

4/16/2026

FOR YOUR INFORMATION

2026-132/11-26

To: Airport Manager, Norman Manley International Airport (MKJP/KIN),
Kingston, Jamaica, FAA (MIA-IFO), Jeppesen Sanderson Inc.

2341417

Info: FAA (AVP-1, AVP-200, AFS-260, AFS-200), A4A, ALPA, AOPA, APA, ASAP, ATSG,
CAPA, ICASS, ICAO, IFALPA, NBAA, NTSB, Jamaica Civil Aviation Authority

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: MKJP Hot Spot Requested for Runway 12 Hold Short Line

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2341417

DATE / TIME

Date of Occurrence 202603
Local Time Of Day 1201 to 1800

PLACE

Locale MKJP.Airport
State FO
Altitude - AGL 0

AIRCRAFT / EQUIPMENT X

ATC / Advisory - Tower MKJP
Make Model Name Commercial Fixed Wing
Operating Under FAR Part 121

PERSON 1

Function - Flight Crew First Officer
Function - Flight Crew Pilot Not Flying
ASRS Report Number 2341417

PERSON 2

Function - Flight Crew Captain
Function - Flight Crew Pilot Flying
ASRS Report Number 2341419

EVENTS

Anomaly Flight Deck / Cabin / Aircraft Event - Other / Unknown
Anomaly Deviation / Discrepancy - Procedural - Clearance
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Anomaly Ground Incursion - Runway
Detector - Person Flight Crew
Result - General None Reported / Taken

NARRATIVE 1

Pushed off of the gate and started both engines as normal. After engine start we accomplished all appropriate flows and checklist. We did a brief before leaving the ramp area and called for taxi and was given "taxi to holding point Runway 12 via Taxiway A." We left the ramp area and did the before takeoff checklist and the flight attendants prepared for takeoff. Upon the taxi out I remember the captain saying that the hold short line was pretty far back and stopped before crossing the line and I saw the line in front of us. At no point did I think we crossed the line. After holding short we were then given takeoff clearance for Runway 12 without any issues or query from the Tower. Flight was accomplished normally no issues.

Put a note in company pages about the hold short line being very far from the runway.

NARRATIVE 2

Normal pushback and 2 engine taxi out to Runway 12. As we approached the hold short line for Runway 12, I commented to the FO that the line was much further from the approach end of the runway than what we

typically see, and I stopped short of the line. Tower then cleared us for takeoff and we departed and flew to ZZZ without any issues.

The hold short line for Runway 12 is not at the approach end of the runway which is typical at most airports. Recommend adding a note on the company pages about the location of the hold short line, and/or put a hot spot circle on there on the airport diagram.

SYNOPSIS

Air carrier flight crew reported the hold short line for Runway 12 at MKJP, Norman Manley International Airport, is much further from the approach end of the runway than what is typical and recommends a note be added to the charts.