

PLS / MBPV (Providenciales, Turks & Caicos) (Elev. 28')

- Customs: One white, long form, required. Retain bottom for departure.

MIA to PLS – 1

- Enroute, MIA will usually clear you direct to SOLEI or OREDE. MIA will advise you that those fixes are your clearance limit, and they will have you contact Provo Approach.
- Once in contact with Provo Approach and during descent, Expect Provo to ask you for “passing level” and distance from either SOLEI or OREDE. Provo Approach does not have radar. Monitor TCAS for good spacing when following other aircraft!
- During winter months (esp. the holidays) expect a lot of traffic and possible holding for sequence to land. All jet traffic has to back track to the terminal after landing.
- Plan to cross SOLEI @ 7000' & Expect Dir TROTR, BENOS, RNAV 10.
- **OR ...** Plan to cross OREDE @ 7000' then Dir. RAHAM, ADVIL, RNAV 10.
- When selecting the RNAV App. in the FMC, do not select the BENOS transition. Not selecting it will prevent the holding pattern from being inserted.
- After landing, expect tower to instruct you to do a 180° turn on the runway. There are no specific turn around points. Runway is 148' wide.

MIA	135.6	SKIPS
"	127.22	-
"	126.27	-
Provo.	126.0	-

DEPARTURE - E/O 1030'

- AM- Call Provo App. (126.0) for clearance, push &. taxi.
- Expect clearance during taxi. *If not too busy, try calling tower before push. They may issue clearance 5 to 10 mins. early.
- Approaching US, logon to CPDLC.

PLS to MIA – 1

- On departure, Rwy. Heading to 1000' before turn to initial fix (for noise abatement). Normally, a LEFT turn direct to FODED, MADIZ or FLIPR **or** if Wx is a factor, request a RIGHT turn to the initial fix.
- Expect initial climb to 6000'.

Provo.	126.0	-
MIA	125.1 / 126.45 a	-
"	126.27	-

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