

SAINT KITTS (SKB/TKPK)

Elevation 168ft

CATEGORY B

AV brief availability

GENERAL

- St Kitts can be found 55 nm WNW of Antigua and forms one of the islands within the 'Lesser Antilles' chain.
- No Radar available.
- No ILS.

Threats

CFIT

- 18 nm NW is the island of 'Saint Eustatius' with terrain reaching almost 2,000ft asl and 12 nm SE is the island of Nevis with terrain to almost 3,250ft asl. There are 3 distinct peaks on St Kitts itself, 6 nm SE to just over 1,000ft asl, 4 nm NW 3,000ft asl and beyond this at 7 nm NW to nearly 3,800ft asl.
- Closer in to the airfield and towards the Rwy 25 threshold are peaks to the NW, 400m to nearly 300ft asl and SE, 650 m to almost 450 ft asl.

Loss of Control

- Bird hazard exists.

Runway Excursion - 180° Turns

- 180 degree turns required at Rwy thresholds. Refer to GROUND section for guidance.

Runway Excursion – Unstable Approaches

- SESMA data nad ASRs confirm the experience of, and ongoing threat from, high energy and unstable approaches during operation in to Caribbean airfields, including St. Kitts.
- 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 Stable Approach Criteria – is achieved.

ARRIVAL

Diversion Airports

ANTIGUA	ANU/TAPA	054 nm/101°T	CAT B
SAINT LUCIA	UVF/TLPL	238 nm/155°T	CAT B
TOBAGO	TAB/TTCP	387 nm/164°T	CAT A
PORT OF SPAIN	POS/TTPP	412 nm/169°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

- Route from ANU approaches the island from the SE.
- Most frequent runway in use is 07.

- RNAV approaches are available for both rwys and ATC will generally allow you to self-position for a southerly arrival.
- On occasions ATC may request you to fly the airway from ANU to SKB and then join the approach. This is particularly the case when there is other traffic on approach into St Kitts.

WARNING: Pressure setting is given in inches of Mercury whereas neighbouring ATC centres use millibars. In a high workload environment a pressure setting given by ATC in inches can sound very similar to a pressure setting in millibars, e.g. 30.06 compared with 1006 leading to a significant altitude deviation, difficulties maintaining the vertical profile of an approach and maintaining the SAC. The baro check when the rad alt becomes active, in particular over the sea, is especially important in trapping this error.

- NDB approach to Rwy 07 is significantly offset and its associated glide path of 3° is based on the VOR/DME but note the PAPIs are set at 3.45°.
- The break-cloud procedure for Rwy 07 is only available when ATC is manned.
- Approach lighting is limited.
- There is a large hill to the NW of the airfield therefore circling approaches must only be flown to the south of the airfield.
- There is a large W'ly variation.

GROUND

- Apron is poorly lit at night
- Caution is advised due lampposts 15ft in front of pax terminal and along Southern edge of apron area. Ensure care is taken when manoeuvring in this area that wingtip clearance is maintained at all times.
- No tugs at airfield so self-manoevring required at all times. Do not use nose in markings on apron.
- Departing rwy 07 marshaller will provide guidance to taxi around cones and damaged taxiway centreline in order to use taxiway A to taxi for departure and to avoid entry of the rwy via taxiway B.

B777

- Airfield authorities confirm that the turn pad guidance markings (turn directions as below) should be followed when completing 180° turns with B777-200 aircraft.
- Rwy 07 THR: Turn left into turn pad then clockwise for 180° turn back onto runway centreline.
- Rwy 25 THR: Turn right into turn pad then anticlockwise for 180° turn back onto runway centreline.

DEPARTURE

- Normal runway for departure is 07.

- 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

WEATHER

- St. Kitts-Nevis has a sub tropical climate influenced by the NE trade winds. There is a steady cool breeze for most of the year and humidity is low at 71%.
- June to October rainfall is heavier while temperatures are a little hotter.
- Hurricanes possible August-October.

OPERATIONAL INFORMATION

Handling Agent	TDC AIRLINE SERVICES LTD
Handling Agent VHF	122.4
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times (FEGP)
If BOTH electrical power and air conditioning is required:	Use APU for air conditioning (keep ground power connected to reduce APU fuel burn). ACU equipment not available.