KINGSTON (KIN/MKJP)

Elevation 10ft

CATEGORY B

AV brief required

BAV AV not yet available

GENERAL

- The airfield is located on an E-W narrow peninsular, which forms the S side of Kingston Harbour. At the W end of the peninsular at ~ 3 nm is the old town of Port Royal, which must not be over flown below 1,500ft. Kingston itself lies on the N shore of the harbour.

Threats

CFIT

- 6 nm W is a range of hills reaching approximately 800ft asl. N and NE of Kingston the terrain rises rapidly to 1,500ft asl within 3 nm and just over 7,400ft asl within 12 nm. The Jamaica Area Chart shows the terrain well.

Loss of Control

- In bad weather, birds congregate in the vicinity of the Rwy 12 approach lights.
- Windshear in strong winds on both approaches.

Runway Excursion – Unstable Approaches

- ASRs and SESMA data confirm that high energy or unstable approaches to RWY 12 at KIN remain an ongoing threat. These frequently involve visual approaches resulting in aircraft either being significantly above the vertical profile, flying through 1000R with high rates of descent (> 1300fpm) or flying a level segment below 1000R.
  Ensure effective monitoring of the SAC, including the vertical profile. If not achieved by 1000R and maintained to touchdown then a go-around must be flown.
- To enable appropriate threat identification in the Descent Brief, use the Flight Ops Safety Plan and review the guidance under 'Approach' section of this brief, to ensure that compliance with the Safe Landing Policy – including the Stable Approach Criteria – is achieved.

Mid Air Collisions

- There is a light aircraft strip associated with an oil refinery 2.5 nm NW of the airfield, generating VFR traffic which may conflict with the approach path to Rwy 12.
- Unauthorised flights operating over Jamaica and up to ~12 nm off-shore are a known problem.

ARRIVAL

- Some routes to Jamaica cross Cuban airspace. Strict adherence to Flight Plan is required. Essential to contact Havana not less than 10 mins before entering Cuban airspace.

Unstable Approaches

- In order to avoid high energy or unstable approaches, consider the following guidance to identify the appropriate threats for the Descent Briefing.

Avoid

At the briefing stage consider:

- What are you going to fly?

  Expect change – develop a strategy for a change of runway or approach type; particularly when changing to a visual approach or to reduced track miles.

  Agree the profile to be monitored in order to achieve the Stable Approach Criteria (SAC) by 1000ft auto callout and, of particular importance, how compliance with the profile will be confirmed.

  Set gates and bottom lines to ensure SAC are achieved by 1000ft auto callout and maintained to touchdown.

- How you are going to fly it?

  Use of AFDS modes for non-ILS and visual approaches.
  Monitor the gates you have set and brief what you will do if gates are not met with a plan for early intervention.

  Although the 1000ft auto callout is the bottom line for achieving the SAC, success relies on achieving the planned profile throughout the approach to touchdown.

- Brief and plan the go-around.

Trap

- Identify the threats associated with any changes to your plan; verbalise and resolve the threats.
- Review the agreed profile, monitor the profile and intervene if the profile is not being flown.

Mitigate

- Effective intervention is difficult during high workload due to runway or approach changes in unfamiliar environments.
- Anticipate the 1000ft auto callout with a review of the vertical profile, aircraft configuration and approach speed.
- If SAC not achieved by 1000ft auto callout and maintained to touchdown, flight crew must initiate go-around.

Approach

- DME arc procedures are used
- Circling to the S

BAV Crew Reports
• Runway 12 approach plate states ILS is offset by one degree from the runway. Crew reports suggest offset greater, of magnitude 3 to 4°. Plan HOW to mitigate this. If weather conditions permit, consider possible earlier disconnection of AP and FD (beneath 1000' RA) to align aircraft with extended centreline.

Diversion Airports			
MONTEGO BAY	MBJ/MKJS	073 nm/298°T	CAT B
NASSAU	NAS/MYNN	429 nm/355°T	CAT A
MIAMI	MIA/KMIA	511 nm/337°T	CAT A

DEPARTURE

- Request start up clearance at least 5 minutes prior to departure.
- Departure and Emergency Turn procedures are detailed in the Performance Manual and available from CARD.

WEATHER

- Winter is generally settled, small Cu and light showers.
- Summer is the rainy season with heavy showers and thunderstorms. Maximum development is over the land by day and the sea by night.
- HURRICANES rare but are possible between Jun and Nov. Winds generally E to NE modified by a marked SE sea breeze by day.
- WINDSHEAR in strong winds on both approaches.

OPERATIONAL INFORMATION

Handling Agent	DEDICATED GHA FLIGHT CONNECTIONS
Handling Agent VHF	131.9 BA
Potable Water	Permitted

IF ONLY Electrical Power is required	Use at all times
If BOTH electrical power and air conditioning is required:	Use APU