

LIST OF VALID AIP SUPPLEMENTS

NUMBER	FIR/AERODROME (LOCATION) STATE	SUBJECT
20/24	Barbuda International Airport (TAPB)	Establishment of New Aerodrome – Barbuda International Airport - TAPB
19/24	Douglas Charles (TDPD)	Extension of RWY 09/27 at the Douglas Charles Airport
18/24	Piarco International Airport (TTPP)	NDB 'TRI' Unserviceable
17/24	Terrance B. Lettsome (TUPJ)	Amendments to the Phraseology of the Departure Instructions at the Terrance B. Lettsome International Airport
15/24	Piarco FIR (TTZP)	Establishment of Waypoint CAIRN on the Common Boundary between the Pointe-a-Pitre (Guadeloupe) Terminal Control Area (TMA) and the Piarco Flight Information Region (TTZP)
14/24	St. Vincent and the Grenadines (TVSA, TVSB, TVSC, and TVSU)	Airport Service Charge
07/24	John A. Osborne (TRPG)	Airport Restriction at John A. Osborne International Airport
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
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
10/22	Piarco (TTPP)	Model Aircraft Display

LIST LAST UPDATED 09 SEPTEMBER 2024



PIARCO INTERNATIONAL NOTAM OFFICE

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CIVIL AVIATION AUTHORITY,
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PIARCO
REPUBLIC OF TRINIDAD AND TOBAGO

20/24
04 SEP 24

AD

20. BARBUDA INTERNATIONAL AIRPORT (TAPB)

Establishment of New Aerodrome - Barbuda International Airport - TAPB

Effective: 241003 to PERM

The Barbuda International Airport has been established and commissioned for use.

The Barbuda/Codrington Airport TAPH will be closed at the end of operations (sunset) on 02 October 2024.

The Barbuda International Airport TAPB will commence operations on 03 October 2024 at sunrise.

The following attachments provide information for the new Aerodrome:

- Attachment A - Aerodrome data
- Attachment B - Aerodrome Chart - ICAO
- Attachment C - Aerodrome Obstacle Chart - ICAO Type A - Operating Limitations.

Please remove Eastern Caribbean AIP pages TAPH AD 2.2-2-1 to AD 2.2-2-9.

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ATTACHMENT A

AD 2.2-2-1

03 OCT 24

AD 2. AERODROMES

TAPB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

TAPB - BARBUDA/Barbuda International Airport

TAPB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at AD	Lat : 173715.89N Long : 0614753.71W Site : Intersection of RWY and TWY centre lines
2	Direction and distance from city	1.7 NM southeast of the Codrington city center
3	Elevation/Reference Temperature	8.6M (28FT)/30.9°C
4	Geoid Undulation/Location	-42.6 M (-139.7 ft) / RWY 28 Threshold
5	MAG VAR/Annual change	15° W (2024)/0° 2' W per year
6	AD Administration, address, telephone, telefax, email	Antigua and Barbuda Airport Authority Chief Executive Officer V.C Bird International Airport Coolidge St. George's Antigua and Barbuda TEL: (268) 484-2300, 484-2308 FAX: (268) 484-2340, 484-2346 E-MAIL: info@abairportauthority.com
7	Types of traffic permitted (IFR/VFR)	VFR
8	Remarks	NIL

TAPB AD 2.3 OPERATIONAL HOURS

1	AD Administration	Refer to AD CEO, V.C. Bird International Airport, Antigua
2	Customs and Immigration	1000-2200
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	Fueling	NIL
9	Handling	1000-2200
10	Security	1000-2200
11	De-icing	NIL
12	Remarks	Aerodrome operational from Sunrise to Sunset. Contact Agencies at V.C. Bird Airport at (268) 484 1357 or aoclist@abairportauthority.com to arrange the above services.

TAPB AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	By arrangement with operators
2	Fuel/Oil types	NIL
3	Fueling facilities/capacity	NIL
4	De-icing	NIL
5	Hangar Space for visiting aircraft	NIL
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Corporate and private operators requiring handling services must proceed to the west apron and request the services of the FBO.

TAPB AD 2.5 PASSENGER FACILITIES

1	Hotels	Guest Houses
2	Restaurants	In the City
3	Transportation	Taxis, Limousine Service, Car Rentals
4	Medical facilities	First Aid treatment at AD Hospital 3 KM (1.8 NM) from airport
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
7	Remarks	NIL

TAPB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD Category for fire fighting	AVAILABLE – Category 5
2	Rescue equipment	1 Ambulance, 1 Pick-up, 1 Tender
3	Capability for removal of disabled aircraft	By arrangements with airlines and local contractor
4	Remarks	NIL

TAPB AD 2.7 SEASONAL AVAILABILITY – CLEARING

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

TAPB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	Apron surface and strength	Type of surface: Asphalt Strength: PCR 226/F/B/X/T
2	Taxiway width, surface and strength	TWY A Width: 23M (75FT) Type of surface: Asphalt Strength: PCR 226/F/B/X/T
3	ACL location and elevation	Location: Location 1 - Apron Stand 1, Elevation 6.7M (22FT) Location 2 - Apron Stand 2, Elevation 7.1M (23FT)
4	VOR Checkpoints	NIL
5	INS Checkpoints	NIL
6	Remarks	NIL

TAPB AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guidelines and visual docking/parking guidance system of aircraft stands	Taxiing guidance signs at intersection at holding position. Guidance at Apron.
2	Markings: Lights (LGT)	RWY: Designator, THR, TDZ Centre line, End TWY: Centre line, holding position at TWY/RWY Intersection, Side stripes RWY: THR, Edge, End TWY: Edge
3	Stop bars	NIL
4	Remarks	NIL

TAPB 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
TAPB OB001	Tower	17 37 31.01N 061 48 26.70W	67.52M (222FT)	Red	TWR - New Airport
TAPB OB002	Tower	17 35 22.67N 061 48 58.61W	54.80M (180FT)	Red	TWR - Ferry Dock
TAPB OB003	Tower	17 38 26.89N 061 49 32.75W	45.92M (151FT)	Red	Cell TWR Codrington

TAPB 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
4	Type of landing forecast Interval of issuance	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	AWOS 3P 131.875 MHz
9	ATS units provided with information	NIL
10	Additional information (limitation of service, etc.)	NIL

TAPB AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

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
10	86.36° GEO 101.36° MAG	1859 x 30	Asphalt/ PCR 226/F/B/X/T	173713.97N 0614825.18W -42.4M	NA	+0.26%
28	266.36° GEO 281.36° MAG	1859 x 30	Asphalt/ PCR 226/F/B/X/T	173717.81N 0614722.24W -42.6M	NA	-0.26%

SWY Dimensions (M)	CWY Dimensions (M)	Strip Dimension (M)	RESA Dimensions	Location/ description of Arresting System	OFZ	Remarks
8	9	10	11	12	13	14
NIL	NIL	1979 x 280	92 x 60	NIL	NIL	NIL
NIL	NIL	1979 x 280	92 x 60	NIL	NIL	NIL

TAPB AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
10	1859	1859	1859	1859	NIL
28	1859	1859	1859	1859	NIL

TAPB 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	White High Intensity 900	Green	PAPI-L/3° 50' MEHT	Nil	Nil	1859M 60M white, last 600M yellow	Red	Nil	Nil
28	Nil	Green	PAPI-L/3° 50' MEHT	Nil	Nil	1859M 60M white, last 600M yellow	Red	Nil	Nil

TAPB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	ABN: AD FLG White 24 FPM
2	LDI location and LGT Anemometer location and LGT	LDI: lighted windsock on left side of RWY 10, 100.3m from THR, lighted windsock on left side RWY 28, 97.8m from THR. ANEMOMETER: remote station on north side of RWY 10, 150m from CL
3	TWY edge and centreline lighting	TWY A Edge: Blue, omnidirectional Center line: NIL
4	Secondary power supply/switch-over time	Secondary Power Supply Switch over time 11.5 Sec
5	Remarks	NIL

TAPB 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.

TAPB AD 2.17 ATS AIRSPACE

1	Designator and lateral limits	TAPB 10 NM radius centered on 173715.89N 0614753.71W (ARP)
2	Vertical limits	Surface to 2000 ft AMSL
3	Airspace classification	Class G
4	ATS unit callsign Language(s)	NIL
5	Transition altitude	NIL
6	Remarks	Air Traffic Services provided by V. C. Bird APP/TWR

TAPB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	V.C Bird Approach	119.100 MHZ	H24	Contact V.C. Bird APP/TWR
	Barbuda Traffic	122.950 MHZ	Sunrise to Sunset	UNICOM
AWOS	Barbuda	131.875 MHZ	Sunrise to Sunset	AWOS 3P
	Barbuda Airport Operation	165.300 MHZ	Sunrise to Sunset	Nil

TAPB 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	Remarks
1	2	3	4	5	6	7
PAPI	NIL	NIL	NIL	NIL	NIL	NIL

TAPB AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulation

1.1 Airport Regulations / Restrictions

1. All traffic landing and departing TAPB must transmit a self-announced broadcast on Frequency 122.950 MHz.
2. All aircraft are required to land or depart on the active runway. *
3. For arriving aircraft, once clear of the runway, the pilot in command (PIC) must contact Airport Operations on 165.300 MHz for parking instructions.
4. For arriving aircraft, all engines must be shut down prior to the deplaning of any passenger.
5. For departing aircraft, no engine shall be started until all passengers have boarded the aircraft.
6. All arriving and departing aircraft shall close or activate flight plans immediately on arrival and prior to departure according to the established procedures in TAPB AD 2.22.

**Note 1: The active runway is a runway that other aircraft are using or are intending to use for the purpose of landing or taking off.*

**Note 2: Should it be necessary for an aircraft to land on, or take off from a runway other than the active runway, it is required that the appropriate communication between the pilot and other local traffic takes place to ensure that there are no conflicts.*

2. Taxiing

2.1 Taxiing to and from stands

1. Arriving aircraft will be allocated a Gate Number by the Airport Operations.

TAPB AD 2.21 NOISE ABATEMENT PROCEDURES

NIL

TAPB AD 2.22 FLIGHT PROCEDURES

1. Procedures for IFR/VFR Flights

1.1 General

1. All traffic wishing to operate into Barbuda from outside the V. C. Bird TMA and departing Barbuda for destinations outside the V. C. Bird TMA must file a flight plan with the V. C. Bird AIS via AFTN or email.
2. No flight plan is required for traffic wishing to operate within the V. C. Bird TMA. However, information on the flight shall be passed via telephone or on the frequency when airborne.
3. Ascertain by radio on the appropriate TAPB frequency 122.950 MHz and by visual observation that no other aircraft or vehicle is likely to be a conflict with the aircraft during take-off.

Maintain a listening watch and follow the reporting procedures as outlined in this document.

2. VFR Traffic

2.1 VFR Arrival Procedures

1. All arriving VFR traffic must report position, altitude, arrival procedure, intentions and estimated time of arrival prior to entering the area.
2. Pilots shall make position calls at each of the following points;
 - a. 10 miles away from TAPB
 - b. 5 miles away from TAPB
 - c. 45-degree entry to the downwind
 - d. Downwind
 - e. Base
 - f. Final
3. The traffic circuit in TAPB shall be flown at 1500ft or below.
4. *All turns in the circuit shall be to the right for RWY 10 and left-hand circuit for RWY 28.
5. Aircraft shall approach the traffic circuit from the downwind side. However, if the pilot has positively determined that either there is no other traffic or that there will be no conflicting circuit traffic, aircraft shall join via crosswind for RWY 10 and base leg for RWY 28.
6. When joining the downwind, descend to cross abeam the threshold of the active runway in level flight at the published circuit altitude of 1500ft. Maintain that altitude until further descent is required for landing.
7. All descents should be made on the downwind side or well clear of the circuit pattern.

**Note 1: Reference point #4 NO UPWIND due to the BIRD SANCTUARY to the north of the airfield.*

2.2 VFR Departures

1. All VFR aircraft departing RWY 10 should climb on the runway heading until above 2000ft before commencing a right turn to an Enroute heading. Departures wishing to make a left turn shall maintain runway heading until above 5000ft. Turns back toward the circuit or airport should not be initiated until the aircraft is at 2000ft or higher.
2. For aircraft departing RWY 28 right turns are prohibited to avoid the bird sanctuary.

3. IFR Traffic

3.1 IFR Departures

1. Options for all departures requesting IFR.
 - a. Primary Option: Call on the ground in TAPB and request an IFR clearance with an ETD. This may be done via telephone or via a radio frequency. The controller shall issue an IFR clearance with a clearance expiry time.
 - b. Option 2. Depart VFR to 2000ft and proceed direct to R050ANU/35DME and hold VFR INBOUND LEFT TURN 35DME one-minute racetrack pattern until receiving an IFR clearance from VC Bird Approach Control. Please note it might take some time due to coordination procedures or airspace congestion, before the pilot can receive an IFR clearance.
 - c. Report your intentions on the appropriate discrete TAPB frequency 122.950 MHz before moving on to the active runway.
-

3.2 IFR Arrivals

1. All arriving IFR aircraft inbound to TAPB must continue on their current flight plan to the ANU VOR with clearance to proceed outbound on R005 ANU at 2500ft with clearance limit 20DME, then cancel IFR and descend to 2000ft into Class G airspace. The aircraft shall proceed to join the traffic circuit at TAPB and follow the procedure for VFR arrivals (see section 2.1) into TAPB.
2. All arriving aircraft, IFR or VFR, shall close their flight plan once they have landed via the assigned frequency or designated phone line.

TAPB AD 2.23 ADDITIONAL INFORMATION

1. Bird concentration

A frigatebird sanctuary is located in the northern part of the island. Occasionally, frigatebirds may be seen anywhere over The Barbuda Airport or offshore. Pilots are asked to remain vigilant.

TAPB AD 2.24 CHARTS RELATED TO AERODROME

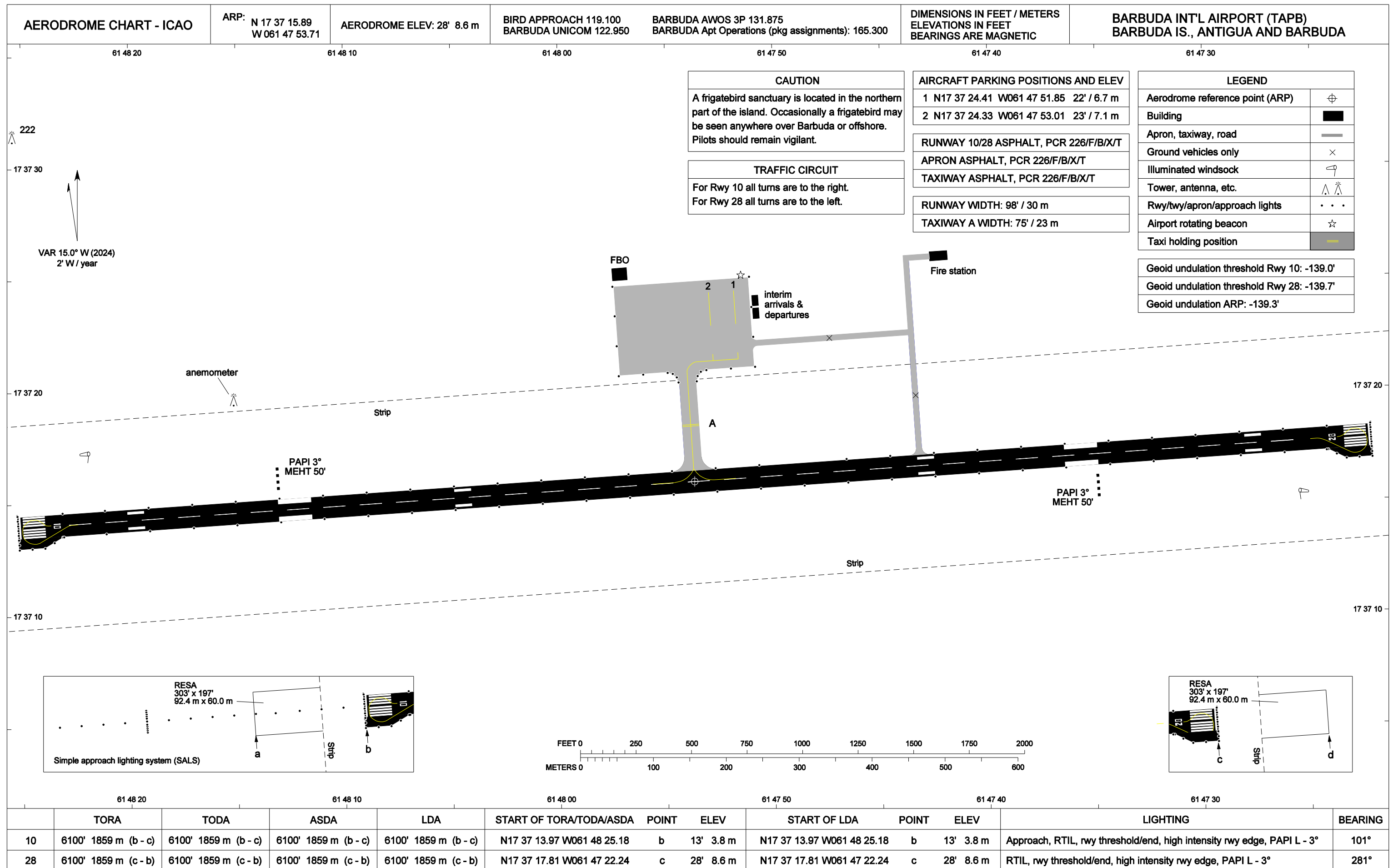
Aerodrome Chart.....	AD 2.2-2-11
Aerodrome Obstacle Chart – ICAO Type A RWY 10/28.....	AD 2.2-2-13

TAPB AD 2.25 VISUAL SEGMENT SURFACE (VSS)

Procedure	Procedure Minima	VSS Penetration
1	2	3
NIL	NIL	NIL

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ATTACHMENT B



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ATTACHMENT C

DIMENSIONS IN FEET / METERS
ELEVATIONS IN FEET / METERS

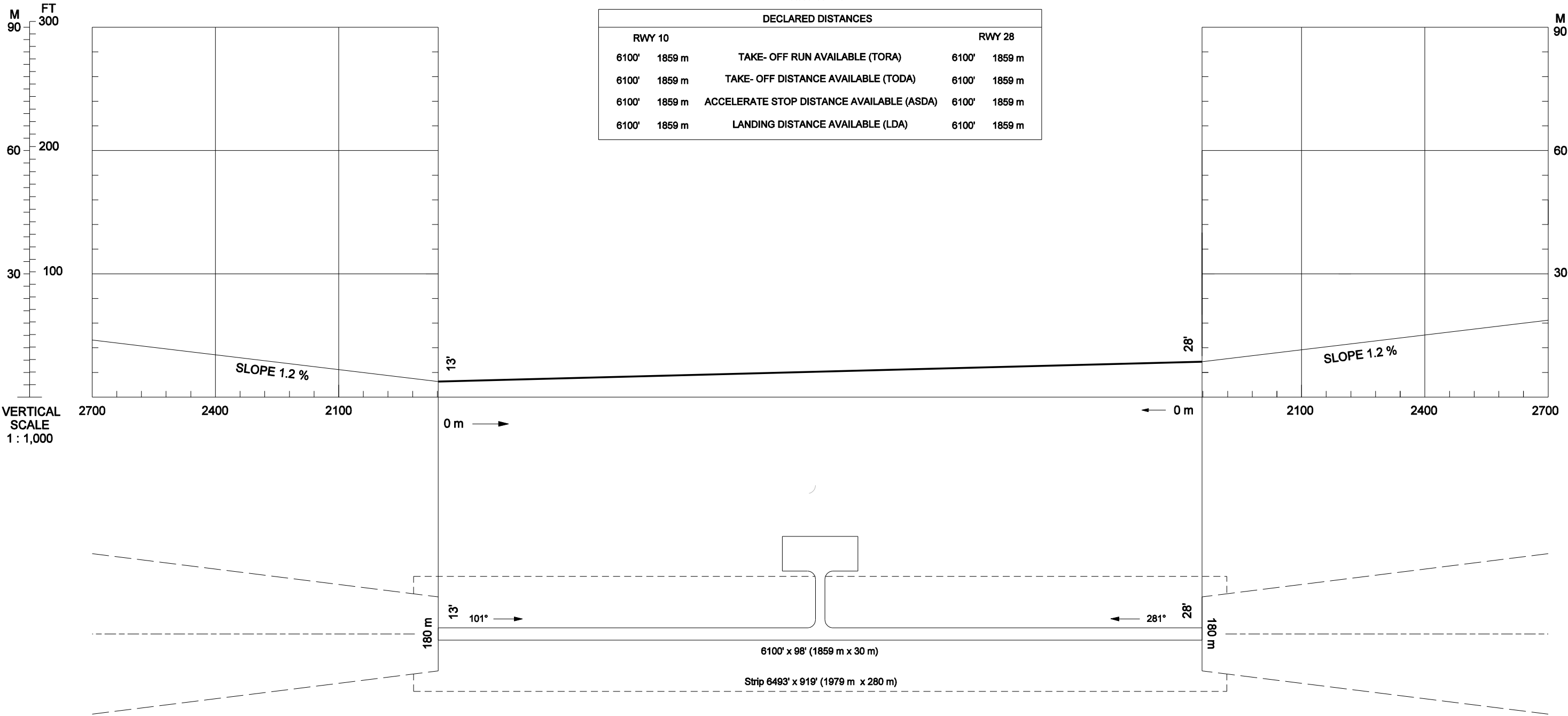
AERODROME OBSTACLE CHART - ICAO
TYPE A - OPERATING LIMITATIONS

BARBUDA INT'L AIRPORT (TAPB)
BARBUDA IS., ANTIGUA AND BARBUDA

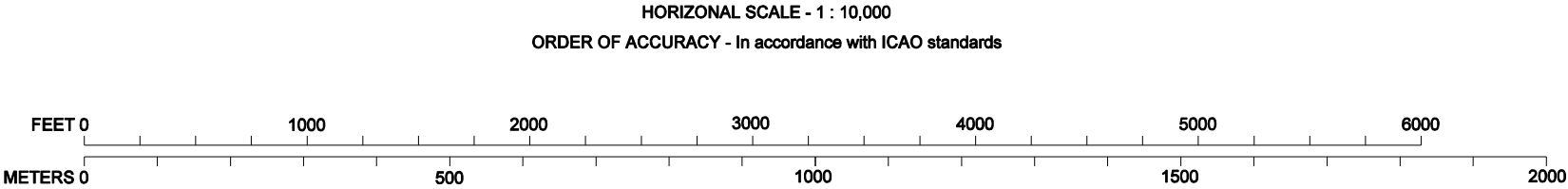
MAGNETIC VARIATION 15° W - JUNE 2024

RWY 10 / 28

DECLARED DISTANCES					
RWY 10			RWY 28		
6100'	1859 m	TAKE- OFF RUN AVAILABLE (TORA)	6100'	1859 m	
6100'	1859 m	TAKE- OFF DISTANCE AVAILABLE (TODA)	6100'	1859 m	
6100'	1859 m	ACCELERATE STOP DISTANCE AVAILABLE (ASDA)	6100'	1859 m	
6100'	1859 m	LANDING DISTANCE AVAILABLE (LDA)	6100'	1859 m	



LEGEND	PLANVIEW	PROFILE
IDENTIFICATION NUMBER	①	INSIDE OUTSIDE
POLE, TOWER, ANTENNA, HOUSE	⋈	
TERRAIN ELEVATION	•	
TREE, PALM	🌳 🌴	



AMENDMENT RECORD		
No.	DATE	ENTERED BY
Original	AIRAC date	Chart provider

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PIARCO INTERNATIONAL NOTAM OFFICE

AIRAC AIP SUPPLEMENT

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TRINIDAD & TOBAGO
CIVIL AVIATION AUTHORITY,
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PIARCO
REPUBLIC OF TRINIDAD AND TOBAGO

19/24
30 AUG 24

AD

19. DOUGLAS CHARLES AIRPORT (TDPD)

Extension of RWY 09/27 at the Douglas Charles Airport

Effective: 241003 to PERM

RWY 09/27 at the Douglas Charles Airport has been extended towards the western end of the runway.

As a result of this extension, the information in the following attachments have been updated:

- Attachment A - Update to data and chart pages.
- Attachment B – Update to Aerodrome Chart – ICAO.
- Attachment C – Update to Aerodrome Obstacle Chart – ICAO Type A - Operating Limitations RWY 09/27.

Please amend the following Eastern Caribbean AIP pages: AD 2.4-2-1, AD 2.4-2-5, AD 2.4-2-13, AD 2.4-2-15, AD 2.4-2-17, AD 2.4-2-18, AD 2.4-2-21, AD 2.4-2-23, AD 2.4-2-25.

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ATTACHMENT A

In this attachment, only the data that have been changed are available for the respective sub-sections of the AD pages for TDPD. All other information remains unchanged.

Please amend the relevant pages with the data below:

TDPD AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

3	Elevation/Reference Temperature	29.3M (96FT) / 31°C
4	MAG VAR/annual change	15.2°W (2024)

TDPD AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	Dimensions of RWY (M)	THR coordinates/RWY End Coordinates	Strip Dimension (M)	Remarks
1	3	5	10	12
09	1936 x 45	153235.82N 0611838.56W	1928 x 150	RWY Surface Grooved. THR RWY 09 displaced 405M RESA 90x90
27	1936 x 45		1928 x 150	RWY Surface Grooved. RESA 90x90

TDPD AD 2.13 DECLARED DISTANCES

RWY designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
09	1936	2726	1936	1403	RWY 09 THR displaced 405M
27				1808	

TDPD AD2.14 APPROACH AND RUNWAY LIGHTING

RWY designator	RWY edge LGT LEN, spacing, color, INTST
1	7
09	1936M White LIH
27	1936M White LIH

ATTACHMENT A

The following updated charts have been provided:

- Aerodrome/Heliport Chart – ICAO page AD 2.4-2-13
- Aerodrome Obstacle Chart – ICAO Type A RWY -09/27 page AD 2.4-2-15.

The Aerodrome elevation to be updated to **96 FT** on the following pages:

- AD 2.4-2-17/18– TDPD KAROT ONE RNAV (GNSS) Departure
- AD 2.4-2-21 – RNAV (GNSS) Y RWY 27
- AD 2.4-2.23 – RNAV (GNSS) Z RWY 27
- AD 2.4-2-25 – NDB RWY 27

The MAG VAR to be updated to 15.2°W on the following page:

- AD 2.4-2-17/18– TDPD KAROT ONE RNAV (GNSS) Departure

ATTACHMENT B

AERODROME CHART - ICAO










ARP: N15 32 47.63
W061 18 05.19

AERODROME ELEV: 96

DOUGLAS CHARLES TOWER 118.900
LE RAIZET APPROACH 121.300 (NORTH)
LE LAMENTIN APPROACH 121.000 (SOUTH)

**DIMENSIONS IN FEET / METERS
ELEVATIONS IN FEET
BEARINGS ARE MAGNETIC**

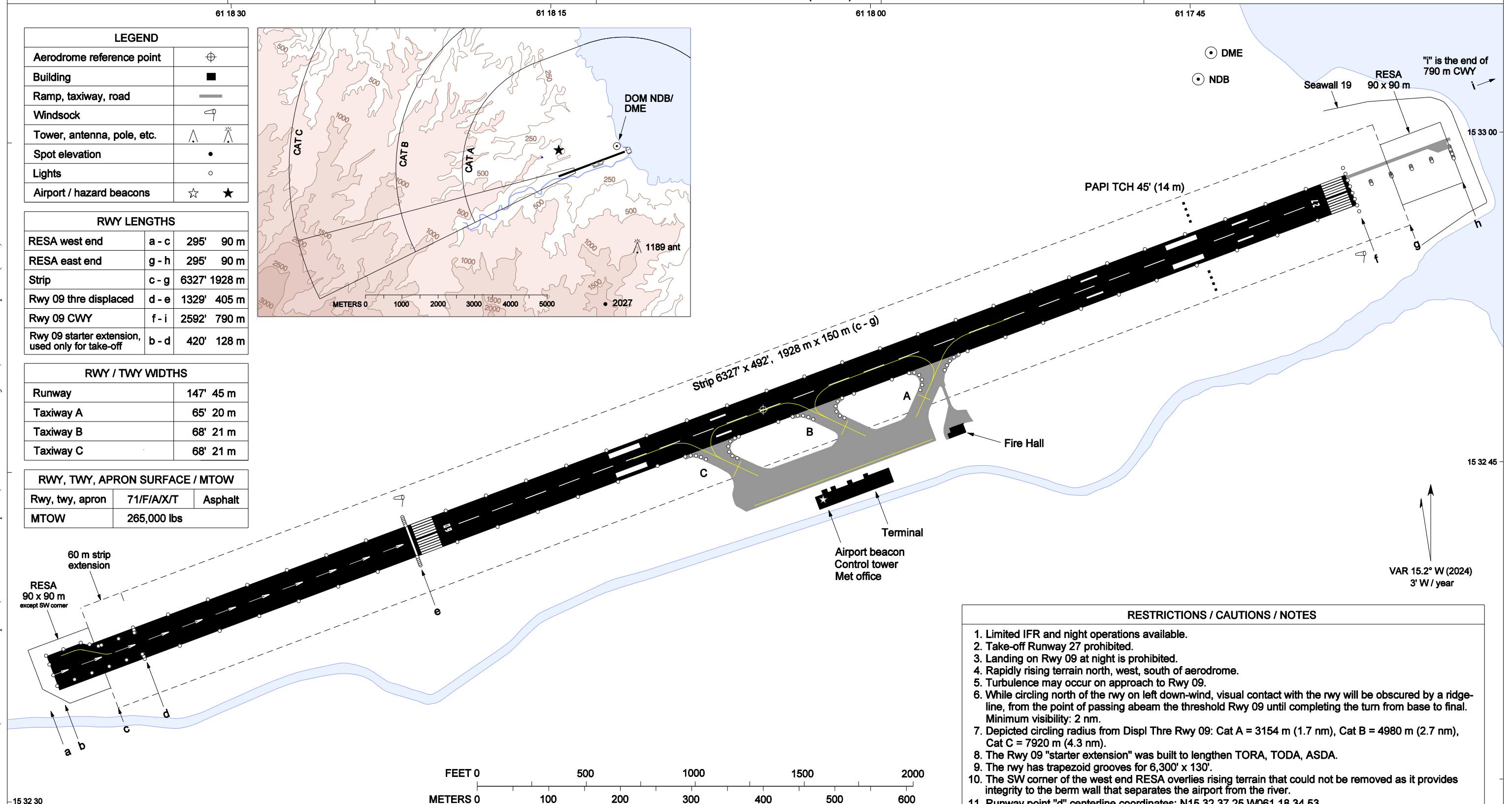
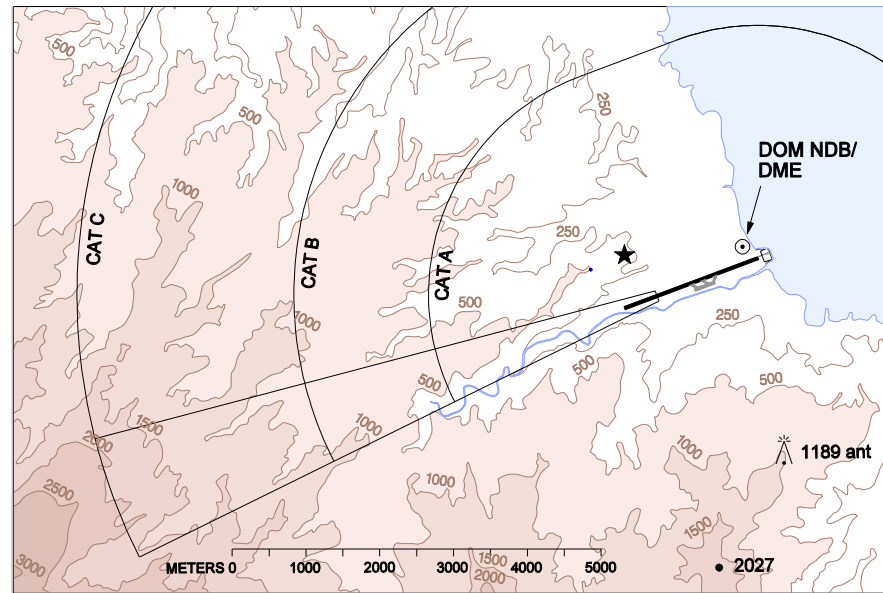
DOUGLAS CHARLES APT (TDPD)
ROSEAU, DOMINICA

LEGEND	
Aerodrome reference point	
Building	
Ramp, taxiway, road	
Windsock	
Tower, antenna, pole, etc.	
Spot elevation	
Lights	
Airport / hazard beacons	 

RWY LENGTHS			
RESA west end	a - c	295'	90 m
RESA east end	g - h	295'	90 m
Strip	c - g	6327'	1928 m
Rwy 09 thre displaced	d - e	1329'	405 m
Rwy 09 CWY	f - i	2592'	790 m
Rwy 09 starter extension, used only for take-off	b - d	420'	128 m

RWY / TWY WIDTHS	
Runway	147' 45 m
Taxiway A	65' 20 m
Taxiway B	68' 21 m
Taxiway C	68' 21 m

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



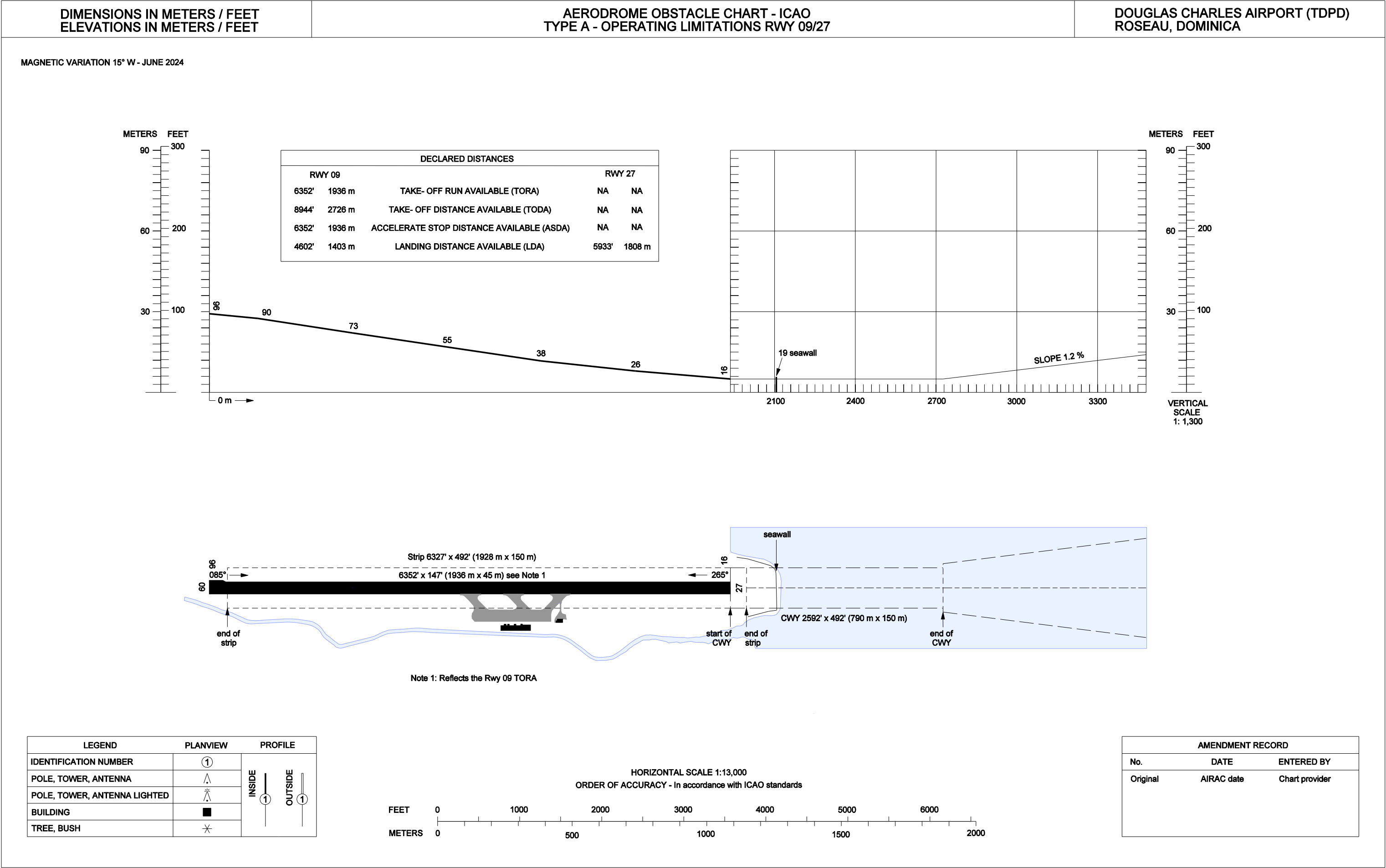
RESTRICTIONS / CAUTIONS / NOTES
<ol style="list-style-type: none"> 1. Limited IFR and night operations available. 2. Take-off Runway 27 prohibited. 3. Landing on Rwy 09 at night is prohibited. 4. Rapidly rising terrain north, west, south of aerodrome. 5. Turbulence may occur on approach to Rwy 09. 6. 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. 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). 8. The Rwy 09 "starter extension" was built to lengthen TORA, TODA, ASDA. 9. The rwy has trapezoid grooves for 6,300' x 130'. 10. The SW corner of the west end RESA overlies rising terrain that could not be removed as it provides integrity to the berm wall that separates the airport from the river. 11. Runway point "d" centerline coordinates: N15 32 37.25 W061 18 34.53

RWY	TORA	TODA	ASDA	LDA	START OF TORA/TODA/ASDA	POINT	ELEV	START OF LDA	POINT	ELEV	BEARING	LIGHTING
09	6352' 1936 m (b - f)	8944' 2726 m (b - i)	6352' 1936 m (b - f)	4602' 1403 m (e - f)	N15 32 35.82 W061 18 38.56	b	96' 29.3 m	N15 32 41.78 W061 18 21.74	e	71' 21.7 m	085°	Rwy thre identif, rwy thre, high intensity rwy edge lts (HIRL), rwy end
27	Prohibited	Prohibited	Prohibited	5933' 1808 m (f - d)				N15 32 57.42 W061 17 37.52	f	16' 4.9 m	265°	Approach, PAPI-L/R 3.00°, rwy thre identif, rwy thre, HIRL, rwy end

CHANGES: RWY extended to the West, Declared Distances updated, West End RESA updated, RWY and AD Elev adjusted, MAG VAR updated (2024).

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ATTACHMENT C



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18/24
19 AUG 24

AD

18. PIARCO INTERNATIONAL AIRPORT (TTPP)

NDB 'TRI' UNSERVICEABLE

Effective: 240819 to 250630

TTPP NDB 'TRI' 382.0KHz unserviceable.

AIP SUP 18/24 replaces NOTAM A1226/24

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17/24
01 SEP 24

AD

17. TERRANCE B. LETTSOME (TUPJ)

Amendments to the Phraseology of the Departure Instructions at the Terrance B. Lettsome International Airport

Effective: 240901 to PERM

The amended phraseology to the departure instructions shall apply to all flights which have filed IFR Flight Plans departing the Terrance B. Lettsome International Airport:

1. "Fly the Lettsome Departure," in lieu of: 'Fly Runway heading until reaching 1000FT then turn left heading 330°.'
2. "Fly the Franklin Departure," in lieu of: 'Fly Runway heading until reaching 1000FT then turn right heading 180°.'
3. "Fly the Gateway Departure," in lieu of: 'Early left turn heading 180°.'

The following are the departure instructions with the amended phraseology:

SAN JUAN or ISLA GRANDE RWY 07

Fly the Lettsome Departure (Runway heading until reaching 1000FT then turn left heading 330°) until reaching 3200FT, then via STT-RTE6-SJU. Maintain 4000FT, expect requested altitude ten (10) minutes after departure . Departure Control Frequency: 132.250MHz or 128.650MHz.

SAN JUAN or ISLA GRANDE RWY 25

Fly the Gateway Departure (Early left turn heading 180°) until reaching 3200FT then via STT-RTE6-SJU. Maintain 4000FT, expect requested altitude ten (10) minutes after departure . Departure Control Frequency: 132.250MHz or 128.650MHz.

ST MAARTEN RWY 07

Fly the Franklin Departure (Runway heading until reaching 1000FT then turn right heading 180°). Expect Radar vectors to join A638-PJM-TNCM. Maintain 4000FT, expect requested altitude ten (10) minutes after departure . Departure Control Frequency: 132.250MHz or 128.650MHz.

ST MAARTEN RWY 25

Fly the Gateway Departure (Early left turn heading 180°). Expect Radar vectors to join A638-PJM-TNCM. Maintain 4000FT, expect requested altitude ten (10) minutes after departure. Departure Control Frequency: 132.250MHz or 128.650MHz.

ST KITTS or ANTIGUA (FILED BELOW FL160) RWY 07

Fly the Franklin Departure (Runway heading until reaching 1000FT then turn right heading 180°). Expect Radar vectors to join G633-SKB. Maintain 4000FT, expect requested altitude ten (10) minutes after departure. Departure Control Frequency: 132.250MHz or 128.650MHz.

ST KITTS or ANTIGUA (FILED BELOW FL160) RWY 25

Fly the Gateway Departure (Early left turn heading 180°). Expect Radar vectors to join G633-SKB. Maintain 4000FT, expect requested altitude ten (10) minutes after departure. Departure Control Frequency: 132.250MHz or 128.650MHz.

ANTIGUA (FILED FL160 or ABOVE) RWY 07

Fly the Franklin Departure (Runway heading until reaching 1000FT then turn right heading 180°). Expect Radar vectors to join B520-PJM-A517-SKB. Maintain 4000FT, expect requested altitude ten (10) minutes after departure. Departure Control Frequency: 132.250MHz or 128.650MHz.

ANTIGUA (FILED FL160 OR ABOVE) RWY 25

Fly the Gateway Departure (Early left turn heading 180°). Expect Radar vectors to join B520-PJM-A517-SKB. Maintain 4000FT, expect requested altitude ten (10) minutes after departure. Departure Control Frequency: 132.250MHz or 128.650MHz.

Please refer to Eastern Caribbean AIP: TUPJ AD 2.22 Flight Procedures.

END



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15/24
03 OCT 24

Publication date: 06th August 2024

ENR

15. PIARCO FIR (TTZP)

Establishment of Waypoint CAIRN on the Common Boundary between the Pointe-A-Pitre (Guadeloupe) Terminal Control Area (TMA) and the Piarco Flight Information Region (TTZP)

Effective: 241003 to PERM

1. Introduction

1.1 The following waypoint has been established on the northeastern boundary of the Pointe-A-Pitre (Guadeloupe) Terminal Control Area (TMA) and the Piarco FIR:

CAIRN 16 55 36N 060 34 57W.

This waypoint will facilitate aircraft exiting the Pointe-A-Pitre (Guadeloupe) Terminal Control Area (TMA) via waypoint CITRS (18 00 00N 059 00 00W) and east.

2. Procedures

2.1 Arriving Aircraft

2.1.1 Aircraft inbound to Le Raizet International Airport, Guadeloupe (TFFR) from waypoint BNJEE (18 00 00N 060 00 00W) shall plan a flight route to enter Guadeloupe TMA at waypoint BOSET.

2.2 Departing Aircraft

2.2.1 Aircraft departing the Le Raizet International Airport, Guadeloupe (TFFR) leaving the TTZP FIR at waypoint CITRS (18 00 00N 059 00 00W) or east, shall plan a flight route to exit Guadeloupe TMA at waypoint CAIRN.

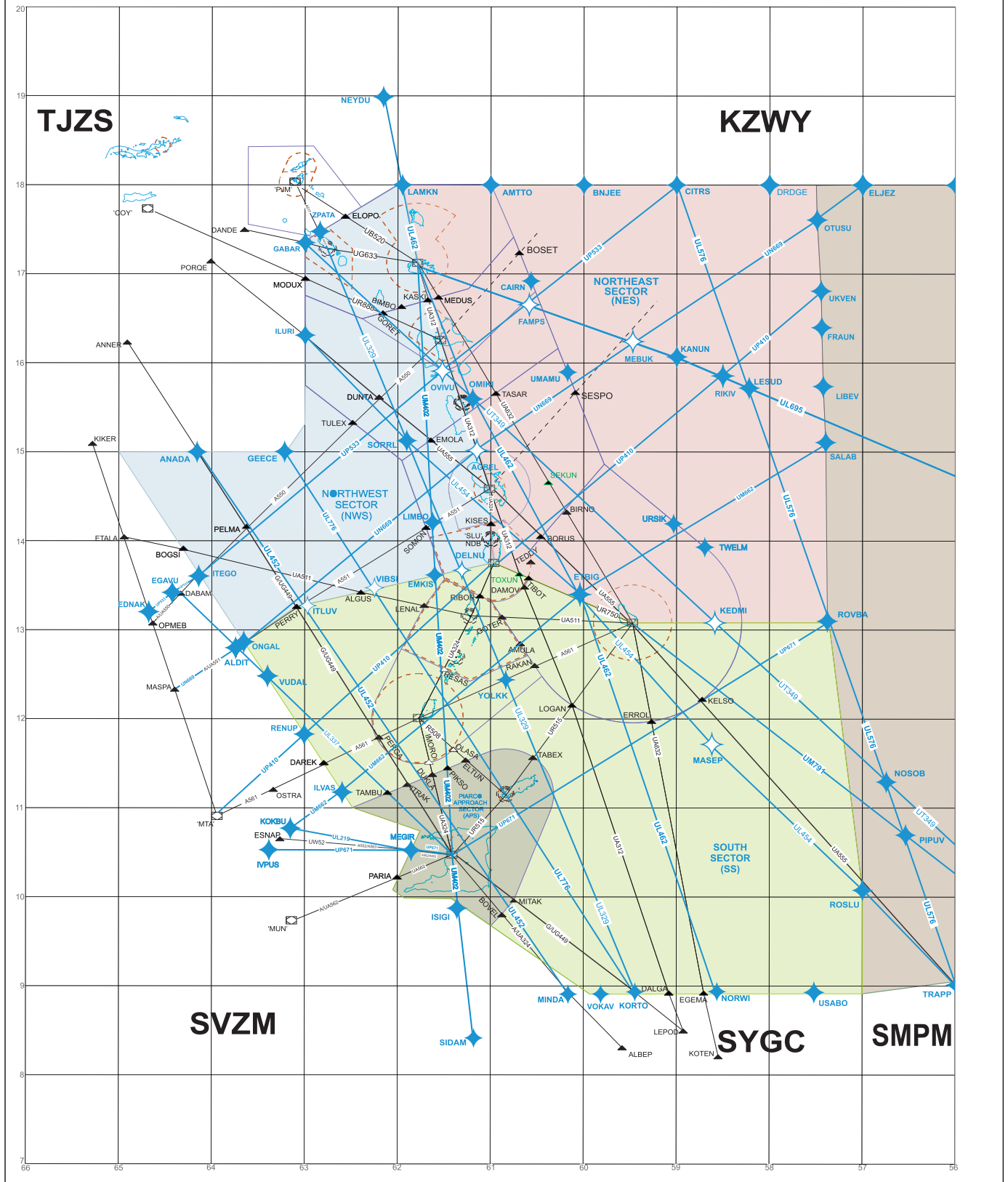
Please amend the following pages of the Eastern Caribbean AIP: ENR 4.4-2, ENR 6.1-1, ENR 6.1-3, ENR 6.1-7 and ENR 6.1-9.

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ATTACHMENT A

PIARCO CONTINENTAL SECTORS



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14/24
15 JUL 24

GEN

14. St. Vincent and the Grenadines

Airport Service Charge amended for Argyle International Airport (TVSA), J.F. Mitchell Airport (TVSB), Canouan Airport (TVSC) and Union Airport (TVSU)

Effective: 240715 to PERM

The Airport Service Charge (Passenger Service) is now \$150.00 E.C. or \$55.00 USD.

Please amend the Eastern Caribbean AIP page GEN 4.1-19

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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

END

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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.

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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

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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

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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.

(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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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.

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