

List of pages in this Trip Kit

Trip Kit Index

Airport Information For MKJP

Terminal Charts For MKJP

Revision Letter For Cycle 21-2020

Change Notices

Notebook

General Information

Location: KINGSTON JAM
ICAO/IATA: MKJP / KIN
Lat/Long: N17° 56.1', W076° 47.2'
Elevation: 18 ft

Airport Use: Public
Daylight Savings: Not Observed
UTC Conversion: +5:00 = UTC
Magnetic Variation: 8.0° W

Fuel Types: 100-130 Octane, Jet A-1
Repair Types: Minor Airframe, Minor Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Traffic Pattern Altitude: 1518 ft (1500 ft AGL)

Sunrise: 1103 Z
Sunset: 2240 Z

Runway Information

Runway: 12
Length x Width: 8911 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 8 ft
Lighting: Edge, ALS

Runway: 30
Length x Width: 8911 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, ALS, REIL

Communication Information

ATIS: 127.700
Manley Tower: 118.650
Manley Ground: 121.700
Manley Approach: 120.600

12 JUN 20

10-2

Eff: 18 Jun

STAR

ATIS

127.7

Apt Elev

18

Alt Set: hPa (IN on req)

Trans level: FL180

VOR/DME required.

JEPPESKINGSTON, JAMAICA

10-2

Eff: 18 Jun

STAR

ATIS

127.7

Apt Elev

18

Alt Set: hPa (IN on req)

Trans level: FL180

VOR/DME required.

ELSER 5 ARRIVAL

[ELSER5]

SPEED: MAX 250 KT BELOW 10000

MKJP/KIN
NORMAN MANLEY INTL

MONTEGO BAY
Sangster Intl
MKJS

TRANSITIONS	
ALPEN	From ALPEN to ELSE: Via MLY R173 inbound to D19.0 MLY, then turn LEFT via D17.0 Arc MLY and MLY R300 inbound.
DATOM	From DATOM to ELSE: Via MLY R205 inbound to D19.0 MLY then turn LEFT via D17.0 Arc MLY and MLY R300 inbound.
KEMBO	From KEMBO to ELSE: Via MLY R306 inbound to D25.0 MLY, then turn RIGHT via a 153° heading to RESEP then turn LEFT via MLY R300 inbound.
KESPA	From KESPA to ELSE: Via MLY R290 inbound to D19.0 MLY, then turn LEFT via D17.0 Arc MLY and MLY R300 inbound.
LIBEX	From LIBEX to ELSE: Via MLY R318 inbound to D19.0 MLY, then turn RIGHT via D17.0 Arc MLY and MLY R300 inbound.
MANLEY	From MANLEY VOR to ELSE: Via MLY R270 outbound to D15.0 MLY, then turn RIGHT via D17.0 Arc MLY and MLY R300 inbound.
RADOK	From RADOK to ELSE: Via MLY R356 inbound to D20.0 MLY, then turn RIGHT via D17.0 Arc MLY and MLY R300 inbound.
SAVEM	From SAVEM to ELSE: Via MLY R343 inbound to D20.0 MLY, then turn RIGHT via D17.0 Arc MLY and MLY R300 inbound.
ROUTING	
From ELSE to GUDIL via MLY R300 inbound descending to ATC assigned altitude. Hold at GUDIL unless/until cleared for the VOR DME Rwy 12 approach procedure.	

CHANGES: Procedure reinstated, revised, renumbered.

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TRANSITIONS	
ALPEN	From ALPEN to KEYNO: Via MLY R173 inbound to D19.0 MLY, then turn LEFT via D17.0 Arc MLY.
DATOM	From DATOM to KEYNO: Via MLY R205 inbound to D19.0 MLY, then turn LEFT via D17.0 Arc MLY.
KEMBO	From KEMBO to KEYNO: Via MLY R306 inbound to D25.0 MLY, then turn RIGHT via 141° heading to FABAL, then via MLY R303 inbound.
KESPA	From KESPA to KEYNO: Via MLY R290 inbound to D19.0 MLY, then turn LEFT via D17.0 Arc MLY.
LIBEX	From LIBEX to KEYNO: Via MLY R318 inbound to D19.0 MLY, then turn RIGHT via D17.0 Arc MLY.
MANLEY	From MLY VOR to KEYNO: Via MLY R270 outbound to D15.0 MLY, then turn RIGHT via D17.0 Arc MLY.
SAVEM	From SAVEM to KEYNO: Via MLY R343 inbound to D19.0 MLY, then turn RIGHT via D17.0 Arc MLY.
ROUTING	
From KEYNO to SALOC via MLY R303 inbound descending to ATC assigned altitude. Hold at SALOC until/unless cleared for the ILS Rwy 12 approach procedure.	

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MKJP/KIN
NORMAN MANLEY INTL

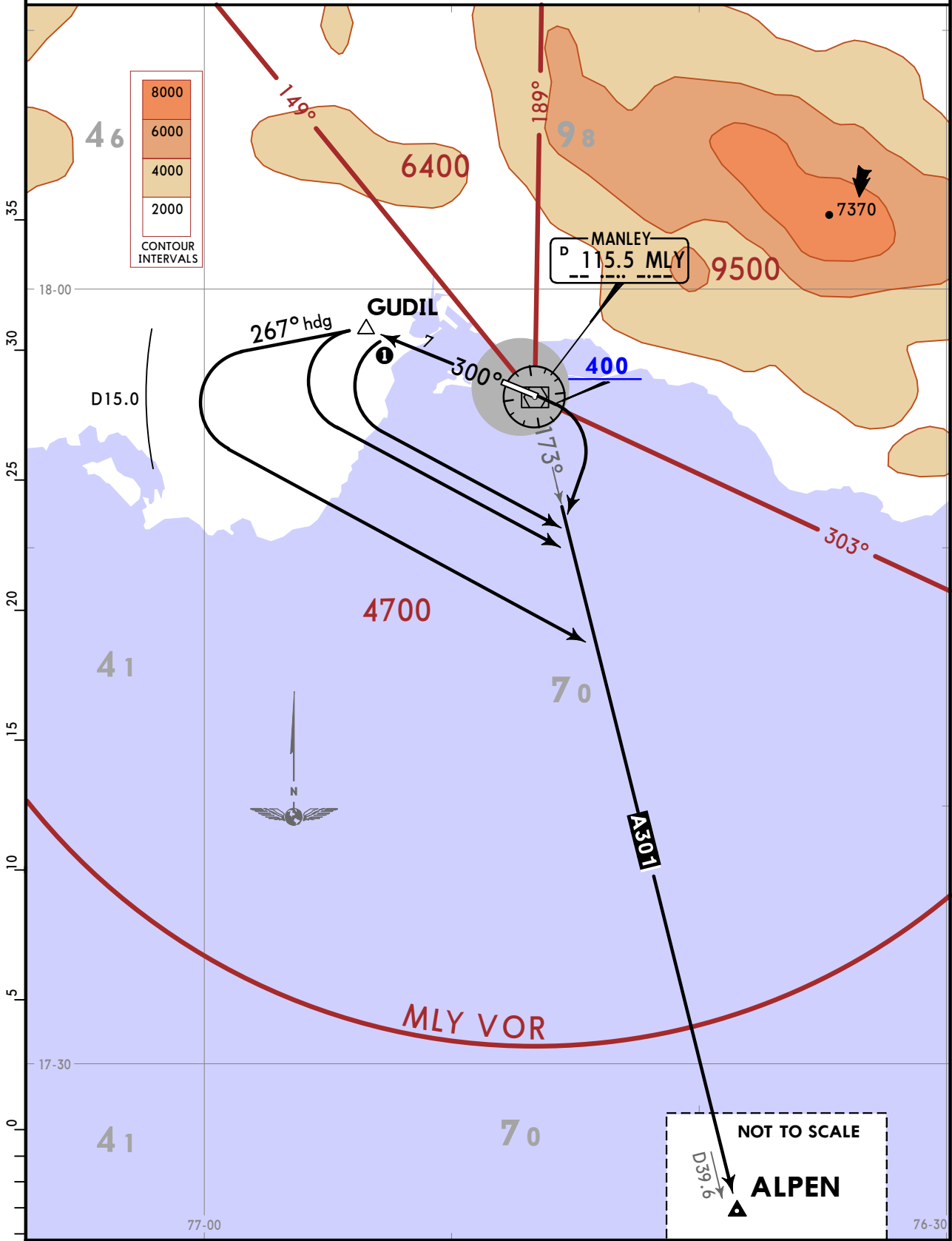
12 JUN 20 10-3A Eff 18 Jun

KINGSTON, JAMAICA
SID

Apt Elev 18	Trans alt: 17000 1. VOR/DME required. 2. SOUTHBOUND departure via ATS route A-301.
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ALPEN 3 DEPARTURE [ALPEN3]

SPEED: MAX 250 KT BELOW 10000

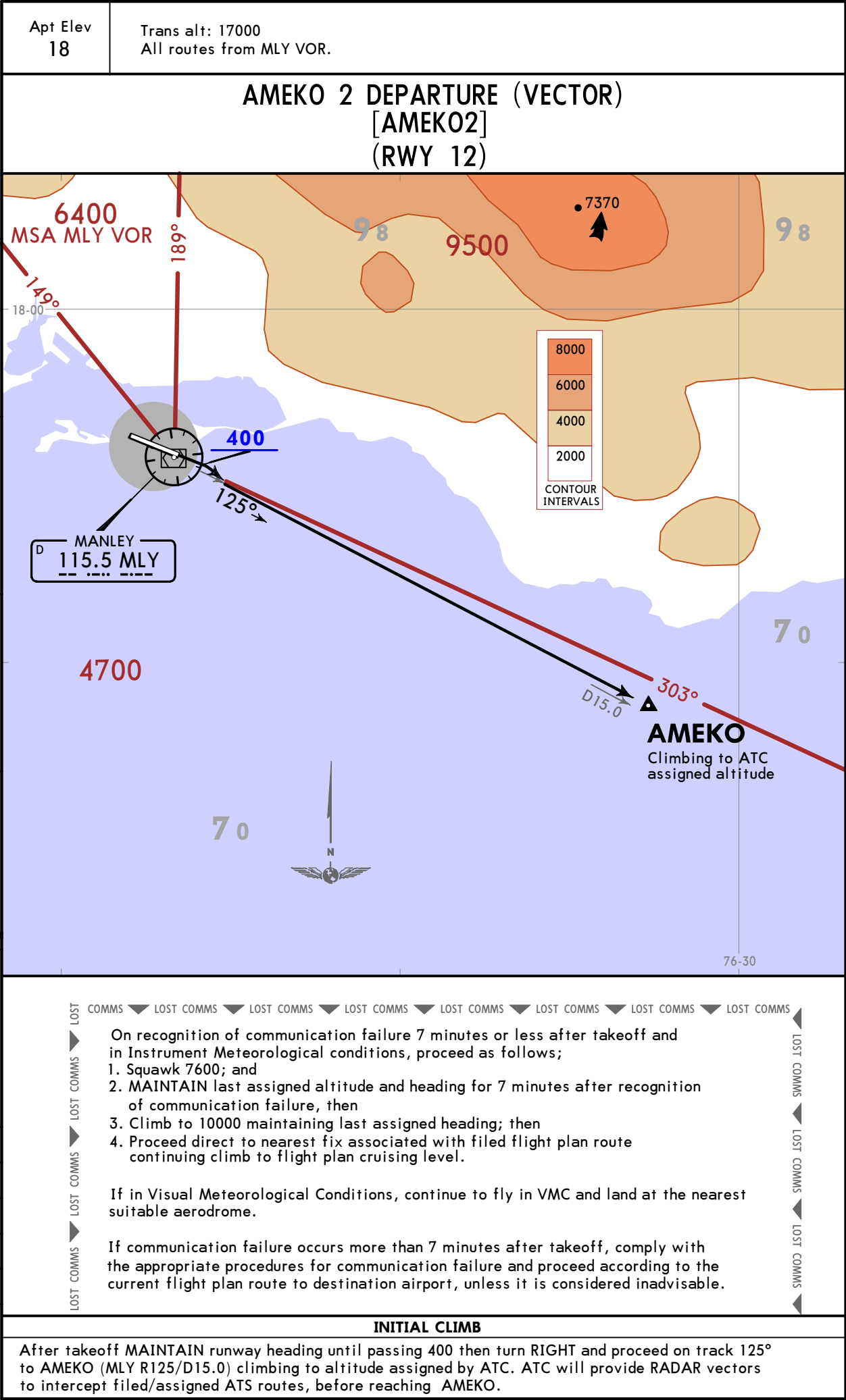


RWY	INITIAL CLIMB
12	Climb on runway heading to 400 or above then turn RIGHT to intercept and proceed via MLY R173 to ALPEN.
30	Climb on MLY R300 to cross 2000 at or prior to GUDIL. ① (If unable to cross GUDIL at 2000, use maximum rate of climb direct to GUDIL then turn LEFT via 267° heading climbing to 2000 within D15.0 MLY). Then turn LEFT to intercept and proceed via MLY R173 to ALPEN.

MKJP/KIN
NORMAN MANLEY INTL

JEPPESSEN
12 JUN 20 10-3B Eff 18 Jun

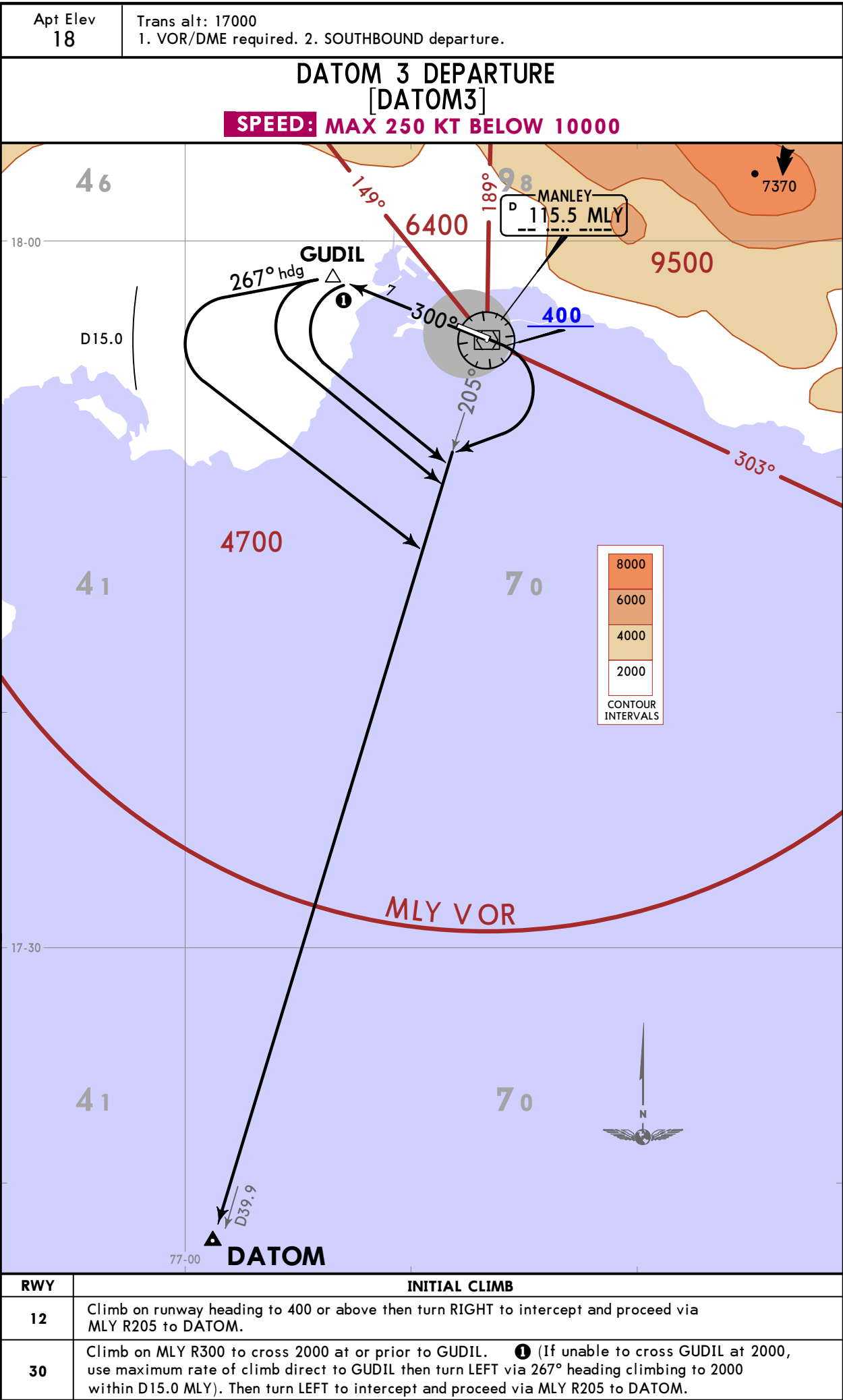
KINGSTON, JAMAICA
SID



MKJP/KIN
NORMAN MANLEY INTL

JEPPESSEN
12 JUN 20 10-30 Eff 18 Jun

KINGSTON, JAMAICA
SID

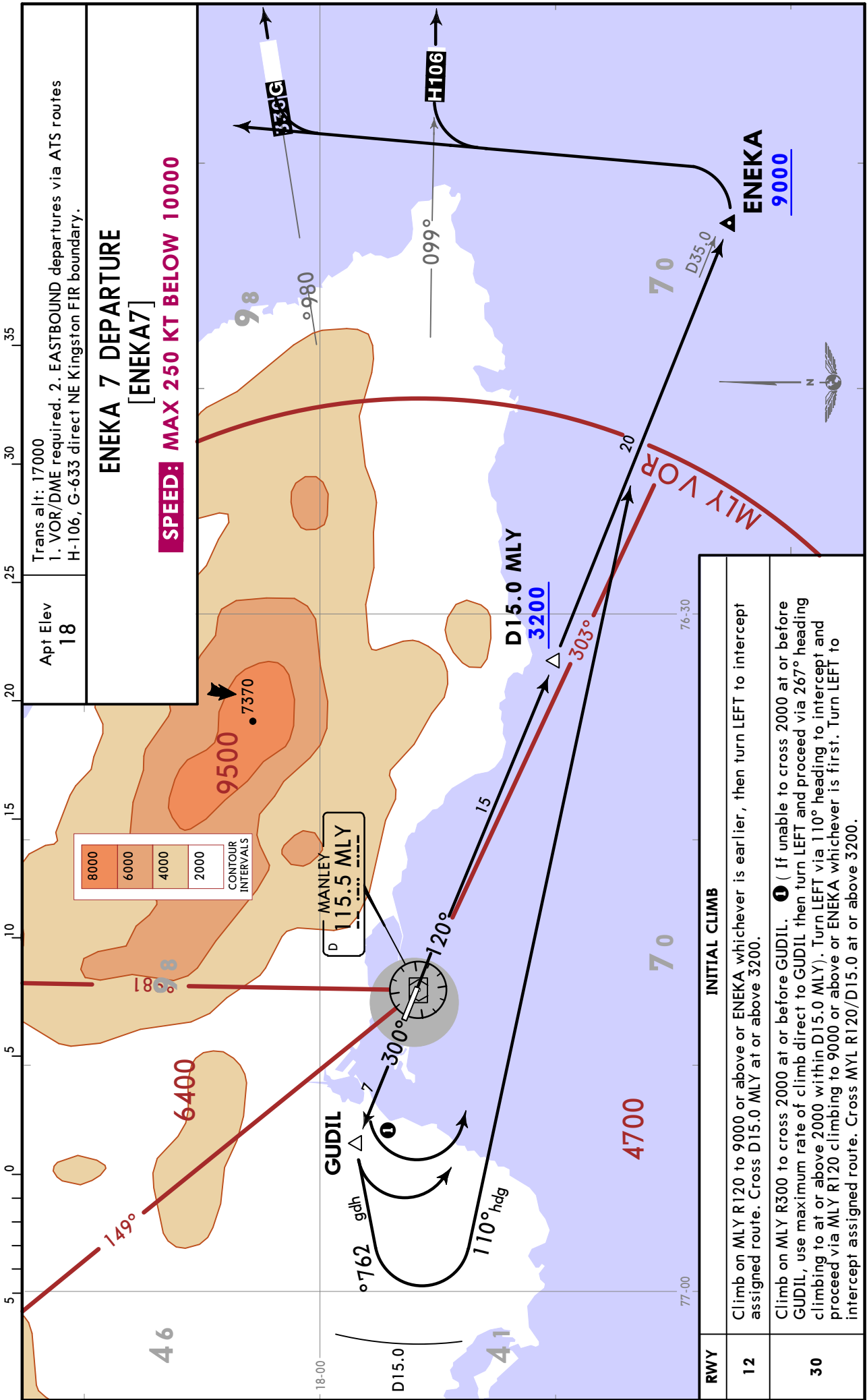


MKJP/KIN
NORMAN MANLEY INTL

12 JUN 20 10-3D Eff 18 Jun

KINGSTON, JAMAICA

SID

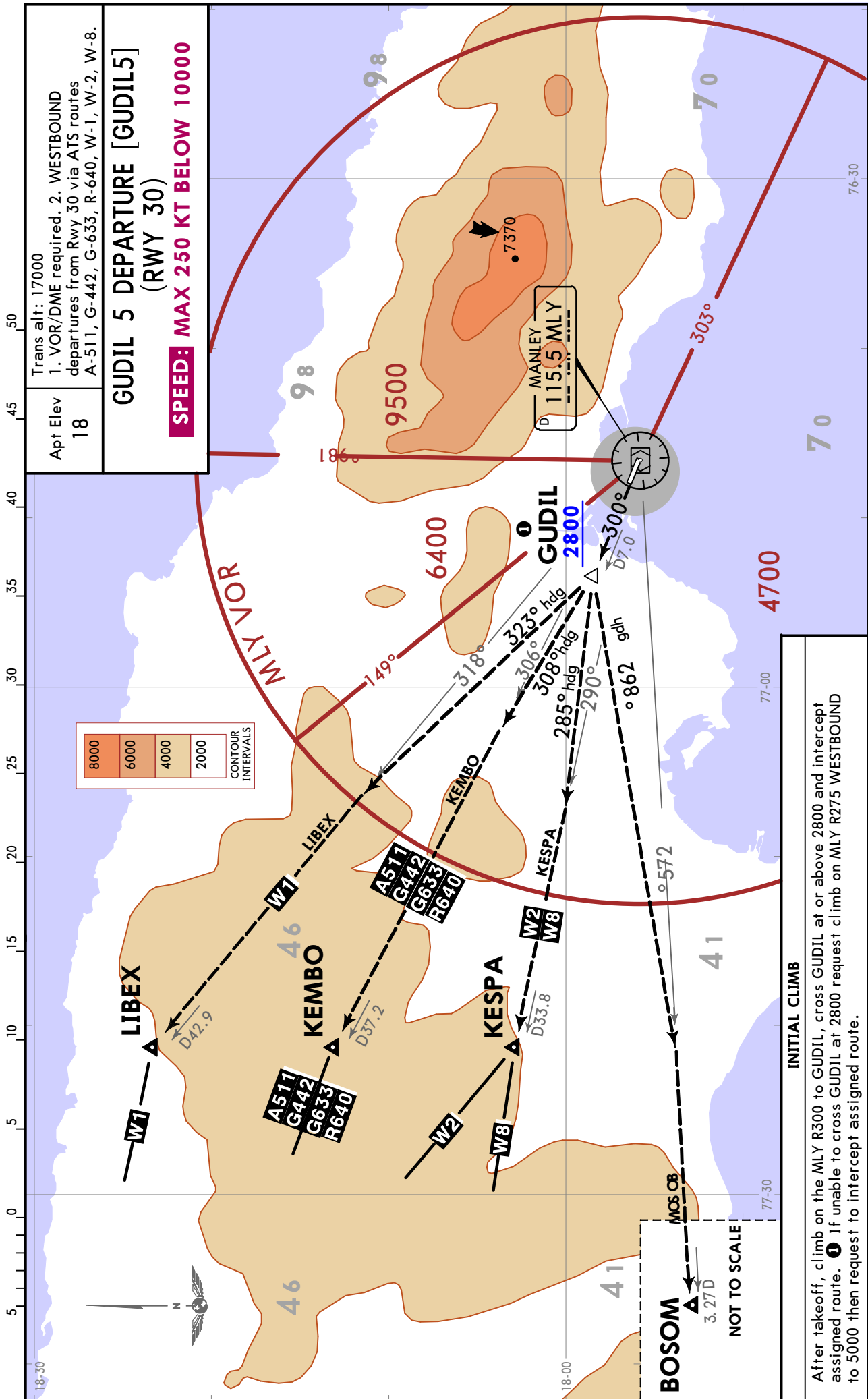


MKJP/KIN
NORMAN MANLEY INTL

JEPPESSEN
12 JUN 20 **10-3E** Eff 18 Jun

KINGSTON, JAMAICA

SID



CHANGES: Procedure reinstated, revised, renumbered.

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NORMAN MANLEY INTL

JEPPESSEN
4 SEP 20 10-3G Eff 10 Sep

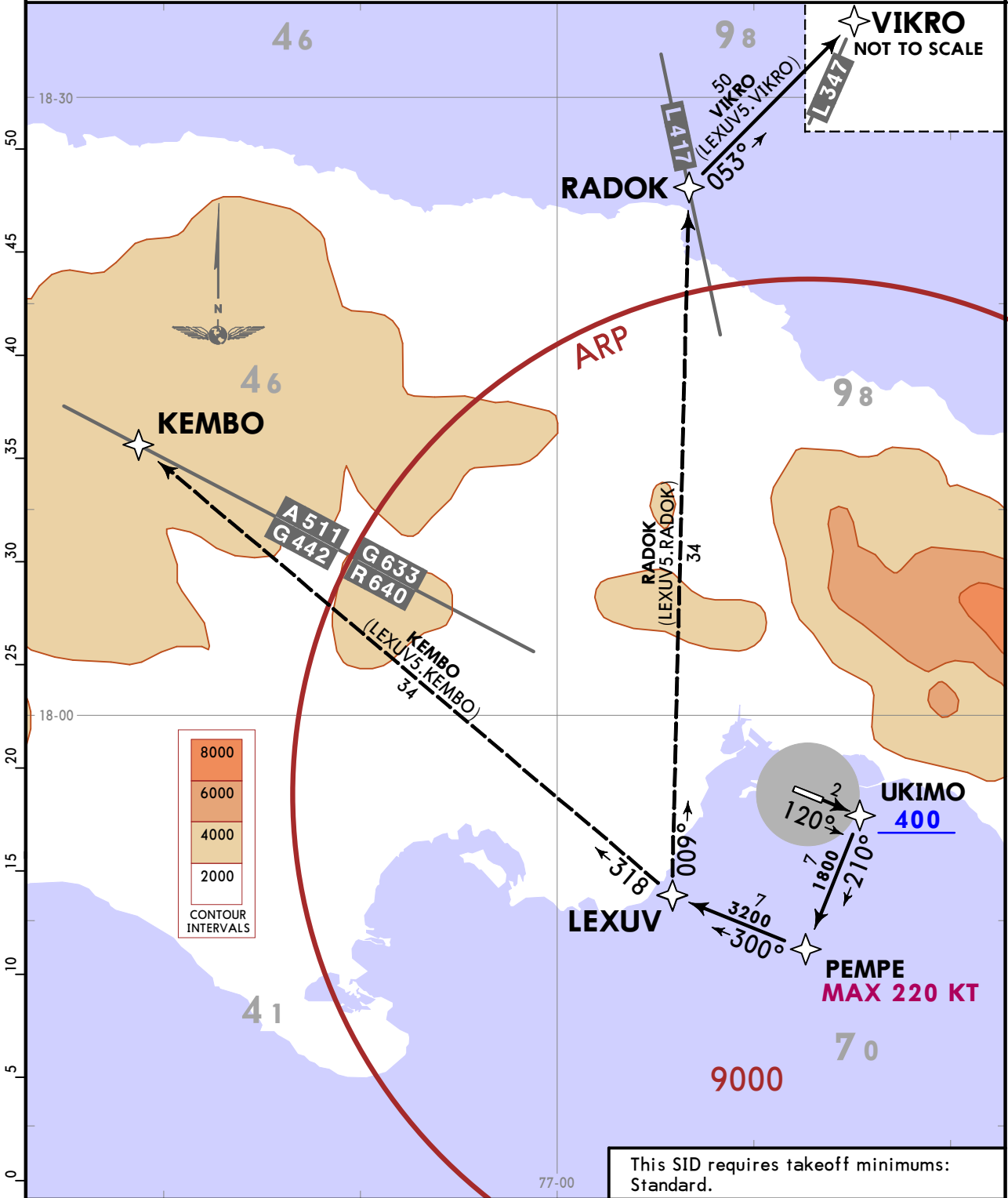
KINGSTON, JAMAICA
RNAV SID

Apt Elev
18

Trans alt: 17000
1. GPS required. 2. For use by /E, /F, /R (RNP 2.0), and /G equipped aircraft. Use 1 NM
CDI sensitivity.

LEXUV 5 RNAV DEPARTURE
(LEXUV5.LEXUV)
(RWY 12)

SPEED: MAX 220 KT UNTIL PEMPE



INITIAL CLIMB

Proceed via 120° course to UKIMO, cross at or above 400, then turn RIGHT direct PEMPE, then turn RIGHT direct LEXUV, climb to assigned altitude.

TRANSITIONS

KEMBO	At LEXUV, turn RIGHT direct KEMBO then as filed.
RADOK	At LEXUV, turn RIGHT direct RADOK then as filed.
VIKRO	At LEXUV, turn RIGHT direct RADOK, then turn RIGHT direct VIKRO, then as filed.

MKJP/KIN
NORMAN MANLEY INTL

NORMAN MANLEY INTL

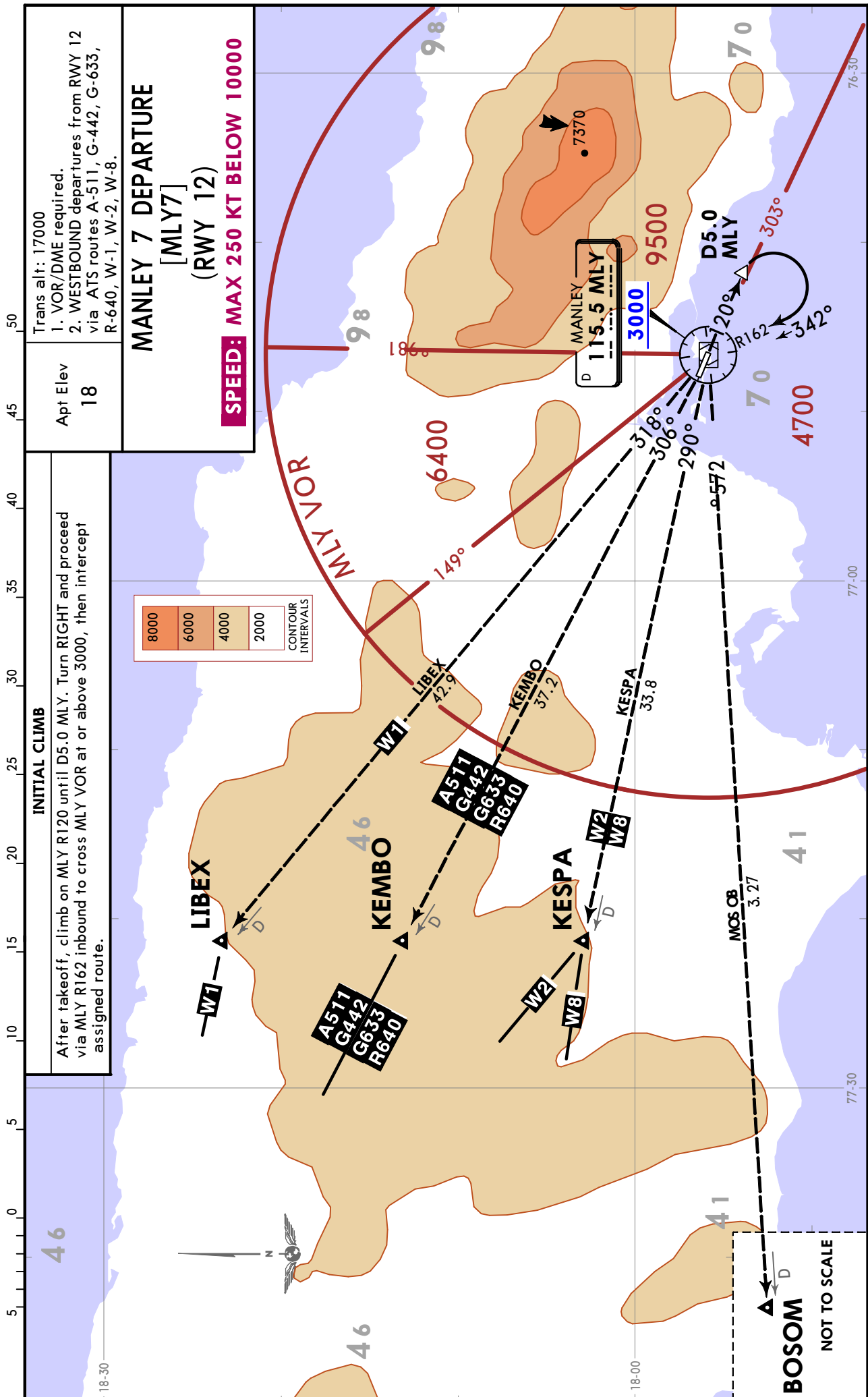


JEPPESSEN

12 JUN 20 (10-3H)

Eff 18 Jun

KINGSTON, JAMAICA

SID

CHANGES: Procedure reinstated, revised, renumbered.

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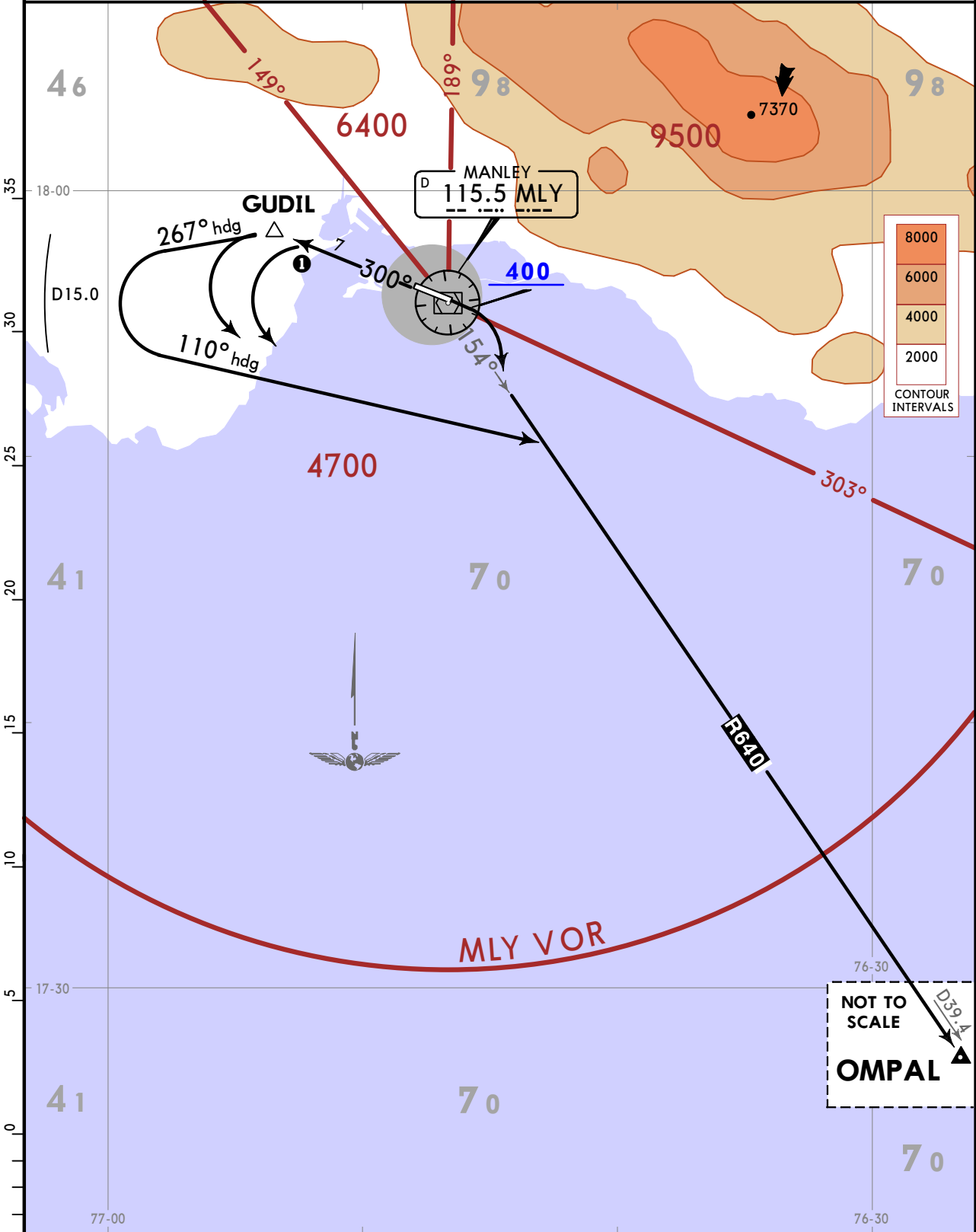
MKJP/KIN
NORMAN MANLEY INTL

JEPPESSEN
12 JUN 20 **10-3J** **Eff 18 Jun**

KINGSTON, JAMAICA
SID

Apt Elev 18	Trans alt: 17000 1. VOR/DME required. 2. SOUTHEASTBOUND departure via ATS route R-640.
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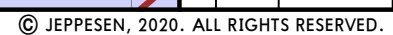
OMPAL 3 DEPARTURE
[OMPAL3]
SPEED: MAX 250 KT BELOW 10000



RWY	INITIAL CLIMB
12	Climb on runway heading to 400 or above then turn RIGHT to intercept and proceed via MLY R154 to OMPAL.
30	Climb on MLY R300 to cross 2000 at or prior to GUDIL. ① (If unable to cross GUDIL at 2000, use maximum rate of climb direct to GUDIL, then turn LEFT via 267° heading climbing to 2000 within D15.0 MLY.) Then turn LEFT to intercept and proceed via MLY R154 to OMPAL.

CHANGES: Procedure reinstated, revised, renumbered.

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MKJP/KIN
NORMAN MANLEY INTL

JEPPESSEN
12 JUN 20 (10-3M) Eff 18 Jun

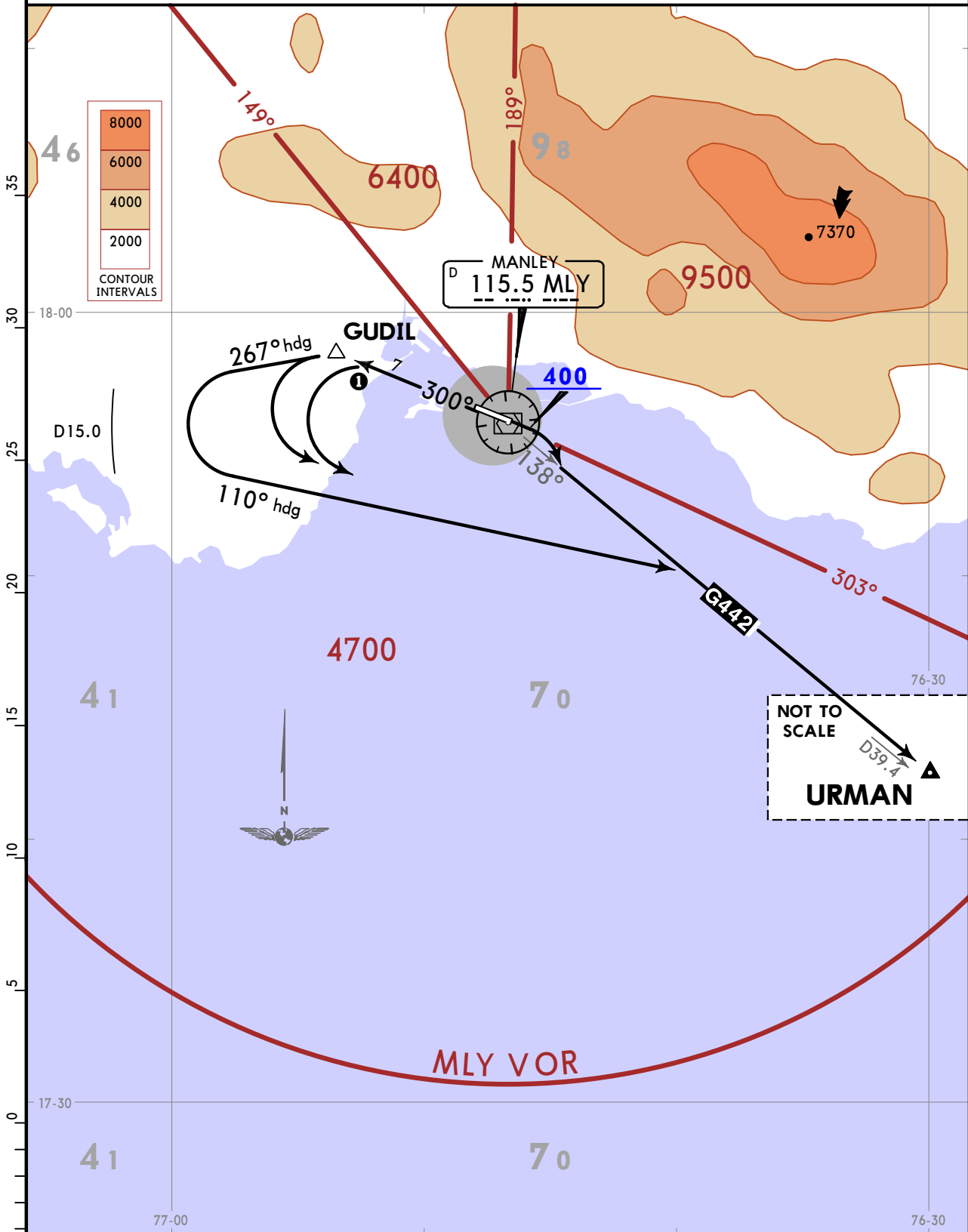
KINGSTON, JAMAICA
SID

Apt Elev
18

Trans alt: 17000
1. VOR/DME required.
2. SOUTHEASTBOUND departure via ATS route G-442.

URMAN 3 DEPARTURE
[URMAN3]

SPEED: MAX 250 KT BELOW 10000



RWY	INITIAL CLIMB
12	Climb on runway heading to 400 or above, then turn RIGHT to intercept and proceed via MLY R138 to URMAN.
30	Climb on MLY R300 to cross 2000 at or prior to GUDIL. ① (If unable to cross GUDIL at 2000, use maximum rate of climb direct to GUDIL, then turn LEFT via heading 267° climbing to 2000 within D15.0 MLY). Then turn LEFT to intercept and proceed via MLY R138 to URMAN.

MKJP/KIN

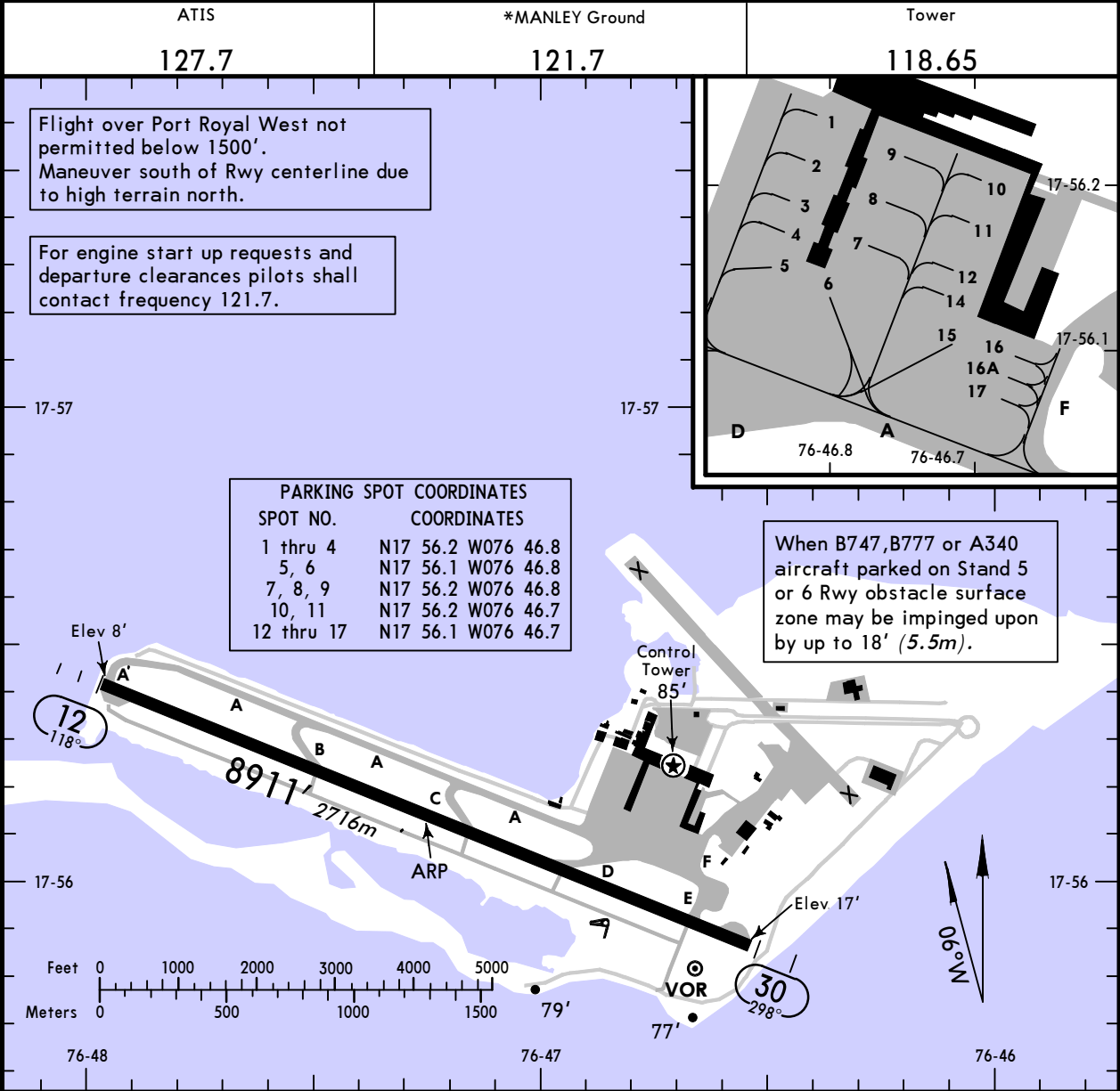
Apt Elev 10'
N17 56.1 W076 47.3

JEPPESSEN

24 OCT 14 (10-9)

KINGSTON, JAMAICA

NORMAN MANLEY INTL



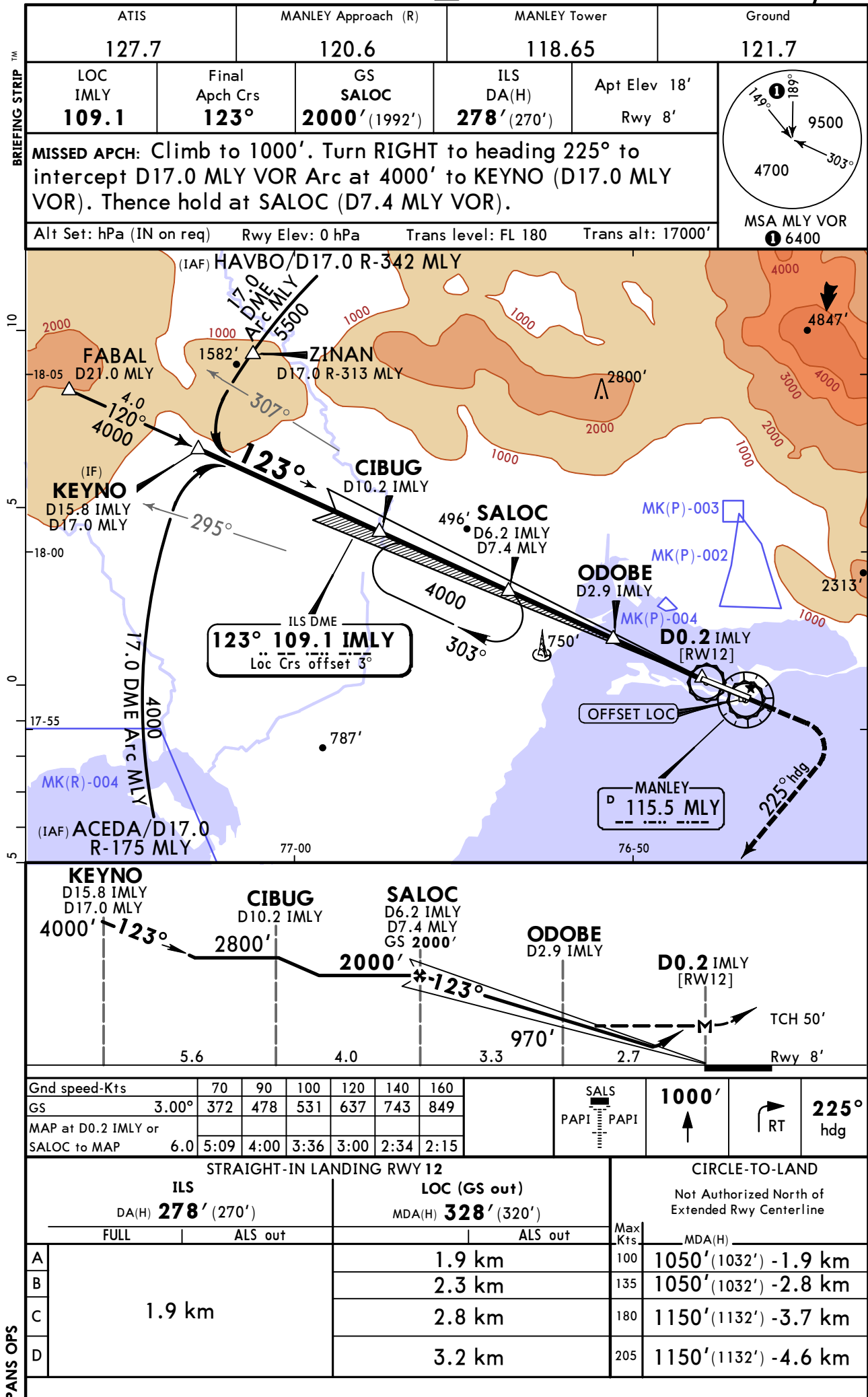
ADDITIONAL RUNWAY INFORMATION					
RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
12	HIRL SALS PAPI (angle 3.0°)		7889' 2405m		150'
30	HIRL SALS REIL PAPI (angle 3.0°)				46m

TAKE-OFF	
All Rwys	
1 & 2 Eng	1.9 km
3 & 4 Eng	930m

MKJP/KIN
NORMAN MANLEY INTL

JEPPESSEN
12 JUN 20 **(11-1)** Eff 18 Jun

KINGSTON, JAMAICA
ILS Rwy 12



CHANGES: Missed approach, MSA, bearings.

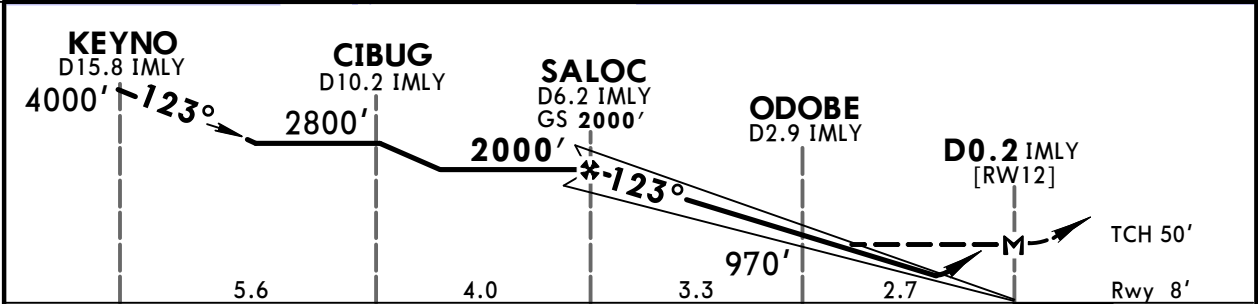
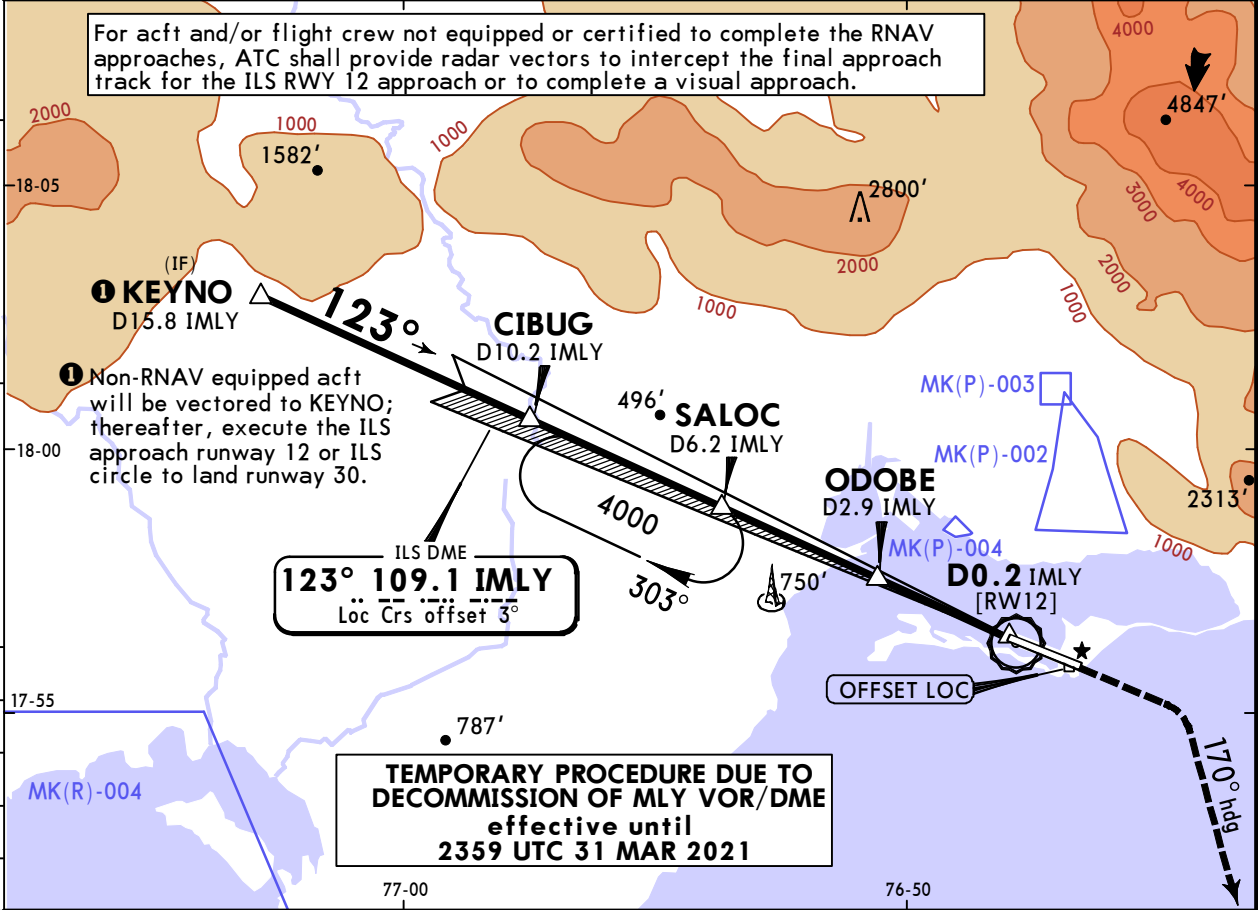
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MKJP/KIN
NORMAN MANLEY INTL

JEPPESSEN
16 OCT 20 **(11-1-0)**

KINGSTON, JAMAICA
ILS Rwy 12

ATIS 127.7		MANLEY Approach (R) 120.6		MANLEY Tower 118.65		Ground 121.7	
LOC IMLY 109.1	Final Apch Crs 123°	GS SALOC 2000' (1992')	ILS DA(H) 278' (270')	Apt Elev 18' Rwy 8'		No MSA published	
MISSED APCH: Climb to 1000'. Turn RIGHT to heading 170° climbing to 4000' to 17NM from MKJP ARP, then direct to KEYNO. Contact approach 120.6, If unable, proceed to SALOC and hold.							
Alt Set: hPa (IN on req)		Rwy Elev: 0 hPa		Trans level: FL 180			



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI PAPI	1000'	RT	170° hdg
GS	3.00°	372	478	531	637	743				
MAP at D0.2 IMLY or SALOC to MAP	6.0	5:09	4:00	3:36	3:00	2:34				

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Not Authorized North of Extended Rwy Centerline			
DA(H) 278' (270')		MDA(H) 328' (320')					
FULL		ALS out		Max Kts	MDA(H)		
A	1.9 km			100	1050' (1032') - 1.9 km		
B				135	1050' (1032') - 2.8 km		
C				180	1150' (1132') - 3.7 km		
D				205	1150' (1132') - 4.6 km		

MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN

KINGSTON, JAMAICA

4 SEP 20 12-1

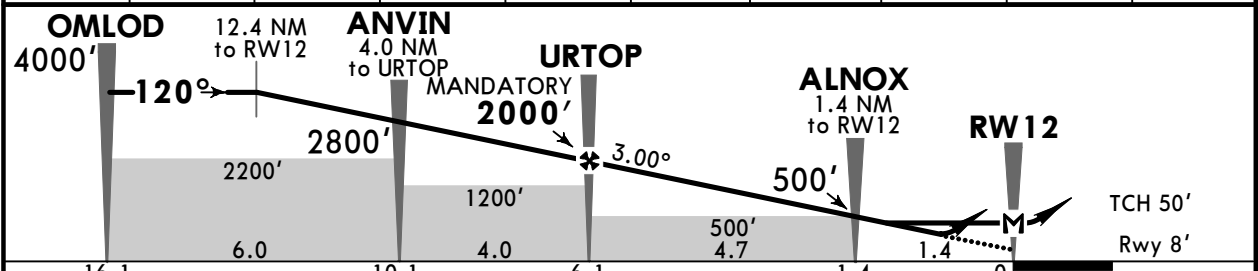
Eff 10 Sep

RNAV (GNSS) Rwy 12

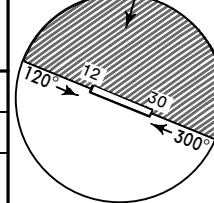
ATIS 127.7		MANLEY Approach (R) 120.6		MANLEY Tower 118.65		Ground 121.7	
RNAV	Final Apch Crs 120°	URTOP MANDATORY 2000' (1992')	LNAV/VNAV DA(H) 258' (250')	Apt Elev 18' Rwy 8'		TAA 25 NM IAF/IF	
MISSED APCH: Climb on track 120° to 500'. Then climbing RIGHT turn to 4000' direct to PYNER.							
Alt Set: hPa (IN on req)		Rwy Elev: 0 hPa	Trans level: FL 180		Trans alt: 17000'		
RNP Apch							
1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized. 3. LNAV/VNAV approach not authorized below 5°C. 4. Aircraft approaching via straight-in TAA may proceed direct to OMLOD maintaining 4400' or above until OMLOD.							



DIST TO THR	12.4	10.0	8.0	6.1	5.0	4.0	3.0	2.0	0.8
ALTITUDE	4000'	3240'	2600'	2000'	1650'	1330'	1010'	690'	320'



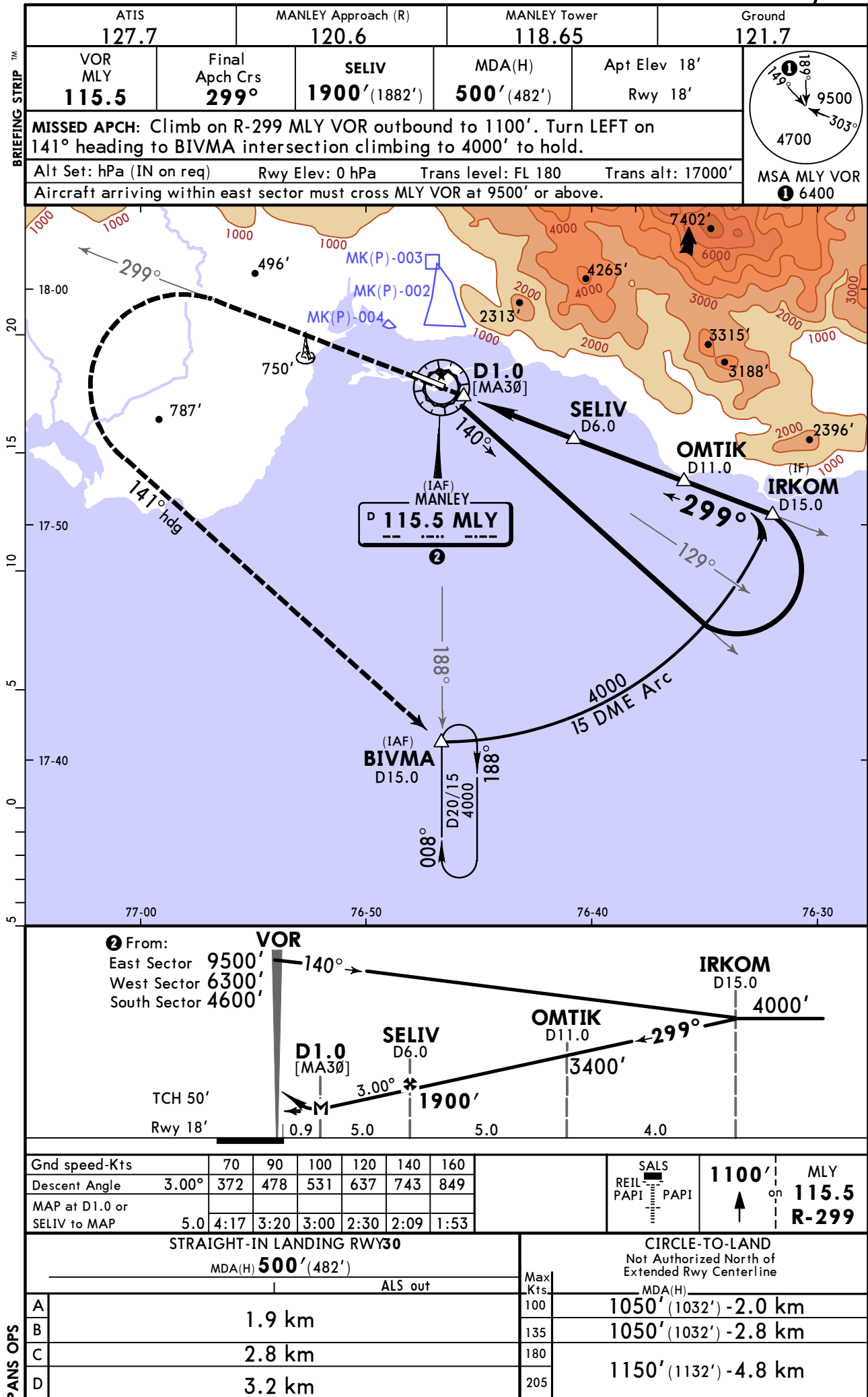
16.1		10.1			6.1		1.4		0		D PYNER	
Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI PAPI		500'	120°		4000'
Descent Angle	3.00°	372	478	531	637	743	849	↑		on track		RT
LNAV/VNAV: MAP at DA. LNAV: MAP at RW12.												
FAF to MAP	6.1	5:14	4:04	3:40	3:03	2:37	2:17					

STRAIGHT-IN LANDING RWY 12				CIRCLE-TO-LAND		No Circling 	
LNAV/VNAV		LNAV		Not Authorized North of Aerodrome			
DA(H) 258' (250')		MDA(H) 320' (312')					
ALS out		ALS out		Max Kts	MDA(H)		
A	1.9 km		1.9 km		100		1050' (1032') -2.3 km
B					135		1050' (1032') -2.8 km
C					180		1150' (1132') -5.6 km
D					205		

MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN
12 JUN 20 **(13-2)** Eff 18 Jun

KINGSTON, JAMAICA
VOR DME Rwy 30



CHANGES: New procedure.

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Chart changes since cycle 20-2020

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
KINGSTON, (NORMAN MANLEY INTL - MKJP)				
REV	ILS RWY 12 (TEMP)	11-1-0	16 Oct 2020	

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport MKJP

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20210331

Due to the unserviceability of VOR and DME, identification MLY and frequency 115.50 MHz, at the Norman Manley International Airport, apply the following temporary missed approach to (11-1) ILS Rwy 12: "At the missed approach point, climb 1000FT; then turn right heading 170 degrees magnetic climbing to 4000FT to 17NM from the MKJP ARP; then direct to KEYNO. Contact approach 120.6MHz. If unable, proceed to SALOC and hold."

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20210331

RNAV (GNSS) RWY12 and RNAV (GNSS) RWY 30 instrument approaches. For acft and/or flight crew not equipped or certified to complete the RNAV approaches, ATC shall provide radar vectors to intercept the final approach track for the ILS RWY 12 approach or to complete a visual approach.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20210331

Due to the unserviceability of the MLY VOR/DME the following SIDs are unusable until 31 March 2021 2359Z: ALKOL 5, ALPEN 3, AMEKO 2, DATOM 3, ENEKA 7, GUDIL 5, KEYNO 2, MANLEY 7, OMPAL 3, RADOK 7, TIBEL 3, URMAN 3. RW12 DEPs for aircraft with GPS equipment: After departure, maintain runway heading until passing 400FT then proceed direct to AMEKO, climb 6000FT. Expect vectors to flight planned route from approach radar prior to AMEKO. RW12 DEPs for aircraft without GPS equipment: After departure, maintain runway heading until passing 400FT then turn right heading 130 degrees climb 6000FT. Expect vectors to flight planned route from approach radar. RW30 DEPs for aircraft with GPS equipment: After departure, proceed direct to KEYNO, climb 6000FT. Expect vectors to flight planned route from approach radar prior to KEYNO. RW30 DEPs for aircraft without GPS equipment: After departure, maintain runway heading to 6000FT and expect vectors to flight planned route from approach radar.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20210331

Due to the unserviceability of the MLY VOR/DME the following STARs are unusable until 31 March 2021 2359Z: ELSEF FIVE, KEYNO THREE. RW12 and 30 Arrivals: RNAV (GNSS) RW12 and RNAV (GNSS) RW30 shall be the primary approach procedures. Arrivals will be cleared to execute the RNAV approach for the active runway. RW12 and 30 arrivals for Non-RNAV Equipped Aircraft: Non-RNAV equipped aircraft will be vectored to KEYNO; thereafter, execute the ILS approach RW12 or ILS circle to land RW30. Non-RNAV equipped aircraft unable to execute ILS approach will be vectored for visual approach if VMC exist.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20210331

Due to the unserviceability of the VHF Omnidirectional Radio Range (VOR) and Distance Measuring Equipment (DME), identification MLY and frequency 115.50 MHz, at the Norman Manley International Airport (MKJP), the following procedures have been suspended: (13-1) VOR/DME RWY 12 and (13-2) VOR/DME RWY 30.