

## LIST OF VALID AIP SUPPLEMENTS

NUMBER	FIR/AERODROME (LOCATION) STATE	SUBJECT
07/24	John A. Osborne (TRPG)	<b>Airport Restriction at John A. Osborne International Airport</b>
06/24	Douglas Charles (TDPD)	Change in Aerodrome Operating Hours at Douglas Charles International Airport
05/24	Clayton J. Lloyd (TQPF)	Parking Stand Discontinued at Clayton J. Lloyd International Airport
04/24	Clayton J. Lloyd (TQPF)	Airport Restriction at Clayton J. Lloyd International Airport
03/24	A.N.R. Robinson (TTCP)	Runway Strip at ANR Robinson International Airport
01/24	Terrance B. Lettsome (TUPJ)	Restrictions for Use of British Virgin Islands Airspace
14/23	Piarco FIR (TTZP)	Interim Routings to be utilized within the Piarco FIR due to the removal of the UA550, UA551 and UA561 Routes
11/23	Piarco FIR (TTZP)	Establishment of waypoints URSIK and TWELM on the common boundary between the Adams Terminal Control Area and the Piarco Flight Information Region (TTZP)
10/22	Piarco (TTPP)	Model Aircraft Display

LIST LAST UPDATED 01 MAY 2024

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07/24  
28 MAR 24

**AD****07. JOHN A. OSBORNE INTERNATIONAL AIRPORT (TRPG)****AIRPORT RESTRICTION AT JOHN A. OSBORNE INTERNATIONAL AIRPORT****Effective: 240328 TO 250328**

By the United Kingdom Department for Transport:

No aircraft which is owned, chartered or operated by a person connected with Russia, or which is registered in Russia shall fly in Montserrat's airspace, including in the airspace above the territorial sea. This regulation does not apply to any aircraft flying in accordance with the permission of the UK Secretary of State for Transport.

Permissions available from Air Safety Support International (ASSI) at [enquiries@airsafety.aero](mailto:enquiries@airsafety.aero)

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**06/24**  
**21 MAR 24**

**AD****06. DOUGLAS CHARLES INTERNATIONAL AIRPORT (TDPD)****CHANGE IN AERODROME OPERATING HOURS AT DOUGLAS CHARLES INTERNATIONAL AIRPORT****Effective: 240321 TO 250321**

Aerodrome operating hours are now 1000 to 2359 UTC. Prior notice is required for operations occurring after 0000 UTC.

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**05/24**  
**20 MAR 24**

**AD****05. CLAYTON J. LLOYD INTERNATIONAL AIRPORT (TQPF)****PARKING STAND DISCONTINUED AT CLAYTON J. LLOYD INTERNATIONAL AIRPORT****Effective: 240320 TO 251231**

Parking Stand 11 discontinued on main apron.

Please amend E/CAR AIP AD 2.1-1-13 Aerodrome Chart.

AIP SUP 05/24 replaces NOTAM A0479/24.

**END**

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04/24  
19 MAR 24

**AD****04. CLAYTON J. LLOYD INTERNATIONAL AIRPORT (TQPF)****AIRPORT RESTRICTION AT CLAYTON J. LLOYD INTERNATIONAL AIRPORT****Effective: 240319 TO 250319**

By the United Kingdom Department for Transport:

No aircraft which is owned, chartered or operated by a person connected with Russia, or which is registered in Russia shall fly in Anguilla's airspace, including in the airspace above the territorial sea. This regulation does not apply to any aircraft flying in accordance with the permission of the UK Secretary of State for Transport.

Permissions available from Air Safety Support International (ASSI) at [enquiries@airsafety.aero](mailto:enquiries@airsafety.aero)

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**03/24**  
**02 FEB 24**

**AD****03. A.N.R. ROBINSON INTERNATIONAL AIRPORT (TTCP)****RUNWAY STRIP AT A.N.R. ROBINSON INTERNATIONAL AIRPORT****Effective: 240202 TO PERM**

Runway Strip at A.N.R. Robinson International Airport does not meet the Annex 14 Standards and Recommended Practices.

*Annex 14 Aerodromes (Vol.1) 9th Edition 2022 part 3.4.3, states a Runway Strip including a precision approach runway shall, wherever practicable, extend laterally to a distance of at least 140 metres, where the code is 3 or 4, on each side of the centre line of the runway and its extended centre line throughout the length of the strip.*

Actual Runway Strip dimension is depicted in Attachment A.

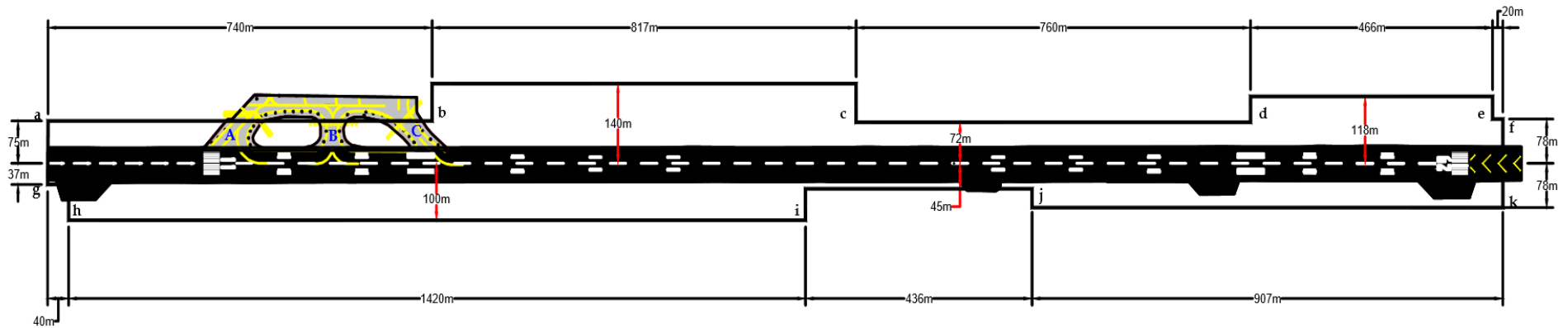
Please amend E/CAR AIP GEN 1.7

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# ATTACHMENT A

NORTH



RWY Distances	RWY Strip (North)		RWY Strip (South)	
	Length	Width	Length	Width
a-b	740m	75m		
b-c	817m	140m		
c-d	760m	72m		
d-e	466m	118m		
e-f	20m	78m		
g-h			40m	37m
h-i			1420m	100m
i-j			436m	45m
j-k			907m	78m

NOTE: DRAWING NOT TO SCALE

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01/24  
03 JAN 24

**GEN****01. TERRANCE B. LETTSOME INTERNATIONAL AIRPORT (TUPJ)****RESTRICTIONS FOR USE OF BRITISH VIRGIN ISLANDS AIRSPACE****Effective: 240103 to 250103**

The United Kingdom Department for Transport has issued a regulation indicating that no aircraft that is owned, chartered or operated by a person connected with Russia, or which is registered in Russia, shall fly in the British Virgin Islands airspace, including in the airspace above the territorial sea.

This regulation does not apply to any aircraft flying by the permission of the UK Secretary for Transport.

Permission is available from Air Safety Support International at [enquiries@airsafety.aero](mailto:enquiries@airsafety.aero)

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14/23  
27 SEP 23

**ENR****14. PIARCO FIR (TTZP)****INTERIM ROUTINGS TO BE UTILIZED WITHIN THE PIARCO FIR DUE TO THE REMOVAL OF THE  
UA550, UA551 AND UA561 ROUTES****Effective: 230927 to 240930**

The reorganization of the Piarco Flight Information Region is being implemented in a phased approach.

Currently, based on collaboration with all stakeholders, the upper airspace has been redesigned taking into account the Performance Based Navigation (PBN) concept. In addition, through the CANSO/IATA/ICAO Free Route Airspace (CIIFRA) initiative, a number of pre-approved optimized routes have been implemented.

The next phase of the airspace optimization project involves the connection of the new/revised upper airspace routes to the lower airspace arrival and departure routes into the aerodromes within the Piarco FIR. The implementation of this phase is expected to take place over 2023/2024.

Aircraft Operators and Flight Dispatchers are urged to please take note of the following:

- Routes implemented in the Piarco FIR which have been incorporated into the Eastern Caribbean AIP (ENR 3.2):

- UP533
- UN669
- UP410
- UM662

- Conventional routes which have been removed from the Piarco FIR:

- UA550
- UA551
- UA561

With regards to flights that previously utilized the UA550, UA551 and UA561 between the Piarco and Maiquetia FIRs, the following are suggested routings to be filed in the interim until the full implementation of the Piarco FIR Airspace Optimization is completed:

(a) Aircraft landing/departing TAPA that previously utilized the UA550, may file: ITEGO DCT DUNTA DCT ANU or the reciprocal.

(b) Aircraft landing/departing TFFR that previously utilized the UA550, may file: ITEGO DCT PPR or the reciprocal.



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(c) Aircraft landing/departing TFFF that previously utilized the UA551, may file: ONGAL DCT FOF or the reciprocal.

(d) Aircraft landing/departing TLPL that previously utilized the UA551, may file: ONGAL DCT BNE or the reciprocal.

(e) Aircraft landing/departing TGPY that previously utilized the UA561, may file: ILVAS DCT GND or the reciprocal.

(f) Aircraft landing/departing TBPB that previously utilized the UA561, may file: ILVAS DCT BGI or the reciprocal.

(g) Aircraft landing/departing TVSA that previously utilized the UA561, may file: ILVAS DCT SV or the reciprocal.

*NOTE: Notwithstanding the above suggested routings, any flight entering the Piarco FIR from the Maiquetia FIR may file from any waypoint along the Piarco/Maiquetia boundary to a destination aerodrome WITHIN the Piarco FIR.*

Questions or alternative requests regarding these interim procedures can be directed to:  
**piarcoairspacemanagement@caa.gov.tt**

AIP SUP 14/23 revises AIP SUP 01/23

END

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# PIARCO INTERNATIONAL NOTAM OFFICE

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11/23  
07 Sep 23

### ENR

#### 11. PIARCO FIR (TTZP)

#### Establishment of waypoints URSIK and TWELM on the common boundary between the Adams Terminal Control Area and the Piarco Flight Information Region (TTZP)

**Effective: 230907 to PERM**

##### 1.0 Introduction

1.1 In an effort to meet the evolving operational needs of a growing civil aviation environment, the following waypoints have been established on the northeastern boundary of the Adams TMA and the Piarco FIR:

Waypoint	Coordinates
URSIK	14 12 11N 059 01 48W
TWELM	13 55 20N 058 42 28W

1.2 These waypoints will facilitate aircraft entering and exiting the Adams TMA via the Piarco Oceanic Sector, and form part of the future development of airspace optimization plans.

##### 2.0 Procedures

###### 2.1 Arriving Aircraft

2.1.1 Aircraft inbound to Grantley Adams International Airport (TBPB) from waypoint ELJEZ (18 00 00N 057 00 00W) or east along the TTZP/KZWP FIR common boundary shall plan a flight route to enter the Adams TMA at waypoint URSIK.

###### 2.2 Departing Aircraft

2.2.1 Aircraft departing the Grantley Adams International Airport (TBPB) leaving the TTZP FIR at waypoint ELJEZ or east along the TTZP/KZWP FIR common boundary shall plan a flight route to exit the Adams TMA at waypoint TWELM.

###### 2.3 Overflying Aircraft

2.3.1 Aircraft transiting or overflying the Adams TMA are not affected by these procedures.

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## 2.4 Other Aircraft

2.4.1 Aircraft arriving or departing the Grantley Adams International Airport (TBPB) via routes outside the areas specified in 2.1.1 and 2.2.1 above are not affected by these procedures.

Please see chart in Attachment A for the location and characteristics of the waypoints URSIK and TWELM within the Piarco FIR.

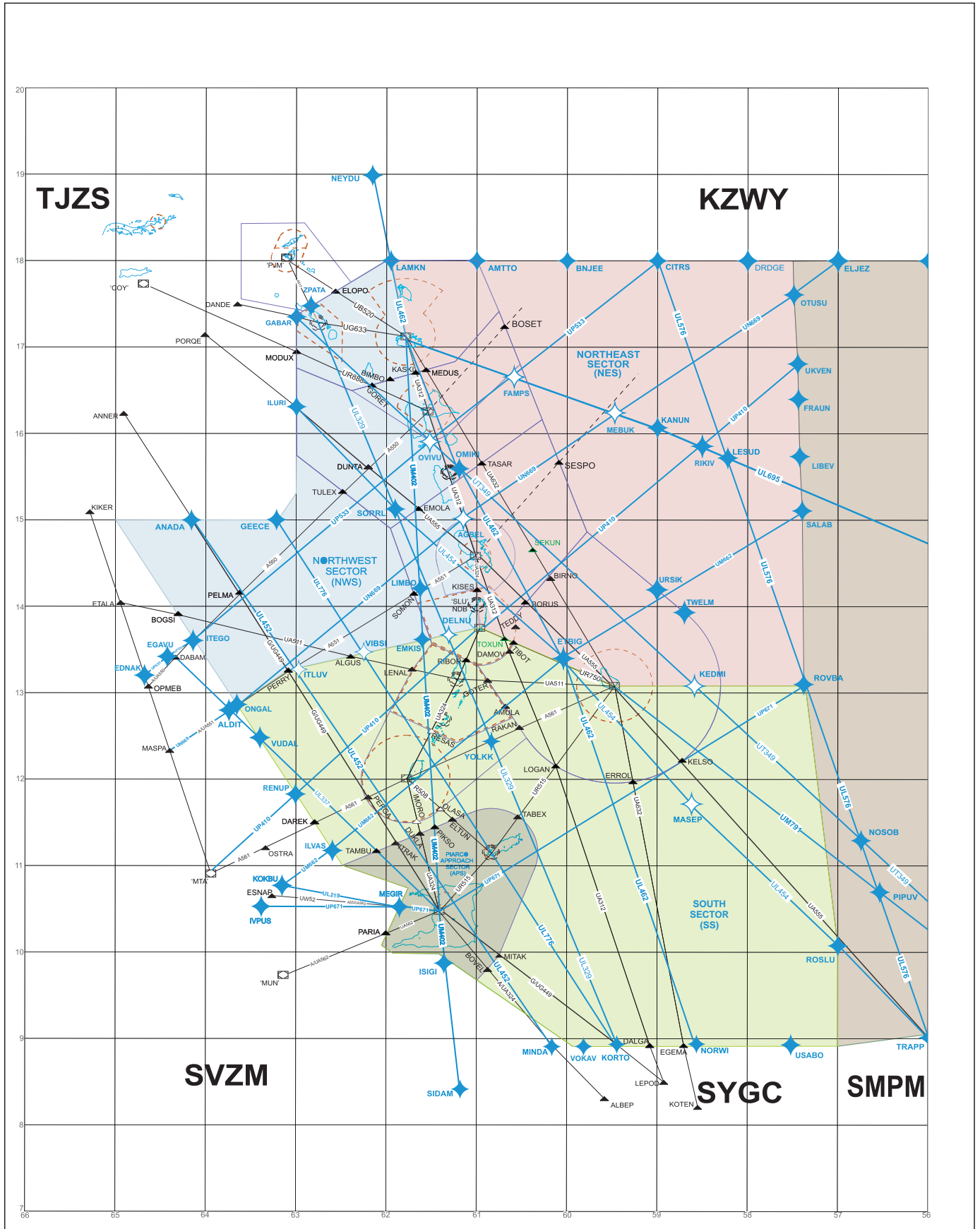
Please amend the following pages of the Eastern Caribbean AIP: GEN 3.2-6, ENR 4.4-7, ENR 6.1-7 and ENR 6.1-9.

END

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# ATTACHMENT A

AIRAC AIP SUP 11/23



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10/22  
11 OCT 22

**ENR**

**10. PIARCO (TTPP)****Model Aircraft Display****Effective: 221011 to 241011**

Model aircraft display at Frederick Settlement within a radius of 1KM centred on 103538N0612337W from SFC to 400FT AGL.

Pilots flying the area are asked to exercise caution.

END

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