GRENADA (GND/TGPY)

Elevation 45ft

CATEGORY A

AV brief – not required

GENERAL

- No ILS or Radar.

Threats

CFIT

- The terrain on the island reaches nearly 2,600ft asl at 8 nm NE and nearly 2,800ft amsl at 11 nm NE.
- High energy approaches can lead to Controlled Flight into Terrain.

EGPWS

- There is a possibility of a warning when flying at safety height over terrain to the EAST of the 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 Grenada.
- 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

TOBAGO	TAB/TTCP	102 nm/133°T	CAT A
SAINT LUCIA	UVF/TLPL	115 nm/025°T	CAT B
BARBADOS	BGI/TBPB	176 nm/065°T	CAT A
ANTIGUA	ANU/TAPA	362 nm/360°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

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.

BAV Crew Reports
• *Crew report that Rwy 10 PAPIs are difficult to identify when above 1000ft.*

- Rwy 10 RNAV Approach – 3° g/s is coded to missed approach point IMOXI.

GROUND

- Rwy 10 THR turning pan white markings are slippery and cause acft to slip during turn. This is espcially so in wet conditions. Crew should use minimum speed possible during turn.

DEPARTURE

- **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

- Dec to Jun – scattered Cu, occasional showers.
- Jul to Nov – widespread cloud with frequent Cb's.
- Hurricanes rare but possible Jun to Oct.

OPERATIONAL INFORMATION

Handling Agent	AVIATION SERVICES GRENADA
Handling Agent VHF	131.625
Potable Water	UPLIFT BAN.

IF ONLY Electrical Power is required	Use at all times
If BOTH electrical power and air conditioning is required:	Use APU (ACU equipment is not available)