

MONTEGO BAY (MBJ/MKJS)

Elevation 4ft

CATEGORY B

AV brief – required

BAV AV not yet available

GENERAL

- Airfield is on the N coast of Jamaica 3 nm N of the town.

Threats

CFIT

- Wooded hills rise from the S boundary of the airfield and reach nearly 800ft asl at 1 nm.
- Unlit obstructions stand ~1,400ft asl 3 nm ESE and just over 2,000ft asl 7 nm SSE.
- High ground on and near the coast on the opposite side of the bay 4 nm to the SW reaching ~1,600ft asl at 7 nm and ~1,800ft at 12 nm only just S of the approach to Rwy 07.
- S and SE the terrain rises to ~3,000ft by 25 nm.
- If diverting to Kingston the terrain rises to ~7,400ft asl at the E end of Jamaica.
- 1,000 m from the threshold Rwy 25 is a row of 30ft high poles.

Runway Excursion

- Street lights resembling runway lighting E of Rwy 25 threshold.

Runway Excursion – Unstable Approach

- SESMA data and ASRs confirm the experience of, and ongoing threat from, high energy and unstable approaches during operation into Caribbean airfields, including Montego Bay.
- 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.

Avoid: In the descent brief consider the following:

- ADFS use for Non-ILS approach.
- Strategy for dealing with a change of runway/approach/visual approach.
- Monitoring flight profile to achieve Stabilized Approach Criteria (SAC).
- Discuss the G/A plan.
- Fuel Strategy, time to generate options or divert?
- 1000' review SAC.

Trap

- As you monitor the agreed profile, know what you are looking for and as NHP how to intervene.
- At least one further gate prior to 1000' will be necessary to give time to adjust to a Stable Approach Profile.

Mitigating

- Effective intervention in high workload environments is difficult.
- Anticipate the 1000' call with a review of the profile, configuration speed and power.
- If SAC not achieved and maintained, Go-around.

High Energy approaches can lead to runway end excursions and Controlled Flight into Terrain.

Mid Air Collision

- Unauthorised flights operating over Jamaica and up to about 12 nm off shore are a problem

Loss of Control

- Birds are a hazard.

Special Considerations

- There is a coast road 120 m short of Rwy 07 threshold. The road should be closed for landing aircraft but this is sometimes ignored.
- Some routes to Jamaica cross Cuban airspace. Strict adherence to Flight Plan is required. Essential to contact Havana not less than 10 mins before entering Cuban airspace.

ARRIVAL

Diversion Airports

KINGSTON	KIN/MKJP	073 nm/118°T	CAT B
NASSAU	NAS/MYNN	394 nm/003°T	CAT A
MIAMI	MIA/KMIA	458 nm/343°T	CAT A

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 are you 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

BAV Crew Reports

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| <ul style="list-style-type: none"> • Crew report that ATC may not allow a turn onto finals before 8d. |
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- Instrument approaches to Rwy 07 only due terrain.
- Circling is to the NW only.

DEPARTURE

- Call ATC 5 mins prior to departure.
- Emergency Turn Procedures and Performance restrictions available from CARD.

WEATHER

- Winter generally settled, small Cu and light showers. Turbulence in the late afternoon with Cb build up over the high ground to the SW.
- Summer is the rainy season with heavy showers and thunderstorms.
- Hurricanes rare but are possible between Jun and Nov.
- Winds generally E to NE 5-10 kts becoming stronger late afternoon.

OPERATIONAL INFORMATION

Handling Agent	AIR JAMAICA LTD
Handling Agent VHF	131.8
Potable Water	Not Assessed