

TRANSITIONS

ADSEL	From ADSEL to LENAR: Via SIA R-318 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
BOSOM	From BOSOM to LENAR: Via SIA R-195 to D13 SIA, then turn LEFT via SIA 11 DME Arc.
IMADI	From IMADI to LENAR: Via SIA R-058 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
IMONI	From IMONI to LENAR: Via SIA R-264 to D24 SIA, then turn RIGHT to heading 116° to intercept the SIA R-248 inbound at D17 SIA.
KAPAR	From KAPAR to LENAR: Via SIA R-028 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
KEMBO	From KEMBO to LENAR: Via SIA R-122 to D13 SIA, then turn LEFT via SIA 11 DME Arc.
KESPA	From KESPA to LENAR: Via SIA R-135 to D13 SIA, then turn LEFT via SIA 11 DME Arc.
KIRAN	From KIRAN to LENAR: Via SIA R-333 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
NUBOX	From NUBOX to LENAR: Via SIA R-308 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
PETSU	From PETSU to LENAR: Via SIA R-288 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
SANGSTER	From SANGSTER to LENAR: Via SIA R-278 outbound to D9 SIA, then turn LEFT via SIA 11 DME Arc.
SEKAM	From SEKAM to LENAR: Via SIA R-352 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
TABRI	From TABRI to LENAR: Via SIA R-169 to D13 SIA, then turn LEFT via SIA 11 DME Arc.

ROUTING

Hold at LENAR at ATC assigned altitude unless/until cleared by ATC to execute the VOR/DME Rwy 07 Approach procedure.

CHANGES: Procedure revised, new format.

ATIS
127.9

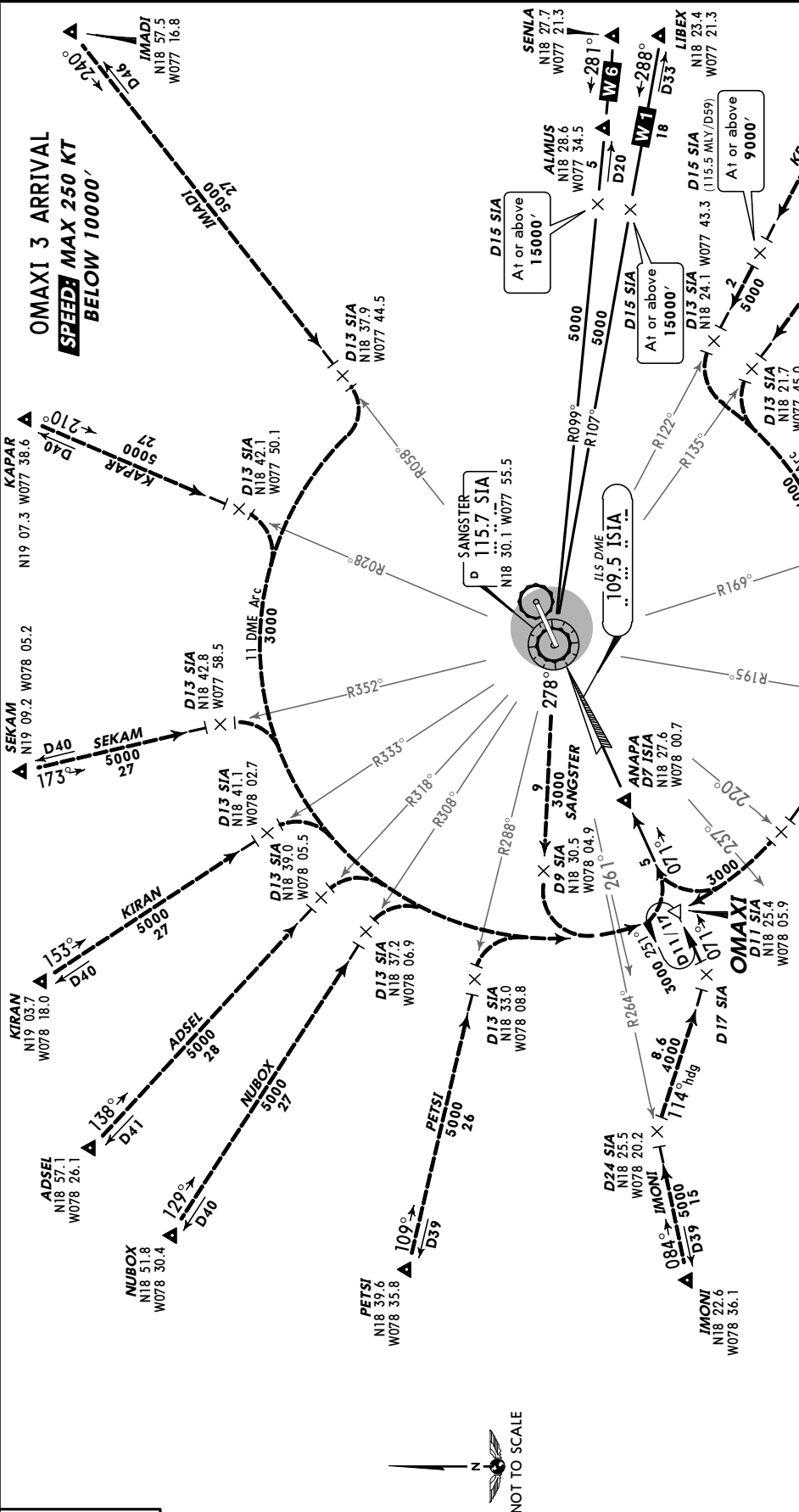
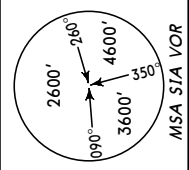
Apt Elev
7'

Alt Set: hPa (IN on req)

Trans level: FL180

Trans alt: 17000'

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



TRANSITIONS

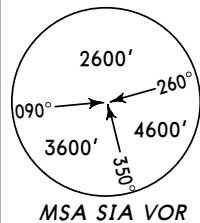
ADSEL	From ADSEL to OMAXI: Via SIA R-318 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
BOSOM	From BOSOM to OMAXI: Via SIA R-195 to D13 SIA, then turn LEFT via SIA 11 DME Arc.
IMADI	From IMADI to OMAXI: Via SIA R-058 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
IMONI	From IMONI to OMAXI: Via SIA R-284 to D24 SIA, then turn RIGHT to heading 114° to intercept the ISIA Localizer at D17 SIA.
KAPAR	From KAPAR to OMAXI: Via SIA R-028 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
KEMBO	From KEMBO to OMAXI: Via SIA R-122 to D13 SIA, then turn LEFT via SIA 11 DME Arc.
KESPA	From KESPA to OMAXI: Via SIA R-135 to D13 SIA, then turn LEFT via SIA 11 DME Arc.
KIRAN	From KIRAN to OMAXI: Via SIA R-333 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
NUBOX	From NUBOX to OMAXI: Via SIA R-308 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
PETSU	From PETSU to OMAXI: Via SIA R-288 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
SANGSTER	From SIA to OMAXI: Via SIA R-278 outbound to D9 SIA, then turn LEFT via SIA 11 DME Arc.
SEKAM	From SEKAM to OMAXI: Via SIA R-352 to D13 SIA, then turn RIGHT via SIA 11 DME Arc.
TABRI	From TABRI to OMAXI: Via SIA R-169 to D13 SIA, then turn LEFT via SIA 11 DME Arc.

ROUTING

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

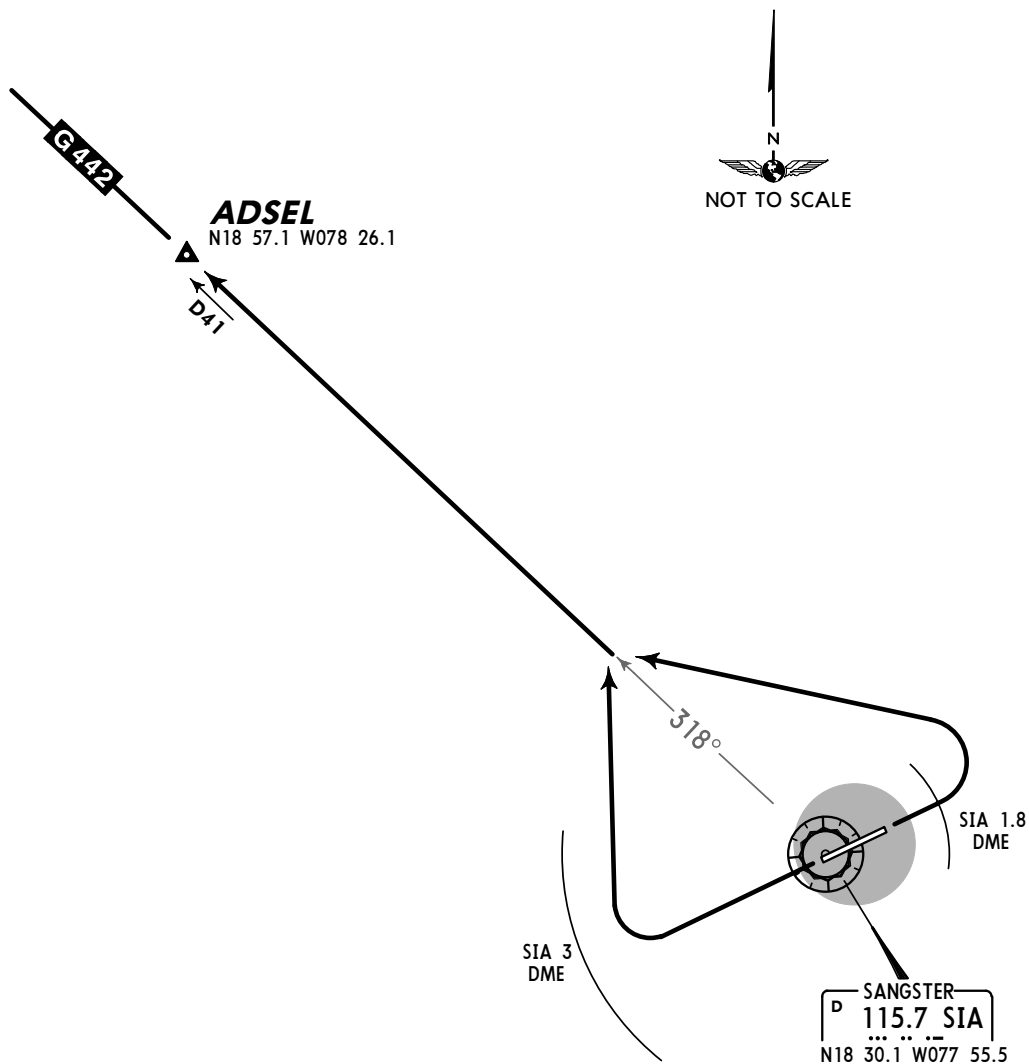
Apt Elev
7'

Trans level: FL 180 Trans alt: 17000'
1. WESTBOUND departure via ATS route G-442.
2. VOR/DME required.



ADSEL ONE DEPARTURE

SPEED: MAX 250 KT BELOW 10000'



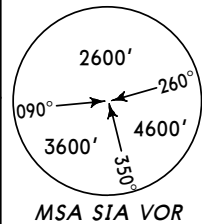
RWY	INITIAL CLIMB
07	Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT.
25	Beyond the end of the runway and within SIA 3 DME turn RIGHT.

ROUTING

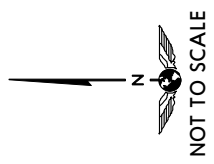
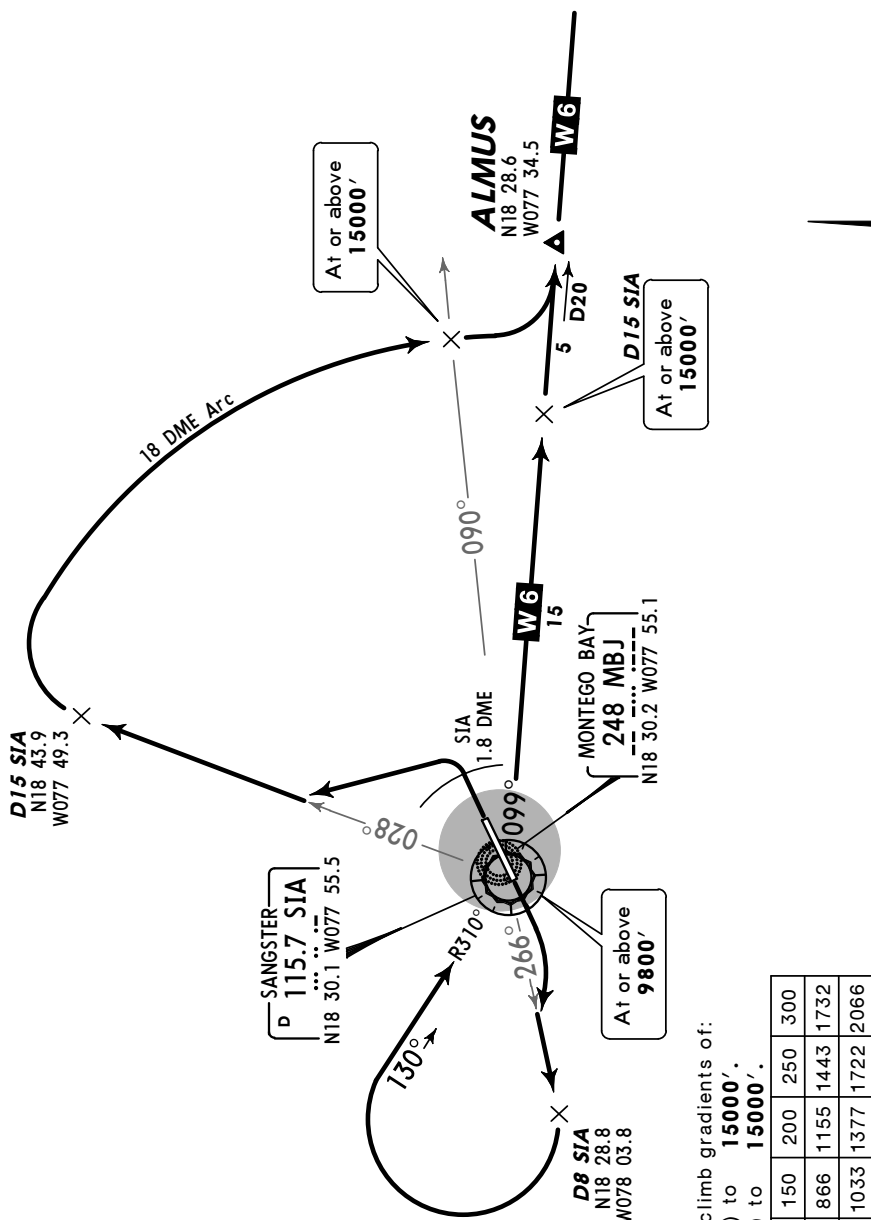
Intercept and proceed outbound via SIA R-318 to ADSEL.

Apt Elev
7'

- Trans level: FL 180 Trans alt: 17000'
1. EASTBOUND departure via ATS route W-6.
 2. For aircraft climbing to 15000' or above.
 3. VOR/DME required.



ALMUS ONE DEPARTURE
SPEED: MAX 250 KT BELOW 10000'



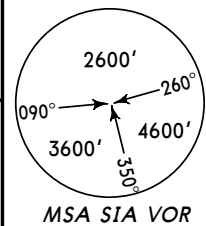
This SID requires minimum climb gradients of:
Rwy 07: 6.8% (415' per NM) to 15000'.
Rwy 25: 5.7% (345' per NM) to 15000'.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1155	1443	1732
6.8% V/V (fpm)	516	689	1033	1377	1722	2066

INITIAL CLIMB	
RWY 07	Climb on runway heading until reaching SIA 1.8 DME then turn LEFT to intercept and proceed via SIA R-028 outbound to D15 SIA, then turn RIGHT and proceed via SIA 18 DME Arc to intercept and proceed via SIA R-099 outbound to ALMUS.
RWY 25	After take off, turn RIGHT and climb on the SIA R-266 to D8 SIA. Turn RIGHT to intercept and proceed inbound via SIA R-310 to SIA. Turn LEFT and proceed via SIA R-099 to ALMUS.

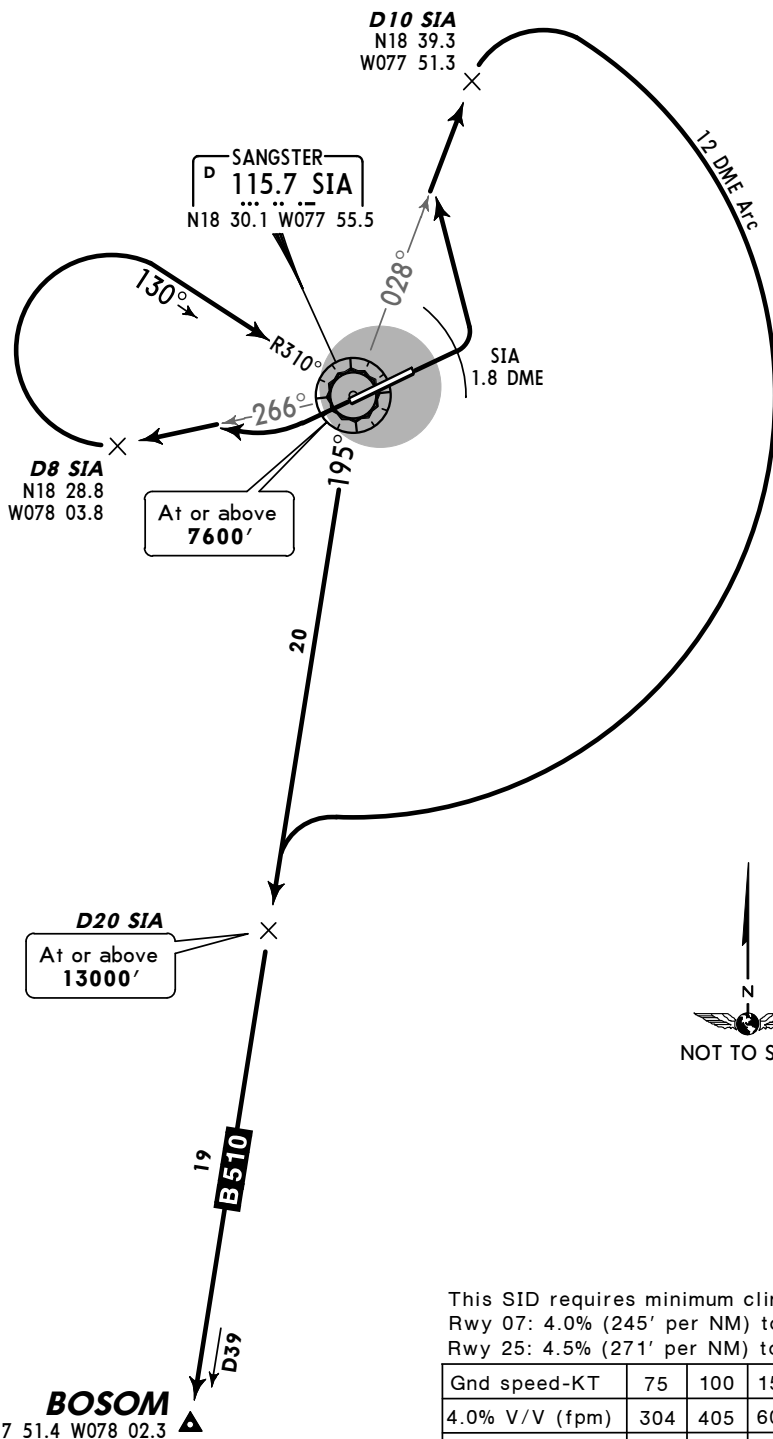
Apt Elev
7'

- Trans level: FL 180 Trans alt: 17000'
1. SOUTHBOUND departure via ATS route B-510.
 2. For aircraft climbing to 13000' or above.
 3. VOR/DME required.



BOSOM SIX DEPARTURE

SPEED: MAX 250 KT BELOW 10000'



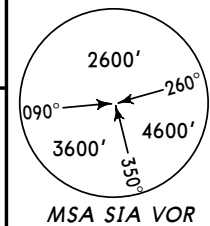
This SID requires minimum climb gradients of:
Rwy 07: 4.0% (245' per NM) to **13000'**.
Rwy 25: 4.5% (271' per NM) to **13000'**.

Gnd speed-KT	75	100	150	200	250	300
4.0% V/V (fpm)	304	405	608	810	1013	1215
4.5% V/V (fpm)	342	456	684	911	1139	1367

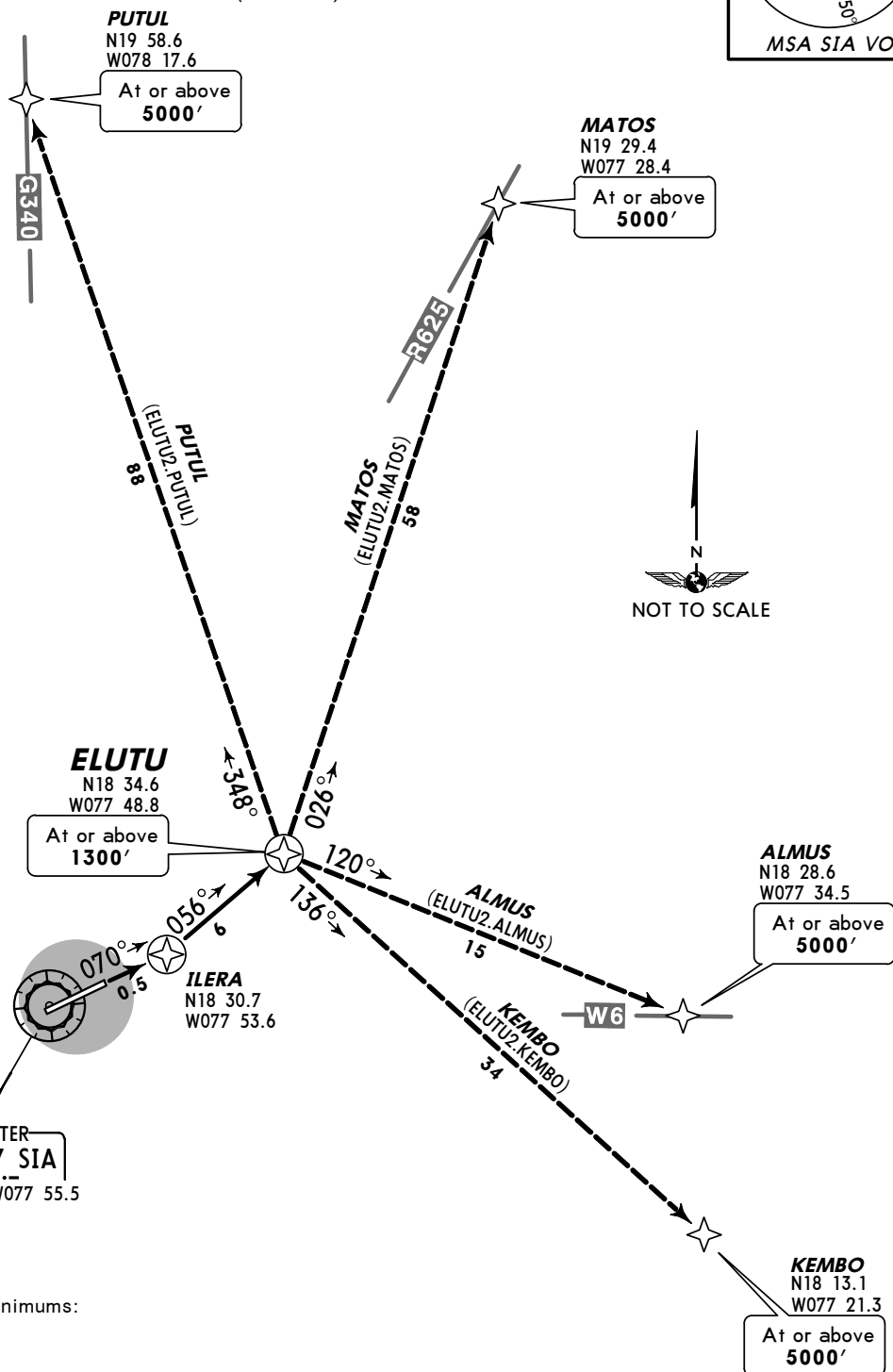
RWY	INITIAL CLIMB
07	Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT to intercept and proceed via SIA R-028 outbound to D10 SIA, then turn RIGHT and proceed via SIA 12 DME Arc to intercept and proceed via SIA R-195 outbound to BOSOM.
25	After take off, turn RIGHT and climb on SIA R-266 to D8 SIA. Turn RIGHT and proceed inbound via SIA R-310 to SIA. Intercept and proceed outbound via SIA R-195 to BOSOM.

Apt Elev
7'

Trans level: FL 180 Trans alt: 17000'
1. GPS required.
2. For use by /E, /F, /R (RNP 2.0) and /G equipped aircraft.



ELUTU TWO RNAV DEPARTURE (ELUTU2.ELUTU)
(RWY 07)



Take-off minimums:
Standard.

INITIAL CLIMB

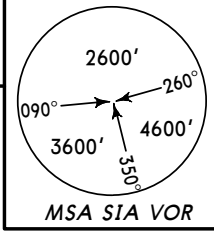
Proceed via 070° course to ILERA, then direct ELUTU, climb to assigned altitude.

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.

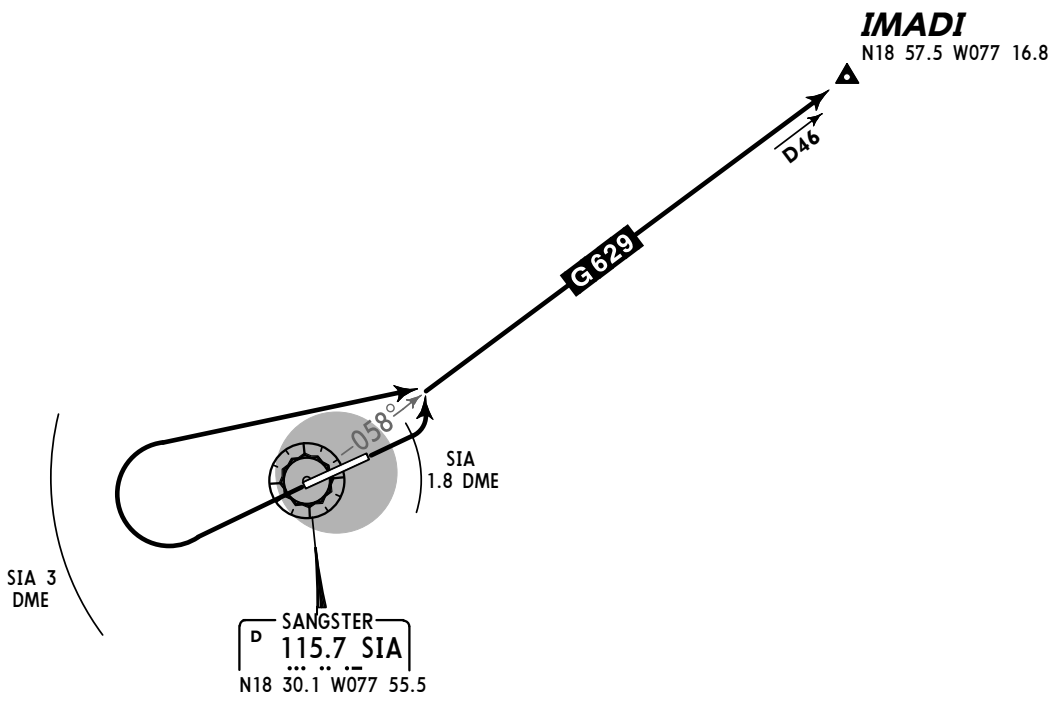
Apt Elev
7'

Trans level: FL 180 Trans alt: 17000'
1. NORTHBOUND departure via ATS route G-629.
2. VOR/DME required.



IMADI ONE DEPARTURE

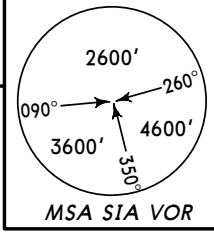
SPEED: MAX 250 KT BELOW 10000'



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

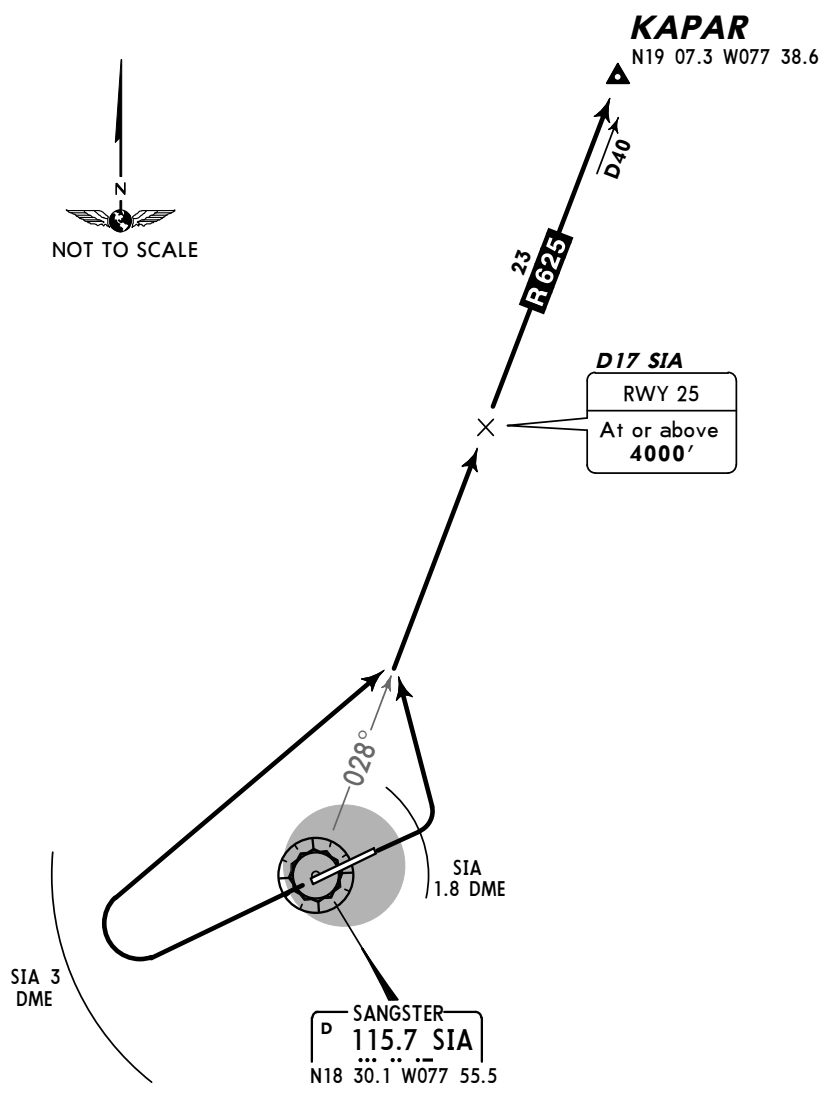
Apt Elev
7'

Trans level: FL 180 Trans alt: 17000'
1. NORTHBOUND departure via ATS route R-625.
2. VOR/DME required.



KAPAR ONE DEPARTURE

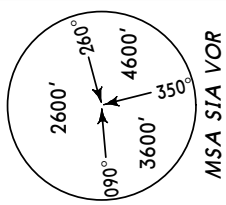
SPEED: MAX 250 KT BELOW 10000'



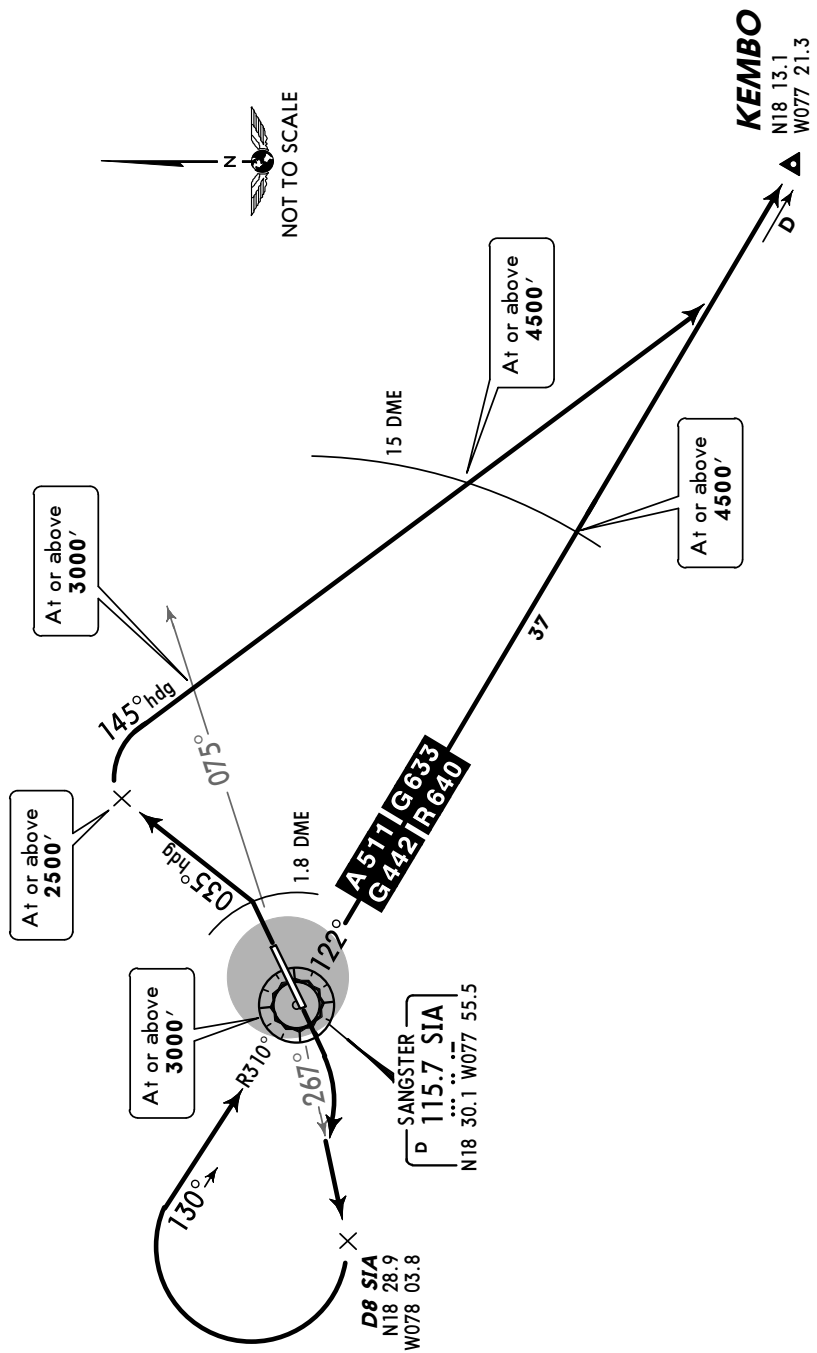
RWY	INITIAL CLIMB
07	Climb on runway heading until reaching SIA 1.8 DME, then LEFT turn.
25	Beyond the end of the runway and within SIA 3 DME turn RIGHT.
ROUTING	
Intercept and proceed via SIA R-028 outbound to KAPAR.	

Apt Elev
7'

Trans level: FL 180 Trans alt: 17000'
1. EASTBOUND departure via ATS route A-511, G-442, G-633, and R-640.
2. VOR/DME required.



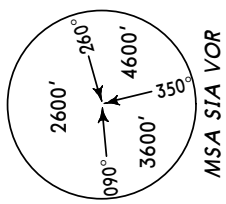
KEMBO TWO DEPARTURE
~~SPEED~~ MAX 250 KT BELOW 10000'



INITIAL CLIMB	
RWY	
07	After take-off MAINTAIN runway until SIA 1.8 DME, then turn LEFT and proceed via heading 035° climbing to 2500', then turn RIGHT and proceed via heading 145° to intercept ATS route.
25	After take-off, turn RIGHT and climb on SIA R-267 to D8 SIA. Turn RIGHT to intercept and proceed inbound via SIA R-310 to SIA and intercept ATS route.

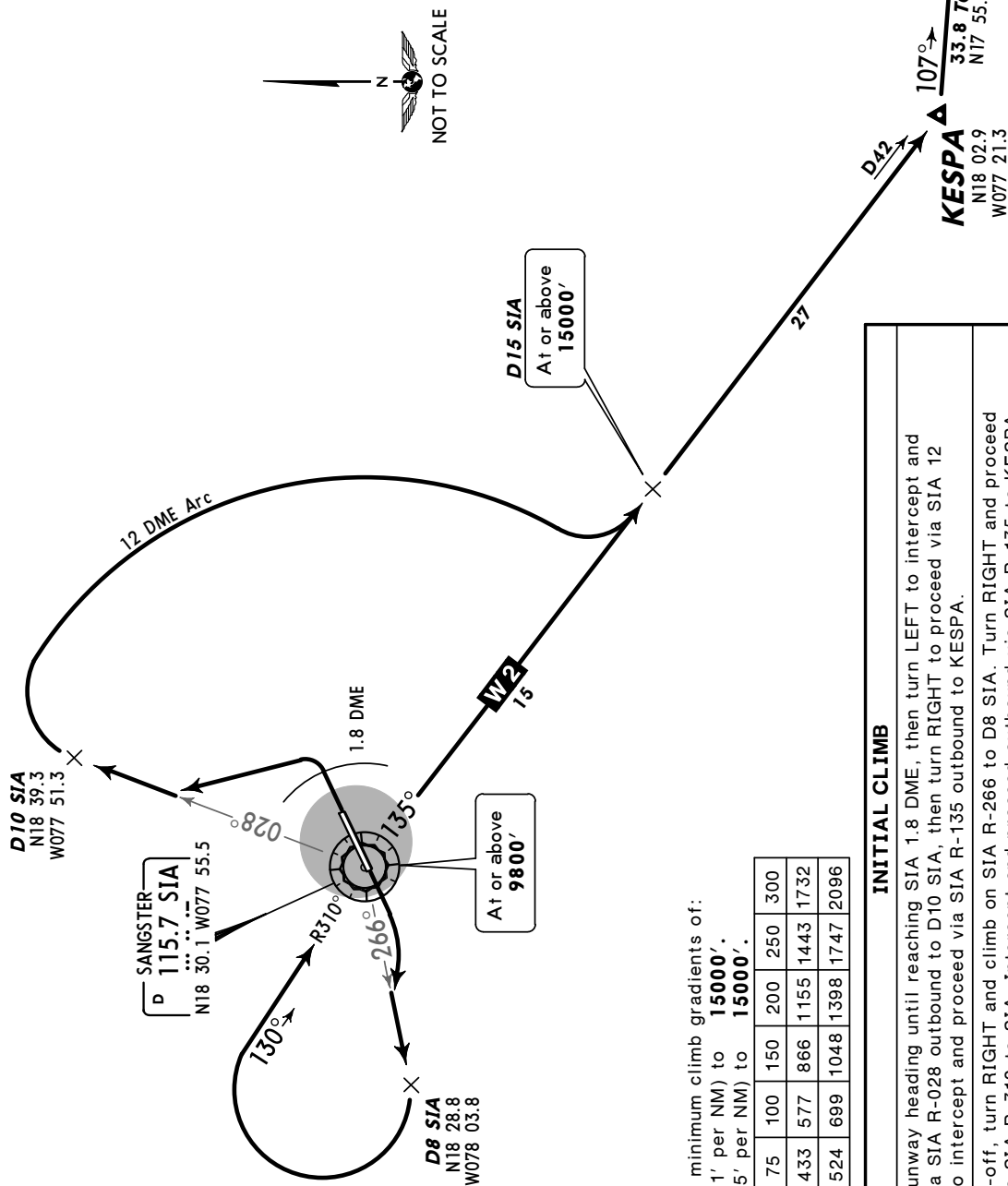
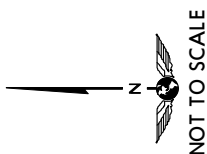
Apt Elev
7'

- Trans level: FL 180 Trans alt: 17000'
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'



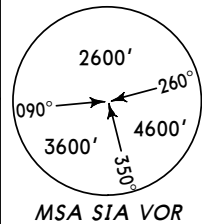
INITIAL CLIMB	
RWY	
07	Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT to intercept and proceed via SIA R-028 outbound to D10 SIA, then turn RIGHT to proceed via SIA 12 DME Arc to intercept and proceed via SIA R-135 outbound to KESPA.
25	After take-off, turn RIGHT and climb on SIA R-266 to D8 SIA. Turn RIGHT and proceed inbound via SIA R-310 to SIA. Intercept and proceed outbound via SIA R-135 to KESPA.

This SID requires minimum climb gradients of:
 Rwy 07: 6.9% (421' per NM) to 15000'.
 Rwy 25: 5.7% (345' per NM) to 15000'.

Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1155	1443	1732
6.9% V/V (fpm)	524	699	1048	1398	1747	2096

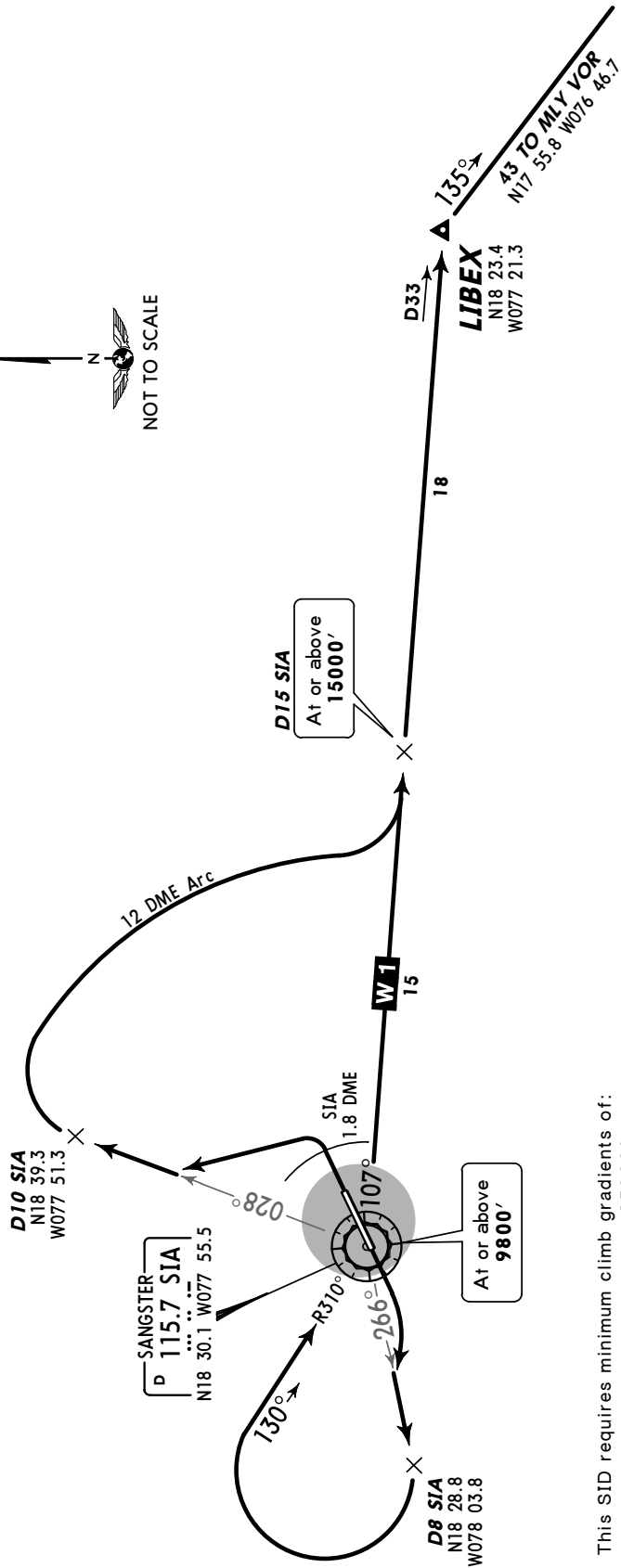
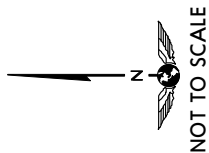
Apt Elev
7'

- Trans level: FL 180 Trans alt: 17000'
1. EASTBOUND departure via ATS route W-1.
 2. For aircraft climbing to 15000' or above.
 3. VOR/DME required.



LIBEX ONE DEPARTURE

SPEED: MAX 250 KT BELOW 10000'



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'.

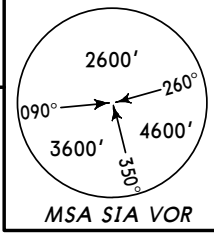
Gnd speed-KT	75	100	150	200	250	300
5.7% V/V (fpm)	433	577	866	1155	1443	1732
8.4% V/V (fpm)	638	851	1276	1701	2127	2552

INITIAL CLIMB

RWY	
07	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 to proceed via SIA 12 DME Arc to intercept and proceed via SIA R-107 outbound to LIBEX.
25	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-107 to LIBEX.

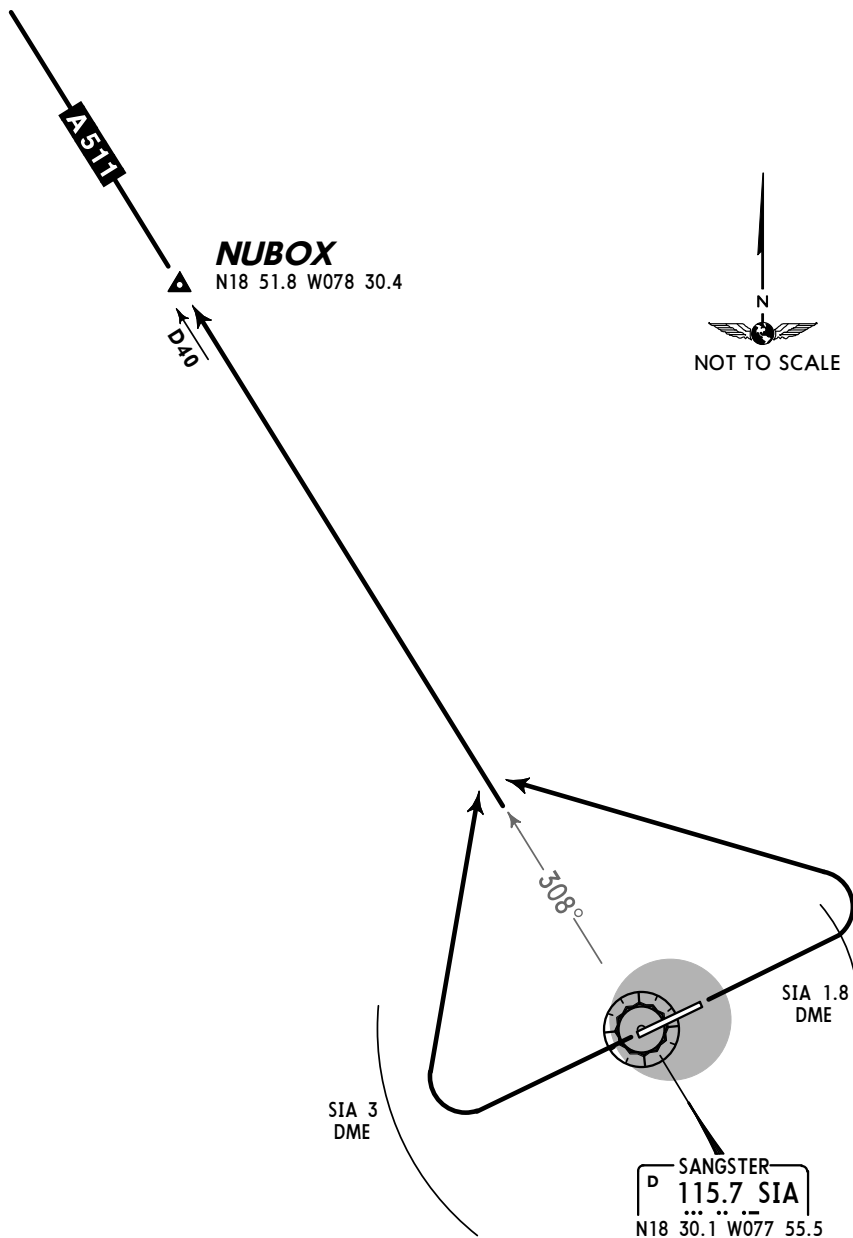
Apt Elev
7'

Trans level: FL 180 Trans alt: 17000'
1. WESTBOUND departure via ATS route A-511.
2. VOR/DME required.



NUBOX ONE DEPARTURE

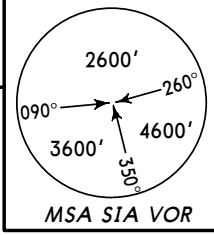
SPEED: MAX 250 KT BELOW 10000'



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.
ROUTING	
Intercept and proceed outbound via SIA R-308 to NUBOX.	

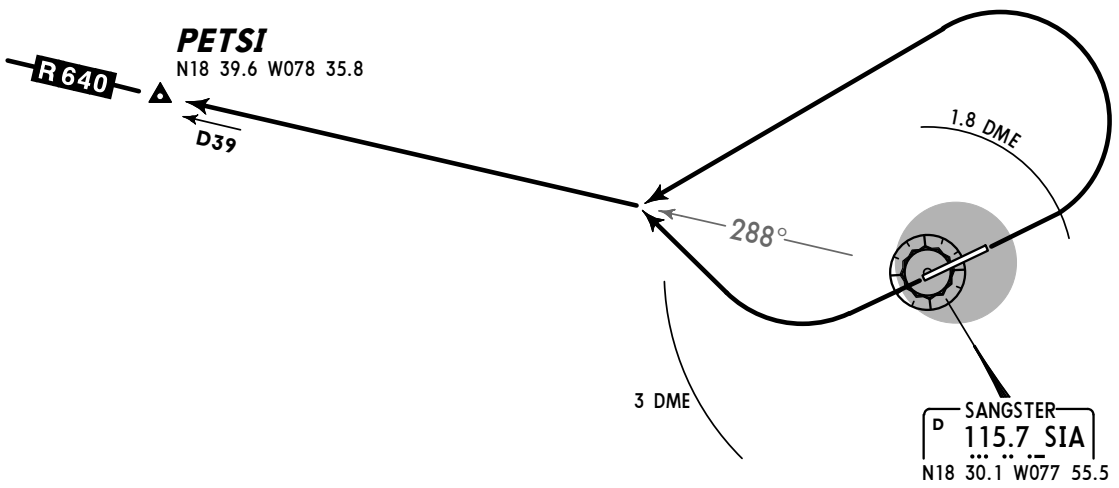
Apt Elev
7'

Trans level: FL 180 Trans alt: 17000'
1. WESTBOUND departure via ATS route R-640.
2. VOR/DME required.



PETSI ONE DEPARTURE

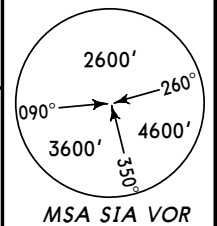
SPEED: MAX 250 KT BELOW 10000'



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

Apt Elev
4'

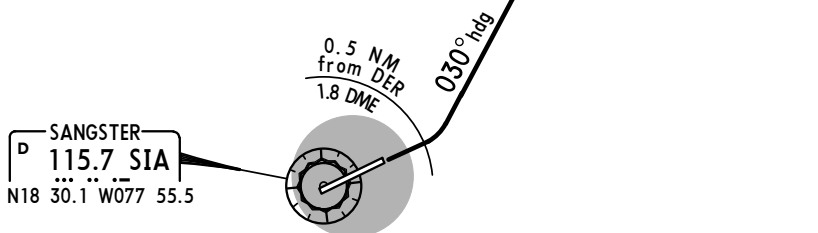
Trans level: FL 180 Trans alt: 17000'
All routes from SIA.



ROSTO ONE DEPARTURE (VECTOR)
(RWY 07)

ROSTO
N18 35.1
W077 51.3

Climbing to
5000'



SANGSTER
D 115.7 SIA
N18 30.1 W077 55.5

LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

- 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.

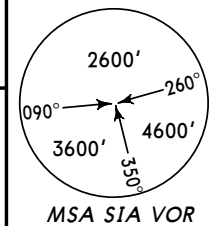
LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

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.

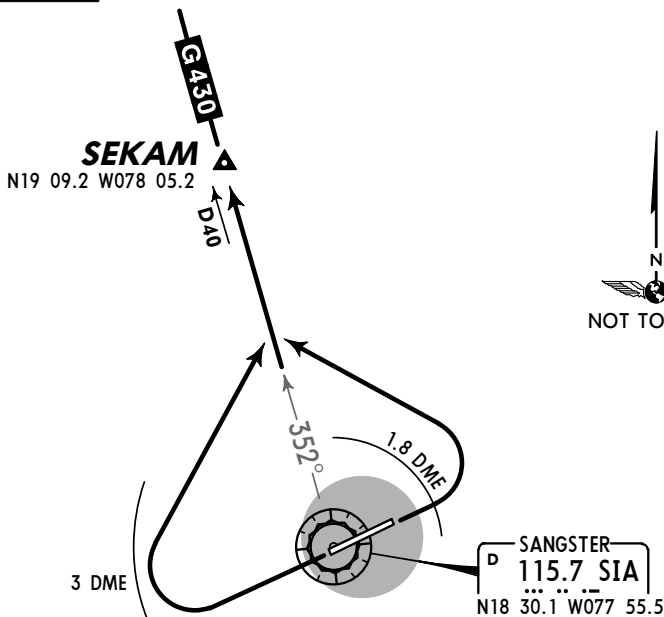
Apt Elev
7'

Trans level: FL 180 Trans alt: 17000'
1. NORTHBOUND departure via ATS route G-430.
2. VOR/DME required.



SEKAM ONE A DEPARTURE

SPEED: MAX 250 KT BELOW 10000'



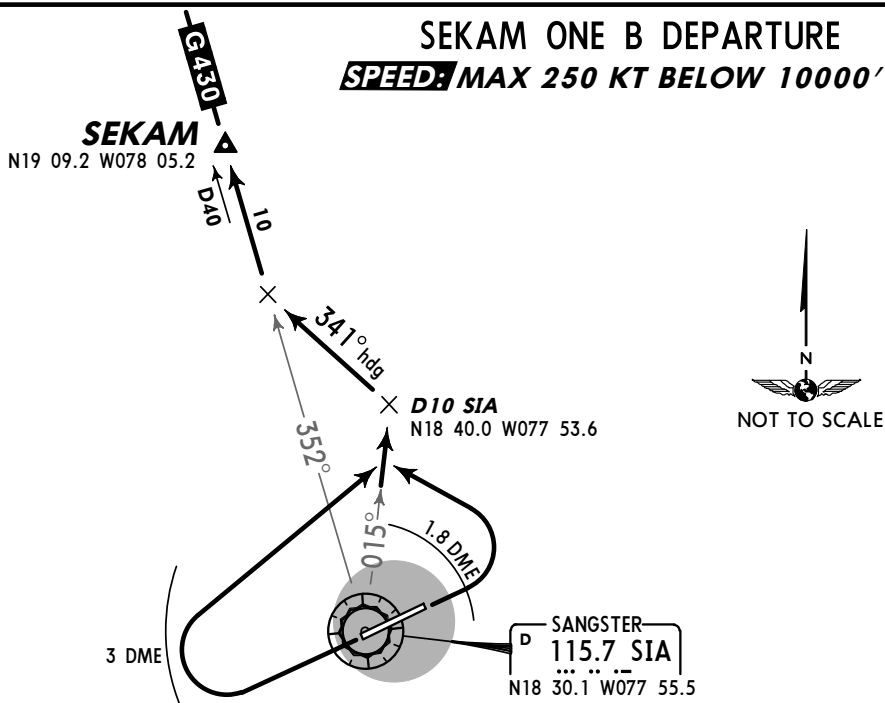
RWY	INITIAL CLIMB
07	Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT.
25	Beyond the end of the runway and within SIA 3 DME turn RIGHT.

ROUTING

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

SEKAM ONE B DEPARTURE

SPEED: MAX 250 KT BELOW 10000'



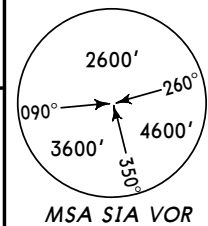
RWY	INITIAL CLIMB
07	Climb on runway heading until reaching SIA 1.8 DME, then turn LEFT.
25	Beyond the end of the runway and within SIA 3 DME turn RIGHT.

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.

Apt Elev
7'

Trans level: FL 180 Trans alt: 17000'
All routes from SIA.

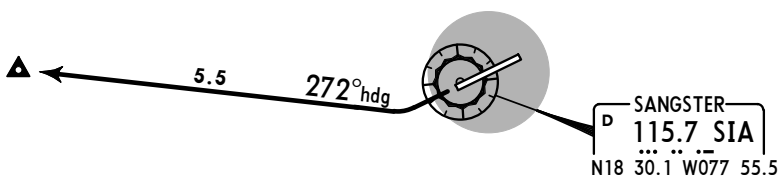


TEXUS TWO DEPARTURE (VECTOR)
(RWY 25)



TEXUS
(SIA R-269/D5.4)
N18 29.5
W078 01.1

Climbing to
5000'



LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼ LOST COMMS ▼

- 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.

LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲ LOST COMMS ▲

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.

NOISE ABATEMENT PROCEDURES

YEAR AROUND LT plus 5 HOURS = UTC(Z)

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

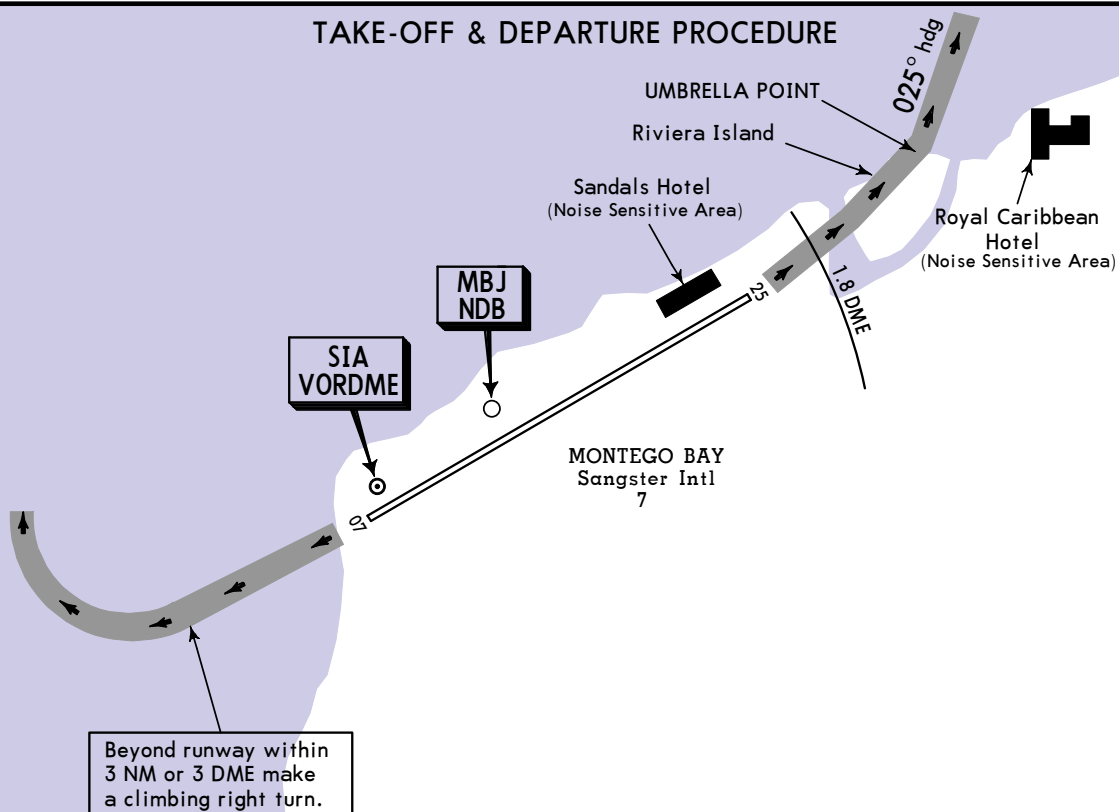
- (a) VFR Departures

Turn to a 025° heading climbing to minimum 3000' AMSL before flying over built-up areas.

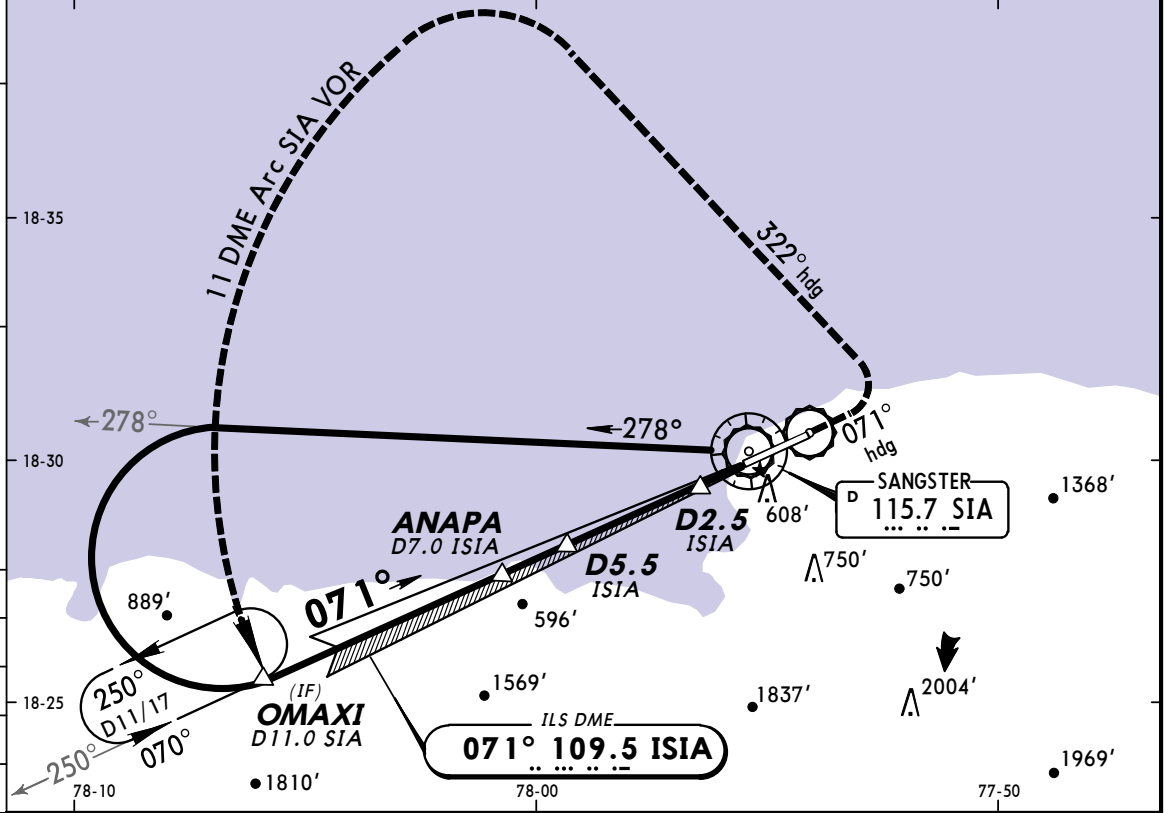
- (b) IFR Departures

Proceed in accordance with ATC instructions.

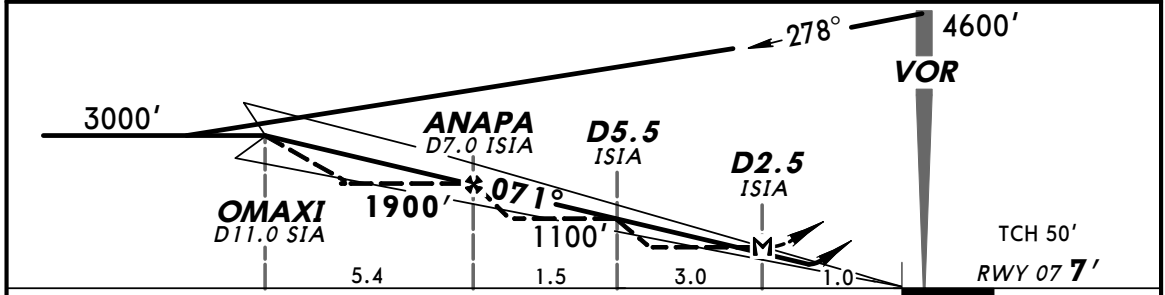
TAKE-OFF & DEPARTURE PROCEDURE



ATIS 127.9		SANGSTER Approach 120.8		SANGSTER Tower 118.75		Ground 121.7	
LOC ISIA 109.5	Final Apch Crs 071°	Minimum Alt ANAPA 1900' (1893')	ILS DA(H) 307' (300')	Apt Elev 7'		RWY 07 7'	
MISSED APCH: Climb on 071° heading. At 500' (LOC only 800'), LEFT turn to 322° heading, then LEFT turn to intercept and proceed via SIA 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'	
							MSA SIA VOR

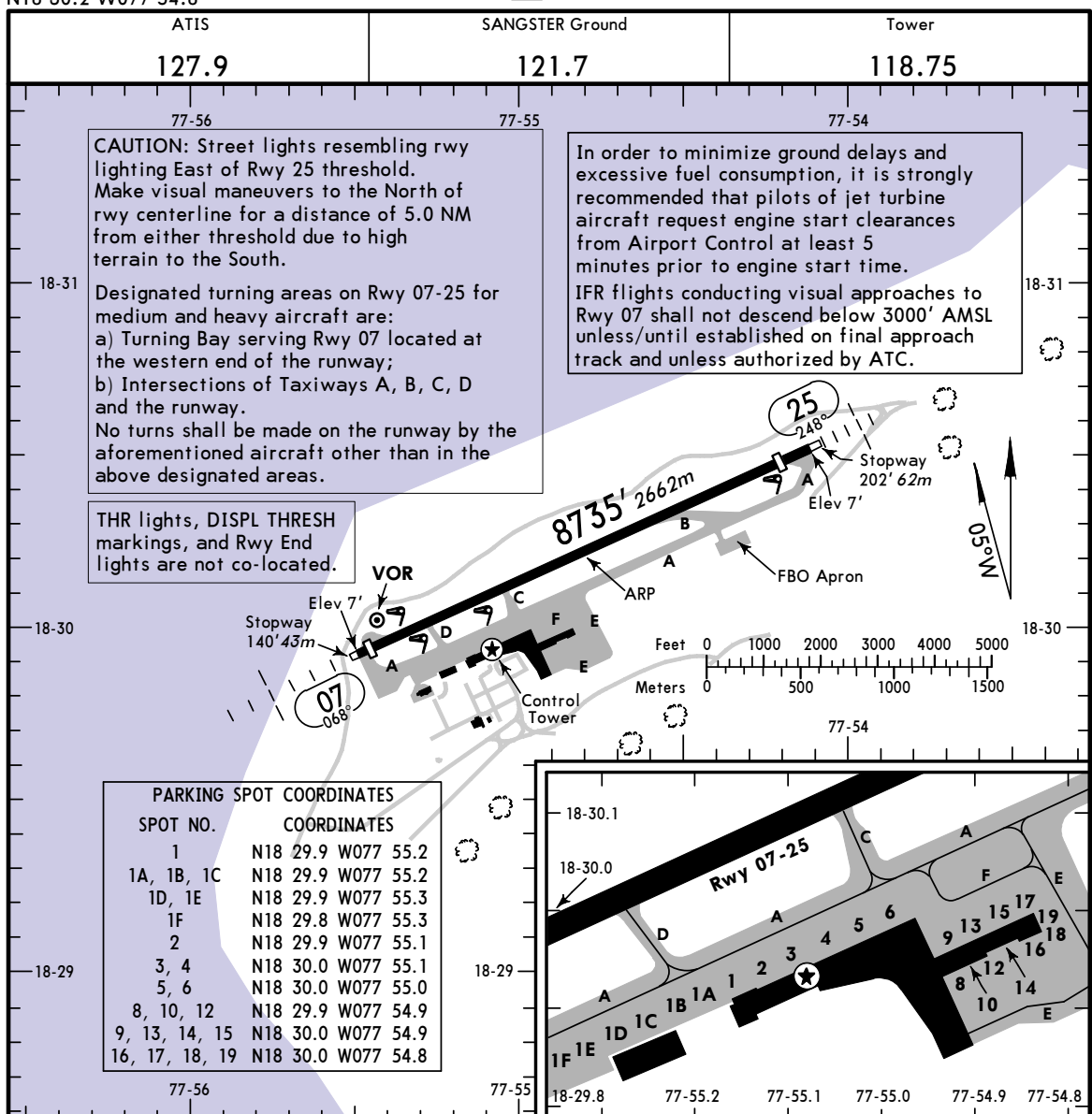


ISIA DME	7.0	6.0	5.0	4.0	3.0
ALTITUDE	1793'	1458'	1124'	791'	457'



Gnd speed-Kts	70	90	100	120	140	160		on 071° hdg	
GS	3.00°	377	484	538	646	753			861
LOC Descent Gradient 5.5%	390	502	557	668	780	891			
MAP at D2.5 ISIA									

STRAIGHT-IN LANDING RWY07				CIRCLE-TO-LAND	
ILS		LOC (GS out)		Not Authorized Southeast of Extended Rwy Centerline	
DA(H) 307' (300')		MDA(H) A, B: 580' (573') C, D: 600' (593')			
ALS out		ALS out		Max Kts	MDA(H)
A	1.3 km	1.9 km		100	900' (893') - 1.9 km
B				135	900' (893') - 2.8 km
C				180	1000' (993') - 3.7 km
D				205	1000' (993') - 4.6 km



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.

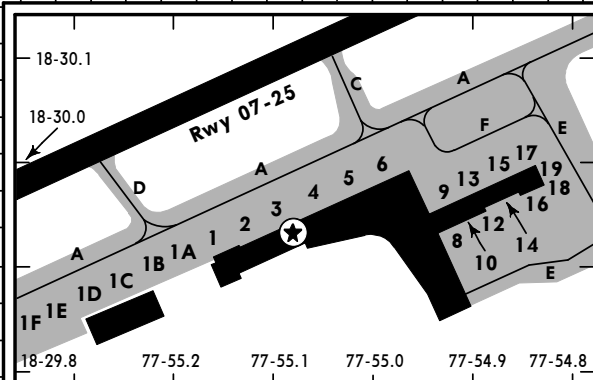
Designated turning areas on Rwy 07-25 for medium and heavy aircraft are:
 a) Turning Bay serving Rwy 07 located at the western end of the runway;
 b) Intersections of Taxiways A, B, C, D and the runway.
 No turns shall be made on the runway by the aforementioned aircraft other than in the above designated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

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.

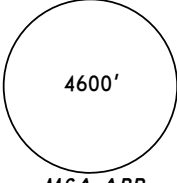
PARKING SPOT COORDINATES	
SPOT NO.	COORDINATES
1	N18 29.9 W077 55.2
1A, 1B, 1C	N18 29.9 W077 55.2
1D, 1E	N18 29.9 W077 55.3
1F	N18 29.8 W077 55.3
2	N18 29.9 W077 55.1
3, 4	N18 30.0 W077 55.1
5, 6	N18 30.0 W077 55.0
8, 10, 12	N18 29.9 W077 54.9
9, 13, 14, 15	N18 30.0 W077 54.9
16, 17, 18, 19	N18 30.0 W077 54.8

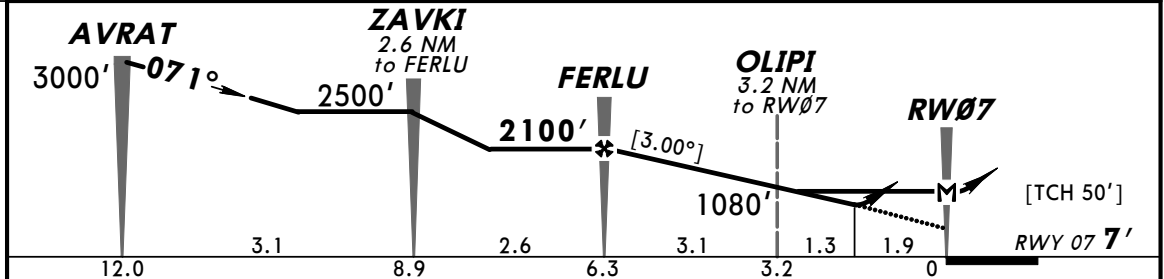
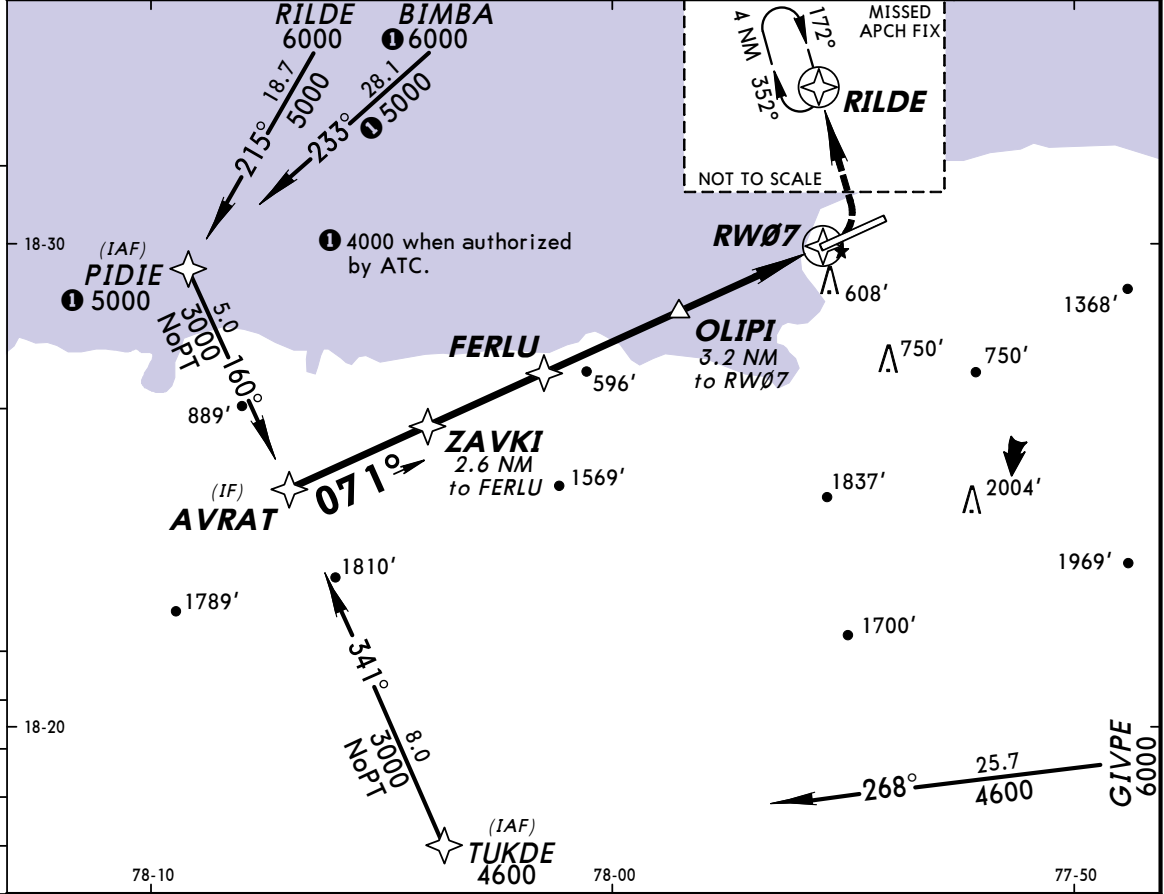


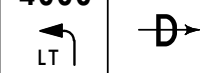
ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			
	MIRL	SALS	PAPI (angle 2.95°)	WIDTH
07			8485' 2586m	151'
25	MIRL	ALS	PAPI (angle 3.10°)	46m
			8157' 2486m	

TAKE-OFF		FOR FILING AS ALTERNATE	
All Rwys		VOR DME Rwy 07	
1 & 2 Eng	1.6 km	A	800' - 3.7 km
3 & 4 Eng	926m	B	
		C	
		D	

ATIS 127.9		SANGSTER Approach 120.8		SANGSTER Tower 118.75		Ground 121.7	
RNAV	Final Apch Crs 071°	Minimum Alt FERLU 2100' (2093')	RNAV/VNAV DA(H) 610' (603')	Apt Elev 7' RWY 07 7'		 4600' MSA ARP	
MISSED APCH: Climbing LEFT turn to 4000' direct RILDE and hold.							
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.							



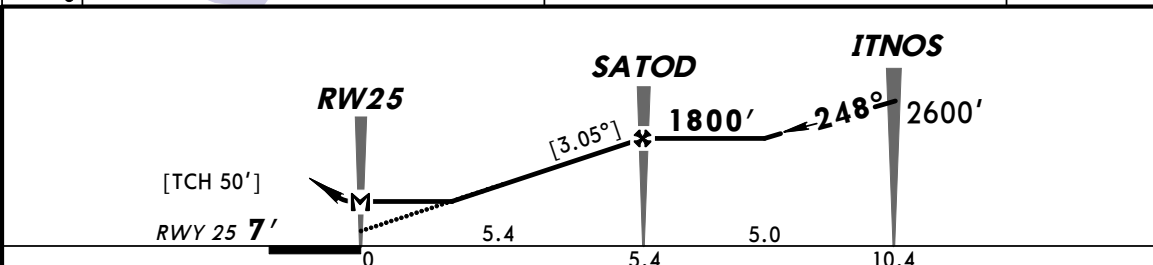
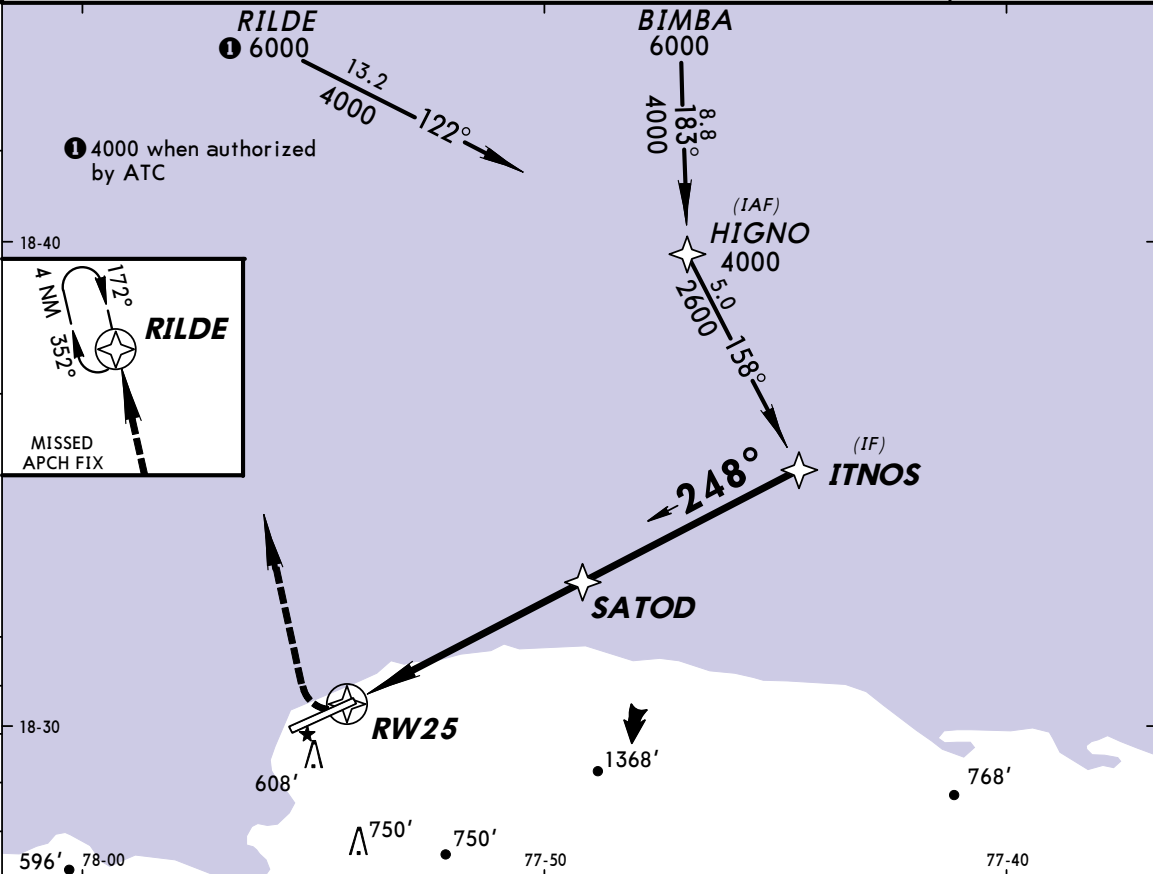
Gnd speed-Kts	70	90	100	120	140	160	PAPI SALS	4000'		RILDE
Descent angle [3.00°]	372	478	531	637	743	849				
MAP at RW07										
FERLU to MAP	6.3	5:24	4:12	3:47	3:09	2:42	2:22			

STRAIGHT-IN LANDING RWY 07				CIRCLE-TO-LAND	
RNAV/VNAV DA(H) 610' (603')		RNAV MDA(H) 860' (853')		Max Kts.	MDA(H)
ALS out		ALS out			
A	1.9 km	1.9 km		100	900' (893') - 2.3 km
B	3.2 km	2.3 km		135	
C	3.7 km	4.6 km		180	1000' (993') - 5.6 km
D	3.7 km	5.1 km		205	



BRIEFING STRIP™

ATIS 127.9		SANGSTER Approach 120.8		SANGSTER Tower 118.75		Ground 121.7	
RNAV	Final Apch Crs 248°	Minimum Alt SATOD 1800' (1793')	LNAV MDA(H) 790' (783')	Apt Elev 7' RWY 25 7'			
MISSED APCH: Climbing RIGHT turn to 4000' direct RILDE and hold.							
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.							MSA ARP

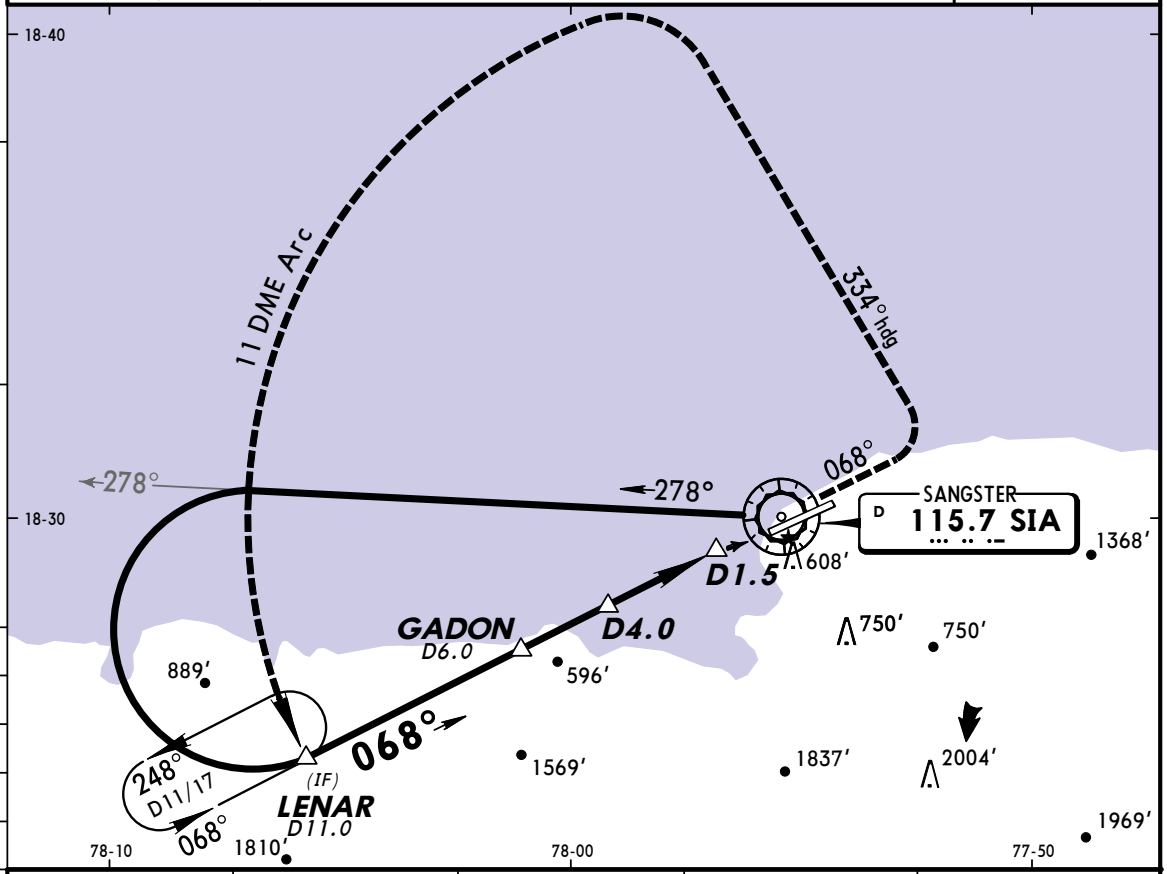


Gnd speed-Kts	70	90	100	120	140	160	PAPI ALS -	4000'			RILDE
Descent angle [3.05°]	378	486	540	648	755	863					
MAP at RW25											
SATOD to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02				

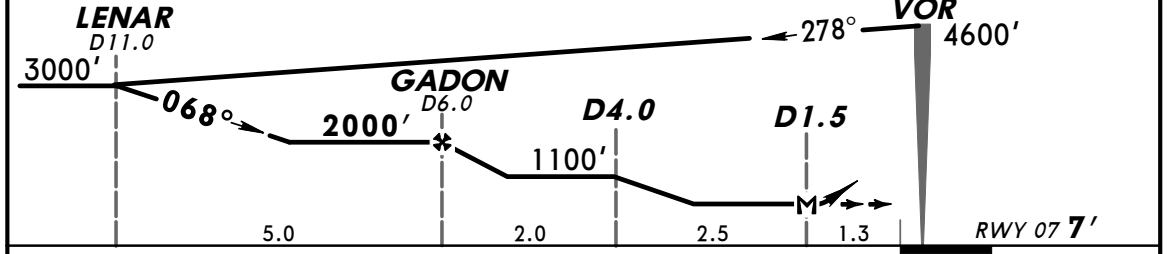
STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND			
LNAV				ALS out			
MDA(H) 790' (783')				Max Kts.			
A	1.9 km			100	900' (893') -2.3 km		
B	2.3 km			135			
C	4.2 km			180	1000' (993') -5.6m		
D	4.6 km			205			

CHANGES: Minimums, tower frequency.

ATIS 127.9		SANGSTER Approach 120.8		SANGSTER Tower 118.75		Ground 121.7	
VOR SIA 115.7	Final Apch Crs 068°	Minimum Alt GADON 2000' (1993')	MDA(H) Refer to Minimums	Apt Elev 7'	RWY 07 7'		
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.							
Alt Set: hPa (IN on req)		Rwy Elev: 0 hPa		Trans level: FL 180		Trans alt: 17000'	
							MSA SIA VOR



SIA DME	5.0	4.0	3.0	2.0
ALTITUDE	1672'	1344'	1016'	688'



Gnd speed-Kts	70	90	100	120	140	160	SALS PAPI PAPI	SIA R-068
Descent Gradient 5.4%	383	492	547	656	766	875		
MAP at D1.5								

STRAIGHT-IN LANDING RWY 07			CIRCLE-TO-LAND		
A, B: 590' (583')			Not Authorized Southeast of Extended Rwy Centerline		
MDA(H) C: 610' (603')					
D: 630' (623')					
ALS out			Max Kts		
A			100	900' (893') -2.6 km	
B	2.6 km		135	900' (893') -2.8 km	
C			180	1000' (993') -3.7 km	
D			205	1220' (1213') -4.6 km	