1. ACFT TO STAY CLEAR OF THE NORTHERN AND NORTH EASTERN FAD 127, FAD 128 AND FAD 129.
2. ADHERE TO ATC INSTRUCTIONS.

**MISSING APPROACH COMMUNICATIONS FAILURE (SQUAWK 7600)**

Comply with the Missed APCH procedure to WB2M1 at 6100FT ALT and return to TIKUT. At TIKUT maintain 7000FT ALT, continue direct to RW29. At RW29 continue direct overhead VOR/DME DPV and enter the racetrack at 7000FT ALT. Hold for 5 minutes and comply with the VOR/DME procedural letdown RW 29 and land.

**MISSING APPROACH COMMUNICATIONS FAILURE WITH THE INTENTION TO DIVERT (SQUAWK 7600)**

Comply with the Missed APCH procedure and return to RW29. At WB2M1, continue to diversion aerodrome.

**TRANSITION ALT 8000**

**TRANSITION LEVEL ATC**

Climb to 6100' ALT. Turn right direct WB2M1. At WB2M1 turn right onto track 116° to TIKUT or as directed by ATC.

**THR ELEV 4095**

**GNSS REQUIRED**

1. MAX 160KT IAS AT IAFs AND IF.
2. MAX 140KT IAS AT FAF.

**SPEED RESTRICTION**

**LEGEND**

1. Missed Approach Turn at MAPT.
2. No turns prior MAPT.
3. ACFT entering from the North to maintain listening watch on 124.4 MHZ.
4. Circle to land at the discretion of the pilot in command.

**NOTE**

1. Missed Approach Turn at MAPT.
2. No turns prior MAPT.
3. ACFT entering from the North to maintain listening watch on 124.4 MHZ.
4. Circle to land at the discretion of the pilot in command.

**CHANGE: Procedure revised - CAT A - C**

**RAW TEXT END**