

PORT OF SPAIN (POS/TTPP)

Elevation 58ft

CATEGORY A

AV brief – not required

GENERAL

- Power failures may cause loss of communication on VHF. HF may remain serviceable.
- R/T callsign at Port of Spain is PIARCO.

Threats

CFIT

- Exercise caution when approaching from the N due to increased CFIT risk. Do not descend below MSA until crossing the ridge. The most serious GPWS events have shown descent towards MSA at high speed or continued flight towards the ridge with a limiting cloud base.
- An E-W ridge lies to the N with terrain rising to over 2,000ft asl within 5 nm and 3,100ft asl at 9 nm.

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 Port of Spain.
- 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

Diversions Airports

BARBADOS	BGI/TBPB	185 nm/364°T	CAT A
TOBAGO	TAB/TTCP	45 nm/042°T	CAT A
GRENADA	GND/TGPY	89 nm/343°T	CAT A
SAINT LUCIA	UVF/TLPL	190 nm/007°T	CAT B

Others that may be used: Antigua.

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

- NDB can be erratic when approaching from the N due to the high ground.

GROUND

- When landing on Rwy 10, vacate at Taxiway A3 if possible. If it is not possible to vacate by A3, then use the turning bay at end of runway.
- BA operations will use the North Terminal and Apron. Stands 5 and 11 are designated wide-bodied aircraft stands.
- If required to park on the South Apron, enter via Taxiway B but do not proceed beyond Taxiway B without marshaller assistance.

DEPARTURE

- Heading for the Maiquetia FIR request start clearance 15 minutes before start-up time to avoid delays.
- Rwy 10 departures – for full length departures the taxi route from North apron crosses the runway at A1/B1 hold, then via Twy B to threshold. Consider an intersection t/o from A1/B1 hold position if weight allows.
- Rwy 28 departures – if possible and weight allows depart from Taxiway A3 to avoid backtracking on the runway.

WEATHER

- Wet Season July to November with heavy showers but usually of short duration.
- Prevailing wind Easterly.
- Cu and Cb build up over the high ground to the N during the day.
- Some instances of fog.
- Instances of visibility to the E end of the Rwy reducing below 1 nm in smoke.

OPERATIONAL INFORMATION

Handling Agent	Swissport Trinidad and Tobago Limited
Handling Agent VHF	131.9
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 APU (but also use GPU at all times to reduce APU fuel burn) (ACU equipment not effective)