

## GENERAL

## Operational Hours

**ATS Hours:** H24

**AD ADMIN Hours:** MON-THU 1330-2200, FRI 1330-2100

## Airport Information

**RFF:** CAT 9

**Fuel:** 1030-0230; Other times PN.

**PCN:** RWY 12/30: 68/F/A/W/T

## Operation

**Taxi/Parking**

Inform ATC ASAP after LDG about assigned stand.

Marshaller O/R.

## Warnings

FLTs over Port Royal 3NM W of RWY below 1500ft prohibited.

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

Strolling dogs on movement area.

Birds in vicinity of AD.

## ARRIVAL

## Arrival Procedure

**Special IFR Route from East Coast USA/Canada**

Southbound arrivals shall flight plan via UCA VOR/DME UA/A301.

**VFR Traffic Pattern:** RWY 30 right-hand circuit unless otherwise instructed.

## Warnings

Sudden vertical and horizontal windshears can be encountered on short final.

## DEPARTURE

**Take-off Minima**

RWY		12/30	
1+2 ENG	ft - NM	0 - 1.0V	-
3+4 ENG		0 - 0.5V	-

## Departure Procedure

**Start-up**

REQ for ENG start CLR at least 5min prior to ENG start time. Between 1500-2300 contact GND for ENG start-up and DEP CLR.

**Special IFR Route to East Coast USA/Canada**

Northbound departures shall flight plan via SID RADOK 6 UL/L417 to NEFTU.

# KIN-MKJP

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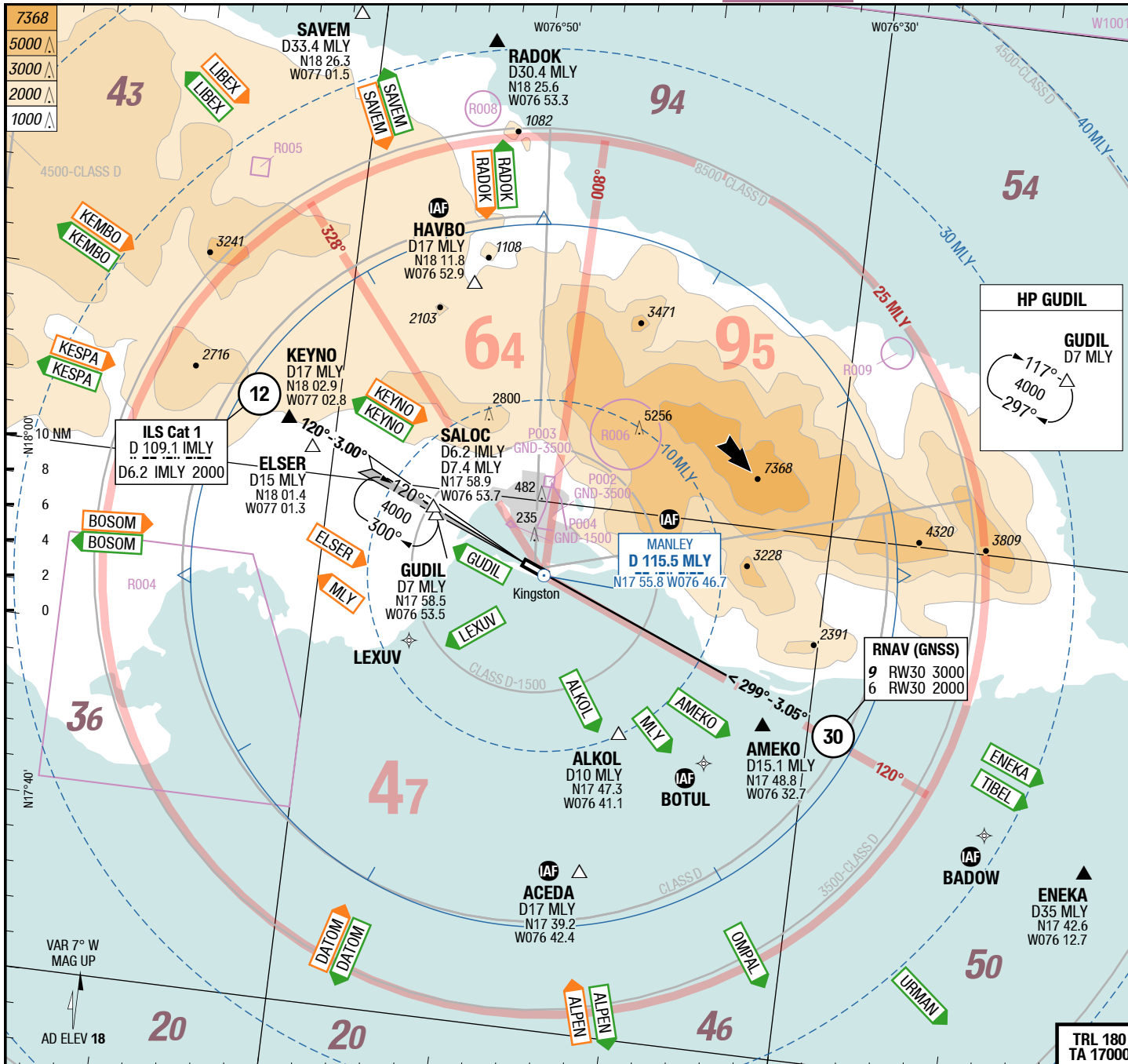
# AFC

# AFC

# AFC

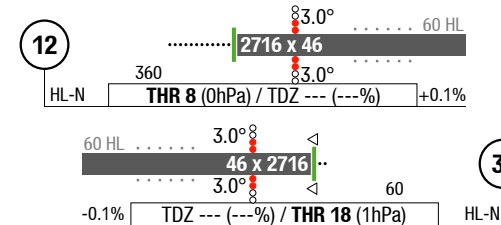
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# AFC



ATIS	127.700
Manley APP	120.600
Manley TWR	118.650
Manley GND	121.700

**Landing RWY system:**



Changes: MSA, FAT, APL, OBST, VAR

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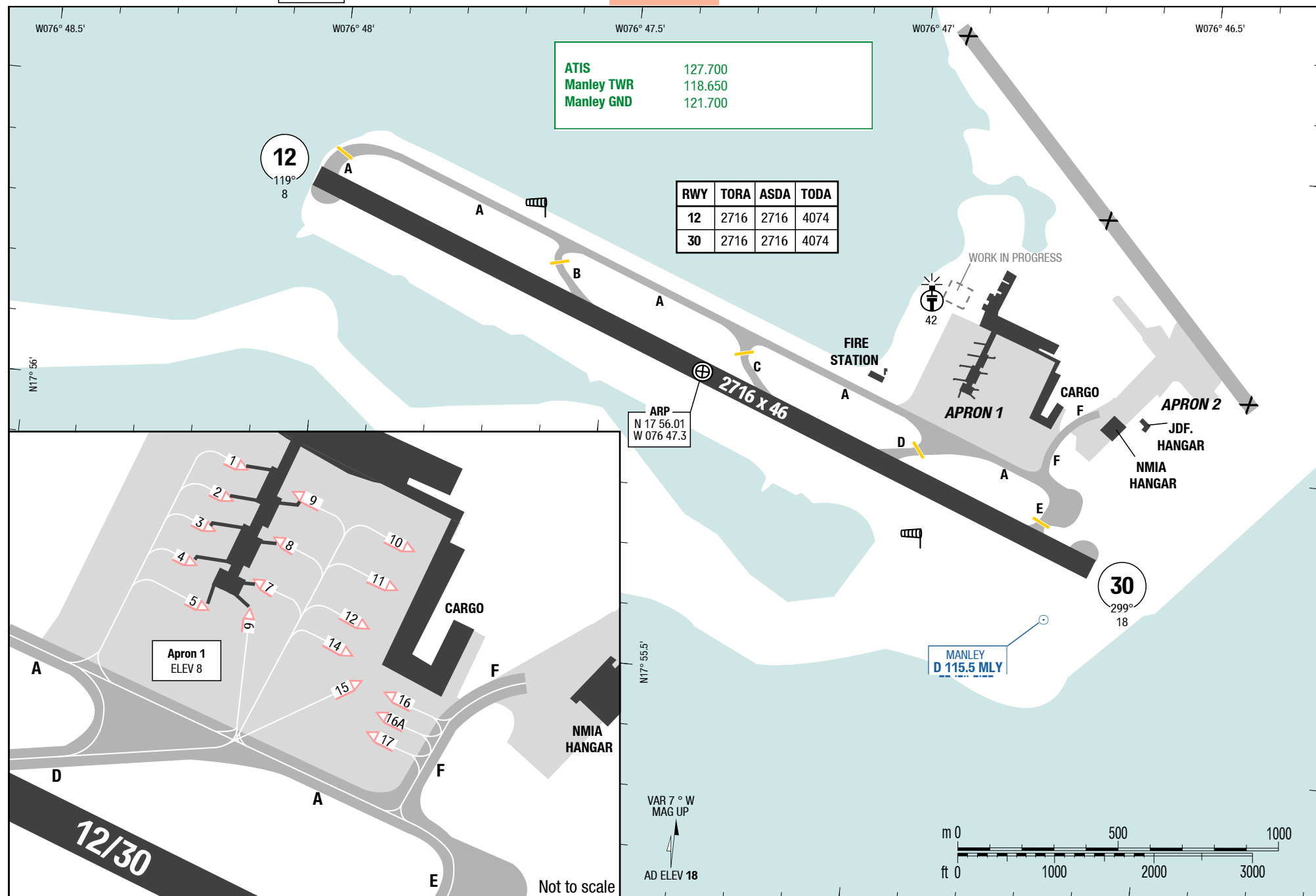
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3-20



Changes: QFU, VAR

# KIN-MKJP

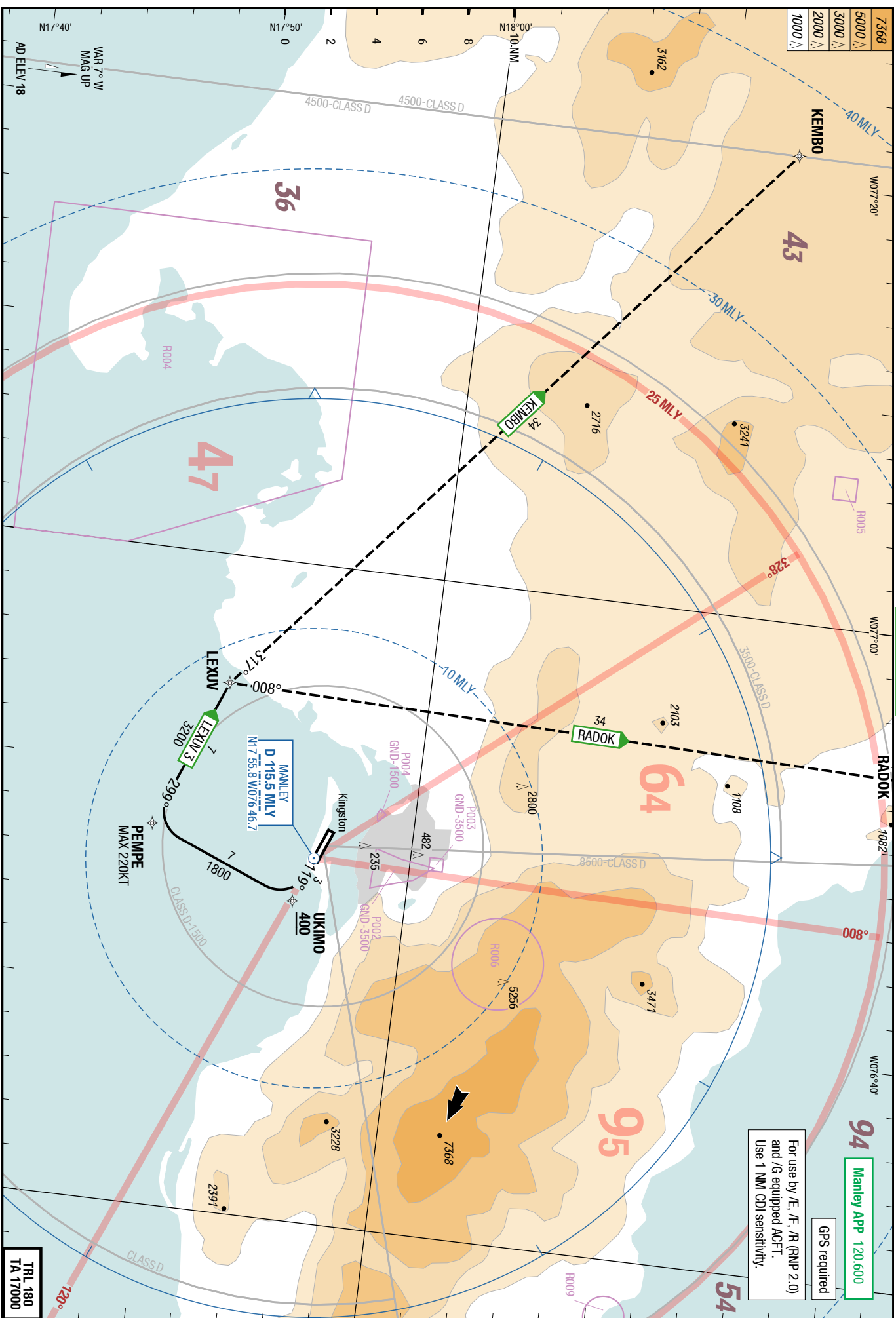
ALKOL 4

# LEXUV 3 RNAV

**SID**

ALKOL 4

# LEXUV 3 RNAV



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ALKOL 4

SID

SID

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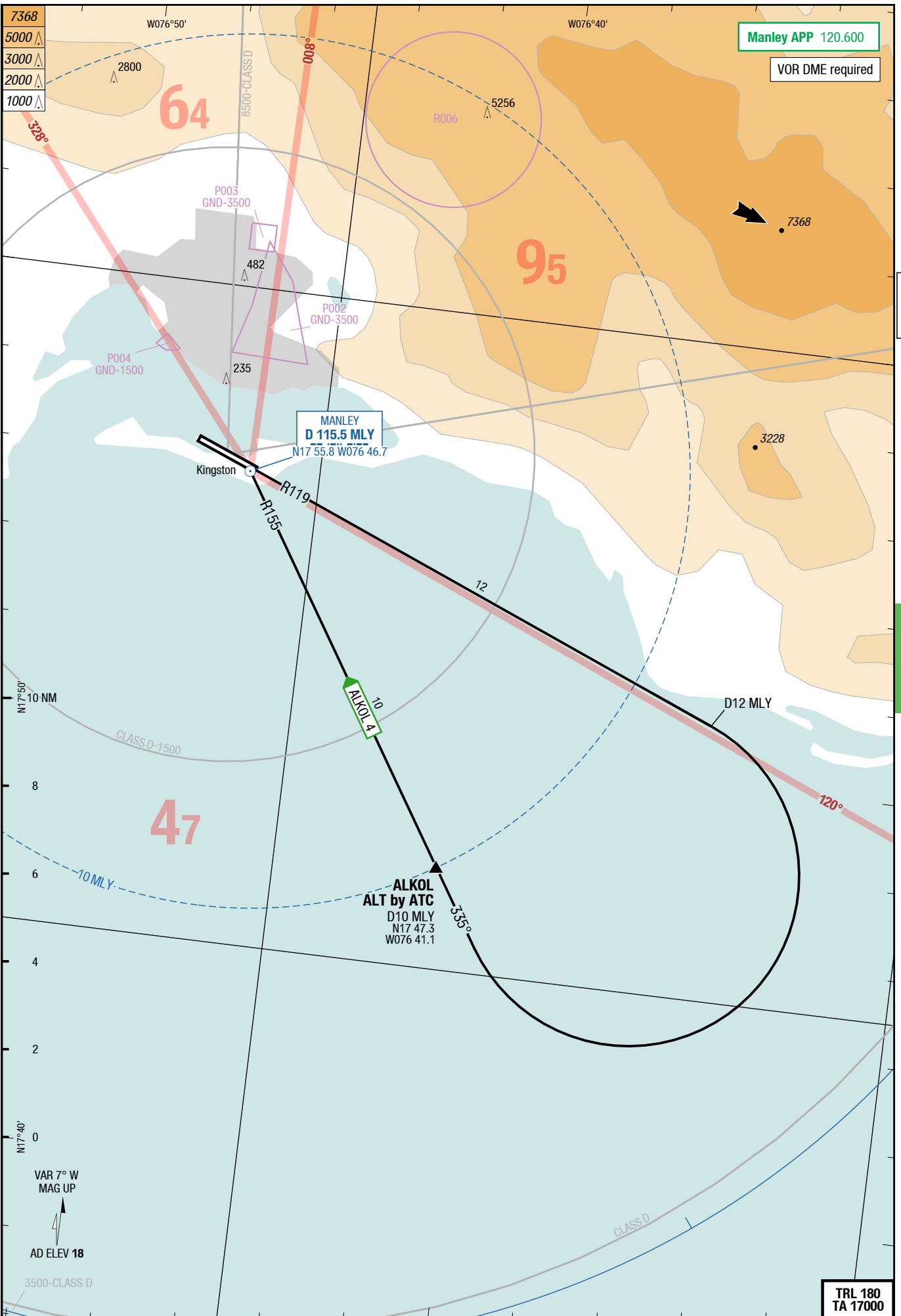
ALKOL 4

Manley APP 120.600

VOR DME required



Changes: new



**KIN-MKJP**

AMEKO 1 (Radar)

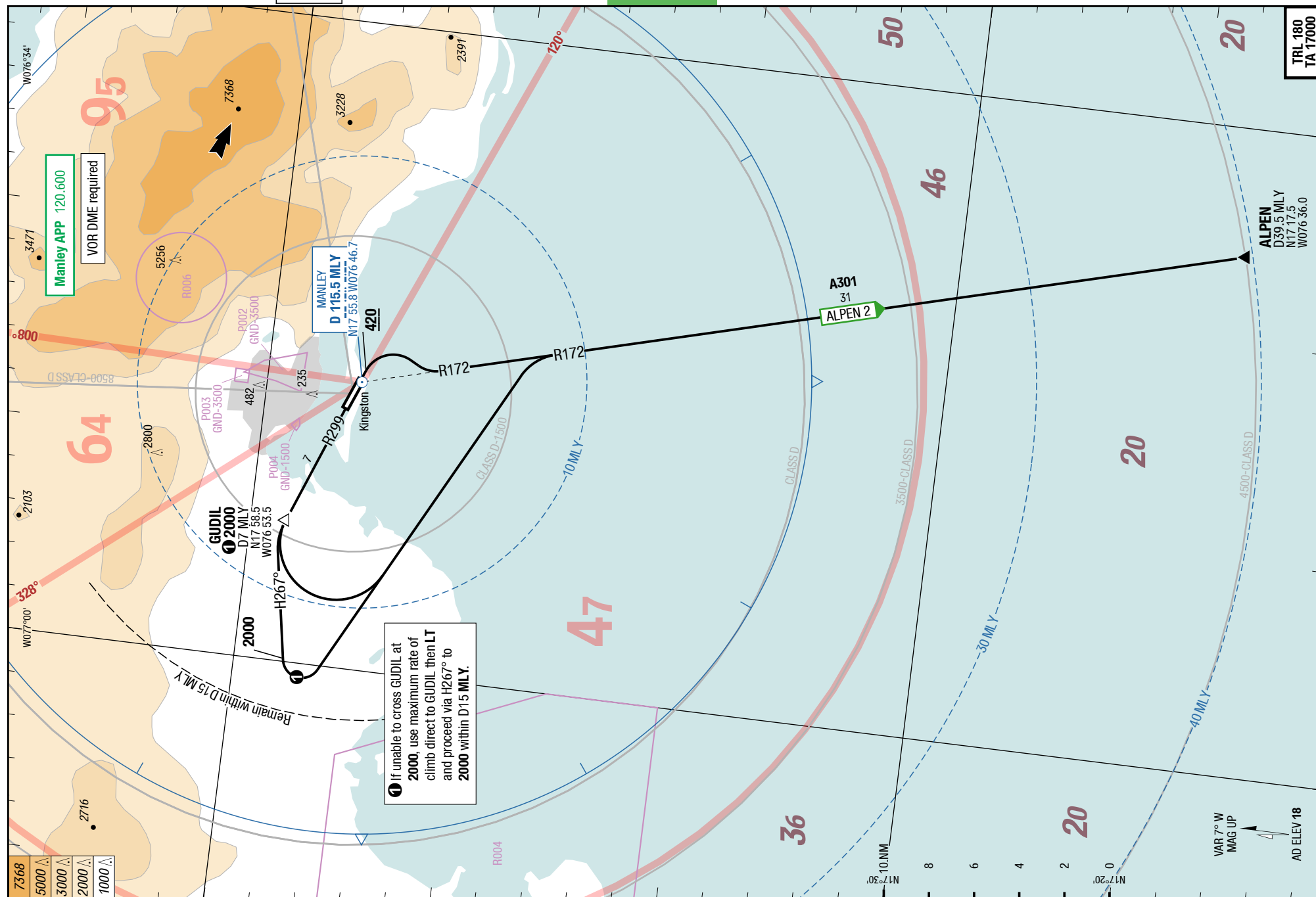
## ALPEN 2

SID

SID

AMEKO 1 (Radar)

## ALPEN 2



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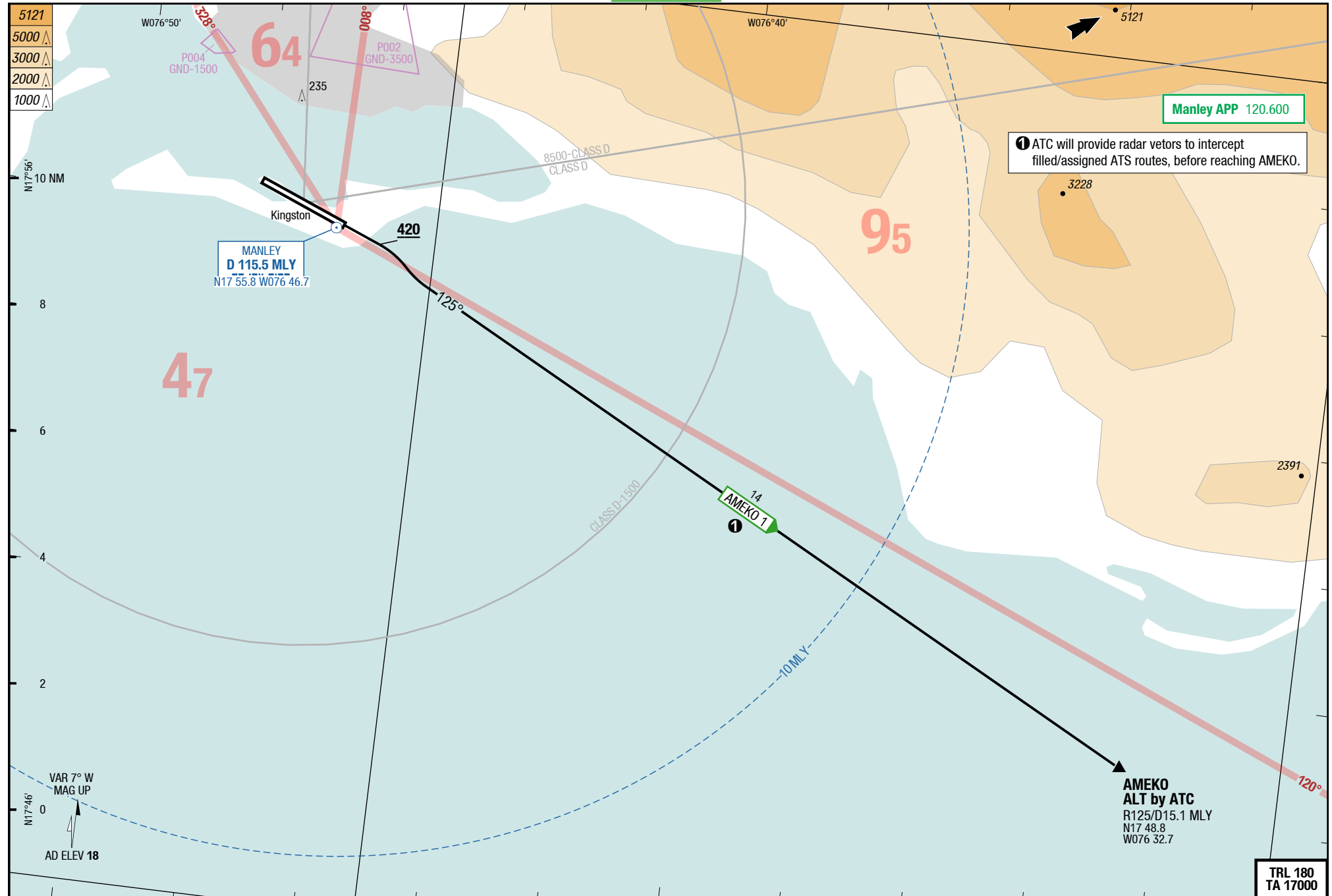
AMEKO 1 (Radar)

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Norman Manley Intl Kingston Jamaica

AMEKO 1 (Radar)



Changes: New



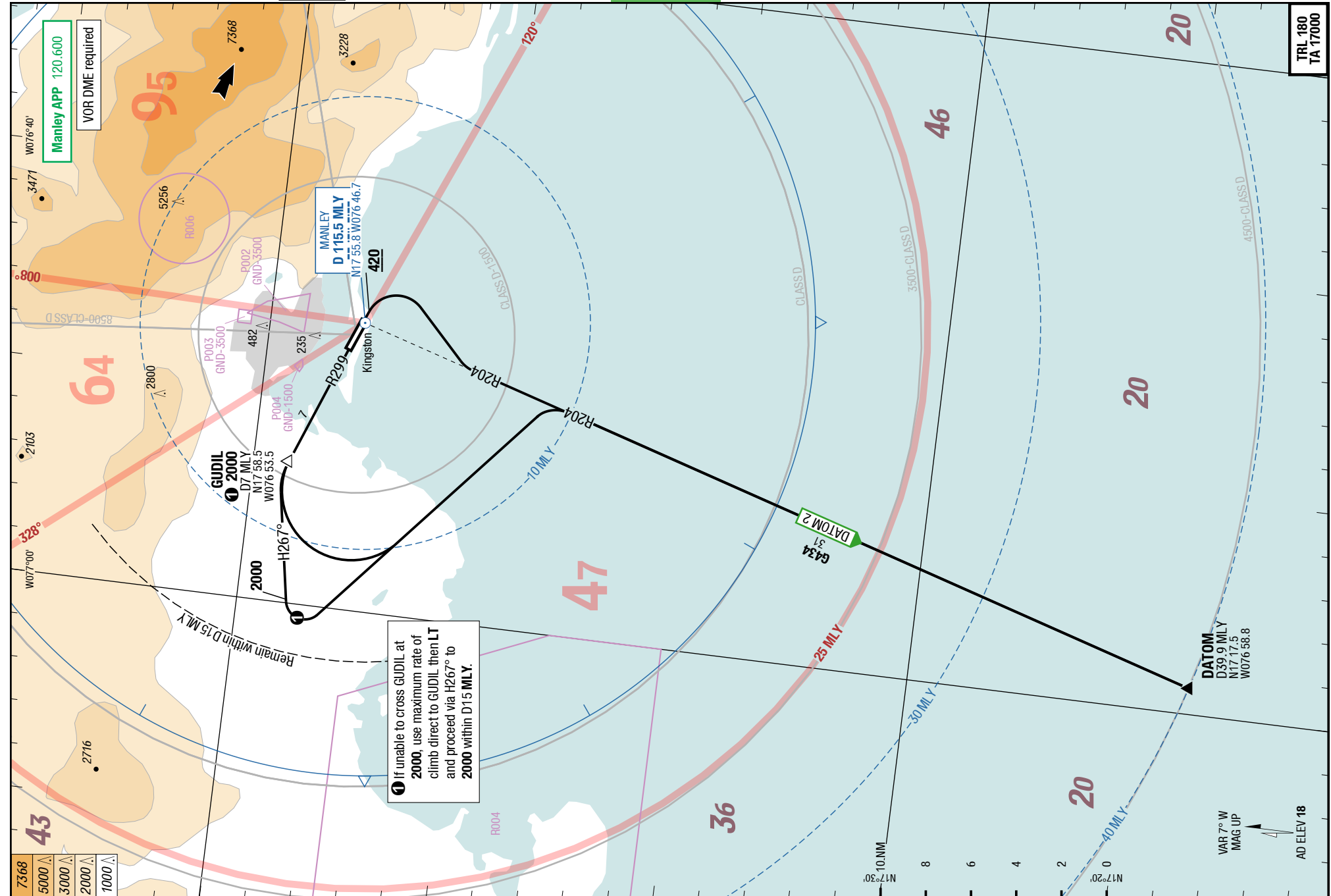
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ENKA 6  
DATUM 2

SID

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Norman Manley Intl Kingston Jamaica  
ENKA 6  
DATUM 2





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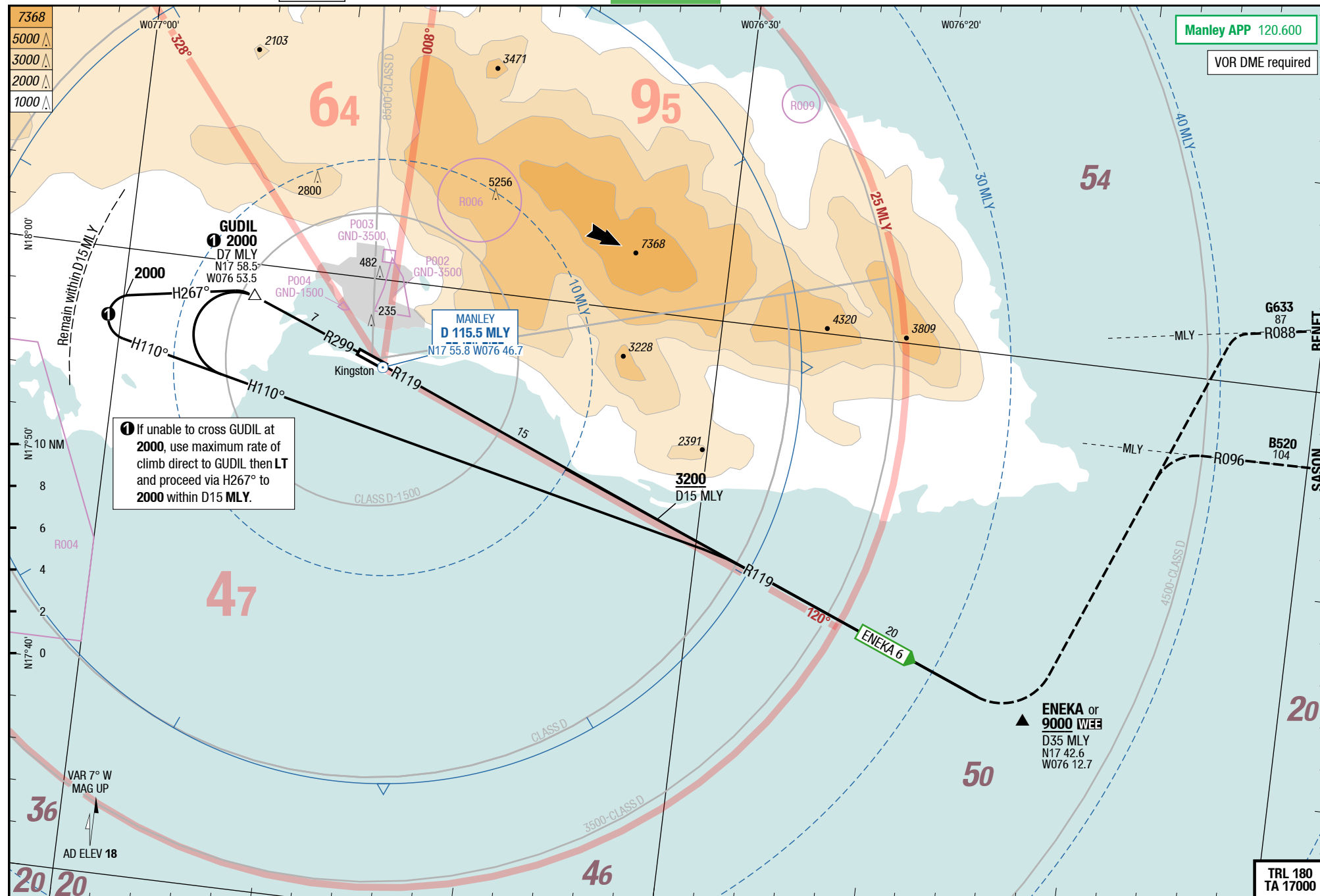
ENEKA 6

SID

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ENEKA 6



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KEYNO 1 (Radar)

GUDIL 4

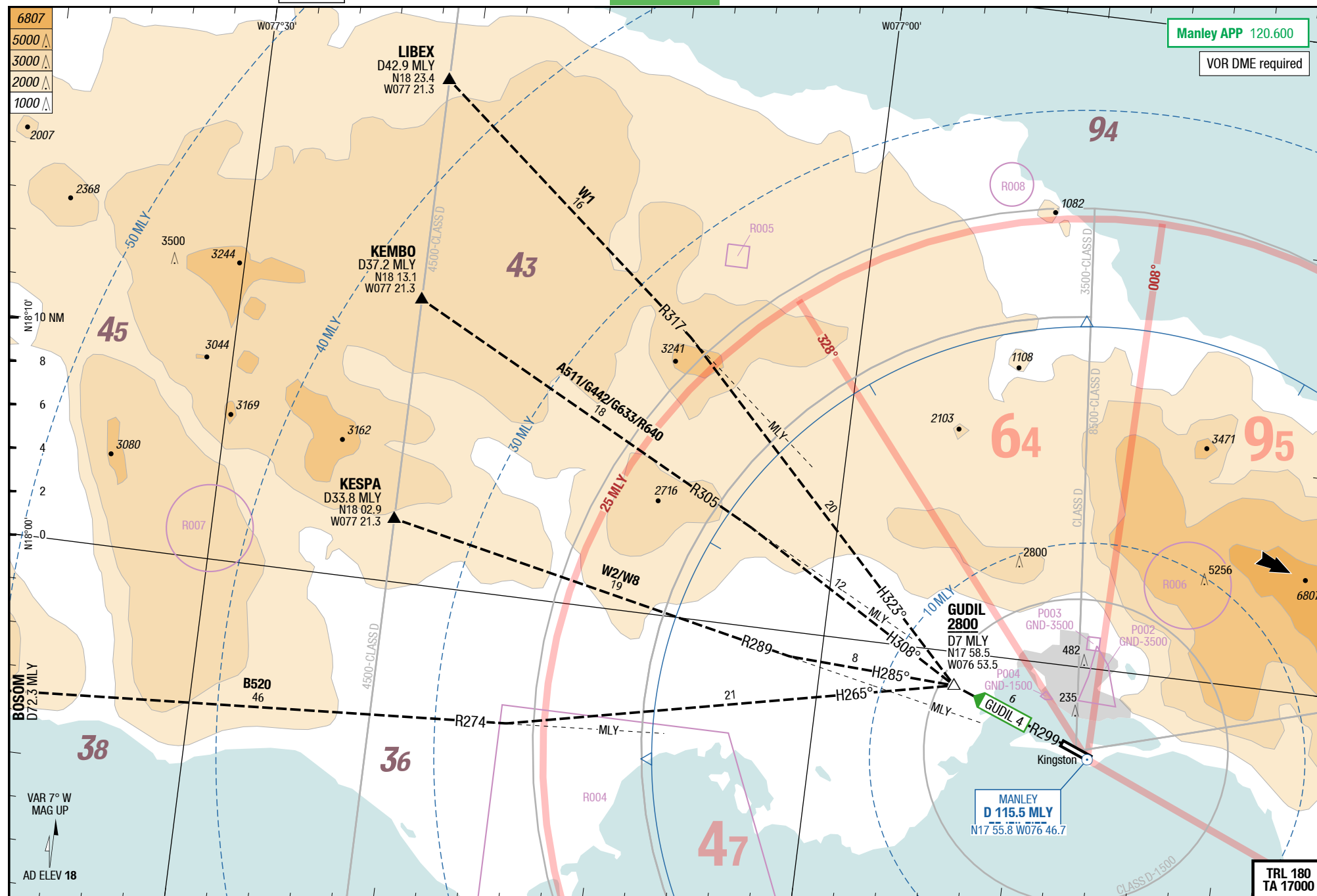
SID

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KEYNO 1 (Radar)

GUDIL 4



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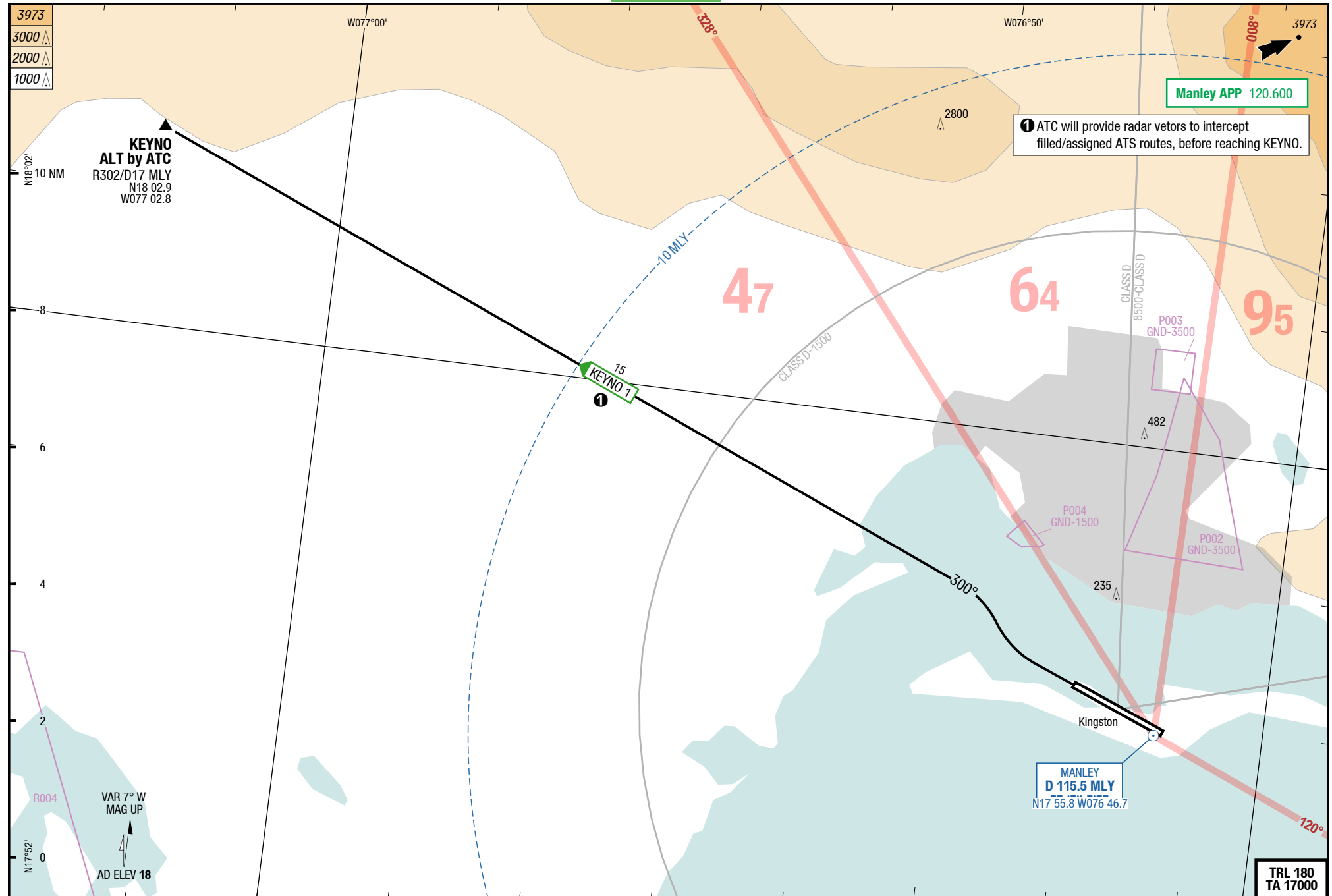
4-80

KEYNO 1 (Radar)

SID

SID

KEYNO 1 (Radar)

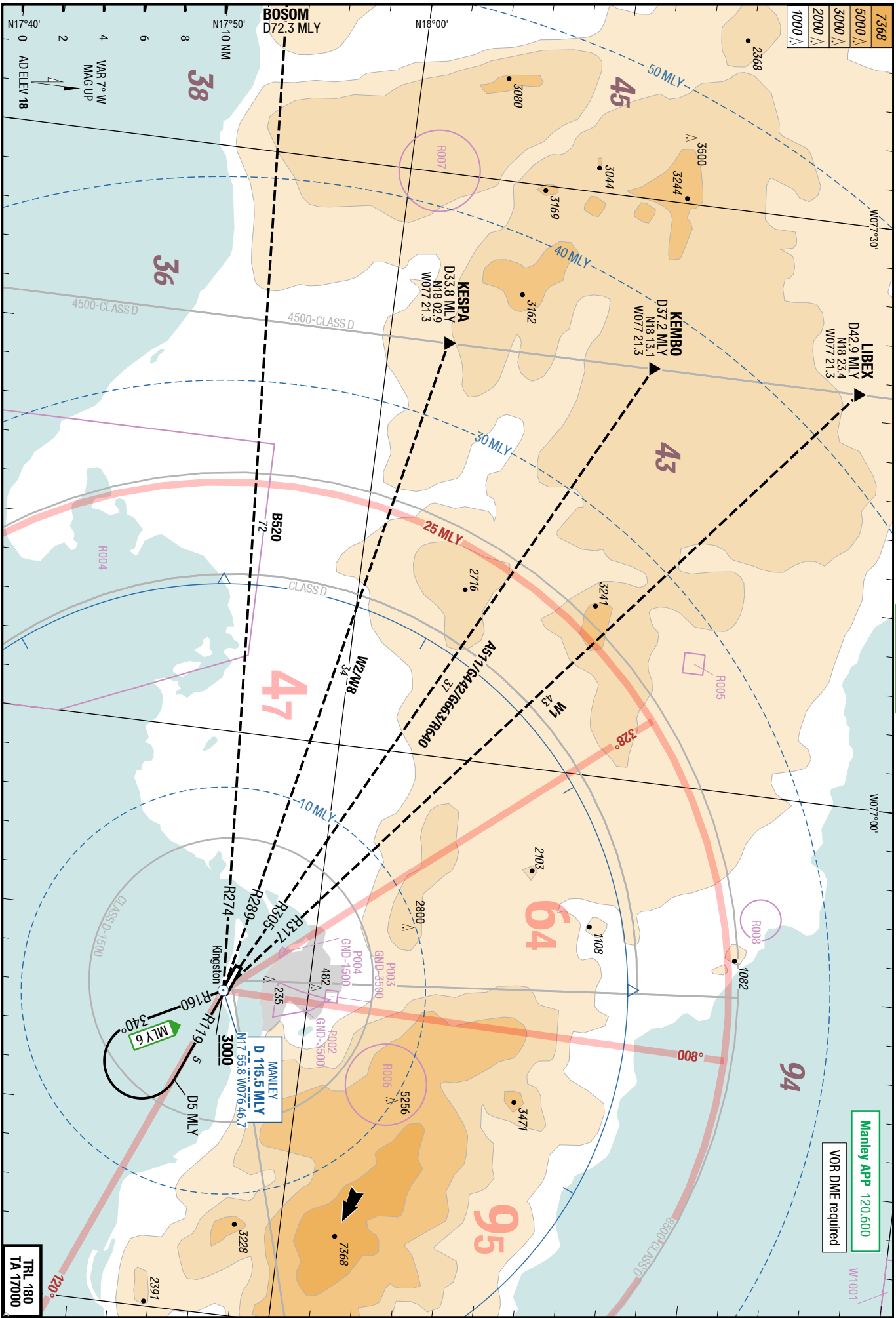


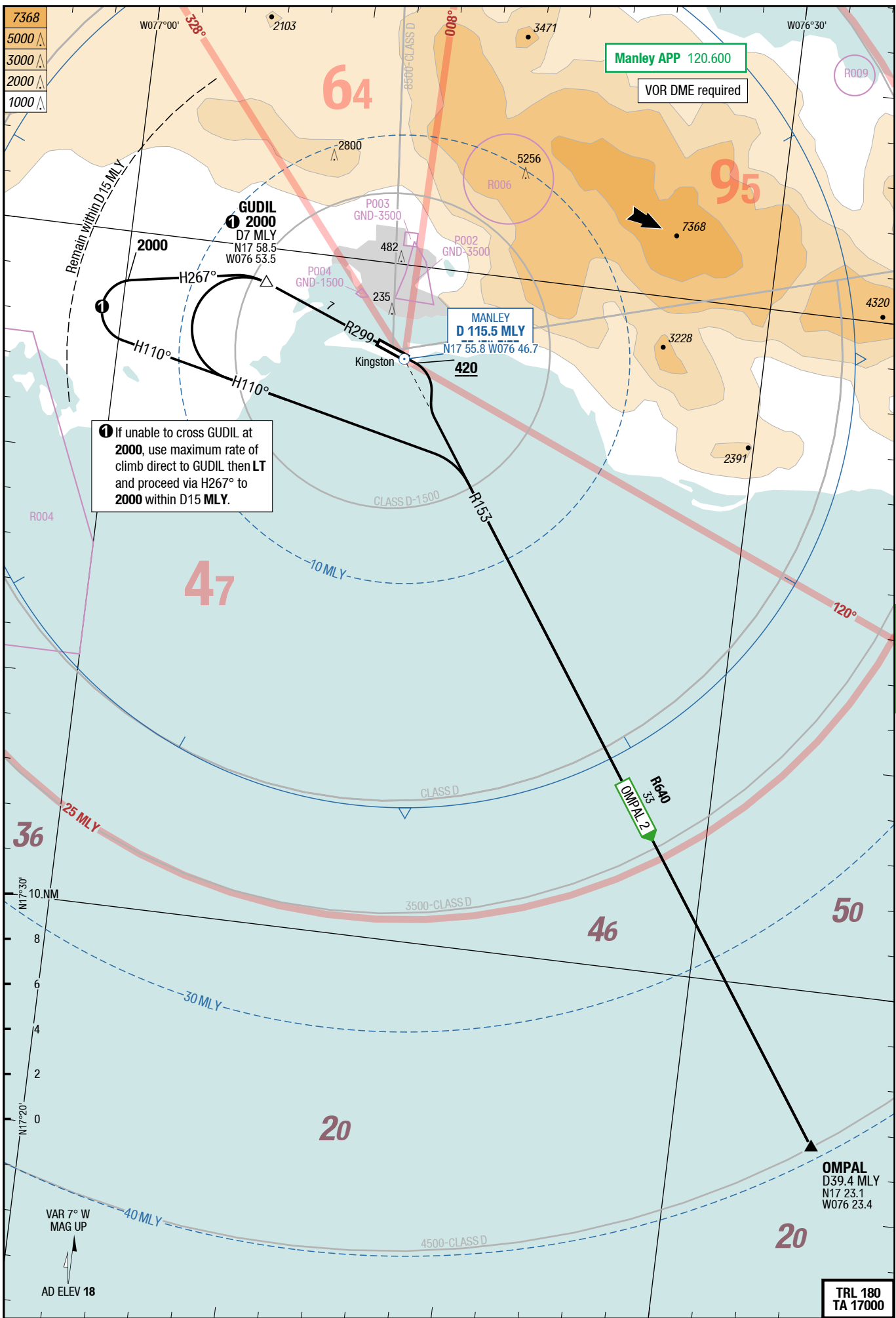
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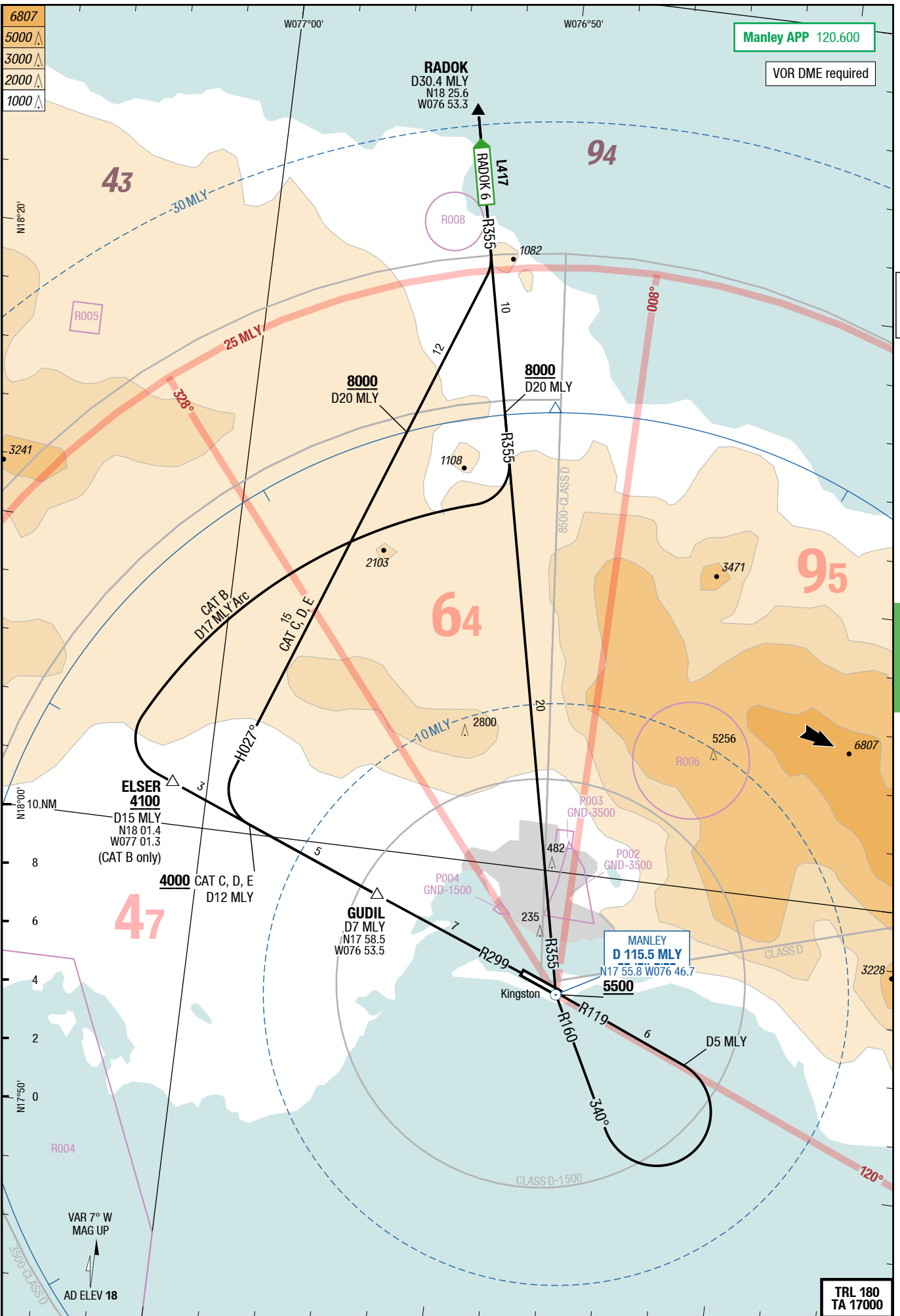
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4-90  
MLY 6

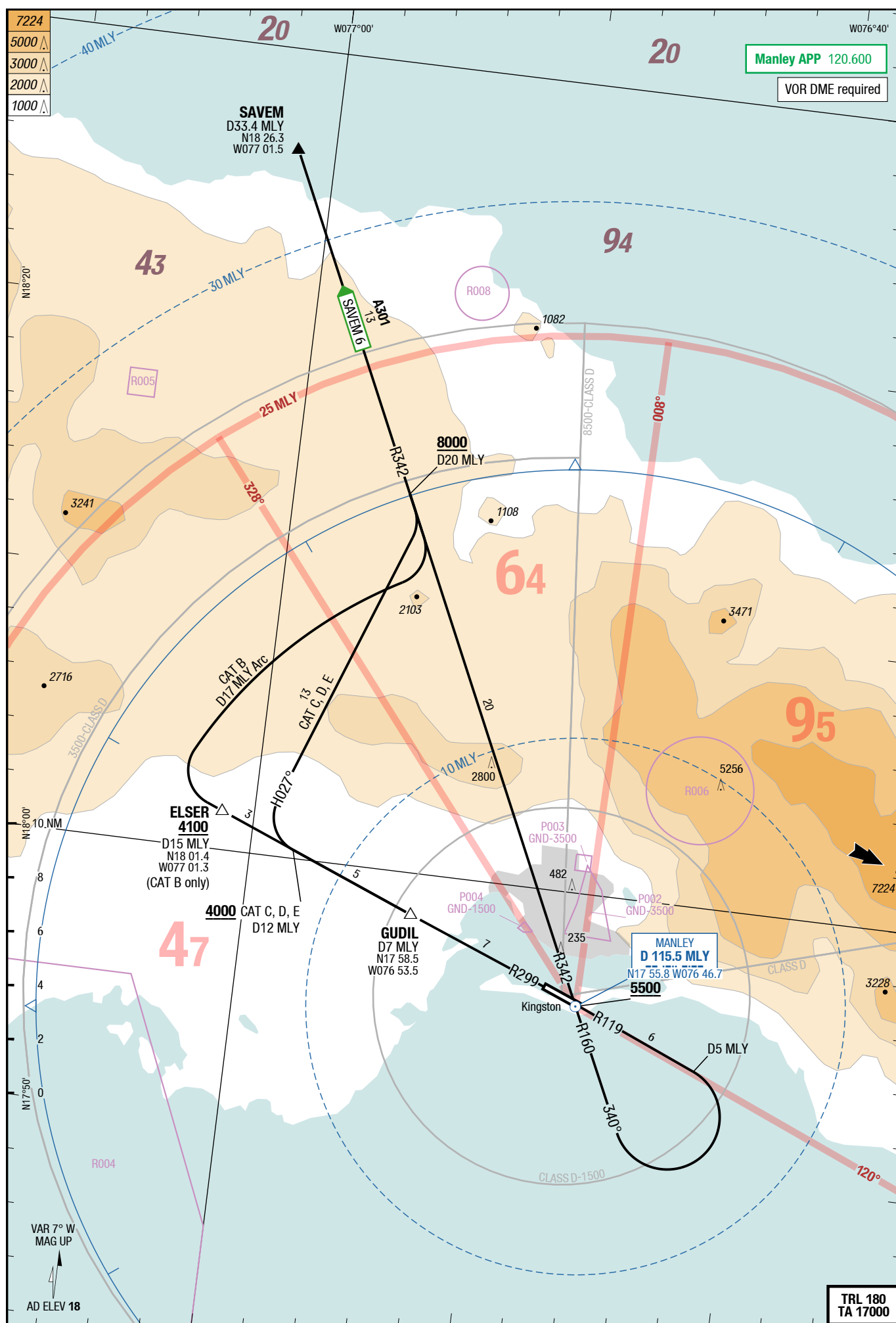
Norman Manley Intl Kingston Jamaica  
MLY 6













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URMAN 2

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TIBEL 2

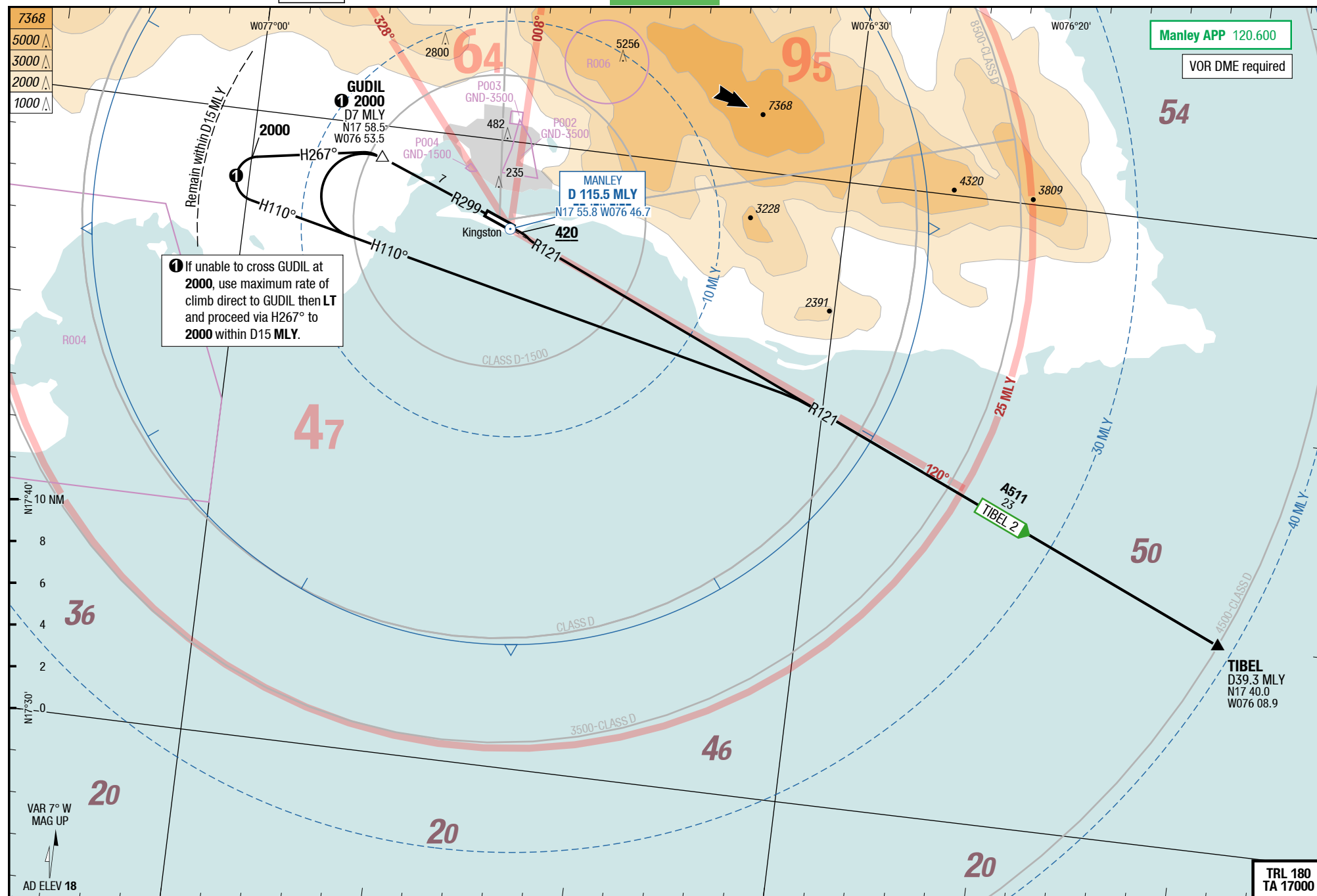
SID

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URMAN 2

TIBEL 2



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4-140

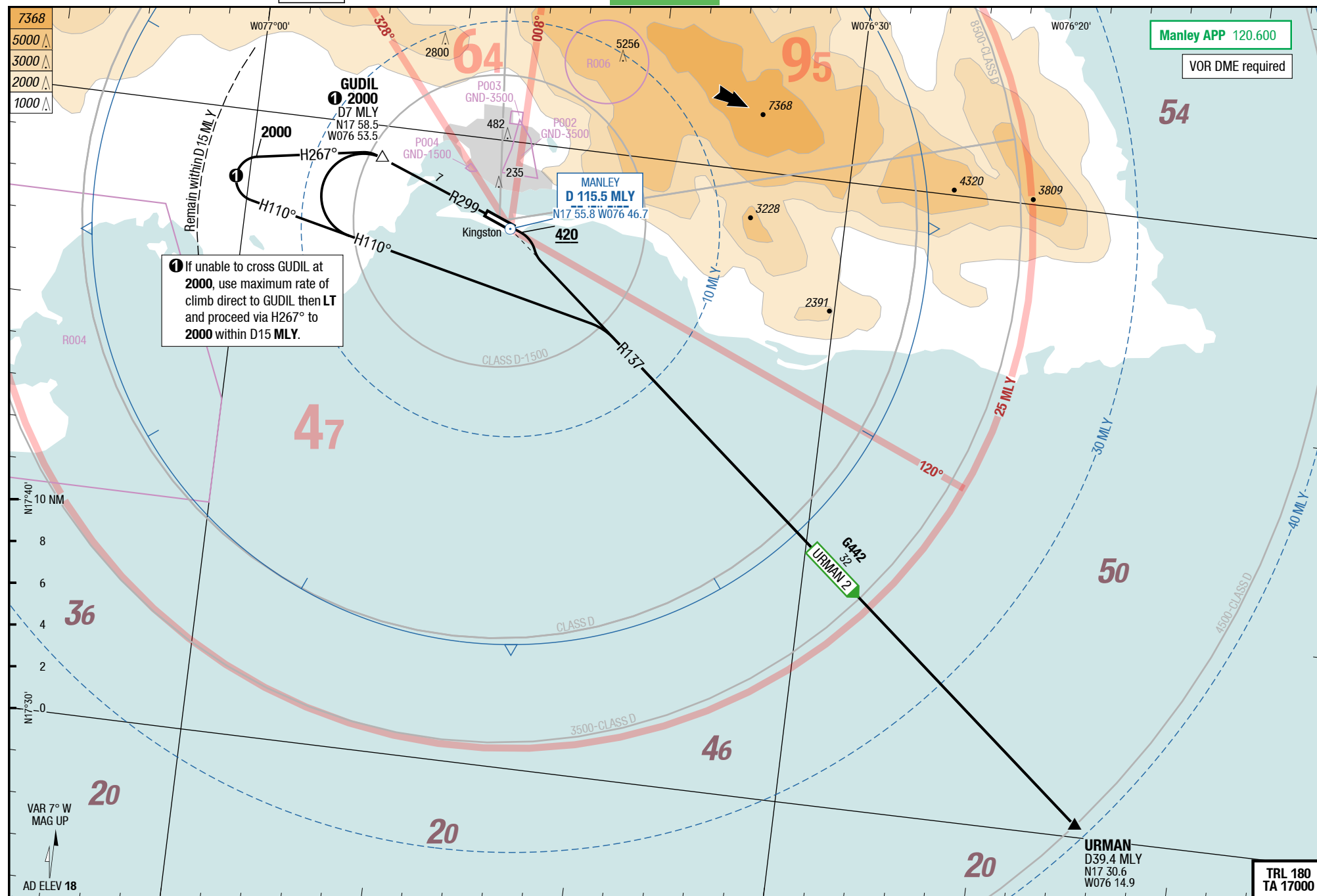
URMAN 2

SID

SID

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URMAN 2



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**LEXUV 3 RNAV****SIDPT****LEXUV 3**

RWY 12 (119°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
<b>LEXUV 3</b> <b>120.600</b> ①	UKIMO - PEMPE [K220-] - LEXUV	UKIMO MNM <b>400</b>
	TRANSITION	
	<b>KEMBO</b> LEXUV - KEMBO	
	<b>RADOK</b> LEXUV - RADOK	

① For use by /E, /F, /R (RNP 2.0) and /G equipped ACFT. Use 1 NM CDI sensitivity.

Changes: New

<b>ALKOL 4</b> RWY 12 (119°)		
DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
<b>ALKOL 4</b> <b>120.600</b>	intercept R119 <b>MLY</b> - at D12 <b>MLY RT</b> intercept R155 <b>MLY</b> via ALKOL to <b>MLY</b>	ALKOL ALT by ATC

**ALPEN 2**

RWYs 12 (119°) / 30 (299°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>ALPEN 2</b> <b>120.600</b>	at MNM <b>420 RT</b> - intercept R172 <b>MLY</b> to ALPEN	
	<b>Runway 30</b>	
<b>ALPEN 2</b> <b>120.600</b> ①	R299 <b>MLY</b> - at GUDIL <b>LT</b> intercept R172 <b>MLY</b> to ALPEN	GUDIL at <b>2000</b>

① If unable to cross GUDIL at 2000, use maximum rate of climb direct to GUDIL, then LT and proceed via HDG 267° to 2000 within D15 MLY.

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**AMEKO 1 (Radar)**

**SIDPT**

**AMEKO 1**

RWY 12 (119°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
<b>AMEKO 1</b> <b>120.600</b> ①	at MNM <b>420 RT</b> intercept 125° to AMEKO (R125/D15.1 <b>MLY</b> )	AMEKO by ATC

① ATC will provide radar vectors to intercept filled/assigned ATS routes, before reaching AMEKO.

Changes: New

**DATOM 2**

RWYs 12 (119°) / 30 (299°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>DATOM 2</b> <b>120.600</b>	at MNM <b>420 RT</b> intercept R204 <b>MLY</b> to DATOM	
	<b>Runway 30</b>	
<b>DATOM 2</b> <b>120.600</b> ①	intercept R299 <b>MLY</b> - at GUDIL <b>LT</b> intercept R204 <b>MLY</b> to DATOM	GUDIL at <b>2000</b>

① If unable to cross GUDIL at 2000, use maximum rate of climb direct to GUDIL, then LT and proceed via HDG 267° to 2000 within D15 MLY.



## ENEKA 6

RWYs 12 (119°) / 30 (299°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
<b>ENEKA 6 120.600</b>	intercept R119 <b>MLY</b> - at MNM <b>9000</b> or ENEKA, whichever is earlier, <b>LT</b> intercept assigned route	R119/D15 <b>MLY</b> MNM <b>3200</b>
	Runway 30	
<b>ENEKA 6 120.600</b> ①	intercept R299 <b>MLY</b> - at GUDIL <b>LT</b> HDG 110° - intercept R119 <b>MLY</b> - at MNM <b>9000</b> or ENEKA, whichever is earlier, <b>LT</b> intercept assigned route	GUDIL at <b>2000</b> ENEKA MNM <b>9000</b>

① If unable to cross GUDIL at 2000, use maximum rate of climb direct to GUDIL, then LT and proceed via HDG 267° to 2000 within D15 MLY.

GUDIL 4

RWY 30 (299°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
GUDIL 4 120.600 ①	intercept R299 <b>MLY</b> - at GUDIL intercept assigned route	GUDIL MNM 2800

① If unable to cross GUDIL MNM 2800 request climb on AWY B520 westbound to 5000 then request to intercept assigned route.

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**KEYNO 1 (Radar)**

**SIDPT**

**KEYNO 1 (Radar)**

RWY 30 (299°)

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
<b>KEYNO 1 (Radar)</b> <b>120.600</b> ①	300° to KEYNO (R302/D17 <b>MLY</b> )	KEYNO by ATC

① ATC will provide radar vectors to intercept filled/assigned ATS routes, before reaching KEYNO

<b>MANLEY 6</b> RWY 12 (119°)		
DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
<b>MANLEY 6</b> <b>MLY 6</b> <b>120.600</b>	intercept R119 <b>MLY</b> - at D5 <b>MLY RT</b> intercept R160 <b>MLY</b> to <b>MLY</b> - intercept assigned route	<b>MLY MNM 3000</b>

**OMPAL 2**

RWYs 12 (119°) / 30 (299°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>OMPAL 2</b> <b>120.600</b>	at MNM <b>420 RT</b> intercept R153 <b>MLY</b> to OMPAL	
	<b>Runway 30</b>	
<b>OMPAL 2</b> <b>120.600</b> ①	intercept R299 <b>MLY</b> - at GUDIL <b>LT</b> HDG 110° - intercept R153 <b>MLY</b> to OMPAL	GUDIL at <b>2000</b>

① If unable to cross GUDIL at 2000, use maximum rate of climb direct to GUDIL, then LT and proceed via HDG 267° to 2000 within D15 MLY.

**RADOK 6**

RWYs 12 (119°) / 30 (299°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.1%	ft/MIN	700	800	1000	1100	1300	1400
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>RADOK 6</b> 5.1% to 7000 <b>120.600</b>	intercept R119 <b>MLY</b> - at D5 <b>MLY RT</b> intercept R160 <b>MLY</b> to <b>MLY</b> - R355 <b>MLY</b> to RADOK	<b>MLY MNM 5500</b> R355/D20 <b>MLY MNM 8000</b>
	<b>Runway 30</b>	
<b>RADOK 6 (CAT: B)</b> 5.0% to 4100 <b>120.600</b>	intercept R299 <b>MLY</b> via GUDIL - at ELSER <b>RT</b> follow D17 <b>MLY</b> Arc - intercept R355 <b>MLY</b> to RADOK	ELSER MNM <b>4100</b> R355/D20 <b>MLY MNM 8000</b>
<b>RADOK 6 (CAT: C, D, E)</b> 6.2% to 4000 <b>120.600</b>	intercept R299 <b>MLY</b> via GUDIL - at D12 <b>MLY RT</b> HDG 027° - intercept R355 <b>MLY</b> to RADOK	R299/D12 <b>MLY MNM 4000</b> R355/D20 <b>MLY MNM 8000</b>

SAVEM 6

RWYs 12 (119°) / 30 (299°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
5.3%	ft/MIN	700	900	1000	1200	1300	1500
6.2%	ft/MIN	800	1000	1200	1400	1600	1700

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
<b>SAVEM 6</b> 5.3% to 7000 <b>120.600</b>	intercept R119 <b>MLY</b> - at D5 <b>MLY RT</b> intercept R160 <b>MLY</b> to <b>MLY</b> - R342 <b>MLY</b> to SAVEM	<b>MLY MNM 5500</b> R342/D20 <b>MLY MNM 8000</b>
	Runway 30	
<b>SAVEM 6 (CAT: B)</b> 5.0% to 4100 <b>120.600</b>	intercept R299 <b>MLY</b> via GUDIL - at ELSER <b>RT</b> follow D17 <b>MLY</b> Arc - intercept R342 <b>MLY</b> to SAVEM	ELSER MNM <b>4100</b> R342/D20 <b>MLY MNM 8000</b>
<b>SAVEM 6 (CAT: C, D, E)</b> 6.2% to 4000 <b>120.600</b>	intercept R299 <b>MLY</b> via GUDIL - at D12 <b>MLY RT</b> HDG 027° - intercept R342 <b>MLY</b> to SAVEM	R299/D12 <b>MLY MNM 4000</b> R342/D20 <b>MLY MNM 8000</b>



**TIBEL 2**

RWYs 12 (119°) / 30 (299°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>TIBEL 2</b> <b>120.600</b>	at MNM <b>420</b> intercept R121 <b>MLY</b> to TIBEL	
	<b>Runway 30</b>	
<b>TIBEL 2</b> <b>120.600</b> ①	intercept R299 <b>MLY</b> - at GUDIL <b>LT</b> HDG 110° - intercept R121 <b>MLY</b> to TIBEL	GUDIL at <b>2000</b>

① If unable to cross GUDIL at 2000, use maximum rate of climb direct to GUDIL, then LT and proceed via HDG 267° to 2000 within D15 MLY.

**URMAN 2**

RWYs 12 (119°) / 30 (299°)

DESIGNATOR	ROUTING	ALTITUDES
	<b>Runway 12</b>	
<b>URMAN 2</b> <b>120.600</b>	at MNM <b>420</b> intercept R137 <b>MLY</b> to URMAN	
	<b>Runway 30</b>	
<b>URMAN 2</b> <b>120.600</b> ①	intercept R299 <b>MLY</b> - at GUDIL <b>LT</b> HDG 110° - intercept R137 <b>MLY</b> to URMAN	GUDIL at <b>2000</b>

① If unable to cross GUDIL at 2000, use maximum rate of climb direct to GUDIL, then LT and proceed via HDG 267° to 2000 within D15 MLY.

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STAR KEYNO 2 (ILS)

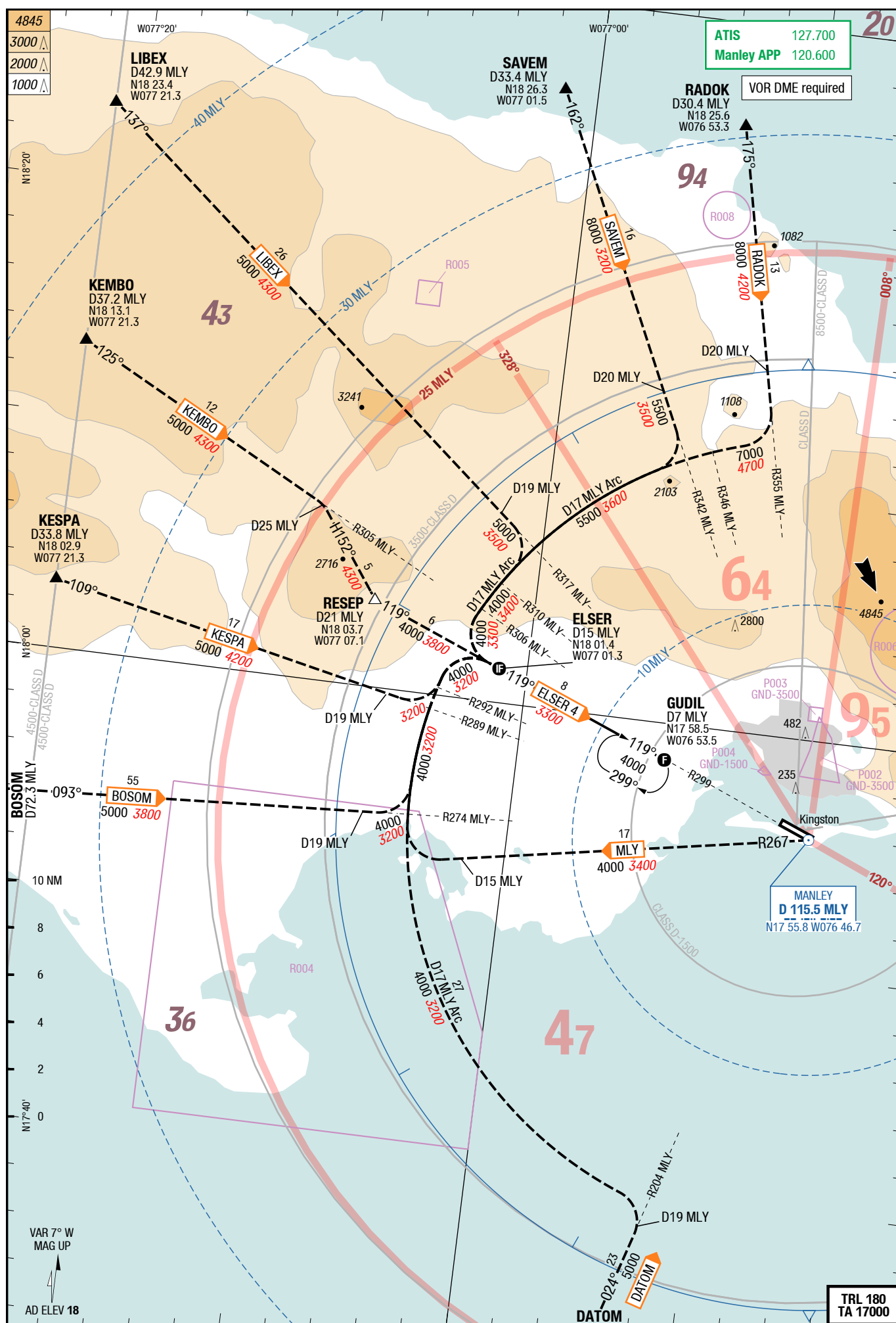
## STAR ELSER 4 (VOR)

**STAR**

**STAR**

1

### 3.4 (VOR)



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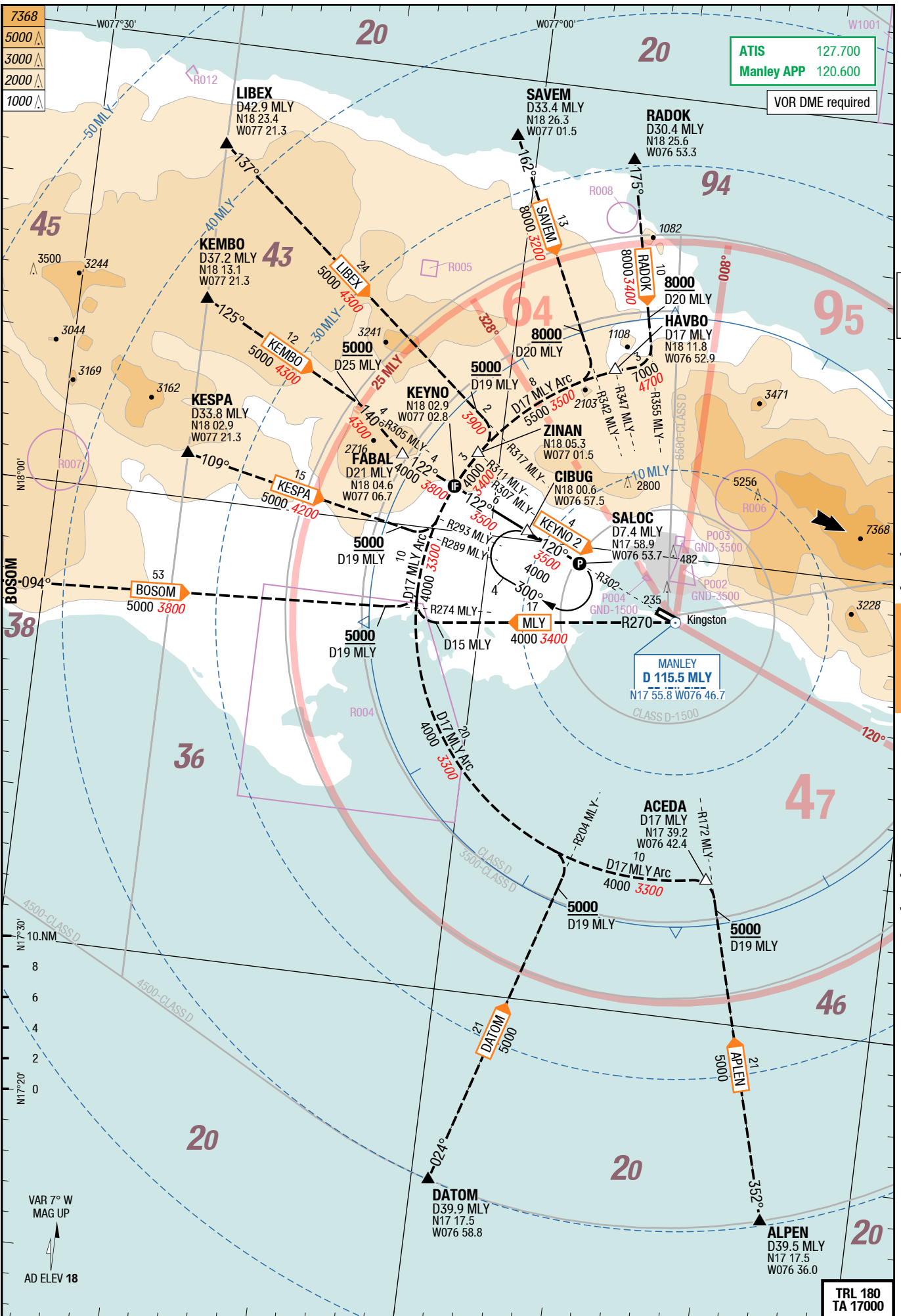
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STAR

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STAR KEYNO 2 (ILS)



Changes: Track, MSA, MEA, VAR, AD ELEV

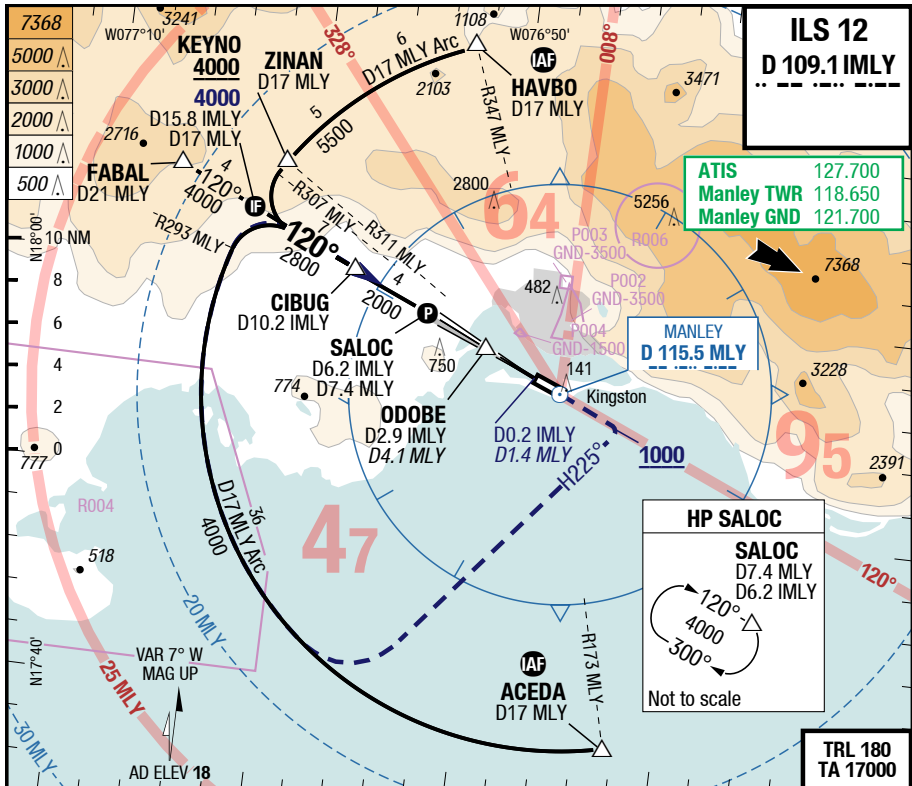
14-JUN-2018

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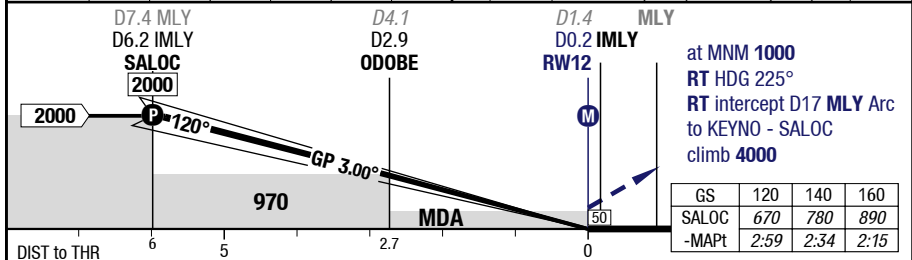
7-10

ILS 12

IAC



LOC 3.15°	6.2	5	4	3	2	1			
D IMLY							12		
120°									
RWY 119°	2000	1680	1340	1010	670	340			
							HL-N	THR 8 (OhPa) / TDZ --- (---%)	+0.1%



12	Cat 1 DME <sup>1)</sup>	LOC DME			Circling S of RWY only
C	ft - ft/NM 270 - 1.1V 280	320 - 1.5V 330			1140 - 2.0V 1150
D	ft - ft/NM 270 - 1.1V 280	320 - 1.75V 330			1140 - 2.6V 1150

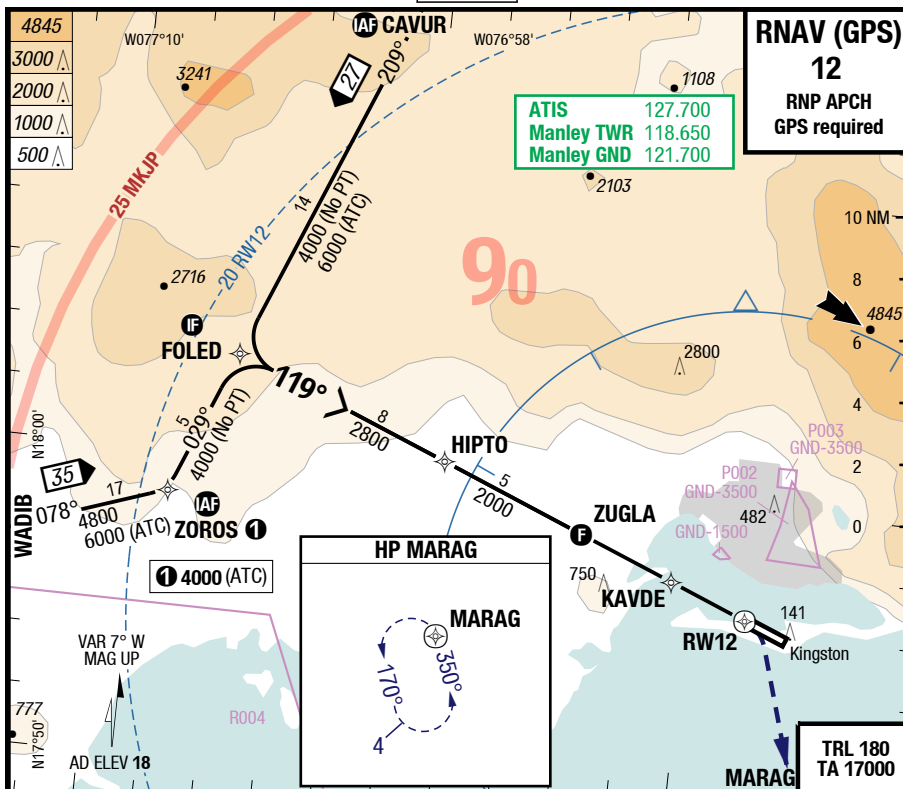
1) With EVS VIS 1.0NM

Changes: MSA, APL, VAR, QFU

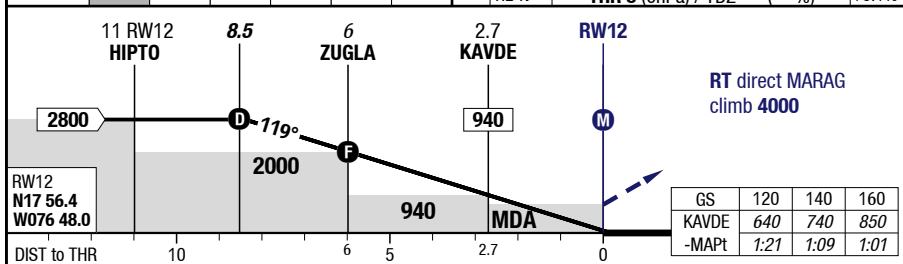
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## RNAV (GPS) 12



3.00° RW12	8.5	5	4	3	2	<div> <div>12</div> <div>HL-N</div> </div>	<div> <div> <div>8.3.0°</div> <div>2716 x 46</div> <div>8.3.0°</div> </div> <div> <div>60 HL</div> </div> </div>
	2800	1690	1360	1040	710		<div> <div>360</div> <div>THR 8 (0hPa) / TDZ</div> <div>----</div> <div>(---%)</div> <div>+0.1%</div> </div>



12		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling S of RWY only
C	ft - ft/NM ft	300 - 1.1V 300	390 - 1.1V 390				1140 - 3.0V 1150
D	ft - ft/NM ft	300 - 1.1V 300	390 - 1.3V 390				1140 - 3.0V 1150

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

2) With EVS VIS 1.0NM

Changes: Track, FAT, APL, VAR

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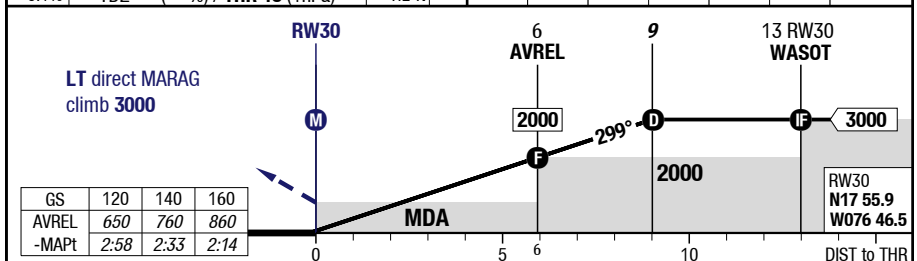
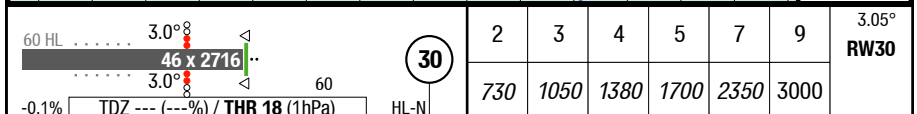
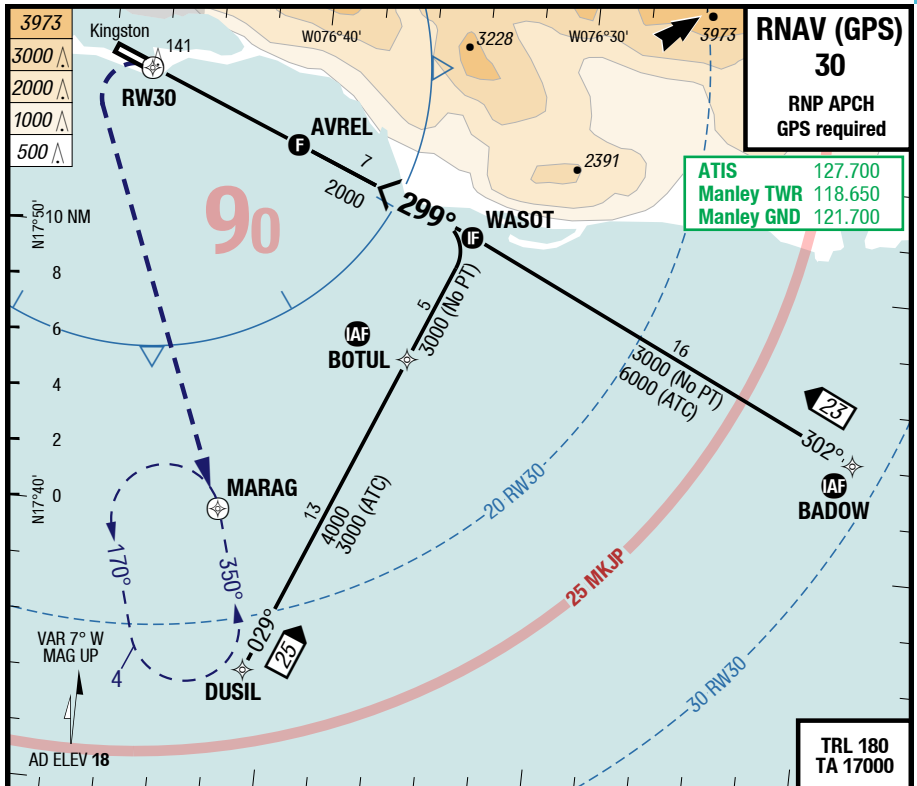
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IAC

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RNAV (GPS) 30



30		RNAV GNSS LNAV	Circling S of RWY only	
C	ft - ft/NM ft	380 - 1.1V 390		1140 - 3.0V 1150
D	ft - ft/NM ft	380 - 1.3V 390		1140 - 3.0V 1150

Changes: Track, FAT, APL, VAR

## VOR DME 12

