ANTIGUA (V.C. BIRD INTL) (ANU/TAPA)

Elevation 47ft

CATEGORY B

No AV brief currently available.

GENERAL

- Rwy 07 is normally the landing direction.

Threats

CFIT

- The airfield is on the N side of the island.
- The highest point on the island is a peak to 1,450ft asl at 6.5 nm SW.
- NW of the airfield, hills and obstructions rise to nearly 600ft asl. When off the NW coast of the island, these obscure Rwy 07/25 until abeam the town of St John's (3nm W of the airfield).
- Rwy 07 threshold and touchdown area lies in a gap between two hills. One 600m to the S reaching 460ft asl. One 1000m to the N reaching 375ft asl.
- 2 nm finals Rwy 07 there is a ridge generally to 200/300ft asl but with a high point of 386ft asl less than 3nm right of the approach path.
- 60m short of Rwy 25 threshold is the coast road.
- The island of Montserrat lies 32 nm SW with high ground to just over 3,000ft asl.

Runway Excursion – Unstable Approaches

- SESMA data and ASRs confirm the experience of, and ongoing threat from, unstable approaches during operating in to Caribbean airfields, including Antigua.
- Use the Flight Ops Safety Plan and review the guidance under the '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 using the turn pads at the thresholds of Rwy 07 and Rwy 25 must turn left in to the turn pad and follow turn pad markings clockwise to make a 180° turn back on to the runway centreline.

Loss of Control

- There is an active volcano on Montserrat – check AIS for cautions on ash emissions etc.

Mid Air Collision

- High density of local VFR traffic in TMA. On arrival and departure, below FL195, beware of potential conflict with VFR traffic.
- TMA is Class E airspace below FL195 meaning ATC will provide separation from IFR traffic only. Separation from VFR traffic is not provided although ATC will, where practical, provide information on VFR traffic.
- Beware of traffic climbing out from the airfield (BAV arrivals have previously been cleared to circuit altitude on arrival creating conflict with departing traffic).

Threats
Special Considerations • The hills either side of Rwy 07 threshold and touchdown area result in SEVERE DOWNDRAUGHTS and WINDSHEAR during short finals in fresh SE'ly winds. • Rwy 07 has a marked hump at the touchdown point followed by a downslope. Be prepared for the unsual runway perspective often aggravated by the wind/terrain difficulty already described. • Do not allow aircraft to become high, necessitating a high rate of descent during correction; maintain profile. Flare at appropriate radio altimeter call-out height for rate of descent with a minimum of 30ft. • If the wind is gusting it may be worth considering a landing Rwy 25 accepting the tailwind component.

ARRIVAL

Diversion Airports			
POINT-A-PITRE	PTP/TFFR	055 nm/163°T	CAT B
MARTINIQUE	FDF/TFFF	159 nm/163°T	CAT B
SAINT LUCIA	UVF/TLPL	210 nm/166°T	CAT B
BARBADOS	BGI/TBPB	279 nm/151°T	CAT A

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.

Approach

Descent into ANU is restricted until cleared by Piarco on VHF. Coming in via 1860N it is often difficult to establish contact immediately and this may leave you slightly high on the profile. You may be re-routed/flight planned by NY to 1861N. Often cleared by NY to FL250 to be level by 1861N.

- If overflying the island from the S, maintain 4,000ft until overhead the airfield to avoid GPWS activation.
- If positioning right base Rwy 07 remain over the sea to avoid the high ground and possible GPWS activation.
- If positioning left base, avoid overflying the hills on the RH side (i.e. W) of St John's Harbour to avoid GPWS activation.
- Avoid overflying St John's at unnecessarily low level.
- There is a conspicuous lighted radio mast on the headland 6 nm SW of the airfield and on the runway centreline.
- Rwy 07 VOR/DME procedure has a shallow state published approach gradient of 1.6°.
- On landing Rwy 07 with a southerly wind, you emerge from the lee of the small hill located to the right of the final approach track at about 50 feet. This may give you a sudden crosswind just prior to landing which wasn't apparent earlier in the approach.

GROUND

- The first 450 m of Rwy 07 has a 0.53% up-slope which gives a marked hump at the 07 touch down point; the remainder of the runway has a down-slope which increases to 1% for the last 300 m.
- 180° turns at the intersection of Rwy 07 and the decommissioned cross runway are no longer authorised. 180° turns must be conducted at the turning pad at the threshold Rwy 25. See

'Runway Excursion – 180° Turns' section (above) for information relating to the use of runway turning pads.

- Twy C is available to access the International Apron. Check with ATC, use suitable flap and autobrake selection, and plan to vacate Rwy 07 to the left via Twy C.
- New parking stand 4 position is typically used.

DEPARTURE

- Consider delaying pushback request until the Final Loadsheet has been received to avoid blocking the apron. In any case, do not enter Rwy 07/25 for backtrack until the Final Loadsheet has been received.
- Noise Abatement procedures Rwy 07 in Lido AOI. However there is also a BA Noise Abatement procedure Rwy 07 which should be flown unless ATC require otherwise:

DEPATURE PROCEDURE - ALL ENGINES (UNLESS OTHERWISE INSTRUCTED OR AUTHORISED BY ATC):

CLIMB TO 500FT AND TURN IMMEDIATE LEFT OR RIGHT DEPENDING UPON DESTINATION AT A BANK ANGLE OF AT LEAST 15 DEGS IN ORDER TO AVOID LONG ISLAND.

A/C PROCEEDING ON A NORTHERLY TRACK SHOULD INITIALLY MAINTAIN A HEADING NOT MORE EASTERLY THAN 026°M UNTIL THE A/C IS NORTH OF A BEARING (QDR) OF 071°M FROM NDB ZDX.

A/C PROCEEDING ON A SOUTHERLY TRACK MAY CONTINUE WITH COURSE INTERCEPT PROVIDED THE INITIAL RIGHT TURN HAS BEEN ACHIEVED.

WEATHER

- Prevailing wind is E'ly.
- Cu develop during the day on the approach to Rwy 07.
- Hurricanes rare but are a possibility Jun to Oct.
- Visibility can be poor in heavy showers.

OPERATIONAL INFORMATION

Handling Agent	AIRPORT SERVICES ANTIGUA – ASA
Handling Agent VHF	132.1
Potable Water	Uplift permitted

IF ONLY Electrical Power is required	Use ground power at all times (portable GPU available only, no fixed power from stand)
If BOTH electrical power and air conditioning is required:	Use APU (but also use GPU at all times to reduce APU fuel burn) (ACU equipment is not available)