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## South Caicos International Airport Airside Redevelopment Project

The Turks and Caicos Islands Airports Authority (TCIAA) is proceeding with an Airside Redevelopment Project at the South Caicos International Airport to enhance the operational safety/security at the facility.

Construction is expected to commence in June 2016 and last until February 2017.

The project consists of the following major components:

- ➔ Runway Rehabilitation and Extension to 11 end (west)
- ➔ Apron Rehabilitation and Expansion
- ➔ New Taxiway Alpha
- ➔ Storm Drainage Improvements
- ➔ Installation of Runway End Safety Areas
- ➔ Various Airfield Electrical Works
- ➔ Installation of and Improvements to Airport Perimeter Security Fence
- ➔ New Perimeter Access Road and Fire Access Road

### PROJECT PHASING:

Work will be phased over three (3) stages and various sub-phases as described below to minimize disruption to normal airport operations. Refer to the enclosed figure for an overview of the project phasing.

#### Stage 1 – Runway 11 (North Side), Including Taxiway and Apron West

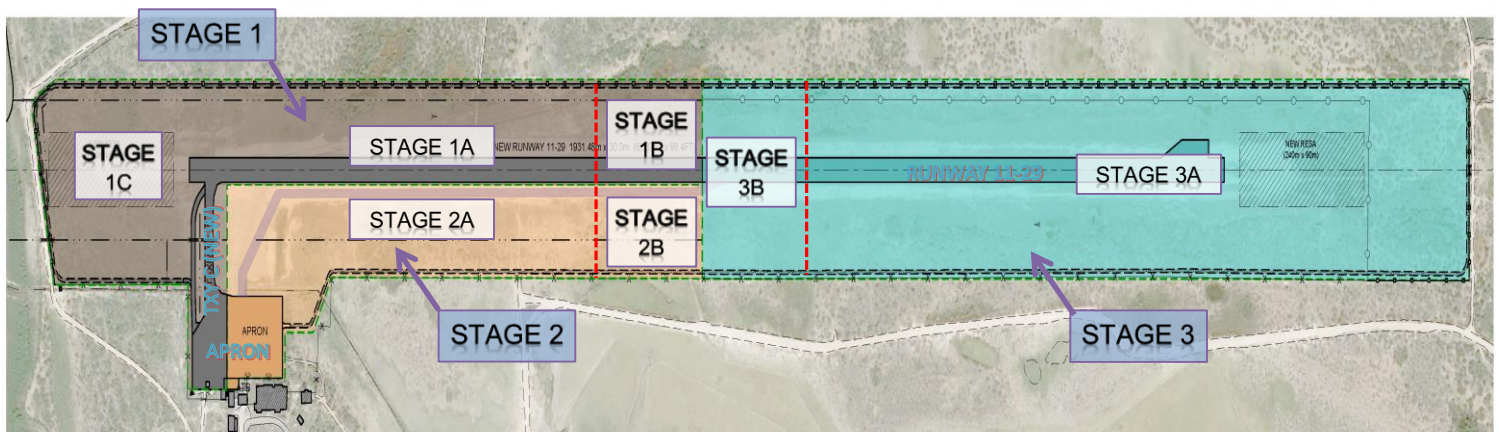
- ➔ Stage 1A – Runway Rehab, New Taxiway Alpha, Apron Rehabilitation (east) and Drainage Improvements
- ➔ Stage 1B – Runway Rehab and Drainage Improvements (within 210m of relocated threshold)
- ➔ Stage 1C – Runway 11 RESA

#### Stage 2 – Runway 11 (South Side)

- ➔ Stage 2A – Drainage Improvements, Apron Rehabilitation (west)
- ➔ Stage 2B – Drainage Improvements (within 210m of relocated threshold)

#### Stage 3 – Runway 29 End

- ➔ Stage 3A – Runway Rehab, Drainage Improvements and Runway 29 RESA. *Apron Rehab (west) Paving*
- ➔ Stage 3B – Runway Rehab and Drainage Improvements (within 210m of relocated threshold)



### **TEMPORARY SAFETY MEASURES IMPLEMENTED:**

Both Runway 11 and Runway 29 thresholds will be temporarily relocated during works under this project. Runway 11 will be relocated for Stage I and II works and Runway 29 will be relocated for Stage III works.

- Temporary daytime marker boards will be used at the location of the temporary runway thresholds.
- Temporary threshold/end lights will be used at the location of the temporary runway thresholds.
- Temporary line markings (transverse stripe and applicable runway designation number) will be installed at the location of the temporary runway thresholds.
- Runway closure markers will be used adjacent to runway to mark the closed portion of the runway.
- NOTAMs will be used to manage the closures/restrictions during construction.

During Stage I work a temporary aircraft taxiing route (non-paved) will be established between Taxiway Alpha and the relocated Runway 11 threshold. Aircraft up to 15m wingspan will be accommodated. No centreline will be provided. Temporary taxi lights will be provided.

### **SCHEDULED FLIGHTS:**

Interruptions and level of service changes have been minimized where possible through the use of strategic staging. Scheduled flights are not expected to experience interruption or delay as a result of construction however a reduced runway length may impact aircraft usability and operations during construction.

During Stage I work a temporary aircraft taxiing route (non-paved) will be established between Taxiway Alpha and the relocated Runway 11 threshold. Aircraft up to 15m wingspan will be accommodated. No centreline will be provided. Temporary taxi lights will be provided.

### **EMERGENCY FLIGHTS:**

1. The Airport will remain OPEN and operational throughout the project during daytime hours specified.
2. Runway 11-29 will be CLOSED during nighttime hours specified. The runway will be made available for emergency Medevac flights only at night with 30 minutes prior notice required. Both arrival and departing emergency flights shall be accommodated.
3. The available runway at night during an emergency flight will be approximately 3,000ft. Runway edge lights, threshold/end lights and PAPI (one end only) will be provided and made serviceable in the event of an emergency flight.

### **INSTRUMENT APPROACH PROCEDURES AND NAV AIDS:**

1. During Stage I and II the threshold of Runway 11 will be temporarily relocated affecting the published instrument landing procedures for the airport.
2. During Stage III the threshold of Runway 29 will be temporarily relocated affecting the published instrument landing procedures for the airport.
3. During all Stages Runway 11 and 29, respectively, will be downgraded to Code 2 Non-Instrument Standards. Instrument approach minima restricted to circling limits.

**SUMMARY OF DECLARED DISTANCES AND OPERATIONAL IMPACTS:**

	STAGE I (Rwy 11; North)				STAGE II (Rwy 11; South)				STAGE III (Runway 29)			
	Day (Area A & C)		Night (Area B only)		Day (Area A)		Night (Area B only)		Day (Area A)		Night (Area B only)	
Construction	Yes		Yes, or day pullback		Yes		Yes, or day pullback		Yes		Yes, or day pullback	
Runway Available	Yes		No (emerg. only)		Yes		No (emerg. only)		Yes		No (emerg. only)	
Declared Distance (ft.)	Runway		Runway		Runway		Runway		Runway		Runway	
	11	29	11	29	11	29	11	29	11	29	11	29
TORA	3000	3000	3000	3000	3000	3000	3000	3000	2900	2900	2900	2900
TODA	3000	3000	3000	3000	3000	3000	3000	3000	2900	2900	2900	2900
ASDA	3000	3000	3000	3000	3000	3000	3000	3000	2900	2900	2900	2900
LDA	3000	3000	3000	3000	3000	3000	3000	3000	2900	2900	2900	2900
Threshold 11	Relocated				Relocated				No change			
Threshold 29	No change				No change				Relocated			
PAPI 11	Unserviceable				Unserviceable				Available			
PAPI 29	Available				Available				Unserviceable			

Work will be conducted during both day-time and night-time hours (as required) to minimize impacts on airport operations.

The TCIAA thanks you for your cooperation and understanding throughout the Project. Further updates will be circulated in the coming weeks. Should you have any questions, do not hesitate to contact our office.

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John T. Smith  
CEO Turks and Caicos Islands Airports Authority