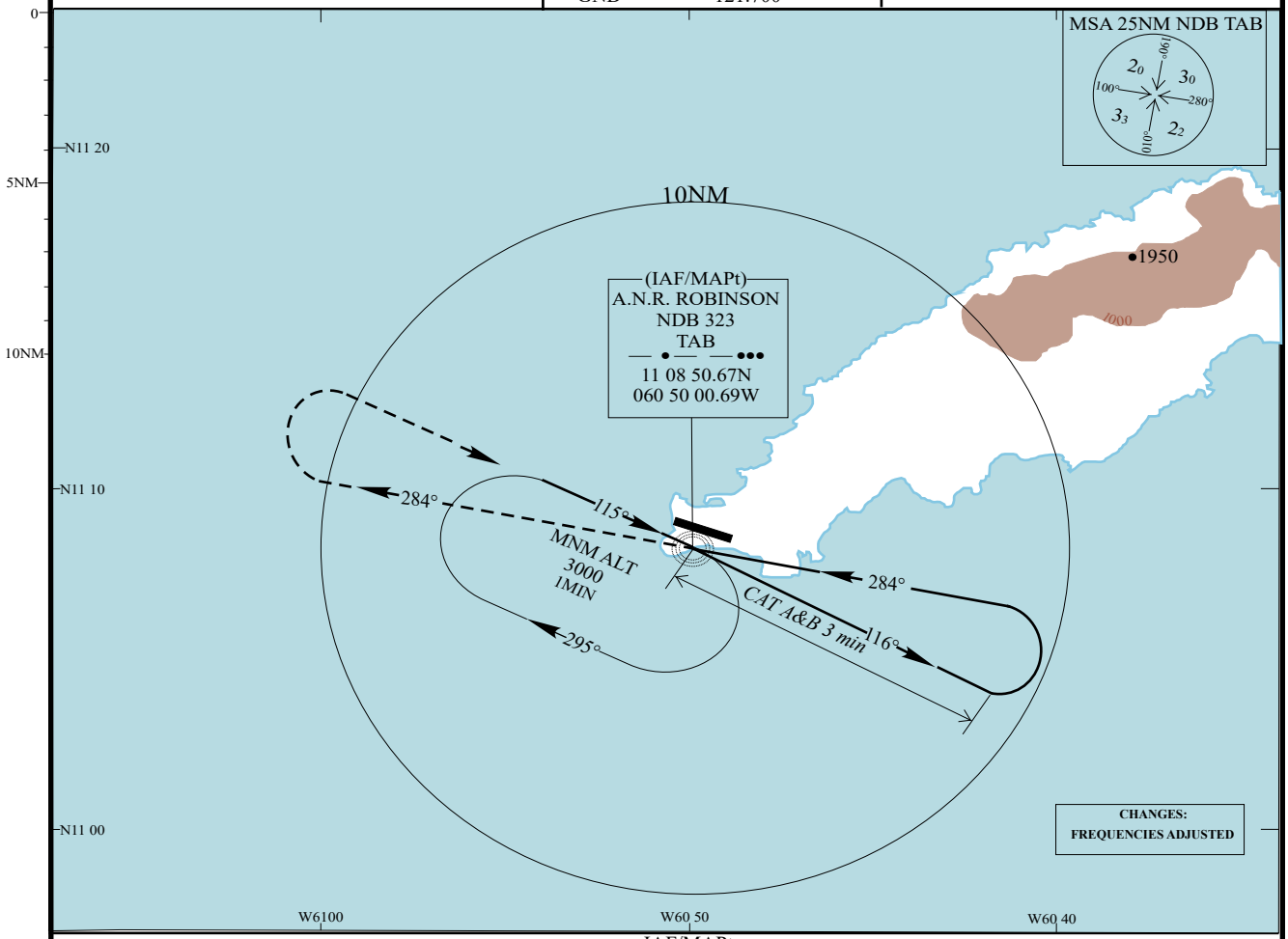


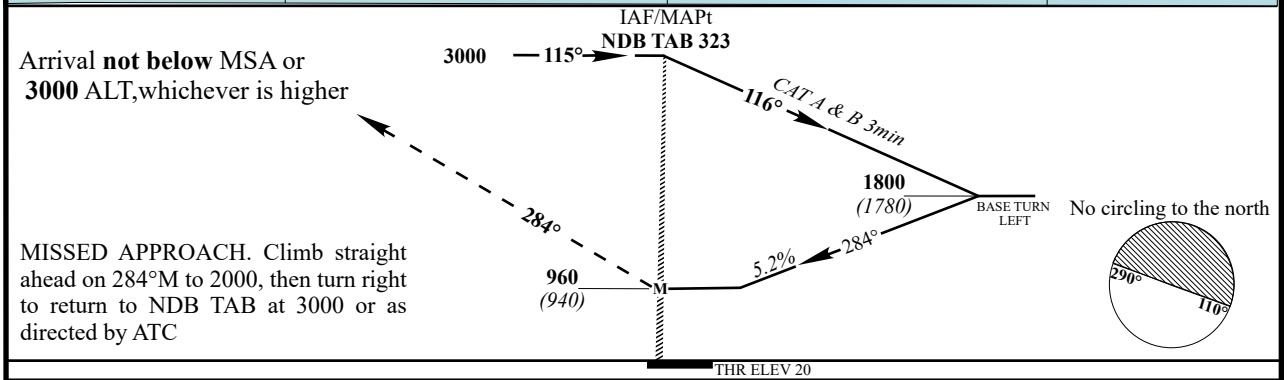


OCA/H	CAT A	CAT B	CAT C	CAT D	GROUNDSPEED-DESCENT RATE						
PROCEDURE	500 *(471)*	500 *(471)*	500 *(471)*	500 *(471)*	KNOTS	70	90	100	120	140	160
VM(C)	538 *(500)*	538 *(500)*	638 *(600)*	738 *(700)*	FT/MIN	372	478	531	637	743	849

Notes: 1) FAT offset by 6°.
2) FAT intercepts RWY CL at 0.8NM from THR
3) Not all obstacles shown on plan view

INSTRUMENT APPROACH CHART	AERODROME ELEV 38 DISTANCES IN NM ELEVATION IN FEET AMSL HEIGHTS IN FT ABOVE THR 29	**SCARBOROUGH** (TOBAGO) A.N.R. ROBINSON INTERNATIONAL **NDB RWY 29**
TRANSITION ALT 4100 THR ELEV 20 BEARINGS ARE MAGNETIC VAR 15°W	APP (PIARCO) 119.000, 119.550 ATIS 132.200 TWR 118.400 GND 121.700	ACFT CAT A,B

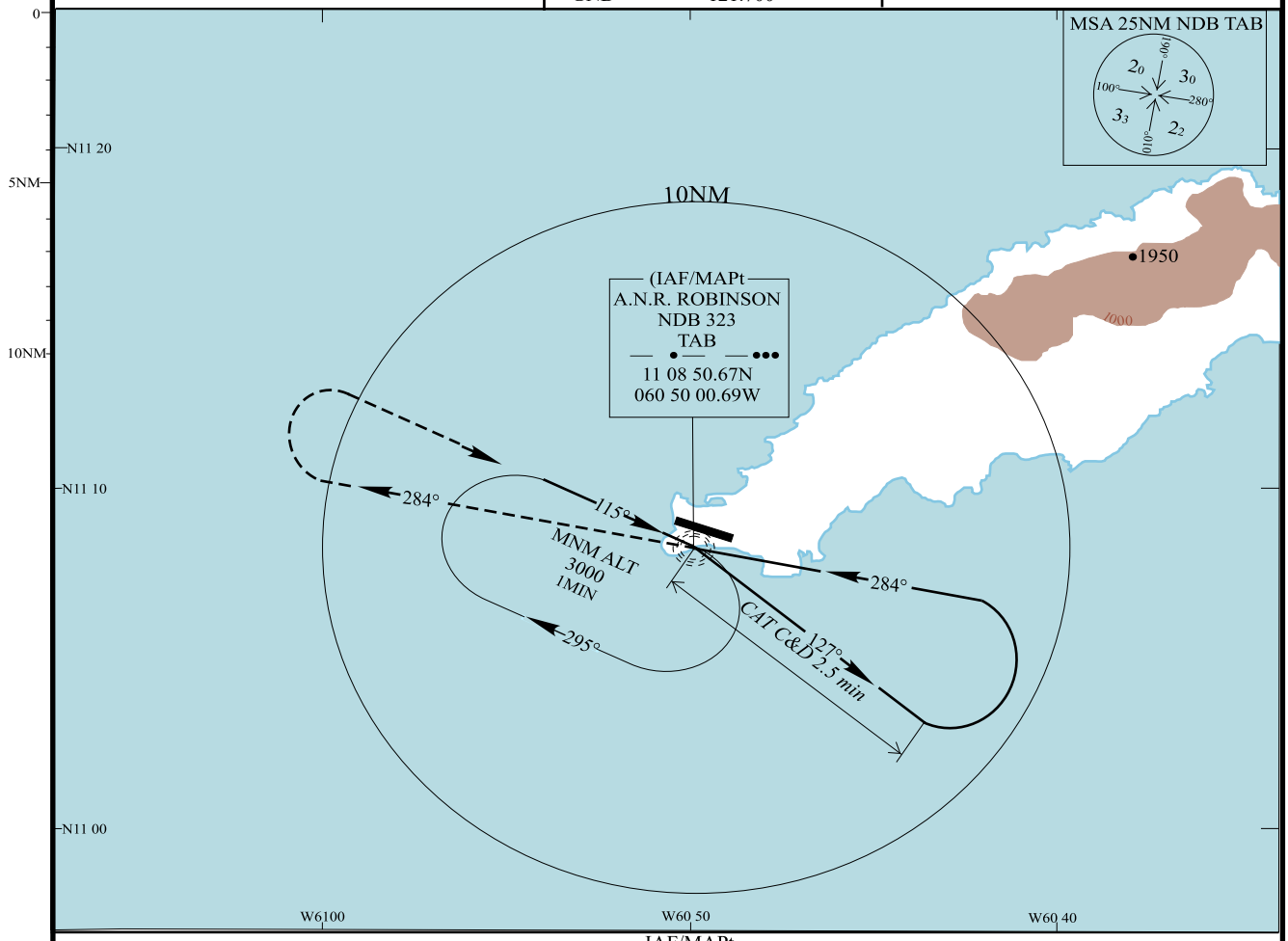


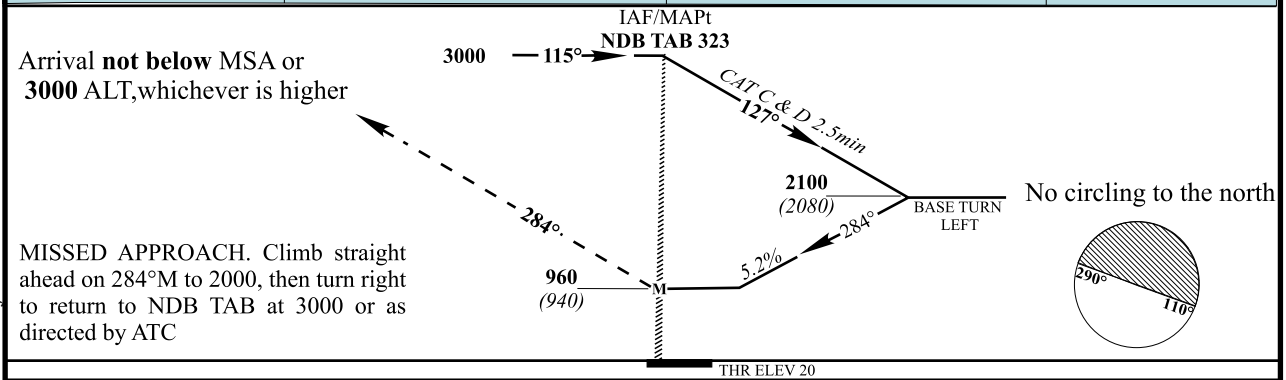


OCA/H	CAT A	CAT B			GROUNDSPEED-DESCENT RATE						
PROCEDURE	960 *(940)*	960 *(940)*			KNOTS	70	90	100	120	140	160
VM(C)	960 *(922)*	960 *(922)*			FT/MIN	372	478	531	637	743	849

Notes: 1) FAT offset by 5°.
2) FAT intercepts RWY CL at 0.8NM from THR RWY 29
3) Not all obstacles shown on plan view

INSTRUMENT APPROACH CHART	AERODROME ELEV 38 DISTANCES IN NM ELEVATION IN FEET AMSL HEIGHTS IN FT ABOVE THR 29	**SCARBOROUGH** (TOBAGO) A.N.R. ROBINSON INTERNATIONAL **NDB RWY 29**
TRANSITION ALT 4100 THR ELEV 20 BEARINGS ARE MAGNETIC VAR 15°W	APP (PIARCO) 119.000, 119.550 ATIS 132.200 TWR 118.400 GND 121.700	ACFT CAT C,D





Arrival **not below** MSA or **3000** ALT,whichever is higher

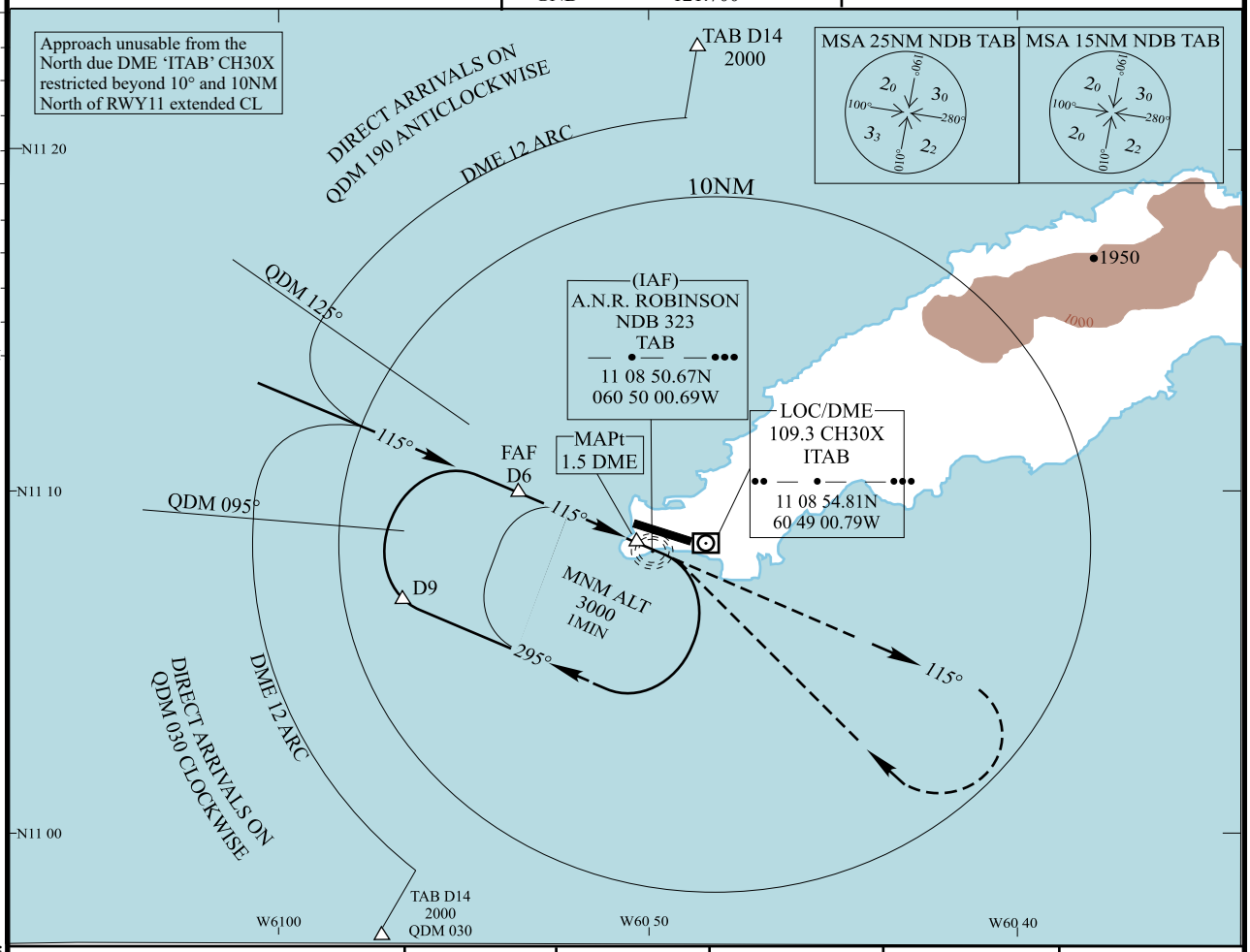
MISSED APPROACH. Climb straight ahead on 284°M to 2000, then turn right to return to NDB TAB at 3000 or as directed by ATC

OCA/H	CAT C	CAT D			GROUNDSPEED-DESCENT RATE						
PROCEDURE	960 *(940)*	960 *(940)*			KNOTS	70	90	100	120	140	160
VM(C)	960 *(922)*	960 *(922)*			FT/MIN	372	478	531	637	743	849

Notes: 1) FAT offset by 5°.
2) FAT intercepts RWY CL at 0.8NM from THR RWY 29
3) Not all obstacles shown on plan view

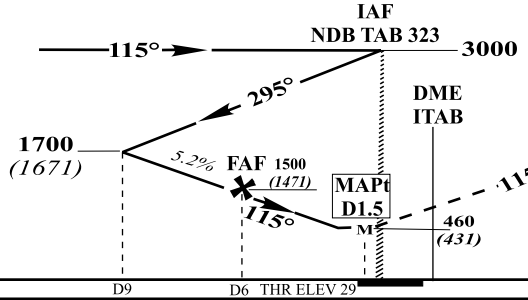
CHANGE: Frequencies adjusted.

INSTRUMENT APPROACH CHART	AERODROME ELEV 38 DISTANCES IN NM ELEVATION IN FEET AMSL HEIGHTS IN FT ABOVE THR 11	**SCARBOROUGH** (TOBAGO) A.N.R. ROBINSON INTERNATIONAL **NDB/DME RWY 11**
TRANSITION ALT 4100 THR ELEV 29 BEARINGS ARE MAGNETIC VAR 15°W	APP (PIARCO) 119.000, 119.550 ATIS 132.200 TWR 118.400 GND 121.700	ACFT CAT A,B,C,D



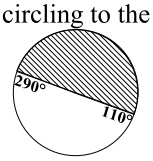
RECOMMENDED PROFILE	DME ITAB	6	5	4	3
NOMINAL FINAL APCH GRADIENT 5.2%, 320 FT/NM	ALT/HEIGHT	1500 *(1471)*	1180 *(1151)*	860 *(831)*	540 *(511)*

Arrival **not below** MSA or **3000** ALT, whichever is higher



MISSED APPROACH. Climb straight ahead on 115°M to 2000, then turn right to return to NDB TAB at 3000 or as directed by ATC

No circling to the north



OCA/H	CAT A	CAT B	CAT C	CAT D
PROCEDURE	460 *(431)*	460 *(431)*	460 *(431)*	460 *(431)*
VM(C)	538 *(500)*	538 *(500)*	638 *(600)*	738 *(700)*

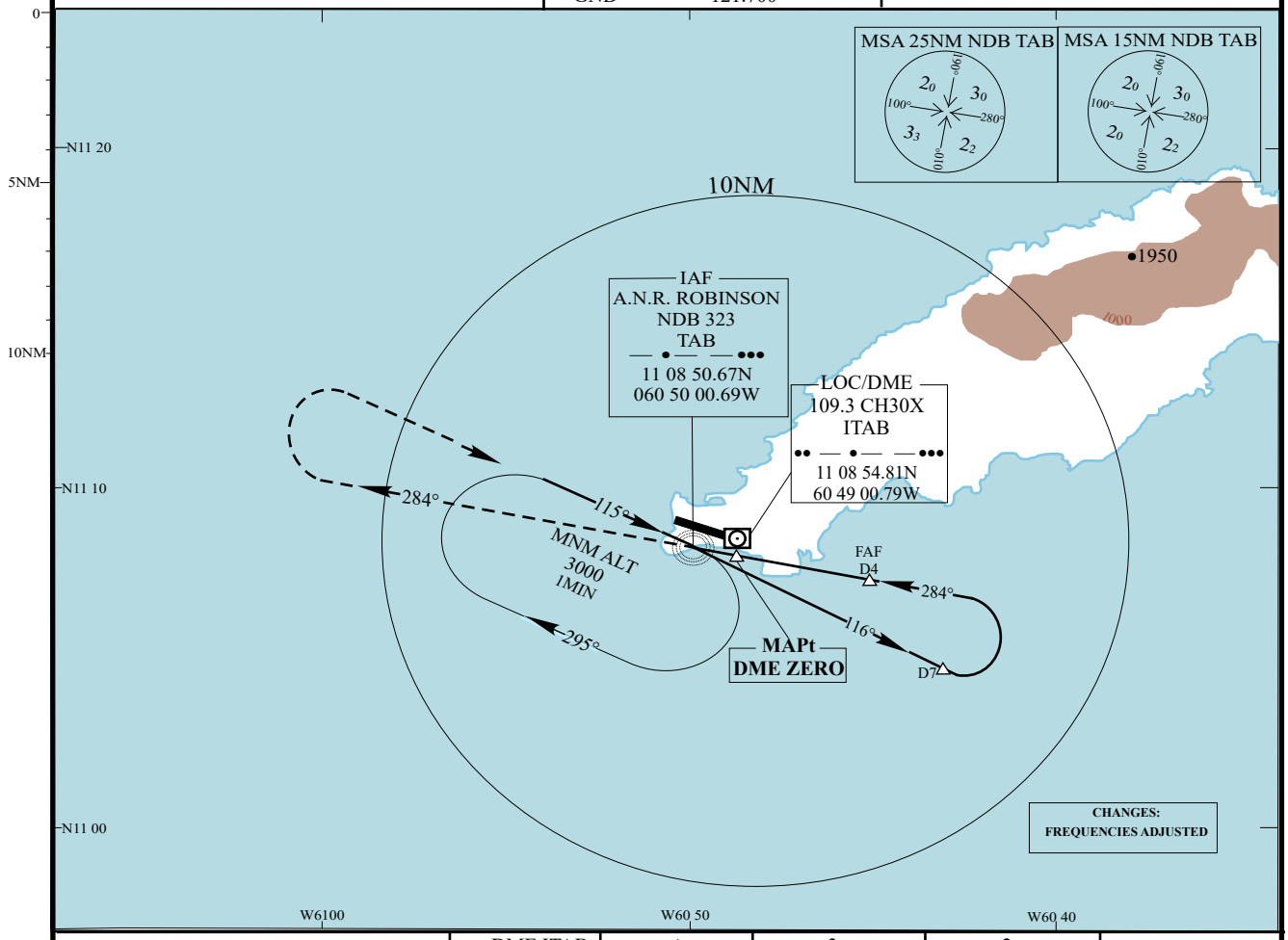
Notes: 1) FAT offset by 6°.
2) FAT intercepts RWY CL at 2.3 DME ITAB or 0.8NM from THR RWY 11
3) Not all obstacles shown on plan view

Arrivals (QDM 190° anticlockwise). When cleared by ATC, establish inbound to NDB TAB not below MSA. After passing DME ITAB 14, turn right to establish on DME ITAB 12 arc anticlockwise, descend to 2000. After passing lead NDB TAB QDM 125°, turn left to establish on extended FAT, continue as for main procedure.

Arrivals (QDM 030° clockwise). When cleared by ATC, establish inbound to NDB TAB not below MSA. After passing DME ITAB 14, turn left to establish on DME ITAB 12 arc clockwise, descend to 2000. After passing lead NDB TAB QDM 095°, turn right to establish on extended FAT, continue as for main procedure.

CHANGES: Approach restriction, frequencies adjusted.

INSTRUMENT APPROACH CHART	AERODROME ELEV 38 DISTANCES IN NM ELEVATION IN FEET AMSL HEIGHTS IN FT ABOVE THR 29	**SCARBOROUGH** (TOBAGO) A.N.R. ROBINSON INTERNATIONAL **NDB/DME RWY 29**
TRANSITION ALT 4100 THR ELEV 20 BEARINGS ARE MAGNETIC VAR 15°W	APP (PIARCO) 119.000, 119.550 ATIS 132.200 TWR 118.400 GND 121.700	**ACFT CAT A,B**

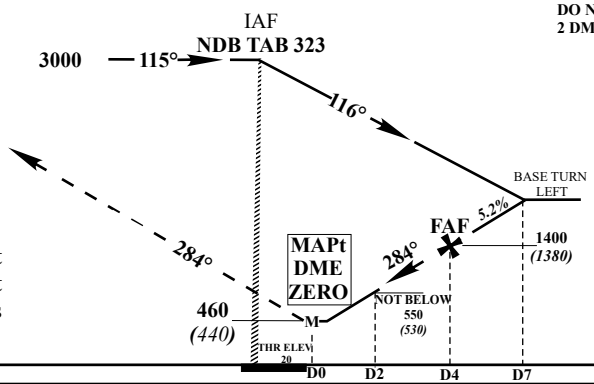


RECOMMENDED PROFILE	DME ITAB	4	3	2	
NOMINAL FINAL APCH GRADIENT 5.2%, 320 FT/NM	ALT/HEIGHT	1400 *(1381)*	1080 *(1060)*	760 *(740)*	

Arrival **not below** MSA or **3000** ALT,whichever is higher

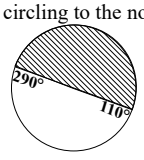
MAPt (M) ITAB DME ZERO

MISSED APPROACH. Climb straight ahead on 284°M to 2000, then turn right to return to NDB TAB at 3000 or as directed by ATC



DO NOT DESCEND BELOW 550*(530)* IF 2 DME FIX IS NOT RECEIVED

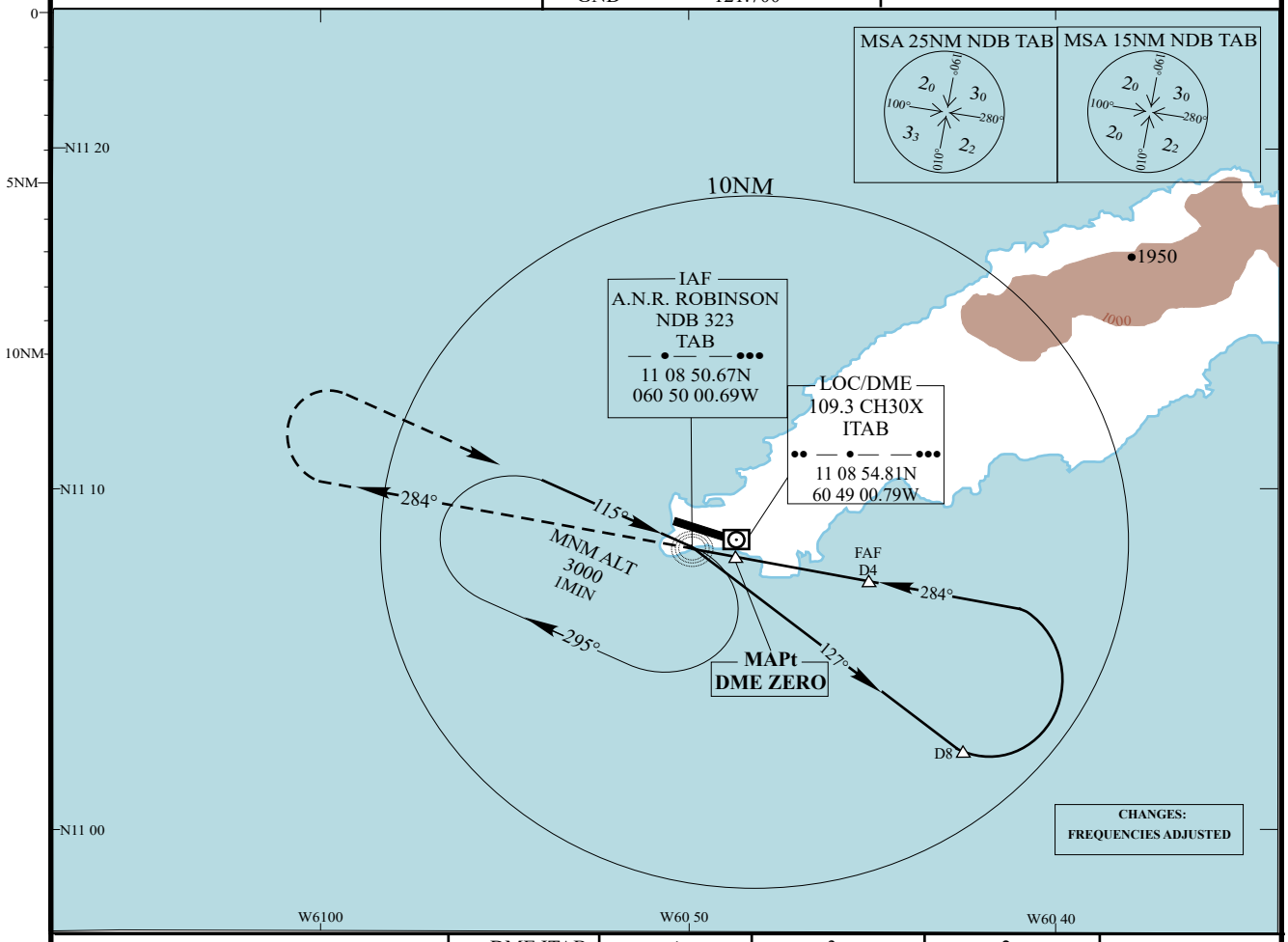
No circling to the north



OCA/H	CAT A	CAT B
PROCEDURE	460 *(440)*	460 *(440)*
PROCEDURE - 2 DME FIX NOT RECEIVED	550 *(530)*	550 *(530)*
VM(C)	550 *(512)*	550 *(512)*

Notes: 1) FAT offset by 5°.
2) DME located 336 metres before THR on extended CL
3) Not all obstacles shown on plan view

INSTRUMENT APPROACH CHART	AERODROME ELEV 38 DISTANCES IN NM ELEVATION IN FEET AMSL HEIGHTS IN FT ABOVE THR 29	**SCARBOROUGH** (TOBAGO) A.N.R. ROBINSON INTERNATIONAL **NDB/DME RWY 29**
TRANSITION ALT 4100 THR ELEV 20 BEARINGS ARE MAGNETIC VAR 15°W	APP (PIARCO) 119.000, 119.550 ATIS 132.200 TWR 118.400 GND 121.700	**ACFT CAT C,D**

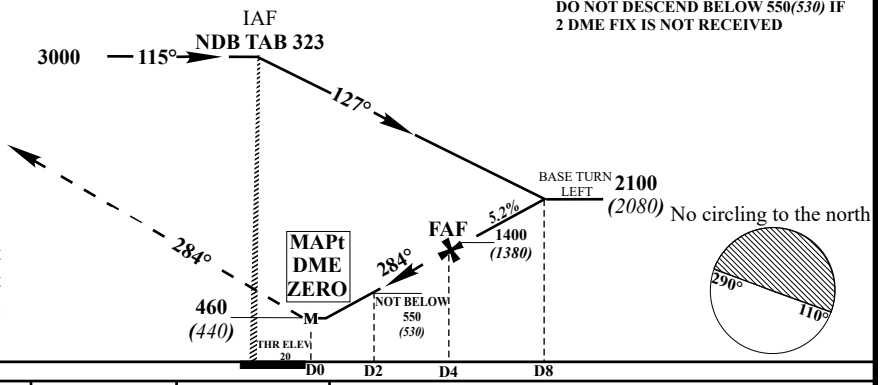


RECOMMENDED PROFILE	DME ITAB	4	3	2	
NOMINAL FINAL APCH GRADIENT 5.2%, 320 FT/NM	ALT/HEIGHT	1400 *(1381)*	1080 *(1060)*	760 *(740)*	

Arrival **not below** MSA or
3000 ALT,whichever is higher

MAPt (M) ITAB DME ZERO

MISSED APPROACH. Climb straight ahead on 284°M to 2000, then turn right to return to NDB TAB at 3000 or as directed by ATC

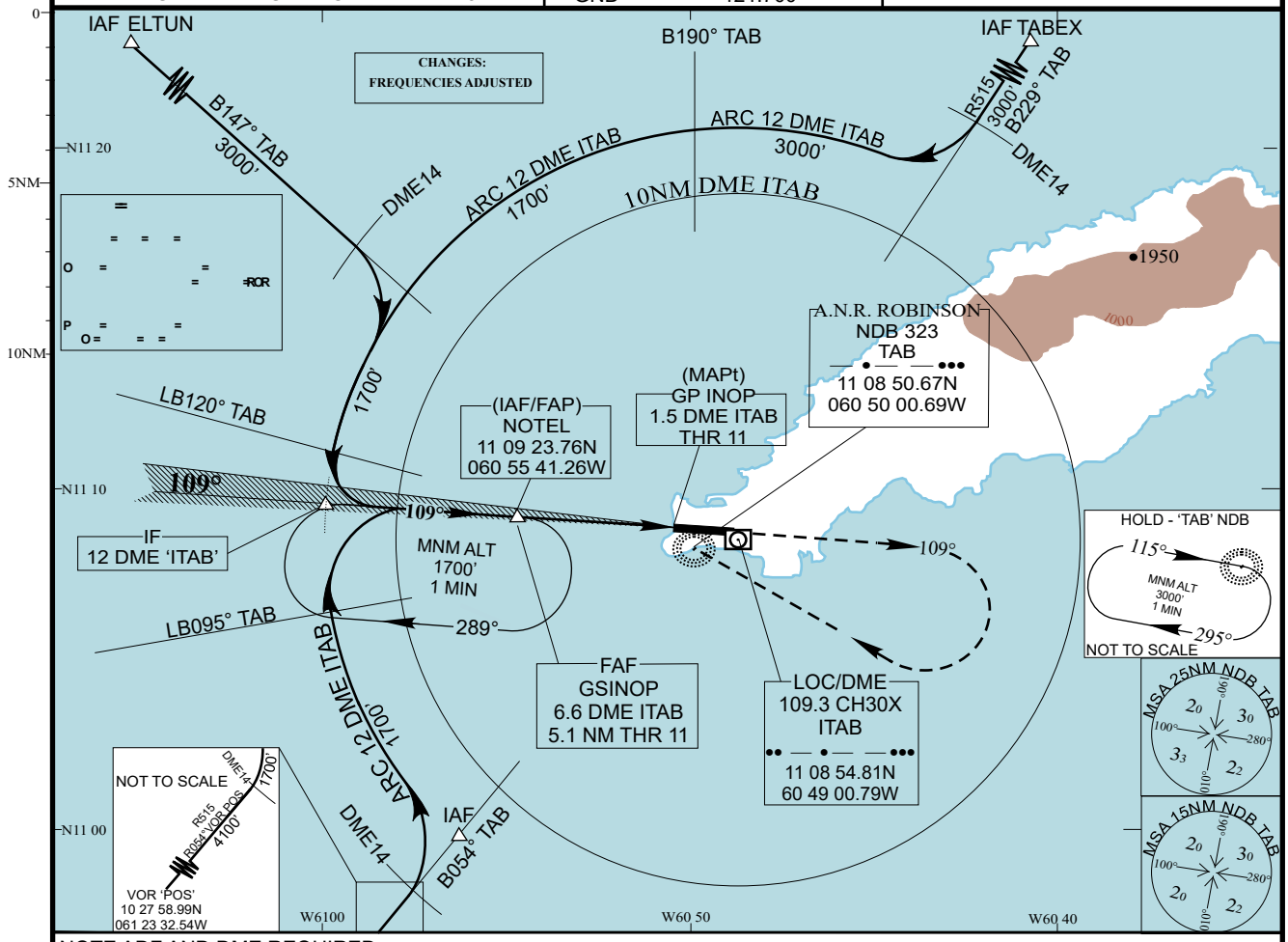


DO NOT DESCEND BELOW 550*(530)* IF 2 DME FIX IS NOT RECEIVED

OCA/H	CAT C	CAT D
PROCEDURE	460 *(440)*	460 *(440)*
PROCEDURE - 2 DME FIX NOT RECEIVED	550 *(530)*	550 *(530)*
VM(C)	638 *(600)*	738 *(700)*

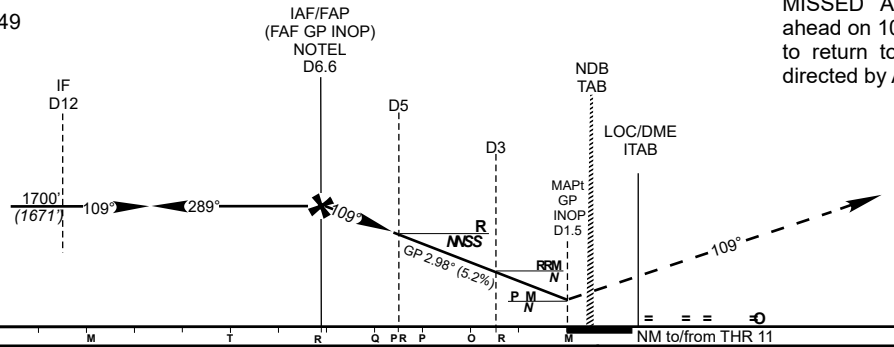
Notes: 1) FAT offset by 5°.
2) DME located 336 metres before THR on extended CL
3) Not all obstacles shown on plan view

= =	AERODROME ELEV 38 DISTANCES IN NM ELEVATION IN FEET AMSL HEIGHTS IN FT ABOVE THR 11	(TOBAGO) A.N.R. ROBINSON INTERNATIONAL = = = = =
TRANSITION ALT 4100 THR11 ELEV 29 BEARINGS ARE MAGNETIC VAR 15°W	APP (PIARCO) 119.000, 119.550 ATIS 132.200 TWR 118.400 GND 121.700	ACFT CAT A,B,C,D



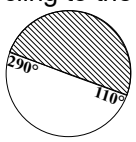
NOTE ADF AND DME REQUIRED

ILS RDH 49



MISSED APPROACH. Climb straight ahead on 109°M to 2000', then turn right to return to NDB TAB at 3000' or as directed by ATC

No circling to the north



CHANGE: Radial adjusted.

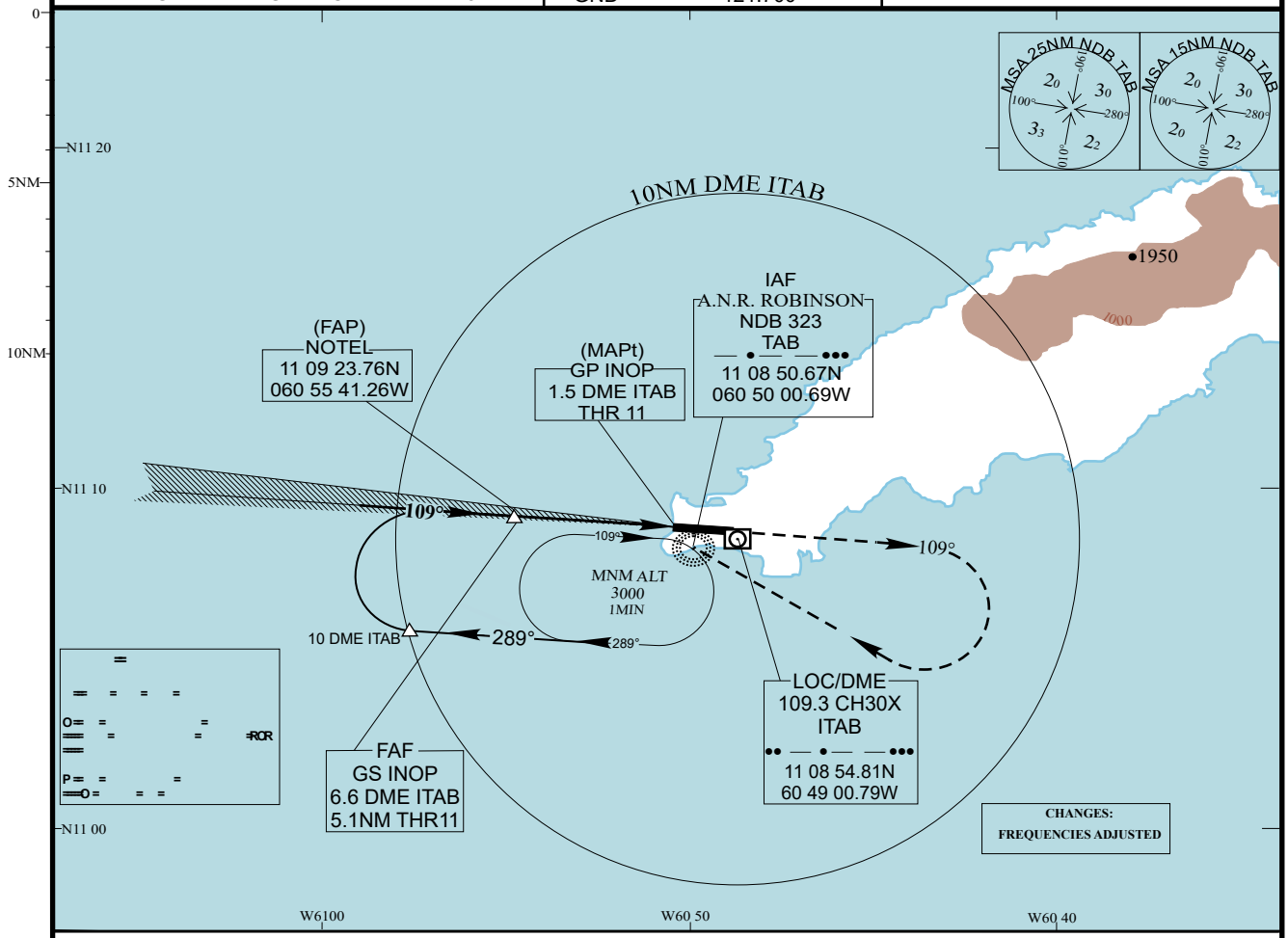
OCA					
ACFT CAT		A	B	C	D
ILS	CAT 1	250 *(221)*	260 *(231)*	266 *(237)*	276 *(247)*
	GP INOP	380 *(351)*	380 *(351)*	*380 (351)*	380 *(351)*
VMC	NORTH RWY 11	NOT AUTHORISED			
	SOUTH RWY 11	538 *(500)*	538 *(500)*	638 *(600)*	738 *(700)*

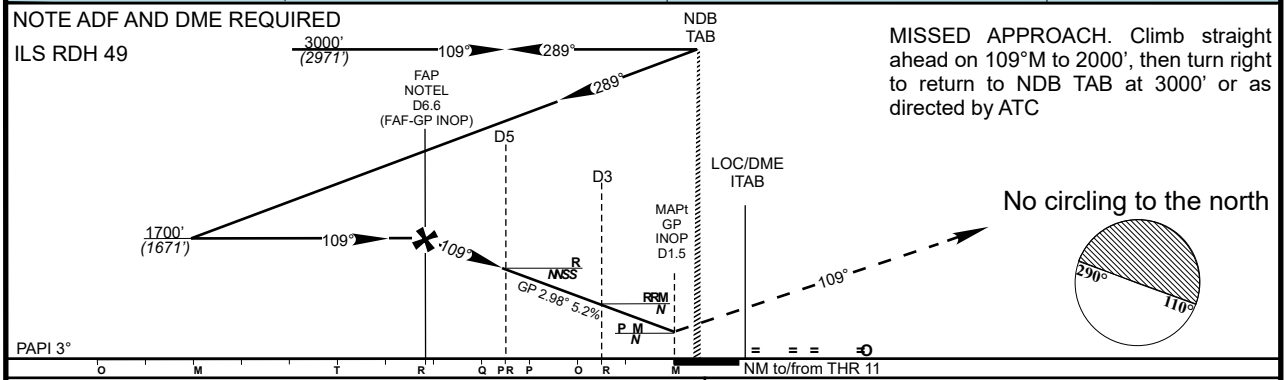
G/S INOP (Recommended descent 320ft per NM)					
DME ITAB DIST	6	5	4	3	
THR 11 DIST	4.5	3.5	2.5	1.5	
ALT/(HEIGHT)	1510*(1481)*	1190*(1161)*	870*(841)*	550*(521)*	
	KTS	80	100	120	140	160
FAF - MAPt	MIN:SEC	3:50	3:04	2:33	2:12	1:55
RATE OF DESCENT	FT/MIN	420	530	640	740	850

TTCP ILS Z OR LOC Z RWY 11 AERONAUTICAL DATA			
FIX DATA			
Type Data	**Fix Name**	**Distance ITAB DME**	**Fix Coordinates**
Enroute	POS VOR	**53.11 NM**	**10° 27' 58.99" N 61° 23' 32.54" W**
Enroute	TAB NDB	**1.03 NM**	**11° 08' 50.68" N 60° 50' 00.69" W**
IAF	ELTUN	**34.58 NM**	**11° 31' 47.12" N 61° 15' 30.05" W**
IAF	TABEX	**30.26 NM**	**11° 34' 24.36" N 60° 32' 14.19" W**
IAF	NOTEL	**6.62 NM**	**11° 09' 23.76" N 60° 55' 41.26" W**
IAF	S end DME ARC	**12.00 NM**	**11° 00' 04.22" N 60° 57' 13.74" W**
	TABEX 12 DME ARC	**12.00 NM**	**11° 19' 18.78" N 60° 42' 44.39" W**
	ELTUN 12 DME ARC	**12.00 NM**	**11° 16' 29.42" N 60° 58' 29.69" W**
IF	12 DME ITAB	**12.00 NM**	**11° 09' 47.41" N 61° 01' 08.96" W**
FAF	NOTEL	**6.62 NM**	**11° 09' 23.76" N 60° 55' 41.26" W**
MAPt	DTHR RWY 11	**1.53 NM**	**11° 09' 01.39" N 60° 50' 31.40" W**
DME	ITAB	**-**	**11° 08' 56.82" N 60° 48' 58.32" W**
SEGMENT DATA			
From	**To**	**Distance**	**Magnetic Bearing**
POS VOR	IAF S end DME ARC	**41.11 NM**	**053.97**
ELTUN	12 DME ARC	**22.60 NM**	**147.32**
TABEX	12 DME ARC	**18.22 NM**	**229.49**
IF	NOTEL	**5.38 NM**	**109.03**
NOTEL	MAPt 1.5 DME ITAB	**5.09 NM**	**109.04**
NOTEL	DTHR RWY 11	**5.09 NM**	**109.04**
OTHER DATA			
- **Aerodrome Elevation:38'**			
- **Displaced Threshold RWY 11 elevation; 29'**			
- **Magnetic Variation: 14.87**			
- **Distance TAB NDB to ITAB DME: 1.03 NM**			
- **Magnetic Bearing TAB NDB to/ from ITAB DME 99.18/279.18**			
- **Displaced Threshold RWY 11 to TAB NDB:0.53 NM**			
- **Final Approach Descent Angle: 2.98°**			

CHANGE: No changes

= =	AERODROME ELEV 38 DISTANCES IN NM ELEVATION IN FEET AMSL HEIGHTS IN FT ABOVE THR 11	(TOBAGO) A.N.R. ROBINSON INTERNATIONAL = = = = =
TRANSITION ALT 4100 THR11 ELEV 29 BEARINGS ARE MAGNETIC VAR 15°W	APP (PIARCO) 119.000, 119.550 ATIS 132.200 TWR 118.400 GND 121.700	ACFT CAT A,B,C,D





OCA					
ACFT CAT		A	B	C	D
ILS	CAT 1	250 *(221)*	260 *(231)*	266 *(237)*	276 *(247)*
	GP INOP	380 *(351)*	380 *(351)*	*380 (351)*	380 *(351)*
VMC	NORTH RWY 11	NOT AUTHORISED			
	SOUTH RWY 11	538 *(500)*	538 *(500)*	638 *(600)*	738 *(700)*

G/S INOP (Recommended descent 320ft per NM)					
DME ITAB DIST	6	5	4	3	
THR 11 DIST	4.5	3.5	2.5	1.5	
ALT/(HEIGHT)	1510*(1481)*	1190*(1161)*	870*(841)*	550*(521)*	
	KTS	80	100	120	140	160
FAF - MAPt	MIN:SEC	3:50	3:04	2:33	2:12	1:55
RATE OF DESCENT	FT/MIN	420	530	640	740	850

TTCP ILS Y OR LOC Y RWY 11 AERONAUTICAL DATA			
FIX DATA			
Type Data	**Fix Name**	**Distance ITAB DME**	**Fix Coordinates**
IAF	TAB NDB	**1.03 NM**	**11º 08' 50.68'' N 60º 50' 00.69" W**
FAP/FAF	NOTEL	**6.62 NM**	**11º 09' 23.76'' N 60º 55' 41.26" W**
MAPt	DTHR RWY 11	**1.53 NM**	**11º 09' 01.39'' N 60º 50' 31.40" W**
DME	ITAB	**-**	**11º 08' 56.82'' N 60º 48' 58.32" W**
OTHER DATA			
- **Aerodrome Elevation:38'**			
- **Displaced Threshold RWY 11 elevation; 29'**			
- **Magnetic Variation: 14.87**			
- **Distance TAB NDB to ITAB DME: 1.03 NM**			
- **Magnetic Bearing TAB NDB to/ from ITAB DME 99.18/279.18**			
- **Displaced Threshold RWY 11 to TAB NDB:0.53 NM**			
- **Final Approach Descent Angle: 2.98º**			

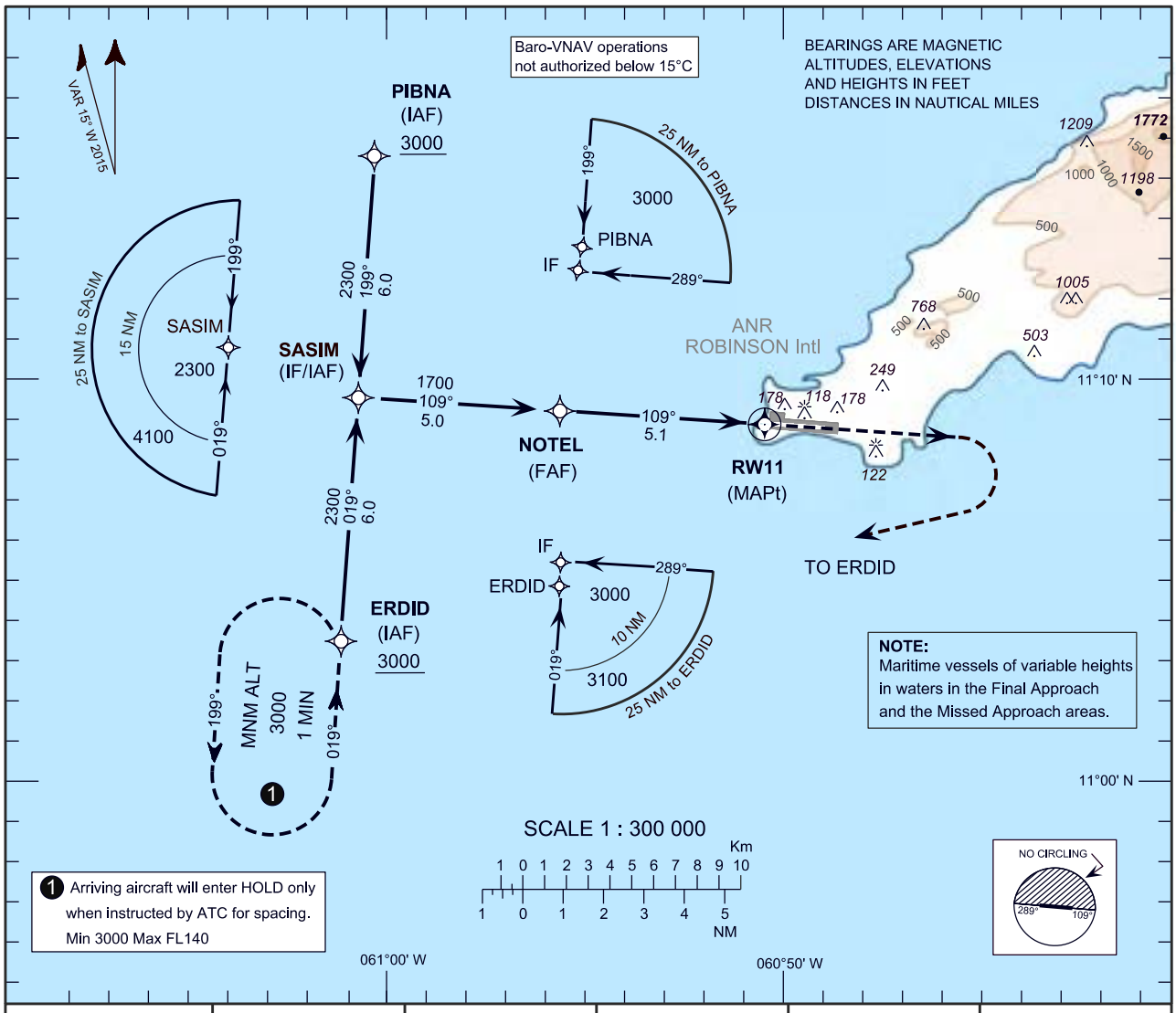
Changes: no change

INSTRUMENT APPROACH CHART - ICAO

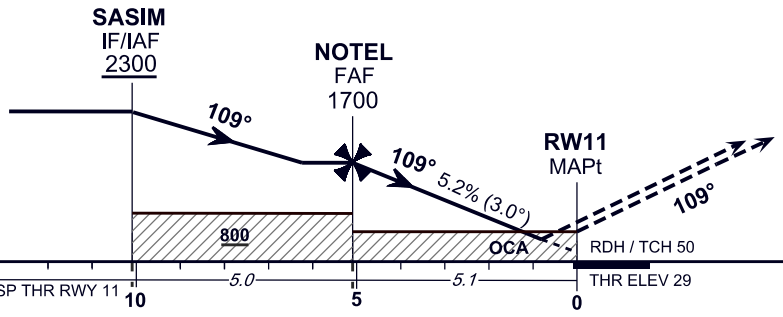
AERODROME ELEV 38 ft
HEIGHTS RELATED TO
DISP THR RWY 11- ELEV 29 ft

PIARCO APP	119.000, 119.550
ROBINSON TWR	118.400
ROBINSON ATIS	132.200

SCARBOROUGH/ A.N.R. ROBINSON Intl (TTCP)
RNAV(GNSS) RWY 11



NM to NEXT WPT	RW11	2	3	4	5
ALTITUDE		720	1040	1360	1680



TRANSITION LEVEL	FL 55
TRANSITION ALTITUDE	4100

MISSED APPROACH:
Climb to 1000 on track 109°M
then climbing right turn to 3000
direct ERDID or as directed by ATC.

OCA (OCH)	A	B	C	D
LNAV	500 (471)			
LNAV/VNAV	340 (311)			
*CIRCLING	550	550	650	730
*CIRCLING NOT AUTHORIZED NORTH OF AD (ALL CATs)				

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

CHANGES: NO CHANGE

TABULAR DESCRIPTION

RNAV(GNSS) RWY 11

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	ERDID	-	-	-	-	-	+3000	-	-	RNP APCH
20	TF	SASIM	-	019 (004.2)	-	6.0	-	+2300	-	-	RNP APCH
10	IF	PIBNA	-	-	-	-	-	+3000	-	-	RNP APCH
20	TF	SASIM	-	199 (184.2)	-	6.0	-	+2300	-	-	RNP APCH
10	IF	SASIM	-	-	-	-	-	+2300	-	-	RNP APCH
20	TF	NOTEL	-	109 (094.2)	-	5.0	-	@1700	-	-	RNP APCH
30	TF	RW11	Y	109 (094.2)	-	5.1	-	@79	-	-3.0/50	RNP APCH
40	CA	-	-	109 (094.2)	+15.0	-	-	+1000	-	-	RNP APCH
50	DF	ERDID	-	-	-	-	R	+3000	-	-	RNP APCH
60	HM	ERDID	-	019 (004.2)	-	-	L	+3000	-	-	RNP APCH

WAYPOINT LIST

RNAV(GNSS) RWY 11

Waypoint Identifier	Coordinates
ERDID	11°03'45.02"N 061°01'12.49"W
PIBNA	11°15'46.36"N 061°00'18.93"W
*SASIM	11°09'45.69"N 061°00'45.72"W
*NOTEL	11°09'23.78"N 060°55'41.33"W
RW11	11°09'01.39"N 060°50'31.40"W

** previous waypoint identifier with updated coordinates.*

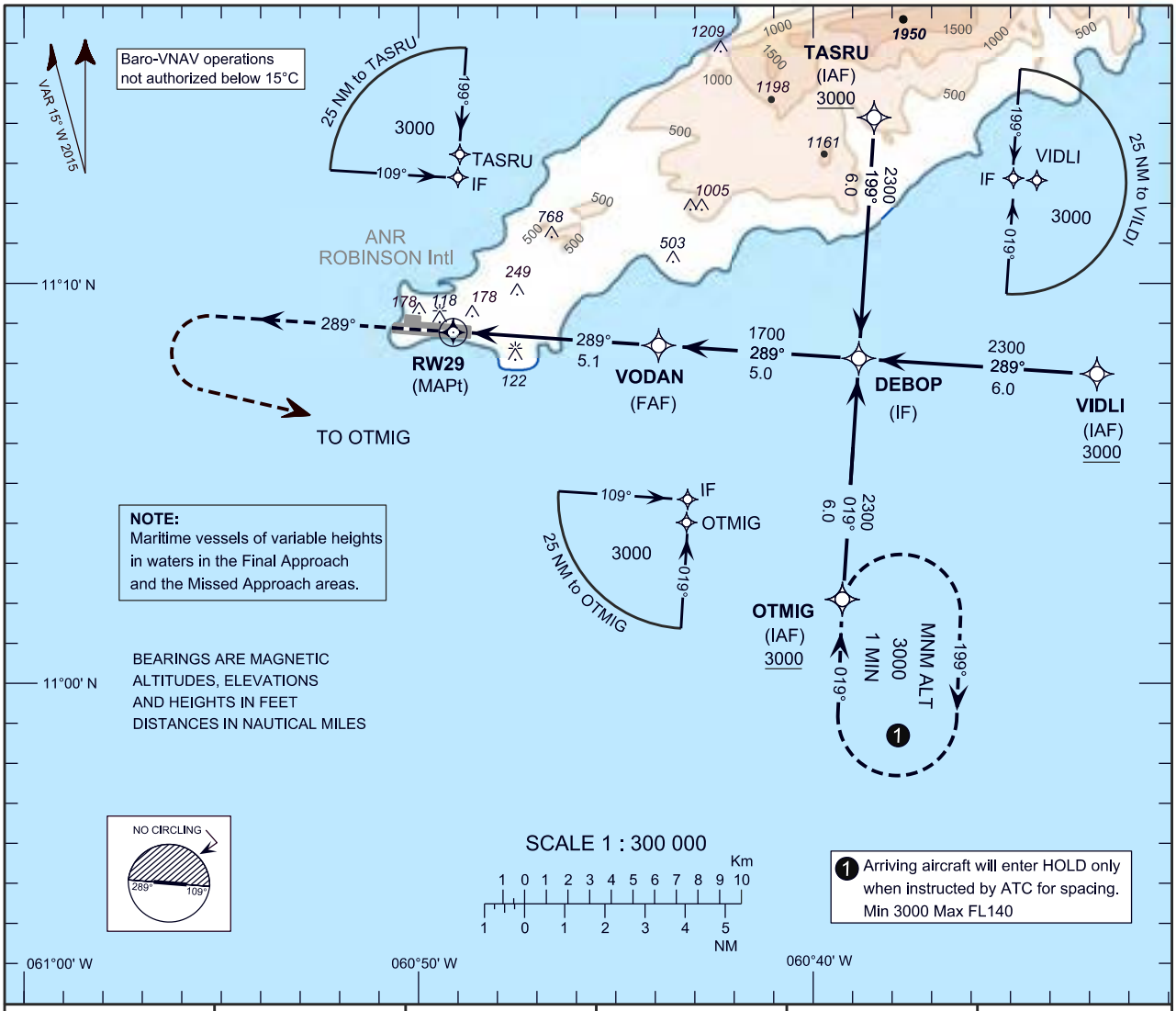
CHANGE: NOTEL COORDINATES ADJUSTED

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 38 ft
HEIGHTS RELATED TO
THR RWY 29 - ELEV 20 ft

PIARCO APP	119.000, 119.550
ROBINSON TWR	118.400
ROBINSON ATIS	132.200

SCARBOROUGH/ A.N.R. ROBINSON Intl (TTCP)
RNAV$_{(GNSS)}$ RWY 29

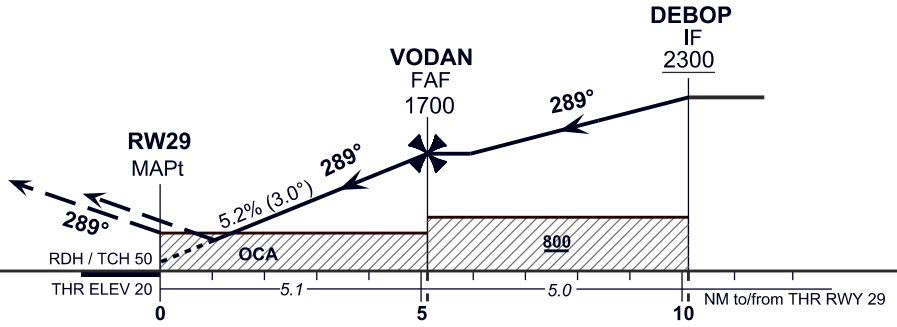


NM to NEXT WPT	RW29	2	3	4	5
ALTITUDE		710	1030	1350	1670

CHANGES: FREQUENCIES ADJUSTED

TRANSITION LEVEL	FL 55
TRANSITION ALTITUDE	4100

MISSED APPROACH:
Climb to 1000 on track 289°M then climbing left turn to 3000 direct OTMIG or as directed by ATC.



OCA (OCH)	A	B	C	D
LNAV	500 (480)			
LNAV/VNAV	340 (320)			
*CIRCLING	550	550	650	730

*CIRCLING NOT AUTHORIZED NORTH OF AD (ALL CATs)

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

TABULAR DESCRIPTION

RNAV (GNSS) RWY 29

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	VIDLI	-	-		-	-	+3000	-	-	RNP APCH
20	TF	DEBOP	-	289 (274.2)		6.0	-	+2300	-	-	RNP APCH
10	IF	TASRU	-	-		-	-	+3000	-	-	RNP APCH
20	TF	DEBOP	-	199 (184.2)		6.0	-	+2300	-	-	RNP APCH
10	IF	OTMIG	-	-		-	-	+3000	-	-	RNP APCH
20	TF	DEBOP	-	019 (004.2)		6.0	-	+2300	-	-	RNP APCH
10	IF	DEBOP	-	-		-	-	+2300.	-	-	RNP APCH
20	TF	VODAN	-	289 (274.2)		5.0	-	@1700	-	-	RNP APCH
30	TF	RW29	Y	289 (274.2)		5.1	-	@70	-	-3.0/50	RNP APCH
40	CA	-	-	289 (274.2)	+15.0	-	-	+1000	-	-	RNP APCH
50	DF	OTMIG	-	-		-	L	+3000	-	-	RNP APCH
60	HM	OTMIG	-	019 (004.2)		-	R	+3000	-	-	RNP APCH

WAYPOINT LIST

RNAV (GNSS) RWY 29

Waypoint Identifier	Coordinates
VIDLI	11°07’44.00”N 060°32’49.77”W
OTMIG	11°02’10.07”N 060°39’21.77”W
TASRU	11°14’11.41”N 060°38’28.16”W
*DEBOP	11°08’10.74”N 060°38’54.97”W
*VODAN	11°08’32.93”N 060°43’59.32”W
RW29	11°08’55.56”N 060°49’10.92”W

** previous waypoint identifier with updated coordinates.*

Changes: no change

AD 3. HELIPORTS

TUON AD 3.1 HELIPORT LOCATION INDICATOR AND NAME

TUON - OIL NUT BAY/Oil Nut Bay Heliport - INTL

TUON AD 3.2 HELIPORT GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	HRP coordinates and site at AD	Lat : 183003N Long : 0642035W Site : Centre
2	Direction and distance from city	12KM NE of Spanish Town
3	Elevation/Reference Temperature	1M (2FT) / Nil
4	MAG VAR/Annual change	14°W (2014)
5	Heliport Administration, address, telephone, telefax, telex, AFS	Oil Nut Bay Management Office Oil Nut Bay North Sound Virgin Gorda British Virgin Islands TEL: (284) 393 - 1000
6	Types of traffic permitted (IFR/VFR)	VFR
7	Remarks	VMC Day Operations. Twin-engine operations. PPR 24 HR International, 12 HR Domestic or by agreement.

TUON AD 3.3 OPERATIONAL HOURS

1	Heliport Administration	Oil Nut Bay Management Office Operational Hours: 1300 - 2100
2	Customs and Immigration	On request
3	Health and Sanitation	NIL
4	AIS Briefing Office	NIL
5	ATS Reporting Office (ARO)	NIL
6	MET Briefing Office	NIL
7	ATS	NIL
8	Fuelling	NIL
9	Handling	NIL
10	Security	NIL
11	De-icing	NIL
12	Remarks	NIL

TUON AD 3.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	Trolleys/Golf Carts
2	Fuel/Oil types	NIL
3	Fuelling facilities/capacity	NIL
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	NIL

TUON AD 3.5 PASSENGER FACILITIES

1	Hotels	Villas to rent on complex
2	Restaurants	On complex
3	Transportation	Golf Carts available on site/Water Taxis
4	Medical facilities	Adjacent to Heliport (First Aid). Medical Facility at Resort Centre
5	Bank and Post Office	NIL
6	Tourist Office	NIL
7	Remarks	NIL

TUON AD 3.6 RESCUE AND FIRE FIGHTING SERVICES

1	Heliport Category for fire fighting	H1
2	Rescue equipment	RFFS on site, Rescue Boat Polaris 6x6 800 - Engine 760cc 40hp with flatbed mounted Enforcer60 CAFS unit. 2 x trolley mounted Enforcer60 CAFS units. Existing CAFS extinguishing agent: Class B FireAde AFFF in stock 12 x 5 - gallon pails 3% or 6% Enforcer60 premix tank 272 litres, finished foam capacity at 6% 4560 litres. Expected discharge time up to 6 minutes per unit.
3	Capability for removal of disabled aircraft	By arrangement with Private Contracter
4	Remarks	NIL

TUON AD 3.7 SEASONAL AVAILABILITY - CLEARING

1	Types of clearing equipment	NIL
2	Clearance priorities	NIL
3	Remarks	NIL

TUON AD 3.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/ POSITIONS DATA

1	Apron/Helicopter stands designation,surface and strenght	**Apron NIL :** Nil
2	Ground taxiway designation, width, surface and designation	**NIL** Width: NIL Type of surface: NIL Strength: NIL
3	Air taxiway width and designation	NIL
4	Altimeter checkpoint location and elevation	NIL
5	VOR checkpoints	NIL
6	INS checkpoints	NIL
7	Remarks	NIL

TUON AD 3.9 MARKINGS AND MARKERS

1	Final approach and take-off markings	FATO edge, TLOF edge
2	TWY, air TWY, air transit route markers	NIL
3	Remarks	NIL

TUON AD 3.10 HELIPORT OBSTACLES

ID OBST/ Designation	OBST type	OBST Coordinate	ELEV/HGT	Markings/Type, Colour ofLight	Remarks
a	b	c	d	e	f
NIL	NIL	NIL	NIL	NIL	NIL

TUON AD 3.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	Anitgua and Barbuda Met Office/BVI Met Office
2	Hours of service MET Office outside hours	 1200 - 2300 Online: www.antiguamet.com
3	Office responsible for TAF preparation Periods of validity	NIL
4	Type of landing forecast Interval of issuance	NIL NIL
5	Briefing/consultation provided	NIL
6	Flight documentation Language(s) used	 English
7	Charts and other information available for briefing or consultation	NIL
8	Supplementary equipment available for providing information	NIL
9	ATS units provided with information	Beef Island Tower
10	Additional information (limitation of service, etc.)	NIL

TUON AD 3.12 HELIPORT DATA

1	Heliport type	Surface level
2	TLOF dimensions	13.81M Diameter
3	FATO, GEO bearings	NIL
4	FATO dimensions and SFC type	25.0M Diameter
5	TLOF, SFC and BRG strenght	Concrete, 4700kgs
6	Coordinates of geometric centre TLOF or THR of FATO and geoid undulation	183002.99N0642034.82W
7	TLOF/FATO, elevation and slope	0.562M AMSL
8	Safety Area dimensions	28.0M Diameter
9	HEL CWY dimensions	NIL
10	Obstacle-free sector	Obstacle Free Approach Sectors defined in Heliport Manual/ Verbal Orientation Briefing
11	Remarks	Verbal Orientation Briefing Document available from Operator

TUON AD 3.13 DECLARED DISTANCES

	TODAH (M)	RTODAH (M)	LDAH (M)	Remarks
	1	2	3	4
	Nil	Nil	Nil	See Diagram 1 - Layout of Heliport in section AD 3.22

TUON AD 3.14 APPROACH AND FATO LIGHTING

1	APP LGT system type, LEN, INTST	NIL
2	Type of visual approach slope indicator system	NIL
3	FATO area LGT characteristics and location	Green omnidirectional edge lights at intervals of 6.2M (12 in total)
4	Aiming point LGT charachteristics and location	NIL
5	TLOF LGT system characteristics and location	Green omnidirectional edge lights at intervals of 5.7M (8 in total)
6	Remarks	NIL

TUON AD 3.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	Heliport BCN location, characteristics and hours of operation	Nil
2	WDI location and LGT	NE sector 8.5M from edge of FATO. LGT.
3	TWY edge and centre lighting	NIL Edge: NIL
4	Secondary power supply/switch-over time	Standby Generators. Switchover time <30 seconds
5	Remarks	NIL

TUON AD 3.16 ATS AIRSPACE

1	Designator and lateral limits	NIL
2	Vertical limits	NIL
3	Airspace classification	NIL
4	ATS unit callsign Language(s)	Beef Island Tower English
5	Transition altitude	Nil
6	Hour of applicability	NIL
7	Remarks	Heliport located within San Juan TMA. See diagram 2 in AD 3.22 for Approach/Departure Sectors

TUON AD 3.17 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Channel(s)	Hours of Operation	Remarks
1	2	3	4	5
NIL	NIL	NIL	NIL	Flight ARR & DEP Contact Beef Island Tower 118.400MHz

TUON AD 3.18 RADIO NAVIGATION AND LANDING AIDS

Type of aid, MAG VAR (for VOR,give declination), Type of OP	ID	Frequency	Hours of operation	Position of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

TUON AD 3.19 LOCAL HELIPORT REGULATIONS

All operations to/from the Oil Nut Bay Heliport need to be operated by pilots with the following experience:

Commercial Helicopter License
1,000 Total Flying Hours
100 Flying Hours on Type

In addition, there is a Verbal Orientation Briefing Document which needs to be read by the pilot to familiarize themselves with the local heliport operations. The document will be disseminated to the point of contact when a prior permission request is made to the heliport.

TUON AD 3.20 NOISE ABATEMENT PROCEDURES

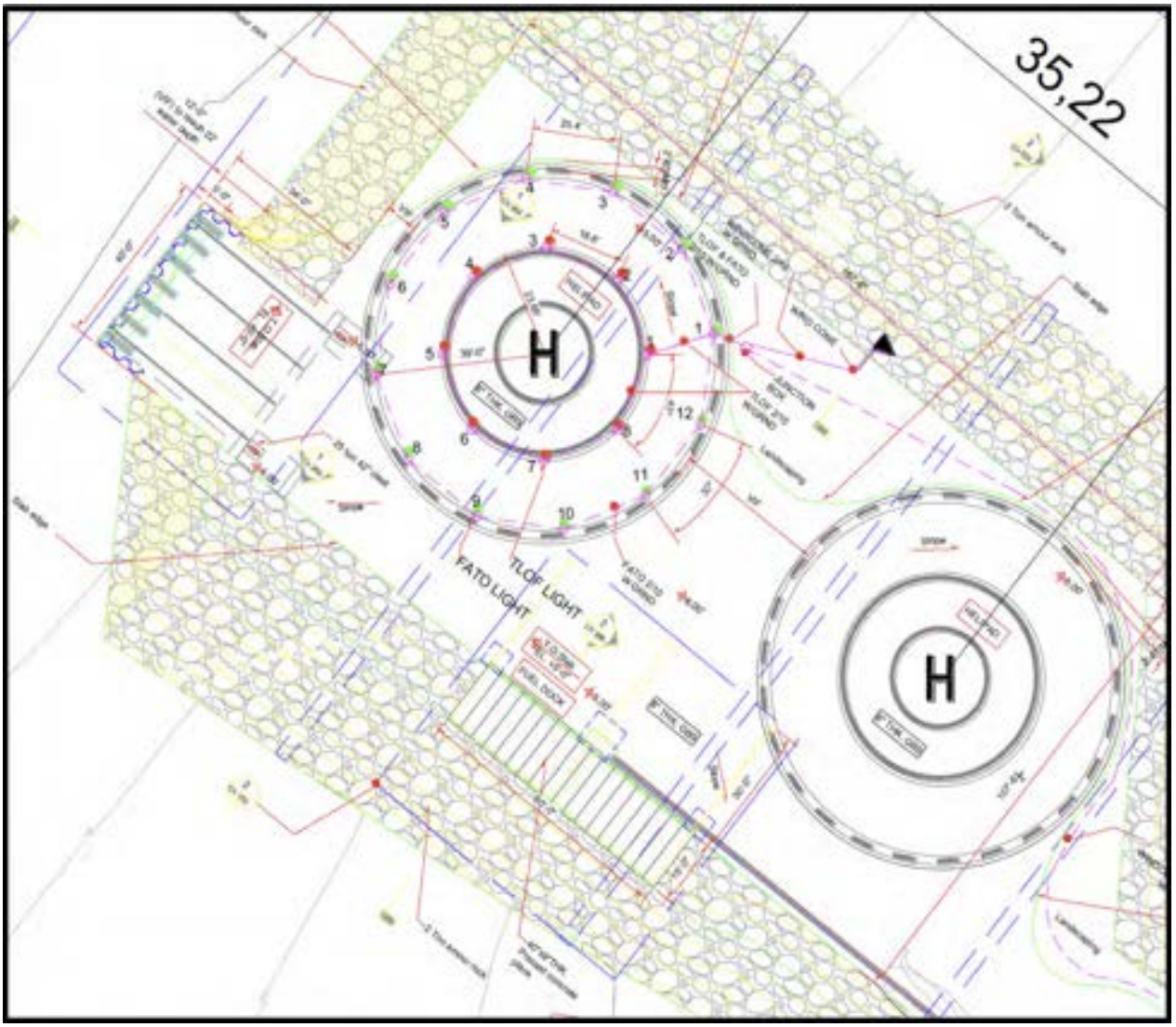
Operations in accordance with the Oil Nut Bay Heliport Manual. For more information, contact Nicolas Welch via telephone: 284-346-5109, or email: nwelch@oilnutbay.com.

TUON AD 3.21 FLIGHT PROCEDURES

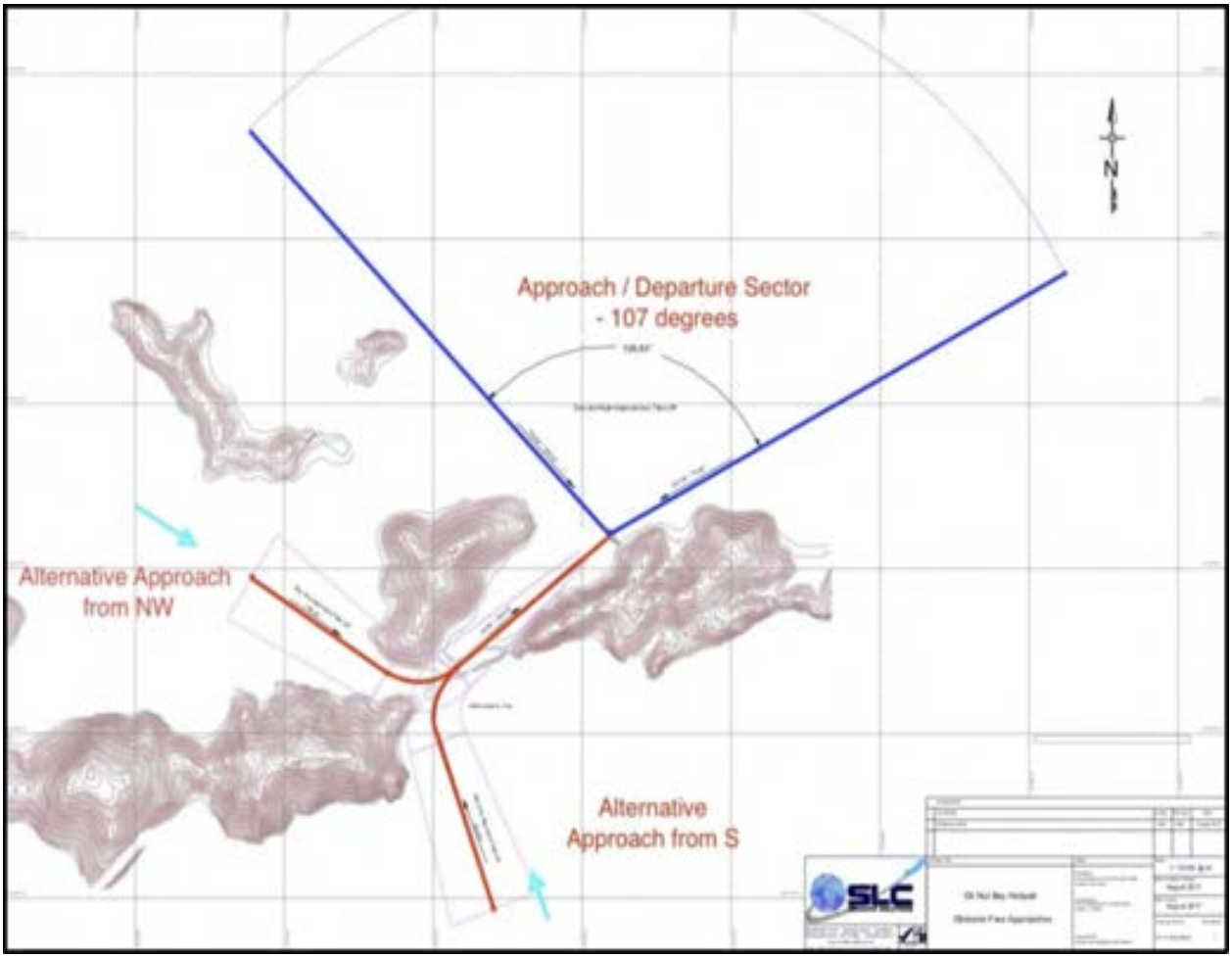
Operations in accordance with the Oil Nut Bay Heliport Manual. For more information, contact Nicolas Welch via telephone: 284-346-5109, or email: nwelch@oilnutbay.com.

TUON AD 3.22 ADDITIONAL INFORMATION

The diagrams below provide the Layout and the Approach/Departure Sectors of the TUON Heliport



Layout of Heliport



Approach/Departure Sectors

TUON AD 3.23 CHARTS RELATED TO A HELIPORT

NIL

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