**NOTES:**
1. Navigation in the initial and intermediate approach segment is primarily based on radar vectors provided by ATC.
2. Execution of the complete procedure overhead depicted by ATC discretion or in case of COM-failure.
3. DME required.
4. Given EH waypoints beyond the FAF must be considered to be supplementary information.
5. Final track 1.9° offset from RWY centreline.

**WARNING:**
When average surface wind velocity exceeds 30 KT, moderate turbulence can be expected on final approach from APRX 8.0 to 10.0 PAM.

**IN CASE OF MISSED APPROACH:**
Inform ATC immediately.

1. Missed approach:
   - Inform ATC immediately.
   - Track 265° MAG and climb to 3000 ft AMSL.
2. Missed approach in case of communication failure:
   - Track 265° MAG and climb to 3000 ft AMSL;
   - When passing 2000 ft AMSL start a right turn to PAM and cross PAM at 3000 ft AMSL;
   - After PAM descend to 2000 ft AMSL in the outbound turn and execute the instrument approach procedure again.

3. Given EH waypoints beyond the FAF must be considered to be supplementary information.
4. DME required.
5. Final track 1.9° offset from RWY centreline.

**30 MAR 2017**