Grantley Adams International Airport

IATA/ICAO CODE: BGI/TBPB
CITY: Bridgetown
COUNTRY: Barbados

AIRPORT CONTACT

Information confirmed as current by the Civil Aviation Department - Barbados 2/2011

Name:	Anthony E. Archer
Title:	Director of Civil Aviation
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	Grantley Adams International Airport
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Airport Web Site:
Barbados Civil Aviation Department: www.bcad.gov.bb

ELEVATION: 52 m

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (m)	Glide Slope(deg)	Width (m)
09/27	3361	-	3	45

NOISE ABATEMENT PROCEDURES
The following became effective on 21 July 1994

1. Aircraft Arriving RWY 09/27

    1.1 All IFR aircraft shall maintain an altitude of 900 m (3000 ft) until established on an instrument let-down procedure.

    1.2 Jet aircraft and propeller driven aircraft in excess of 5700kg VFR and on a visual approach shall:

        a) maintain a minimum flight altitude of 900 m (3000 ft) while flying over the island.

        b) not be less than 5 NM from the shore line if operating below 900 m (3000 ft).

        c) intercept the localizer not closer than 5 DME if approaching from the south.

2. Aircraft Departing RWY 09/27 Northbound

2.1 Prior to initiating northbound turns for departures on RWY 09/27:

a) Jet aircraft shall climb to 750 m (2500 ft) or proceed to 7 DME whichever comes first and continue climbing at best possible rate of climb.

b) Quad Turboprop aircraft shall climb to 600 m (2000 ft) or proceed to 5 DME whichever comes first and continue climbing at best possible rate of climb.

c) Propeller driven aircraft in excess of 5700 kg shall climb to 450 m (1500 ft) and continue climbing at best possible rate of climb.

d) All other propeller driven aircraft shall climb to 300 m (1000 ft) and continue normal climbing.

3. Aircraft Departing RWY 09/27 Southbound

3.1 Prior to initiating southbound turns for departures on Rwy 09/27

(a) Jet aircraft shall climb to 600m (2000ft) or proceed to 3 DME whichever comes first and continue normal climbing

(b) Quad turboprop aircraft shall climb to 450m (1500ft) or proceed to 3 DME whichever comes first and continue normal climbing

(c) All other propeller driven aircraft shall climb to 300m (1000ft) or proceed to 3 DME whichever comes first and continue normal climbing.

 NOTE
All aircraft departing Adams must adhere to the noise abatement procedures prior to executing any other departure instructions unless the aircraft is instructed to disregard the noise abatement procedure by air traffic control.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS - NONE

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS - NONE

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	2001	On-going
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	2001	On-going
Avigation Easements	NIL	-
Zoning Laws	2004	-
Real Estate/Property Disclosure Laws	2001	-
Acquire Land for Noise Compatibility to date	2004	-
Population within each noise contour level relative to aircraft operations	2004	-
Airport Noise Contour Overlay Maps	2004	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM
Occasional monitoring of aircraft.

FLIGHT TRACK MONITORING SYSTEM - NONE

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS - NONE

CHAPTER 2 PHASEOUT
This airport is located in a Country that is an ICAO Contracting State. The ICAO recommendation (Resolution A28-3) for the phase out of Chapter 2 airplanes is supported in principal however the resolution has not been implemented.

CHAPTER 3 RESTRICTIONS - NONE