

AIP AMENDMENT COVER PAGE

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AIP - JAMAICA
(4th EDITION)

AIRAC
AIP Amendment 01/17
24 August 2017

EFFECTIVE DATE: 12 OCTOBER 2017

- Contents:
AD Norman Manley / International - amendment of ILS RWY 12 and VOR/DME 12 instrument approach charts.
AD Sangster/International - new ILS will be commissioned
- new ILS equipment being commissioned and amendment of relevant instrument approach charts.
- On 12 October 2017 insert the following pages:

GEN	DATE		ENR	DATE		AD	DATE
0.4-1	12 OCT 17					2.1-34	12 OCT 17
0.4-3	12 OCT 17					2.1-35	12 OCT 17
						2.1-45	12 OCT 17
						2.1-67	12 OCT 17
						2.1-68	12 OCT 17

- On 12 October 2017 destroy the following pages:

GEN	DATE		ENR	DATE		AD	DATE
0.4-1	20 OCT 14					2.1-34	13 APR 06
0.4-3	20 OCT 14					2.1-35	15 MAR 12
						2.1-45	15 JUL 13
						2.1-67	15 MAR 12
						2.1-68	15 MAR 12

- Record entry of Amendment in GEN 0.2

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GEN 0.4 CHECKLIST OF AIP PAGES

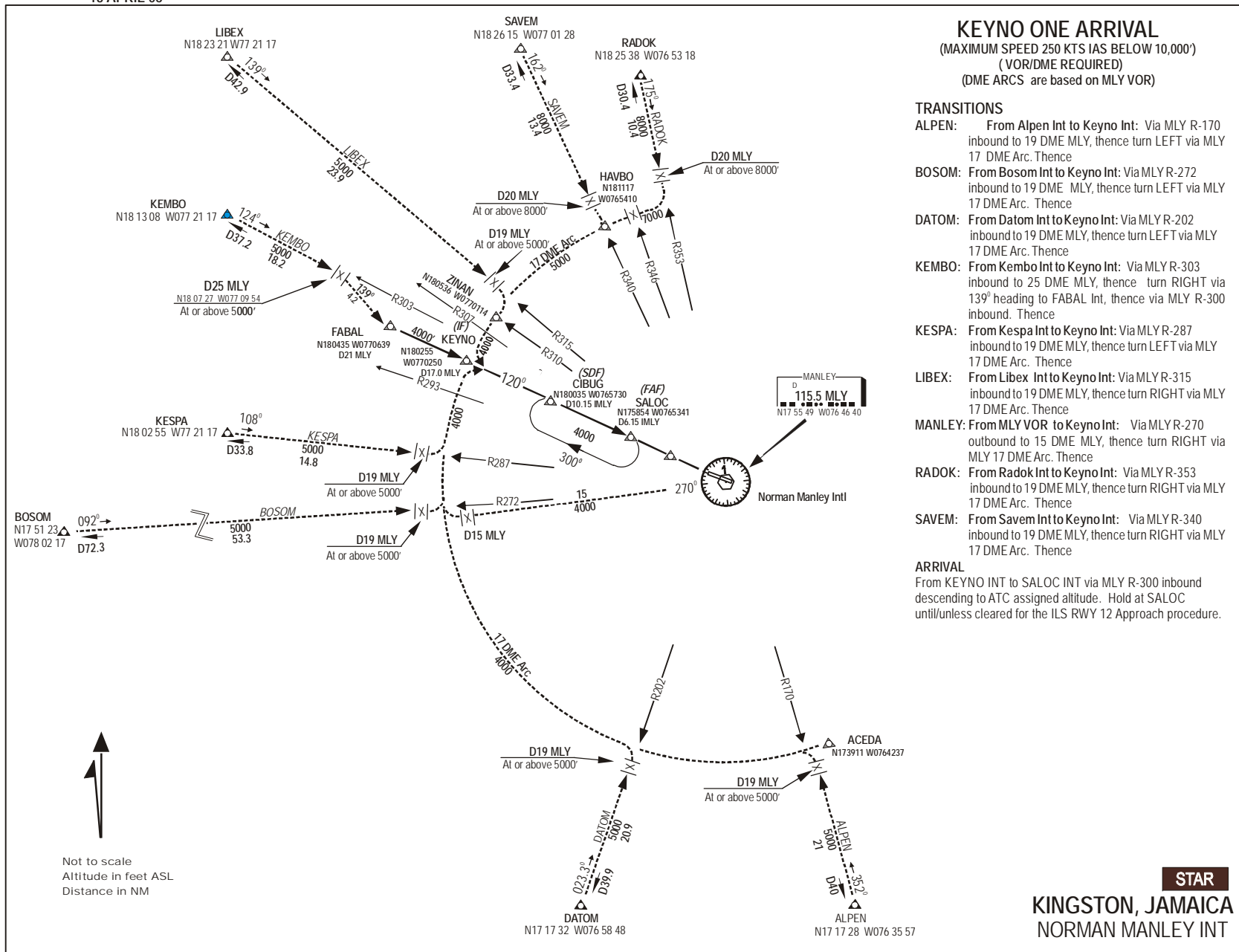
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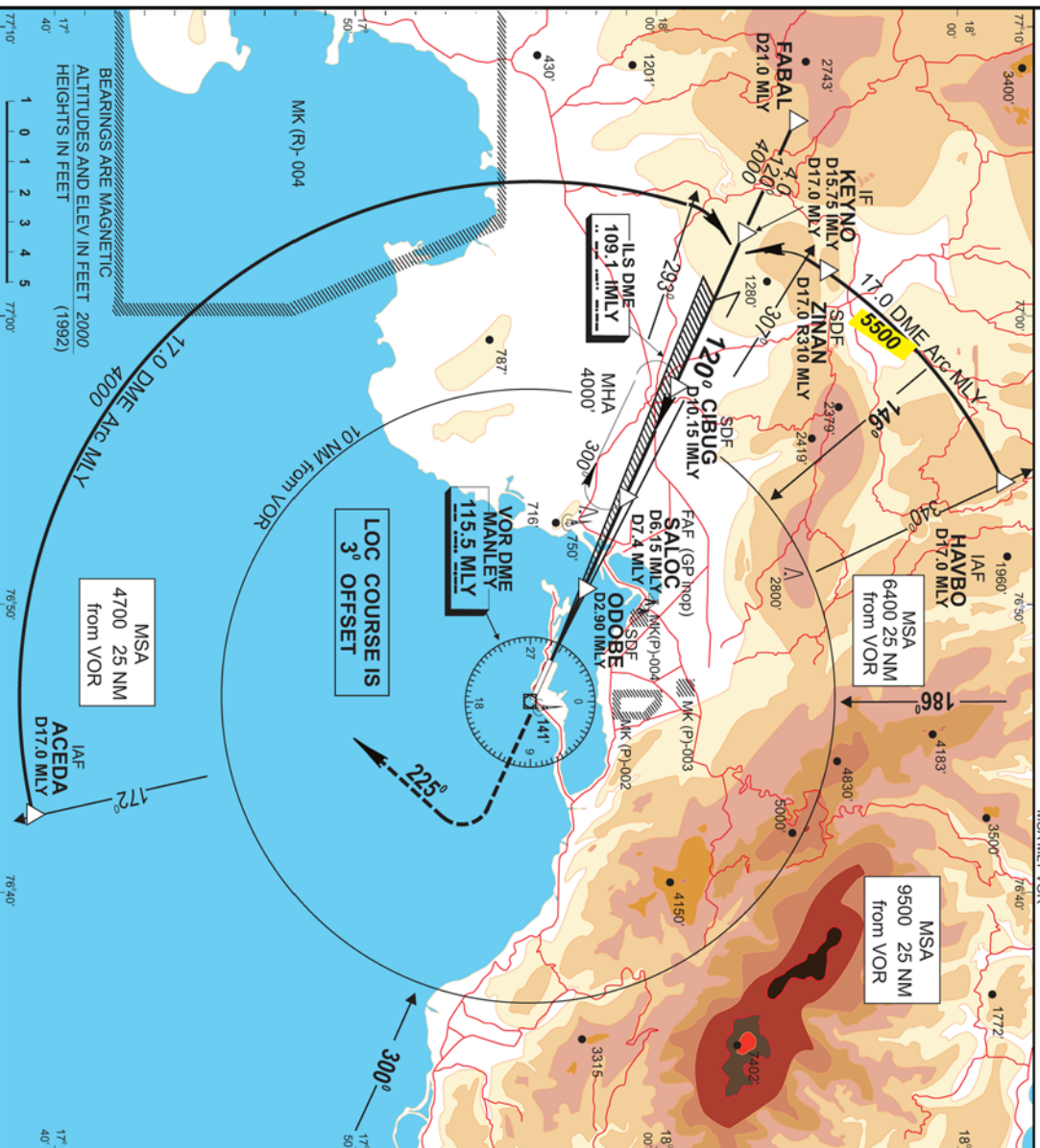
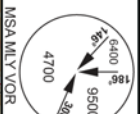
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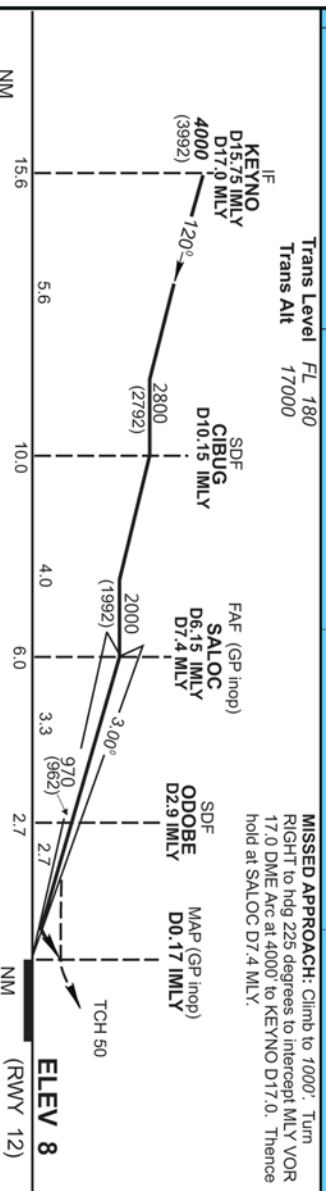


INSTRUMENT APPROACH CHART - ICAO

**KINGSTON (MKJP),
JAMAICA**
Norman Manley Int'l
ILS RWY 12



MISSED APPROACH: Climb to 1000'. Turn RIGHT to hdg 225 degrees to intercept MILY VOR 17.0 DME Arc at 4000' to KEYNO D17.0. Thence hold at SALOC D7.4 MLY.



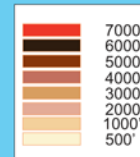
STRAIGHT-IN APPROACH	A	B	C	D

Ground speed	Kts	90	120	150	180	210	ILS	DA (H)	278 (270)			
									1 NM			
	FAF to MAP/5.99 NM	min	3:59	2:59	2:24	2:00		1:42	MVA (H)			
	ILS GS 3°/5.24%	f/min	478	637	796	955		1114	LOC			
								VIS	1 NM	1.25 NM	1.5 NM	1.75 NM

*Circling not authorized North of the extended RWY centre line

INSTRUMENT APPROACH CHART - ICAO

KINGSTON (MKJP),
JAMAICA
Norman Manley Int'l
OR/DME RWY 12



NM

ADVISORY INFORMATION ONLY							STRAIGHT-IN APPROACH		A	B	C	D
Ground speed	Kts	90	120	150	180	210	MDA (H)		500' (482')			
FAF to MAPT/5.3 NM	min	3:32	2:39	2:07	1:46	1:31	VISIBILITY		1.8 km	1.8 km	1.25 km	2.3 km
VV FAF to SDF 5.5%	ft/min	501	668	835	1003	1170	CIRCLE-TO-LAND					
VV SDF to THR 6.0%	ft/min	547	729	911	1094	1276	MDA (H)		1050' (1032')		1150' (1132')	
Circling not authorized North of the extended RWY centre line							VISIBILITY		1.8 km	2.8 km	3.7 km	4.6 km

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MKJS AD 2.17 ATS AIRSPACE

1	<i>Designation and lateral limits</i>	SANGSTER CTR A circle, radius 15 NM centred at 183013N 0775448W
2	<i>Vertical limits</i>	SFC to 14 500 FT MSL
3	<i>Airspace classification</i>	D
4	<i>ATS unit call sign Language(s)</i>	Sangster Approach English
5	<i>Transition altitude</i>	17 000 FT MSL
6	<i>Remarks</i>	

MKJS AD 2.18 ATS COMMUNICATION FACILITIES

<i>Service designation</i>	<i>Call sign</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Remarks</i>
1	2	3	4	5
APP	Sangster Approach	120.800 MHz 121.500 MHz	H24 H24	Primary frequency, Emergency frequency
TWR	Sangster Tower	118.750 MHz 121.500 MHz	H24 H24	Primary frequency Emergency frequency
GND	Sangster Ground	121.700 MHz	H24	
ATIS		127.900 MHz	H24	

MKJS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

<i>Type of aid, CAT of ILS/MLS (For VOR/ILS/MLS, give VAR)</i>	<i>ID</i>	<i>Frequency</i>	<i>Hours of operation</i>	<i>Site of transmitting antenna coordinates</i>	<i>Elevation of DME transmitting antenna</i>	<i>Remarks</i>
1	2	3	4	5	6	7
VOR/DME (6°15'W/2005)	SIA	115.700 MHz	H24	N183003.77 W0775526.76	3.65m	Nil
07 ILS CAT 1 (6°43'W /2015)	ISIA	109.500MHz	H24	N183033.40 W0775401.73 N183003.04 W0775519.75	8m	LOC GS

MKJS AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Airport regulations

RESERVED

2. Taxiing

2.1 *Taxiing to stands*

Arriving aircraft with ground handling agents shall obtain their assigned parking gate from agent/company on agent/company radio frequency and inform Aerodrome Control of the assigned gate as soon as possible after landing.

Aircraft should hold short of assigned gate on the taxiway until a marshall and wingmen are in position at the gate to guide aircraft.

2.2 *Taxiing from stands*

Departing IFR flights shall contact the TWR to obtain ATC clearance before commencing taxiing. Request for engine start clearance shall be made at least 5 minutes prior to engine start time.

2.3 *Taxiing limitations*

No taxiway limitations are recorded.

3. Operating Restrictions

3.1 Simultaneous arrival and departure at gates 8, 10, 12, 14, 16 and 18 are not permitted. The arriving aircraft must hold on taxiway A beyond taxiway E until the departing aircraft enters taxiway A.

3.2 An aircraft under tow from gates 9, 13, 15, 17 must be released on taxiway E or F then receive ATC clearance before entering taxiway A.

4. Parking

4.1 *Parking restrictions*

Aeroplanes with known APU faults are not permitted to park at gates 8, 10, 12, and 14.

Taxiway A (located 95 M West of intersection taxiway A/ Taxiway B) that leads to the FBO (Fixed Based Operations) apron is restricted to aircraft MTOW 45,000 KG. All other

private jets outside this restriction must park at the western end of the main terminal. prior arrangements must be made with the Jet Center to arrange parking and handling.

4.2 *Overnight and long stay parking*

Overnight and long stay parking will not be permitted without permission of the Airside Operations Manager, MJB Limited, Montego Bay/Sangster International Airport. Applications shall be made at least 24 hours in advance of the planned arrival.

4.3 *Parking area for small aircraft (General Aviation)*

General aviation aircraft shall be guided by marshalls to the parking area for small aircraft.

4.4 *Parking area for helicopters*

The parking area for helicopters shall be at the discretion of Aerodrome Control.

5. Removal of disabled aircraft from runways

5.1 When an aircraft is wrecked or otherwise disabled on the runway, it is the duty of the owner or user of such aircraft to have it removed as soon as possible. If a wrecked or disabled aircraft is not removed from the runway as quickly as possible by the owner or user, the aircraft will be removed by the aerodrome authority at the owner's or user's expense.

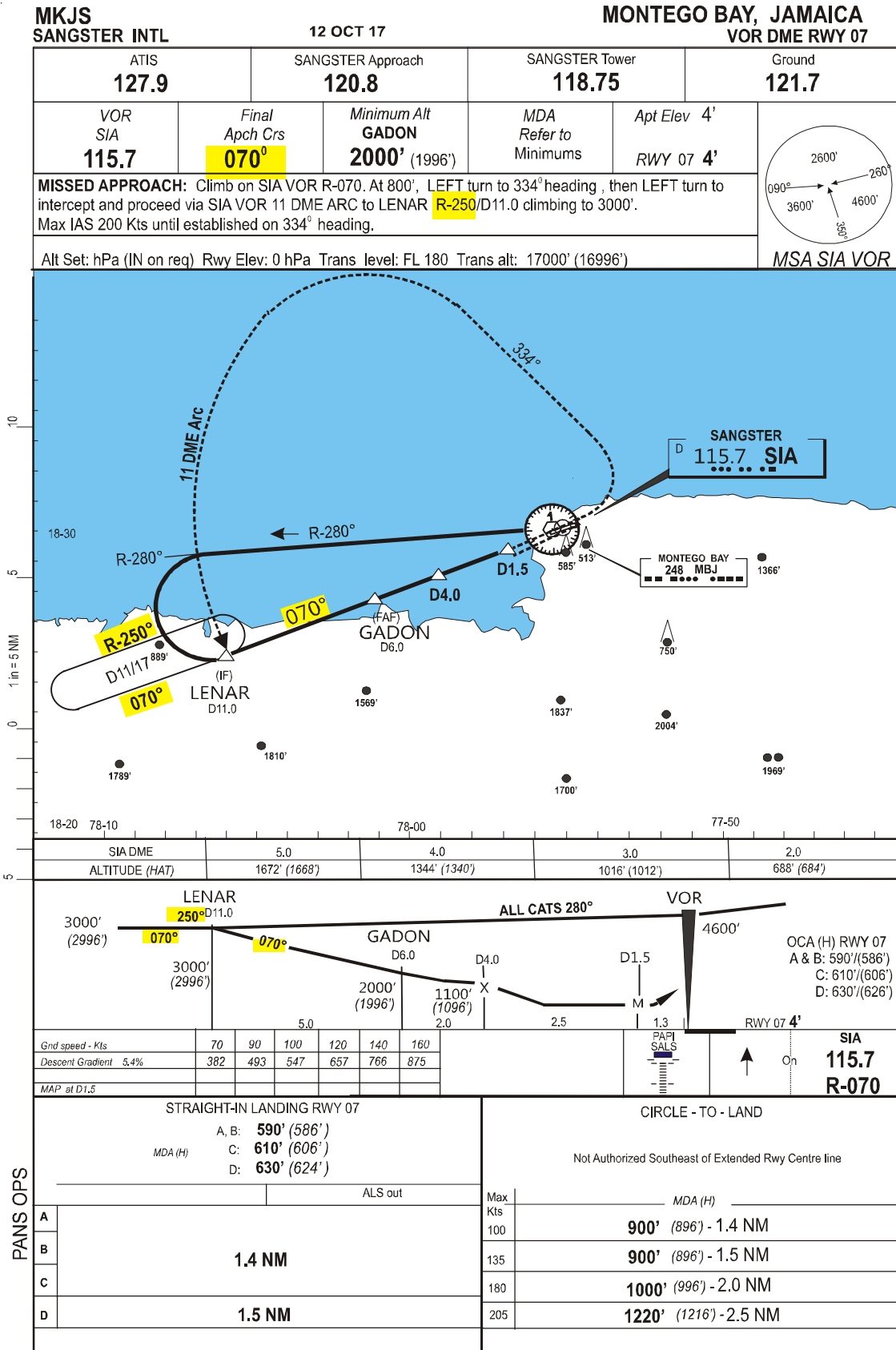
6. Runway to taxiway centerline clearance distance

6.1 The distance from the runway centerline to the taxiway centerline does not meet the ICAO standard of 183 M. This inhibits the simultaneous landing and taxiing of two code 4E aeroplanes.

7. Obstacles

7.1 Tail of large aircraft parked in front of the western terminal gates 1 - 6 infringe on transitional surfaces specified in Annex 14. Therefore only code C aircraft are parked at these gates.

7.2 An access road is located east of Sangster International Airport at the end of runway 07. Runway 25 threshold displaced to accommodate this obstacle. Gate to this access roadway permanently closed.



12OCT2017

