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CIVIL AVIATION AUTHORITY,
P.O. BOX 2163, NATIONAL MAIL CENTRE,
PIARCO
REPUBLIC OF TRINIDAD AND TOBAGO

03/25

22 JAN 25

AD

03. DOUGLAS CHARLES INTERNATIONAL AIRPORT (TDPD)

VERTICAL LIMITS OF THE AIR TRAFFIC SERVICES AIRSPACE AND AIRSPACE CLASSIFICATION AMENDED

Effective: 250220 to PERM

The Air Traffic Services Airspace and Classification along with other aerodrome information at the Douglas Charles International Airport, have been amended.

The following data pages and charts have been amended:

- Attachment A - **Changes to Aerodrome and Enroute data**
- Attachment B - **KAROT ONE RNAV (GNSS) DEP**
- Attachment C – **RNAV GNSS Y RWY 27**
- Attachment D – **RNAV GNSS Z RWY 27**
- Attachment E - **NDB RWY 27**

END

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ATTACHMENT A

The information for the Douglas International Airport in bold font within the Aerodrome and Enroute tables below contain the changes for each subsection:

TDPD AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

2	**Rescue equipment**	**NIL**

TDPD AD 2.12 RUNWAY PHYSICAL CHRACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimension of RWY (M)	Strength (PCR) and surface of RWY and SWY	THR Coordinates/ RWY End Coordinates THR GUND	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY/ SWY
1	2	3	4	5	6	7
09	070° GEO 085° MAG	1936 x 45	PCN 71/F/A/X/T Asphalt/Nil	153235.82N 0611838.56W	THR 22.10 m (72.51 ft)	NIL
27	250° GEO 265° MAG	1936 x 45	PCN 71/F/A/X/T Asphalt/Nil	153257.42N 0611737.52W	THR 5.00 m (16.40 ft)	NIL

8	9	10	11	12	13	14
SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimensions (M)	RESA Dimensions	Location/ Description of Arresting System	OFZ	Remarks
NIL	790 x 150	1928 x 150	90x90	NIL	NIL	RWY Surface Grooved THR RWY 09 displaced 405M **(N153241.78 W0611821.74)** **ELEV 21.64m (71ft)**
NIL	NIL	1928 x 150	90x90	NIL	NIL	RWY Surface Grooved

ATTACHMENT A

TDCF AD 2.17 ATS AIRSPACE

2	Vertical limits	**SFC/3000 FT AAL**
3	Airspace classification	**D**
5	Transition altitude	**9000 FT**

TDPD AD 2.22 FLIGHT PROCEDURES

1 Procedures for IFR flights

1.2 APPROACHES

1.2.1 All aircraft intending to land at Douglas-Charles Airport will be cleared for the RNAV, NDB/DME or visual approach by Le Raizet Approach Tower.
ATC procedure shall, however severely restrict/prohibit departures from Douglas Charles during IFR approach operations, due to the reciprocal track situation published on the IFR procedure track.

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 an NDB RWY27 approach procedure. Pilots may request to proceed to IAF SEDOG or ULOMA either prior to reaching FOF or PPR or before departing TFFF or TFFR.

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. Le Raizet APP will provide clearance for the aircraft to conduct said approach procedure.

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 or the pilot may cancel IFR flight and continue VFR.**

ATTACHMENT A

The Aeronautical Data page of the following departure procedure has been amended to incorporate THR RWY 09 elevation 71' (ft):

AD 2.4-2-18 KAROT ONE RNAV (GNSS) DEP – Attachment B

The following INSTRUMENT APPROACH CHART – ICAO have been amended:

AD 2.4-2-21 RNAV GNSS Y RWY 27 – Attachment C

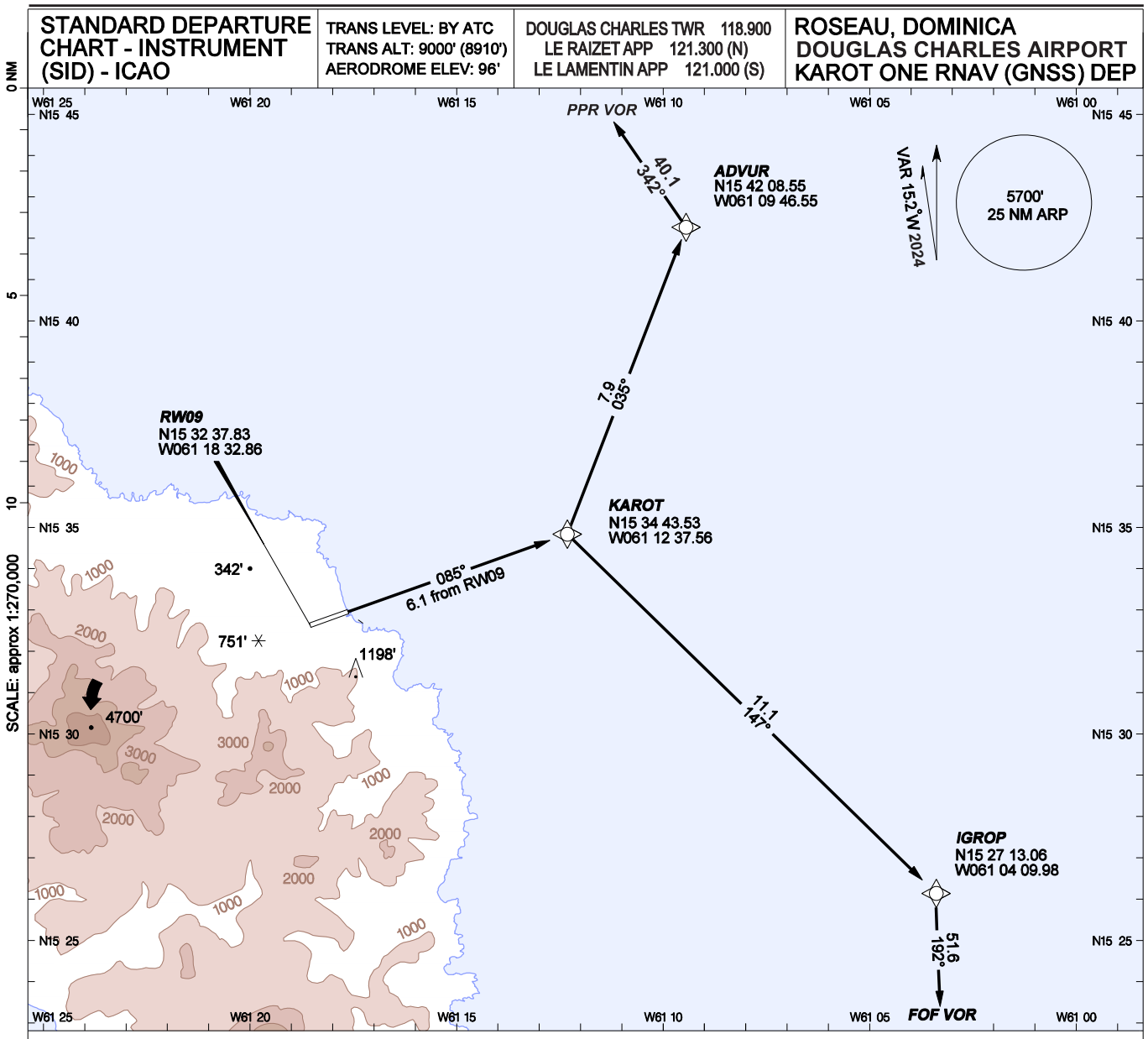
AD 2.4-2-23 RNAV GNSS Z RWY 27 – Attachment D

AD 2.4-2-25 NDB RWY 27 – Attachment E

The following are changes to the ENR 2.2 page for the change in Vertical Limits and Airspace Classification:

Name Lateral limits Vertical limits Class of airspace	**Units providing service**	**Call sign Languages Area and conditions of use Hours of service**	**Frequency/ Purpose**	**Remarks**
1	**2**	**3**	**4**	**5**
DOUGLAS CHARLES AERODROME TRAFFIC ZONE (ATZ) (Dominica) Circular area centered on 153248N/ 0611805W (ARP) within a 2NM radius. **3000FT AAL** **SFC** CLASS of Airspace: **D**				

ATTACHMENT B



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

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: 96'			
- THR RWY 09 elevation: 71'			
- THR RWY 27 elevation: 16'			
- Magnetic variation used: 15.2 W			

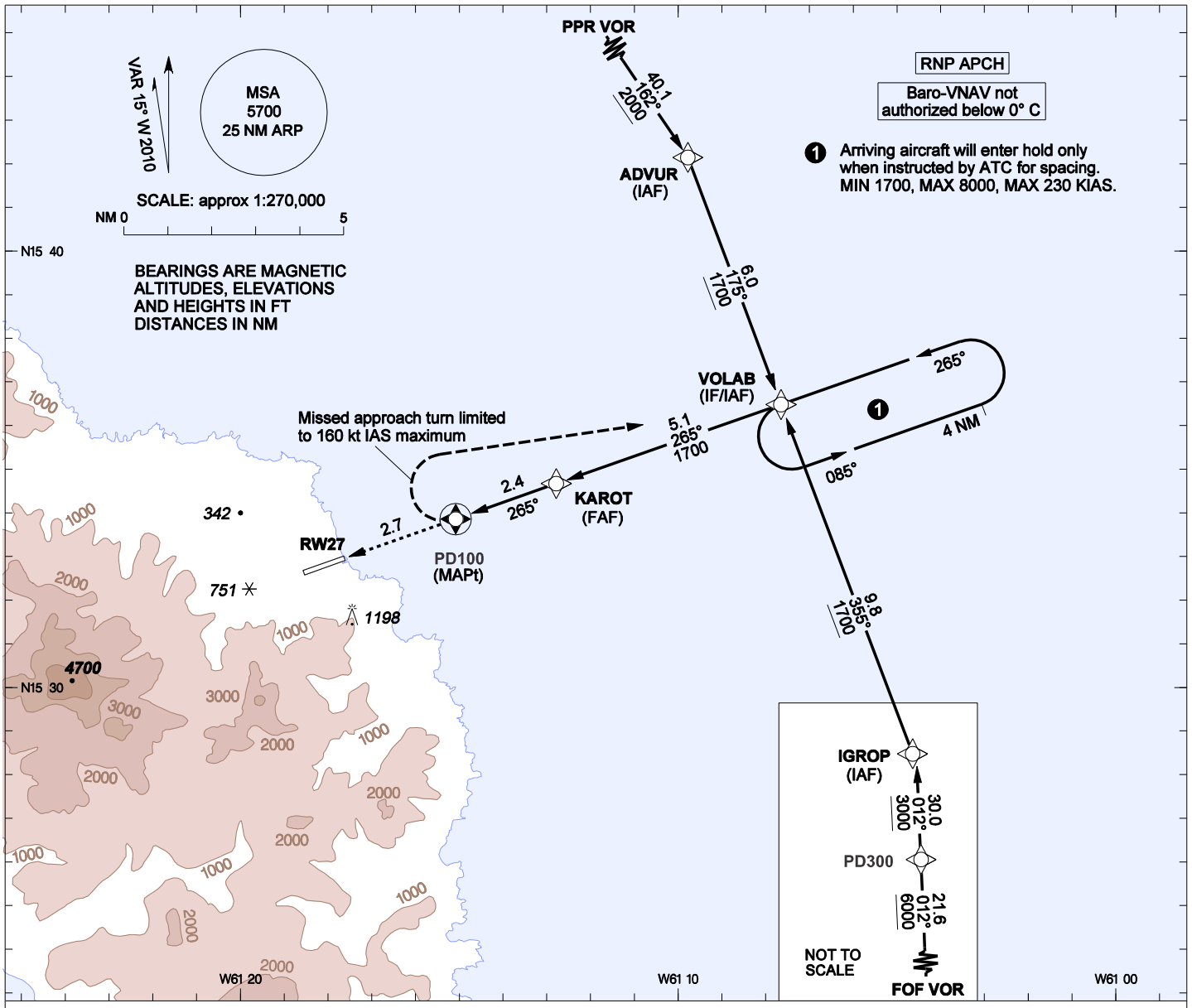
ATTACHMENT C

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 96 FT
OCH RELATED TO THRE
OTHER HEIGHTS RELATED TO AD ELEV

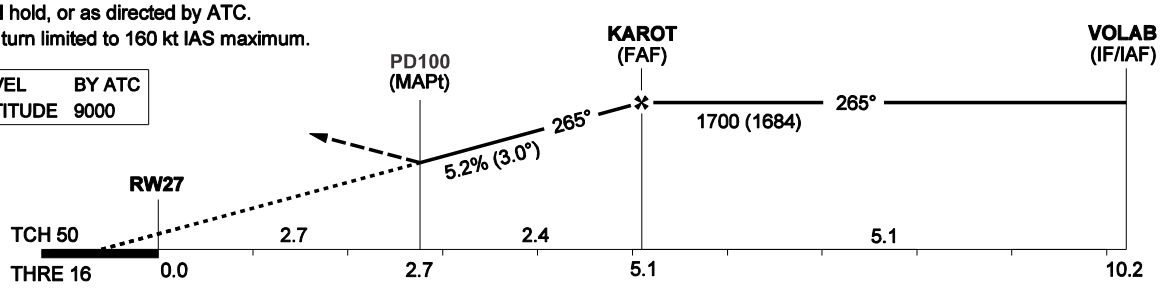
DOUGLAS CHARLES TWR	118.900
LE RAIZET APP	121.300 (N)
LE LAMENTIN APP	121.000 (S)

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.

**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.

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

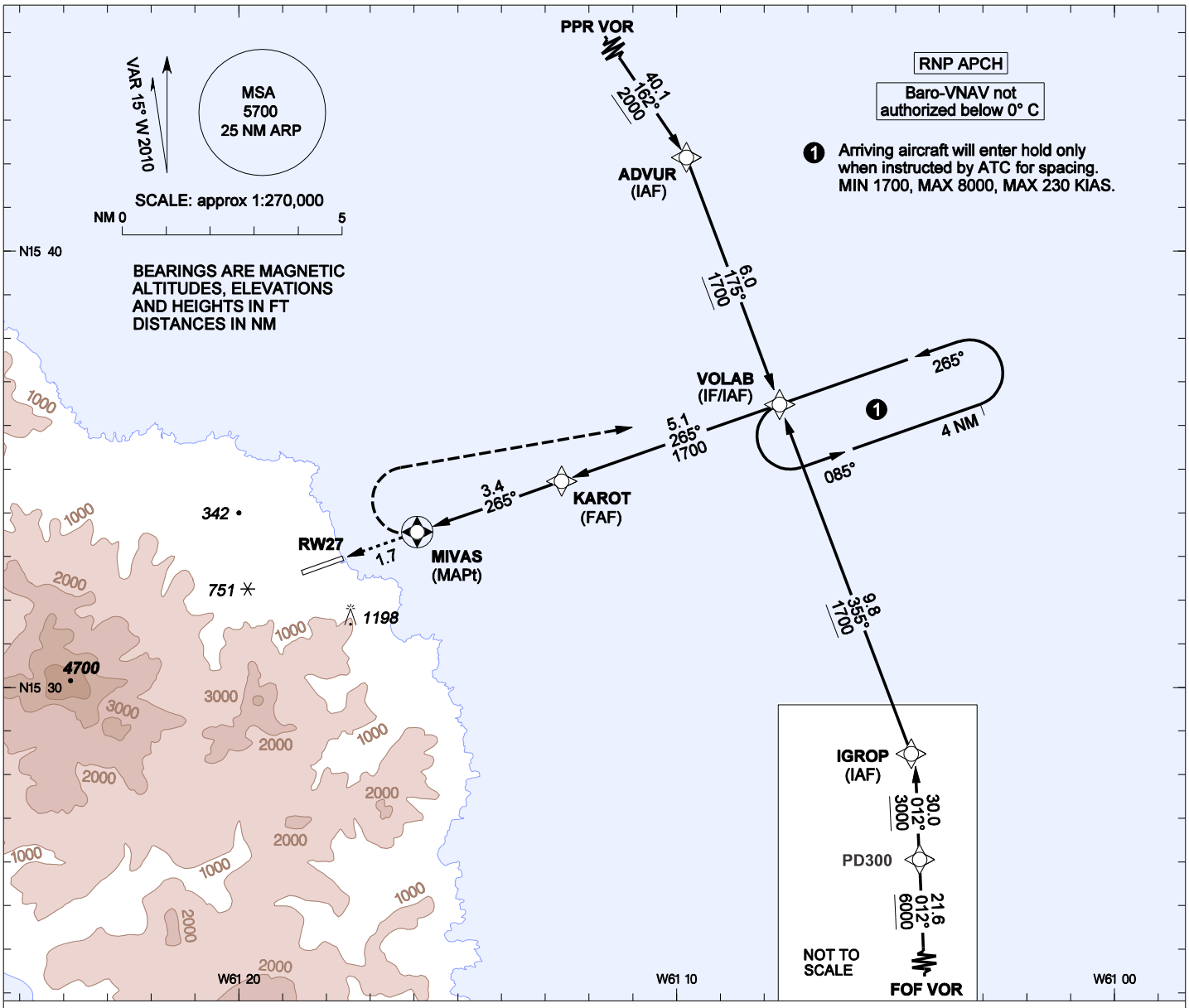
ATTACHMENT D

INSTRUMENT APPROACH CHART - ICAO

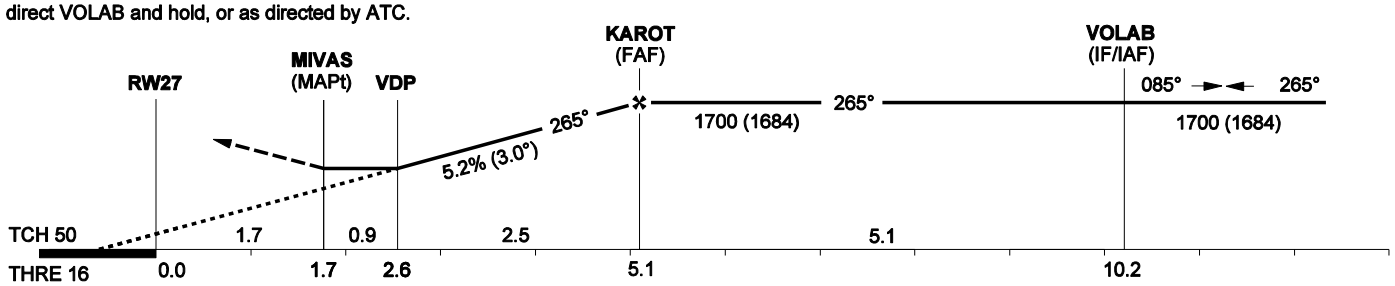
AERODROME ELEV 96 FT
OCH RELATED TO THRE
OTHER HEIGHTS RELATED TO AD ELEV

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.

**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.

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
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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
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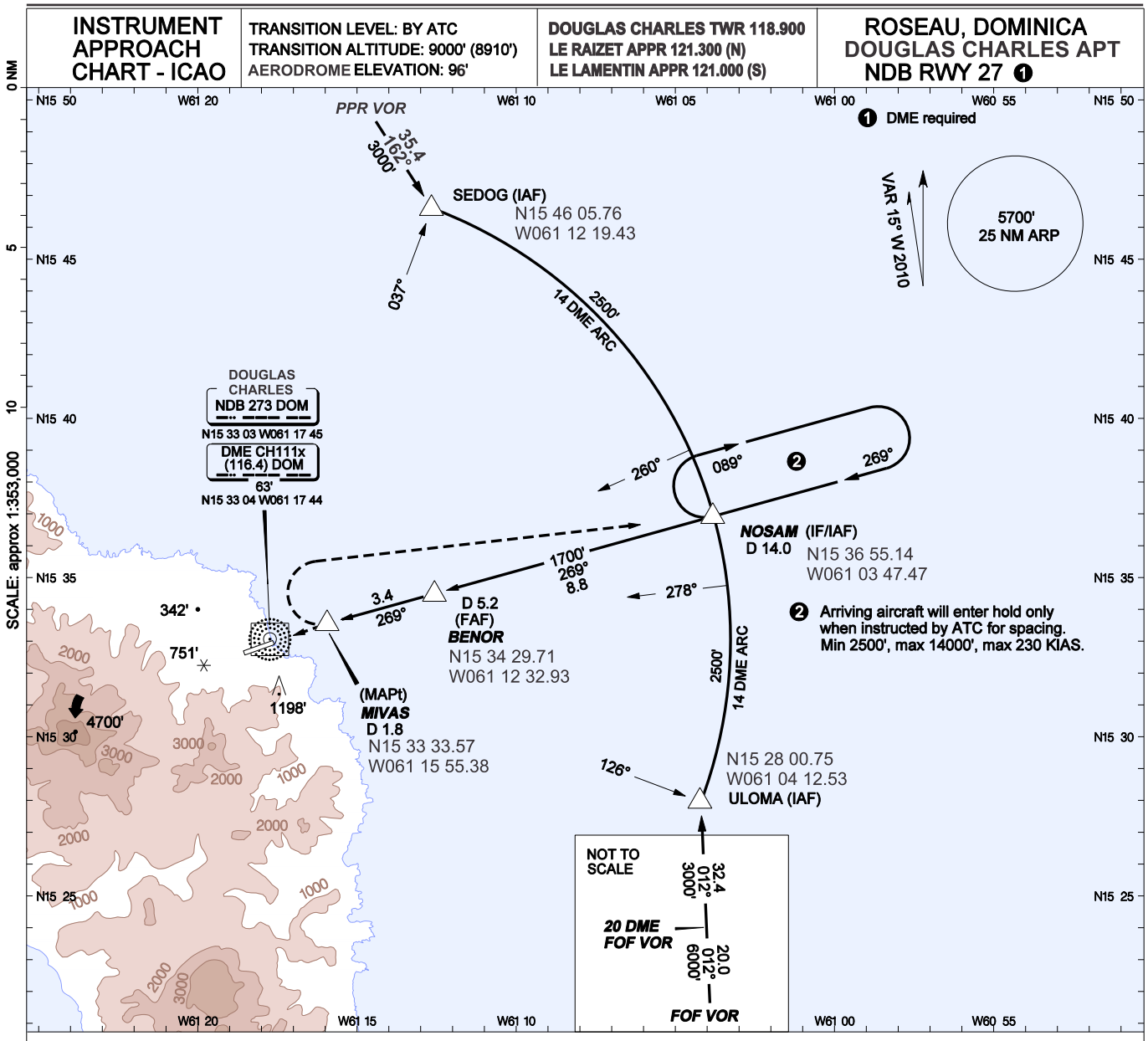
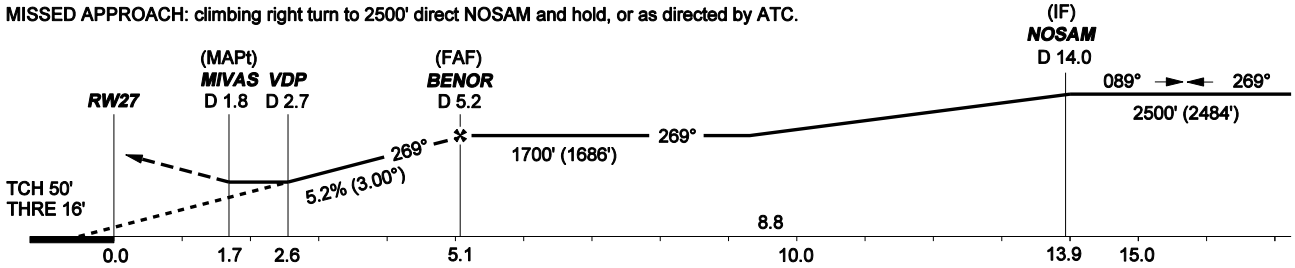
KAROT	N15 34 43.53 W061 12 37.56
MIVAS	N15 33 33.57 W061 15 55.38
PD300	N14 57 07.92 W061 02 32.35
PPR VOR	N16 15 54.70 W061 32 24.50
RW27	N15 32 57.42 W061 17 37.52
VOLAB	N15 36 29.06 W061 07 38.85

ATTACHMENT E



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.

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