PIREPs of the Caribbean

OPSGROUP Team 23 November, 2022



It is heading, at a chillingly fast pace, into winter in the northern hemisphere, which means we usually write posts on ski season spot ops. But we did that last year, so this year, we thought a nice hot weather one could be fun instead.

Which is why this is a post all about operating to the Caribbean.

*There is nothing about PIREPs in this at all, I just thought that was too good a pun to not use.

When is peak season?

That would be now: Late November to mid April.

It is peak for two reasons:

- **One**, its still nice weather there while the northern hemisphere is generally in the midst of cold and wet misery so like winged sunflowers, or maybe moths, everyone starts heading for the sunshine.
- **Two,** there are a bunch of big holidays like Christmas and New Years and people like to go somewhere nice to celebrate.

All this means **a lot more GA traffic** which means busy airspace, delays, and parking problems if you haven't pre-planned.

What to pre-plan?

Read this very helpful post from the folk at Universal Weather. We could re-write it all out for you here but seems pointless when they've done such a good job. And all that permit parking slot stuff is dull.

So, on to more interesting stuff.

We thought we might take a look at the airports themselves instead, because there are challenges that will really *shiver yer timbers* if you don't know about them.

While looking up information, we also discovered this old pirate map in an ancient bottle of rum [] [] &



Click for PDF.

The Airports



TNCM/Princess Juliana, St. Maarten, Netherlands Antilles

Hours: 0700-2100L, O/T O/R PNR available for non-scheduled flights **Runway/Approach info:** 10/28 7546'/2300m RNAV/Visual RFF9

Timber shivering stuff: You're going to need a special qualification to head in here. It has some unusual procedures because of the big old mountains near it. There is Class C airspace right above it and it all gets super congested there.



TIST/ Cyril E King, St. Thomas, Virgin Islands

Hours: 0700-2300L, US preclearance airport

Runway/Approach info: 10/28 7000'/2134m ILS 10 RFF7

Contact Info: Airport +1 340-774-5

Ahoy matey! What else can yer tell me?: Another one needing special qualification due hills. They also have noise sensitive areas, class c airspace and all the congestion that comes with it, and turbulence and

wind shear to deal with.



TUPJ/Terrance B Lettsome (Roadtown), Tortola, Virgin Islands

Hours: M-F 1230-2030Z, O/T PPR

Runway/Approach Info: 07/25 is only 4646'/1416m with an RNAV to 25 RFF5

Contact Info: Airport +1 284-394-8000/ FBO: IAM jet centre +1 284-495-0303 eisops@iamjetcentre.com **Yarr! Argh! stuff:** Smaller airport. It is hilly around the airport, and the short runway ends in water...

There are also no VFR ops by night.



TBPB/Grantley Adams, Bridgetown, Barbados

Hours: H24

Runway/Approach Info: 09/27 11017'/3358m ILS 09/RNAV RFF 9

Contact Info: Airport +1 246-536-1302/ FBO: IAM jet centre 1 246-428-1704 aviation@iamjetcentre.com

Avast, ye scurvy threats: This big one can handle big aircraft, although there are some ground

restrictions for the medium and heavy folk. There are NABT procedures too. Nice one for tech stopping and

maintenance action.



MYNN/Lyndon Pindling, Nassau, Bahamas

Hours: H24R US Pre-Clearance Airport

Runway/Aroach Info: 14/32 10925'/3330m ILS 14/RNAV RFF8 and 10/28 8302'/2530m RNAV/VOR **Contact Info:** Airport +1 242-702-1010 feedback@nas.bs / FBO: Jet Aviation jnas@jetaviationnassau.com

+1 242 377 3355 / Odyssey Bahamas info.mynn@odysseyaviation.com +1 242 702 0200

Yo ho ho: One of the biggers. Not without its challenges though. There are prohibited and danger areas near the airport to look out for. These mean some special IFR departure procedures if heading W, SW or NW (basically anyway involving some westwardly way). Lots of traffic below 10,000' here too



MWCR/Owen Roberts, Georgetown, Grand Cayman, Cayman Islands

Hours: Ops 0700-2100L, O/T O/R; Admin M-F 0830-1700L **Runway/Approach Info:** 08/26 7867'/2398m RNAV RFF7

Contact Info: Airport +1 345-943-7070 ciaa@caymanairports.com / FBO: Island air +1 345-949-5252 2

0200

Here be treasure, matey: They don't have radar here, but they do have noise sensitive areas so

navigate carefully.



TAPA/VC Bird, St.John's, Antigua

Hours: H24R

Runway/Approach Info: 07/25 9967'/3038m RNAV (GNSS) RFF8

Contact Info: Airport +1 268-484-2300 info@abairportauthority.com / FBO: Signature +1 268-462-2522

ANU@signatureflight.com

May yer compass be true: This has some skinny little taxiways that anything over 65000lbs, or with wings over 100′ (30m) isn't allowed to use (and they can only use by day). This means backtracking aircraft on the runway which means you'll probably have to hold on arrival for spacing. It is quite a popular tech stop airport though.



MBPV/Providenciales, Turks and Caicos

Hours: M-F 1230-2030Z, O/T PPR

Runway/Approach Info: 10/28 9199'/2804m RNP/VOR RFF 7

Contact Info: Airport +1 649-946-2137

Wall the plank: A bigger airport, this also has a lot go GA traffic and also some parasailing hazards to add

to the fun.



TQPF/Clayton J Lloyd (Wallblake), The Valley, Anguilla

House: 1200-2000z

Runway/Approach Info: 11/29 5459'/1664m RNP RFF5

Contact Info: Airport +1264-497-2384/ FBO: Lloyd Aviation +1 264-498-4141 info@lloyd-aviation.com **Scallywags:** Another little one that only allows IFR by night. There are a lot of poles, antenna and also

birds around the airport. So keep a good look out (probably why its IFR only at night).



MKJS/Sangster, Montega Bay, Jamaica

Hours: H24R

Runway/Approach Info: 07/25 8735'/2662m ILS 07/RNAV 25 RFF 9

Contact Info: Airport +1 876-952-3124 Slots slotrequest@mbjairport.com/ FBO: IAM jet centre +1

876-979-3855 mbj@iamjetcentre.com

Batten down them hatches: A good tech stop spot, but look out for the mountains and the high minimas and the noise sensitive bits. Also look out for the many small airports (and traffic heading into them) which fill the airspace. They have some specific NABT procedures to look into, and it can get windsheary.



MDSD/Las Americas, Santo Domingo, Dominican Republic

Hours: H24

Runway/Approach Info: 17/35 11004'/3354m ILS 17/RNAV RFF9

Contact Info: Airport +1 809-947-2225 operador@aerodom.com/ FBO: Servair +1 809 549 1404

fbo@servair.com.do

Other stuff: Don't confuse San Isidro AB for MDSD. And don't head in unless you have the qualification – it's one of those because of the airbase and prohibited areas nearby. Terrain nearby is also a bit of a concern, as is FOD on the runway (not sure why, but enough to permanently mention it apparently). There are also minimum ceiling restrictions of approaches so worth familiarising yourself with the charts before heading in.



MDLR/La Romana Casa de Campo intl, Dominican Republic

Hours: H24

Runway/Approach Info: 11/29 9678'/2950m RNAV(GNSS) RFF8

Contact Info: Airport +1 809-813-9000 info@lrm.com.do/ FBO: Swissport Dominicana +1 809 813 9123

Irmexecutive@swissport.com.do / Universal Aviation +1 809 813 9070

Hoist the mainsail: This place requires a 180 turn and backtrack on both ends of the runway and has

limited taxiway and apron space. There is a nearby restricted area and noise sensitive bits.

ATC often seek in Spanish for local traffic so watch out.



TJSJ/San Juan Luis Munoz Marin, Puerto Rico

Hours:H24

 $\label{localization} \textbf{Runway/Approach Info:} \ 08/26\ 10400'/3170m\ ILS\ 08\ /\ RNAV\ RFF8\ and\ 10/29\ 8016'/2443m\ ILS\ 10\ /\ RNAV\ \textbf{Contact Info:} \ Airport\ +1\ 787-253-2329\ info@aerostarairports.com/\ FBO:\ Airport\ Aviation\ Services\ +1\ 787-253-2329\ info@aerostarairports.com/\ Airport\ Aviation\ Services\ +1\ 787-253-2329\ info@aerostarairports.com/\ Airport\ Aviation\ Airport\ Aviation$

791 8500/

Jet Aviation San Juan +1 787 791 7005 hector.vasquez@jetaviation.com Pazo's fuel services +1 787-791-7005 fboservices@pazosfbopr.com

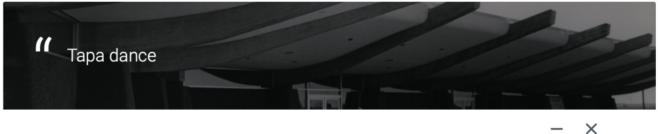
Down to Davy Jones' locker with ye: A good tech stop option. It does have some mountains nearby, and it is in primary Class C airspace.

Also don't get confused by TJIG/Fernando Luis Ribas Dominicci nearby

Where else can I get info?

Opsgroup wise: we have a library of **Airport Lowdowns** that you might find useful. If you're a member you can also head to **Airport Spy** and read a whole load of reviews from other members sharing what they experienced.

For example:





Reviewed March 25, 2018

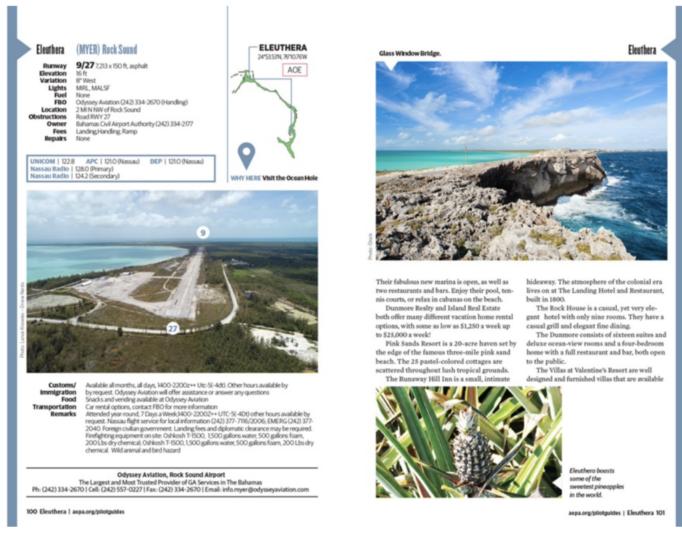
Aircraft: G550 | Flight type: Private | ID: 123

Elopo was last fix on our airway then was direct field on flight plan. We were instructed to cross it at FL190 and contact VC BIRD on 119.1. Checked in they said after Elopo descend maintain FL80 and fly inbound ANU on 320 radial and our approach clearance was in about 20mins. ANU is the Vor just off the field. We requested to fly direct Emali and the RNAV rwy 7. We were given a few descent instructions, direct Emali, enter the hold there at 2500 and contact 118.2(other freq. on chart). Crossed Emali and while out bound were cleared approach. We were told to call Bopar and 1500' and cleared to land. Great runway. Our Fbo was Signature so turned right on Echo.

A handy review for you.

AOPA make some very handy slot guides which you can find here.

They include useful stuff like info on airports, stuff to do while you're there, and photos of pineapples.



A handy guide for all your travelling there questions.

The Caricom e-APIS site is here. You'll need this for advance information sending about passengers.

The FAA guide to the Caribbean en-route stuff can be discovered here. This is a treasure trove of information on en-route stuff, weather stuff, and all things to do with operating in the airspaces.