

SAINT LUCIA (UVF/TLPL)

Elevation 14ft

CATEGORY B

AV brief – required

BAV AV not available

GENERAL

- St. Lucia, in the Windward Islands, lies just over 100nm NW of Barbados.
- Birds can be a problem, dogs roam the airfield and debris, including glass bottles, has been observed on the runway.
- The airfield has limited hours and in the event of delays accommodation can be a severe problem.

BAV Crew Reports

- Reports received of poor quality R/T communications and poor Air Traffic Control.

Threats

CFIT

- Airfield is on the S tip of the island with rising terrain to the N; circling is only to the S of Rwy.
- GPWS warnings may be received when flying level at MSA over the high ground due to high terrain closure rate when approaching the airfield.
- Highest peak is 3,117ft asl 9nm NNW of airfield with peak of 1,200ft asl 3nm N of airfield.
- Two distinctive conical peaks, known as the 'Pitons' stand 2,400ft asl and 2,500ft asl on the coast 9nm NW of airfield.
- Terrain and obstructions rise to 500ft asl within 1,000m to the N of airfield.
- A promontory and lighthouse of 750ft asl is located 1.25nm S of airfield.
- During approach to Rwy 28, island of 300ft asl is located 1,400m SE of threshold.

Loss of Control

- Windshear and turbulence can be expected on final approach to Rwy 10 when winds are NE'ly at 15 kts or more; downdraughts just before or during the flare have caused hard landings.

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 St.Lucia.
- 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.

Runway Excursion – 180° Turns

- Turns of 180° are approved only at the runway thresholds and must be completed from the runway edge into the turn bay as per the QRH using the marked yellow guide lines and STOP boards.
- Refer to 'GROUND – 180° Turns' section of this brief for additional guidance.

ARRIVAL

Diversions Airports

BARBADOS	BGI/TBPB	118 nm/115°T	CAT A
ANTIGUA	ANU/TAPA	210 nm/347°T	CAT B
GRENADA	GND/TGPY	146 nm/205°T	CAT A
TOBAGO	TAB/TTCP	196 nm/177°T	CAT A

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

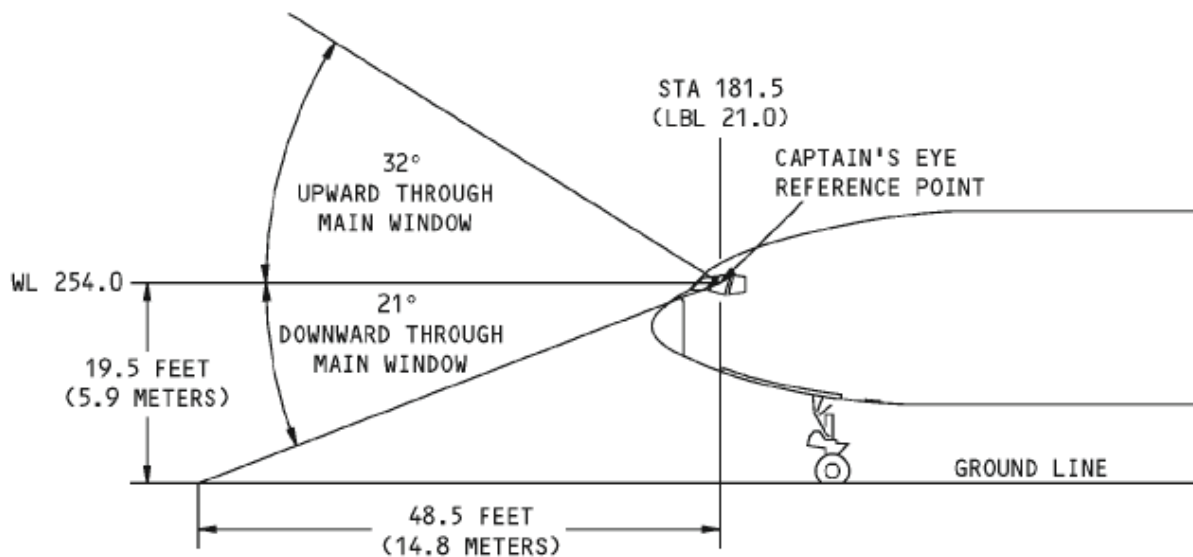
- Effective intervention is difficult during high workload due to runway or approach changes in unfamiliar environments.
- Anticipate the 1000ft auto callout with a review of the vertical profile, aircraft configuration and approach speed.
- If SAC not achieved by 1000ft auto callout and maintained to touchdown, flight crew must initiate go-around.
- Rwy 10/28 has an unusual visual perspective as, although 45 m wide, there are no shoulders. This creates a 'narrow runway' visual picture which can lead to either pitch down inputs on short finals or late initiation of the flare resulting in hard landings.

GROUND

- Parking is on stands 4 or 5. The apron is uphill; consider not shutting engines down on taxi in.

180° Turns

- Turns of 180° are approved only at the runway thresholds.
- These turns must be completed from the runway edge into the turn bay as per the QRH (QRH OI.180 for B777s) using the marked yellow guide lines and STOP boards as detailed below.



- It may be pragmatic for the CA to complete the turn manoeuvre due to the location of the STOP board on the left hand side of the aircraft.
- Exercise additional caution when runway is wet due to slippery markings.
- Follow the marked yellow guide line from the runway centreline towards the corner of the runway threshold.
- Stop when the flight deck is abeam the 'STOP' sign (which will now be 'end on') on the left side of the aircraft, use turn-off lights as required during darkness.
- Stopping point is before the end of the guideline and the runway end should remain in view.
- Initiate the right turn into the turn bay in accordance with QRH; **stop and request marshaller assistance if in any doubt regarding wheel clearance given previous instances of aircraft departing the paved surface.**

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

- Dry season (Dec – Jun): Steady trade winds, E 8 – 15 kts. Scattered Cu, base 2,000ft, occasional showers.
- Visibility generally more than 10 K.
- Wet Season (Jul – Nov): Winds still E but widespread cloud with frequent Cb activity.
- Visibility seldom less than 4.5 km except in showers. Over twice the rainfall of the dry season.
- Fog virtually unknown.
- Hurricanes do occur but are rare.

OPERATIONAL INFORMATION

Handling Agent	CARIBBEAN DISPATCH SERVICES LTD
Handling Agent VHF	131.8
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use APU
If BOTH electrical power and air conditioning is required:	DO NOT USE ANY GROUND SERVICE – use APU instead