

|                                        |                        |                                                   |             |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|
| WAAS<br>CH <b>70735</b><br><b>W11A</b> | APP CRS<br><b>111°</b> | Rwy Ldg<br>TDZE <b>100</b><br>Apt Elev <b>100</b> | <b>3998</b> |
|----------------------------------------|------------------------|---------------------------------------------------|-------------|

RNAV (GPS) RWY 11

GENEVA MUNI (33J)

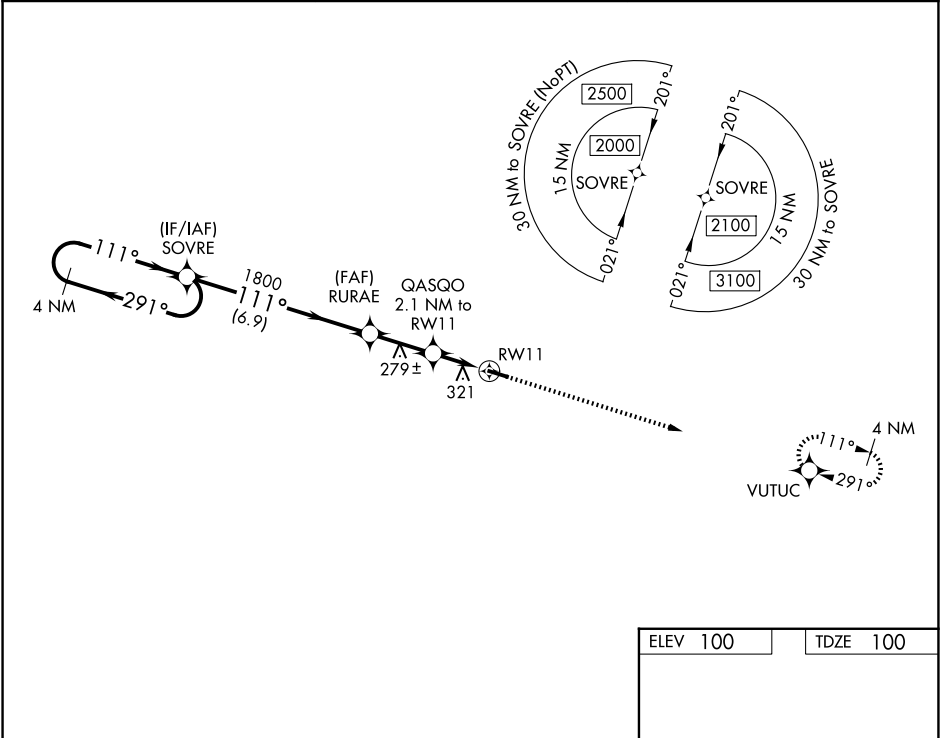
▼

NA

DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. Use Cairns AAF altimeter setting, when not received, use Dathan altimeter setting and increase all MDA 40 feet, increase LP and LNAV Cat C visibility  $\frac{1}{8}$  SM and Circling Cat C visibility  $\frac{1}{4}$  mile.

MISSED APPROACH: Climb to 2000 direct VUTUC and hold.

|                                  |                                          |                                 |
|----------------------------------|------------------------------------------|---------------------------------|
| KOZR ATIS<br><b>111.2 316.15</b> | CAIRNS APP CON ★<br><b>133.75 270.35</b> | UNICOM<br><b>122.8 (CTAF) 0</b> |
|----------------------------------|------------------------------------------|---------------------------------|



4 NM Holding Pattern

2000 ← 291° / 111° →

SOVRE

RURAE

QASQO 2.1 NM to RW11

1800

920

6.9 NM

2.4 NM

2.1 NM

2000

VUTUC

3.50° TCH 47

111°

3998 X 100

291°

| CATEGORY | A                    | B                    | C                                                 | D  |
|----------|----------------------|----------------------|---------------------------------------------------|----|
| LP MDA   | 600-1                | 500 (500-1)          | 600-1 $\frac{3}{8}$<br>500 (500-1 $\frac{3}{8}$ ) | NA |
| LNAV MDA | 640-1                | 540 (600-1)          | 640-1 $\frac{1}{2}$<br>540 (600-1 $\frac{1}{2}$ ) | NA |
| CIRCLING | 700-1<br>600 (600-1) | 720-1<br>620 (700-1) | 900-2 $\frac{1}{4}$<br>800 (800-2 $\frac{1}{4}$ ) | NA |

ELEV 100    TDZE 100

MIRL Rwy 11-29 0