PROVIDENCIALES (PLS/MBPV)

Elevation 28ft

CATEGORY A

AV brief – not required

GENERAL

- Providenciales island, locally known as Provo, can be found at the Western end of the Turks and Caicos chain of islands.
- Almost central to the island the airport is located on the SW edge of Providenciales town.

Threats

CFIT

- Small ridge to 50ft amsl runs parallel just to the north of the runway.
- Approximately 0.5 nm from touchdown Rwy 10 is a hill topped by bushes and trees to nearly 120ft amsl. This has been reported as causing crews to land deep due its unexpected appearance.

Runway Incursion

- Apron exits onto the runway increasing the likelihood.

Loss of Control

- Flocks of birds can cause problems especially after rain.
- Wild dogs on runway early morning and evenings.

Mid Air Collision

- Parachuting and Parasailing takes place at Grace Bay (Restricted area R002 with 1 nm radius and vertical limit of 10,000ft). Operates daily subject to weather and notified by ATC. Caution is advised.
- There is no radar at the airfield and VFR traffic often operate locally.
- The PLS TMA is Class D airspace below 6000ft meaning that ATC will provide separation from IFR traffic only. Separation from VFR is not provided although ATC will provide information on VFR traffic.

Runway Excursion – Unstable Approaches

- SESMA data and ASRs confirm the experience of, and ongoing threat from, high energy and unstable approaches during operation into Caribbean airfields, including Providenciales.
- To enable appropriate threat identification in the Descent Brief, use the Flight Ops Safety Plan and review the guidance under 'Approach' section of this brief, to ensure that compliance with the Safe Landing Policy – including the Stable Approach Criteria – is achieved.

Runway Excursion – 180° Turns

- Aircraft making use of the turn pad at the threshold of Rwy 10 shall turn right into the turn pad and follow turn pad marking anti-clockwise to make a 180° turn back onto the runway centreline.
- Aircraft making use of the turn pad at the threshold of Rwy 28 shall turn left into the turn pad and follow turn pad marking clockwise to make a 180° turn back onto the runway centreline.
- Crews should not attempt to turn on the runway itself.

ARRIVAL

Diversion Airports			
NASSAU	NAS/MYNN	347 nm/304°T	CAT A
MIAMI	MIA/KMIA	502 nm/298°T	CAT A
KINGSTON	KIN/MKJP	345 nm/227°T	CAT B
SAN JUAN	SJU/TJSJ	407 nm/120°T	CAT A

- When arriving from Grand Cayman, initial clearance of 4000ft can be expected on departure from GCM, with a direct to SOLEI (an intersection waypoint about 70 nm from PLS).
- Expect TROTR, MAXIN when approaching for Rwy 10.
- When arriving from the South expect an initial clearance to GTK and when closer to the airfield expect direct to the PVN for either a visual or instrument approach.

Unstable Approach

- In order to avoid high energy or unstable approaches, consider the following guidance to identify the appropriate threats for the Descent Briefing.

Avoid

At the briefing stage consider:

- What are you going to fly?

  Expect change – develop a strategy for a change of runway or approach type; particularly when changing to a visual approach or to reduced track miles.

  Agree the profile to be monitored in order to achieve the Stable Approach Criteria (SAC) by 1000ft auto callout and, of particular importance, how compliance with the profile will be confirmed.

  Set gates and bottom lines to ensure SAC are achieved by 1000ft auto callout and maintained to touchdown.

- How you are going to fly it?

  Use of AFDS modes for non-ILS and visual approaches.

  Monitor the gates you have set and brief what you will do if gates are not met with a plan for early intervention.

  Although the 1000ft auto callout is the bottom line for achieving the SAC, success relies on achieving the planned profile throughout the approach to touchdown.

- Brief and plan the go-around.

Trap

- Identify the threats associated with any changes to your plan; verbalise and resolve the threats.
- Review the agreed profile, monitor the profile and intervene if the profile is not being flown.

Mitigate

- Effective intervention is difficult during high workload due to runway or approach changes in unfamiliar environments.
- Anticipate the 1000ft auto callout with a review of the vertical profile, aircraft configuration and approach speed.
- If SAC not achieved by 1000ft auto callout and maintained to touchdown, flight crew must initiate go-around.

Approach

- No approach lighting available to either runway.
- There are VOR/DME and RNAV approaches to both runways. Note the offset Final approach tracks for VOR/DME procedures.
- DME arc procedures are used.
- Circling to Rwy 10 not authorised at night.
- Landing on Rwy 10 requires a back track to exit onto the apron via G.
- A tailwind landing on Rwy 28 reduces taxi time significantly as the aircraft can vacate directly through G.

GROUND

- ATIS is available on the VOR frequency.
- Turning areas 60 m × 60 m available at each runway end. Caution is advised when using them due the restricted space. Crews should not attempt to turn on the runway itself.
- 180° turns must be conducted using the turning pad at the threshold Rwy 10/28. See 'Runway Excursion – 180° Turns' section (above) for information relating to the use of runway turning pads.
- For 777 operations expect marshalling onto stand 6 or 7 and pushed back for start up.
- Review Lido AOI page for apron entry and exit Twy restrictions depending on wingspan.

DEPARTURE

- CARD data for Rwy 10 is available for intersections A and G. Exercise extreme caution when using an intersection departure to ensure the correct one is used.
- If Rwy backtrack is required, see 'Runway Excursion – 180° Turns' section (above) for information relating to the use of runway turning pads.
- Pre-Flight Procedures: Ensure rigorous completion of pre-flight procedures as operational experience shows that backtrack and the 180° turn can cause distraction resulting in departure without receipt of the Final Loadsheet or completion of the Before Take-Off Checklist.

WEATHER

- Prevailing wind is E'ly.
- Hurricanes are a possibility Jun to Oct.

OPERATIONAL INFORMATION

Handling Agent	FLIGHT SUPPORT LTD
Handling Agent VHF	131.45 OR 130.25
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	DO NOT USE ANY GROUND SERVICE – use APU instead