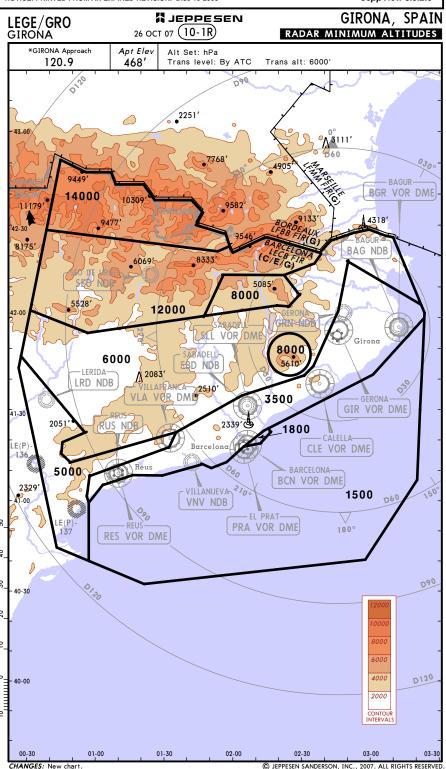
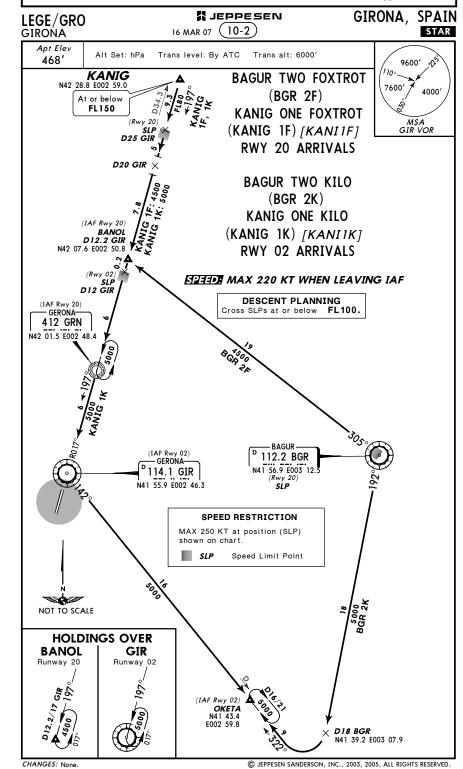
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GIRONA, SPAIN MJEPPESEN LEGE/GRO 16 MAR 07 (10-2A) STAR GIRONA Alt Set: hPa Trans level: By ATC Trans alt: 6000' 468' 9600' MAMUK ONE FOXTROT (MAMUK 1F) [MAMU1F] 7600' 4000' RWY 20 ARRIVAL MAMUK ONE KILO (MAMUK 1K) [MAMU1K] GIR VOR RWY 02 ARRIVAL SPEEDE MAX 220 KT WHEN LEAVING IAF (IAF Rwy 20) BANOL SPEED RESTRICTION N42 07.6 E002 50.8 MAX 250 KT at position (SLP) (IAF Rwy 20) shown on chart. GERONA-412 GRN SLP Speed Limit Point N42 01.5 E002 48.4 **DESCENT PLANNING** Cross SLPs at or below FL100. MAMUK **D31.9 GIR** N41 50.2 E002 04.3 At or below (IAF Rwy 02) - GERONA-FL150 114.1 GIR N41 55.9 E002 46.3 FL80 1K D12 GIR - CALELLA — 115.35 CLE N41 38.4 E002 38.1 (IAF Rwy 02) OKETA N41 43.4 E002 59.8 **HOLDINGS OVER BANOL** GIR **OKETA** Runway 20 Runway 02 Runway 02 NOT TO SCALE

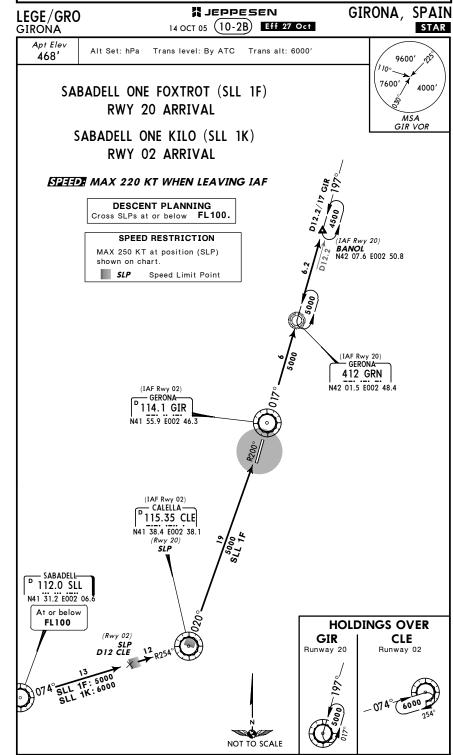
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CHANGES: MAMUK - CLE, SLP established; chart redrawn,

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GIRONA, SPAIN MJEPPESEN LEGE/GRO (10-3)Eff 27 Oct SID GIRONA 14 OCT 05 Trans level: By ATC Trans alt: 6000 468' **BAGUR THREE GOLF** These SIDs require minimum climb gradients of BGR 3G, 2H, 2Z: 334 Per NM (5.5%) until BGR BGRAT 1G: 413' per NM (6.8%) until GEANT. GEANT 1H: 377' per NM (6.2%) until GEANT. (BGR 3G) Climb to GIR, GIR R-017 to D9 GIR, turn LEFT, intercept BGR R-297 to OLOTI, turn RIGHT, intercept GIR R-322 to GEANT. turn LEFT, 094° track, inter **BAGUR TWO HOTEL** 200 1377 1256 (BGR 2H) Climb on GIR R-196 to D7 GIR, turn RIGHT, intercept R-358, intercept GIR R-322 to OLOTI, then to GEANT **BAGUR TWO ZULU** 689 1033 628 942 557 835 7 (BGR 2Z) **GEANT ONE GOLF** (GEANT 1G) [GEAN1G] **GEANT ONE HOTEL** Gnd speed-KT per NM per NM (GEANT 1H) [GEAN1H] RWYS 02, 20 **DEPARTURES** S2330 MAX 250 KT **BELOW FL100** 01.5 E002 48.4 BGR 3G BGR 3G Turn at or above 2800′ BGR 22 20 02 គ 푸 SID BGR 3G BGR 2H 6 N41 49.1 E002 52.3 GEANT GEANT BGR ; MAX 215 KT MAX 220 KT MAX 185 KT BGR 2Z Turn at 1000′ CEANT 210 KT ₽.54 2.64 At or above 4600′ MAX CLE At or above FL200 **GEANT** N42 26.0 E002 13.0 −358°− 115.35 23 **GEANT 1H** 05.2 D7 GIR 002 43.9 2200′ **D7** N41 49.1 E002 4 At or above

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CHANGES: SIDs completely revised.

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I JEPPESEN GIRONA, SPAIN LEGE/GRO 14 OCT 05 (10-3A) Eff 27 Oct GIRONA Apt Elev Trans level: By ATC Trans alt: 6000' 468' 9600' MAMUK ONE GOLF (MAMUK 1G)/MAMU1G] 7600' 4000' MAMUK ONE HOTEL (MAMUK 1H) MAMU1H] RWYS 02, 20 DEPARTURES MSAMAX 250 KT BELOW FL100 GIR VOR MAX 215 KT **D8 GIR** N42 03.6 E002 49.3 At or above 3500' NOT TO SCALE ^D114.1 GIR N41 55.9 E002 46.3 **MAMUK** N41 50.2 E002 04.3 At or above FL75 D31.9 **D16 GIR** N41 40.7 E002 39.4 At or above 4200' -CALELLA-115.35 CLE N41 38.4 E002 38. These SIDs require minimum climb gradients MAMUK 1G: 340' per NM (5.6%) until leaving MAMUK 1H: 273' per NM (4.5%) until leaving Gnd speed-KT 75 | 100 | 150 | 200 | 250 | 300 340' per NM 425 567 851 1134 1418 1701 342 456 684 911 1139 1367 273' per NM SID RWY ROUTING MAMUK 1G 02 Climb on GIR R-017 to D8 GIR, turn LEFT, along GIR 10 DME arc, intercept GIR R-260 to MAMUK MAMUK 1H Intercept and climb on GIR R-200 to D16 GIR, turn RIGHT, intercept CLE R-295 to MAMUK.

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GIRONA, SPAIN LEGE/GRO M JEPPESEN Apt Elev 468' (10-9) Eff 23 Nov **GIRONA** N41 54.1 E002 45.6 *GIRONA Tower (GND) *Tower 121.7 118.5 02-45 02-47 PARKING POSITIONS COORDINATES 1 thru 2A, 3 A, 4A N41 53.9 E002 45.9 3, 4, 5A, 6A N41 53.8 E002 45.9 N41 53.8 E002 45.8 5, 6, 7A 7 thru 9 N41 53.9 E002 45.8 8A. 9A N41 54.0 E002 45.9 **— 41-55** 41-55 Elev 468' N41 54.1 E002 45.9 10 thru 15 N41 54.2 E002 46.0 N41 54.2 E002 45.9 LEGEND 02-45 R-1 Rwy segment designation T-1 Twy segment RWY 02/20 designation CAUTION: Birds. Stands 1A, 2A, 3A, 4A, 5A, 6A, 7A, 8A & 9A push-back only. 41-54 Contro 403 AIS + MET 02-46 02-47 02-46 02-45.8 02-45.9 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS LANDING BEYOND -TAKE-OFF WIDTH Threshold Glide Slope 02 HIRL (50m) ALS REIL PAPI (angle 3.0°) 148' 20 HIRL (50m) HIALS REIL PAPI (angle 3.0°) RVR 6841' 2085m 45m JAR-OPS TAKE-OFF LVP must be in Force RCLM (DAY only) RCLM (DAY only) or RL (DAY only 250m 400m 500m 300m Operators applying U.S. Ops Specs: CL required below 300m.

CHANGES: Rwy segment and twy designations.

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LEGE/GRO

JEPPESEN

06 (10-9A) Eff 23 Nov

GIRONA, SPAIN GIRONA

LOW VISIBILITY PROCEDURES

GENERAL

Low visibility take-offs are authorized from rwy 02/20.

LVP will be applied when RVR to runway 20 and general VIS in the movement area to runway 02 (or also to runway 20 if RVR is out) is 600m or below.

LVP will be finished when RVR is above 800m and the tendency of the situation is to improve.

The maximum switch-over time (light) is 15 seconds for all lighting systems.

10 NOV 06

GROUND MOVEMENT

Except otherwise instructed by ATC, acft will exit apron via twys specified as follows:

- Rwy 02: via twy G-4, continue by twy T-6 until the taxi holding point.
- Rwy 20: via twy G-4, continue by twy T-5 to T-1 until the taxi holding point.

Only the movement of one acft will be authorized at the same time in the manoeuvring area. Acft will be guided when RVR is below 150m.

ARRIVALS:

Acft that have landed will report:

- "Runway vacated" and
- Exit taxiway used.

At the apron entry, acft must wait for the arrival of a "Follow Me" vehicle in order to be guided to the assigned stand.

While LVP will be activated, the use of stands 5 thru 7 and 10 thru 17 will be restricted.

DEPARTURE:

When RVR is lower than 600m, the movements of acft will be reduced to one at a time. Pilots will proceed to verify the acft position at all times, checking that taxiing is being executed under total safety conditions. In case of being disoriented or in doubt, pilots will stop the acft and will immediately notify Tower.

COMMUNICATION FAILURE

Whenever an aircraft operating in the manoeuvring area experiences a communication failure, it will comply as follows:

Arriving acft will hold position by leaving the vacated runway and wait for the arrival of a "Follow Me" vehicle in order to be guided to the assigned stand.

Departing acft will continue by the assigned route to its clearance limit, taking extreme caution to avoid detours. Once that point has been reached, acft must maintain the position and wait for the arrival of a "Follow Me" vehicle in order to be guided to the stand or the holding points assigned.

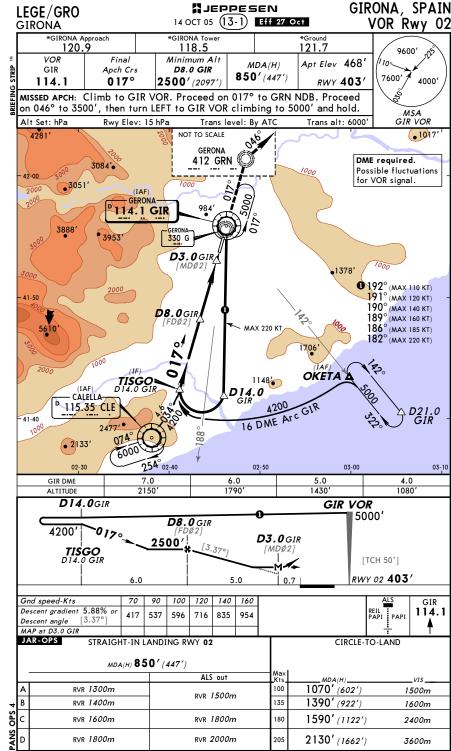
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GIRONA, SPAIN MJEPPESEN. LEGE/GRO 14 OCT 05 (11-1) Eff 27 Oct ILS Rwy 20 GIRONA *GIRONA Tower *GIRONA Approach 120.9 118.5 121.7 9600' LOC Final GS 468 Apt Elev DA(H) IGN Apch Crs D6.2 IGN Refer to 7600' 4000′ 197° 109.9 2500' (2032' RWY 468 MISSED APCH: Climb on 197° to 3500', then turn LEFT to GRN NDB climbing to 5000' and hold. Do not turn before passing MAP. Rwy Elev: 17 hPa Alt Set: hPa Trans level: By ATC Trans alt: 6000' GRN NDB LE(R)-106 6/ 42-10 GIR BANOL NOT TO SCALE to NASGO 197° 2.2 3600 017 D12.0 NASGO A MHA △D12.0 A3416' **1** 023° (MAX 110 KT) 024° (MAX 120 KT) 025° (MAX 140 KT 197° 109.9 IGN 026° (MAX 160 KT) (IAF) GERONA-029° (MAX 185 KT) 035° (MAX 220 KT) 412 GRN 3084 D6.2 IGN Entry into racetrack pattern is 42-00 D5.3 GIR restricted to the approach track. Racetrack restricted to MAX 220 KT. Possible fluctuations for VOR signal. ILS DME reads zero at rwy 20 threshold. 984' GERONA-114.1 GIR GERONA-D1.0 IGN 330 G 1000 3051 03-00 02-50 2.0 LOC IGN DME 3.0 4.0 5.0 6.0 (GS out) ALTITUDE 1160' 1480' 1800 2110' 2430' **VOR** D1.0 IGN **GRN NDB** 5000 **D12.0** GIR 5000 **D6.2** D5.3 G 3600 NASGO D11.0 IGN TCH 49' D10.0 GIR RWY 20 468' Gnd speed-Kts 70 90 100 120 140 3500 ILS GS 3.00° or REIL -- PAPI 755 377 485 539 647 on 197° LOC Descent Gradient 5.2% MAP at VOR/D1.0 IGN A: 690 (222') C: 710 (242') LOC (CIRCLE-TO-LAND LOC (GS out) B:**703**′(235′) D:**720**′(252′ MDA(H) 900'(432') FULL ALS out ALS out 1070′(602′) 1500m RVR 900m RVR 1500m 135 1390'(922') 1600m RVR 600m RVR 1000m RVR 1000m 180 1590'(1122') 2400m RVR 1800m RVR 650m RVR 1200m RVR 1400m RVR 2000m ²⁰⁵ 2130′(1662′) 3600m

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CHANGES: Procedure, Minimums

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CHANGES: New procedure

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GIRONA, SPAIN JEPPESEN LEGE/GRO 14 OCT 05 (13-2) Eff 27 Oct VOR Rwy 20 GIRONA *GIRONA Tower *GIRONA Approach 120.9 121.7 118.5 9600' VOR Final Minimum Alt MDA(H)GIR Apch Crs D5.0 Apt Elev 468 980' (512') 197° 7600' 4000′ 114.1 2500' (2032' MISSED APCH: Climb on R-196 to 3500', then turn LEFT to GRN NDB climbing to 5000' and hold. Do not turn before passing MAP. MSA Apt Elev: 17 hPa Alt Set: hPa Trans level: By ATC Trans alt: 6000' GRN NDB LE(R)-106 6 Δ D 17.0 42-10 NOT TO SCALE BANOL to NASGO 197° 2.2 3600 D12.0 MHA **A**D12.0 NASGO D10.0 A3416' ● 023° (MAX 110 KT) 024° (MAX 120 KT) 025° (MAX 140 KT) GERONA-026° (MAX 160 KT) 412 GRN 029° (MAX 185 KT) 035° (MAX 220 KT) 3084 D5. Entry into racetrack pattern is 42-00 restricted to the approach track Racetrack restricted to MAX 220 KT. Possible fluctuations for VOR signal. GERONA-114.1 GIR 984' GERONA-330 G 3051 1378 03-00 02-40 02-50 3.0 GIR DME 1.0 2.0 4.0 ALTITUDE 1170 1510' 1840 2170' **GRN NDB VOR** D12.0 5000' 5000 **D5.0** [FD20] 3600 2500' NASGO [TCH 50'] APT 468' 1.0 Gnd speed-Kts 70 90 100 120 140 160 3500 GIR Descent gradient 5.47% or 389 500 556 667 API - PAPI on 114.1 Descent angle [3.14°] R-196 MAP at VOR JAR-OPS STRAIGHT-IN LANDING RWY 20 CIRCLE-TO-LAND MDA(H) 980'(512') ALS out _VIS_ 1070' (602') RVR 1000m 1500m RVR 1500m 1390′ (922′) 1600m RVR 1200m 1590' (1122') 2400m RVR 2000m RVR 1600m 2130' (1662') 3600m

CHANGES: New procedure.

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