

General Information

Location: KINGSTON JAM
ICAO/IATA: MKJP / KIN
Lat/Long: N17° 56.13', W076° 47.25'
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: 1133 Z
Sunset: 2309 Z

Runway Information

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

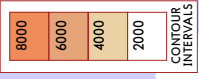
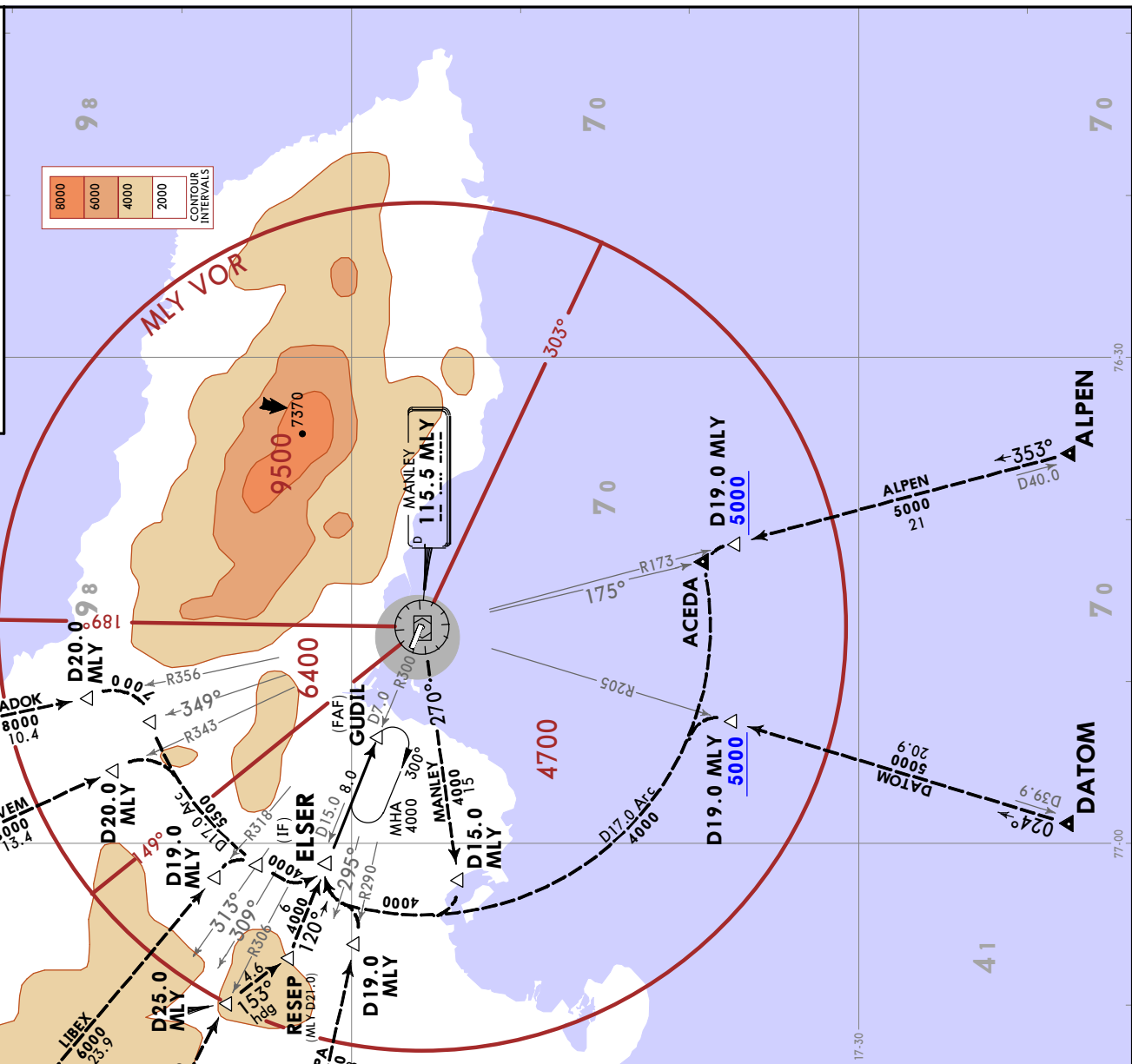
Runway: 30
Length x Width: 8911 ft x 151 ft
Surface Type: asphalt
TDZ-Elev: 18 ft
Lighting: Edge, ALS, REIL

Communication Information

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

JEPPESEN KINGSTON, JAMAICA
 12 JUN 20 10-2 Eff 18 Jun **STAR**

ATIS
 127.7
 Apt Elev
 18
ELSER 5 ARRIVAL
 [ELSER5]
SPEED: MAX 250 KT BELOW 10000



| TRANSITIONS | |
|---------------|--|
| ALPEN | From ALPEN to ELSER: Via MLY R173 inbound to D19.0 MLY, then turn LEFT via D17.0 Arc MLY and MLY R300 inbound. |
| DATOM | From DATOM to ELSER: Via MLY R205 inbound to D19.0 MLY then turn LEFT via D17.0 Arc MLY and MLY R300 inbound. |
| KEMBO | From KEMBO to ELSER: 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 ELSER: Via MLY R290 inbound to D19.0 MLY, then turn LEFT via D17.0 Arc MLY and MLY R300 inbound. |
| LIBEX | From LIBEX to ELSER: Via MLY R318 inbound to D19.0 MLY, then turn RIGHT via D17.0 Arc MLY and MLY R300 inbound. |
| MANLEY | From MLY VOR to ELSER: Via MLY R270 outbound to D15.0 MLY, then turn RIGHT via D17.0 Arc MLY and MLY R300 inbound. |
| RADOK | From RADOK to ELSER: Via MLY R356 inbound to D20.0 MLY, then turn RIGHT via D17.0 Arc MLY and MLY R300 inbound. |
| SAVEM | From SAVEM to ELSER: Via MLY R343 inbound to D20.0 MLY, then turn RIGHT via D17.0 Arc MLY and MLY R300 inbound. |

| ROUTING | |
|---|--|
| From ELSER 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. | |

MKJP/KIN
 NORMAN MANLEY INTL
 46-30 MONTEGO BAY
 Sangster Intl
 MKJS

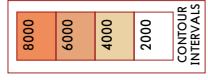
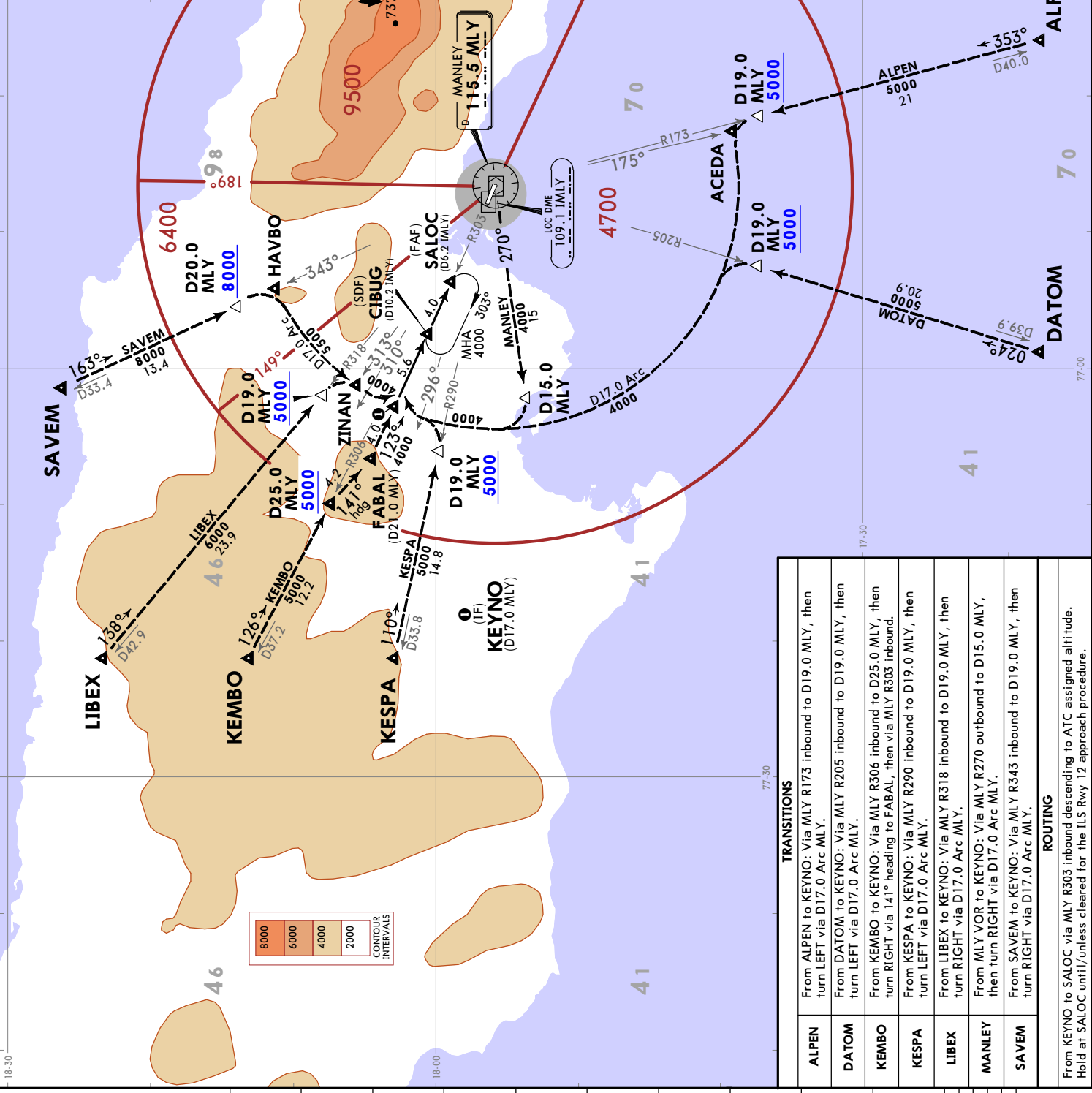
ATIS
 127.7

Apt Elev
 18

Alt Set: hPa (IN on req) Trans level: FL180
 1. VOR/DME required.
 2. DME Arcs are based on MLY VOR.

KEYNO 3 ARRIVAL
 [KEYNO3]

SPEED: MAX 250 KT BELOW 10000



| 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. | |

CHANGES: Procedure reinstated, revised, renumbered.

MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN
12 JUN 20 10-3 Eff 18 Jun

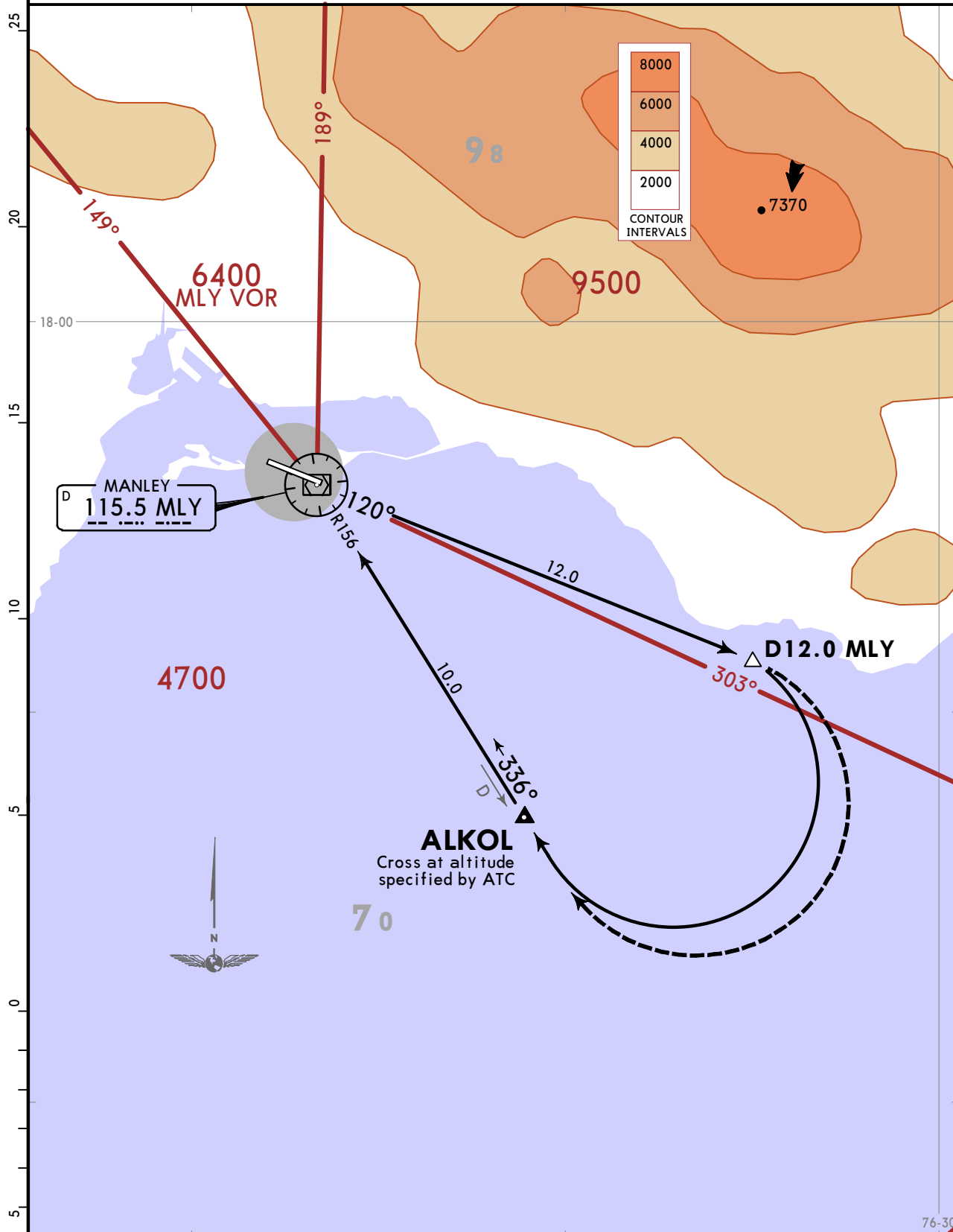
KINGSTON, JAMAICA
SID

Apt Elev
18

Trans alt: 17000
1. VOR/DME required.
2. WESTBOUND departure.

ALKOL 5 DEPARTURE [ALKOL5] (RWY 12)

SPEED: MAX 250 KT BELOW 10000



INITIAL CLIMB

Climb on MLY R120 to or beyond D12.0 MLY. Then turn RIGHT to intercept and proceed via MLY R156 inbound climbing to cross ALKOL at an altitude specified by ATC.

MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN
 12 JUN 20 **(10-3A)** Eff 18 Jun

KINGSTON, JAMAICA

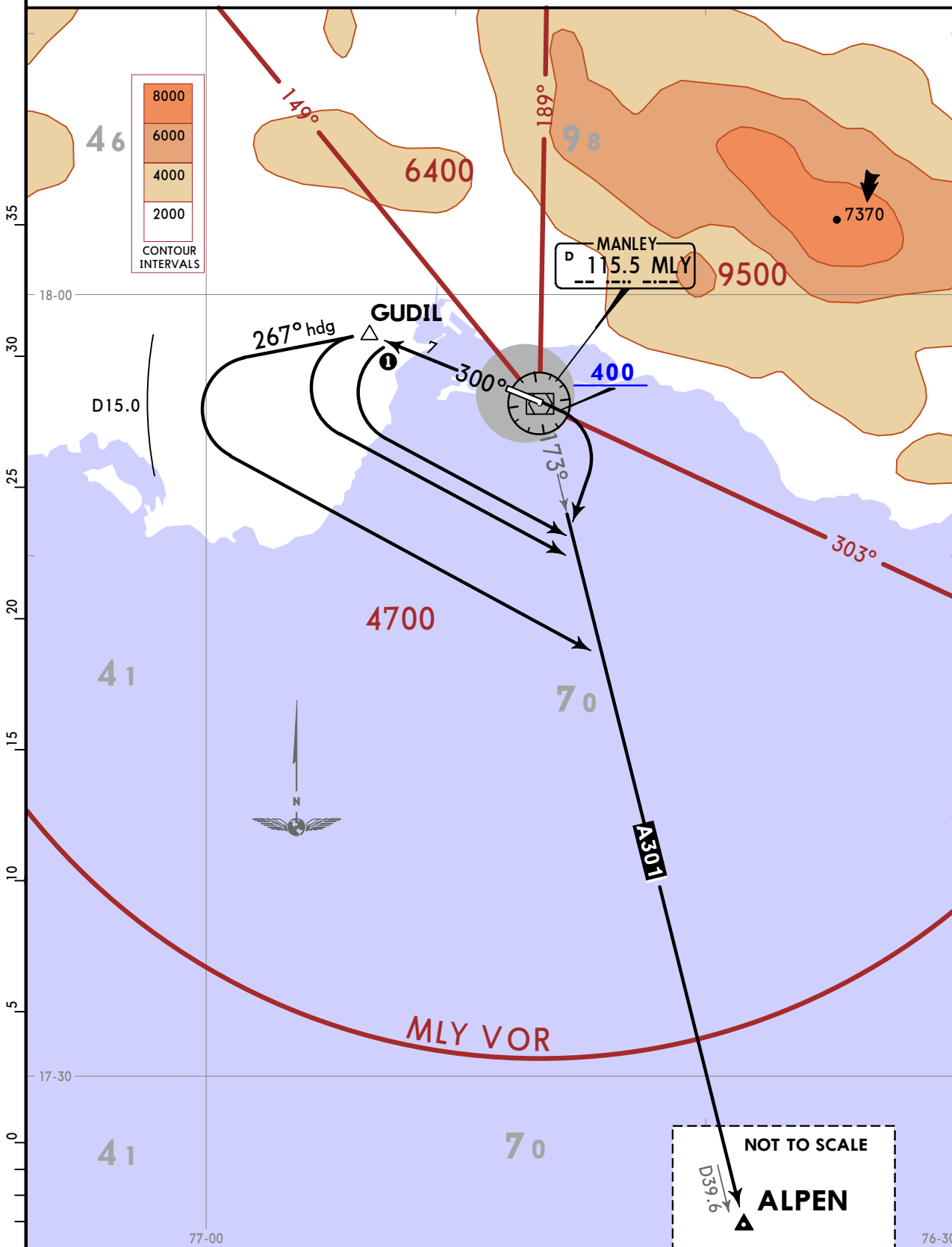
SID

Apt Elev
 18

Trans alt: 17000
 1. VOR/DME required.
 2. SOUTHBOUND departure via ATS route A-301.

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

JEPPESEN
12 JUN 20 (10-3B) Eff 18 Jun

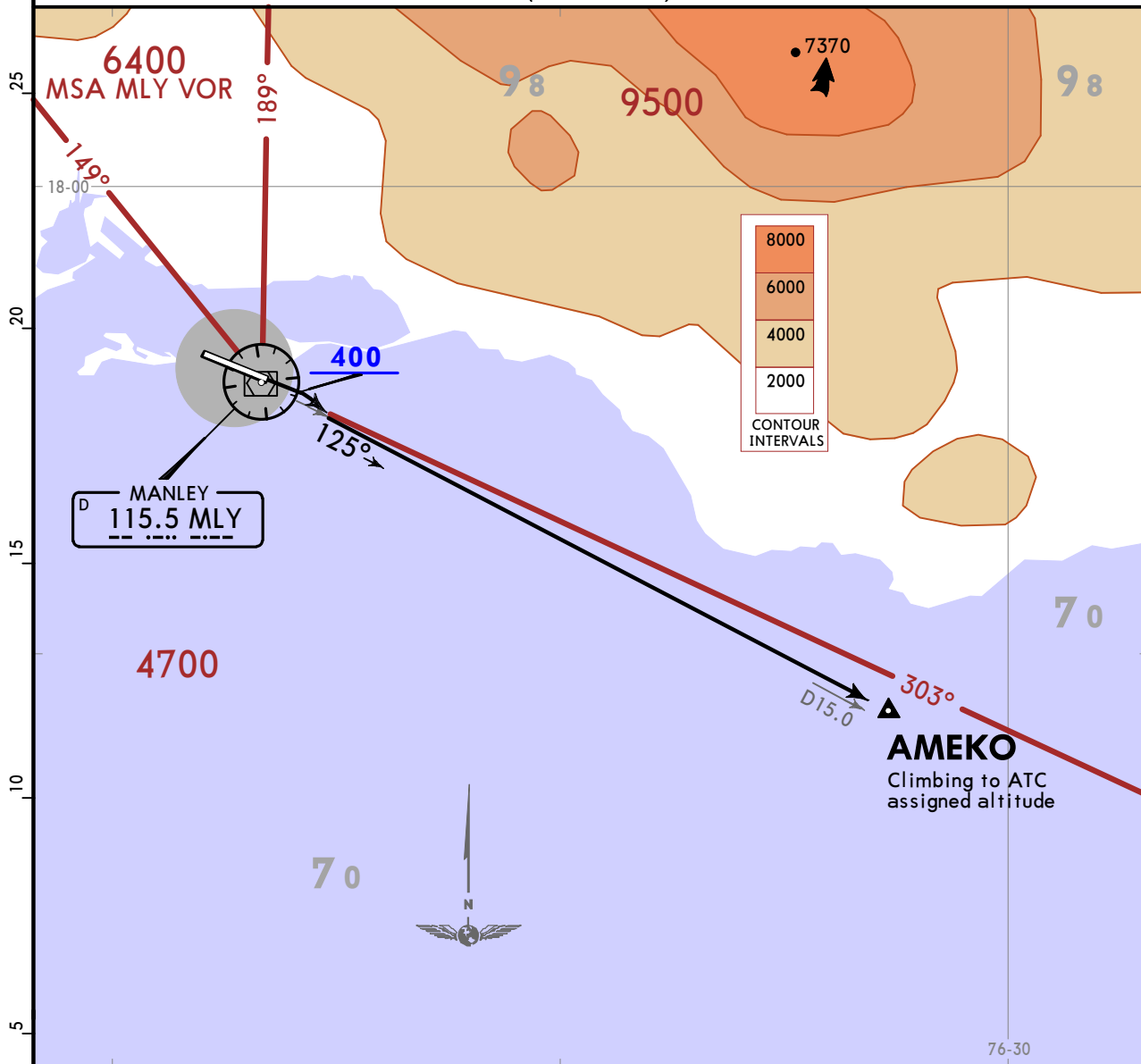
KINGSTON, JAMAICA

SID

Apt Elev
18

Trans alt: 17000
All routes from MLY VOR.

AMEKO 2 DEPARTURE (VECTOR) [AMEKO2] (RWY 12)



- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼
- ▶ On recognition of communication failure 7 minutes or less after takeoff and in Instrument Meteorological conditions, proceed as follows;
 1. Squawk 7600; and
 2. MAINTAIN last assigned altitude and heading for 7 minutes after recognition of communication failure, then
 3. Climb to 10000 maintaining last assigned heading; then
 4. Proceed direct to nearest fix associated with filed flight plan route continuing climb to flight plan cruising level.
 - ▶ If in Visual Meteorological Conditions, continue to fly in VMC and land at the nearest suitable aerodrome.
 - ▶ If communication failure occurs more than 7 minutes after takeoff, comply with the appropriate procedures for communication failure and proceed according to the current flight plan route to destination airport, unless it is considered inadvisable.
- LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

INITIAL CLIMB

After takeoff MAINTAIN runway heading until passing 400 then turn RIGHT and proceed on track 125° to AMEKO (MLY R125/D15.0) climbing to altitude assigned by ATC. ATC will provide RADAR vectors to intercept filed/assigned ATS routes, before reaching AMEKO.

MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN
 12 JUN 20 **(10-3C)** Eff 18 Jun

KINGSTON, JAMAICA

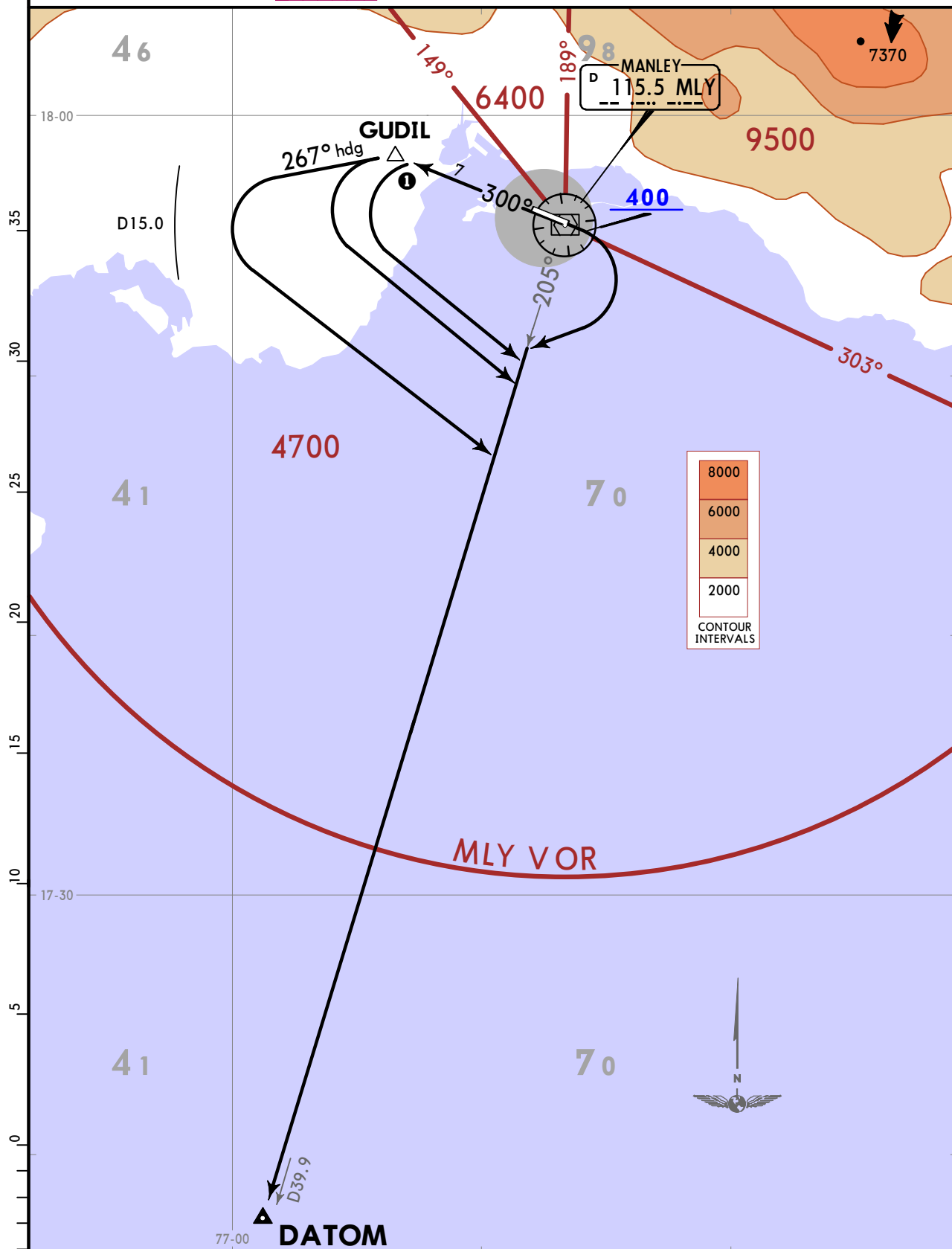
SID

Apt Elev
18

Trans alt: 17000
 1. VOR/DME required. 2. SOUTHBOUND departure.

DATOM 3 DEPARTURE
[DATOM3]

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 R205 to DATOM. |
| 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 R205 to DATOM. |

MKJP/KIN
NORMAN MANLEY INTL

JEPPESSEN

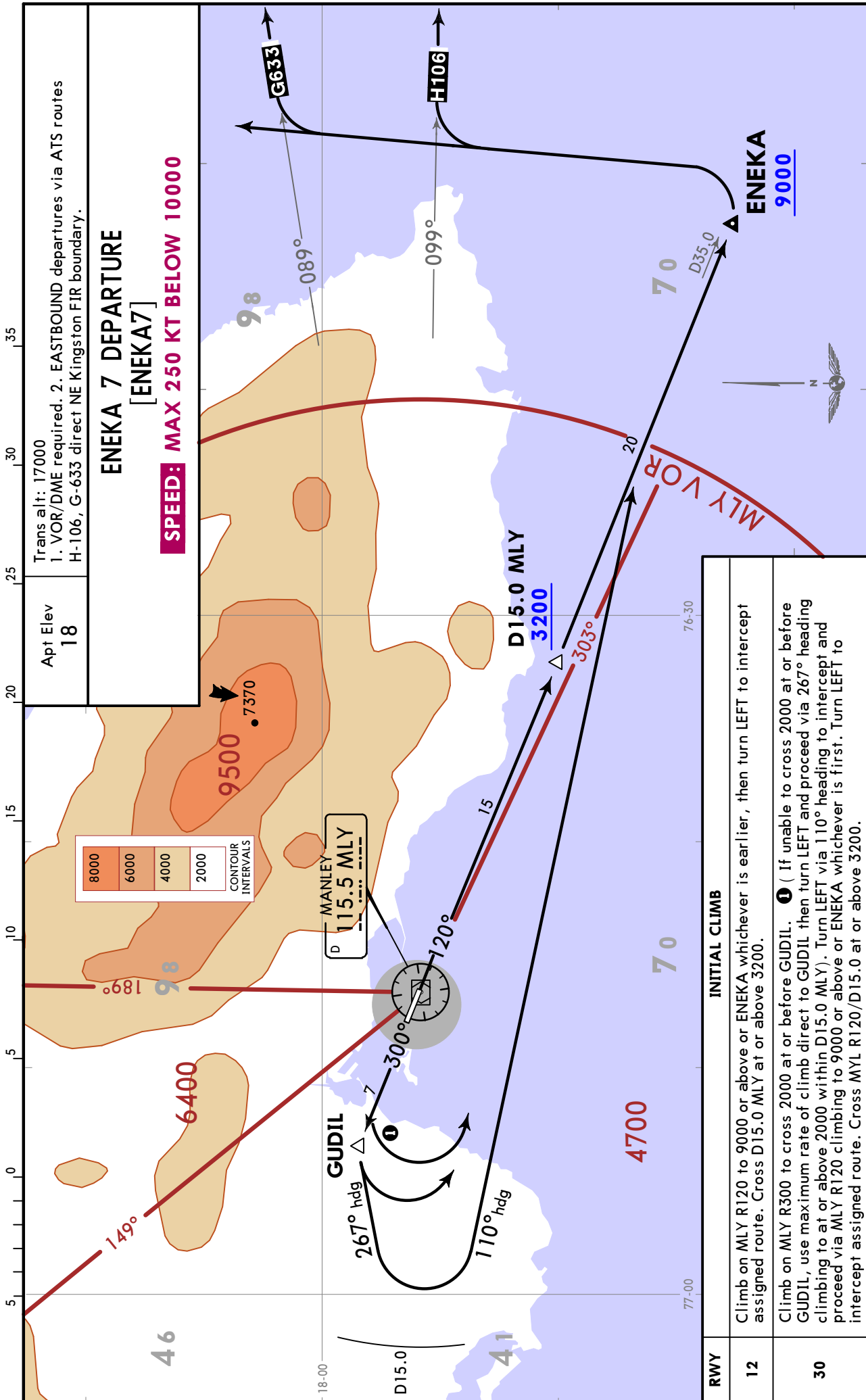
KINGSTON, JAMAICA

12 JUN 20

10-3D

Eff 18 Jun

SID

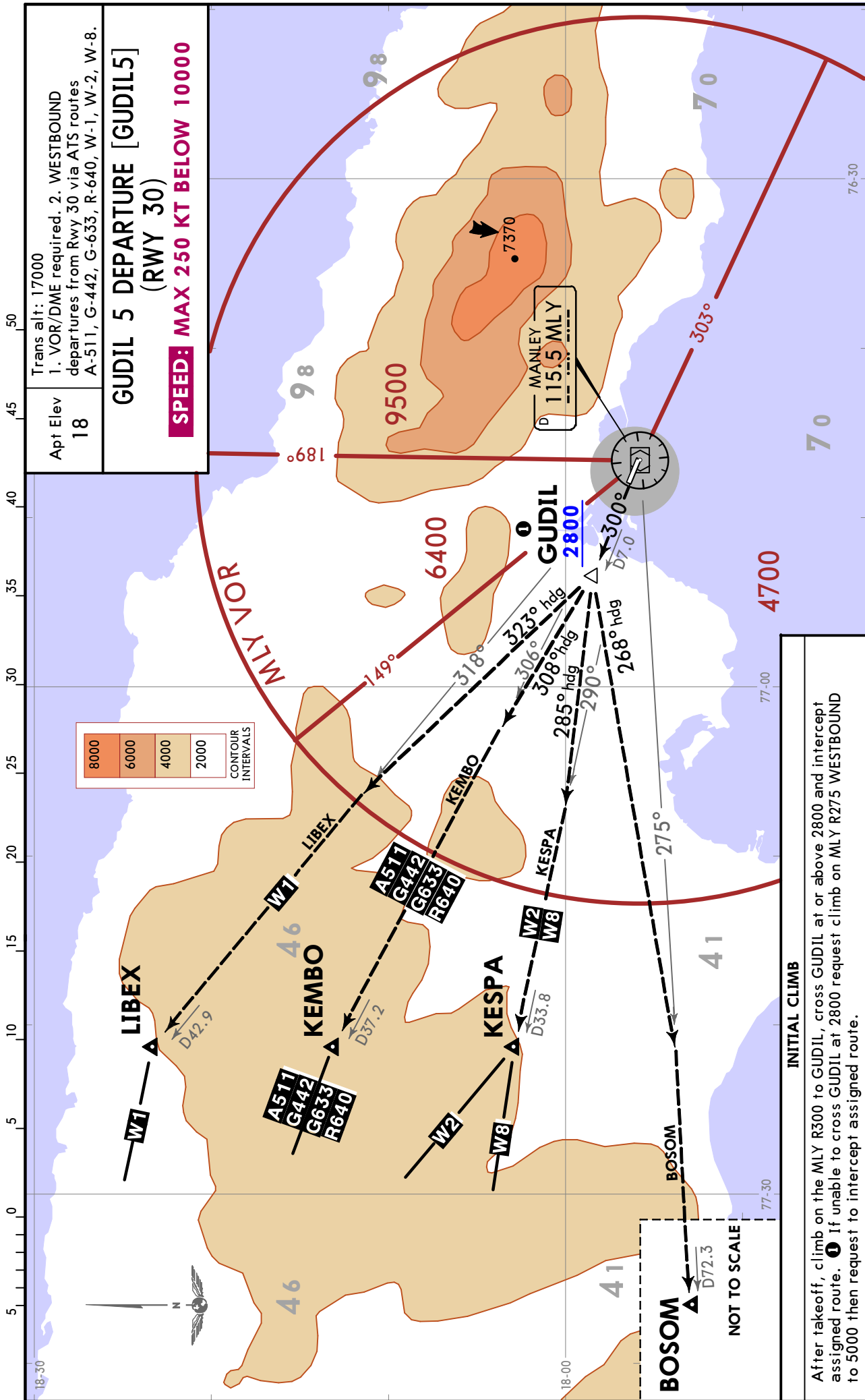


MKJP/KIN
NORMAN MANLEY INTL

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

KINGSTON, JAMAICA

SID



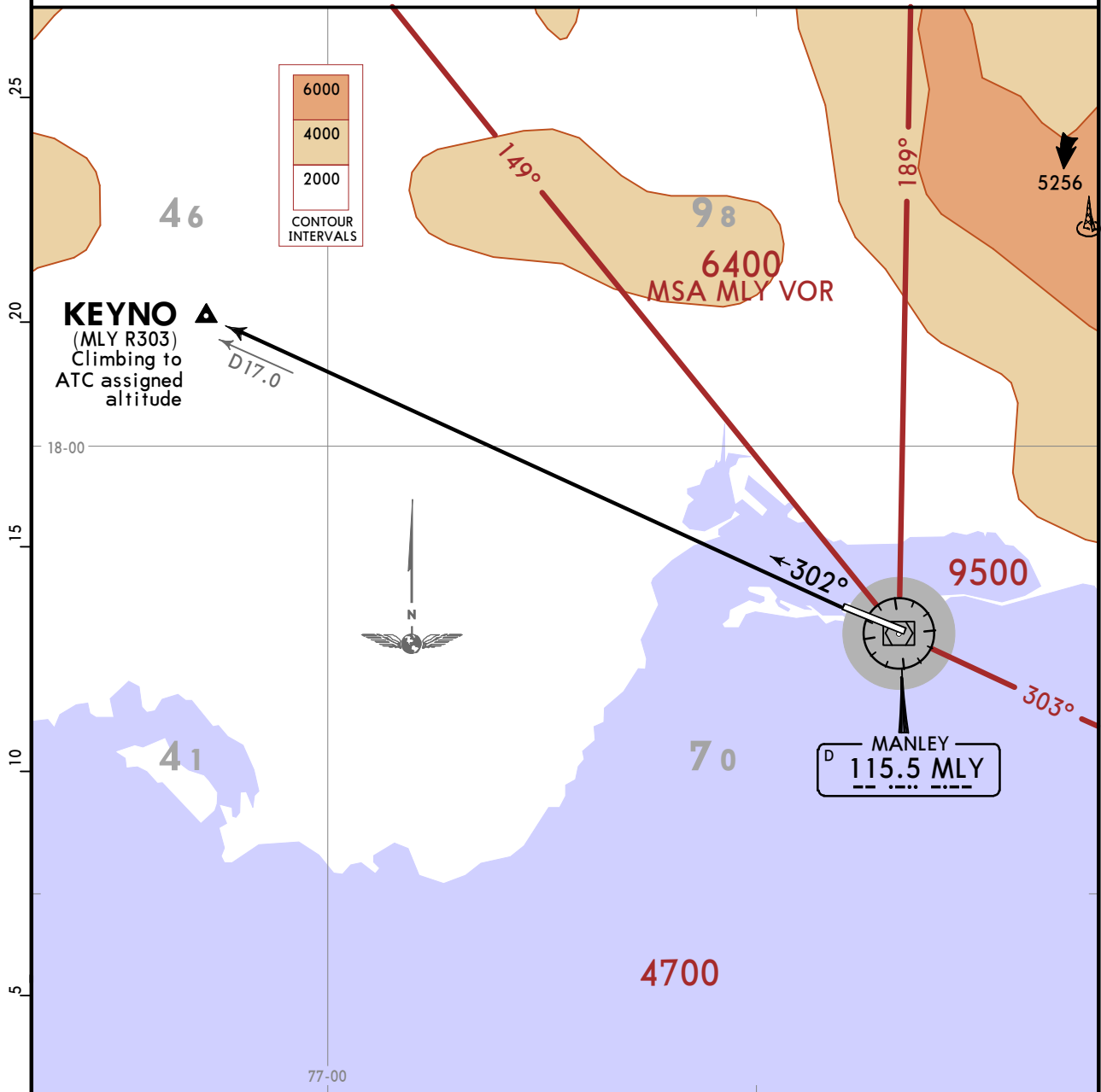
MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN
 4 SEP 20 **10-3F** **Eff 10 Sep**

KINGSTON, JAMAICA
SID

| | |
|-----------------------|---|
| Apt Elev 18 | Trans alt: 17000 1. All routes from MYL VOR. 2. Noise Abatement: No turn over Port Royal below 1500 AMSL permitted. |
|-----------------------|---|

KEYNO 2 DEPARTURE (VECTOR)
 [KEYNO2]
 (RWY 30)



KEYNO ▲
 (Mly R303)
 Climbing to
 ATC assigned
 altitude
 ← D17.0

MANLEY
D
 115.5 MLY

COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST
 On recognition of communication failure 7 minutes or less after takeoff and in Instrument Meteorological conditions, proceed as follows:
 1. Squawk 7600; and
 2. MAINTAIN last assigned altitude and heading for 7 minutes after recognition of communication failure, then
 3. Climb to 10000 maintaining last assigned heading; then
 4. Proceed direct to nearest fix associated with filed flight plan route continuing climb to flight plan cruising level.
 If in Visual Meteorological Conditions, continue to fly in VMC and land at the nearest suitable aerodrome.
 If communication failure occurs more than 7 minutes after takeoff, comply with the appropriate procedures for communication failure and proceed according to the current flight plan route to destination airport, unless it is considered inadvisable.

INITIAL CLIMB

After takeoff, proceed on track 302° to KEYNO (Mly R303/D17.0), climbing to altitude assigned by ATC. ATC will provide RADAR vectors to intercept filed/assigned ATS routes, before reaching KEYNO.

MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN
 4 SEP 20 **(10-3G)** **Eff 10 Sep**

KINGSTON, JAMAICA
RNAV SID

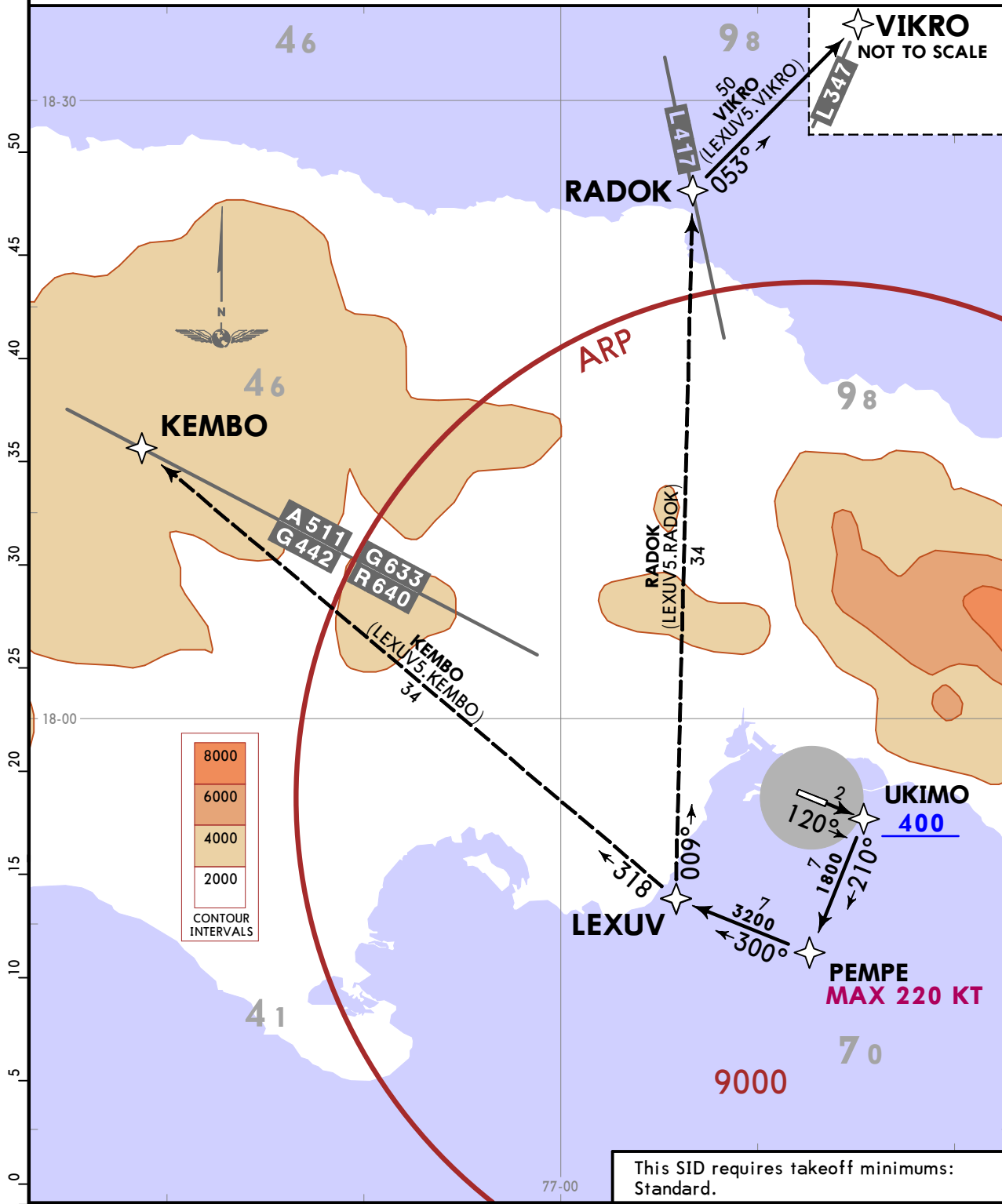
Apt Elev
18

Trans alt: 17000
 1. GPS required.
 CDI sensitivity.

2. For use by /E, /F, /R (RNP 2.0), and /G equipped aircraft. Use 1 NM

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

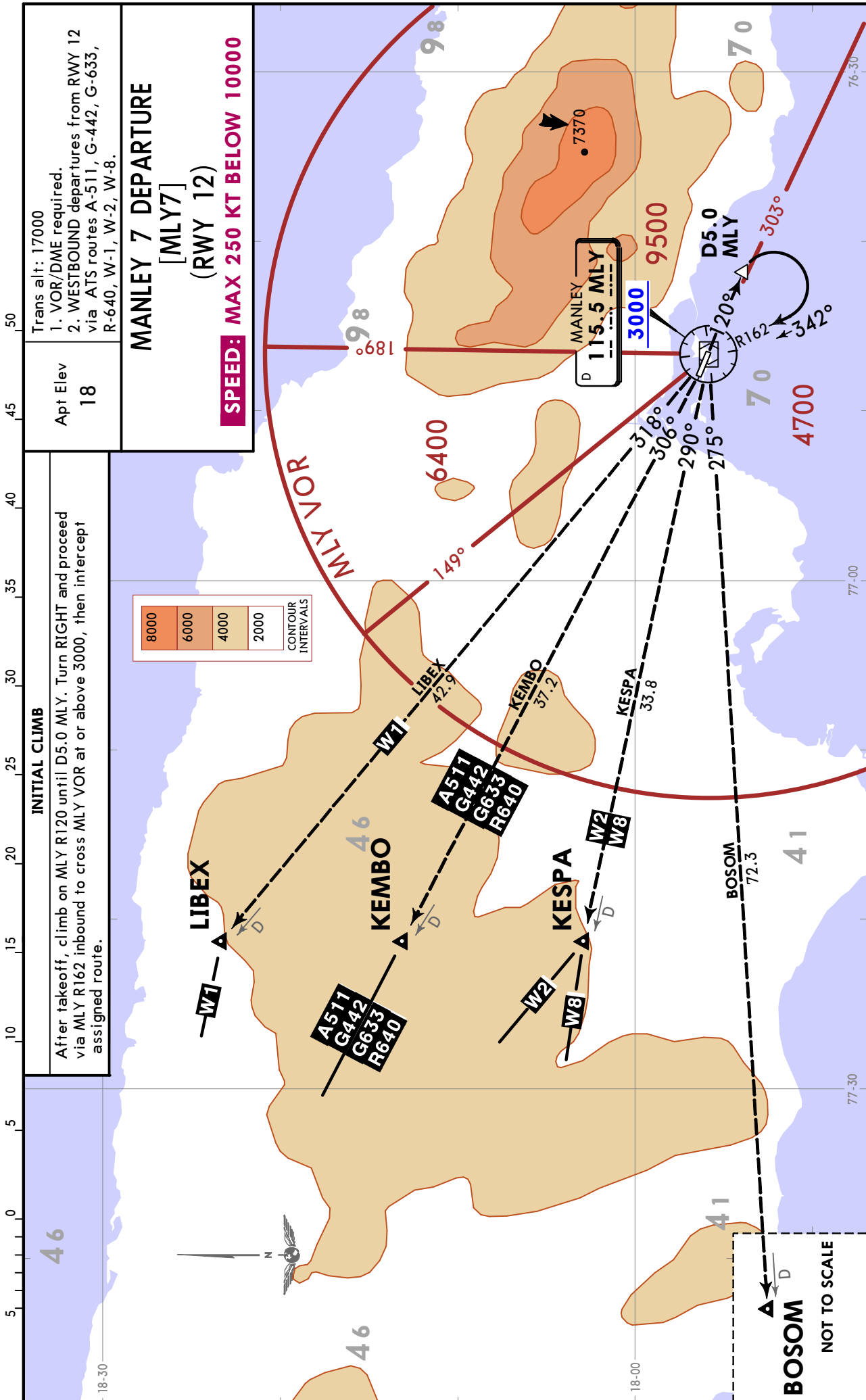


KINGSTON, JAMAICA

12 JUN 20 (10-3H)

Eff 18 Jun

SID



MKJP/KIN
NORMAN MANLEY INTL

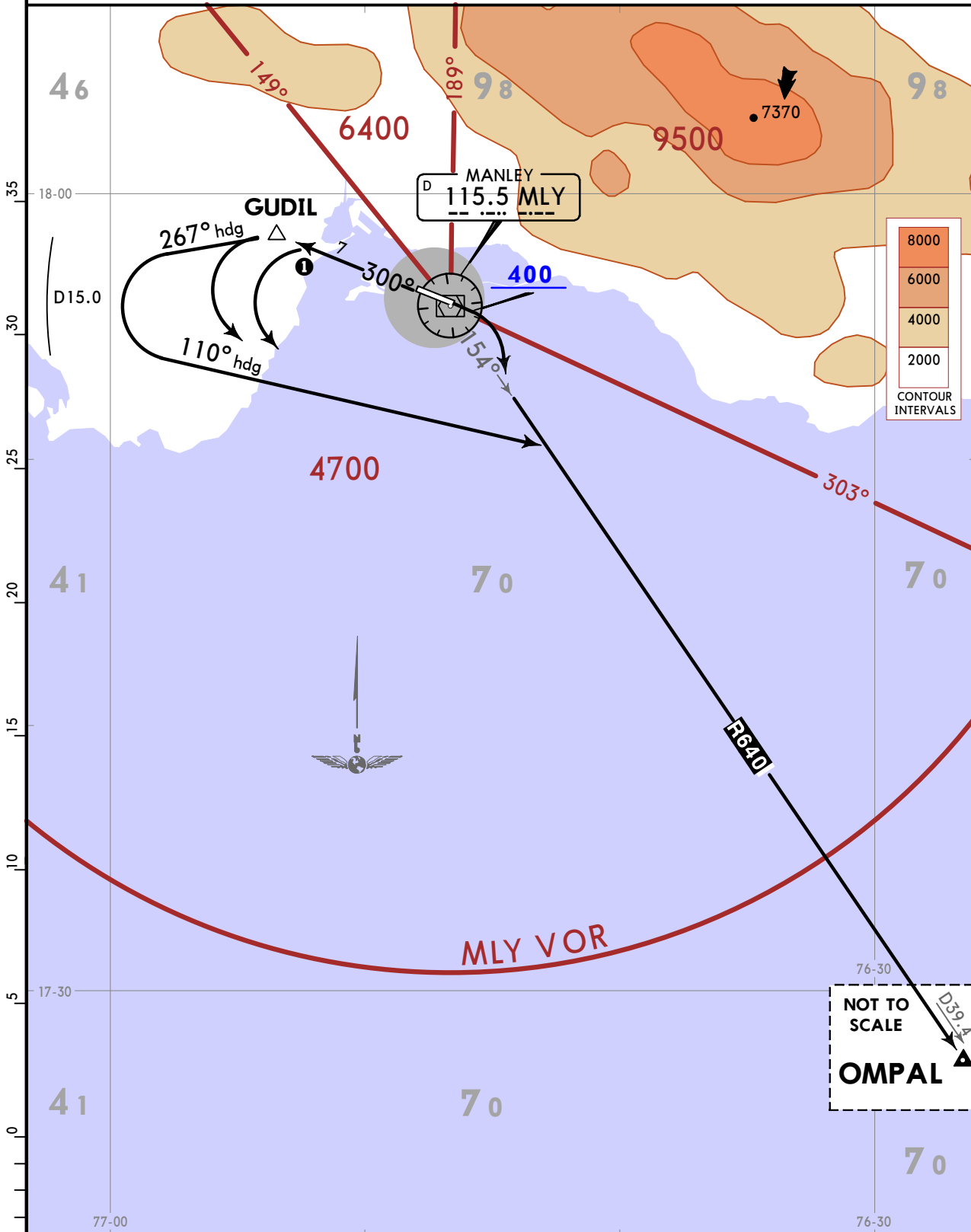
JEPPESEN
 12 JUN 20 **10-3J** **Eff 18 Jun**

KINGSTON, JAMAICA
SID

| | |
|-----------------------|--|
| Apt Elev 18 | Trans alt: 17000 1. VOR/DME required. 2. SOUTHEASTBOUND departure via ATS route R-640. |
|-----------------------|--|

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.

MKJP/KIN
NORMAN MANLEY INTL

JEPESEN
 12 JUN 20 **10-3K** **Eff 18 Jun**

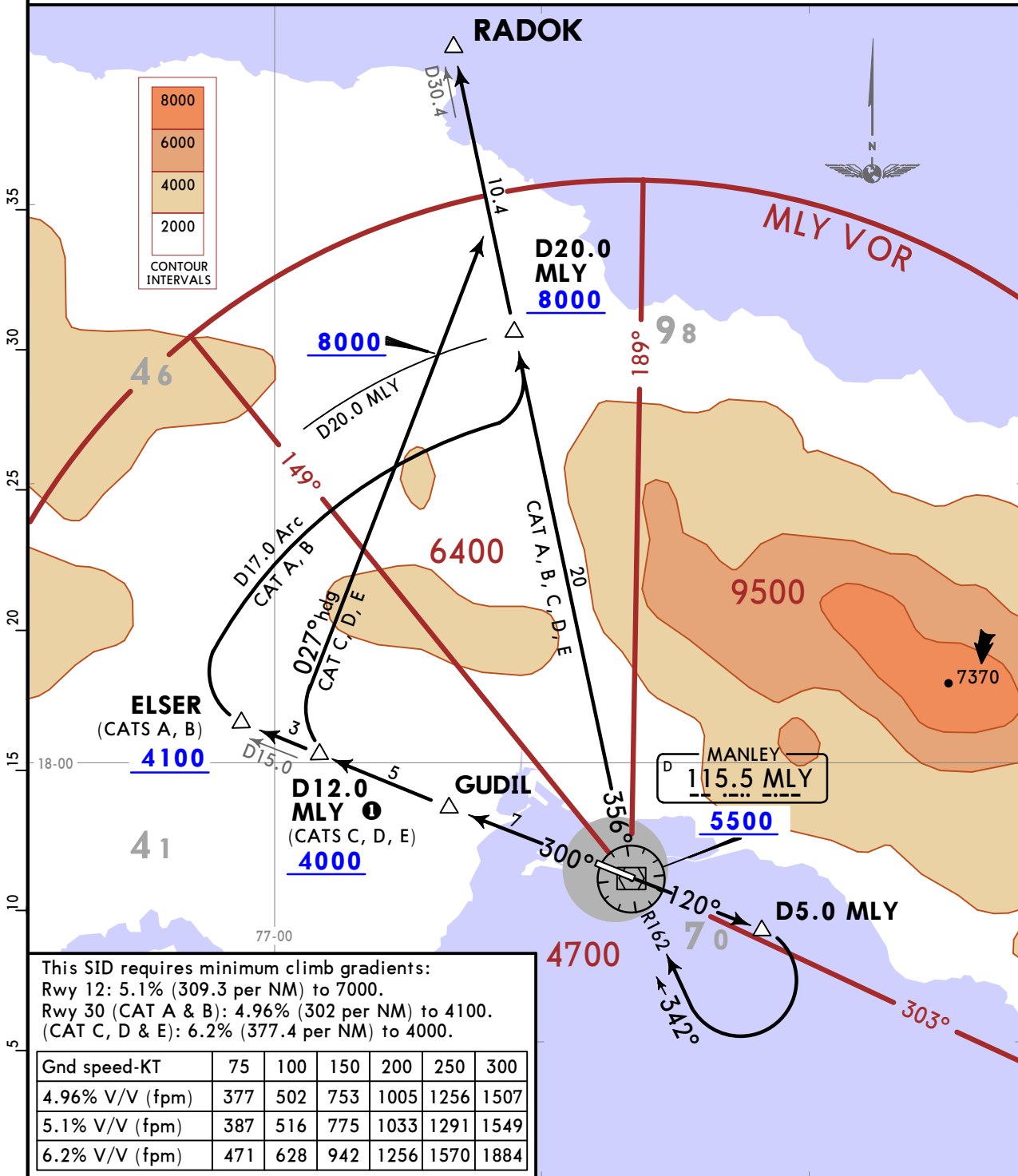
KINGSTON, JAMAICA
SID

Apt Elev
 18

Trans alt: 17000
 1. VOR/DME required. 2. NORTHBOUND departure. 3. Subdivided according to aircraft categories.

RADOK 7 DEPARTURE
[RADOK7]

SPEED: MAX 250 KT BELOW 10000

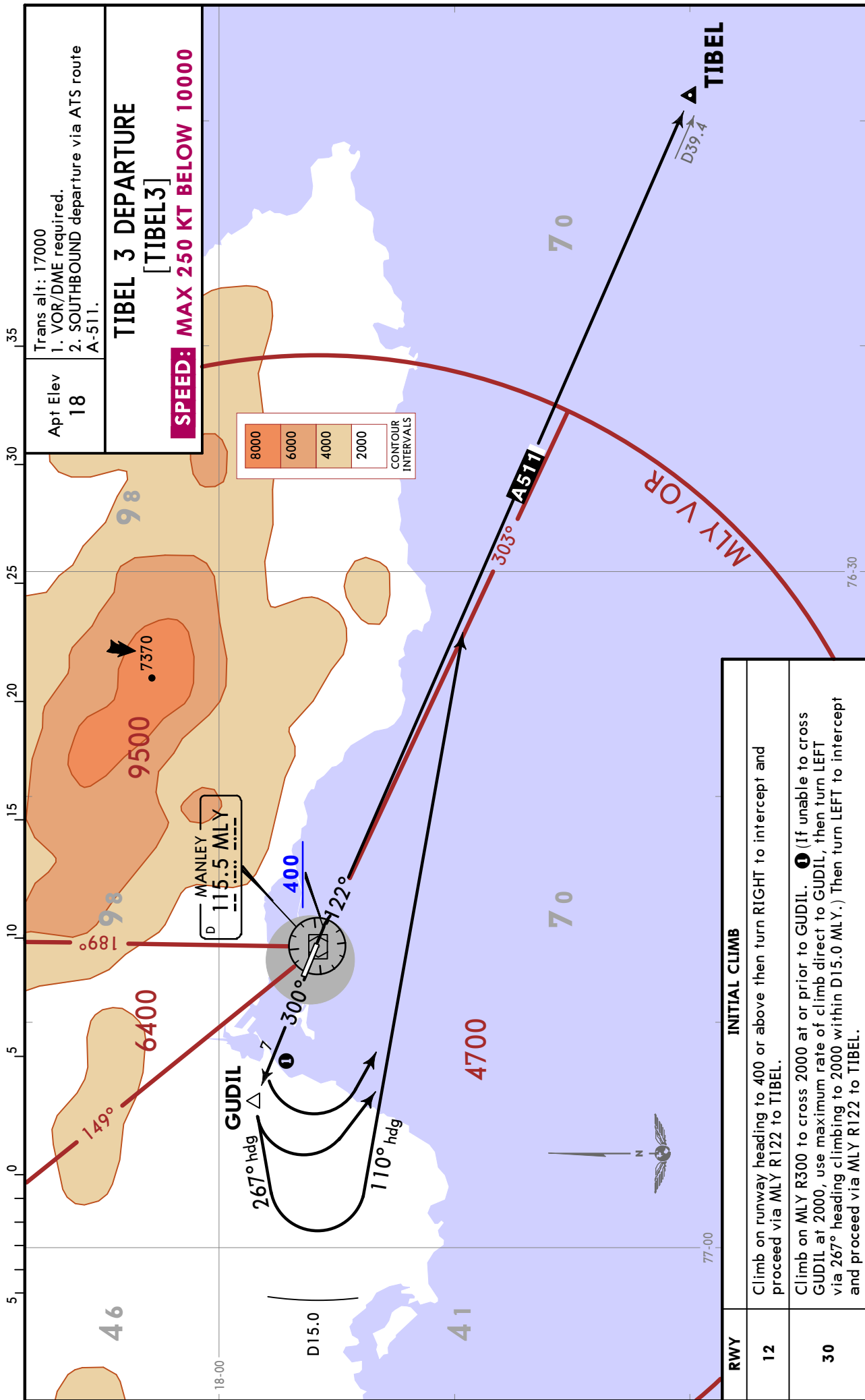


| RWY | INITIAL CLIMB |
|-----|--|
| 12 | CAT A, B, C, D, & E: After takeoff, climb on MLY R120 to D5.0 MLY, turn RIGHT to intercept and proceed via MLY R162 inbound to cross MLY VOR at or above 5500. Turn RIGHT and proceed via MLY R356 to RADOK. Cross D20.0 MLY at or above 8000. |
| 30 | CAT A & B: After takeoff, climb on MLY R300 to cross ELSER at or above 4100, then turn RIGHT to intercept and proceed via D17.0 Arc MLY to intercept MLY R356 to RADOK. Cross D20.0 MLY at or above 8000. CAT C, D & E: After takeoff, climb on MLY R300 to cross D12.0 MLY at or above 4000, then turn RIGHT and proceed via 027° heading to intercept MLY R356 to RADOK. Cross D20.0 MLY at or above 8000. ① Provision: CAT A or B aircraft able to cross D12.0 MLY on MLY R300 at or above 4000 may turn RIGHT and proceed according to CAT C & D departure. |

MKJP/KIN
NORMAN MANLEY INTL

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

KINGSTON, JAMAICA
SID



Trans alt: 17000
 1. VOR/DME required.
 2. SOUTHBOUND departure via ATS route A-511.

TIBEL 3 DEPARTURE
 [TIBEL3]

SPEED: MAX 250 KT BELOW 10000

Apt Elev
18

| |
|------|
| 8000 |
| 6000 |
| 4000 |
| 2000 |

CONTOUR INTERVALS

| RWY | INITIAL CLIMB |
|-----|--|
| 12 | Climb on runway heading to 400 or above then turn RIGHT to intercept and proceed via MLY R122 to TIBEL. |
| 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 R122 to TIBEL. |

MKJP/KIN
NORMAN MANLEY INTL

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

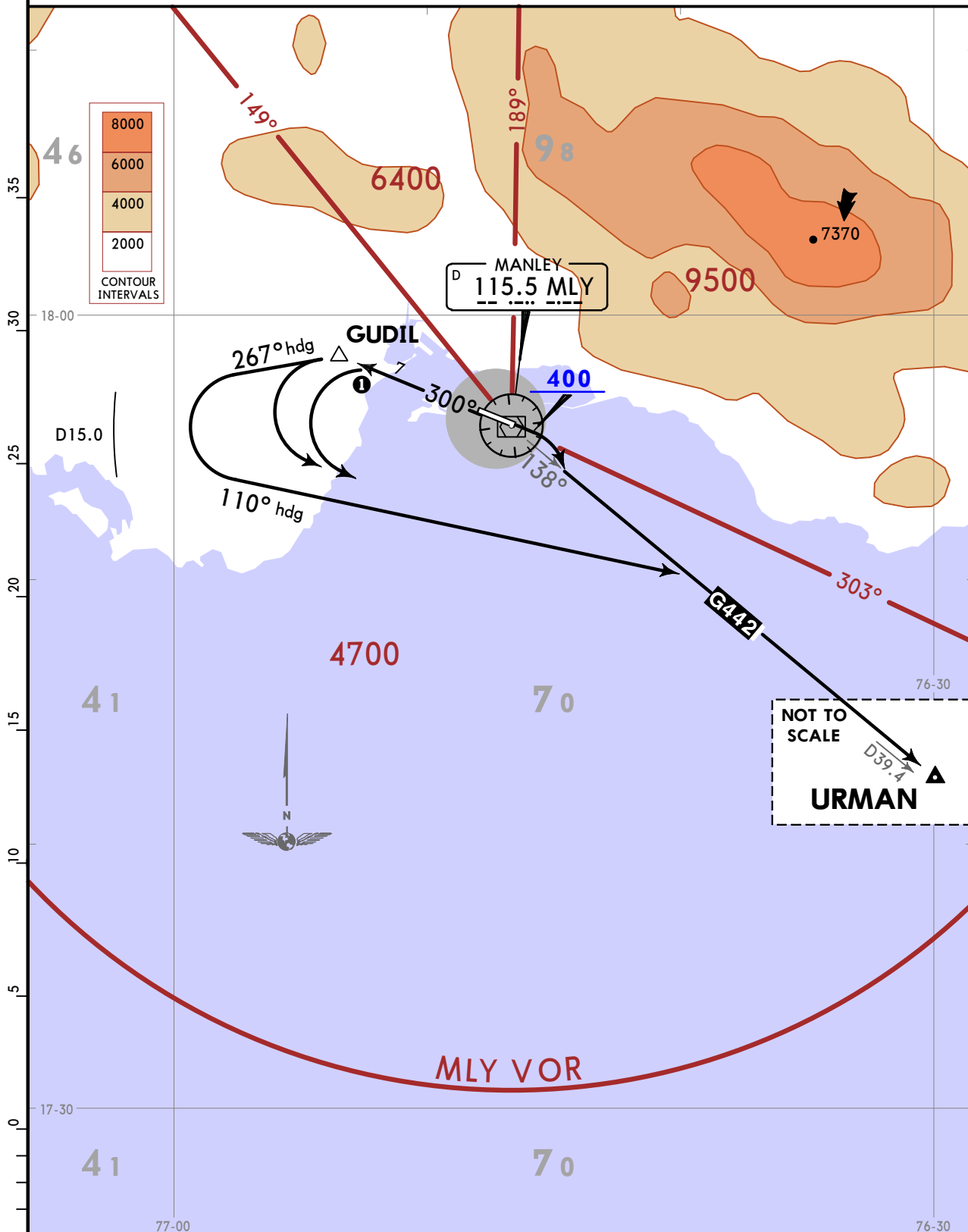
KINGSTON, JAMAICA
SID

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 Uрман. |
| 30 | Climb on MLY R300 to cross 2000 at or prior to GUDIL. ❶ (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 Uрман. |

CHANGES: Procedure reinstated, revised, renumbered.

© JEPPESEN, 2020. ALL RIGHTS RESERVED.

MKJP/KIN

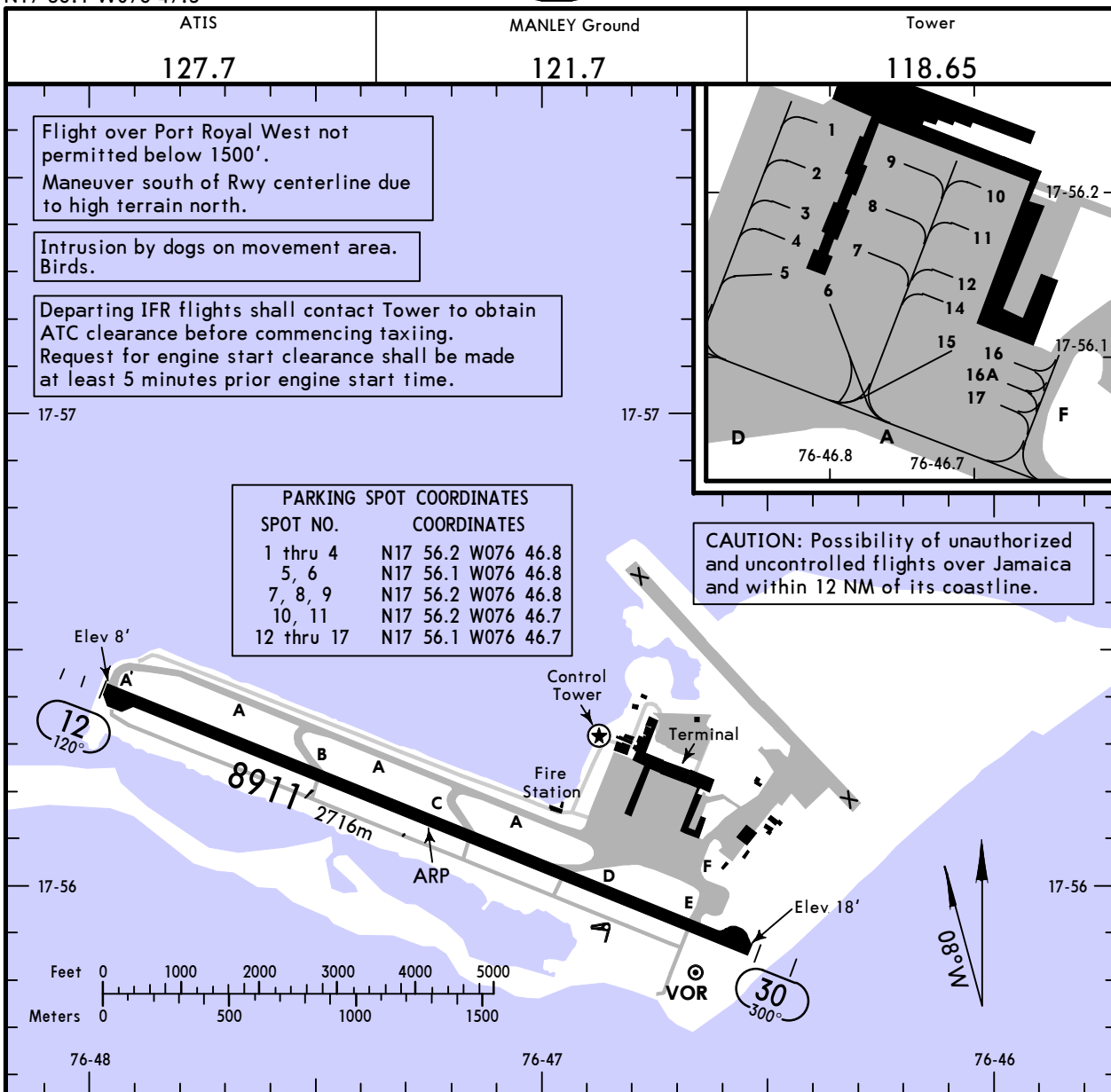
Apt Elev **18'**
N17 56.1 W076 47.3

JEPPesen

25 JUN 21 **(10-9)**

KINGSTON, JAMAICA

NORMAN MANLEY INTL



ADDITIONAL RUNWAY INFORMATION

| RWY | | USABLE LENGTHS | | TAKE-OFF | WIDTH |
|-----|----------------------------------|----------------|-------------|----------|-------|
| | | Threshold | Glide Slope | | |
| 12 | HIRL SALS REIL PAPI (angle 3.0°) | | 7889' 2405m | | 151' |
| 30 | HIRL ALS REIL PAPI (angle 3.0°) | | | | 46m |
| | | | | | |
| | | | | | |
| | | | | | |

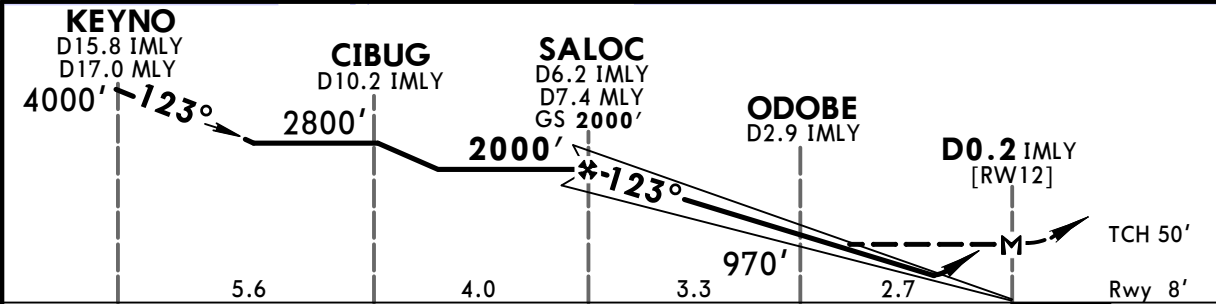
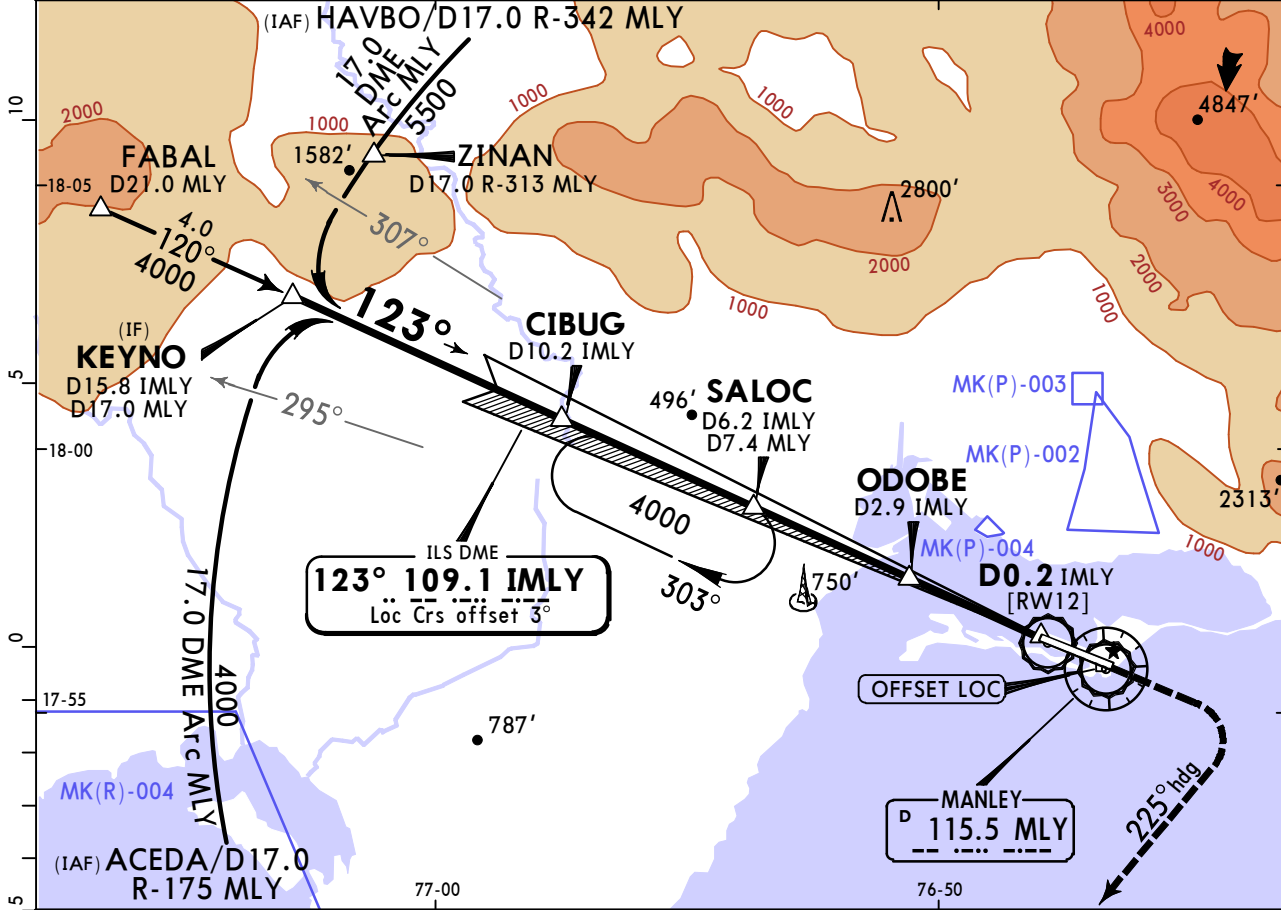
| | TAKE-OFF |
|-----------|----------|
| | All Rwys |
| 1 & 2 Eng | 1.9 km |
| 3 & 4 Eng | 926m |

MKJP/KIN NORMAN MANLEY INTL

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

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' | | |
| MISSED APCH: Climb to 1000'. Turn RIGHT to heading 225° to intercept D17.0 MLY VOR Arc at 4000' to KEYNO (D17.0 MLY VOR). Thence hold at SALOC (D7.4 MLY VOR). | | | | | | |
| Alt Set: hPa (IN on req) | | Rwy Elev: 0 hPa | Trans level: FL 180 | Trans alt: 17000' | | MSA MLY VOR 1 6400 |



| | | | | | | | | | | |
|----------------------------------|-------|------|------|------|------|------|----------|------------------|------------------------|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | SALS | 1000' | 225° hdg | |
| GS | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | 849 |
| MAP at D0.2 IMLY or SALOC to MAP | 6.0 | 5:09 | 4:00 | 3:36 | 3:00 | 2:34 | | | | 2:15 |

| | | | | | |
|---------------------------------|---------|---|---------|---|-----------------------|
| STRAIGHT-IN LANDING RWY 12 | | | | CIRCLE-TO-LAND Not Authorized North of Extended Rwy Centerline | |
| ILS DA(H) 278' (270') | | LOC (GS out) MDA(H) 328' (320') | | Max Kts | MDA(H) |
| FULL | ALS out | ALS out | ALS out | | |
| A | 1.9 km | 1.9 km | | 100 | 1050' (1032') -1.9 km |
| B | | 2.3 km | | 135 | 1050' (1032') -2.8 km |
| C | | 2.8 km | | 180 | 1150' (1132') -3.7 km |
| D | | 3.2 km | | 205 | 1150' (1132') -4.6 km |

PANS OPS

MKJP/KIN NORMAN MANLEY INTL



KINGSTON, JAMAICA RNAV (GNSS) Rwy 12

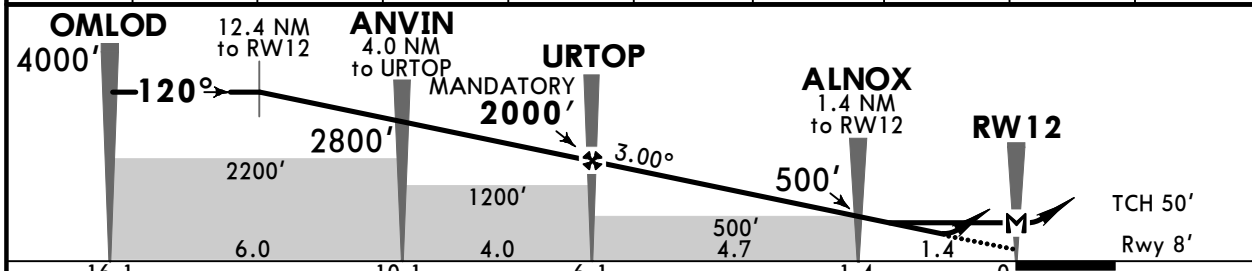
4 SEP 20 (12-1)

Eff 10 Sep

| | | | | | | | |
|--|---------------------------|-------------------------------------|--|-----------------------------------|--|------------------------|------------------------|
| 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' | |
| MISSED APCH: Climb on track 120° to 500'. Then climbing RIGHT turn to 4000' direct to PYNER. | | | | | | | TAA 25 NM IAF/IF |
| 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' |



| | | | | | | | | | | | |
|--|-------|------|------|------|------|------|--------------|---------------|----------|-----------|-----|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | SALS PAPI | 500' on track | 4000' RT | D → PYNER | |
| Descent Angle | 3.00° | 372 | 478 | 531 | 637 | 743 | | | | | 849 |
| 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 Not Authorized North of Aerodrome | | | | No Circling |
| LNAV/VNAV | | LNAV | | MDA(H) | | Max Kts | | |
| DA(H) 258' (250') | | MDA(H) 320' (312') | | | | | | |
| ALS out | | ALS out | | | | | | |
| A | 1.9 km | | 1.9 km | | 100 | 1050' (1032') -2.3 km | | |
| B | 1.9 km | | 1.9 km | | 135 | 1050' (1032') -2.8 km | | |
| C | 1.9 km | | 1.9 km | | 180 | 1150' (1132') -5.6 km | | |
| D | 1.9 km | | 2.3 km | | 205 | 1150' (1132') -5.6 km | | |

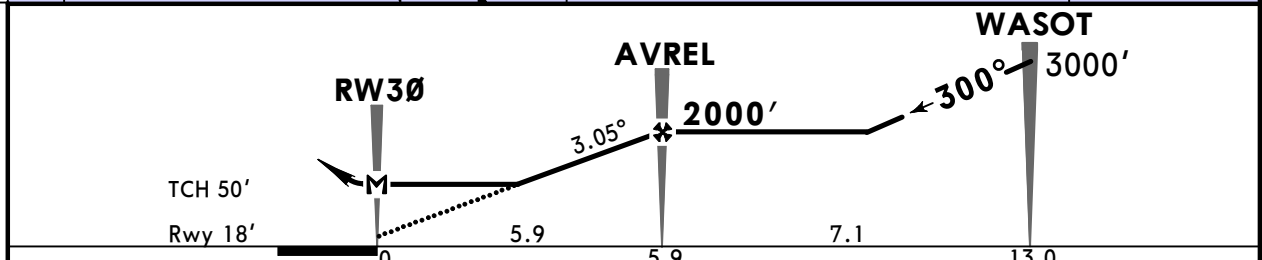
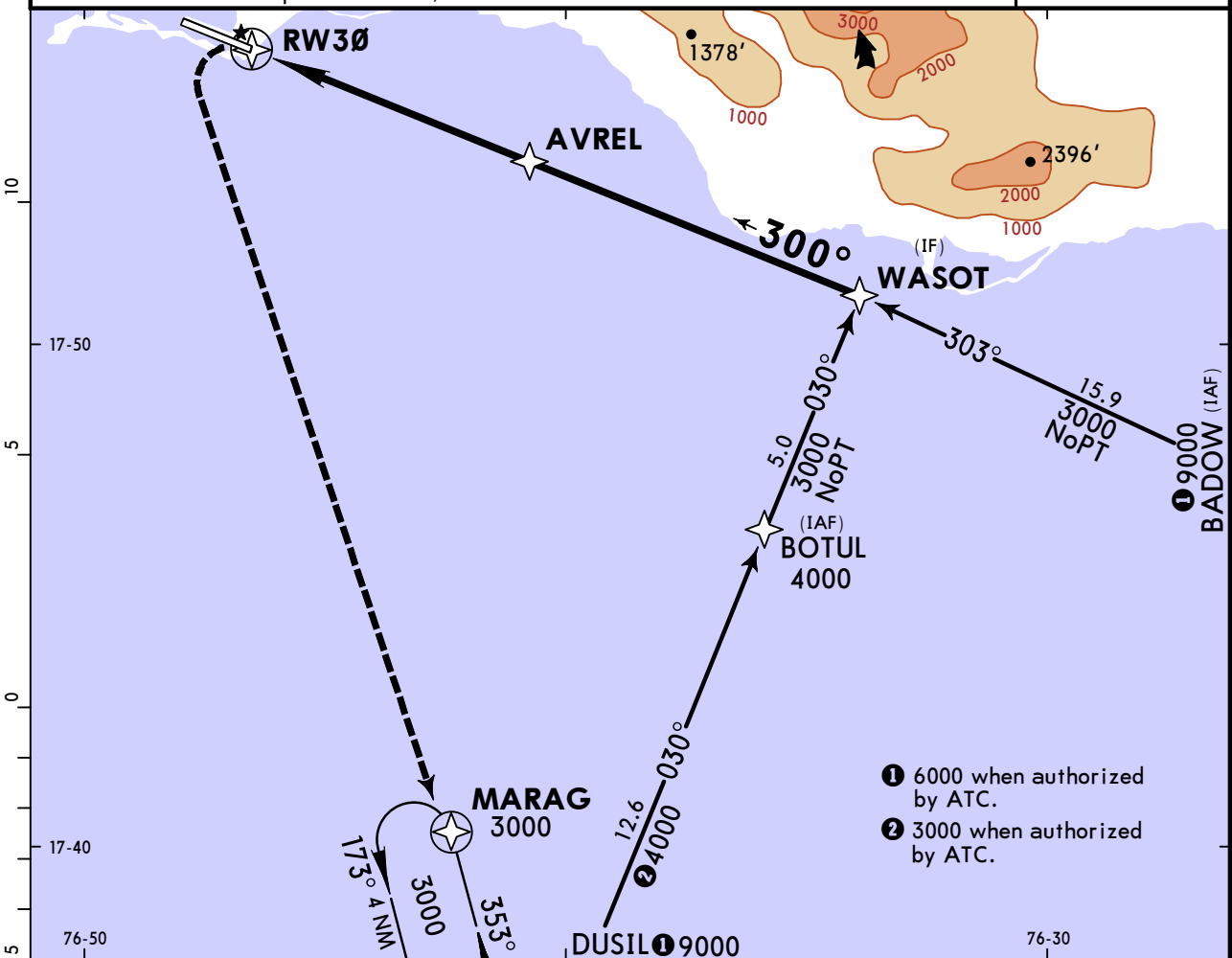
CHANGES: None.

MKJP/KIN
NORMAN MANLEY INTL

JEPPESEN
 4 SEP 20 **(12-2)** **Eff 10 Sep**

KINGSTON, JAMAICA
RNAV (GNSS) Rwy 30

| | | | | | | | | |
|---|-------------------------------|-------------------------------------|-----------------------------------|-------------------------------|--|------------------------|--|--|
| ATIS 127.7 | | MANLEY Approach (R) 120.6 | | MANLEY Tower 118.65 | | Ground 121.7 | | |
| RNAV | Final Apch Crs 300° | AVREL 2000' (1982') | LNAV MDA(H) 390' (372') | Apt Elev 18' Rwy 18' | | | | |
| MISSED APCH: Climbing LEFT turn to 3000' direct MARAG and hold. | | | | | | | | |
| Alt Set: hPa (IN on req) Rwy Elev: 1 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. | | | | | | | | |



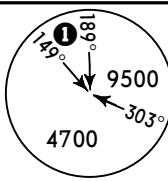
| | | | | | | | | | | |
|-----------------------------|-----|------|------|------|------|------|--|--|--|--------------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | | | MARAG |
| Descent Angle 3.05° | 378 | 486 | 540 | 648 | 755 | 863 | | | | |
| MAP at RW30 or AVREL to MAP | 5.9 | 5:03 | 3:56 | 3:32 | 2:57 | 2:32 | | | | |

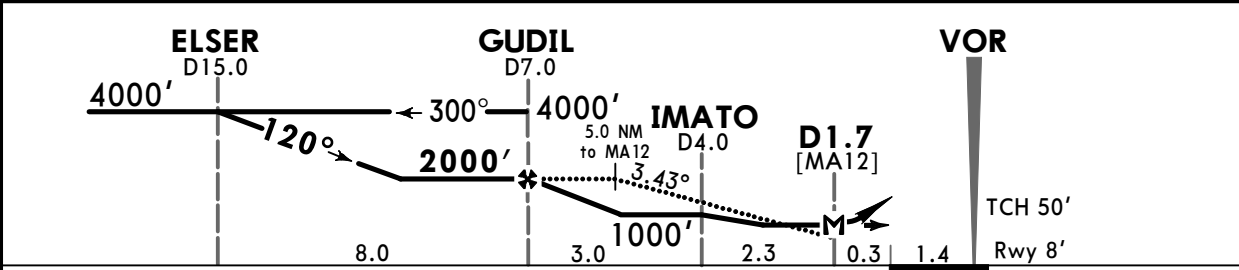
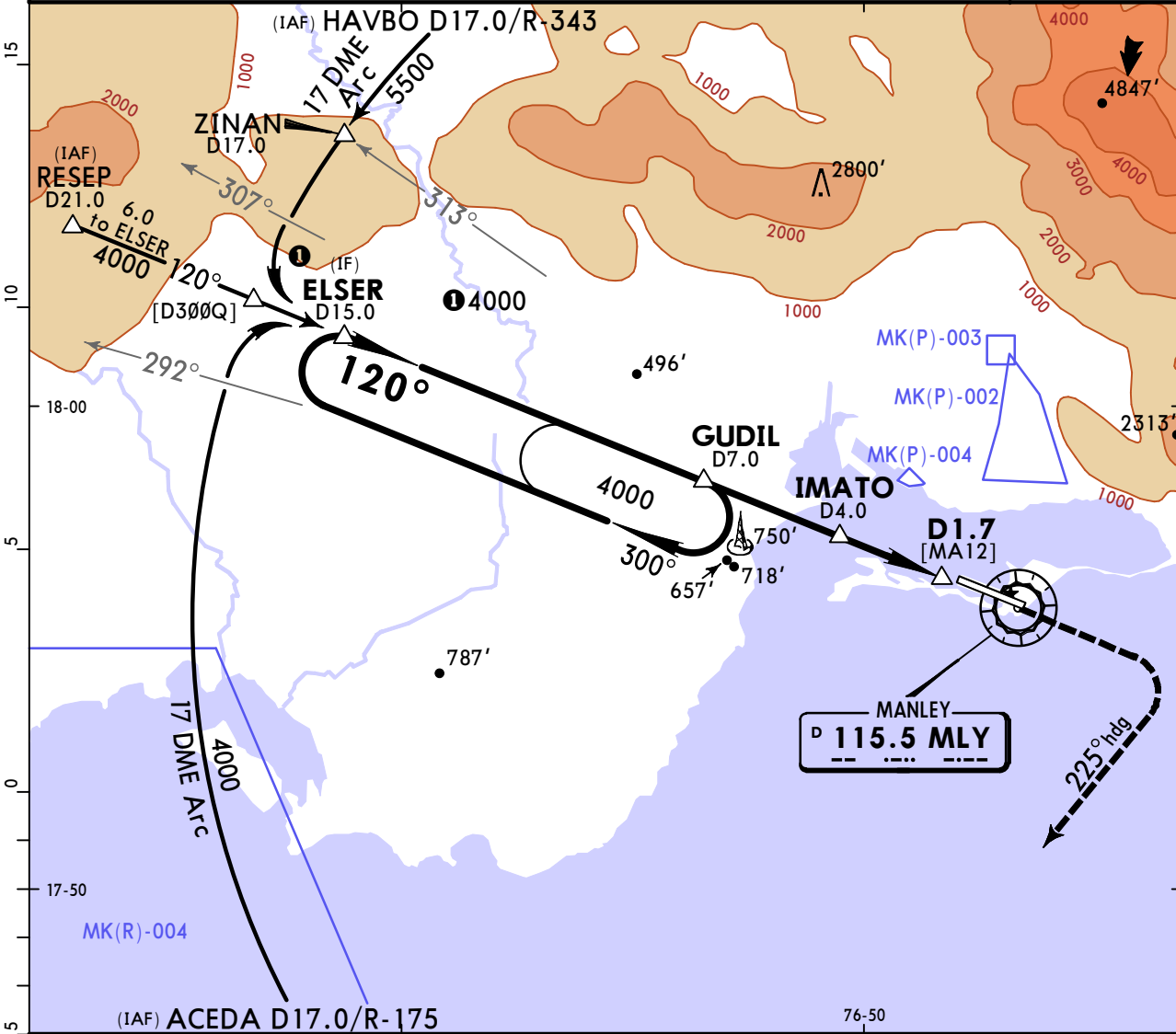
| | | | | | | |
|-----------------------------------|--|-------------|--|-----------------------------------|--|--|
| STRAIGHT-IN LANDING RWY 30 | | | | CIRCLE-TO-LAND | | |
| LNAV/VNAV | | LNAV | | Not Authorized North of Aerodrome | | |
| ALS out | | ALS out | | Max Kts | | |
| A | | B | | 100 | | |
| C | | D | | 135 | | |
| NOT AUTHORIZED | | 1.9 km | | 1050' (1032') -2.3 km | | |
| | | 2.3 km | | 1050' (1032') -2.8 km | | |
| | | | | 180 | | |
| | | | | 205 | | |
| | | | | 1150' (1132') -5.6 km | | |



MKJP/KIN NORMAN MANLEY INTL

JEPPESEN
12 JUN 20 **(13-1)** Eff 18 Jun

KINGSTON, JAMAICA VOR DME Rwy 12

| | | | | | | | |
|---|-------------------------------|-------------------------------------|------------------------------|-------------------------------|--|---|----------------------------|
| ATIS 127.7 | | MANLEY Approach (R) 120.6 | | MANLEY Tower 118.65 | | Ground 121.7 | |
| VOR MLY 115.5 | Final Apch Crs 120° | GUDIL 2000' (1992') | MDA(H) 500' (492') | Apt Elev 18' Rwy 8' | |  | |
| MISSED APCH: Climb to 1000'. Then turn RIGHT to 225° heading to intercept 17 DME Arc at 4000' to ELSER (D15.0). Thence hold at GUDIL (D7.0 MLY). | | | | | | | MSA MLY VOR 6400 |
| Alt Set: hPa (IN on req) | | Rwy Elev: 0 hPa | | Trans level: FL 180 | | Trans alt: 17000' | |



| | | | | | | | | | | | |
|-----------------------------|-------|------|------|------|------|------|--|-------------------|---|--------------------|------|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 |  | 1000' ↑ |  | 225° hdg | |
| Descent Angle | 3.43° | 425 | 546 | 607 | 728 | 850 | | | | | 971 |
| MAP at D1.7 or GUDIL to MAP | 5.3 | 4:33 | 3:32 | 3:11 | 2:39 | 2:16 | | | | | 1:59 |

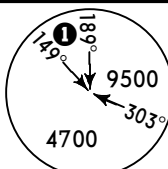
| | | | | | | |
|---|--------|--|--|-------------------------------------|--|--|
| STRAIGHT-IN LANDING RWY12 MDA(H) 500' (492') | | | | Max Kts 100 135 180 205 | CIRCLE-TO-LAND Not Authorized North of Extended Rwy Centerline | |
| ALS out | | | | | MDA(H) | |
| A | 1.8 km | | | 100 | 1050' (1032') -2.0 km | |
| B | 2.8 km | | | 135 | 1050' (1032') -2.8 km | |
| C | 3.2 km | | | 180 | 1150' (1132') -4.8 km | |
| D | 3.2 km | | | 205 | | |

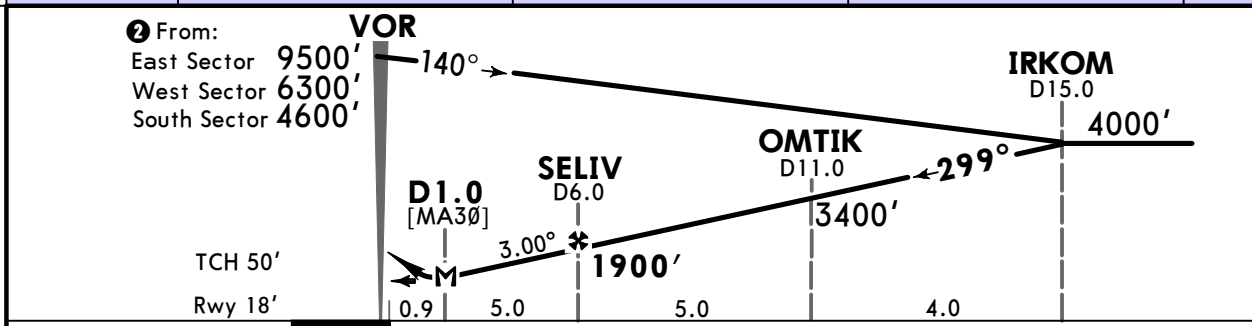
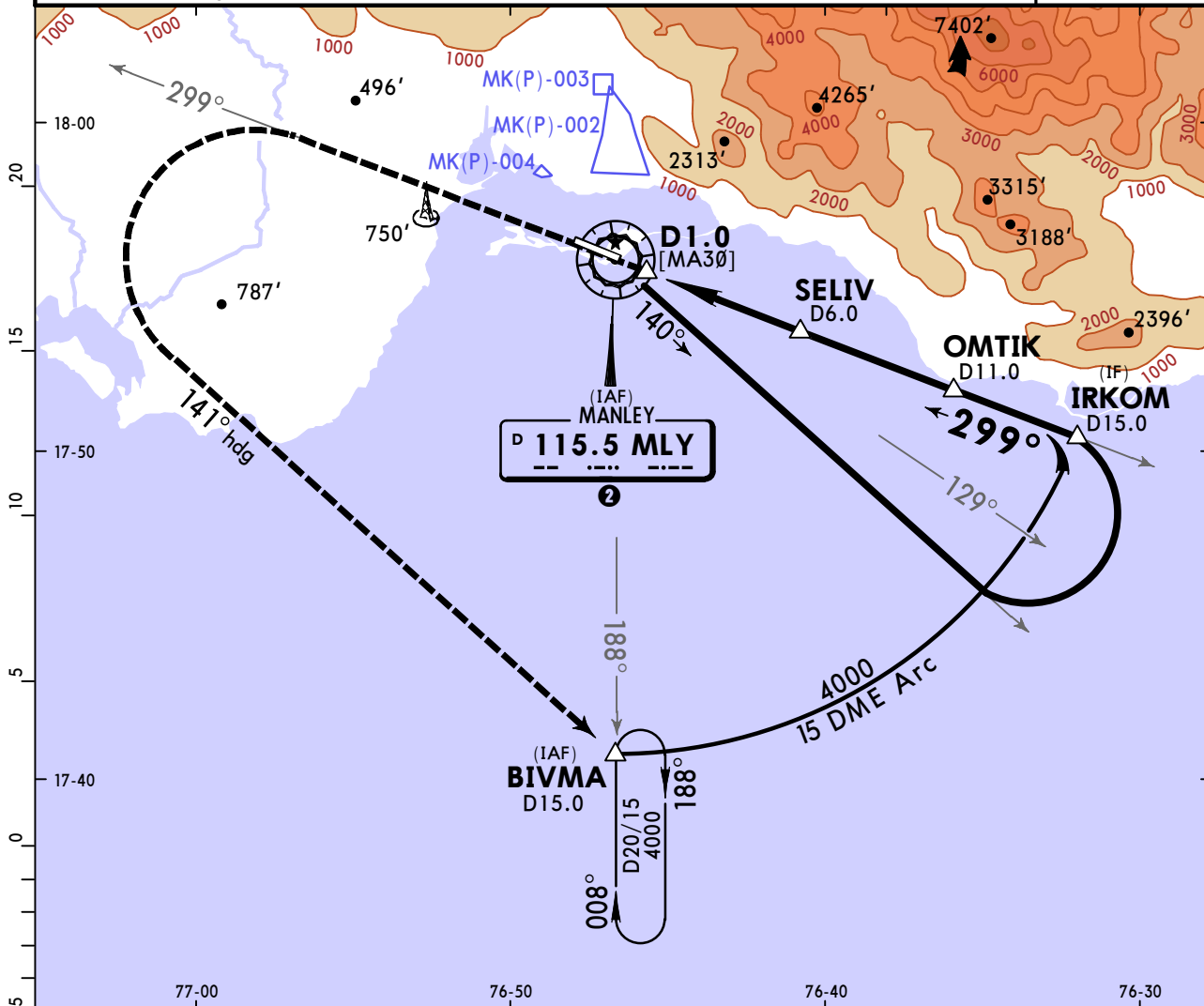
PANS OPS

MKJP/KIN NORMAN MANLEY INTL

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

KINGSTON, JAMAICA VOR DME Rwy 30

| | | | | | | | |
|--|-------------------------------|-------------------------------------|------------------------------|-------------------------------|--|---|----------------------------|
| ATIS 127.7 | | MANLEY Approach (R) 120.6 | | MANLEY Tower 118.65 | | Ground 121.7 | |
| VOR MLY 115.5 | Final Apch Crs 299° | SELIV 1900' (1882') | MDA(H) 500' (482') | Apt Elev 18' Rwy 18' | |  | |
| MISSED APCH: Climb on R-299 MLY VOR outbound to 1100'. Turn LEFT on 141° heading to BIVMA intersection climbing to 4000' to hold. | | | | | | | MSA MLY VOR 6400 |
| Alt Set: hPa (IN on req) | | Rwy Elev: 0 hPa | Trans level: FL 180 | Trans alt: 17000' | | | |
| Aircraft arriving within east sector must cross MLY VOR at 9500' or above. | | | | | | | |



| | | | | | | | |
|-----------------------------|-----|------|------|------|------|------|--|
| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | SALS REIL PAPI PAPI 1100' on 115.5 R-299 |
| Descent Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | |
| MAP at D1.0 or SELIV to MAP | 5.0 | 4:17 | 3:20 | 3:00 | 2:30 | 2:09 | |

| | | | | | |
|---------------------------|--------|--|---|-----------------------|--|
| STRAIGHT-IN LANDING RWY30 | | | CIRCLE-TO-LAND Not Authorized North of Extended Rwy Centerline | | |
| MDA(H) 500' (482') | | | MDA(H) | | |
| ALS out | | | Max Kts | | |
| A | 1.9 km | | 100 | 1050' (1032') -2.0 km | |
| B | 2.8 km | | 135 | 1050' (1032') -2.8 km | |
| C | 3.2 km | | 180 | 1150' (1132') -4.8 km | |
| D | | | 205 | | |

CHANGES: New procedure.

© JEPPESEN, 2020. ALL RIGHTS RESERVED.

Chart changes since cycle 23-2021

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

| ACT | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-----|-----------------|-------|----------|----------|
|-----|-----------------|-------|----------|----------|

KINGSTON, (NORMAN MANLEY INTL - MKJP)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport MKJP

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20220731

The TAR located at Norman Manley International Airport, Kingston, position 175604.39N 0764624.54W is unserviceable.
Effective Until: July 31, 2022 at 2359 UTC.

SUDU..PONPA..PTA..GBE..DIL..VIE..SAVT