## 30 NOV 2023

ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	APP H 133.3 261 L 135.7 293		CTAF+AFRU (AH) AFRU+PAL (AH) 118.3	BRG are MAG ELEV in FEET AMSL
NOT TO SCALE							SPEED X IAS 250KT LOW 10,000ft
UGISU URDAX  ATSUG A #251° RNP1  RNP1							
FL120 7000 IGBAK							
			2203	232	<i>今</i> 。 <u>70</u> 0	<u>100</u> ₩ DOXIII	2500
MONDO	o 🥓		23° AVKUT		MAX IA 230KT	s Coch	
25 NM	MSA						
3100 YWL ARF	MB-270	)•)					
10 NM MSA 2	2100						

#### MONDO ONE DEPARTURE

## **RWY 12**

**GRAD 3.3%** 

MAX IAS 230KT until DOXIR

- Track 118°
- AT or ABV 2500ft turn RIGHT
- Track DCT to DOXIR

Cross DOXIR AT or ABV 7000ft

- Track 299° to UPLUG Cross UPLUG AT or ABV 9000ft (RQ GRAD TO UPLUG: 5.5%)
- Turn LEFT, track 232° to AVKUT
- Track 232° to MONDO

#### **RWY 30**

GRAD 3.8% to 500ft thence 3.3%

- Track 298° to URDAX
- Turn LEFT, track 251° to UGISU Cross UGISU AT or ABV 5000ft (RQ GRAD TO UGISU: 6%)
- Track 251° to ATSUG
  Turn LEFT, track 213° to IGBAK
  Cross IGBAK BTN 7000ft and FL120
- Turn RIGHT, track 220° to MONDO

# **COMMUNICATIONS FAILURE PROCEDURE**

On recognition of communication failure:

- Squawk 7600
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged

Changes: NEW PROC. WLMDP08-177

