1. VOR/DME required.
2. DME Arcs and hold are based on SIA.

**TRANSITIONS**

<table>
<thead>
<tr>
<th>Transition</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADSEL</td>
<td>From ADSEL to OMAXI: Via SIA R-318 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.</td>
</tr>
<tr>
<td>BOSOM</td>
<td>From BOSOM to OMAXI: Via SIA R-195 to D13 SIA, then turn LEFT via SIA 11 DME Arc.</td>
</tr>
<tr>
<td>IMADI</td>
<td>From IMADI to OMAXI: Via SIA R-058 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.</td>
</tr>
<tr>
<td>IMONI</td>
<td>From IMONI to OMAXI: Via SIA R-264 to D24 SIA, then turn RIGHT to heading 114° to intercept the ISIA Localizer at D17 SIA.</td>
</tr>
<tr>
<td>KAPAR</td>
<td>From KAPAR to OMAXI: Via SIA R-028 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.</td>
</tr>
<tr>
<td>KESPA</td>
<td>From KESPA to OMAXI: Via SIA R-135 to D13 SIA, then turn LEFT via SIA 11 DME Arc.</td>
</tr>
<tr>
<td>KIRAN</td>
<td>From KIRAN to OMAXI: Via SIA R-333 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.</td>
</tr>
<tr>
<td>NUBOX</td>
<td>From NUBOX to OMAXI: Via SIA R-308 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.</td>
</tr>
<tr>
<td>PETSI</td>
<td>From PETSI to OMAXI: Via SIA R-288 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.</td>
</tr>
<tr>
<td>SANGSTER</td>
<td>From SANGSTER to OMAXI: Via SIA R-328 outbound to D9 SIA, then turn RIGHT via SIA 11 DME Arc.</td>
</tr>
<tr>
<td>SEKAM</td>
<td>From SEKAM to OMAXI: Via SIA R-382 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.</td>
</tr>
<tr>
<td>TABRI</td>
<td>From TABRI to OMAXI: Via SIA R-169 to D13 SIA, then turn LEFT via SIA 11 DME Arc.</td>
</tr>
</tbody>
</table>

**ROUTING**

Hold at OMAXI at ATC assigned altitude, unless/until cleared by ATC to execute the ILS RWY 07 Approach procedure.
**ADSEL ONE DEPARTURE**

**SPEED:** MAX 250 KT BELOW 10000’

---

**Apt Elev 7’**

Trans level: FL 180  
Trans alt: 17000’

1. WESTBOUND departure via ATS route G-442.
2. VOR/DME required.

---

### Initial Climb

<table>
<thead>
<tr>
<th>RWY</th>
<th>INITIAL CLIMB</th>
</tr>
</thead>
<tbody>
<tr>
<td>07</td>
<td>Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT.</td>
</tr>
<tr>
<td>25</td>
<td>Beyond the end of the runway and within SIA 3 DME turn RIGHT.</td>
</tr>
</tbody>
</table>

### Routing

Intercept and proceed outbound via SIA R-318 to ADSEL.

**Changes:** New procedure.
ALMUS ONE DEPARTURE

**SPEED:** MAX 250 KT BELOW 10000'

---

1. EASTBOUND departure via ATS route W-6.
2. For aircraft climbing to 15000' or above.
3. VOR/DME required.

**INITIAL CLIMB**

- Climb on runway heading until reaching SIA 1.8 DME then turn LEFT to intercept and proceed via SIA R-099 outbound to ALMUS.
- After take-off, turn RIGHT and climb on the SIA R-266 to D8 SIA.

**SPEED:**

- 100 KN or below below 9800'
- 150 KN or below below 15000'
- 250 KT or below below 10000'

---

**This SID requires minimum climb gradients of:**

- Rwy 07: 6.8% (415' per NM) to 15000'
- Rwy 25: 5.7% (345' per NM) to 15000'

---

**CHANGES:**

- New procedure.
This SID requires minimum climb gradients of:
Rwy 07: 4.0% (245' per NM) to 13000'.
Rwy 25: 4.5% (271' per NM) to 13000'.

INITIAL CLIMB

<table>
<thead>
<tr>
<th>RWY</th>
<th>Gnd speed-KT</th>
<th>4.0% V/V (fpm)</th>
<th>4.5% V/V (fpm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>07</td>
<td>75</td>
<td>304</td>
<td>342</td>
</tr>
<tr>
<td></td>
<td>100</td>
<td>405</td>
<td>456</td>
</tr>
<tr>
<td></td>
<td>150</td>
<td>608</td>
<td>684</td>
</tr>
<tr>
<td></td>
<td>200</td>
<td>810</td>
<td>911</td>
</tr>
<tr>
<td></td>
<td>250</td>
<td>1013</td>
<td>1139</td>
</tr>
<tr>
<td></td>
<td>300</td>
<td>1215</td>
<td>1367</td>
</tr>
</tbody>
</table>

Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT to intercept and proceed via SIA R-028 outbound to D10 SIA, then turn RIGHT and proceed via SIA R-195 outbound to BOSOM.

After take off, turn RIGHT and climb on SIA R-266 to D8 SIA. Turn RIGHT and proceed inbound via SIA R-310 to SIA. Intercept and proceed outbound via SIA R-195 to BOSOM.
ELUTU TWO RNAV DEPARTURE (ELUTU2.ELUTU) (RWY 07)

INITIAL CLIMB

Proceed via 070° course to ILERA, then direct ELUTU, climb to assigned altitude.

TRANSITIONS

| ALMUS  | Turn RIGHT direct ALMUS, then as filed. |
| KEMBO  | Turn RIGHT direct KEMBO, then as filed. |
| MATOS  | Turn LEFT direct MATOS, then as filed.  |
| PUTUL  | Turn LEFT direct PUTUL, then as filed.  |

Take-off minimums:
Standard.

Changes: Procedure revised, renumbered, new format.
IMADI ONE DEPARTURE
SPEED: MAX 250 KT BELOW 10000'

1. NORTHBOUND departure via ATS route G-629.
2. VOR/DME required.

Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT.

Beyond the end of the runway and within SIA 3 DME turn RIGHT.

Sangster Int'l
Montego Bay, Jamaica
1 Jul 05
Eff 7 Jul

RWY | INITIAL CLimb
---|-------------------
07 | Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT.
25 | Beyond the end of the runway and within SIA 3 DME turn RIGHT.

Intercept and proceed outbound via SIA R-058 to IMADI.

Changes: New procedure.
KAPAR ONE DEPARTURE

**SPEED:** MAX 250 KT BELOW 10000'

1. NORTHBOUND departure via ATS route R-625.
2. VOR/DME required.

At or above 4000' RWY 25

Climb on runway heading until reaching SIA 1.8 DME, then LEFT turn.

Beyond the end of the runway and within SIA 3 DME turn RIGHT.

**ROUTE**

Intercept and proceed via SIA R-028 outbound to KAPAR.

**CHANGES:** New procedure.
After take-off, turn RIGHT and climb on SIA R-267 to D8 SIA. Turn RIGHT to intercept ATS route.

2. VOR/DME required.

At or above 2500', turn LEFT to proceed via R-640.

At or above 3000', turn RIGHT to intercept ATS route.

SPEED: MAX 250 KT BELOW 10000'
CHANGES:

1. SOUTHBOUND departure via ATS route W-2.
2. For aircraft climbing to 15000' or above.
3. VOR/DME required.

**KESPA ONE DEPARTURE**

**SPEED:** MAX 250 KT BELOW 10000'

1. SOUTHBOUND departure via ATS route W-2.

At or above 15000'

After take-off, turn RIGHT and climb on SIA R-266 to D8 SIA. Turn RIGHT and proceed via SIA R-310 to SIA. Intercept and proceed outbound via SIA R-135 to KESPA.

At or above 9800'

Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT to intercept and proceed via SIA R-12 outbound to D15 SIA. Turn RIGHT, then left to proceed via SIA R-028 outbound to D10 SIA, then turn RIGHT to proceed via SIA 12 to MLY VOR.
1. EASTBOUND departure via ATS route W-1.
2. For aircraft climbing to 15000' or above.
3. VOR/DME required.

This SID requires minimum climb gradients of:
- Rwy 07: 8.4% (512’ per NM) to 15000’.
- Rwy 25: 5.7% (345’ per NM) to 15000’.

Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT to intercept and proceed via SIA R-107 outbound to LIBEX. After takeoff, turn LEFT and climb on SIA R-266 to D8 SIA. Turn RIGHT and proceed inbound via SIA R-310 to SIA. Intercept and proceed outbound via SIA R-107 to LIBEX.
NUBOX ONE DEPARTURE

SPEED: MAX 250 KT BELOW 10000'

1. WESTBOUND departure via ATS route A-511.
2. VOR/DME required.

Intercept and proceed outbound via SIA R-308 to NUBOX.
PETSI ONE DEPARTURE

**SPEED**: MAX 250 KT BELOW 10000'

---

**INITIAL CLIMB**

<table>
<thead>
<tr>
<th>RWY</th>
<th>Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT.</th>
<th>Beyond the end of the runway and within SIA 3 DME turn RIGHT.</th>
</tr>
</thead>
<tbody>
<tr>
<td>07</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**ROUTING**

Intercept and proceed outbound via SIA R-288 to PETSI.

**CHANGES**: Chart reindexed.
ROSTO ONE DEPARTURE (VECTOR) (RWY 07)

On recognition of communication failure 7 minutes or less after take-off and in IFR conditions, proceed as follows;
1. Squawk 7600; and
2. MAINTAIN last assigned altitude and heading for 7 minutes after recognition of communication failure, then
3. Climb to 10000' maintaining last assigned heading; then
4. Proceed direct to nearest fix associated with filed flight plan route continuing climb to flight plan cruising level.

If in VFR conditions, continue to fly in VMC and land at the nearest suitable aerodrome.

If communication failure occurs more than 7 minutes after take-off, comply with the appropriate procedures for communication failure and proceed according to the current flight plan route to destination airport, unless it is considered inadvisable.

INITIAL CLIMB

After take-off MAINTAIN runway heading until 0.5 NM from departure end of runway or SIA 1.8 DME, then turn LEFT and proceed on heading 030° to ROSTO (SIA R-043/D6.4) climbing to 5000'. ATC will provide RADAR vectors to intercept filed/assigned ATS routes, before reaching ROSTO.

CHANGES: New procedure at this airport.
SEKAM ONE A DEPARTURE

**SPEED:** MAX 250 KT BELOW 10000'

**INITIAL CLimb**

**RWY** | **07** | **25**
---|---|---
**Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT.** | **Beyond the end of the runway and within SIA 3 DME turn RIGHT.**

**ROUTING**
Intercept and proceed outbound via SIA R-352 to SEKAM.

SEKAM ONE B DEPARTURE

**SPEED:** MAX 250 KT BELOW 10000'

**INITIAL CLimb**

**RWY** | **07** | **25**
---|---|---
**Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT.** | **Beyond the end of the runway and within SIA 3 DME turn RIGHT.**

**ROUTING**
Intercept and proceed outbound via SIA R-015 to D10 SIA, then turn LEFT to a 341° heading to intercept and proceed via SIA R-352 to SEKAM.

CHANGES: None.
On recognition of communication failure 7 minutes or less after take-off and in IFR conditions, proceed as follows:

1. Squawk 7600; and

2. **MAINTAIN** last assigned altitude and heading for 7 minutes after recognition of communication failure, then

3. Climb to **10000'** maintaining last assigned heading; then

4. Proceed direct to nearest fix associated with filed flight plan route continuing climb to flight plan cruising level.

If in VFR conditions, continue to fly in VMC and land at the nearest suitable aerodrome.

If communication failure occurs more than 7 minutes after take-off, comply with the appropriate procedures for communication failure and proceed according to the current flight plan route to destination airport, unless it is considered inadvisable.

**INITIAL CLimb**

After take-off turn RIGHT to heading 272° and proceed to TEXUS (SIA R-269/D5.4) climbing to 5000'. ATC will provide RADAR vectors to intercept filed/assigned ATS routes, before reaching TEXUS.

**CHANGES:** Procedure revised, reindexed, renumbered.
NOISE ABATEMENT PROCEDURES

APPLICABILITY
(a) Piston engined aircraft of A.U.W. of more than 5670 kg/12,500 lbs.
(b) All turbined powered aircraft.
(c) All IFR Departures.
NOTE: These noise abatement procedures have been incorporated into the SIDs.

TAKE-OFF PROCEDURES
(a) Aircraft With DME Operating
  RWY 07: At SANGSTER 1.8 DME on runway heading make a climbing LEFT turn.
  Thence.
  RWY 25: Beyond the end of runway and within SANGSTER 3 DME, make a climbing RIGHT turn. Thence
(b) Aircraft Without DME Operating
  RWY 07: At the end of runway, make a climbing LEFT turn direct to UMBRELLA POINT. Thence
  RWY 25: Beyond the end of runway and within 3 NM, make a climbing RIGHT turn. Thence.

DEPARTURE PROCEDURES
(a) VFR Departures
  Turn to a 025° heading climbing to minimum 3000' AMSL before flying over built-up areas.
(b) IFR Departures
  Proceed in accordance with ATC instructions.

TAKE-OFF & DEPARTURE PROCEDURE

CHANGES: UTC note, take-off procedures.
### ATIS
- **MONTEGO BAY, JAMAICA**
- **SANGSTER INTL**
- **ILS DME Rwy 07**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>127.9</th>
<th>SANGSTER Approach</th>
<th>120.8</th>
<th>SANGSTER Tower</th>
<th>118.75</th>
<th>Ground</th>
<th>121.7</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LOC</strong></td>
<td>ISIA</td>
<td><strong>Final Apc Crs</strong></td>
<td>109.5</td>
<td><strong>Minimum Alt</strong></td>
<td>ANAPA</td>
<td><strong>ILS DA(H)</strong></td>
<td>Rwy 07</td>
</tr>
<tr>
<td></td>
<td>ISIA</td>
<td>071°</td>
<td>1900'</td>
<td>307'</td>
<td>300'</td>
<td><strong>Apt Elev</strong></td>
<td>7'</td>
</tr>
</tbody>
</table>

**MISSING ACPH:**
- Climb on 071° heading. At 600' (LOC only 800'), LEFT turn to 322° heading, then LEFT turn to intercept and proceed via ISIA VOR 11 DME ARC to OMAXI SIA R-250/D11.0 climbing to 3000'.
- Max IAS 200 Kts until established on 322° heading.

**Alt Set:** hPa (IN on req)  
**Rwy Elev:** 0 hPa  
**Trans level:** FL 180  
**Trans alt:** 17000'  

### STRAIGHT-IN LANDING Rwy 07
- **ILS**
  - **DA(H): 307' (300')**

- **LOC (GS out):**
  - A, B: **580' (573')**
  - C, D: **600' (593')**

- **PANS OPS:**
  - **1.3 km**
    - A: 1.9 km
    - B: 2.4 km
    - C: 3.0 km

- **CIRCLE-TO-LAND**
  - Not Authorized Southeast of Extended Rwy Centerline

### CHANGES:
- MBJ NDB removed.
CAUTION: Street lights resembling rwy lighting East of Rwy 25 threshold. Make visual maneuvers to the North of rwy centerline for a distance of 5.0 NM from either threshold due to high terrain to the South.

Designated turning areas on Rwy 07-25 for medium and heavy aircraft are:
- Turning Bay serving Rwy 07 located at the western end of the runway;
- Intersections of Taxiways A, B, C, D and the runway.
No turns shall be made on the runway by the aforementioned aircraft other than in the above designated areas.

THR lights, DISPL THRESH markings, and Rwy End lights are not co-located.

In order to minimize ground delays and excessive fuel consumption, it is strongly recommended that pilots of jet turbine aircraft request engine start clearances from Airport Control at least 5 minutes prior to engine start time.

IFR flights conducting visual approaches to Rwy 07 shall not descend below 3000’ AMSL unless/until established on final approach track and unless authorized by ATC.

THR lights, DISPL THRESH markings, and Rwy End lights are not co-located.

In order to minimize ground delays and excessive fuel consumption, it is strongly recommended that pilots of jet turbine aircraft request engine start clearances from Airport Control at least 5 minutes prior to engine start time.

IFR flights conducting visual approaches to Rwy 07 shall not descend below 3000’ AMSL unless/until established on final approach track and unless authorized by ATC.

CHANGES: MBJ NDB removed, alternate minimums.
SANGSTER Approach

<table>
<thead>
<tr>
<th>Final Apch Crs</th>
<th>Minimum Alt</th>
<th>LNAV/VNAV DA(H)</th>
<th>Apt Elev 7'</th>
</tr>
</thead>
<tbody>
<tr>
<td>071°</td>
<td>2100'</td>
<td>610' (603')</td>
<td>7'</td>
</tr>
</tbody>
</table>

**MISSED APCH:** Climbing LEFT turn to 4000' direct RILDE and hold.

**ATIS**
127.9

**SANGSTER Tower**
120.8

**Ground**
118.75

121.7

**CHANGES:** Minimums, tower frequency.

**PANS OPS**

<table>
<thead>
<tr>
<th>ALS out</th>
<th>MDA(H)</th>
<th>Max Kts</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1.9 km</td>
<td>100</td>
</tr>
<tr>
<td>B</td>
<td>2.3 km</td>
<td>135</td>
</tr>
<tr>
<td>C</td>
<td>4.6 km</td>
<td>180</td>
</tr>
<tr>
<td>D</td>
<td>5.1 km</td>
<td>205</td>
</tr>
</tbody>
</table>

**2004'**

**RW07**

**Ferry Point**

**RILDE**

**AVRAT**

**ZAVKI** 2.6 NM to FERLU

**FERLU**

**OLIPI** 3.2 NM to RW07

**RW07 7'**
Missed Approach: Climbing right turn to 4000' direct Rilde and hold.

Gnd speed-Kts

Alt Set: hPa (IN on req) Rwy Elev: 0 hPa Trans level: FL 180 Trans alt: 17000'
1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized.

\[ \text{Minimums, tower frequency.} \]
MISSED APCH: Climb on SIA VOR R-068. At 800', LEFT turn to 334° heading, then LEFT turn to intercept and proceed via SIA VOR 11 DME Arc to LENAR R-248/D11.0 climbing to 3000'. Maximum IAS 200 kts until established on 334° heading.

GND speed-Kts 70 90 100 120 140 160
Descent Gradient 5.4% 383 492 547 656 766 875

MAP at D1.5

A: B: 590' (583')
C: 610' (603')
D: 630' (623')

Not Authorized Southeast of Extended Rwy Centerline

PANS OPS

A: B: 2.6 km
C: 2.8 km
D: 3.0 km

CHANGES: MBJ NDB removed, reverse side NDB-A cancelled.