

GENERAL**Operational Hours****ATS Hours:** H24**AD ADMIN Hours:** Not published**Airport Information****RFF:** CAT 9**Fuel:** 1030-0230 other times PN.**PCN:** RWY 07/25: 63/F/A/W/T**Operation****RWY Restriction**

Turns on RWY 07/25 prohibited, except at TWY A, B, C and D intersections and on turning bay at western RWY end.

Taxi/Parking

Docking guidance system AVBL.

Marshaller assistance AVBL O/R TWR or surface movement control (SMC).

Gates 8, 10, 12 and 16 not AVBL for ACFT with APU U/S.

For overnight parking, 24HRS PPR required.

Noise Abatement Procedure

Jet OPS restricted to 1200-0500± daily and additionally on SAT between 0500-1200± unless operating on late SKED.

Warnings

Unauthorized and uncontrolled flights in area over Jamaica and within 12NM of its coastline.

Birds in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication**Only for arriving ACFT with ground handling agents**

Obtain assigned parking gate from agent/company on agent/company FREQ and inform ATC of the assigned gate ASAP after LDG.

Arrival Procedure**Arrival Note**

Inbound flights from AVILA (UCA) NDB/VOR shall flight plan via UCA, UG/G437, GONIS, UW10, OMAXI 4 ARR KIRAN transition or LENAR 4 ARR KIRAN transition. Whenever traffic conditions permit and subject to coordination being effected between ACC/Kingston and ACC/Havana, such flights will be cleared via UG/G430.

Warnings

Visual manoeuvres to N of RWY centerline for 5NM from either THR due to high terrain to S.

Do not mistake road lights E of THR RWY 25 with RWY lights.

DEPARTURE

Take-off Minima

| RWY | | 07/25 | |
|---------|---------|----------|---|
| 1+2 ENG | ft - NM | 0 - 1.0V | - |
| 3+4 ENG | | 0 - 0.5V | - |

Speed

MAX IAS 250KT below 10000ft.

Departure Procedure

Departure Note

Outbound flights via AVILA (UCA) NDB/VOR shall flight plan via SID SEKAM 2B, UG/G430, MAYA CORRIDOR. Whenever traffic conditions permit, such flights will be cleared via SID SEKAM 2A, UG/G430, MAYA CORRIDOR.

Noise Abatement Procedure

ACFT operating with DME:

RWY 07: At D1.5 SIA on RWY HDG, climbing left turn to enter DEP PROC.

RWY 25: Beyond RWY end within D3 SIA, climbing right turn to enter DEP PROC.

ACFT operating without DME:

RWY 07: At RWY end, climbing left turn direct UMBRELLA POINT to enter DEP PROC.

RWY 25: Beyond RWY end within 3NM, climbing right turn to enter DEP PROC.

ATC Slot, Clearance

Start-up: REQ CLR at least 5min prior ENG start.

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14-JUN-2018

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AGC

AFC

AFC

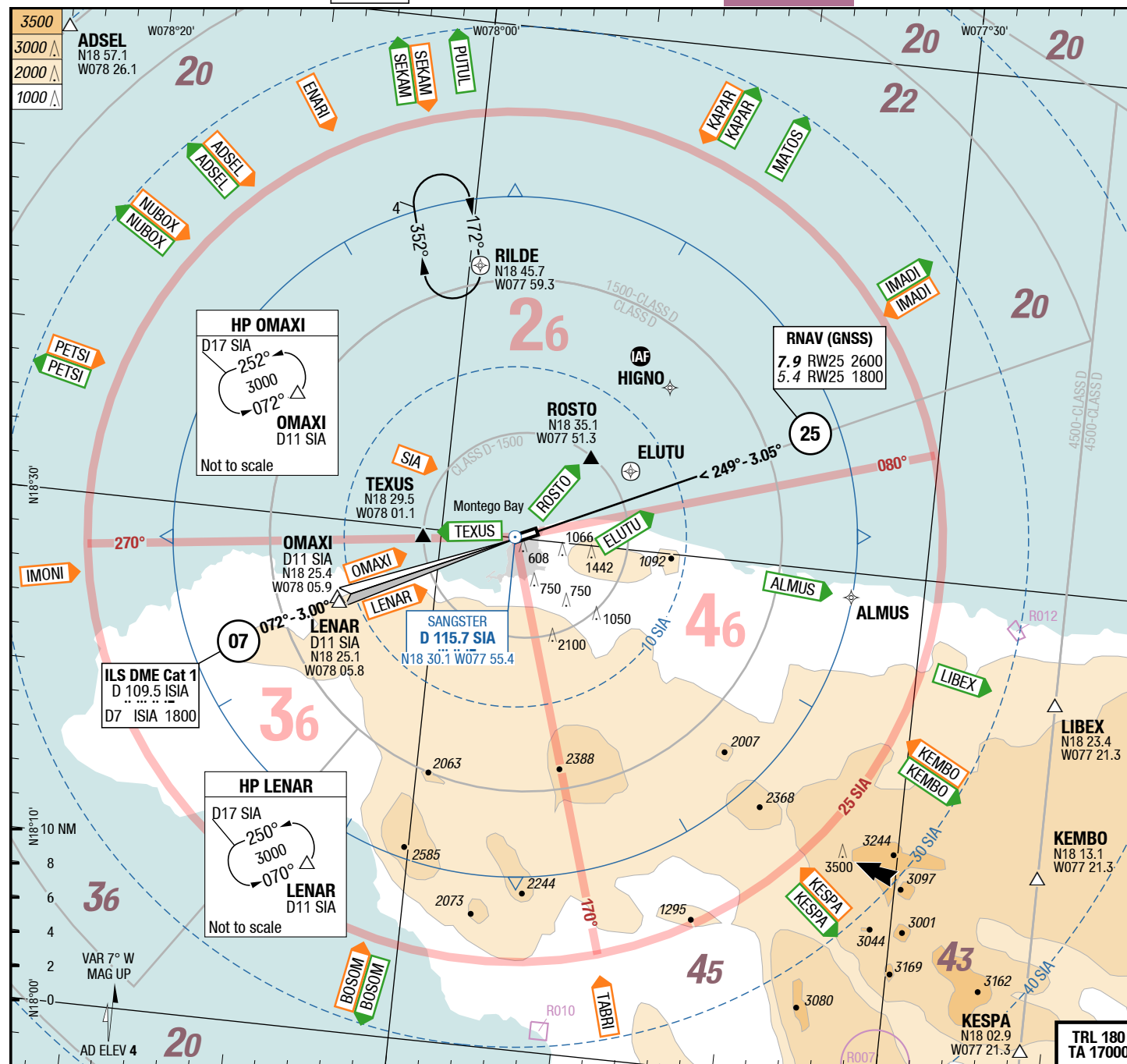
AFC

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AGC

AFC

2-10



| | |
|--------------|---------|
| ATIS | 127.900 |
| Sangster APP | 120.800 |
| Sangster TWR | 118.750 |
| Sangster GND | 121.700 |

Landing RWY system:

07 70 2592 x 46 83.0° 50 ML

ML-S THR 4 (0hPa) / TDZ 5 (---%) 0.0%

50 ML 3.1° 46 x 2491 171 360 25

0.0% TDZ 5 (---%) / THR 4 (0hPa) ML-N

Changes: PROC, APL, OBST, VAR, AD ELEV

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3-20

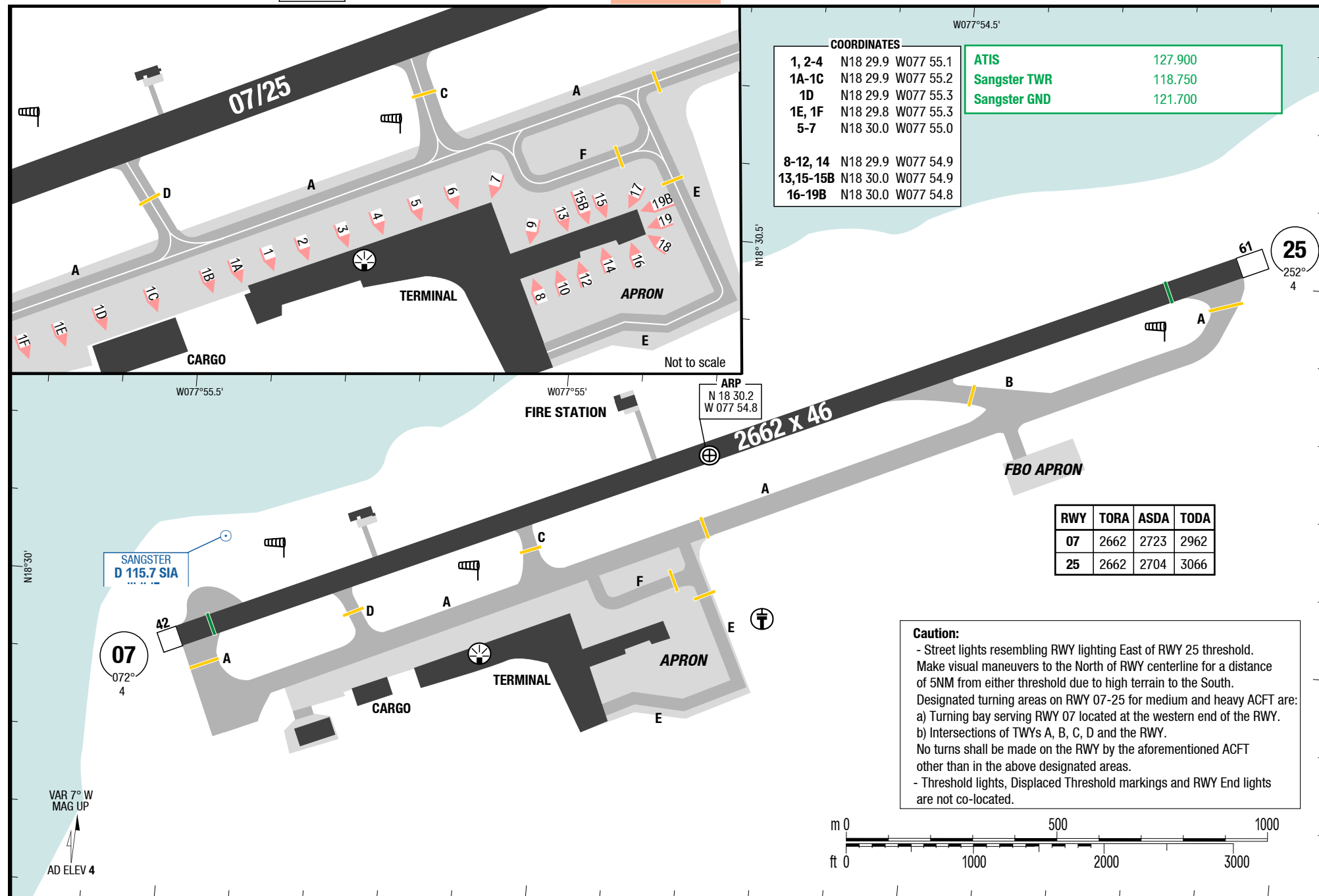
AGC

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AGC



Changes: VAR, AD ELEV

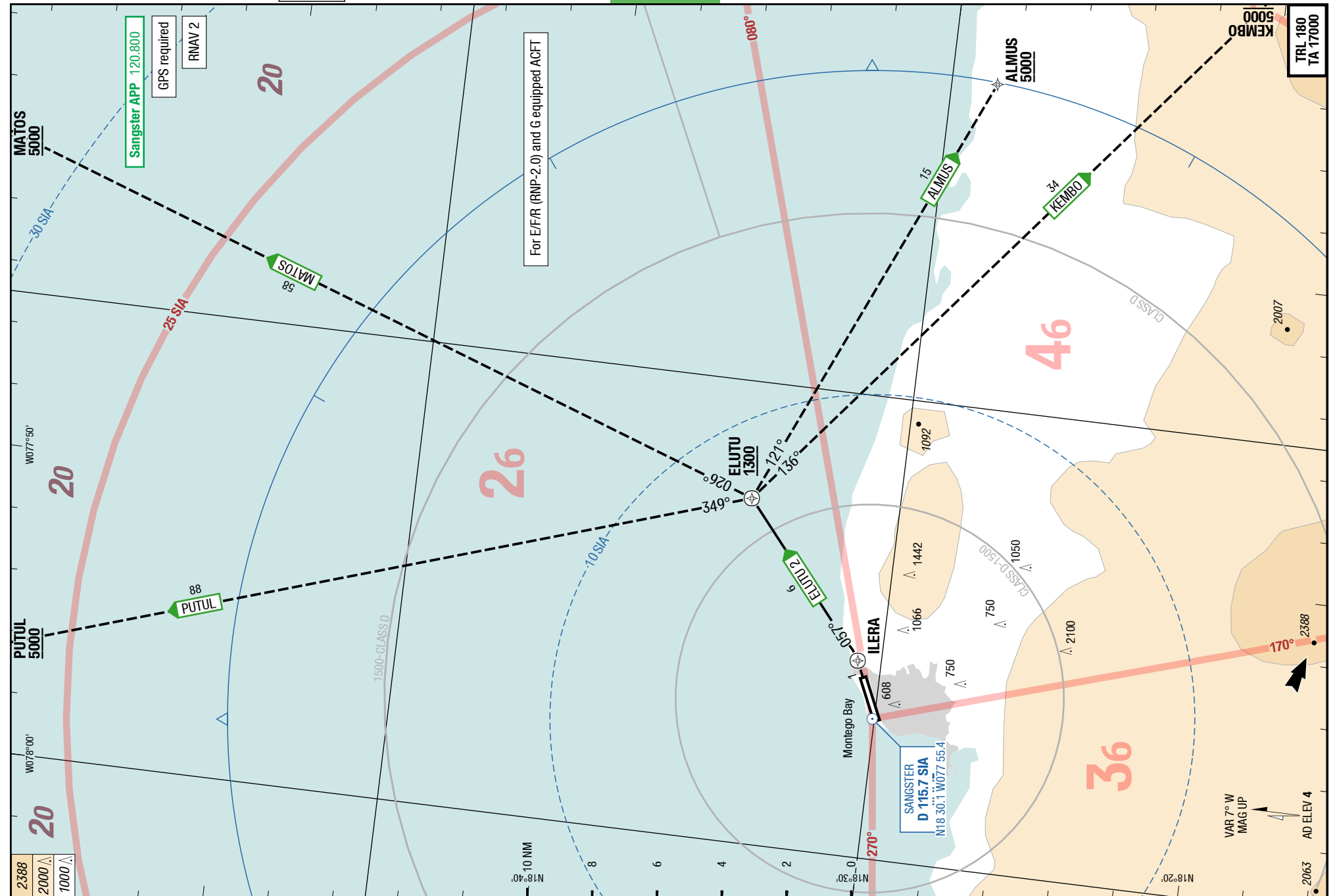
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ELUTU 2 RNAV

SID

SID

ELUTU 2 RNAV



Changes: New

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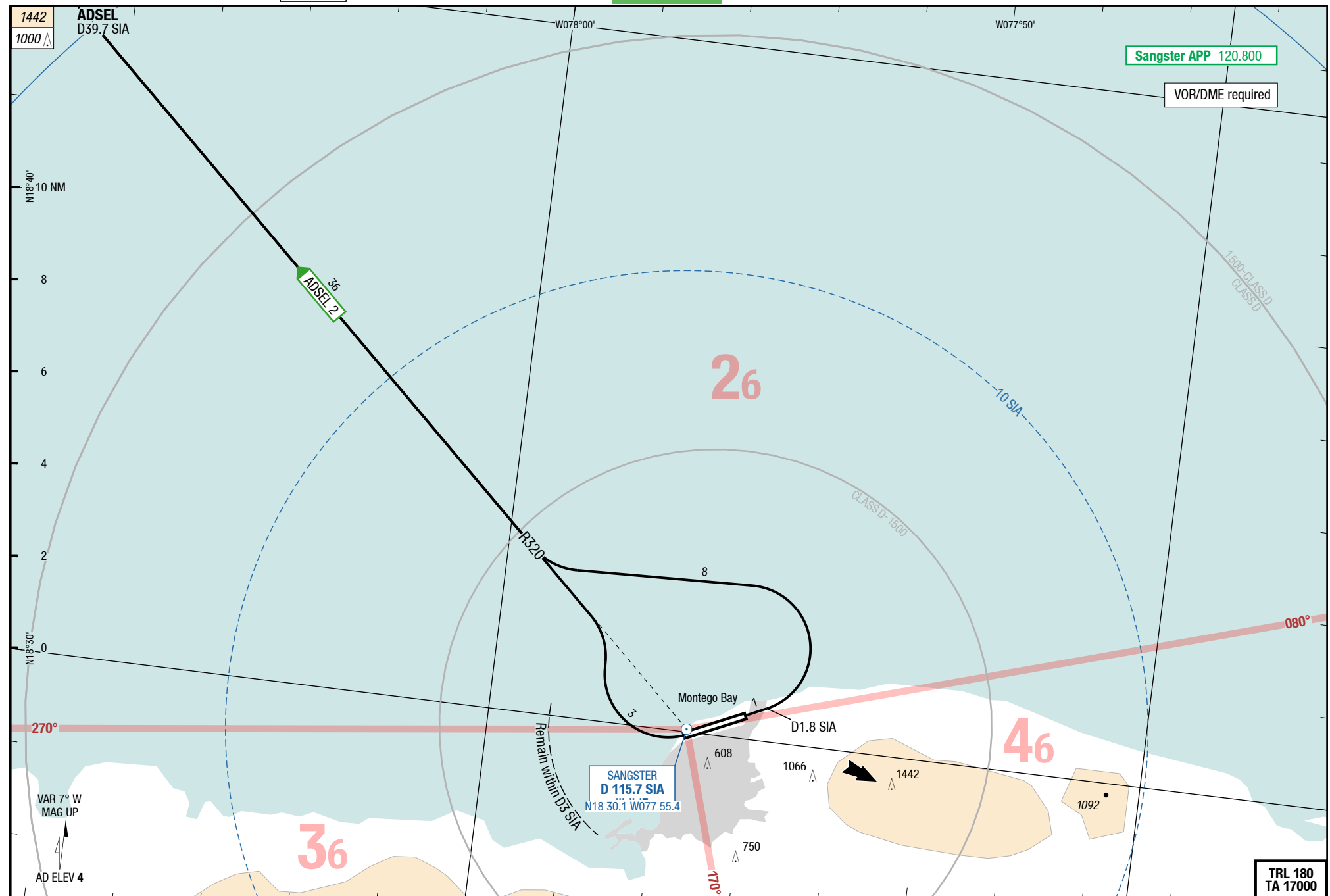
SID

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ADSEL 2

4-20

ADSEL 2



Changes: New

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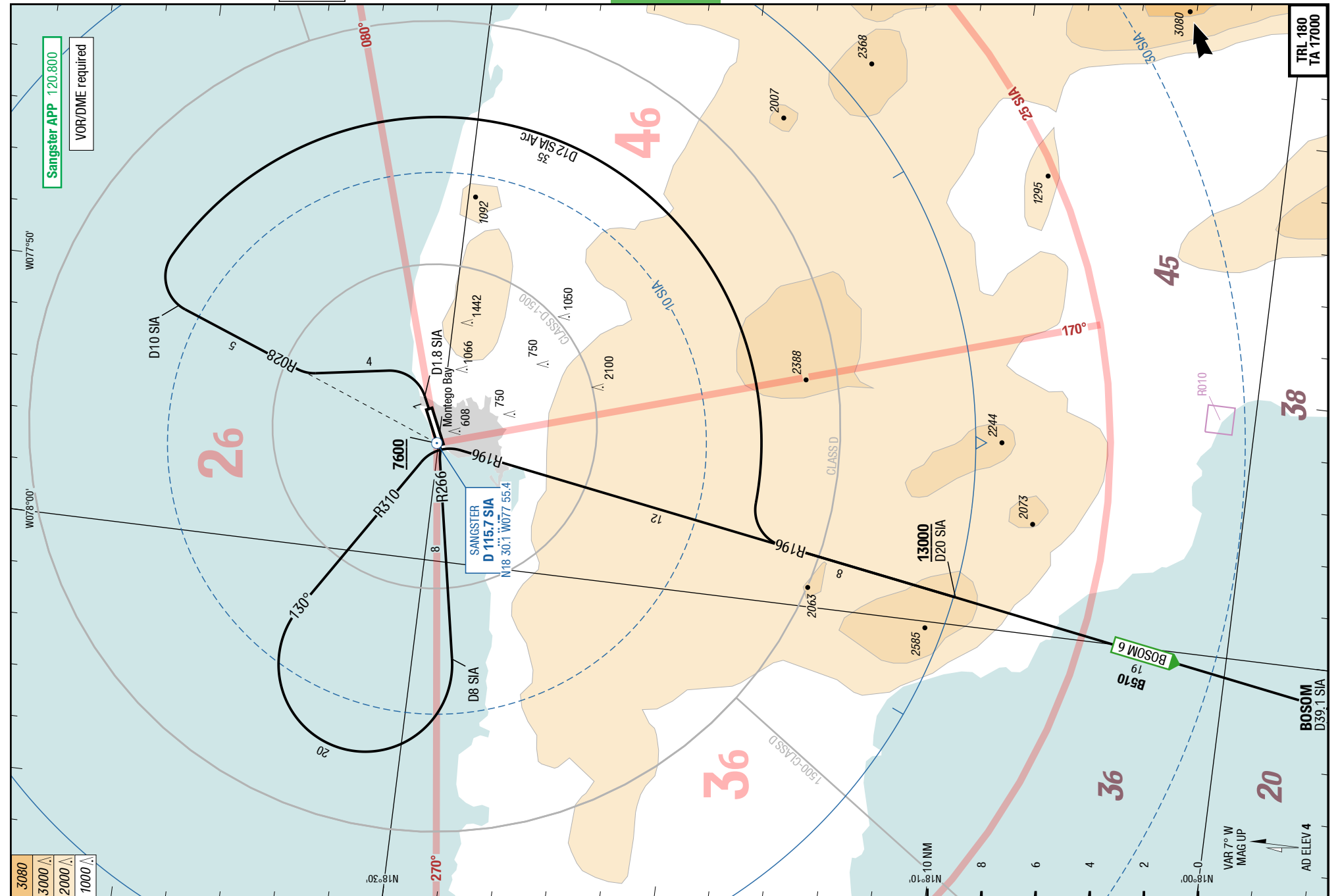
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BOSOM 6

SID

SID

BOSOM 6



Changes: New

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4-40

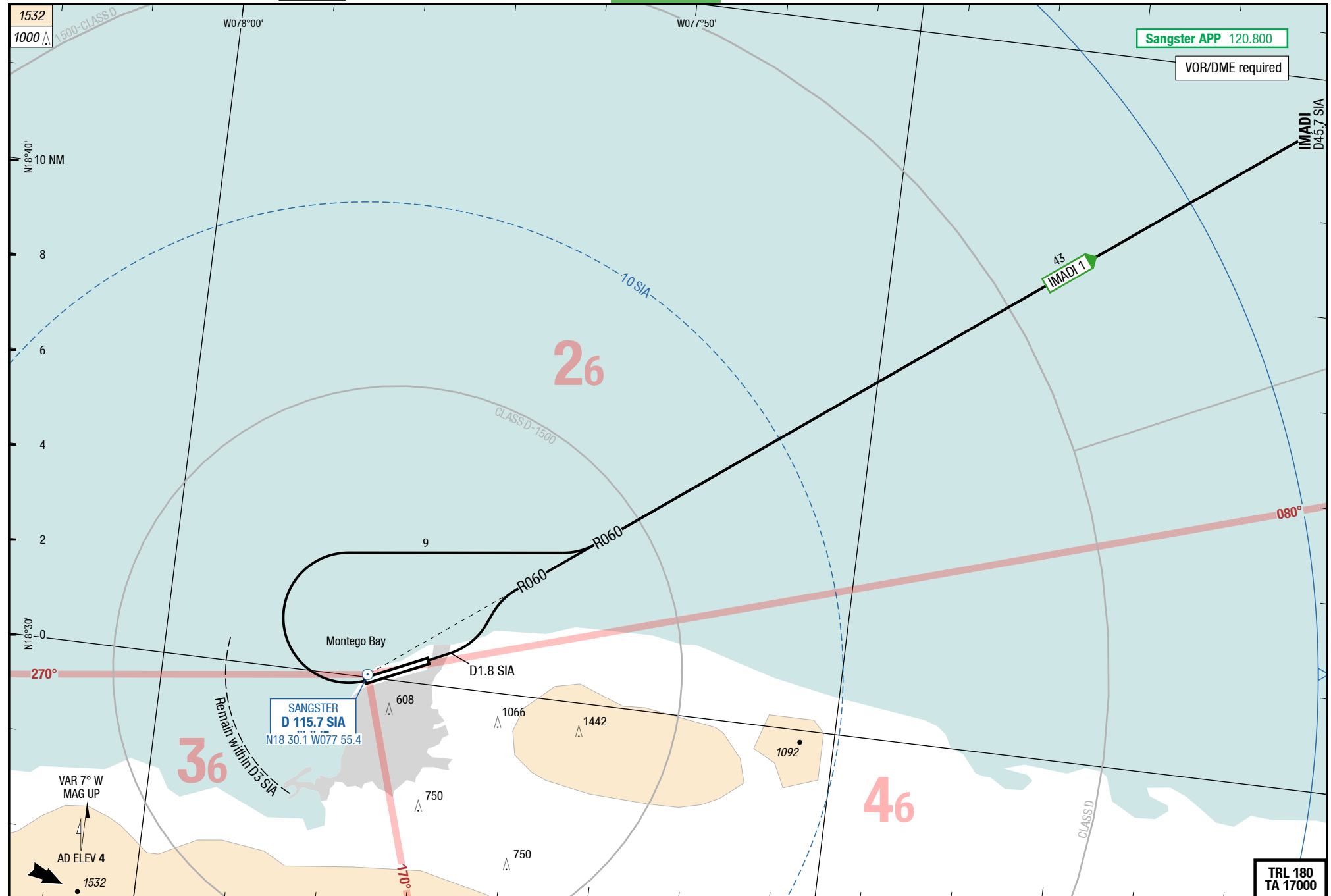
IMADI 1

SID

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IMADI 1



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KEMBO 3

KAPAR 2

SID

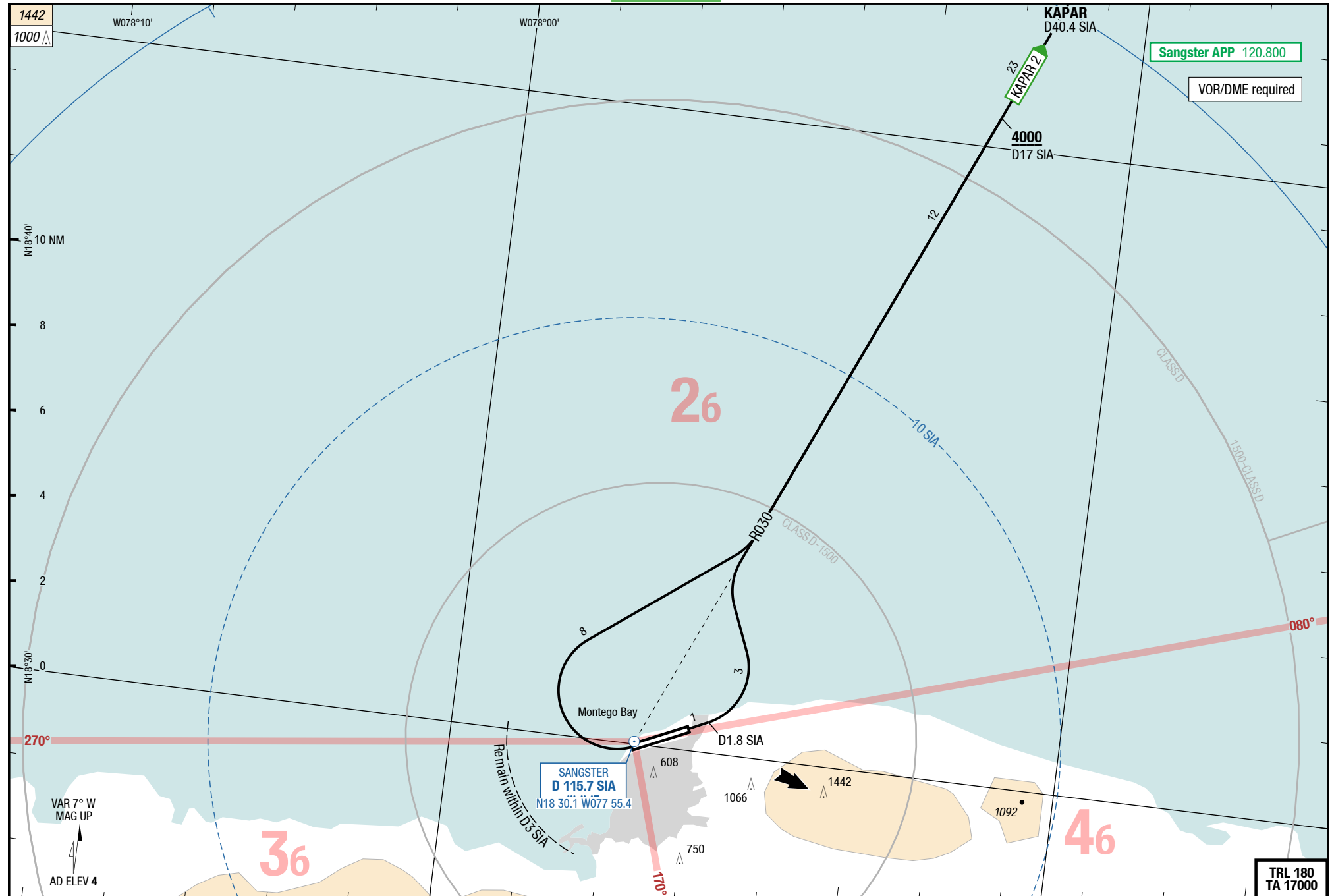
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KEMBO 3

KAPAR 2

4-50



Changes: New

TRL 180
TA 17000

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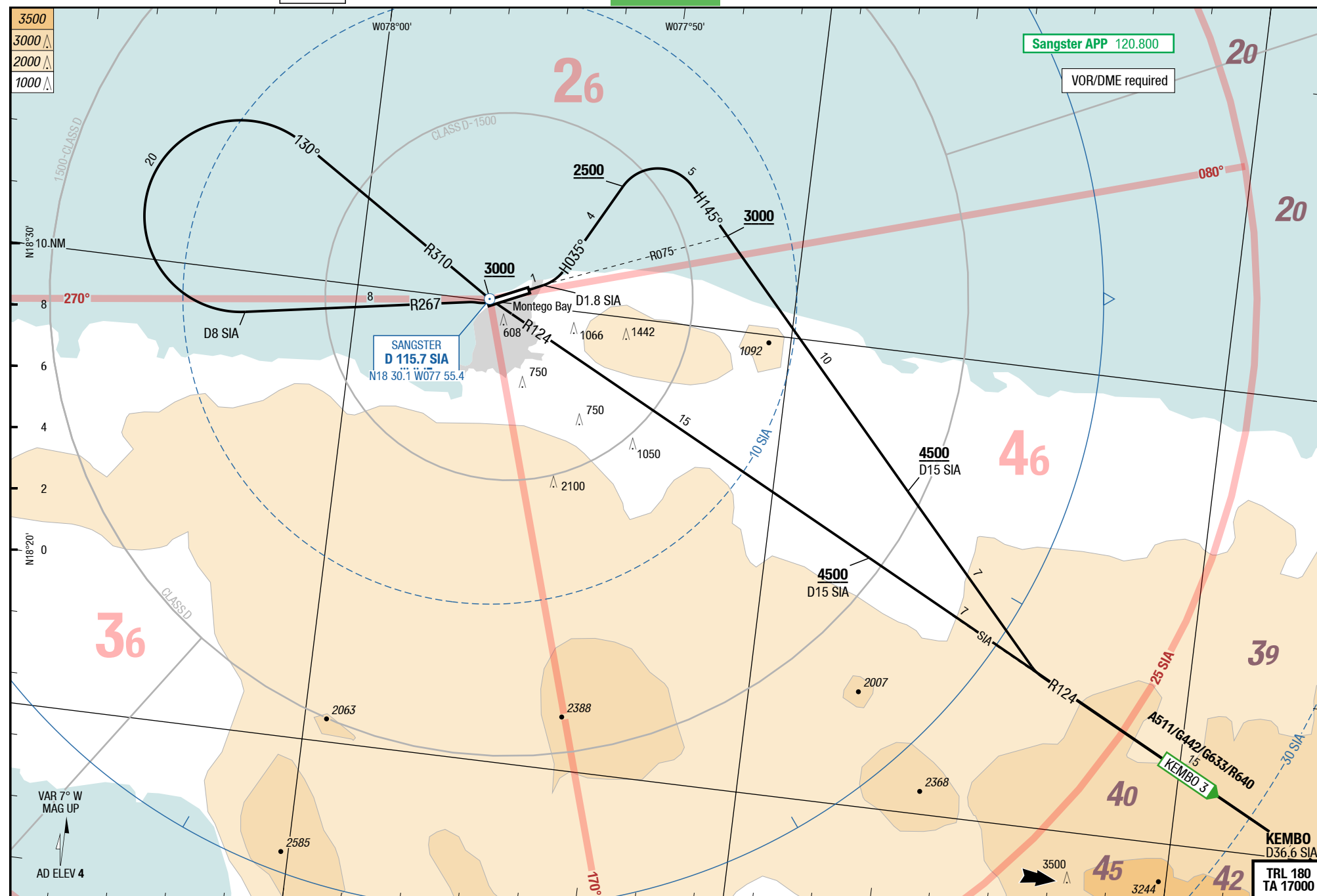
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KEMBO 3

SID

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KEMBO 3



Changes: New

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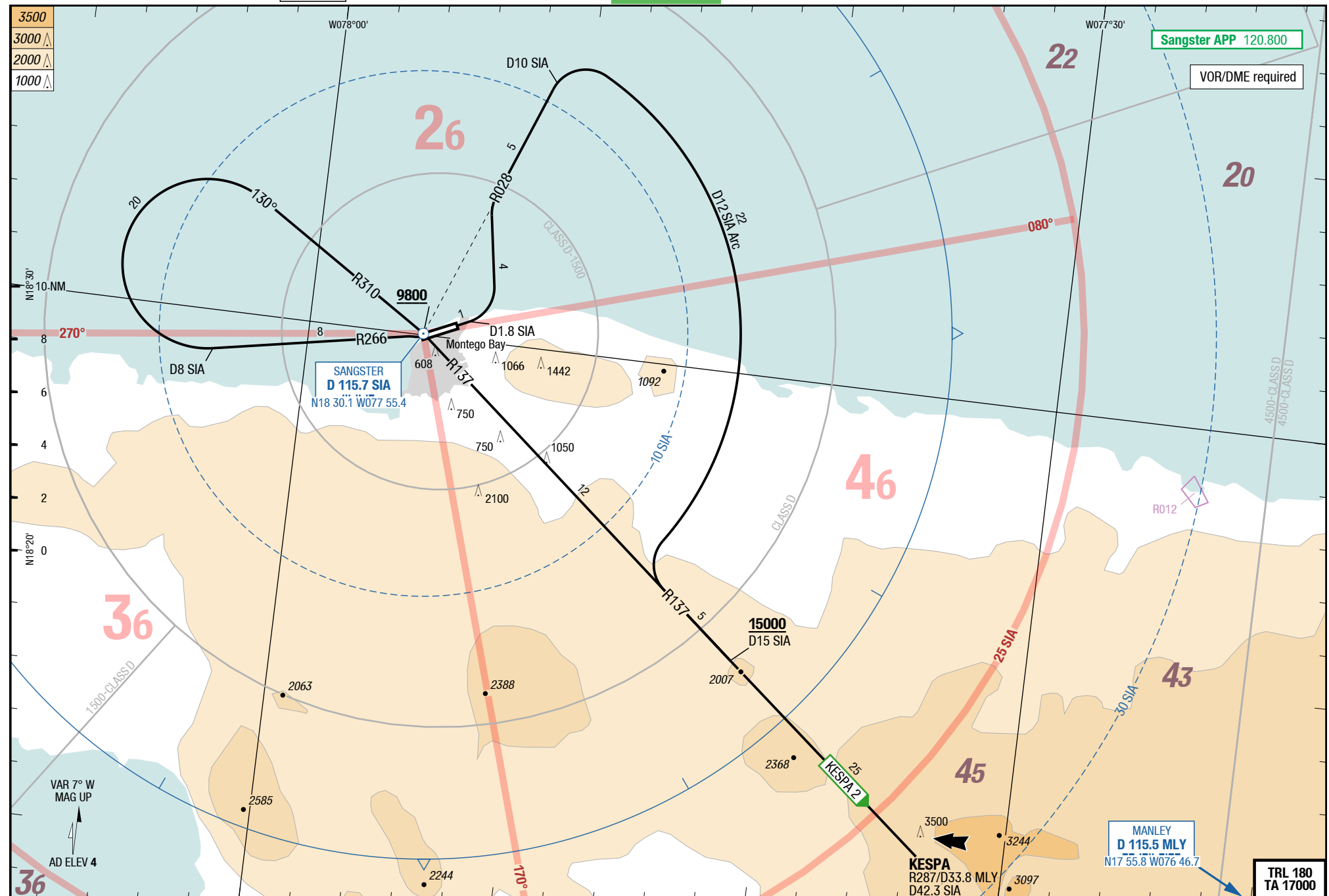
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KESPA 2

SID

SID

KESPA 2



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4-80

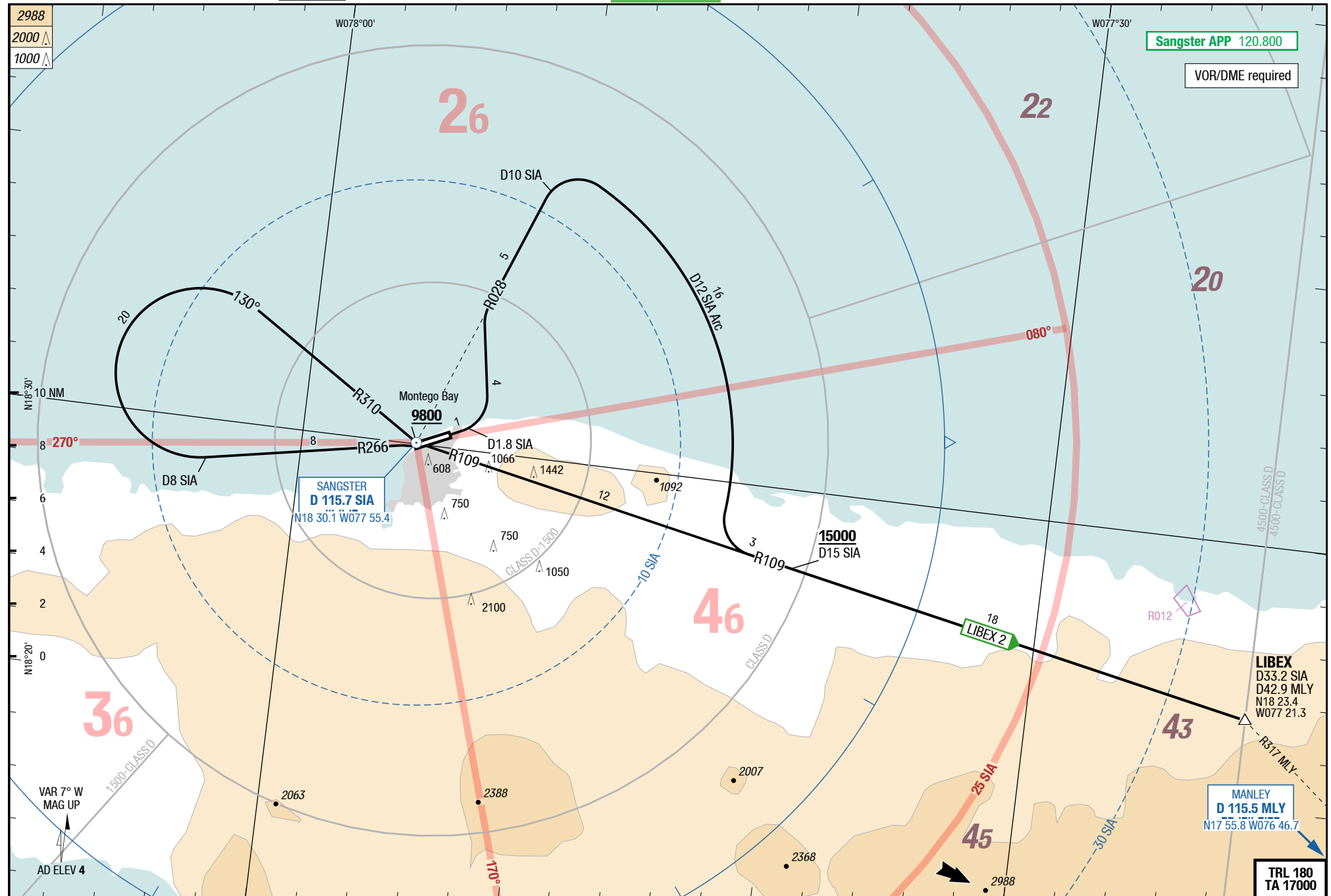
LIBEX 2

SID

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LIBEX 2



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PETSI 2

NUBOX 2

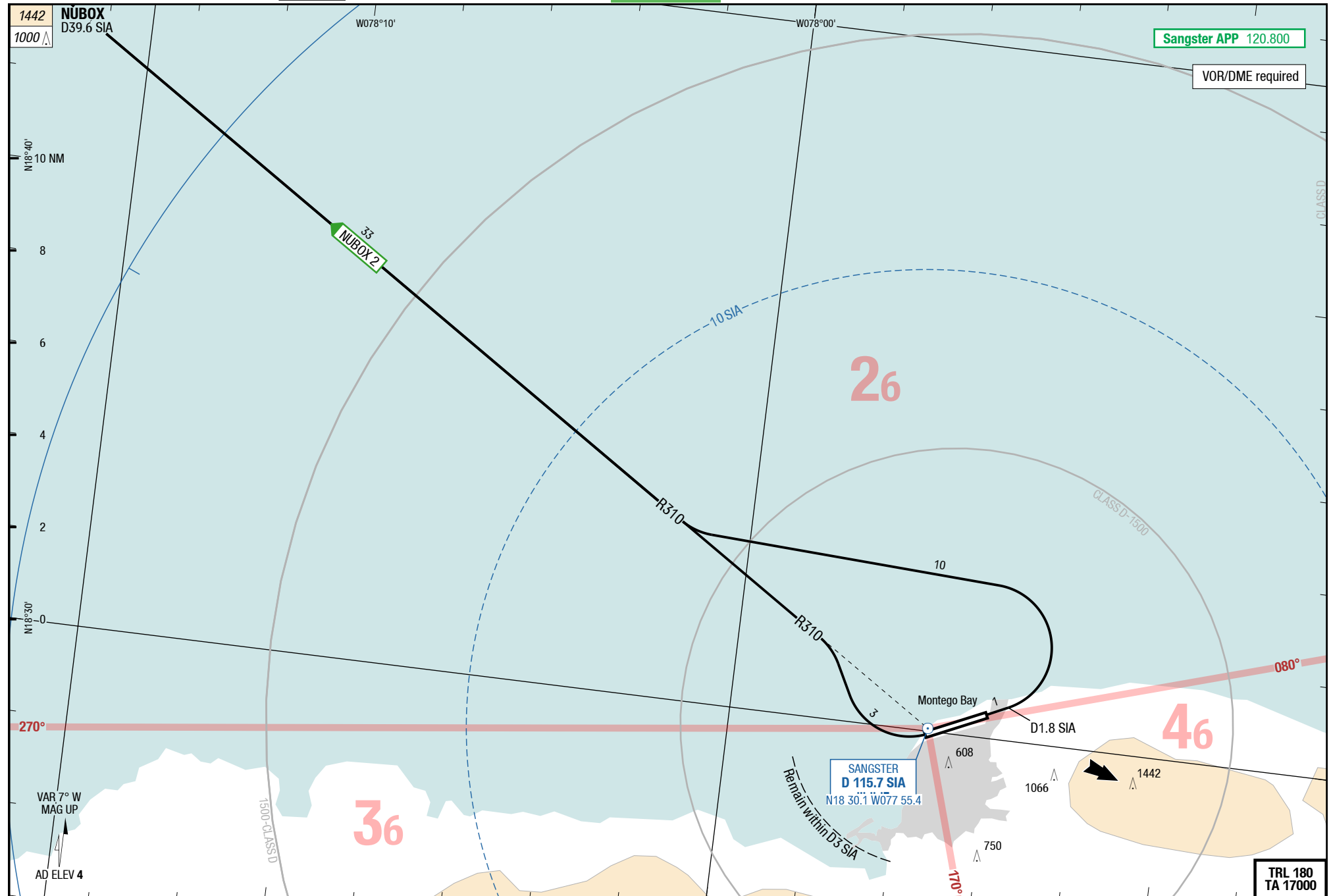
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PETSI 2

NUBOX 2



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4-100

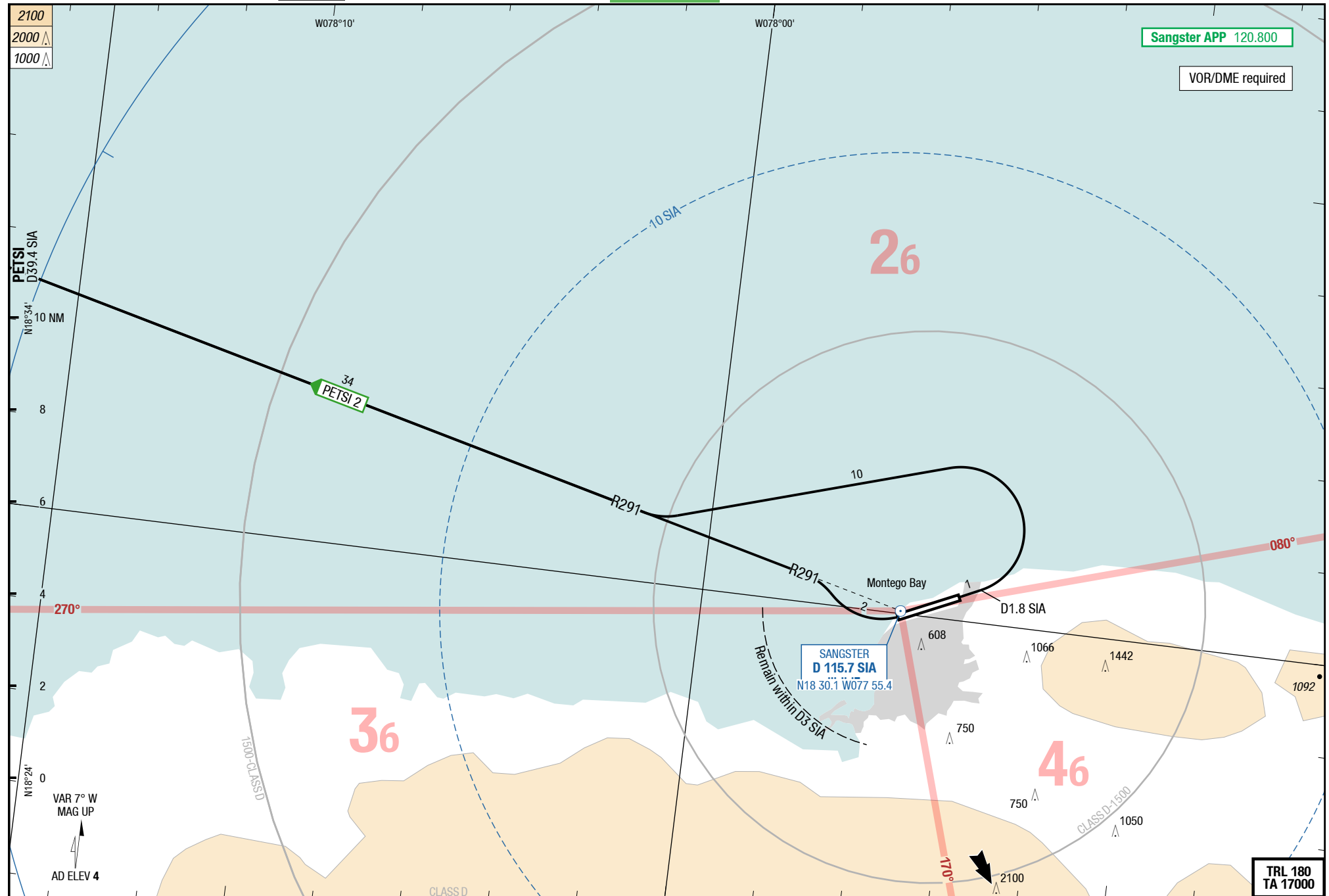
PETSI 2

SID

SID

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PETSI 2



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SEKAM 2B

4-110

SEKAM 2A

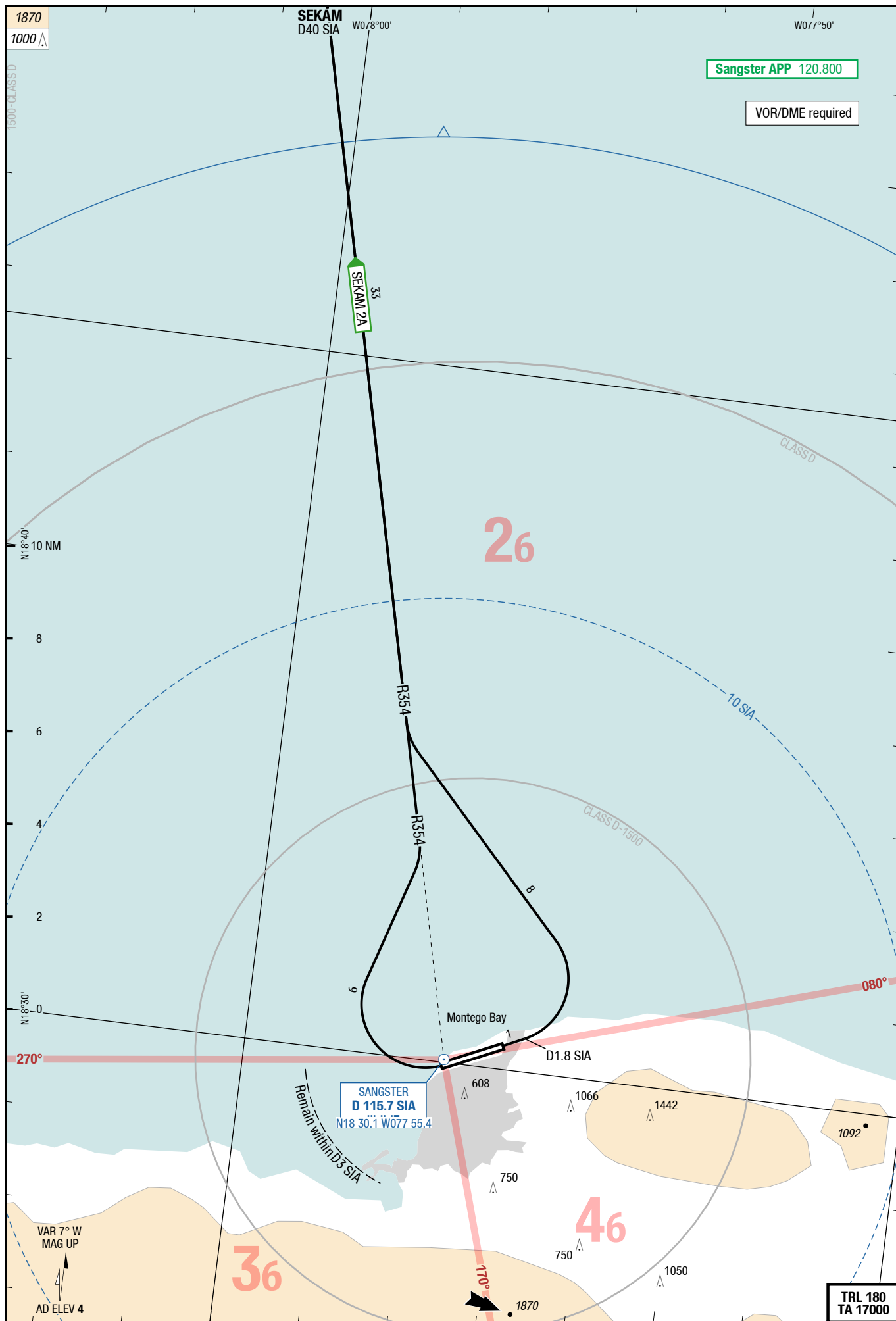
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SEKAM 2B

SEKAM 2A



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4-120

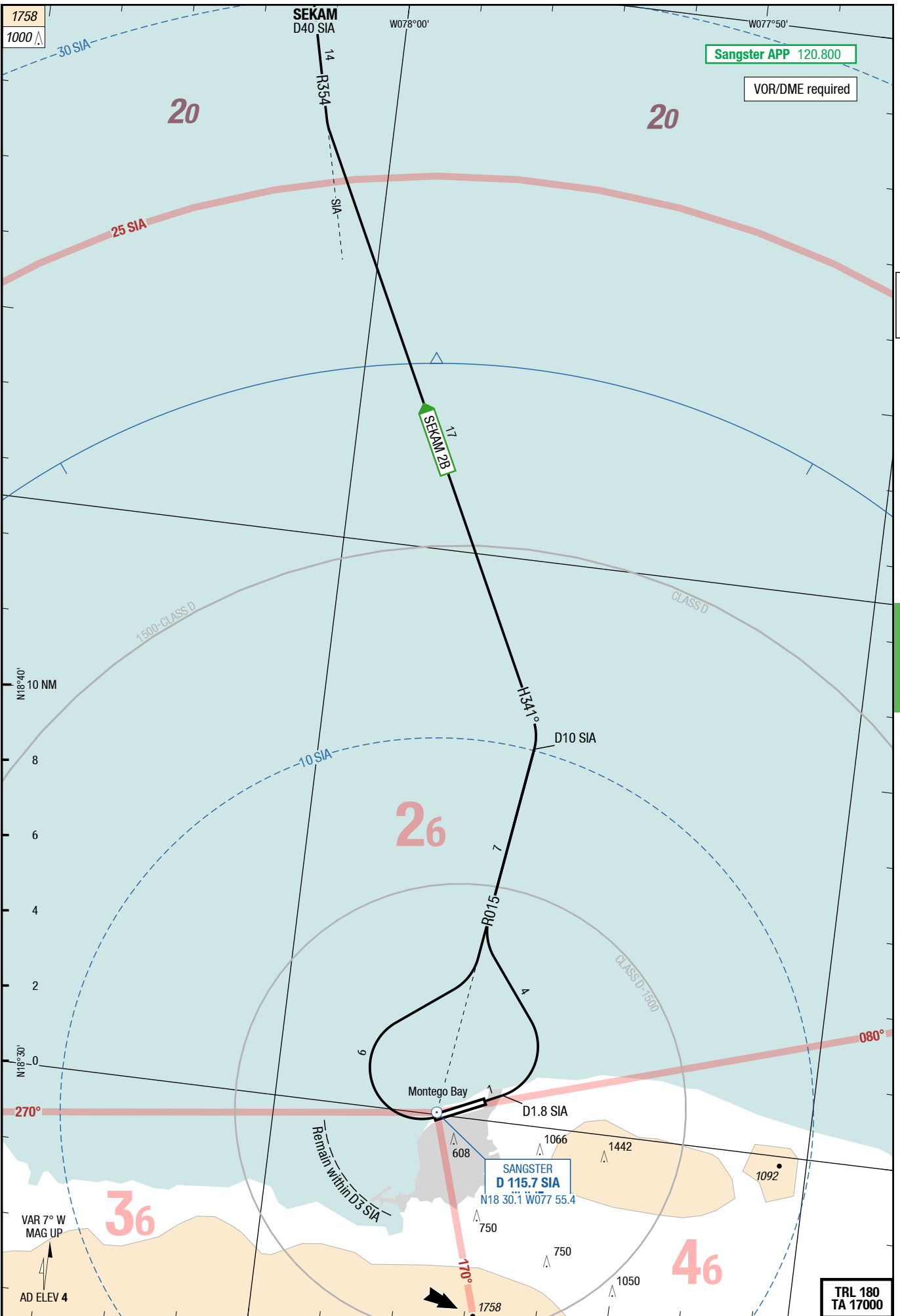
SEKAM 2B

SID

SID

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SEKAM 2B



Changes: New

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TEXUS 2 RADAR

4-130

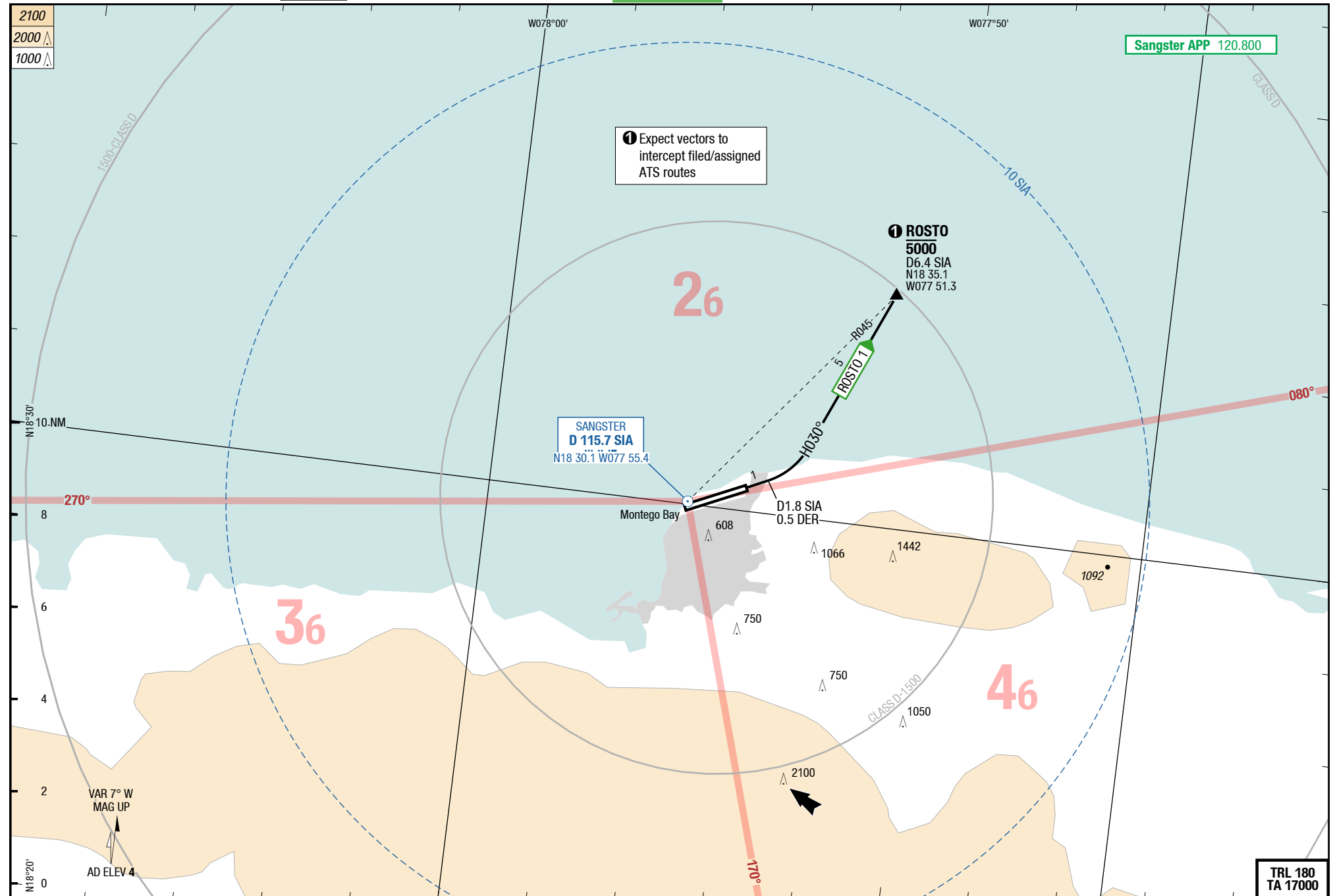
ROSTO 1 RADAR

SID

SID

TEXUS 2 RADAR

ROSTO 1 RADAR



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4-140

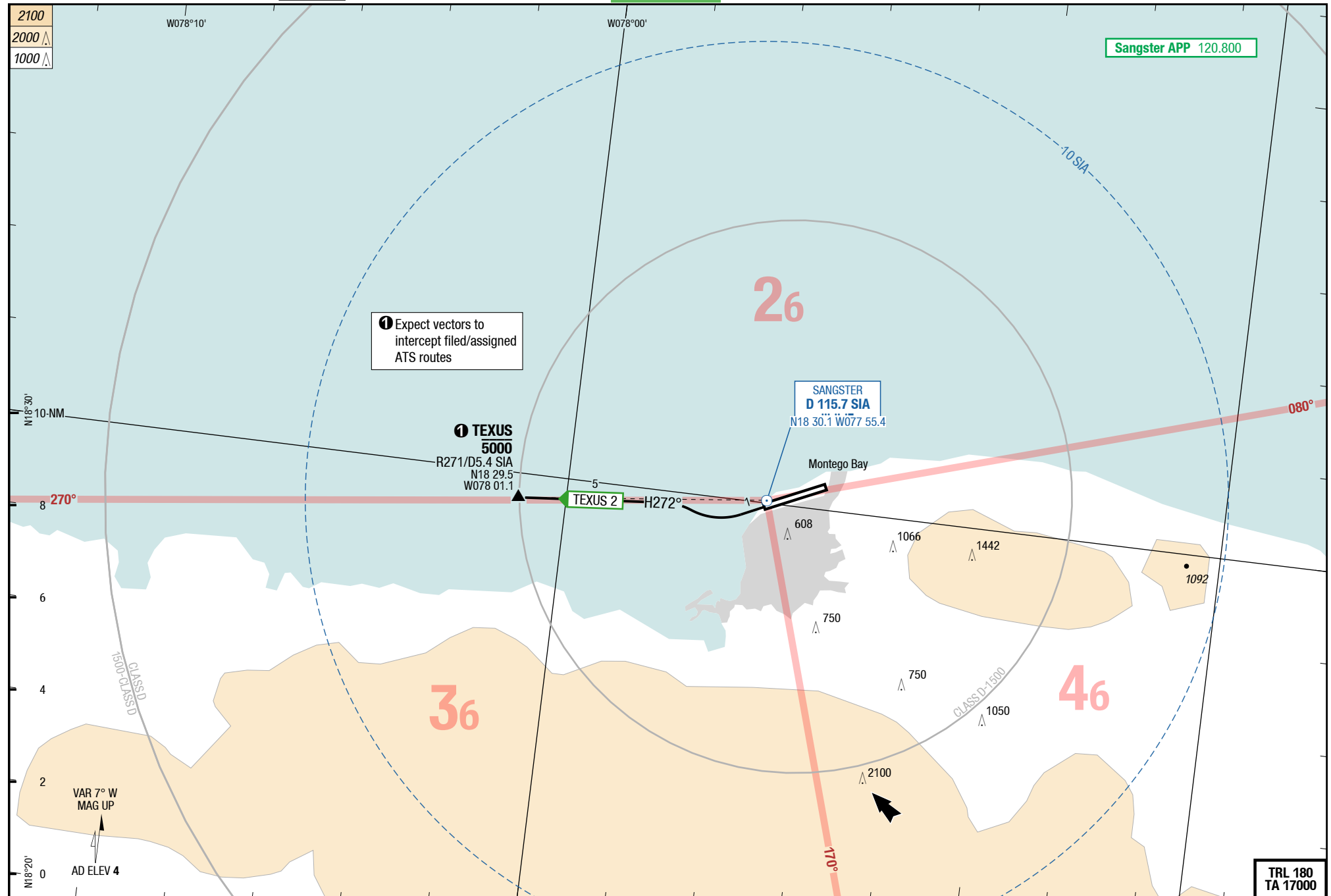
TEXUS 2 RADAR

SID

SID

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TEXUS 2 RADAR



Changes: New

14-JUN-2018

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5-10

ELUTU 2 RNAV

SIDPT

ELUTU 2

RWY 07 (072°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--------------------|--------------------------------------|----------------------------------|
| | Runway 07 | |
| ELUTU 2 120.800 | 070° <u>ILERA</u> - <u>ELUTU</u> | ELUTU MNM 1300 |
| | TRANSITION | |
| | ALMUS <u>ELUTU</u> - ALMUS | ELUTU MNM 1300 ALMUS MNM 5000 |
| | KEMBO <u>ELUTU</u> - KEMBO | ELUTU MNM 1300 KEMBO MNM 5000 |
| | MATOS <u>ELUTU</u> - MATOS | ELUTU MNM 1300 MATOS MNM 5000 |
| | PUTUL <u>ELUTU</u> - PUTUL | ELUTU MNM 1300 PUTUL MNM 5000 |

MBJ-MKJS

5-20

ADSEL 2

ADSEL 2

RWYs 07 (072°) / 25 (252°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--------------------|--|-----------|
| | Runway 07 | |
| ADSEL 2 120.800 | at D1.8 SIA LT - intercept R320 SIA to ADSEL | |
| | Runway 25 | |
| ADSEL 2 120.800 | RT (within D3 SIA) - intercept R320 SIA to ADSEL | |

MBJ-MKJS

5-30

BOSOM 6

BOSOM 6

RWYs 07 (072°) / 25 (252°)

| | | | | | | | |
|------|--------|-----|-----|-----|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 4.0% | ft/MIN | 500 | 700 | 800 | 900 | 1000 | 1100 |
| 4.5% | ft/MIN | 600 | 700 | 900 | 1000 | 1100 | 1300 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|--|--|
| | Runway 07 | |
| BOSOM 6 4.0% to 13000 120.800 | at D1.8 SIA LT - intercept R028 SIA - at D10 SIA RT follow D12 SIA Arc - intercept R196 SIA to BOSOM | R196/D20 SIA MNM 13000 |
| | Runway 25 | |
| BOSOM 6 4.5% to 13000 120.800 | RT intercept R266 SIA - at D8 SIA RT intercept R310 SIA to SIA - R196 SIA to BOSOM | SIA MNM 7600 R196/D20 SIA MNM 13000 |

MBJ-MKJS

5-40

IMADI 1

IMADI 1

RWYs 07 (072°) / 25 (252°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--------------------|--|-----------|
| | Runway 07 | |
| IMADI 1 120.800 | at D1.8 SIA LT - intercept R060 SIA to IMADI | |
| | Runway 25 | |
| IMADI 1 120.800 | RT (within D3 SIA) - intercept R060 SIA to IMADI | |

MBJ-MKJS

5-50

KAPAR 2

KAPAR 2

RWYs 07 (072°) / 25 (252°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--------------------|--|------------------|
| | Runway 07 | |
| KAPAR 2 120.800 | at D1.8 SIA LT - intercept R030 SIA to KAPAR | D17 SIA MNM 4000 |
| | Runway 25 | |
| KAPAR 2 120.800 | RT (within D3 SIA) - intercept R030 SIA to KAPAR | D17 SIA MNM 4000 |

MBJ-MKJS

5-60

KEMBO 3

KEMBO 3

RWYs 07 (072°) / 25 (252°)

| DESIGNATOR | ROUTING | ALTITUDES |
|----------------------------------|--|---|
| | Runway 07 | |
| KEMBO 3 120.800 | at D1.8 SIA LT HDG 035° - at MNM 2500 RT HDG 145° - intercept R124 SIA to KEMBO | R075 SIA MNM 3000 D15 SIA MNM 4500 |
| | Runway 25 | |
| KEMBO 3 120.800 | RT intercept R267 SIA - at D8 SIA RT - intercept R310 SIA to SIA - R124 SIA to KEMBO | SIA MNM 3000 D15 SIA MNM 4500 |

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5-70

KESPA 2

KESPA 2

RWYs 07 (072°) / 25 (252°)

| | | | | | | | |
|------|--------|-----|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.7% | ft/MIN | 700 | 900 | 1100 | 1300 | 1400 | 1600 |
| 6.9% | ft/MIN | 900 | 1100 | 1300 | 1500 | 1700 | 1900 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | Runway 07 | |
| KESPA 2 6.9% to 15000 120.800 | at D1.8 SIA LT - intercept R028 SIA - at D10 SIA RT - follow D12 SIA Arc - intercept R137 SIA to KESPA | R137/D15 SIA MNM 15000 |
| | Runway 25 | |
| KESPA 2 5.7% to 15000 120.800 | RT intercept R266 SIA - at D8 SIA RT - intercept R310 SIA to SIA - R137 SIA to KESPA | SIA MNM 9800 R137/D15 SIA MNM 15000 |

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5-80

LIBEX 2

LIBEX 2

RWYs 07 (072°) / 25 (252°)

| | | | | | | | |
|------|--------|------|------|------|------|------|------|
| | GS | 120 | 150 | 180 | 210 | 240 | 270 |
| 5.7% | ft/MIN | 700 | 900 | 1100 | 1300 | 1400 | 1600 |
| 8.4% | ft/MIN | 1100 | 1300 | 1600 | 1800 | 2100 | 2300 |

| DESIGNATOR | ROUTING | ALTITUDES |
|---|---|---|
| | Runway 07 | |
| LIBEX 2 8.4% to 15000 120.800 | at D1.8 SIA LT - intercept R028 SIA - at D10 SIA RT - follow D12 SIA Arc - intercept R109 SIA to LIBEX | R109/D15 SIA MNM 15000 |
| | Runway 25 | |
| LIBEX 2 5.7% to 15000 120.800 | RT intercept R266 SIA - at D8 SIA RT - intercept R310 SIA to SIA - R109 SIA to LIBEX | SIA MNM 9800 R109/D15 SIA MNM 15000 |

MBJ-MKJS

5-90

NUBOX 2

SIDPT

NUBOX 2

RWYs 07 (072°) / 25 (252°)

| DESIGNATOR | ROUTING | ALTITUDES |
|--------------------|--|-----------|
| | Runway 07 | |
| NUBOX 2 120.800 | at D1.8 SIA LT - intercept R310 SIA to NUBOX | |
| | Runway 25 | |
| NUBOX 2 120.800 | RT (within D3 SIA) - intercept R310 SIA to NUBOX | |

PETS I 2

RWYs 07 (072°) / 25 (252°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---------------------|---|-----------|
| | Runway 07 | |
| PETS I 2 120.800 | at D1.8 SIA LT - intercept R291 SIA to PETS I | |
| | Runway 25 | |
| PETS I 2 120.800 | RT (within D3 SIA) - intercept R291 SIA to PETS I | |

SEKAM 2A

RWYs 07 (072°) / 25 (252°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---------------------|--|-----------|
| | Runway 07 | |
| SEKAM 2A 120.800 | at D1.8 SIA LT - intercept R354 SIA to SEKAM | |
| | Runway 25 | |
| SEKAM 2A 120.800 | RT (within D3 SIA) - intercept R354 SIA to SEKAM | |

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5-120

SEKAM 2B

SEKAM 2B

RWYs 07 (072°) / 25 (252°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---------------------|--|-----------|
| | Runway 07 | |
| SEKAM 2B 120.800 | at D1.8 SIA LT - intercept R015 SIA - at D10 SIA LT HDG 341° - intercept R354 SIA to SEKAM | |
| | Runway 25 | |
| SEKAM 2B 120.800 | RT (within D3 SIA) - intercept R015 SIA - at D10 SIA LT HDG 341° - intercept R354 SIA to SEKAM | |

MBJ-MKJS

5-130

ROSTO 1 RADAR

SIDPT

ROSTO 1

RWY 07 (072°)

| DESIGNATOR | ROUTING | ALTITUDES |
|---------------------------------------|---|-----------------------|
| | Runway 07 | |
| ROSTO 1 120.800 ① | at 0.5 NM after DER or D1.8 SIA LT HDG 030° to ROSTO (R045/ D6.4 SIA) | ROSTO MAX 5000 |

① Expect vectors to intercept filed/assigned ATS routes before reaching ROSTO.

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5-140

TEXUS 2 RADAR

SIDPT

TEXUS 2

RWY 25 (252°)

| DESIGNATOR | ROUTING | ALTITUDES |
|-------------------------|--------------------------------------|----------------|
| | Runway 25 | |
| TEXUS 2 120.800 ① | RT HDG 272° to TEXUS (R271/D5.4 SIA) | TEXUS MAX 5000 |

① Expect vectors to intercept filed/assigned ATS routes before reaching TEXUS.

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OMAXI 4

LENAR 4

STAR

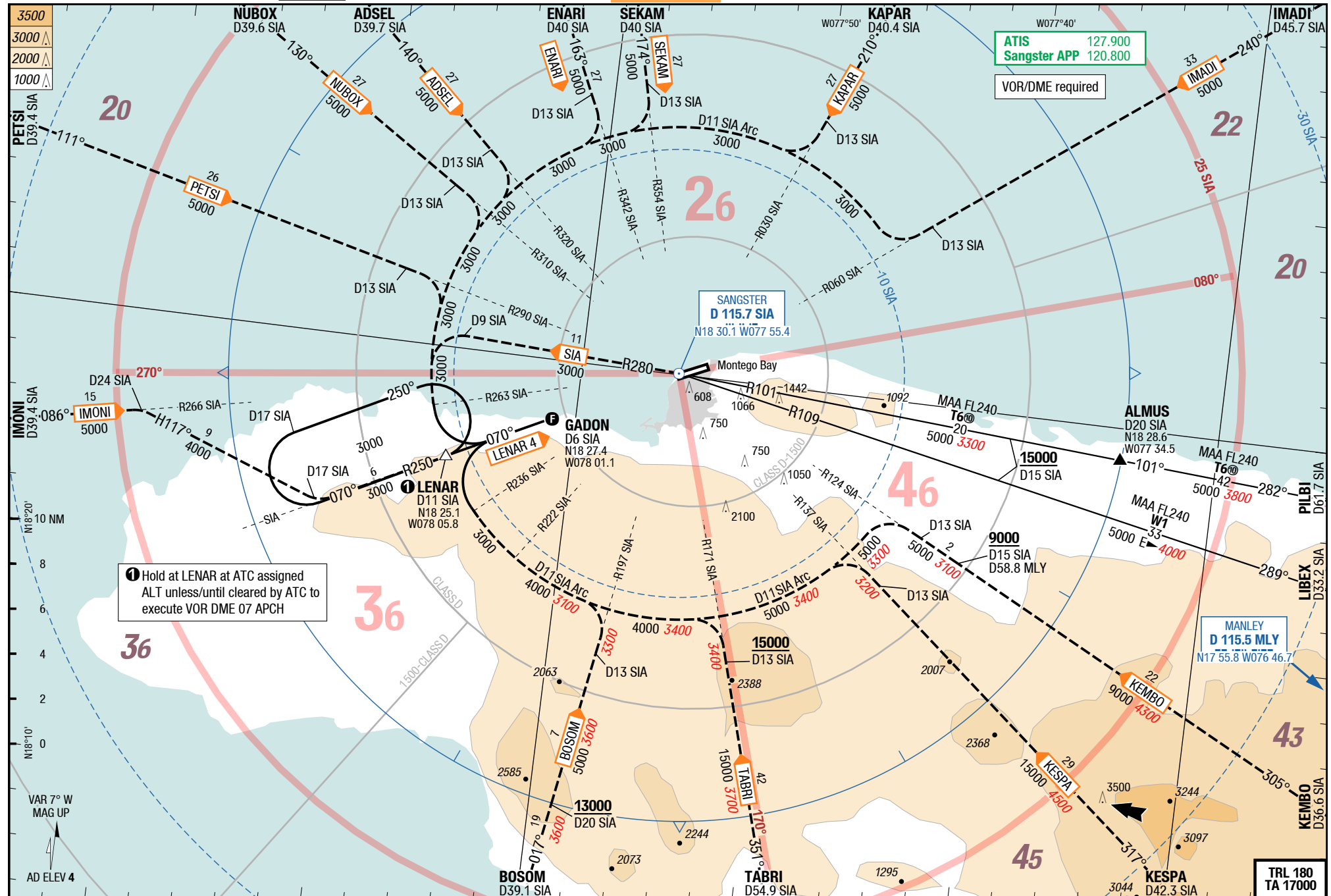
STAR

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OMAXI 4

LENAR 4

6-10



Changes: Completely revised

14-JUN-2018

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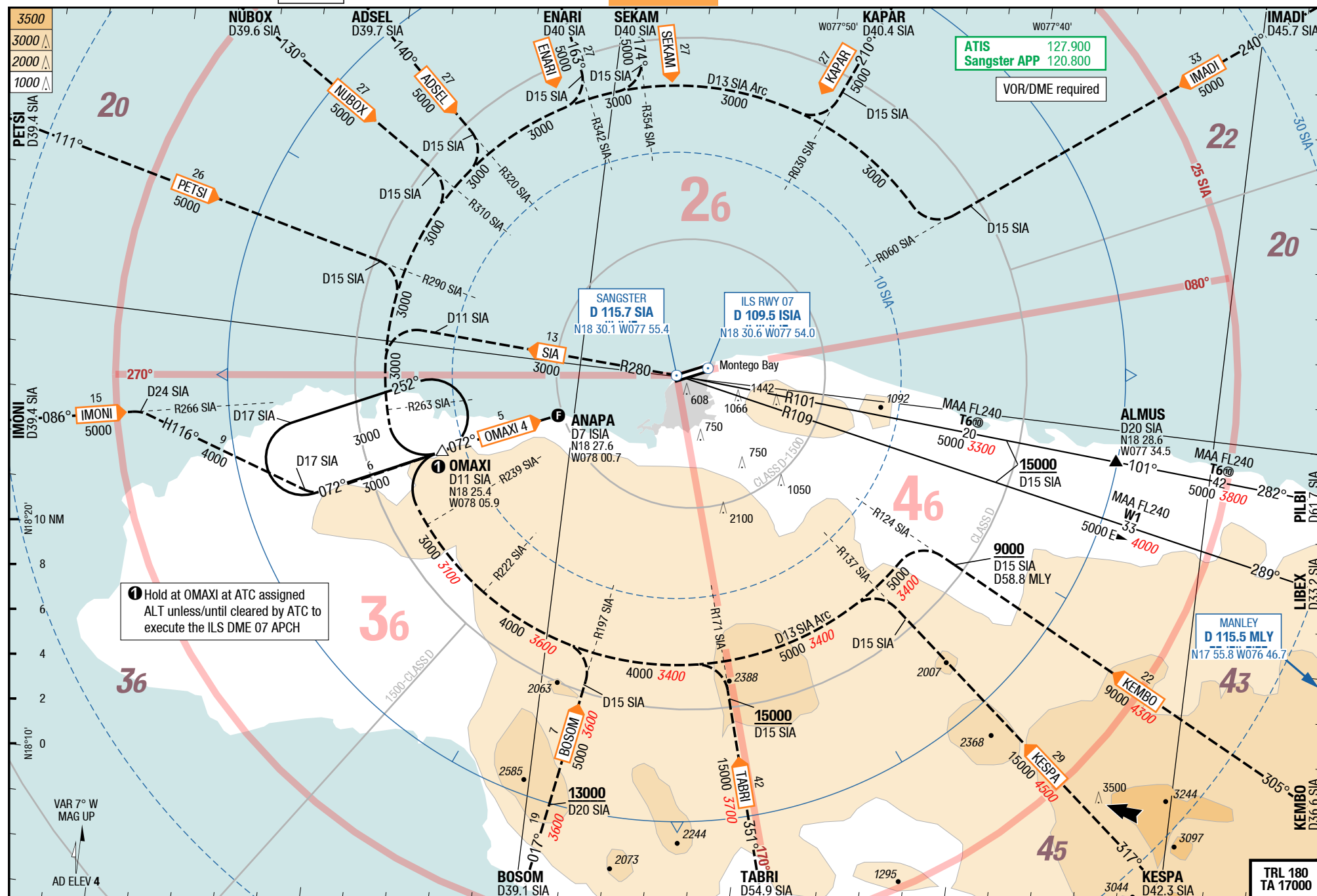
OMAXI 4

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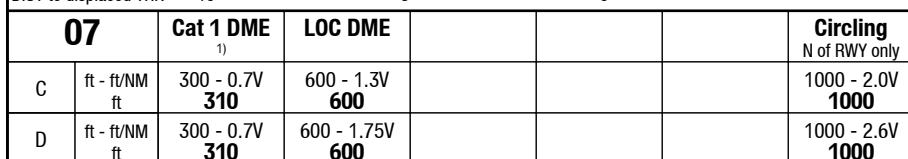
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OMAXI 4



Changes: Completely revised

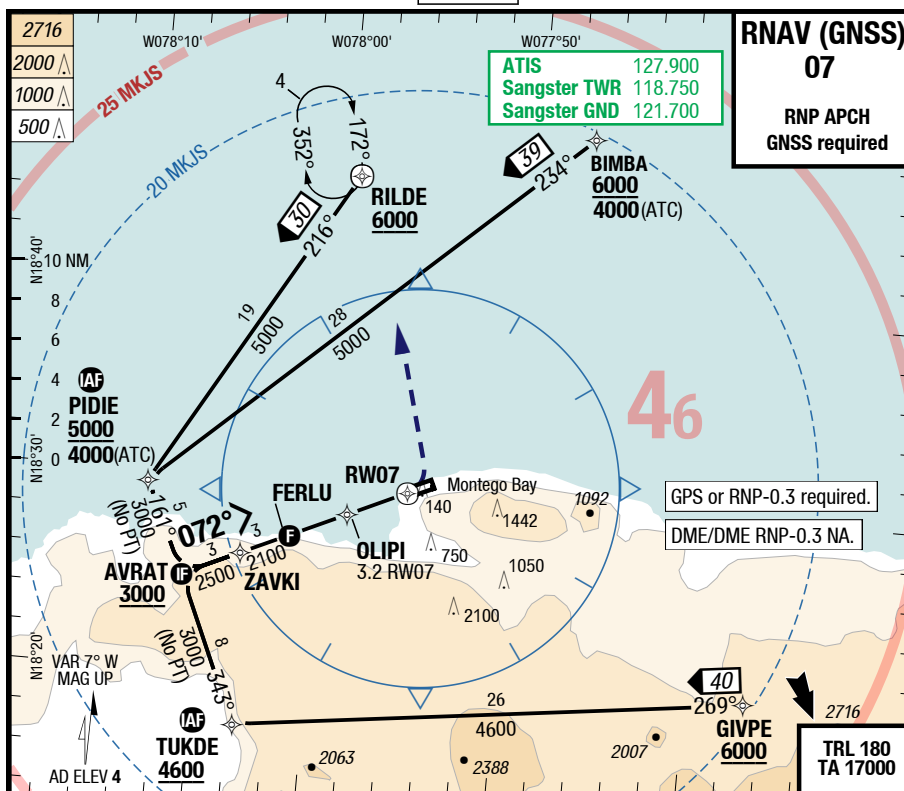


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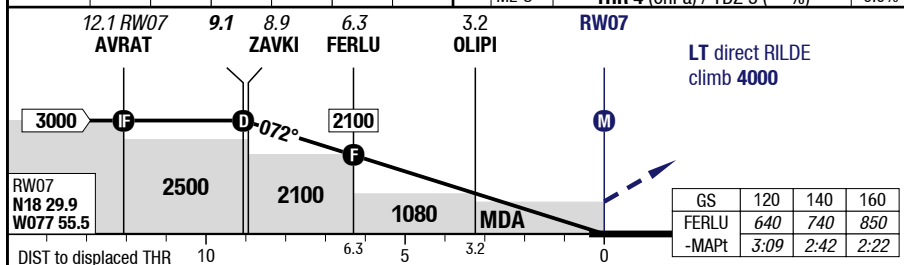
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7-30

RNAV (GNSS) 07



| | | | | | | | | |
|----------------------|------|------|------|------|------|---|--|---|
| 3.00° RW07 | 9.1 | 7 | 6 | 5 | 4 | 3 | <div> <div>07</div> <div>ML-S</div> </div> | <div> <div>83.0°</div> <div>50 ML</div> </div> |
| 3000 | 2330 | 2010 | 1680 | 1360 | 1030 | <div> <div>480</div> <div>70 2592 x 46</div> </div> | | <div> <div>THR 4 (0hPa) / TDZ 5 (---%)</div> <div>0.0%</div> </div> |



| 07 | | RNAV GNSS VNAV ¹⁾ | RNAV GNSS LNAV | | | | Circling |
|----|------------------|---|--------------------------|--|--|--|----------------------------|
| C | ft - ft/NM ft | 610 - 1.75V 610 ²⁾ | 860 - 2.6V 860 | | | | 1000 - 3.0V 1000 |
| D | ft - ft/NM ft | 610 - 2.0V 610 ³⁾ | 860 - 2.8V 860 | | | | 1000 - 3.0V 1000 |

1) Uncompensated BARO VNAV NA below +15°C (59°F)

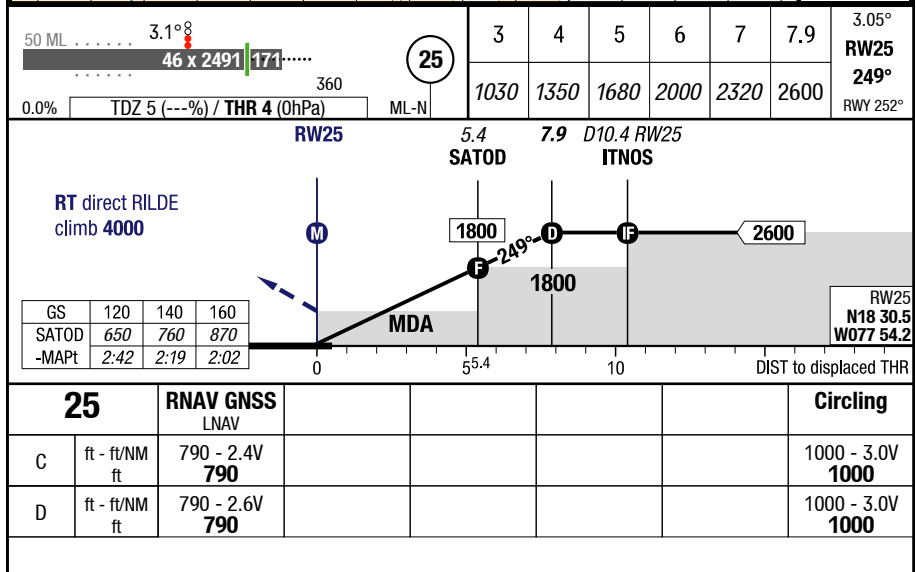
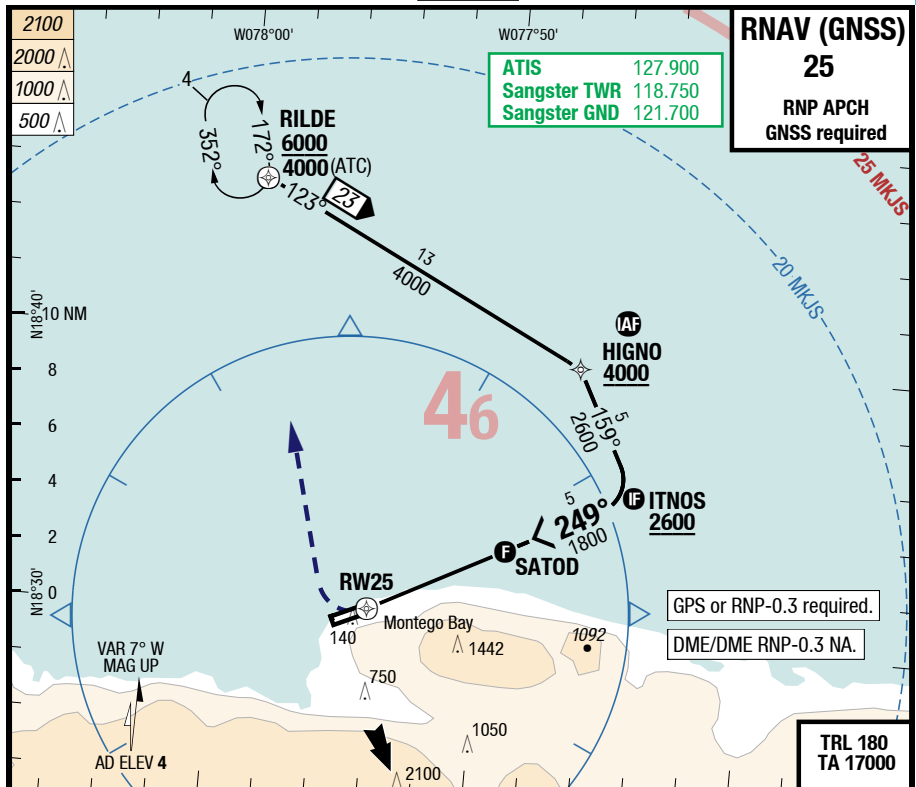
3) With EVS VIS 1.5NM

Changes: APL, VAR, OBST, AD ELEV

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7-40

RNAV (GNSS) 25



21-JUN-2018

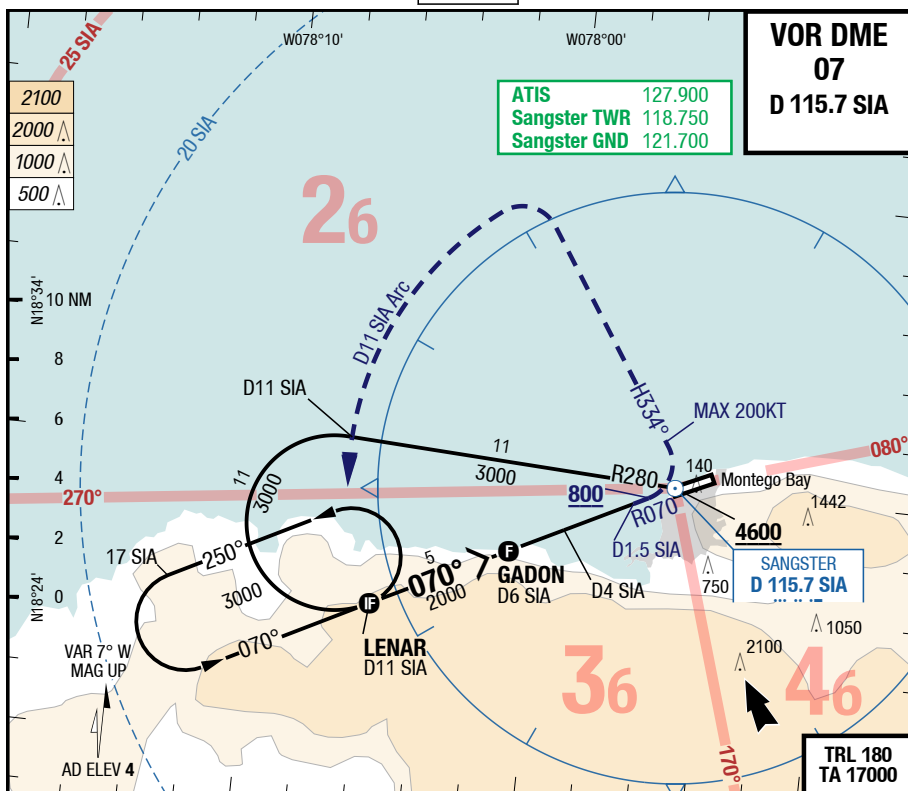
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IAC

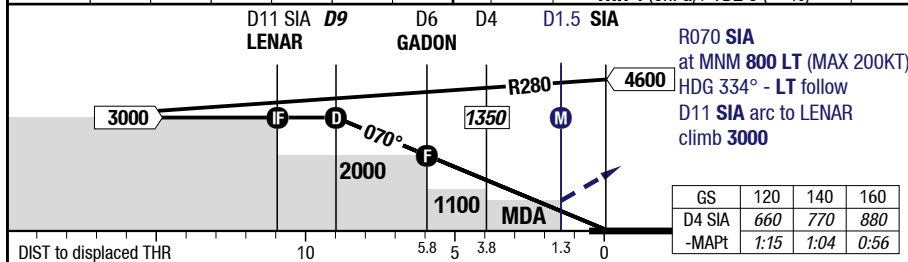
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7-50

VOR DME 07



| | | | | | | | | | |
|----------|------|------|------|------|------|-----|------|-----------------------------|-----------|
| 3.09° | 9 | 8 | 7 | 5 | 3 | 2 | 07 | 83.0° | 50 ML |
| D SIA | | | | | | | ML-S | 70 | 2592 x 46 |
| 070° | 3000 | 2660 | 2330 | 1680 | 1020 | 690 | | 480 | |
| RWY 072° | | | | | | | | THR 4 (0hPa) / TDZ 5 (---%) | 0.0% |



| 07 | VOR DME | | | | | | Circling ¹⁾ |
|----|------------------|-------------------|--|--|--|--|------------------------|
| C | ft - ft/NM ft | 610 - 1.5V 610 | | | | | 1000 - 2.0V 1000 |
| D | ft - ft/NM ft | 630 - 1.5V 630 | | | | | 1220 - 2.6V 1220 |

1) NW of RWY only

Changes: FAT, Editorial