NASSAU (NAS/MYNN)

Elevation 16ft

CATEGORY A

AV brief – not required

GENERAL

- Nassau is located on the western side of New Providence (island), Bahamas. Approximately 160 nm east of Miami.

Threats

Runway Incursion

- Reports include the existence of LAHSO operations, with local traffic cleared to land and hold short on runway 10 while company aircraft land on runway 14/32. BA aircraft must not participate in this. ATC are aware but continue to use LAHSO operations.

Runway Excursion – Unstable Approach

- SESMA data and ASRs confirm the experience of, and ongoing threat from, high energy and unstable approaches during operation into Caribbean airfields, including Nassau.
- 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

Diversion Airports

MIAMI	MIA/KMIA	160 nm/286°T	CAT A
ORLANDO	MCO/KMCO	290 nm/314°T	CAT A
TAMPA	TPA/KTPA	325 nm/302°T	CAT A
KINGSTON	KIN/MKJP	429 nm/175°T	CAT B
GRAND BAHAMA	FPO/MYGF	113 nm/324°T	CAT A
FORT LAUDERDALE (Hollywood Intl)	FLL/KFLL	158 nm/293°T	CAT A

PCN Restrictions

• B747 B777 take-off weight limitations apply due to published RWY bearing strength. Refer to Performance Manual or CARD for fleet specific details.

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 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.

Initial Approach

- There are no published STARs at NAS. Crews should expect radar vectors and the possibility of reduced miles. Brief and monitor gates in order to achieve the SAC.
- ATC vectors and RT can often be poor leading to reduce track miles during visual approaches. There is a local expectation to fit into the traffic pattern behind light VFR traffic.
- 250 kts below FL100 is mandatory.

Approach

- The preferred runway at NAS is Rwy 14/32. Rwy 10 may be used at night on the return flight from GCM.
- Rwy 14: Consider use of the RNAV (GNSS) approach. The ILS to Rwy 14 is frequently unserviceable and, when available, there is a high probability of false localiser captures and unreliable pitch guidance when established on the glideslope. If using the ILS, ensure you have a plan for changes during the approach, including how the SAC will be achieved and maintained to touchdown.
- Expect radar vectors to the IAF for Rwy 14, direct ZQA or a tight visual base leg.
- Runway 10 is particularly difficult to identify visually at night.

BAV Crew Reports

• Crew reports of ILS approaches to Rwy 14, the LOC was stable but as aircraft taxied through the full-length holding point and onto the runway, there were significant disruptions to the GS. On the first approach, it triggered a “LAND 2” EICAS (B777) and made the aircraft porpoise a bit but on the second the GS became unreliable approaching 1000R which necessitated disconnecting the AP as the rate of descent was increasing rapidly.
It was night but we had just got visual reference so were able to continue flying manually, otherwise the approach would have become unstable leading to a GA. The period of GS disruption was in the order of 15–20 seconds, enough for the aircraft systems to get confused.

- During heavy precipitation, the LOC has been reported by crews as unreliable.
- Crews report loss of headwind during final approach and flare for Rwy 10 – consider the use of VRef+10 to mitigate the loss of airspeed.

GROUND

- ATC may request registration, departure airfield and souls on board during landing roll.
- BA normally park on stand B27. B22/B28 may also be used. Expect variable marshalling standards.
- Contact DLV frequency early (STD – 15) for departure clearance to avoid distractions in taxi.

DEPARTURE

- Crews departing NAS can expect to maintain runway heading followed by a radar vectored departure.
- Expect to uplift round-trip fuel for NAS-GCM-NAS sectors.

WEATHER

- Stable climate due to position in trade wind belt but beware of CBs.
- Hurricane season June–November.

OPERATIONAL INFORMATION

Handling Agent	AMERICAN EAGLE/Envoy
Handling Agent VHF	129.75 (NFS OPS)
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:	Use both ground services at all times (if airport fixed equipment is not available use APU)