



# PIARCO INTERNATIONAL NOTAM OFFICE

# AIP SUPPLEMENT

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REPUBLIC OF TRINIDAD AND TOBAGO

11/26  
24 MAR 26

## AD

### **11. TERRANCE B. LETTSOME INTERNATIONAL AIRPORT (TUPJ)**

#### **Procedures for VFR Flights**

#### **Effective: 260324 to PERM**

VFR flight procedures at Terrance B. Lettsome International Airport (TUPJ) are updated as follows:

#### Procedures for outbound aircraft

1. The 'default procedure' for all VFR aircraft departing RWY 07 westbound should make a left turn out after departure. When traffic permits, ATC may authorise a right turn and aircraft should proceed south of the island chain, 2000FT or below until clear of the RNAV-A (07) approach path when traffic is reported on the RNAV-A, or until otherwise advised by ATC. Those aircraft authorised to make a right turn should be established south of the island chain before crossing Cooper Island westbound.
2. In the absence of aircraft on the RNAV-A approach, ATC may provide a more direct routing; however, VFR aircraft making a right turn should still proceed south of the island chain westbound.

#### Procedures for inbound aircraft

1. When there is a potential conflict with RNAV-A arrivals, VFR aircraft inbound to TUPJ from the west and southwest that have been instructed to follow a preceding inbound aircraft should expect to hold approximately eight (8) miles or greater west or southwest of TUPJ, 2000FT or below (right turns) on the southwestern coast of Tortola or south of Norman Island until they have the preceding traffic in sight and can maintain their own separation, or unless otherwise advised by ATC. VFR aircraft inbound to TUPJ from the east and southeast should expect to hold south or southeast of Cooper Island. All aircraft are to remain clear of the RNAV-A (07) approach path once traffic is reported on the approach.
2. Visual Reporting Points (VRP) have been established at Sopers Hole (182309N 0644159W), Norman Island (181857N 0643650W) and Cooper Island (182237N 0643032W) as references for VFR aircraft to route and hold if necessary. VFR aircraft should attempt to establish radio contact with Beef Island ATC on 118.400MHz as early as possible before reaching the VRP to the west and southwest, and at least by 15NM inbound from the east.

3. When VFR aircraft is holding south of Cooper Island, ATC may instruct IFR traffic executing a missed approach on the RNAV-A (07) to maintain runway heading if necessary.

For more published AIP Supplements and NOTAM regarding BVIAA airports, you may visit:

<https://caa.gov.tt/notices-to-operators-notification/aip-sups/> and  
[https://caa.gov.tt/notices-to-operators-notification/#elf\\_11\\_Lw](https://caa.gov.tt/notices-to-operators-notification/#elf_11_Lw)

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