

PROVIDENIYA BAY (PVS/UHMD)

Elevation 71ft

CATEGORY C

B744 – [NINDA Training Video](#)

GENERAL

- The airstrip is located 3 km southwest of Provideniya itself, in a narrow valley
- The settlement was established as a port providing a suitable deep-water harbour for Russian ships
- Known as the 'Doorway to the Arctic', tourism has risen significantly since the dissolution of the Soviet Union and there are charter services to Nome and Anchorage.
- PVS is most well-known for being the destination of the 1988 Alaska Airlines 'Friendship Flight' from Nome with around 80 passengers on board
- However a special permit is required for non-Russian nationals to visit the airport and surrounding area

Threat Based Briefing Topics

CFIT

- The airport lies in a narrow valley with terrain on both sides rising above 1,500ft asl
- A peak of ~2,000ft asl lies 4nm N. Other notable peaks include 2,361ft asl 4nm W and 2,147ft 2nm SW
- There are no Lido charts available for PVS and the terrain is very poorly depicted on the available Jeppesen charts.
- ATC clearances are very likely to be in metres QFE. QNH is available on request. The Jeppesen charts provide a conversion table and it is this which should be used, not the PFD metres function. Cross-checking of all altitudes is vital.

Mid Air Collision

- Complex arrival and departure procedures are published with numerous course reversals required in order to circumnavigate the terrain.

Runway Excursion

- The runway is described in Jeppesen as having a grass surface, but is in fact a combination of gravel and sand. Stopping performance is likely to be extremely marginal.
- There are no runway markings and no runway lighting is available.
- The runway and airport itself may be very difficult to pick out, especially at dawn/dusk or if there is snow on the ground.
- Note the runway is 52m wide. Combined with the short length and lack of other visual aids, this is liable to present a highly unusual visual aspect

ARRIVAL

- The NDB PAR approach for Rwy 01 is the only available instrument let-down. It is not included in the navigation database and thus will need to be constructed manually. FCTM 5.39 (Non-ILS (Non-Database) Approach) refers, as does the [B744 NINDA training video](#)

produced by Britjet. Note that use of LNAV and VNAV beyond the FAF is not authorised as the final approach track is offset.

- Pay close attention to step-down altitudes published on the Jeppesen STAR charts and take time to carefully verify the procedure is correctly entered in the FMS before top of descent.
- Be mindful of turn radius and modify FMS speeds appropriately in good time. Do not allow the aircraft to get high and/or fast during the approach and take prompt corrective action as required.
- Final approach to both runways is necessarily offset due to terrain
- The 52m wide runway, especially combined with its short length, will give a very unusual visual aspect and a strong sense of being low on final approach and in the flare. This is compounded by the fact that there are no glidepath aids (either visual or electronic) available and no runway lighting. Make maximum use of all in-aircraft aids such as VNAV V/DEV and height/distance checks.
- FOD ingestion is a significant concern due to the sand/gravel runway surface. Although use of full reverse is authorised due to stopping distance concerns, ensure reverse thrust is reduced to idle by 60kt GS unless a safe stop is in doubt. Idle reverse thrust may be used down to taxi speed (~20kt GS).

GROUND

- Note a stream runs E-W under the runway, effectively preventing use of Twy G for 01 departures/19 arrivals
- Very limited parking

DEPARTURE

- The SIDs are not in the navigation database and will need to be manually constructed and flown with reference to raw data
- Emergency turn Rwy 01: Follow GIRLO SID

WEATHER

- Provideniya experiences a polar climate though the coastal location tends to make winters less severe than might be expected for the latitude
- Summers are cool with heavy rainfall
- Average daily max/min temperatures 12°C/6°C (July), -11°C/-16°C (Dec)

OPERATIONAL INFORMATION

Handling Agent	Simfest Ground Services
Handling Agent VHF	
Potable Water	Not available

IF ONLY Electrical Power is required	Use APU (GPU equipment not available)
If BOTH electrical power and air conditioning is required:	Use APU (ACU equipment not available)

