

TERRENCE B. LETTSOME INTERNATIONAL AIRPORT

TUPJ

Elevation 16'

Roadtown, B.V.I.

[Airport Website](#)

Airport Overview

Terrance B. Lettsome International Airport (IATA: EIS, ICAO: TUPJ), previously known as Beef Island Airport, is the main airport serving the British Virgin Islands, a British overseas territory in the Caribbean. The airport serves as the gateway to just about all of the islands within the BVI. The airport is also a gateway for inter-Caribbean travelers headed to the nearby U.S. Virgin Islands. Many travellers fly into Beef Island, with the intention of taking a ferry to the other smaller British Virgin Islands. The airport is located on Beef Island, a small island off the main island of Tortola, to which it is connected by the Queen Elizabeth II Bridge.

The Terrance B. Lettsome Airport underwent a major \$55 million renovation in 2004. The runway was expanded but it still provides for short landing distances. Pilots should be conscious of touchdown points and avoid unstable approaches. This renovation was the largest capital project ever undertaken in the territory at that time. Some of the highlights of the renovation and expansion project include:

- A new 46,000 sq ft (4,300 m2) terminal building
- An enlarged flight apron
- A new control tower
- 3,700 ft (1,128 m) runway extension
- New airport road with expanded parking (150 parking stalls)
- There is a \$20 departure tax for anyone over the age of five years.

The airport houses the BVI Outstation of the Eastern Caribbean Civil Aviation Authority.



Longest Runway	Lowest Published Approach Minimums
RWY 07-25: 4,646' x 98'	RWY 25: LNAV/VNAV CAT A: 750' - 1600m (1sm)

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Runway	Surface	Runway Length	Runway Width	LDA	GA/TCH
07	ASPH	4646	98	3957	3.5°/48'
25	ASPH	4646	98	3957	3.5°/45'

NOTE: RWY 22: PAPI unusable by 3.5NM from threshold and by 6° left and right of centerline

ATC

TOWER: Yes No

Notes: ARFF Index CAT 5 from 1030-0200Z. CAT 6, call B.V.I Airport Authority at 284-852-9000 24 hrs in advance for provision of adequate ARFF personnel.

AF/D Notes of Interest

- Attended from 1000-0200Z
- Security available all hours
- Bird hazard in vicinity of airport
- Facility use: Foreign, Civil, and Government.
- Landing fees, and diplomatic clearance may be required
- Occasional wind shear on approach to runway 07 when winds are from the south and southeast
- Runway 07/25, Visual Glide Slope Indicator: PAPI
- Rwy weight bearing PCN 16/F/C/W/T

Terrain/Obstacles

- Isolated elevated island terrain immediately to the S of FAC RWY 07 up to 1346' MSL.
- Elevated terrain immediately W of AER 25 up to 1263' MSL.
- Be alert for boat masts overwater bay area invof RWY 07 thld.

Safety Factors

- CFIT due to rising terrain, highest to the west.
- Aircraft performance limitations related to short runway operations.
- Short runway increases risk of unstabilized approach and runway excursion.
- Black hole approach over water.
- Identified hotspots in the area of RWY 07 threshold.

Approach Review

RWY 07	RWY 25
Visual (RNAV (GNSS))	LNAV/VNAV (RNAV (GNSS))


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Reference Documents (Double-Click on icon to retrieve)

AIP Supplement			
			

Accident/Incident History

TUPJ demonstrates significantly elevated unstable approach rates (particularly at higher altitudes). There are also notably higher CFIT and TCAS-RA events at or in the vicinity of TUPJ.

Below is a sample report of an accident that occurred on November 6th, 2024 at TUPJ.

Sample Report: On arrival at Terrance B Lettsome International Airport (TUPJ) in the British Virgin Islands, N915GD was likely affected by nearby thunderstorm activity, reportedly experiencing a down draught on short finals. Despite the commander applying more power to “arrest the descent”, the aircraft initially touched down on the lip of Runway 07 (Rwy 07), approximately 150 m short of the threshold. It then bounced and touched down again close to the threshold. The airfield operations team later found a frangible runway light had been damaged by the aircraft when it undershot the runway.

While he knew the aircraft initially touched down in the undershoot, the commander was unaware that it had struck the light and did not file an occurrence report. The aircraft returned to its home base approximately one hour later.

An initial incorrect assessment of the severity of this incident, contributed to a delay in this serious incident being notified to the AAIB. This delay, combined with a paucity of information about the circumstances and handling of the event, made it difficult for the investigation to gain a detailed understanding of what had happened. It is unclear whether the undershoot resulted from the commander attempting to rescue an unstable approach or whether his application of power was the initiation of an unsuccessful go-around.

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TRAQPak—Flight Activity (TUPJ)

FLIGHT ACTIVITY BREAKDOWN BY OPERATION

Row Labels	Count of OperationType
CARGO	1392
CHARTER	2114
COMMERCIAL	11577
FRACTIONAL	1372
GENERAL AVIATION	1420
REGIONAL	3225
UNASSIGNED	966
Grand Total	22078

FLIGHT ACTIVITY BREAKDOWN BY AIRCRAFT CATEGORY

Row Labels	Count of AircraftCategoryDesc
Commercial Jet	3217
Large Jet	569
Light Jet	648
Mid Size Jet	358
Multi Engine Piston	1844
Multi Engine Turbo Prop	11030
Other	1
Piston Helicopter	1
Single Engine Piston	84
Single Engine Turbo Prop	2219
Super Long Range Jet	358
Super Mid Jet	1688
Turbine Helicopter	19
Very Light Jet	42
Grand Total	22078

TOP DEPARTURE AIRPORTS INTO TUPJ

Departure Airport	Flight Count
TJSJ	3408
KMIA	1654
TAPA	1313
TNCM	1296
MDSO	504
TKPK	350
TQPF	301
TIST	193
TBPB	165
TDPD	151

TOP 10 DESTINATIONS OUT OF TUPJ

Destination Airport	Flight Count
TJSJ	3641
KMIA	1681
TAPA	1602
TNCM	860
MDSO	496
TKPK	461
TIST	173
TBPB	161
TDPD	152
KFLL	117

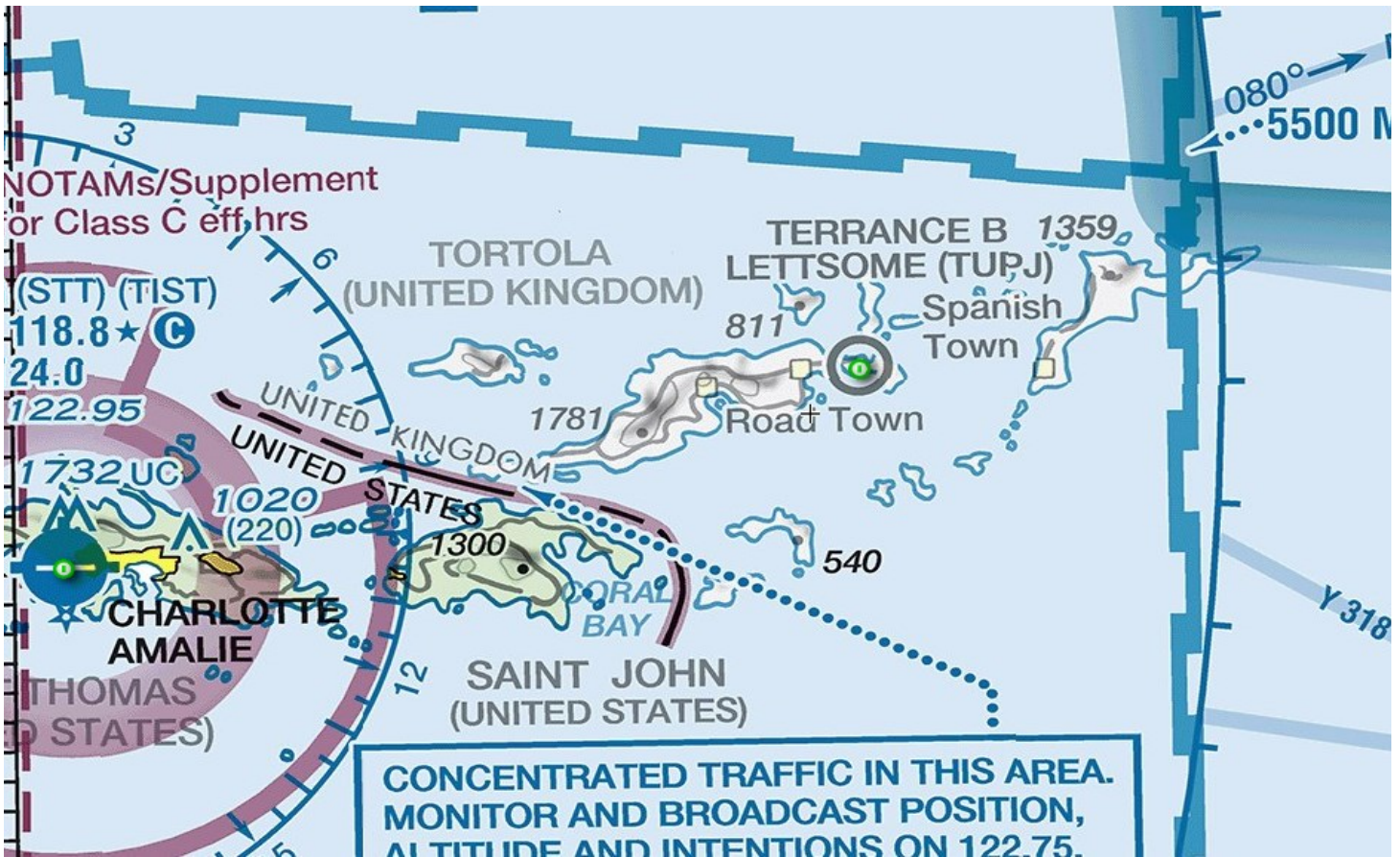
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Risk Analysis

Hazard	(Optional) Mitigations—Please fill in your own company mitigations
CFIT—rising terrain around airport and black hole approach from over water	
Short runway increases risk of unstabilized approach and runway excursion.	
Increased risk of mid-air collision due to heavy volume of slow moving traffic operating on and in vicinity of airfield and due to being a part-time towered airport.	
Increased risk of runway incursions due to hotspots near RWY 07 threshold.	
Increased risk of unstabilized approach and landing due to wind-shear.	
Bird hazards in the vicinity of airport	