

TOBAGO (Scarborough) (TAB/TTCP)

Elevation 38ft

CATEGORY A

AV brief – not required

GENERAL

- Runway is on the south western tip of Tobago.
- Tobago is in the Piarco Control Zone which is centred at Port of Spain, Trinidad.

Threats

CFIT

- Terrain rises from 5 nm NE towards the high point on the island of nearly 2,000ft asl at 15 nm NE.
- Terrain to nearly 3,100ft asl on nearby Trinidad is 36 nm SW.
- When departing Rwy 11, do not turn North below 3000ft, due to terrain on the NE side of the island.
- Circling not permitted N of the airfield.

Loss of Control

- Birds are a hazard on the Rwy 11 approach.

Runway Excursion

- Rwy 11 has a considerably displaced threshold.

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 Tobago.
- 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

GRENADA	GND/TGPY	076 nm/312°T	CAT A
BARBADOS	BGI/TBPB	140 nm/034°T	CAT A
SAINT LUCIA	UVF/TLPL	155 nm/357°T	CAT B
ANTIGUA	ANU/TAPA	364 nm/351°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 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.

GROUND

- Back tracking almost certainly required after a landing on Rwy 11 – use large turning area at Rwy 29 threshold.
- When large aircraft are parked on Stands 1 – 4 there is insufficient room to taxi another large aircraft behind.

- Stand position will be allocated by tower – use ramp entrance closest to allotted stand in order to avoid taxiing behind other aircraft.
- If this is not possible, only pass behind other wide-bodied aircraft whilst under tow as wing tip clearance is not assured during taxi.
- **Note:** Tower cannot see ramp area so cannot give precise taxiing instructions. Any of the ramp entrances can be used and it is up to crews to decide which one will provide a clear path to the relevant stand.

BAV Crew Reports

- Reports have been received from Tobago that regional aircraft using the apron area do not park correctly on stand. This does not leave enough room behind for BA aircraft to taxi past without collision. Caution advised when taxiing on the apron and ensure that sufficient wing tip clearance is available at all times. If in doubt, ask for assistance.

DEPARTURE

- Aircraft may be towed off stand prior to engine start.
- No SIDs published. Refer to CFIT section for terrain considerations when departing Rwy 11.
- **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

- Wet season Jun to Nov with very heavy showers but usually of short duration.
- Thunderstorms are frequent Jul to Dec.
- Dry season Jan to May. Prevailing wind is E'ly.
- The BAV OMC briefing for Port of Spain (TTPP) (40 nm to the SW) has detailed weather data which gives a good indication of weather patterns in the local area.

OPERATIONAL INFORMATION

Handling Agent	SWISSPORT TRINIDAD/TOBAGO
Handling Agent VHF	130.7
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use ground power at all times
If BOTH electrical power and air conditioning is required:	Use both ground services at all times