

## PUNTA CANA (PUJ/MDPC)

Elevation 47ft

### CATEGORY A

AV brief – not required

### GENERAL

- No ILS.

### Threats

#### CFIT

- Airfield is situated on the East coast of the island on a flat coastal area. Terrain starts to rise approx 18 nm to the West of the airfield reaching 2500ft amsl approx 29 nm in a North Westerley direction.
- Terrain rises to over 10,000ft amsl on the centre of the island (approx 150 nm West of airfield).

#### 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 Punta Cana.
- 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.

### ARRIVAL

#### Diversions Airports

SANTO DOMINGO	SDQ/MDSD	75 nm/263°T	CAT A
SAN JUAN	SJU/TJSJ	135 nm/093°T	CAT A
ANTIGUA	ANU/TAPA	386 nm/103°T	CAT B
KINGSTON	KIN/MKJP	483 nm/266°T	CAT B
SAINT LUCIA	UVF/TLPL	518 nm/124°T	CAT B

### Unstable Approaches

- 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 are you 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.

## Initial Approach

On LGW-PUJ for RNAV08, expect a KATOK STAR to be level at FL80/8000' by position KATOK.

- New rwy 08/26 is now open with a NE-SW orientation to the north of Rwy 09/27 and is very prominent. When conducting an approach, ensure you identify the correct runway when downwind and on base leg.

## Approach

- Preferred rwy for landing is 08/26. 09/27 will only be used if traffic load requires it or if 08/26 is unavailable.
- A VOR and two RNAV approaches are available to Rwy 09/27 and VOR approaches to 08/26. ATC will not generally modify your approach, however, be aware the RNAV Visual approach will turn you onto finals just prior to 1,000' and so energy management is important.

### BAV Crew Reports

- In marginal weather conditions, RNAV 09 has lower landing minima than RNAV 08.

### GROUND

- When landing on runway 09, taxiway A is the preferred runway exit in order to allow traffic to depart from the apron via taxiway B.
- BA normally use stand B23.

### DEPARTURE

- Preferred rwy for take-off is 08/26. 09/27 will only be used if traffic load requires it or if 08/26 is unavailable.
- **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.
- RNAV SIDs are available. However, ATC will clear you to climb straight ahead to 3,000' and then turn to KATOK or another initial waypoint.

### WEATHER

- Punta Cana experiences a tropical climate with a 'Cool' season from Nov to Apr with low humidity and little precipitation.
- 'Hot' season is from May to October when humidity is higher; there are frequent rainstorms.
- Caribbean hurricane season affects Punta Cana but the area is most at risk later in the season.

**OPERATIONAL INFORMATION**

Handling Agent	SWISSPORT
Handling Agent VHF	133.75
Potable Water	Uplift Permitted

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