



# IAN FLEMING INTERNATIONAL AIRPORT (IFIA)

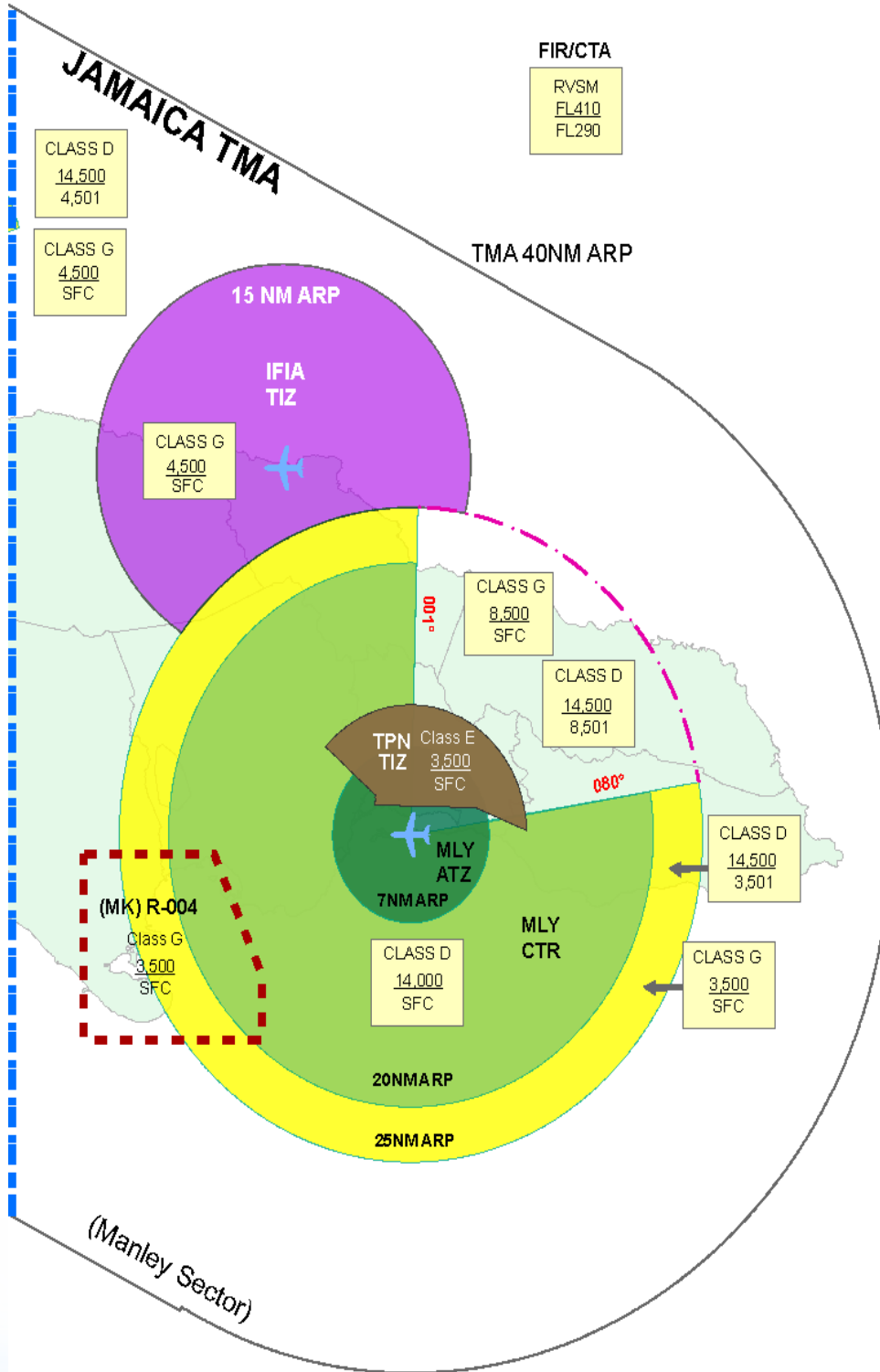
## TRAFFIC INFORMATION ZONE



OCTOBER 5, 2023



# IAN FLEMING INTERNATIONAL AIRPORT (IFIA) TRAFFIC INFORMATION ZONE



The Ian Fleming International Airport (IFIA) Traffic Information Zone IFIA TIZ is the **only** Class G airspace in the Kingston FIR that permits Instrument Flight Rules (IFR) operations. IFR operation is restricted to aircraft executing the RNP RWY 09 IAP only.

## IFIA TIZ AIRSPACE DESCRIPTION

Lateral limits - within a circle of radius of 15NM centred at the Ian Fleming International Airport ARP (18°24'15.00"N,76°58'09.00"W) excluding that section of airspace, within a circle of radius of 25NM centred at the Norman Manley International Airport ARP (17°56'08.00"N,76°47'15.00"W)



# APPROACH

## COMMUNICATIONS



### ALL PILOTS

1. Shall broadcast their intentions on UNICOM 122.8 MHz while operating in the IFIA TIZ.
2. Shall maintain a listening watch on 120.6 MHz while operating in the IFIA TIZ.

The pilot of an arriving flight or aircraft conducting continuous circuits and landings shall broadcast their position information on 122.8 MHz as applicable:

- i. when joining the airport traffic circuit, giving the aircraft's location in the traffic pattern;
- ii. when on downwind leg;
- iii. when on base leg;
- iv. when on final approach; and
- v. when clear of runway

## IFR OPERATIONS

IFR Pilot planning on executing the RNP Approach into Ian Fleming International Airport.

1. Shall advise ATC of their intention to conduct arrival, using the published IFIA RNP RWY 09 instrument approach procedure. (No deviation shall be made from the IAP being conducted)
2. Shall broadcast their position on 122.8 MHz at or before,
  - Initial Approach Fix: **BLASK**
  - Intermediate Fix: **XONPA**
  - Final Approach Fix: **TALUV**

IFR Pilot not planning to execute the IFIA RNP RWY 09 IAP chart is expected to **terminate IFR** at or prior to the clearance limit associated with the ATS routes or significant point in the vicinity of the airport.

## VFR OPERATIONS

VFR pilot shall make position reports on frequency 122.8MHz entering or departing the IFIA TIZ MHz at positions, York Castle, Albion, Port Maria, Llandoverly and Moneague.

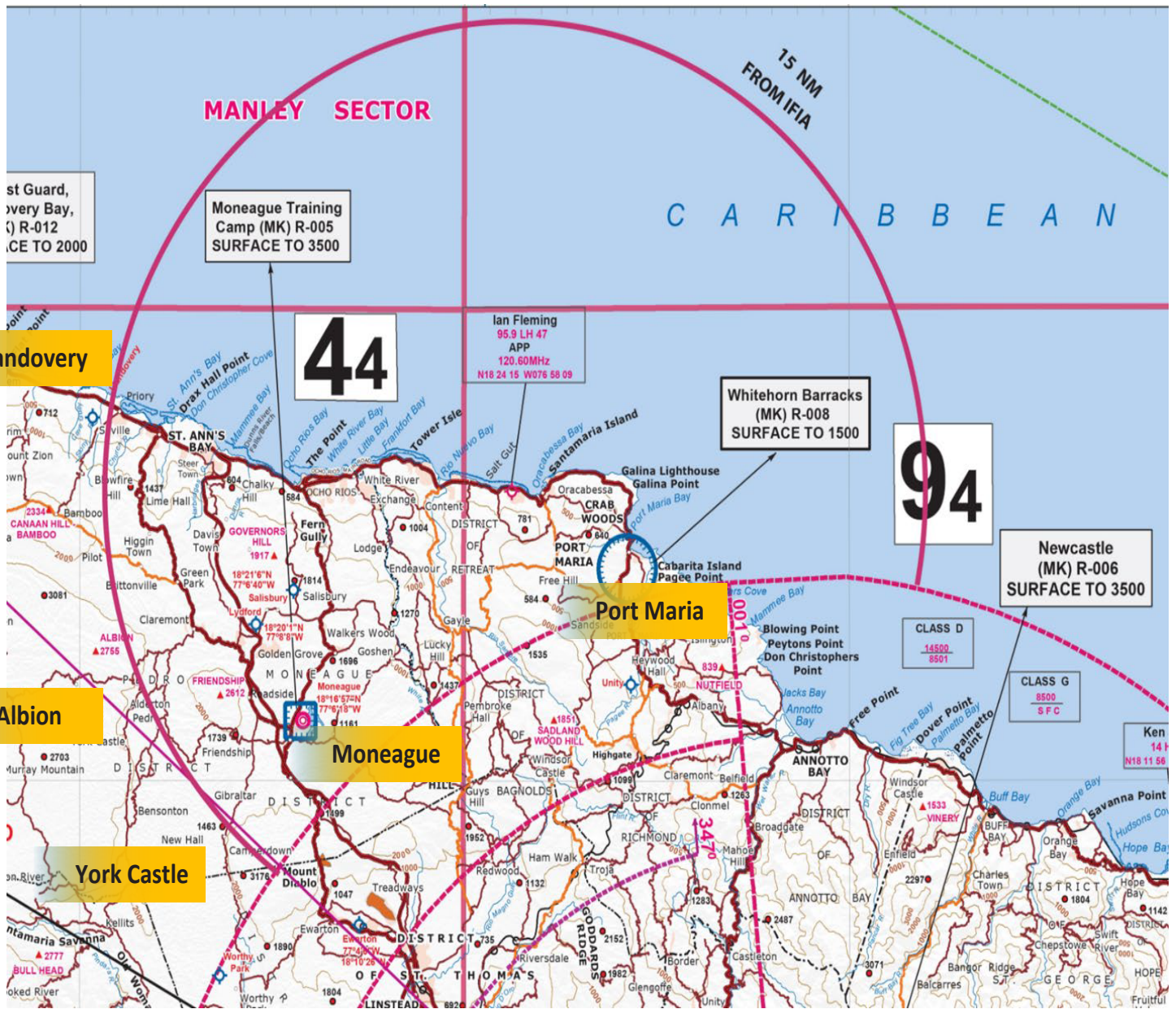
York Castle, St. Ann - N18 16 43 W077 13 22  
Albion, St. Ann - N18 18 09 W077 13 16  
Port Maria, St. Mary - N18 22 13 W076 53 25  
Llandoverly, St. Ann - N18 27 W18 077 16 14  
Moneague, St. Ann - N18 16 02 W077 06 48



### SITUATIONAL AWARENESS

- o Intermediate Fix; **XONPA**  
(collocated with St. Ann's Bay)
- o Final Approach Fix, **TALUV**  
(collocated with Ocho Rios)





VFR CHART DEPICTING IFIA TIZ





# DEPARTURE

## ALL PILOTS

- a) Shall broadcast departure intentions including the runway, on 122.8 MHz before entering the runway or aligning the aircraft on the take-off path.
- b) Shall, if a delay is encountered, broadcast intentions and expected length of delay, then rebroadcast departure intentions, prior to moving on to the take-off surface.
- c) Shall monitor UNICOM 122.8 MHz and ascertain by visual observation that no other aircraft or vehicle is likely to come into conflict with the aircraft during take-off.
- d) Shall maintain a listening watch on UNICOM 122.8 MHz whilst in Class G airspace and/or initiate communications with Manley Approach on 120.6 MHz for clearance/ instructions to enter Class D airspace.

If frequency congestion or other circumstances prevent pilots from obtaining ATC authorisation to enter Class D airspace they should remain in Class G airspace (at or below 4,500ft) and continue traffic information broadcast on UNICOM 122.8 MHz until communication is established with the appropriate ATC unit.

## SPECIAL PROCEDURES FOR INTERNATIONAL VFR DEPARTURES AND FLIGHTS TRANSITIONING VFR TO IFR

The pilot-in-command of each aircraft intending to depart Ian Fleming International Airport shall, if on an IFR or international VFR Flight Plan:

- (i) contact Manley Approach via telephone (876) 920-7300 at least 5 minutes prior to departure and place ATC clearance on request and obtain an SSR code.
- (ii) if no telephone contact is established with Manley Approach, pilot may depart VFR squawking A5000, initiate contact on 120.6 MHz, and request ATC instructions and clearance.

Flights will normally be radar-identified and issued with appropriate clearances or instructions to enter Class D airspace.

## AIRSPACE CLASSIFICATION

Class G - IFR and VFR flights are permitted and receive flight information, if requested. Class G airspace extends from the surface (SFC) up to 4,500 FT AMSL.

*Difference from ICAO:* VFR restricted - only VFR flights are permitted; except for Ian Fleming International Airport Traffic Information Zone (IFIA TIZ), where IFR and VFR flights are permitted.

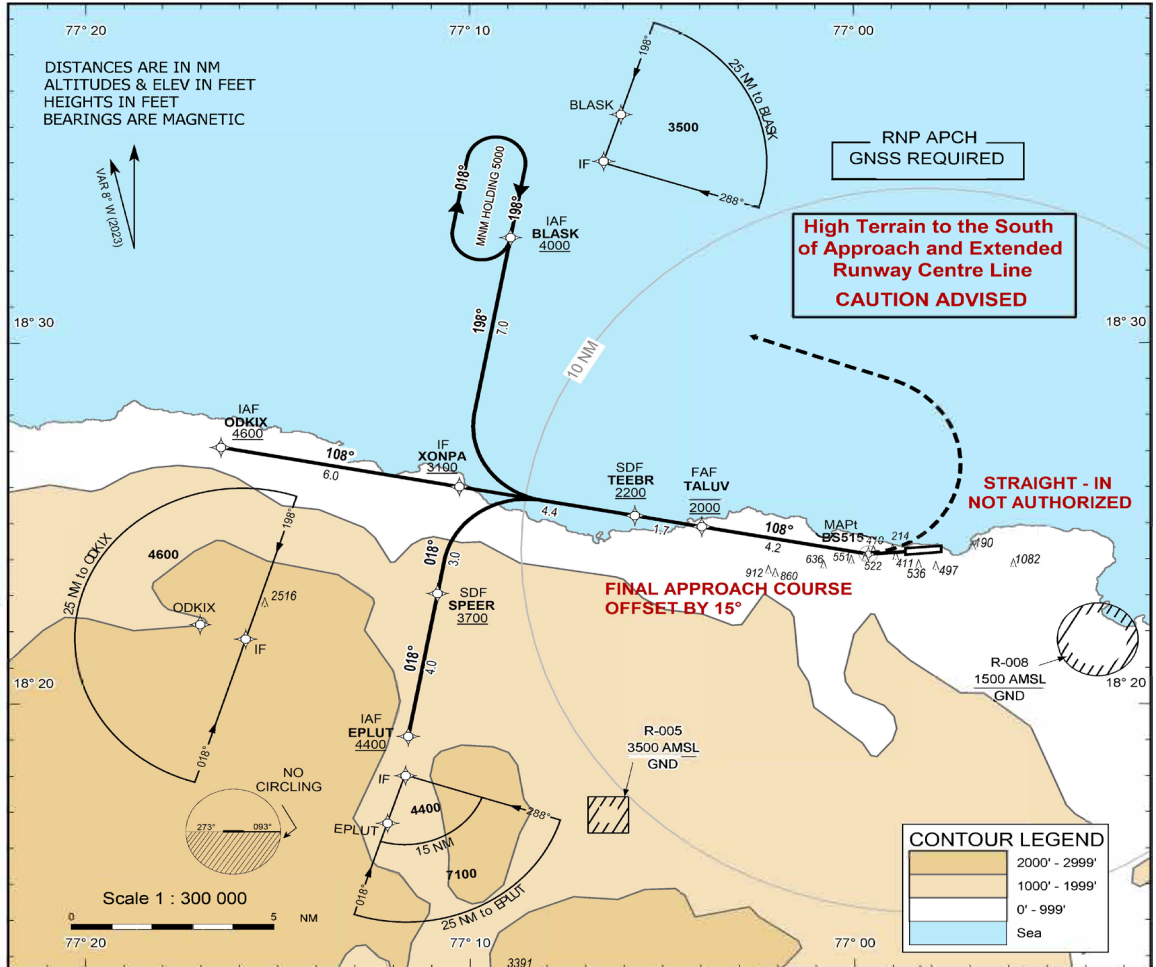
*Note:* IFR Flights must be executing the IFIA RNP RWY 09 Approach to operate in IFIA TIZ.



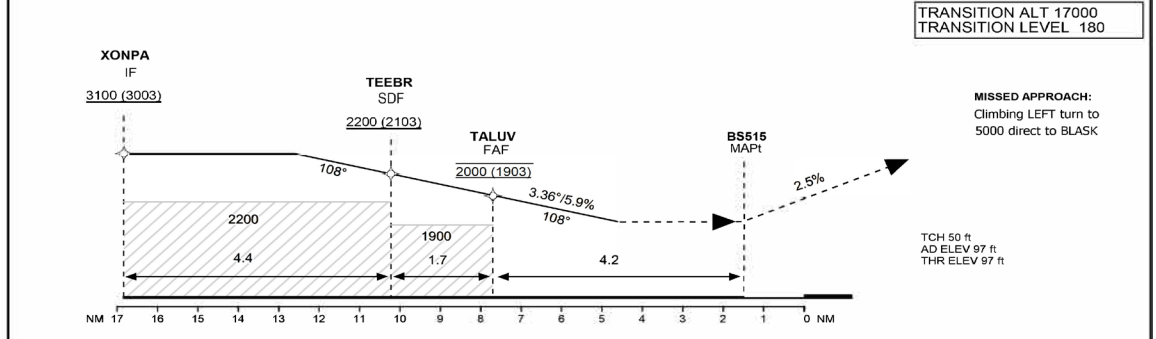


# IFIA IAP CHART

**INSTRUMENT APPROACH CHART - ICAO**      **AERODROME ELEV 97 FT**      **VAR 8° W**      **BOSCOBEL/Ian Fleming Intl (MKBS)**      **RNP RWY 09**  
 HEIGHTS RELATED TO THR RWY 09 - ELEV 97 FT      **ATIS 127.750**      **APP 120.600**      **UNICOM 122.800**      **TWR/GND NIL**



<b>DISTANCE FROM BS515 (MAPt)</b>	7.3	6.0	5.0	4.2	3.0	2.0
<b>ADVISORY ALT</b>	3100	2640	2290	2000	1570	1200



<b>Ground Speed</b>	KTS	80	100	120	150	180						
<b>TALUV to THR09</b>	M:S	3:54	3:07	2:36	2:05	1:44						
<b>Rate of descent</b>	FT/MIN	480	590	710	890	1070						
<b>Notes:</b>							<b>Strait-in Approach</b>		<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
							<b>CIRCLING*</b>		<b>NOT AUTHORIZED</b>			
									1200 (1103)		1360 (1263)	N/A
									5000		N/A	

CHANGE: New Chart

SEE NEXT PAGE FOR NOTES





## RNP RWY 09 Approach Notes

- ATIS Frequency is 127.75 MHz
- APP Frequency is 120.60 MHz
- UNICOM Frequency is 122.80 MHz
- NO TWR/GND Frequency
- RNP RWY 09 Approach Chart is available for guidance to pilots.
- The RNP RWY 09 Final Approach course offset by 15 degrees.
- Straight-In approach NOT Authorized due multiple penetration of Visual Segment Surface (VSS).
- No Air Traffic Control Services available at Aerodrome.
- ATC Service cancelled @ 5000ft and no ATC/ATS service available below 5000ft.
- High terrain to the South of Approach and Extended runway centreline. CAUTION ADVISED.
- Pilots shall make traffic information broadcast on UNICOM at/abeam published waypoints.
- Approach lights are not available.
- PAPI lights are not available.
- Pilot is responsible to ensure runway is clear and land at own discretion. CAUTION ADVISED.
- Night operations are NOT permitted unless prior authorization is received from aerodrome operator.
- GNSS is required.
- All traffic patterns located to the north of the extended runway centreline.
- Waypoint BS515 located 1NM from Threshold/Runway 09 on the extended runway.
- No circling south of the extended runway centreline.







**CONTACT INFORMATION:**

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