BARBADOS (BGI/TBPB)

Elevation 171ft

CATEGORY A

AV brief – not required

GENERAL

- A well provisioned destination set on the coast.
- Cloud base given in metres.

Threats

Ground Collision

- Due coordination of the Flight Level with Trinidad, crew can expect to receive the clearance from ATC during taxi. Ensure taxi in accordance with SOPs to mitigate the threat of potential distraction.

Runway Incursion/Excursion

- Twy A centreline lights follow Twy C to Rwy 09. Continuation of Twy A to Twy B (Full length) is unlit and may not be obvious, particularly if departing during darkness. Exercise caution to ensure use of the appropriate Rwy 09 startpoint.

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 Barbados.
- 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

SAINT LUCIA	UVF/TLPL	94 nm/295°T	CAT B
TOBAGO	TAB/TTCP	140 nm/214°T	CAT A
ANTIGUA	ANU/TAPA	279 nm/331°T	CAT B
GRENADA	GND/TGPY	150 nm/245°T	CAT B
CARACAS	CCS/SVMI	466 nm/251°T	CAT B
PORT OF SPAIN	POS/TTPP	185 nm/216°T	CAT A
POINTRE-A-PITRE	PTP/TFFR	225 nm/328°T	CAT B

Approach

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

Avoid

- 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.

GROUND

- ATC allows simultaneous push back from adjacent stands. Aircraft will be pushed back at 45°.

WEATHER

- Easterly tradewind prevails.
- Jun to Oct – occasional hurricanes.

OPERATIONAL INFORMATION

Handling Agent	Seawell Air Services Ltd.
Handling Agent VHF	131.8
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use at all times (if equipment is available)
If BOTH electrical power and air conditioning is required:	Use at all times (if equipment is available)