

2/6/2025

**FOR YOUR INFORMATION**

2025-29/11-7

To: FAA (MIA-IFO), Airport Manager - Providenciales International Airport (MBPV/PLS), Turks & Caicos Islands, British West Indies, Jeppesen Sanderson Inc. 2198388

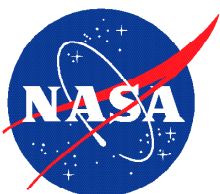
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG, CAPA, ICAO, ICASS, IFALPA, NAFI, NBAA, NTSB, RAA, SWAPA, Turks and Caicos Islands Airports Authority

From: Becky L. Hooey, Director  
NASA Aviation Safety Reporting System

Re: MBPV/PLS Airport Gate Markings and Charting

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at [becky.l.hooey@nasa.gov](mailto:becky.l.hooey@nasa.gov).



Aviation Safety Reporting System  
P.O. Box 189 | Moffett Field, CA | 94035-0189



**ACN 2198388****DATE / TIME**

Date of Occurrence	202412
Local Time Of Day	No Local Time Of Day Stated

**PLACE**

Locale	MBPV.Airport
State	FO
Altitude - AGL	0

**ENVIRONMENT**

Flight Conditions	VMC
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**AIRCRAFT / EQUIPMENT X**

ATC / Advisory - Ground	MBPV
Make Model Name	Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part	121

**PERSON 1**

Function - Flight Crew	Captain
Function - Flight Crew	Pilot Flying
ASRS Report Number	2198388

**EVENTS**

Anomaly	Conflict - Ground Conflict, Less Severe
Anomaly	Ground Event / Encounter - FOD
Detector - Person	Flight Crew
Result - Flight Crew	Requested ATC Assistance / Clarification

**NARRATIVE 1**

Upon landing in MBPV airport after already a long day and a delayed flight, the FO and I were hit with "musical chairs" because there was no gate space. Due to the environment at the airport (lack of a full length taxiway) we were expecting a back taxi. They had us complete several 360s out over the ocean. After we finally landed we were given instructions to taxi to the GA ramp via Hotel taxiway and as I was pulling in I saw two aircraft stacked behind each other. I wondered to myself how we were going to taxi out. The ground crew began signal us into a corner next to multiple private jets and before I knew what was happening I was already committed to the turn.

Upon setting the parking brake, we were told by ATC that we had a gate available. This was the first issue for me. You mean to tell me we just did this whole taxi to the other side of the airport which I knew I was capable of doing, however could have been easily avoided if I could have pulled into the airline ramp since there was room. As I began to taxi out I noticed sand particles over the taxiway and thought that could be a hazard but the FO and I decided it was safe to continue as long as we had low power and there were no significant sized rocks/sand.

Issue two, was pulling into the airline ramp area and not exactly knowing where our gate would be and asking the controller to pass that info on to us. We had a gate previously listed. We were told that gate 7C was our assigned gate but there was no marking on our Jepp charts for 7C. I asked the FO to please get a clarification because we do not have a chart for that. The Controller said to continue taxiing down to the end and we will

see the markings on the ground. Upon taxiing up we see no one near our ramp area. No markings, no ramp personnel. After several minutes I have rampers driving past me hold up fingers to signify that we were supposed to be at our previously assigned gate. I refused to move until I was sure I was in the right spot. I made a PA to the passengers in the back sharing my frustration that this is what is happening even after our long delayed flight and to remind them to stay seated.

Before attempting to park I had to signal with my hands a fuel truck to back up before attempting to park in the corner of the airport. Upon setting the brake I remained inside the flight deck think about what just happened. I shared my frustrations with my FO and we both agreed a call to the Chief Pilot would be best in this situation. I am concerned I am not the only one having issues with the operations at this airport.

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## **SYNOPSIS**

Air carrier pilot reported they were assigned a gate at MBPV/PLS airport that was not listed on Jeppesen charts. Pilot also reported confusing taxi instructions along with a lack of ground support created multiple hazardous situations.