TURKS & CAICOS ISLANDS



Aeronautical Information Publication

TURKS & CAICOS ISLANDS AIRPORTS AUTHORITY

PART 1 - GENERAL (GEN)

GEN 0.

GEN 0.1 PREFACE

To all holders of the Turks & Caicos Islands (AIP 4th Edition)

This 4th Edition of the Aeronautical Information Publication (AIP) has been prepared in accordance with the standards and recommended practices of Annex 15 to the Chicago Convention, and the guidance material in the Aeronautical Information Service Manual (Doc 8128-AN/872), and is published by the Airports Authority (AA).

This AIP contains Aeronautical Information of a permanent nature, and is kept up to date by means of amendment service. Aeronautical information of important operational significance, which is of a temporary nature, or requires advance distribution and is appropriate to the AIP but needs immediate dissemination, is notified by means of NOTAM.

Aeronautical information of general technical interest of a purely administrative nature and therefore inappropriate to NOTAM or AIP will be published in Aeronautical Information Circulars (AIC).

In the compilation of this AIP, much care has been taken to ensure that the information contained herein is accurate and complete. Any errors or omissions which may nevertheless be detected, as well as any correspondence concerning the publication mentioned in this preface, should be referred to:

Airports Authority
Providenciales International Airport
Providenciales
Turks & Caicos Islands, B.W.I.

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1. NAME OF THE PUBLISHING AUTHORITY

This Aeronautical Information Publication (AIP) is published by the Airports Authority for the Turks and Caicos Islands, which is an overseas Territory of the United Kingdom.

2. APPLICABLE ICAO DOCUMENTS

The AIP is prepared in accordance with the Standards and Recommended Practices (SARP) of Annex 15 to the Convention on International Civil Aviation and with the Aeronautical Information Services Manual (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with Annex 4 to the Convention on International Civil Aviation and with the Aeronautical Chart Manual (ICAO Doc 8697). Differences from ICAO Standards and Recommended Practices are given at GEN 1.7.

3. THE AIP STRUCTURE AND AMENDMENT INTERVAL

3.1 ***The AIP Structure***

The AIP forms part of the Integrated Aeronautical Information Package, details of which are given at GEN 3.1. The principal AIP structure is shown in graphic form on Page GEN 0.1-3. The AIP is made up of three parts, General (GEN), En-Route (ENR), and Aerodromes (AD), each divided into sections and sub-sections as applicable, containing various types of information subjects.

3.1.1 *PART 1 – GENERAL (GEN)*

GEN consists of five sections containing information briefly described hereafter.

GEN 0.

Preface; record of AIP amendments; record of AIP supplements; checklist of AIP pages; list of hand amendments to the AIP; Table of Contents to Part 1.

GEN 1. National Regulations and Requirements

Designated authorities; entry, transit and departure of aircraft; entry, transit and departure of passengers and crew; entry, transit and departure of cargo; aircraft instruments, equipment and flight documents; summary of national regulations and international agreements/conventions; differences from ICAO Standards and Recommended Practices.

GEN 2. Tables and Codes

Measuring system, aircraft markings, holidays; abbreviations used in AIS publications; chart symbols; location indicators; list of radio navigation aids; conversion tables; sunrise/sunset tables.

GEN 3. Services

Aeronautical information services; aeronautical charts; air traffic services (ATS); communications services; meteorological services; search and rescue.

GEN 4. Charges for Aerodrome/Heliport and Air Navigation Services

Aerodrome/heliport charges; air navigation services charges.

3.1.2 *PART 2 - EN-ROUTE (ENR)*

ENR consists of seven sections containing information briefly described hereafter.

ENR 0.

Preface; Table of Contents to Part 2.

ENR 1. General Rules and Procedures

General rules; visual flight rules; instrument flight rules; airspace classification; holding, approach and departure procedures; radar services and procedures; altimeter setting procedures; regional supplementary procedures; air traffic flow management; flight planning; addressing of flight plan messages; interception of civil aircraft; unlawful interference; air traffic incidents; offshore operations.

ENR 2. Air Traffic Services Airspace

Detailed description of Flight Information Regions (FIR); Upper Flight Information Regions (UIR); Control Zone (CTR); other regulated airspace.

ENR 3. ATS Routes

Detailed description of lower ATS routes; Upper ATS routes; area navigation routes; helicopter routes; other routes; en-route holding.

ENR 4. Radio Navigation Aids/Systems

Radio navigation aids – en-route; special navigation systems; name-code designators for significant points; aeronautical ground lights – en-route.

ENR 5. Navigation Warnings

Prohibited, restricted and danger areas; military exercise and training areas; other activities of a dangerous nature; air navigation obstacles – en-route; aerial sporting and recreational activities; bird migration and areas of sensitive fauna.

ENR 6. En-Route Charts

Airspace and route charts.

3.1.3 *PART 3 - AERODROMES (AD)*

AD consists of three sections containing information as briefly described hereafter.

AD 0.

Preface; Table of Contents to Part 3.

AD 1. Aerodromes/Heliports – Introduction

Aerodrome/Heliport availability; rescue and fire fighting services and snow plan; index to aerodromes and heliports; grouping of aerodromes/heliports.

AD 2. Aerodromes

Detailed information about aerodromes (including helicopter landing areas if located at the aerodromes) listed under 24 sub-sections.

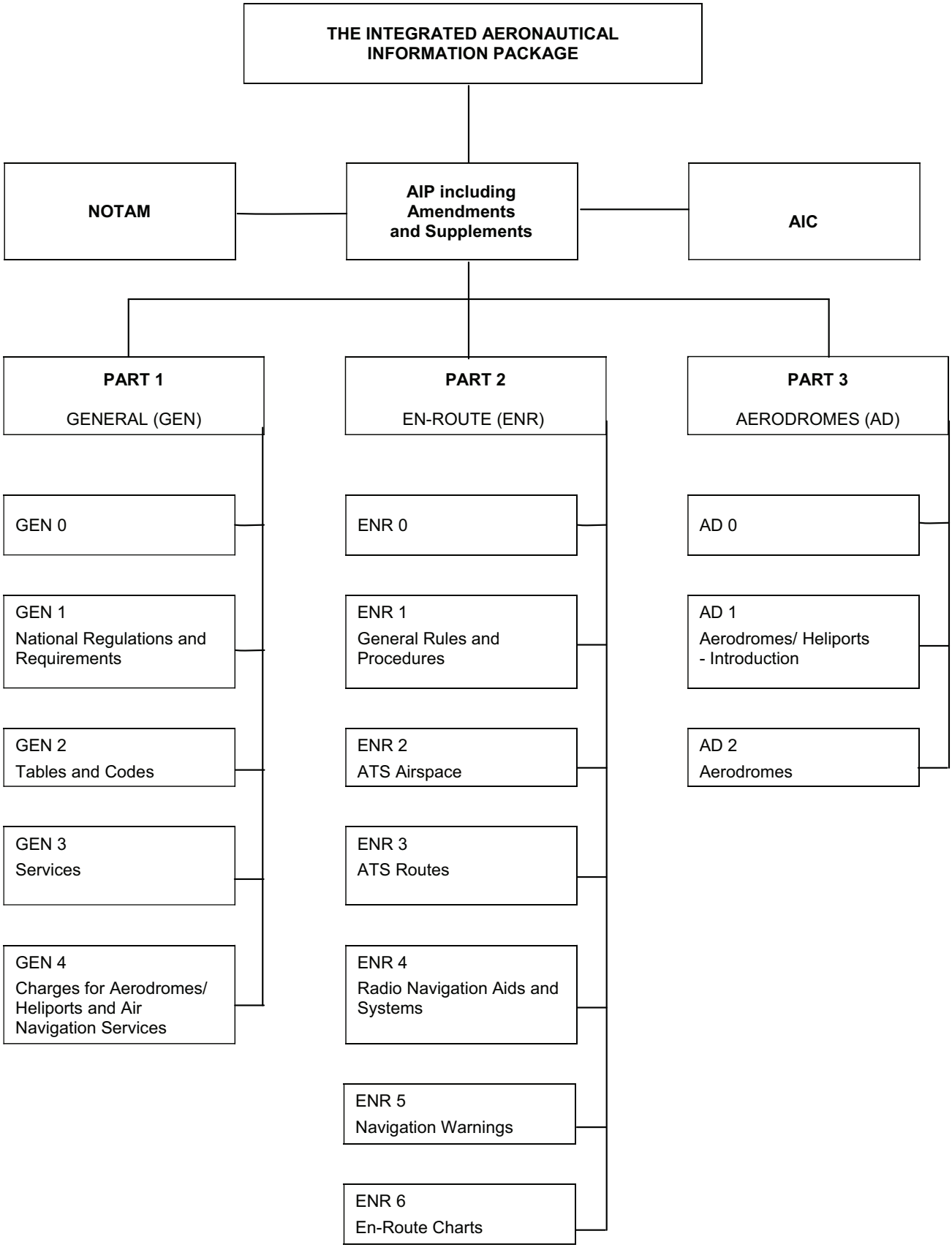
3.2 ***Amendment Interval***

Regular amendments to the AIP will be issued every second month.

4. SERVICE TO CONTACT

Any errors or omissions which may be detected in this document should be referred to the Airports Authority at the address shown in GEN 1.1.

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GEN 0.2 RECORD OF AIP AMENDMENTS

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01/2008	10 April 2008		
02/2008	18 December 2008		
01/2009	19 November 2009		
01/2010	11 February 2010		
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GEN 0.3 RECORD OF AIP SUPPLEMENTS

NR / Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record

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GEN 0.5 LIST OF HAND AMENDMENTS

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GEN 1. NATIONAL REGULATIONS AND REQUIREMENTS

GEN 1.1 DESIGNATED AUTHORITIES

The designated authorities for civil aviation in the Turks and Caicos Islands are listed below together with their addresses:

Note 1: *Telexes are not used within the Turks and Caicos Islands.*

Note 2: *Callers from the USA may not be required to dial the first "1" of the dialing codes below. Callers from the USA should refer to their service provider for instructions.*

1. CIVIL AVIATION AUTHORITY

Postal Address:	Director of Civil Aviation Civil Aviation Authority (CAA) P.O. Box 168 Grand Turk Turks and Caicos Islands British West Indies
AFS Address:	MBGTYNYX
Telephone:	1-649-946-2137/2138
Telefax:	1-649-946-1185
e-mail:	cad@tciway.tc

2. AIR NAVIGATION SERVICE PROVIDER

Postal Address:	Turks & Caicos Islands Airports Authority (TCIAA) Providenciales Int'l Airport Providenciales Turks and Caicos Islands British West Indies
AFS Address:	MBGTYNYX
Telephone:	1-649-946-4420
Telefax:	1-649-941-5996
e-mail:	emanuelrigby@tciairports.tc

3. METEOROLOGY

Postal Address:	Turks and Caicos Islands Airports Authority Providenciales Int'l Airport Providenciales Turks and Caicos Islands British West Indies
AFS Address:	MBGTYNYX
Telephone:	1-649-946-4420
Telefax:	1-649-941-5996
e-mail:	hollyhamilton@tciairports.tc

4. CUSTOMS AND EXCISE

Postal Address:	The Collector of Customs Department of Customs Grand Turk Turks and Caicos Islands British West Indies
Telephone:	1-649-946-2994
Telefax:	1-649-946-2887
e-mail:	customs_gdt@gov.tc

5. ROYAL TURKS AND CAICOS ISLANDS POLICE FORCE

Postal Address:	Grand Turk Turks and Caicos Islands British West Indies
Telephone:	1-649-946-2299
Telefax:	1-649-946-2887
e-mail:	police_hq@gov.tc

6. THE CHIEF OF IMMIGRATION

Postal Address:	The Chief Immigration Officer Department of Immigration Grand Turk Turks and Caicos Islands British West Indies
Telephone:	1-649-946-2939
Telefax:	1-649-946-2924
e-mail:	immigration@gov.tc

7. AGRICULTURAL QUARANTINE

Postal Address:	The Chief Medical Officer Ministry of Health and Human Services Grand Turk Hospital Grand Turk Turks and Caicos Islands British West Indies
Telephone:	1-649-946-2801
Telefax:	1-649-946-2722
e-mail:	hospital@gov.tc

8. AIRPORT CHARGES

Postal Address:	Turks and Caicos Islands Airports Authority Providenciales Int'l Airport Providenciales Turks and Caicos Islands British West Indies
AFS Address:	MBGTYNYX
Telephone:	1-649-946-8700/3435
Telefax:	1-649-941-5996
e-mail:	emanuelrigby@tciairports.tc

9. AIRCRAFT ACCIDENT INVESTIGATION BOARD (AAIB)

Postal Address:	Aircraft Accident Investigation Board c/o Director of Civil Aviation Civil Aviation Authority (CAA) P.O. Box 168 Grand Turk Turks and Caicos Islands British West Indies
AFS Address:	MBGTYNYX
Telephone:	1-649-946-2137/2138
Telefax:	1-649-946-1185
e-mail:	cad@tciway.tc

10. HEALTH

Postal Address:	The Chief Medical Officer Ministry of Health and Human Services Grand Turk Hospital Grand Turk Turks and Caicos Islands British West Indies
Telephone:	1-649-946-2801
Telefax:	1-649-946-2722
e-mail:	hospital@gov.tc

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GEN 1.2 ENTRY, TRANSIT AND DEPARTURE OF AIRCRAFT

1. NATIONAL REGULATIONS

1.1 Civil flights into, from or over Turks and Caicos Islands territory shall be subject to the current Turks and Caicos Islands regulations relating to civil aviation. These regulations correspond in all essentials to the Standards and Recommended Practices contained in Annex 9 to the Convention on Civil Aviation.

1.2 All pilots wishing to fly an aircraft registered in the Turks and Caicos Islands are required to have their foreign pilot's license validated by the Civil Aviation Authority. The applicant will be required to undertake an Air Law Examination (based on Schedules 13 and 14 of the Air Navigation (Overseas Territories) Order 2001). An Instrument Flight test, which will be flown under simulated IMC, is also required for pilots who wish to engage in Commercial Air Transport flying.

1.3 Aircraft flying into or departing from Turks and Caicos Islands territory shall make their first landing at, and final departure from, an international airport.

2. SCHEDULED FLIGHTS

2.1 **General**

The following requirements must be met by the regular international scheduled flights operated by foreign airlines into or transitting the Turks and Caicos Islands.

a) The State of the airline must be a party to the International Air Services Transit Agreement and/or the International Air Transport Agreement. The United Kingdom is a party to both Agreements.

b) The airline must be eligible to make the flights under the provisions of a bilateral or multilateral agreement to which the State of the airline and the United Kingdom are contracting parties, and must have a permit to operate into the Turks and Caicos Islands. Transit flights need no prior permission. Applications for such permits shall be submitted to the Secretary Air Transport Licensing Authority through the Civil Aviation Authority (see address at GEN 1.1).

2.2 **Documentary Requirements for Clearances of Aircraft**

The following documents must be submitted by airline operators for clearance into and out of the Turks and Caicos Islands. All documents listed below must follow the ICAO standard format as set forth in the relevant Appendices to Annex 9 and are acceptable when furnished in English and completed in legible handwriting. No visas are required in connection with such documents.

Required by	General Declaration	Passenger Manifest (if still required)	Cargo Manifest
Customs	4	NA	4
Immigration	NA	3	4

Note 1: *A copy of the General Declaration is endorsed and returned by Customs and signifies clearance.*

Note 2: *If no passengers are embarking/disembarking, and no articles are laden/unladen, only copies of the General Declaration need be submitted to the above authorities.*

3. NON-SCHEDULED COMMERCIAL FLIGHTS

3.1 **Procedures**

a) If an operator intends to carry out a (series of) non–scheduled flight(s) in transit across, or making non-traffic stops in, the territory of the Turks and Caicos Islands, he may do so without the necessity of obtaining prior permission.

b) If an operator intends to perform a (series of) non-scheduled flight(s) into the Turks and Caicos Islands for the purpose of taking on or discharging passengers, cargo or mail, he shall apply to the Civil Aviation Authority for permission to carry out such operations not less than 48 hours in advance of the intended landing. The application must include the following information in the order shown hereunder.

i) Name of operator

ii) Type of aircraft and registration marks

iii) Dates and times of arrival at, and departure from, a specified aerodrome

iv) Place or places of embarkation or disembarkation abroad, as the case may be, of passengers and/or freight

v) Purpose of flight and number of passengers and/or nature and amount of freight

vi) Name and address of business or charterer, if any

vii) Copy of the following documents:

- Insurance
- Certificate of Airworthiness U.S. (or equivalent)
- Department of Transport Air Carriers Certificate

3.2 **Documentary Requirements for Clearance of Aircraft**

The requirements are the same as for scheduled flights.

4. PRIVATE FLIGHTS

4.1 **Advance Notification of Arrival**

The information contained in the flight plan is accepted as adequate advance notification of the arrival of incoming aircraft as long as:

a) Such information is transmitted so that it will be received by the public authorities at least two hours in advance of arrival.

b) The landing will be at a previously designated international airport.

c) Special permission in addition to the filing of a flight plan is required for any flight planned to arrive outside the published hours of operation.

4.2 **Requirements for Clearance of Aircraft**

No documents other than those listed in paragraph 3.1 are required for aircraft remaining in the Turks and Caicos Islands.

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5. AFTER HOURS OPERATION

5.1 Operation into Aerodrome Outside of Operational Hours

No aircraft shall takeoff or land at any aerodrome within the Turks and Caicos CTR, before or after the published operational hours, unless written permission from the Airports Authority is granted.

a) Requests for permission shall be made not less than 48 hours prior to the intended flight.

b) Special consideration will be given in cases of Flight already inbound with ETA within 2 hours of closure, emergency or MEDAVAC flights. Requests should be made directly to the SATCO.

6. PUBLIC HEALTH MEASURES APPLIED TO AIRCRAFT

6.1 No public health measures are required to be carried out in respect of aircraft entering the Turks and Caicos Islands.

6.2 Temporary health formalities may be applied to meet unforeseen situations. These measures will be notified by NOTAM.

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GEN 1.3 ENTRY, TRANSIT AND DEPARTURE OF PASSENGERS AND CREW

1. CUSTOMS REQUIREMENTS

1.1 Baggage or articles belonging to disembarking passengers and crew are immediately released except for those selected by the customs authorities for inspection. Such baggage will be cleared on the basis of oral declaration except in the case of returning citizens.

a) Carriage of firearms is prohibited within the Turks and Caicos Islands. All firearms must be declared and handed in to Customs at the first port of entry, where they will be held until departure.

b) Customs formalities are not normally required on departure.

2. IMMIGRATION REQUIREMENTS

2.1 No documents or visas are required of passengers arriving and departing on the same through flights or transferring to another flight at the same or a nearby airport.

2.2 A person entering the Turks and Caicos Islands for the purpose of immigration must hold a valid passport and apply to Immigration for a Resident Permit on arrival. Temporary visitors from the Republic of Haiti must be in possession of a valid visa and return ticket. Other temporary visitors must be in possession of a valid passport and return ticket with the exception of the following nationals from whom existing official documents of identity such as expired passports, national registration cards or alien resident permits provided with photograph identification, are acceptable in lieu of a valid passport.

a) Nationals of Canada and the United States of America.

b) The holder of Seaman's book issued to nationals of any country.

c) The standard ICAO identification card is required by a national of any country.

2.3 A crew member license or certificate is accepted in lieu of passport or visa for temporary admission into the Turks and Caicos Islands for a flight crew member on scheduled services who retains his license in his possession when embarking and disembarking, remains at the airport where the aircraft has stopped or within the confines of the cities adjacent thereto, and departs on the same aircraft or on his next regularly scheduled flight out of the Turks and Caicos Islands. This provision is also applicable if the crew member enters the Turks and Caicos Islands by other means of transport for the purpose of joining an aircraft.

2.4 No departure formalities are required for embarking passengers.

3. PUBLIC HEALTH REQUIREMENTS

3.1 Disembarking passengers are not required to present vaccination certificates except when coming directly from an area infected with cholera, yellow fever or smallpox.

3.2 No health formalities are required for departure.

3.3 Temporary health formalities may be applied to meet unforeseen situations. These measures will be notified by NOTAM.

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GEN 1.4 ENTRY, TRANSIT AND DEPARTURE OF CARGO

1. CUSTOMS REQUIREMENTS

1.1 Cargo/Goods in Transit

a) One copy of the cargo manifest will be required for air cargo being trans-shipped from one flight to another, at the same airport and under customs supervision.
b) No clearance documents are required with respect to goods retained on board an aircraft for onward carriage to a destination outside the Turks and Caicos Islands.

1.2 Export Goods

Upon exportation, the following documents are required for the clearance of shipments to be exported by air.

a) Outward export entry – 3 copies

b) Outward cargo manifest – 3 copies

Note: *Articles being shipped for repairs which will be re-imported should be submitted to customs prior to shipment in order to avoid possible import duty on the entire returned articles.*

2. AGRICULTURAL QUARANTINE REQUIREMENTS

2.1 No person shall import into the Turks and Caicos Islands any animal which is susceptible to rabies or any communicable disease unless that person produces to a customs officer a certificate issued by a veterinary practitioner certifying the following:

a) The animal was examined by a veterinary practitioner not more than 30 days prior to the arrival of the animal in the Turks and Caicos Islands and found to be free of rabies or any communicable disease, and

b) The animal is not susceptible to rabies or, if so, that the animal was vaccinated against rabies not more than 12 months prior to its arrival in the Turks and Caicos Islands.

2.2 Persons who fail to meet the above requirements will be required to remove the animal from the Turks and Caicos Islands at their own personal expense.

3. PROHIBITED AND RESTRICTED GOODS (IMPORTATION AND EXPORTATION)

3.1 The list of prohibited and restricted goods is extensive and may be obtained from the Collector of Customs (see address at GEN 1.1).

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GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. GENERAL

1.1 Commercial Air Transport aircraft operating in the Turks and Caicos Islands must adhere to the provisions of Annex 6 – Operation of Aircraft, Part 1, Chapter 6 (Aeroplane Instruments, Equipment and Flight Documents) and Chapter 7 (Aeroplane Communication and Navigation Equipment).

2. SPECIAL EQUIPMENT TO BE CARRIED

2.1 The following types of flight must adhere to special equipment requirements:

a) Transiting flights:

i) Flights transiting Miami FIR whereby Turks and Caicos Islands territory is overflown.

ii) Flights to and from Turks and Caicos Islands where a maximum of two landings are made.

b) Internal flights are those conducted entirely within the Turks and Caicos Islands territory.

3. EQUIPMENT TO BE CARRIED BY ALL TYPES OF FLIGHTS

3.1 The following radio and navigation equipment shall be carried within Turks and Caicos Control Zone (CTR):

a) One ADF and one VOR receiver or (Two VOR receivers for aircraft operating for Commercial Air Transport).

b) 2-way VHF radio

3.2 Emergency Locator Transmitter (ELT)/Listening Watch

4. EQUIPMENT TO BE CARRIED ON ALL INTERNAL AND ON CERTAIN TRANSITTING FLIGHTS

4.1 The following emergency equipment shall be carried on all internal and transiting flights by single-engined aircraft and multi-engined aircraft not capable of maintaining the prescribed minimum safe altitude in the event of engine failure.

a) Signalling Equipment

i) An emergency locator transmitter (ELT)

ii) Two signal flares of the day and night type

iii) Eight red signal cartridges and a means of firing them

iv) A signal sheet (minimum 1x1m) in a reflecting colour

v) A signal mirror

vi) An electric hand torch

b) Survival Equipment

i) A compass

ii) A knife

iii) A sleeping bag with waterproof inner lining or a rescue blanket (Astron) per person

iv) Four boxes of matches in waterproof containers

v) A ball of string

vi) A cooking stove with fuel and the accompanying cooking and eating utensils

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GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS

1.1 Following is a list of international treaties, civil aviation legislation, air navigation regulations and letters of agreement in effect in the Turks and Caicos Islands. It is essential that persons engaged in air operations in these territories be acquainted with relevant regulations.

1.2 Copies of the documents may be obtained from the Airports Authority (see page GEN 1.1), or the Stationary Office Ltd. PO Box 276, London. SW8 5DT. England.

TITLE	MAIN SUBJECT (WHERE NOT SELF-EVIDENT)
INTERNATIONAL TREATIES	
Carriage by Air Act 1961 (c.27)	Gives effect to the Warsaw Convention as amended at The Hague, 1955.
Carriage by Air Acts (Application of Provisions) Order 1967. (SI 1967/480) (Amendment) Order 1969. (SI 1969/1083) (Second Amendment) Order 1979. (SI 1979/931) (Third Amendment) Order 1981. (SI 1981/440)	Applies the principles of the Warsaw Convention as amended, and the Guadalajara Convention to the carriage of mail and to non-international carriage within the meaning of those conventions to which those conventions do not themselves apply.
Carriage by Air Acts (Application of Provisions) (Overseas Territories) Order 1967. (SI 1967/810) (Amendment) Order 1984. (SI 1984/701)	
Carriage by Air (Supplementary Provisions) Act 1962 (c.43)	To give effect to the Guadalajara Convention, supplementary to the Warsaw Convention, for the unification of certain rules relating to Carriage by Air by a person other than the contracting carrier, for the connected purpose.
Carriage by Air (Sterling Equivalents) Order 1996. (SI 1996/244)	Specifies the Sterling equivalent of amounts, expressed in gold francs, in the Warsaw Convention and in the provision relating to other Carriage by Air.
Civil Aviation (Documentary Evidence) Regulation 1972 (SI 1972/187)	These regulations designate the authorities and persons who may certify the documents referred to in Section 6 of the Tokyo Convention Act 1967.
Tokyo Convention Act 1967 (c.52)	To give effect to the provision of the Tokyo Convention, 1963, relating to offences etc. committed on board aircraft.
Tokyo Convention (Certification of Countries) Order 1977 (SI 1977/1258) (Supplementary) Order 1978. (SI 1978/1534)	This order certifies which countries the Convention on Offences and certain other acts committed on board aircraft, is for the time being in force.
CIVIL AVIATION LEGISLATION	
Air Navigation (Overseas Territories) Order 2007. (SI 2001/2128)	Registration, Airworthiness and Operation of Aircraft, Air Traffic Control, Aircrew and Aerodrome Licensing.

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Annex	Standard / Recommended Practice	Details of Difference
Annex 1	Definition	In Turks and Caicos Islands aviation legislation, pilot-in-command is a person in charge of the piloting of an aircraft without being under the direction of any other pilot in the aircraft
Para 4.2.1.5	Standard	Skill – The Turks and Caicos Islands do not require a demonstration of practical ability. The candidate's knowledge of maintenance procedures, use of tools and troubleshooting/decision making are examined.
Para 4.5	Standard	There are no flight operations officer/ flight dispatcher licenses in the Turks and Caicos Islands.
Para 4.6.1.4.1	Standard	The Turks and Caicos Islands do not regulate the operational use of an Aeronautical Station Operator License and have no method to establish the experience of an applicant.
Annex 2	Definition	Acrobatic Flight: The Turks and Caicos Islands use the term "Aerobatic manoeuvres
Chapter 1	Definition	Aerodrome Control Service: For aircraft in the air, the service is limited to aircraft flying in or in the vicinity of the aerodrome traffic zone by visual reference to the surface.
	Definition	Cloud Ceiling: In relation to an aerodrome means the vertical distance from the elevation of the aerodrome to the lowest part of any cloud visible from the aerodrome which is sufficient to obscure more than one half of the sky so visible
	Definition	Controlled Aerodrome: The Turks and Caicos Islands do not use this term but list it in the AIP for those aerodromes at which air traffic control service is provided.
Chapter 3 Para 3.2.3	Standard	Anti-collision light not required for aircraft of MTWA of 5,700kg or below and type certificated before 1 April 1988, or for balloons and gliders.
Para 3.9	Standard	1.Class A Airspace: Not applicable in Turks and Caicos Islands. 2.Class B Airspace: Not applicable in Turks and Caicos Islands. 3.Class C, D and E Airspace: In addition to the minima specified in Table 3-1, VFR flight is allowed by aircraft, other than helicopters, at or below 3000 ft AMSL at a speed of140 knots or less, which remain clear of cloud and in sight of the surface and in a flight visibility of at least 5km. Helicopters may fly under VFR in Class C, D or E Airspace at or below 3000 ft AMSL provided that they remain clear of cloud and in sight of the surface. 4.Class F and G Airspace: Not applicable in Turks and Caicos Islands. 5. For the purposes of an aeroplane taking off from or approaching to land at an aerodrome within Class B, C or D airspace, the visibility, if any, communicated to the commander of an aeroplane by the appropriate air traffic control unit shall be taken to be the flight visibility for the time being.
Chapter 4 Para 4.6		Low flying prohibitions Rule 5. — (1) Subject to paragraph (2), an aircraft must comply with the low flying prohibitions in paragraph (3) unless exempted by rule 6. (2) If an aircraft is flying in circumstances such that more than one of the low flying prohibitions applies, it must fly at the greatest height required by any of the applicable prohibitions. (3) The low flying prohibitions are as follows— (a) Engine failure An aircraft must not be flown below such height as would enable it to make an emergency landing without causing danger to persons or property on the surface in the event of an engine failure. (b) The 500 feet rule Except with the written permission of the Governor, an aircraft must not be flown closer than 500 feet to any person, vessel, vehicle or structure. (c)The 1,000 feet rule Except with the written permission of the Governor, an aircraft flying over a congested area of a city, town or settlement must not fly below a height of 1,000 feet above the highest fixed obstacle within a horizontal radius of 600 metres of the aircraft. (d) The land clear rule

Annex	Standard / Recommended Practice	Details of Difference
		An aircraft flying over a congested area of a city, town or settlement must not fly below such height as would permit the aircraft to land clear of the congested area in the event of an engine failure. (e)Flying over open-air assemblies Except with the written permission of the Governor, an aircraft must not fly over an organised open-air assembly of more than 1,000 persons below whichever is the higher of the following heights— (i)1,000 feet; or (ii)such height as would permit the aircraft to land clear of the assembly in the event of engine failure (f)Landing and taking off near open air assemblies An aircraft must not land or take-off within 1,000 metres of an organised, open-air assembly of more than 1,000 persons except— (i)at an aerodrome, in accordance with procedures notified by the Governor; or (ii)at a landing site which is not an aerodrome, in accordance with procedures notified by the Governor and with the written permission of the organiser of the assembly. <u>Exemptions from the low flying prohibitions</u> Rule 6. The exemptions from the low flying prohibitions are as follows— A. Landing and taking off (i)An aircraft is exempt from the low flying prohibitions when it is flying in accordance with normal aviation practice for the purpose of— -. taking off from, landing at or practising approaches to landing at; or -. checking navigational aids or procedures at a certificated or notified aerodrome. (ii)An aircraft is exempt from the 500 feet rule when landing and taking-off in accordance with normal aviation practice or air-taxiing. B. Captive balloons and kites None of the low flying prohibitions apply to any captive balloon or kite. C. Special VFR flight and notified routes (i)Subject to paragraph (ii) an aircraft is exempt from the 1,000 feet rule when— -. It is flying on a special VFR flight; or -. It is operating in accordance with the procedures notified for the route being flown. (ii)Unless the written permission of the Governor has been obtained, landings may only be made by an aircraft flying under this exemption at a certificated or notified aerodrome. D. Balloons and helicopters over congested areas: (i)A balloon is exempt from the 1,000 feet rule if it is landing because it is becalmed. (ii)Subject to rule 5(3)(a) a helicopter flying over a congested area is exempt from the land clear rule. E. Police air operator's certificate An aircraft flying in accordance with the terms of a police air operator's certificate is exempt from the 500 feet rule, the 1,000 feet rule and the prohibitions on flying over open-air assemblies and on landing and taking off near open air assemblies. F. Flying displays etc. An aircraft taking part in a flying display is exempt from the 500 feet rule when it is within a horizontal distance of 1,000 metres of the gathering of persons assembled to witness the event. G. Glider hill-soaring A glider is exempt from the 500 feet rule if it is hill-soaring. H. Picking up and dropping at an aerodrome An aircraft picking up or dropping tow ropes, banners or similar articles at an aerodrome is exempt from the 500 feet rule. **I.** Manoeuvering helicopters

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<table>
<tr><th>Annex</th><th>Standard / Recommended Practice</th><th>Details of Difference</th></tr>
<tr><td>Chapter 4
Para 4.7</td><td>Standard</td><td>(i) Subject to paragraph (ii), a helicopter is exempt from the 500 feet rule if it is conducting manoeuvres, in accordance with normal aviation practice, within the boundaries of a certificated or military aerodrome or, with the written permission of the Governor at other sites.
(ii) When flying in accordance with this exemption the helicopter must not be operated closer than 60 metres to any persons, vessels, vehicles or structures located outside the aerodrome or site.

J. Dropping articles with the permission of the Governor
An aircraft is exempt from the 500 feet rule if it is flying in accordance with—
(i) Article 130(3)(f) of the Air Navigation (Overseas Territories) Order [the dropping of articles by, or with the authority of, the pilot-in-command of the aircraft for the purposes of public health or as a measure against weather conditions, surface icing or oil pollution, or for training for the dropping of articles for any such purposes, if the articles are dropped with the permission of the Governor]; or
(ii) An aerial application permission granted by the Governor under article 128 of the Air Navigation (Overseas Territories) Order.

Aircraft in level flight above 3,000ft above mean sea level or above appropriate the transition altitude, whichever is the higher, shall be flown at a level appropriate to its magnetic track:
Below 19,500ft – Quadrantal Rule, Above 19,500ft – Semicircular Rule.

<u>Quadrantal rule and semi-circular rule</u>

Rule 34.— (1) Subject to paragraphs (2) and (3), an aircraft in level flight above 3,000 feet above mean sea level or above the appropriate transition altitude, whichever is the higher, must be flown at a level appropriate to its magnetic track, in accordance with Table 1 or Table 2, as appropriate.

(2) For the purposes of paragraph (1), the level of flight must be measured by an altimeter set—
(a)in the case of a flight over the Territory, to a pressure setting of 1013.2 hectopascals; or
(b)in the case of any other flight, according to the system published by the competent authority in relation to the area over which the aircraft is flying.

(3) An aircraft may be flown at a level other than the level required by paragraph (1) if it flies—
(a)in conformity with instructions given by an air traffic control unit;
(b)in accordance with notified en-route holding patterns; or
(c)in accordance with holding procedures notified in relation to an aerodrome.
(4) For the purposes of this rule “transition altitude” means the altitude which is notified in relation to flights over notified areas.

Table 1: <u>Flights at Levels below 19,500 Feet</u>

<u>Magnetic Track</u> — <u>Cruising Level</u>
Less than 90° — Odd thousands of feet
90° but less than 180° — Odd thousands of feet + 500 feet
180° but less than 270° — Even thousands of feet
270° but less than 360° — Even thousands of feet + 500 feet

Table 2: <u>Flights at Levels above 19,500 Feet</u>

<u>Magnetic Track</u> — <u>Cruising Level</u>
Lessthan180° — 21,000 feet
23,000 feet
25,000 feet
27,000 feet
29,000 feet
31,000 feet
33,000 feet
35,000 feet
37,000 feet
39,000 feet
41,000 feet or higher levels at intervals of 4,000</td></tr>
</table>

Annex	Standard / Recommended Practice	Details of Difference
Chapter 5 Para 5.1.2	Standard	180° but less than 360° 20,000 feet 22,000 feet 24,000 feet 26,000 feet 28,000 feet 30,000 feet 32,000 feet 34,000 feet 36,000 feet 38,000 feet 40,000 feet 43,000 feet or higher at intervals of 4000 feet See entry for Chapter 4, para 4.6
Annex 3		
Para 4.7.18		Turks and Caicos Islands aerodromes do not report RVR trends and significant variations.
Para 4.9.5		Para 4.9.5 applies to the Turks and Caicos Islands except that: • Observations of vertical visibility are not made in the Turks and Caicos Islands. • Observations of whether the cloud base is diffuse, ragged or fluctuating rapidly are not made in the Turks and Caicos Islands.
Para 4.12.5		Information on wind shear is not added to METAR reports in the Turks and Caicos Islands due to difficulties within formation systems handling such information.
Para 5.6.3		In the Turks and Caicos Island, pilots encountering wind shear are requested to make a report even if wind shear has been previously forecast or reported.
Paras 5.7.2 & 5.7.4		Turbulence data not yet available.
Para 5.10.1		Forms for Special Air Reports of volcanic activity are not provided in the Turks and Caicos Islands. Pilots are expected to use Item 13 of the standard air report form for such reports.
Paras 6.2.15 & 6.3.12		Forecasts of vertical visibility are not made in the Turks and Caicos Islands.
Para 7.5.2		Aerodrome warnings in the Turks and Caicos Islands are not issued for dust-storm, sandstorm, rising sand or dust.
Para 10.1.2		The associated meteorological office may not necessarily be located at the aerodrome in the Turks and Caicos Islands.
Paras 11.5.3, 5 & 6		The Turks and Caicos Islands do not currently support the data link of SIGMETs or TAF
Para 11.6.2		The Turks and Caicos Islands do not operate a VOLMET service.
Annex 4		
Para 1.2.2.1		Some charts produced do not conform to all relevant recommendations.
Para 2.1.8		The basic sheet size is 279 mm x 216 mm.
Para 3.8.1.1		A 1% slope used in place of 1.2%. At 9000m from the point of origin, the surface plane changes from a 1% slope to horizontal.
Para 3.8.1.2		For the first 900m of the take-off flight path area, the shadow planes are horizontal. Beyond this point to 9000m, the shadow plane reverts to horizontal. A further safety factor is applied. Obstacles within the outer 25m edges of the take-off path area do not eliminate other obstacles, other than those found in the 25m zone.
Para 3.9.1		Type A order of accuracy attained is not shown.
Chapter 4		Aerodrome Obstacle Chart – ICAO Type B is not produced.

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Annex	Standard / Recommended Practice	Details of Difference
Chapter 4		Aerodrome Obstacle Chart – ICAO Type C is not produced.
Chapter 7		EnRoute Chart – ICAO is not produced.
Chapter 8		Area Chart – ICAO is not produced.
Para 9.4.3		Graduation marks not shown.
Para 9.9.2		Prohibited, restricted and danger areas are not shown.
Para 9.9.3.1.1e		Minimum flight altitudes along the route or route segments are not shown.
Para 9.9.4.1.1.2e 9.9.4.1.1.3 9.9.4.1.1.6		Elevation and channel of the DME is not shown. Bearings are shown to the nearest degree or distance to nearest nautical mile. Terrain information is not shown.
Chapter 10		Standard Arrival Charts are not issued in Turks and Caicos Islands.
Para 11.10.1.1		Only those aerodromes deemed to affect the procedure are portrayed on the chart.
Para 11.10.2.2		Obstacles determining an obstacle clearance altitude/height are not identified.
Para 11.10.7.1		Aerodrome operating minima is not shown for all aerodromes.
Para 11.10.9		Associated instrument approach procedure data is not shown.
Chapter 12		Visual Approach Charts – ICAO are not produced.
Para 13.5		Annual change of magnetic variation is not shown.
Para 13.6c		Geiod undulation and highest elevation of the touchdown zone of a precision approach are not shown.
Para 13.6d		Runway bearing strengths are not shown. Clearways and runway markings are not shown.
Para 13.6e		Apron lighting, markings and other visual guidance and control aids including docking systems and bearing strengths not shown.
Para 13.6f		Geographical co-ordinates are not shown.
Para 13.6g		Taxiway surface, width and bearing strengths are not shown.
Para 13.6i		13.6i Routes for taxiing aircraft and designators are not shown.
Para 13.6.2a		Heliport type is not shown.
Para 13.6.2b		TLOF slope and bearing strength are not shown.
Para 13.6.2c		True bearing is not shown, magnetic bearing is shown to the nearest degree. Slope is not shown.
Para 13.6.2d		Clearway is not shown.
Para 13.6.2h		Declared distances are not shown.
Chapter 14		Aerodrome Ground Movement Chart – ICAO are not produced in the Turks and Caicos Islands.
Para 17.3.2		A conversion scale is not shown.
Para 17.4.3		All charts are sold flat.
Para 17.4.4		The 1:1,000,000 chart is not produced.
Para 17.7.11		Escarpments are not shown.

Annex	Standard / Recommended Practice	Details of Difference
Para 17.9.2.2		Lighting available is not shown apart from aerodrome light beacons. Surface and length of longest runway are not shown.
Para 17.9.5.2		ADIZ not applicable in the Turks and Caicos Islands.
Chapter 18		Aeronautical Navigation Chart – ICAO Small Scale is not produced.
Chapter 19		Plotting Chart – ICAO is not produced.
Chapter 20		Electronic Chart Display – ICAO is not produced in the Turks and Caicos Islands.
Chart 1		World Aeronautical Chart – ICAO 1:100,000 is produced in the Turks and Caicos Island
Annex 6 Part I	Definition	Cabin Crew Member The Turks and Caicos Islands continue to use the term cabin attendant in place of 'cabin crew'.
	Definition	**Crew Member & Flight Crew Member**: The Turks and Caicos Islands definition is based upon the functions that crew members undertake. Although different, the Turks and Caicos Islands definition is more precise than that of ICAO
	General	With regards to references to 'State of the Operator' (except paragraphs 4.2.6.1 and 4.2.6.2 - Minimum Flight Altitudes), the responsibility for aeroplanes registered in the Turks and Caicos Islands remains with the Turks and Caicos Islands unless an agreement is reached with another State under the terms of Ch. 3.
	General	The Turks and Caicos Islands will continue to use the term 'weight' unless the aeroplane is operated in accordance with JAR-OPS, when 'mass' will be used.
	General	The Turks and Caicos Islands cannot necessarily accept responsibility for aeroplanes not on their register
Chapter 1 Para 1.1	Standard	The method of determining aerodrome operating minima (AOM) is that set out in the relevant operational Annex to EASA Ops (European Commission Regulation (EC) 965/2012).
Chapter 4 Para 4.4.1.2	Standard	An approach may be commenced regardless of the reported visibility or RVR but shall not be continued below 1,000 feet (300 m) above the aerodrome, unless the reported visibility or controlling RVR is above the specified minimum
Chapter 4 Para 4.4.1.3	Standard	If, after descending below 1,000 feet (300 m) above the aerodrome, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H.
Para 4.1.2		The Turks and Caicos Islands do not explicitly require operators to specify in their operations manuals this instruction on reporting without delay any inadequacy of facilities that may be observed.
Para 4.2.7.4		The Turks and Caicos Islands allow meteorology visibility to be converted to RVR. No limiting visibility is prescribed: if a reported RVR is not available, then an approach may be made if the conversion results in an RVR equivalent value that is not less than the relevant aerodrome operating minima.
Para 4.3.7.2		The Turks and Caicos Islands do not require operators to specify in their operations manuals this instruction on establishing two-way communication by means of the aeroplane's intercommunication system or other suitable means between ground crew supervising the refueling and the qualified personnel on board the aeroplane.
Para 4.5.1		The Turks and Caicos Islands prescribe duties for the pilot designated by the operator as commander of the aircraft, covering essentially the same requirements as in the ICAO text, but described in a different and more precise manner.
Para 6.3.1.4		The Turks and Caicos Islands do not accept the use of analogue Flight Data Recorders using FM on aircraft new or second hand first brought onto the Turks and Caicos Islands register after 1 July 1981.
Para 6.3.1.4.1		The Turks and Caicos Islands do not prohibit this type of Flight Data Recorder.

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Annex	Standard / Recommended Practice	Details of Difference
Paras 6.3.1.5& 6.3.1.5.1 & 6.3.1.5.2		The Turks and Caicos Islands have not promulgated any requirements for compliance with these standards (which apply from 1January 2005) on recording digital communications.
Paras 6.3.1.8 (6.3.1.8.1 to 6.3.1.8.5 inc.)		Not all of the parameters listed are required by the Turks and Caicos Islands CAD.
Para 6.3.7.2		The Turks and Caicos Islands have the same requirement but only for aircraft with C of A issued after 31/05/ 90.
Paras 6.3.9.2 & 6.3.9.3		The Turks and Caicos Islands require at least the last 30 minutes preceding removal of electrical power from the equipment
Para 6.9.1 (i)		The Turks and Caicos Islands do not require public transport aeroplanes of maximum total weight not exceeding 5700kg to provide a means of indicating outside air temperature.
Para 6.15.1		The Turks and Caicos Islands prescribe a ground proximity warning system implementation date of 1 October 2001 for all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 5700kg or authorised to carry more than nine passengers.
Para 6.15.2		The Turks and Caicos Islands do not require compliance with this recommendation relating to carriage of GPWS in piston-engined aeroplanes.
Para 6.15.6		The Turks and Caicos Islands prescribe an implementation date of 1 January 2005 for all turbine-engined aeroplanes of a maximum certificated take-off mass in excess of 15,000kg or authorised to carry more than 30 passengers that the standard states shall be equipped by 1 January 2003 with a ground proximity warning system which has a predictive terrain warning function.
Para 6.18.2		The Turks and Caicos Islands do not require compliance with this standard that will require from 1 January 2005 all turbine-engined aeroplanes with a maximum certificated take-off mass in excess of 5700kg or authorised to carry more than 19 passengers to be equipped with an Airborne Collision Avoidance System II.
Para 6.18.3		The Turks and Caicos Islands do not require carriage of an Airborne Collision Avoidance System II in all public transport aeroplanes.
Para 6.20		The Turks and Caicos Islands prescribe the use of hand-held microphones below Flight Level 150 in controlled airspace.
Paras 6.21.1 & 6.21.2		The Turks and Caicos Islands do not prescribe this recommendation for carriage of a forward-looking wind shear warning system.
Paras 10.2, 10.3 & 10.4		The Turks and Caicos Islands do not explicitly require operators to specify in their operations manuals these instructions on the duties and training associated with the employment of flight operations officers/ flight dispatchers.
Paras 4.4.7, 4.6.1, 4.6.2, and 10.1		The Turks and Caicos Islands do not explicitly require operators to specify in their operations manuals these instructions on the duties and training associated with the employment of flight operations officers / flight dispatchers.
Para 13.5.1		The Turks and Caicos Islands do not currently prescribe that specialised means of attenuating and directing the blast should be provided for use in the least-risk bomb location.
Annex 6 Part II		
		The Turks and Caicos Islands have only a limited number of general aviation aircraft on its register. The United Kingdom files a number of differences from Annex 6, Part II. Further details of differences are available on request from the Director of Civil Aviation.
Chapter 1 Para 1.1	General	The method of determining aerodrome operating minima (AOM) is that set out in the relevant operational Annex to EASA Ops (European Commission Regulation (EC) 965/2012).
Chapter 2 Para 2.2.4.1.2	Standard	An approach may be commenced regardless of the reported visibility or RVR but shall not be continued below 1,000 feet (300 m) above the aerodrome, unless the reported visibility or controlling RVR is above the specified minimum

Annex	Standard / Recommended Practice	Details of Difference
Chapter 2 Para 2.2.4.1.3	Standard	If, after descending below 1,000 feet (300 m) above the aerodrome, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H
Annex 6 Part III Chapter 1	Standard	The method of determining aerodrome operating minima (AOM) is that set out in the relevant operational Annex to EASA Ops (European Commission Regulation (EC) 965/2012**).**
Section II Chapter 2 Para 2.4.1.2 & Section III Chapter 2 Para 2.6.3.2	Standard	An approach may be commenced regardless of the reported visibility or RVR but shall not be continued below 1,000 feet (300 m) above the aerodrome or into the final approach segment, unless the reported visibility or controlling RVR is above the specified minimum
Section II Chapter 2 Para 2.4.1.3 & Section III Chapter 2 Para 2.6.3.3	Standard	If, after entering the final approach segment or descending below 1,000 feet (300 m) above the aerodrome, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/H or MDA/H.
Annex 8 Part III Paras 4.1.6 (b), (g), (h), (l) & 9.3.5, 11.1, 11.2, 11.3		At this time, the Turks and Caicos Islands do not have requirements to incorporate security into aircraft design.
Annex 8 Part IV Para 4.1.6 (f)		There is no requirement for design precautions to be taken to protect against instances of cabin depressurisation.
Annex 10 Vol. II Chapter 3 Para 3.5.1.1.2		Aircraft logs are not required.
Para 5.2.1.5.8		‘CONTACT’ shall have the meaning “Establish communications with... (your details have been passed)”.
Para 5.2.1.7.3.2.6 & 5.2.1.7.3.2.6.1 & 5.2.2.1.1.4		Air-to-air communications on frequency 123.45 MHz are not permitted.
Para 5.2.1.9.4.7 & 5.2.1.8.4.7		If an aircraft readback of a clearance or instruction is incorrect, the controller shall transmit the word ‘NEGATIVE’ followed by the correct version.
Para 5.2.2.1.1.4		Not Applicable.
Chapter 5 Para 5.2.1.8.2.2		Turks and Caicos Islands procedures are in accordance with the examples in ICAO Doc 9432, paragraphs 2.8.1.6 and 3.3.2.
Para 5.2.1.8.2.3.1		Turks and Caicos Islands procedures are in accordance with the examples in ICAO Doc 9432, paragraphs 2.8.1.6 and 3.3.2.
Chapter 5 Para 5.2.1.8.3		Standard word ‘OUT’ is used if necessary although not normally used in VHF communications.
Annex 10 Vol. II Chapter 3 Para 3.5.1.1.2		Aircraft logs are not required.
Para 5.2.1.5.8		‘CONTACT’ shall have the meaning “Establish communications with... (your details have been passed)”.

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Annex	Standard / Recommended Practice	Details of Difference
Para 5.2.1.7.3.2.6 & 5.2.1.7.3.2.6.1 & 5.2.2.1.1.4		Air-to-air communications on frequency 123.45 MHz are not permitted.
Para 5.2.1.9.4.7 & 5.2.1.8.4.7		If an aircraft readback of a clearance or instruction is incorrect, the controller shall transmit the word 'NEGATIVE' followed by the correct version.
Para 5.2.2.1.1.4		Not Applicable.
Chapter 5 Para 5.2.1.8.2.2		Turks and Caicos Islands procedures are in accordance with the examples in ICAO Doc 9432, paragraphs 2.8.1.6 and 3.3.2.
Para 5.2.1.8.2.3.1		Turks and Caicos Islands procedures are in accordance with the examples in ICAO Doc 9432, paragraphs 2.8.1.6 and 3.3.2.
Chapter 5 Para 5.2.1.8.3		Standard word 'OUT' is used if necessary although not normally used in VHF communications.
Annex 10 Vol. III		The United Kingdom files a number of differences from Annex 10 Volume 3. Many of these are not applicable in Turks and Caicos Islands. Further details of differences are available from the Managing Director, TCI Civil Aviation Authority.
Annex 10 Vol. IV Chapter 2 Paras 2.1.3.2.1 to 2 & 2.1.3.2.4		Carriage and Operation of SSR is mandated by the Turks and Caicos Islands in designated airspace only. Non-Mode C transponders are currently still in use in airspace where carriage is not mandated.
Annex 11 Para 3.3.4		Vertical separation of aircraft. The Turks and Caicos Islands use the quadrantal system of cruising levels for flights below 6000 ft.
Para 6.2.2.3.7-8, 6.2.3.1.2-4		Automatic recording is not available in each and every case in the Turks and Caicos Islands.
Annex 14 Vol 1 Paras 1.4, 1.4.1-3		Turks and Caicos Islands use the greater of TODA/ASDA to determine the reference code number; ARFL is replaced by "greater of TODA or ASDA"; Turks and Caicos Islands now determine code number in accordance with characteristics of the aerodrome.
Para 5.3.5.42		Turks and Caicos Islands use a plane 1 degree below the lower boundary of an on-slope signal originating 90m from units where the LDA is 1200m or greater, 60m where the LDA is 800m – 1199m, and 30m where the LDA is less than 800m, diverging at 15 degrees from the runway edge at the threshold out to 15nm.
Para 5.4.3.5		Runway Vacated' sign is not used in the Turks and Caicos Islands.

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GEN 2. TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKING, HOLIDAYS

1. DIMENSIONAL UNITS

The table of dimensional units will be used by aeronautical stations within Turks and Caicos Islands airspace.

TABLE 2.1.1
Units of Measurement Used in the Turks and Caicos Islands

Distance used in navigation, position report, etc. – generally, in excess of 2or 3 nautical miles	Nautical miles and tenths*
Relatively short distances such as those relating to aerodromes (e.g., runway lengths)	Metres
Altitudes, elevations and heights	Feet and Flight Levels
Horizontal speed including wind speed	Knots
Vertical speed	Feet per minute
Wind direction for landing and taking off	Degrees Magnetic
Wind direction except for landing and taking off	Degrees True
Visibility <5000 metres (including RVR)	Metres**
Visibility >5000 metres	Kilometers
Altimeter setting	Inches of Mercury***
Temperature	Degrees Centigrade
Weight	Metric tonnes****
Date/Time	Year, month, day, hour and minute, the day of 24 hours beginning at midnight Coordinated Universal Time

* *International nautical miles, for which conversion into metres is given by 1 international nautical mile =1852m.*
** *Visibility will be provided in nauticalmiles upon request.*
*** *Altimeter will be provided in hectopascals upon request.*
**** *Pounds are used to determine charges for aerodrome and air navigation services.*

2. TIME SYSTEM

2.1 General

Co-ordinated Universal Time (UTC) is used by Air Navigation Services in publications issued by the Aeronautical Information Service.

a) Five hours must be subtracted from UTC to obtain the local time.

b) Daylight savings time is observed from the second Sunday in March to the first Sunday in November. During this period, four hours must be subtracted from UTC to obtain the local time.

2.2 The nearest full minute of time is used in reporting of time (for example: 12:40:35 is reported as 1241).

3. GEODETIC REFERENCE DATA

3.1 The geographical co-ordinates indicating Latitude and Longitude are expressed in terms of the World Geodetic Survey of 1984 (WGS84) Geodetic reference datum. The application of WGS84 will be either by survey or mathematical conversion of co-ordinates. Where the information has been transformed mathematically into WGS84 co-ordinates, they are published accompanied by an asterisk indicating that the information is of low integrity.

3.2 Accuracy

Co-ordinates are normally given to an accuracy of one-hundredth of one second of an arc, such that Latitude is given with 8 digits while Longitude is given with 9 digits. Co-ordinates are normally expressed in degrees, minutes, seconds, and hundredths of seconds.

4. AIRCRAFT NATIONALITY AND REGISTRATION MARKS

4.1 The nationality mark for aircraft registration in the Turks and Caicos Islands is VQ–T followed by a registration mark consisting of 2 letters (for example: – VQ–TZZ.).

5. PUBLIC HOLIDAYS

5.1 The following public holidays are observed in the Turks and Caicos Islands:

NAME	DATE 2023
New Year's Day	02 January
Commonwealth Day	13 March
Good Friday	07 April
Easter Monday	10 April
JAG's McCartney Day	29 May
H.M The King's Birthday	To be confirmed
Emancipation Day	01 August
National Youth Day	29 September
National Heritage Day	09 October
National Day of Thanksgiving	24 November
Christmas Day (Observed)	25 December
Boxing Day (Observed)	26 December

5.2 Air Traffic Services are not affected by public holidays. However, Airports Authority, Civil Aviation Authority administrative offices, and banks are closed on public holidays.

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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

The abbreviations used in this AIP and in the general dissemination of information by AIS are also contained in ICAO Documents 8400, 8168 and 9569. Any additional abbreviations, or those which differ from the ICAO abbreviations, are shown in italics below.

† *When radiotelephony is used, the abbreviation and terms are transmitted as spoken words.*

‡ *When radiotelephony is used, the abbreviation and terms are transmitted using the individual letters in a non-phonetic form.*

A

A	Amber
A/A	Air-to-air
A/G	Air-to-ground
A/M	AFTM Information Message
AAA	(or AAB, AAC, etc., in sequence) Amended Meteorological Message (message type designator)
AAL	Above Aerodrome Level
ABM	Abeam
ABN	Aerodrome Beacon
ABT	About Control
ABV	Above
AC	Altocumulus
ACAS†	Airborne Collision Avoidance System
ACC‡	Area Control Centre OR Area Control
ACCID	Notification of an Aircraft Accident
ACFT	Aircraft (Code)
ACK	Acknowledge
ACL	Altimeter Check Location
ACN	Aircraft Classification Number
ACP	Acceptance (message type designator)
ACPT	Accept OR Accepted
ACT	Active OR Activated OR Activity
AD	Aerodrome
ADA	Advisory Area
ADDN	Addition OR Additional
ADF‡	Automatic Direction-Finding Equipment
ADIZ‡	(to be pronounced 'AY-DIZ') Air Defense Identification Zone
ADJ	Adjacent
ADR	Advisory Route
ADS	Automatic Dependent Surveillance
ADSU	Automatic Dependent Surveillance Unit
ADT	Approved Departure Time
ADVS	Advisory Service
ADZ	Advise
AES	Aircraft Earth Station
AFIL	Flight Plan Filed in the Air
AFM	Yes OR Affirm OR Affirmative OR That is Correct
AFS	Aeronautical Fixed Service
AFT	After...(time or place)
AFTN‡	Aeronautical Fixed Telecommunication Network
AGA	Aerodromes, Air Routes and Ground Aids
AGL	Above Ground Level
AGN	Again
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AIRAC	Aeronautical Information Regulation and Control
AIREP†	Air-Report
AIS	Aeronautical Information Services
ALA	Alighting Area
ALERFA†	Alert Phase
ALR	Alerting (message type designator)
ALRS	Alerting Services
ALS	Approach Lighting System
ALT	Altitude
ALTN	Alternate OR Alternating
AMA	Area Minimum Altitude
AMD	Amend OR Amended (used to indicate amended meteorological message) (message type designator)
AMDT	Amendment (AIP Amendment)
AMS	Aeronautical Mobile Service (Air Traffic Control)
AMSL	Above Mean Sea Level
AMSS	Aeronautical Mobile Satellite Service
ANC	Aeronautical Chart – 1:500000 (followed by name/title)
ANS	Answer
AOC	Air Operator Certificate
AOD	Above Ordinance Datum
AOM	*Aerodrome Operating Minima (message type designator)*
AP	Airport
APAPI	*Abbreviated Precision Approach Path Indicator*
APCH	Approach
APHAZ	*Aircraft Proximity Hazard*
APN	Apron
APP	Approach Control Office OR Approach Control OR Approach Control Service
APR	April
APRX	Approximate OR Approximately
APSG	After passing
APV	Approve OR Approved OR Approval
ARFOR	Area Forecast (in aeronautical meteorological code)
ARNG	Arrange
ARO	Air Traffic Services Reporting Office
ARP	Aerodrome Reference Point
ARP	Air-Report (message type designator)
ARQ	Automatic Error Correction
ARR	Arrival (message type designator)
ARR	Arrive OR Arrival
ARS	Special Air-Report (message type designator)
AS	Altostratus
ASAP	As Soon As Possible
ASC	Ascend to OR Ascending to
ASDA	Accelerate Stop Distance Available
ASPH	Asphalt
AT...	At (followed by time at which weather change is forecast to occur)
ATA‡	Actual Time of Arrival
ATC‡	Air Traffic Control (in general)
ATD‡	Actual Time of Departure
ATFM	Air Traffic Flow Management
ATIS†	Automatic Terminal Information Service
ATM	Air Traffic Management
ATN	Aeronautical Telecommunications Network
ATP	At...(time or place)
ATS	Air Traffic Service
ATSU	*Air Traffic Service Unit*
ATTN	Attention
ATZ	Aerodrome Traffic Zone
AUG	August
AUTH	Authorise OR Authorisation
AUX	Auxiliary
AVBL	Available
AVG	Average
AVGAS†	Aviation Gasoline
AWTA	Advise at What Time Able
AWY	Airway
AZM	Azimuth

B

B	Blue
BA	Braking Action
BASE†	Cloud Base
BCFG	Fog Patches
BCN	Beacon (aeronautical ground light)
BCST	Broadcast
BDRY	Boundary
BECMG	Becoming
BFR	Before
BKN	Broken
BL	Blown (followed by DU=Dust, SA=Sand or SN=Snow)
BLDG	Building
BLO	Below Clouds
BLW	Below...
BOMB	Bombing
BR	Mist
BRF	Short (used to indicate the type of approach desired or required)
BRG	Bearing
BRKG	Braking
BS	Commercial Broadcasting Station
BTL	Between Layers
BTN	Between

C

C	Centre (runway identification)
C	Degrees Celsius (Centigrade)
CAD	Civil Aviation Department (of Turks and Caicos Islands)
CAS	Calibrated Airspeed
CAT	Category
CAT	Clear Air Turbulence
CAVOK	(To be pronounced 'KAV-OH-KAY') Visibility cloud and present weather better than prescribed values or conditions
CB	(To be pronounced 'CEE BEE') Cumulonimbus
CC	Cirrocumulus
CCA	(or CCB, CCC, etc. in sequence) Corrected meteorological message (message type designator)
CD	Candela
CDN	Co-ordinator (message type designator)
CF	Change frequency to
CGL	Circling Guidance Light(s)
CH	Channel
CHG	Modification (message type designator)
CI	Cirrus
CIDIN†	Common ICAO Data Interchange Network
CIT	Near or over large town
CIV	Civil
CK	Check
CL	Centreline
CLA	Clear type of ice formation
CLBR	Calibration
CLD	Cloud
CLG	Calling
CLR	Clear(s) OR Cleared to OR Clearance
CLSD	Close OR Closed OR Closing
CM	Centimetre
CMB	Climb to OR Climbing to
CMPL	Completion OR Completing OR Complete
CNL	Cancel OR Cancelled
CNL	Flight Plan Cancellation (message type designator)
CNS	Communications, Navigation and Surveillance
COL	Column (in tables and text)
COM	Communication
CONC	Concrete
COND	Condition
CONS	Continuous
CONST	Construction OR Constructed
CONT	Continue(s) OR Continued
COOR	Co-ordinate OR Co-ordination
COORD	Coordinates
COP	Change-Over Point
COR	Correct OR Correction OR Corrected (used to indicate corrected meteorological message) (message type designator)
COT	At the Coast
COV	Cover OR Covered OR Covering
CPL	Current Flight Plan (message type designator)
CRC	Cyclic Redundancy Check
CRM	Collision Risk Model
CRZ	Cruise
CS	Cirrostratus
CTA	Control Area
CTAM	Climb To and Maintain
CTC	Contact
CTL	Control
CTN	Caution
CTR	Control Zone
CU	Cumulus
CUF	Cumuliform
CUS	Customs
CVR	Cockpit Voice Recorder
CW	Continuous Wave
CWY	Clearway

D

D...	Danger Area (followed by identification)
D	Downward (tendency in RVR during previous 10 minutes)
DA	Decision Altitude
DCA	Director of Civil Aviation (of Turks and Caicos Islands)
DCD	Double Channel Duplex
DCKG	Docking
DCS	Double Channel Simplex
DCT	Direct (in relation to flight path clearance and type of approach)
DDM	Difference in Depth of Modulation
DEC	December
DEG	Degrees
DEP	Depart OR Departure
DEP	Departure (message type designator)
DER	Departure End of Runway
DES	Descend to OR Descending to
DEST	Destination
DETRESFA†	Distress Phase
DEV	Deviation OR Deviating
DFR	Departure Flow Regulator
DFTI	*Distance from Touchdown*
DH	Decision Height
DIF	Diffuse
DIST	Distance
DIV	Divert OR Diverting
DfT	Department for Transport
DLA	Delay (message type designator)
DLA	Delay OR Delayed
DME‡	Distance Measuring Equipment
DNG	Danger OR Dangerous
DOC	*Designated Operational Coverage*
DOM	Domestic
DP	Dew Point Temperature
DPT	Depth
DR	Dead Reckoning

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DR	Low Drifting (followed by SA=Sand or SN=Snow)
DRG	During
DS	Duststorm
DSB	Double Sideband
DTAM	Descend To and Maintain
DTG	Date-Time Group
DTRT	Deteriorate OR Deteriorating
DTW	Dual Tandem Wheels
DU	Dust
DUA	*Dedicated User Area*
DUC	Dense Upper Cloud
DUR	Duration
DVOR	Doppler VOR
DW	Dual Wheels
DZ	Drizzle

E

E	East OR Eastern Longitude
EAT	Expected Approach Time
EB	Eastbound
EDT	Estimated Departure Time
EET	Estimated Elapsed Time
EFC	Expect Further Clearance
EHF	Extremely High Frequency (30,000 to 300,000 MHz)
ELEV	Elevation
ELR	Extra Long Range
ELT	*Emergency Locator Transmitter*
EM	Emission
EMBD	Embedded in a layer (to indicate cumulonimbus embedded in layers of other clouds)
EMERG	Emergency
END	Stop-end (related to RVR)
ENE	East North East
ENG	Engine
ENRT	En-route
EOA	Engine Out Allowance
EOBT	Estimated Off-Block Time
EPIRB	Emergency Position Indicating Radio Beacon
EQPT	Equipment
ER	Here OR Herewith
ESE	East South East
EST	Estimate OR Estimated
ETA‡	Estimated Time of Arrival OR Estimating Arrival
ETD‡	Estimated Time of Departure OR Estimating Departure
ETO	Estimated time over significant point
EV	Every
EXC	Except
EXER	Exercises OR Exercising OR to Exercise
EXP	Expect OR Expected OR Expecting
EXTD	Extend OR Extending

F

FAC	Facilities
FAF	Final Approach Fix
FAL	Facilitation of International Air Transport
FAP	Final Approach Point
FAX	Facsimile Transmission
FBL	Light (used to indicate the intensity of weather phenomena)
FC	Funnel Cloud (tornado or water spout)
FCST	Forecast
FCT	Friction Coefficient
FDPS	Flight Data Processing System
FEB	February
FF	Fixed
FG	Fog
FIC	Flight Information Centre
FIR‡	Flight Information Region
FIS	Flight Information Service
FISA	Automated Flight Information Service
FL	Flight Level
FLCK	Flight Check
FLD	Field
FLG	Flashing
FLR	Flares
FLT	Flight
FLUC	Fluctuating OR Fluctuation OR Fluctuated
FLW	Follow(s) OR Following
FLY	Fly OR Flying
FM	From
FM...	From (followed by time weather change is forecast to begin)
FMS‡	Flight Management System
FNA	Final Approach
FNHT	Fahrenheit
FPL	Filed Flight Plan (message type designator)
FPM	Feet Per Minute
FPR	Flight Plan Route
FR	Fuel Remaining
FREQ	Frequency
FRI	Friday
FRNG	Firing
FRONT†	Front (relating to weather)
FRQ	Frequent
FSL	Full Stop Landing
FSS	Flight Service Station
FST	First
FT	Feet (Dimensional Unit)
FTT	Flight Technical Tolerance
FU	Smoke
FZ	Freezing
FZDZ	Freezing Drizzle
FZFG	Freezing Fog
FZRA	Freezing Rain

G

G	Green
G/A	Ground-to-Air
G/A/G	Ground-to-Air and Air-to-Ground
GAT	General Air Traffic Gauge (indicates distance between two rows or runway lights)
GEN	General
GEO	Geographic OR True
GES	Ground Earth Station
GLD	Glider
GMC	Ground Movement Chart (followed by name/title)
GMC	*Ground movement control*
GND	Ground
GNDCK	Ground Check
GNSS‡	Global Navigation Satellite System
GPS‡	Global Positioning System
GR	Hail
GRASS	Grass Landing Area
GRIB	Processed Meteorological Data in Form of Grid Point Values (in aeronautical meteorological code)
GRVL	Gravel
GS	Ground Speed
GS	Small hail and/or snow pellets
GUND	Geoid undulation

H

H24	Continuous Day and Night Service
HBN	Hazard Beacon

HDF	High Frequency Direction-Finding Station
HDG	Heading
HEL	Helicopter
HF‡	High Frequency (3000 to 30,000 KHz)
HGT	Height OR Height Above
HI	*High Intensity Directional Lights*
HJ	Sunrise to Sunset
HLDG	Holding
HN	Sunset to Sunrise
HO	Service available to meet operational requirements
HOL	Holiday
HOSP	Hospital Aircraft
HPA	Hectopascal
HR	Hours
HS	Service Available During Hours of Scheduled Operations
HT	*High Tension (power)*
HURCN	Hurricane
HVDF	High and Very High Frequency Direction-Finding Stations (at the same location)
HVY	Heavy
HVY	Heavy (used to indicate the intensity of weather phenomena, e.g. HVYRA=Heavy Rain)
HX	No Specific Working Hours
HYR	Higher
HZ	Dust Haze
HZ	Hertz (cycle per second)

I

IAC	Instrument Approach Chart
IAF	Initial Approach Fix
IAO	In and Out Clouds
IAR	Intersection of Air Routes
IAS	Indicated Air Speed
IBN	Identification Beacon
IC	Diamond Dust (very small ice crystals in suspension)
ICE	Icing
ID	Identifier OR Identify
IDENT†	Identification
IF	Intermediate Approach Fix
IFF	Identification Friend/Foe
IFR‡	Instrument Flight Rules
IGA	International General Aviation
IMC‡	Instrument Meteorological Conditions
IMG	Immigration
IMPR	Improve OR Improving
IMT	Immediate OR Immediately
INA	Initial Approach
INBD	Inbound
INC	In Cloud
INCERFA†	Uncertainty Phase
INCH	Inch of Mercury
INCL	*Included OR Including OR Inclusive*
INFO†	Information
INOP	Inoperative
INP	If Not Possible
INPR	In Progress
INS	Inertial Navigation System
INSTL	Install OR Installed OR Installation
INSTR	Instrument
INT	Intersection
INTL	International
INTRG	Interrogator
INTRP	Interrupt OR Interruption OR Interrupted
INTSF	Intensify OR Intensifying
INTST	Intensity
IR	Ice on Runway
ISA	International Standard Atmosphere
ISB	Independent Sideband
ISOL	Isolated

J

JAN	January
JTST	Jet Stream
JUL	July
JUN	June

K

KG	Kilogrammes
KHz	Kilohertz
KM	Kilometres
KMH	Kilometres per Hour
KPA	Kilopascal
KT	Knots
KW	Kilowatts

L

L	Locator (NDB with published approach procedure; see LM and LO)
L	Left (runway identification)
LAM	Logical Acknowledgement (message type designator)
LAN	Inland
LAT	Latitude
LDA	Landing Distance Available
LDG	Landing
LDI	Landing Direction Indicator
LEN	Length
LF	Low Frequency (30 to 300 KHz)
LGT	Light OR Lighting
LGTD	Lighted
LHS	*Left Hand Side*
LI	Low Intensity Omnidirectional Lights
LIH	Light Intensity High
LIL	Light Intensity Low
LIM	Light Intensity Medium
LMT	Local Mean Time
LNAV	Lateral Navigation
LNG	Long (used to indicate the type of approach desired or required)
LO	Locator, Outer (NDB)
LOC	Local OR Locally OR Location OR Located
LONG	Longitude
LORAN†	Long Range Air Navigation System
LRG	Long Range
LSQ	Line Squall
LTD	Limited
LTT	Landline teletypewriter
LUT	Local User Terminal
LV	Light and Variable (relating to wind)
LVE	Leave OR Leaving
LVL	Level
LYR	Layer OR Layered

M

M	Mach number
M	Metres (preceded by figures)
MAA	Maximum Authorized Altitude
MAG	Magnetic
MAINT	Maintenance
MAP	Aeronautical Maps and Charts
MAPT‡	Missed Approach Point
MAR	At Sea

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MAR	March
MAS	Manual A1 Simplex
MAX	Maximum
MAY	May
MBST	Microburst
MCA	Minimum Crossing Altitude
MCW	Modulated Continuous Wave
MDA	Minimum Descent Altitude
MDH	Minimum Descent Height
MEA	Minimum En-route Altitude
MEHT	Minimum Eye Height over Threshold (for VASIS and PAPI)
MET†	Meteorological OR Meteorology
METAR†	Aviation Routine Weather Report (in aeronautical meteorological code)
MF	Medium Frequency (300 to 3000 KHz)
MHz	Megahertz
MID	Mid-Point (related to RVR)
MIFG	Shallow Fog
MIL	Military
MIN	Minute
MLWA	Maximum Landing Weight Authorized
MNM	Minimum
MNPS	Minimum Navigation Performance Specifications
MNT	Monitor OR Monitoring OR Monitored
MNTN	Maintain
MOA	Military Operating Area
MOC	Minimum Obstacle Clearance (required)
MOD	Moderate (used to indicate the intensity of weather phenomena, interference or static reports, e.g. MODRA=Moderate Rain)
MOGAS	*Motor Gasoline*
MON	Monday
MPH	Statue Miles Per Hour
MPS	Metres Per Second
MRA	Minimum Reception Altitude
MRG	Medium Range
MRP	ATS/MET Reporting Point
MS	Minus
MSA	Minimum Sector Altitude
MSG	Message
MSL	Mean Sea Level
MT	Mountain
MTOW	*Maximum Take-Off Weight*
MTU	Metric Units
MTW	Mountain Waves
MTWA	*Maximum Total Weight Authorised*
MWO	Meteorological Watch Office
MWRA	*Major World Air Route Area*
MX	Mixed type of ice information (white and clear)

N

N	North OR Northern Latitude
NAT	North Atlantic
NAV	Navigation
NB	Northbound
NBFR	Not Before
NC	No Change
NDB‡	Non-Directional Radio Beacon
NDS	Non-Deviating Status
NE	North East
NEB	North Eastbound
NEG	No OR Negative OR Permission Not Granted OR Is Not Correct
NGT	Night
NIL†	None OR I Have Nothing to Send to You
NM	Nautical Miles
NML	Normal
NNE	North North East
NNW	North North West
NOF	International NOTAM Office
NOSIG†	No Significant Change (used in trend-type landing forecasts)
NOTAM†	Notice to Airmen (a notice containing information concerning the establishment, condition, or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations)
NOV	November
NP	If Not Possible
NR	Number
NRH	No Reply Heard
NS	Nimbostratus
NSC	Nil Significant Cloud
NSW	Nil Significant Weather
NT	National
NW	North West
NWB	North Westbound
NXT	Next

O

O/R	On Request
OAC	Oceanic Area Control Centre
OAS	Obstacle Assessment Surface
OAT	Operational Air Traffic
OBS	*Obstacle Lights*
OBS	Observe OR Observed OR Observation
OBSC	Obscure OR Obscured OR Obscuring
OBST	Obstacle
OCA	Obstacle Clearance Altitude
OCC	Oceanic Control Centre
OCC	Occulting (light)
OCH	Obstacle Clearance Height
OCNL	Occasional OR Occasionally
OCS	Obstacle Clearance Surface
OCT	October
OHD	Overhead
OIS	Obstacle Identification Surface
OLR	*Off-Load Routes*
OPA	Opaque (white type of ice formation)
OPC	The control indicated is operational control
OPMET†	Operational Meteorological (information)
OPN	Open OR Opening OR Operative OR Operate OR Operation OR Operating
OPS	Operations
ORCAM	Original Region Code and Mode
ORD	Indication of an Order
OSV	Ocean Station Vessel
OTLK	Outlook (used in SIGMET Message for volcanic ash and tropical cyclones)
OTP	On Top
OTS	Organized Track System
OUBD	Outbound
OVC	Overcast

P

P...	Prohibited area (followed by identification)
PANS	Procedures for Air Navigation Services
PAPI†	Precision Approach Path Indicator
PARL	Parallel
PAX	Passenger(s)
PCD	Proceed OR Proceeding
PCN	Pavement Classification Number
PE	Ice Pellets
PEC	*Pressure Error Correction*

PER	Performance
PERM	Permanent
PH	*Public Holiday*
PJE	Parachute Jumping Exercise
PLA	Practice Low Approach
PLN	Flight Plan
PLS	*Passenger Load Supplement*
PLVL	Present Level
PN	Prior Notice Required
PNdB	*Perceived Noise Decibels*
PNR	Point of No Return
PO	Dust/sand whirls (dust devils)
POB	Persons on Board
POSS	Possible
PPR	Prior Permission Required
PPSN	Present Position
PRI	Primary
PRKG	Parking
PROB†	Probability
PROC	Procedure
PROV	Provisional
PS	Plus
PSG	Passing
PSN	Position
PSP	Pierced Steel Plank
PTN	Procedure Turn
PTS	Polar Track Structure
PWR	Power

Q

QBI	Compulsory IFR Flight
QDM‡	Magnetic Heading (zero wind)
QDR	Magnetic Bearing
QFE‡	Atmospheric pressure at aerodrome elevation (OR at runway threshold)
QFU	Magnetic orientation of runway
QNH†	Altimeter sub-scale setting to obtain elevation when on the ground
QTE	True Bearing
QUAD	Quadrant

R

R	Red
R	Rate of Turn
R...	Restricted Area (followed by identification)
R	Right (runway identification)
RA	Rain
RA	*Resolution Advisory/Advisories (ACS)*
RAC	Rules of the Air and Air Traffic Services
RAD	*Radius*
RAFC	Regional Area Forecast Centre
RAG	Ragged
RAI	Runway Alignment
RAIM†	Receiver Autonomous Integrity Monitoring
RB	Rescue Boat
RCA	Reach Cruising Altitude
RCC	Rescue Co-ordination Centre
RCF	Radio Communication Failure (message type designator)
RCH	Reach OR Reaching
RCL	Runway Centreline
RCLL	Runway Centreline Light(s)
RCLR	Recleared
RDL	Radial
RDO	Radio
RDT	*Requested Departure Time*
RE...	Recent (used to qualify weather phenomena, e.g. RERA=Recent Rain)
REC	Receive OR Receiver
REDL	Runway Edge Light(s)
REF	Reference to ... OR Refer to ...
REG	Registration
RENL	Runway End Light(s)
REP	Report OR Reporting OR Reporting Point
REQ	Request OR Requested
RERTE	Re-route
RESA	Runway End Safety Area
RFF	Rescue and Fire Fighting
RG	Range (lights)
RHC	*Right Hand Circuit*
RHS	*Right Hand Side*
RIF	Reclearance In Flight
RITE	Right (direction to turn)
RL	Report Leaving
RLA	Relay to...
RLCE	Request Level Change En-route
RLNA	Requested Level Not Available
RMK	Remark
RNAV†	(To be pronounced 'AR-NAV') Area Navigation
RNG	Radio Range
RNP	Required Navigation Performance
ROBEX†	Regional OPMET Bulletin Exchange (Scheme)
ROC	Rate of Climb
ROD	Rate of Descent
ROFOR	Route Forecast (in aeronautical meteorological code)
RON	Receiving Only
RPL	Repetitive Flight Plan
RPLC	Replace OR Replaced
RQMNTS	Requirements
RQP	Request Flight Plan (message type designator)
RR	Report Reaching
RRA	(or RRB, RRC, etc., in sequence) Delayed meteorological message (message type designator)
RSC	Rescue Sub-Centre
RSCD	Runway Surface Condition
RSP	Responder Beacon
RSQ	Request Supplementary Flight Plan (message type designator)
RSS	Route Sum Square
RTD	Delayed (used to indicate delayed meteorological message; message type designator)
RTE	Route
RTF	Radiotelephone
RTG	Radiotelegraph
RTHL	Runway Threshold Light(s)
RTN	Return OR Returned OR Returning
RTS	Return to Service
RTT	Radio Teletypewriter
RTZL	Runway Touchdown Zone Light(s)
RUT	Standard Regional Route Transmitting Frequencies
RV	Rescue Vessel
RVR	Runway Visual Range
RWY	Runway

S

S	South OR Southern Latitude
SA	Sand
SALS	Simple Approach Lighting System
SAN	Sanitary
SAR	Search and Rescue
SARPS	Standard and Recommended Practices (ICAO)
SARSAT	*Search and Rescue Satellite Aided Tracking System*
SAT	Saturday
SATCOM†	Satellite Communication

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SB	Southbound
SC	Stratocumulus
SCT	Scattered
SDBY	Stand by
SDF	Step Down Fix
SE	South East
SEB	South Eastbound
SEC	Second
SECT	Sector
SELCAL†	Selective Calling System
SEP	September
SER	Service OR Servicing OR Served
SEV	Severe (used to qualify turbulence report)
SFC	Surface
SG	Snow Grains
SGL	Signal
SH	Showers (followed by RA=Rain, SN=Snow, PE=Ice Pellets, GR=Hail, GS=Small Hail and/or Snow Pellets or combinations thereof, e.g. SHRASN=showers of rain and snow)
SHF	Super High Frequency (3000 to 30,000 MHz)
SID†	Standard Instrument Departure
SIF	Selective Identification Feature
SIGMET†	Information concerning en-route weather phenomena which may affect the safety of aircraft operations
SIGWX	Significant Weather
SIMUL	Simultaneous OR Simultaneously
SIWL	Single Isolated Wheel Load
SKC	Sky Clear
SKED	Schedule OR Scheduled
SLP	Speed Limiting Point
SLW	Slow
SMC	Surface Movement Control
SN	Snow
SOC	Start of Climb
SPECI†	Aviation Selected Special Weather Report (in aeronautical meteorological code)
SPECIAL†	Special Meteorological Report (in abbreviated plain language)
SPI	Special Position Indicator
SPL	Supplementary Flight Plan (message type designator)
SPOC	SAR Point of Contact
SPOT†	Spot Wind
SQ	Squall
SR	Sunrise
SRG	Short Range
SRR	Search and Rescue Region
SRY	Secondary
SS	Sandstorm
SS	Sunset
SSB	Single Sideband
SSE	South South East
SST	Supersonic Transport
SSW	South South West
ST	Stratus
STA	Straight-In Approach
STAR†	Standard Instrument Arrival
STD	Standard
STF	Stratiform
STN	Station
STNR	Stationary
STOL	Short Take-off and Landing
STS	Status
STWL	Stopway Light(s)
SUBJ	Subject to...
SUN	Sunday
SUP	Supplement (AIP Supplement)
SUPPS	Regional Supplementary Procedures
SVC	Service Message
SVCBL	Serviceable
SVCE	Service
SVFR	Special Visual Flight Rules
SW	South West
SWB	South Westbound
SWY	Stopway

T

T	Temperature
TA	*Traffic Advisory/Advisories (ACS)*
TA	Transition Altitude
TACAN†	UHF Tactical Air Navigation Aid
TAF†	Aerodrome Forecast
TAIL†	Tail Wind
Tappet	Cloud Top
TAS	True Airspeed
TAX	Taxiing OR Taxi
TBC	*Tactical Booking Cell*
TC	Tropical Cyclone
TCU	Towering Cumulus
TDA	*Temporary Danger Area*
TDO	Tornado
TDZ	Touchdown Zone
TECR	Technical Reason
TEL	Telephone
TEMPO†	Temporary OR Temporarily
TEND†	Trend Forecast
TFC	Traffic
TGL	Touch-and-Go Landing
TGS	Taxiing Guidance System
THR	Threshold
THRU	Through
THU	Thursday
TIL†	Until
TIP	Until Past ... (place)
TKOF	Take-Off
TL	Till (followed by time by which weather change is forecast to end)
TLOF	Touchdown and Lift-Off Area
TMA‡	Terminal Manoeuvering Area
TNA	Turn Altitude
TNH	Turn Height
TO	To (place)
TOC	Top of Climb
TODA	Take-Off Distance Available
TORA	Take-Off Run Available
TP	Turning Point
TR	Track
TRA	Temporary Reserved Airspace
TRA	*Temporary Restricted Area*
TRANS	Transmits OR Transmitter
TRL	Transition Level
TROP	Tropopause
TS	Thunderstorm (followed by RA=Rain, SN=Snow, PE=Ice Pellets, GR=Hail, GS=Small Hail and/or Snow Pellets or combinations thereof, e.g. TSRASN=Thunderstorm with Rain and Snow)
TS	Thunderstorm (in aerodrome reports and forecasts, TS used alone means thunder heard but no precipitation at the aerodrome)
TT	Teletypewriter
TUE	Tuesday
TURB	Turbulence
TWR	Aerodrome Control Tower OR Aerodrome Control
TWY	Taxiway
TWYL	Taxiway-Link

TYP	Type of Aircraft
TYPH	Typhoon

U

U	Upward (tendency in RVR during previous 10 minutes)
U/S	Unserviceable
UAB	Until Advised By
UAC	Upper Area Control Centre
UAR	Upper Air Route
UFN	Until Further Notice
UHDT	Unable Higher Due Traffic
UHF‡	Ultra High Frequency (300 to 3000 MHz)
UIC	Upper Information Centre
UIR‡	Upper Flight Information Region
ULR	Ultra Long Range
UNA	Unable
UNAP	Unable to Approve
UNL	Unlimited
UNREL	Unreliable
UTA	Upper Control Area
UTC‡	Co-ordinated Universal Time

V

VA	Volcanic Ash
VAB	Variable
VAC	Visual Approach Chart
VAL	In Valleys
VAN	Runway Control Van
VAR	Magnetic Variation
VAR	Visual-Aural Radio Range
VC	Vicinity of the Aerodrome (followed by FG=Fog, FC=Funnel Cloud, SH=Showers, PO=Dust/Sand Whirls, BLDU=Blowing Dust, BLSA=Blowing Sand or BLSN=Blowing Snow, e.g. VCFG=Vicinity Fog)
VCY	Vicinity
VDF	Very High Frequency Direction-Finding Station
VER	Vertical
VFR‡	Visual Flight Rules
VHF‡	Very High Frequency (30 to 300 MHz)
VIP‡	Very Important Person
VIS	Visibility
VLF	Very Low Frequency (3 to 30 MHz)
VLR	Very Long Range
VM(C)	Visual Manoeuvring (Circling)
VMC‡	Visual Meteorological Conditions
VNAV	Vertical Navigation
VOLMET†	Meteorological Information for Aircraft in Flight
VOR‡	Very High Frequency Omni Directional Radio Range
VORTAC†	VOR and TACAN Combination
VOT	VOR Airborne Equipment Test Facility
VRB	Variable
VSA	By Visual Reference to the Ground
VSP	Vertical Speed
VSTOL	Very Short Take-Off and Landing
VTOL	Vertical Take-Off and Landing

W

W	White
W	West OR Western Longitude
WAC	World Aeronautical Chart – ICAO 1:1,000,000
WAFC	World Area Forecast Centre
WB	Westbound
WBAR	Wing Bar Lights
WDI	Wind Direction Indicator
WDSPR	Widespread
WED	Wednesday
WEF	With Effect From OR Effective From
WGS-84	World Geodetic System -1984
WI	Within
WID	Width
WIE	With Immediate Effect OR Effective Immediately
WILCO†	Will Comply
WINTEM	Forecast Upper Wind and Temperature for Aviation
WIP	Work In Progress
WKN	Weaken OR Weakening
WNW	West North West
WO	Without
WPT	Waypoint
WRNG	Warning
WS	Wind Shear
WSPD	Wind Speed
WSW	West South West
WT	Weight
WTSPT	Waterspout
WX	Weather

X

X	Cross
XBAR	Crossbar (type of approach lighting system)
XNG	Crossing
XS	Atmosphere

Y

Y	Yellow
YCZ	Yellow Caution Zone (runway lighting)
YR	Your

Z

Z	Co-ordinated Universal Time

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GEN 2.3 CHART SYMBOLS

City or Large Town



Primary Road



Secondary Road

Civil (Land) Aerodrome



Emergency Aerodrome



Basic Radio NAVAID



Non-Directional Beacon (NDB)



Collocated VOR/DME



Compass Rose



Flight Information Region

Aerodrome Traffic Zone

Control Zone

Change-Over Point



Flyover WPT



Fly-By WPT



Scale Break

Reporting Point



Obstacle



Lighted Obstacle



High Obstacle



Obstacle Light



Airport Pole, Tower, Antenna, etc., with ID Number



Isogonic/Isogonal Line



Hard Surface Runway



Stopway



Stop Bar

Aerodrome Reference Point



Building/Large Structure



Middle Marker



Locator Outer Marker



Windsock



Water Tank



INTENTIONALLY

LEFT

BLANK

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GEN 2.4 LOCATION INDICATORS

ENCODE		DECODE	
Location	**Indicator**	**Indicator**	**Location**
Ambergris Cay International	MBAC	MBAC	Ambergris Cay International
JAGS McCartney International Airport Grand Turk	MBGT	MBGT	JAGS McCartney International Airport Grand Turk
Middle Caicos/Conch Bar	MBMC	MBMC	Middle Caicos/Conch Bar
North Caicos International	MBNC	MBNC	North Caicos International
Pine Cay	MBPI	MBPI	Pine Cay
Providenciales International	MBPV	MBPV	Providenciales International
Salt Cay	MBSY	MBSY	Salt Cay
South Caicos International	MBSC	MBSC	South Caicos International

INTENTIONALLY

LEFT

BLANK

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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

ENCODE				DECODE			
Station Name	**Facility**	**IDENT**	**Purpose**	**IDENT**	**Station Name**	**Facility**	**Purpose**
Grand Turk	VOR/DME	GTK	A	GTK	Grand Turk	VOR/DME	A
Providenciales	VOR/DME	PVN	A, E	PVN	Providenciales	VOR/DME	A, E

Note: *A - denotes aerodrome use (see details in respective aerodrome section of Part 3, Aerodromes)*

E - denotes En-Route use (see details in Part 2, En-Route, Table 4.1.1)

INTENTIONALLY

LEFT

BLANK

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GEN 2.6 CONVERSION TABLES

2.6.1 Distance Conversions

NM to KM **1 NM = 1.852 KM**		**KM to NM** **1 KM = 1 : 1.852 NM**		**FT to M** **1 FT = 0.3048 M**		**M to FT** **1 M = 1 : 0.3048 FT**	
NM	**KM**	**KM**	**NM**	**FT**	**M**	**M**	**FT**
0.1	0.185	0.1	0.05	1	0.305	1	3.28
0.2	0.370	0.2	0.11	2	0.610	2	6.56
0.3	0.556	0.3	0.16	3	0.914	3	9.84
0.4	0.741	0.4	0.22	4	1.219	4	13.12
0.5	0.926	0.5	0.27	5	1.524	5	16.40
0.6	1.111	0.6	0.32	6	1.829	6	19.69
0.7	1.296	0.7	0.38	7	2.134	7	22.97
0.8	1.482	0.8	0.43	8	2.438	8	26.25
0.9	1.667	0.9	0.49	9	2.743	9	29.53
1.0	1.852	1.0	0.54	10	3.048	10	32.81
2.0	3.704	2.0	1.08	20	6.096	20	65.62
3.0	5.556	3.0	1.62	30	9.144	30	98.43
4.0	7.408	4.0	2.16	40	12.192	40	131.23
5.0	9.260	5.0	2.70	50	15.240	50	164.04
6.0	11.112	6.0	3.24	60	18.288	60	196.85
7.0	12.964	7.0	3.78	70	21.336	70	229.66
8.0	14.816	8.0	4.32	80	24.384	80	262.47
9.0	16.668	9.0	4.86	90	27.432	90	295.28
10.0	18.520	10.0	5.40	100	30.480	100	328.08
20.0	37.040	20.0	10.80	200	60.960	200	656.17
30.0	55.560	30.0	16.20	300	91.440	300	984.25
40.0	74.080	40.0	21.60	400	121.920	400	1312.34
50.0	92.600	50.0	27.00	500	152.400	500	1640.42
60.0	111.120	60.0	32.40	600	182.880	600	1968.50
70.0	129.640	70.0	37.80	700	213.360	700	2296.59
80.0	148.160	80.0	43.20	800	243.840	800	2624.67
90.0	166.680	90.0	48.60	900	274.320	900	2952.76
100.0	185.200	100.0	54.00	1000	304.800	1000	3280.84
200.0	370.400	200.0	107.99	2000	609.600	2000	6561.68
300.0	555.600	300.0	161.99	3000	914.400	3000	9842.52
400.0	740.800	400.0	215.98	4000	1219.200	4000	13123.36
500.0	926.000	500.0	269.98	5000	1524.000	5000	16404.20
				6000	1828.800		
				7000	2133.600		
				8000	2438.400		
				9000	2743.200		
				10000	3048.000		

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2.6.2 Conversion of decimal minutes of an arc to seconds of an arc.

MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0		

2.6.3 Conversion from seconds of an arc to decimal minutes of an arc.

SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75		

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GEN 2.7 SUNRISE - SUNSET TABLES

1. The following tables were generated using the United States Naval Observatory's World Wide Web site (aa.usno.navy.mil). The information is public domain and permission was not required.

2. Civil Twilight and Sunrise/Sunset Tables, respectively, are provided for the following aerodromes:

2.1 Jags McCartney International Airport

2023: GEN 2.7-3 and GEN 2.7-4

2.2 North Caicos International

2023: GEN 2.7-5 and GEN 2.7-6

2.3 Providenciales International

2023: GEN 2.7-7 and GEN 2.7-8

2.4 South Caicos International

2023: GEN 2.7-9 and GEN 2.7-10

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CIVIL TWILIGHT TIMES FOR 2023

GRAND TURK MBGT

Location: W071 09, N21 27

Universal Time

	Jan		Feb		Mar		Apr		May		Jun		Jul		Aug		Sep		Oct		Nov		Dec	
Day	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End
1	1058	2237	1058	2257	1042	2310	1015	2321	0950	2332	0937	2347	0940	2355	0953	2347	1005	2323	1013	2254	1024	2231	1041	2224
2	1058	2238	1058	2257	1041	2311	1014	2321	0949	2333	0936	2347	0941	2355	0954	2347	1005	2322	1013	2253	1025	2230	1042	2225
3	1058	2238	1057	2258	1041	2311	1013	2322	0948	2333	0936	2348	0941	2355	0954	2346	1005	2321	1013	2253	1025	2230	1042	2225
4	1058	2239	1057	2258	1040	2311	1012	2322	0948	2334	0936	2348	0941	2355	0955	2345	1006	2320	1014	2252	1026	2229	1043	2225
5	1059	2240	1057	2259	1039	2312	1011	2322	0947	2334	0936	2348	0942	2355	0955	2345	1006	2319	1014	2251	1026	2229	1044	2225
6	1059	2240	1056	2259	1038	2312	1010	2323	0946	2335	0936	2349	0942	2355	0955	2344	1006	2318	1014	2250	1027	2228	1044	2225
7	1059	2241	1056	2300	1037	2312	1009	2323	0946	2335	0936	2349	0943	2355	0956	2343	1006	2318	1015	2249	1027	2228	1045	2226
8	1059	2241	1055	2300	1036	2313	1008	2323	0945	2336	0936	2350	0943	2355	0956	2343	1007	2317	1015	2248	1028	2228	1045	2226
9	1100	2242	1055	2301	1036	2313	1007	2324	0945	2336	0936	2350	0943	2355	0957	2342	1007	2316	1015	2247	1028	2227	1046	2226
10	1100	2243	1054	2302	1035	2314	1006	2324	0944	2336	0936	2350	0944	2355	0957	2341	1007	2315	1016	2246	1029	2227	1047	2226
11	1100	2243	1054	2302	1034	2314	1006	2324	0944	2337	0936	2351	0944	2355	0957	2341	1007	2314	1016	2246	1029	2227	1047	2227
12	1100	2244	1053	2303	1033	2314	1005	2325	0943	2337	0936	2351	0945	2354	0958	2340	1008	2313	1016	2245	1030	2226	1048	2227
13	1100	2245	1053	2303	1032	2315	1004	2325	0943	2338	0936	2351	0945	2354	0958	2339	1008	2312	1016	2244	1030	2226	1048	2227
14	1100	2245	1052	2304	1031	2315	1003	2325	0942	2338	0936	2352	0945	2354	0959	2339	1008	2311	1017	2243	1031	2226	1049	2228
15	1100	2246	1052	2304	1030	2315	1002	2326	0942	2339	0937	2352	0946	2354	0959	2338	1009	2310	1017	2242	1031	2225	1050	2228
16	1100	2247	1051	2305	1029	2316	1001	2326	0941	2339	0937	2352	0946	2354	0959	2337	1009	2309	1018	2241	1032	2225	1050	2229
17	1100	2247	1051	2305	1029	2316	1000	2327	0941	2340	0937	2353	0947	2353	1000	2336	1009	2308	1018	2241	1033	2225	1051	2229
18	1100	2248	1050	2305	1028	2316	1000	2327	0940	2340	0937	2353	0947	2353	1000	2335	1009	2307	1018	2240	1033	2225	1051	2229
19	1100	2249	1049	2306	1027	2317	0959	2327	0940	2341	0937	2353	0948	2353	1000	2335	1010	2306	1019	2239	1034	2225	1052	2230
20	1100	2249	1049	2306	1026	2317	0958	2328	0940	2341	0937	2353	0948	2352	1001	2334	1010	2305	1019	2238	1034	2225	1052	2230
21	1100	2250	1048	2307	1025	2317	0957	2328	0939	2342	0938	2354	0948	2352	1001	2333	1010	2304	1019	2238	1035	2224	1053	2231
22	1100	2250	1047	2307	1024	2318	0956	2329	0939	2342	0938	2354	0949	2352	1001	2332	1010	2303	1020	2237	1036	2224	1053	2231
23	1100	2251	1047	2308	1023	2318	0956	2329	0939	2343	0938	2354	0949	2351	1002	2331	1011	2302	1020	2236	1036	2224	1054	2232
24	1100	2252	1046	2308	1022	2318	0955	2329	0938	2343	0938	2354	0950	2351	1002	2330	1011	2301	1021	2236	1037	2224	1054	2232
25	1100	2252	1045	2309	1021	2319	0954	2330	0938	2344	0938	2354	0950	2351	1002	2330	1011	2300	1021	2235	1037	2224	1055	2233
26	1100	2253	1044	2309	1020	2319	0953	2330	0938	2344	0939	2355	0951	2350	1003	2329	1011	2259	1021	2234	1038	2224	1055	2233
27	1059	2254	1044	2309	1019	2319	0952	2331	0937	2345	0939	2355	0951	2350	1003	2328	1012	2258	1022	2234	1039	2224	1056	2234
28	1059	2254	1043	2310	1018	2320	0952	2331	0937	2345	0939	2355	0952	2349	1003	2327	1012	2257	1022	2233	1039	2224	1056	2235
29	1059	2255			1017	2320	0951	2331	0937	2345	0940	2355	0952	2349	1004	2326	1012	2256	1023	2233	1040	2224	1056	2235
30	1059	2255			1017	2320	0950	2332	0937	2346	0940	2355	0952	2348	1004	2325	1013	2255	1023	2232	1040	2224	1057	2236
31	1058	2256			1016	2321			0937	2346			0953	2348	1004	2324			1024	2231			1057	2236

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SUNRISE AND SUNSET TIMES FOR 2023

GRAND TURK MBGT

Location: W071 09, N21 27

Universal Time

	Jan		Feb		Mar		Apr		May		Jun		Jul		Aug		Sep		Oct		Nov		Dec	
Day	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End
1	1122	2213	1121	2233	1105	2248	1037	2259	1013	2309	1001	2322	1005	2330	1017	2323	1027	2301	1035	2232	1047	2208	1105	2201
2	1122	2213	1121	2234	1104	2248	1036	2259	1012	2309	1001	2323	1005	2330	1017	2323	1027	2300	1035	2231	1047	2207	1106	2201
3	1122	2214	1121	2235	1103	2249	1035	2259	1012	2310	1001	2323	1006	2330	1018	2322	1028	2259	1036	2230	1048	2207	1106	2201
4	1123	2215	1120	2235	1102	2249	1034	2259	1011	2310	1001	2323	1006	2330	1018	2322	1028	2258	1036	2229	1049	2206	1107	2201
5	1123	2215	1120	2236	1101	2249	1033	2300	1010	2311	1001	2324	1006	2330	1019	2321	1028	2257	1036	2228	1049	2206	1108	2201
6	1123	2216	1119	2236	1100	2250	1033	2300	1010	2311	1001	2324	1007	2330	1019	2321	1029	2256	1037	2228	1050	2205	1108	2201
7	1123	2217	1119	2237	1100	2250	1032	2300	1009	2311	1001	2325	1007	2330	1019	2320	1029	2255	1037	2227	1050	2205	1109	2201
8	1123	2217	1118	2238	1059	2251	1031	2301	1009	2312	1001	2325	1008	2330	1020	2319	1029	2254	1037	2226	1051	2205	1110	2202
9	1124	2218	1118	2238	1058	2251	1030	2301	1008	2312	1001	2325	1008	2330	1020	2319	1029	2253	1038	2225	1051	2204	1110	2202
10	1124	2219	1117	2239	1057	2251	1029	2301	1008	2313	1001	2326	1008	2330	1020	2318	1030	2252	1038	2224	1052	2204	1111	2202
11	1124	2219	1117	2239	1056	2252	1028	2302	1007	2313	1001	2326	1009	2330	1021	2317	1030	2251	1038	2223	1052	2203	1111	2203
12	1124	2220	1116	2240	1055	2252	1027	2302	1007	2314	1001	2326	1009	2330	1021	2317	1030	2250	1039	2222	1053	2203	1112	2203
13	1124	2221	1116	2240	1054	2252	1026	2302	1006	2314	1001	2327	1009	2330	1021	2316	1030	2249	1039	2221	1054	2203	1113	2203
14	1124	2221	1115	2241	1053	2253	1026	2303	1006	2314	1001	2327	1010	2330	1022	2315	1031	2248	1039	2221	1054	2202	1113	2204
15	1124	2222	1114	2241	1053	2253	1025	2303	1006	2315	1001	2327	1010	2329	1022	2315	1031	2247	1040	2220	1055	2202	1114	2204
16	1124	2223	1114	2242	1052	2253	1024	2303	1005	2315	1002	2328	1011	2329	1022	2314	1031	2247	1040	2219	1055	2202	1114	2204
17	1124	2223	1113	2242	1051	2254	1023	2304	1005	2316	1002	2328	1011	2329	1023	2313	1031	2246	1040	2218	1056	2202	1115	2205
18	1124	2224	1113	2243	1050	2254	1022	2304	1004	2316	1002	2328	1011	2329	1023	2312	1032	2245	1041	2217	1057	2201	1115	2205
19	1124	2225	1112	2243	1049	2254	1022	2305	1004	2317	1002	2328	1012	2328	1023	2312	1032	2244	1041	2217	1057	2201	1116	2206
20	1124	2226	1111	2244	1048	2255	1021	2305	1004	2317	1002	2329	1012	2328	1024	2311	1032	2243	1042	2216	1058	2201	1117	2206
21	1124	2226	1111	2244	1047	2255	1020	2305	1003	2318	1002	2329	1013	2328	1024	2310	1032	2242	1042	2215	1059	2201	1117	2207
22	1124	2227	1110	2245	1046	2255	1019	2306	1003	2318	1003	2329	1013	2328	1024	2309	1033	2241	1042	2214	1059	2201	1118	2207
23	1124	2228	1109	2245	1045	2256	1018	2306	1003	2318	1003	2329	1013	2327	1025	2308	1033	2240	1043	2214	1100	2201	1118	2208
24	1123	2228	1108	2246	1044	2256	1018	2306	1003	2319	1003	2329	1014	2327	1025	2308	1033	2239	1043	2213	1100	2200	1119	2208
25	1123	2229	1108	2246	1043	2256	1017	2307	1002	2319	1003	2330	1014	2326	1025	2307	1033	2238	1044	2212	1101	2200	1119	2209
26	1123	2230	1107	2247	1043	2257	1016	2307	1002	2320	1004	2330	1015	2326	1026	2306	1034	2237	1044	2212	1102	2200	1119	2209
27	1123	2230	1106	2247	1042	2257	1016	2307	1002	2320	1004	2330	1015	2326	1026	2305	1034	2236	1045	2211	1102	2200	1120	2210
28	1123	2231	1105	2247	1041	2257	1015	2308	1002	2321	1004	2330	1015	2325	1026	2304	1034	2235	1045	2210	1103	2200	1120	2210
29	1122	2231			1040	2258	1014	2308	1002	2321	1005	2330	1016	2325	1026	2303	1034	2234	1046	2210	1104	2200	1121	2211
30	1122	2232			1039	2258	1014	2309	1001	2321	1005	2330	1016	2324	1027	2302	1035	2233	1046	2209	1104	2200	1121	2211
31	1122	2233			1038	2258			1001	2322			1017	2324	1027	2302			1046	2209			1121	2212

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CIVIL TWILIGHT TIMES FOR 2023

NORTH CAICOS MBNC

Location: W071 56, N21 55

Universal Time

	Jan		Feb		Mar		Apr		May		Jun		Jul		Aug		Sep		Oct		Nov		Dec	
Day	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End
1	1101	2239	1102	2259	1046	2313	1018	2324	0952	2336	0939	2351	0942	2359	0956	2351	1007	2327	1016	2257	1028	2234	1045	2227
2	1102	2240	1101	2300	1045	2313	1017	2325	0951	2337	0939	2351	0943	2359	0956	2350	1008	2326	1016	2257	1028	2233	1046	2227
3	1102	2241	1101	2300	1044	2314	1016	2325	0951	2337	0938	2352	0943	2359	0956	2350	1008	2325	1017	2256	1029	2232	1046	2227
4	1102	2241	1101	2301	1043	2314	1015	2325	0950	2338	0938	2352	0943	2359	0957	2349	1008	2324	1017	2255	1029	2232	1047	2227
5	1103	2242	1100	2301	1042	2315	1014	2326	0949	2338	0938	2353	0944	2359	0957	2349	1009	2323	1017	2254	1030	2232	1048	2227
6	1103	2242	1100	2302	1041	2315	1013	2326	0949	2338	0938	2353	0944	2359	0958	2348	1009	2322	1018	2253	1030	2231	1048	2228
7	1103	2243	1059	2303	1041	2315	1012	2326	0948	2339	0938	2353	0945	2359	0958	2347	1009	2321	1018	2252	1031	2231	1049	2228
8	1103	2244	1059	2303	1040	2316	1011	2327	0948	2339	0938	2354	0945	2359	0959	2347	1009	2320	1018	2251	1031	2230	1049	2228
9	1104	2244	1059	2304	1039	2316	1010	2327	0947	2340	0938	2354	0945	2359	0959	2346	1010	2319	1018	2250	1032	2230	1050	2228
10	1104	2245	1058	2304	1038	2317	1009	2327	0946	2340	0938	2355	0946	2359	0959	2345	1010	2318	1019	2249	1032	2229	1051	2229
11	1104	2246	1058	2305	1037	2317	1008	2328	0946	2341	0938	2355	0946	2359	1000	2345	1010	2317	1019	2248	1033	2229	1051	2229
12	1104	2246	1057	2305	1036	2317	1007	2328	0945	2341	0938	2355	0947	2359	1000	2344	1011	2316	1019	2248	1033	2229	1052	2229
13	1104	2247	1056	2306	1035	2318	1006	2329	0945	2342	0938	2356	0947	2358	1001	2343	1011	2315	1020	2247	1034	2229	1052	2230
14	1104	2248	1056	2306	1034	2318	1006	2329	0944	2342	0938	2356	0948	2358	1001	2342	1011	2314	1020	2246	1035	2228	1053	2230
15	1104	2248	1055	2307	1033	2318	1005	2329	0944	2343	0939	2356	0948	2358	1001	2342	1011	2313	1021	2245	1035	2228	1054	2230
16	1104	2249	1055	2307	1033	2319	1004	2330	0943	2343	0939	2357	0948	2358	1002	2341	1012	2312	1021	2244	1036	2228	1054	2231
17	1104	2250	1054	2308	1032	2319	1003	2330	0943	2344	0939	2357	0949	2357	1002	2340	1012	2311	1021	2244	1036	2228	1055	2231
18	1104	2250	1053	2308	1031	2319	1002	2331	0943	2344	0939	2357	0949	2357	1003	2339	1012	2310	1022	2243	1037	2227	1055	2232
19	1104	2251	1053	2309	1030	2320	1001	2331	0942	2345	0939	2357	0950	2357	1003	2338	1013	2309	1022	2242	1038	2227	1056	2232
20	1104	2252	1052	2309	1029	2320	1000	2331	0942	2345	0939	2358	0950	2356	1003	2338	1013	2308	1022	2241	1038	2227	1056	2233
21	1104	2252	1051	2310	1028	2320	1000	2332	0941	2346	0940	2358	0951	2356	1004	2337	1013	2307	1023	2241	1039	2227	1057	2233
22	1104	2253	1051	2310	1027	2321	0959	2332	0941	2346	0940	2358	0951	2356	1004	2336	1013	2306	1023	2240	1039	2227	1057	2234
23	1104	2254	1050	2311	1026	2321	0958	2333	0941	2347	0940	2358	0952	2355	1004	2335	1014	2305	1024	2239	1040	2227	1058	2234
24	1104	2254	1049	2311	1025	2321	0957	2333	0940	2347	0940	2358	0952	2355	1005	2334	1014	2304	1024	2238	1041	2227	1058	2235
25	1104	2255	1049	2311	1024	2322	0956	2334	0940	2348	0941	2359	0952	2355	1005	2333	1014	2303	1024	2238	1041	2227	1059	2235
26	1103	2255	1048	2312	1023	2322	0956	2334	0940	2348	0942	2359	0953	2354	1005	2332	1015	2302	1025	2237	1042	2227	1059	2236
27	1103	2256	1047	2312	1022	2323	0955	2334	0940	2349	0943	2359	0953	2354	1006	2331	1015	2301	1025	2236	1042	2227	1100	2236
28	1103	2257	1046	2313	1021	2323	0954	2335	0939	2349	0944	2359	0954	2353	1006	2330	1015	2300	1026	2236	1043	2227	1100	2237
29	1103	2257			1020	2323	0953	2335	0939	2350	0942	2359	0954	2353	1006	2330	1015	2259	1026	2235	1044	2227	1100	2237
30	1102	2258			1019	2324	0953	2336	0939	2350	0942	2359	0955	2352	1007	2329	1016	2258	1027	2235	1044	2227	1101	2238
31	1102	2259			1018	2324			0939	2350			0955	2352	1007	2328			1027	2234			1101	2239

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SUNRISE AND SUNSET TIMES FOR 2023

NORTH CAICOS MBNC

Location: W071 56, N21 55

Universal Time

	Jan		Feb		Mar		Apr		May		Jun		Jul		Aug		Sep		Oct		Nov		Dec	
Day	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End
1	1126	2215	1125	2236	1108	2251	1040	2302	1015	2313	1003	2326	1007	2334	1019	2327	1030	2304	1038	2235	1051	2211	1109	2203
2	1126	2216	1125	2236	1107	2251	1039	2302	1015	2313	1003	2327	1008	2334	1020	2327	1030	2303	1039	2234	1051	2210	1110	2203
3	1126	2216	1124	2237	1106	2252	1038	2303	1014	2314	1003	2327	1008	2334	1020	2326	1031	2302	1039	2233	1052	2209	1110	2203
4	1127	2217	1124	2238	1105	2252	1037	2303	1014	2314	1003	2327	1008	2334	1021	2326	1031	2301	1039	2232	1052	2209	1111	2203
5	1127	2218	1123	2238	1105	2252	1036	2303	1013	2314	1003	2328	1009	2334	1021	2325	1031	2300	1040	2231	1053	2208	1112	2203
6	1127	2218	1123	2239	1104	2253	1035	2304	1012	2315	1003	2328	1009	2334	1021	2324	1031	2259	1040	2231	1053	2208	1112	2203
7	1127	2219	1123	2239	1103	2253	1034	2304	1012	2315	1003	2329	1009	2334	1022	2324	1032	2258	1040	2230	1054	2207	1113	2204
8	1127	2220	1122	2240	1102	2254	1034	2304	1011	2316	1003	2329	1010	2334	1022	2323	1032	2258	1041	2229	1054	2207	1114	2204
9	1128	2220	1122	2241	1101	2254	1033	2305	1011	2316	1003	2329	1010	2334	1023	2322	1032	2257	1041	2228	1055	2207	1114	2204
10	1128	2221	1121	2241	1100	2254	1032	2305	1010	2317	1003	2330	1011	2334	1023	2322	1032	2256	1041	2227	1056	2206	1115	2204
11	1128	2222	1120	2242	1059	2255	1031	2305	1010	2317	1003	2330	1011	2334	1023	2321	1033	2255	1042	2226	1056	2206	1115	2205
12	1128	2222	1120	2242	1058	2255	1030	2306	1009	2317	1003	2330	1011	2334	1024	2320	1033	2254	1042	2225	1057	2205	1116	2205
13	1128	2223	1119	2243	1058	2255	1029	2306	1009	2318	1003	2331	1012	2334	1024	2320	1033	2253	1042	2224	1057	2205	1117	2205
14	1128	2224	1119	2243	1057	2256	1028	2306	1008	2318	1003	2331	1012	2334	1024	2319	1034	2252	1043	2223	1058	2205	1117	2206
15	1128	2224	1118	2244	1056	2256	1028	2307	1008	2319	1004	2331	1013	2333	1025	2318	1034	2251	1043	2223	1059	2204	1118	2206
16	1128	2225	1117	2245	1055	2256	1027	2307	1007	2319	1004	2332	1013	2333	1025	2318	1034	2250	1043	2222	1059	2204	1118	2206
17	1128	2226	1117	2245	1054	2257	1026	2307	1007	2320	1004	2332	1013	2333	1025	2317	1034	2249	1044	2221	1100	2204	1119	2207
18	1128	2226	1116	2246	1053	2257	1025	2308	1007	2320	1004	2332	1014	2333	1026	2316	1035	2248	1044	2220	1101	2204	1120	2207
19	1128	2227	1115	2246	1052	2257	1024	2308	1006	2321	1004	2332	1014	2332	1026	2315	1035	2247	1045	2219	1101	2203	1120	2208
20	1128	2228	1115	2247	1051	2258	1023	2308	1006	2321	1004	2333	1015	2332	1026	2314	1035	2246	1045	2219	1102	2203	1121	2208
21	1128	2229	1114	2247	1050	2258	1023	2309	1006	2321	1005	2333	1015	2332	1027	2314	1035	2245	1045	2218	1102	2203	1121	2209
22	1128	2229	1113	2248	1049	2259	1022	2309	1005	2322	1005	2333	1015	2331	1027	2313	1036	2244	1046	2217	1103	2203	1122	2209
23	1128	2230	1113	2248	1048	2259	1021	2310	1005	2322	1005	2333	1016	2331	1027	2312	1036	2243	1046	2216	1104	2203	1122	2210
24	1127	2231	1112	2248	1047	2259	1020	2310	1005	2323	1005	2333	1016	2331	1028	2311	1036	2242	1047	2216	1104	2203	1123	2210
25	1127	2231	1111	2249	1046	2300	1020	2310	1005	2323	1006	2334	1017	2330	1028	2310	1037	2241	1047	2215	1105	2203	1123	2211
26	1127	2232	1110	2249	1046	2300	1019	2311	1004	2324	1006	2334	1017	2330	1028	2309	1037	2240	1048	2214	1106	2203	1123	2211
27	1127	2233	1110	2250	1045	2300	1018	2311	1004	2324	1006	2334	1017	2330	1029	2309	1037	2239	1048	2214	1106	2203	1124	2212
28	1126	2233	1109	2250	1044	2301	1017	2312	1004	2325	1006	2334	1018	2329	1029	2308	1037	2238	1049	2213	1107	2203	1124	2212
29	1126	2234			1043	2301	1017	2312	1004	2325	1007	2334	1018	2329	1029	2307	1038	2237	1049	2212	1108	2203	1125	2213
30	1126	2235			1042	2301	1016	2312	1004	2325	1007	2334	1019	2328	1029	2306	1038	2236	1050	2212	1108	2203	1125	2214
31	1125	2235			1041	2302			1003	2326			1019	2328	1030	2305			1050	2211			1125	2214

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CIVIL TWILGHT TIMES FOR 2023

PROVIDENCIALES MBPV

Location: W072 16, N21 46

Universal Time

	Jan		Feb		Mar		Apr		May		Jun		Jul		Aug		Sep		Oct		Nov		Dec	
Day	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End
1	1103	2241	1103	2301	1047	2314	1019	2326	0954	2337	0940	2352	0944	0000	0957	2352	1009	2328	1017	2259	1029	2235	1046	2228
2	1103	2242	1103	2301	1046	2315	1018	2326	0953	2338	0940	2352	0944	0000	0958	2352	1009	2327	1018	2258	1029	2234	1047	2229
3	1103	2242	1102	2302	1045	2315	1017	2326	0952	2338	0940	2353	0945	0000	0958	2351	1009	2326	1018	2257	1030	2234	1047	2229
4	1103	2243	1102	2302	1044	2316	1016	2327	0952	2339	0940	2353	0945	0000	0958	2350	1010	2325	1018	2256	1030	2233	1048	2229
5	1104	2243	1101	2303	1044	2316	1015	2327	0951	2339	0940	2354	0946	0000	0959	2350	1010	2324	1019	2255	1031	2233	1049	2229
6	1104	2244	1101	2304	1043	2316	1014	2327	0950	2340	0940	2354	0946	0000	0959	2349	1010	2323	1019	2254	1031	2233	1049	2229
7	1104	2245	1101	2304	1042	2317	1013	2328	0950	2340	0940	2354	0946	0000	1000	2348	1011	2322	1019	2253	1032	2232	1050	2229
8	1104	2245	1100	2305	1041	2317	1012	2328	0949	2341	0940	2355	0947	0000	1000	2348	1011	2321	1019	2252	1032	2232	1050	2230
9	1105	2246	1100	2305	1040	2318	1012	2328	0949	2341	0940	2355	0947	2400	1001	2347	1011	2320	1020	2252	1033	2231	1051	2230
10	1105	2247	1059	2306	1039	2318	1011	2329	0948	2341	0940	2356	0947	2400	1001	2346	1011	2319	1020	2251	1033	2231	1052	2230
11	1105	2247	1059	2306	1038	2318	1010	2329	0947	2342	0940	2356	0948	2400	1001	2346	1012	2318	1020	2250	1034	2231	1052	2231
12	1105	2248	1058	2307	1037	2319	1009	2329	0947	2342	0940	2356	0948	2400	1002	2345	1012	2317	1021	2249	1035	2230	1053	2231
13	1105	2249	1058	2307	1037	2319	1008	2330	0946	2343	0940	2357	0949	2359	1002	2344	1012	2316	1021	2248	1035	2230	1053	2231
14	1105	2249	1057	2308	1036	2319	1007	2330	0946	2343	0940	2357	0949	2359	1003	2343	1013	2315	1021	2247	1036	2230	1054	2232
15	1105	2250	1056	2308	1035	2320	1006	2331	0945	2344	0940	2357	0950	2359	1003	2343	1013	2314	1022	2247	1036	2229	1055	2232
16	1105	2251	1056	2309	1034	2320	1005	2331	0945	2344	0940	2358	0950	2359	1003	2342	1013	2313	1022	2246	1037	2229	1055	2232
17	1105	2251	1055	2309	1033	2320	1004	2331	0945	2345	0941	2358	0950	2358	1004	2341	1013	2312	1023	2245	1037	2229	1056	2233
18	1105	2252	1055	2310	1032	2321	1004	2332	0944	2345	0941	2358	0951	2358	1004	2340	1014	2311	1023	2244	1038	2229	1056	2233
19	1105	2253	1054	2310	1031	2321	1003	2332	0944	2346	0941	2358	0951	2358	1004	2339	1014	2310	1023	2243	1039	2229	1057	2234
20	1105	2253	1053	2311	1030	2321	1002	2333	0943	2346	0941	2359	0952	2358	1005	2339	1014	2309	1024	2243	1039	2229	1057	2234
21	1105	2254	1053	2311	1029	2322	1001	2333	0943	2347	0941	2359	0952	2357	1005	2338	1015	2308	1024	2242	1040	2228	1058	2235
22	1105	2254	1052	2312	1028	2322	1000	2333	0943	2347	0941	2359	0953	2357	1006	2337	1015	2307	1024	2241	1040	2228	1058	2235
23	1105	2255	1051	2312	1027	2322	1000	2334	0942	2348	0942	2359	0953	2356	1006	2336	1015	2306	1025	2241	1041	2228	1059	2236
24	1105	2256	1051	2312	1026	2323	0959	2334	0942	2348	0942	2359	0954	2356	1006	2335	1015	2306	1025	2240	1042	2228	1059	2236
25	1105	2256	1050	2313	1026	2323	0958	2335	0942	2349	0942	2400	0954	2356	1007	2334	1016	2305	1026	2239	1042	2228	1100	2237
26	1104	2257	1049	2313	1025	2323	0954	2335	0941	2349	0942	2400	0955	2355	1007	2333	1016	2304	1026	2239	1043	2228	1100	2237
27	1104	2258	1048	2314	1024	2324	0956	2335	0941	2350	0943	2400	0955	2355	1007	2333	1016	2303	1027	2238	1044	2228	1101	2238
28	1104	2258	1048	2314	1023	2324	0956	2336	0941	2350	0943	2400	0955	2354	1008	2332	1016	2302	1027	2237	1044	2228	1101	2238
29	1104	2259			1022	2324	0955	2336	0941	2351	0943	0000	0956	2354	1008	2331	1017	2301	1027	2237	1045	2228	1101	2239
30	1104	2259			1021	2325	0954	2337	0941	2351	0944	0000	0956	2353	1008	2330	1017	2300	1028	2236	1045	2228	1102	2240
31	1103	2300			1020	2325			0940	2351			0957	2353	1009	2329			1028	2236			1102	2240

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SUNRISE AND SUNSET TIMES FOR 2023

PROVIDENCIALES MBPV

Location: W072 16, N21 46

Universal Time

	Jan		Feb		Mar		Apr		May		Jun		Jul		Aug		Sep		Oct		Nov		Dec	
Day	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End
1	1127	2217	1126	2237	1109	2252	1041	2303	1017	2314	1005	2327	1009	2335	1021	2328	1031	2305	1040	2237	1052	2212	1110	2204
2	1127	2217	1126	2238	1108	2252	1040	2303	1016	2314	1005	2328	1009	2335	1021	2328	1032	2304	1040	2236	1052	2212	1111	2204
3	1127	2218	1125	2239	1108	2253	1040	2304	1016	2315	1005	2328	1010	2335	1022	2327	1032	2303	1040	2235	1053	2211	1111	2205
4	1128	2219	1125	2239	1107	2253	1039	2304	1015	2315	1005	2329	1010	2335	1022	2327	1032	2303	1040	2234	1053	2210	1112	2205
5	1128	2219	1125	2240	1106	2254	1038	2304	1015	2316	1005	2329	1010	2335	1023	2326	1033	2302	1041	2233	1054	2210	1113	2205
6	1128	2220	1124	2240	1105	2254	1037	2305	1014	2316	1005	2329	1011	2335	1023	2325	1033	2301	1041	2232	1054	2209	1113	2205
7	1128	2221	1124	2241	1104	2255	1036	2305	1013	2316	1005	2330	1011	2335	1023	2325	1033	2300	1041	2231	1055	2209	1114	2205
8	1129	2221	1123	2242	1103	2255	1035	2305	1013	2317	1005	2330	1011	2335	1024	2324	1033	2259	1042	2230	1056	2209	1115	2206
9	1129	2222	1123	2242	1102	2255	1034	2306	1012	2317	1005	2330	1012	2335	1024	2324	1034	2258	1042	2229	1056	2208	1115	2206
10	1129	2223	1122	2243	1102	2256	1033	2306	1012	2318	1005	2331	1012	2335	1024	2323	1034	2257	1042	2228	1057	2208	1116	2206
11	1129	2223	1122	2243	1101	2256	1032	2306	1011	2318	1005	2331	1013	2335	1025	2322	1034	2256	1043	2227	1057	2207	1117	2206
12	1129	2224	1121	2244	1100	2256	1032	2307	1011	2319	1005	2331	1013	2335	1025	2322	1034	2255	1043	2227	1058	2207	1117	2207
13	1129	2225	1120	2244	1059	2257	1031	2307	1010	2319	1005	2332	1013	2335	1026	2321	1035	2254	1044	2226	1059	2207	1118	2207
14	1129	2225	1120	2245	1058	2257	1030	2307	1010	2319	1005	2332	1014	2335	1026	2320	1035	2253	1044	2225	1059	2206	1118	2207
15	1129	2226	1119	2245	1057	2257	1029	2308	1009	2320	1005	2332	1014	2334	1026	2319	1035	2252	1044	2224	1100	2206	1119	2208
16	1129	2227	1119	2246	1056	2258	1028	2308	1009	2320	1005	2333	1015	2334	1027	2319	1035	2251	1045	2223	1100	2206	1119	2208
17	1129	2227	1118	2247	1055	2258	1027	2309	1009	2321	1005	2333	1015	2334	1027	2318	1036	2250	1045	2222	1101	2205	1120	2209
18	1129	2228	1117	2247	1054	2258	1027	2309	1008	2321	1006	2333	1015	2334	1027	2317	1036	2249	1045	2222	1102	2205	1121	2209
19	1129	2229	1117	2248	1053	2259	1026	2309	1008	2322	1006	2333	1016	2333	1028	2316	1036	2248	1046	2221	1102	2205	1121	2209
20	1129	2229	1116	2248	1052	2259	1025	2310	1008	2322	1006	2334	1016	2333	1028	2316	1037	2247	1046	2220	1103	2205	1122	2210
21	1129	2230	1115	2248	1052	2300	1024	2310	1007	2323	1006	2334	1017	2333	1028	2315	1037	2246	1047	2219	1104	2205	1122	2210
22	1129	2231	1115	2249	1051	2300	1023	2310	1007	2323	1006	2334	1017	2333	1028	2314	1037	2245	1047	2219	1104	2205	1123	2211
23	1129	2231	1114	2249	1050	2300	1023	2311	1007	2323	1007	2334	1017	2332	1029	2313	1037	2244	1048	2218	1105	2204	1123	2211
24	1128	2232	1113	2250	1049	2301	1022	2311	1006	2324	1007	2334	1018	2332	1029	2312	1038	2243	1048	2217	1105	2204	1124	2212
25	1128	2233	1112	2250	1048	2301	1021	2312	1006	2324	1007	2335	1018	2331	1029	2312	1038	2242	1048	2216	1106	2204	1124	2212
26	1128	2233	1112	2251	1047	2301	1020	2312	1006	2325	1007	2335	1019	2331	1030	2311	1038	2241	1049	2216	1107	2204	1124	2213
27	1128	2234	1111	2251	1046	2301	1020	2312	1006	2325	1008	2335	1019	2331	1030	2310	1038	2240	1049	2215	1107	2204	1125	2214
28	1127	2235	1110	2252	1045	2302	1019	2313	1006	2326	1008	2335	1019	2330	1030	2309	1039	2239	1050	2214	1108	2204	1125	2214
29	1127	2235			1044	2302	1018	2313	1005	2326	1008	2335	1020	2330	1031	2308	1039	2238	1050	2214	1109	2204	1126	2215
30	1127	2236			1043	2302	1018	2313	1005	2326	1009	2335	1020	2329	1031	2307	1039	2237	1051	2213	1109	2204	1126	2215
31	1127	2237			1042	2303			1005	2327			1021	2329	1031	2306			1051	2213			1126	2216

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CIVIL TWILIGHT TIMES FOR 2023
SOUTH CAICOS MBSC
Location: W071 32, N21 31
Universal Time

	Jan		Feb		Mar		Apr		May		Jun		Jul		Aug		Sep		Oct		Nov		Dec	
Day	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End
1	1059	2238	1100	2258	1044	2312	1016	2322	0951	2334	0938	2348	0942	2357	0955	2349	1006	2325	1014	2256	1026	2232	1043	2226
2	1100	2239	1059	2259	1043	2312	1015	2323	0950	2334	0938	2349	0942	2357	0955	2348	1006	2324	1015	2255	1026	2232	1043	2226
3	1100	2240	1059	2259	1042	2312	1014	2323	0950	2335	0938	2349	0942	2357	0956	2348	1007	2323	1015	2254	1027	2231	1044	2226
4	1100	2240	1059	2300	1041	2313	1013	2323	0949	2335	0938	2350	0943	2357	0956	2347	1007	2322	1015	2253	1027	2231	1045	2226
5	1100	2241	1058	2300	1041	2313	1012	2324	0948	2336	0938	2350	0943	2357	0956	2346	1007	2321	1016	2252	1028	2230	1045	2227
6	1101	2242	1058	2301	1040	2314	1012	2324	0948	2336	0937	2351	0944	2357	0957	2346	1008	2320	1016	2251	1028	2230	1046	2227
7	1101	2242	1057	2301	1039	2314	1011	2325	0947	2337	0937	2351	0944	2357	0957	2345	1008	2319	1016	2250	1029	2230	1046	2227
8	1101	2243	1057	2302	1038	2314	1010	2325	0947	2337	0937	2351	0944	2357	0958	2344	1008	2318	1016	2250	1029	2229	1047	2227
9	1101	2243	1057	2302	1037	2315	1009	2325	0946	2338	0937	2352	0945	2356	0958	2344	1008	2317	1017	2249	1030	2229	1048	2228
10	1101	2244	1056	2303	1036	2315	1008	2326	0946	2338	0937	2352	0945	2356	0958	2343	1009	2316	1017	2248	1030	2228	1048	2228
11	1102	2245	1056	2304	1035	2315	1007	2326	0945	2339	0938	2352	0946	2356	0959	2342	1009	2315	1017	2247	1031	2228	1049	2228
12	1102	2245	1055	2304	1035	2316	1006	2326	0944	2339	0938	2353	0946	2356	0959	2342	1009	2314	1018	2246	1031	2228	1049	2228
13	1102	2246	1054	2305	1034	2316	1005	2327	0944	2340	0938	2353	0946	2356	1000	2341	1010	2313	1018	2245	1032	2227	1050	2229
14	1102	2247	1054	2305	1033	2316	1004	2327	0943	2340	0938	2353	0947	2356	1000	2340	1010	2312	1018	2245	1032	2227	1051	2229
15	1102	2247	1053	2306	1032	2317	1004	2327	0943	2340	0938	2354	0947	2355	1000	2339	1010	2311	1019	2244	1033	2227	1051	2230
16	1102	2248	1053	2306	1031	2317	1003	2328	0943	2341	0938	2354	0948	2355	1001	2339	1010	2310	1019	2243	1034	2227	1052	2230
17	1102	2249	1052	2306	1030	2317	1002	2328	0942	2341	0938	2354	0948	2355	1001	2338	1011	2309	1019	2242	1034	2226	1052	2230
18	1102	2249	1052	2307	1029	2318	1001	2329	0942	2342	0938	2355	0949	2355	1002	2337	1011	2308	1020	2241	1035	2226	1053	2231
19	1102	2250	1051	2307	1028	2318	1000	2329	0941	2342	0938	2355	0949	2354	1002	2336	1011	2307	1020	2241	1035	2226	1053	2231
20	1102	2251	1050	2308	1027	2318	0959	2329	0941	2343	0939	2355	0949	2354	1002	2335	1011	2306	1021	2240	1036	2226	1054	2232
21	1102	2251	1050	2308	1026	2319	0959	2330	0941	2343	0939	2355	0950	2354	1003	2335	1012	2305	1021	2239	1037	2226	1054	2232
22	1102	2252	1049	2309	1025	2319	0958	2330	0940	2344	0939	2356	0950	2353	1003	2334	1012	2304	1021	2239	1037	2226	1055	2233
23	1102	2253	1048	2309	1025	2319	0957	2331	0940	2344	0939	2356	0951	2353	1003	2333	1012	2304	1022	2238	1038	2226	1055	2233
24	1102	2253	1047	2310	1024	2320	0956	2331	0940	2345	0940	2356	0951	2353	1004	2332	1012	2303	1022	2237	1038	2226	1056	2234
25	1101	2254	1047	2310	1023	2320	0955	2331	0939	2345	0940	2356	0952	2352	1004	2331	1013	2302	1023	2236	1039	2226	1056	2234
26	1101	2254	1046	2310	1022	2320	0955	2332	0939	2346	0940	2356	0952	2352	1004	2330	1013	2301	1023	2236	1040	2226	1057	2235
27	1101	2255	1045	2311	1021	2321	0954	2332	0939	2346	0940	2356	0953	2351	1005	2329	1013	2300	1023	2235	1040	2226	1057	2235
28	1101	2256	1045	2311	1020	2321	0953	2333	0939	2347	0941	2357	0953	2351	1005	2328	1014	2259	1024	2235	1041	2226	1058	2236
29	1101	2256			1019	2321	0952	2333	0938	2347	0941	2357	0953	2350	1005	2328	1014	2258	1024	2234	1041	2226	1058	2237
30	1100	2257			1018	2322	0952	2334	0938	2348	0941	2357	0954	2350	1006	2327	1014	2257	1025	2233	1042	2226	1058	2237
31	1100	2257			1017	2322			0938	2348			0954	2349	1006	2326			1025	2233			1059	2238

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SUNRISE AND SUNSET TIMES FOR 2023
SOUTH CAICOS MBSC
Location: W071 32, N21 31
Universal Time

	Jan		Feb		Mar		Apr		May		Jun		Jul		Aug		Sep		Oct		Nov		Dec	
Day	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End	Begin	End
1	1123	2214	1123	2235	1106	2249	1039	2300	1014	2311	1003	2324	1007	2332	1018	2325	1029	2302	1037	2234	1049	2209	1107	2202
2	1124	2215	1123	2235	1105	2250	1038	2300	1014	2311	1002	2324	1007	2332	1019	2324	1029	2301	1037	2233	1049	2209	1107	2202
3	1124	2215	1122	2236	1104	2250	1037	2301	1013	2311	1002	2325	1007	2332	1019	2324	1029	2300	1037	2232	1050	2208	1108	2202
4	1124	2216	1122	2237	1104	2251	1036	2301	1013	2312	1002	2325	1008	2332	1020	2323	1030	2259	1037	2231	1050	2208	1109	2202
5	1125	2217	1121	2237	1103	2251	1035	2301	1012	2312	1002	2325	1008	2332	1020	2323	1030	2259	1038	2230	1051	2207	1109	2202
6	1125	2217	1121	2238	1102	2251	1034	2302	1011	2313	1002	2326	1008	2332	1020	2322	1030	2258	1038	2229	1051	2207	1110	2203
7	1125	2218	1120	2238	1101	2252	1033	2302	1011	2313	1002	2326	1009	2332	1021	2322	1030	2257	1038	2228	1052	2206	1111	2203
8	1125	2219	1120	2239	1100	2252	1032	2302	1010	2314	1002	2327	1009	2332	1021	2321	1031	2256	1039	2227	1052	2206	1111	2203
9	1125	2219	1119	2240	1059	2252	1031	2303	1010	2314	1002	2327	1009	2332	1021	2320	1031	2255	1039	2226	1053	2206	1112	2203
10	1125	2220	1119	2240	1059	2253	1030	2303	1009	2314	1002	2327	1010	2332	1022	2320	1031	2254	1039	2226	1053	2205	1112	2204
11	1126	2221	1118	2241	1058	2253	1030	2303	1009	2315	1002	2328	1010	2332	1022	2319	1031	2253	1040	2225	1054	2205	1113	2204
12	1126	2221	1118	2241	1057	2254	1029	2304	1008	2315	1002	2328	1010	2332	1023	2318	1032	2252	1040	2224	1055	2204	1114	2204
13	1126	2222	1117	2242	1056	2254	1028	2304	1008	2316	1003	2328	1011	2331	1023	2318	1032	2251	1040	2223	1055	2204	1114	2205
14	1126	2223	1117	2242	1055	2254	1027	2304	1007	2316	1003	2329	1011	2331	1023	2317	1032	2250	1041	2222	1056	2204	1115	2205
15	1126	2224	1116	2243	1054	2255	1026	2305	1007	2317	1003	2329	1012	2331	1024	2316	1032	2249	1041	2221	1056	2203	1115	2205
16	1126	2224	1115	2243	1053	2255	1025	2305	1007	2317	1003	2329	1012	2331	1024	2316	1033	2248	1042	2221	1057	2203	1116	2206
17	1126	2225	1115	2244	1052	2255	1025	2305	1006	2317	1003	2329	1012	2331	1024	2315	1033	2247	1042	2220	1058	2203	1117	2206
18	1126	2226	1114	2244	1051	2256	1024	2306	1006	2318	1003	2330	1013	2330	1025	2314	1033	2246	1042	2219	1058	2203	1117	2207
19	1126	2226	1114	2245	1050	2256	1023	2306	1005	2318	1003	2330	1013	2330	1025	2313	1033	2245	1043	2218	1059	2203	1118	2207
20	1126	2227	1113	2245	1050	2256	1022	2306	1005	2319	1004	2330	1014	2330	1025	2312	1034	2244	1043	2217	1100	2202	1118	2207
21	1126	2228	1112	2246	1049	2257	1021	2307	1005	2319	1004	2330	1014	2329	1026	2312	1034	2243	1044	2217	1100	2202	1119	2208
22	1125	2228	1111	2246	1048	2257	1021	2307	1004	2320	1004	2331	1014	2329	1026	2311	1034	2242	1044	2216	1101	2202	1119	2208
23	1125	2229	1111	2247	1047	2257	1020	2308	1004	2320	1004	2331	1015	2329	1026	2310	1034	2241	1044	2215	1101	2202	1120	2209
24	1125	2230	1110	2247	1046	2258	1019	2308	1004	2320	1005	2331	1015	2328	1026	2309	1035	2240	1045	2214	1102	2202	1120	2209
25	1125	2230	1109	2248	1045	2258	1018	2308	1004	2321	1005	2331	1016	2328	1027	2308	1035	2239	1045	2214	1103	2202	1121	2210
26	1125	2231	1108	2248	1044	2258	1018	2309	1003	2321	1005	2331	1016	2328	1027	2308	1035	2238	1046	2213	1103	2202	1121	2211
27	1124	2232	1108	2248	1043	2259	1017	2309	1003	2322	1005	2332	1017	2327	1027	2307	1035	2237	1046	2212	1104	2202	1121	2211
28	1124	2232	1107	2249	1042	2259	1016	2309	1003	2322	1006	2332	1017	2327	1028	2306	1036	2237	1047	2212	1105	2202	1122	2212
29	1124	2233			1041	2259	1016	2310	1003	2323	1006	2332	1017	2326	1028	2305	1036	2236	1047	2211	1105	2202	1122	2212
30	1124	2234			1040	2259	1015	2310	1003	2323	1006	2332	1018	2326	1028	2304	1036	2235	1048	2211	1106	2202	1123	2213
31	1123	2234			1039	2300			1003	2323			1018	2325	1028	2303			1048	2210			1123	2213

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GEN 3. SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. RESPONSIBLE SERVICE

1.1 The Aeronautical Information Service Department forms part of the Turks & Caicos Islands Airports Authority and consists of a headquarters and an International NOTAM Office (NOF). See GEN 1.1 for the department's address.

1.2 Hours of Service (UTC) are:

a) Monday- Thursday 1300 - 2130 (NOV-MAR)

Friday 1300-2030 (NOV-MAR)

b) Monday- Thursday 1200 - 2030 (MAR-NOV)

Friday 1200-1930 (MAR-NOV)

1.3 The service is provided in accordance with ICAO Annex 15 with the differences given in section GEN 1.7.

2. AREA OF RESPONSIBILITY

2.1 The Aeronautical Information Service is responsible for the collection and dissemination of aeronautical information for the Turks and Caicos Islands.

3. AERONAUTICAL PUBLICATIONS

3.1 The information is provided by the issuance of aeronautical publications in the form of:

a) Aeronautical Information Publication – AIP
b) Amendment Service to the AIP – AIP AMDT
c) Supplement to the AIP – SUP
d) Aeronautical Information Circular – AIC
e) NOTAM and the related 3 monthly checklists are issued via the Aeronautical Fixed Services (AFS) and a monthly printed plain language summary of NOTAM is distributed by mail.

Note: *The Turks and Caicos Islands do not issue pre-flight information bulletins (PIB). Pre-flight information may be obtained for states listed in GEN 3.1, para 5.*

3.2 Aeronautical Information Publication (AIP)

The AIP is the basic document containing information of a lasting character, that are of operational significance for the safe conduct of air traffic. AIP Turks and Caicos Islands is published in one volume.

a) The AIP is published in English for use by international and national operations whether the flights are Commercial Air Transport or private.

3.3 Amendment Service to the AIP (AIP AMDT)

Amendments to the AIP are made by replacement pages published as soon as practically possible.

a) A checklist of valid pages is contained in the AIP.

3.4 Supplement to the AIP (AIP SUP)

Contains information temporarily changing the contents of the AIP and where the amount of information or the inclusion of graphics requires that the information be published in printed form. AIP SUP is identified by the abbreviation here given.

a) The period of validity will normally be given in the AIP SUP itself. Alternatively, the period may be given in NOTAM.AIP SUP is numbered in sequence, beginning each year with number 1 from 1 JAN. The last two digits of the year are part of the number,
e.g. AIP SUP 1/98.

b) The number of the last issued AIP SUP is indicated in the monthly Summary of NOTAM.

3.5 Aeronautical Information Circulars (AIC)

Contain information of an administrative nature.

a) AIC are issued in two series:

i) Series A contain information affecting both international and national aviation.
ii) Series B contain information affecting only national aviation.

b) Each AIC is numbered consecutively within each series on a calendar year basis. The year, indicated by two digits, is a part of the serial number of the AIC (for example: AIC A 1/02; AIC B 1/02).

c) A checklist of current AIC will be appended to each new AIC.

d) A checklist of AIC currently in force is published at least twice a year.

3.6 NOTAM Service for the Turks and Caicos Islands CTR

NOTAM is issued for and is divided into two series – A and B – with contents as defined hereafter.

a) Series A – General Rules, En-route Navigation and Communication Facilities, Air Space Restrictions and information about major international Airports and their related facilities.

b) Series B – Information about other International Aerodrome on which IFR flights are permitted and their related facilities.

3.7 Checklist and Summary of NOTAM

A checklist of valid NOTAM is issued 3 monthly via AFTN. The checklist is followed by a printed Summary of NOTAM distributed by mail to all recipients of the Integrated Information Package.

3.8 Sale of Publications

The publications can be obtained from the Aeronautical Information Service. Purchase prices are published in AIC Series A.

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a) Part 1: The establishment and withdrawal of, and predetermined significant changes (including operational trials) to:

i) Boundaries, horizontal and vertical limits, regulations and procedures applicable to:
- FIR/UIR
- Control Areas
- Control Zones
- Advisory Areas
- ATS Routes
- Permanent danger, prohibited and restricted areas (including types and periods of activity when known)

ii) Positions, frequencies, call signs, known irregularities of radio navigational aids, and communications facilities.

iii) Holding and approach to land procedures, SID's and STAR'S, noise abatement procedures, and any other pertinent ATS Procedure.

iv) Meteorological facilities (including broadcasts) and procedures.

b) Part 2: The establishment and withdrawal of, and predetermined significant changes in:

i) Position, height and lighting of navigational obstructions.

ii) Runways, stopways and aprons.

iii) Hours of service: Aerodrome, facilities and services.

iv) Customs, Immigration and Health services.

4.3 When, for operational reasons, introduction of an intended change cannot be planned to take place on an AIRAC effective date, extra advance warning is needed. On such occasions, notification should be made not later than the AIRAC publication date of the cycle preceding that within which the effective date falls.

4.4 At AIRAC effective date, a trigger NOTAM will be issued giving a brief description of the contents, effective date and reference number of the AIRAC AIP AMDT that will become effective on that date. Trigger NOTAM will remain in force as a reminder until the new checklist/summary is issued.

4.5 The table below indicates AIRAC effective dates for the coming years.

2023	2024
26 January	25 January
23 February	22 February
23 March	21 March
20 April	18 April
18 May	16 May
15 June	13 June
13 July	11 July
10 August	08 August
07 September	05 September
05 October	03 October
02 November	31 October
30 November	28 November
28 December	26 December

4.6 If no information was submitted for publication at the AIRAC date, a nil notification will be issued by NOTAM.

5. PRE-FLIGHT INFORMATION SERVICE

5.1 Pre-flight information is available at Jags McCartney International Airport Grand Turk and Providenciales providing information for the following Flight Information Regions:

a) Bahamas
b) British Virgin Islands
c) Canada
d) Cuba
e) Dominican Republic
f) Haiti
g) Jamaica
h) United States of America
i) United States Virgin Islands

5.2 Pre-flight information bulletins (PIB) are not available.

5.3 The only maps and charts available at Jags McCartney International Airport Grand Turk and Providenciales are those contained in the AIP.

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GEN 3.2 AERONAUTICAL CHARTS

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GEN 3.3 - AIR TRAFFIC SERVICES

1. RESPONSIBLE SERVICE

1.1 The Turks and Caicos Islands Airports Authority is the responsible authority for the provision of Air Traffic Services within Turks and Caicos Islands Control Zone (CTR) (see address in GEN 1.1).

a) The Services are provided in accordance with ICAO Annex 2, Annex 11, DOC 4444, (PANS-RAC), DOC 8168, (PANS-OPS), DOC 7030. Differences are detailed in GEN 1.7.
b) Air Traffic Service hours are based upon aerodrome hours and are specified in Part 3, Aerodromes.

2. AREA OF RESPONSIBILITY

2.1 Air Traffic Services are provided for the entire territory of the State, including the territorial waters and airspace over the high seas, within Turks and Caicos Islands CTR.

3. TYPES OF SERVICE

3.1 The following types of services are provided:
a) Flight Information Service (FIS)
b) Approach Control Service (APP)

3.2 The following types of services are provided at aerodromes as specified for individual Aerodrome:
a) Aerodrome Control Service (TWR)
b) Aerodrome Flight Information Service (AFIS)

3.3 Aeronautical Advisory Station (UNICOM)

UNICOM is a non-government air/ground radio communication station which may provide information at aerodromes where no TWR or FIS is established, or during periods when such services are not operating.

a) Use of UNICOM involves a 'self-announce' procedure whereby pilots broadcast their position or intended flight activity or ground operation on the Common Traffic Advisory Frequency 122.800 MHz.

b) Where appropriate, the UNICOM frequency should be used as follows:
i) Pilots of inbound aircraft should monitor and communicate on the frequency from 10 NM to landing.
ii) Pilots of departing aircraft should monitor/communicate on the frequency from start-up, during taxi, and until 10 NM from the aerodrome unless local procedures require otherwise.
iii) Pilots of transit aircraft should monitor/communicate on the frequency while within 10 NM of the aerodrome.

4. CO-ORDINATION WITH THE OPERATOR

4.1 Co-ordination between the operator and Air Traffic Services is effected in accordance with 2.15 of Annex 11, and 2.1.1.4 and 2.1.1.5 of the PANS-ATM (DOC 4444, PANS – ATM)

5. MINIMUM FLIGHT ALTITUDES

5.1 The minimum height for an aircraft, other than a helicopter, over congested areas shall be either 1500 feet above the highest fixed object within 600 metres of the aircraft, or, such height as would enable the aircraft to alight clear of the congested area and without danger to persons or property in the event of failure of a power unit, whichever is higher. A helicopter shall not fly below such a height as would enable it to alight without danger to persons or property in the event of the failure of a power unit.

5.2 An aircraft shall not fly over, or within 1000 metres of an open-air assembly of more than 1000 persons except with written permission, and then not below such height as would enable it to alight clear of the assembly in the event of the failure of a power unit.

5.3 A helicopter shall not fly over a congested area of a city, town or settlement below a height of 1500 feet above the highest fixed object within 600 metres of the helicopter.

5.4 An aircraft shall not fly closer than 500 feet to any person, vessel, vehicle, or structure.

6. ATS UNITS ADDRESS LIST

6.1 ATS unit locations, functions, and telephone numbers are:

a) Jags McCartney International Airport Grand Turk
1) TWR and ARO
2) 1-649-946-2659

b) North Caicos
1) AFIS
2) 1-649-946-4420

c) Providenciales
1) APP, TWR and AIS
2) 1-649-941-4724

d) South Caicos
1) AFIS and ARO
2) 1-649-946-3226

e) Ambergris Cay
1) AFIS
2) 1-649-941-7737

6.2 Postal correspondence for all units should be sent to the Turks and Caicos Islands Airports Authority (see address in GEN 1.1).

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GEN 3.4 COMMUNICATION SERVICES

1. RESPONSIBLE SERVICE

1.1 The responsible service for the administration of communication services in the Turks and Caicos Islands is the Director of Civil Aviation (see GEN 1.1 for address). The service is provided in accordance with ICAO Annex 10, DOC 8400, DOC 7030 Part 2 and DOC 7910. Differences are detailed in GEN 1.7.

1.2 ATS unit communication service hours coincide with aerodrome hours as described in Part 3, Aerodromes.

1.3 Navigational aids operate H24 but are unmonitored when the associated aerodrome is closed.

2. AREA OF RESPONSIBILITY

2.1 Arrangements for communication service on a continuing basis should be made with the Director of Civil Aviation, who is also responsible for the application of the regulations concerning the design, type and installation of aircraft radio stations. Inquiries, suggestions or complaints regarding any telecommunication service should be referred to the Director of Civil Aviation.

3. TYPES OF SERVICE

3.1 **Radio Navigation Service**

The following types of radio aids to navigation are available:

a) LF/MF Non-Directional Beacon (NDB)
b) VHF Omnidirectional Radio Range/Tactical Air Navigation (VORTAC)
c) Doppler VHF Omnidirectional Radio Range (DVOR)
d) Distance-Measuring Equipment (DME)

3.2 **Mobile/Fixed Service**

a) Mobile Service
   i) The aeronautical stations maintain a continuous watch on their stated frequencies during the published hours of service unless otherwise notified.
   ii) An aircraft should normally communicate with the air/ground control radio station which exercises control in the area in which it is flying. Aircraft should maintain continuous watch on the appropriate frequency of the control station and should not abandon watch, except in an emergency, without informing the control radio station.

b) Fixed Service
   i) Messages to be transmitted over the Aeronautical Fixed Services (AFS) are accepted only if they satisfy the requirements of:
   - Annex 10, VOL II, Chapter 3.3-3
   - Are prepared in the form specified in Annex 10
   - The text of an individual message should not exceed 200 groups
   ii) General aircraft operating agency messages are only accepted for transmission to countries which have agreed to accept Class “B” traffic.

3.3 **Broadcasting Service**

Not applicable.

3.4 **Language Used**

English

3.5 **Radio Communication and Navigation Facilities**

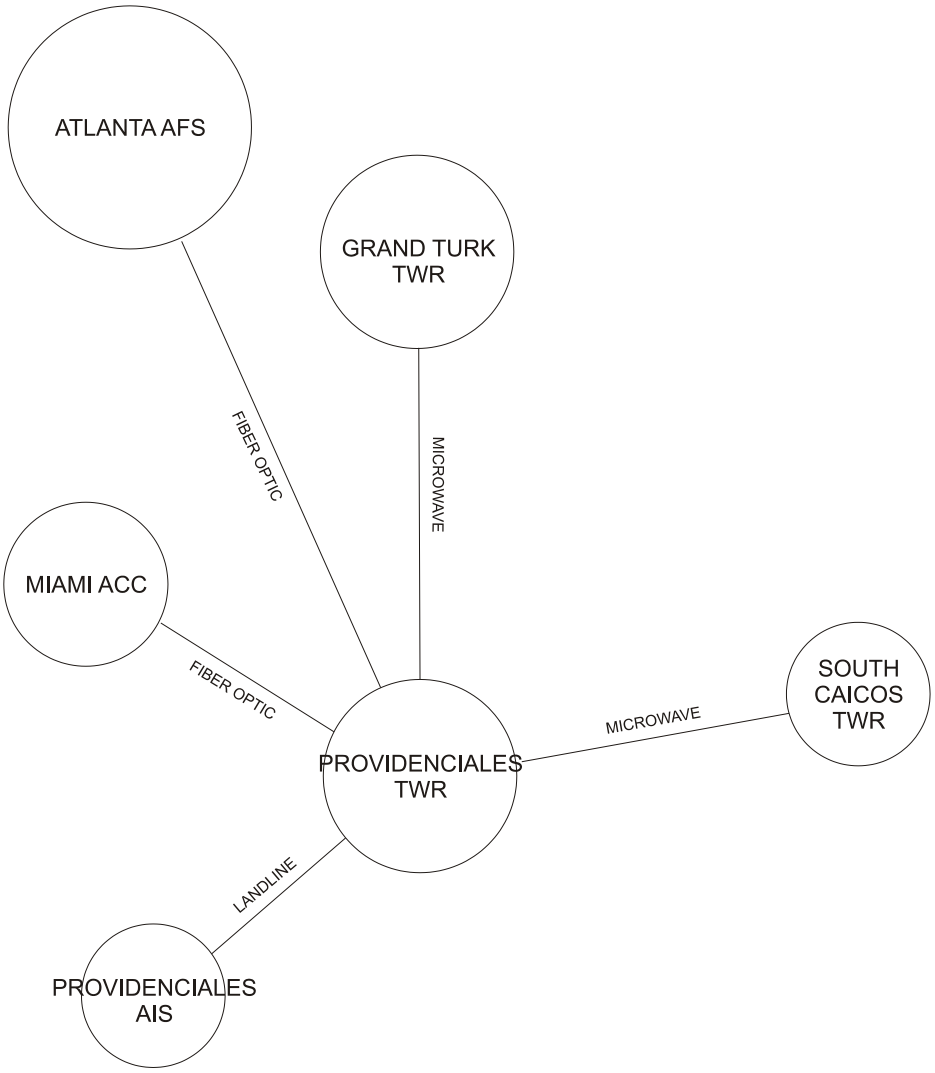
Details of the various facilities available for en-route traffic can be found in the Enroute section, part 2 of this AIP. Details of the facilities available at the individual aerodromes can be found in the Aerodrome section, part 3 of this AIP.

4. REQUIREMENTS AND CONDITIONS

4.1 The requirements of the Director of Civil Aviation and the general conditions under which the communication services are available for international use, as well as the requirements for the carriage of radio equipment, are contained in the Air Navigation (Overseas Territories) Order 2007 Schedule 5 and Schedule 13.

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5. AERONAUTICAL FIXED SERVICES – TELEPHONE



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GEN 3.5 METEOROLOGICAL SERVICES

1. RESPONSIBLE SERVICE

1.1 The meteorological service for civil aviation is provided by the Turk and Caicos Islands Airports Authority (see address in GEN 1.1).

1.2 The services are provided in accordance with ICAO Annex 3 and DOC 7030, Part 3. Differences are detailed in GEN 1.7.

1.3 Meteorological service hours coincide with aerodrome hours as described in Part 3, Aerodromes.

2. AREA OF RESPONSIBILITY

2.1 Jags McCartney International Airport Grand Turk and Providenciales provide hourly METAR SPECI observations and reports.

3. OBSERVATIONS AND REPORTS

3.1 Jags McCartney International Airport Grand Turk and Prov idenciales provide hourly METAR observations and reports.

a) Surface wind is measured by cup anemometers located at a lateral distance of 150m from the runway centerline. Wind indicators are located in the appropriate air traffic services units.

b) Cloud height is measured by estimation.

c) Visibility is measured by estimation.

d) Temperature is given in the conventional way and dew point is provided.

e) Atmospheric pressure readings are from calibrated instruments located in the towers.

3.2 These observations are representative of the landing area.

3.3 Aeronautical climatological information is not available.

4. TYPES OF SERVICE

4.1 Preflight briefing on routine weather and forecasts is provided on request. En-route weather can be obtained through Miami ACC.

5. NOTIFICATION REQUIRED FROM OPERATORS

5.1 Requests for route weather should be made at least one hour prior to the expected time of departure.

6. AIRCRAFT REPORTS

6.1 Aircraft reports should be provided to the Air Traffic Service when operators encounter meteorological conditions which may affect the safety or efficiency of other aircraft operations.

6.2 Meteorological conditions that should be provided include, but are not limited to, the following:

a) Moderate or severe turbulence
b) Light to severe icing
c) Windshear
d) Thunderstorms
e) Volcanic ash cloud

7. VOLMET SERVICE

7.1 There is no VOLMET Service available.

8. SIGMET SERVICE

8.1 There is no SIGMET Service available.

9. OTHER AUTOMATED METEOROLOGICAL SERVICES

9.1 Automated Terminal Information Service (ATIS) is available at Providenciales International Airport on the frequency 132.45 MHz.

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GEN 3.6 SEARCH AND RESCUE

1. RESPONSIBLE SERVICE

1.1 The Civil Aviation Authority and the Royal Turks and Caicos Islands Police Force together form the Search and Rescue Service (see addresses in GEN 1.1).

1.2 Search and rescue services are provided in accordance with ICAO Annex 12. Differences are given in GEN 1.7.

2. AREA OF RESPONSIBILITY

2.1 The Search and Rescue Service is responsible for SAR operations within the Turks and Caicos CTR.

3. TYPES OF SERVICE

3.1 Assistance is provided by the following means:

a) Aircraft and launches owned by the Royal Turks and Caicos Islands Police Force
b) Locally based aircraft
c) Privately owned boats
d) Request to the United States Coast Guard via Miami Flight Information Center

4. SAR AGREEMENTS

4.1 No SAR agreements have been concluded with neighbouring States.

4.2 Requests for the entry of aircraft, equipment and personnel from other States to engage in search for aircraft in distress, or to rescue survivors of aircraft accidents, should be transmitted to the Civil Aviation Authority on the behalf of the Governor.

5. CONDITIONS OF AVAILABILITY

5.1 The SAR service and facilities in the Turks and Caicos Islands may be made available without charge to neighbouring States upon request to the Civil Aviation Authority and the Royal Turks and Caicos Islands Police Force at all times when they are not engaged in search and rescue operations in Turks and Caicos Islands territory.

6. PROCEDURES AND SIGNALS USED

6.1 Procedures and Signals Used by Aircraft

Procedures for pilots-in-command observing an accident or intercepting a distress call and/or message are outlined at ICAO Annex 12, Chapter 5.

6.2 Communications

a) Transmission and reception of distress messages within the search area are handled in accordance with ICAO Annex 10, Volume 11, Chapter 5, paragraph 5.3.
b) For communications during search and rescue operations, the codes and abbreviation published in ICAO Codes and Abbreviations (DOCS 8400) are used.
c) The frequency 121.500 MHz is guarded continuously during the hours of service at Jags McCartney International Airport Grand Turk and Providenciales.

6.3 Ground To Air Emergency Signalling Code

TABLE 6.3(a) GROUND-AIR VISUAL SIGNAL CODE FOR USE BY SURVIVORS

No.	Message	Code Symbol
1	Require assistance.	**V**
2	Require medical assistance.	**X**
3	No or negative.	**N**
4	Yes or affirmative.	**Y**
5	Proceeding in this direction.	↑

TABLE 6.3(b) GROUND-AIR VISUAL SIGNAL CODE FOR USE BY RESCUE UNITS

No.	Message	Code Symbol
1	Operation completed.	**L L L**
2	We have found all personnel.	**L L**
3	We have found only some personnel.	●●
4	We are not able to continue. Returning to base.	**X X**
5	We have divided into two groups. Each proceeding in direction indicated.	↗↙
6	Information received that aircraft is in this direction.	→ →
7	Nothing found. Will continue to search.	**N N**

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GEN 4. CHARGES FOR AERODROMES/HELIPORTS AND AIR NAVIGATION SERVICES

GEN 4.1 AERODROME/HELIPORT CHARGES

1. LANDING OF AIRCRAFT

1.1 All charges and payments referenced in this AIP are in United States of America dollars (US$).

1.2 **Landing of Aircraft**

Charges are calculated on the Aircraft's Maximum Total Weight Authorized (MTWA) as specified under the regulations of the State where the aircraft is registered.

1.3 **Scale of Charges**

Description of Aircraft (1)	Amount or Rate of Fee (2)
Aircraft not exceeding 4000 lbs in weight	$10.00
Aircraft exceeding 4000 lbs but not exceeding 6000 lbs in weight	$15.00
Aircraft exceeding 6000 lbs but not exceeding 8000 lbs in weight	$25.00
Aircraft exceeding 8000 lbs but not exceeding 10000 lbs in weight	$30.00
Aircraft exceeding 10,000 lbs in weight	$2.00 per 1000 lbs up to 200,000 lbs and $1.75 per 1000 lbs or part of 1000 lbs in excess of 200,000 lbs with the minimum payment of $30.00

1.4 **Surcharges**

A scale of charges per aircraft movement after official airport close (20:00 hours local time) applies.

a) From 20:00 LT - 20:59 LT

– 50% of landing fees or a Minimum of **$50.00, whichever is greater.**

b) From 21:00 LT - 21:59 LT

– 50% of landing fees or a Minimum of **$100.00, whichever is greater.**

c) From 22:00 LT - 05:59 LT

– Payment to category B, in addition **$80.00 per hours or part thereof will be charged.**

2. PARKING, HANGARAGE AND LONG-TERM STORAGE OF AIRCRAFT

2.1 **Parking of Aircraft**

The first **2** hours are free of charge, thereafter:

Description of Aircraft	Amount or rate of fee
Not exceeding 10,000 lbs	$5.00 per day or part of
10,000 lbs – 30,000 lbs	$10.00 per day or part of
30,001 lbs – 60,000 lbs	$15.00 per day or part of
60,001 lbs – 90,000 lbs	$20.00 per day or part of
90,001 lbs – 120,000 lbs	$30.00 per day or part of
120,001 lbs – 180,000 lbs	$50.00 per day or part of
180,001 lbs – 240,000 lbs	$70.00 per day or part of
240,001 lbs – 300,000 lbs	$120.00 per day or part of
300,001 lbs – 360,000 lbs	$170.00 per day or part of
360,001 lbs – 420,000 lbs	$220.00 per day or part of
420,001 lbs – 480,000 lbs	$270.00 per day or part of
480,001 lbs – 540,000 lbs	$320.00 per day or part of
540,001 lbs – 600,000 lbs	$370.00 per day or part of
exceeding 600,000 lbs	$420.00 per day or part of

2.2 **Surcharge**

A surcharge of 50% of the parking charge will be levied for aircraft parked in excess of a continuous period of 30 days.

2.3 **Hangarage Charge**

No information available.

2.4 **Long-term Storage**

No information available.

3. PASSENGER SERVICE CHARGES

3.1 **Departure Tax**

An International Departure Tax of $29.00 will be levied in respect of a passenger other than a child under the age of two year. Collection is the responsibility of the aircraft operator.

3.2 **Airport Terminal User Fee**

An Airport user fee of $3.00 will be levied in respect of a passenger other than a child under the age of two years. Collection is the responsibility of the aircraft operator. This is applicable to passengers departing Providenciales and JAGS McCartney international aerodrome terminals.

4. SECURITY CHARGES

4.1 Security Service Charge

A Security Service Charge of $8.00 per adult passenger departing the Turks and Caicos Islands shall be responsibility of the aircraft operator to collect and make payments to the Airports Authority.

5. AERODROME NAVIGATION SERVICES CHARGES

5.1 Air Navigation Facility Charges

Description of Aircraft	Amount or Rate of Fee
General/Corporate	$5.00 per landing
Commercial	$5.00 per landing

6. VEHICLE APRON USER FEES

Description of Aircraft	Amount or Rate of Fee
Tarmac Driver license:	
Commercial license	$45.00
Renewal	$20.00 per annum
Vehicles:	
Small trucks/cars	$15.00 per annum
1 to 5,000 lbs weight	$30.00 per annum
5,001 to 10,000 weight	$40.00 per annum
Exceeding 10,000 lbs weight	$50.00 per annum

7. EXEMPTIONS AND REDUCTIONS

7.1 Landing fees

7.1.1 Reductions

a. The landing fee payable by the operator of an aircraft in respect of a landing of the aircraft at an airport in any month shall be reduced as follows:

- 50% if the landing is made after more than two hundred landings at that airport have been made during that month by any one or more aircraft operated by that operator;
- 75% if the landing is made after more than three hundred landing at that airport have been made during that month by any one or more aircraft operated by that operator.

7.1.2 Exemptions

Landing fees shall not be applied to the following:

a. Flight undertaken solely for testing aircraft and confirmed by the Air Traffic Control officer;

b. Flights undertaken for training of company personal and confirmed by the Air Traffic Control officer;

c. Aircraft in duress or flights supporting search and rescue;

d. Aircraft belonging to Her Majesty, the TCI Government, any Commonwealth Government or the Government of the United States.

7.2 Parking fees

7.2.1 Reductions

- Aircraft used under and in accordance with a license or permit granted under the Air Transport (Licensing of Air Services) Regulations 1953, any parking fee payable in respect of the aircraft shall be reduced by 35%.
- Aircraft parked for a continuous period of more than thirty days following the expiration of this period of thirty days will be subject to a surcharge of 50% of parking fee in respect of that day or part of that day.

7.3 Security Service

7.3.1 Exemptions

- In respect to a passenger under two years of age.

7.4 Passenger Departure Tax

7.4.1 Exemptions

- In respect to a passenger under two years of age.

8. METHODS OF PAYMENT

All charges and payments referenced in this AIP are in United States of America dollars (US$).

8.1 All Commercial Air Transport holders of an Air Operator's certificate shall send to the Chief Executive Officer of Airports Authority:

8.1.1 A passenger manifest not later than forty-eight hours beginning with the time of departure of the flight from an airport under the control of Airports Authority to which the manifest pertains; and

8.1.2 Not later than the tenth day of each month an amount calculated for the preceding month in accordance with:

a) Aerodrome security charge ordinance-regulations 2008;

b) Passenger Departure tax order 2008;

c) Landing, Parking and Air Navigation Facilities Fees regulations 2008;

d) Government Aerodromes terminal use fees regulations 2001.

8.2 Private and General Aviation Aircraft prior to departing from an airport under the control of Airports Authority, the operator of the aircraft in which the passenger is so departing shall pay to the Turks and Caicos Islands Airports Authority the amount calculated in accordance with:

a) Aerodrome security charge ordinance regulations 2008;

b) Passenger Departure tax order 2008;

c) Landing, Parking and Air Navigation Facilities Fees regulations 2008;

d) Government Aerodromes terminal use fees regulations 2001.

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ENR 1. GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

Flight in Turks and Caicos Islands airspace shall be conducted in accordance with the Air Navigation (Overseas Territories) Order 2007 Schedule 13 (Rules of the Air Traffic Control).

1. AIRSPACE RESTRICTIONS

1.1 General

All airspace within which the operation of civil aircraft may, for one reason or another, be prohibited or restricted - either temporarily or permanently - and all airspace in which a potential hazard to aircraft operations may exist is classified in accordance with the following four types of areas as defined by ICAO.

a) Prohibited Area (P) – An airspace of defined dimension, above the land area or territorial waters of the state, within which the flight of aircraft is prohibited in accordance with certain specified conditions.

b) Restricted Area (R) – An airspace of defined dimension, above the land area or territorial water of the state, within which the flight of aircraft is restricted in accordance with certain specified conditions.

c) Danger Area (D) – An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

d) There are no permanent Prohibited or Danger Areas in Turks and Caicos Islands en-route airspace. Restricted Areas are described in ENR 5.1.

1.2 Area Descriptions

a) Area Designation/Name – An area will be given a designation composed by the nationality letters “MB” followed by a letter indicating the type of the area and a number. A geographical name may be used in conjunction with the designation.

b) Lateral Limits – The lateral limits will normally be defined by geometrical figures/lines, although geographical features such as coastlines may be used as well.

c) Vertical Limits – The upper limits will normally be given in flight levels, although feet above mean sea level (AMSL) may be used as well. The lower limit will normally be ground or sea level, but may be given in feet AMSL.

1.3 Information of Activities in Any Area

a) Information about the period and height within which activities will take place may be obtained from 1700 (1600) local the day before the activity from AIS at Jags McCartney International Airport Grand Turk and Providenciales.

b) This information will consist of:

i) Date of validity
ii) Area designation/name
iii) Period of activity
iv) Height up to which the activity actually takes place in each individual case, including the necessary safety height

1.4 Special Regulations

a) Before beginning a flight which may involve entry into a R-Area, the pilot-in-command shall obtain information as to whether activities dangerous to the flight are taking place within the area. If such activities are taking place, entry into the area should be avoided.

b) For IFR-traffic, an ATC-clearance necessitating entry into a R-Area will ensure such flight to be accomplished without hindrance.

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ENR 1.2 VISUAL FLIGHT RULES

1. Except when operating as a Special-VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from cloud equal to or greater than those specified in TABLE 1.2.1.

2. Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome when:

a) The ceiling is less than 1500 feet; or
b) The ground visibility is less than 5km.

3. Unless authorised by the ATS authority, VFR flights shall not be operated:

a) Between sunset and sunrise.
b) Above FL 200.
c) At transonic or supersonic speeds.

TABLE 1.2.1: Visual Flight Rules

Airspace Class	B	C D E	F G	
			Above 3000 feet AMSL or above 1000 feet above terrain, whichever is the higher	At and below 3000 feet AMSL or 1000 feet above terrain, whichever is the higher
Distance from cloud	Clear of cloud	1500m horizontally 1000 ft vertically		Clear of cloud and in sight of the surface
Flight visibility	8km at and above 10,000 feet AMSL 5km below 10,000 feet AMSL			5km

4. Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:

a) Over the congested areas of cities, towns or settlements, or over an open-air assembly of persons at a height less than 1500 feet above the highest obstacle within a radius of 600m from the aircraft.
b) Elsewhere than as specified in (a), at a height less than 500 feet above the ground or water.

5. Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 3000 feet from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a flight level appropriate to the track as specified in TABLE 1.7.5.

6. VFR flights shall comply with the provision of paragraph 4(a) when operating in Class D airspace.

7. A VFR flight operating within or into areas, or along routes, designated by the appropriate ATS authority shall maintain continuous listening watch on the appropriate radio frequency of, and report its position as necessary to, the air traffic services unit providing the flight information service.

8. An aircraft operating in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:

a) Communicate the necessary changes to be effected to its current flight plan if a flight plan was submitted, or
b) When so required by ENR 1.3 para 4, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

9. Unless otherwise instructed by ATC, VFR aircraft shall select Alpha 1200 on the aircraft transponder.

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ENR 1.3 INSTRUMENT FLIGHT RULES

1. RULES APPLICABLE TO ALL IFR FLIGHTS

1.1 Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.

2. MINIMUM LEVELS

2.1 Except when necessary for take-off or landing, or except when specifically authorized by the appropriate authority, an IFR flight shall not be flown:

a) Over high terrain or in mountainous areas at a level or altitude which is less than 2000 ft above the highest obstacle located within 8km of the estimated position of the aircraft,
b) Elsewhere than as specified in 2.1(a) at a level which is at least 1000 ft above the highest obstacle located within 8km of the estimated position of the aircraft.

3. CHANGE FROM IFR FLIGHT TO VFR FLIGHT

3.1 An aircraft wishing to change the conduct of its flight from compliance with instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic service unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.

3.2 When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions and wishes to cancel its IFR flight, it shall not do so unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

4. RULES APPLICABLE TO IFR FLIGHTS WITHIN CONTROLLED AIRSPACE

4.1 IFR flights shall comply with the provisions of Annex 2 when operated in controlled airspace.

4.2 An IFR flight operation in cruising flight in controlled airspace shall be flown according to TABLE 1.7.5.

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ENR 1.4 ATS AIRSPACE CLASSIFICATION

1. All airspace within Turks and Caicos Island territory is ICAO Class D airspace.

2. Within Class D airspace, IFR and VFR flights are permitted and all flights are subject to air traffic control service. IFR flights are separated from other IFR flights and receive traffic information with respect to VFR flights. VFR flights receive traffic information with respect to all other flights.

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ENR 1.5 HOLDING, APPROACH AND DEPARTURE PROCEDURES

1. The holding, approach and departure procedures in use are based on those contained in the latest edition of ICAO DOC 8168-OP611- Procedures for Air Navigation Services – Aircraft Operations (PANS–OPS).

2. The holding and approach procedures in use have been based on the values and factors contained in Part III and IV for Vol. 1 of the PANS-OPS. The holding patterns shall be entered and flown as indicated below:

<table>
<tr><th>Flight Level</th><th>Propeller Aircraft</th><th colspan="2">Jet Aircraft</th></tr>
<tr><td></td><td></td><td>Normal Conditions</td><td>Turbulence Conditions</td></tr>
<tr><td>Up to FL 140 inclusive</td><td>170 Kts</td><td>230 Kts</td><td rowspan="3">280 Kts (Mach 0.8) which-ever is less</td></tr>
<tr><td>Above FL 140 to FL 200 inclusive</td><td colspan="2">240 Kts</td></tr>
<tr><td>Above FL 200 to FL 340 inclusive</td><td colspan="2">265 Kts</td></tr>
<tr><td>Above FL 340</td><td colspan="2">0.83 Mach</td><td>0.83 Mach</td></tr>
</table>

3. ARRIVING FLIGHTS

3.1 IFR flights entering and landing within the control zone will be cleared to a specified holding point and instructed to contact Approach Control at a specified time, level or position. The terms of this clearance shall be adhered to until further instructions are received for Approach Control. If the clearance limit is reached before further instructions have been received, holding procedures shall be carried out at the level last authorised.

3.2 Due to the limited airspace available, it is important that the approaches to the patterns and the holding procedures are carried out as exactly as possible. Pilots are strongly requested to inform ATC if for any reasons the approach and/or holding cannot be performed as required.

3.3 VFR flights entering and landing within the control zone shall establish two-way radio communication with Providenciales Approach Control to obtain authorisation.

4. DEPARTING FLIGHTS

4.1 IFR flights departing from controlled aerodromes will receive initial ATC clearance from the local Aerodrome Control Tower. The clearance limit will normally be the aerodrome of destination. IFR flights departing from non-controlled aerodromes will not take off without prior arrangements with Providenciales Approach Control.

4.2 Detailed instructions will be issued with regard to routes, turns, etc., after takeoff.

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ENR 1.6 RADAR SERVICES AND PROCEDURES

1. There are no radar services in the Turks and Caicos Islands.

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ENR 1.7 ALTIMETER SETTING PROCEDURES

1. INTRODUCTION

1.1 The altimeter setting procedures in use in the Turks and Caicos Islands generally conform to those contained in ICAO Doc 8168-OPS/611, VOLUME 1, Part 6.

1.2 The purpose of these procedures is to provide pilots with suitable pressure information which will assist them in maintaining adequate terrain clearance and also to ensure a safe standard of flight separation by the general use of altimeters set at 29.92 inches (of mercury).

2. BASIC ALTIMETER SETTING PROCEDURES

2.1 General

a) A transition altitude of 6000 feet is specified for each aerodrome.
b) Vertical position of aircraft when at or below the transition altitude is expressed in terms of altitude whereas such position at or above the transition level is expressed in terms of flight levels. While passing through the transition layer, vertical position is expressed in terms of altitude when descending and in terms of flight levels when ascending.
c) Flight level zero is located at the atmospheric pressure level of 1013.2 hPa (29.92 ins). Consecutive flight levels are separated by a pressure interval corresponding to 500 feet in the Standard Atmosphere.

Note: *Examples of the relationships between flight levels and altimeter indications are given in the following table, with the metric equivalents being approximate.*

TABLE 1.7.2 Flight Level/Altimeter Indication

Flight Level	Altimeter Indication	
Number	Feet	Metres
10	1000	300
15	1500	450
20	2000	600
50	5000	1000
100	10,000	3050
150	15,000	4550
200	20,000	6100

2.2 Take-Off and Climb

a) A QNH altimeter setting in inches of mercury (or in hectopascals upon request) is made available to aircraft prior to take-off.
b) Vertical position of aircraft during climb is expressed in terms of altitudes until reaching the transition altitude, above which vertical position is expressed in terms of flight levels.

2.3 Vertical Separation – En-Route

a) Vertical separation during en-route flight shall be expressed in terms of flight levels at all times during an IFR flight and at night.
b) IFR flights and VFR flights above 3000 feet, when in level cruising flight, shall be flown at such flight levels corresponding to the magnetic tracks shown in the following table:

TABLE 1.7.2.3 Vertical Separation – En-Route

Track Magnetic	000° – 179°		180° – 359°	
	IFR	VFR	IFR	VFR
Flight Level Number	30	35	40	45
	50	55	60	65
	70	75	80	85
	90	95	100	105
	110	115	120	125

2.4 Approach and Landing

a) A QNH altimeter setting is passed as part of an approach clearance and when clearance to enter the traffic pattern is given.
b) QFE altimeter settings are not available.
c) Vertical position of aircraft during approach is controlled by reference to flight levels down to the transition level, below which vertical position is controlled by reference to altitude.

2.5 Missed Approach

The relevant portions of paragraphs ENR 1.7 para 2.1, ENR 1.7 para 2.2 and ENR 1.7 para 2.4 shall be applied to the case of a missed approach.

3. ALTIMETER SETTING REGIONS

3.1 Altimeter setting regions are not applicable in Turks and Caicos Islands airspace.

4. PROCEDURES APPLICABLE TO OPERATORS (INCLUDING PILOTS)

4.1 The levels at which a flight is to be conducted shall be specified in a flight plan in terms of either:

a) Flight levels if the flight is to be conducted at or above the transition level.
b) Altitude if the flight is to be conducted in the vicinity of an aerodrome and at or below transition altitude.

Note 1: *Short flights in the vicinity of an aerodrome may often be conducted only at altitudes below the transition altitude.*
Note 2: *Flight levels are specified in a flight plan by number, not in terms of feet or metres as is the case with altitude.*

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5. CRUISING LEVELS

TABLE 1.7.5
The cruising levels to be observed when so required are as follows:

TRACK (MAGNETIC)											
From 000 degrees to 179 degrees						From 180 degrees to 359 degrees					
IFR Flights			VFR Flights			IFR Flights			VFR Flights		
Altitude			Altitude			Altitude			Altitude		
FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet	FL	Metres	Feet
			15	450	1500	20	600	2000	25	750	2500
30	900	3000	35	1050	3500	40	1200	4000	45	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10,000	105	3200	10,500
110	3350	11,000	115	3500	15,000	120	3650	12,000	125	3800	12,500

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ENR 1.8 SUPPLEMENTARY PROCEDURES (DOC 7030)

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ENR 1.9 AIR TRAFFIC FLOW MANAGEMENT (ATFM)

1. Air Traffic Flow Management procedures are not applicable in Turks and Caicos Islands.

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ENR 1.10 FLIGHT PLANNING

1. PROCEDURES FOR THE SUBMISSION OF FLIGHT PLANS

1.1 General Requirements

A flight plan shall be submitted in accordance with ICAO Annex 2 prior to operating:

a) Any flight, or portion thereof, to be provided with air traffic control services or advisory service in the Turks and Caicos CTR.

b) Any flight into or within designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate co-ordination with other units or with ATS units in adjacent States.

c) Any flight across international borders.

1.2 Time of Submission

a) All flights departing Jags McCartney International Airport Grand Turk, South Caicos or Providenciales MUST have a flight plan filed by telephone or in person prior to departure. The minimum times for submission are:

TYPES OF FLIGHT	INTERNATIONAL	DOMESTIC
IFR	60 MINUTES	60 MINUTES
VFR	60 MINUTES	60 MINUTES

b) Flight plans shall be submitted at the AIS Reporting Office (ARO) at the departure aerodrome.

c) In the absence of such an office at the departure aerodrome:

A flight plan may be submitted by telephone or other means to the nearest ARO as listed below. Corresponding telephone numbers are listed within theapplicable aerodrome section of Part 3 – Aerodromes.

– Providenciales Intl
– Jags McCartney International Airport Grand Turk
– South Caicos Intl
– North Caicos Intl

1.3 Contents and Form of a Flight Plan

a) ICAO flight plan forms (as depicted on page ENR 1.10-3) are available at AROs and airport offices at uncontrolled aerodromes. The instructions for completing the forms shall be complied with.

b) Flight plans concerning IFR flights along ATS routes need not include FIR-boundary estimates. Inclusion of FIR-boundary estimates are however required for off-route IFR and international VFR flights.

c) When a flight plan is submitted by telephone, telefax or other means, the sequence of items of the flight plan form shall be strictly adhered to.

1.4 Adherence to ATS Route Structure

a) No flight plans shall be filed for routes deviating from the published ATS route structure, unless prior permission has been obtained from the Turks and Caicos Islands ATC authorities.

b) Flight of a specific character, such as survey flights, scientific research flights, etc., may be exempted from the restriction specified in paragraph ENR 1.4(a).

c) Requests for exemption shall be mailed so as to be received at least one week before the intended day of operation to the Civil Aviation Authority (see address at GEN 1.1).

1.5 Changes to Flight Plan Submitted

a) All changes to a flight plan submitted for an IFR flight, or a controlled VFR flight, and significant changes to a flight plan submitted for an uncontrolled VFR flight, shall be reported as soon as possible to the appropriate ATS unit.

b) In the event of a departure delay of 30 minutes or more for a flight for which a flight plan has been submitted, the flight plan shall be amended, or a new flight plan shall be submitted after confirmation that the old flight plan has been cancelled.

Note 1: *If a delay in departure of a flight is not properly reported, the relevant flight plan data may no longer be available to the appropriate ATC unit when a clearance is ultimately requested, which will consequently result in extra delay for the flight.*

Note 2: *Whenever a flight for which a flight plan has been submitted is cancelled, the appropriate ATS unit shall be informed immediately.*

c) Changes to a flight plan during flight shall be reported or requested subject to the provision in ICAO Annex 2 (Adherence to Flight Plans).

2. REPETITIVE FLIGHT PLAN SYSTEM

2.1 Use of Repetitive Flight Plans (RPL)

RPLs can be used for flights operated regularly on the same day(s) of consecutive weeks and on at least ten occasions on every day over a period of at least ten consecutive days. The elements of each flight plan shall have a high degree of stability.

2.2 Procedures for Submission of RPLs by Operators

a) Conditions governing submission, notification of changes, or cancellation of RPLs shall be the subject of appropriate arrangements between operators and the ATS authority or to the regional air navigation agreements.

b) An RPL shall consist of information regarding such of the following items that are considered relevant by the appropriate ATS authority.

i) Validity period of the flight plan
ii) Days of operation
iii) Flight number/aircraft registration
iv) Aircraft type and wake turbulence category
v) Departure aerodrome
vi) Estimated time of departure
vii) Cruising speed(s)
viii) Cruisinglevel(s)
ix) Route to be followed
x) Destination aerodrome
xi) Total estimated elapsed time
xii) Indication of where the following information may be obtained immediately on request:
- Alternate aerodrome
- Fuel endurance
- Total number of persons on board
- Emergency equipment
- Other information

2.3 Changes to RPL Listing

a) Changes of a permanent nature involving the addition of new flights and the deletion or modification of currently listed flights shall be submitted in the form of an amendment listing. These listings shall reach ATS agencies concerned at least seven working days prior to the changes becoming effective.

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b) Changes to RPLs of a temporary, non-recurring nature concerning flight number/aircraft registration, aircraft type, wake turbulence category, speed and/or cruising level shall be notified for each individual flight as early as possible and not later than 30 minutes before departure to the ATS Reporting Office responsible for the departure aerodrome.
   i) Only a change of cruising level may be notified by radiotelephony initial contact with the ATS unit.
   ii) Whenever it is expected by the operator that a specific flight for which an RPL has been submitted is likely to encounter a delay of 30 minutes or more in excess of the departure time stated in the flight plan, the ATS unit responsible for the departure aerodrome shall be notified immediately.

3. CLOSURE OF FLIGHT PLANS

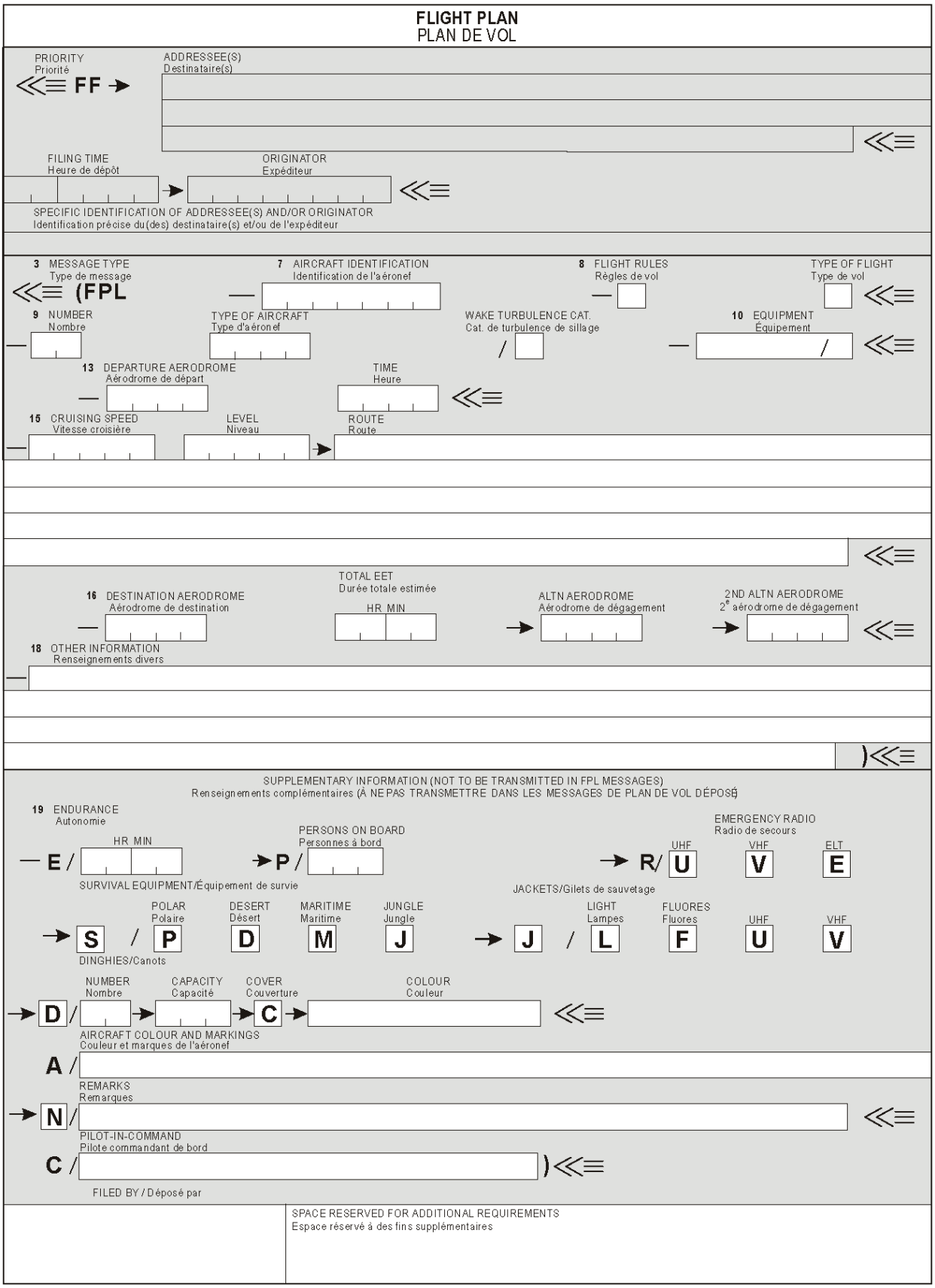
3.1 A report of arrival (flight plan closure) shall be made at the earliest possible moment after landing to the airport office of the arrival aerodrome by any flight for which a flight plan has been submitted, except when the arrival has been acknowledged by the local ATS unit.

3.2 After landing at an aerodrome which is not the destination aerodrome (diversionary landing), the local ATS unit shall be specifically informed accordingly. In the absence of a local ATS unit at the aerodrome of diversionary landing, the pilot is responsible for passing the arrival report to the destination aerodrome.

3.3 Arrival reports shall contain the following elements of information:

a) Aircraft identification
b) Departure aerodrome
c) Destination aerodrome
d) Time of arrival
e) Arrival aerodrome (in the case of diversion insert between ‘destination aerodrome’ and ‘time of arrival’).

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FLIGHT PLAN
PLAN DE VOL
PRIORITY
Priorité
FF
ADDRESSEE(S)
Destinataire(s)
FILING TIME
Heure de dépôt
ORIGINATOR
Expéditeur
SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR
Identification précise du(des) destinataire(s) et/ou de l'expéditeur
3 MESSAGE TYPE
Type de message
(FPL
7 AIRCRAFT IDENTIFICATION
Identification de l'aéronef
8 FLIGHT RULES
Règles de vol
TYPE OF FLIGHT
Type de vol
9 NUMBER
Nombre
TYPE OF AIRCRAFT
Type d'aéronef
WAKE TURBULENCE CAT.
Cat. de turbulence de sillage
10 EQUIPMENT
Équipement
13 DEPARTURE AERODROME
Aérodrome de départ
TIME
Heure
15 CRUISING SPEED
Vitesse croisière
LEVEL
Niveau
ROUTE
Route
16 DESTINATION AERODROME
Aérodrome de destination
TOTAL EET
Durée totale estimée
HR MIN
ALTN AERODROME
Aérodrome de dégagement
2ND ALTN AERODROME
2e aérodrome de dégagement
18 OTHER INFORMATION
Renseignements divers
SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)
Renseignements complémentaires (À NE PAS TRANSMETTRE DANS LES MESSAGES DE PLAN DE VOL DÉPOSÉ)
19 ENDURANCE
Autonomie
HR MIN
E /
PERSONS ON BOARD
Personnes à bord
P /
EMERGENCY RADIO
Radio de secours
UHF
VHF
ELT
R/ U V E
SURVIVAL EQUIPMENT/Équipement de survie
JACKETS/Gilets de sauvetage
POLAR
Polaire
DESERT
Désert
MARITIME
Maritime
JUNGLE
Jungle
S / P D M J
LIGHT
Lampes
FLUORES
Fluores
J / L F U V
DINGHIES/Canots
NUMBER
Nombre
CAPACITY
Capacité
COVER
Couverture
COLOUR
Couleur
D / C
AIRCRAFT COLOUR AND MARKINGS
Couleur et marques de l'aéronef
A /
REMARKS
Remarques
N /
PILOT-IN-COMMAND
Pilote commandant de bord
C /
FILED BY / Déposé par
SPACE RESERVED FOR ADDITIONAL REQUIREMENTS
Espace réservé à des fins supplémentaires

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ENR 1.11 ADDRESSING OF FLIGHT PLAN MESSAGES

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ENR 1.12 INTERCEPTION OF CIVIL AIRCRAFT

1. PROCEDURES

1.1 The following procedures and visual signals apply over the territorial waters of Turks and Caicos Islands in the event of interception of an aircraft.

Note: *The word "intercepted" in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with the Search and Rescue Manual (DOC 7333).*

1.2 An aircraft which is intercepted by another aircraft shall immediately:

a) Follow the instructions given by the intercepting aircraft, interpreting and responding to visual signals in accordance with the specifications.

b) Notify, if possible, the appropriate air traffic services unit.

c) Attempt to establish radio communication with the intercepting aircraft, or with the appropriate intercept control unit, by making a general call on the emergency frequency 121.5 MHz, giving the identity of the intercepted aircraft and the nature of the flight. If no contact has been established and if practicable, repeat this call on the emergency frequency 243 MHz.

d) If equipped with SSR transponder, select Mode A Code 7700, unless otherwise instructed by the appropriate air traffic service unit.

1.3 If radio contact is established during interception but communication in a common language is not possible, attempts shall be made to convey instructions, acknowledgement of instructions, and essential information by using the phrases and pronunciations in the following table and transmitting each phrase.

Phrase	Pronunciation	Meaning
CALL SIGN (call sign)	**KOL** -SA-IN (call sign)	My call sign is (call sign).
WILCO	**WILL** -KO	Understood. Will comply.
CAN NOT	**KANN** NOTT	Unable to comply.
REPEAT	REE-**PEET**	Repeat your instruction.
AM LOST	**AM LOSST**	Position unknown.
MAYDAY	**MAY DAY**	I am in distress.
HIJACK	**HI-JACK**	I have been hijacked.
LAND (place name)	**LAAND** (place name)	I request to land at (place name).
DESCEND	DEE-**SEND**	I require descent.

a) Syllables to be emphasized are underlined.

b) The call sign required to be given is that used in radiotelephony communications with air traffic service units and corresponding to the aircraft identification in the flight plan.

c) Circumstances may not always permit, nor make desirable, the use of the phrase "HIJACK".

1.4 The following phrases shall be used by the intercepting aircraft and transmitted twice in the circumstances described in the preceding paragraph.

Phrase	Pronunciation	Meaning
CALL SIGN	**KOL** -SA-IN (call sign)	What is your call sign?
FOLLOW	**FOL** -LO	Follow me.
DESCEND	DEE-**SEND**	Descend for landing.
YOU LAND	**YOU LAAND**	Land at this aerodrome.
PROCEED	PRO- **SEED**	You may proceed.

1.5 If any instructions received by radio from any source conflict with those given by the intercepting aircraft with visual signals, the intercepted aircraft shall request immediate clarification while continuing to comply with the visual instructions given by the intercepting aircraft.

1.6 If any instructions received by radio from any sources conflict with those given by the intercepting aircraft by radio, the intercepted aircraft shall request immediate clarification while continuing to comply with the radio instructions given by the intercepting aircraft.

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1.7 The visual signals are detailed in the following table:

TABLE 1.12.7(a)
Signals for use in the event of interception

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION
Signals initiated by intercepting aircraft and responses by intercepted aircraft

Series	INTERCEPTING Aircraft Signals	Meaning	INTERCEPTED Aircraft Responds	Meaning
1	DAY or NIGHT – Rocking aircraft and flashing navigational lights at irregular intervals (and landing lights in the case of a helicopter) from a position slightly above and ahead of and normally to the left of the intercepted aircraft (or to the right if the intercepted aircraft is a helicopter) and, after acknowledgement, a slow level turn, normally to the left, (or to the right in the case of a helicopter) of the desired heading. Note 1: *Meteorological conditions or terrain may require the intercepting aircraft to reverse the position and direction of turn given in Series 1.* Note 2: *If the intercepted aircraft is not able to keep pace with the intercepting aircraft, the latter is expected to fly a series of racetrack patterns and to rock the aircraft each time it passes the intercepted aircraft.*	You have been intercepted. Follow me.	DAY or NIGHT – Rocking aircraft, flashing navigational lights at irregular intervals and following. Note: *Additional action required to be taken by intercepted aircraft is prescribed in ICAO Annex 2, Chapter 3.3.8.*	Understood, will comply.
2	DAY or NIGHT – An abrupt breakaway maneuver from the intercepted aircraft consisting of a climbing turn of 90 degrees or more without crossing the line of flight of the intercepted aircraft.	You may proceed.	DAY or NIGHT – Rocking the aircraft.	Understood, will comply.
3	DAY or NIGHT – Lowering landing gear (if fitted), showing steady landing lights and overflying runway in use or, if the intercepted aircraft is a helicopter, overflying the landing area. In the case of helicopters, the intercepting helicopter makes a landing approach, coming to hover near to the landing area.	Land at this aerodrome.	DAY or NIGHT – Lowering landing gear, (if fitted), showing steady landing lights and following the intercepting aircraft and, if after overflying the runway in use or helicopter landing area, landing is considered safe, proceeding to land.	Understood, will comply.

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TABLE 1.12.7(b)

SIGNALS FOR USE IN THE EVENT OF INTERCEPTION
Signals initiated by intercepted aircraft and responses by intercepting aircraft

Series	INTERCEPTED Aircraft Signals	Meaning	INTERCEPTING Aircraft Responds	Meaning
4	DAY or NIGHT – Raising landing gear (if fitted) and flashing landing lights while passing over runway in use, or helicopter landing area, at a height exceeding 300m (1000 ft) but not exceeding 600m (2000 ft) (in the case of a helicopter, at a height exceeding 50m (170 ft) but not exceeding 100m (330 ft) and continuing to circle runway in use or helicopter landing area. If unable to flash landing lights, flash any other lights available.	Aerodrome you have designated is inadequate.	DAY or NIGHT – If it is desired that the intercepted aircraft follow the intercepting aircraft to an alternate aerodrome, the intercepting aircraft raises its landing gear (if fitted) and uses the Series 1 signals prescribed for intercepting aircraft.	Understood, follow me.
5	DAY or NIGHT – Regular switching on and off of all available lights but in such a manner as to be distinct from flashing lights.	Cannot comply.	DAY or NIGHT – Use Series 2 signals prescribed for intercepting aircraft.	Understood, you may proceed.
6	DAY or NIGHT – Irregular flashing of all available light.	In distress.	DAY or NIGHT – Use series 2 signals prescribed for intercepting aircraft.	Understood.

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ENR 1.13 UNLAWFUL INTERFERENCE

1. GENERAL

1.1 The following procedures are intended for use by aircraft when unlawful interference occurs and the aircraft is unable to notify an ATS unit of this fact.

2. PROCEDURES

2.1 Unless conditions aboard the aircraft dictate otherwise, the pilot-in-command should attempt to continue flying on the assigned track and at the assigned cruising level at least until able to notify an ATS unit or is within radar coverage.

2.2 When an aircraft subject to an act of unlawful interference must depart from its assigned tract or its assigned cruising level without being able to make radiotelephony contact with ATS, the pilot-in-command should, whenever possible:

a) Attempt to broadcast a warning on the VHF emergency frequency and other appropriate frequencies unless conditions aboard the aircraft dictate otherwise. Other equipment, such as on-board transponders, data links, etc., should also be used when it is advantageous to do so and circumstances permit, and

b) Proceed in accordance with applicable special procedures for in-flight contingencies, where such procedures have been established and promulgated in DOC 7030 (Regional Supplementary Procedures).

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ENR 1.14 AIR TRAFFIC INCIDENTS

1. DEFINITIONS

1.1 Air traffic incident is used to mean a serious occurrence involving air traffic, such as:

a) Aircraft proximity (AIRPROX).

b) Serious difficulty resulting in a hazard to aircraft caused by:

i) Faulty procedures

ii) Non-compliance with procedures, or

iii) Failure of ground facilities.

1.2 Aircraft proximity. A situation in which, in the opinion of the pilot or air traffic services personnel, the distance between aircraft, as well as their relative positions and speed, has been such that the safety of the aircraft involved may have been compromised.

1.3 Risk Classifications:

a) Risk of collision: Serious risk of collision existed.

b) Safety not assured: Safety of the aircraft may have been compromised.

c) No risk of collision: No risk of collision existed.

d) Risk not determined: Insufficient information available to determine the risk involved, or inconclusive or conflicting evidence precludes such determination.

1.4 AIRPROX. The code word used in an air traffic incident report to designate aircraft proximity.

1.5 Air traffic incidents are designated and identified in reports as follows:

Type of Incident	Designation of Incident
As 1.1(a) above	AIRPROX (aircraft proximity)
As 1.1(b)(i) or 1.1(b)(ii) above	Procedure
As 1.1(b)(iii) above	Facility

2. USE OF THE AIR TRAFFIC INCIDENT REPORT FORM –

The Air Traffic Report Form (see TABLE 1.14.2) is intended for use by:

2.1 A pilot for filing a report on an air traffic incident after arrival or to confirm a report made initially by radio during flight.

Note: *The form, if available on board, may also be of use in providing a pattern for making the initial report in flight.*

2.2 An ATS unit for recording an air traffic incident report received by radio telephone or teleprinter.

Note: *The form may be used as format for the text of a message to be transmitted over the AFTN network.*

3. REPORTING OF AIR TRAFFIC INCIDENTS BY PILOTS

The following procedures should be carried out by a pilot who has been involved in an incident:

3.1 During flight, use the appropriate air/ground frequency for reporting an incident of major significance, particularly if it involves other aircraft, so as to permit the facts to be ascertained immediately.

3.2 As promptly as possible after landing, submit a completed "Air Traffic Incident Report Form" for:

a) Confirming a report of an incident made initially as in 3.1 above, or for making the initial report on such an incident if it had not been possible to report it by radio.

b) Reporting an incident which did not require immediate notification at the time of occurrence.

3.3 An initial report made by radio should contain the following information:

a) Air traffic identification
b) Type of incident
c) Date/Time of incident (UTC)
d) Aircraft position
e) Heading and route
f) True airspeed (Kts or km/h)
g) Flight level/altitude and altimeter setting
h) Aircraft attitude (level/climbing/descending)
i) Avoidance action taken (yes/no)
j) Details of other aircraft (if relevant)
k) Relative vertical and horizontal position of other aircraft (if relevant)
l) Aerodrome of first landing and final destination

3.4 The confirmatory report on an incident of major significance initially reported by radio, or the initial report on any other incident, should be submitted to the Civil Aviation Authority (see address at GEN 1.1) or to the ATS Reporting Office of the aerodrome of first landing for submission to Civil Aviation Authority. The pilot should complete Sections 1 and 2, supplementing the details of the initial reports as necessary.

Note: *Where there is no ATS Reporting Office, the report may be submitted to another ATS unit.*

4. HANDLING OF AIR TRAFFIC INCIDENT REPORT FORM

4.1 The purpose of the form is to provide investigation authorities with as complete information on an air traffic incident as possible and to enable them to report back with least possible delay to the pilot or operator concerned, the result of the investigation of the incident and, if appropriate, the remedial action taken.

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TABLE 1.14.2

For use when submitting and receiving reports on Air Traffic Incidents. In an initial report by radio, shaded items should be included.							
A - AIRCRAFT IDENTIFICATION			**B - TYPE OF INCIDENT**				
			AIRPROX / PROCEDURE / FACILITY*				
C - THE INCIDENT							
1. General							
	a)	Date and Time of Incident.....UTC					
	b)	Position.....					
2. Own Aircraft							
	a)	Heading and Route.....					
	b)	True Airspeed.....Measured in ( ) Kt..... ( ) Km/.....					
	c)	Level and altimeter setting.....					
	d)	Aircraft Climbing or descending					
		( )	Level Flight	( )	Climbing	( )	Descending
	e)	Aircraft Bank Angle					
		( )	Wings Level	( )	Slight Bank	( )	Moderate Bank
		( )	Steep Bank	( )	Inverted	( )	Unknown
	f)	Direction of Bank					
		( )	Left	( )	Right	( )	Unknown
	g)	Restrictions to visibility (select as many as required)					
		( )	Sunglare	( )	Windscreen pillar	( )	Dirty windscreen
		( )	Other cockpit structure	( )	None		
	h)	Use of aircraft lighting (select as many as required)					
		( )	Navigation Lights	( )	Strobe Lights	( )	Cabin Lights
		( )	Red anti-collision lights	( )	Landing / Taxi lights	( )	Logo (Tail Fin) lights
		( )	Other	( )	None		
	i)	Traffic avoidance advice by ATC					
		( )	Yes, based on Radar	( )	Yes, based on visual sighting	( )	Yes, based on other info
		( )	No				
	j)	Traffic information issued					
		( )	Yes, based on Radar	( )	Yes, based on visual sighting	( )	Yes, based on other info
		( )	No				
	k)	Airborne collision avoidance system (ACAS)					
		( )	Not carried	( )	Type	( )	Traffic advisory issued
		( )	Resolution advisory issued	( )	Traffic advisory, or resolution advisory not issued		
	l)	Radar identification					
		( )	No radar available	( )	Radar identification	( )	No radar identification
	m)	Other aircraft sighted					
		( )	Yes	( )	No	( )	Wrong aircraft sighted

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For use when submitting and receiving reports on Air Traffic Incidents. In an initial report by radio, shaded items should be included.

	n)	Avoiding action taken					
		( )	Yes	( )	No		
	o)		Type of Flight Plan		IFR / VFR/None *		
3.	**Other Aircraft**						
	a)	Type and callsign / registration of other aircraft					
	b)	If a) above not known, describe below					
		( )	High wing	( )	Mid wing	( )	Low wing
		( )	Rotorcraft				
		( )	1 engine	( )	2 engines	( )	3 engines
		( )	4 engine	( )	More than 4 engines		
	Marking colour or other available details						
	c)	Aircraft climbing or descending					
		( )	Level flight	( )	climbing	( )	descending
		( )	Unknown				
	d)	Aircraft Bank Angle					
		( )	Wings level	( )	Slight bank	( )	Moderate bank
		( )	Steep bank	( )	Inverted	( )	Unknown
	e)	Aircraft direction of bank					
		( )	Left	( )	Right	( )	Unknown
	f)	Lights displayed					
		( )	Navigation lights	( )	Strobe lights	( )	Cabin lights
		( )	Red anti-collision lights	( )	Landing / Taxi lights	( )	Logo (tail fin) lights
		( )	Other	( )	None	( )	Unknown
	g)	Traffic avoidance advice issued by ATS					
		( )	Yes, based on Radar	( )	Yes, based on visual sighting	( )	Yes, based on other information
		( )	No	( )	Unknown		
	h)	Traffic information issued					
		( )	Yes, based on Radar	( )	Yes, based on visual sighting	( )	Yes, based on other information
		( )	No	( )	Unknown		
	i)	Avoiding action taken					
		( )	Yes	( )	No	( )	Unknown
	a)	Closest Horizontal Distance.....					
	b)	Closest Vertical Distance.....					

5.	**Flight Weather Conditions**	
	a)	IMC / VMC*
	b)	Above/below* clouds / fog / haze or between layers*
	c)	Distance vertically from cloud.....m / ft* below.....m / ft* above
	d)	In cloud / rain / snow / sleet / fog / haze*
	e)	Flying into / out of* sun
	f)	Flight visibility.....m / km
6.	**Any other information considered important by the Pilot in Command**	
D — MISCELLANEOUS		
1.	**Information regarding reporting aircraft**	
a)	Aircraft registration.....	
b)	Aircraft type.....	
c)	Operator.....	
d)	Aerodrome of Departure.....	
e)	Aerodrome of first landing.....Destination.....	
f)	Reported by radio or other means to.....(Name of ATS Unit) at time.....UTC	
g)	Date / Time / place of completion of form.....	
2.	**Function, Address and signature of person submitting report**	
a)	Function.....	
b)	Address.....	
c)	Signature.....	
c)	Telephone Number.....	
3.	**Function and signature of person receiving report**	
a)	Function..... Signature.....	
E — SUPPLEMENTARY INFORMATION BY ATS UNIT CONCERNED		
1.	**Receipt of report**	
a)	Report received by AFS / Radio / Telephone / Other (specify)*.....	
b)	Report received by.....(name of ATS Unit)	
2.	**Details of ATS action**	

DIAGRAMS OF AIRPROX

Mark passage of other aircraft relative to you, in plan on the left and in elevation on the right, assuming YOU are at the center of each diagram. Include first sighting and passing distance.

* Delete as appropriate

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VIEW FROM ABOVE
Hundreds of metres

14	13	12	11	10	9	8	7	6	5	4	3	2	1	1	2	3	4	5	6	7	8	9	10	11	12	13	14
13																											
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VIEW FROM ASTERN
Hundreds of metres

14	13	12	11	10	9	8	7	6	5	4	3	2	1	1	2	3	4	5	6	7	8	9	10	11	12	13	14
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INSTRUCTIONS FOR THE COMPLETION OF THE AIR TRAFFIC INCIDENT REPORT FORM

Item	
A	Aircraft identification of the aircraft filing the report
B	An AIRPROX report should be filed immediately by radio
C1	Date/time UTC and position in bearing and distance from a navigation aid or in LAT/LONG
C2	Information regarding aircraft filing the report, tick as necessary
C2 c)	E.g. 350/1 013 hPa or 2500 ft/QNH 1 007 hPa or 1200 ft/QFE 998 hPa
C3	Information regarding the other aircraft involved
C4	Passing distance – state units used
C6	Attach additional papers as required. The diagrams may be used to show aircraft's positions
D1 f)	State name of ATS unit and date/time in UTC
D1 g)	Date and time in UTC
E2	Include details of ATS unit such as service provided, radiotelephony frequency, SSR Codes assigned and altimeter setting. Use diagram to show the aircraft's position and attach additional papers as required.

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Appendix A - Occurrence Report Forms

Overseas Territory

OT Occurrence Number

ATC Occurrence Report Form – OT1261

NOTES: (i) See Instructions and Explanatory Notes in OTAR Part 13 and OT Aviation Circular 13-1.
(ii) When completed, please send to the Director of Civil Aviation.
(iii) Circle or fill-in boxes 1-55 as required. PLEASE USE BLACK INK

Original to DCA
Make additional photocopies as required

1 Category Of Occurrence ACCIDENT INCIDENT AIRPROX							
2 Occurrence Position		3 FL/Alt/Ht		4 Date		5 Time – UTC	6 Day/Night
OPERATOR	CALLSIGN/REGN	TYPE	FROM	TO	SSR CODE	MODE C DISPLAYED	IFR/VFR/SVFR
7	8	9	10	11	12	13 Yes/ No	14
15	16	17	18	19	20	21 Yes/ No	22
23	24	25	26	27	28	29 Yes/ No	30

31 RTF Frequencies	32 Radar Equipment	33 Equipment Unserviceabilities	34 QNH	35 Runway in use

36 Class & type of airspace A C E G B D F	CTR/CTA/TMA/AWY/UAR/ ATZ/UIR/FIR/Other	37 Type of ATC service Control/Radar/ADC/ GMC/Approach/Area/RAS/RIS/FIS/ALR	38 SID/STAR/Route

39 Was prescribed separation lost? Yes/No	40 Min Sepn Horiz/Vert	41 ACAS/TCAS Alert	42 Traffic info given by ATC? Yes/No	43 Avoiding action given by ATC? Yes/No

44 Brief title/summary

45 Narrative - use a diagram if necessary (Aerodromes submit weather report including local and regional QNH if applicable)

continue on a separate sheet if necessary

46 Name	47 On duty as	48 ATS Unit	49 Time since last break	50 Start time of shift (UTC)	51 Radar record-ings held? Yes/No

52 RTF recordings held Yes/No	53 List other agencies advised OT 1262 action?	54 Sign/Date	55 Address/Telephone

OT1261 MAR 20

ADVICE ON THE COMPLETION OF THE ATC MOR FORM OT1261

USE AND EXPLANATION OF TERMS IN BOX 1

ACCIDENT: A reportable accident.

INCIDENT: A reportable occurrence.

EXPLANATORY NOTES

*GENERAL: Complete **ALL** boxes. If NOT APPLICABLE use N/A, or if NOT KNOWN use N/K. Avoid use of technical jargon, hieroglyphics and abbreviations.*

BOX 1: Should the Occurrence involve more than one category circle both categories.

BOXES 7 to 14} These boxes cater for up to three involved aircraft.
BOXES 15 to 20} Use the narrative for additional aircraft.
BOXES 23 to 30}

BOX 36: More than one element **could** be circled (e.g. CLASS A and AWY).

BOX 37: More than one element **must** be circled (eg CONTROL, RADAR and AREA).

BOX 39: **Must** be completed if prescribed separation was required to be achieved.

BOX 40: Should contain your estimate, where possible, of the minimum separation achieved.

BOX 44: This box should contain a simple, one-line statement summarising the Occurrence, ie 'Coordination problems', 'Level bust', etc.

BOX 51/52: Relevant RTF and Radar recordings can be vitally important to subsequent investigations. Retention action should be considered for all reports.

BOX 53: It is important to ensure that any **involved** agency (eg Pilot, Operator, ATSU) is informed of the reporting action.

REPORTING TIME

Reports must be dispatched within 72 hours of an occurrence.

CONFIDENTIAL REPORTS

A report may be submitted confidentially. Please clearly annotate the top of the form 'CONFIDENTIAL'. The second copy need not be forwarded to local management. BOXES 46 to 55 should be completed. The Governor will respect the confidentiality.

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Overseas Territory

OT Occurrence Number

ATS Engineering Occurrence Form – OT1262

NOTES: (i) See Instructions and Explanatory Notes in OTAR Part 13 and OT Aviation Circular 13-1.
(ii) When completed, please send to the Director of Civil Aviation.
(iii) Circle or fill-in boxes 1-25 as required. PLEASE USE BLACK INK

Original to DCA
Make additional photocopies as required

1 Categories of Occurrence ACCIDENT INCIDENT PROCEDURAL FAILURE HAZARD				
2 Occurrence Location	3 Date 4 Time (UTC)	5 Duration	6 ATS Facility RTF/RADAR/NAVAID/OTHER	7 Service Affected Control/Radar/GMC/ Approach/Area/ Aerodrome/Information/Air Navigation

8 Equipment Type/Manufacturer	9 Frequency	10 Callsign	11 Equipment Location
12 Facility Configuration In/out-of-service, Main-Mode/Standby/Test Channel A(1)/B(2)/Other: External Information Source:	13 Equipment Status Planned/Unplanned Outage, Serviceable/Degradation/Unserviceable, Routine/Corrective Maintenance, Modification/Replacement	14 Previous Defects/ Occurrences? Yes/No/Not Known	15 RTF Frequencies/ Radar Source

16 Narrative - use a diagram if necessary (attach copies of all relevant information)

continue on additional sheet if necessary

17 Recordings impounded? Yes/No – Details:	18 Can the information be disseminated in the interests of flight safety? Yes/No	20 Name	23 Address &Telephone number (if the reporter wishes to be contacted privately)
19 Other fault report action ATC OT 1261/Local Reporting/Other:		21 Organisation/Position 22 Start time and duration of shift	24 Signature 25 Date

OT1262(Mar 2005)

ADVICE ON THE COMPLETION OF THE MOR FORM OT1262

USE AND EXPLANATION OF TERMS IN BOX 1

Circle one or more category of Occurrence.

ACCIDENT: A reportable accident.
INCIDENT: A reportable occurrence (see 'General').
PROCEDURAL: A reportable occurrence attributed to procedural aspects including operation and maintenance of any facility on the ground.
FAILURE: A reportable occurrence attributed to any defect in or malfunctioning of any facility on the ground
HAZARD: A potential accident, incident or failure.
General: A reportable occurrence is defined in Part 13 and the AN (OT) O.

EXPLANATORY NOTES

GENERAL: Complete all boxes. If NOT APPLICABLE use N/A, or if NOT KNOWN use N/K. Jargon and uncommon abbreviations are to be avoided.
BOX 1: Location of Occurrence.
BOX 5: The period over which the Occurrence condition existed. Instantaneous, indefinite or unknown classifications must be identified. BOX 6: The facility type **must** be circled or stated.
BOX 7: More than one element **could** be circled.
DETAILS OF THE EQUIPMENT ATTRIBUTING TO THE OCCURRENCE
BOX 9: **Frequency** (Radio) appropriate to equipment and occurrence, if applicable.
BOX 10: **Callsign** - Navaid identification, SSR code or RTF callsign.
BOX 11: **Location** - identify station or other physical location of equipment.
BOX 12: More than one element **could** be identified. Additional channels, diversity, etc must be stated where applicable. External information source completed with equipment and/or the station/ location.
BOX 13: More than one element **could** be circled. The categories apply to the subject equipment at the time of the Occurrence.
BOX 15: Identification of appropriate RTF frequencies/radar source is necessary to secure recordings which may be vital to subsequent investigations.
BOX 17: If records impounded, state source, effective date and retaining station.
BOX 19: Other fault reporting action, including contact with agencies, must be stated. It is important to ensure that any involved agency is informed of the reporting action. Normal, immediate fault action takes precedence over MOR reporting action.

CONFIDENTIAL REPORTS

A report may be submitted confidentially. Please clearly annotate the top of the form 'CONFIDENTIAL'. The second copy need not be forwarded to local management. BOXES 20 to 25 should be completed. The Governor will respect the confidentiality.

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Overse a sTerritory

Occurrence Report Form – OT1673

OT Occurrence Number

NOTES: (i) See Instructions and Explanatory Notes in OTAR Part 13 and OT Aviation Circular 13-1.
(ii) When completed, please send to the Director of Civil Aviation.

Original to DCA
Make additional photocopies as required

Aircraft Type & Series	Registration	Operator	Date	Location/Position/Rwy	Time (UTC)	Day/Night/Twilight

FLIGHT CREW REPORT

Flight No.	Route from	Route to	FL/Alt/Ht (ft)	IAS (kts)	EDTO? Yes/No

NATURE OF FLIGHT

PAX	Freight	Positioning	Ferry	Test	Training	Business	Agricultural	Survey	Pleasure	Club	Private	Parachuting	Towing	Other

FLIGHT PHASE

Parked	Taxiing	Take-Off	Initial Climb	Climb	Cruise	Descent	Holding	Approach	Landing	Circuit	Aerobatics	Hover

ENVIRONMENT

Wind		Cloud			Precipitation				Other meteorological conditions				Runway state				
Dir^{n}	Spd	Type	Ht	8th	Rain	Snow	Sleet	Hail	Vis	Icing	Turbulence	OAT	Dry	Wet	Ice	Snow	Slush
	kts		ft		Light/Mod/Heavy				Km/m	Light/Mod/ Severe	Light/Mod/ Severe	^{o}c	Category		I	II	III

Brief Title

Description of Occurrence

Continue on back as necessary

Any procedures, manuals, pubs (eg AIC, AD, SB etc) directly relevant to occurrence and (when appropriate) compliance state of aircraft, equipment or documentation.	

GROUND STAFF REPORT

A/C Constructors No	Engine Type/Series	EDTO Approved Yes/No

Ground Phase
Maintenance
Ground Handling
Unattended

A/C below 5700kg-Maintenance Organisation
Tel No

Component Part	Manufacturer	Part No	Serial No	Manual Ref	Component OH/Repair Organisation

Continued overleaf

Description of occurrence continued

Organisation	Name	Position	Signature	Date

If report is voluntary (ie not subject to mandatory requirements), can the information be published in the interests of safety? Yes/No	Address and Tel No. (if reporter wishes to be contacted privately)	NOTE 1: If additional information, as below, is available please provide. NOTE 2: If the occurrence is related to a design or manufacturing deficiency, the manufacturer should also be advised promptly. NOTE 3: Where applicable, a report of this incident should be forwarded directly to other agencies involved, e.g. Aerodrome Authority, ATC agency.

Reporting Organisation – Report (Assessments/remedial action//preventative action/suggestions)

Utilisation - aircraft				Utilisation - engine/component				Manufacturer advised
	Total	Since OH/repair	Since inspection		Total	Since OH/repair	Since inspection	Yes/No
Hours Cycles Landings				Hours Cycles Landings				

Organisation	Tel/fax	Reporter's ref.	Report		Reporters investigation			FDR data retained
			New	Supp	Nil	Closed	Open	Yes/No
		Signature						Date
Name	Position							

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ADVICE ON THE COMPLETION OF THE OCCURRENCE REPORT FORM - OT1673

1.1 Reporters must, wherever possible, complete all sections of the Form where the information requested is relevant to a specific occurrence. (Relevance is the important aspect and where the information requested is clearly not relevant to the particular incident it may be omitted, e.g. weather details when weather is not a factor.)

1.2 The individual 'box' headings for all items of data are mostly self-explanatory, and the Form comprises a combination of blank boxes for entry of data and boxes listing a number of alternatives: the reporter should annotate the appropriate item.

1.3 The Form is arranged so that entries above **Description of Occurrence** apply to an in-flight occurrence; these parts of the Form are headed FLIGHT CREW REPORT.

1.4 Below the **Description of Occurrence**, are boxes for the GROUND STAFF REPORT and, on the back of the Form, the REPORTING ORGANISATION REPORT.

1.5 Where reports of either in-flight or ground occurrences are channelled to the regulatory authority via an organisation, any relevant information which is not readily available to the person preparing the initial report should, wherever possible, be added by the person submitting the report on behalf of the organisation. Where this is not possible within the required timescale, the outstanding information should be submitted as a supplementary report.

1.6 Evaluation and processing of reports is greatly facilitated if the reports are typewritten but if this is not possible the report should be completed in black ink.

1.7 **EDTO Operations**. Operators holding approval for this type of operation should, when submitting any occurrence report on the aircraft type(s) subject to this approval, always complete the appropriate 'box' provided. Those operators not using OT1673, should prominently annotate all reports 'EDTO'.

2 The following are brief notes against each block:

2.1 **Aircraft Type, Series and Operator.** To be completed for all occurrences involving an aircraft. Provides basic identification data.

2.2 **Flight and Weather Details.** Relates to in-flight occurrences only. Provides flight data in support of the narrative.

2.2.1 Nature of flight descriptions listed on the report are defined as follows:

Pax Flight under a Scheduled or non-scheduled Air Transport Licence or an exemption.

Freight Flight under an Air Transport Licence or an exemption.

Positioning Positioning without revenue load to/from point of departure/arrival of revenue flight.

Ferry Ferry for technical reasons without revenue load, e.g. 3-engine ferry to maintenance base.

Test Check of serviceability, issue or renewal of C of A, experimental or development flying.

Training Training course or examination for any standard of licence or rating, type training, continuation training.

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Business Carriage of company staff in aircraft owned or hired by a company.

Agricultural Aerial application, crop spraying, top dressing, etc.

Survey Aerial photographic or mapping survey.

Pleasure Commercial pleasure flying. e.g. sightseeing.

Club/Group Flying other than training by members in a club or group aircraft.

Private Other than club/group flying or training.

Parachuting Carriage of parachutists for the purpose of parachuting.

Towing Towing of gliders, banners, etc.

Other eg Ambulance**-** Patient transport, emergency medical service, accident response; Police - aircraft operating on a Police Aircraft Operating Certificate.

2.2.2. Flight phases listed on the report are defined as follows:

Parked On ramp with flight crew on board.

Taxying From commencement of moving (including pushback) to start of take-off run or from completion of landing run to terminal gate or point of stopping engines, whichever occurs later.

Take-off Start of take-off run to lift-off.

Init Climb Lift-off to a height of 1500 ft or aircraft ‘clean-up’ whichever occurs last.

Climb End of initial climb to top of climb.

Cruise Top of climb to top of descent including en-route climb or descent.

Descent Top of descent to a height of 1500 ft.

Holding Flying to a set procedure at a point which intentionally delays the aircraft, usually according to a set procedure at a ‘fix’.

Approach A height of 1500 ft to threshold.

Landing Threshold to end of landing run.

Circuit Flying to a set pattern in the vicinity of an airfield with intention of landing.

Aerobatics Deliberate aerobatic manoeuvres, including spinning.

Hover Airborne and stationary.

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3 Description of Occurrence – relates to all occurrences

3.1 This should be a clear, concise description of the occurrence, preferably starting with a brief title indicating the type of occurrence. The description should contain details of what happened or what was found; what immediate action was taken to contain the situation; any additional information, comments or recommendations which might assist subsequent assessment of the report and/or investigation.

3.2 Wherever possible the description should be supported by the results of subsequent investigation and details of any action taken by the reporter's organisation to avoid a recurrence.

4 Ground Staff/Reporting Organisation

Relates to both in-flight and ground occurrences. Provides maintenance/ engineering data in support of the description of occurrence.

4.1 In the case of reports submitted from a component manufacturer or overhaul/repair agency, the information in this block will provide the primary identification data for the occurrence. Nevertheless, if any of the information contained in paragraph 2 is available and is relevant it should also be provided.

4.2 The ground phases listed on the Form are defined as follows:

Maintenance Aircraft on maintenance, overhaul or repair or at the manufacturer's facility.

Ground Handling Movements of aircraft on the ground other than as in 'Taxying'.

Unattended Standing, with no personnel on board.

4.2.1 Give aircraft or component times in the units most relevant to the occurrence or to the component function, e.g. flying hours/cycles/landings, or a combination of each. Provision is made for total times and times since overhaul, repair or inspection.

4.2.2 Provide information which allows for identifying the existence of any such information or procedures (e.g. Mandatory Inspections, Airworthiness Directives, crew drills, etc.) issued to control or avoid such or similar occurrences. When such information or procedures exist, the provision of the appropriate reference numbers and the compliance status of the aircraft, equipment, facility or organisation is important for assessing the occurrence and disseminating the details to others.

4.2.3 Reports should also be provided to the organisation responsible for the Type Design and the manufacturer if different from the Design holder. This report information is important, particularly if relating to a specific aircraft type, unapproved parts, or specific item of aircraft equipment. Indicate in the report whether this has been done, when, and to whom it has been sent, along with any requests for investigation information from a repair or overhaul agency. Your UK Overseas Territory Airworthiness Authority may be contacted to provide assistance and contact details of the relevant Type Design Holder and other interested Agencies.

4.2.4 Reporters should consider whether other agencies, such as the Airworthiness Authority of the State of Design for an aircraft or component, the Airworthiness Authority of the State of Registry (for an aircraft not registered in the Territory reporting), Aerodrome Authorities, ATS etc, should be notified of occurrences if they have a direct interest.

5 Non-Technical Details - Relevant to all occurrences

5.1 Provision is made on the form for important non-technical information, identification of the reporter and/or reporting organisation, whether the report is mandatory or voluntary and whether the report may be disseminated in the interests of airsafety.

5.2 The provision of the reporter's address and telephone number is optional and is intended for an individual who may wish to be contacted by this means rather than at his place of employment.

6 Confidential Reports

A report may be submitted confidentially. Please clearly annotate the top of the form 'CONFIDENTIAL'. The second copy need not be forwarded to local management. The regulatory authority will respect the confidentiality.

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Overseas Territory

BIRDSTRIKE OCCURRENCE FORM - OT1282
NOTE: Electronic submission of forms is preferred at the website: http://www.caa.co.uk/birdstrikereporting
To be completed on discovering evidence that a birdstrike has, or may have, occurred.
To be completed for all birdstrikes, whether or not damage has been caused.

Aircraft Operator.....
Aircraft type & series.....
Aircraft reg. .....
Date (dd/mm/yy) ...../...../.....
Time (local) .....: .....Hrs (24 hr)
Dawn ☐ Day ☐ Dusk ☐ Night ☐
Aerodrome .....
Runway in use .....
Height (agl) ..... ft
Speed (IAS) .....kts
Position (if en route) .....

Phase of Flight

Taxi	☐	Descent	☐
Take-off run	☐	Approach	☐
Climb	☐	Landing roll	☐
En Route	☐	Ground checks	☐

Part(s) of Aircraft		Struck	damaged* (describe)
Radome		☐	☐
Windshield		☐	☐
Nose (if not one of the above)		☐	☐
Engine nos:	1	☐	☐
	2	☐	☐
	3	☐	☐
	4	☐	☐
Propeller		☐	☐
Wing/rotor (inc high lift devices)		☐	☐
Fuselage		☐	☐
Landing Gear		☐	☐
Tail		☐	☐
Lights		☐	☐
Other (specify*)		☐	☐

Effect on flight

None	☐	Returned	☐
Aborted t/off	☐	Diverted	☐
Other	☐		

Other Reports raised

Mandatory Occurrence Report (MOR)	☐
Other* (specify)	☐

Precipitation:
None ☐ Fog ☐ Rain ☐ Sleet/Snow ☐

Bird Species/description (e.g. Herring gull, Woodpigeon)
Unknown ☐
.....

Number of birds

	seen	struck* (enter actual number if known)
1	☐	☐
2-10	☐	☐
11-100	☐	☐
100+	☐	☐

Pilot warned of birds Yes ☐ No ☐

Remarks and other relevant information*:

Reporter Details
Name.....
Employer .....
Tel no ..... Date .....

Hard copy to be sent to the Director of Civil Aviation of the Territory concerned **if this form has not been electronically submitted.**

ADVICE ON THE COMPLETION OF MOR FORM OT1282

OT1282 is solely for the purpose of establishing national and international data on bird strikes. Submitted birdstrike data will be forwarded to the ICAO Bird Strike Information System (IBIS) by the UK CAA.

While the paper form of OT1282 may be used to facilitate the capture of information, it is preferred that the information on OT1282 is submitted electronically. If paper copies of OT1282 are sent to the Director of Civil Aviation, the information will simply be electronically submitted to ICAO IBIS.

Where the species of bird is known but is not listed in the drop-down menu, reporters should insert ‘unknown’ and include the species in the free-text box. There is no requirement for any bird remains to be forwarded for analysis to the address given.

If a birdstrike causes damage or has an operational impact which falls within the definition of a ‘reportable occurrence’, an additional occurrence report should be submitted using forms OT1261, OT1262, OT 1673 or equivalents.

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Overseas Territory

OT Occurrence Number

Dangerous Goods Occurrence Form – OT DGOF1

NOTES: (i) See Instructions and Explanatory Notes on rear of form.
(II) When completed, please send to the Director of CivilAviation.
(III) Bold text indicates mandatory completion.

Orginal to D C A
Make additional photocopies as required

1. Operator:	**2. Date of occurrence:**	*3. Local time of occurrence:*
4. Flight date:	*5. Flight no:*	
6. Departure airport:	*7. Destination airport:*	
8. Aircraft type:	*9. Aircraft registration:*	
10. Location of occurrence:	**11. Origin of the goods:**	
12. Description of the occurrence, including details of injury, damage, etc (if necessary continue on separate page):		

13. Proper shipping name *(including the technical name):*			**14. UN/ID no (when known):**
15. Class/division (when known):	*16. Subsidiary risk(s):*	*17. Packing group*	*18. Category, (class 7 only)*
19. Type of packaging:	*20. Packaging specification marking:*	*21. No of packages:*	*22. Quantity (or transport index, if applicable):*
23. Reference no of Air Waybill:			
24. Reference no of courier pouch, baggage tag, or passenger ticket:			
25. Name and address of shipper, agent, passenger, etc:			
26. Other relevant information (including suspected cause, any action taken):			

27. Name and title of person making report:	**28. Telephone no:**
29. Company:	*30. Reporters reference:*
31. Address:	**32. Signature:**
	33. Date:

NOTES FOR COMPLETION OF OT DGOF1

1. Any type of dangerous goods occurrence must be reported, irrespective of whether the dangerous goods are contained in cargo, mail orbaggage.
2. A dangerous goods accident is an occurrence associated with and related to the transport of dangerous goods which results in fatal or serious injury to a person or major property damage. For this purpose serious injury is an injury which is sustained by a person in an accident and which: (a) requires hospitalisation for more than 48 hours, commencing within 7 days from the date the injury was received; or (b) results in a fracture of any bones (except simple fractures of fingers, toes or nose); or (c) involves lacerations which cause severe haemorrhage, nerve, muscle or tendon damage; or (d) involves injury to any internal organ; or (e) involves second or third degree burns, or any burns affecting more than 5% of the body surface; or (f) involves verified exposure to infectious substances or injurious radiation. A dangerous goods accident may also be an aircraft accident; in which case, the normal procedure for reporting of air accidents must be followed.
3. A dangerous goods incident is an occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods, not necessarily occurring on board an aircraft, which results in injury to a person, property damage, fire, breakage, spillage, leakage of fluid or radiation or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardises the aircraft or its occupants is also deemed to constitute a dangerous goods incident.
4. This form should also be used to report any occasion when undeclared or mis-declared dangerous goods are discovered in cargo, mail or unaccompanied baggage or when accompanied baggage contains dangerous goods which passengers or crew are not permitted to take onaircraft.
5. An initial report, which may be made by any means, must be despatched within 72 hours of the occurrence, to the Authority of the State (a) of the operator; and (b) in which the incident occurred, unless exceptional circumstances prevent this. This occurrence report form, duly completed, must be sent as soon as possible, even if all the information is not available.
6. Copies of all relevant documents and any photographs should be attached to this report.
7. Completed reports must be sent to the Department of Civil Aviation.
8. Providing it is safe to do so, all dangerous goods, packaging, documents, etc, relating to the occurrence must be retained until after the initial report has been sent to the Department of Civil Aviation and they have indicated whether or not these should continue to be retained.

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Appendix B – Reporting Contacts

Anguilla Air Safety Support International Floor 2, The Portland Building 25 High Street Crawley West Sussex RH10 1BG, UK Online form: www.airsafety.aero/report Email: mor@airsafety.aero Telephone: Intl + 44 (0)1293 214 040 Fax: Intl + 44 (0)1293 214 069	**Montserrat** Air Safety Support International Floor 2, The Portland Building 25 High Street Crawley West Sussex RH10 1BG, UK Online form: www.airsafety.aero/report Email: mor@airsafety.aero Telephone: Intl + 44 (0)1293 214 040 Fax: Intl + 44 (0)1293 214 069
Bermuda Director-General of Civil Aviation Bermuda Civil Aviation Authority PO Box GE 218 St. George's, GE BX Bermuda Telephone: Intl + (1) 441 293 1640 Fax: Intl + (1) 441 293 2417 www.bcaa.bm	**South Georgia and South Sandwich Islands** Air Safety Support International Floor 2, The Portland Building 25 High Street Crawley West Sussex RH10 1BG, UK Online form: www.airsafety.aero/report Email: mor@airsafety.aero Telephone: Intl + 44 (0)1293 214 040 Fax: Intl + 44 (0)1293 214 069
British Virgin Islands Air Safety Support International Floor 2, The Portland Building 25 High Street Crawley West Sussex RH10 1BG, UK Online form: www.airsafety.aero/report Email: mor@airsafety.aero Telephone: Intl + 44 (0)1293 214 040 Fax: Intl + 44 (0)1293 214 069	**St Helena and Ascension Island** Air Safety Support International Floor 2, The Portland Building 25 High Street Crawley West Sussex RH10 1BG, UK Online form: www.airsafety.aero/report Email: mor@airsafety.aero Telephone: Intl + 44 (0)1293 214 040 Fax: Intl + 44 (0)1293 214 069
Cayman Islands Director-General of Civil Aviation Civil Aviation Authority of the Cayman Islands Unit 2, Cayman Grand Harbour PO Box 10277 Grand Cayman, KY1-1003 Cayman Islands Telephone: Intl + (1) 345 949 7811 Fax: Intl + (1) 345 949 0761 www.caacayman.com	**Turks and Caicos Islands** Managing Director Civil Aviation Authority PO Box 1120 Hibiscus Square Grand Turk Turks and Caicos Islands Telephone: Intl + (1) 649 946 2137 Fax: Intl + (1) 649 946 1659 www.tcicaa.org
Falkland Islands Director of Civil Aviation Falkland Islands Government PO Box 705 Stanley Falkland Islands FIQQ 1ZZ South Atlantic Telephone: Intl + 500 28498 Fax: Intl + 500 27276 www.fig.gov.fk/aviation	

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ENR 2. AIR TRAFFIC SERVICES AIRSPACE

ENR 2.1 FIR, UIR, CTR

1. FLIGHT INFORMATION REGION

The Turks and Caicos Islands airspace is within the Miami Oceanic FIR/UIR.

2. CONTROL ZONE

Airspace Designation Lateral/Vertical Limits Airspace Classification	ATS Unit Callsign Language OPR Hrs.	Freq	Location of Transmitting Antenna and Remarks
Turks and Caicos CTR 22° 47' 13.00" N / 072° 14' 28.00" W to 22° 34' 00.00" N / 071° 58' 00.00" W to 21° 56' 00.00" N / 071° 10' 00.00" W to 21° 22' 00.00" N / 070° 26' 00.00" W to 21° 10' 00.00" N / 070° 40' 00.00" W to 20° 57' 00.00" N / 070° 58' 00.00" W to 21° 04' 00.00" N / 071° 23' 00.00" W to 21° 06' 00.00" N / 071° 50' 50.00" W to 21° 46' 00.00" N / 073° 02' 00.00" W to point of beginning. 6000 feet Surface ICAO CLASS D	Provo Approach English 1100 – 0100 UTC (Winter) 1000 – 2359 UTC (Summer) or by NOTAM	126.000 MHz	Providenciales

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ENR 2.2 OTHER REGULATED AIRSPACE

1. Other regulated airspace within Turks and Caicos Islands territory consists of Restricted Areas MB R001 and MB R002, which are described in the table in ENR section 5.1.2.

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ENR 3. - ATS ROUTES

ENR 3.1 - LOWER ATS ROUTES

1. ATS ROUTES WITHIN THE TURKS AND CAICOS CTR

1.1 Operators should be aware of the ATS routes within the Miami Oceanic FIR that pass through or over the Turks and Caicos CTR. A brief description of these ATS routes is listed in the table below. For more details the US Aeronautical Publication should be consulted.

ATS ROUTES	
DESIGNATOR	ROUTE OR ROUTE EXTRACT
BR1L	OREDE (near CTR BDRY) - RAHAM – STRUD - BIKIN - GTK
BR2L	SOLEI (CTR BDRY) - TROTR - PVN - TOMAZ - BURTZ (near CTR BDRY) - GOVET
BR9L	CARAH - TOMAZ - GTK
A554	EYSEL - NETTA - GTK - TAANA (CTR BDRY) - SEKAR
A555	INDEE - GUANA - BTLER (CTR BDRY) - MICAS - EGANN - RATTL - MAYAG - GTK - COCBU (near CTR BDRY) - SEBUG - KARNN
G444	BOTES - SAAKO (CTR BDRY) – GTK
G446	RENAH - LYMIN (CTR BDRY) – ANGSS - GTK - PAMMS (near CTR BDRY) - BESAS
G504	PRRDO – ANGSS – STRUD – RATTL – PVN – SHOEZ (CTR BDRY)
G629	ZIN - RAPPR (near CTR BDRY) - CATHI - PVN - EGANN - RAHAM
G648	MICAS - PVN - GTK
R507	GTK - MRTEE (CTR BDRY) - LENUS - ANTOX
R763	COUKY - JEFFO (near CTR BDRY) - GTK - RNTRY

TABLE 3.1.2 A 554

Route Designator Fixes	Track (MAG) Distance (NM)	Upper Limit Lower Limit	Direction of Cruising Levels	Remarks
A554 ALFA FIVE FIVE FOUR i:: **NETTA** 21° 49' 23.00" N 070° 48' 11.00" W	227° / 047° 29	Unlimited Not established	Even 180° - 359° Odd 000° - 179°	Turks and Caicos Islands CTR is Class D from surface to FL 6000 ft All route segment lateral limits: 8 NM
i:: **GRAND TURK** VORTAC (GTK) 21° 26' 26.38" N 071° 08' 03.73" W				
i:: **TAANA** (CTR BDRY) 20° 56' 34.81" N 070° 58' 25.89" W	174° / 354° 31	Unlimited Not established	Odd 000° - 179° Even 180° - 359°	Refer to Table ENR 1.7.5 for cruising levels to be observed Providenciales Approach: 126.000 MHz

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TABLE 3.1.3 A555

Route Designator Fixes	Track (MAG) Distance (NM)	Upper Limit Lower Limit	Direction of Cruising Levels	Remarks
A555 ALPHA FIVE FIVE FIVE			Odd 000° - 179°	Turks and Caicos Islands CTR is Class D from surface to FL 6000 ft
Δ **BTLER** (Near CTR BDRY) 22° 14' 21.00" N 072° 40' 07.00" W	128° / 308° 14	Unlimited 2000 ft ALT		All route segment lateral limits: 8 NM
Δ **MICAS** 22° 07' 53.39" N 072° 26' 42.88" W	130° / 310° 13	Unlimited 2000 ft ALT		
Δ **EGANN** 22° 01' 16.70" N 072° 14' 02.19" W	130° / 310° 6	Unlimited 2000 ft ALT		Refer to Table ENR 1.7.5 for cruising levels to be observed
Δ **RATTL** 21° 58' 11.52" N 072° 08' 08.18" W	130° / 310° 32	Unlimited 2000 ft ALT		Providenciales Approach: 126.000 MHz
Δ **MAYAG** 21° 42' 17.69" N 071° 37' 55.14" W	130° / 311° 32	Unlimited 2000 ft ALT		
Δ **GRAND TURK** VORTAC (GTK) 21° 26' 26.38" N 071° 08' 03.73" W	134° / 314° 32	Unlimited 2000 ft ALT	Even 180° - 359°	
Δ **COCBU** (Near CTR BDRY) 21° 08' 59.60" N 070° 39' 15.70" W				

TABLE 3.1.4 BR1L

Route Designator Fixes	Track (MAG) Distance (NM)	Upper Limit Lower Limit	Direction of Cruising Levels	Remarks
BR1L BROVO ROMEO ONE LIMA			Odd 000° - 179° ↓	Turks and Caicos Islands CTR is Class D from surface to FL 6000 ft
Δ **OREDE** (Near CTR BDRY) 22° 36' 14.89" N 072° 26' 42.92" W	141° / 321° 20	Unlimited 2000 ft ALT		All route segment lateral limits: 8 NM
Δ **RAHAM** 22° 22' 45.67" N 072° 11' 15.42" W	142° / 322° 15	Unlimited 2000 ft ALT		Refer to Table ENR 1.7.5 for cruising levels to be observed
Δ **STRUD** 22° 11' 55.13" N 071° 59' 02.73" W	142° / 322° 36	Unlimited 2000 ft ALT	↑	Providenciales Approach: 126.000 MHz
Δ **BIKIN** 21° 47' 15.06" N 071° 31' 26.53" W	142° / 322° 30	Unlimited 2000 ft ALT		
Δ **GRAND TURK** VORTAC (GTK) 21° 26' 26.38" N 071° 08' 03.73" W			Even 180° - 359°	

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TABLE 3.1.5 BR2L

Route Designator Fixes	Track (MAG) Distance (NM)	Upper Limit Lower Limit	Direction of Cruising Levels	Remarks
BR2L BRAVO ROMEO TWO LIMA			Odd 000° - 179°	Turks and Caicos Islands CTR is Class D from surface to FL 6000 ft
i:: **SOLEI** (CTR BDRY) 21° 49' 04.00'' N 073° 00' 34.00'' W			↓	
	103° / 283° 12	Unlimited Not established		All route segment lateral limits: 8 NM
i:: **TROTR** 21° 48' 10.00'' N 072° 47' 49.00'' W				Refer to Table ENR 1.7.5 for cruising levels to be observed
	103° / 283° 30	Unlimited Not established		
i:: **PROVIDENCIALES** VORDME (PVN) 21° 46' 20.07'' N 072° 15' 57.67'' W				Providenciales Approach: 126.000 MHz
	150° / 331° 36	Unlimited Not established		
i:: **TOMAZ** 21° 18' 32.19'' N 071° 50' 50.08'' W				
	154° / 334° 17	Unlimited Not established	↑	
i:: **BURTZ** (Near CTR BDRY) 21° 04' 27.62'' N 071° 39' 57.75'' W			Even 180° - 359°	

TABLE 3.1.6 BR9L

Route Designator Fixes	Track (MAG) Distance (NM)	Upper Limit Lower Limit	Direction of Cruising Levels	Remarks
BR9L BRAVO ROMEO NINE LIMA			Odd 000° - 179°	Turks and Caicos Islands CTR is Class D from surface to FL 6000 ft
Δ **CARAH** (Near CTR BDRY) 21° 13' 55.86" N 072° 15' 32.84" W	089° / 270° 24	Unlimited 2000 ft ALT		All route segment lateral limits: 8 NM
Δ **TOMAZ** 21° 18' 32.19" N 071° 50' 50.08" W	087° / 267° 41	Unlimited 2000 ft ALT		Refer to Table ENR 1.7.5 for cruising levels to be observed
Δ **GRAND TURK** VORTAC (GTK) 21° 26' 26.38" N 071° 08' 03.73" W			Even 180° - 359°	Providenciales Approach: 126.000 MHz

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TABLE 3.1.7 G444

Route Designator Fixes	Track (MAG) Distance (NM)	Upper Limit Lower Limit	Direction of Cruising Levels	Remarks
G444 GOLF FOUR FOUR FOUR i:: **SAAKO** (CTR BDRY) 21° 03' 39.58" N 071° 23' 20.72" W i:: **GRAND TURK** VORTAC (GTK) 21° 26' 26.38" N 071° 08' 03.73" W	040° / 220° 27	Unlimited 3000 ft ALT	Odd 000° - 179° ↓ ↑ Even 180° - 359°	Turks and Caicos Islands CTR is Class D from surface to FL 6000 ft All route segment lateral limits: 8 NM Refer to Table ENR 1.7.5 for cruising level to be observed Providenciales Approach: 126.000 MHz

TABLE 3.1.8 G446

Route Designator Fixes	Track (MAG) Distance (NM)	Upper Limit Lower Limit	Direction of Cruising Levels	Remarks
G446 GOLF FOUR FOUR SIX			Odd 000° - 179°	Turks and Caicos Islands CTR is Class D from surface to FL 6000 ft
Δ **LYMIN** (CTR BDRY) 22° 43' 53.97" N 072° 08' 30.90" W	155° / 335° 26	Unlimited Not established		All route segment lateral limits: 8 NM
Δ **ANGSS** 22° 22' 44.10" N 071° 51' 51.44" W	155° / 335° 69	Unlimited Not established		Refer to Table ENR 1.7.5 for cruising levels to be observed
Δ **GRAND TURK** VORTAC (GTK) 21° 26' 26.38" N 071° 08' 03.73" W	154° / 334° 32	Unlimited Not established		
Δ **PAMMS** (Near CTR BDRY) 20° 59' 49.64" N 070° 48' 51.88" W			Even 180° - 359°	Providenciales Approach: 126.000 MHz

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TABLE 3.1.9 G629

Route Designator Fixes	Track (MAG) Distance (NM)	Upper Limit Lower Limit	Direction of Cruising Levels	Remarks
G629 GOLF SIX TWO NINE			Even 180° - 359°	Turks and Caicos Islands CTR is Class D from surface to FL 6000 ft
i:: **RAHAM** 22° 22' 45.67" N 072° 11' 15.42" W	196° / 016° 22	Unlimited 2000 ft ALT		All route segment lateral limits: 8 NM
i:: **EGANN** 22° 01' 16.70" N 072° 14' 02.19" W	196° / 016° 14	Unlimited 1500 ft ALT		Refer to Table ENR 1.7.5 for cruising levels to be observed
i:: **PROVIDENCIALES** VORDME (PVN) 21° 46' 20.07" N 072° 15' 57.67" W	248° / 068° 15	Unlimited 1500 ft ALT		Providenciales Approach: 126.000 MHz
i:: **CATHI** 21° 38' 34.23" N 072° 29' 35.59" W	249° / 069° 10	Unlimited 3000 ft ALT		
i:: **RAPPR** (Near CTR BDRY) 21° 33' 10.88" N 072° 39' 01.45" W			Odd 000° - 179°	

TABLE 3.1.10 G648

Route Designator Fixes	Track (MAG) Distance (NM)	Upper Limit Lower Limit	Direction of Cruising Levels	Remarks
G648 GOLF SIX FOUR EIGHT			Odd 000° - 179°	Turks and Caicos Islands CTR is Class D from surface to FL 6000 ft
i:: **MICAS** 22° 07' 53.39" N 072° 26' 42.88" W	164° / 344° 24	Unlimited 2000 ft ALT		All route segment lateral limits: 8 NM
i:: **PROVIDENCIALES** VORDME (PVN) 21° 46' 20.07" N 072° 15' 57.67" W	116° / 296° 66	Unlimited 1500 ft ALT		Refer to Table ENR 1.7.5 for cruising levels to be observed
i:: **GRAND TURK** VORTAC (GTK) 21° 26' 26.38" N 071° 08' 03.73" W			Even 180° - 359°	Providenciales Approach: 126.000 MHz

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TABLE 3.1.11 R507

Route Designator Fixes	Track (MAG) Distance (NM)	Upper Limit Lower Limit	Direction of Cruising Levels	Remarks
R507 ROMEO FIVE ZERO SEVEN i:: **GRAND TURK** VORTAC (GTK) 21° 26' 26.38" N 071° 08' 03.73" W	119° / 299° 33	Unlimited Notestablished	Odd 000° - 179°	Turks and Caicos Islands CTR is Class D from surface to FL 6000 ft All route segment lateral limits: 8 NM Refer to Table ENR 1.7.5 for cruising level to be observed
i:: **MRTEE** (CTR BDRY) 21° 14' 22.48" N 070° 34' 54.19" W	119° / 299° 23	Unlimited Notestablished		
i:: **LENUS** 21° 06' 04.30" N 070° 12' 18.50" W			Even 180° - 359°	Providenciales Approach: 126.000 MHz

TABLE 3.1.12 R763

Route Designator Fixes	Track (MAG) Distance (NM)	Upper Limit Lower Limit	Direction of Cruising Levels	Remarks
R763 ROMEO SEVEN SIX THREE			Odd 000° - 179°	Turks and Caicos Islands CTR is Class D from surface to FL 6000 ft
i:: **JEFFO** (Near CTR BDRY) 22° 06' 42.68" N 071° 21' 22.80" W	174° / 354° 42	Unlimited Not established		All route segment lateral limits: 8 NM
i:: **GRAND TURK** VORTAC (GTK) 21° 26' 26.38" N 071° 08' 03.73" W	135° / 315° 62	45000 ft ALT 14000 ft ALT		Refer to Table ENR 1.7.5 for cruising levels to be observed
i:: **RNTRY** 20° 49' 14.48" N 070° 15' 21.87" W			Even 180° - 359°	Providenciales Approach: 126.000 MHz

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TABLE 3.1.13 G504

Route Designator Fixes	Track (MAG) Distance (NM)	Upper Limit Lower Limit	Direction of Cruising Levels	Remarks
G504 GOLF FIVE ZERO FOUR			Odd 000° - 179°	Turks and Caicos Islands CTR is Class D from surface to FL 6000 ft
Δ **PRRDO** (CTR BDRY) 22° 26' 57"N 071° 49' 03"W				
	222° / 042° 5	Unlimited 5500 ft ALT		All route segment lateral limits: 8 NM
Δ **ANGSS** 22° 22' 44.10" N 071° 51' 51.44" W				
	222° / 042° 13			Refer to Table ENR 1.7.5 for cruising levels to be observed
Δ **STRUD** 22° 11' 55.13" N 071° 59' 02.73" W				
	222° / 042° 16			
Δ **RATTL** 21° 58' 11.52" N 072° 08' 08.18" W				Providenciales Approach: 126.000 MHz
	221° / 041° 16			
Δ **PROVIDENCIALES** VORDME (PVN) 21° 46' 20.07" N 072° 15' 57.67" W				
	188° / 008° 26			
Δ **SHOEZ** (CTR BDRY) 21° 20' 01.99" N 072° 15' 37.50" W			Even 180° - 359°	

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3.2 UPPER ATS ROUTES

1. There are no upper ATS routes within Turks and Caicos Islands airspace.

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ENR 3.3 - AREA NAVIGATION ROUTES

1. AREA NAVIGATION ROUTES (RNAV) WITHIN THE TURKS AND CAICOS CTR

1.1 Operators should be aware of the RNAV routes within the Miami Oceanic FIR that pass through or over the Turks and Caicos CTR. A brief description of these RNAV routes is listed in the table below. For more details the US Aeronautical Publication should be consulted.

RNAV ROUTES	
DESIGNATOR	ROUTE OR ROUTE EXTRACT
L450	COUKY - JEFFO (near CTR BDRY) - GTK - SEKAR
L452	NELSR - GTK - RNTRY
L463	SMTTY - RNDLY - BTLER - PVN - TOMAZ - BURTZ (near CTR BDRY) - GOVET - JUELE
M594	ALBBE - GOVET - GTK - NETTA - EYSEL
Y587	PAARR - RNDLY - PEGYY - GTK - COCBU (near CTR BDRY) - SEBUG

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ENR 3.4 - HELICOPTER ROUTES

1. There are no en-route helicopter routes within Turks and Caicos Islands airspace.

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ENR 3.5 - OTHER ROUTES

1. There are no other en-route routes within Turks and Caicos Islands airspace.

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ENR 3.6 - EN-ROUTE HOLDING

1. There is no en-route holding within Turks and Caicos Islands airspace.

2. Holding procedures associated with instrument approaches are described in Part 3, Aerodromes.

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ENR 4. – RADIO NAVIGATION AIDS / SYSTEMS

ENR 4.1 – RADIO NAVIGATION AIDS - ENROUTE

TABLE 4.1.1

Name of Station (VOR set variation)	IDENT	Frequency (Channel)	Hours of Operation	Co-ordinates	DME Aerial Elevation	Remarks
Grand Turk VORTAC (11° W/2018)	GTK	114.200 MHz CH 89X	H24	H24 21º 26' 26.38" N 071º 08' 03.73"W	36 ft	FAA Facility
Providenciales DVOR/DME (10° W/2011)	PVN	115.600 MHz CH 103X	H24	H24 21º 46' 20.07" N 072º 15' 57.67"W	54 ft	DME collocated with DVOR

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ENR 4.2 SPECIAL NAVIGATION SYSTEMS

1. The Turks and Caicos Islands do not have any en-route special navigation systems.

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ENR 4.3 NAME - CODE DESIGNATORS FOR SIGNIFICANT POINTS

TABLE 4.3 Name-Code Designators

Name Code Designator	Position	Purpose (ATS or other Route)
AC07F	21º 15' 36.63" N/ 071º 43' 08.84"W	Ambergris Cay Intl App (RNP) RWY 07
ACM01	21º 19' 16.12" N 071º 36' 05.85"W	Ambergris Cay Intl App (RNP) RWY 07
AC25F	21º 20' 23.24" N 071º 33' 56.54"W	Ambergris Cay Intl App (RNP) RWY 25
ADVIL	21° 52' 00.4"N/ 072° 27'28.8"W	Providenciales Intl App (RNP) RWY 10
AGNOD	21º 32' 24.03" N/ 071º 42' 51.54"W	South Caicos Intl App RNP RWY 11
ANGSS	22° 22' 44.10" N/ 071° 51' 51.44"W	G504 and G446
ARPAN	21º 17' 46.33" N/ 071º 25' 42.08"W	Ambergris Cay Intl App RNP RWY 25
BAMKO	21º 25' 28.28" N/ 071º 24' 07.23"W	Ambergris Cay Intl App RNP RWY 25
BENOS	21° 46' 59.7"N/ 072° 27'45.8"W	Providenciales Intl App RNP RWY 10
BIKIN	21º 47' 15.06" N/ 071º 31' 26.53"W	BR1L
BONIX	21º 24' 31.13" N/ 071º 21' 18.88"W	South Caicos Intl App RNP RWY 29
BTLER	22º 14' 21.00" N/ 072º 40' 07.00"W	A555 and L463, Turks and Caicos CTR Boundary
BURTZ	21º 04' 27.62" N/ 071º 39' 57.75"W	BR2L, L463
CATHI	21º 38' 34.23" N/ 072º 29' 35.59"W	G629
COCBU	21º 08' 59.60" N/ 070º 39' 15.70"W	A555 and Y587
DAPOR	21° 41' 59.1"N/ 072° 28'02.7"W	Providenciales Intl App RNP RWY 10
DASMI	21º 23' 44.34" N/ 070º 56' 22.22"W	JAGS McCartney International Airport Grand Turk App RNP RWY 30
EGANN	22º 01' 16.70" N / 072º 14' 02.19"	A555 and G629
EMUSO	21°46' 44.0"N / 072° 22' 23.9"W	21°46' 44.0"N / 072° 22' 23.9"W
GADAX	21° 50' 51.6"N/ 072° 04'07.6"W	Providenciales Intl App RNP RWY 28
GAMLO	21º 28' 18.72" N/ 071º 31' 55.35"W	Ambergris Cay Intl App RNP RWY 25
HIGSS	21º 24' 40.92" N/ 071º 21' 51.24"W	JAGS McCartney International Airport Grand Turk App RNP RWY 12
HISON	21º 28' 02.72" N/ 071º 14' 15.86"W	JAGS McCartney International Airport Grand Turk App RNP RWY 12
HONRO	21º 18' 52.81" N/ 070º 57' 42.39"W	L452 JAGS McCartney International Airport Grand Turk App RNP RWY 30
ILISA	21° 45' 51.0"N / 072° 04' 24.51"W	Providenciales Intl App RNP (GNSS) RWY 28
JEFFO	22º 06' 42.68" N/ 071º 21' 22.80"W	R763, L450
JUDSI	21º 34' 27.40" N/ 071º 19' 49.22"W	South Caicos Intl App RNP RWY 29
KAARN	21º 29' 32.63" N/ 071º 20' 31.66"W	JAGS McCartney International Airport Grand Turk App RNP RWY 12
KATIR	21° 40' 50.3"N/ 072° 04'41.4"W	Providenciales Intl App RNP RWY 28
LENUX	21° 46' 06.8"N / 072° 09' 46.4" W	Providenciales Intl App RNP RWY 28

Name Code Designator	Position	Purpose (ATS or other Route)
LYMIN	22º 43' 53.97" N/ 072º 08' 30.90"W	G446, Turks and Caicos CTR Boundary
MAXIN	21º 47' 04.87" N/ 072º 26' 40.54"W	Providenciales Intl App VOR x RWY 10
MAYAG	21º 42' 17.69" N/ 071º 37' 55.14W	A555
MEBON	21º 27' 25.81" N/ 071º 43' 35.63"W	South Caicos Intl App RNP RWY 11
MICAS	22º 07' 53.39" N/ 072º 26' 42.88"W	A555 and G648
MRTEE	21º 14' 22.48" N/ 070º 34' 54.19"W	R507, Turks and Caicos CTR Boundary
MRTTN	21º 25' 16.35" N/ 071º 02' 43.49"W	JAGS McCartney International Airport Grand Turk App RNP RWY 30
OREDE	22º 36' 14.89" N/ 072º 26' 42.92"W	BR1L
OSPAR	21º 23' 02.57" N/ 071º 28' 48.58"W	Ambergris Cay Intl App RNP RWY 25
PAMMS	20º 59' 49.64" N/ 070º 48' 51.88"W	G446
PAULT	21º 34' 24.34" N/ 071º 19' 12.05"W	JAGS McCartney International Airport Grand Turk App RNP RWY 12
PEGYY	22º 10' 26.00" N/ 072º 24' 05.00"W	Y587
PIDER	21º 10' 48.67" N/ 071º 52' 22.93"W	Ambergris Cay Intl App RNP RWY 07
PONLE	21º 59' 48.0" N/ 072º 11' 18.0"W	Providenciales Intl SID RNP RWY 10
PRRDO	22° 26' 57" N/ 071° 49' 03"W	G504, Turks and Caicos CTR Boundary

Name Code Designator	Position	Purpose (ATS or other Route)
RAHAM	22º 22' 45.67" N/ 072º 11' 15.42"W	BR1L and G629
RAPPR	21º 33' 10.88" N/ 072º 56' 48.00"W	G629
RATTL	21° 58' 11.52" N/ 072° 08' 08.18"W	G504 and A555
RCKEY	21° 46' 16.57' N/ 072° 05' 13.05'W	Providenciales Intl App VOR x RWY 28
REKBO	21º 07' 58.62" N/ 071º 44' 35.36"W	Ambergris Cay Intl App RNP RWY 07
RETEB	21º 28' 35.89" N/ 070º 55' 01.84"W	JAGS McCartney International Airport Grand Turk App RNP RWY30
SAAKO	21º 03' 39.58" N/ 071º 23' 20.72"W	G444, Turks and Caicos CTR Boundary
SHOEZ	21° 20' 01.99" N/ 072° 15' 37.50"W	G504, Turks and Caicos CTR Boundary
SOLEI	21º 49 04.00" N / 073º 00' 34.00" W	BR2L, Turks and Caicos CTR Boundary
SONTE	21º 37' 22.27" N/ 071º 42' 07.40"W	South Caicos App RNP RWY 11
STANL	21º 06' 00.00" N/ 071º 50' 50.00"W	Turks and Caicos CTR Boundary
STRUD	22° 11' 55.13" N/ 071° 59' 02.73"W	G504 and BR1L
TAANA	20º 56' 34.81" N/ 070º 58' 25.89"W	A554, Turks and Caicos CTR Boundary
TIRKI	21º 13' 14.62" N/ 071º 47' 42.12"W	Ambergris Cay Intl App RNP RWY 07/25
TOMAZ	21º 18' 32.19" N / 071º 50' 50.08"W	BR9L, L463, BR2L Providenciales Intl SID RNP RWY 10 Ambergris CayIntl App RNP RWY 07
TROTR	21º 48' 10.00" N/ 072º 47' 49.00"W	BR2L
TUKOS	21º 31' 44.19" N 071º 37' 46.60" W	South Caicos Intl App RNP RWY 11
WESNA	21º 46' 12.0" N/ 072º 12' 06.0"W	Providenciales Intl SID RNP RWY 10

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Name Code Designator	**Position**	**Purpose** (ATS or other Route)
WILAS	21º 30' 09.79" N / 071º 25' 43.04" W	South Caicos Intl App RNAV (GNSS) RWY 29
ZEGAD	21º 29' 29.27" N / 071º 20' 34.07" W	South Caicos Intl App RNAV (GNSS) RWY 29
ZOVIT	21º 32' 42.0" N / 071º 28' 24.0" W	Providenciales Intl Dep RNAV (GNSS) RWY 10

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ENR 4.4 AERONAUTICAL GROUND LIGHTS – EN-ROUTE

1. The Turks and Caicos Islands do not have any en-route aeronautical ground lights.

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ENR 5. NAVIGATION WARNINGS

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

1. PROHIBITED AREAS

1.1 There are no Prohibited Areas in the Turks and Caicos Islands at present.

2. RESTRICTED AREAS

Identification Name **Lateral Limits**	**Upper Limit** **Lower Limit**	**Remarks**
MB R001 Wetlands, North Caicos 0.5 NM radius circle centred on 21° 55' 21.00" N / 071° 57' 29.40" W	2500 ft SFC	Flamingo Breeding Pond
MB R002 Grace Bay, Providenciales 1.1 NM circle radius of 21° 48 02.40" N / 072° 09' 39.60" W	10,000 ft SFC	Free Fall Parachuting Activated by NOTAM

3. DANGER AREAS

3.1 There are no Danger Areas in the Turks and Caicos Islands at present.

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ENR 5.2 MILITARY EXERCISE AND TRAINING AREAS

1. The Turks and Caicos Islands do not have any en-route military exercise or training areas.

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ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE

1. There are no other activities of a dangerous nature affecting Turks and Caicos Islands en-route airspace.

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ENR 5.4 AIR NAVIGATION OBSTACLES – EN-ROUTE

1. There are no en-route air navigation obstacles in Turks and Caicos Islands airspace.

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ENR 5.5 AERIAL SPORTING AND RECREATIONAL ACTIVITIES

1. There are no aerial sporting or recreational activities in Turks and Caicos Islands en-route airspace, except for MB R002 as described in ENR 5.1 para 2.

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ENR 5.6 BIRD MIGRATION AND AREAS WITH SENSITIVE FAUNA

1. Bird migration

1.1 The migratory bird season in the Turks and Caicos Islands is from May to October annually. During the season, large flocks of seagulls may be encountered at all the aerodromes.

2. Areas with sensitive fauna

2.1 A flamingo breeding pond is located in North Caicos and is protected by MB R001 as described in ENR 5.1 para 2.

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ENR 6. EN-ROUTE CHARTS

6.1. AIRSPACE AND ROUTES

See the charts on the following pages of this section for Turks and Caicos Islands FIR boundaries, routes and navigational aids.

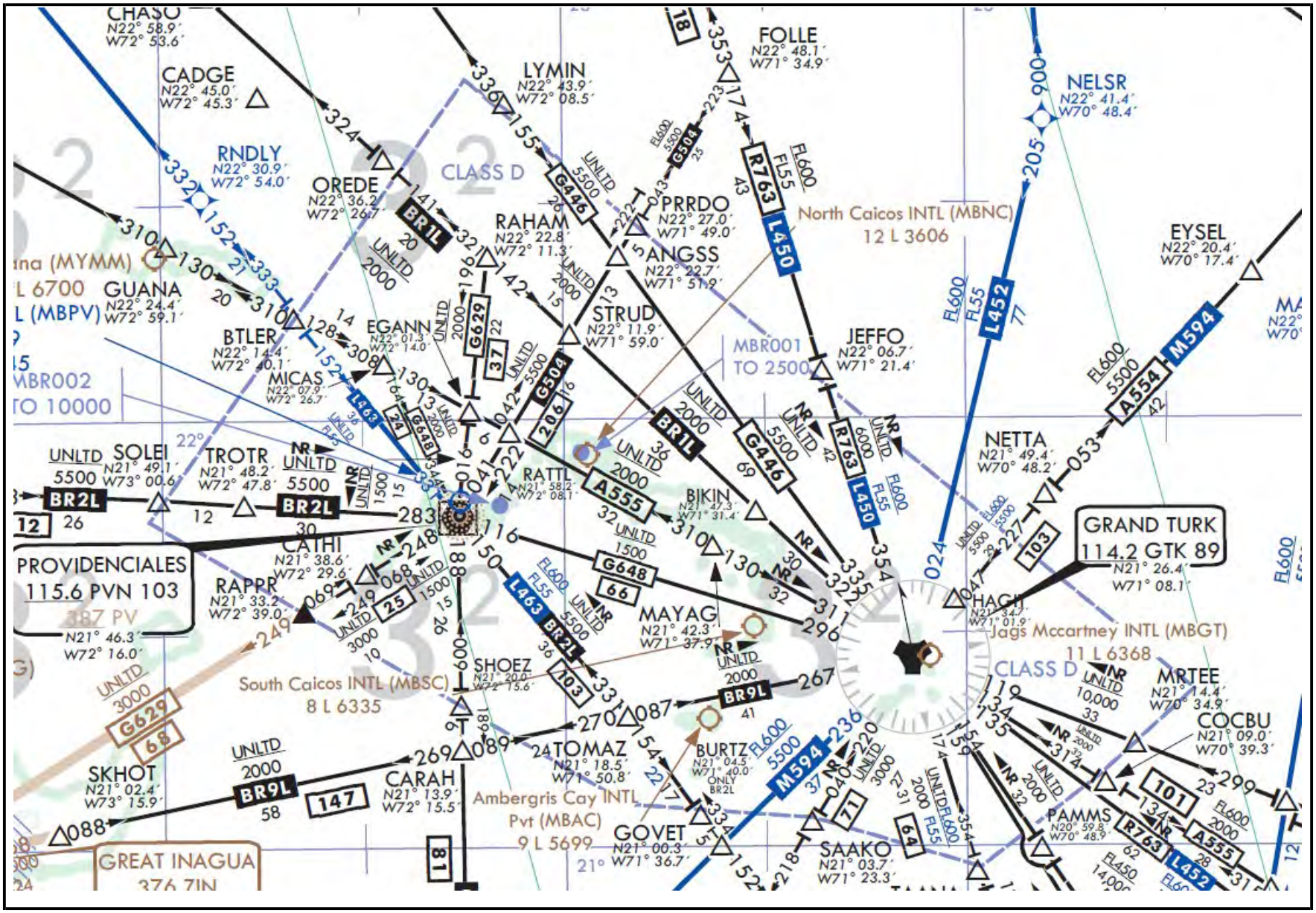
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AIR TRAFFIC SERVICE SYSTEM



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AD 1.1 AERODROME / HELIPORT AVAILABILITY

1. GENERAL

1.1 The CAA is the responsible authority for certification of aerodromes for civil use. Some aerodromes are operated either by TCIAA or by private enterprise under license from the CAA to ensure compliance with min standards established.

1.2 Airport standards correspond with the Standards and Recommended Practices of ICAO Annex 14. Differences are listed in GEN 1.7.

1.3 There are no stand-alone heliports within the Turks and Caicos Islands so references to them are omitted for the remainder of this document.

2. CONDITIONS OF AVAILABILITY

2.1 Neither the CAA nor any servant/agent of the Turks and Caicos Islands government shall be liable for any loss or damage to an aircraft, its parts or accessories, or any property contained within an aircraft, regardless of how such loss or damages occurs, while the aircraft is:

a) On an aerodrome under the control of the TCIAA.
b) Landing at or taking off from an aerodrome under the control of the TCIAA.
c) Being removed or dealt with elsewhere under the provisions of AD 2.2.

2.2 Conditions applicable to landing, parking, and storage of aircraft on aerodromes under the control of the TCIAA are as follows:

a) Fees and charges for the landing, parking and storage of aircraft are specified in GEN 4.1.
b) Fees and/or charges for supplies and/or services furnished at aerodromes under the control of the TCIAA (or on behalf of the TCIAA) shall be, unless otherwise agreed upon before such fees and/or charges are incurred, determined by the TCIAA for each individual aerodrome.
   i) The fees and charges referred to shall accrue daily and be payable to the TCIAA upon demand.
   ii) The TCIAA shall have a lien on the aircraft, its parts and accessories for such fees and/or charges.
   iii) If fees and/or charges are not paid within 14 days after TCIAA sends a post addressed letter demanding payment to the aircraft's registered owner, the TCIAA shall be entitled to sell, destroy, or otherwise dispose of the aircraft, as well as any of its parts and accessories, and to apply the proceeds towards payment of the accrued fees and/or charges.

2.3 Use of a privately owned aerodrome is subject to permission by the aerodrome owner.

2.4 Commercial flights are not permitted to take off from or land at any aerodrome not listed in this AIP except in cases of real emergency or unless special permission has been obtained from the TCIAA.

a) If a landing is made elsewhere than at an international airport or a designated alternate airport, the pilot in command shall report the landing as soon as practicable to the health, customs and immigration authorities at the international airport where the landing was scheduled to take place. This notification may be made through any available communication link.
b) The pilot in command shall ensure:
   i) Passengers and crew of the aircraft avoid contact with other persons if permission for the landing was not granted.
   ii) Cargo, baggage and mail are not removed from the aircraft.
   iii) Foodstuff of overseas origin, or any plant material, is not removed from the aircraft except when local food is unobtainable. All food refuse including peelings, cores, stones, fruit, etc. must be collected and returned to the aircraft's refuse container. The contents of the refuse container should not be removed from the aircraft except for hygiene reasons, in which case the refuse must be destroyed by burning or deep burial.

2.5 Each aerodrome is divided into two zones:

a) A public zone comprising the part of the aerodrome open to the public.
   i) Customs, police, and health inspection officers are granted access to the premises assigned to transit traffic that are normally accessible only to passengers, to staff of the public authorities and airlines, and to authorized persons in pursuit of their duties.
b) A restricted zone comprising the rest of the aerodrome.
   i) Access to the restricted zone is authorised only under conditions prescribed by the special rules governing the aerodrome.
   ii) The movement of persons having access to the restricted zone of the aerodrome is subject to the conditions prescribed by the air navigation regulations and by the special rules laid down by the aerodrome administration.

2.6 Anyone driving a vehicle within the confines of the aerodrome must respect the directions of the traffic, traffic signs, posted speed limits, provisions of the highway code, and instructions given by competent authorities.

a) The movement of vehicles in a restricted zone is strictly limited to vehicles driven or used by persons carrying a traffic permit or an official card of admittance.
b) Care and protection of aircraft, vehicles, equipment, and goods for which the aerodrome facilities are used are not the responsibility of the Turks and Caicos Islands government or any concessionaire. The government or any concessionaire cannot be held responsible for loss or damage which is not incurred through action by them or their agents.

2.7 Runway friction measuring equipment in use is a Griptester with a self-wetting device. Runways, or a significant part thereof, will be declared to be slippery when wet when the surface friction characteristics deteriorate to a calibration value of 0.39 or less.

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AD 1.2 TURKS AND CAICOS ISLANDS AERODROME OPERATING MINIMA

1. INTRODUCTION

1.1 This section specifies the notified method of calculating Aerodrome Operating Minima (AOM) for the purpose of Article 76 (Commercial Air Transport Aircraft not registered in the Turks & Caicos Islands) Article 75(Commercial Air Transport Aircraft registered in the TCI) and Article 42 (Non-Commercial Air Transport Aircraft). The method of calculating minima is complaint with that of the UK's. The method is published in OTAR Part 91 Appendix B, unless more restrictive minima are notified in respect of a particular Aerodrome.

1.2 It should be noted that the privileges of the pilot license, Rules of the Air and limitations in the aircraft flight manual can be more restrictive than the aerodrome operating minima contained in this section. In establishing the aerodrome operating minima that will apply, full account must be taken of:

- The type and handling characteristics of the aircraft.
- The composition of the flight crew and their competence and experience.
- The dimensions and characteristics of the runway which may be selected for use.
- The accuracy and performance of the available visual and non-visual ground aids.
- The equipment available in the aircraft for the purpose of navigation and/or control of the flight path, an appropriate, during the take-off, the approach, the flare, the landing, the roll-out and missed approach.
- The obstacles in the approach, missed approach and climb out areas, required for the execution of contingency procedures and necessary clearance.
- The obstacle clearance attitude/height for the instrument approach procedures; and
- The means to determine and report conditions.

1.3 Under the provision of the Air Navigation (OT) Order 2007, Commercial Transport aircraft shall observe AOM when conducting an approach to a runway with a notified Instrument Approach Procedure (IAP).

1.4 For take-off, minima published in this section are mandatory for Commercial Air Transport flights. Operators and PIC of non-commercial air transport flights should ensure that appropriate take-off minima are applied, and it is strongly recommended that the take-off minimum used should be no lower than the minima specified for commer- cial air transport flights.

1.5 In this section, paragraphs 2, 3, 6, 7, 8 apply to all aircraft. Paragraph 4 applies only to aeroplanes and paragraph 5 only to helicopters.

2. GLOSSARY OF TERMS

2.1 These explanations of terms are offered as a practical guide. For formal definitions refer to Article 156 in the Air Navigation (OT) Order 2007.

2.2 **Aeroplanes Operating Minima (AOM)**

The minimum conditions of cloud ceiling and runway visual reference for landing.

2.3 **Aeroplane Category**

The criterion for the classification of aeroplanes by categories is the indicated airspeed at threshold (VAT) which is equal to the stalling speed (VSO) multiplied by 1.3 or Vs1g multiplied by 1.23 in the landing configuration at the maximum certificated landing weight. If both VSO and Vs1g are available, the higher resulting VAT shall be used. The aeroplanes categories corresponding to VAT Valve are in the following table.

Aeroplane Category	VAT
A	Less than 91 kt
B	From 91 to 120 kt
C	From 121 to 140 kt
D	From 141 to 165 kt
E	From 166 to 210 kt

2.3.1 The landing configuration that is to be taken into consideration shall be defined by the operator or by the aeroplane manufacturer.

NOTE: *Helicopters use aeroplane Category A procedures.*

2.4 **Cloud Ceiling**

'Cloud Ceiling' in relation to an aerodrome means the vertical distance from the elevation of the aerodrome to the lowest part of any cloud visible from the aerodrome that is sufficient to obscure more than one- half of the sky so visible.

2.5 **Commercial Air Transportation**

The transportation by air of passengers, cargo or main for remuneration or hire.

2.6 **Decision Height (DH)**

The height in a precision approach at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

2.7 **Final Approach and Take-off area (FATO)**

A defined area over which the final phase of the approach manoeuvre to hover or land by a helicopter is completed and from which the take-off manoeuvre is commenced and, where the FATO is to be used by helicopter operating to performance class 1, includes the rejected take-off area available.

2.8 **Helicopter Performance**

Helicopter operations can be within 3 performance classes:

a) Performance Class 1 Operations
Helicopter with performance such that, in case of critical power-unit failure, it is able to land on the rejected take-off area or safely continue the flight to an appropriate landing area, depending on when the failure occurs.

b) Performance Class 2 Operations
Helicopters with performance such that, in case of critical power-unit failure, it is able to safely continue the flight, except when the failure occurs prior to a defined point after take-off or after a defined point before landing, in which cases a forced landing may be required.

c) Performance Class 3 Operations
Helicopters with performance such that, in case of power-unit failure at any point in the flight profile, forced landing must be performed.

2.9 **Heliport**

An aerodrome or a defined area of land, water or a structure used or intended to be used wholly or in part for the arrival, departure and surface movement of helicopter.

2.10 **Instrument Approaches**

Instrument Approaches are divided into non-precision approaches and precision approaches.

a) Non-Precision Approach
An instrument approach using non-visual aids for guidance in azimuth or elevation but which is not a precision approach.

b) Precision Approach
An instrument approach using ILS, MLS or PAR for guidance in both azimuth and elevation.

2.10.1 Categories of Precision Operation

a) Category 1 – A precision instrument approach and landing with a decision height not lower than 200ft (60m) and with a runway visual range not less than (550m for helicopters).

b) Category 2 – A precision instrument approach and landing with a decision height below 200 ft (60m) but not lower than 100 ft (30m) and a runway visual range of not less than 300m.

c) Category 3 – Operations are sub-divided as follows:
i. Category 3A
A precision instrument approach and landing with a decision height lower than 100 ft. (30m); and a runway visual range not less than 200m.
ii. Category 3B
A precision instrument approach and landing with a decision height lower than 50 ft (15m), or no decision height; and a runway visual range lower than 200m but not less than 75m.

2.11 **Instrument Approach Procedure (IAP)**

A series of pre-determined maneuvers by reference to flight instruments with specified protection from obstacles form the initial approach fix or, where applicable from the beginning of a defined arrival route, to a point form which a landing can be completed and there after if a landing is not completed, to a position at which holding or in-route obstacle clearance criteria apply.

2.12 **Low Visibility Procedure (LVP)**

Procedures applied at an aerodrome for the purpose of ensuring safe operation during Category 2 and 3 approaches and Low Visibility Take-off. (LVPs are initiated when the cloudbase lowers to 300 ft or below or the RVR falls to 1200m and is expected to deteriorate further. They should be fully in place by the time the cloud base reaches 200 ft or the RVR falls to 600m).

2.13 **Low Visibilities Take-off**

A take off where the runway visual range is less than 400m.

2.14 **Minimum Descent Height (MDH)**

The height in a non-precision approach below which decent may not be made without the required visual reference.

2.15 **Missed Approach Point (MAPt)**

That point in a non-precision approach procedure at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed.

2.16 **Visual Approach**

An approach when either part or all of an instrument approach procedure is not completed and the approach is executed with visual reference to the terrain.

2.17 **Visual Reference**

A view of the section of the runway and/or the approach area and/or their visual aids, which the pilot must se in sufficient time to assess whether or not a safe landing can be made form the type of approach being conducted.

2.18 **Runway Visual Range (RVR)**

The distance in the direction of take-off or landing over which the runway lights or surface markings can be seen, calculated either by human observation or instruments.

3. GENERAL

3.1 **Altimeter Error**

3.1.1 When calculating DH, account must be taken of the errors of indicated height which occur when the aircraft is in the approach configuration. Details of the pressure Error Correction (PEC) should be available from the aircraft flight manual or handbook. In the absence of this information a PEC+50ft has been found to be suitable for a wide range of light aircraft and should be used. This addition of 50 feet need only be applied to D.H. The required visibility should be calculated prior to applying PEC.

3.1.2 The use of a radio altimeter is only applicable to approved Category 2 and Category 3 operations. For an aircraft flying a Category 1 or non-precision IAP, DH/MDH is indicated on the pressure altimeter. At DH/MDH any readings from a radio altimeter may be unreliable because of the large area of terrain providing return signals to the instrument.

3.1.3 Temperature Error

Pressure altimeters are calibrated to indicate true altitude under International standard Atmosphere (ISA) conditions. Any deviation from ISA will therefore result in an erroneous reading on the altimeter. The altimeter will over read for temperatures below ISA and the following table details the values to correct this error.

AERODROME	ALTITUDE ABOVE SOURCE ELEVATION (ft) (NORMALLY DESTINATION ELEVATION)												
Temp C	**200**	**300**	**500**	**600**	**700**	**800**	**900**	**1000**	**1500**	**2000**	**3000**	**4000**	**5000**
0°	20	20	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	150	180	210	240	270	300	450	590	890	1190	1500

Values to be added to published altitudes (ft)

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3.2 **Obstacle Clearance Height (OCH)**

3.2.1 The DH/MDH for an approach is determined in part by considering obstacle that could affect the approach of a particular aircraft. In broad terms, the more accurate the aid supporting the approach to be flown and the shown the approach speed of the aircraft the smaller the area in which obstacles needs to be considered. The height which is calculated to clear all obstacle by a defined margin with a particular area is called obstacle clearance height and is the lowest height above the elevation of the relevant runway threshold or above the aerodrome elevation used in establishing compliance with the appropriate obstacle clearance criteria.

3.2.2 The OCH is listed for individual aerodrome approaches on the relevant Instrument Approach Chart. For the purposes or calculating OCH helicopters are categorised as Aeroplane Category A.

3.3 **Determination of DH/MDH**

3.3.1 Instrument rating holders in current practice

3.3.1.1 A pilot with a valid instrument rating and who is in current practice may use the minimum calculated in accordance with this section.

3.3.2 Pilots not in current practice

3.3.2.1 If a pilot is not in the current practice he should try to avoid having to make an instrument approach in bad weather. If he has to make such an approach, even if he is fully confident of his abilities, he is advised to add 100 ft to his calculated DH/MDH. Further increments should be added depending on when the pilot was last in full practice and his or her familiarity with the aircraft, the procedure and the aerodrome environment.

3.4 **Determination of Take-off Minima**

3.4.1 The take off minima must be selected to ensure sufficient guidance to control the aircraft in the event of both a discontinued take off in adverse Circumstances and a continued take off after failure of the critical power unit.

3.4.2 For an aircraft flown for the purpose of Commercial Air Transport, it must be ensured that take off minima calculations are:

a) In accordance with the procedures and requirements of the state of registry of the aircraft; and

b) Not less than those required in the following paragraphs.

3.4.3 For an aircraft being flown for a purpose other than Commercial Air transport, it must be ensured that the take -off minima selected have been calculated in accordance with the procedures and requirements of the state of registry of the aircraft. In addition it is strongly recommended that the take-off minima selected should not be less than those giving in paragraph 4.1 or 5.1. It should be noted the weather minima limitations in pilot licence privileges may override some of the calculated minima.

3.5 **Non-Precision Approach**

3.5.1 System Minima

Table 1: System Minima for Non-Precision Approach Aids

Facility	Lowest MDH (ft)
ILS (no glide path. LLZ)	250
VOR	300
VOR/DME	250
NDB	300
RNAV GPS	300

3.5.2 Minimum Decent Height for Non-Precision Approach must not be lower than:

a) The OCH for the category of aircraft; and
b) The System Minima

3.5.3 Visual Reference

3.5.3.1 The approach must not be continued below MDA/MDH unless one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot.

a) elements of the approach light system;
b) the threshold;
c) the threshold markings;
d) the threshold lights;
e) the threshold identification lights;
f) the visual glide slope indicator;
g) the touchdown zone or touchdown zone markings;
h) the touchdown edge lights;
i) FATO/runway edge lights; or
j) other visual references accepted by the CAA

3.6 **Precision Approach**

3.6.1 System Minima

3.6.1.1 The system minima for the Category 1 precision approach aids ILS, MLS, and PAR is 200 ft.

3.6.2 Decision Height

3.6.2.1 The decision height to be used for a Category I precision approach must not be lower than:

a) The minimum decision height specified in the Aeroplane Flight Manual (AFM) if stated;
b) the minimum height to which the precision approach aid can be used without the required visual reference;
c) the OCH for the category of aeroplane; or
d) 200 ft.

3.6.3 Visual Reference

3.6.3.1 A pilot may not continue an approach below the Category I decision height, determined in accordance with sub-paragraph 3.6.2, unless at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot:

a) elements of the approach light system;
b) the threshold;
c) the threshold markings;
d) the threshold lights;
e) the threshold identification lights;
f) the visual glide slope indicator;
g) the touchdown zone or touchdown zone markings;
h) the touchdown zone lights; or
i) FATO/runway edge lights.

4. AERODROME OPERATING MINIMA - AEROPLANES

4.1 Take-off

4.1.1 Single Engine Aeroplanes

4.1.1.1 The minima for take-off by single-engine aeroplanes when flying for Commercial transport are 1000 ft cloud ceiling and 1800m RVR.

4.1.1.2 The minima selected for all flights by single engine aeroplanes should be adequate to ensure a high probability of a successful forced landing being made should a failure of the engine occur after take-off.

4.1.2 Multi-engine aeroplane operating in accordance with performance class A.

4.1.2.1 For multi-engine aeroplanes with performance such that, in the event of a critical power failure at any point during take-off, the aeroplane can either stop or continue the take-off to a height of 1500 ft above the aerodrome while clearing obstacles by the required margins, the take-off minima must be not less than the RVR/visibility values given in Table 2:

Table 2: RVR/Visibility for Take-off

Facilities	Visibility (Notes 3)
Nil (Day only)	500m
Runway edge lighting and/or centre-line marking	250/300m (Notes 1 and 2)
Runway edge and centre-line lighting	200/250m (Note 1)
Runway edge and centre-line lighting and multiple RVR information	150/200m (Notes 1 and 4)

Note 1: *The higher values apply to category D aeroplanes.*

Note 2: *For night operations at least runway edge and runway end lights are required.*

Note 3: *The reported visibility valve representative of the initial part of the take-off run can be replaces by pilot assessment.*

Note 4: *The required RVR value must be achieved for all of the relevant RVR reporting points with the exception given in Note 3.*

4.1.3 Multi-engine aeroplanes operating in accordance with performance class B or C.

4.1.3.1 For multi engine aeroplanes with performance such that they cannot comply with the performance conditions in subparagraph 4.1.2 in the event of a critical power unit failure, there may be need to re-land immediately and to see and avoid obstacles in the take-off area. Such aeroplanes maybe operated to the following take off minima provide they are able to comply with applicable obstacle clearance criteria, assuring engine failure at the height specified. The take off minima must be established base upon the height from which one engine inoperative net take-off flight path can be constructed. The visibility used may not be lower than either of the values given in table 2 or table 3.

Table 3:
Assured Engine Failure Height Above The Runway Versus RVR/Visibility

Assured Engine Failure Height above the Take-off Runway	RVR/Visibility (Note 2)
50 ft or less	200m
51 - 100 ft	300m
101 - 150 ft	400m
151 - 200 ft	500m
201 - 300 ft	1000m
> - 300 ft	1500m (Note 1)

Note 1: *1500m is also applicable if no positive take-off flight path can be constructed.*

Note 2: *The reported RVR/visibility value representative of the initial port of the take-off run can be replaced by pilot assessment*

4.1.4 Multi-engine aeroplanes, which do not meet the applicable, one engine inoperative climb requirements must be treated as single engine aeroplanes.

4.1.5 When reported RVR/visibility is not available, the PIC shall not commence take-off unless he can determine that the actual conditions satisfy the applicable take-off minima.

4.2 Non-Precision Approach

4.2.1 The lowest minima for aeroplanes conducting non-precision approaches are:

Table 4a: RVR for Non-Precision Approach - Full Facilities

Non-Precision Approach Minima - Full Facilities				
Notes 1, 5, 6, and 7				
MDH (ft)	RVR/Aeroplane Category (M)			
	A	B	C	D
250-299	800	800	800	1200
300-499	900	1000	1000	1400
450-649	1000	1200	1200	1600
650 and above	1200	1400	1400	1800

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Table 4b: RVR for Non-Precision Approach - Intermediate Facilities

Non-Precision Approach Minima - Intermediate Facilities				
Notes 2, 5, 6, and 7				
MDH (ft)	**RVR/Aeroplane Category (M)**			
250-299	A	B	C	D
	1000	1100	1200	1400
300-499	1200	1300	1400	1600
450-649	1400	1500	1600	1800
650 and above	1500	1500	1800	2000

Table 4c: RVR for Non-Precision Approach Minima - Basic Facilities

Non-Precision Approach Minima - Intermediate Facilities				
Notes 3, 5, 6, and 7				
MDH (ft)	**RVR/Aeroplane Category (M)**			
250-299	A	B	C	D
	1200	1300	1400	1600
300-499	1300	1400	1600	1800
450-649	1500	1500	1800	2000
650 and above	1500	1500	2000	2000

Table 4d: RVR for Non-Precision Approach-Nil Approach Light Facilities

Non-Precision Approach Minima - Nil Approach Light Facilities				
Notes 4, 5, 6, and 7				
MDH (ft)	**RVR/Aeroplane Category (M)**			
250-299	A	B	C	D
	1500	1500	1600	1800
300-499	1500	1500	1800	2000
450-649	1500	1500	2000	2000
650 and above	1500	1500	2000	2000

Note 1: *Full facilities comprise runway markings, 720m or more of HI/MI approach light, runway edge lights threshold lights and runway end lights. Lights must be on.*

Note 2: *Intermediate facilities comprise runway markings, 420-719m of HI/MI approach lights, runway edge lights, threshold lights and runway end lights. Lights must be on.*

Note 3: *Basic facilities comprise runway markings, < 420m of HI/MI approach light, any length of LI approach lights, runway edge lights, threshold lights and runway lights. Lights must be on.*

Note 4: *Nil approach light facilities comprise runway markings, runway edge lights, threshold lights, runway end lights or no lights at all.*

Note 5: *The tables are only applicable to conventional approaches with a normal descent slope of not greater than 40. Great decent slopes will usually require that visual glide slope guidance (e.g. PAPI) is also visible at the minimum Descent Height.*

Note 6: *The above figures are either reported RVR or Meteorological visibility converted to RVR as in Table 10 at paragraph 7.*

Note 7: *The MDH mentioned in table 4a, 4b, 4c and 4d refers to the initial calculation of MDH when selecting the associated RVR, there is no need to take account of a rounding up to the nearest ten feet, which may be done for operational purposes, e.g. conversion to MDA.*

4.2.2 Night operations. For night operations by aeroplanes at least runway edge, threshold and runway end lights must be on.

4.3 **Precision Approach**

4.3.1 The lowest minima to be used by an operator or pilot for Category 1 Operations are:

Table 5: RVR for Cat 1 Approach

Category 1 Minima				
Decision Height (ft)	Facilities/RVR(m)			
	Full (Notes 1 and 6)	Intermediate (Notes 2 and 6)	Basic (Notes 3 and 6)	Nil (Notes 4 and 6)
200	550	700	800	1000
201-250	600	700	800	1000
251-300	650	800	900	1200
301 and above	800	900	1000	1200

Note 1: *Full Facilities comprise runway markings, 720m or more of HI/MI approach lights, threshold lights and runway end lights. Lights must be on.*

Note 2: *Intermediate facilities comprise runway markings, 420-719m of HI/MI approach lights, runway edge lights, threshold lights and runway end lights. Lights must be on.*

Note 3: *Basic Facilities comprise runway markings, <420m of HI/MI approach lights, any length of LI approach lights, runway edge lights, threshold lights and runway end lights. Lights must be on.*

Note 4: *Nil approach light facilities comprise runway markings, runway edge lights, threshold lights runway end lights or no lights at all.*

Note 5: *The above figures are either the reported RVR or meteorological visibility converted to RVR in accordance with table 10 below.*

Note 6: *The table applicable to conventional approaches with a glide slope angle up to and including 4 degrees.*

Note 7: *The DH mentioned in Table 5 refers to the initial calculation of DH. When selecting the associated RVR, there is no need to take an account for a rounding up to the nearest ten feet, which may be done for operational purposes, (e.g. conversion to DA).*

4.3.2 Night Operations

For night operations by aeroplanes at least runway edge, threshold and runway end lights must be on.

4.4 **Single Pilot Operation**

4.4.1 For single pilot operations in an aeroplane, the minimum RVR for all approaches shall be in accordance with the above, expect that an RVR of less than 800m is not permitted unless using a suitable autopilot coupled to an ILS or MLS, in which case normal minima apply. The decision-Height applied must be less than 1.25x the minimum use height for the Autopilot.

4.5 **Circling**

4.5.1 This is the visual phrase of an instrument approach to bring an aircraft into position for landing on a runway which is not suitably located for a straight-in approach.

4.5.2 The minima to be used for aeroplanes circling (including prescribed tracks) will never be less then the values tabulated below:

Table 6: Visibility and MDH for Circling vs. Aeroplane Category

Aeroplane Category				
	A	B	C	D
MDH not less than	400	500	600	700
Minimum Meteorological Visibility	1500	1600	2400	3600

5. AERODROME OPERATING MINIMA – HELICOPTERS

5.1 **Take-off**

5.1.1 Performance Class 1 Operations

For Performance Class 1 Operations, the minimum RVR/Visibility (RVR/VIS) in the following table, must be observed:

Table 7: Performance Class One Operations

Onshore Heliports with IFR Departure Procedures	RVR/Visibility
No lights and no markings (Day)	250m or the rejected take-off distance which ever is the greater.
No markings (Night)	800m
Runway edges/FATO lights and centre lines marking	200m
Runway edges/FATO lights and centre lines marking and RVR information	150m
Runway edges/FATO lights and centre lines marking and RVR information	150m
Offshore Helideck	
Two Pilot Operations	250m (See Note 1)
Single Pilot	250m (See Note 1)

Note 1: *The Pilot must establish that take-off flight path is free of obstacles.*

5.1.2 Performance Class 2 Operations

5.1.2.1 For Performance class 2 operations, the minimum take-off minima of 800m RVR/VIS must be applied and the helicopter must remain clear of clouds during the take-off man oeuvre, or until reaching Performance Class 1 capabilities.

5.1.3 Performance Class 3 Operations

5.1.3.1 For Performance Class 3 operations the minimum take-off minima of 600 ft cloud ceiling and 800m RVR/VIS must be applied.

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5.2 **Onshore Non-Precision Approaches**

5.2.1 For onshore non-precision approaches by performance Class 1 and 2 helicopters, the minima given in the following table shall apply:

Table 8: Onshore Non-Precision Approach Minima

Onshore Non-Precision Approach Minima (m) (Notes 5,6 and 7)				
	Facilities			
MDH (ft)	Full (Note 1)	Intermediate (Note 2)	Basic (Note 3)	Nil (Note 4)
250-299	600	800	1000	1000
300-449	800	1000	1000	1000
450 and above	1000	1000	1000	1000

Note 1: *Full facilities comprise FATO/runway markings, 720m or more of HI/MI approach Lights, FATO threshold lights and runway end lights. Lights must be on.*

Note 2: *Intermediate facilities comprise FATO/runway markings, <420 - 719m of HI/MI approach lights, FATO/runway edge lights, threshold lights and runway end lights. Lights must be on.*

Note 3: *Basic Facilities comprise FATO/runway markings, 420m HI/MI approach lights, FATO/runway edge lights, threshold lights and runway end lights. Lights must be on.*

Note 4: *Nil Approach light facilities comprise FATO/runway markings FATO/Runway edge lights, threshold lights, FATO/runway end lights or no lights at all.*

Note 5: *The table is only applicable to conventional approaches with a nominal descent slope of not greater than 4 degrees. Greater descent slope will usually require that visual glide slope guidance (e.g. PAPI) is also visible at the Minimum Descent Height.*

Note 6: *The above figures are either reported RVR or meteorological visibility converted to RVR as in Table 10, paragraph 7.*

Note 7: *The MDH mentioned in Tables 4a, 4b, 4c and 4d refers to the initial calculation of MDH. When selecting the associated RVR, there is no need to take account of the rounding up to the nearest ten feet, which may be done for operational purposes, e.g. conversion to MDA.*

5.2.2 For night Commercial Transport Air operations some ground lighting must be available to illuminate the FATO and any obstacles unless otherwise agreed by the CAA, however, the notified landing minima are mandatory to all aircraft where there is a published IAP.

5.3 **Airborne Radar Approach (ARA) for Overwater Operations**

5.3.1 General:

a) A helicopter shall not conduct ARAs unless authorized by the CAA.
b) ARAs are not permitted for single pilot operations to rigs or vessels under way.
c) A Helicopter shall not undertake an ARA unless the radar can provide course guidance to ensure obstacle clearance.
d) Before commencing the final approach the Pilot shall ensure that a clear path exists on the radar screen for the final and missed approach segments. If lateral clearance from any obstacle will be less than 1.0 nm, the Pilot shall:
   i) approach to a nearby target structure and thereafter proceed visually to the destination structure; or
   ii) make the approach from another direction leading to a circling manoeuvre.
e) The PIC shall ensure that the cloud ceiling is sufficiently clear above the helideck to permit a safe landing.

5.3.2 Minimum Descent Height:

Notwithstanding the minima at sub-paragraphs (a) and (b) below, the MDH shall not be less than 50 ft above the elevation of the helideck.

a) The MDH is determined from a radio altimeter. The MDH for an ARA shall not be lower than:
   i) 200 ft by day;
   ii) 300 ft by night

b) The MDH for an approach leading to a circling maneuver shall not be lower than:
   i) 300 ft by day;
   ii) 500 ft by night

5.3.3 Minimum Descent Altitude (MDA)

An MDA may only be used if the radio altimeter is unserviceable. The MDA shall be a minimum of MDH + 200 ft and shall be based on a calibrated barometer at the destination or on lowest forecast QNH for the region.

5.3.4 Decision Range

The Decision Range shall not be less than 0.75 nm unless an operator has demonstrated to the Authority that a lesser decision Range can be used at an acceptable level of safety.

5.3.5 Visual Reference

A helicopter shall not continue an approach beyond Decision Range or below MDH/MDA unless he has visual contact with the destination.

5.3.6 Single Pilot Operations

The MDH/MDA for a single Pilot ARA shall be 100 ft higher than that calculated using sub-paragraphs 5.3.2 and 5.3.3 above. The Decision Range shall not be less than 1.0 nm.

5.4 **Precision Approach**

5.4.1 The lowest minima to be used for category 1 operations by helicopters operating to performance Class 1 and 2 are:

Table 9: Category 1 Onshore Approach Minima

Category 1 Onshore Approach Minima (m) (Notes 5, 6 and 7)				
Facilities				
DH (ft)	Full (Note 1)	Intermediate (Note)	Basic (Note)	Nil (Note 4)
200	500	600	700	1000
201 - 250	550	650	750	1000
251 - 300	600	700	800	1000
301 and above	750	800	900	1000

Note 1: *Full Facilities comprise FATO/runway markings, 720m or more of HI/MI approach lights, FATO/runway edge lights, threshold lights and FATO/runway end lights. Lights must be on.*

Note 2: *Intermediate facilities comprise FATO/runway markings, 420-719m of HI/MI approach lights, FATO/runway edge lights threshold lights and FATO/runway end lights. Lights must be on.*

Note 3: *Basic Facilities comprise FATO/runway markings, <420m of HI/MI approach lights, any length of LI approach lights, FATO/runway edge lights, threshold lights and FATO/runway end lights. Lights must be on.*

Note 4: *Nil approach light facilities comprise FATO/runway markings, FATO/runway edge lights, threshold lights FATO/runway end lights or no lights at all.*

Note 5: *The above figures are either the reported RVR or meteorological visibility converted to RVR in accordance with table 10.*

Note 6: *The table applicable to conventional approaches with a glide slope angle up to an including 4 degrees.*

Note 7: *The DH mentioned in Table 5 refers to the initial calculation of DH. When selecting the associated RVR, there is no need to take account of a rounding up to the nearest ten feet, which may be done for operational purposes, (e.g. conversion to DA).*

5.4.2 For night commercial air transport operations some ground lights must be available to illuminate the FATO and any obstacles unless otherwise agreed by the CAA, however, the notified landing minima are mandatory to all aircraft where there is a published IAP.

5.5 **Single Pilot Operation**

5.5.1 For single commercial air transport operations in a Helicopter, the minimum RVR for all approaches shall be in accordance with the above. An RVR of less than 800m is not permitted except when using a suitable autopilot coupled to an ILS or MLS, in which case normal minima apply. The Decision Height applied must be less than 1.25 x the minimum use height for the Autopilot.

5.6 **Circling**

5.6.1 The visual phrase of an instrument approach to bring a helicopter into position for landing on a heliport/runway that is not suitably located for a straight in approach.

5.6.2 For circling the specified MDH shall not be less than 250 ft, and the meteorological visibility shall not be less than 800m.

6. VISUAL APPROACH – All aircraft (see definition in paragraph 2)

6.1 An aircraft shall not conduct a visual approach with an RVR of less than 800m.

Note: *VFR flights must be conducted in accordance with the Visual Flight Rules applicable to the airspace, and taking into account the limitations of the pilot's Licence privileges.*

7. CONVERSION OF REPORTED METEOROLOGICAL VISIBILITY TO RVR – All aircraft

7.1 Meteorological visibility to RVR conversion must not be used for calculating take-off minima, Category II or III minima or when a reported RVR is available.

7.2 When converting meteorological visibility to RVR in all circumstances other than those in sub-paragraph 7.1, the following table is used:

Table 10: Conversion of Visibility to RVR

Lighting Elements in Operation	RVR = Reported Met Visibility Multiplied by	
	Day	Night
HI Approach and Runway lights	1.5	2.0
Any Type of Lighting Installation other than Above	1.0	1.5
No Lighting	1.0	Not Applicable

8. APPROACH BAN – All aircraft

8.1 The requirements for the commencement and continuation of an approach are defined in Articles 42, 75 and 76 of the Air Navigation (OT) Order 2007.

8.2 An aircraft may commence an instrument approach regardless of the reported RVR/Visibility but the approach shall not be continued below 1000 ft above the aerodrome if the relevant RVR/Visibility for that runway is at the time less than the specified minimum for landing.

8.3 Where RVR is not available, RVR values may be derived by converting the reported visibility in accordance with paragraph 7.

8.4 If, after passing 1000 ft in accordance with paragraph 8.2, the reported RVR/Visibility falls below the applicable minimum, the approach may be continued to DA/H or MDA/H.

8.5 The approach may be continued below DA/H or MDA/H and the landing may be completed provided that the required visual reference is established at the DA/H or MDA/H and is maintained.

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9. AERODROMES WITHOUT PUBLISHED INSTRUMENT APPROACH PROCEDURES

9.1 For an aircraft landing at an aerodrome without an instrument approach procedure either:

a) A descent should be made in VMC until in visual contact with the ground, then fly to the destination;

b) An IAP at a nearby aerodrome should be flown and proceed as in (a); or

c) If neither (a) nor (b) is possible, first obtain an accurate fix and then descend not lower than 1000 ft above the highest obstacle within 5 nm (8 am) of the aircraft. If visual contact (as at (a) above) has not been established at this height, the aircraft should divert to a suitable alternate with a published instrument approach procedure.

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AD 1.3 RESCUE AND FIRE FIGHTING SERVICES AND SNOWPLAN

1 RESCUE AND FIRE FIGHTING SERVICES

1.1 Rescue and firefighting services and, in some cases, sea rescue services are established at aerodromes approved for scheduled and/or non-scheduled traffic with aeroplanes carrying passengers. Refer to the applicable section within this Part for the specific services available at each aerodrome.

1.2 Scheduled and certain non-scheduled traffic with aeroplanes carrying passengers are not allowed to use aerodromes not equipped with rescue and firefighting services.

1.3 Rescue and firefighting services are categorized according to the table below. Temporary changes will be published by NOTAM.

TABLE 1.3

Category (CAT)	Amount of water in liters for production of synthetic foam
1	230
2	670
3	1200
4	2400
5	5400
6	7900
7	12,100
8	18,200
9	24,300
10	32,300

2. SNOWPLAN

2.1 To be Developed.

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AD 1.4 INDEX TO AERODROMES

TABLE 1.4 Type of Traffic Approved

Aerodrome Name	ICAO ID	INTL = International NTL = National	IFR/VFR	S = Scheduled NS = Non-scheduled P = Private	AD Page Reference and Remarks
Ambergris Cay Intl/ Big Ambergris Cay	MBAC	INTL	IFR/VFR	S-NS-P	AD 2.1-1
JAGS McCartney International Airport Grand Turk	MBGT	INTL	IFR/VFR	S-NS-P	AD 2.2-1
Middle Caicos / Conch Bar	MBMC	NTL	VFR	S-NS-P	AD 2.3-1
North Caicos Intl	MBNC	INTL	IFR/VFR	S-NS-P	AD 2.4-1
Pine Cay	MBPI	NTL	VFR	NS-P	AD 2.5-1
Providenciales Intl	MBPV	INTL	IFR/VFR	S-NS-P	AD 2.6-1
South Caicos Intl	MBSC	INTL	IFR/VFR	S-NS-P	AD 2.7-1
Salt Cay	MBSY	NTL	VFR	S-NS-P	AD 2.8-1

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AD 1.5 GROUPING OF AERODROMES

1. INTERNATIONAL AERODROMES

1.1 Ambergris Cay International - Big Ambergris Cay - Private

1.2 Jags McCartney International Airport Grand Turk

1.3 North Caicos

1.4 Providenciales Intl

1.5 South Caicos Intl

2. NATIONAL AERODROMES

2.1 Middle Caicos / Conch Bar

2.2 Salt Cay

2.3 Pine Cay-Private

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AD 2 - AERODROMES

1. GENERAL

The following paragraphs contain detailed descriptions of each aerodromes within the Turks and Caicos Islands.

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MBAC - Ambergris Cay Intl

1. AERODROME LOCATION AND NAME

1	**Location Name**	Ambergris Cay
2	**Airport Name**	Ambergris Cay International - Big Ambergris Cay
3	**ICAO Location Indicator**	MBAC

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	21° 18' 02.28" N / 071° 38' 28.14" W Midpoint of Runway 07/25
2	**Direction and distance from city**	Nil
3	**Elevation/reference temperature**	9.1 ft – ISA + 15°C
4	**Magnetic variation/annual change**	11° W (2019) - 0.07° increasing
5	**Aerodrome Administration**	1-649-941-7737
6	**Flight Information Service Office**	1-649-941-7737
7	**Flight Information Service Office Facsimile**	1-649-941-9905
8	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
9	**Remarks**	Nil

3. OPERATIONAL HOURS

1	**AD Administration**	Mon - Fri 0800 - 1700 (EDT)
2	**Customs and Immigration**	On request 24 hrs. prior notification required
3	**Flight Information Service (FIS)**	Daily 0800 - 1700 (EDT)
4	**Health and Sanitation**	Nil
5	**AIS Briefing Office**	Nil
6	**ATS Reporting Office (ARO)**	Nil
7	**MET Briefing Office**	Nil
8	**ATS**	AFIS
9	**Fueling**	Nil
10	**Handling**	As AFIS hours
11	**Security**	Nil
12	**De-icing**	Nil
13	**Remarks**	Private facility. Prior permission required for all operations.

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4. HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities**	Nil
2	**Fuel/oil types**	Nil
3	**Fueling facilities/capacity**	Nil
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**FBO/Handler**	Provided by Big Ambergris Cay Facilities Ltd.
8	**Remarks**	Nil

5. PASSENGER FACILITIES

1	**Hotels**	Yes, Handled by Turks and Caicos Collections (TCC)
2	**Restaurants**	Yes
3	**Transportation**	Provided by TCC
4	**Medical facilities**	Clinic on site
5	**Bank and Post Office**	Nil
6	**Welcome Centre**	Provided by TCC
7	**Remarks**	Nil

6. RESCUE AND FIRE FIGHTING SERVICES

1	**AD Category for fire fighting**	RFF Category 5
2	**Rescue equipment**	Oshkosh T-2500
3	**Capability for removal of disabled aircraft**	Limited facilities available
4	**Remarks**	Nil

7. SEASONAL AVAILABILITY – CLEARING

None specified.

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8. APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface**	Surface: Asphalt Strength: PCN 32/F/C/W/T
2	**Taxiway width, surface and strength**	Width: 15.24 m Surface: Asphalt Strength: PCN 32/F/C/W/T
3	**Altimeter check location and elevation**	Runway 07/25 full length; 9.1 ft
4	**VOR checkpoints**	Nil
5	**INS checkpoints**	Nil
6	**Remarks**	Nil

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID Signs**	Nil	
2	**Taxiway guidelines and visual docking/ parking guidance system of aircraft stands**	Nil	
3	**Runway and taxiway markings and lighting**	Runway Markings:	Transverse stripe, designator, theshold, centre line, touchdown zone, aiming point, displaced theshold arrows
		Taxiway Markings:	Centre line, runway holding position, runway turn pad
		Runway Lighting:	White edge lights
		Taxiway/Apron Lighting:	Blue egde lights
		Stopway Lighting:	Amber 07 and Red 25 (Due to displaced threshold)
4	**Stop bars**	Nil	
5	**Remarks**	Nil	

10. AERODROME OBSTACLES

Runway 07 take-off/climb surface:

Obstacle Number	Description	Latitude	Longitude	Elevation (ft AMSL)	Remarks
N0.	*Feature*	*3*	*4*	*5*	*6*
1	Tree	21° 18' 25.45" N	071° 37' 47.82" W	60.03	Nil
2	Tree	21° 18' 25.20" N	071° 37' 47.68" W	60.26	Nil
3	Tree	21° 18' 23.45" N	071° 37' 47.06" W	56.56	Nil
4	Tree	21° 18' 24.24" N	071° 37' 45.96" W	59.94	Nil
5	Tree	21° 18' 23.37" N	071° 37' 45.91" W	59.71	Nil
6	Tree	21° 18' 23.71" N	071° 37' 45.57" W	60.20	Nil
7	Tree	21° 18' 23.56" N	071° 37' 45.54" W	60.36	Nil
8	Tree	21° 18' 22.04" N	071° 37' 45.60" W	60.76	Nil
9	Tree	21° 18' 21.58" N	071° 37' 45.38" W	68.04	Nil
10	Tree	21° 18' 21.44" N	071° 37' 45.32" W	64	Nil
11	Tree	21° 18' 21.89" N	071° 37' 44.65" W	59.21	Nil
12	Tree	21° 18' 21.17" N	071° 37' 44.90" W	71.19	Nil
13	Tree	21° 18' 20.31" N	071° 37' 44.81" W	74.96	Nil
14	Hill	21° 18' 19.72" N	071° 37' 44.65" W	72.50	Nil
15	Obstruction	21° 18' 19.50" N	071° 37' 44.34" W	79.88	Nil

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11. METEOROLOGICAL INFORMATION PROVIDED

1	**Meteorological office**	Available at Providenciales: 1-649-941-4724
2	**Supplementary equipment**	AWOS: Wind direction & speed with gusts, visibility, temperature, dewpoint, altimeter
3	**Remarks**	AWOS continuous broadcast on 132.15 or contact FIS on 122.25

12. RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway Number	True and Magnetic Bearing	Dimensions of Runway (m)	Strength (PCN) and Surface of Runway and Stopway APP	Threshold Co-ordinates	Threshold Elevation of Non-Precision Runway (AMSL)
07	061° GEO 072° MAG	1737 x 30	32/F/C/W/T	21° 17' 48.63" N 071° 38' 54.50" W	9.1 ft
25	241° GEO 252° MAG	1737 x 30	32/F/C/W/T	21° 18' 11.18" N 071° 38' 11.0" W	8.8 ft
Slope of RWY/SWY	**Stopway Dimensions (m)**	**Clearway Dimensions (m)**	**Strip Dimensions (m)**	**OFZ (m)**	**RESA (m)**
0.00%	Nil	Nil	1857 x 150	Nil	91.44 x 60.96
0.00%	Nil	Nil		Nil	91.44 x 60.96

13. DECLARED DISTANCES

Runway Designation	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
07	1432	1432	1737	1737	Restrictions on Runway 07: Departures due to obstacle
25	1737	1737	1737	1432	Threshold displaced 304 m (1000 ft)

14. APPROACH AND RUNWAY LIGHTING

Runway	Approach Lights Type Length Intensity	Threshold Lighting Colour Wingbars	PAPI VASIS Angle Dist From Threshold (MEHT)	TDZ Lighting Length	Runway Centreline Lighting Length Spacing Colour Intensity	Runway Edge Lighting Length Colour Intensity	Runway End Lighting Colour Wingbar	Stopway Lighting Length (m) Colour
07	Nil	Green	PAPI 3°	Nil	Nil	60m spacing White HI	Red	60m spacing Amber
25	Nil	Green	PAPI 3°	Nil	Nil	60m spacing White HI	Red	60m spacing Red
Remarks:	Runway edge lights 2m from edge of paved surface							

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15. OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	Fire/EMS building, rotating, as required
2	**LDI location and lighting**	Nil
3	**Anemometer location and lighting**	Nil
4	**Wind direction indicators**	07 - 304 m from threshold and 75 m south of centre line - lighted 25 - 457 m from threshold and 75 m south of centre line - lighted
4	**Taxiway edge lighting**	Blue edge lights
5	**Secondary power supply/switch-over time**	Back-up generator
6	**Remarks**	Nil

16. HELICOPTER LANDING AREA

Helicopters must land and lift off at the intersection of Runway 07/25 and taxiway Alpha.

17. ATS AIRSPACE

1	**Designation and Lateral Limits**	Control Zone (CTR)
2	**Vertical Limits**	6000 ft AMSL
3	**Airspace Classification**	D
4	**ATS unit call sign** **Language(s)**	Provo Approach Control English
5	**Transition Altitude/Transition Level**	6000 ft AMSL/Variable
6	**Remarks**	Within Turks and Caicos CTR/Departures require prior clearance from Provo Approach via Ambergris Cay Information

18. ATS COMMUNICATION FACILITIES

Service Designator	Callsign	Frequency	Hours of Operation	Remarks
APP	Provo Approach	126.000 MHz 121.500 MHz	1100 - 0100 UTC (NOV-MAR) 1000 - 0000 UTC (MAR-NOV)	Primary Frequency Emergency Frequency
FIS	Information	122.250 MHz	1200 - 2100 UTC	Other times on request

19. RADIO NAVIGATION AND LANDING AIDS

None specified.

20. LOCAL TRAFFIC REGULATIONS

Take-Off Runway 07 requires a visual climb for obstacle clearance.

Runway 07 has a RIGHT-HAND traffic pattern; all aircraft must join overhead at 1500 MSL advising the FISO of their intent to join the Right Downwind leg.

Runway 25 has a LEFT-HAND traffic pattern, again all aircraft must join overhead at 1500 MSL advising the FISO of their intent to join the Left Downwind leg.

All aircraft must be marshaled into and out of parking positions.

21. DEPARTURE RESTRICTIONS

Crews utilizing Runway 07 departures MUST ensure that the performance of their aircraft is sufficient to meet the clearance requirements appropriate to their aircraft performance category, specifically in respect of obstacles related to Runway 07.

22. FLIGHT PROCEDURES

All flight crew must file an operations request to confirm compliance with the airport restrictions below

a) The flight crews are in possession of a current Ambergris Flight Crew Information package Revision 04-09 before operating to the aerodrome.

b) They are aware of the obstacle restrictions relating to departures from Runway 07.

c) Prior to any departure from MBAC provide the Airport Operator a copy of:

(1) Their Load Sheet/Mass and Balance calculation and

(2) Their Take-Off performance calculation

23. ADDITIONAL INFORMATION

Pre-Taxi clearance is required for departing aircraft and obtained from Provo Approach Control via the MBAC FISO using frequency 122.25.

24. CHARTS RELATED TO THE AERODROME

AERODROME CHART ICAO	AD 2.1-9
AERODROME OBSTRUCTION CHART- ICAO TYPE A	AD 2.1-11
STANDARD INSRUMENT DEPARTURE (SID) CHART- ICAO (RNAV GNSS RWY 07)	AD 2.1-13
ILLUSTRATIVE CODING SID RWY 07	AD 2.1-15
STANDARD INSTRUMENT DEPARTURE (SID) CHART- ICAO (RNAV GNSS RWY 25)	AD 2.1-17
ILLUSTRATIVE CODING SID RWY 25	AD 2.1-19
INSTRUMENT APPROACH CHART-ICAO (RNP RWY 07)	AD 2.1-21
ILLUSTRATIVE CODING INSTRUMENT APPROACH (RNP RWY 07)	AD 2.1-23
INSTRUMENT APPROACH CHART-ICAO (RNP RWY 25)	AD 2.1-25
ILLUSTRATIVE CODING INSTRUMENT APPROACH (RNP RWY 25)	AD 2.1-27

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Updated: New Chart

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AERODROME CHART - ICAO

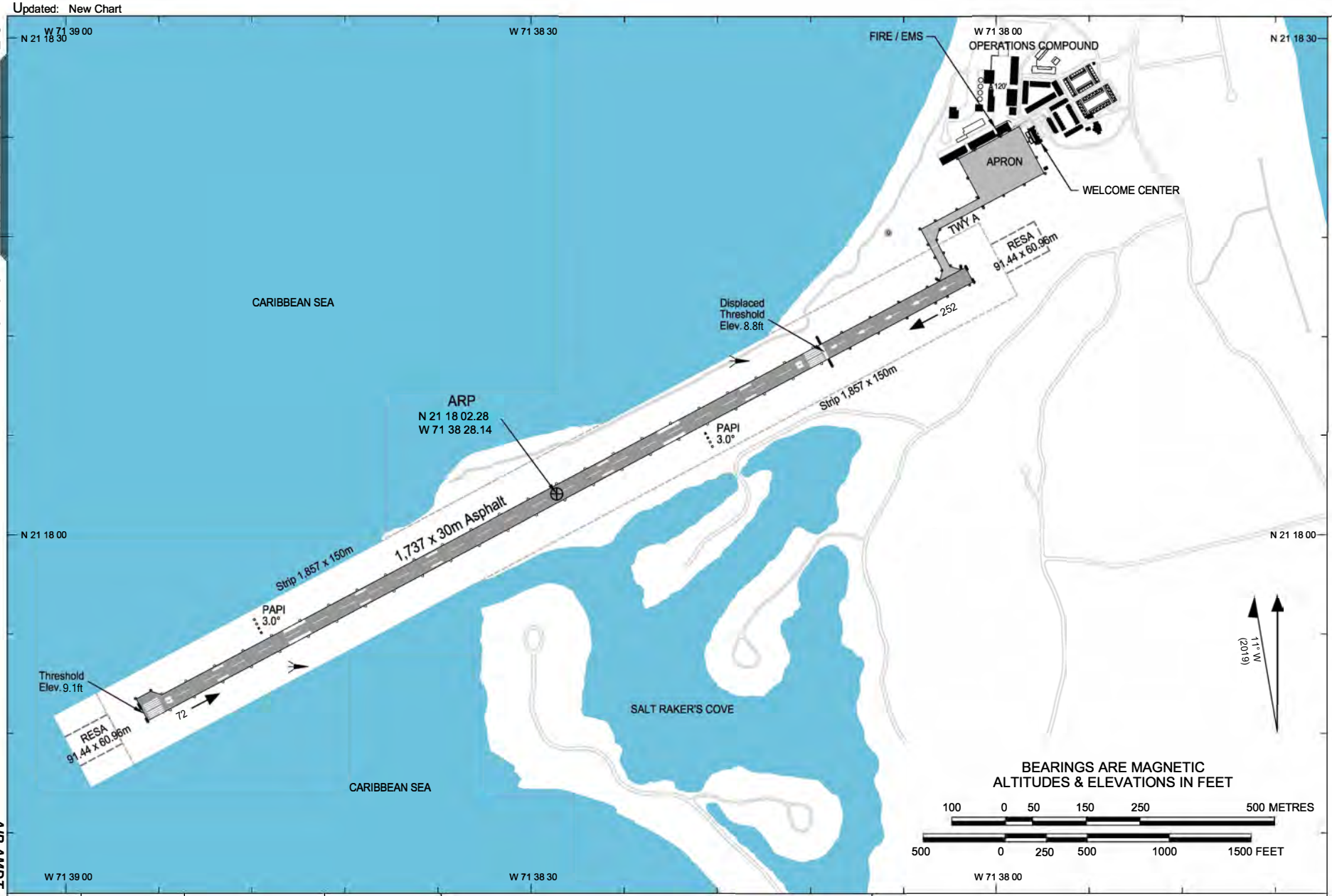
AERODROME CHART - ICAO

WGS-84

AD ELEV 9.1 FT

FIS 122.25

AMBERGRIS CAY (MBAC), TURKS AND CAICOS ISLANDS
Ambergris Cay Aerodrome



RWY	DIRECTION	THRESHOLD	STRENGTH	DECLARED DISTANCES			
				TORA	TODA	ASDA	LDA
07	061° GEO 072° MAG	N 21 17 48.63 W 71 38 54.50	32 / F / C / W / T	1,432m (4700')	1,432m (4700')	1,737m (5700')	1,737m (5700')
25	241° GEO 252° MAG	N 21 18 11.18 (DISP.) W 71 38 11.02 N 21 18 15.97 (END) W 71 38 01.79	32 / F / C / W / T	1,737m (5700')	1,737m (5700')	1,737m (5700')	1,432m (4700')

AERODROME LIGHTING

Approach Lighting: PAPI
Threshold Lighting: HI
Runway Lighting: Center-line: Nil
Edge: HI, white, 60m spacing

PPR

RWY 07 – 2.6% Climb Gradient to 500ft for Aircraft Requiring TORA Greater than 1280m (4200ft)

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AERODROME OBSTRUCTION CHART-ICAO
TYPE A (OPERATING LIMITATIONS)

AMBERGRIS CAY (MBAC),
TURKS AND CAICOS ISLANDS
AMBERGRIS CAY INTERNATIONAL

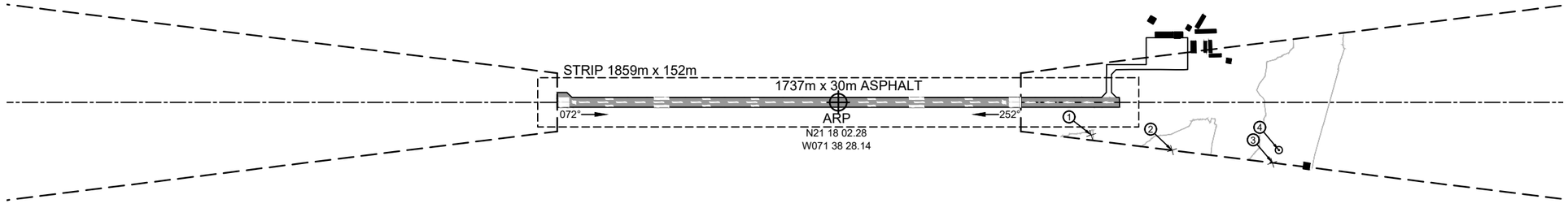
DISTANCE IN METRES, ELEVATION IN FEET

MAGNETIC DECLINATION: 11° WEST (2019)
ANNUAL CHANGE: 0.07°/Y WEST

RUNWAY 07-25

DECLARED DISTANCES		
RWY 07		RWY 25
1433m	TAKE-OFF RUN AVAILABLE	1737m
1433m	TAKE-OFF DISTANCE AVAILABLE	1737m
1737m	ACCELERATE-STOP DISTANCE AVAILABLE	1737m
1737m	LANDING DISTANCE AVAILABLE	1433m





NUMBER	OBSTACLE	HEIGHT (ASL)
①	TERRAIN	18ft
②	TERRAIN	48ft
③	TERRAIN	72ft
④	BEACON	80ft

LEGEND		
	PLAN	PROFILE
IDENTIFICATION NUMBER	①	
TREE OR SHRUB	*	
POLE, TOWER, SPIRE, ANTENNA, ETC.	⊙	①
BUILDING OR LARGE STRUCTURE	■	
TOP OF TERRAIN / HILL	+	
TERRAIN / HILL		
HARD SURFACE RUNWAY		

HORIZONTAL SCALE
1:15000

100 0 50 100 250 500 METRES

500 0 250 500 1000 1500 FEET

AERODROME INFORMATION CURRENT OCTOBER 2018
BASED ON SURVEY DATED SEPTEMBER 2018

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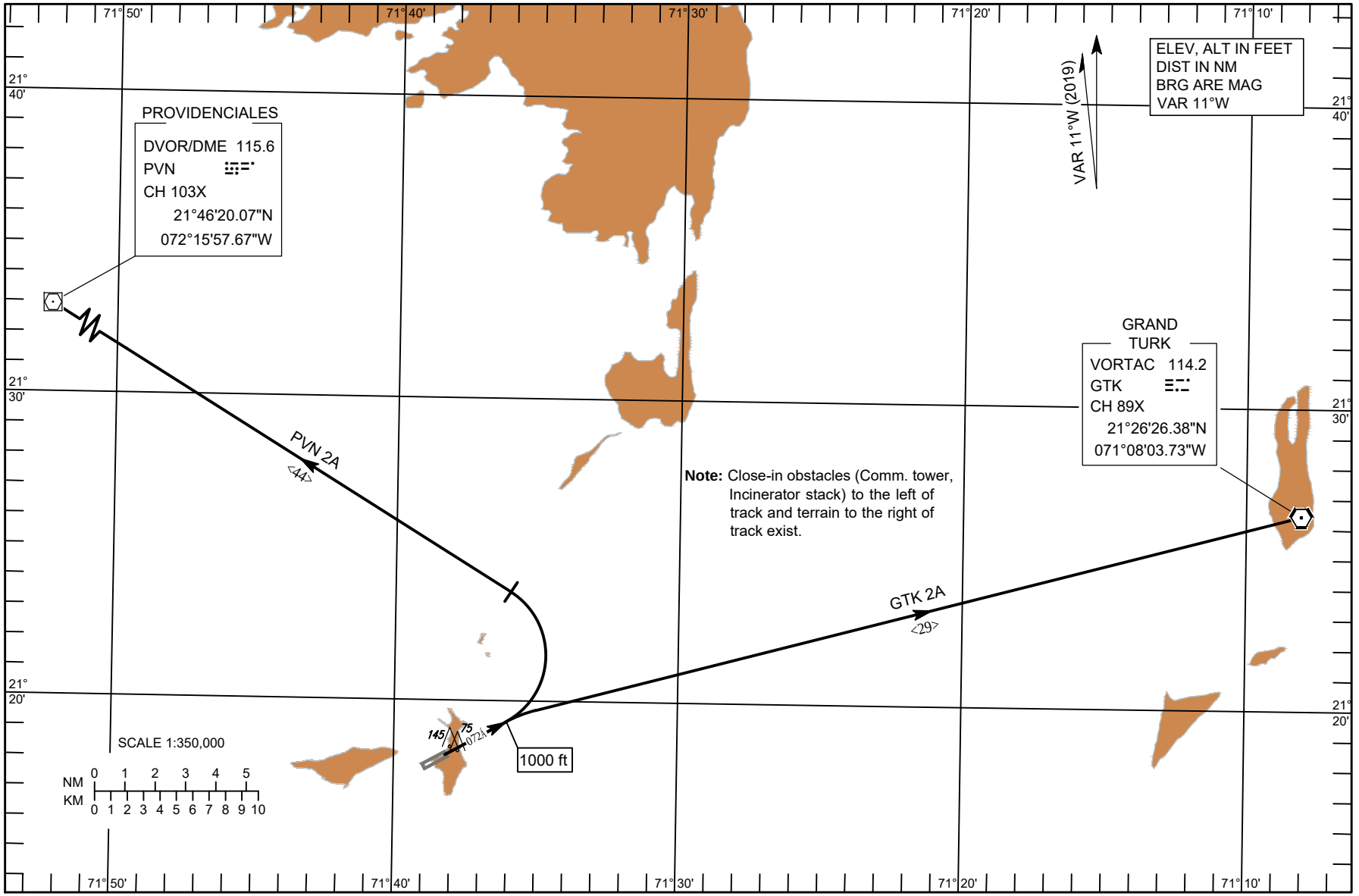
STANDARD INSTRUMENT
DEPARTURE (SID)
CHART - ICAO

TRANSITION ALTITUDE
6000 FT

APP	126.000	121.500
FIS	122.250	

AMBERGRIS CAY

RNAV (GNSS)
SID RWY 07



PVN 2A
Climb straight ahead to 1000 ft. Then direct to PVN DVOR/DME.

GTK 2A
Climb straight ahead to 1000 ft. Then direct to GTK VORTAC.

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ILLUSTRATIVE CODING RWY 07 RNAV SID

SID RWY 07 PVN 2A

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
1	RNAV 1	CA	-	-	-	061.0 / 072	-	-	- / 1000	-	-
2	RNAV 1	DF	PVN	21°46'20.07"N / 072°15'57.67"W	N	-	-	L	-	-	-

SID RWY 07 GTK 2A

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
1	RNAV 1	CA	-	-	-	061.0 / 072	-	-	- / 1000	-	-
2	RNAV 1	DF	GTK	21°26'26.38"N / 071°08'03.73"W	N	-	-	R	-	-	-

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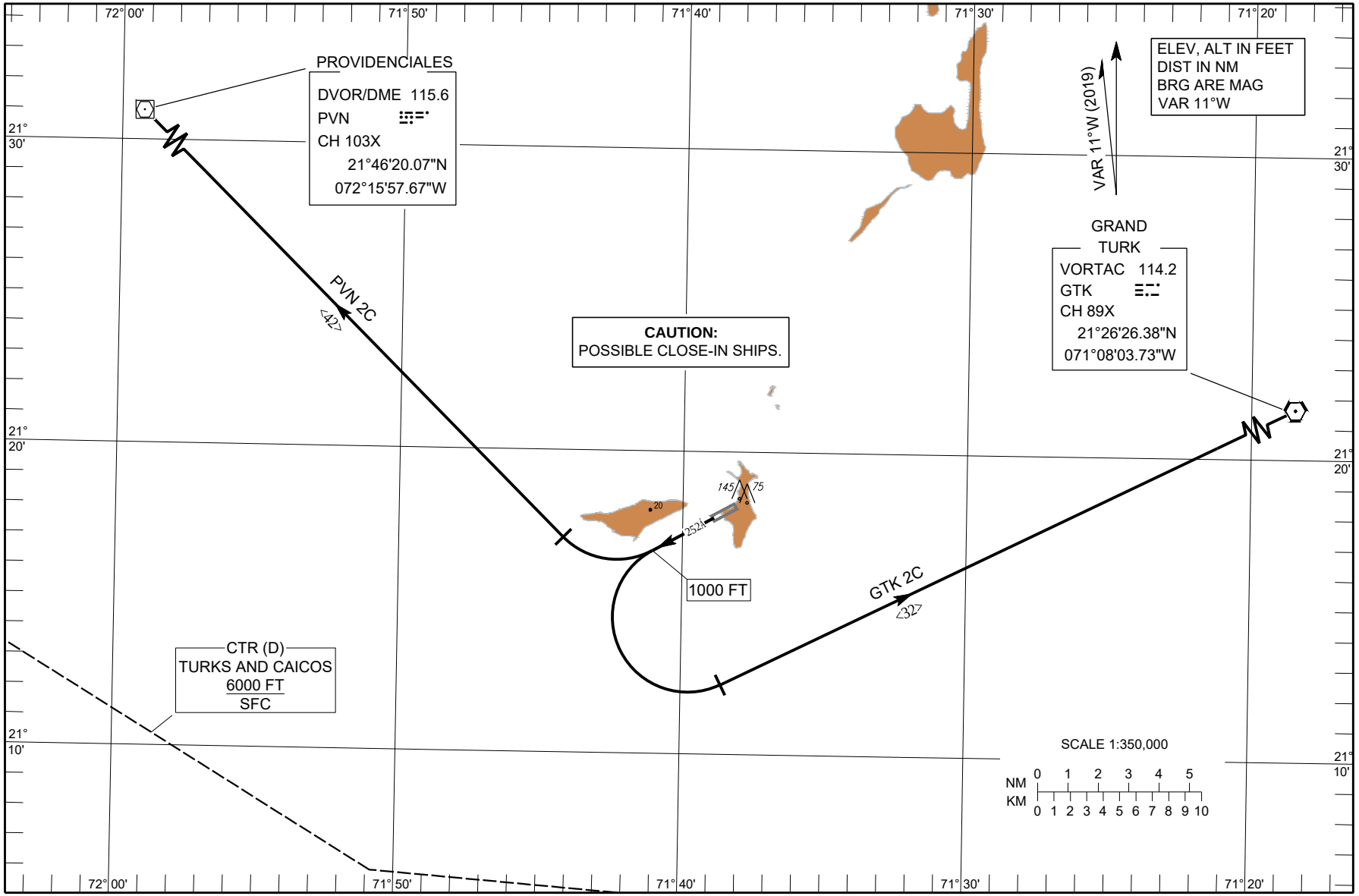
STANDARD INSTRUMENT
DEPARTURE (SID)
CHART - ICAO

TRANSITION ALTITUDE
6000 FT

APP 126.000 121.500
FIS 122.250

AMBERGRIS CAY

RNAV (GNSS)
SID RWY 25



PVN 2C
Climb straight ahead to 1000 ft. Then turn right direct to PVN DVOR/DME.

GTK 2C
Climb straight ahead to 1000 ft. Then turn left direct to GTK VORTAC.

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ILLUSTRATIVE CODING RWY 25 RNAV SID

SID RWY 25 PVN 2C

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
1	RNAV 1	CA	-	-	-	241.0 / 252	-	-	- / 1000	-	-
2	RNAV 1	DF	PVN	21°46'20.07"N / 072°15'57.67"W	N	-	-	R	-	-	-

SID RWY 25 GTK 2C

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	Remarks
1	RNAV 1	CA	-	-	-	241.0 / 252	-	-	- / 1000	-	-
2	RNAV 1	DF	GTK	21°26'26.38"N / 071°08'03.73"W	N	-	-	L	-	-	-

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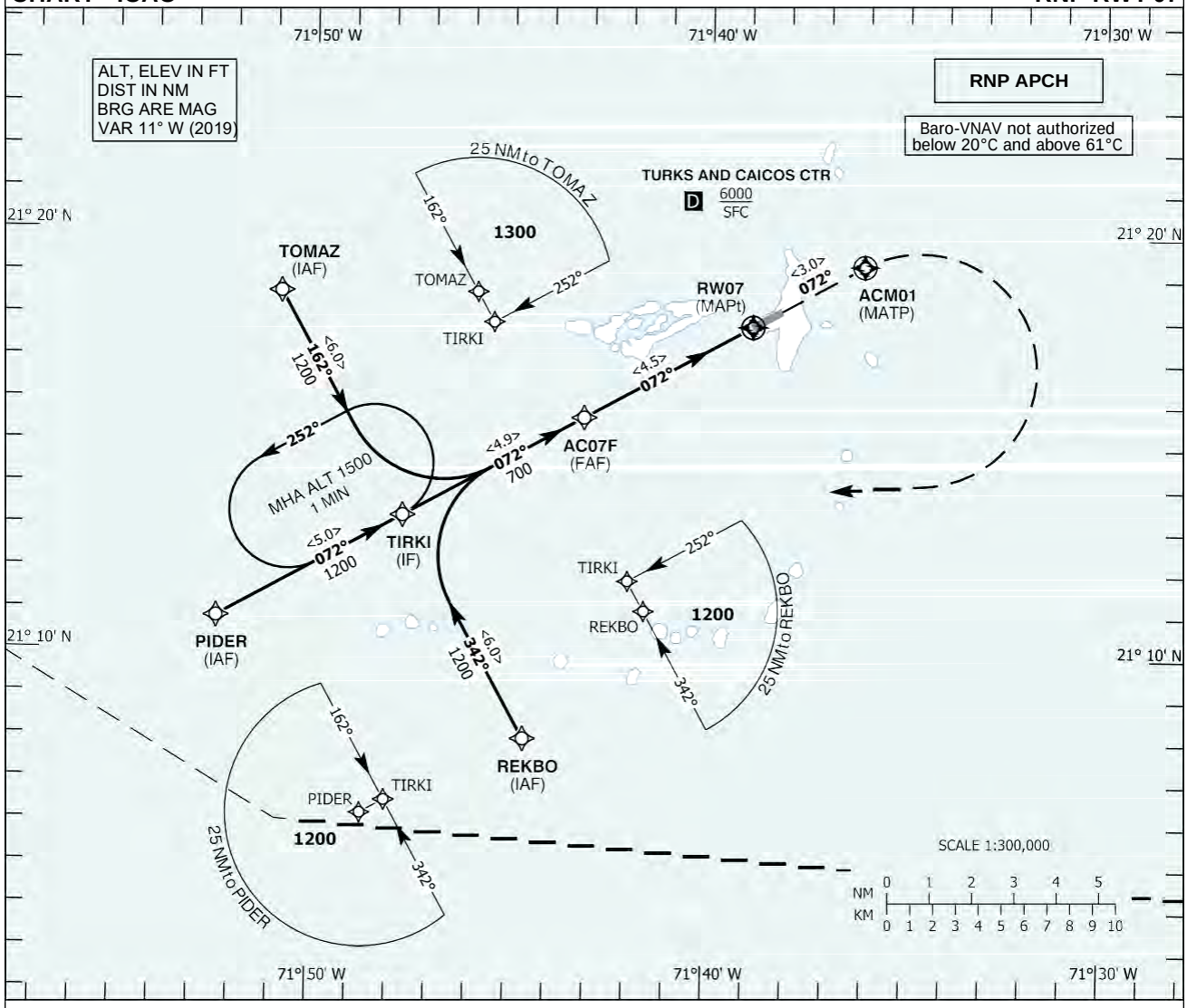
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **9ft**
HEIGHT RELATED TO
THR RWY 07 - ELEV **9ft**

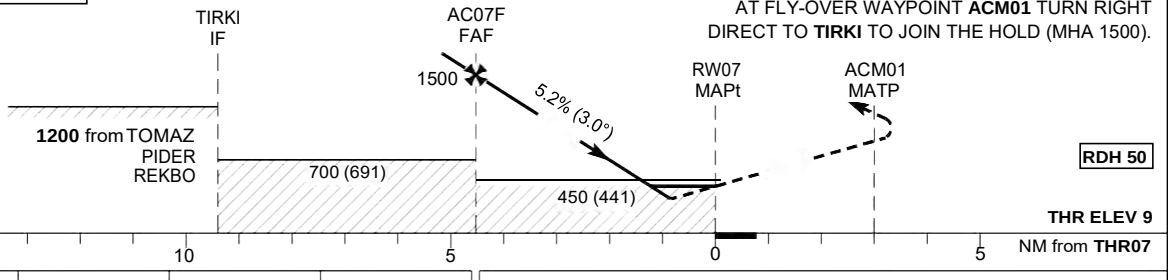
APP	126.000, 121.500
FIS	122.250

AMBERGRIS CAY (MBAC) RNP RWY 07



TRANSITION ALT **6000**

MISSED APPROACH: CLIMB STRAIGHT AHEAD. AT FLY-OVER WAYPOINT **ACM01** TURN RIGHT DIRECT TO **TIRKI** TO JOIN THE HOLD (MHA 1500).



OCA(H)	A	B	C
LNAV	450 (441)		
LNAV/VNAV	330 (321)	340 (331)	350 (341)
CIRCLING	500 (491)	510 (501)	600 (591)

RECOMMENDED PROFILE 5.2% (3.0°), 320 FT/NM

DIST FROM THR	2	3	4
ALT / HGT	695 (686)	1015 (1006)	1335 (1226)

RATE OF DESCENT	KNOTS	70	90	100	120	140	160
	FT/MIN	370	480	530	635	745	850

CHANGE: NEW.

NOTES:

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ILLUSTRATIVE CODING RNP RWY 07

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	REKBO	21°07'58.62"N / 071°44'35.36"W	-	-	-	-	-	-	-	IAF
2	RNP APCH	TF	TIRKI	21°13'14.62"N / 071°47'42.12"W	N	331.0 / 342	6.0	-	-	-	-	IF
3	RNP APCH	TF	AC07F	21°15'36.63"N / 071°43'08.84"W	N	061.0 / 072	4.9	-	- / 1500	-	-	FAF
4	RNP APCH	TF	RW07	21°17'48.61"N / 071°38'54.50"W	Y	061.0 / 072	4.5	-	-	-	3.00 / 50	MAPt
5	RNP APCH	CF	ACM01	21°19'16.12"N / 071°36'05.85"W	Y	061.0 / 072	-	-	-	-	-	266° GTK / D27.1 GTK
6	RNP APCH	DF	TIRKI	21°13'14.62"N / 071°47'42.12"W	N	-	-	R	-	-	-	IF/MAHP

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	PIDER	21°10'48.66"N / 071°52'22.93"W	-	-	-	-	-	-	-	IAF
2	RNP APCH	TF	TIRKI	21°13'14.62"N / 071°47'42.12"W	N	061.0 / 072	5.0	-	-	-	-	IF
3	RNP APCH	TF	AC07F	21°15'36.63"N / 071°43'08.84"W	N	061.0 / 072	4.9	-	- / 1500	-	-	FAF
4	RNP APCH	TF	RW07	21°17'48.61"N / 071°38'54.50"W	Y	061.0 / 072	4.5	-	-	-	3.00 / 50	MAPt
5	RNP APCH	CF	ACM01	21°19'16.12"N / 071°36'05.85"W	Y	061.0 / 072	-	-	-	-	-	266° GTK / D27.1 GTK
6	RNP APCH	DF	TIRKI	21°13'14.62"N / 071°47'42.12"W	N	-	-	R	-	-	-	IF/MAHP

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	TOMAZ	21°18'32.19"N / 071°50'50.08"W	-	-	-	-	-	-	-	IAF
2	RNP APCH	TF	TIRKI	21°13'14.62"N / 071°47'42.12"W	N	151.0 / 162	6.0	-	-	-	-	IF
3	RNP APCH	TF	AC07F	21°15'36.63"N / 071°43'08.84"W	N	061.0 / 072	4.9	-	- / 1500	-	-	FAF
4	RNP APCH	TF	RW07	21°17'48.61"N / 071°38'54.50"W	Y	061.0 / 072	4.5	-	-	-	3.00 / 50	MAPt
5	RNP APCH	CF	ACM01	21°19'16.12"N / 071°36'05.85"W	Y	061.0 / 072	-	-	-	-	-	266° GTK / D27.1 GTK
6	RNP APCH	DF	TIRKI	21°13'14.62"N / 071°47'42.12"W	N	-	-	R	-	-	-	IF/MAHP

Hold Identification

Holding Fix	Latitude / Longitude	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Altitude/ Level (FL/ft)	Maximum Holding Altitude/ Level (FL/ft)	Outbound time (min)	Direction of Turn
TIRKI	21°13'14.62"N / 071°47'42.12"W	061.0	072	240	1500	-	1	L

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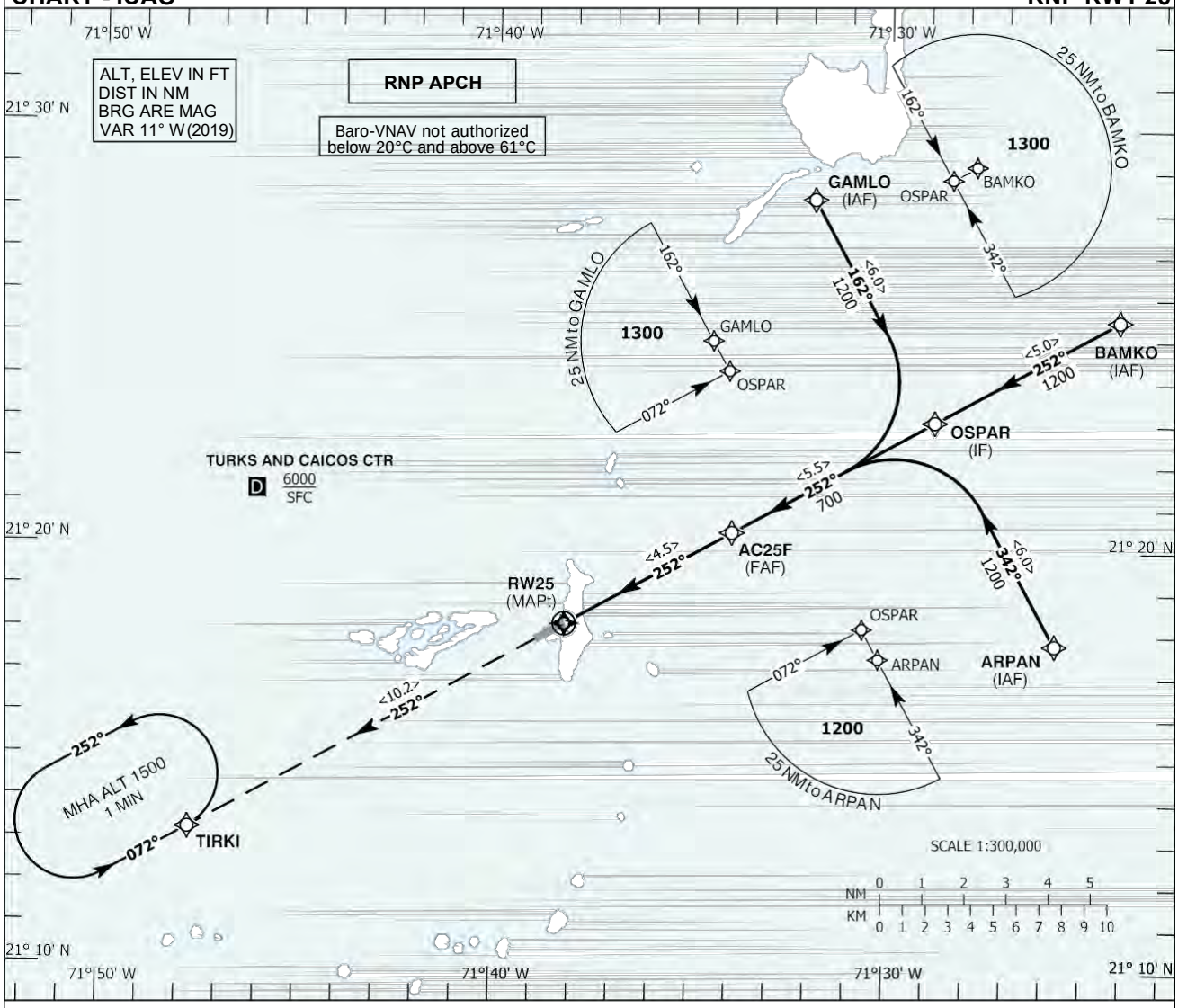
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INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **9ft**
HEIGHT RELATED TO
THR RWY 25 - ELEV **9ft**

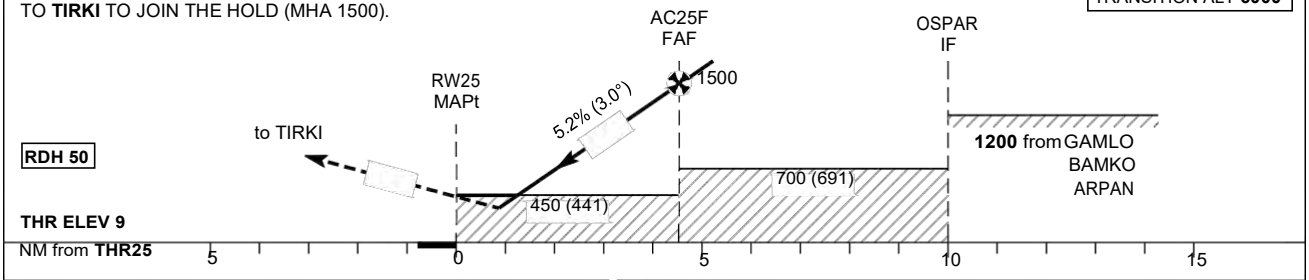
APP	126.000, 121.500
FIS	122.250

AMBERGRIS CAY (MBAC) RNP RWY 25



MISSED APPROACH: CLIMB STRAIGHT AHEAD TO **TIRKI** TO JOIN THE HOLD (MHA 1500).

TRANSITION ALT **6000**



OCA(H)	A	B	C
LNAV	450 (441)		
LNAV/VNAV	330 (321)	340 (331)	350 (341)
CIRCLING	500 (491)	510 (501)	600 (591)

RECOMMENDED PROFILE 5.2% (3.0°), 320 FT/NM

DIST FROM THR		2		3		4	
ALT / HGT		695 (686)		1015 (1006)		1330 (1221)	
RATE OF DESCENT	KNOTS	70	90	100	120	140	160
	FT/MIN	370	480	530	635	745	850

CHANGE: NEW.

NOTES:

1. Visual segment penetrated to the left of track by terrain.

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ILLUSTRATIVE CODING RNP RWY 25

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	GAMLO	21°28'18.72"N / 071°31'55.35"W	-	-	-	-	-	-	-	IAF
2	RNP APCH	TF	OSPAR	21°23'02.57"N / 071°28'48.58"W	N	151.0 / 162	6.0	-	-	-	-	IF
3	RNP APCH	TF	AC25F	21°20'23.24"N / 071°33'56.54"W	N	241.1 / 252	5.2	-	- / 1500	-	-	FAF
4	RNP APCH	TF	RW25	21°18'11.15"N / 071°38'11.03"W	Y	241.0 / 252	4.8	-	-	-	3.00 / 50	MAPt
5	RNP APCH	TF	TIRKI	21°13'14.62"N / 071°47'42.12"W	N	241.0 / 252	10.2	-	-	-	-	MAHP

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	BAMKO	21°25'28.28"N / 071°24'07.23"W	-	-	-	-	-	-	-	IAF
2	RNP APCH	TF	OSPAR	21°23'02.57"N / 071°28'48.58"W	N	241.1 / 252	5.0	-	-	-	-	IF
3	RNP APCH	TF	AC25F	21°20'23.24"N / 071°33'56.54"W	N	241.1 / 252	5.2	-	- / 1500	-	-	FAF
4	RNP APCH	TF	RW25	21°18'11.15"N / 071°38'11.03"W	Y	241.0 / 252	4.8	-	-	-	3.00 / 50	MAPt
5	RNP APCH	TF	TIRKI	21°13'14.62"N / 071°47'42.12"W	N	241.0 / 252	10.2	-	-	-	-	MAHP

Serial #	Navigational performance	Path descriptor	Waypoint identifier	Waypoint coordinates	Fly-Over	True track [°] / Magnetic track [°]	Distance [nm]	Turn direction	Upper limit [ft] / Lower limit [ft]	Speed [kts]	VPA [°] / TCH [ft]	Remarks
1	RNP APCH	IF	ARPAN	21°17'46.33"N / 071°25'42.08"W	-	-	-	-	-	-	-	IAF
2	RNP APCH	TF	OSPAR	21°23'02.57"N / 071°28'48.58"W	N	331.1 / 342	6.0	-	-	-	-	IF
3	RNP APCH	TF	AC25F	21°20'23.24"N / 071°33'56.54"W	N	241.1 / 252	5.2	-	- / 1500	-	-	FAF
4	RNP APCH	TF	RW25	21°18'11.15"N / 071°38'11.03"W	Y	241.0 / 252	4.8	-	-	-	3.00 / 50	MAPt
5	RNP APCH	TF	TIRKI	21°13'14.62"N / 071°47'42.12"W	N	241.0 / 252	10.2	-	-	-	-	MAHP

Hold Identification

Holding Fix	Latitude / Longitude	Inbound True Track (degrees)	Inbound Mag Track (degrees)	Maximum Indicated Airspeed (kts)	Minimum Holding Altitude/ Level (FL/ft)	Maximum Holding Altitude/ Level (FL/ft)	Outbound time (min)	Direction of Turn
TIRKI	21°13'14.62"N / 071°47'42.12"W	061.0	072	240	1500	-	1	L

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MBGT - Grand Turk / JAGS McCartney International Airport Grand Turk

MBGT AD 2.1 AERODROME LOCATION AND NAME

1	**Location Name**	Grand Turk
2	**Airport Name**	JAGS McCartney International Airport Grand Turk
3	**ICAO Location Indicator**	MBGT

MBGT AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	21° 26' 39.92" N / 071°08 30.61" W Midpoint of Runway 12/30
2	**Direction and distance from city**	2 nm south of Cockburn Town
3	**Elevation/reference temperature**	11 ft-ISO + 15°C
4	**Magnetic variation/annual change**	11.2° W (2019) - 0.06° increasing
5	**Aerodrome Administration**	See TCIAA address at GEN 1.1
6	**Control Tower**	(649) 941-2570
7	**Type of traffic permitted (IFR/VFR)**	IFR / VFR
8	**Remarks**	Nil

MBGT AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	Mon – Thu Fri	1300 – 2130 UTC (NOV-MAR) 1200 – 2030 UTC (MAR-NOV) 1300 – 2030 UTC (NOV-MAR) 1200 – 1930 UTC (MAR-NOV)
2	**Customs and Immigration**	Mon – Fri Sat, Sun and Holidays Outside these hours	1300 – 2130 UTC 1200 – 2359 UTC 1-day overtime charges apply. Weekday $6.00 per hour, weekends and public holidays $8.00 per hour.
3	**Health and Sanitation**	As Administration hours	
4	**AIS Briefing Office**	As ATS hours	
5	**ATS Reporting Office (ARO)**	As ATS hours	
6	**MET Briefing Office**	Nil	
7	**ATS**	Daily	1100 – 0100 UTC (NOV-MAR) 1000 – 0000 UTC (MAR-NOV)
8	**Fueling**	NIl	
9	**Handling**	As ATS hours	
10	**Security**	As ATS hours	
11	**De-icing**	Nil	
12	**Remarks**	Outside operational hours on request	

MBGT AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities**	Prior arrangement only through Provo Air Center FBO
2	**Fuel/oil types**	Nil
3	**Fueling facilities/capacity**	Nil.
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Nil
6	**Repair facilities for visiting aircraft**	Nil
7	**Remarks**	Handling services available during AD hours, or by arrangement with Administration

MBGT AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Turks Head Inn Tel: 1-649-946-1716 Salt Rakers Inn Tel: 1-649-946-2260 Fax: 1-649-946-2817 Arawak Inn & Beach Club Tel: 1-649-946-2677 Fax: 1-649-946-1453 Osprey Beach Hotel Tel: 1-649-946-2666 Fax: 1-649-946-1453 Island House Tel: 1-649-946-1519 Fax: 1-649-946-1388
2	**Restaurants**	Yes
3	**Transportation**	Taxis and hire cars
4	**Medical facilities**	Hospital in city, 3 miles from airport
5	**Bank and Post Office**	In city
6	**Tourist Office**	Front Street Grand Turk Tel: 1-649-946-2321/2322 Fax: 1-649-946-2722
7	**Remarks**	Nil

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MBGT AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	RFF Category 4
2	**Rescue equipment**	2 Trucks as follows: 1 Oshkosh Striker 4 X 4 Capacity:1500 gallons/ 5678 liters water 200 gallons/757.08 liters foam 500 pounds/226.8 kilograms dry chemical 1 Rosen Bauer Panther 4 X 4 Capacity:1500 gallons/5678 liters water 200 gallons/ 757.08 liters foam 500 pounds/ 226.8 kilograms dry chemical **Total Capacity**: Water: 3,000 gallons/11356.24 liters Foam: 400 gallons/ 1514.16 liters Dry Chemical: 1000 pounds/453.59 kilograms
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	Unable to upgrade beyond RFFS CAT 4.

MBGT AD 2.7 SEASONAL AVAILABILITY – CLEARING

None specified.

MBGT AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface**	Surface: Asphalt Strength: South PCN 48/F/B/X/T North PCN 48/F/B/X/T
2	**Taxiway width, surface and strength**	Width: 23 m Surface: Asphalt Strength: PCN 48/F/B/X/T
3	**Altimeter check location and elevation**	At North Apron: 8 ft AMSL Hold Line Alpha 10 ft AMSL At South Hold Line Bravo 11 ft AMSL At South Apron: Stand 1-3: 11 ft AMSL Stand 4: 12 ft AMSL
4	**VOR checkpoints**	Nil
5	**INS checkpoints**	Nil
6	**Remarks**	Taxiway A is not authorized for public transport operations at nights

MBGT AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID Signs**	Nil
2	**Taxiway guidelines and visual docking / parking guidance system of aircraft stands**	Yellow centreline from runway to the aprons. Large aircraft require marshall, small aircraft may self-park. Parking is prearranged by ground handling, through Provo Air Center
3	**Runway and taxiway markings and lighting**	Runway: QDM designators, Threshold, aiming point, and Centreline marking: White edge lights with yellow caution lights last 600m of each runway, Green Threshold and Red End.
4	**Stop bars**	Yes
5	**Remarks**	Nil

MBGT AD 2.10 AERODROME OBSTACLES

Runway 12:
There are several obstacles which penetrate the slope below the take-off climb surface. These are shown on the Type-A chart and details are provided below.

Obstacle Number	Description	Latitude	Longitude	Elevation (ft AMSL)	Distance from TORA start (m)
1	Bush	21 26 34.85 N	071 07 56.41 W	25.19	2017
2	Dead Tree	21 26 28.66 N	071 07 49.97 W	25.39	2244

Runway 30:
There are several obstacles which penetrate the 1.0% slope below the take-off climb surface. These are shown on the Type-A chart and details are provided below.

Obstacle Number	Description	Latitude	Longitude	Elevation (ft AMSL)	Distance from TORA start (m
3	Terrain	21 26 44.53 N	071 09 03.55 W	15.78	1872
4	Bush	21 26 45.47 N	071 09 11.13 W	23.67	2090
5	Bush	21 26 45.96 N	071 09 11.30 W	23.82	2099
6	Bush	21 26 47.64 N	071 09 11.12 W	24.71	2107
7	Bush	21 26 48.74 N	071 09 11.00 W	25.40	2112
8	Bush	21 26 50.70 N	071 09 11.86 W	29.12	2151

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In Approach/Take-Off Areas				In Circling Area and at Aerodrome		
Runway/ Area Affected	**Obstacle Type Elevation (ft AMSL) Markings/Lighting**		**Co-ordinates**	**Obstacle Type Elevation (ft AMSL) Markings/Lighting**		**Co-ordinates**
12/30	Antenna (Lighted)	243.60	21° 27' 44.41" N 071° 07' 55.24" W	Antenna (Lighted)	243.60	21° 27' 44.41" N 071° 07' 55.24" W
	Antenna	237.49	21° 27' 54.67" N 071° 08' 46.59" W	Radar Aerial	121.85	21° 26' 00.75" N 071° 08' 40.44" W
Remarks: Six (3) Instrument Approach Procedures				**Remarks:** Nil		

MBGT AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

METAR Temperature Terminal and En-Route Forecasts Winds Aloft

MBGT AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway Number	**True and MAG Bearing**	**Dimensions of Runway (m)**	**Strength (PCN) and Surface of Runway and Stopway APP**	**Threshold Co-ordinates**	**Threshold Elevation of Non-Precision Runway (AMSL)**
12	104° GEO 116° MAG	1941 x 45	48/F/B/X/T	21° 26' 46.21" N 071° 08' 56.67" W	11 ft
30	284° GEO 296° MAG	1941 x 45	48/F/B/X/T	21° 26' 32.48" N 071° 07' 59.81" W	9 ft
Slope of RWY/SWY	**Stopway Dimensions (m)**	**Clearway Dimensions (m)**	**Strip Dimension (m)**	**OFZ**	**RESA (m)**
1.00%	Nil	Nil	2061 x 150	Nil	90 x 90
1.00%	Nil	Nil		Nil	90 x 90
Remarks: The Runway 11 threshold is permanently displaced at the present location as marked. Approximately 250 meters are available for back taxi and additional takeoff runway length.					

MBGT AD 2.13 DECLARED DISTANCES

Runway Designator	**TORA (m)**	**TODA (m)**	**ASDA (m)**	**LDA (m)**	**Remarks**
12	1941	1941	1941	1691	LDA extends 100m beyond the RW Y 11 threshold transverse
30	1791	1791	1791	1791	

MBGT AD 2.14 APPROACH AND RUNWAY LIGHTING

Runway	Approach Lighting Type Length Intensity	Threshold Lighting Colour Wingbars	PAPI VASIS Angle Dist From Threshold (MEHT)	TDZ Lighting Length	Runway Centreline Lighting Spacing Colour Intensity	Runway Edge Lighting Length Colour Intensity	Runway End Lighting Colour Wingbar	Stopway Lighting Length (m) Colour
12	Nil	Green	PAPI 3° 265m 44 ft	Nil	Nil	White 60m intervals Yellow caution zone last 600m HI	Red	Nil
30	Nil	Green	PAPI 3° 296m 44 ft	Nil	Nil	White 60m intervals Yellow caution zone last 600m HI	Red	Nil

MBGT AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN location, characteristics and hours of operation**	ABN: At Control Tower As required
2	**LDI location and lighting**	Nil
3	**Anemometer location and lighting**	Mast located abeam mid-point of runway
4	**Taxiway edge and centreline lighting**	Taxiway edge lighting
5	**Secondary power supply / switch-over time**	Secondary power supply to all Aerodrome lighting (15 seconds change over time)
6	**Remarks**	Nil

MBGT AD 2.16 HELICOPTER LANDING AREA

Helicopters land and lift off/on runway under directions from ATS.

MBGT AD 2.17 ATS AIRSPACE

1	**ATS unit call sign Language(s)**	McCartney Tower English
2	**Transition Altitude/Transition Level**	6000 ft AMSL/Variable
3	**Remarks**	Within Turks and Caicos CTR

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MBGT AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency	Hours of Operations	Remarks
APP	Provo Approach	126.000 MHz 121.500 MHz	1100 – 0100 UTC (NOV-MAR) 1000 – 0000 UTC (MAR-NOV)	Primary Frequency Emergency Frequency
TWR	McCartney Tower	118.600 MHz 121.500 MHz		Primary Frequency Emergency Frequency
Ground	McCartney Ground	121.900 MHz		Nil

MBGT AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	IDENT	Frequency	Hours of Operation	Antenna Site Co-ordinates	Elevation of DME Transmitting Antenna	Remarks
VOR/DME 11° W / 2018	GTK	114.20 MHz CH89x	H24	21° 26' 26.38" N 071°08' 03.73" W	36 ft	FAA facility DME signal
						FAA facility subject to unplanned outages

MBGT AD 2.20 LOCAL TRAFFIC REGULATIONS

NOT APPLICABLE
(None specified)

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MBGT AD 2.21 NOISE ABATEMENT PROCEDURES

NOT APPLICABLE
(None specified)

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MBGT AD 2.22 FLIGHT PROCEDURES

1.1 General

Unless special permission has been obtained from Provo Approach or McCartney Tower, as appropriate, flight within the Turks and Caicos Islands CTR shall be in accordance with ICAO flight rules.

1.2 Procedures for IFR Flights within the Turks and Caicos Islands CTR

a) The inbound, transit and outbound routes shown on the charts may be varied at the discretion of ATS.
b) If necessary, in case of congestion, inbound aircraft may be instructed to hold at one of the designated airways reporting points.

1.3 Procedures for VFR Flight within the Turks and Caicos Islands CTR (providing traffic conditions permit):

a) Flight plan requesting ATC clearance, containing Items 7 to 18 and indicating the purpose of the flight, shall be submitted.
b) ATC clearance shall be obtained immediately before the aircraft enters the area concerned.
a) Position reports shall be submitted in accordance with ICAO Standard Operational Procedure.
b) Deviation from the ATC clearance may only be made when prior permission has been obtained.
c) The flight shall be conducted with vertical visual reference to the ground.
d) Two-way radio communications shall be maintained on the frequency prescribed. Information about the approach frequency can be obtained from McCartney Tower.
e) The pilot in command shall be the holder of an international VHF license.

MBGT AD 2.23 ADDITIONAL INFORMATION

1.1 Bird concentration in the vicinity of the airport

Large flocks of seagulls may be encountered on and in the vicinity of the aerodrome during the migratory season, May – October, annually

1.2 Clothing requirement

All staff, pilots, and ground crew must wear high visibility clothing whilst on the apron.

1.3 Bird concentration In the vicinity of the airport

Large flocks of seagulls may be encountered on and in the vicinity of the aerodrome during the migratory season, May – October, annually.

MBGT AD 2.4 CHARTS RELATED TO THE AERODROME

AERODROME CHART- ICAO	AD 2.2-13
AIRCRAFT GROUND MOVEMENT/PARKING/DOCKING CHART - ICAO	AD 2.2-15
INSTRUMENT APPROACH CHART - ICAO (RNP RWY 12)	AD 2.2-17
ILLUSTRATIVE CODING RNP RWY 12	AD 2.2-19
INSTRUMENT APPROACH CHART - ICAO (RNP RWY 30)	AD 2.2-21
ILLUSTRATIVE CODING RNP RWY 30	AD 2.2-23
AERODROME OBSTACLE CHART - ICAO TYPE-A	AD 2.2-25

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AERODROME CHART-ICAO	ARP 212639.92N 0710830.61W	AD ELEV 12 FT	TWR 118.600 GND 121.900	APP PVN 126.000	GRAND TURK MBGT

GUND (Geoid Undulation)=-142ft The height of the Geoid MSL above the Reference Elipsoid (WSG 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	467 (161)

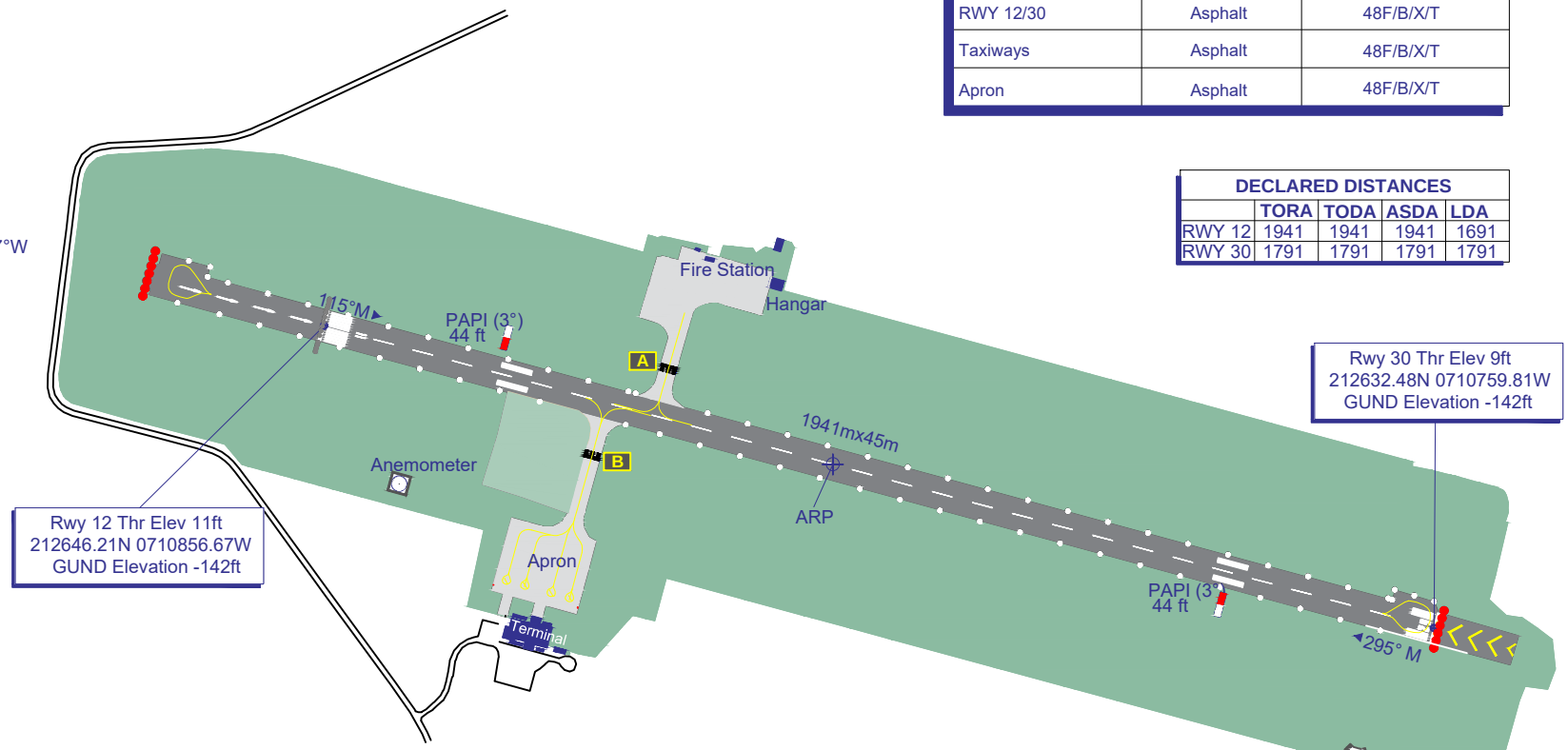
VAR 11.1°W - 2017

N

Annual Rate of Change 0.07°W

RUNWAY/TAXIWAY/APRON PHISICAL CHARACTERISTICS		
APRON/RWY/TWY	SURFACE	BEARING STRENGHT
RWY 12/30	Asphalt	48F/B/X/T
Taxiways	Asphalt	48F/B/X/T
Apron	Asphalt	48F/B/X/T

DECLARED DISTANCES				
	TORA	TODA	ASDA	LDA
RWY 12	1941	1941	1941	1691
RWY 30	1791	1791	1791	1791



300 200 100 0 500 1000 metres

1000 500 0 500 1000 1500 2000 2500 3000 3500 feet

LIGHTING	
PAPI RWY 12/30	3°
THR 12	Green Wingbars
RWY 12/30	HI White Edge 60m spacing. RWY 12, Lighting System

CHANGE: New chart following aerodrome survey.

AERO INFO DATE AUGUST 2017

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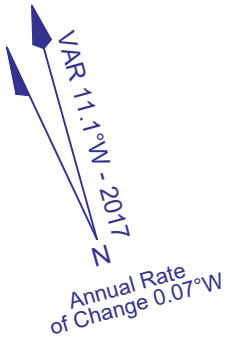
PARKING DOCKING CHART- ICAO

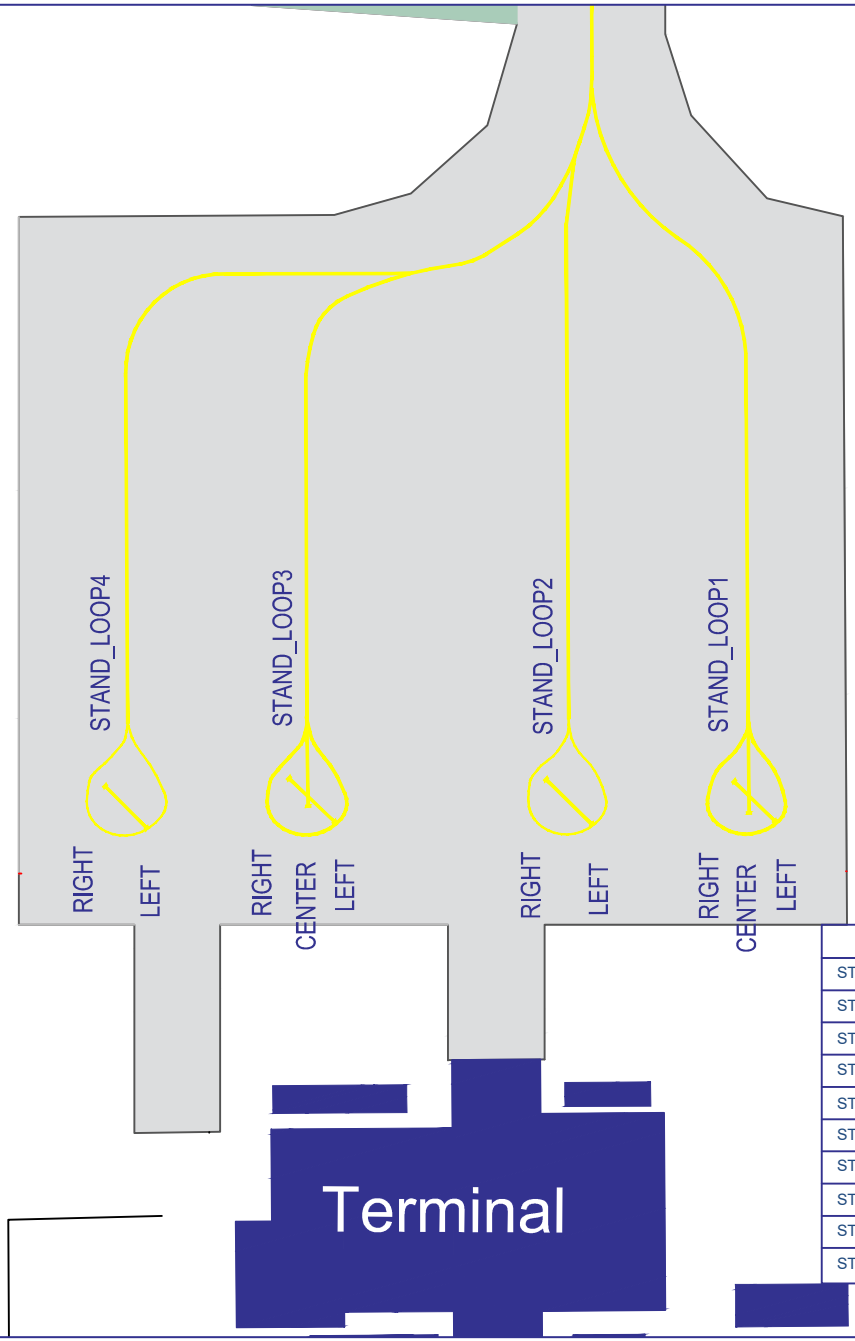
ARP 212639.92N 0710830.61W

AD ELEV 12FT

GRAND TURK
MBGT

GUND (Geoid Undulation)=-142ft The height of the Geoid MSL above the Reference Elipsoid (WSG 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	467 (161)





STAND	Latitude	Longitude	Height AMSL (ft)
STAND LOOP1 LEFT	212633.22N	0710843.85W	10.8
STAND LOOP1 CENTER	212633.29N	0710843.97W	10.8
STAND LOOP1 RIGHT	212633.46N	0710844.00W	10.8
STAND LOOP2 LEFT	212633.44N	0710844.80W	10.8
STAND LOOP2 RIGHT	212633.72N	0710844.98W	10.8
STAND LOOP3 LEFT	212633.78N	0710846.14W	11.1
STAND LOOP3 CENTER	212633.89N	0710846.26W	11.0
STAND LOOP3 RIGHT	212634.05N	0710846.32W	10.9
STAND LOOP4 LEFT	212633.99N	0710847.13W	11.3
STAND LOOP4 RIGHT	212634.25N	0710847.29W	**11.2**

CHANGE: New chart following aerodrome survey.
AERO INFO DATE AUGUST 2017

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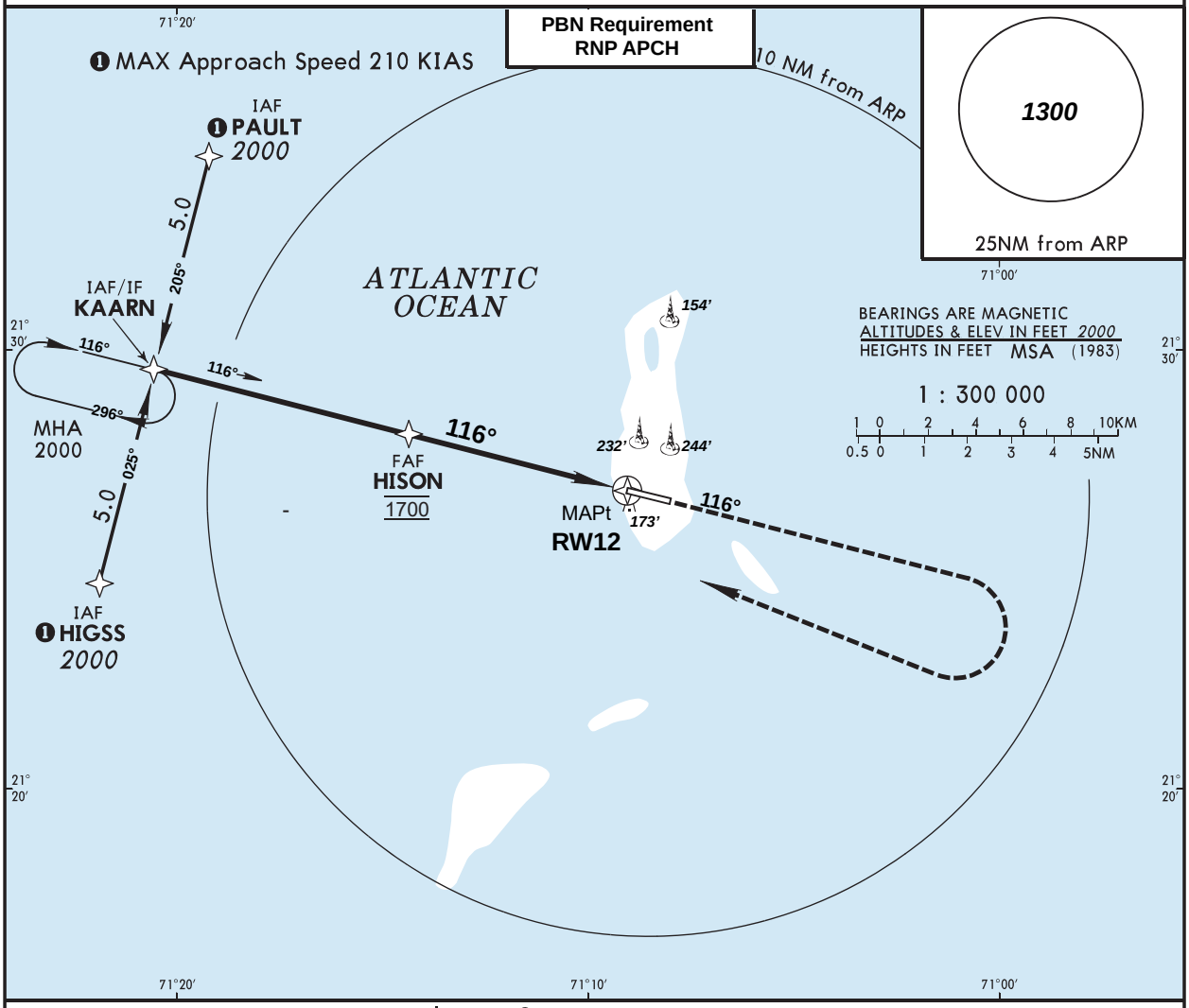
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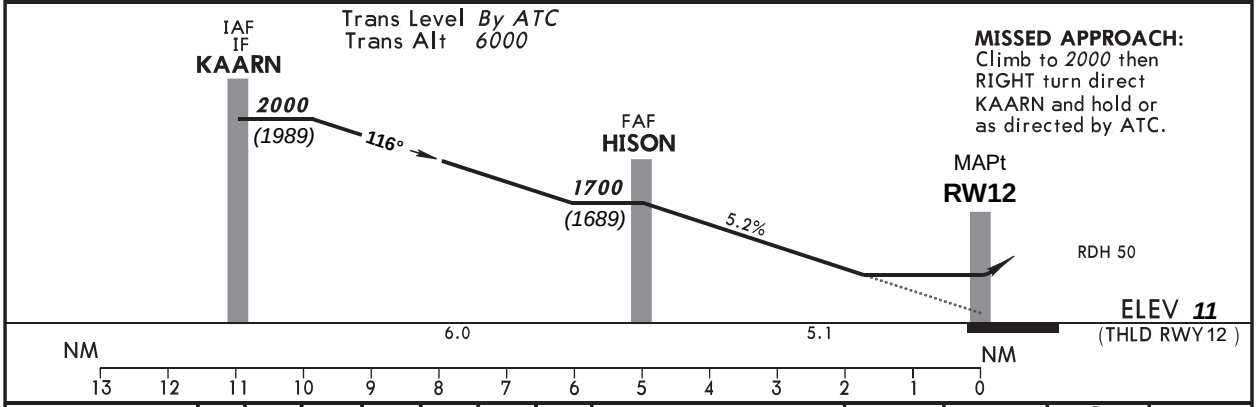
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 11 FT
HEIGHTS RELATED TO THLD RWY 12 ELEV 11 FT
VAR 11.2°W

PROVO APP	126.000
TWR	118.600
GND	121.900

GRAND TURK (MBGT), TURKS AND CAICOS ISLANDS
JAGS McCartney Intl
RNP RWY12





Ground speed	kts	70	90	100	120	140	160
FAF to MAP/5.2%	ft	369	474	527	632	737	843

NM RW 12	4	3	2	1
Altitude (Height)	**1340** (1329)	**1020** (1009)	**700** (689)	**380** (369)

1. When local altimeter setting not received, procedure NA.
2. DME/DME RNP 0.3 NOT AUTHORIZED.
3. No turn before MAPT.
4. Max IAS at KAARN 210 KTS.

STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCA(H)	NOT AUTHORIZED			
	VIS				
LNAV	OCA(H)	**500** (489)			
	VIS	2400m		2800m	3600m

CIRCLING		A	B	C	D
	OCA(H)	**550** (539)		**650** (639)	**700** (689)
	VIS	2400m	2800m	3700m	4600m

AMENDMENT: Mag Var, LNAV Minima, Circling minima,MSA, Chart Title, PBN requirement

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Illustrative Coding RNP RWY12

Runway	12	Transition	RW12N								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track ^{0}M (^{0}T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
RW12N	001	IF	PAULT	N	- -	-	-	210	0.0	213424.34N 0711912.05W	IAF
RW12N	002	TF	KAARN	N	206 (194.33)	-	2000	-	5.0	212932.63N 0712031.66W	IAF/IF
RW12N	003	TF	HISON	N	116 (104.32)	LEFT	1700	-	6.0	212802.72N 0711415.86W	FAF
RW12N	004	TF	RW12	Y	116 (104.35)	-	-	-	5.1	212646.21N 0710856.67W	MAPt
RW12N	005	FA	-	N	116 (104.46)	-	2000	-	-	- -	-
RW12N	006	DF	KAARN	N	- -	RIGHT	2000	-	-	212932.63N 0712031.66W	-
RW12N	007	HM	KAARN	N	116 (104.32)	RIGHT	2000	-	0.0	212932.63N 0712031.66W	Hold

Runway	12	Transition	RW12S								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track ^{0}M (^{0}T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
RW12S	001	IF	HIGSS	N	- -	-	-	210	0.0	212440.92N 0712151.24W	IAF
RW12S	002	TF	KAARN	N	026 (014.32)	-	2000	-	5.0	212932.63N 0712031.66W	IAF/IF
RW12S	003	TF	HISON	N	116 (104.32)	RIGHT	1700	-	6.0	212802.72N 0711415.86W	FAF
RW12S	004	TF	RW12	Y	116 (104.35)	-	-	-	5.1	212646.21N 0710856.67W	MAPt
RW12S	005	FA	-	N	116 (104.46)	-	2000	-	-	- -	-
RW12S	006	DF	KAARN	N	- -	RIGHT	2000	-	-	212932.63N 0712031.66W	-
RW12S	007	HM	KAARN	N	116 (104.32)	RIGHT	2000	-	0.0	212932.63N 0712031.66W	Hold

Runway	12	Transition	RW12C								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track ^{0}M (^{0}T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
RW12C	001	IF	KAARN	N	- -	-	2000	-	5.0	212932.63N 0712031.66W	IAF/IF
RW12C	002	TF	HISON	N	116 (104.32)	-	1700	-	6.0	212802.72N 0711415.86W	FAF
RW12C	003	TF	RW12	Y	116 (104.35)	-	-	-	5.1	212646.21N 0710856.67W	MAPt
RW12C	004	FA	-	N	116 (104.46)	-	2000	-	-	- -	-
RW12C	005	DF	KAARN	N	- -	RIGHT	2000	-	-	212932.63N 0712031.66W	-
RW12C	006	HM	KAARN	N	116 (104.32)	RIGHT	2000	-	0.0	212932.63N 0712031.66W	HOLD

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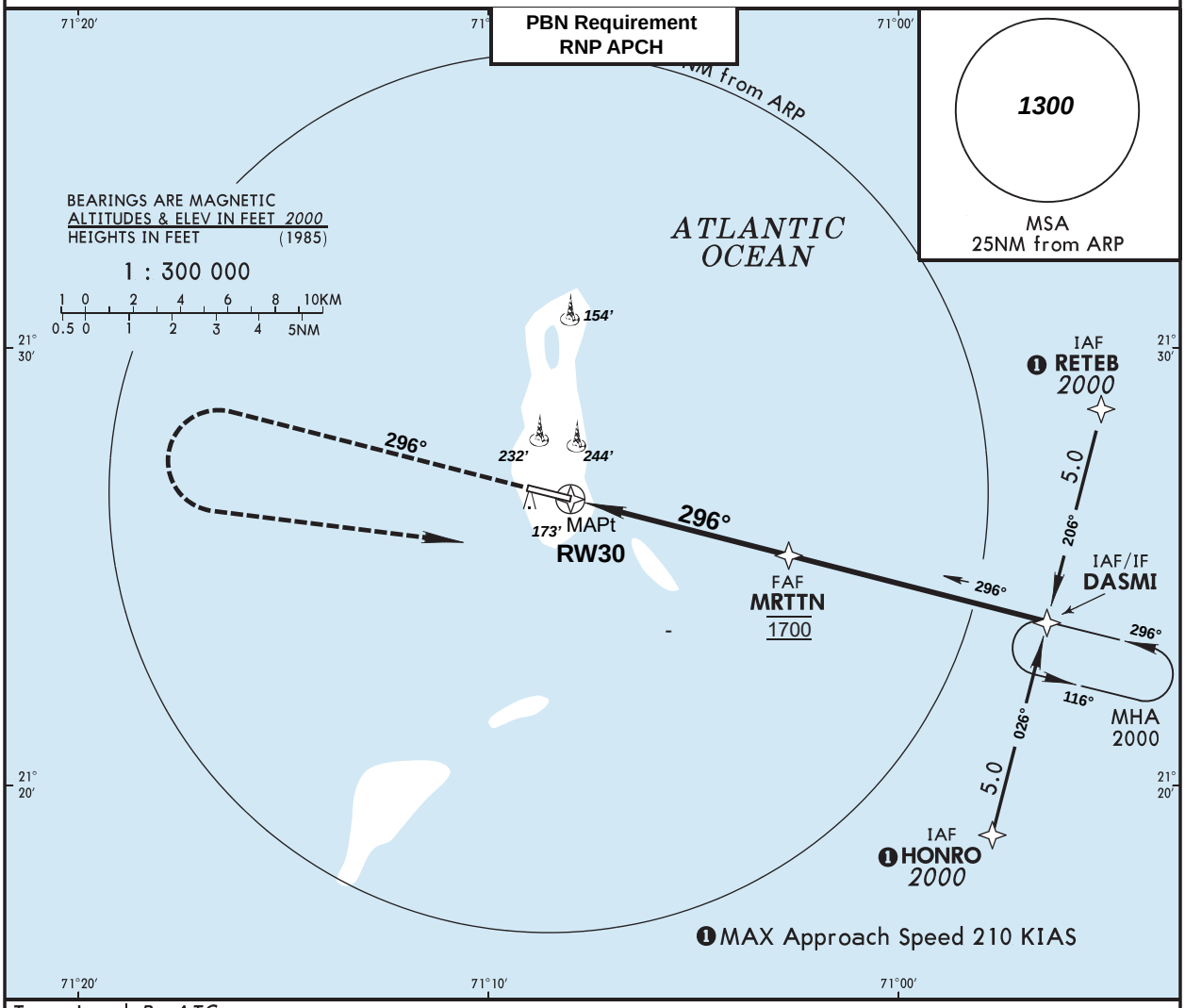
INSTRUMENT APPROACH CHART - ICAO

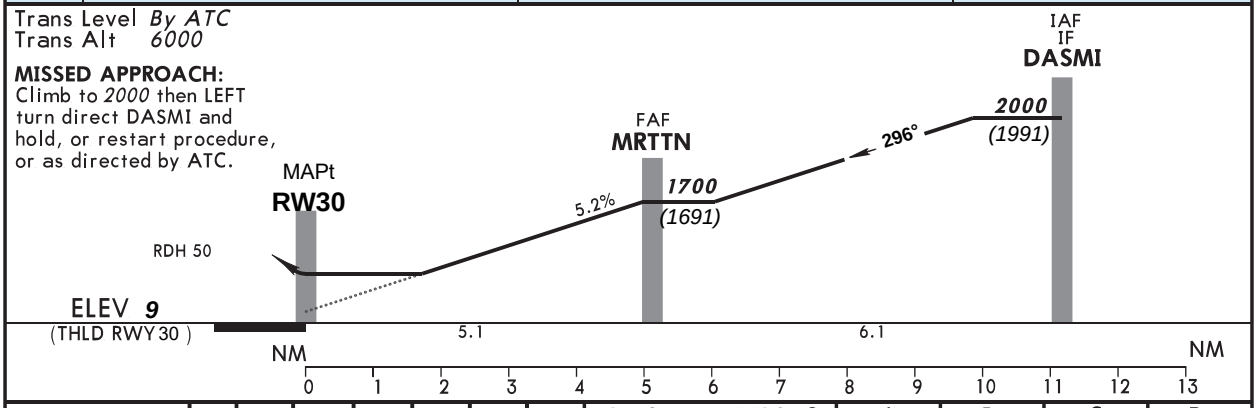
AD ELEV 11 FT
HEIGHTS RELATED TO THLD RWY30 ELEV 9 FT **VAR 11.2°W**

PROVO APP	126.000
TWR	118.600
GND	121.900

GRAND TURK (MBGT), TURKS AND CAICOS ISLANDS
JAGS McCartney Intl
RNP RWY30

PBN Requirement
RNP APCH





Ground speed	kts	70	90	100	120	140	160
FAF to MAP/5.2%	ft	369	474	527	632	737	843

NM RW **30**	4	3	2	1
Altitude (Height)	***1340*** (1331)	***1020*** (1011)	***700*** (691)	***380*** (371)

1. When local altimeter setting not received, procedure NA.
2. DME/DME RNP 0.3 NOT AUTHORIZED.
3. No turn before MAPT.
4. Max IAS at DASMI 210 KTS.

STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCA(H)	NOT AUTHORIZED			
	VIS				
LNAV	OCA(H)	***500*** (491)			
	VIS	2400m		2800m	3600m

CIRCLING		A	B	C	D
	OCA(H)	***550*** (539)		***650*** (639)	***700*** (689)
	VIS	2400m	2800m	3700m	4600m

AMENDMENT: Mag Var, LNAV Minima, Circling minima,MSA, Chart Title, PBN requirement

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Illustrative Coding RNP RWY30

Runway	30	Transition	RW30S								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
RW30S	001	IF	HONRO	N	- -	-	-	-	0.0	211852.81N 0705742.39W	IAF
RW30S	002	TF	DASMI	N	026 (014.44)	-	2000	-	5.0	212344.34N 0705622.22W	IAF/IF
RW30S	003	TF	MRTTN	N	296 (284.47)	LEFT	1700	-	6.1	212516.35N 0710243.49W	FAF
RW30S	004	TF	RW30	Y	296 (284.43)	-	-	-	5.1	212632.48N 0710759.81W	MAPt
RW30S	005	FA	-	N	296 (284.47)	-	2000	-	-	- -	-
RW30S	006	DF	DASMI	N	- -	LEFT	2000	-	-	212344.34N 0705622.22W	-
RW30S	007	HM	DASMI	N	296 (284.47)	LEFT	2000	-	-	212344.34N 0705622.22W	Hold

Runway	30	Transition	RW30N								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
RW30N	001	IF	RETEB	N	- -	-	-	-	0.0	212835.89N 0705501.84W	IAF
RW30N	002	TF	DASMI	N	206 (194.48)	-	2000	-	5.0	212344.34N 0705622.22W	IAF/IF
RW30N	003	TF	MRTTN	N	296 (284.47)	LEFT	1700	-	6.1	212516.35N 0710243.49W	FAF
RW30N	004	TF	RW30	Y	296 (284.43)	-	-	-	5.1	212632.48N 0710759.81W	MAPt
RW30N	005	FA	-	N	296 (284.47)	-	2000	-	-	- -	-
RW30N	006	DF	DASMI	N	- -	LEFT	2000	-	-	212344.34N 0705622.22W	-
RW30N	007	HM	DASMI	N	296 (284.47)	LEFT	2000	-	-	212344.34N 0705622.22W	Hold

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Runway	30	Transition	RW30C								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
RW30C	001	IF	DASMI	N	206 (194.39)	-	2000	-	5.0	212344.34N 0705622.22W	IAF/IF
RW30C	002	TF	MRTTN	N	296 (284.47)	LEFT	1700	-	6.1	212516.35N 0710243.49W	FAF
RW30C	003	TF	RW30	Y	296 (284.43)	-	-	-	5.1	212632.48N 0710759.81W	MAPt
RW30C	004	FA	-	N	296 (284.47)	-	2000	-	-	- -	-
RW30C	005	DF	DASMI	N	- -	LEFT	2000	-	-	212344.34N 0705622.22W	-
RW30C	006	HM	DASMI	N	296 (284.47)	LEFT	2000	-	-	212344.34N 0705622.22W	Hold

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ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

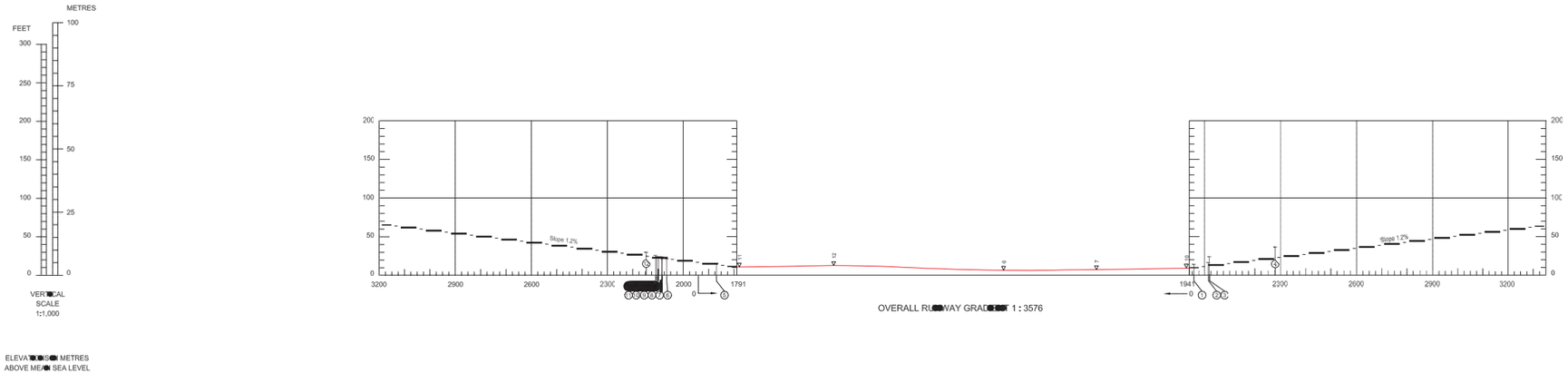
AERODROME OBSTACLE CHART - ICAO
TYPE A - OPERATING LIMITATIONS

GRAND TURK
TURKS AND CAICOS ISLANDS

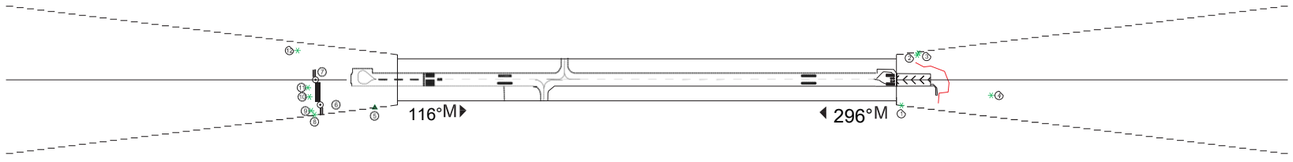
MAGNETIC VARIATION 11 ° 12' W(2019)
ANNUAL CHANGE 00 ° 06' W/Year
MAGNETIC BEARING OF RUNWAY 115 ° 39' 36"
TRUE BEARING OF RUNWAY 104 ° 27' 36"

RUNWAY 12-30

DECLARED DISTANCES		
RWY 12		RWY 30
1941	TAKE-OFF RUN AVAILABLE	1791
1941	TAKE-OFF DISTANCE AVAILABLE	1791
1941	ACCELERATE-STOP DISTANCE AVAILABLE	1791
1691	LANDING DISTANCE AVAILABLE	1791



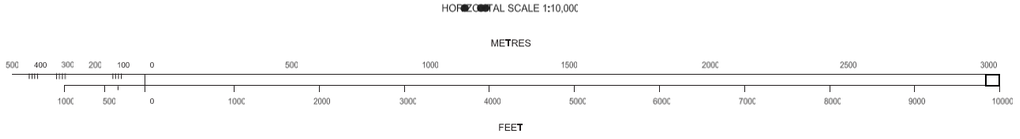
Nr	Obstacle	Ht AMSL (ft)
5	TERRAIN	16
6	ROAD + 4.8M	21
7	ROAD + 4.8M	21
8	BUSH	24
9	BUSH	24
10	BUSH	24
11	BUSH	26
12	TREE	30



Nr	Obstacle	Ht AMSL (ft)
1	BUSH	14
2	BUSH	17
3	TREE	24
4	TREE	36

LEGEND

	PLAN	PROFILE
IDENTIFICATION NUMBER	12	
HEIGHT AMSL	25	
BUILDING		13
GROUND LEVEL		
PYLON / ESBOV		
TREE / BUSH		
TELEPOLE, AERIAL, POST, ETC		
MOBILE OBSTACLE		



Aerodrome information current May 2011
Based on survey dated May 2011

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TURKS & CAICOS ISLANDS
AIRPORTS AUTHORITY
Aeronautical Information Services

AERONAUTICAL INFORMATION PUBLICATION SUPPLEMENT

AIP SUPP. 01/2019

30 January 2019

AD 2.3

MIDDLE CAICOS / CONCH BAR (MBMC)

Airmen are advised that the Middle Caicos airport is closed.

This AIP Supplement will remain effective until incorporated in TCI AIP or cancelled by NOTAM.

This AIP SUPP supersedes NOTAM A0014/17

MBMC - Middle Caicos / Conch Bar

1. AERODROME LOCATION AND NAME

1	**Location Name**	Middle Caicos
2	**Airport Name**	Conch Bar
3	**ICAO Location Indicator**	MBMC

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	21° 49' 33.64" N / 071° 48' 09.15" W
2	**Direction and distance from city**	1 nm west of Conch Bar
3	**Elevation/reference temperature**	9 ft-ISO + 15°C
4	**Magnetic variation/annual change**	W 10.2° (2011) – 0.05° increasing
5	**Aerodrome Administration**	See TCIAA address at GEN 1.1
6	**Type of traffic permitted (IFR/VFR)**	VFR
7	**Remarks**	Nil

3. OPERATIONAL HOURS

1	**AD Administration**	Nil
2	**Customs and Immigration**	Nil
3	**AIS Briefing Office**	Nil
4	**ATS Reporting Office (ARO)**	Nil
5	**MET Briefing Office**	Nil
6	**ATS**	Nil
7	**Fueling**	Nil
8	**Handling**	Nil
9	**Security**	Nil
10	**De-icing**	Nil
11	**Remarks**	On request sunrise to sunset for rotor wing aircraft only with minimum 24 hours notification.

4. HANDLING SERVICES AND FACILITIES

No handling services or facilities available.

5. PASSENGER FACILITIES

1	**Hotels**	Guest House
2	**Restaurants**	In Conch Bar
3	**Transportation**	Nil
4	**Medical facilities**	In Conch Bar
5	**Bank and Post Office**	Nil Bank, Post Office in Conch Bar
6	**Tourist Office**	Nil
7	**Remarks**	Nil

6. RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	No Category
2	**Rescue equipment**	1 Foam Tender Capacity: 757 litres water 945 litres foam 226 kg dry chemical
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	RFF provided upon request with 24 hours advanced notification.

7. SEASONAL AVAILABILITY – CLEARING

None specified.

8. APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface**	Surface: Bituminous sand seal over crushed limestone Strength: unknown
2	**Taxiway width, surface and strength**	Surface: Bituminous sand seal over crushed limestone Strength: unknown
3	**Remarks**	Nil

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID Signs**	Nil
2	**Taxiway guidelines and visual docking / parking guidance system of aircraft stands**	Nil
3	**Runway and taxiway markings and lighting**	Runway: QDM designators Threshold and Centre-line: No lighting Taxiway: No lighting
4	**Stop bars**	Nil
5	**Remarks**	Nil

10. AERODROME OBSTACLES

Non specified.

11. METEOROLOGICAL INFORMATION PROVIDED

Non specified.

12. RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway Number	True and MAG Bearing	Dimensions of Runway (m)	Strength (PCN) and Surface of Runway and Stopway APP	Threshold Co-ordinates	Threshold Elevation of Non-Precision Runway (AMSL)
12	113° GEO 123° MAG	669 x 13	Strength: Not available Surface: bituminous sand seal over crushed limetone	21°49'37.92N 071°48'19.87W	Nil
30	293° GEO 303° MAG	669 x 13	Strength: Not available Surface: bituminous sand seal over crushed limetone	21°49'29.36N 071°47'58.44W	Nil

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13. DECLARED DISTANCES

Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
12	669	669	669	669	Nil
30	669	669	669	669	Nil

14. APPROACH AND RUNWAY LIGHTING

Runway	Approach Lighting Type Length Intensity	Threshold Lighting Colour Wingbars	PAPI VASIS Angle Dist From Threshold (MEHT)	TDZ Lighting Length	Runway Centreline Lighting Spacing Colour Intensity	Runway Edge Lighting Length Colour Intensity	Runway End Lighting Colour Wingbar	Stopway Lighting Length (m) Colour
12	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
30	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

15. OTHER LIGHTING, SECONDARY POWER SUPPLY

N/A

16. HELICOPTER LANDING AREA

Land on parking area if clear.

17. ATS AIRSPACE

1	**Transition Altitude/Transition Level**	6000 ft AMSL/Variable
2	**Remarks**	Within Turks and Caicos CTR

18. ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency	Hours of Operations	Remarks
Unicom MHz		122.800		Nil
APP	Provo Approach	126.000	1100 – 0100 UTC (NOV-MAR) 1000 – 0000 UTC (MAR-NOV)	

19. RADIO NAVIGATION AND LANDING AIDS

None specified.

20. LOCAL TRAFFIC REGULATIONS

None specified.

21. NOISE ABATEMENT PROCEDURES

None specified.

22. FLIGHT PROCEDURES

None specified.

23. ADDITIONAL INFORMATION

None specified.

24. CHARTS RELATED TO THE AERODROME

None available

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MBNC – North Caicos / North Caicos Intl

MBNC AD 2.1 AERODROME LOCATION AND NAME

1	**Location Name**	North Caicos
2	**Airport Name**	North Caicos International
3	**ICAO Location Indicator**	MBNC

MBNC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	21° 55' 02.95" N / 071° 56' 22.77" W
2	**Direction and distance from city**	Local Settlements to NW and SE (Bottle Creek and Whitby)
3	**Elevation/reference temperature**	12 ft-ISO + 15°C
4	**Magnetic variation/annual change**	W 10.87° (2019) – 0.06° increasing
5	**Aerodrome Administration**	See TCIAA address at GEN 1.1
6	**Type of traffic permitted (IFR/VFR)**	IFR / VFR
7	**Remarks**	Nil

MBNC AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	None
2	**Customs and Immigration**	Sunrise – Sunset
3	**AIS Briefing Office**	Nil
4	**ATS Reporting Office (ARO)**	Nil
5	**MET Briefing Office**	Nil
6	**ATS**	On call between sunrise and sunset
7	**Fueling**	Nil
8	**Handling**	Nil
9	**Security**	Nil
10	**De-icing**	Nil
11	**Remarks**	Nil

MBNC AD 2.4 HANDLING SERVICES AND FACILITIES

No facilities or services are available.

MBNC AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Nearby accommodation available
2	**Restaurants**	Nil
3	**Transportation**	Taxis
4	**Medical facilities**	Clinic at Whitby
5	**Bank and Post Office**	In Whitby
6	**Tourist Office**	Nil
7	**Remarks**	Nil

MBNC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	RFF Category 2
2	**Rescue equipment**	1 Rosenbauer International Air Wolf Water: 200 gallons/ 757.1 liters Foam: 20 gallons/ 94 liters Dry chemical: 500 pounds/ 226.8 kg
3	**Capability for removal of disabled aircraft**	Limited
4	**Remarks**	Unable to upgrade beyond RFFS CAT 2

MBNC AD 2.7 SEASONAL AVAILABILITY – CLEARING

None specified.

MBNC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface**	Surface: North: Sand Seal South: Asphalt Strength: North: PCN 21/F/C/X/T South: Unknown
2	**Taxiway width, surface and strength**	North: Width: Unknown Surface: Sand Seal Strength: PCN 21/F/C/X/T South: Width: Unknown Surface: Asphalt Strength: PCN 10/F/A/X/T
3	**Altimeter check location and elevation**	At Apron 10 ft
4	**VOR checkpoints**	Nil
5	**INS checkpoint**	Nil
6	**Remarks**	North apron available on a request basis only.

MBNC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID Signs**	Nil
2	**Taxiway guidelines and visual docking / parking guidance system of aircraft stands**	Lead in line from runway to South apron. Nil aircraft stand
3	**Runway and taxiway markings and lighting**	Runway Markings: QDM designators, Threshold Taxiway Markings: Nil Runway Lighting: RWY08 THR available, edge lights incomplete the first 910m nil end lights. RWY 26: Nil THR lights, end lights available, nil runway edge lights from the first 100 metres. Taxiway Lighting: Nil
4	**Stop bars**	Holding point on South taxiway only.
5	**Remarks**	Windsock (Cone). Lighting available for emergency flights. Only marked pavement available for use.

MBNC AD 2.10 AERODROME OBSTACLES

None specified.

MBNC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Preflight briefing from ATS.

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MBNC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway Number	True and MAG Bearing	Dimensions of Runway (m)	Strength (PCN) and Surface of Runway and Stopway APP	Threshold Co-ordinates	Threshold Elevation of Non-Precision Runway (AMSL)
08	070× GEO 081× MAG	1099 x 22	43/F/A/X/U	21° 54' 55.71" N 071° 56' 43.64" W	12 ft
26	250× GEO 261× MAG	1099 x 22	43/F/A/X/U	21° 54' 08.15" N 071° 56' 07.74" W	12 ft
Slope of RWY/SWY	**Stopway Dimensions (m)**	**Clearway Dimensions (m)**	**Strip Dimensio n (m)**	**OFZ**	**Remarks**
Nil Gradient	Nil	Nil	Nil	Nil	Nil

MBNC AD 2.13 DECLARED DISTANCES

Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
08	1099	1099	1099	1099	Nil
26	1099	1099	1099	1099	Nil

MBNC AD 2.14 APPROACH AND RUNWAY LIGHTING

Runway	Approach Lighting Type Length Intensity	Threshold Lighting Colour Wingbars	PAPI VASIS Angle Dist From Threshold (MEHT)	TDZ Lighting Length	Runway Centreline Lighting Spacing Colour Intensity	Runway Edge Lighting Length Colour Intensity	Runway End Lighting Colour Wingbar	Stopway Lighting Length (m) Colour
08	Nil	Green	Nil	Nil	Nil	60m White, LI	Nil	Nil
26	Nil	Nil	Nil	Nil	Nil	60m White LI	Red	Nil
Remarks: All lighting is fixed intensity and available for emergency use only. RWY08 edge lights extend to 910m only.								

MBNC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN location, characteristics and hours of operation**	Nil
2	**LDI location and lighting**	Nil
3	**Anemometer location and lighting**	Nil
4	**Taxiway edge and centreline lighting**	Nil
5	**Secondary power supply / switch-over time**	Nil
6	**Remarks**	Nil

MBNC AD 2.16 HELICOPTER LANDING AREA

Land on runway, park on ramp.

MBNC AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	Nil
2	**Vertical limit**	Nil
3	**Airspace classification**	Nil
4	**ATS unit call sign** **Language(s)**	North Caicos Information English
5	**Transition Altitude/Transition Level**	6000 ft AMSL/Variable
6	**Remarks**	Within Turks and Caicos CTR

MBNC AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency	Hours of Operations	Remarks
Information		118.850 MHz		Nil
APP	Provo Approach	126.000 MHz	1100 – 0100 UTC (NOV-MAR) 1000 – 0000 UTC (MAR-NOV)	Primary Frequency

MBNC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

There are no Radio Navigation or Landing Aids at this Aerodrome.

MBNC AD 2.20 LOCAL TRAFFIC REGULATIONS

Flamingo concentration to northwest of aerodrome. All aircraft must avoid overflying Flamingo Pond (Restricted Area MB R001) located approximately 1.0 mile to the northwest of the aerodrome unless above 2500 ft AMSL.

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MBNC AD 2.21 NOISE ABATEMENT PROCEDURES

NOT APPLICABLE
(None specified)

MBNC AD 2.22 FLIGHT PROCEDURES

NOT APPLICABLE
(None specified)

MBNC AD 2.23 ADDITIONAL INFORMATION

Bird concentration in the vicinity of the airport

Large flocks of seagulls may be encountered on and in the vicinity of the aerodrome during the migratory season, May – October, annually.

Bird Hazard: Flamingo Pond (21° 55' 21.00" N / 071° 57' 29.40" W)

MBNC AD 2.24 CHARTS RELATED TO THE AERODROME

INSTRUMENT APPROACH CHART - ICAO (VOR DME to Aerodrome)	AD 2.4-7
AERODROME CHART - ICAO	AD 2.4-9

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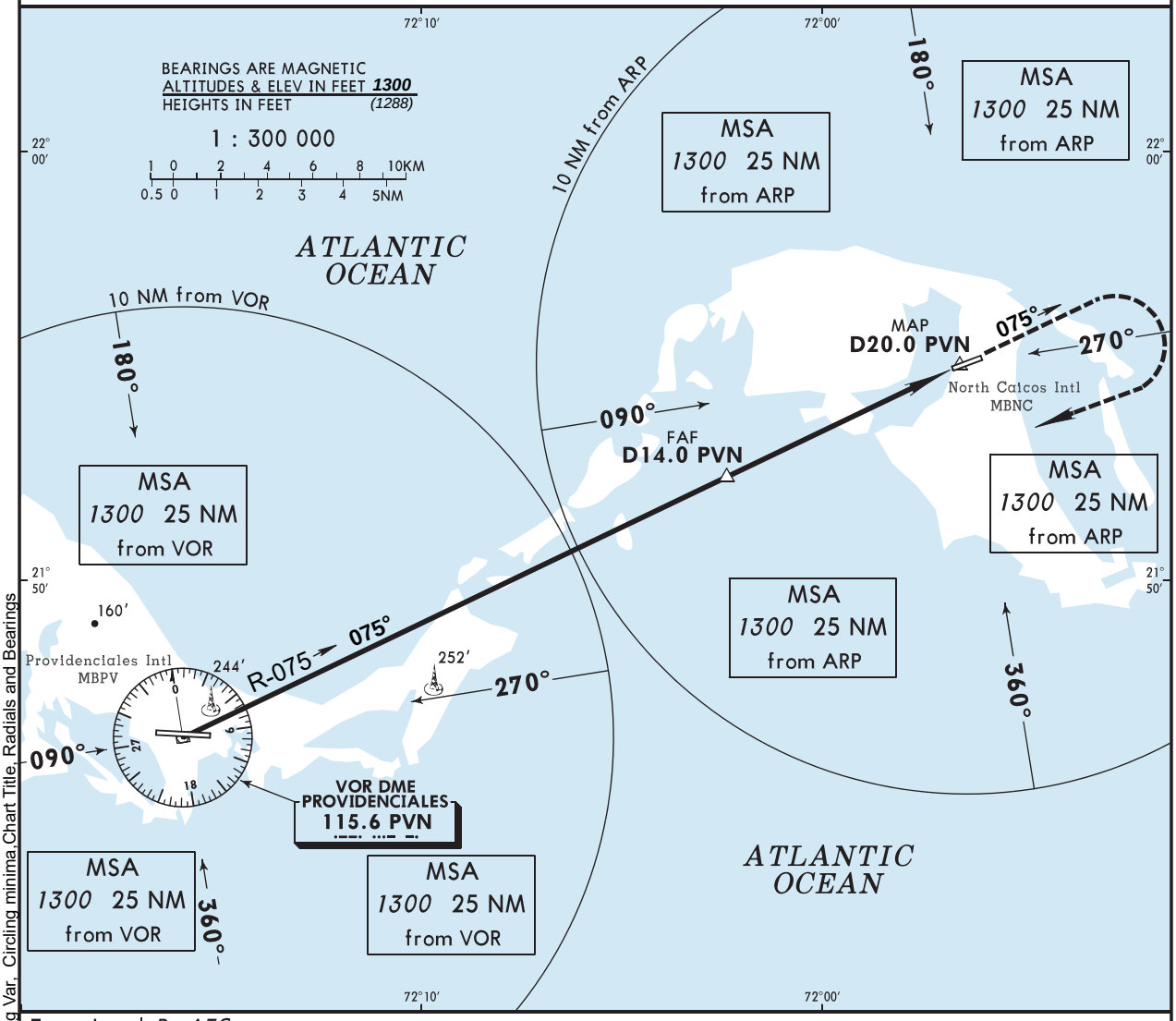
INSTRUMENT APPROACH CHART - ICAO

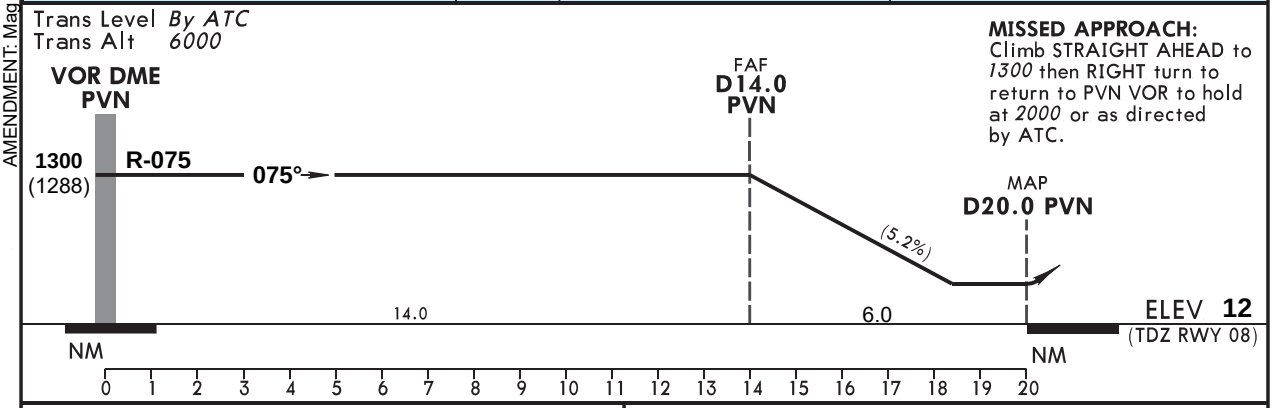
AD ELEV 12 FT
HEIGHTS RELATED TO TDZ RWY 08 ELEV **12** FT

VAR10.9°W

PROVO APP 126.000
INFORMATION 118.850

NORTH CAICOS (MBNC), TURKS AND CAICOS ISLANDS
North Caicos Intl
VOR DME to Aerodrome





MISSED APPROACH:
Climb STRAIGHT AHEAD to *1300* then RIGHT turn to return to PVN VOR to hold at *2000* or as directed by ATC.

ADVISORY ALT/HGT (Nominal approach slope 3°)				
PVN DME RANGE	NM	14	15	16
ADVISORY ALT/HGT GRADIENT 5.2%	FT	1300 (1288)	984 (972)	668 (656)

OBSTACLE CLEARANCE ALTITUDE/HEIGHT				
AIRCRAFT CATEGORY	A	B	C	D
STRAIGHT-IN	NOT AUTHORIZED		NOT AUTHORIZED	
VISUAL MANOEUVRING	500(488)		NOT AUTHORIZED	

1. This procedure must not be attempted unless both elements of the VOR DME PVN are serviceable and the visibility is not less than 3.7km (2NM).
2. Aircraft leaving VOR PVN above 1300 may desend enroute to be level at 1300 not later than D14.0 PVN.

AMENDMENT: Mag Var, Circling minima,Chart Title, Radials and Bearings

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AERODROME CHART - ICAO

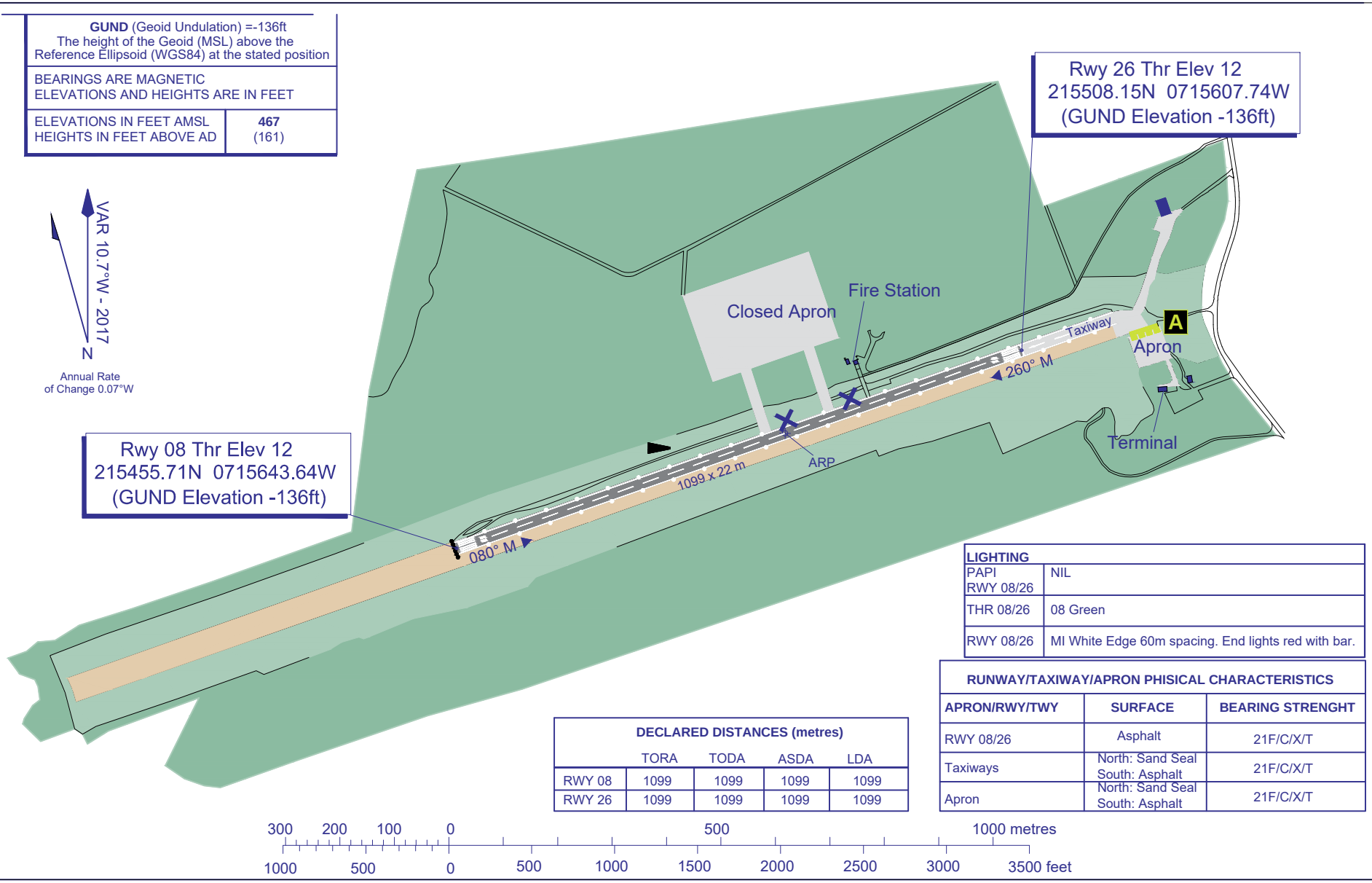
ARP 215502.95N 0715622.77W

AD ELEVATION 12FT

APP PVN	126.000
INFO	118.850

NORTH CAICOS AIRPORT
MBNC

GUND (Geoid Undulation) =-136ft The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**467** (161)



LIGHTING	
PAPI RWY 08/26	NIL
THR 08/26	08 Green
RWY 08/26	MI White Edge 60m spacing. End lights red with bar.

DECLARED DISTANCES (metres)

	TORA	TODA	ASDA	LDA
RWY 08	1099	1099	1099	1099
RWY 26	1099	1099	1099	1099

RUNWAY/TAXIWAY/APRON PHISICAL CHARACTERISTICS

APRON/RWY/TWY	SURFACE	BEARING STRENGHT
RWY 08/26	Asphalt	21F/C/X/T
Taxiways	North: Sand Seal South: Asphalt	21F/C/X/T
Apron	North: Sand Seal South: Asphalt	21F/C/X/T

CHANGE: New chart following aerodrome survey.
AERO INFO DATE 24 AUGUST 2017

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MBPI - Pine Cay / Pine Cay

1. AERODROME LOCATION AND NAME

1	**Location Name**	Pine Cay
2	**Airport Name**	Pine Cay
3	**ICAO Location Indicator**	MBPI

2. AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	21° 54' 00.00" N / 072° 06' 00.00" W
2	**Direction and distance from city**	0.6 nm east of Pine Cay
3	**Elevation/reference temperature**	6 ft-ISO + 15°C
4	**Magnetic variation/annual change**	W 9°W (1993) – 0.10° increasing
5	**Aerodrome Administration**	See address at GEN 1.1
6	**Type of traffic permitted (IFR/VFR)**	VFR
7	**Remarks**	Privately owned aerodrome – prior permission from Aerodrome Manager only

3. OPERATIONAL HOURS

Sunrise to Sunset

4. HANDLING SERVICES AND FACILITIES

No handling services or facilities available.

5. PASSENGER FACILITIES

None specified.

6. RESCUE AND FIRE FIGHTING SERVICES

1	**AD Category for fire fighting**	Nil
2	**Rescue equipment**	Nil
3	**Capability for removal of disabled aircraft**	Nil
4	**Remarks**	90 litre foam extinguisher available

7. SEASONAL AVAILABILITY – CLEARING

None specified.

8. APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface**	Surface: Crushed limestone Strength: Unknown
2	**Taxiway width, surface and strength**	Unknown
3	**Remarks**	Apron surface in poor condition

9. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

None specified.

10. AERODROME OBSTACLES

None specified.

11. METEOROLOGICAL INFORMATION PROVIDED

None specified.

12. RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway Number	True and MAG Bearing	Dimensions of RWY (m)	Strength (PCN) and Surface of Runway and Stopway APP	Threshold Co-ordinates	Threshold Elevation of Non-Precision Runway (AMSL)
11	101° GEO 110° MAG	753 x 9	Bituminous sand seal over crushed limestone	Not available	Nil
29	281° GEO 290° MAG	753 x 9	Bituminous sand seal over crushed limestone	Not available	Nil
Remarks: Apron is close to the threshold of Runway 11. Parked aircraft constitute a potential hazard.					

13. DECLARED DISTANCES

Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
11	753	753	753	753	Nil
29	753	753	753	753	

14. APPROACH AND RUNWAY LIGHTING

Runway	Approach Lighting Type Length Intensity	Threshold Lighting Colour Wingbars	PAPI VASIS Angle Dist From THR (MEHT)	TDZ Lighting Length	Runway Centreline Lighting Spacing Colour Intensity	Runway Edge Lights Spacing Colour Intensity	Runway End Lighting Colour Wingbar	Stopway Lighting Length (m) Colour
11	Nil	Nil	Nil	Nil	Nil	White first 500m (at 100m intervals) LI	Nil	Nil
29	Nil	Nil	Nil	Nil	Nil	White first 500m (at 100m intervals) LI	Nil	Nil
Remarks: Night use of lighting only in exceptional circumstances for Medical Evacuation								

15. OTHER LIGHTING, SECONDARY POWER SUPPLY

No other lights available.

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16. HELICOPTER LANDING AREA

None specified.

17. ATS AIRSPACE

1	**Transition Altitude/Level**	6000 ft AMSL/Variable
2	**Remarks**	Within Turks and Caicos CTR

18. ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency	Hours of Operation	Remarks
Unicom		122.800 MHz	Sunrise/Sunset	Nil

19. RADIO NAVIGATION AND LANDING AIDS

None specified.

20. LOCAL TRAFFIC REGULATIONS

Arriving flights must overfly the aerodrome prior to landing, broadcast their position and intention on Unicom 122.8 MHz, and report actual time of arrival to Provo Approach as soon as possible after landing. Departing aircraft must obtain ATC clearance from Provo Approach, broadcast their position and intentions on Unicom 122.8 MHz prior to taxi and contact Provo Approach on 126.0 MHz immediately after takeoff.

21. NOISE ABATEMENT PROCEDURES

None specified.

22. FLIGHT PROCEDURES

None specified.

23. ADDITIONAL INFORMATION

None specified.

24. CHARTS RELATED TO THE AERODROME

None specified.

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MBPV - Providenciales / Providenciales Intl

MBPV AD 2.1 AERODROME LOCATION AND NAME

1	**Location Name**	Providenciales
2	**Airport Name**	Providenciales International
3	**ICAO Location Indicator**	MBPV

MBPV AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	21° 46' 25.55" N / 072° 16' 07.23" W
2	**Direction and distance from city**	1 nm north of Providenciales
3	**Elevation/reference temperature**	28 ft-ISO + 15°C
4	**Magnetic variation/annual change**	W 10.7° (2019) – 0.06° increasing
5	**Aerodrome Administration**	See TCIAA address at GEN 1.1
6	**Control Tower**	(649) 941-4724
7	**Type of traffic permitted (IFR/VFR)**	IFR / VFR
8	**Remarks**	Nil

MBPV AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	Mon – Fri 1300 – 2130 UTC
2	**Customs and Immigration**	As ATS hours
3	**Health and Sanitation**	As ATS hours
4	**AIS Briefing Office**	As ATS hours
5	**ATS Reporting Office (ARO)**	As ATS hours
6	**MET Briefing Office**	None
7	**ATS**	Daily 1100 – 0100 UTC (NOV-MAR) 1000 – 0000 UTC (MAR-NOV)
8	**Fueling**	As ATS hours
9	**Handling**	As ATS hours
10	**Security**	As ATS hours
11	**De-icing**	Nil
12	**Remarks**	Outside operational hours on request

MBPV AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities**	By prior arrangement
2	**Fuel/oil types**	Jet A, Jet A-1, Avgas 100/130
3	**Fueling facilities capacity**	By refueling bowser: Jet A-1 - 7,000 us gals x 1; pumping rate 400 GPM; Jet A-1 5,000 us gals x 1; pumping rate 800 GPM; Jet A - 5,000 us gals x 3 pumping rate 300 GPM; Jet A - 3,000 us gals x 1, pumping rate 300 GPM; Jet A - 2,000 us gals x 1, pumping rate 100 GPM; AVgas - 1,000 us gals x 2, pumping rate 75 GPM
4	**De-icing facilities**	Nil
5	**Hangar space for visiting aircraft**	Limited space may be available by prior arrangement
6	**Repair facilities for visiting aircraft**	Repairs available
7	**Remarks**	Nil

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MBPV AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Available on island
2	**Restaurants**	Yes
3	**Transportation**	Taxis and hire cars
4	**Medical facilities**	Clinic 2 miles from airport
5	**Bank and Post Office**	In Butterfield Square, 1 mile from aerodrome
6	**Tourist Office**	In Butterfield Square, 1 mile from aerodrome
7	**Remarks**	ATM at Airport

MBPV AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	RFF Category 7
2	**Rescue equipment**	3 Trucks as follows: **3 Oshkosh 6 X 6** Capacity: 3000 gallons/11356.24 liters of water (each) 410 gallons/1552 liters of foam (each) 410 pounds/ 185.98 kg of dry chemical (each) **Total Capacity**: Water-9000 gallons/34068.7 liters Foam-1,230 gallons/4656 liters Dry Chemical-1,230 pounds/ 557.9 kg
3	**Capability for removal of disabled aircraft**	Limited
4	**Remarks**	RFFS capable of upgrading to CAT 9 with 24 hours' notice. Upgrades will be subject to charges

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MBPV AD 2.7 SEASONAL AVAILABILITY – CLEARING

None specified.

MBPV AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface**	Surface: Concrete/Asphalt Strength: Concrete: PCN 71/R/B/W/T, Asphalt: 62/F/B/X/T
2	**Taxiway width, surface and strength**	Surface: TWY A, B and G – Asphalt Strength: TWY A and B - PCN 59/F/B/X/T TWY G – PCN 62/F/B/X/T
3	**Altimeter check location and elevation**	Nil
4	**VOR/INS checkpoints**	Nil
5	**Remarks**	All aircraft using the main Apron are required to utilize Ground Handling Services. The parking stands are prearranged. Taxiway D is not authorized for use by public transport at night; taxiways C, D, E and F are authorized to accommodate up to maximum code C aircraft, taxiways A and B code D and taxiway G code E

MBPV AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID Signs**	All stands on the main apron.
2	**Taxiway guidelines and visual docking / parking guidance system of aircraft stands**	Runway exit signs, lead-in lines from the runway to nose-in parking on the main apron through taxiways A, B, and G; holding position markings at all taxiways; runway guidance signs at taxiways A, B and G
3	**Runway and taxiway markings and lighting**	Runway Markings: Threshold, designators, centreline, aiming point, touchdown zone, sidestrips and turnpad Lighting: Threshold, edge, end and turnpad Taxiway Markings: Centreline, edge and holding points Taxiway Lighting: Edge lights, Taxiway A, B and G only
4	**Stop bars**	Yes
5	**Remarks**	Marshals and wing walkers required for parking and pushback.

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MBPV AD 2.10 AERODROME OBSTACLES

Refer to MBPV AD 2.6-21 Aerodrome Obstruction Chart (AOC)

Within the Circling Area			
Runway/Area Affected	**Obstacle Type Elevation (ft AMSL) Marking/Lighting**		**Coordinates**
28	Tower	244	21° 46' 57.82" N 072° 15' 15.03" W
	Tower	252	21° 47" 30.00" N 072° 09" 42.00" W
Remarks: * Tower on east end of Island. Controlling obstacle for MSA.			

There are several obstacles which penetrate the slope below the take-off climb surface. Details of these are shown on the on the type A chart below:

Runway 10 Type A

Obstacle Number	Description	Latitude	Longitude	Elevation (ft AMSL)	Distance from TORA start (m)
1	ROAD + 4.8M	214618.72N	0721508.83 W	18.91	3089.65
2	Tree	214624.76N	0721506.83W	24.44	3137.15

Runway 28 Type A

Obstacle Number	Description	Latitude	Longitude	Elevation (ft AMSL)	Distance from TORA start (m)
3	Fence	214624.42N	0721707.00W	43.29	3116.11
4	Terrain	214624.25N	0721708.57W	52.02	3160.79
5	Terrain	214623.90N	0721715.84W	60.85	3368.89
6	Terrain	214631.99N	0721715.98W	61.61	3385.98
7	Terrain	214630.08N	0721716.37W	62.06	3394.08
8	Terrain	214629.58N	0721716.50W	62.37	3396.94

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MBPV AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Specials METAR Temperature Terminal and En-Route Forecasts Winds Aloft

MBPV AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway Number	True and MAG Bearing	Dimensions of Runway (m)	Strength (PCN) and Surface of Runway and Stopway APP	Threshold Co-ordinates	Threshold Elevation of Non-Precision Runway (AMSL)
10	093× GEO 104× MAG	2804 x 45	59/F/B/X/T Tarmac	21° 46' 27.94'' N 072° 16' 55.94'' W	28 ft
28	273× GEO 284× MAG	2804 x 45	59/F/B/X/T Tarmac	21° 46' 23.16'' N 072° 15' 18.52'' W	8 ft
Slope of RWY/SWY	**Stopway Dimensions (m)**	**Clearway Dimensions (m)**	**Strip Dimension (m)**	**OFZ**	**RESA (m)**
Nil	Nil	Nil	2924 x 150	Nil	240 x 150
Remarks: The first 533 m of Runway 10 strength is 62/F/B/X/T					

MBPV AD 2.13 DECLARED DISTANCES

Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
10	2804	2804	2804	2804	Nil
28	2804	2804	2804	2804	Nil

MBPV AD 2.14 APPROACH AND RUNWAY LIGHTING

Runway	Approach Lighting Type Length Intensity	Threshold Lighting Colour Wingbars	PAPI VASIS Angle Dist From Threshold (MEHT)	TDZ Lighting Length	Runway Centreline Lighting Spacing Colour Intensity	Runway Edge Lighting Length Colour Intensity	Runway End Lighting Colour Wingbar	Stopway Lighting Length (m) Colour
10	Nil	Green	PAPI 3° 482m (68 ft)	Nil	Nil	White MED 60m spacing	End Light Red w/bar	Nil
28	Nil	Green	PAPI 3° 404m (68 ft)	Nil	Nil	White MED 60m spacing	End Light Red w/bar	Nil
Remarks: Nil								

MBPV AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN location, characteristics and hours of operation**	ABN: At Tower, Green/White, Un-coded As required.
2	**LDI location and lighting**	Nil
3	**Anemometer location and lighting**	Nil
4	**Taxiway edge and centreline lighting**	Blue taxiway edge lighting
5	**Secondary power supply / switch-over time**	To all aerodrome lighting / switch-over time 15 seconds
6	**Remarks**	Nil

MBPV AD 2.16 HELICOPTER LANDING AREA

Helicopters land/lift-off under directions from ATS. Designated parking at FBO.

MBPV AD 2.17 ATS AIRSPACE

1	**ATS unit call sign Language(s)**	Provo Approach English
2	**Transition Altitude/Transition Level**	6000 ft AMSL/Variable
3	**Remarks**	Nil

MBPV AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency	Hours of Operations	Remarks
APP	Provo Approach	126.000	1100 – 0100 UTC (NOV-MAR) 1000 – 0000 UTC (MAR-NOV)	Primary
TWR	Providenciales Tower	119.900 121.500		Primary Emergency
Ground	Providenciales Ground	121.900		Primary
ATIS		132.450		
Clearance Delivery	Delivery	120.65		

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MBPV AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	IDENT	Frequency	Hours of Operation	Antenna Site Co-ordinates	Elevation of DME Transmitting Antenna	Remarks
VOR/DME 10.7° W / 2019	PVN	115.60 MHz CH103x	H24	21° 46' 20.07" N 072° 15' 57.67" W	37 ft	Nil

MBPV AD 2.20 LOCAL TRAFFIC REGULATIONS

All arriving aircraft must contact the Providenciales Approach Control on frequency 126.0. All departing aircraft shall contact the Providenciales Aerodrome on frequency 119.9.

MBPV AD 2.21 NOISE ABATEMENT PROCEDURES

None specified.

MBPV AD 2.22 FLIGHT PROCEDURES

As instructed by ATS.

MBPV AD 2.23 ADDITIONAL INFORMATION

1. Pilots are advised to exercise caution on take-off and landing due to:
   a) Possible wild dogs on runway, most active times 0600–0700 and 1800–2000 (both local times).
   b) Flocks of birds, especially after rain, as waders inhabit the standing water near the runway.
2. Parachuting at Grace Bay in Restricted Area MB R002: 1.1 nm circle radius centred 21° 48' 02.40" N / 072° 09' 39.60" W; vertical limits: SFC-10,000 ft. Parachuting activated by interfacility coordination and by NOTAM
3. **Warning:** Parasailing takes place on Grace Bay from sunrise to sunset up to 600 ft AMSL. Pilots should exercise caution.
4. All staff, pilots, and ground crew must wear high visibility clothing whilst on the apron.

MBPV AD 2.24 CHARTS RELATED TO THE AERODROME

AERODROME CHART - ICAO	AD 2.6-11
AIRCRAFT PARKING/DOCKING CHART (WEST APRON)- ICAO	AD 2.6-13
AIRCRAFT PARKING/DOCKING CHART (HELIPAD) - ICAO	AD 2.6-15
AIRCRAFT PARKING/DOCKING CHART (SOUTH APRON) – ICAO	AD 2.6-17
AIRCRAFT PARKING/DOCKING CHART (SOUTH EAST APRON)	AD 2.6-19
AERODROME OBSTACLE CHART - ICAO TYPE-A INSTRUMENT	AD 2.6-21
INSTRUMENT APPROACH CHART - ICAO (RNP RWY 10)	AD 2.6-23
ILLUSTRATIVE CODING RNP RWY 10	AD 2.6-25
INSTRUMENT APPROACH CHART - ICAO (RNP RWY 28)	AD 2.6-27
ILLUSTRATIVE CODING RNP RWY 28	AD 2.6-29/30
INSTRUMENT APPROACH CHART ICAO (VOR X RWY 10)	AD 2.6-31
INSTRUMENT APPROACH CHART - ICAO (VOR y RWY 10)	AD 2.6-33
INSTRUMENT APPROACH CHART - ICAO (VOR z RWY 10)	AD 2.6-35
INSTRUMENT APPROACH CHART - ICAO (VOR x RWY 28)	AD 2.6-37
INSTRUMENT APPROACH CHART - ICAO (VOR y RWY 28)	AD 2.6-39
INSTRUMENT APPROACH CHART - ICAO (VOR z RWY 28)	AD 2.6-41
INSTRUMENT DEPARTURE CHART - ICAO (RNAV RWY 10)	AD 2.6-43
ILLUSTRATIVE CODING RWY 10 (SID)	AD 2.6-45

Note: The approach procedures are associated with a runway strip whose outer part (75m to 150m semi-width) does not comply fully with OTAR Part 139.D.15(c). Runway strip semi-width of 75m is compliant with requirements for Code 4 non-instrument runway.

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AERODROME CHART - ICAO

ARP 214625.55N 0721607.23W

AD ELEVATION 28 FT

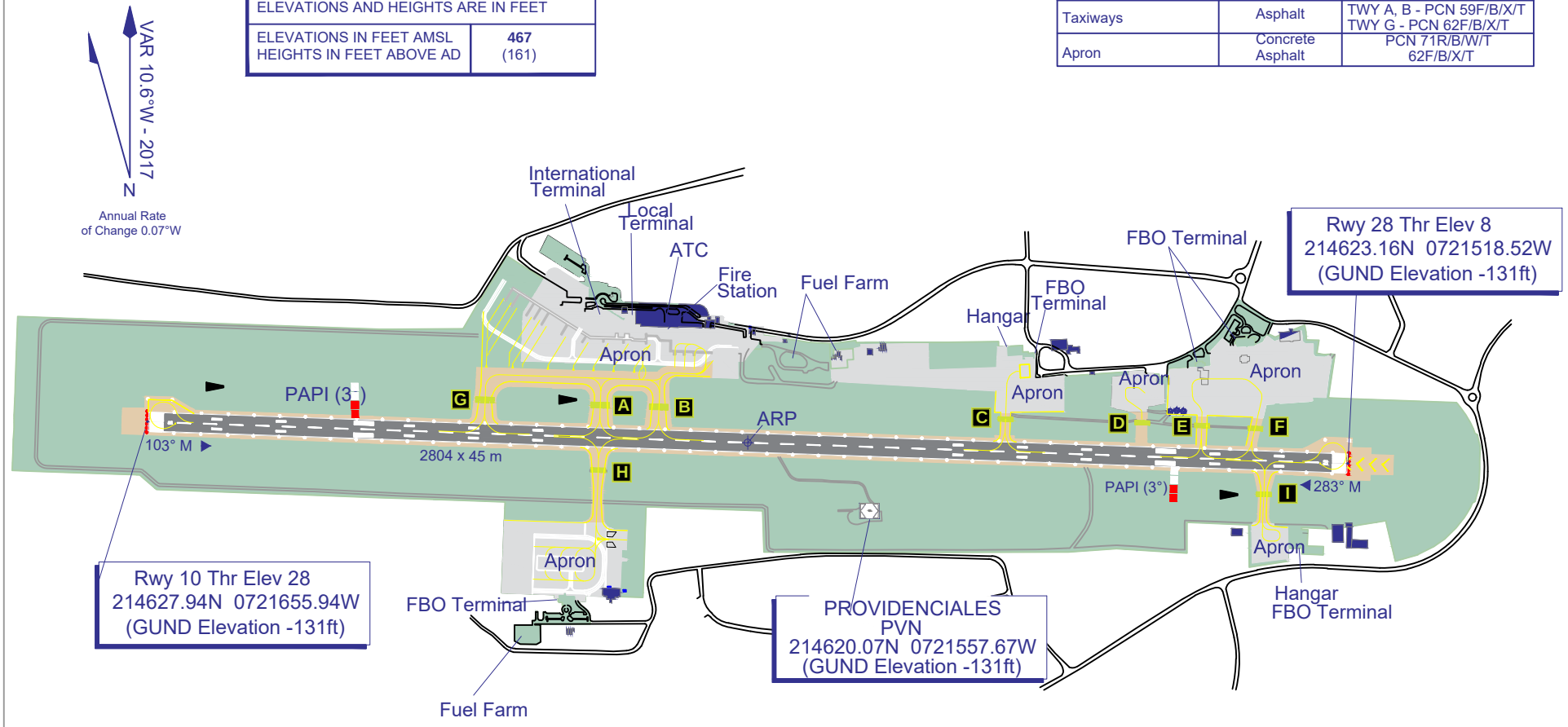
ATIS	132.450	GND	121.900
TWR	119.900	APP	126.000

PROVIDENCIALES AIRPORT
MBPV

GUND (Geoid Undulation) =-131ft The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**467** (161)

RUNWAY/TAXIWAY/APRON PHISICAL CHARACTERISTICS

APRON/RWY/TWY	SURFACE	BEARING STRENGHT
RWY 10/28	Tarmac	59F/B/X/T
Taxiways	Asphalt	TWY A, B - PCN 59F/B/X/T TWY G - PCN 62F/B/X/T
Apron	Concrete Asphalt	PCN 71R/B/W/T 62F/B/X/T



LIGHTING	
PAPI RWY 10/28	3°
THR 10/28	MI Green
RWY 10/28	MI White Edge 60m spacing. End lights red with bar.

DECLARED DISTANCES (metres)

	TORA	TODA	ASDA	LDA
RWY 10	2804	2804	2804	2804
RWY 28	2804	2804	2804	2804

300 200 100 0 500 1000 metres
1000 500 0 500 1000 1500 2000 2500 3000 3500 feet

CHANGE: New chart following aerodrome survey.
AERO INFO DATE 31 AUGUST 2017

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AIRCRAFT GROUND MOVEMENT PARKING/DOCKING CHART (WEST APRON) - ICAO

ARP 214625.55N 0721607.23W

AD ELEVATION 28 FT

ATIS	132.450	GND	121.900
TWR	119.900	APP	126.000

PROVIDENCIALES AIRPORT
MBPV

GUND (Geoid Undulation) =-131ft The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL **467** HEIGHTS IN FEET ABOVE AD (161)

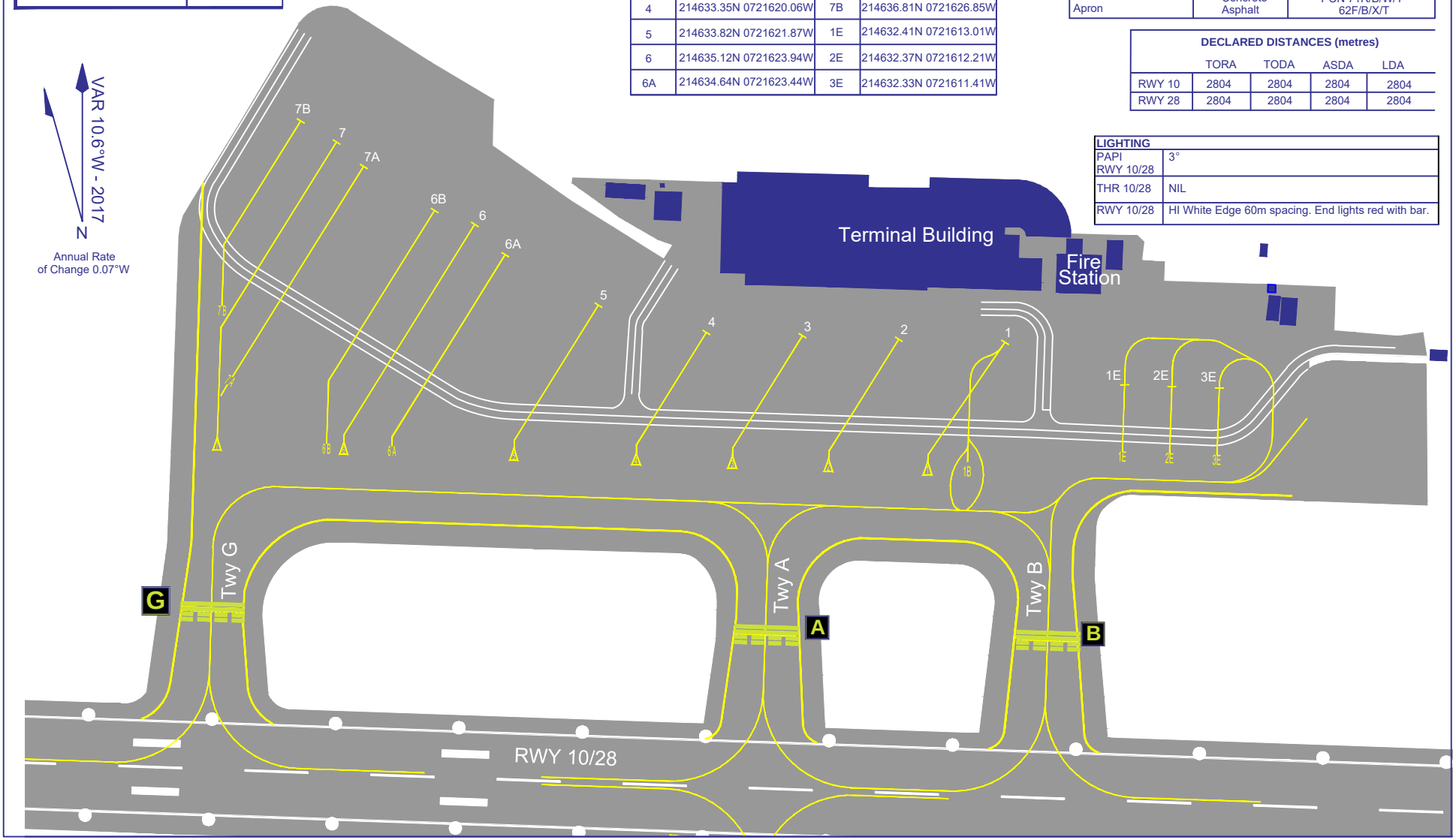
50 0 50 100 150 m
100 0 500 ft

STAND	COORDINATES	STAND	COORDINATES
1	214633.12N 0721615.01W	6B	214635.35N 0721624.62W
2	214633.19N 0721616.81W	7	214636.46N 0721626.25W
3	214633.28N 0721618.44W	7A	214636.07N 0721625.80W
4	214633.35N 0721620.06W	7B	214636.81N 0721626.85W
5	214633.82N 0721621.87W	1E	214632.41N 0721613.01W
6	214635.12N 0721623.94W	2E	214632.37N 0721612.21W
6A	214634.64N 0721623.44W	3E	214632.33N 0721611.41W

RUNWAY/TAXIWAY/APRON PHISICAL CHARACTERISTICS		
APRON/RWY/TWY	**SURFACE**	**BEARING STRENGHT**
RWY 10/28	Tarmac	59F/B/X/T
Taxiways	Asphalt	TWY A, B - PCN 59F/B/X/T TWY G - PCN 62F/B/X/T
Apron	Concrete Asphalt	PCN 71R/B/W/T 62F/B/X/T

DECLARED DISTANCES (metres)				
	TORA	TODA	ASDA	LDA
RWY 10	2804	2804	2804	2804
RWY 28	2804	2804	2804	2804

LIGHTING	
PAPI RWY 10/28	3°
THR 10/28	NIL
RWY 10/28	HI White Edge 60m spacing. End lights red with bar.



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AIRCRAFT GROUND MOVEMENT PARKING/DOCKING CHART (HELIPADS) - ICAO

ARP 214625.55N 0721607.23W

AD ELEVATION 28 FT

ATIS	132.450	GND	121.900
TWR	119.900	APP	126.000

PROVIDENCIALES AIRPORT MBPV

VAR 10.6°W - 2017

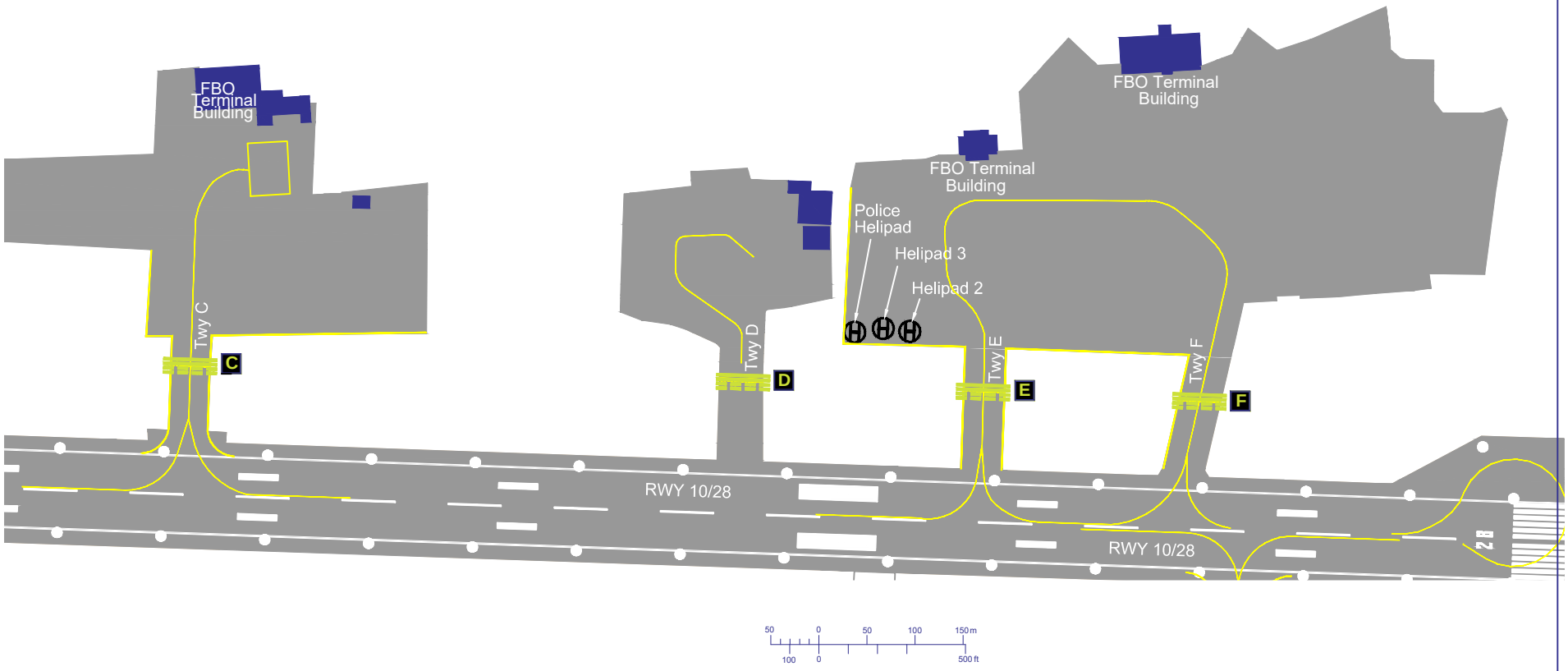
N

Annual Rate of Change 0.07°W

GUND (Geoid Undulation) =-131ft The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL / HEIGHTS IN FEET ABOVE AD: **467** (161)

STAND	COORDINATES
Heli 2	214627.34N 0721531.81W
Heli 3	214627.40N 0721532.35W
Police Heli	214627.34N 0721532.91W

LIGHTING	
PAPI RWY 10/28	3°
THR 10/28	NIL
RWY 10/28	HI White Edge 60m spacing. End lights red with bar.



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AERO INFO DATE 31 AUGUST 2017

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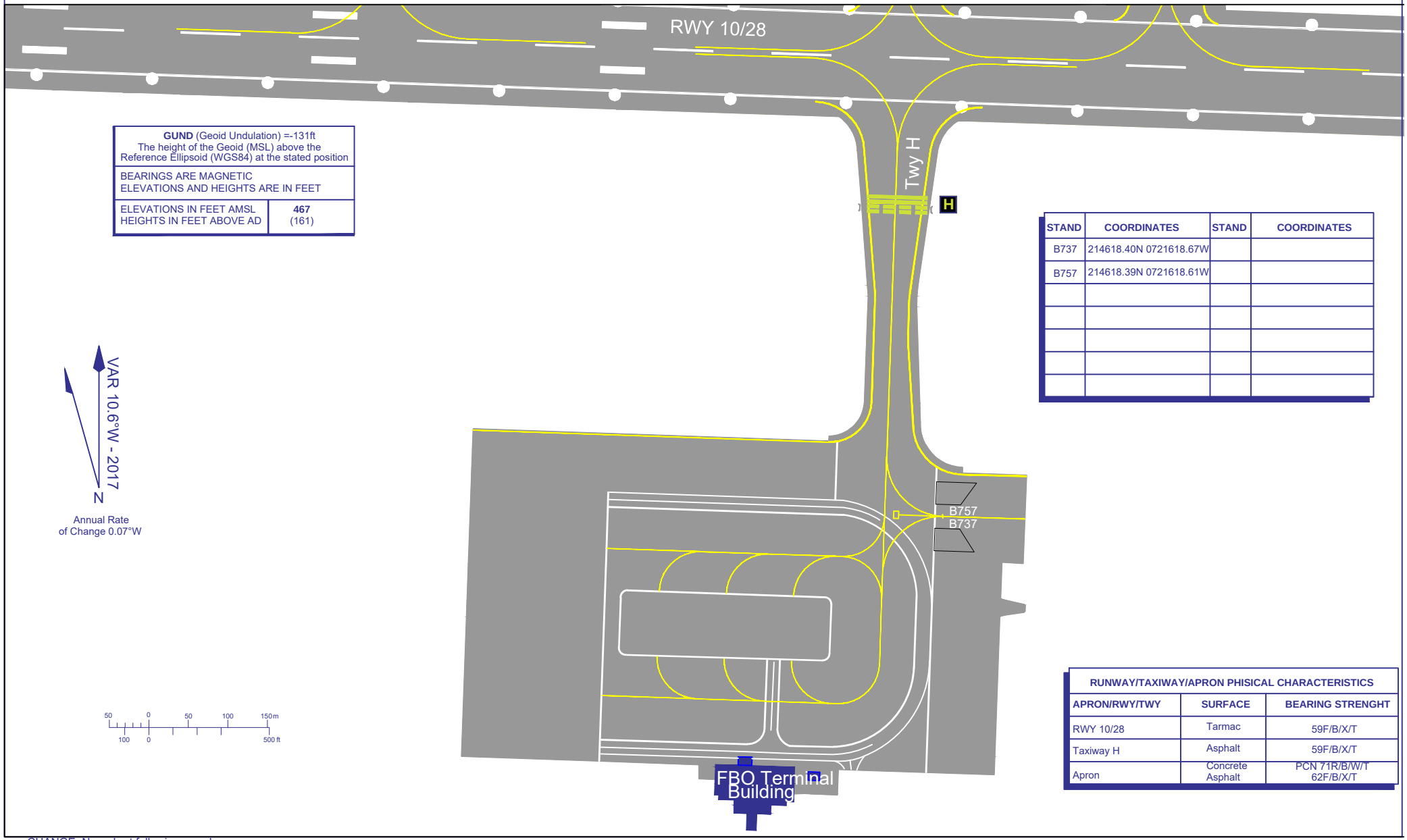
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AIRCRAFT GROUND MOVEMENT PARKING/DOCKING CHART (SOUTH APRON) - ICAO

ARP 214625.55N 0721607.23W

AD ELEVATION 28FT

PROVIDENCIALES AIRPORT
MBPV



GUND (Geoid Undulation) =-131ft The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET
ELEVATIONS IN FEET AMSL **467** HEIGHTS IN FEET ABOVE AD (161)

STAND	COORDINATES	STAND	COORDINATES
B737	214618.40N 0721618.67W		
B757	214618.39N 0721618.61W		

RUNWAY/TAXIWAY/APRON PHISICAL CHARACTERISTICS		
APRON/RWY/TWY	SURFACE	BEARING STRENGHT
RWY 10/28	Tarmac	59F/B/X/T
Taxiway H	Asphalt	59F/B/X/T
Apron	Concrete Asphalt	PCN 71R/B/W/T 62F/B/X/T

CHANGE: New chart following aerodrome survey.
AERO INFO DATE 31 AUGUST 2017

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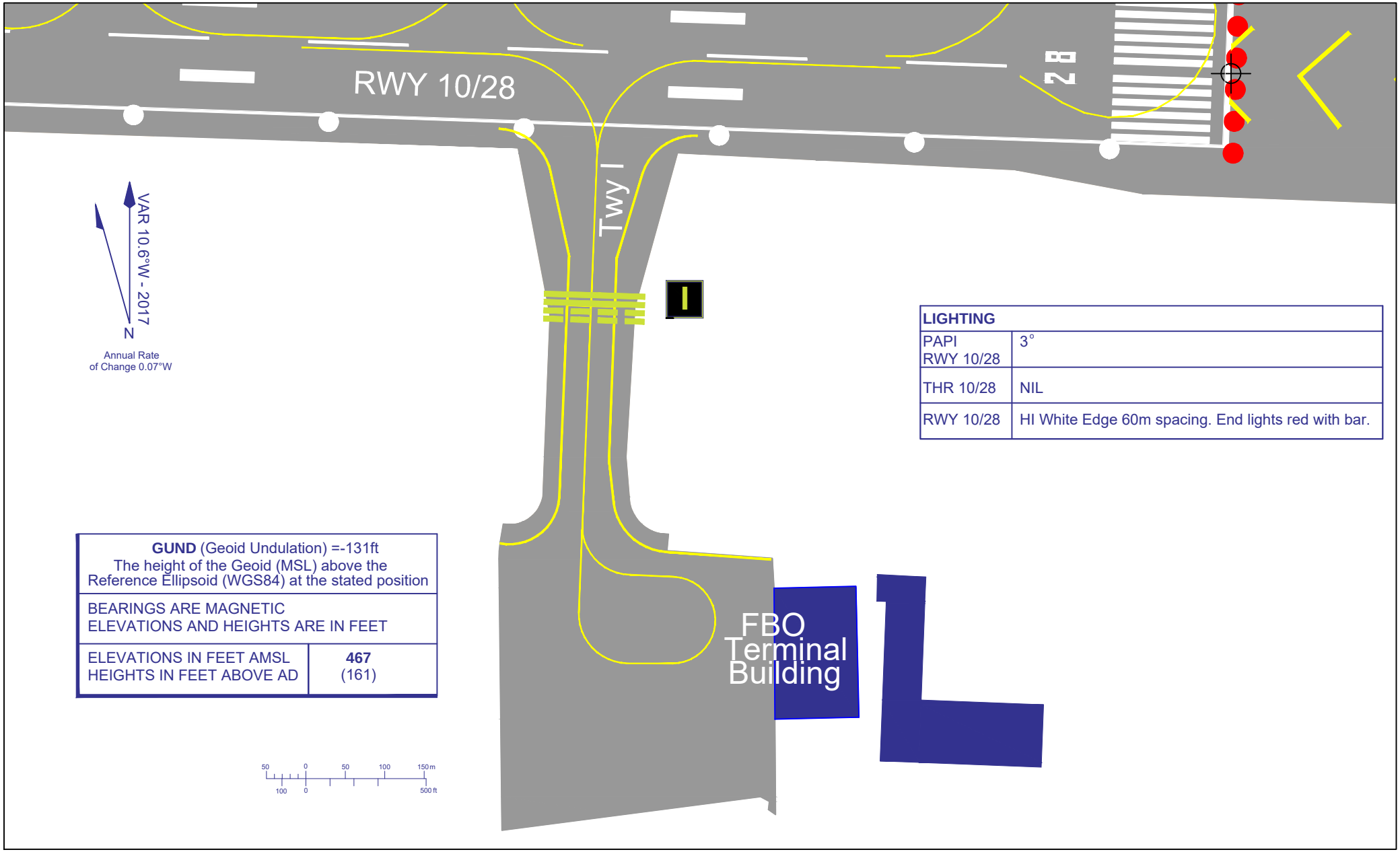
AIRCRAFT GROUND MOVEMENT PARKING/DOCKING CHART (SOUTH EAST APRON) - ICAO

ARP 214625.55N 0721607.23W

AD ELEVATION 28 FT

ATIS	132.450	GND	121.900
TWR	119.900	APP	126.000

PROVIDENCIALES AIRPORT MBPV



LIGHTING	
PAPI RWY 10/28	3°
THR 10/28	NIL
RWY 10/28	HI White Edge 60m spacing. End lights red with bar.

GUND (Geoid Undulation) =-131ft The height of the Geoid (MSL) above the Reference Ellipsoid (WGS84) at the stated position	
BEARINGS ARE MAGNETIC ELEVATIONS AND HEIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**467** (161)

CHANGE: New chart following aerodrome survey.
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ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

AERODROME OBSTACLE CHART - ICAO
TYPE A - OPERATING LIMITATIONS

PROVIDENCIALES
TURKS AND CAICOS ISLANDS

MAGNETIC VARIATION 10° 35' W (2017)

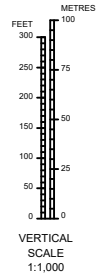
ANNUAL CHANGE 00° 04' W/Year

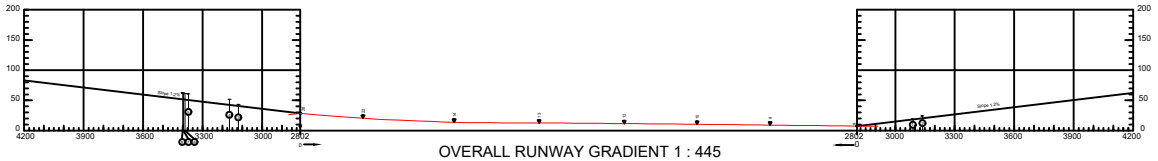
MAGNETIC BEARING OF RUNWAY 103° 35' 15"

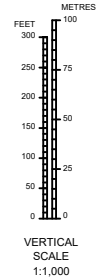
TRUE BEARING OF RUNWAY 93° 00' 15"

RUNWAY 10-28

DECLARED DISTANCES		
RWY 10		RWY 28
2804	TAKE-OFF RUN AVAILABLE	2804
2804	TAKE-OFF DISTANCE AVAILABLE	2804
2804	ACCELERATE-STOP DISTANCE AVAILABLE	2804
2804	LANDING DISTANCE AVAILABLE	2804



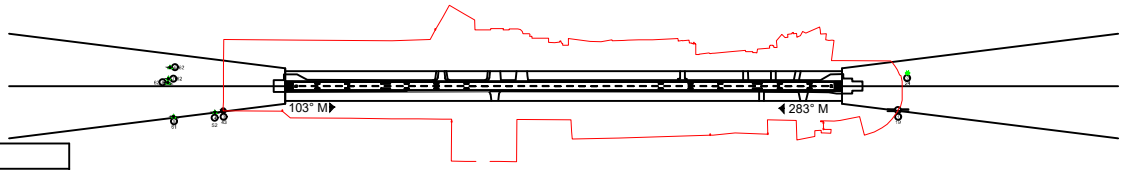




ELEVATIONS IN METRES
ABOVE MEAN SEA LEVEL

ELEVATIONS IN METRES
ABOVE MEAN SEA LEVEL

Nr	Obstacle	Ht AMSL (ft)
3	FENCE	43
4	TERRAIN	52
5	TERRAIN	61
6	TERRAIN	62
7	TERRAIN	62
8	TERRAIN	62



Nr	Obstacle	Ht AMSL (ft)
1	ROAD	19
2	TREE	24

LEGEND

	PLAN	PROFILE
IDENTIFICATION NUMBER	16	
HEIGHT AMSL	25	
BUILDING		13
GROUND LEVEL		
PYLON / ESB KV		
TREE / BUSH		
TELEPOLE, AERIAL, POST, ETC		
MOBILE OBSTACLE		

HORIZONTAL SCALE 1:10,000

METRES



ORDER OF ACCURACY: Horizontal 3m, Vertical 1ft
Change: New Survey

Aerodrome information current Aug 2017
Based on survey dated July 2017

PROVIDENCIALES

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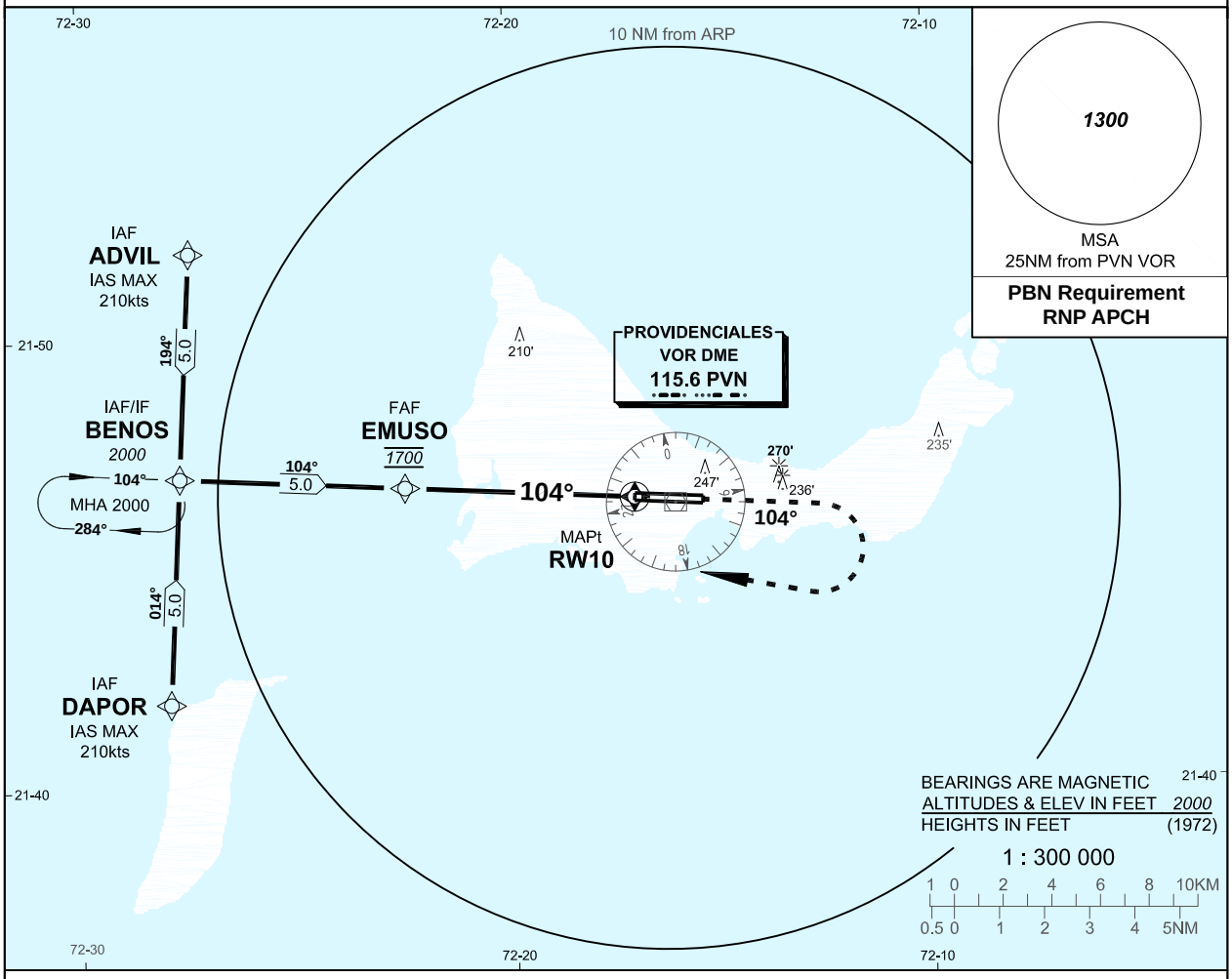
INSTRUMENT APPROACH CHART - ICAO

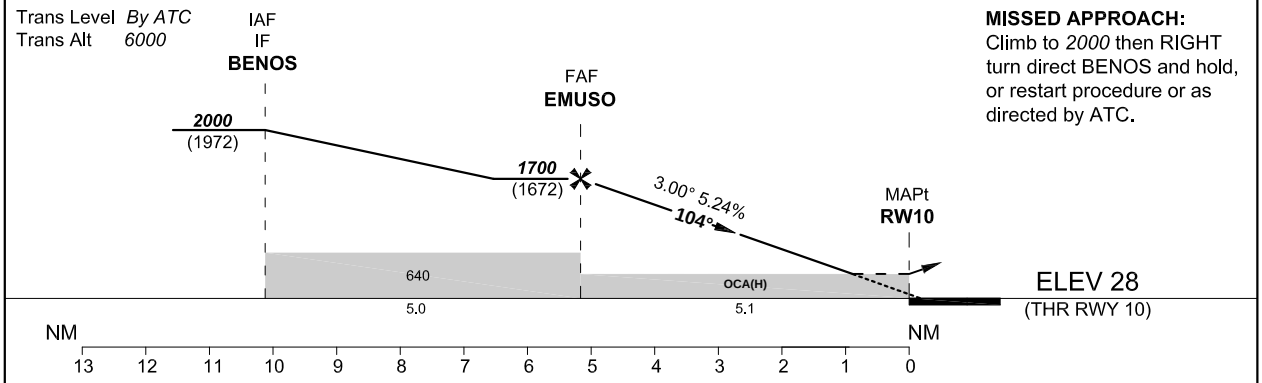
AD ELEV 28 FT
HEIGHTS RELATED TO THR RWY 10 ELEV 28 FT

VAR 10.7°W

PROVO APP	126.000
ATIS	132.450
TWR	119.900
GND	121.900

PROVIDENCIALES (MBPV)
TURKS AND CAICOS ISLANDS
Providenciales Intl
RNP RWY10





MISSED APPROACH:
Climb to *2000* then RIGHT turn direct BENOS and hold, or restart procedure or as directed by ATC.

Ground speed	kts	70	90	100	120	140	160
Descent rate	ft/min	371	478	531	637	743	849

D to THR 10	4	3	2	1
Altitude (Height)	1352 (1324)	1033 (1005)	715 (687)	396 (368)

STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCA(H)	***278*** (250)			
	VIS	2400m			2800m
LNAV	OCA/H	***370*** (342)			
	VIS	2400m			2800m

CIRCLING		A	B	C	D
	OCA(H)	***570*** (542)	***570*** (542)	***670*** (642)	***720*** (692)
	VIS	2400m	2800m	3700m	4600m

1. When local altimeter setting not received, procedure NA.
2. DME/DME RNP 0.3 NOT AUTHORISED.
3. No turn before MAPt.
4. For uncompensated Baro-VNAV systems, procedure not authorised below -15°C (5°F).
5. Obstacle protection reduced in visual segment.

AMENDMENT: Mag Var, LNAV/VNAV Minima, Circling Cat A minima, Chart Title, PBN requirement

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Illustrative Coding RWY10 APP

Runway	10	Transition	R10N								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track ^{0}M (^{0}T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
R10N	001	IF	ADVIL	N	- -	-	-	210	-	215200.40N 0722728.80W	IAF
R10N	002	TF	BENOS	N	194 (183.00)	-	2000	-	5.0	214659.70N 0722745.80W	IAF/IF
R10N	003	TF	EMUSO	N	104 (092.99)	LEFT	1700	-	5.0	214644.00N 0722223.90W	FAF
R10N	004	TF	RW10	Y	104 (093.00)	-	-	-	5.1	214627.94N 0721655.94W	MAPt
R10N	005	FA	-	N	104 (093.02)	-	2000	-	-	- -	-
R10N	006	DF	BENOS	N	- -	RIGHT	2000	-	-	214659.70N 0722745.80W	-
R10N	007	HM	BENOS	N	104 (092.99)	RIGHT	2000	-	-	214659.70N 0722745.80W	HOLD

Runway	10	Transition	R10S								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track ^{0}M (^{0}T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
R10S	001	IF	DAPOR	N	- -	-	-	210	-	214159.10N 0722802.70W	IAF
R10S	002	TF	BENOS	N	014 (002.99)	-	2000	-	5.0	214659.70N 0722745.80W	IAF/IF
R10S	003	TF	EMUSO	N	104 (092.99)	RIGHT	1700	-	5.0	214644.00N 0722223.90W	FAF
R10S	004	TF	RW10	Y	104 (093.00)	-	-	-	5.1	214627.94N 0721655.94W	MAPt
R10S	005	FA	-	N	104 (093.02)	-	2000	-	-	- -	-
R10S	006	DF	BENOS	N	- -	RIGHT	2000	-	-	214659.70N 0722745.80W	-
R10S	007	HM	BENOS	N	104 (092.99)	RIGHT	2000	-	-	214659.70N 0722745.80W	HOLD

Runway	10	Transition	R10C								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
R10C	002	IF	BENOS	N	- -	-	2000	-	-	214659.70N 0722745.80W	IAF/IF
R10C	003	TF	EMUSO	N	104 (092.99)	-	1700	-	5.0	214644.00N 0722223.90W	FAF
R10C	004	TF	RW10	Y	104 (093.00)	-	-	-	5.1	214627.94N 0721655.94W	MAPt
R10C	005	FA	-	N	104 (093.02)	-	2000	-	-	- -	-
R10C	006	DF	BENOS	N	- -	RIGHT	2000	-	-	214659.70N 0722745.80W	-
R10C	007	HM	BENOS	N	104 (092.99)	RIGHT	2000	-	-	214659.70N 0722745.80W	HOLD

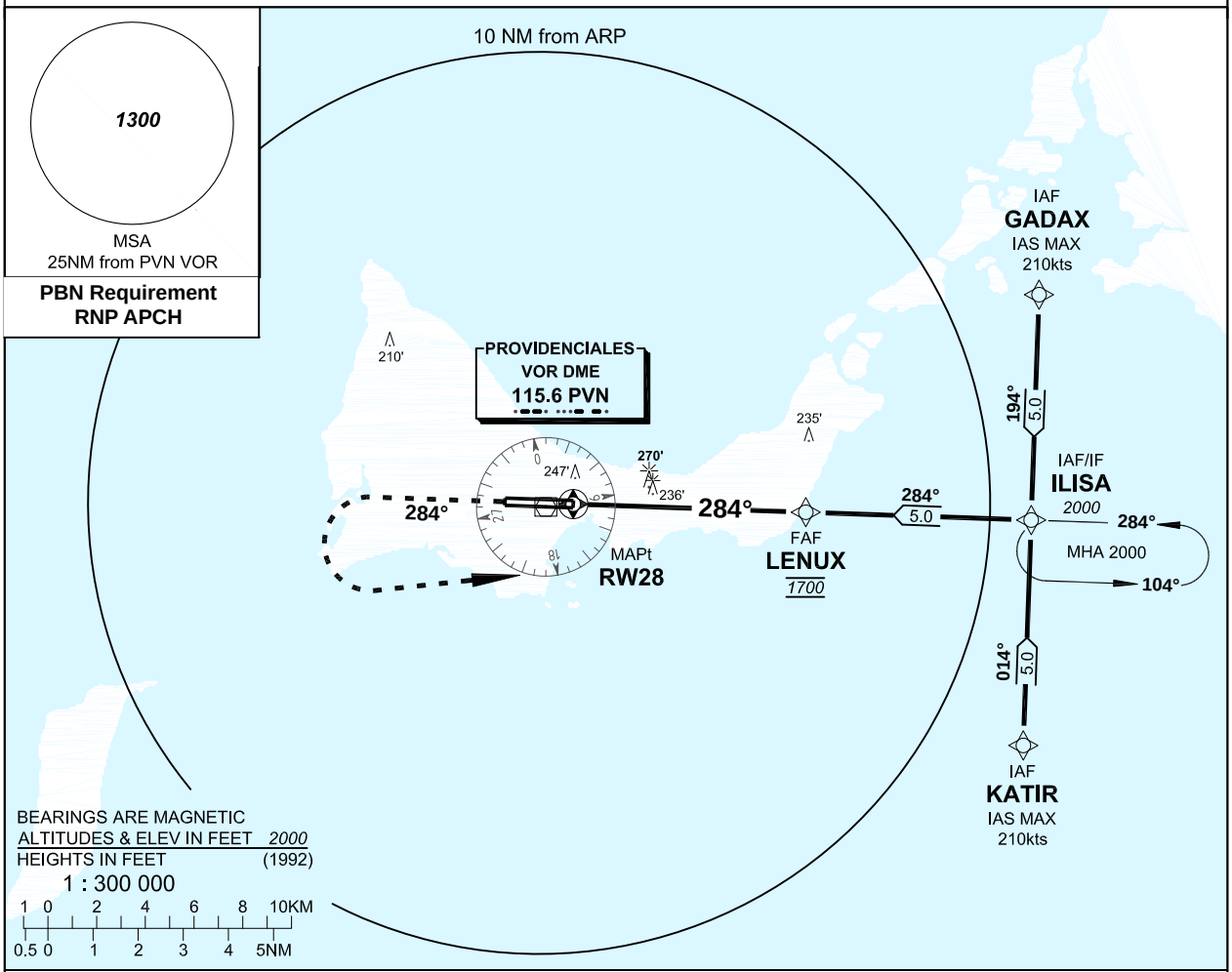
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 28 FT
HEIGHTS RELATED TO THR RWY 28 - ELEV 8 FT

VAR 10.7°W

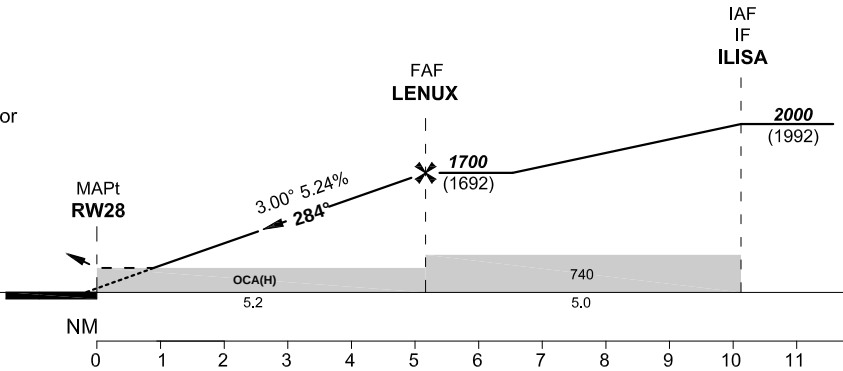
PROVO APP	126.000
ATIS	132.450
TWR	119.900
GND	121.900

PROVIDENCIALES (MBPV)
TURKS AND CAICOS ISLANDS
Providenciales Intl
RNP RWY28



Trans Level *By ATC*
Trans Alt *6000*

MISSED APPROACH:
Climb to *2000* then LEFT turn direct ILISA and hold, or restart procedure or as directed by ATC.



Ground speed	kts	70	90	100	120	140	160
Descent rate	ft/min	371	478	531	637	743	849

D to THR 28	4	3	2
Altitude (Height)	1332 (1324)	1013 (1005)	695 (687)

1. When local altimeter setting not received, procedure NA.
2. DME/DME RNP 0.3 NOT AUTHORISED.
3. No turn before MAPt.
4. For uncompensated Baro-VNAV systems, procedure not authorised below -15°C (5°F).
5. Obstacle protection reduced in visual segment.

STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCA(H)	***402*** (394)	***414*** (406)	***422*** (414)	***433*** (425)
	VIS	2400m		2800m	3600m
LNAV	OCA/H	***520*** (512)			
	VIS	2400m		2800m	3600m

CIRCLING*		A	B	C	D
	OCA(H)	***570*** (542)	***570*** (542)	***670*** (642)	***720*** (692)
	VIS	2400m	2800m	3700m	4600m

* CIRCLING to RW10 at NIGHT not authorised.

AMENDMENT: Mag Var, LNAV/VNAV Minima, Circling Cat A minima, Chart Title, PBN requirement

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Illustrative coding RWY 28

Runway	28	Transition	R28N								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
R28N	001	IF	GADAX	N	- -	-	-	210	-	215051.60N 0720407.60W	IAF
R28N	002	TF	ILISA	N	194 (182.99)	-	2000	-	5.0	214551.00N 0720424.51W	IAF/IF
R28N	003	TF	LENUX	N	284 (273.04)	RIGHT	1700	-	5.0	214606.80N 0720946.40W	FAF
R28N	004	TF	RW28	Y	284 (273.05)	-	-	-	5.2	214623.16N 0721518.52W	MAPt
R28N	005	FA		N	284 (273.03)	-	2000	-	-	- -	-
R28N	006	DF	ILISA	N	- -	LEFT	2000	-	-	214551.00N 0720424.51W	-
R28N	007	HM	ILISA	N	284 (273.04)	LEFT	2000	-	-	214551.00N 0720424.51W	Hold

Runway	28	Transition	R28S								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
R28S	001	IF	KATIR	N	- -	-	-	210	-	214050.30N 0720441.40W	IAF
R28S	002	TF	ILISA	N	014 (002.99)	-	2000	-	5.0	214551.00N 0720424.51W	IAF/IF
R28S	003	TF	LENUX	N	284 (273.04)	LEFT	1700	-	5.0	214606.80N 0720946.40W	FAF
R28S	004	TF	RW28	Y	284 (273.05)	-	-	-	5.2	214623.16N 0721518.52W	MAPt
R28S	005	FA		N	284 (273.03)	-	2000	-	-	- -	-
R28S	006	DF	ILISA	N	- -	LEFT	2000	-	-	214551.00N 0720424.51W	-
R28S	007	HM	ILISA	N	284 (273.04)	LEFT	2000	-	-	214551.00N 0720424.51W	Hold

Runway	28	Transition	R28C								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
R28C	001	IF	ILISA	N	- -	-	2000	-	-	214551.00N 0720424.51W	IAF/IF
R28C	002	TF	LENUX	N	284 (273.04)	-	1700	-	5.0	214606.80N 0720946.40W	FAF
R28C	003	TF	RW28	Y	284 (273.05)	-	-	-	5.2	214623.16N 0721518.52W	MAPt
R28C	004	FA		N	284 (273.03)	-	2000	-	-	- -	-
R28C	005	DF	ILISA	N	- -	LEFT	2000	-	-	214551.00N 0720424.51W	-
R28C	006	HM	ILISA	N	284 (273.04)	LEFT	2000	-	-	214551.00N 0720424.51W	Hold

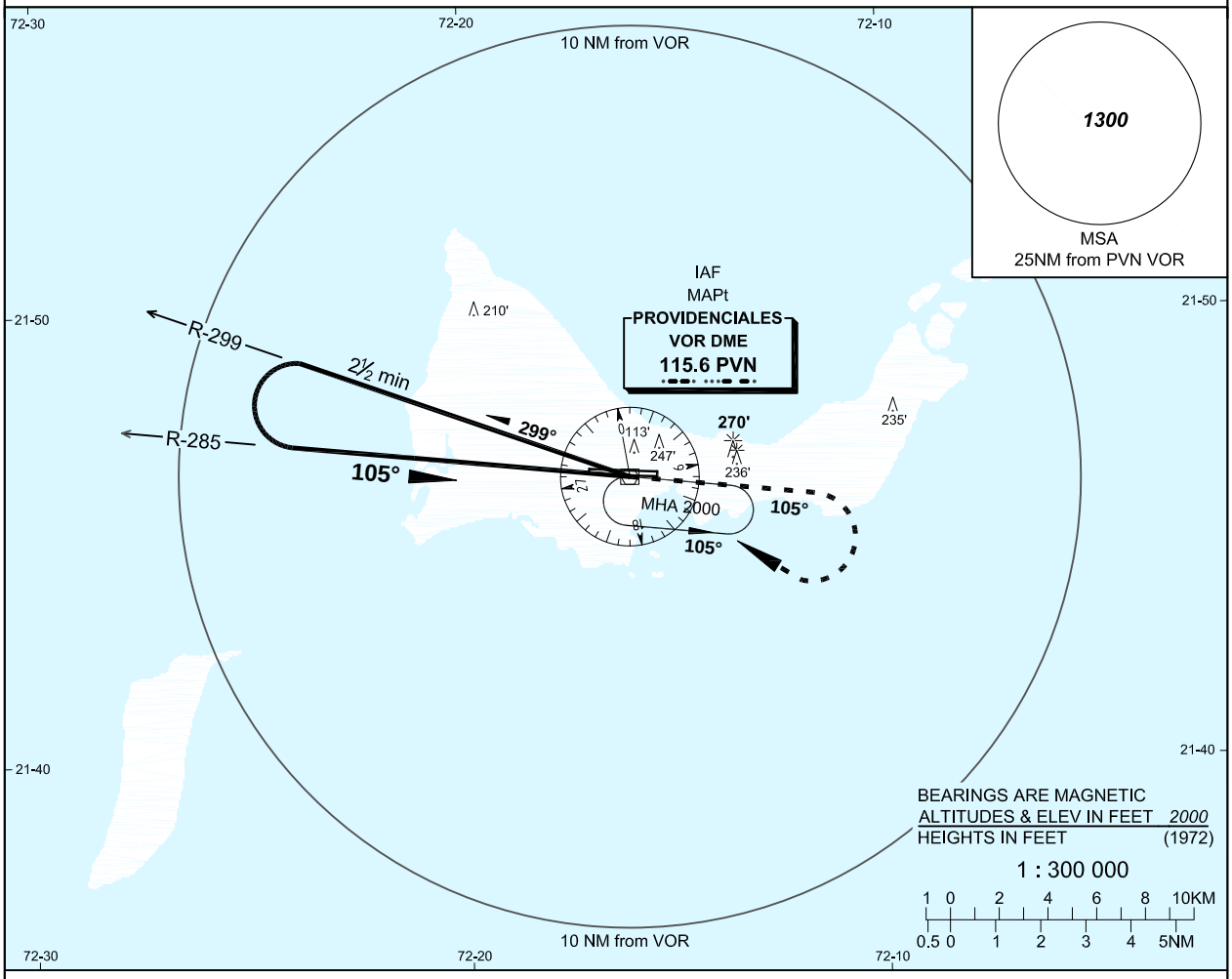
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 28 FT
HEIGHTS RELATED TO THR RWY10 ELEV 28 FT

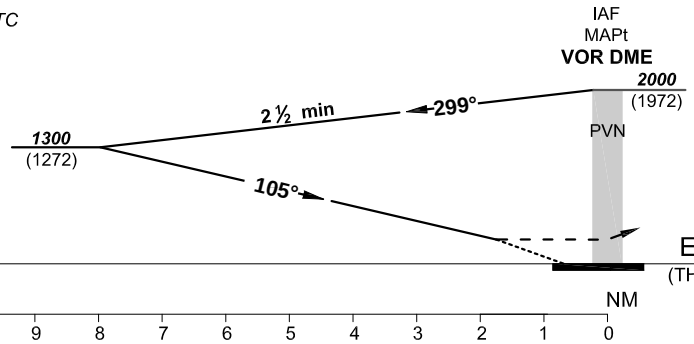
VAR 10.7°W

PROVO APP	126.000
ATIS	132.450
TWR	119.900
GND	121.900

PROVIDENCIALES (MBPV)
TURKS AND CAICOS ISLANDS
Providenciales Intl
CAT A/B **VOR x RWY 10**



Trans Level *By ATC*
Trans Alt *6000*



MISSED APPROACH:
Climb to *1300* via R-105 PVN, then climbing RIGHT turn to *2000* direct PVN VOR and hold, or to restart procedure or as directed by ATC.

Timing not authorised for defining the MAPt.

Ground speed	kts	70	90	100	120	140	160
Descent rate	ft/min	371	478	531	637	743	849

1. When local altimeter setting not received, procedure NA.
2. Obstacle protection reduced in visual segment.

STRAIGHT-IN APPROACH		A	B
VOR DME	OCA(H)	***420*** (392)	
	VIS	2400m	

CIRCLING		A	B
	OCA(H)	***570*** (542)	***570*** (542)
	VIS	2400m	2800m

AMENDMENT: Mag Var, Circling Cat A minima

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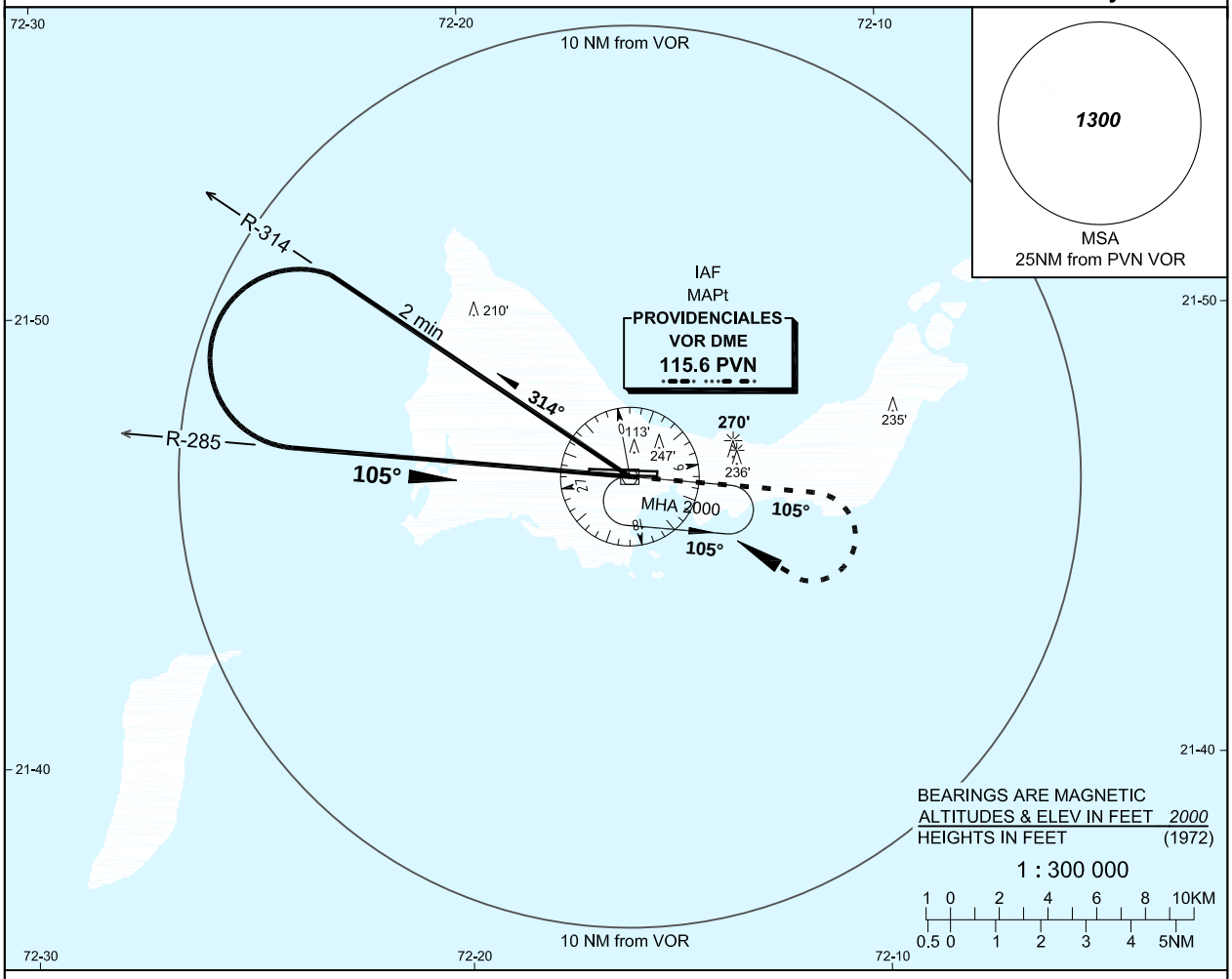
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 28 FT
HEIGHTS RELATED TO THR RWY10 ELEV 28 FT

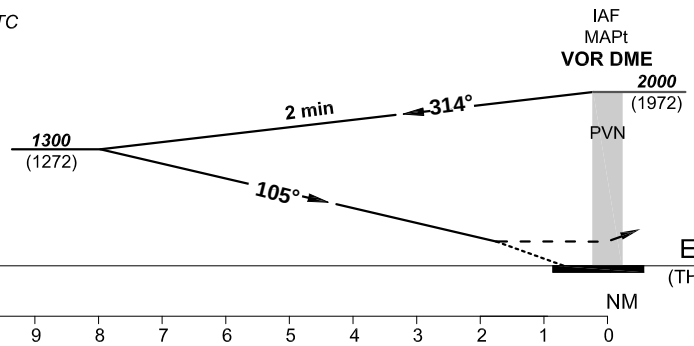
VAR 10.7°W

PROVO APP	126.000
ATIS	132.450
TWR	119.900
GND	121.900

PROVIDENCIALES (MBPV)
TURKS AND CAICOS ISLANDS
Providenciales Intl
CAT C/D **VOR y RWY 10**



Trans Level *By ATC*
Trans Alt *6000*



MISSED APPROACH:
Climb to *1300* via R-105 PVN, then climbing RIGHT turn to *2000* direct PVN VOR and hold, or to restart procedure or as directed by ATC.

Timing not authorised for defining the MAPt.

Ground speed	kts	70	90	100	120	140	160
Descent rate	ft/min	371	478	531	637	743	849

1. When local altimeter setting not received, procedure NA.
2. Obstacle protection reduced in visual segment.

STRAIGHT-IN APPROACH		C	D
VOR DME	OCA(H)	***420*** (392)	
	VIS	2800m	3200m

CIRCLING		C	D
	OCA(H)	***670*** (642)	***720*** (692)
	VIS	3700m	4600m

AMENDMENT: Mag Var

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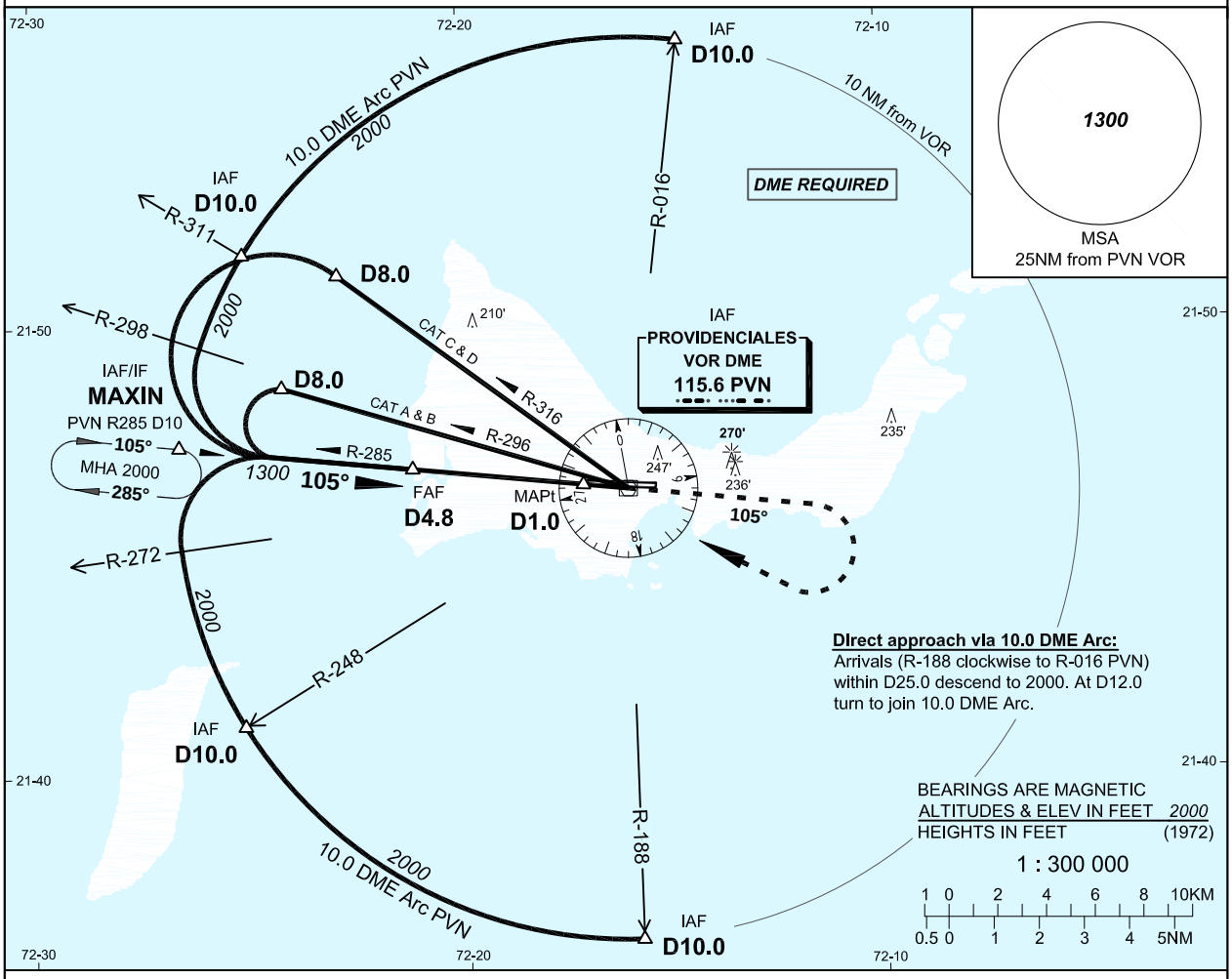
INSTRUMENT APPROACH CHART - ICAO

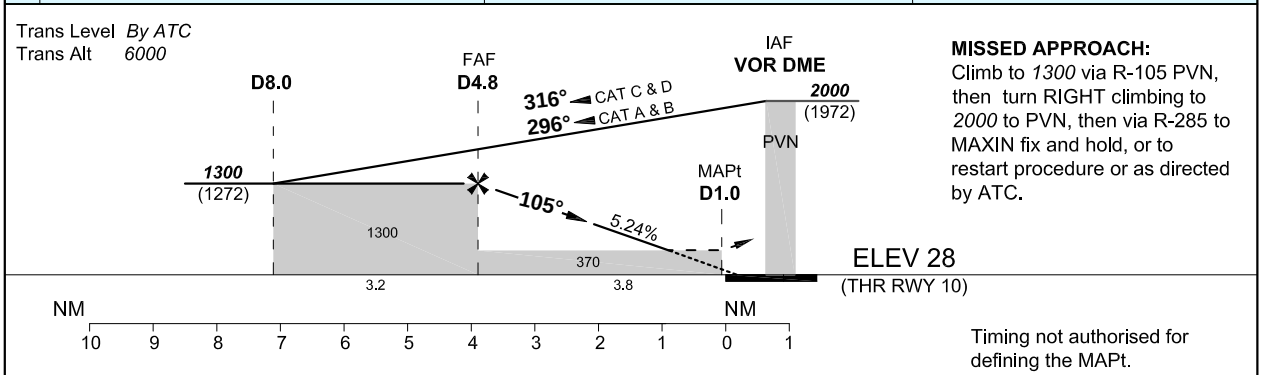
AD ELEV 28 FT
HEIGHTS RELATED TO THR RWY10 ELEV 28 FT

VAR 10.7°W

PROVO APP	126.000
ATIS	132.450
TWR	119.900
GND	121.900

PROVIDENCIALES (MBPV)
TURKS AND CAICOS ISLANDS
Providenciales Intl
VOR z RWY 10





MISSED APPROACH:
Climb to *1300* via R-105 PVN, then turn RIGHT climbing to *2000* to PVN, then via R-285 to MAXIN fix and hold, or to restart procedure or as directed by ATC.

Timing not authorised for defining the MAPt.

Ground speed	kts	70	90	100	120	140	160
Descent rate	ft/min	371	478	531	637	743	849

D to PVN VOR	4	3	2
Altitude (Height)	1045 (1017)	727 (699)	408 (380)

1. When local altimeter setting not received, procedure NA.
2. Obstacle protection reduced in visual segment.

STRAIGHT-IN APPROACH		A	B	C	D
VOR DME	OCA(H)	***370*** (342)			
	VIS	2400m			2800m

CIRCLING		A	B	C	D
	OCA(H)	***570*** (542)	***570*** (542)	***670*** (642)	***720*** (692)
	VIS	2400m	2800m	3700m	4600m

AMENDMENT: Mag Var, Circling Cat A minima

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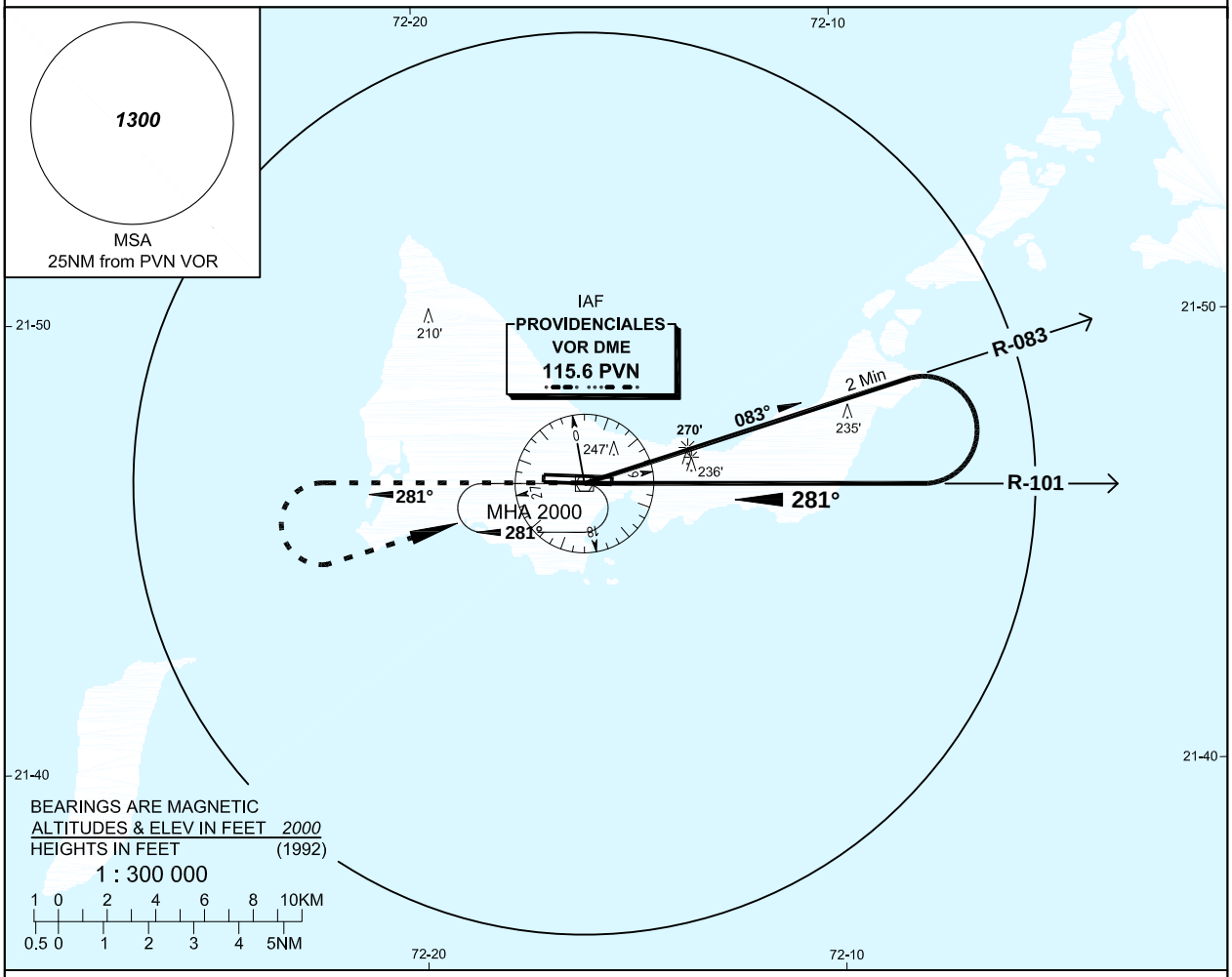
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 28 FT
HEIGHTS RELATED TO THR RWY28 ELEV 8 FT

VAR 10.7°W

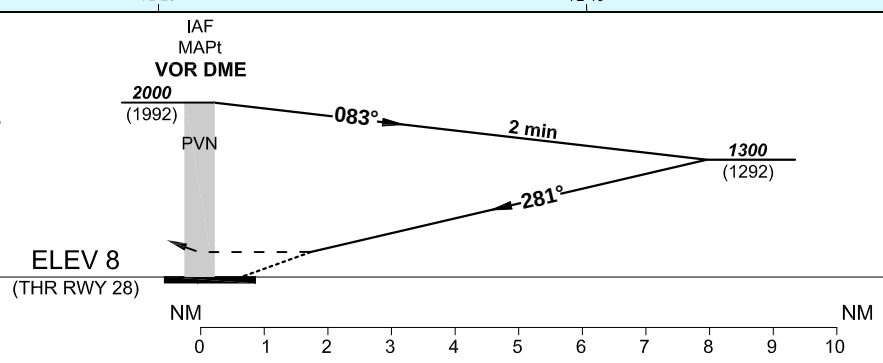
PROVO APP	126.000
ATIS	132.450
TWR	119.900
GND	121.900

PROVIDENCIALES (MBPV)
TURKS AND CAICOS ISLANDS
Providenciales Intl
CAT A/B **VOR x RWY 28**



Trans Level *By ATC*
Trans Alt *6000*

MISSED APPROACH:
Climb to *1300* via R-281 PVN, then climbing LEFT turn to *2000* direct PVN VOR and hold, or to restart procedure or as directed by ATC.



Timing not authorised for defining the MAPt.

Ground speed	kts	70	90	100	120	140	160
Descent rate	ft/min	371	478	531	637	743	849

1. When local altimeter setting not received, procedure NA.
2. Obstacle protection reduced in visual segment.

STRAIGHT-IN APPROACH		A	B
VOR DME	OCA(H)	***570*** (562)	
	VIS	2400m	

CIRCLING		A	B
	OCA(H)	***570*** (542)	***570*** (542)
	VIS	2400m	2800m

AMENDMENT: Mag Var, Circling Cat A minima, Radials, Bearings

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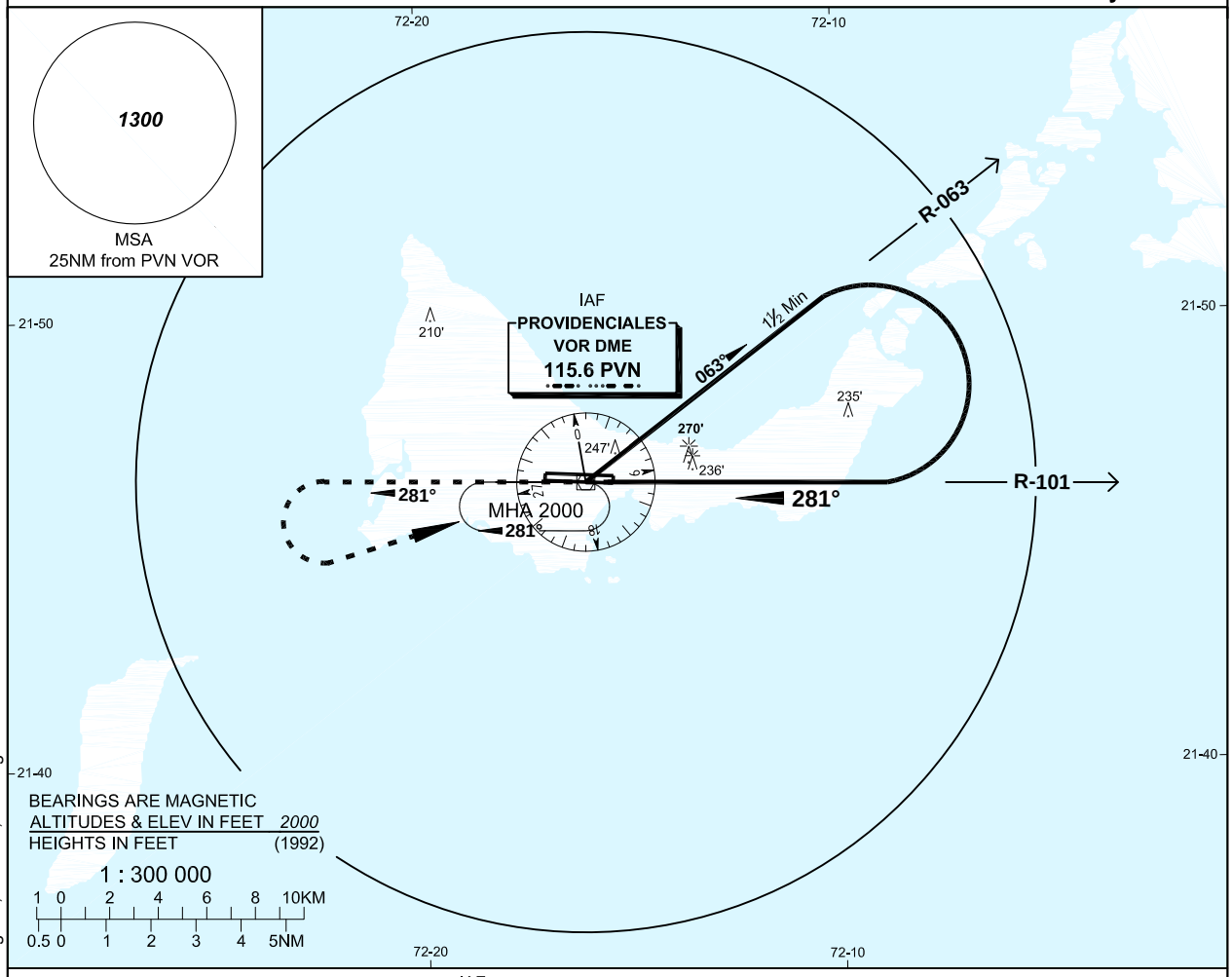
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 28 FT
HEIGHTS RELATED TO
THR RWY28 ELEV 8 FT

VAR 10.7°W

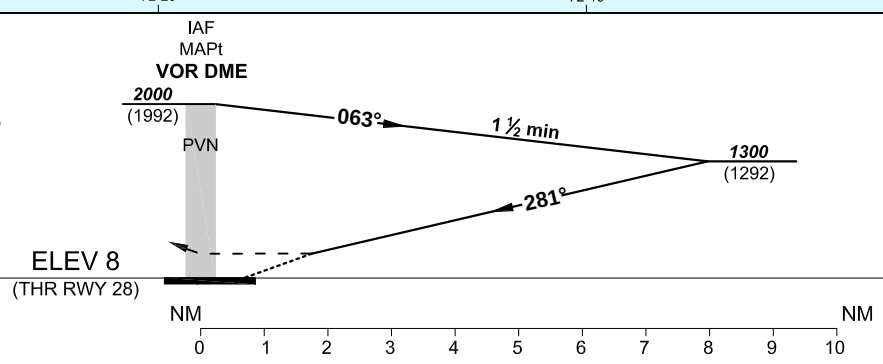
PROVO APP	126.000
ATIS	132.450
TWR	119.900
GND	121.900

PROVIDENCIALES (MBPV)
TURKS AND CAICOS ISLANDS
Providenciales Intl
CAT C/D **VOR y RWY 28**



Trans Level *By ATC*
Trans Alt *6000*

MISSED APPROACH:
Climb to *1300* via R-281 PVN, then climbing LEFT turn to *2000* direct PVN VOR and hold, or to restart procedure or as directed by ATC.



Timing not authorised for defining the MAPt.

Ground speed	kts	70	90	100	120	140	160
Descent rate	ft/min	371	478	531	637	743	849

1. When local altimeter setting not received, procedure NA.
2. Obstacle protection reduced in visual segment.

STRAIGHT-IN APPROACH		C	D
VOR DME	OCA(H)	***570*** (562)	
	VIS	2400m	

CIRCLING		C	D
	OCA(H)	***670*** (642)	***720*** (692)
	VIS	2400m	2800m

AMENDMENT: Mag Var, Radials, Bearings

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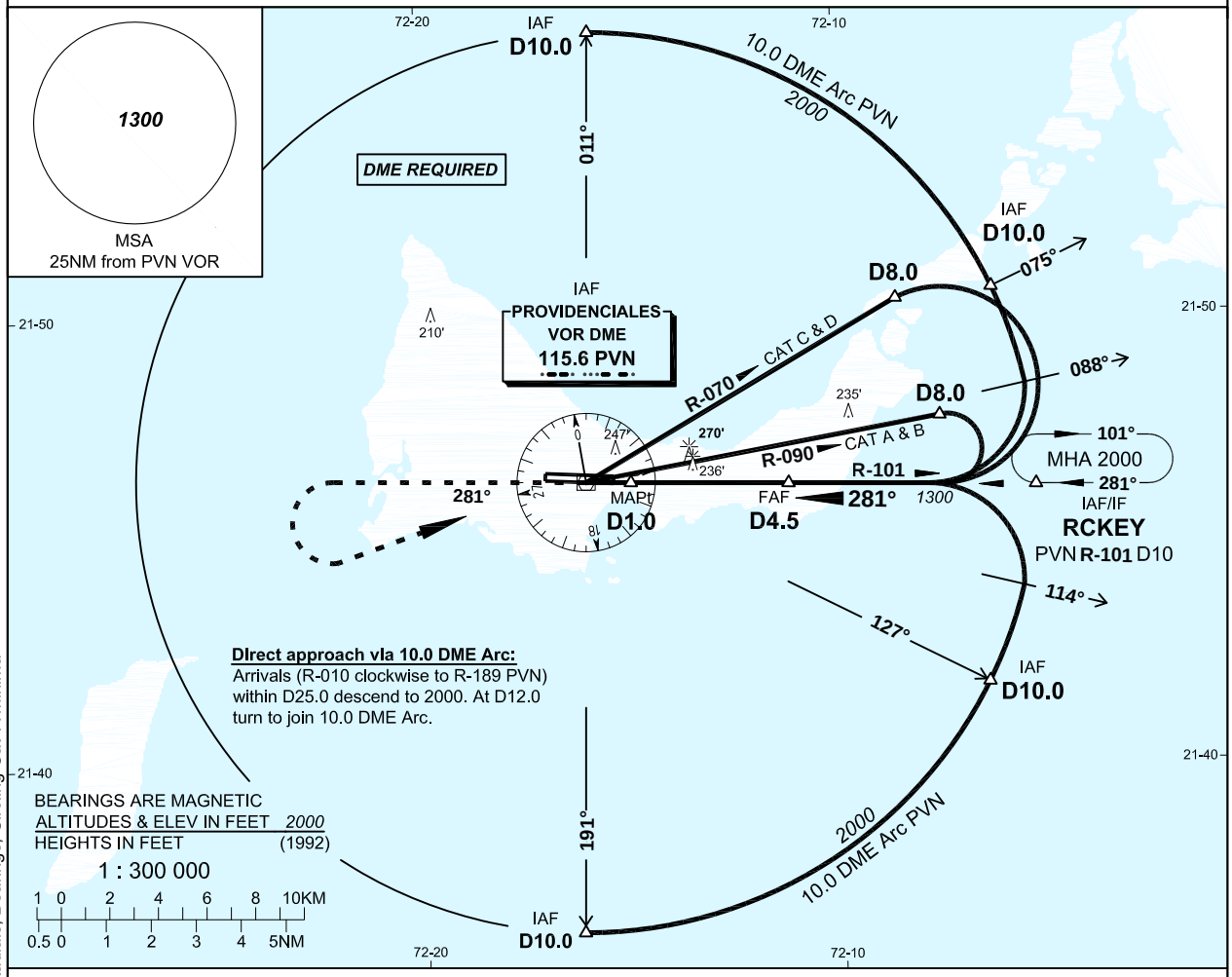
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 28 FT
HEIGHTS RELATED TO THR RWY 28 ELEV 8 FT

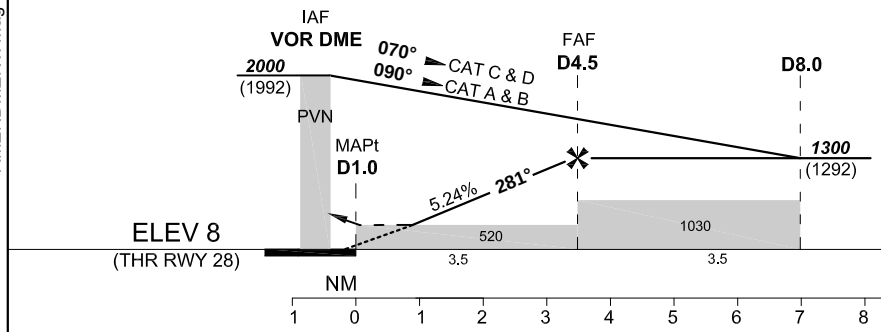
VAR 10.7°W

PROVO APP	126.000
ATIS	132.450
TWR	119.900
GND	121.900

PROVIDENCIALES (MBPV)
TURKS AND CAICOS ISLANDS
Providenciales Intl
VOR z RWY 28



Trans Level *By ATC*
Trans Alt *6000*



MISSED APPROACH:
Climb to *1300* via R-281 PVN, then turn LEFT climbing to *2000* to PVN, then via R-101 to RCKEY fix and hold, or to restart procedure or as directed by ATC.

Timing not authorised for defining the MAPt.

Ground speed	kts	70	90	100	120	140	160
Descent rate	ft/min	371	478	531	637	743	849

D to PVN VOR	4	3
Altitude (Height)	1141 (1133)	822 (814)

1. When local altimeter setting not received, procedure NA
2. Obstacle protection reduced in visual segment

STRAIGHT-IN APPROACH		A	B	C	D
VOR DME	OCA(H)	***520*** (512)			
	VIS	2400m		2800m	3600m

CIRCLING*		A	B	C	D
	OCA(H)	***570*** (542)	***570*** (542)	***670*** (642)	***720*** (692)
	VIS	2400m	2800m	3700m	4600m

* CIRCLING to RW10 at NIGHT not authorised.

AMENDMENT: Mag Var, Radials, Bearings, Circling Cat A minima

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INSTRUMENT DEPARTURE CHART - ICAO

AD ELEV 28 FT
Trans Level *By ATC*
Trans Alt *6000*

VAR 10.7°W

PROVO APP	126.000
ATIS	132.450
TWR	119.900
GND	121.900

PROVIDENCIALES (MBPV)
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Providenciales Intl
SID RNAV RWY 10

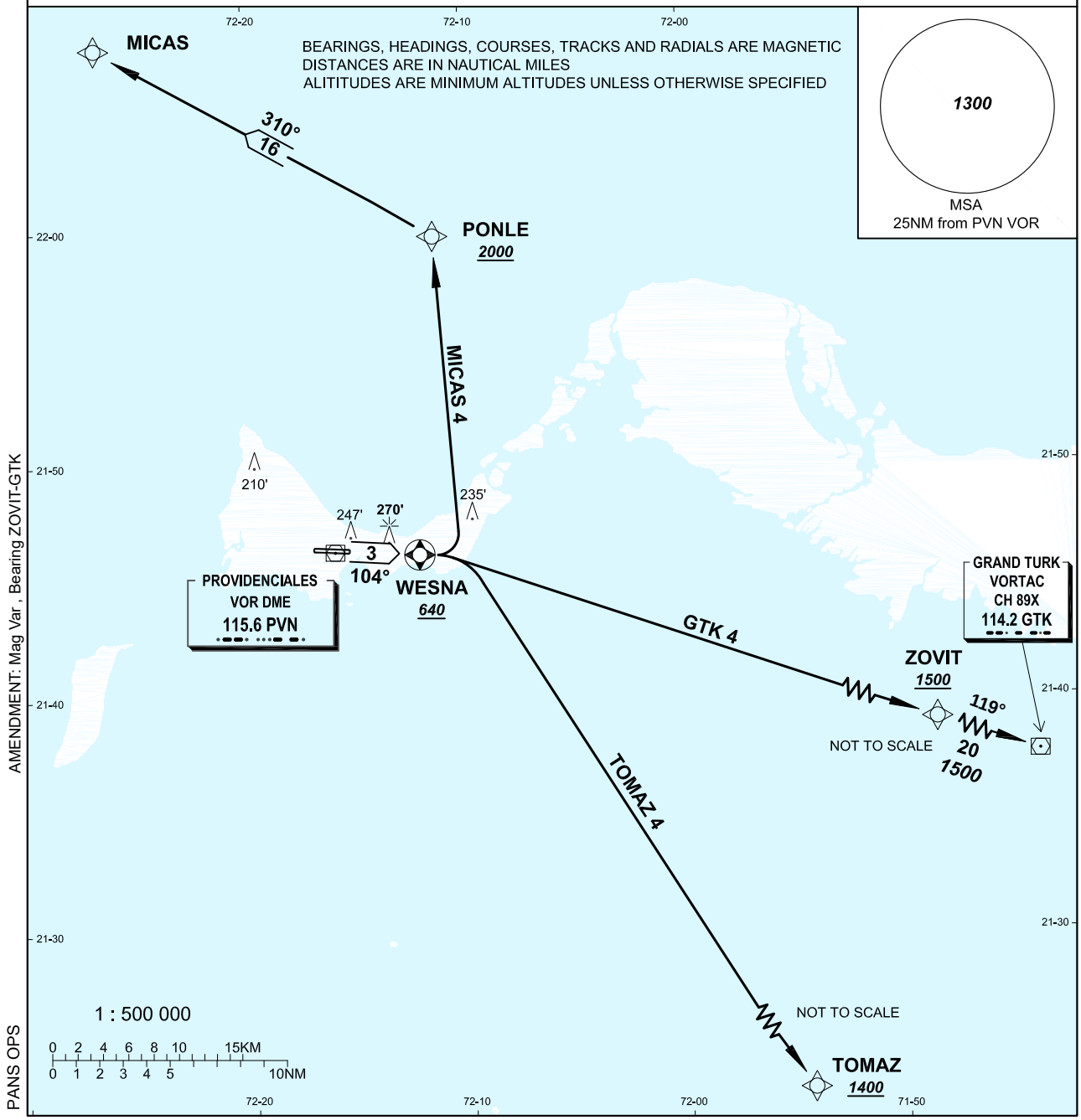
GRAND TURK FOUR, MICAS FOUR, TOMAZ FOUR DEPARTURES
(GTK4, MICAS4, TOMAZ4)

1. RNAV 1 required
2. Maintain minimum climb gradient of 3.41% to 640ft

GTK4: Climb on course 104° to WESNA, at or above 640ft, turn RIGHT direct to ZOVIT at or above 1500ft, then to GTK.

MICAS 4: Climb on course 104° to WESNA, at or above 640ft, turn LEFT direct to PONLE at or above 2000ft, then to MICAS.

TOMAZ 4: Climb on course 104° to WESNA, at or above 640ft, turn RIGHT direct to TOMAZ at or above 1400ft.



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Illustrative coding RWY 10 SID

Runway	10	Transition	MICAS 4A								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
MICAS 4A	003	CF	WESNA	Y	104 (093.02)	-	640	-	3.0	214612.00N 0721206.00W	RNAV 1
MICAS 4A	004	DF	PONLE	N	- -	LEFT	2000	-	-	215948.00N 0721118.00W	RNAV 1
MICAS 4A	005	TF	MICAS	N	310 (299.60)	LEFT	-	-	16.4	220753.39N 0722642.88W	RNAV 1

Runway	10	Transition	TOMAZ 4A								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
TOMAZ 4A	001	CF	WESNA	Y	104 (093.02)	-	640	-	3.0	214612.00N 0721206.00W	RNAV 1
TOMAZ 4A	002	DF	TOMAZ	N	- -	RIGHT	1400	-	-	211832.19N 0715050.08W	RNAV 1

Runway	10	Transition	GTK 4A								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
GTK 4A	001	CF	WESNA	Y	104 (093.02)	-	640	-	3.0	214612.00N 0721206.00W	RNAV 1
GTK 4A	002	DF	ZOVIT	N	- -	RIGHT	1500	-	-	213242.00N 0712824.00W	RNAV 1
GTK 4A	003	TF	GTK	N	119 (108.30)	-	1500	-	19.9	212626.38N 0710803.73W	RNAV 1

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MBSC – South Caicos / South Caicos Intl

MBSC AD 2.1 AERODROME LOCATION AND NAME

1	**Location Name**	South Caicos
2	**Airport Name**	South Caicos International
3	**ICAO Location Indicator**	MBSC

MBSC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	21° 30' 57.02 N / 071° 31' 44.67 W
2	**Direction and distance from city**	3 miles north Cockburn Harbour
3	**Elevation/reference temperature**	8.39 ft – ISO + 15°C
4	**Magnetic variation/annual change**	W 11.02° (2019) – 0.06° increasing
5	**Aerodrome Administration**	See TCIAA address at GEN 1.1
6	**South Caicos Information**	(649) 946-3226
7	**Type of traffic permitted (IFR/VFR)**	IFR / VFR
8	**Remarks**	Nil

MBSC AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	Nil
2	**Customs and Immigration**	1200 – 2130 UTC
3	**Health and Sanitation**	In Cockburn Harbour
4	**AIS Briefing Office**	Nil
5	**ATS Reporting Office (ARO)**	Nil
6	**MET Briefing Office**	Nil
7	**7 ATS**	Sunrise – Sunset
8	**Fueling**	Nil
9	**Handling**	Nil
10	**Security**	Nil
11	**De-icing**	Nil
12	**Remarks**	On request outside normal ATS operating hours for hospital flights only.

MBSC AD 2.4 HANDLING SERVICES AND FACILITIES

No handling services or facilities available.

MBSC AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Limited
2	**Restaurants**	Small cafeteria
3	**Transportation**	Taxis and hire cars
4	**Medical facilities**	Small clinic in Cockburn Harbour
5	**Bank and Post Office**	In Cockburn Harbour
6	**Tourist Office**	Nil
7	**Remarks**	Nil

MBSC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	RFFS Category 3
2	**Rescue equipment**	**1** Truck as follows: **1 Oshkosh Striker 4 x 4** Capacity: 1500 gallons/5678.1 liters of water 200 gallons/ 757 liters of foam 500 pounds/226.79 kg of dry chemical
3	**Remarks**	RFFS capable of upgrading to Category 4 upon request with 24 hours advance notification. Upgrades will be subject to Charges.

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MBSC AD 2.7 SEASONAL AVAILABILITY – CLEARING

None specified.

MBSC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface**	Surface: Asphalt Strength: 32/F/B/W/T
2	**Taxiway width, surface and strength**	**Taxiway A**: Surface: Asphalt Strength:32/F/B/W/T Width: 15 m **Taxiway B**: Surface: Asphalt Strength: 10 F/B/Y/T Width: 10.5m
3	**Remarks**	Taxiway B is restricted to maximum code B aircraft. Daytime use only

MBSC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Use of aircraft stand ID Signs**	All stands are labeled
2	**Taxiway guidelines and visual docking / parking guidance system of aircraft stands**	Runway exit signs, lead in lines from the runway through taxiways A and B to parking stands on the apron. Mandatory runway guidance signs at taxiways A and B.
3	**Runway and taxiway markings and lighting**	**Runway**: Markings- Threshold designators, centerline, aiming point, touch down zone, side stripes and turn pad. Lighting- threshold, edge, end and turn pad. **Taxiway**: Markings- Centerline, edge, and holding points. **Lighting**- edge lights
4	**Stop bars**	Yes
5	**Remarks**	Marshals and wing walkers are required for parking and push back.

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MBSC AD 2.10 AERODROME OBSTACLES

Refer to MBSC AD 2.7-11 Aerodrome Obstruction Chart (AOC)

Within the Circling Area			
Runway/ Area Affected	Obstacle Type Elevation (ft AMSL) Markings/ Lightings		Coordinates
11/29	Antenna	214.54	21° 30' 00.42" N 071° 31'47.30" W
	Antenna	193.03	21° 31' 11.11" N 071° 29' 52.71" W
	Antenna (lighted)	227.04	21° 29' 50.71" N 071° 32' 02.52" W
Remarks: Two (2) Instrument Approach Procedures			

There are several obstacles which penetrate the slope below the take off climb surface.
Details are shown on the table below.

Runway 29 Type A

Obstacle Number	Description	Latitude	Longitude	Elevation (ft AMSL)	Distance from TORA start (m)
1	Fence	213055.14N	0713105.96W	12.63	2076.53
2	Fence	213055.34N	0713105.43W	14.03	2091.92
3	Tree	213048.58N	0713059.89W	25.11	2278.84
4	Tree	213048.91N	0713058.38W	29.32	2320.26
5	Terrain	213052.44N	0713004.34W	93.52	3846.22
6	Terrain	213053.26N	0712949.89W	137.14	4254.93

MBSC AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

Preflight briefing from ATS.

MBSC AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway Number	**True and MAG Bearing**	**Dimensions of Runway (m)**	**Strength (PCN) and Surface of Runway and Stopway APP**	**Threshold Co-ordinates**	**Threshold Elevation of Non-Precision Runway (AMSL)**
11	098° GEO 109° MAG	1931 x 30	32/F/B/W/T	21°31'01.36N 071°32'17.89W	8 ft
29	278° GEO 289° MAG	1931 x 30	32/F/B/W/T	21°30'52.68N 071°31'11.45W	7 ft
Slope of RWY/SWY	**Stopway Dimensions (m)**	**Clearway Dimensions (m)**	**Strip Dimensions (m)**	**OFZ (m)**	**RESA (m)**
Nil	Nil	Nil	2051 x 150	Nil	90 x 240
Remarks:	Runway reference code 3C non-instrument				

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MBSC AD 2.13 DECLARED DISTANCES

Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
11	1931	1931	1931	1931	Nil
29	1931	1931	1931	1931	Nil

MBSC AD 2.14 APPROACH AND RUNWAY LIGHTING

Runway	Approach Lighting Type Length Intensity	Threshold Lighting Colour Wingbars	PAPI VASIS Angle Dist From Threshold (MEHT)	TDZ Lighting Length	Runway Centreline Lighting Spacing Colour Intensity	Runway Edge Lighting Length Colour Intensity	Runway End Lighting Colour Wingbar	Stopway Lighting Length (m) Colour
11	Nil	Green	PAPI 3° 291m (47 ft)	Nil	Nil	White MED 60m spacing	Red	Nil
29	Nil	Green	PAPI 3° 279.5m (47 ft)	Nil	Nil	White MED 60m spacing	Red	Nil

MBSC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

No other lights available.

MBSC AD 2.16 HELICOPTER LANDING AREA

As directed by ATS.

MBSC AD 2.17 ATS AIRSPACE

1	**Designation and Lateral Limits**	Control Zone (CTR)
2	**Vertical Limits**	6000 ft AMSL
3	**Airspace Classification**	D
4	**ATS unit call sign** **Language(s)**	South Caicos Information English
5	**Transition Altitude/Transition Level**	6000 ft AMSL/Variable
6	**Remarks**	Within Turks and Caicos CTR

MBSC AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency	Hours of Operations	Remarks
APP	Provo Approach	126.000 MHz	1100 – 0100 UTC (NOV-MAR) 1000 – 0000 UTC (MAR-NOV)	Primary Frequency
AFIS	South Caicos Information	118.900 MHz	Sunrise/Sunset	

MBSC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

None specified.

MBSC AD 2.20 LOCAL TRAFFIC REGULATIONS

Departing flights require prior clearance from Provo Approach via South Caicos Information

MBSC AD 2.21 NOISE ABATEMENT PROCEDURES

None specified.

MBSC AD 2.22 FLIGHT PROCEDURES

As instructed by ATS.

MBSC AD 2.23 ADDITIONAL INFORMATION

Large flocks of seagulls may be encountered on and in vicinity of the aerodrome during the migratory season. May - October annually.

MBSC AD 2.24 CHARTS RELATED TO THE AERODROME

AERODROME CHART-ICAO AD 2.7-9
AERODROME OBSTACLE CHART- ICAO TYPE-A AD 2.7-11
INSTRUMENT APPROACH CHART - ICAO (RNP RW Y 11) AD 2.7-13
ILLUSTRATIVE CODING RNP RWY 11 AD 2.7-15
INSTRUMENT APPROACH CHART - ICAO (RNP RWY 29) AD 2.7-17
ILLUSTRATIVE CODING RNP RWY 29 AD 2.7-19

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AERODROME CHART - ICAO

ARP 213057.02N 0713144.67W

AD ELEV 8FT

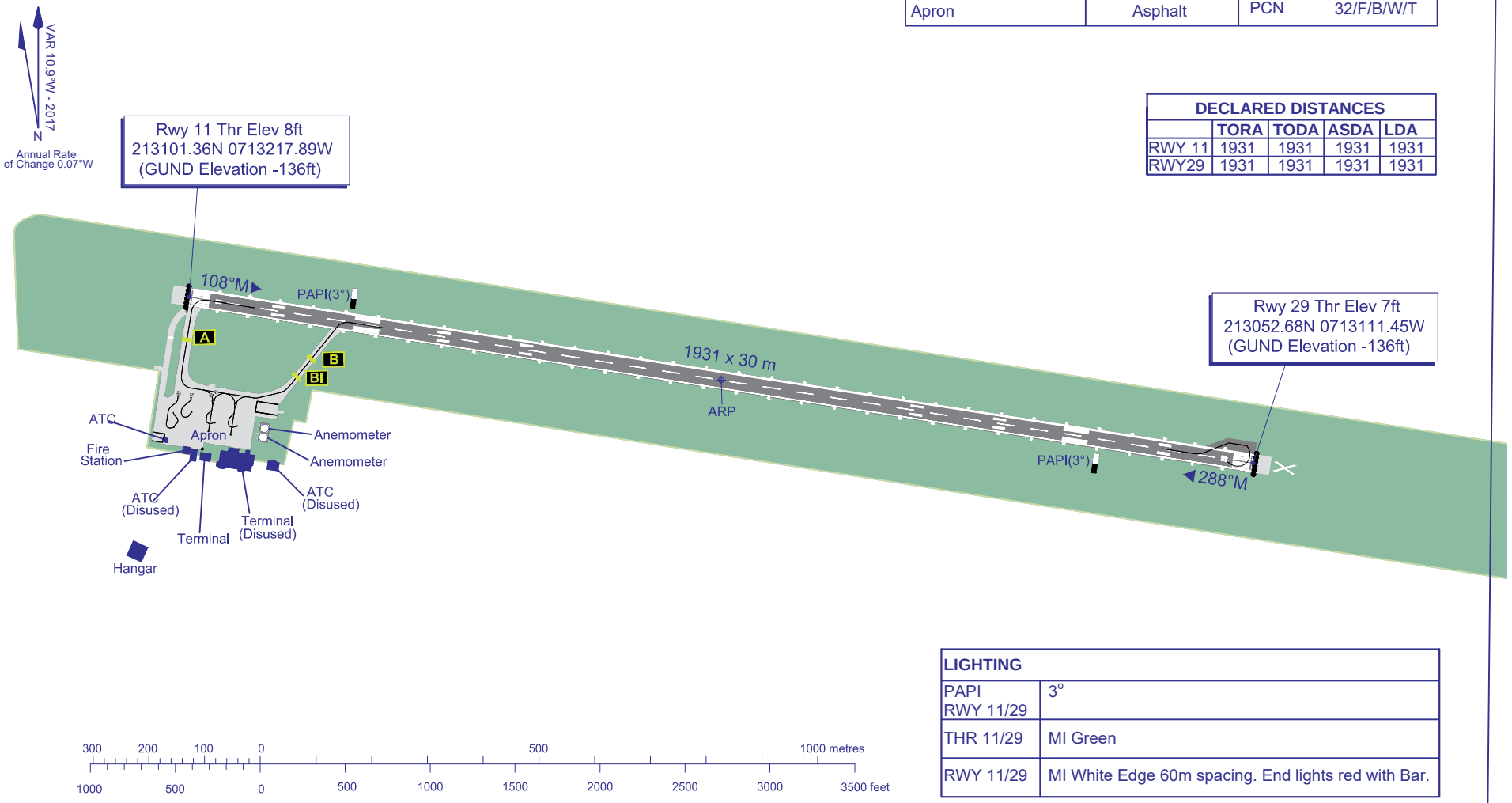
TWR	118.900
APP PVN	126.000

SOUTH CAICOS Intl
MBSC

GUND (Geaoid Undulation)= -136ft The height of the Geoid MSL above the Reference Elipsoid (WSG 84) at the stated position.	
BEARINGS ARE MAGNETIC ELEVATIONS AND HIGHTS ARE IN FEET	
ELEVATIONS IN FEET AMSL HEIGHTS IN FEET ABOVE AD	**467** (161)

RUNWAY/TAXIWAY/APRON PHISICAL CHARACTERISTICS		
APRON/RWY/TWY	**SURFACE**	**BEARING STRENGHT**
RWY 11/29	Asphalt	PCN 32/F/B/W/T
Taxiways	Asphalt	PCN A - 32/F/B/W/T PCN B - 10/F/B/1.0/T
Apron	Asphalt	PCN 32/F/B/W/T

DECLARED DISTANCES				
	TORA	**TODA**	**ASDA**	**LDA**
RWY 11	1931	1931	1931	1931
RWY29	1931	1931	1931	1931



LIGHTING	
PAPI RWY 11/29	3°
THR 11/29	MI Green
RWY 11/29	MI White Edge 60m spacing. End lights red with Bar.

CHANGE: New chart following aerodrome survey.
AERO INFO DATE 31 AUGUST 2017

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ELEVATIONS IN FEET
ALL OTHER DIMENSIONS IN METRES

AERODROME OBSTACLE CHART - ICAO

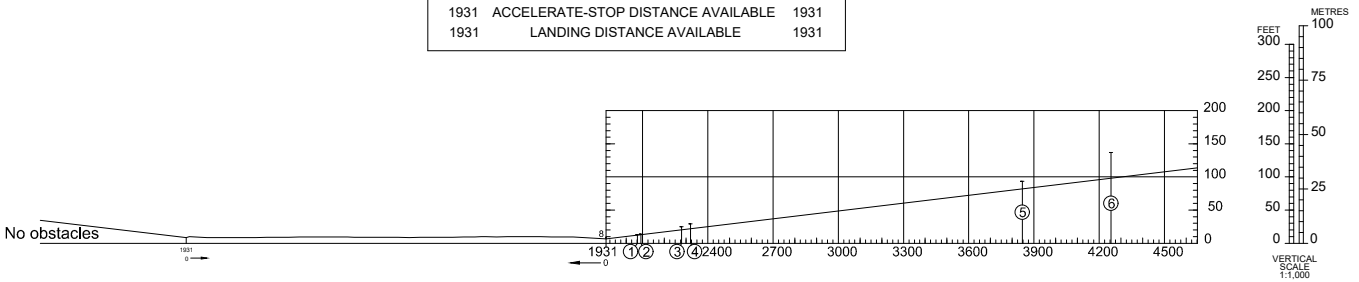
TYPE A - OPERATING LIMITATIONS

SOUTH CAICOS
TURKS AND CAICOS ISLANDS

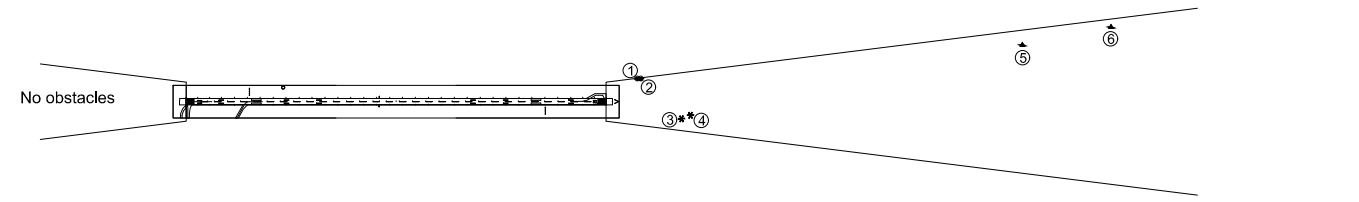
MAGNETIC VARIATION 10° 57' W (2017)
ANNUAL CHANGE 00° 04' W/Year
MAGNETIC BEARING OF RUNWAY 108° 53' 15"
TRUE BEARING OF RUNWAY 97° 56' 37"

RUNWAY 11-29

DECLARED DISTANCES		
RWY 11		RWY 29
1931	TAKE-OFF RUN AVAILABLE	1931
1931	TAKE-OFF DISTANCE AVAILABLE	1931
1931	ACCELERATE-STOP DISTANCE AVAILABLE	1931
1931	LANDING DISTANCE AVAILABLE	1931

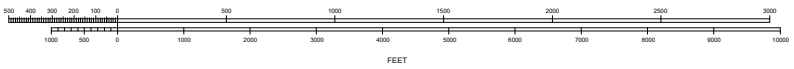


ELEVATIONS IN METRES
ABOVE MEAN SEA LEVEL



HORIZONTAL SCALE 1:10,000

METRES



LEGEND	PLAN	PROFILE
IDENTIFICATION NUMBER	⑩	
HEIGHT AMSL	25	
GROUND LEVEL	▲	⑬
TREE / BUSH	*	
TELEPOLE, AERIAL, POST, ETC	◉	

Nr	Obstacle	Ht AMSL (ft)
1	FENCE	13
2	FENCE	14
3	TREE	25
4	TREE	29
5	TERRAIN	94
6	TERRAIN	137

ORDER OF ACCURACY: Horizontal 3m, Vertical 1ft
Change: New Survey

Aerodrome information current Aug 2017
Based on survey dated July 2017

SOUTH CAICOS

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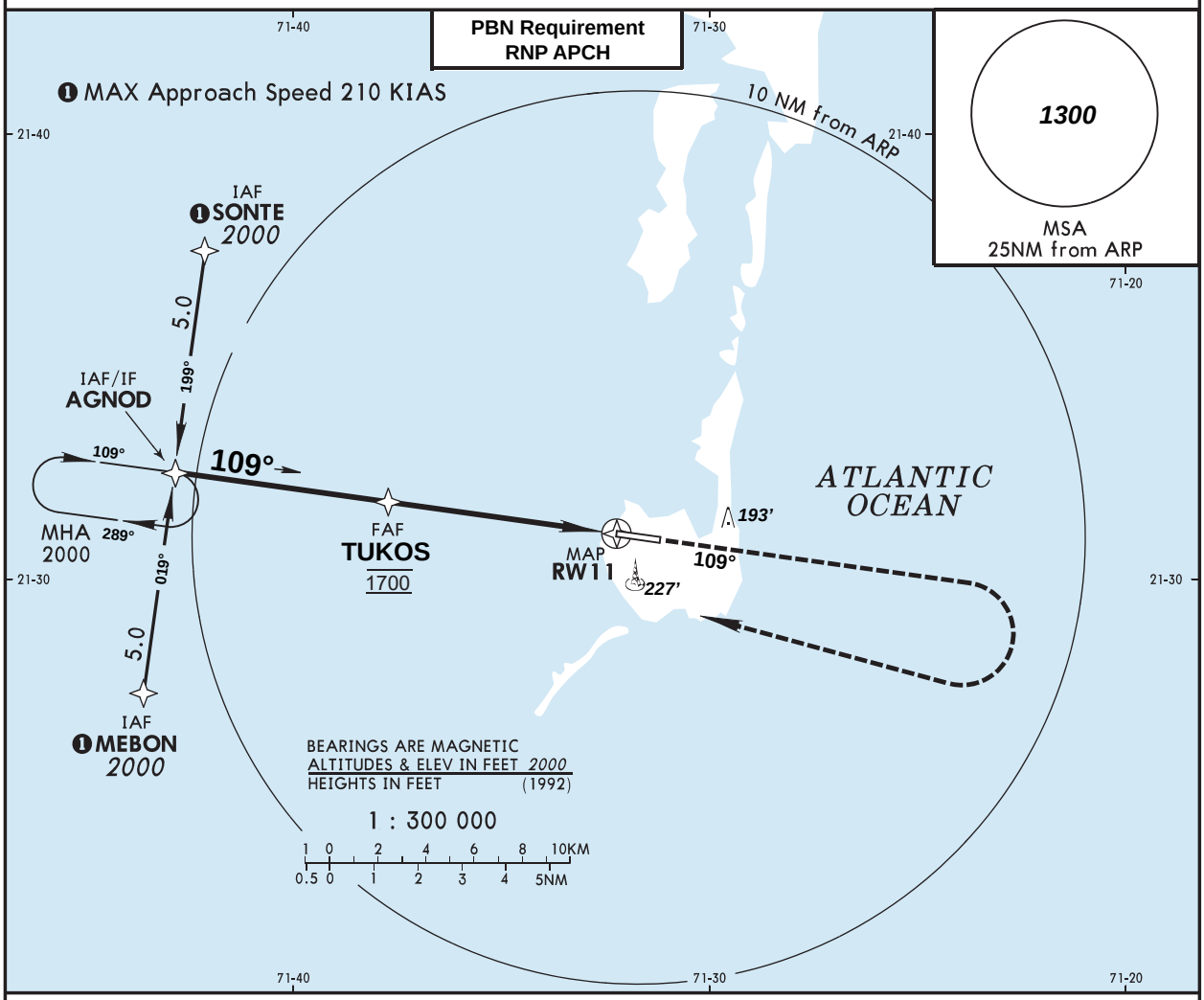
INSTRUMENT APPROACH CHART - ICAO

AD ELEV 8 FT
HEIGHTS RELATED TO THLD RWY 11 ELEV 8 FT
VAR 11.0°W

PROVO APP	126.000
INFORMATION	118.900

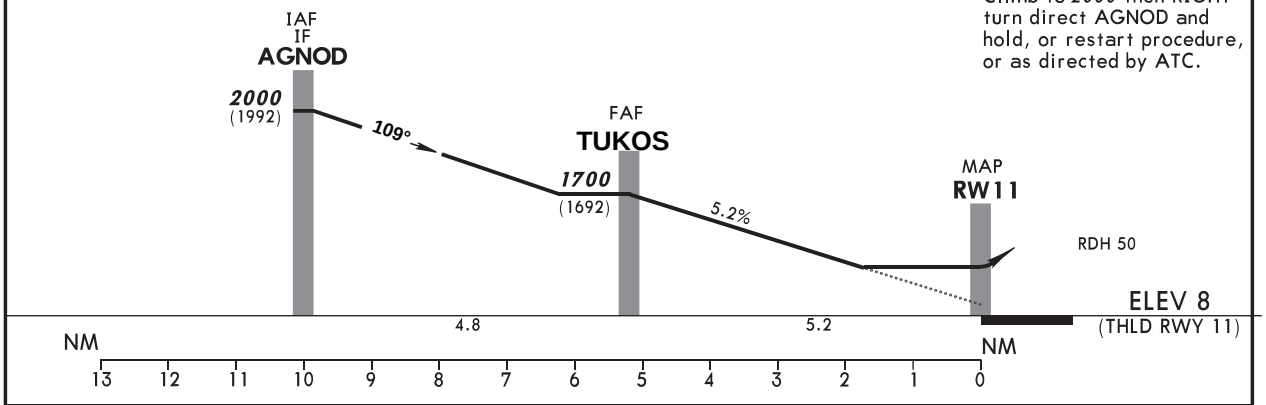
SOUTH CAICOS (MBSC), TURKS AND CAICOS ISLANDS
South Caicos Intl
RNP RWY11

PBN Requirement
RNP APCH



Trans Level *By ATC*
Trans Alt *6000*

MISSED APPROACH:
Climb to *2000* then RIGHT turn direct AGNOD and hold, or restart procedure, or as directed by ATC.



Ground speed	kts	70	90	100	120	140	160
FAF to MAP/5.2%	ft	369	474	527	632	737	843

NM RW11	4	3	2	1
Altitude (Height)	1330 (1322)	1010 (1002)	700 (692)	380 (372)

1. When local altimeter setting not received, procedure NA.
2. No turn before MAPT.
3. Max IAS at AGNOD 210 KTS.

STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCA(H)	NOT AUTHORIZED			
	VIS				
LNAV	OCA(H)	***320*** (312)			
	VIS	2400m	2800m	3700m	4600m

CIRCLING		A	B	C	D
	OCA(H)	***530*** (522)		***630*** (622)	***700*** (692)
	VIS	2400m	2800m	3700m	4600m

AMENDMENT: Mag Var, LNAV Minima, Circling minima,MSA, Chart Title, PBN requirement

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Illustrative Coding RWY 11

Runway	11	Transition	RW11N								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
RW11N	001	IF	SONTE	N	- -	-	2000	210	0.0	213722.27N 0714207.40W	IAF
RW11N	002	TF	AGNOD	N	199 (187.88)	-	2000	-	5.0	213224.03N 0714251.54W	IAF/IF
RW11N	003	TF	TUKOS	N	109 (097.93)	LEFT	1700	-	4.8	213144.19N 0713746.60W	FAF
RW11N	004	TF	RW11	Y	109 (097.91)	-	-	-	5.2	213101.36N 0713217.89W	MAPt 3.0°/50FT
RW11N	005	FA	-	N	109 (097.95)	-	2000	-	-	- -	
RW11N	006	DF	AGNOD	N	- -	RIGHT	-	-	-	213224.03N 0714251.54W	-
RW11N	007	HM	AGNOD	N	109 (097.93)	RIGHT	-	-	-	213224.03N 0714251.54W	Hold

Runway	11	Transition	RW11L								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
RW11S	001	IF	MEBON	N	- -	-	2000	210	0.0	212725.81N 0714335.63W	IAF
RW11S	002	TF	AGNOD	N	019 (007.88)	-	2000	-	5.0	213224.03N 0714251.54W	IAF/IF
RW11S	003	TF	TUKOS	N	109 (097.93)	RIGHT	1700	-	4.8	213144.19N 0713746.60W	FAF
RW11S	004	TF	RW11	Y	109 (097.91)	-	-	-	5.2	213101.36N 0713217.89W	MAPt 3.0°/50FT
RW11S	005	FA	-	N	109 (097.95)	-	2000	-	-	- -	-
RW11S	006	DF	AGNOD	N	- -	RIGHT	-	-	-	213224.03N 0714251.54W	-
RW11S	007	HM	AGNOD	N	109 (097.93)	RIGHT	-	-	-	213224.03N 0714251.54W	Hold

Runway	11	Transition	RW11C								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
RW11C	001	TF	AGNOD	N	- -	-	2000	-	0.0	213224.03N 0714251.54W	IAF/IF
RW11C	002	TF	TUKOS	N	109 (097.93)	-	1700	-	4.8	213144.19N 0713746.60W	FAF
RW11C	003	TF	RW11	Y	109 (097.91)	-	-	-	5.2	213101.36N 0713217.89W	MAPt 3.0°/50FT
RW11C	004	FA	-	N	109 (097.95)	-	2000	-	-	- -	-
RW11C	005	DF	AGNOD	N	- -	RIGHT	-	-	-	213224.03N 0714251.54W	-
RW11C	006	HM	AGNOD	N	109 (097.93)	RIGHT	-	-	-	213224.03N 0714251.54W	Hold

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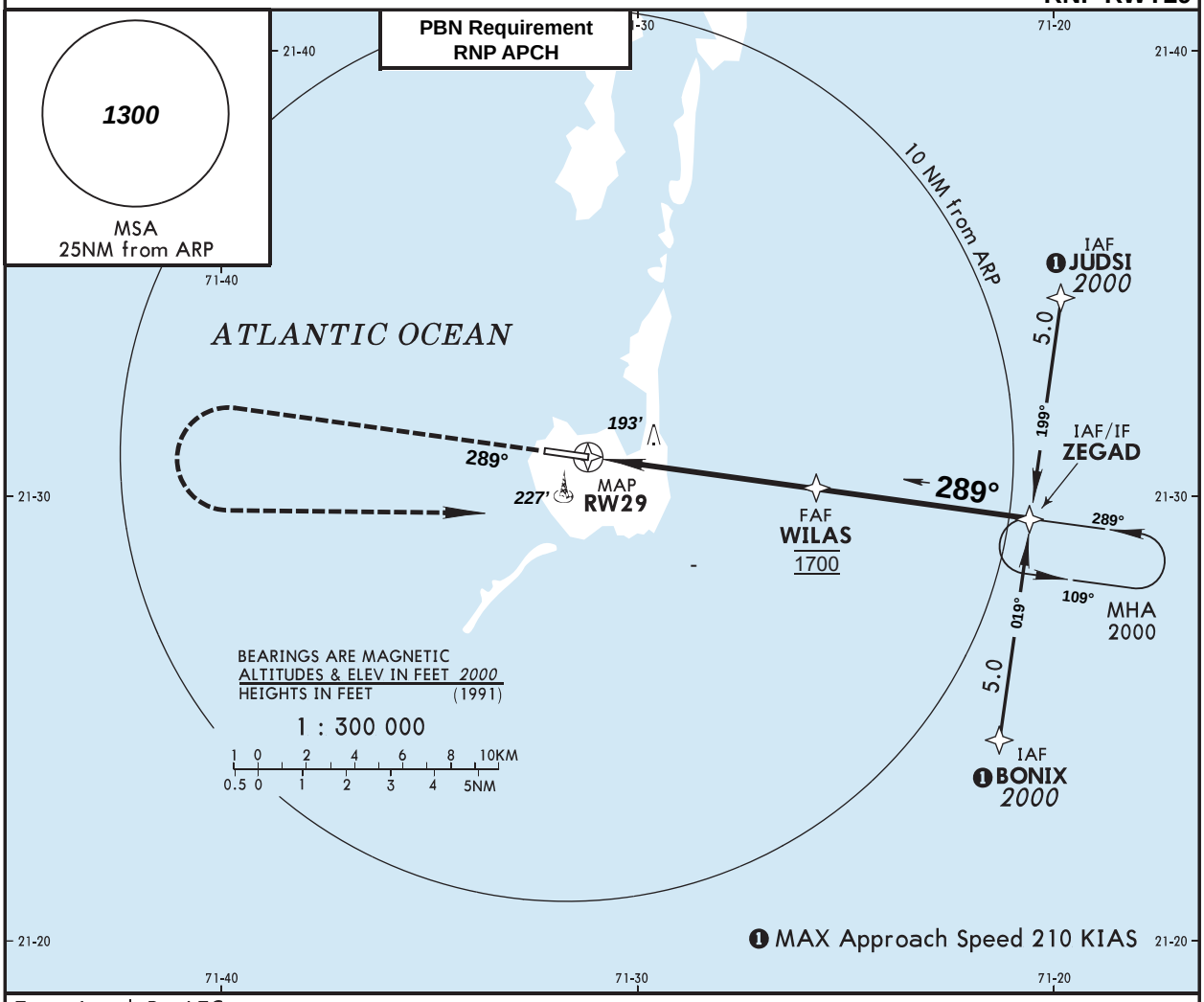
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INSTRUMENT APPROACH CHART - ICAO

AD ELEV 8 FT
HEIGHTS RELATED TO THLD RWY 29 ELEV 7 FT
VAR 11.0°W

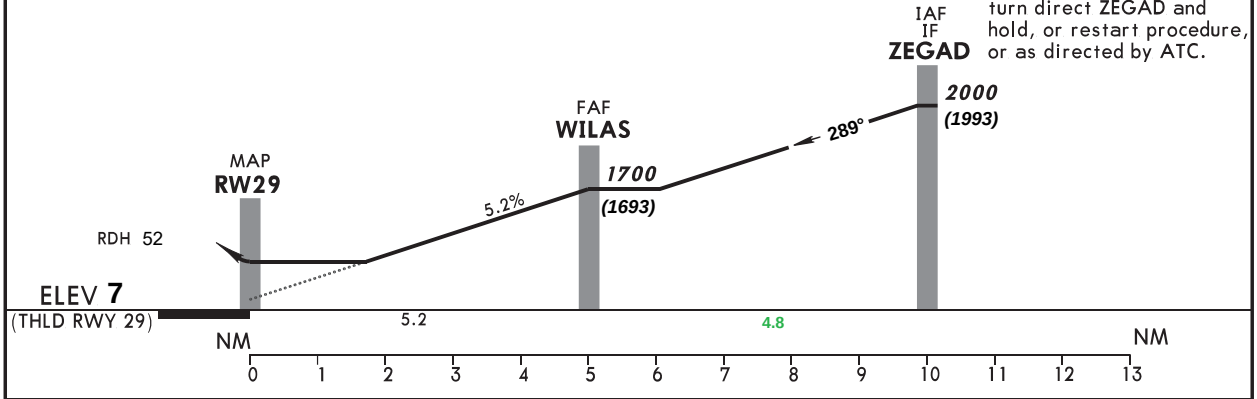
PROVO APP	126.000
INFORMATION	118.900

SOUTH CAICOS (MBSC), TURKS AND CAICOS ISLANDS
South Caicos Intl
RNP RWY29



Trans Level *By ATC*
Trans Alt *6000*

MISSED APPROACH:
Climb to *2000* then LEFT turn direct ZEGAD and hold, or restart procedure, or as directed by ATC.



Ground speed	kts	70	90	100	120	140	160
FAF to MAP/5.2%	ft	369	474	527	632	737	843

NM RW 29	4	3	2	1
Altitude (Height)	1332 (1323)	1014 (1005)	695 (686)	377 (368)

1. When local altimeter setting not received, procedure NA.
2. No turn before MAPT.
3. Max IAS at ZEGAD 210 KTS.

STRAIGHT-IN APPROACH		A	B	C	D
LNAV/VNAV	OCA(H)	NOT AUTHORIZED			
	VIS				
LNAV	OCA(H)	***450*** (433)			
	VIS	2400m	2800m	3700m	4600m

CIRCLING		A	B	C	D
	OCA(H)	***530*** (522)		***630*** (622)	***700*** (692)
	VIS	2400m	2800m	3700m	4600m

AMENDMENT: Mag Var, LNAV Minima, Circling minima,MSA, Chart Title, PBN requirement

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Illustrative coding RWY 29

Runway	29	Transition	RW29N								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
RW29N	001	IF	JUDSI	N	- -	-	2000	210	0.0	213427.40N 0711949.22W	IAF
RW29N	002	TF	ZEGAD	N	199 (188.01)	-	2000	-	5.0	212929.27N 0712034.07W	IAF/IF
RW29N	003	TF	WILAS	N	289 (277.99)	RIGHT	1700	-	4.8	213009.79N 0712543.04W	FAF
RW29N	004	TF	RW29	Y	289 (277.96)	-	-	-	5.2	213052.68N 0713111.45W	MAPt
RW29N	005	FA	-	N	289 (277.95)	-	2000	-	-	- -	-
RW29N	006	DF	ZEGAD	N	- -	LEFT	2000	-	-	212929.27N 0712034.07W	-
RW29N	007	HM	ZEGAD	N	289 (277.99)	LEFT	2000	-	-	212929.27N 0712034.07W	Hold

Runway	29	Transition	RW29S								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
RW29S	001	IF	BONIX	N	- -	-	2000	210	0.0	212431.13N 0712118.88W	IAF
RW29S	002	TF	ZEGAD	N	019 (008.01)	-	2000	-	5.0	212929.27N 0712034.07W	IAF/IF
RW29S	003	TF	WILAS	N	289 (277.99)	LEFT	1700	-	4.8	213009.79N 0712543.04W	FAF
RW29S	004	TF	RW29	Y	289 (277.96)	-	-	-	5.2	213052.68N 0713111.45W	MAPt
RW29S	005	FA	-	N	289 (277.95)	-	2000	-	-	- -	-
RW29S	006	DF	ZEGAD	N	- -	LEFT	2000	-	-	212929.27N 0712034.07W	-
RW29S	007	HM	ZEGAD	N	289 (277.99)	LEFT	2000	-	-	212929.27N 0712034.07W	Hold

Runway	29	Transition	RW29C								
Designator	Seq No.	Path Terminator	Waypoint Name	Flyover	Course/Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Distance	Coordinates	Remarks
RW29C	001	IF	ZEGAD	N	- -	-	2000	-	-	212929.27N 0712034.07W	IAF/IF
RW29C	002	TF	WILAS	N	289 (277.99)	-	1700	-	4.8	213009.79N 0712543.04W	FAF
RW29C	003	TF	RW29	Y	289 (277.96)	-	-	-	5.2	213052.68N 0713111.45W	MAPt
RW29C	004	FA	-	N	289 (277.95)	-	2000	-	-	- -	-
RW29C	005	DF	ZEGAD	N	- -	LEFT	2000	-	-	212929.27N 0712034.07W	-
RW29C	006	HM	ZEGAD	N	289 (277.99)	LEFT	2000	-	-	212929.27N 0712034.07W	HOLD

MBSY – Salt Cay / Salt Cay

MBSY AD 2.1 AERODROME LOCATION AND NAME

1	**Location Name**	Salt Cay
2	**Airport Name**	Salt Cay
3	**ICAO Location Indicator**	MBSY

MBSY AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	21° 20' 04.45" N / 071° 11' 58.45" W Midpoint of Runway 08/26
2	**Direction and distance from city**	1 mile east/northeast Balfour Town
3	**Elevation/reference temperature**	12 ft – ISO + 15°C
4	**Magnetic variation/annual change**	W 11° 05’ 28” (2017) – 0° 4’ W increasing
5	**Aerodrome Administration**	See TCIAA address at GEN 1.1
6	**Type of traffic permitted (IFR/VFR)**	VFR
7	**Remarks**	Nil

MBSY AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	Nil
2	**Customs and Immigration**	Nil
3	**Health and Sanitation**	Nil
4	**AIS Briefing Office**	Nil
5	**ATS Reporting Office (ARO)**	Nil
6	**MET Briefing Office**	Nil
7	**7 ATS**	Sunrise – Sunset
8	**Fueling**	Nil
9	**Handling**	Nil
10	**Security**	Nil
11	**De-icing**	Nil
12	**Remarks**	On request after hours for hospital flights only.

MBSY AD 2.4 HANDLING SERVICES AND FACILITIES

No handling services or facilities available.

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MBSY AD 2.5 PASSENGER FACILITIES

1	**Hotels**	In Balfour Town
2	**Restaurants**	In Balfour Town
3	**Transportation**	Taxis
4	**Medical facilities**	Limited facilities available in Balfour Town
5	**Bank and Post Office**	Nil
6	**Tourist Office**	Nil
7	**Remarks**	Nil

MBSY AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	RFF Category 3
2	**Rescue equipment**	**1 International Air Wolf** Capacity: 1013 gallons/ 3834.62 liters of water 60 gallons/ 227.12 liters of foam 500 pounds/ 226.78 kg of dry chemical
3	**Capability for removal of disabled aircraft**	Limited
4	**Remarks**	Unable to upgrade beyond RFFS CAT 3

MBSY AD 2.7 SEASONAL AVAILABILITY – CLEARING

None specified.

MBSY AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS DATA

1	**Apron surface**	Surface: Asphalt Strength: Unknown
2	**Remarks**	Nil

MBSY AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM AND MARKINGS

1	**Runway and taxiway markings and lighting**	Runway Markings: Threshold, runway designator and centre-line, and runway lead-in. Taxiway: Yellow centre-line from runway to apron. Lighting: Nil
2	**Remarks**	Nil

MBSY AD 2.10 AERODROME OBSTACLES

None specified.

MBSY AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

None specified.

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MBSY AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway Number	True and MAG Bearing	Dimensions of Runway (m)	Strength (PCN) and Surface of Runway and Stopway APP	Threshold Co-ordinates	Threshold Elevation of Non-Precision Runway (AMSL)
08	066° GEO 077° MAG	799 X 18	Asphalt	21° 19' 59.38" N 071° 12' 10.68" W	9 ft
26	246° GEO 257° MAG	799 X 18	Asphalt	21° 20' 09.52" N 071° 11' 46.21" W	12 ft
Remarks	Runway reference code: 1 non-instrument.				

MBSY AD 2.13 DECLARED DISTANCES

Runway Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
08	799	799	799	799	Nil
26	799	799	799	799	Nil

MBSY AD 2.14 APPROACH AND RUNWAY LIGHTING

Runway	Approach Lighting Type Length Intensity	Threshold Lighting Colour Wingbars	PAPI VASIS Angle Dist From Threshold (MEHT)	TDZ Lighting Length	Runway Centreline Lighting Spacing Colour Intensity	Runway Edge Lighting Length Colour Intensity	Runway End Lighting Colour Wingbar	Stopway Lighting Length (m) Colour
08	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
26	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil

MBSY AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

No other lights available.

MBSY AD 2.16 HELICOPTER LANDING AREA

None specified.

MBSY AD 2.17 ATS AIRSPACE

1	**Transition Altitude/Transition Level**	6000 ft AMSL/Variable
2	**Remarks**	Within Turks and Caicos CTR

MBSY AD 2.18 ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency	Hours of Operations	Remarks
Unicom		122.800 MHz	Nil	Nil
TWR	McCartney Tower	118.600 MHz	1100 - 0100 UTC (NOV - MAR) 1000 - 0000 UTC (MAR - NOV)	Primary Frequency

MBSY AD 2.19 RADIO NAVIGATION AND LANDING AIDS

None specified.

MBSY AD 2.20 LOCAL TRAFFIC REGULATIONS

Departing aircraft must obtain ATC clearance from Grand Turk Tower, broadcast their intentions on Unicom 122.8 MHz prior to taxi and, contact Grand Turk Tower on frequency 118.6 MHz immediately after take-off. Arriving aircraft shall overfly the aerodrome prior to landing, broadcast position and intention on Unicom 122.8 MHz, and report their actual time of arrival to Grand Turk Tower as soon as possible after landing

MBSY AD 2.21 NOISE ABATEMENT PROCEDURES

None specified.

MBSY AD 2.22 FLIGHT PROCEDURES

None specified.

MBSY AD 2.23 ADDITIONAL INFORMATION

Large flocks of seagulls may be encountered on and in vicinity of the aerodrome during the migratory season. May-October annually.

MBSY AD 2.24 CHARTS RELATED TO THE AERODROME

AERODROME CHART - ICAO AD 2.8-5

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