## 04 SEP 2025

123.3 316.2 134.6 129.35 118.3 264.6 126.2 335.8 AFRU+PAL (AH) 118.3 BN CEN 121.2 Elevations in FEET AN SPEED MAX IAS 250KT BELOW 10,000FT*  NOT TO SCALE  NOT TO SCALE								
123.3 316.2   134.6   129.35   118.3 264.6   126.2 335.8   118.3   BN CEN 121.2   Elevations in FEET AN SPEED MAX IAS 250KT BELOW 10,000FT*  NOT TO SCALE  1000	ATIS / AWIS (AH)	ACD	SMC	TWR	APP		FIA	Bearings are Magnetic
MAX IAS 250KT BELOW 10,000FT*  NOT APPLICABLE TO MILITARY AIRCR.  NOT TO SCALE  MAX IAS 250KT BELOW 10,000FT*  NOT APPLICABLE TO MILITARY AIRCR.	123.3 316.2	134.6	129.35	118.3 264.6	126.2 335.8		BN CEN 121.2	Elevations in FEET AMSL
1200  DME 112.5  DME 112.5  DME 112.5  CAUTION  TREES IN RWY 04, 15 and 22 DEP AREAS  (NO LEFT TURN BLW 1600FT)	NOT TO SCALE  NOT TO SCALE  NOT TO SCALE				900 (NOT BEFOR	AMB = 11	1000  CAUTION- TREES IN RWY 04 and 22 DEP ARE.	SPEED MAX IAS 250KT BELOW 10,000FT* PLICABLE TO MILITARY AIRCRAFT

# AMBERLEY FOUR DEPARTURE RWY 04

3400

- GRAD 4.6% to 1000FT, thence 3.3%
- Track 043°

10 NM MSA 3400

 AT or ABV 1000FT, but not before DER, turn to assigned heading or track

### **RWY 15**

5100

- GRAD 4.3% to 2700FT, thence 3.3%
- Track 148°
- AT or ABV 600FT, but not before DER, turn to assigned heading or track (NO LEFT TURN BLW 1600FT)

#### **RWY 22**

- GRAD 4.7% to 1200FT, thence 3.3%
- Track 223°
- AT or ABV 1200FT, but not before DER, turn to assigned heading or track

## **RWY 33**

- GRAD 3.9% to 900FT, thence 3.3%
- Track 328°
- AT or ABV 900FT, but not before 4 DME AMB, turn to assigned heading or track

## COMMUNICATIONS FAILURE PROCEDURE

On recognition of communication failure

- Squawk 7600.
- · Maintain last assigned vector for two minutes, and
- CLIMB, if necessary, TO MINIMUM SAFE ALTITUDE to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

Changes: FROM SUP H88/25 AMBDP01-184

