30 NOV 2023

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ATIS 134.45 316.1 365	ACD 130.35	SMC 121.8	TWR 118.3 280.9 243.0	AP H 133.3 L 135.7	261.4	FIA (AH) BN CEN 125.7	CTAF+AFR AFRU+PAI 118.3	U (AH) L (AH) B	BRG are MAG ELEV in FEET AMSL
NOT TO SCALE									SPEED X IAS 250KT OW 10,000ft
12° E			Αī	rsug _∳ •	UGI 251°∳	251°—	JRDAX		RNP1
FL120 IGBAK 9000 # 7/20 2500									
			2203	1235)	700	™ MOXI	R O _C >)
MOND	o 🎺		232 AVKUT			230KT	<u> </u>	آ ن	
25 NM 3100	1 MSA	\							
B-350° (NAX)	MB-270)•)							
10 NM MSA		DED 4							

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

