

## List of pages in this Trip Kit

Trip Kit Index

Airport Information For LSGG

Terminal Charts For LSGG

Revision Letter For Cycle 01-2014

Change Notices

Notebook

## General Information

Location: Geneva Che  
IATA Code: GVA  
Lat/Long: N46° 14.3' E006° 06.6'  
Elevation: 1411 ft

Airport Use: Public  
Magnetic Variation: 1.2°E

Fuel Types: 100 Octane (LL), Jet A-1  
Repair Types: Major Airframe, Major Engine  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No  
Pattern Altitude: 1089 ft AGL

Sunrise: 0718 Z  
Sunset: 1604 Z,

## Runway Information

Runway: 05  
Length x Width: 12795 ft x 164 ft  
Surface Type: concrete  
TDZ-Elev: 1411 ft  
Lighting: Edge, ALS, Centerline  
Displaced Threshold: 1082 ft

Runway: 23  
Length x Width: 12795 ft x 164 ft  
Surface Type: concrete  
TDZ-Elev: 1365 ft  
Lighting: Edge, ALS, Centerline, REIL, TDZ

## Communication Information

ATIS 135.575  
ATIS 124.75  
Geneva Tower 119.9  
Geneva Tower 119.7  
Geneva Tower 118.7  
Geneva Ground Control 121.675  
Geneva Ground Control 119.7  
Geneva Apron Ramp/Taxi Control 121.85

Geneva Apron Ramp/Taxi Control 121.75  
Geneva Transit Approach Control 136.45  
Geneva Final Approach Control 120.3  
Geneva Departure Approach Control 131.325  
Geneva Departure Approach Control 119.525  
Geneva Arrival Approach Control 136.25  
Geneva Approach Control 121.3  
Geneva Information 126.35

---

**1. GENERAL**

---

**1.1. ATIS**

ATIS 135.57

**1.2. NOISE ABATEMENT PROCEDURES****1.2.1. GENERAL**

The following procedures are defined to reduce noise around Geneva Airport. They also apply to training and check flights.

Pilots may deviate from Noise Abatement Procedures only upon instruction of ATC, previous authorization of Airport Authority or FOCA, or if the safety so requires. Training and check flights are prohibited between 2200-0559LT.

The North Apron (General Aviation Center) is closed between 2200-0559LT, except for ambulance flights and towed ground movements.

Take-offs of jet aircraft with a noise certificate according to the standards of Annex 16, Volume I, Part II, Chapter 2 of the Convention on International Civil Aviation are prohibited.

Take-offs and landings of aircrafts complying with noise certification requirements of ICAO Annex 16, Volume I, Part II, Chapter 3 by a margin equal to or lower than 5dbA are prohibited between 2200-0559LT.

**1.2.2. NIGHTTIME OPERATIONS (2200-0559LT)****CHAPTER II ACFT**

Chapter II ACFT are no longer permitted to use Swiss aerodromes.

In exceptional circumstances (e.g. ACFT performing scheduled maintenance at an approved maintenance facility at Geneva International APT), FOCA, in conjunction with the Geneva International APT Authority, can issue an exemption permit for chapter II ACFT to operate at Geneva International APT.

Application forms are obtained from the Geneva International APT Authority.

A completed form must be returned by FAX to the same authorities, at least three working days before the date of the planned flight.

A copy of this form with 'permission granted' by FOCA, must travel and remain with the ACFT flight documents for the duration of the stay at Geneva International APT.

Chapter II ACFT, holding an exemption permit, are subject to the following restrictions:

- Landings and take-offs from MON to FRI between 0900-1859LT, except locally recognized holidays.

The Geneva APT Authorities reserve the right to impose a fine on the applicant if the above is not respected.

**1.2.3. REVERSE THRUST**

More than idle reverse shall not be used except for safety reasons or if necessitated to comply with ATC request.

**1.2.4. RUN-UP TESTS**

Run-ups are subject to a prior authorization of the APT Authority (Operation division) APRON CONTROL, TEL 7141, 7140.

**1.2.5. AUXILIARY POWER UNITS (APUs) AND BRAKE FAN**

**Stands 1, 2, 3, 3A, 4, 5, 8, 9 to 12, 14 to 16, 31 to 34, 41 to 44**

These stands are equipped with fixed electrical power (400 Hz) and Pre-Conditioned Air (PCA) supplies. ACFT at these stands must use fixed electrical power and PCA supplies. The electrical power will be connected prior, or immediately after engine shutdown. PCA connection follows shortly after engine shutdown. The use of airborne APU is forbidden at these stands, except:

- until the ACFT is connected to the fixed electrical power,
- 5 minutes prior to engine start or push back, or
- when fixed electrical power or PCA supplies system unserviceable.

## 1. GENERAL

### **Stands 83, 84, 85, 86, 87, 89B, 89C**

These stands are equipped with fixed electrical power (400 Hz) supply. Aircraft parked at these stands must use fixed electrical power supply if required. The electrical power will be connected prior, or immediately after engine shutdown. The use of the airborne Auxiliary Power Unit (APU) is forbidden at these stands, except:

- until the aircraft is connected to the fixed electrical power
- five minutes prior to engine start or push back
- when fixed electrical power supply system is unserviceable, or
- when climatic conditions require the use of the APU to cool/heat the aircraft.

### **All other stands**

On all other stands, whether on south apron or on north apron (General Aviation Center), airborne APU can only be kept in operation 10 minutes after arrival or started 30 minutes before departure time.

### **Use of APU in particular cases**

If above mentioned restrictions cannot be fulfilled, prior authorization of APT authority is required.

### **Use of Brake Fan**

Use of Brake Fan shall be kept to the minimum.

## **1.3. LOW VISIBILITY PROCEDURES (LVP)**

LVP will be activated via RTF or ATIS with the phrase "LOW VISIBILITY PROCEDURES IN OPERATION".

LVP becomes effective when RVR for TDZ is 550m or less and/or ceiling is 200' or less.

Arriving ACFT are vectored so as to ensure an intercept of the LOC at least 8 NM from THR.

ATC issues a clearance for an ILS approach regardless of the ILS category applied and the weather conditions.

Prior to commencing final apch the RVR value will be transmitted. Additionally, latest RVR values will be transmitted by Tower.

Clearance to land will normally be transmitted prior an arriving ACFT reaches 2 NM from THR, in exceptional cases transmission may be delayed. In such cases pilots will be informed accordingly.

If weather conditions indicate sustained improvement to RVR 550m or greater and ceiling to 200' or greater, LVP are terminated.

## **1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM**

### **1.4.1. MODE S TRANSPONDER**

ACFT operators shall ensure that Mode S transponders are able to operate when ACFT is on the ground.

Flight crew shall select the assigned Mode A code and activate the Mode S transponder at the request for push-back or taxi, whichever is first, and after landing until reaching parking stand.

Transponder shall be switched off immediately after parking.

## **1.5. TAXI PROCEDURES**

On apron, wing tip clearance is provided only, if ACFT main gear remains over the guidelines.

TWY F usable in CAT I conditions only and available to ACFT of wake turbulence CAT MEDIUM, except B757.

---

## 1. GENERAL

---

### 1.6. PARKING INFORMATION

On stands 1 thru 19, 62, 72 thru 74 and 81 thru 89, push-back required.  
Push-back onto stands G1 thru G4 mandatory on arrival.

Stands 1 thru 19 equipped with Laser mirror APIS (ACFT Parking and Information System) with co-pilot Azimuth guidance system.

Alignment of ACFT (azimuth guidance principle):

Align according to the indications of the APIS (Moire type light interference display, which indicates if ACFT is LEFT, RIGHT or centered on taxiing guide line).

Stopping of ACFT (stopping guidance principle):

Slow down and stop as indicated by the APIS closing rate indicator (thermometer type display).

Stop at parking positions:

The pilot has to stop by lining up the LEFT side window of the cockpit with the STOP line transmitted by GENEVA Apron.

Stop lines use:

STOP line 1,2 or 3 will be transmitted by GENEVA Apron.

A detailed list concerning STOP LINES for the different ACFT types is available at the AIS. For orders please contact:

Aéroport International de Geneve  
Services Traffic AAU  
Case postale 100  
1215 Geneve 15  
Fax: +41 (0) 22 717 71 31

On request, indications given by GENEVA Apron.

If APIS is switched off, the stand is not cleared for entry. Request assistance from GENEVA Apron.

When leaving stands 31 thru 44, LEFT turn mandatory, unless other instructions from Apron Control for two engine narrow body ACFT received.

### 1.7. OTHER INFORMATION

Birds in vicinity of APT.

RWY 23 and Grass RWY 23 right-hand circuit.

---

## 2. ARRIVAL

---

### 2.1. NOISE ABATEMENT PROCEDURES

#### 2.1.1. GENERAL

##### 2.1.1.1. ILS APPROACH

ILS approach shall be carried out at an angle equal to or above the GS angle established for each direction as defined by the ILS profile.

The descent shall be planned as to maintain a clean configuration as long as possible, considering safety and ATC requirements.

##### 2.1.1.2. VISUAL APPROACH

If cleared for visual approach, pilots will be instructed to join the approach axis:

- for RWY 23, at 10 NM TD (PETAL), minimum 4000 '.
- for RWY 05, at 5.6 NM TD (PAS VOR).

##### 2.1.2. NIGHTTIME OPERATIONS (2200-0559LT)

Prior permission is required from the Geneva APT Authorities by all commercial & non-commercial air transport operations during the night bans described below.

Permission to operate in the night ban is only granted in exceptional circumstances.

---

## 2. ARRIVAL

---

### COMMERCIAL AIR TRANSPORT

Arrivals are banned between 2400-0459LT. Between 0500-0559LT arrivals are only permitted provided the carrier

- has submitted and received prior approval from the Geneva APT Authorities to publish an STA during this period, and
- holds a Geneva APT slot during this time frame issued by Slot Coordination Switzerland.

Delayed arrivals may be tolerated between 2400-0029LT. Prior approval from APT Authority must be obtained.

Ferry flight arrivals are banned between 2200-0559LT.

Derogations from 2200-2359LT may be given by the Geneva APT authorities.

Arrivals of supplementary flights during the night bans described above and carried out during the period from the second Friday before Christmas (25 DEC) to the second Monday after the 1 JAN are only permitted provided the carrier

- has submitted and received prior approval from the Geneva APT Authorities to publish an STA during this period, and
- holds a Geneva APT slot during this time frame issued by Slot Coordination Switzerland.

In the morning, arrivals can only expect to receive approach clearance if they are overhead SPR (RWY 23) or INDIS (RWY 05) or 20 NM track miles to touchdown at the earliest 5 min before the respective night ban ends. Landing clearance will be issued only if touchdown will occur after the end of the night ban.

In the evening, arrivals can only expect to receive approach clearance if they are overhead SPR (RWY 23) or INDIS (RWY 05) or 20 NM track miles to touchdown not later than 10 min before the respective night ban comes into effect. Landing clearance will be issued only if touchdown will occur before the night ban.

### NON-COMMERCIAL AIR TRANSPORT

Arrivals are banned between 2200-0559LT.

In the morning, arrivals can only expect to receive approach clearance if they are overhead SPR (RWY 23) or INDIS (RWY 05) or 20 NM track miles to touchdown at the earliest 5 min before the respective night ban ends. Landing clearance will be issued only if touchdown will occur after the end of the night ban.

In the evening, arrivals can only expect to receive approach clearance if they are overhead SPR (RWY 23) or INDIS (RWY 05) or 20 NM track miles to touchdown not later than 10 min before the respective night ban comes into effect. Landing clearance will be issued only if touchdown will occur before the night ban.

### EXCEPTIONS

- Urgent flights of state or military ACFT with special authorization and/or diplomatic clearance from the FOCA.
- Urgent flights with permanent special authorization of the APT Authority, as:
  - Search and rescue flights.
  - Law enforcement and supervision flights.
  - Medevac flights.
  - Relief flights in disaster cases.
  - Forced landings and alternate landings due to meteorological conditions and/or aircraft technical problems.

## 2.2. CAT II/III OPERATIONS

RWY 23 approved for CAT II/III operations, special aircrew and ACFT certification required.

---

## 2. ARRIVAL

---

### 2.3. RWY OPERATIONS

#### 2.3.1. MINIMUM RWY OCCUPANCY TIME

##### 2.3.1.1. GENERAL

Pilots are reminded that rapid RWY vacating enables ATC to apply closer spacing on final approach, allowing maximum RWY utilisation and minimizing the occurrence of goarounds.

##### 2.3.1.2. RWY 05

Exit TWYs to be used whenever possible:

For parking stands on South apron

- Heavy ACFT: TWY C (5413' /1650m from DISPL THR) or TWY B (7710' /2350m) from DISPL THR);
- Medium/Light/Small ACFT: TWY D (4265' /1300m from DISPL THR) or TWY C (5413' /1650m from DISPL THR).

For parking stands on North apron

- Medium/Light/Small ACFT: TWY Y (5249' /1600m from DISPL THR).

##### 2.3.1.3. RWY 23

Exit TWYs to be used whenever possible:

For parking stands on South apron

- Heavy/Medium/Light/Small ACFT: TWY D (6562' /2000m from THR)

TWY C shall not be used, except on ATC instruction.

For parking stands on North apron

- Medium/Light/Small ACFT: TWY Y (5905' /1800m from THR).

### 2.4. TAXI PROCEDURES

#### 2.4.1. WHEN RWY 23 IS IN USE

ACFT shall vacate the RWY via TWY D or E unless otherwise instructed by Tower. If instructed to vacate via TWY C, ACFT shall clear the RWY and hold on TWY C, remaining clear OUTER TWY.

#### 2.4.2. SOUTH APRON

All arriving ACFT shall expedite vacating the RWY. When instructed by Tower, contact Apron. Pilot shall be in contact with GENEVA Apron prior to entering OUTER TWY.

#### 2.4.3. NORTH APRON

ACFT proceeding to the NORTH apron shall expedite vacating the RWY via TWY Y or Z as instructed by Tower. The ACFT will be instructed to contact Ground for taxiing.

### 2.5. OTHER INFORMATION

#### 2.5.1. IFR APPROACH

ACFT type must be reported at first contact with Arrival.

### 3. DEPARTURE

#### 3.1. START-UP & PUSH-BACK PROCEDURES

If an ATC departure slot has been allocated to a flight, the start-up clearance will only be delivered 15 minutes prior to the slot, at the earliest. Exceptions can only be granted by ATC.

ACFT type must be reported with start-up clearance.

North Apron:

When fully ready (doors closed, fuelling completed and, if required, de-icing completed) for start-up, pilot shall indicate the parking position and request ATC clearance, start-up and taxi clearance from Ground.

South Apron:

When fully ready (doors closed, fuelling completed, push-back truck connected and, if required, de-icing completed) for start-up, pilot shall indicate the parking position and request ATC clearance from Ground.

Once ATC clearance received from Ground, request start-up (push-back if needed) and taxi clearance from GENEVA Apron.

All ACFT operator and handling agents must ensure H24 and within maximum 1 hour, that push-back equipment and personnel are available for their ACFT.

Request push-back clearance from GENEVA Apron.

For the towing or push-back of an operating ACFT a general authorization only will be given to the cockpit crew. Detailed instructions will be transmitted directly to the driver.

In any case, the ACFT rotating beacon shall be operated during the push-back procedure.

If security required, Follow-me cars will escort ACFT during the push-back procedure.

Start-up shall be initiated during push-back unless otherwise instructed by GENEVA Apron.

#### 3.2. NOISE ABATEMENT PROCEDURES

##### 3.2.1. GENERAL

Follow strictly published SIDs for RWY 23 and RWY 05, in order to minimize noise around Geneva APT.

The climb is carried out as follows for jet and propeller ACFT:

|                      |                                                                        |
|----------------------|------------------------------------------------------------------------|
| Take-off up to 2900' | Take-off power                                                         |
|                      | Climb at $V_2 + 10$ KT to 20 KT or according climb gradient limitation |
| 2900' - 4400'        | Climb power                                                            |
|                      | Climb at $V_2 + 10$ KT to 20 KT                                        |
| Above 4400'          | ACFT clean up and acceleration to climb speed.                         |

Above 5000' ATC may permit pilots to deviate from SIDs to shorten the path toward destination.

Adherence to Noise Abatement Procedures is automatically monitored by noise monitoring system.

---

### 3. DEPARTURE

---

#### 3.2.2. NIGHTTIME OPERATIONS (2200-0559LT)

Prior permission is required from the Geneva APT Authorities by all commercial & non-commercial air transport operations during the night bans described below. Permission to operate in the night ban is only granted in exceptional circumstances.

##### COMMERCIAL AIR TRANSPORT

Departures are banned between 2400-0559LT. Between 2200-2359LT departures are only permitted

- if ACFT with a noise index less than 98 EPNdb are used to destinations (non-stop flights only) of more than 2700 NM, or
- if ACFT with a noise index less than 96 EPNdb are used for all other destinations.

Delayed departures may be tolerated between 2400-0029LT. Prior approval from APT Authority must be obtained.

Ferry flight departures are banned between 2200-0559LT.

Derogations from 2200-2359LT may be given by the Geneva APT authorities.

Departures of supplementary flights during the night bans described above and carried out during the period from the second Friday before Christmas (25 DEC) to the second Monday after the 1 JAN are only permitted provided the carrier

- has submitted and received prior approval from the Geneva APT Authorities to publish an STD during this period, and
- holds a Geneva APT slot during this time frame issued by Slot Coordination Switzerland.

##### NON-COMMERCIAL AIR TRANSPORT

Departures are banned between 2200-0559LT.

##### EXCEPTIONS

- Urgent flights of state or military ACFT with special authorization and/or diplomatic clearance from the FOCA.
- Urgent flights with permanent special authorization of the APT Authority, as:
  - Search and rescue flights.
  - Law enforcement and supervision flights.
  - Medevac flights.
  - Relief flights in disaster cases.
- Forced landings and alternate landings due to meteorological conditions and/or aircraft technical problems.

**3. DEPARTURE****3.2.3. NOISE CLASSIFICATION**

SIDs KONIL 5C, 3D & 4J will only be assigned to Prop ACFT and Jet ACFT with noise classification IV and V.

| CLASS | ACFT TYPES                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                               |
|-------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| I     | B707 100B/ 300B/ 300C<br>B720B<br>B727 100/ 200<br>B727 200 ADV (JT8D-15/-17)<br>B737 100/ 200<br>B737 200 ADV (JT8D-15/-17)<br>B747 100 (F)/ 200 (C/B/F)<br>B747 SP<br>B747 300 SUD<br>BAC1-11 200/ 300/ 400/ 500/ 539<br>DC8 50 /61 /62 / 63<br>DC9 20/ 30             | DC9 40 (JT8D-11)<br>DC9 40 ADV (JT8D-15)<br>DC9 50/ 34<br>Fokker F28 1-6000<br>IL62 M<br>IL76 M/ T/ TD<br>IL86<br>SE210 10B/ 10R/ 11R/ 12<br>TU134 A<br>TU154 A/ B/ B1/ B2<br>Gulfstream II<br>HS125 400/ 600 (RR Viper)                                      |
| II    | B727 200 ADV Hushkit<br>B737 200 ADV Mixer<br>B737 200 ADV Hushkit<br>B747 400<br>DC8 70<br>DC9 10/ 20 Hushkit                                                                                                                                                           | DC10 30/ 30ER<br>MD11<br>MD80/81/82/83<br>Tristar L1011 500<br>Yak 42<br>Gulfstream III                                                                                                                                                                       |
| III   | A300 / B2/ B4<br>A300 600<br>A310 300<br>A340 200/ 300/ 500/ 600<br>B767 200/ 200ER/ 300/ 300ER<br>DC9 40 Hushkit (JT8D11)<br>DC10 10/ 40                                                                                                                                | Tristar L1011 1-100/ 1-200<br>TU154 M (Soloviev D30)<br>Fokker VFW 614<br>Morane MS 760<br>Piaggio PD 808<br>Yak 40                                                                                                                                           |
| IV    | A310 200<br>A330 200/ 300<br>B777 200/ 200ER/ 300/ 300ER<br>MD87<br>IL96 M/ 300<br>Falcon 20/ 50/ 900                                                                                                                                                                    | Falcon 200 Mystere<br>Jetstar L1329/ II (TFE 371)<br>Mitsubishi MU300 Diamond 1/ BE40<br>Sabreliner NA265 65-80 (TFE)<br>Westwind IAI 1124 / 1125 / AJ25 (TFE)                                                                                                |
| V     | A319<br>A320 100/ 200<br>A321<br>Antonov AN218 200/ 300<br>AVRO RJ 70/ 85/ 100<br>B717 200/ 300<br>B737 300 to 900<br>B757 200/ 300<br>BEA BA146 100/ 200<br>Canadair CL600 (ALF502)<br>Canadair CL601 (GE-CF)<br>Canadair RJ100ER/ 700<br>Cessna C500/ C525/ C550/ C560 | Cessna C650/ C750<br>Corvette SN601 100<br>Dornier DO328 300<br>Embraer EMB145/ ER/ 170/ 190<br>Falcon 10/ 2000<br>Fokker F70/ F100<br>Gulfstream IV/ V<br>HS125 400 to 1000<br>Learjet LR 30/ 45/ 50 / 60<br>MD90<br>TU204 100<br>TU330 Freighter<br>Yak 242 |

---

## **3. DEPARTURE**

---

### **3.3. RWY OPERATIONS**

#### **3.3.1. MINIMUM RWY OCCUPANCY TIME**

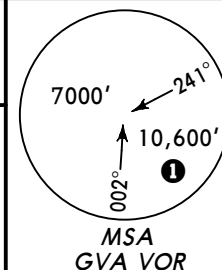
Pilots should be ready for a rapid line-up in sequence according to ATC instructions.  
Pilots should ensure that cockpit checks are completed prior to line-up and be able to initiate the take-off roll immediately after receiving take-off clearance.  
Pilots not able to comply with the above requirements shall notify ATC as soon as possible.



ATIS  
135.57

Apt Elev  
1411'

Alt Set: hPa  
Trans level: By ATC Trans alt: 7000'  
Expect radar vectors to final approach.



AKITO ONE NOVEMBER (AKITO 1N) [AKIT1N]

AKITO TWO ROMEO (AKITO 2R) [AKIT2R]

RWYS 05, 23 RNAV ARRIVALS

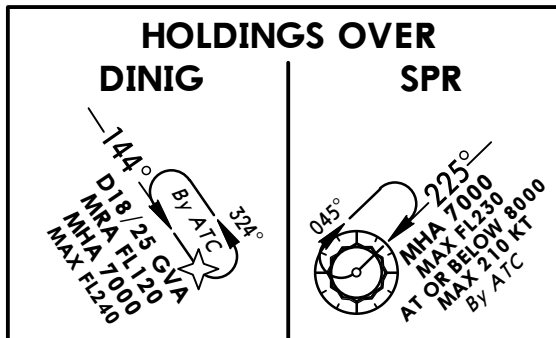
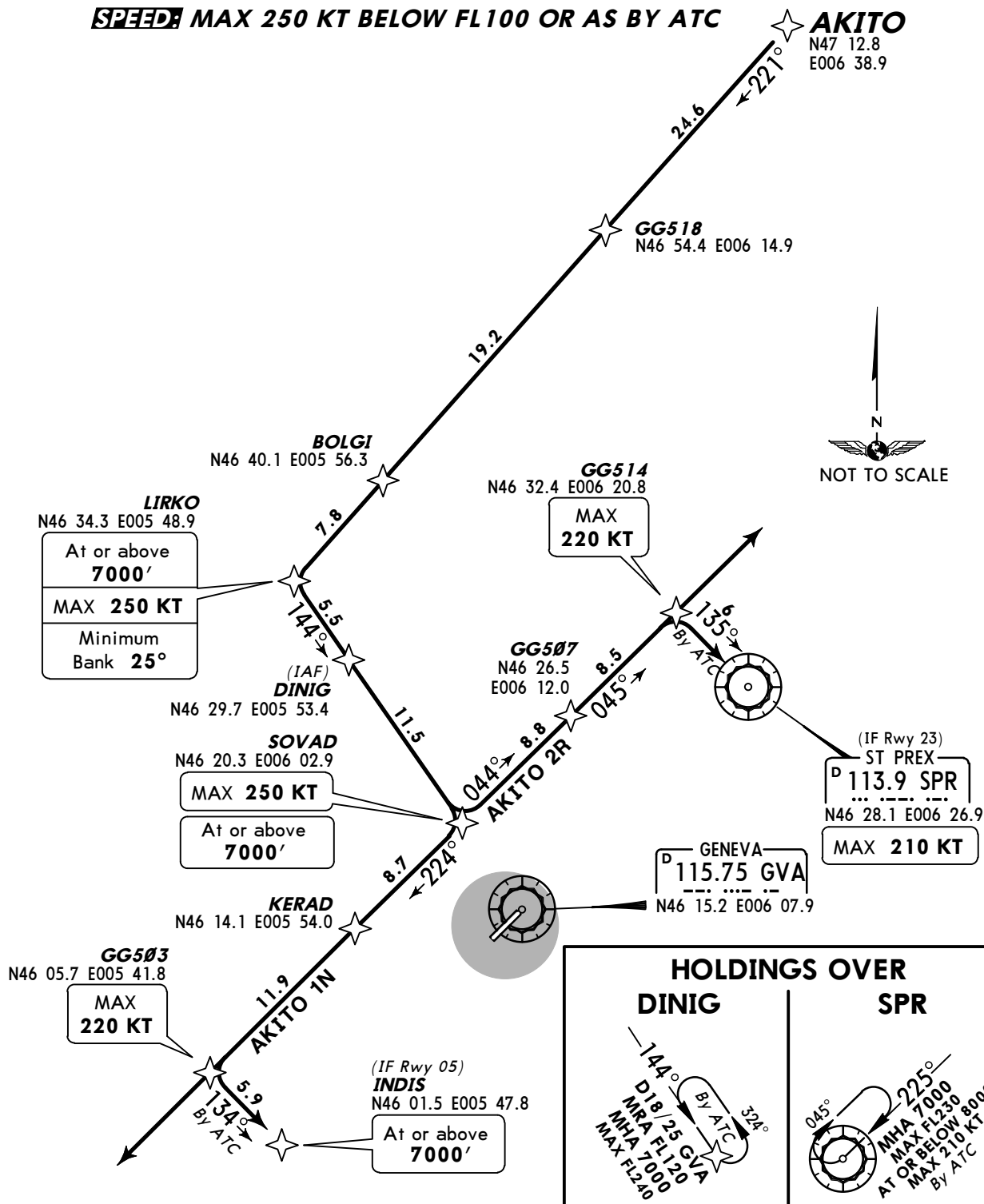
RNAV (GNSS)

NO TURN ONTO BASE UNLESS CLEARED

BY ATC OR DURING LOST COMMS

**SPEED** MAX 250 KT BELOW FL100 OR AS BY ATC

1 7000'  
within 10 NM

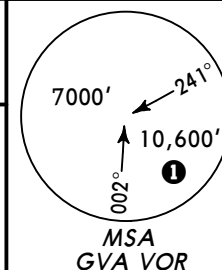


| STAR     | RWY | ROUTING                                                                                                                                                              |
|----------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| AKITO 1N | 05  | AKITO - GG518- BOLGI - LIRKO (7000'+;K250-) - DINIG - SOVAD (7000'+; K250-) - KERAD - GG503 (K220-), continue on track. By ATC to INDIS to intercept final approach. |
| AKITO 2R | 23  | AKITO - GG518- BOLGI - LIRKO (7000'+;K250-) - DINIG - SOVAD (7000'+;K250-) - GG507 - GG514 (K220-), continue on track. By ATC to SPR to intercept final approach.    |

ATIS  
135.57

Apt Elev  
1411'

Alt Set: hPa  
Trans level: By ATC Trans alt: 7000'  
Expect radar vectors to final approach.



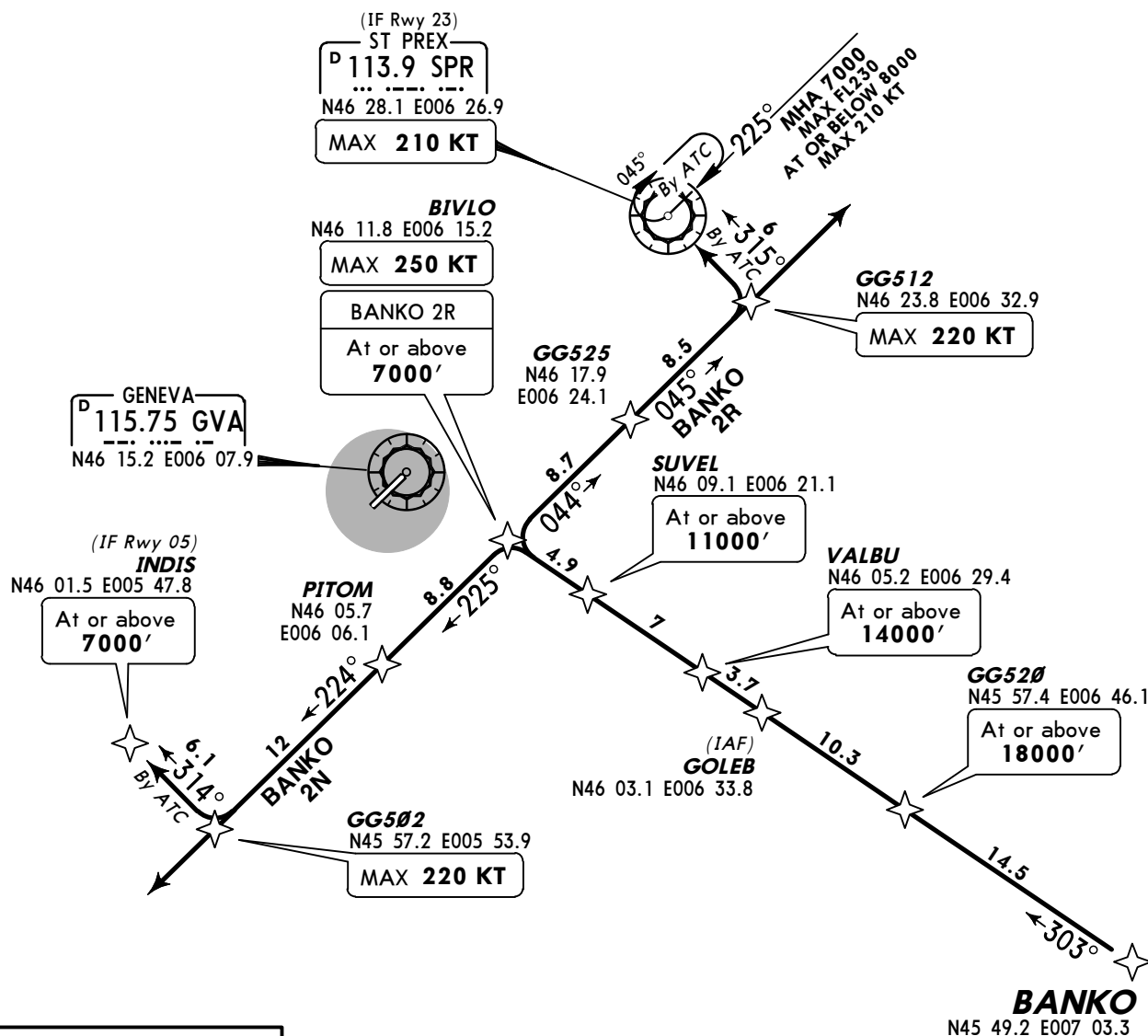
① 7000'  
within 10 NM

**BANKO TWO NOVEMBER (BANKO 2N) [BANK2N]  
BANKO TWO ROMEO (BANKO 2R) [BANK2R]  
RWYS 05, 23 RNAV ARRIVALS**

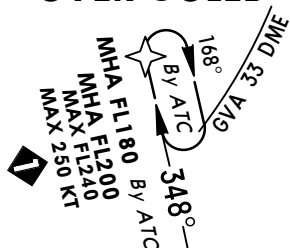
RNAV (GNSS)

NO TURN ONTO BASE UNLESS CLEARED  
BY ATC OR DURING LOST COMMS

**~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC**



**HOLDING  
OVER GOLEB**

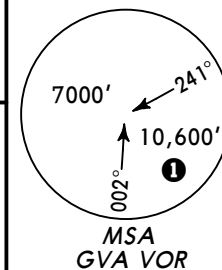


| STAR     | RWY | ROUTING                                                                                                                                                                            |
|----------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BANKO 2N | 05  | BANKO - GG520 (18000'+) - GOLEB - VALBU (14000'+) - SUVEL (11000'+) - BIVLO (K250-) - PITOM - GG502 (K220-), continue on track. By ATC to INDIS to intercept final approach.       |
| BANKO 2R | 23  | BANKO - GG520 (18000'+) - GOLEB - VALBU (14000'+) - SUVEL (11000'+) - BIVLO (7000'+; K250-) - GG525 - GG512 (K220-), continue on track. By ATC to SPR to intercept final approach. |

ATIS  
135.57

Apt Elev  
1411'

Alt Set: hPa  
Trans level: By ATC Trans alt: 7000'  
Expect radar vectors to final approach.



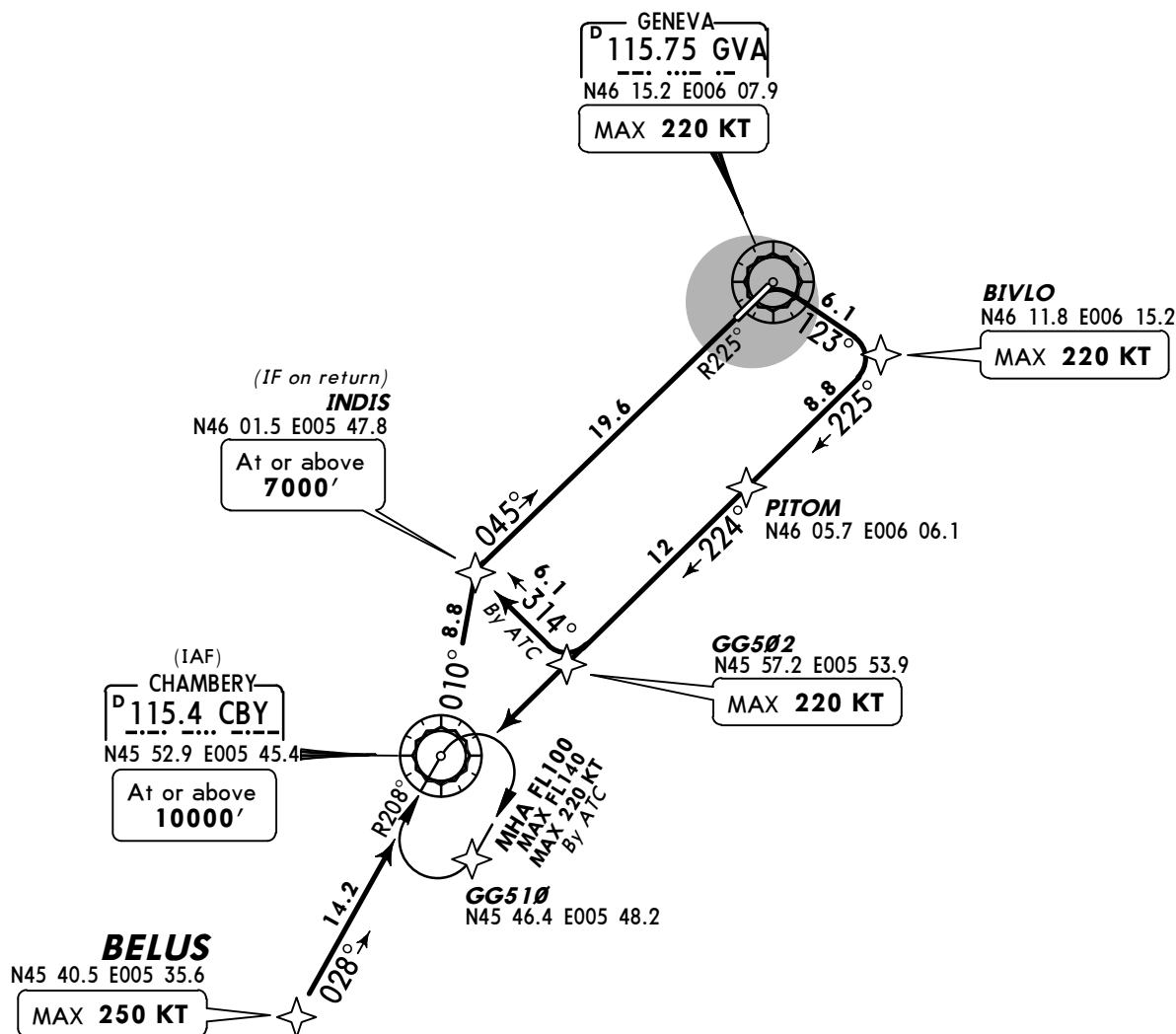
① 7000'  
within 10 NM

# BELUS ONE NOVEMBER (BELUS 1N) [BELU1N] RWY 05 RNAV ARRIVAL

RNAV (GNSS)

NO TURN ONTO BASE UNLESS CLEARED  
BY ATC OR DURING LOST COMMS

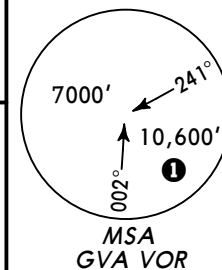
**~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC**



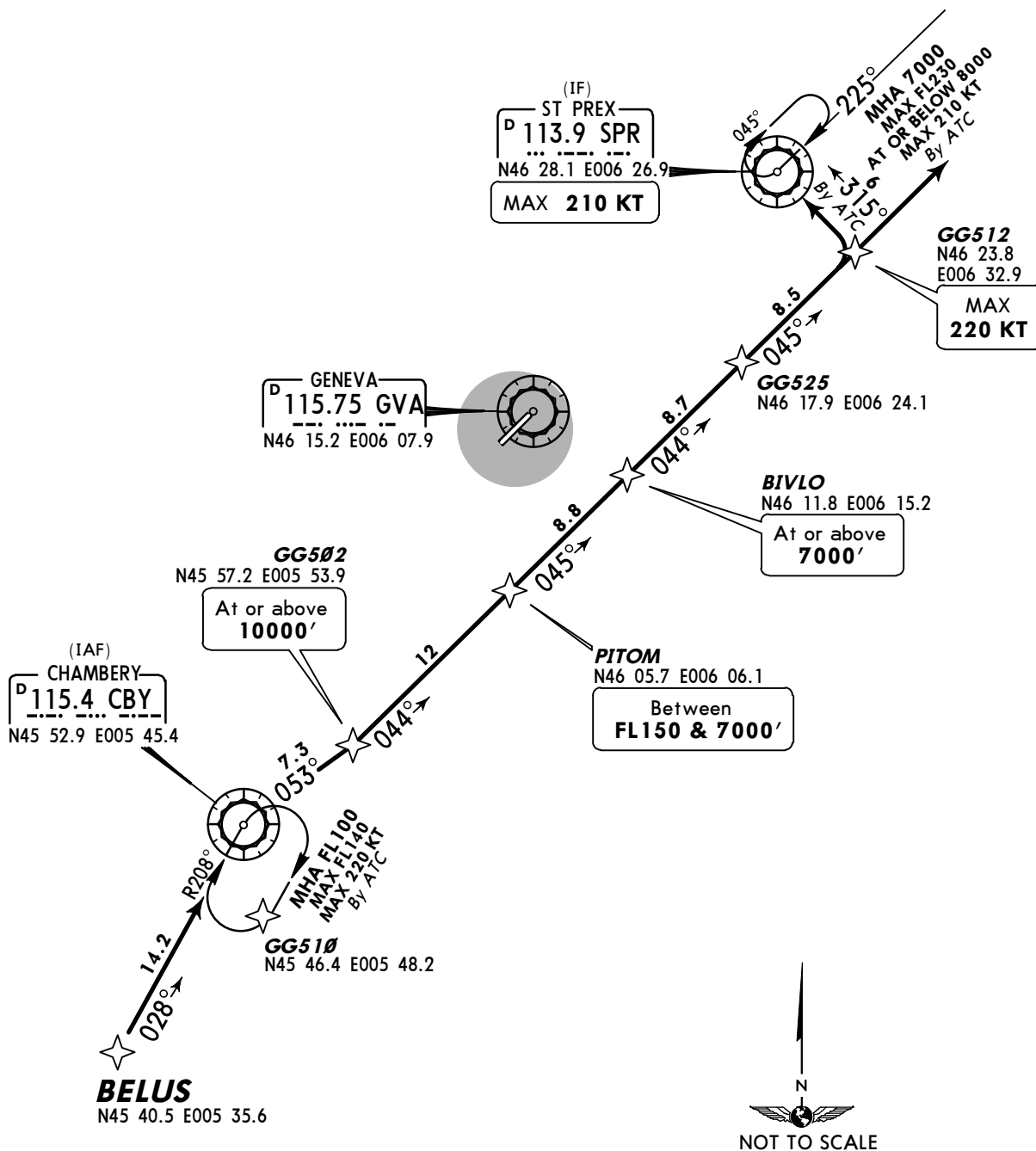
## ROUTING

BELUS (K250-) - CBY (10000'+) - INDIS (7000'+) - GVA (K220-) - BIVLO (K220-) - PITOM - GG502 (K220-), continue on track. By ATC to INDIS to intercept final approach.

Alt Set: hPa  
Trans level: By ATC    Trans alt: 7000'  
Expect radar vectors to final approach.



***SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC***



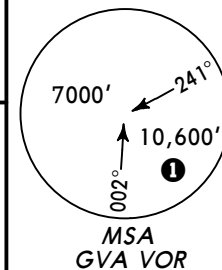
© JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

© JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

ATIS  
135.57

Apt Elev  
1411'

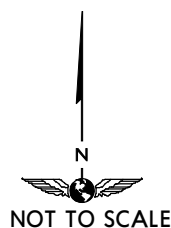
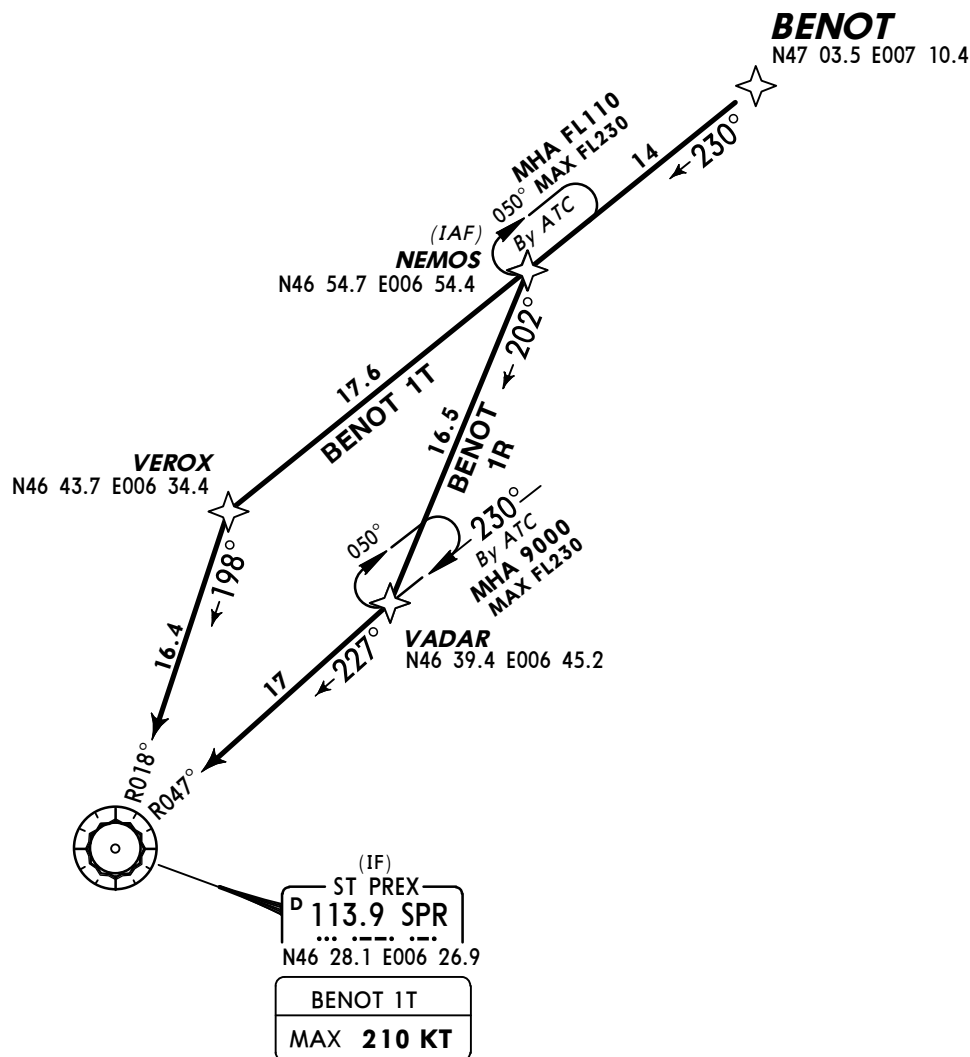
Alt Set: hPa  
Trans level: By ATC Trans alt: 7000'  
Expect radar vectors to final approach.



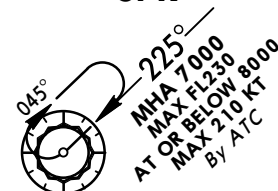
① 7000'  
within 10 NM

**BENOT ONE ROMEO (BENOT 1R) [BENO1R]  
BENOT ONE TANGO (BENOT 1T) [BENO1T]  
RWY 23 RNAV ARRIVALS**  
RNAV (GNSS)

**~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC**



**HOLDING OVER SPR**

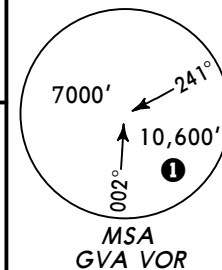


| STAR            | ROUTING                                                |
|-----------------|--------------------------------------------------------|
| <b>BENOT 1R</b> | BENOT - NEMOS - VADAR - SPR, intercept final approach. |
| <b>BENOT 1T</b> | BENOT - NEMOS - VEROX - SPR, intercept final approach. |

ATIS  
135.57

Apt Elev  
1411'

Alt Set: hPa  
Trans level: By ATC Trans alt: 7000'  
Expect radar vectors to final approach.



① 7000'  
within 10 NM

DIJON ONE NOVEMBER (DJL 1N)

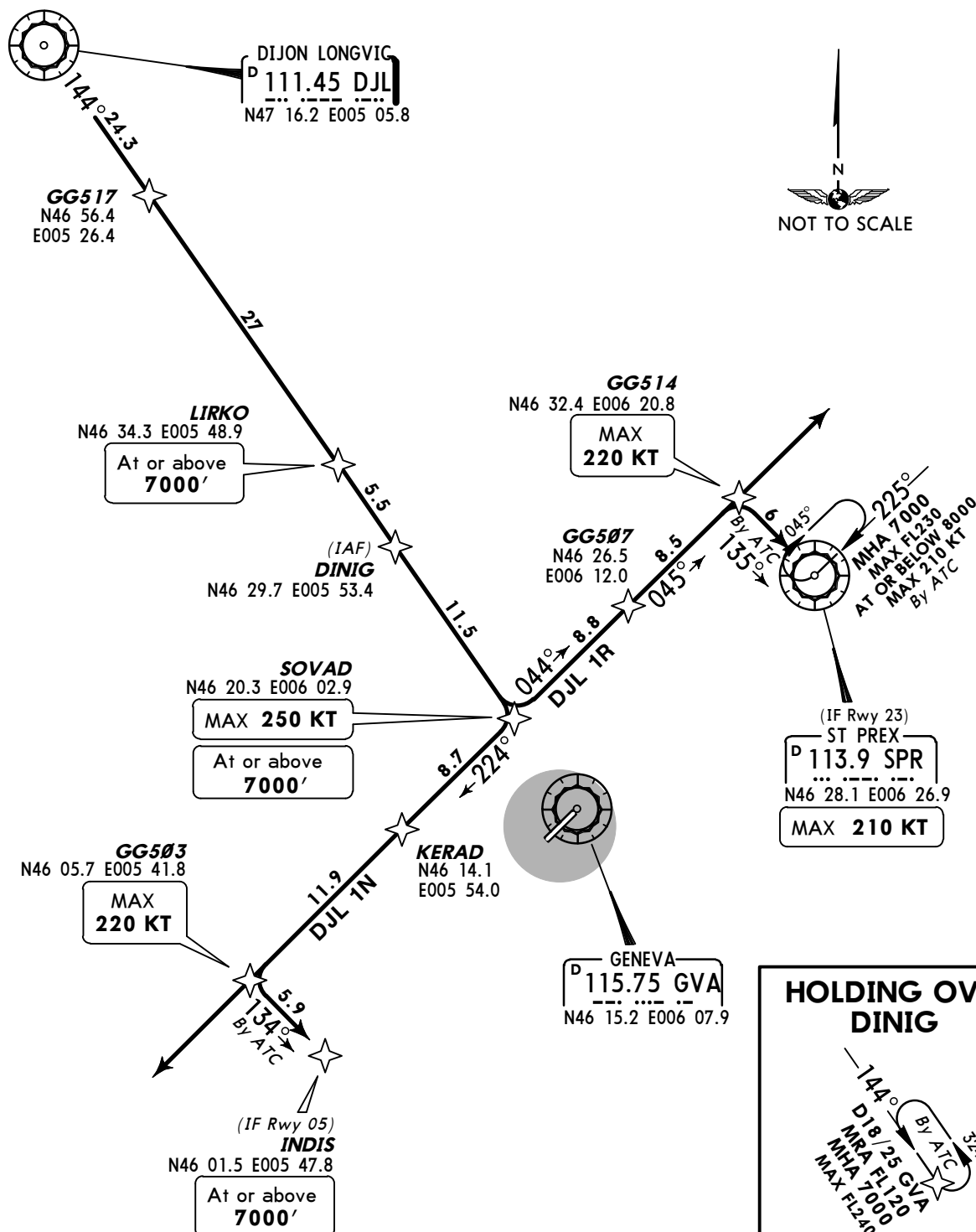
DIJON ONE ROMEO (DJL 1R)

RWYS 05, 23 RNAV ARRIVALS

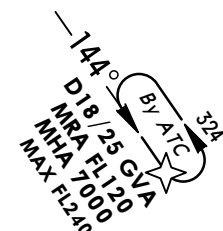
RNAV (GNSS)

NO TURN ONTO BASE UNLESS CLEARED  
BY ATC OR DURING LOST COMMS

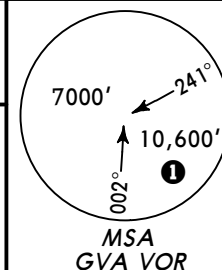
**SPEED MAX 250 KT BELOW FL100 OR AS BY ATC**



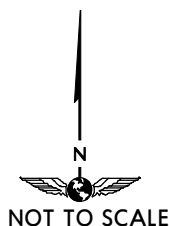
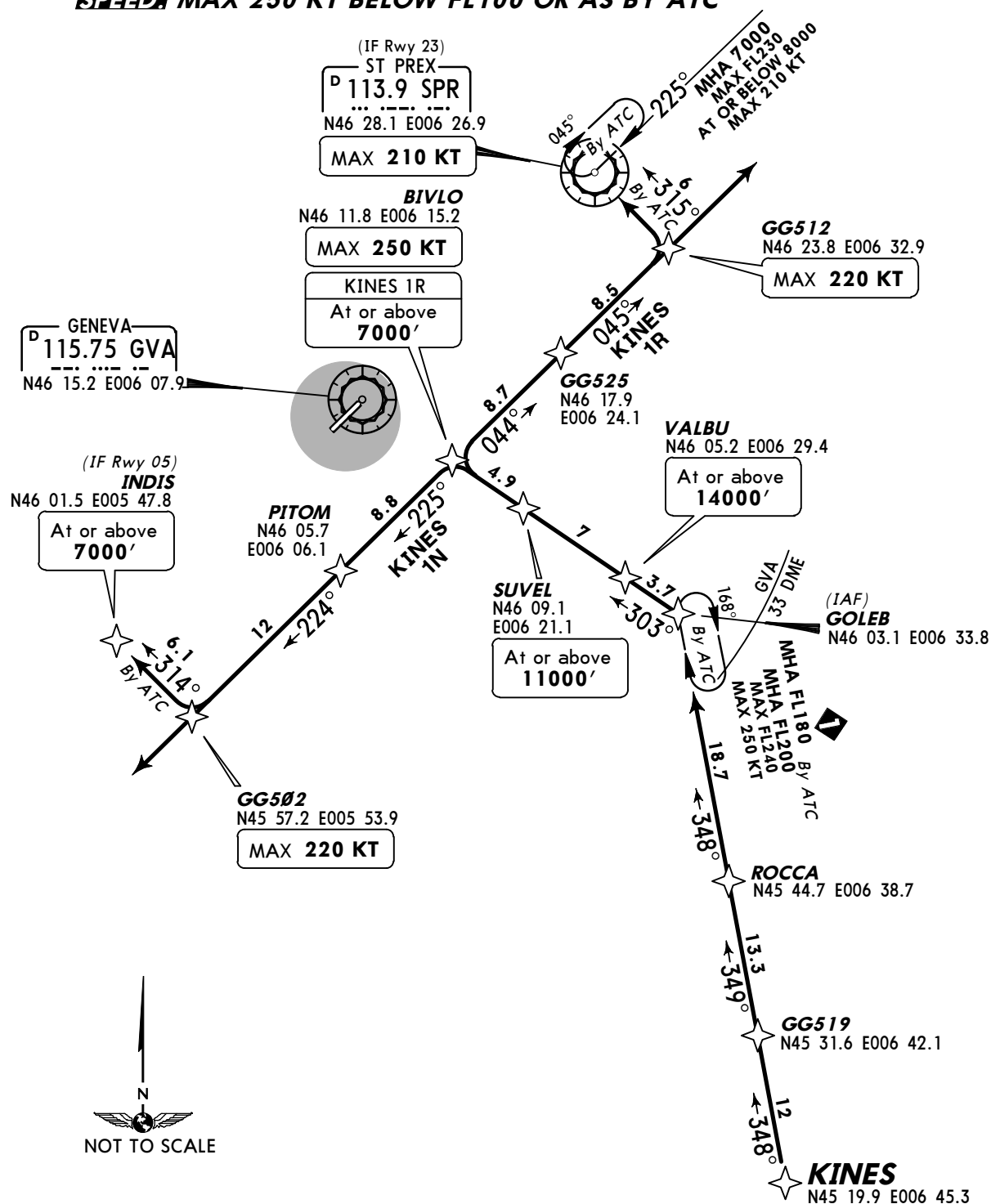
**HOLDING OVER  
DINIG**



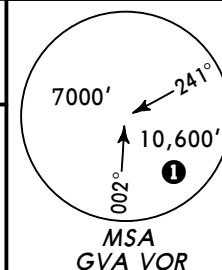
| STAR   | RWY | ROUTING                                                                                                                                              |
|--------|-----|------------------------------------------------------------------------------------------------------------------------------------------------------|
| DJL 1N | 05  | DJL - GG517 - LIRKO (7000'+) -DINIG - SOVAD (7000'+; K250-) - KERAD - GG503 (K220-), continue on track. By ATC to INDIS to intercept final approach. |
| DJL 1R | 23  | DJL - GG517 - LIRKO (7000'+) -DINIG - SOVAD (7000'+; K250-) - GG507 - GG514 (K220-), continue on track. By ATC to SPR to intercept final approach.   |

ATIS  
135.57Apt Elev  
1411'Alt Set: hPa  
Trans level: By ATC Trans alt: 7000'  
Expect radar vectors to final approach.① 7000'  
within 10 NM**KINES ONE NOVEMBER (KINES 1N) [KINE1N]  
KINES ONE ROMEO (KINES 1R) [KINE1R]  
RWYS 05, 23 RNAV ARRIVALS**

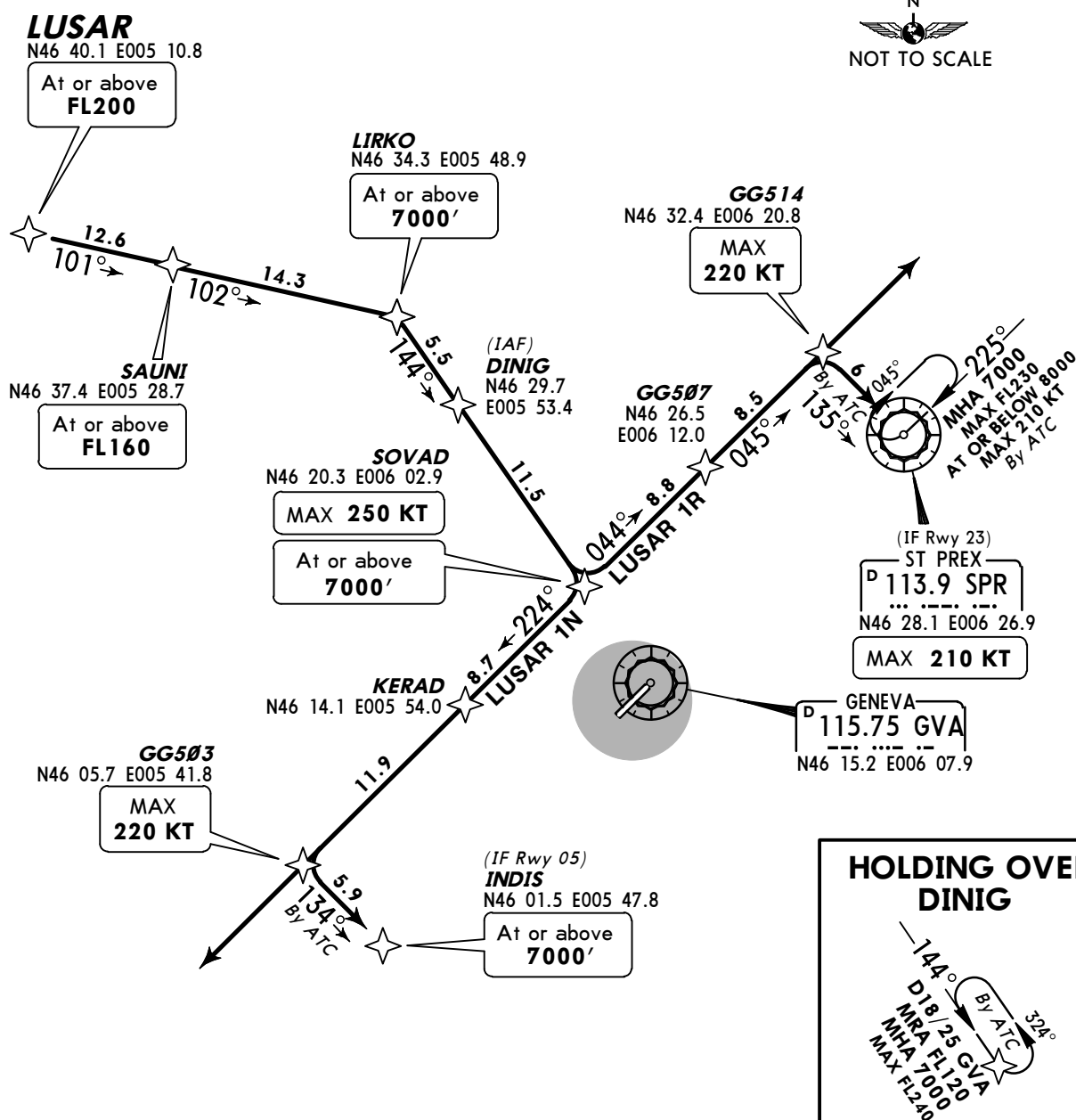
RNAV (GNSS)

NO TURN ONTO BASE UNLESS CLEARED  
BY ATC OR DURING LOST COMMS**~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC**

| STAR     | RWY | ROUTING                                                                                                                                                                         |
|----------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| KINES 1N | 05  | KINES- GG519 - ROCCA - GOLEB - VALBU (14000'+) - SUVEL (11000'+) - BIVLO (K250-) - PITOM - GG502 (K220-), continue on track. By ATC to INDIS to intercept final approach.       |
| KINES 1R | 23  | KINES- GG519 - ROCCA - GOLEB - VALBU (14000'+) - SUVEL (11000'+) - BIVLO (7000'+; K250-) - GG525 - GG512 (K220-), continue on track. By ATC to SPR to intercept final approach. |

ATIS  
135.57Apt Elev  
1411'Alt Set: hPa  
Trans level: By ATC Trans alt: 7000'  
Expect radar vectors to final approach.① 7000'  
within 10 NM**LUSAR ONE NOVEMBER (LUSAR 1N) [LUSA1N]  
LUSAR ONE ROMEO (LUSAR 1R) [LUSA1R]  
RWYS 05, 23 RNAV ARRIVALS**

RNAV (GNSS)

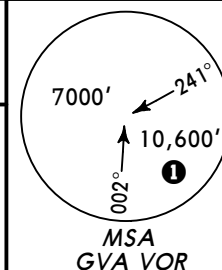
NO TURN ONTO BASE UNLESS CLEARED  
BY ATC OR DURING LOST COMMS**~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC****HOLDING OVER  
DINIG**

| STAR     | RWY | ROUTING                                                                                                                                                                   |
|----------|-----|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LUSAR 1N | 05  | LUSAR (FL200+) - SAUNI (FL160+) - LIRKO (7000'+) - DINIG - SOVAD (7000'+; K250-) - KERAD - GG503 (K220-), continue on track. By ATC to INDIS to intercept final approach. |
| LUSAR 1R | 23  | LUSAR (FL200+) - SAUNI (FL160+) - LIRKO (7000'+) - DINIG - SOVAD (7000'+; K250-) - GG507 - GG514 (K220-), continue on track. By ATC to SPR to intercept final approach.   |

ATIS  
135.57

Apt Elev  
1411'

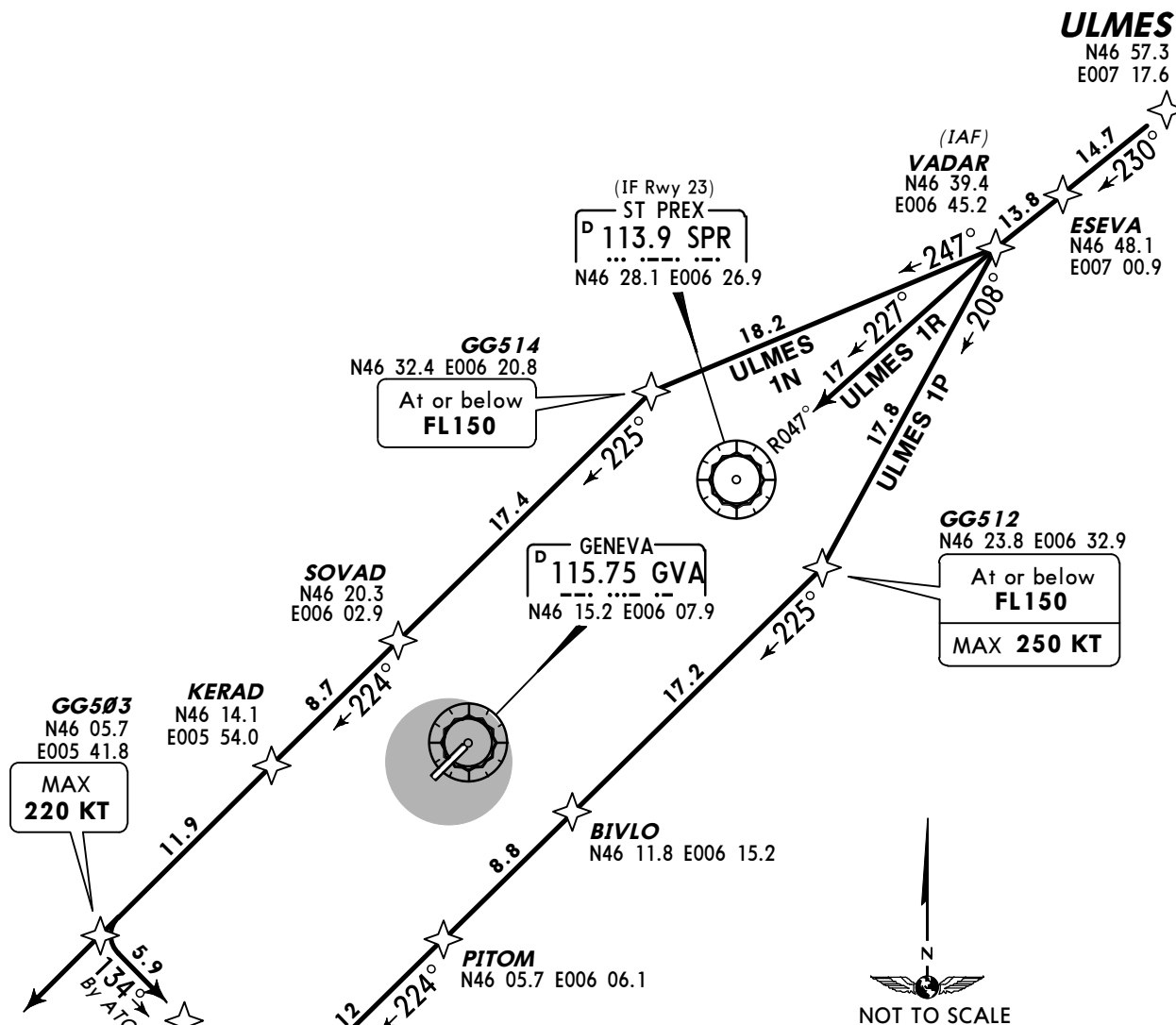
Alt Set: hPa  
Trans level: By ATC Trans alt: 7000'  
Expect radar vectors to final approach.



① 7000'  
within 10 NM

ULMES ONE NOVEMBER (ULMES 1N) [ULME1N]  
ULMES ONE PAPA (ULMES 1P) [ULME1P]  
ULMES ONE ROMEO (ULMES 1R) [ULME1R]  
RWYS 05, 23 RNAV ARRIVALS  
RNAV (GNSS)

**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC**

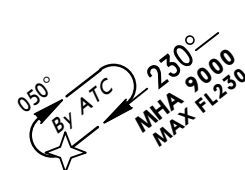
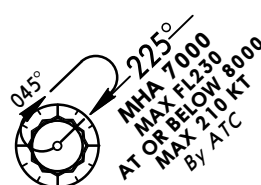


NOT TO SCALE

### HOLDINGS OVER

SPR

VADAR



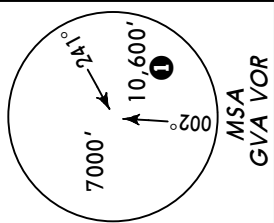
| STAR          | RWY | ROUTING                                                                                                                                        |
|---------------|-----|------------------------------------------------------------------------------------------------------------------------------------------------|
| ULMES 1N<br>② | 05  | ULMES - ESEVA - VADAR - GG514 (FL150-) - SOVAD - KERAD - GG503 (K220-), continue on track. By ATC to INDIS to intercept final approach.        |
| ULMES 1P<br>② |     | ULMES - ESEVA - VADAR - GG512 (FL150-; K250-) - BIVLO - PITOM - GG502 (K220-), continue on track. By ATC to INDIS to intercept final approach. |
| ULMES 1R      | 23  | ULMES - ESEVA - VADAR - SPR, intercept final approach.                                                                                         |

② No turn onto base unless cleared by ATC or during lost comms.

ATIS  
135.57

Apt Elev  
1411'

Alt Set: hPa  
Trans level: By ATC Trans alt: 7000'



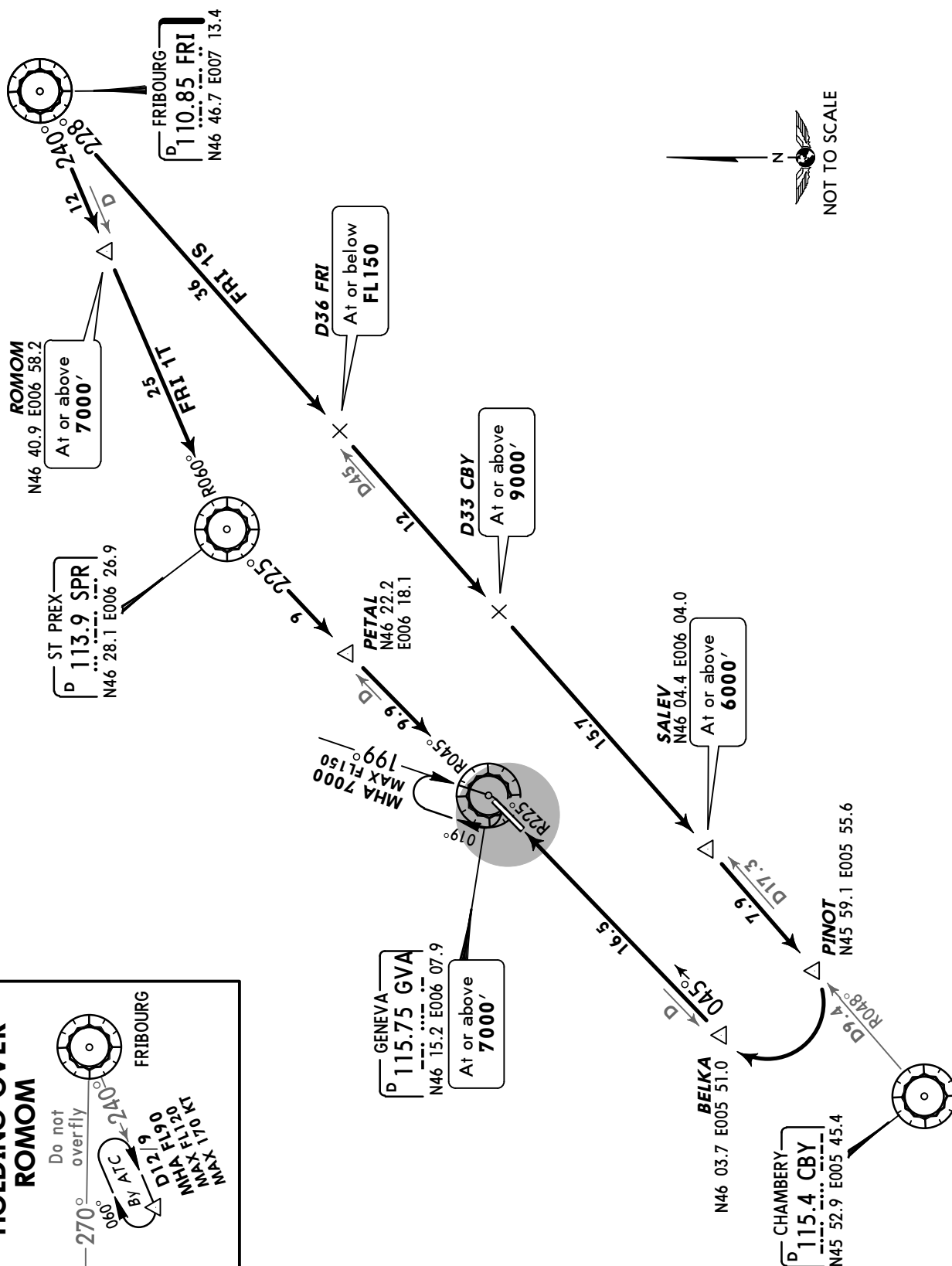
① 7000' within 10 NM

FRIBOURG ONE SIERRA (FRI 1S)  
FRIBOURG ONE TANGO (FRI 1T)

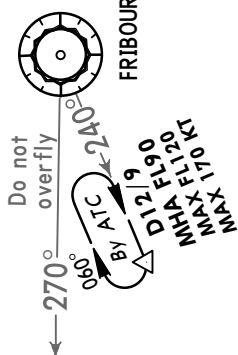
ARRIVALS

FROM NORTHEAST

**SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC**



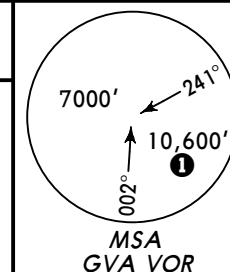
**HOLDING OVER  
ROMOM**



ATIS  
135.57

Apt Elev  
1411'

Alt Set: hPa  
Trans level: By ATC Trans alt: 7000'

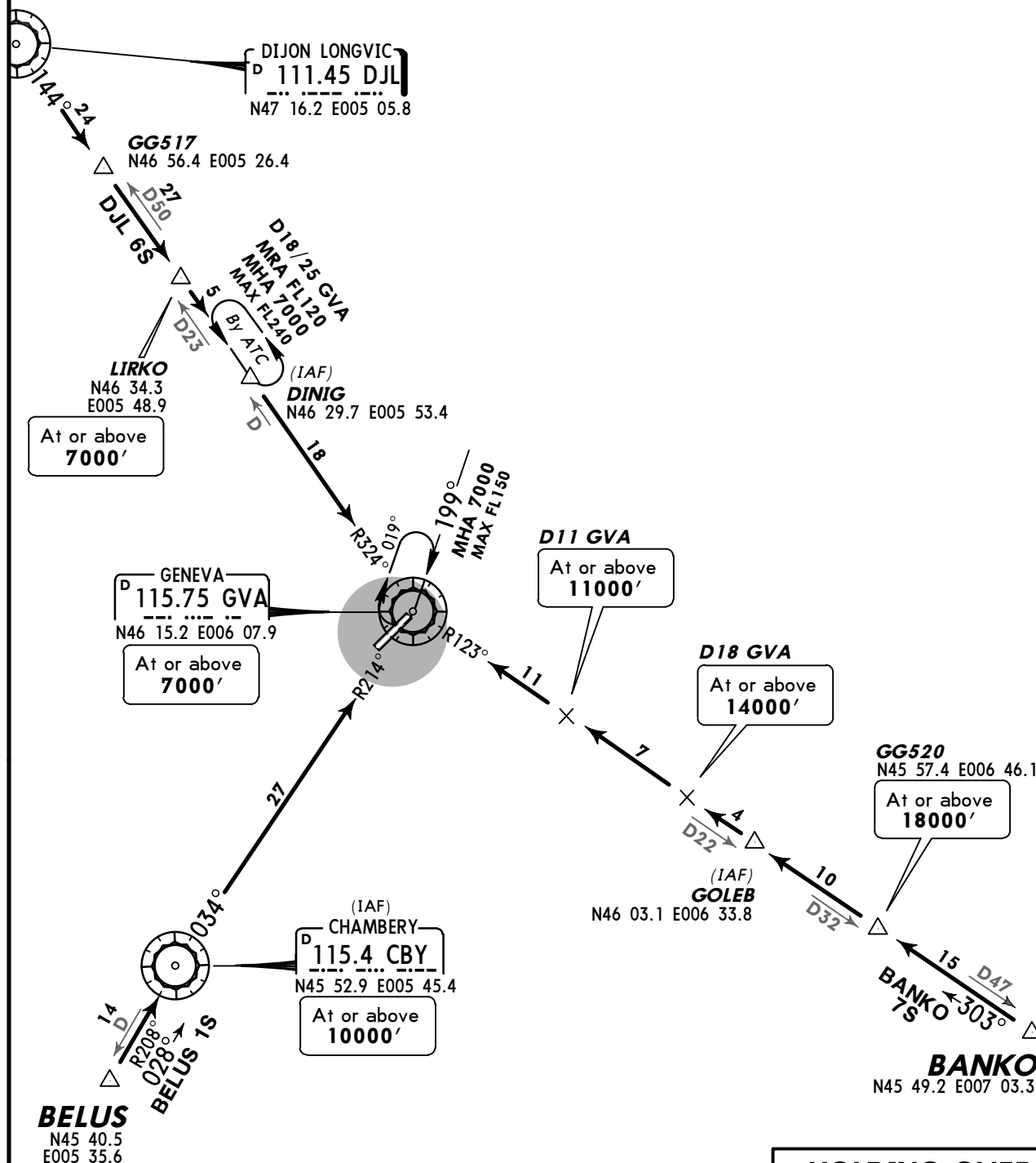


**BANKO SEVEN SIERRA (BANKO 7S) [BANK7S]  
BELUS ONE SIERRA (BELUS 1S) [BELU1S]  
DIJON SIX SIERRA (DJL 6S)**

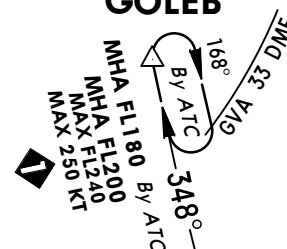
# ARRIVALS

FROM SOUTHEAST, SOUTHWEST & NORTHWEST

**~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC**



## HOLDING OVER GOLEB



GENEVA  
Departure (R)  
119.52

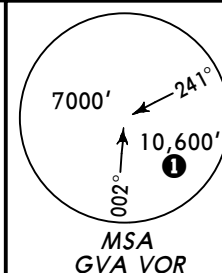
Apt Elev  
1411'

Trans level: By ATC Trans alt: 7000'  
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

# KONIL 4J [KONI4J] RWY 23 RNAV DEPARTURE

P-RNAV (GNSS) OR RNAV 1 (GNSS)  
NOT AVAILABLE FOR JET AIRCRAFT WITH  
NOISE CLASSIFICATION I, II & III

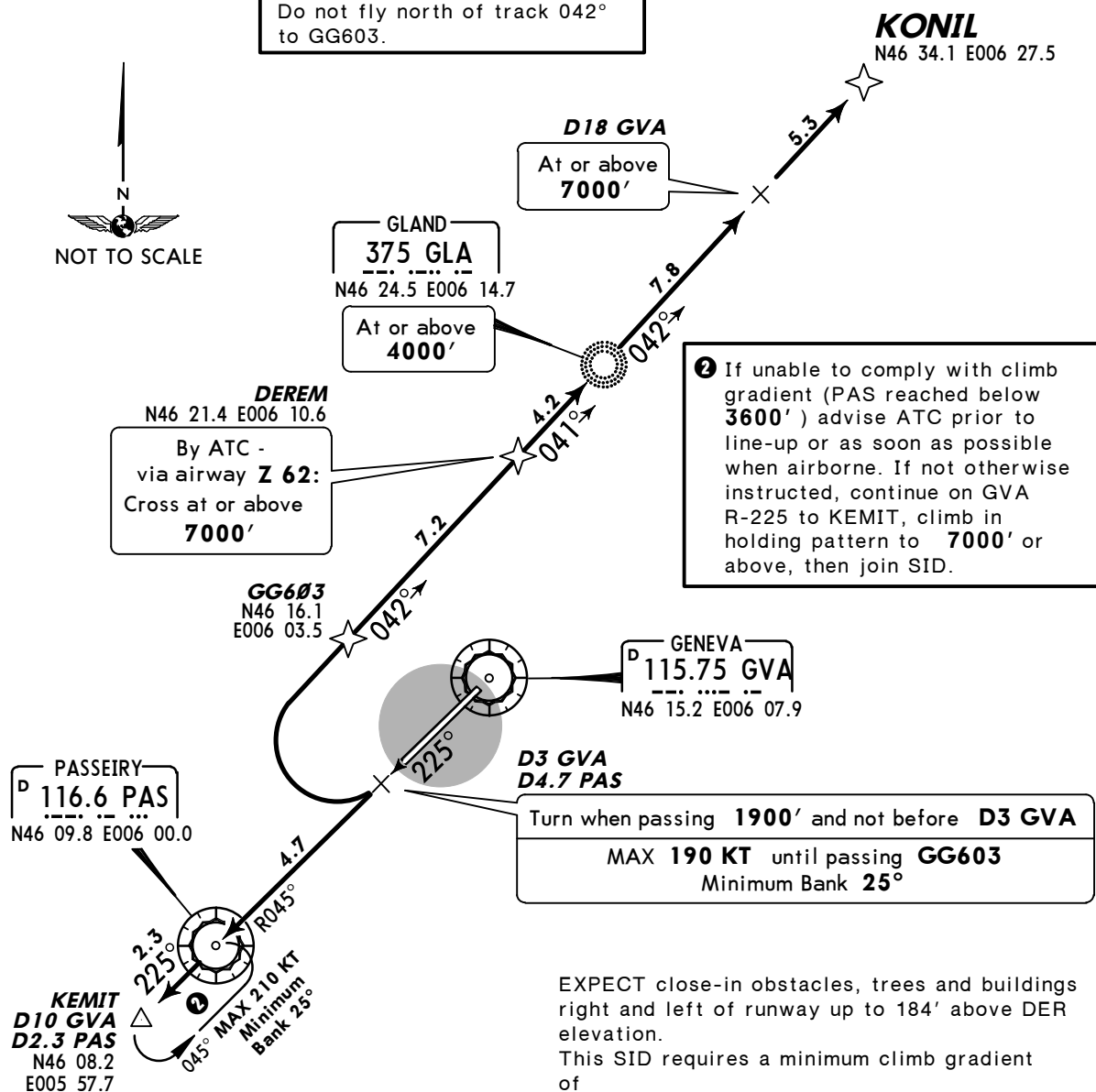
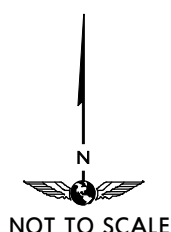
FOR CLASSIFICATION REFER TO 10-1P PAGES  
FOR ROUTE CONTINUATION AFTER KONIL REFER TO CHART 10-3N



① 7000' within  
10 NM

## CAUTION

High terrain north of airport.  
Do not fly north of track 042°  
to GG603.



EXPECT close-in obstacles, trees and buildings  
right and left of runway up to 184' above DER  
elevation.  
This SID requires a minimum climb gradient  
of  
431' per NM (7.1%) up to 4600' ②.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 431' per NM  | 539 | 719 | 1079 | 1438 | 1798 | 2157 |

Initial climb clearance **FL90**

## ROUTING

Climb on GVA R-225, when passing 1900' and not before D3 GVA (D4.7 PAS) turn RIGHT (MAX 190 KT until passing GG603, minimum bank 25°), proceed via GG603 ③, DEREM and GLA to KONIL.

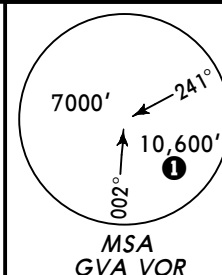
③ After GG603 RNAV applicable.

|                                          |                                 |                                                                                                                                                                                                                                                                                                                            |
|------------------------------------------|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GENEVA<br>Departure (R)<br><b>119.52</b> | <b>Apt Elev</b><br><b>1411'</b> | Trans level: By ATC    Trans alt: 7000'<br>1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length. |
|------------------------------------------|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**MOLUS 3A [MOLU3A]  
MOLUS 3N [MOLU3N]  
RWYS 23, 05 RNAV DEPARTURES**  
RNAV (GNSS)

FOR ROUTE CONTINUATION AFTER MOLUS REFER TO CHART 10-3P

① 7000' within  
10 NM



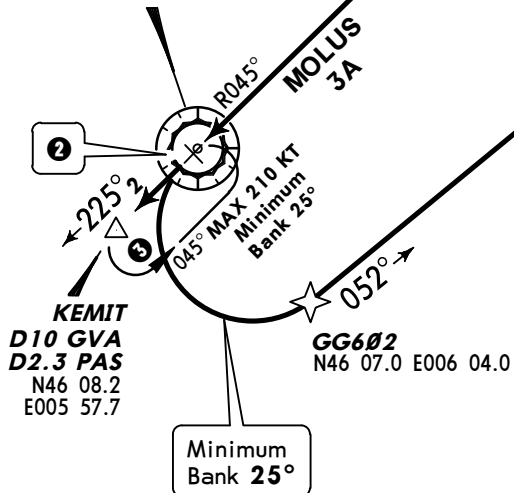
② **D8 GVA**  
N46 09.7 E005 59.7  
When passing  
**7000'**  
but not before  
**D8 GVA**

**PETAL**  
N46 22.2 E006 18.1  
At or above  
**5000'**

**MOLUS**  
N46 26.6 E006 40.8  
**MOLUS 3N**  
At or above  
**FL100**

**GENEVA**  
P **115.75 GVA**  
N46 15.2 E006 07.9  
**PASSEIRY**  
P **116.6 PAS**  
N46 09.8 E006 00.0

**TINAM**  
N46 21.6 E006 31.8  
At or above  
**FL100**



③ If unable to comply with climb gradient (PAS reached below **3600'**) advise ATC prior to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R-225 to KEMIT, climb in holding pattern to **7000'** or above, then join SID.

**MOLUS 3A**

This SID requires a minimum climb gradient of  
401' per NM (6.6%) up to **5500'**. ③

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

**Rwy 05:** EXPECT close-in obstacles, forest left of runway up to 195' above DER elevation.  
**Rwy 23:** EXPECT close-in obstacles, trees and buildings right and left of runway up to 184' above DER elevation.

**Initial climb clearance FL90**

| SID             | RWY       | ROUTING                                                                                                                        |
|-----------------|-----------|--------------------------------------------------------------------------------------------------------------------------------|
| <b>MOLUS 3A</b> | <b>23</b> | Climb on GVA R-225, when passing <b>7000'</b> , but not before D8 GVA (PAS) turn LEFT, proceed via GG602 ④ and TINAM to MOLUS. |
| <b>MOLUS 3N</b> | <b>05</b> | Climb on GVA R-045, proceed via PETAL ⑤ to MOLUS.                                                                              |

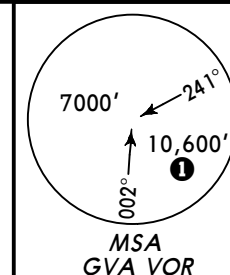
- ④ After GG602 RNAV applicable.  
⑤ After PETAL RNAV applicable.

GENEVA  
Departure (R)  
119.52

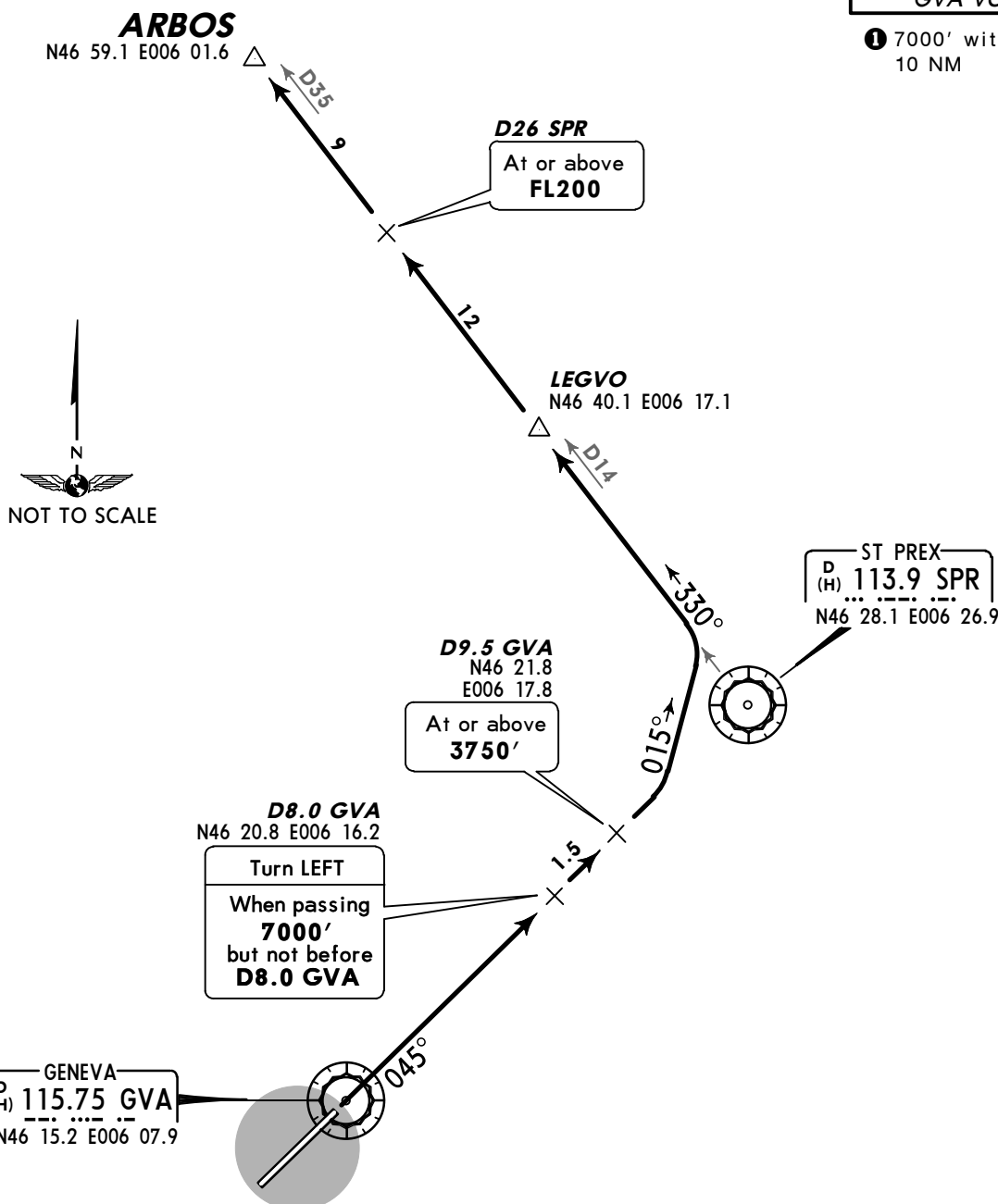
Apt Elev  
1411'

Trans level: By ATC Trans alt: 7000'  
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full runway length.

# ARBOS 7N [ARBO7N] RWY 05 DEPARTURE



① 7000' within  
10 NM



This SID requires a minimum gradient  
of  
328' per NM (5.4%) up to 1600'.

| Gnd speed-KT | 75  | 100 | 150 | 200  | 250  | 300  |
|--------------|-----|-----|-----|------|------|------|
| 328' per NM  | 410 | 547 | 820 | 1094 | 1367 | 1641 |

EXPECT close-in obstacles, forest LEFT  
of runway up to 195' above DER elevation.

If unable to comply, advise ATC.

Initial climb clearance **FL90**

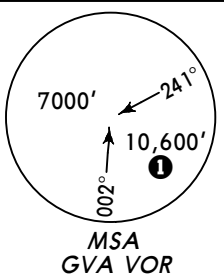
## ROUTING

Climb on GVA R-045, when passing 7000' but not before D8.0 GVA turn LEFT, 015° track to intercept SPR R-330 via LEGVO to ARBOS.

GENEVA  
Departure (R)  
119.52

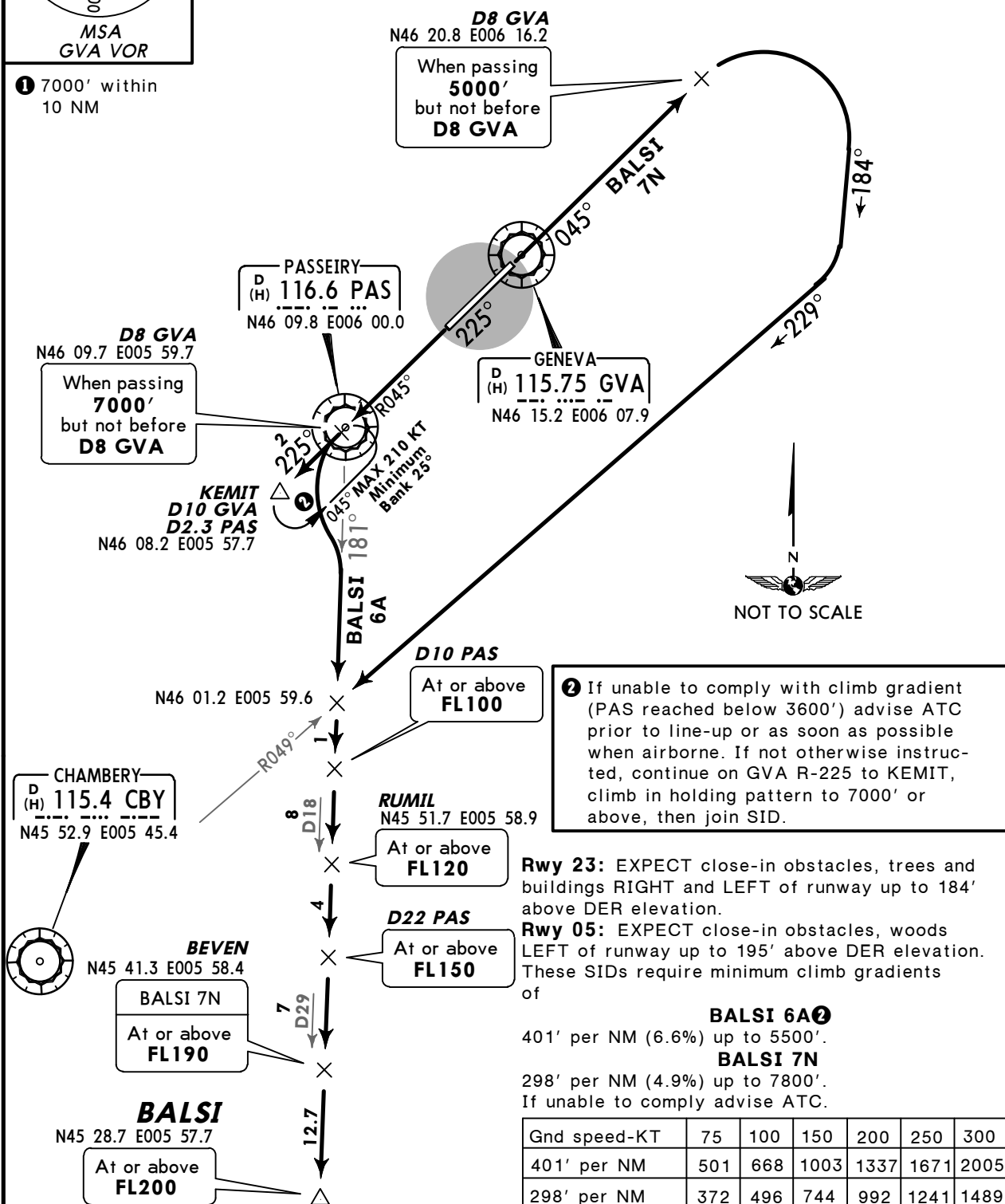
Apt Elev  
1411'

Trans level: By ATC Trans alt: 7000'  
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full runway length.



1 7000' within  
10 NM

# BALSI 6A [BALS6A] BALSI 7N [BALS7N] RWYS 23, 05 DEPARTURES



2 If unable to comply with climb gradient (PAS reached below 3600') advise ATC prior to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R-225 to KEMIT, climb in holding pattern to 7000' or above, then join SID.

Rwy 23: EXPECT close-in obstacles, trees and buildings RIGHT and LEFT of runway up to 184' above DER elevation.

Rwy 05: EXPECT close-in obstacles, woods LEFT of runway up to 195' above DER elevation. These SIDs require minimum climb gradients of

## BALSI 6A2

401' per NM (6.6%) up to 5500'.

## BALSI 7N

298' per NM (4.9%) up to 7800'.

If unable to comply advise ATC.

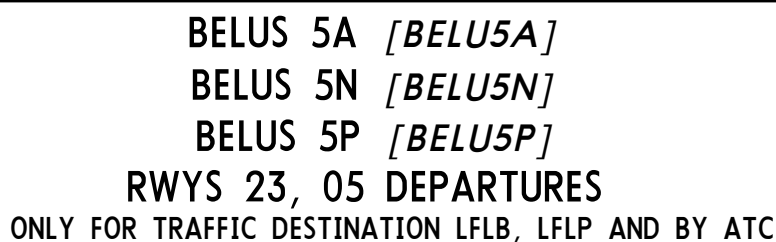
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |
| 298' per NM  | 372 | 496 | 744  | 992  | 1241 | 1489 |

## Initial climb clearance FL90

| SID      | RWY | ROUTING                                                                                                                                                              |
|----------|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| BALSI 6A | 23  | Climb on GVA R-225, when passing 7000', but not before D8 GVA (PAS) turn LEFT, intercept PAS R-181 via RUMIL and BEVEN to BALSI.                                     |
| BALSI 7N | 05  | Climb on GVA R-045, when passing 5000', but not before D8 GVA turn RIGHT, 184° track, intercept CBY R-049 inbound, intercept PAS R-181 via RUMIL and BEVEN to BALSI. |

Trans level: By ATC    Trans alt: 7000'

1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.



N46 20.8 E006 16.2

Turn when passing  
**5000'**  
but not before  
**D2 GVA**

When passing  
**5000'**  
but not before  
**D8 GVA**

PASSEIRY  
 116.6 PAS  
 N46 09.8 E006 00.0

BELUS 5P

---

At or above  
**7000'**

**D8 GVA**  
N46 09.7 E005 59.7

**KEMIT**  
**D10 GVA**  
**D2.3 PAS**  
N46 08.2 E005 57.7

GENEVA  
D 115.75 GVA  
N46 15.2 E006 07.9

**2** If unable to comply with climb gradient (PAS reached below **3000'**) advise ATC prior to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R-225 to KEMIT, climb in holding pattern to **7000'** or above, then join SID.

**Rwy 23:** EXPECT close-in obstacles, trees and buildings right and left of runway up to 184' above DER elevation.

**Rwy 05:** EXPECT close-in obstacles, woods left of runway up to 195' above DER elevation. These SIDs require minimum climb gradients of

**BELUS 5A②**

292' per NM (4.8%) up to 4800'.

**BELUS 5N**

298' per NM (4.9%) up to **7800'**.

If unable to comply advise ATC.

**BELUS 5P**

231' per NM (3.8%) up to **6700'**.

If unable to comply advise ATC.

CHAMBERY  
D 115.4 CBY  
N45 52.9 E005 45.4

***D2 CBY***

Cleared FL  
at or above FL100

---

at or above **FL100**

**D2 CBY**

Cleared FL  
at or above FL100

---

t or above **FL120**

**BELUS**  
N45 40.5 E005 35.6

| Gnd speed-KT | 75  | 100 | 150 | 200 | 250  | 300  |
|--------------|-----|-----|-----|-----|------|------|
| 298' per NM  | 372 | 496 | 744 | 992 | 1241 | 1489 |
| 292' per NM  | 365 | 486 | 729 | 972 | 1215 | 1458 |
| 231' per NM  | 298 | 385 | 577 | 770 | 962  | 1155 |

Initial climb clearance **FL90**

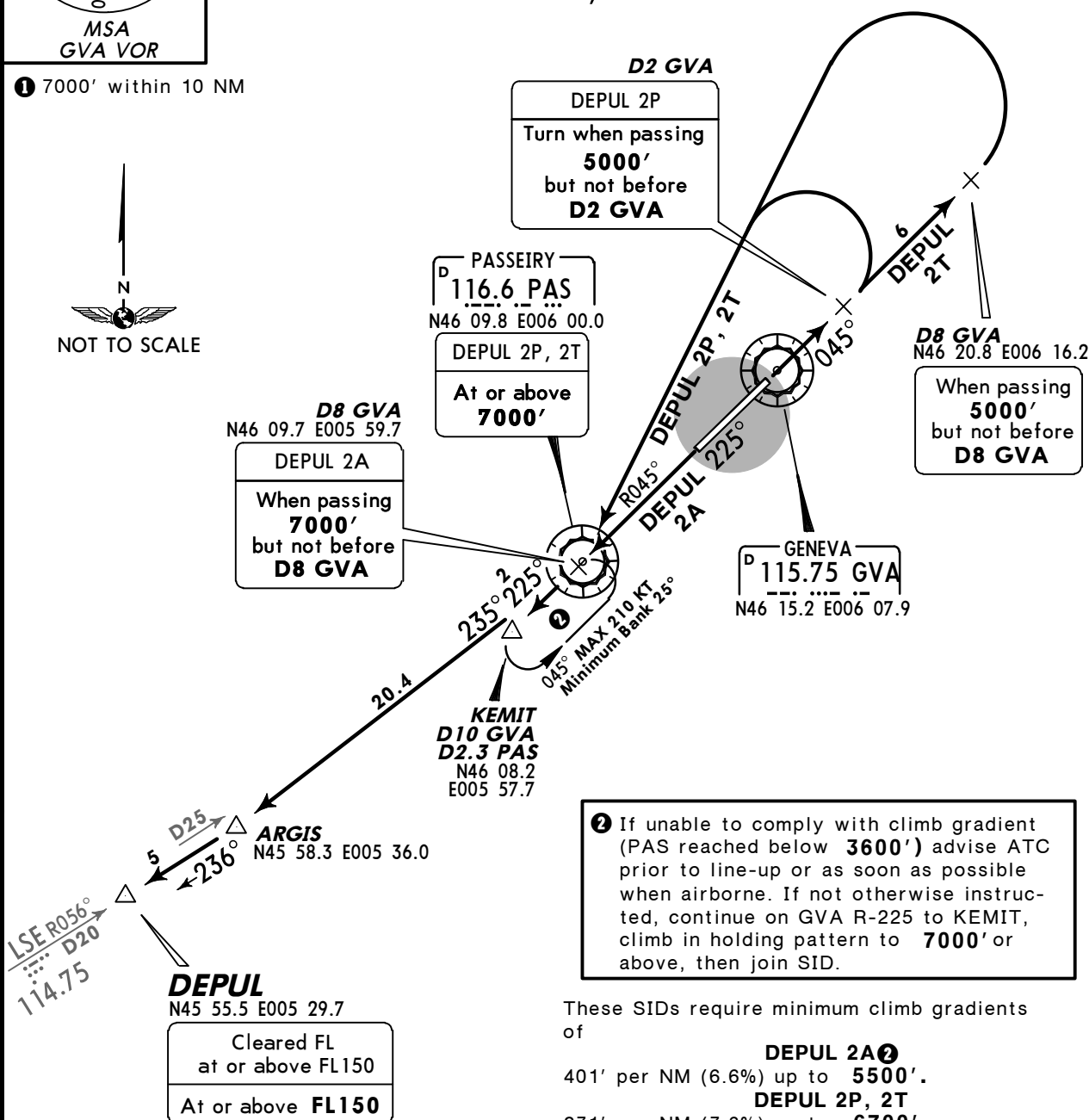
| SID      | RWY | ROUTING                                                                                                                                               |
|----------|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------|
| BELUS 5A | 23  | Climb on GVA R-225 to D8 GVA (PAS), turn LEFT, intercept PAS R-210 to CBY, CBY R-208 to BELUS.                                                        |
| BELUS 5N | 05  | Climb on GVA R-045, when passing <b>5000'</b> , but not before D8 GVA turn RIGHT, 184° track, intercept CBY R-049 inbound to CBY, CBY R-208 to BELUS. |
| BELUS 5P |     | Climb on GVA R-045, when passing <b>5000'</b> , but not before D2 GVA turn LEFT to PAS, PAS R-210 to CBY, CBY R-208 to BELUS.                         |

Trans level: By ATC      Trans alt: 7000'

1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.



DEPUL 2A [DEPU2A]  
 DEPUL 2P [DEPU2P]  
 DEPUL 2T [DEPU2T]  
 RWYS 23, 05 DEPARTURES



**Rwy 05:** EXPECT close-in obstacles, woods left of runway up to 195' above DER elevation.

If unable to comply advise ATC.

|              |     |     |      |      |      |      |
|--------------|-----|-----|------|------|------|------|
| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |
| 231' per NM  | 298 | 385 | 577  | 770  | 962  | 1155 |

Initial climb clearance **FL90**

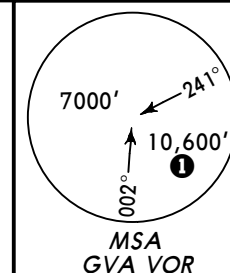
| SID      | RWY | ROUTING                                                                                                                        |
|----------|-----|--------------------------------------------------------------------------------------------------------------------------------|
| DEPUL 2A | 23  | Climb on GVA R-225, when passing <b>7000'</b> , but not before D8 GVA (PAS) turn RIGHT, PAS R-235 via ARGIS to DEPUL.          |
| DEPUL 2P | 05  | Climb on GVA R-045, when passing <b>5000'</b> , but not before D2 GVA turn LEFT to PAS, PAS R-235, proceed via ARGIS to DEPUL. |
| DEPUL 2T |     | Climb on GVA R-045, when passing <b>5000'</b> , but not before D8 GVA turn LEFT to PAS, PAS R-235, proceed via ARGIS to DEPUL. |

GENEVA  
Departure (R)  
119.52

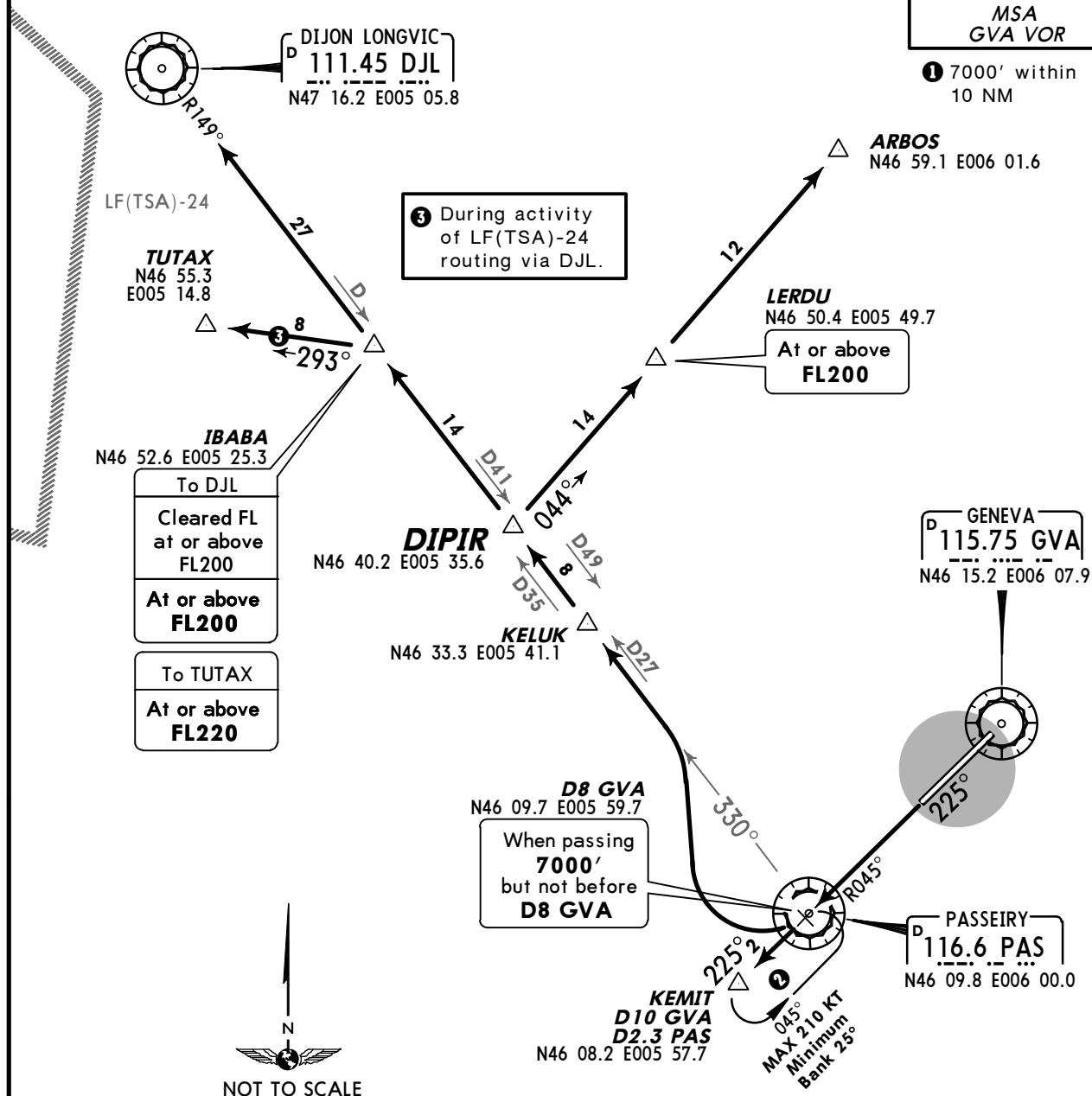
Apt Elev  
1411'

Trans level: By ATC Trans alt: 7000'  
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

# DIPIR 5A [DIP15A] RWY 23 DEPARTURE



① 7000' within 10 NM



② If unable to comply with climb gradient (PAS reached below 3600') advise ATC prior to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R-225 to KEMIT, climb in holding pattern to 7000' or above, then join SID.

EXPECT close-in obstacles, trees and buildings right and left of runway up to 184' above DER elevation.  
This SID requires a minimum climb gradient of 401' per NM (6.6%) up to 5500'. ②

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

Initial climb clearance **FL90**

## ROUTING

Climb on GVA R-225, when passing 7000', but not before D8 GVA (PAS) turn RIGHT, intercept PAS R-330 (DJL R-149 inbound) via KELUK to DIPIR, then to DJL or via LERDU to ARBOS or via IBABA to TUTAX.

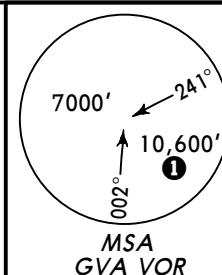
GENEVA  
Departure (R)  
119.52

Apt Elev  
1411'

Trans level: By ATC Trans alt: 7000'  
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

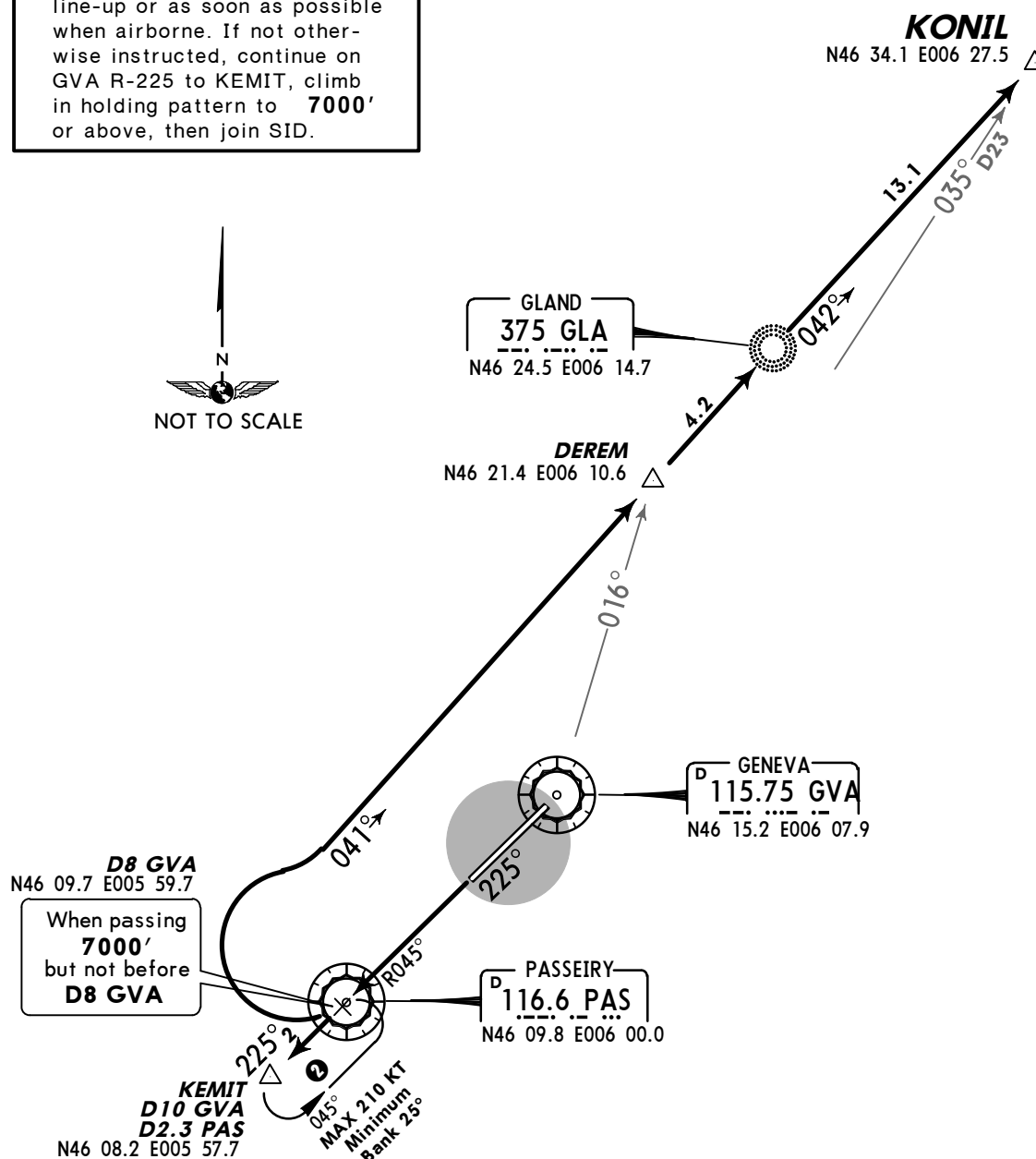
# KONIL 5A [KONI5A] RWY 23 DEPARTURE

FOR SIDS KONIL 5C & 3D (RWY 23) REFER TO CHART 10-3G1  
FOR ROUTE CONTINUATION AFTER KONIL REFER TO CHART 10-3N



① 7000' within  
10 NM

② If unable to comply with climb gradient (PAS reached below 3600') advise ATC prior to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R-225 to KEMIT, climb in holding pattern to 7000' or above, then join SID.



This SID requires a minimum climb gradient of  
401' per NM (6.6%) up to 5500' ②.

EXPECT close-in obstacles, trees and buildings  
right and left of runway up to 184' above DER  
elevation.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

Initial climb clearance **FL90**

## ROUTING

Climb on GVA R-225, when passing 7000', but not before D8 GVA (PAS) turn RIGHT, intercept 041° bearing via DEREM to GLA, 042° bearing to KONIL.

GENEVA  
Departure (R)  
119.52

Apt Elev  
1411'

Trans level: By ATC Trans alt: 7000'  
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

**KONIL 5C [KONI5C]**

**KONIL 3D [KONI3D]**

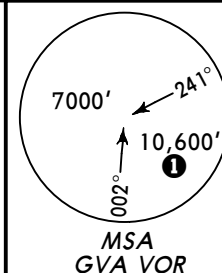
**RWY 23 DEPARTURES**

NOT AVAILABLE FOR JET AIRCRAFT WITH

NOISE CLASSIFICATION I, II & III

FOR CLASSIFICATION REFER TO 10-1P PAGES

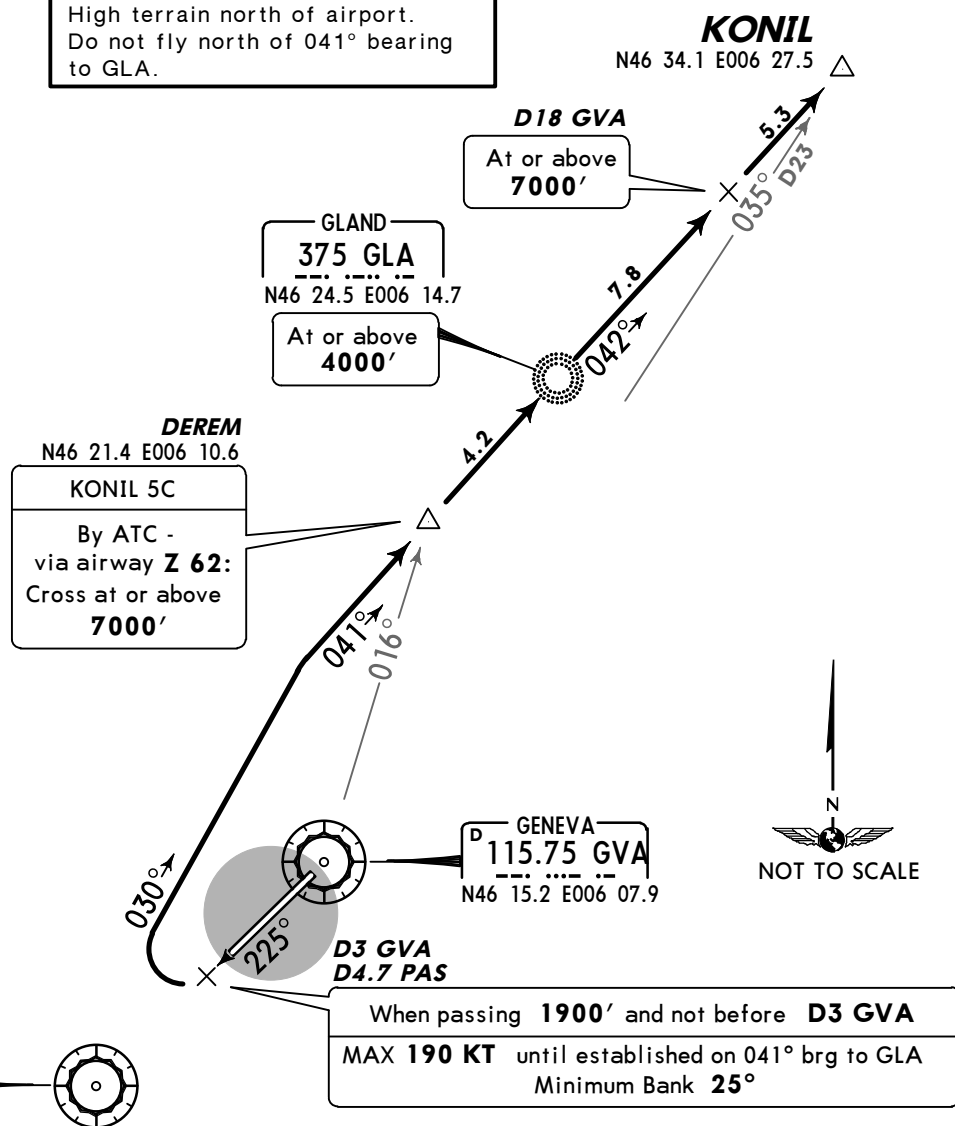
FOR ROUTE CONTINUATION AFTER KONIL REFER TO CHART 10-3N



① 7000' within  
10 NM

**CAUTION**

High terrain north of airport.  
Do not fly north of 041° bearing  
to GLA.



These SIDs require a minimum climb gradient  
of  
431' per NM (7.1%) up to **4600'**.  
If unable to comply advise ATC.

EXPECT close-in obstacles, trees and buildings  
right and left of runway up to 184' above DER  
elevation.

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 431' per NM  | 539 | 719 | 1079 | 1438 | 1798 | 2157 |

**KONIL 5C: Initial climb clearance FL90**  
**KONIL 3D: Initial climb clearance 7000'**

**ROUTING**

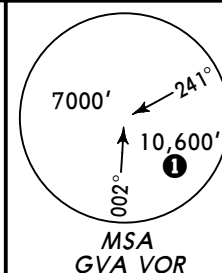
Climb on GVA R-225, when passing **1900'** and not before D3 GVA (D4.7 PAS) turn **RIGHT**,  
(MAX 190 KT until established on 041° bearing to GLA, minimum bank 25°), 030° track, inter-  
cept 041° bearing via DEREM to GLA, 042° bearing to KONIL.

GENEVA  
Departure (R)  
119.52

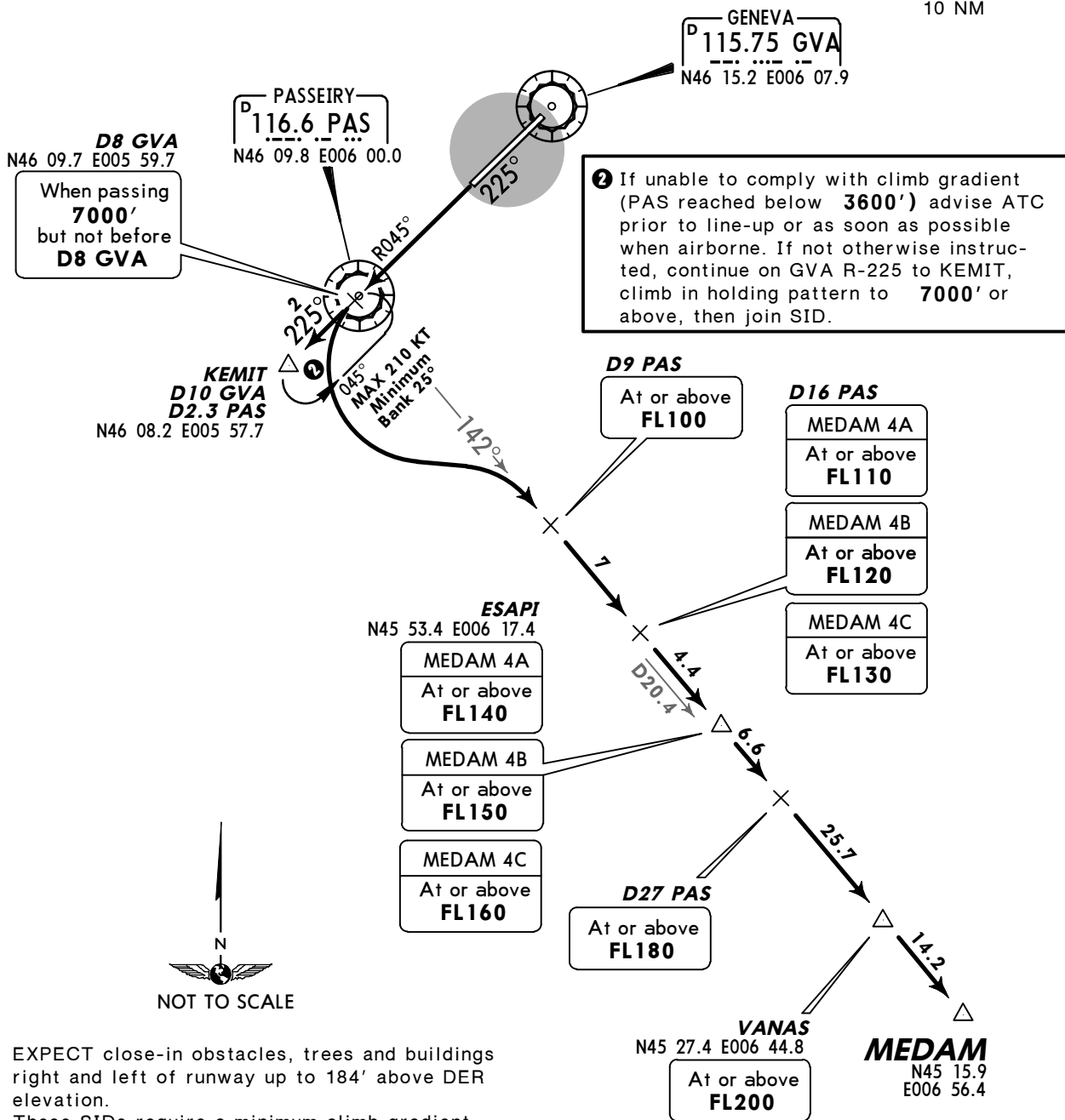
Apt Elev  
1411'

Trans level: By ATC Trans alt: 7000'  
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

**MEDAM 4A [MEDA4A]  
MEDAM 4B [MEDA4B]  
MEDAM 4C [MEDA4C]  
RWY 23 DEPARTURES**  
FOR SIDS RWY 05 REFER TO CHART 10-3J



① 7000' within 10 NM



EXPECT close-in obstacles, trees and buildings right and left of runway up to 184' above DER elevation.  
These SIDs require a minimum climb gradient of 401' per NM (6.6%) up to 5500'. ②

| Gnd speed-KT | 75  | 100 | 150  | 200  | 250  | 300  |
|--------------|-----|-----|------|------|------|------|
| 401' per NM  | 501 | 668 | 1003 | 1337 | 1671 | 2005 |

Initial climb clearance **FL90**

**ROUTING**

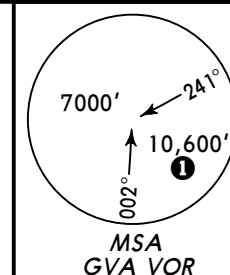
Climb on GVA R-225, when passing 7000', but not before D8 GVA (PAS) turn LEFT, intercept PAS R-142 via ESAPI and VANAS to MEDAM.

GENEVA  
Departure (R)  
119.52

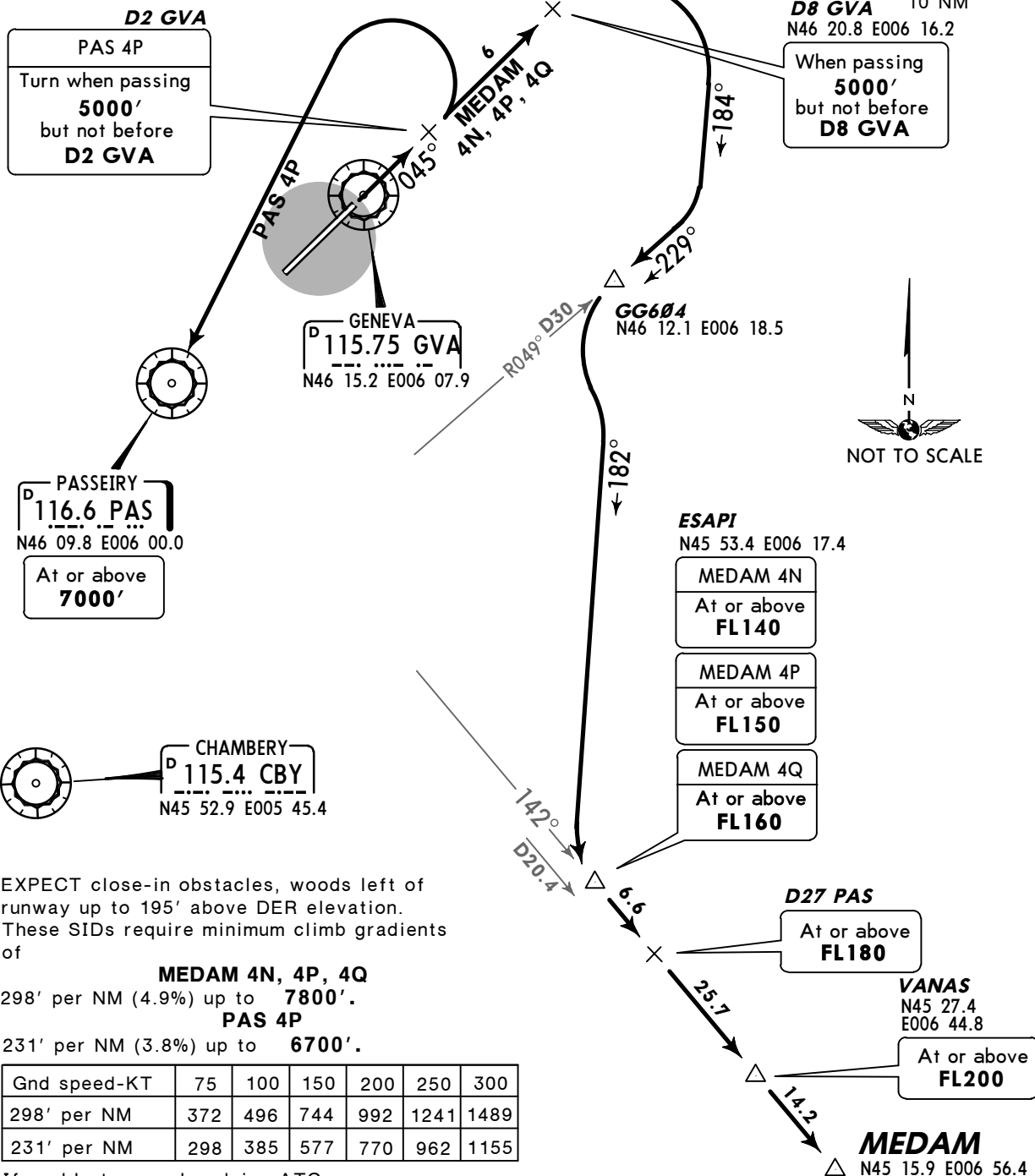
Apt Elev  
1411'

Trans level: By ATC Trans alt: 7000'  
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

**MEDAM 4N [MEDA4N]  
MEDAM 4P [MEDA4P], MEDAM 4Q [MEDA4Q]  
PASSEIRY 4P (PAS 4P)  
RWY 05 DEPARTURES**



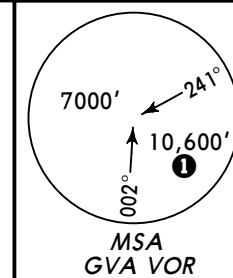
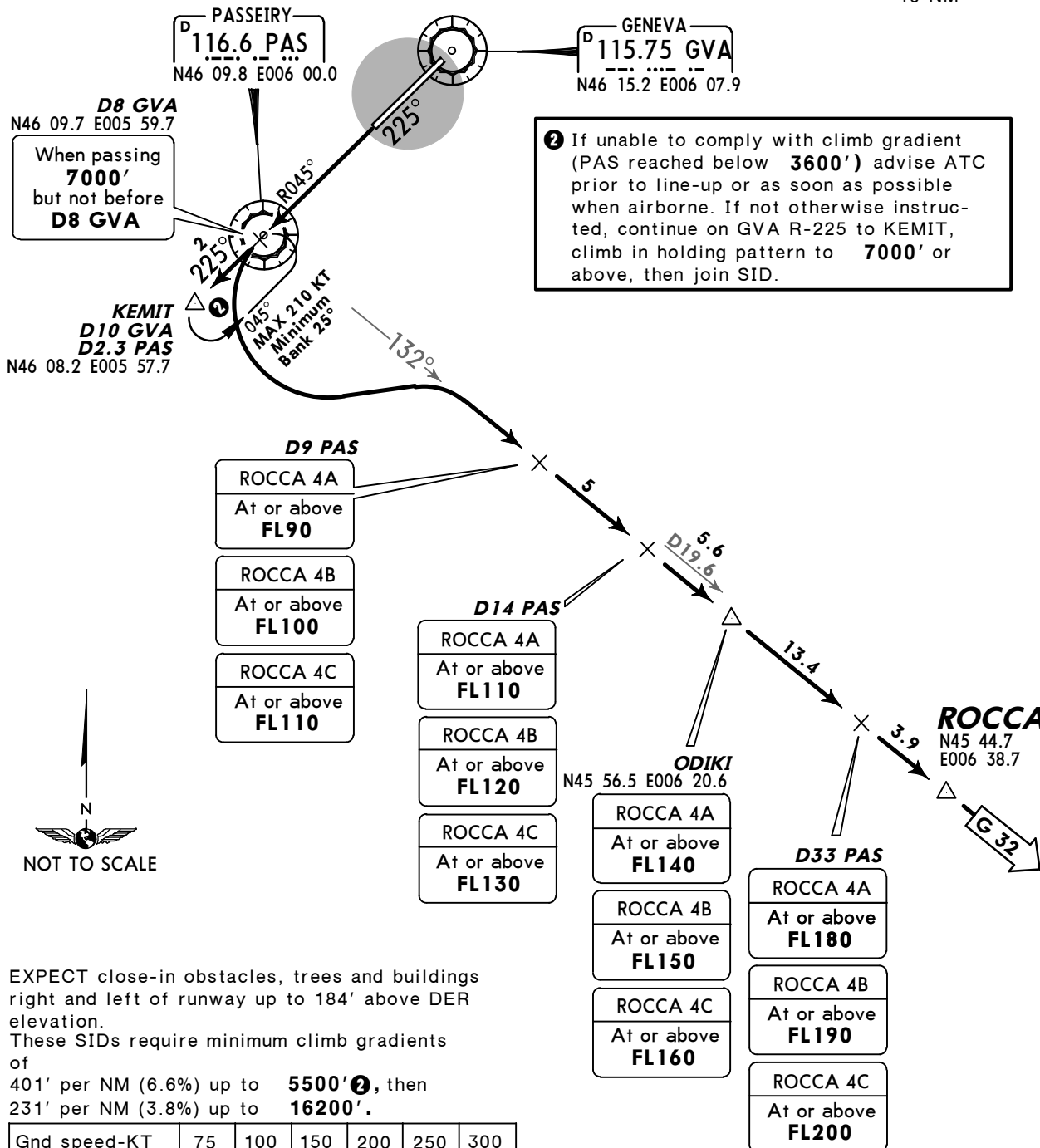
① 7000' within  
10 NM



Initial climb clearance **FL90**

| SID                     | ROUTING                                                                                                                                                                                                      |
|-------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>MEDAM 4N, 4P, 4Q</b> | Climb on GVA R-045, when passing <b>5000'</b> , but not before D8 GVA turn RIGHT, 184° track, intercept CBY R-049 inbound to GG604, turn LEFT, 182° track, intercept PAS R-142 via ESAPI and VANAS to MEDAM. |
| <b>PAS 4P</b>           | Climb on GVA R-045, when passing <b>5000'</b> , but not before D2 GVA turn LEFT to PAS.                                                                                                                      |

|                                          |                                 |                                                                                                                                                                                                                                                                                                                            |
|------------------------------------------|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| GENEVA<br>Departure (R)<br><b>119.52</b> | <b>Apt Elev</b><br><b>1411'</b> | Trans level: By ATC    Trans alt: 7000'<br>1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length. |
|------------------------------------------|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

**ROCCA 4A [ROCA4A]**
**ROCCA 4B [ROCA4B]**
**ROCCA 4C [ROCA4C]**
**RWY 23 DEPARTURES**
**ONLY FOR FLIGHTS DESTINATION OR OVERFLYING ITALY**
**PLANNED BELOW FL200 (AIRWAY G 32)**
**FOR SIDS RWY 05 REFER TO CHART 10-3L**

**1** 7000' within 10 NM

**Initial climb clearance FL90**
**ROUTING**

 Climb on GVA R-225, when passing **7000'**, but not before D8 GVA (PAS) turn **LEFT**, intercept PAS R-132 via ODIKI to ROCCA.

GENEVA  
Departure (R)  
119.52

Apt Elev  
1411'

Trans level: By ATC Trans alt: 7000'  
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

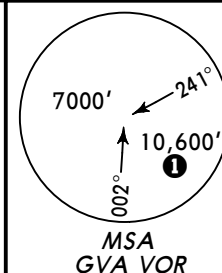
ROCCA 4N [ROCA4N]

ROCCA 4P [ROCA4P]

ROCCA 4Q [ROCA4Q]

RWY 05 DEPARTURES

ONLY FOR FLIGHTS DESTINATION OR OVERFLYING ITALY  
PLANNED BELOW FL200 (AIRWAY G 32)



① 7000' within  
10 NM

D8 GVA  
N46 20.8 E006 16.2

When passing  
5000'  
but not before  
D8 GVA

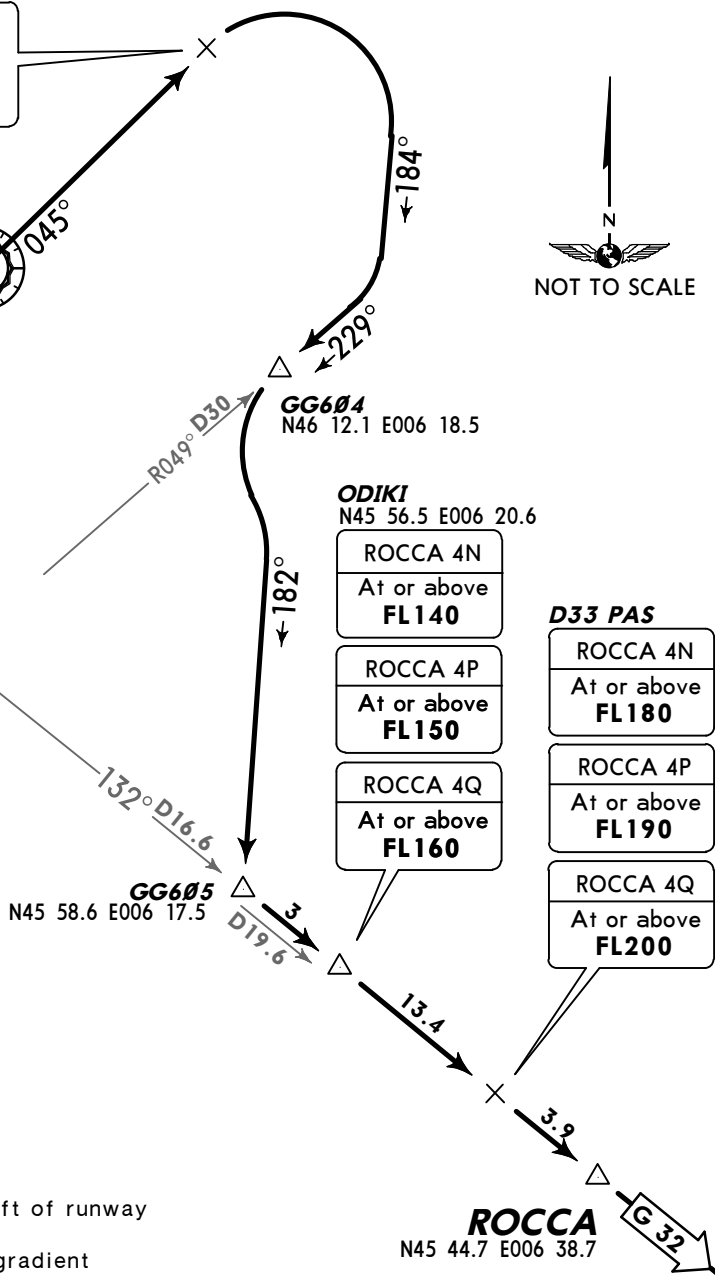
GENEVA  
D 115.75 GVA  
N46 15.2 E006 07.9



PASSEIRY  
D 116.6 PAS  
N46 09.8 E006 00.0



CHAMBERY  
D 115.4 CBY  
N45 52.9 E005 45.4



EXPECT close-in obstacles, woods left of runway  
up to 195' above DER elevation.  
These SIDs require a minimum climb gradient  
of  
298' per NM (4.9%) up to 16700'.

| Gnd speed-KT | 75  | 100 | 150 | 200 | 250  | 300  |
|--------------|-----|-----|-----|-----|------|------|
| 298' per NM  | 372 | 496 | 744 | 992 | 1241 | 1489 |

Initial climb clearance FL90

#### ROUTING

Climb on GVA R-045, when passing 5000', but not before D8 GVA turn RIGHT, 184° track, intercept CBY R-049 inbound to GG604, turn LEFT, 182° track, intercept PAS R-132 via GG605 and ODIKI to ROCCA.

Trans level: By ATC    Trans alt: 7000'

1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full runway length.

FOR ROUTE CONTINUATION AFTER SPR  
REFER TO CHART 10-3Q

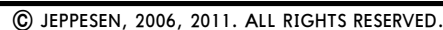


| Initial climb clearance <b>FL90</b> |                                                                                                                                                                                   |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>SID</b>                          | <b>ROUTING</b>                                                                                                                                                                    |
| <b>SIROD 5N</b>                     | Climb on GVA R-045, when passing 7000' but not before D8.0 GVA turn LEFT, 356° track, intercept DJL R-129 inbound via GOGOL to SIROD, then to DJL or ARBOS or via IBABA to TUTAX. |
| <b>SPR 4N</b>                       | Climb on GVA R-045 to SPR.                                                                                                                                                        |

# TRANSITION ROUTES AFTER KONIL

## RNAV-EQUIPMENT COMPULSORY

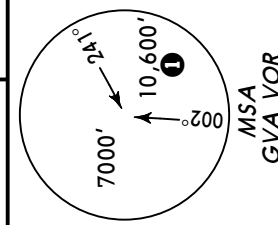
### FOR FLIGHTS PLANNED AT OR ABOVE FL100



GENEVA Departure (R)  
119.52

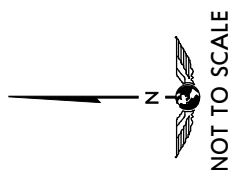
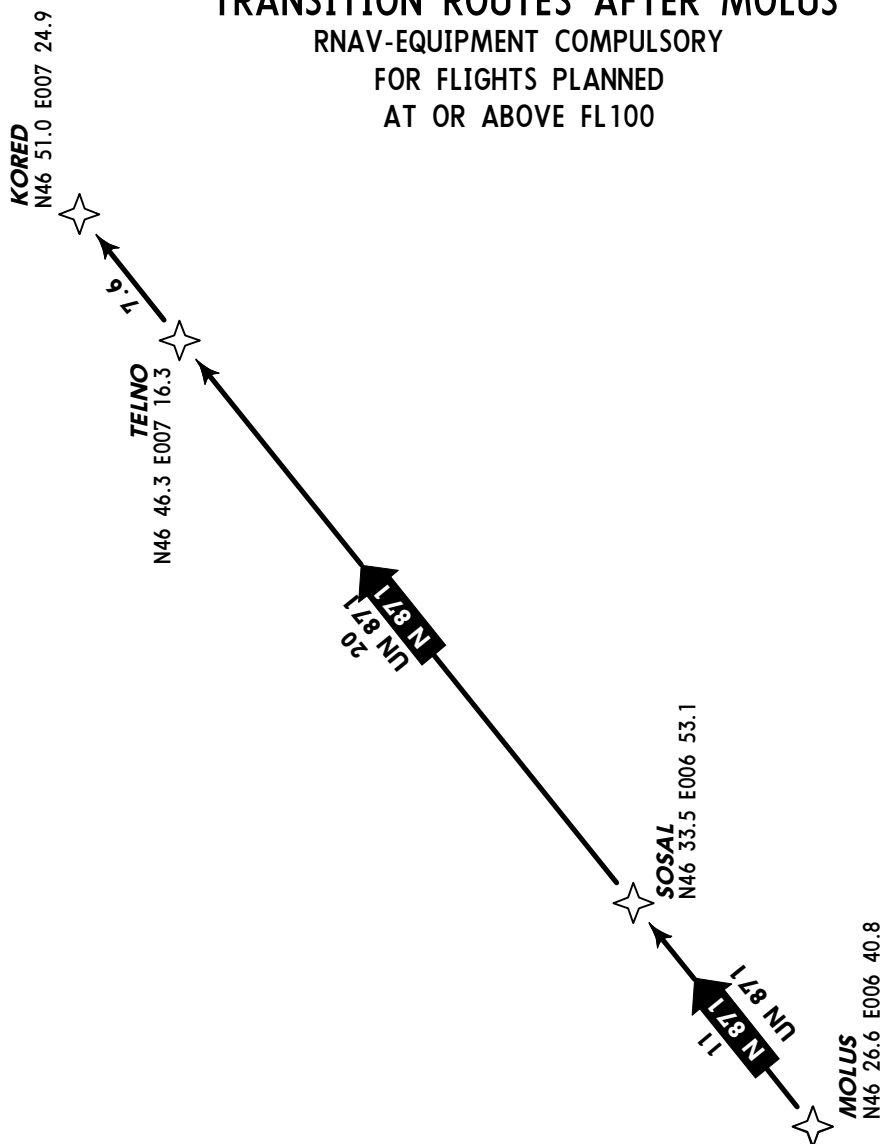
Apt Elev  
1411'

Trans level: By ATC Trans alt: 7000'



① 7000' within  
10 NM

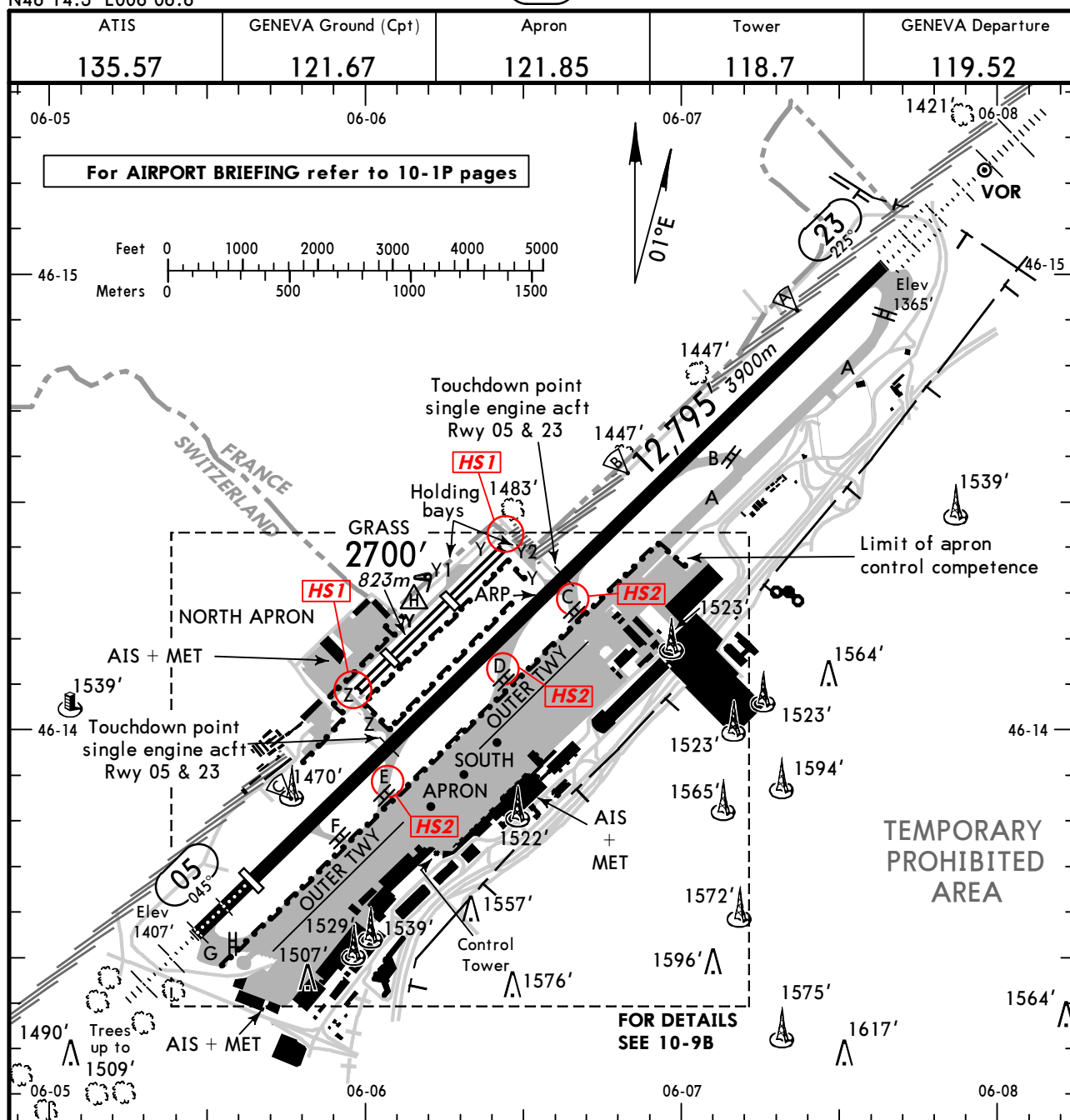
TRANSITION ROUTES AFTER MOLUS  
RNAV-EQUIPMENT COMPULSORY  
FOR FLIGHTS PLANNED  
AT OR ABOVE FL100



GENEVA  
P (H) 115.75 GVA  
N46 15.2 E006 07.9



© JEPPESEN, 2006, 2011. ALL RIGHTS RESERVED.



### HOT SPOTS

For information only, not to be construed as ATC instructions.

- HS1 CAUTION: Due to close proximity of twy with grass rwy, twy located under final approach/take-off axis.
- HS2 DANGER: Potential conflict with traffic on Outer twy.

## ADDITIONAL RUNWAY INFORMATION

| ADDITIONAL RUNWAY INFORMATION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                   |  |  |  |  | USABLE LENGTHS |               | TAKE-OFF   | WIDTH    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------|--|--|--|--|----------------|---------------|------------|----------|
| RWY                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                   |  |  |  |  | LANDING BEYOND |               |            |          |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                   |  |  |  |  | Threshold      | Glide Slope   |            |          |
| 05<br>23                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | HIRL (30m) CL (15m) HIALS PAPI-L (3.0°) HST-B RVR |  |  |  |  | 11,713' 3570m  | 10,680' 3255m | 4          | 164' 50m |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | HIRL (30m) CL (15m) HIALS-II TDZ REIL 2 RVR       |  |  |  |  |                | 11,647' 3550m |            |          |
| <div>1 grooved</div> <div>2 PAPI-L (3.0°) HST-D &amp; E</div> <div>3 LDA single engine acft:<br/>RWY 05:<br/>From twy Z int 9088' (2770m)<br/>twy Y int 6168' (1880m)<br/><br/>RWY 23:<br/>From twy Y int 6627' (2020m)<br/>twy Z int 3707' (1130m)</div> <div>4 TAKE-OFF RUN AVAILABLE<br/>RWY 05:<br/>From rwy head 12,795' (3900m)<br/>twy F int 10,499' (3200m)<br/>twy Z int 9022' (2750m)<br/>twy E int 8530' (2600m)<br/><br/>RWY 23:<br/>From rwy head 12,795' (3900m)<br/>twy B int 8531' (2600m)<br/>twy C/Y int 6562' (2000m)</div> |                                                   |  |  |  |  |                |               |            |          |
| 05<br>23                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Grass runway APAPI-L (4.0°, MEHT 11') 5           |  |  |  |  | 2087' 636m     |               | 1496' 456m | 98'      |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Grass runway APAPI-L (4.5°, MEHT 12') 5           |  |  |  |  | 1706' 520m     |               | 2087' 636m | 30m      |

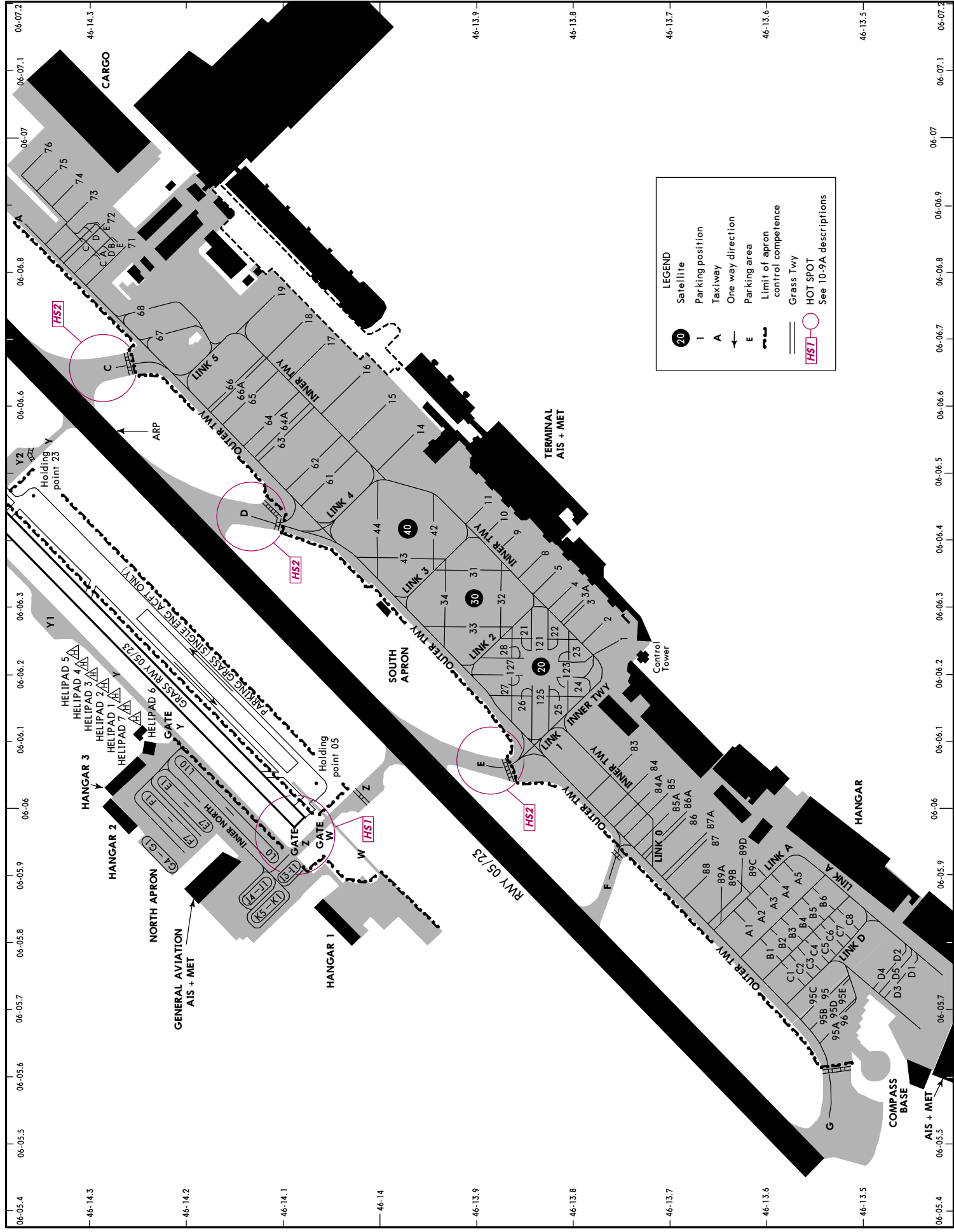
⑤ APAPI-L unusable on short final.

## Standard

## TAKE-OFF ①

| Main rwy 05/23            |         |          |                   |
|---------------------------|---------|----------|-------------------|
| LVP must be in Force      |         |          |                   |
| RL, CL<br>& mult. RVR req | RL & CL | RL or CL | NIL<br>(DAY only) |
| A                         |         | 250m     | 500m              |
| B                         | 150m    | 300m     | 600m              |
| C                         |         |          |                   |
| D                         | 200m    | 400m     | 800m              |

① Operators applying U.S. Ops Specs: CL required below 300m.





| STRAIGHT-IN RWY |           | DA(H) / MDA(H) | RVR (ALS/ALS out)      |
|-----------------|-----------|----------------|------------------------|
| 05              | ILS       | 1611' (200')   | 500m / 1000m           |
|                 | LOC       | 1850' (439')   | 800m / 1000m           |
|                 | VOR       | 1890' (479')   | 1000m / 1000m          |
|                 | SRA       | 1970' (559')   | 1000m / 1000m          |
| 23              | CAT 2 ILS | 1465' (100')   | RA 108' - 300m         |
|                 | ILS       | 1565' (200')   | RA 216' - 500m / 1000m |
|                 | LOC       | 1810' (445')   | 800m / 1000m           |
|                 | VOR       | 1810' (445')   | 800m / 1000m           |
|                 | SRA       | 1830' (465')   | 1000m / 1000m          |

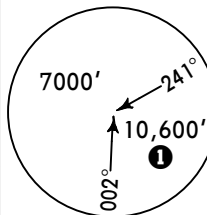
| CIRCLE-TO-LAND ❶ | MDA(H)       | VIS   |
|------------------|--------------|-------|
|                  | 2100' (689') | 1000m |

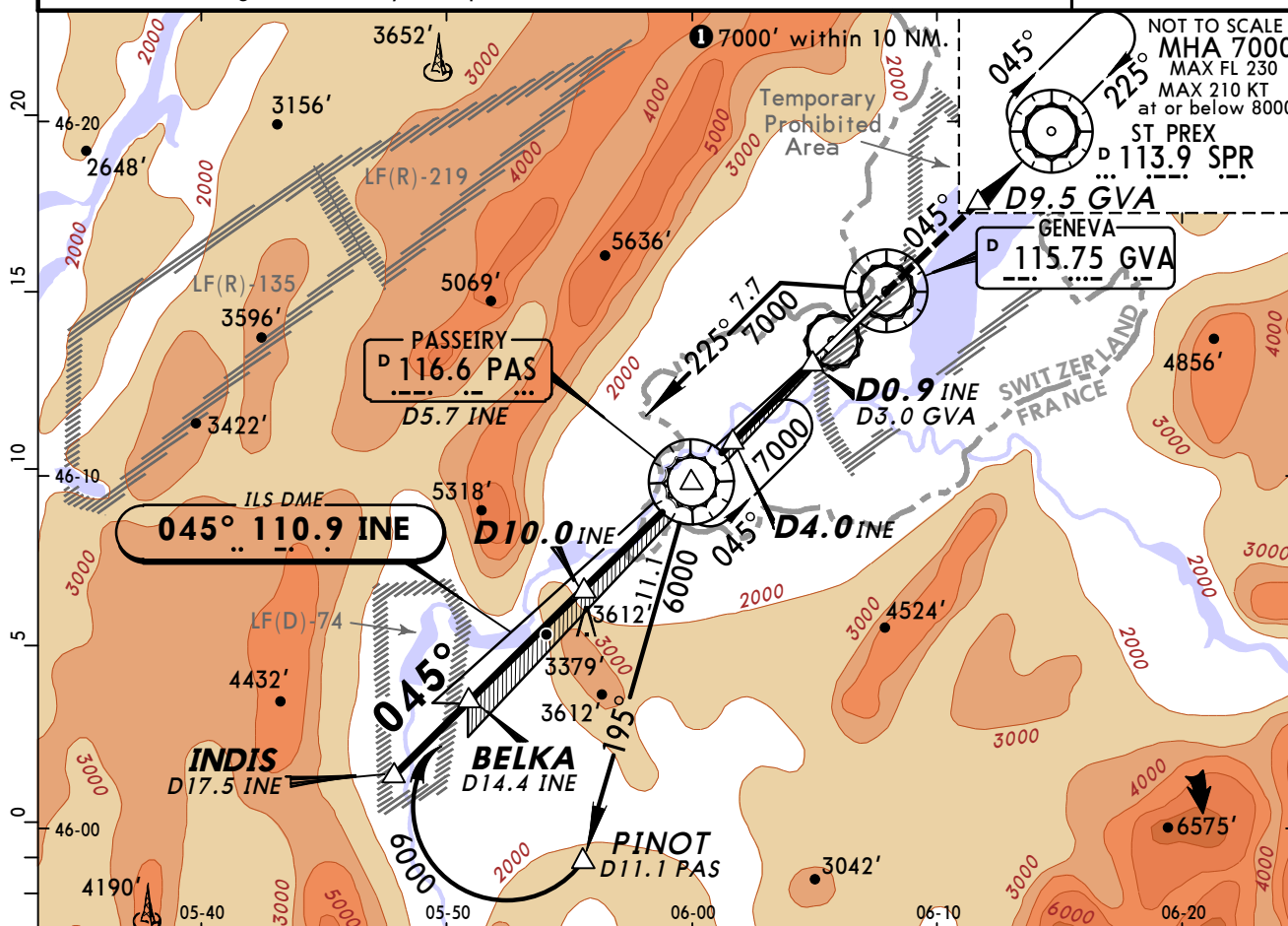
❶ Prohibited South of airport.

| TAKE-OFF RWY 05, 23               |                        |                       |                         |
|-----------------------------------|------------------------|-----------------------|-------------------------|
| RL, FATO<br>LTS, CL &<br>RVR info | LVP must be in Force ❷ |                       | Nil Facilities<br>NIGHT |
|                                   | RL, FATO<br>LTS & RCLM | Nil Facilities<br>DAY |                         |
| 150m                              | 250m                   | ❸ 500m                | 800m                    |

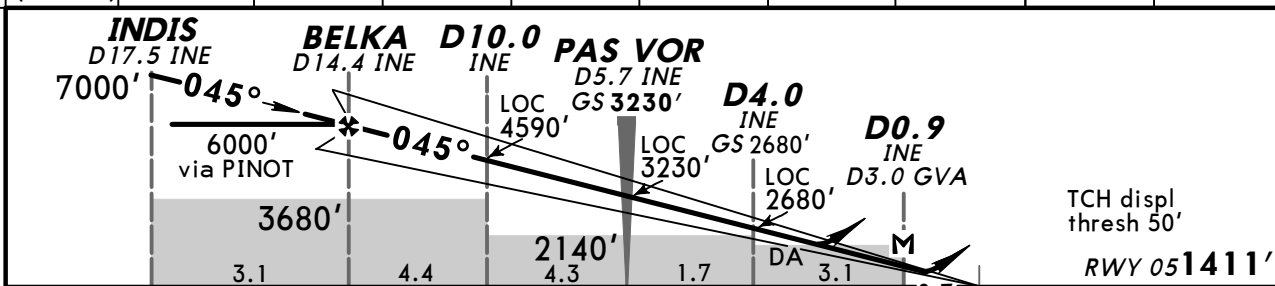
❷ Without LVP 400m are stipulated.

❸ Or rejected take-off distance whichever is the greater.

| BRIEFING STRIP™                                                                                                       | ATIS                       | GENEVA Arrival (APP)             | GENEVA Final (APP)                    | GENEVA Tower                         | Ground                                    |                                                                                     |
|-----------------------------------------------------------------------------------------------------------------------|----------------------------|----------------------------------|---------------------------------------|--------------------------------------|-------------------------------------------|-------------------------------------------------------------------------------------|
|                                                                                                                       | 135.57                     | 136.25                           | 120.3                                 | 118.7                                | North<br>121.67                           | South<br>121.85                                                                     |
|                                                                                                                       | LOC<br>INE<br><b>110.9</b> | Final<br>Apch Crs<br><b>045°</b> | GS<br>PAS VOR<br><b>3230'</b> (1819') | ILS<br>DA(H)<br>Refer to<br>Minimums | Apt Elev <b>1411'</b><br>RWY <b>1411'</b> |  |
| <b>MISSED APCH:</b> Climb STRAIGHT AHEAD on R-045 GVA to 7000'. Proceed to SPR VOR. Cross D9.5 GVA at 4000' or above. |                            |                                  |                                       |                                      |                                           |                                                                                     |
| Alt Set: hPa      Rwy Elev: 51 hPa      Trans level: By ATC      Trans alt: 7000'                                     |                            |                                  |                                       |                                      |                                           |                                                                                     |
| 1. CAUTION: Expect turbulence on base and final apch.<br>2. Radar vectoring to INDIS may be expected.                 |                            |                                  |                                       |                                      |                                           |                                                                                     |
| MSA GVA VOR                                                                                                           |                            |                                  |                                       |                                      |                                           |                                                                                     |

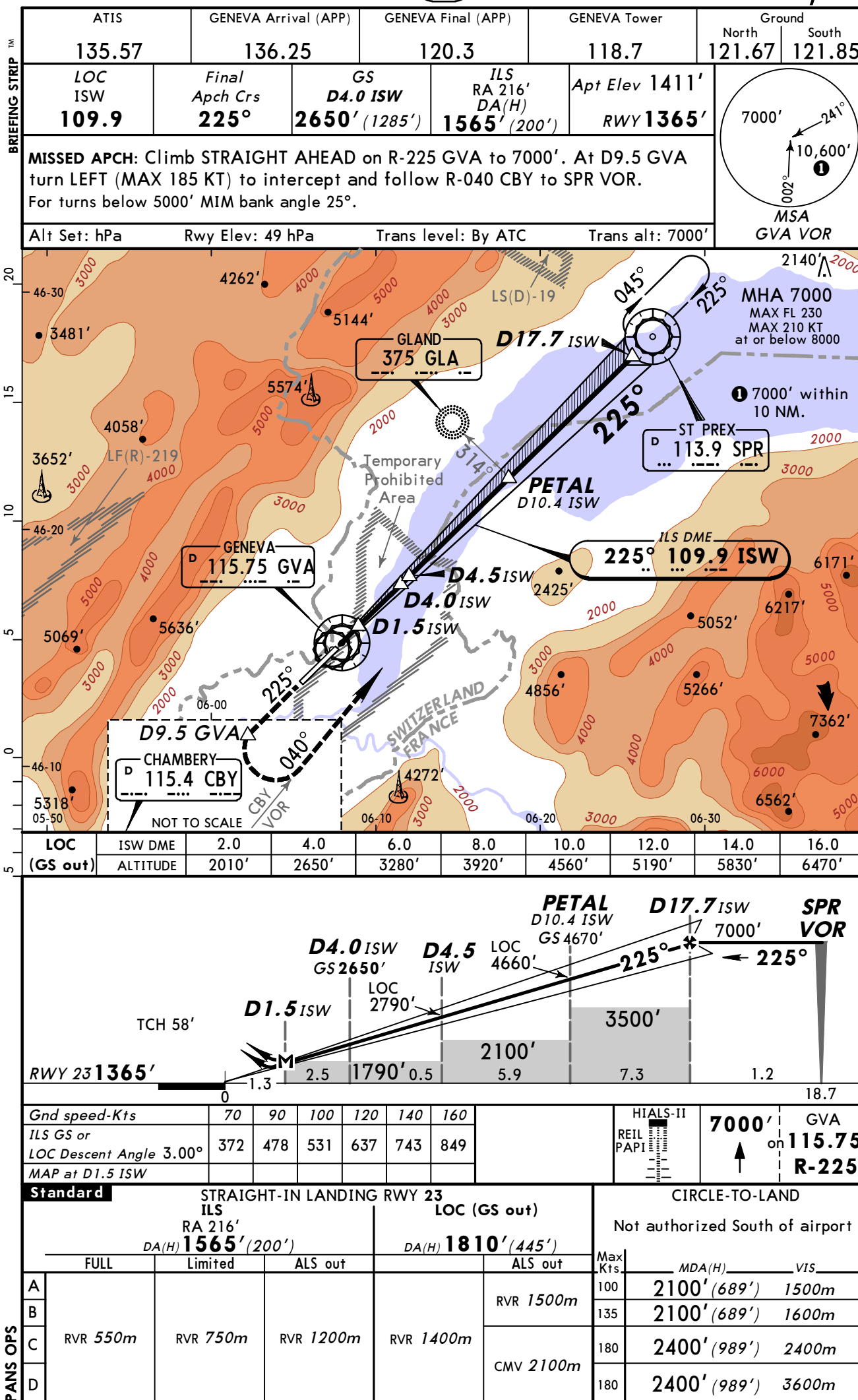


| LOC (GS out) | INE DME | 16.0  | 14.0  | 12.0  | 10.0  | 8.0   | 6.0   | 4.0   | 2.0   |
|--------------|---------|-------|-------|-------|-------|-------|-------|-------|-------|
| ALTITUDE     |         | 6510' | 5870' | 5230' | 4590' | 3960' | 3320' | 2680' | 2050' |



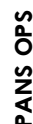
| Gnd speed-Kts            | 70    | 90  | 100 | 120 | 140 | 160 | HIALS<br>PAPI<br> | 7000' on <b>115.75</b><br><b>R-045</b> |
|--------------------------|-------|-----|-----|-----|-----|-----|--------------------------------------------------------------------------------------------------------|----------------------------------------|
| ILS GS or                | 372   | 478 | 531 | 637 | 743 | 849 |                                                                                                        |                                        |
| LOC Descent Angle        | 3.00° |     |     |     |     |     |                                                                                                        |                                        |
| MAP at D0.9 INE/D3.0 GVA |       |     |     |     |     |     |                                                                                                        |                                        |

| PANS OPS | STRAIGHT-IN LANDING RWY 05 |          |                                    |           | CIRCLE-TO-LAND                  |           |         |                    |
|----------|----------------------------|----------|------------------------------------|-----------|---------------------------------|-----------|---------|--------------------|
|          | ILS                        |          | LOC (GS out)                       |           | Not authorized South of airport |           |         |                    |
|          | DA(H)                      |          | C: 1615' (204')<br>D: 1624' (213') |           | DA(H) 1850' (439')              |           |         |                    |
|          | FULL                       |          | Limited                            | ALS out   | ALS out                         |           | Max Kts | MDA(H) VIS         |
|          | A                          | RVR 550m | RVR 750m                           | RVR 1200m | RVR 1300m                       | RVR 1500m | 100     | 2100' (689') 1500m |
| B        |                            |          |                                    |           |                                 |           | 135     | 2100' (689') 1600m |
| C        |                            |          |                                    |           |                                 |           | 180     | 2400' (989') 2400m |
| D        |                            |          |                                    |           |                                 |           | 180     | 2400' (989') 3600m |



**JEPPESSEN** GENEVA, SWITZERLAND  
14 DEC 12 **(11-2A)** CAT II/III ILS DME Rwy 23

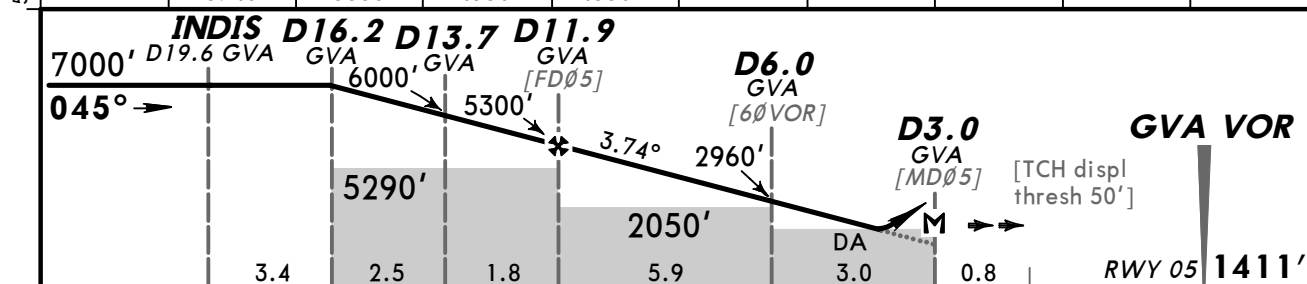
**BRIEFING STRIP™**



| Standard        |  | STRAIGHT-IN LANDING RWY 23                  |  |
|-----------------|--|---------------------------------------------|--|
| CAT IIIA ILS    |  | CAT II ILS                                  |  |
| DH <b>50'</b>   |  | RA <b>108'</b><br>DA(H) <b>1465'</b> (100') |  |
| RVR <b>200m</b> |  | RVR <b>300m</b> <b>I</b>                    |  |

**1** Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

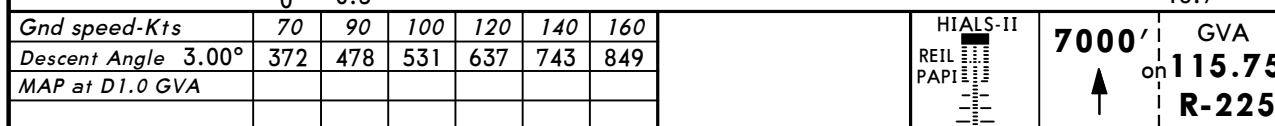
**GENEVA, SWITZERLAND**  
**(GPS)VOR DME Rwy 05**



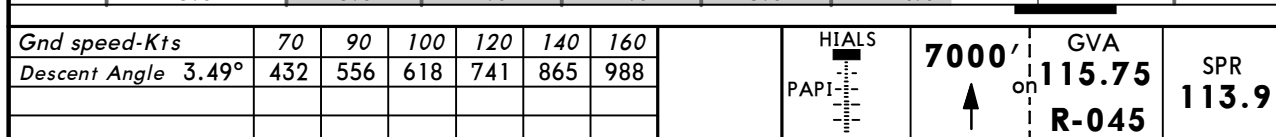
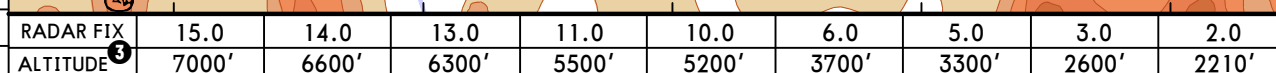
|                                                                                                        |                                                                                                |                           |
|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|---------------------------|
| HIALS<br><br>PAPI | 7000'<br> | GVA<br>on 115.75<br>R-045 |
|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------|---------------------------|

## PANS OPS

© JEPPESEN, 2000, 2012. ALL RIGHTS RESERVED.



## PANS OPS



## PANS OPS

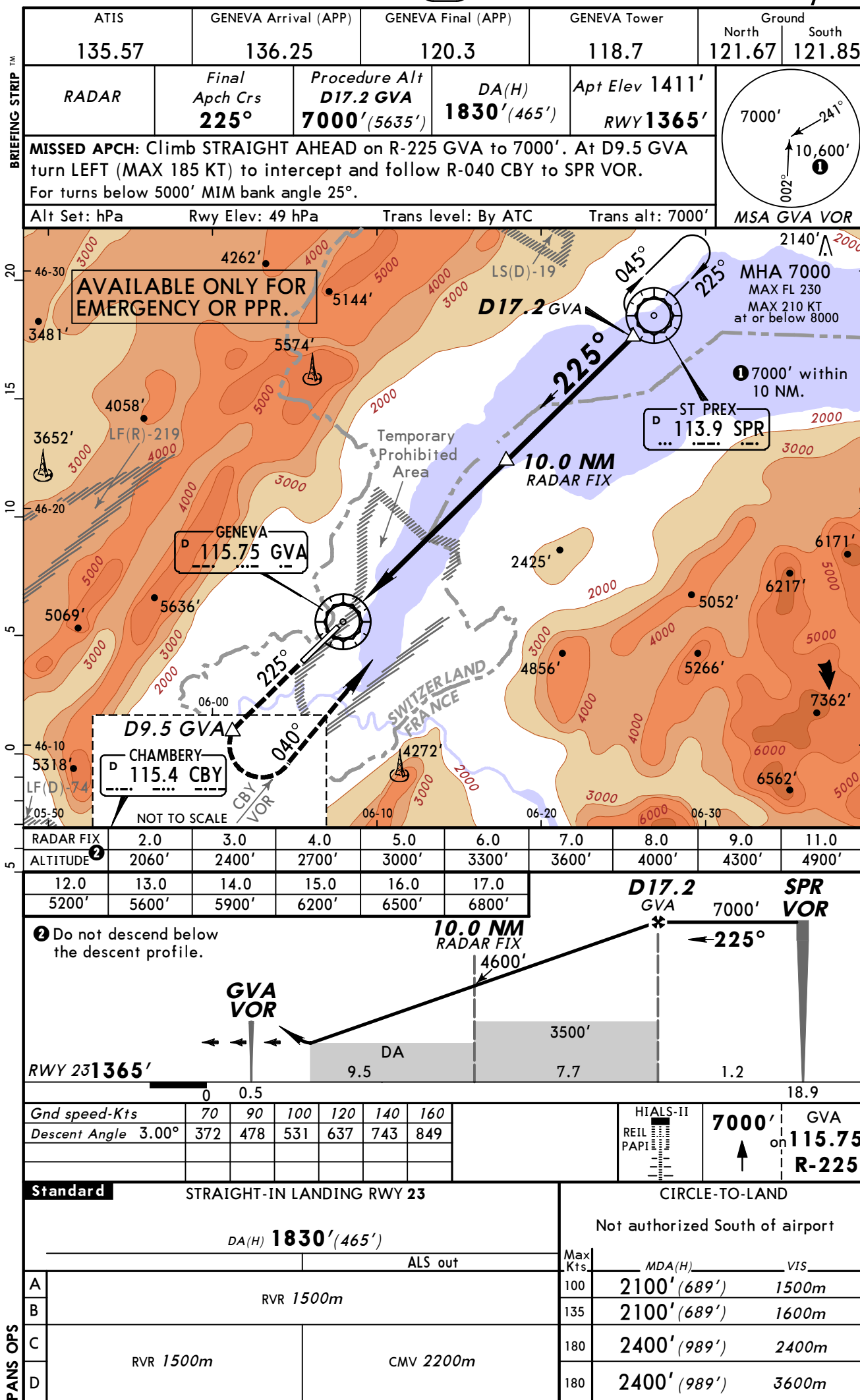


**Chart changes since cycle 26-2013**

ADD = added chart, REV = revised chart, DEL = deleted chart.

| ACT                     | PROCEDURE IDENT | INDEX | REV DATE | EFF DATE |
|-------------------------|-----------------|-------|----------|----------|
| GENEVA, (GENEVA - LSGG) |                 |       |          |          |

**TERMINAL CHART CHANGE NOTICES**

**No Chart Change Notices for Airport LSGG**