

Tel: (876) 929-3552
(876) 960-4033
(876) 960-4742

E-mail: aisjamaica@jcaa.gov.jm

Address: 4 Winchester Road,
Kingston 10
Jamaica, W.I.

AMHS: MKJKYNYX
AFS: MKJKYAYX

Comm: CIVAV JAMAICA



Jamaica Civil Aviation Authority
AERONAUTICAL INFORMATION SERVICES
4 Winchester Road,
Kingston 10,
Jamaica, W.I.

AIP
Supplement

06/20

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ENR 3.1, ENR 3.2 AND AD 2

SUSPENSION OF SIDs AND STARs, AND IMPACTED VHF ATS ROUTE SEGMENTS DUE UNSERVICEABLE MLY DVOR/DME AT NORMAN MANLEY INTERNATIONAL AIRPORT (MKJP)

EFFECTIVE UNTIL: 31 MARCH 2021 AT 2359 UTC

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:

Standard Instrument Departures (SIDs):

ALKOL FIVE
ALPEN THREE
DATOM THREE
ENEKA SEVEN
GUDIL FIVE
MANLEY SEVEN
OMPAL THREE
RADOK SEVEN
TIBEL THREE
URMAN THREE

Radar Departures:

AMEKO TWO
KEYNO TWO

Standard Instrument Arrivals (STARs):

ELSER FIVE
KEYNO THREE

Instrument Approach:

VOR/DME RWY 12
VOR/DME RWY 30

DEPARTURES:

Aircraft departing runway 12 and runway 30 shall conform to the ICAO Radiocommunication failure procedure as stated in Annex 2 paragraph 3.6.5.2.2.)

The following departure procedure will be available:

LEXUV FOUR RNAV DEPARTURE

Runway 12 Departure Procedure for Aircraft with GPS Equipment:

After clearance and departure, aircraft shall maintain runway heading until passing 400FT then proceed direct to AMEKO, climb 6000FT. Expect vectors to flight planned route from approach radar (120.6 MHz) prior to AMEKO.

Runway 12 Departure Procedure for Aircraft without GPS Equipment:

After clearance and departure, aircraft shall maintain runway heading until passing 400FT then turn right heading 130 degrees climb 6000FT. Expect vectors to flight planned route from approach radar (120.6 MHz).

Runway 30 Departure Procedure for Aircraft with GPS Equipment:

After clearance and departure, aircraft shall proceed direct to KEYNO, climb 6000FT. Expect vectors to flight planned route from approach radar (120.6 MHz) prior to KEYNO.

Runway 30 Departure Procedure for Aircraft without GPS Equipment:

After clearance and departure, aircraft shall maintain runway heading to 6000FT and expect vectors to flight planned route from approach radar (120.6 MHz).

ARRIVALS:

The following procedures will be available:

RNAV (GNSS) RWY 12 Instrument Approach
RNAV (GNSS) RWY 30 Instrument Approach
ILS/DME RWY 12 Instrument Approach

For aircraft 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/DME RWY 12 approach or to complete a visual approach.

Runway 12 and 30 Arrival Procedures:

RNAV (GNSS) runway 12 instrument approach procedure and RNAV (GNSS) runway 30 instrument approach procedure shall be the primary approach procedures. Arrivals will be cleared to execute the RNAV approach for the active runway.

Runway 12 and Runway 30 Arrival Procedure for Non-RNAV Equipped Aircraft:

Non-RNAV equipped aircraft will be vectored to KEYNO; thereafter, execute the ILS approach runway 12 or ILS circle to land runway 30.

Non-RNAV equipped aircraft unable to execute ILS approach will be vectored for visual approach if VMC exist.

MISSED APPROACH PROCEDURE:

IAC ILS runway 12 changed (REF AIP AD 2.1-34). 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.

IMPACTED VHF ATS ROUTE SEGMENTS ARE AS FOLLOWS:

UA/A301 EMABU - MLY
UA/A301 MLY - OTAMO
UA/A511 MLY - TARBA
UG/G442 MLY - AMBIN
UG/G633 MLY - KEBET
UH/H106 MLY – NOSIS
UR/R640 MLY – EDROD
W1 MLY – LIBEX
W2 MLY – KESPA
UW/W8 MLY – TALOS

OVERFLIGHTS:

GPS equipped aircraft overflying shall be cleared from FIR entry point direct transfer of control point, flight planned route.

Non-GPS equipped aircraft overflying shall be given progressive vectors to FIR control point, flight planned route.

MLY (175548.9N 0764639.5W) remains a valid Waypoint for aircraft transiting the Kingston FIR using RNAV Routes.

This replaces AIP Supplement 05/20 dated 17 September, 2020 and the following

NOTAMS A0306/20 – VOR/DME

A0307/20 – SID

A0308/20 – STAR

A0309/20 – Instrument Approach

A0312/20 – Affected VHF ATS Routes