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Airport Information For LSGG

Terminal Charts For LSGG

Revision Letter For Cycle 13-2014

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: 0344 Z
Sunset: 1931 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
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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 go-arounds.

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

3.1.1. AIRPORT COLLABORATIVE DECISION MAKING

Target Off-block time (TOBT) improves predictability during the turn-around process of ACFT. The TOBT has to be set and updated by the handling agents. TOBT is key data for a proper processing for A-CDM concept, as it permits to determine the Target Start-up Approval Time (TSAT) and the Target Take-off Time (TTOT).

For each flight, a TSAT is provided by the pre-departure sequencer, based upon the TOBT, for a smooth ground operation.

TOBT Management

TOBT is set and updated by the handling agents based upon the following status:

- ACFT ready, doors closed;
- Fuelling completed;
- If required push-back truck connected;
- If required de-icing completed.

If no TOBT is set by the handling agents, the pre-departure sequencer will consider that the earliest departure time possible is the EOBT.

A TOBT has to be given by the handling agent as soon as he is aware of a flight delay of a variation (delay or improvement) of 5 minutes or more.

The update of the flight plan, with a DLA message when EOBT is modified by more than 15 minutes remains on the ACFT operator responsibility. When TOBT and EOBT differ by more than 15 minutes, an alarm is triggered by the A-CDM system.

Furthermore, usual ICAO procedures for updating of flight plans remain the same: transmission of DLA message when EOBT is more than 15 minutes. The ACFT operator is still required to update flight plan by sending DLA to avoid FLS due to FAM process.

Communication of the TOBT

- The Handling Agents are responsible to transmit the TOBT to the flight crew.
- TOBT for all flights are also accessible on the Flight Information Display System (FIDS) monitors.

3.1.2. DEPARTURE CLEARANCE

ATC departure clearance request is possible via voice or Datalink Clearance (DCL) at the earliest 15 minutes before the TOBT. Exceptions can only be granted by ATC. ACFT type must be reported with start-up clearance.

South Apron:

When fully ready (doors closed, fuelling completed, push-back truck connected and, if required, de-icing completed), the pilot is instructed to monitor GENEVA Apron for start-up (and push-back if required).

North Apron:

When fully ready (doors closed, fuelling completed and, if required, de-icing completed), the pilot shall request start-up and taxi clearance from GND.

3.1.3. START-UP & PUSH-BACK PROCEDURES

All ACFT operators 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. DEPARTURE

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 to 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.

3.2.2. 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 2700NM; 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 ACFT 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
IV	A318 A319 A320 100/200 B717 200/300 B737 500/600/700 Bombardier BD100 Continental/Challenger Bombardier BD700 Global 5000/Express Canadair CRJ700/900 Embraer ERJ170/190 Falcon 10/2000 Fokker F70/F100 Gulfstream G150/G200/G4/G5 Learjet LR50 MD90
V	AVRO RJ 70/85/100 BEA BA146 100/200/300 Beechcraft Raytheon Premier 1 Canadair CL600 (ALF502) Canadair CL601 (GE-CF) Canadair RJ100/RJ200/ER/LR Cessna C500/C510/C525/C550 Cessna C551/C560/680/C750 Corvette SN601 100 Dornier DO328 300(Jet) Embraer EMB135/145/ER HS125 700 to 1000 Learjet LR30/45/60 TU204 100/200

3.3. RWY OPERATIONS**3.3.1. MINIMUM RWY OCCUPANCY TIME**

If not fully ready, taxi into the holding bay. Pilots should be ready for 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.

3.4. OTHER INFORMATION

3.4.1. DATALINK DEPARTURE CLEARANCE (DCL)

The decision to use DCL or voice communication is entirely at the discretion of the pilot and/or controller involved.

Pilot may request DCL Clearance by sending Request Clearance Departure message (RCD) message from EOBT/TOBT -15 minutes (ti) until EOBT/TOBT +10 minutes or CTOT -5 minutes (tt) as applicable. RCD message sent outside of the EOBT/TOBT/CTOT tolerance window will be discarded and system will respond with the appropriate error message.

Free text contained in RCD will not be considered by ATC. Any specific requests shall be transmitted by voice.

If the pilot finds the content of the ATC clearance delivered by data link unsatisfactory, he shall advise controller accordingly by voice communication.

If the pilot accepts the content of ATC clearance received, he should acknowledge the received clearance by sending Clearance Departure echoback message (CDA) message. If receipt of the clearance has not been acknowledged within 10 minutes (t1), the system will consider an error has occurred.

Under these circumstances, or when any messaging error occurs, a message requiring the flight crew to 'revert to voice procedures' will be sent. When an error message is received, pilot shall consider the ATC clearance delivered via data link cancelled and not valid, and revert to voice.

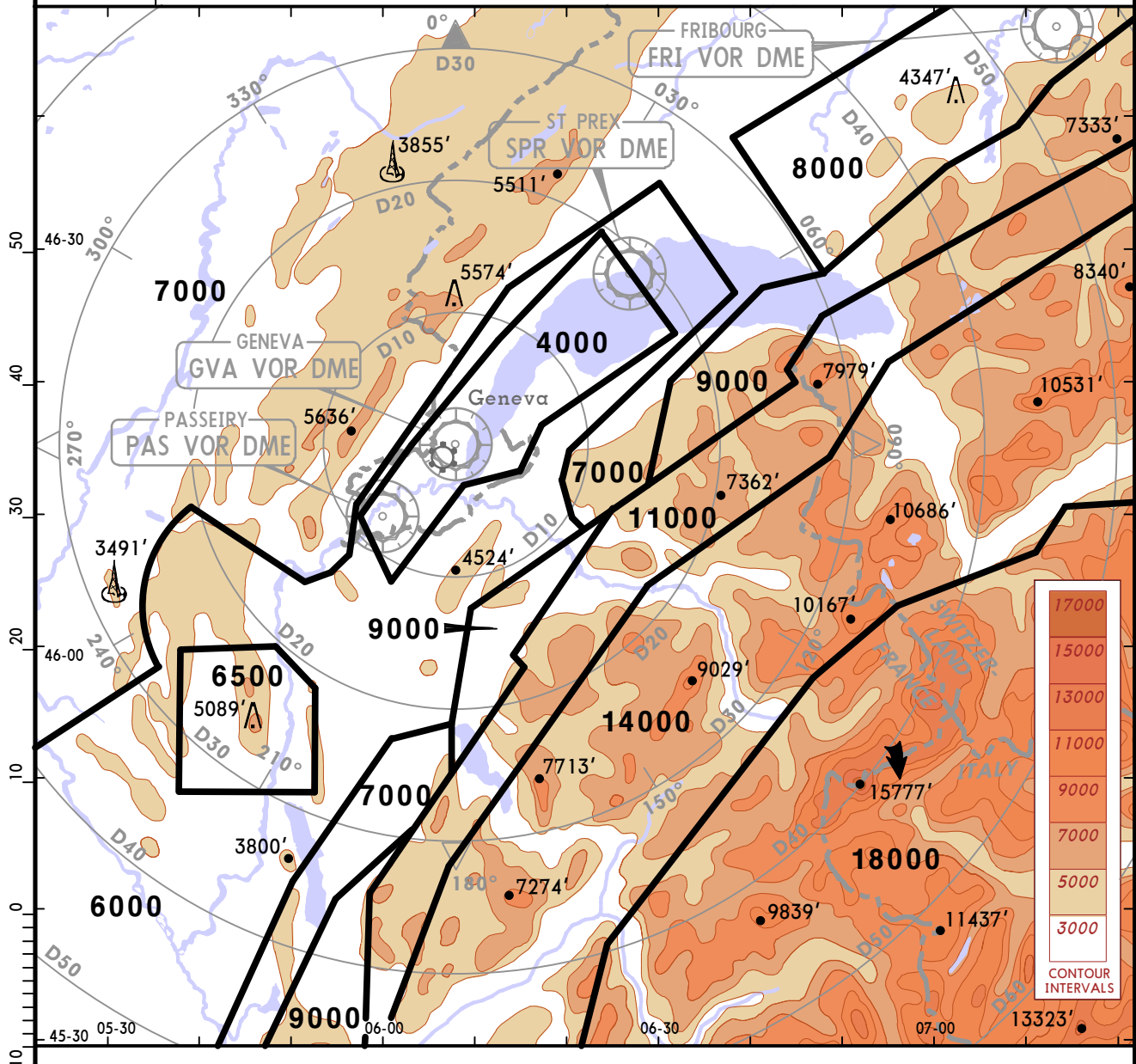
Pilots shall consider the ATC clearance delivered and acknowledged only after the ground system responds with the clearance confirmation.

No further pilot or system generated DCL requests should be made once a successful clearance has been received. The system cannot be used for re-clearance or checking for any updates nor can ATC respond via data link to any additional information added in the remarks field.

Should problems be experienced with the use of DCL, contact should be made with the ATC at the aerodrome. Discussion on the RTF should be avoided. ATC may inquire about the following information required to assist in the investigation: Callsign, ACFT type and Registration, Departure Airport, Destination, and Time (UTC).

Apt Elev
1411'

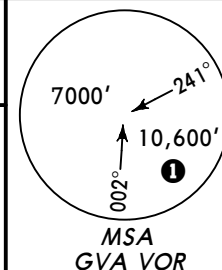
Alt Set: hPa Trans level: By ATC Trans alt: 7000'
Above 6500' altitude will be adjusted according aerological conditions.



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

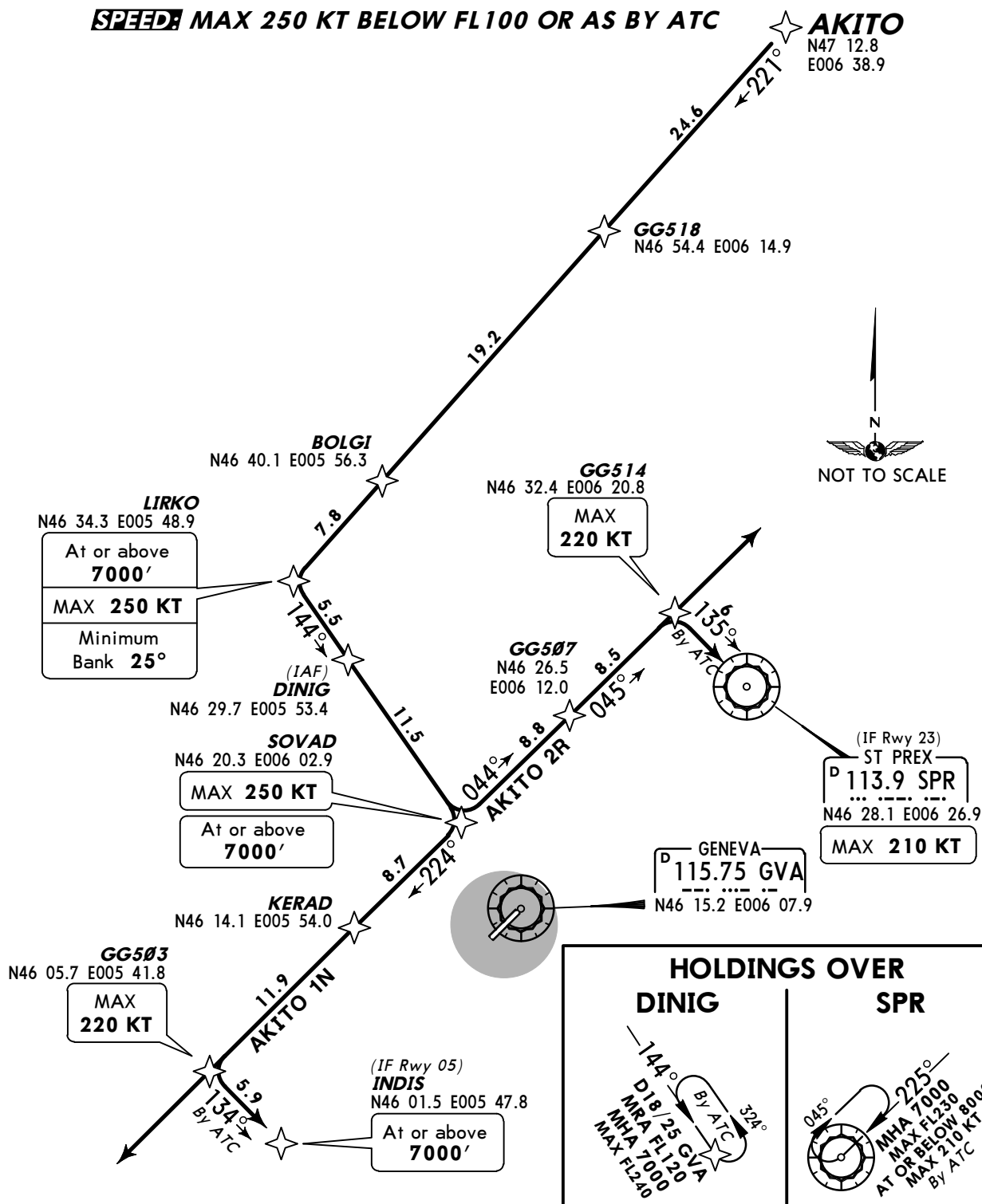
RNAV (GNSS)

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

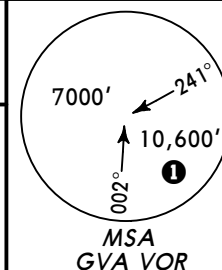


STAR	RWY	ROUTING
AKITO 1N	05	AKITO - GG518- BOLGI - LIRKO (7000'+;K250-) - DINIG - SOVAD (7000'+; K250-) - KERAD - GG503 (K220-), continue on track. By ATC to INDIS to intercept final approach.
AKITO 2R	23	AKITO - GG518- BOLGI - LIRKO (7000'+;K250-) - DINIG - SOVAD (7000'+;K250-) - GG507 - GG514 (K220-),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



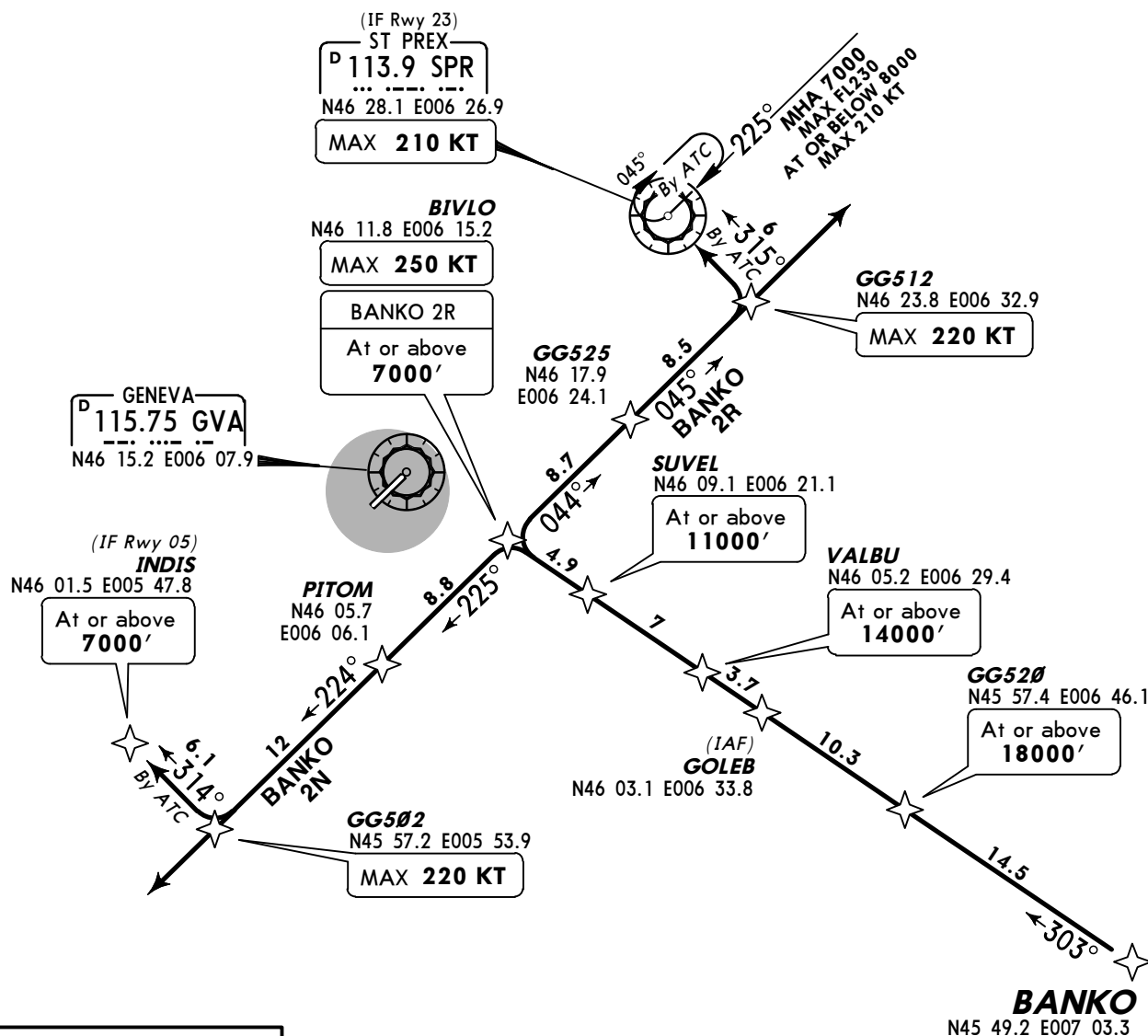
① 7000'
within 10 NM

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

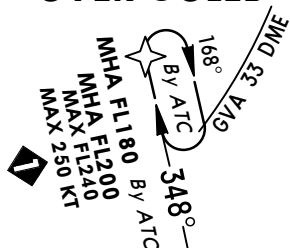
RNAV (GNSS)

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**

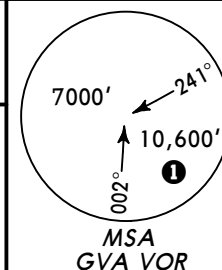


STAR	RWY	ROUTING
BANKO 2N	05	BANKO - GG520 (18000'+) - GOLEB - VALBU (14000'+) - SUVEL (11000'+) - BIVLO (K250-) - PITOM - GG502 (K220-), continue on track. By ATC to INDIS to intercept final approach.
BANKO 2R	23	BANKO - GG520 (18000'+) - GOLEB - VALBU (14000'+) - SUVEL (11000'+) - BIVLO (7000'+; K250-)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



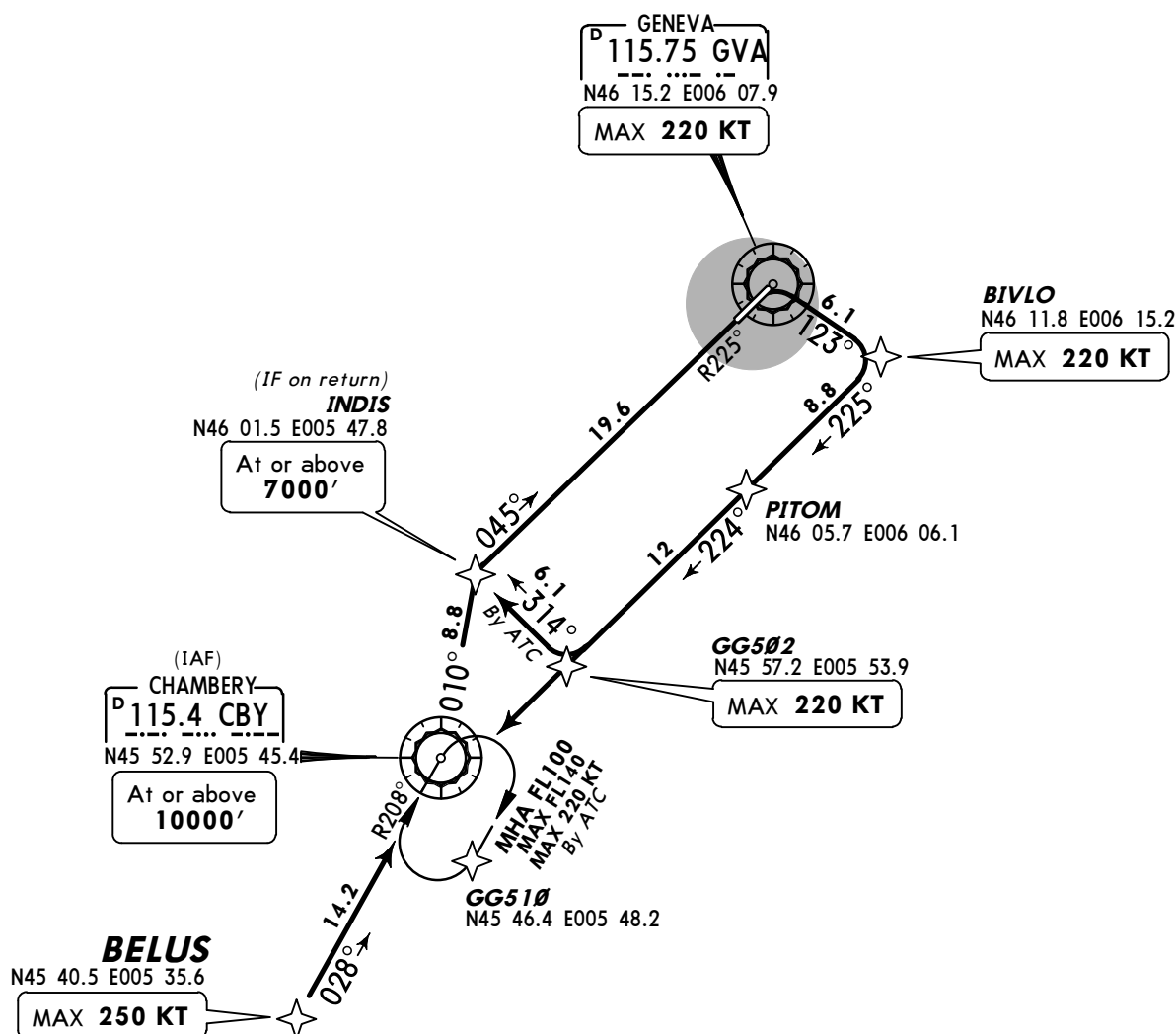
① 7000'
within 10 NM

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

RNAV (GNSS)

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

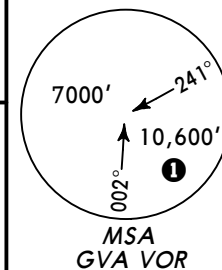
~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



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.

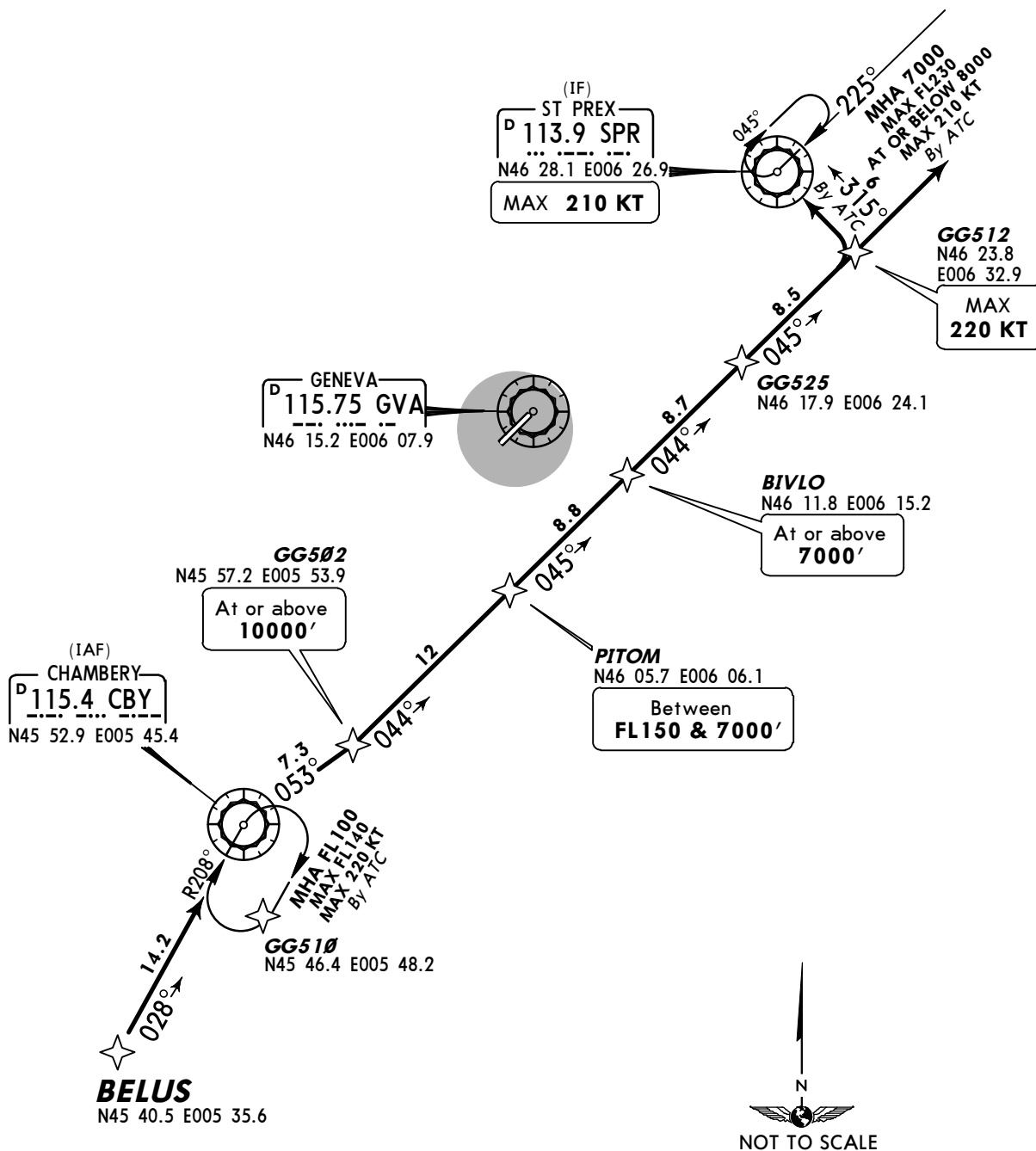


① 7000'
within 10 NM

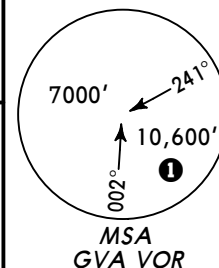
RNAV (GNSS)

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

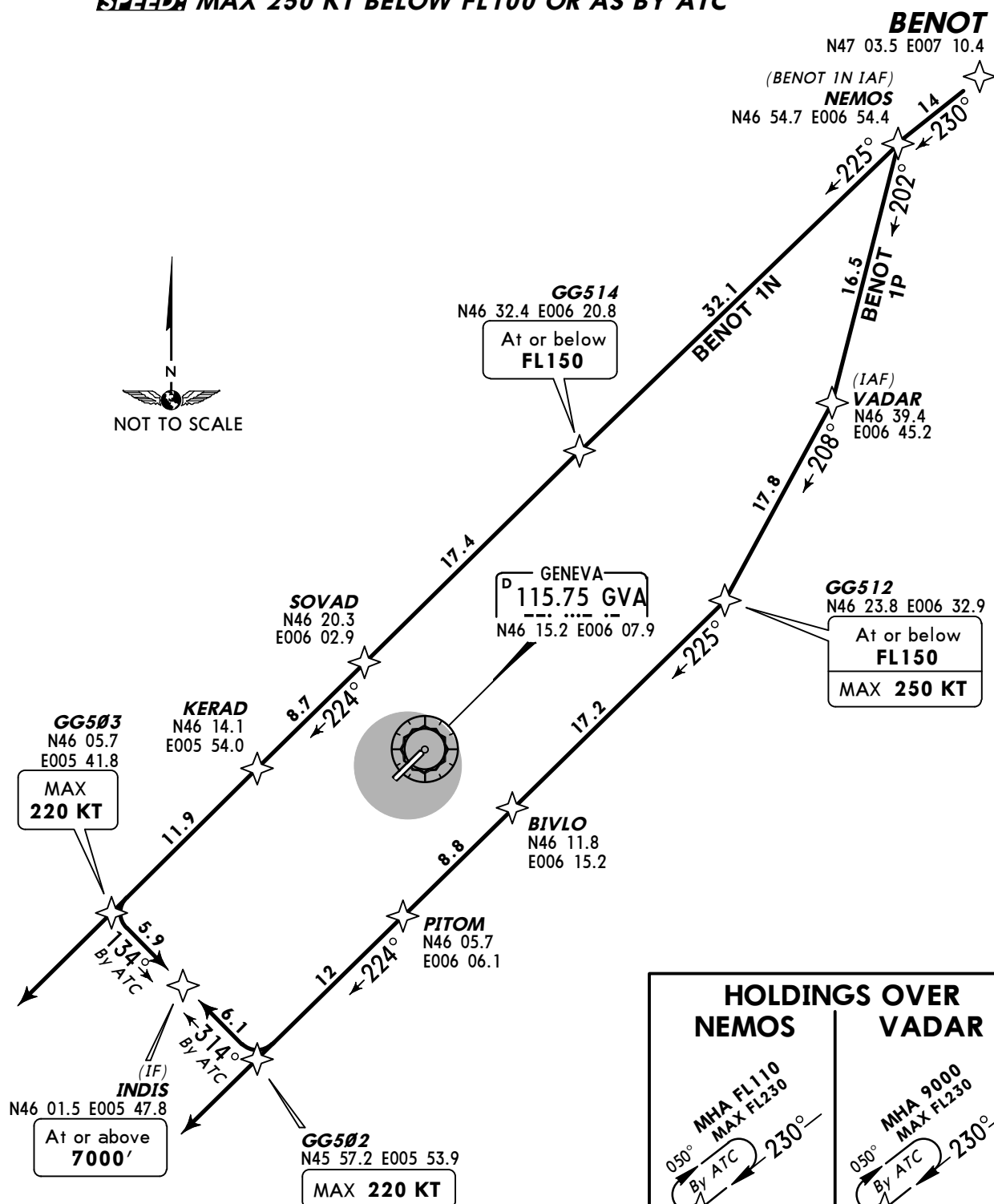
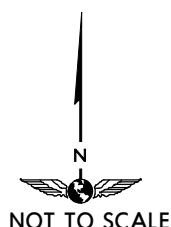
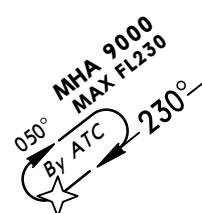
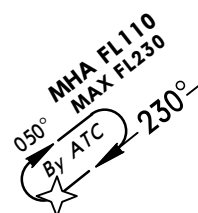
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



BELUS - CBY - GG502 (10000'+) - PITOM (FL150-; 7000'+) - BIVLO (7000'+) - 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.**BENOT ONE NOVEMBER (BENOT 1N) [BENO1N]
BENOT ONE PAPA (BENOT 1P) [BENO1P]
RWY 05 RNAV ARRIVALS**

RNAV (GNSS)

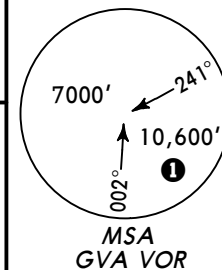
NO TURN ONTO BASE UNLESS CLEARED
BY ATC OR DURING LOST COMMS**~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC**① 7000'
within 10 NM**HOLDINGS OVER
NEMOS VADAR****STAR****ROUTING**

BENOT 1N	BENOT - NEMOS - GG514 (FL150-) - SOVAD - KERAD - GG503 (K220-), continue on track. By ATC to INDIS to intercept final approach.
BENOT 1P	BENOT - NEMOS - VADAR - GG512 (FL150-; K250-) - BIVLO - PITOM - GG502 (K220-), continue on track. By ATC to INDIS to intercept final approach.

ATIS
135.57

Apt Elev
1411'

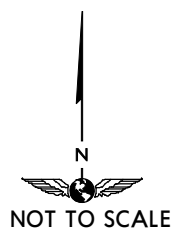
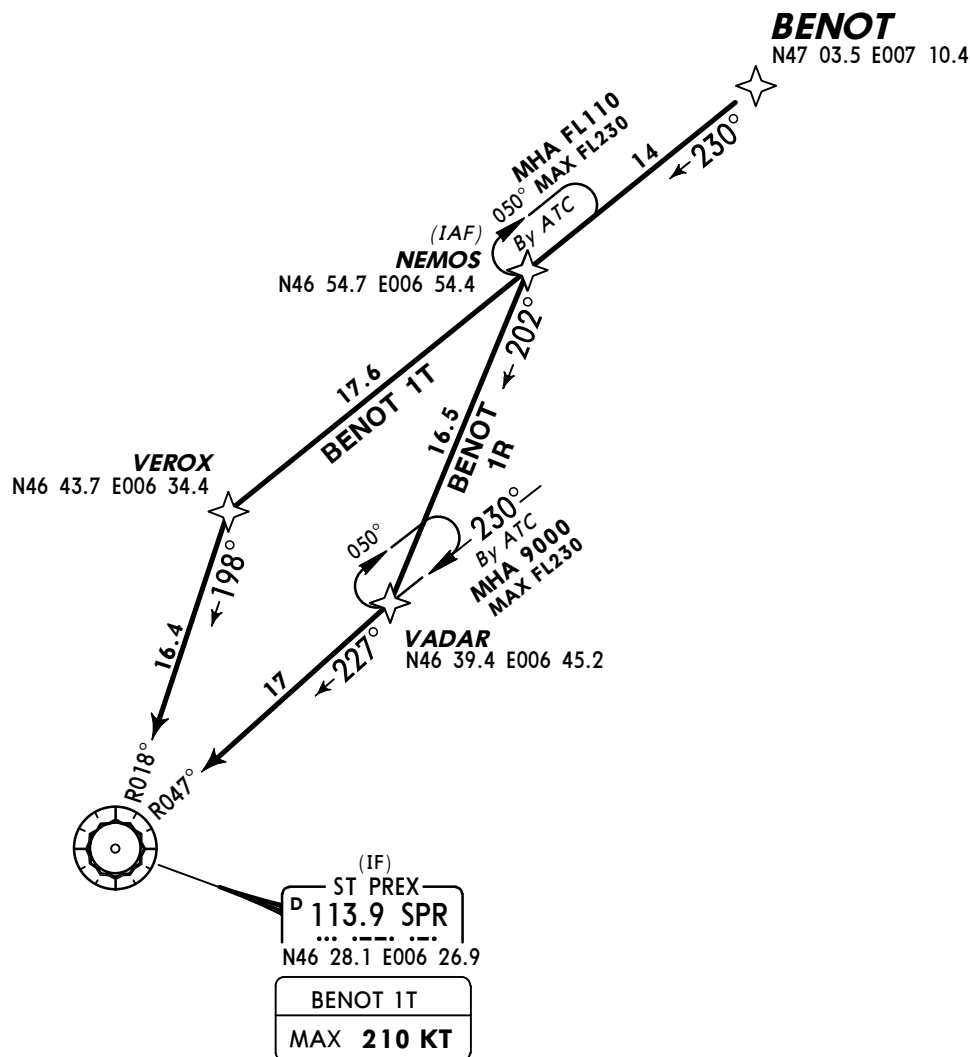
Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
Expect radar vectors to final approach.



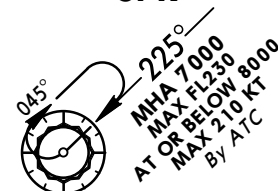
① 7000'
within 10 NM

**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

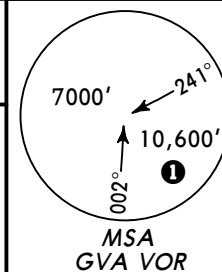


STAR	ROUTING
BENOT 1R	BENOT - NEMOS - VADAR - SPR, intercept final approach.
BENOT 1T	BENOT - NEMOS - VEROX - SPR, intercept final approach.

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)

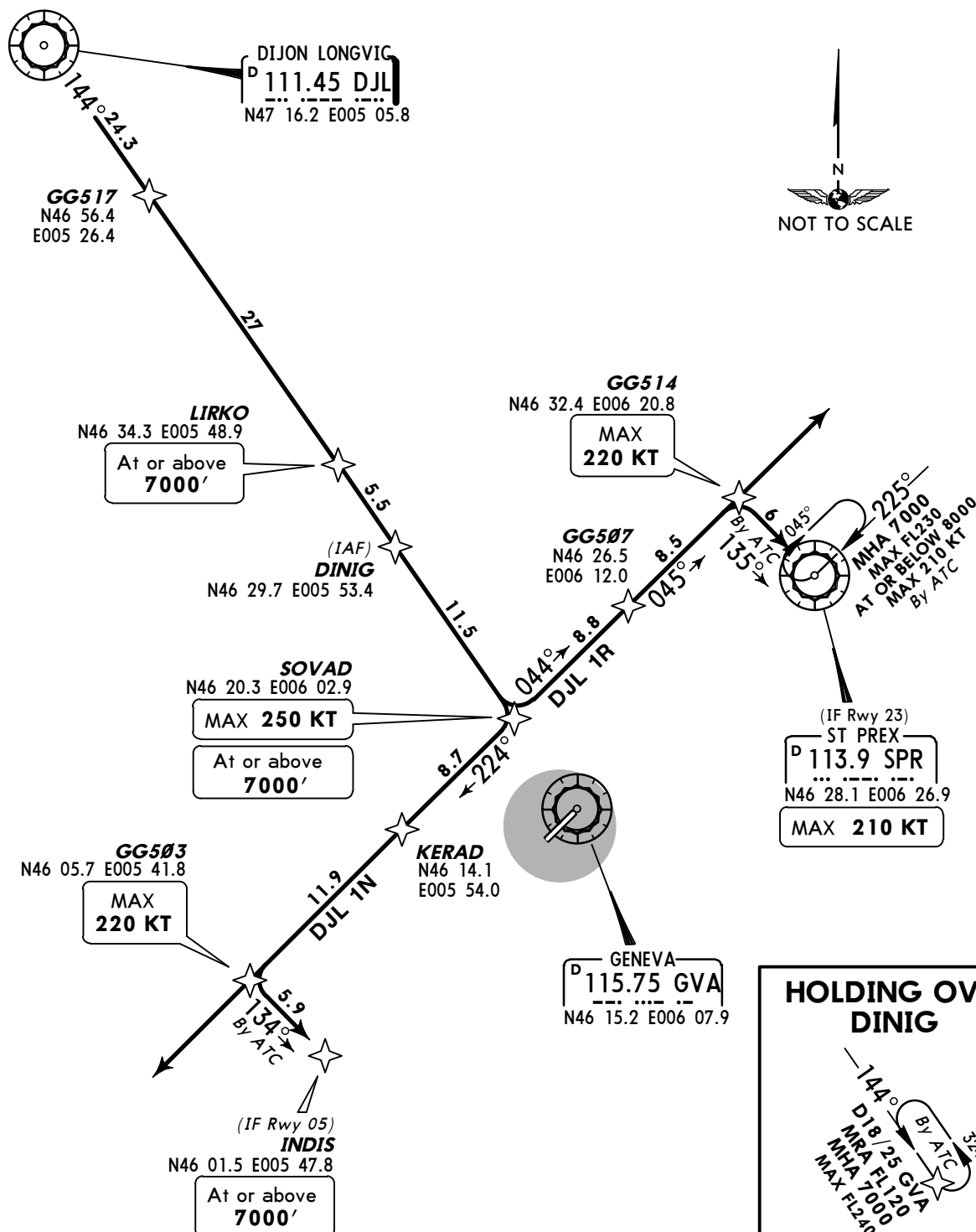
DIJON ONE ROMEO (DJL 1R)

RWYS 05, 23 RNAV ARRIVALS

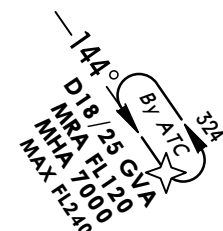
RNAV (GNSS)

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

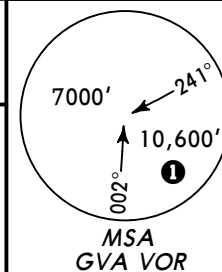
SPEED MAX 250 KT BELOW FL100 OR AS BY ATC



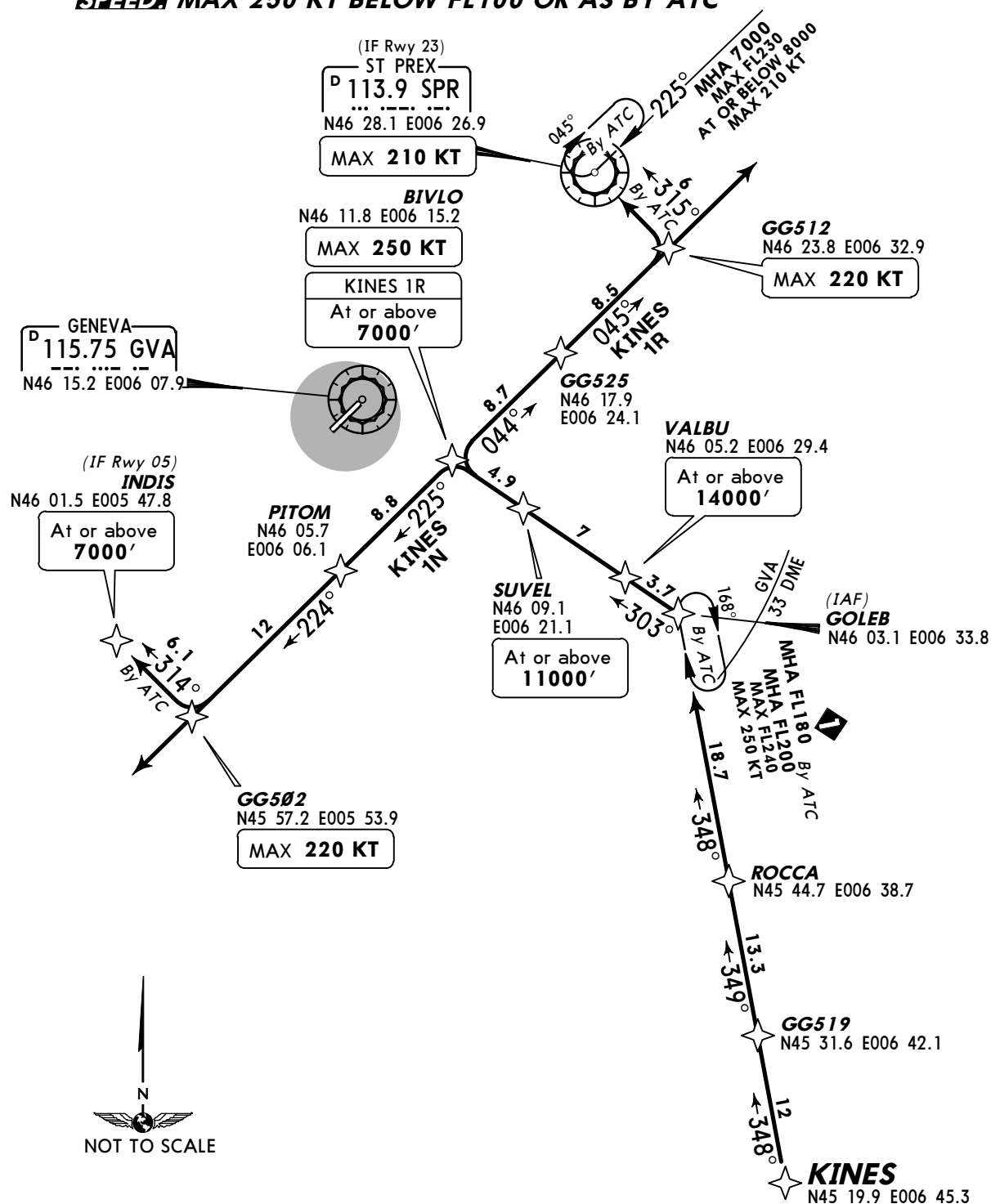
**HOLDING OVER
DINIG**



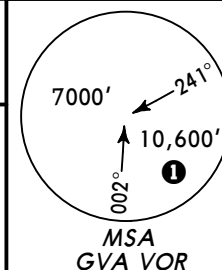
STAR	RWY	ROUTING
DJL 1N	05	DJL - GG517 - LIRKO (7000'+) -DINIG - SOVAD (7000'+; K250-) - KERAD - GG503 (K220-), continue on track. By ATC to INDIS to intercept final approach.
DJL 1R	23	DJL - GG517 - LIRKO (7000'+) -DINIG - SOVAD (7000'+; K250-) - GG507 - GG514 (K220-), continue on track. By ATC to SPR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

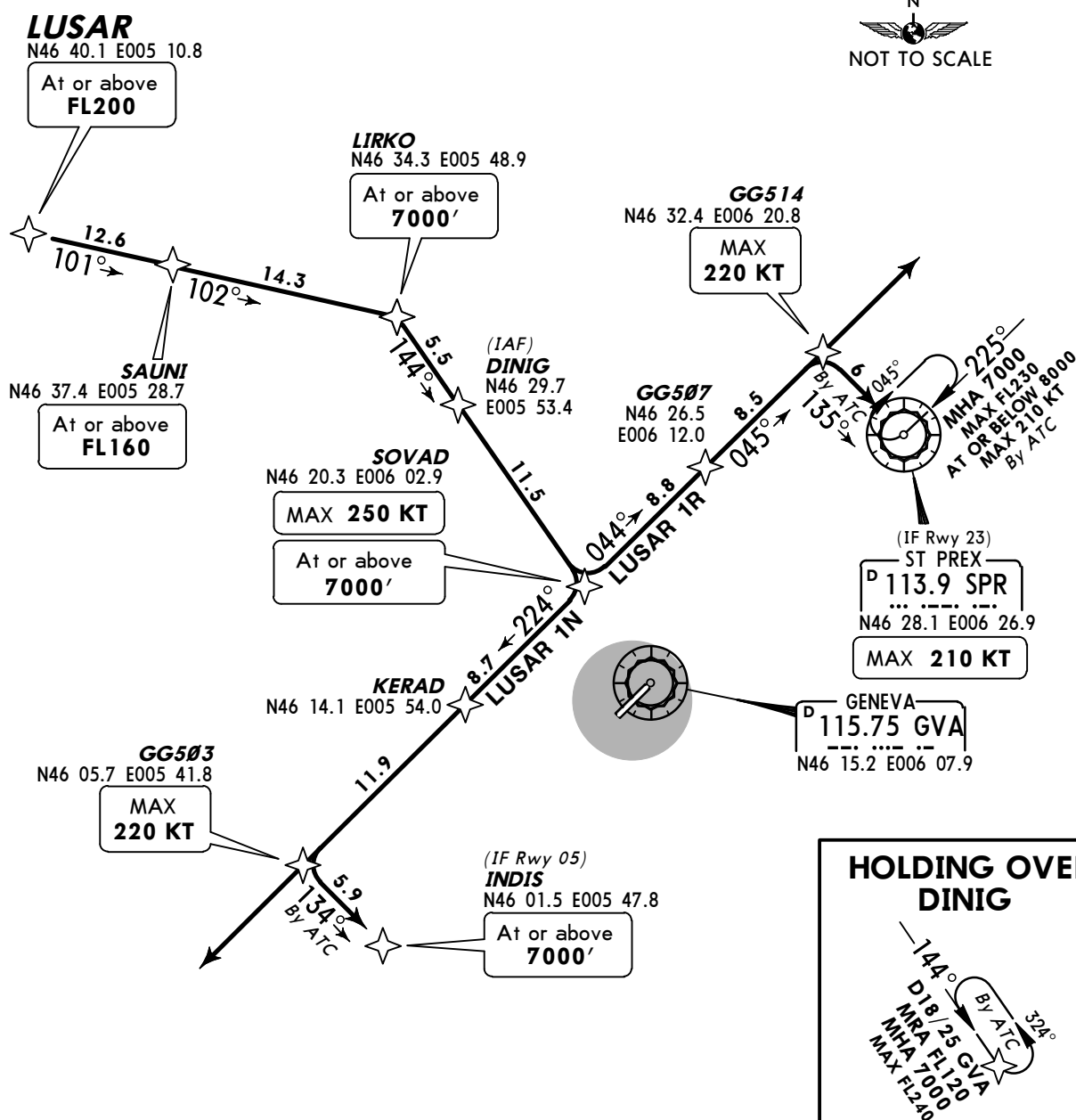
RNAV (GNSS)

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)

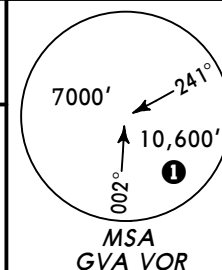
NO TURN ONTO BASE UNLESS CLEARED
BY ATC OR DURING LOST COMMS**~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC**

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'

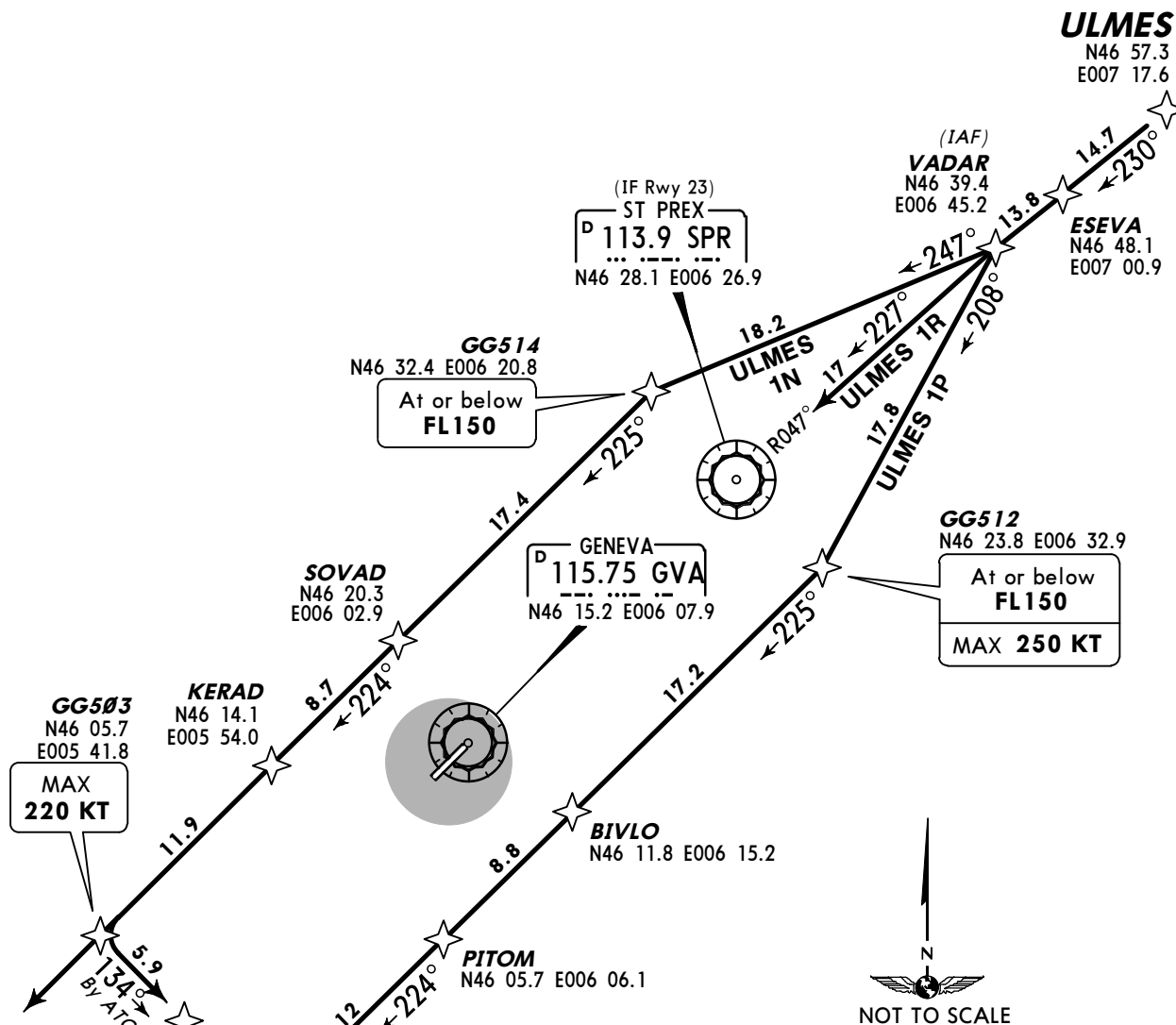
Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
Expect radar vectors to final approach.



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)

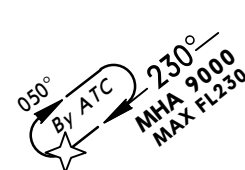
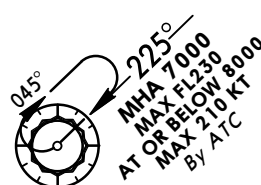
~~SPEED~~ MAX 250 KT BELOW FL100 OR AS BY ATC



HOLDINGS OVER

SPR

VADAR



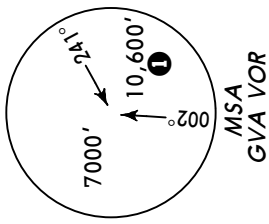
STAR	RWY	ROUTING
ULMES 1N ②	05	ULMES - ESEVA - VADAR - GG514 (FL150-) - SOVAD - KERAD - GG503 (K220-), continue on track. By ATC to INDIS to intercept final approach.
ULMES 1P ②		ULMES - ESEVA - VADAR - GG512 (FL150-; K250-) - BIVLO - PITOM - GG502 (K220-), continue on track. By ATC to INDIS to intercept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



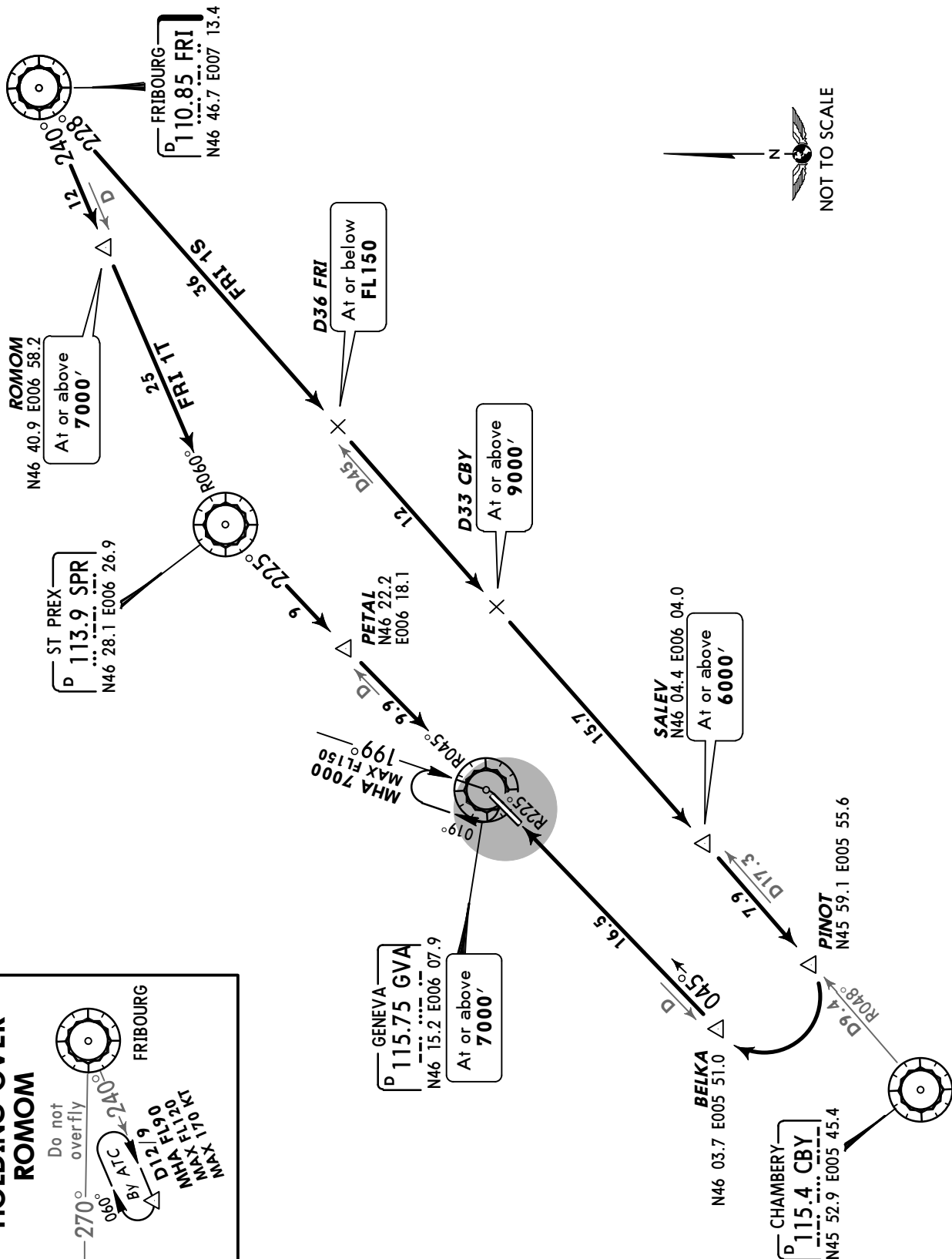
① 7000' within 10 NM

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

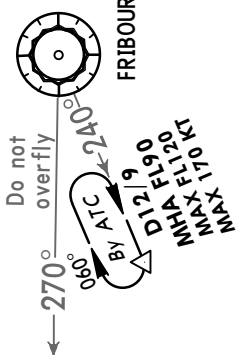
ARRIVALS

FROM NORTHEAST

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



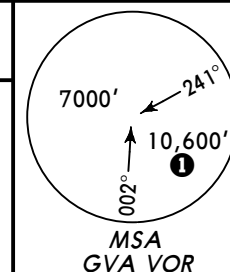
**HOLDING OVER
ROMOM**



ATIS
135.57

Apt Elev
1411'

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

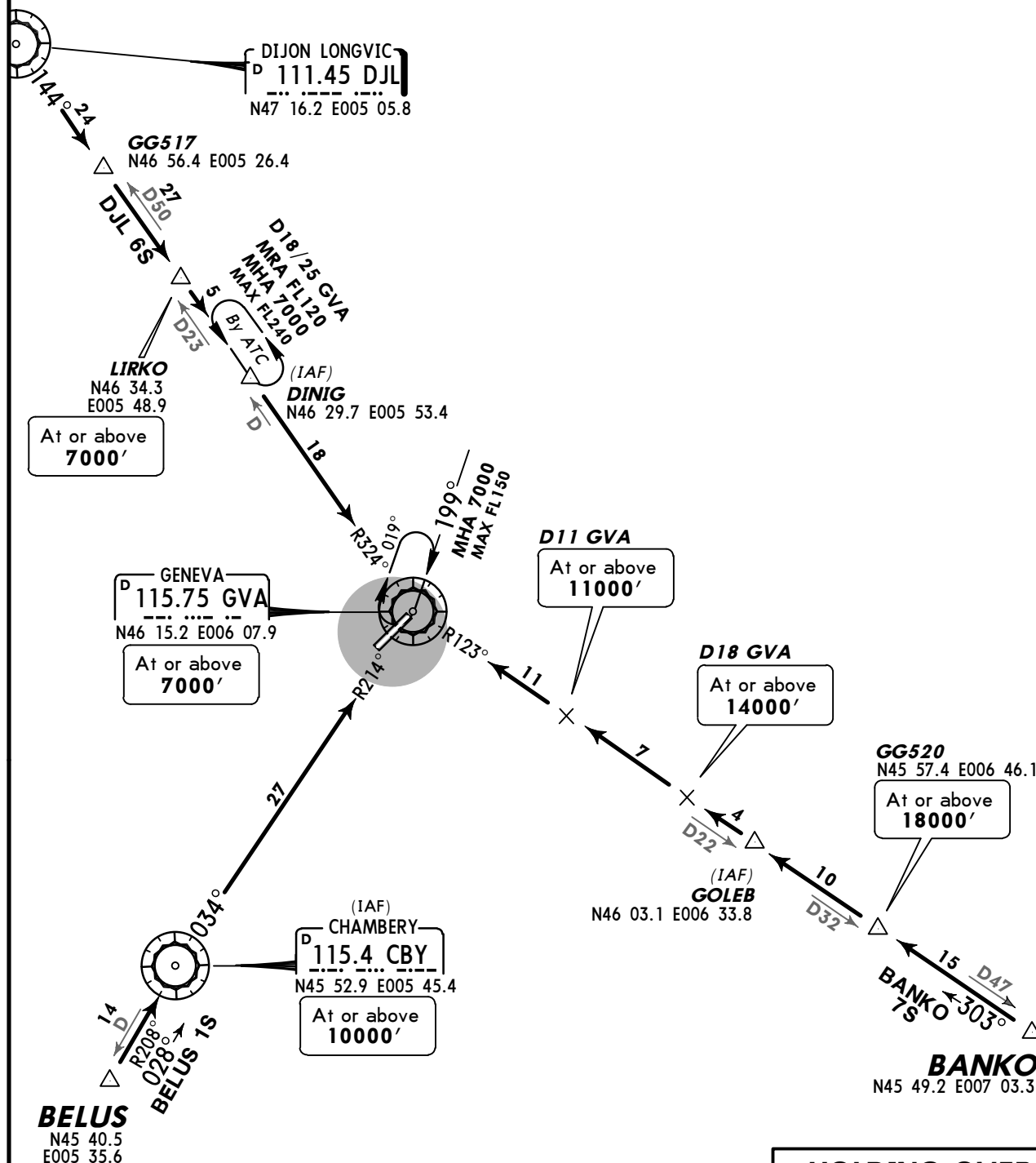


**BANKO SEVEN SIERRA (BANKO 7S) [BANK7S]
BELUS ONE SIERRA (BELUS 1S) [BELU1S]
DIJON SIX SIERRA (DJL 6S)**

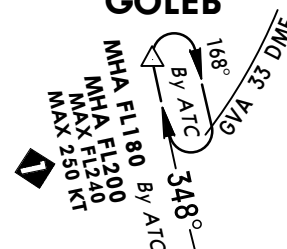
ARRIVALS

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.

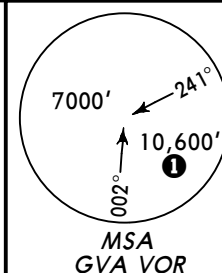
KONIL 4J [KONI4J] RWY 23 RNAV DEPARTURE

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

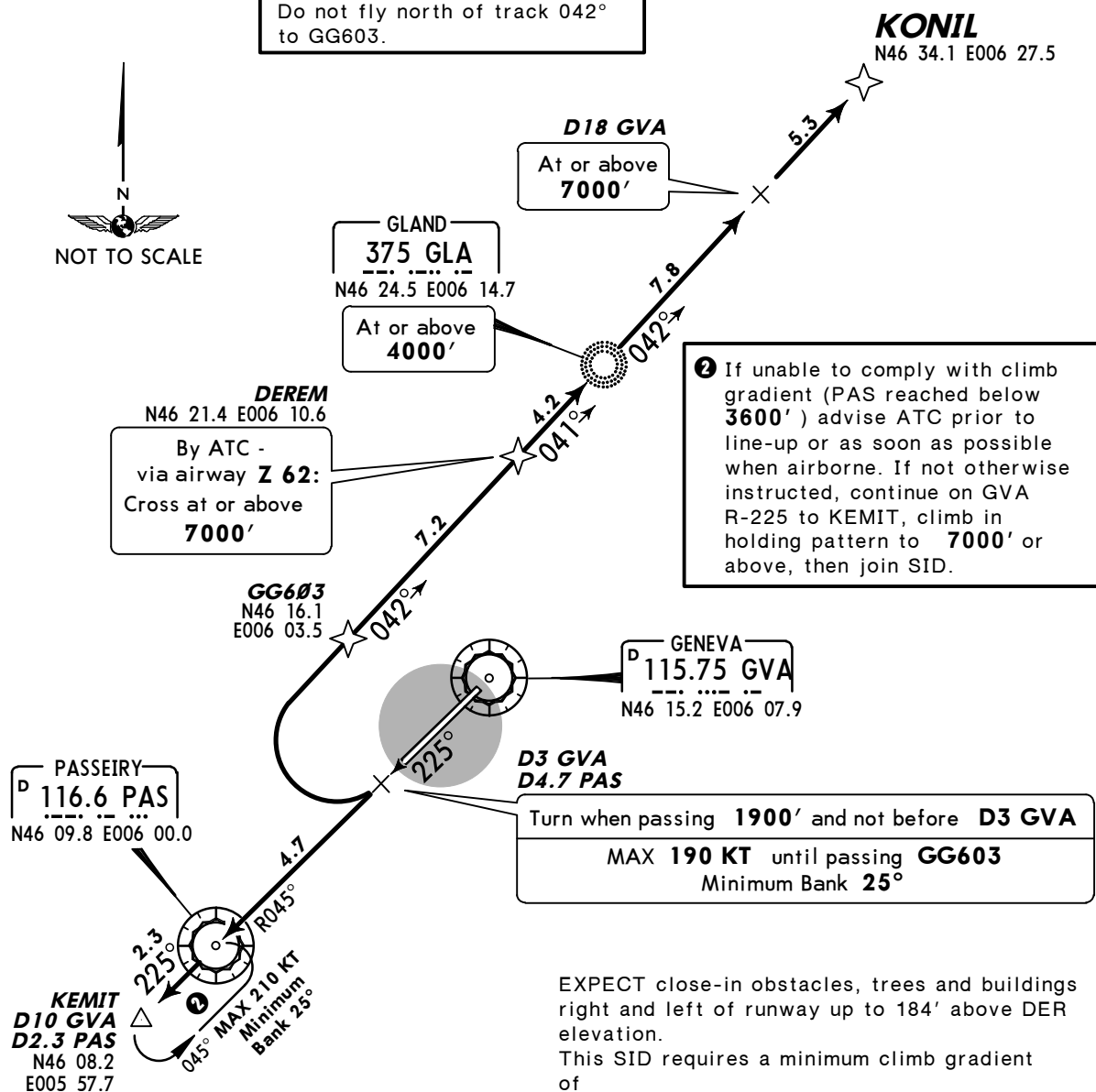
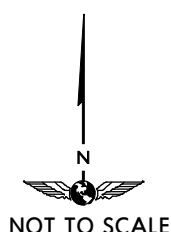
FOR ROUTE CONTINUATION AFTER KONIL REFER TO CHART 10-3N



① 7000' within
10 NM

CAUTION

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



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.

Turn when passing 1900' and not before D3 GVA
MAX 190 KT until passing GG603
Minimum Bank 25°

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
Departure (R)
119.52

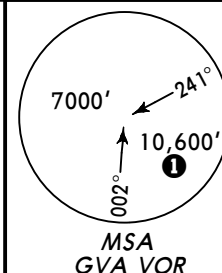
Apt Elev
1411'

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.

**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



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

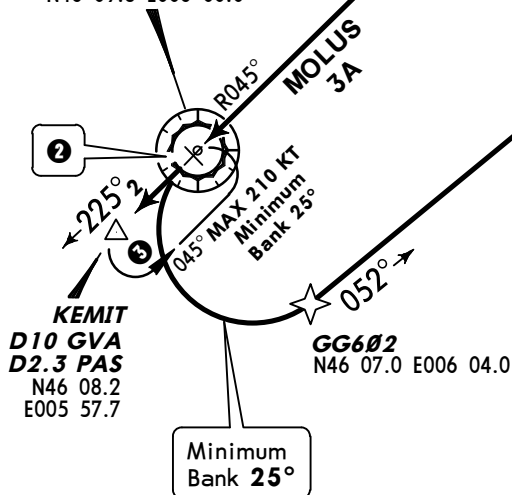
② **D8 GVA**
N46 09.7 E005 59.7
When passing
7000'
but not before
D8 GVA

PETAL
N46 22.2 E006 18.1
At or above
5000'

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

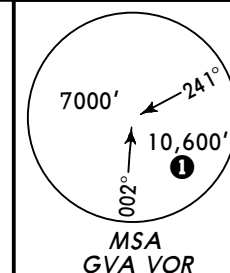
- ④ After GG602 RNAV applicable.
⑤ After PETAL RNAV applicable.

GENEVA
Departure (R)
119.52

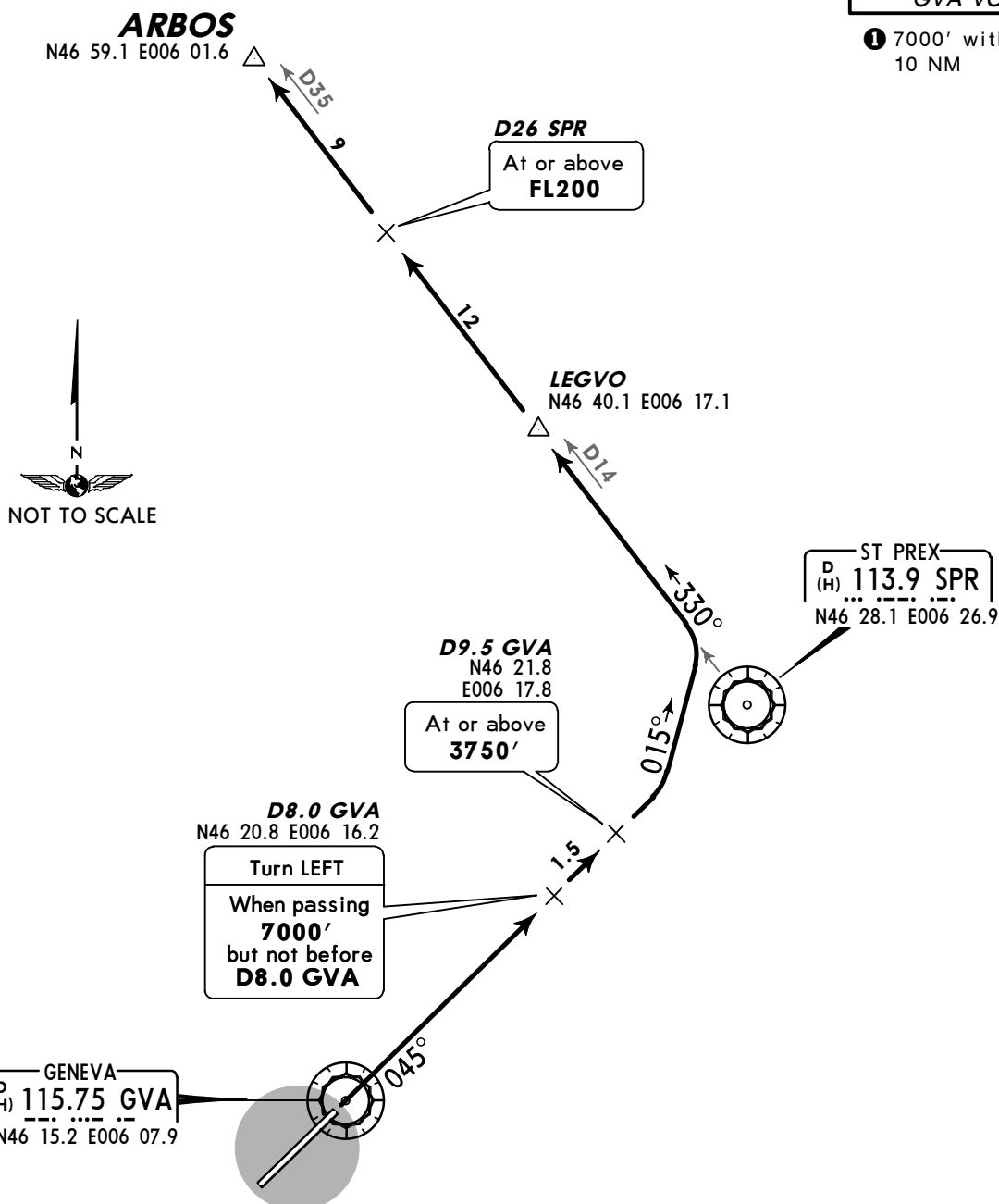
Apt Elev
1411'

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

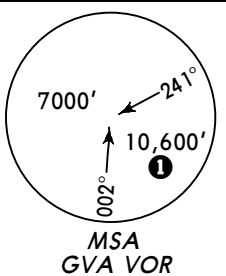
Climb on GVA R-045, when passing 7000' but not before D8.0 GVA turn LEFT, 015° track to intercept SPR R-330 via LEGVO to ARBOS.

GENEVA
Departure (R)
119.52

Apt Elev
1411'

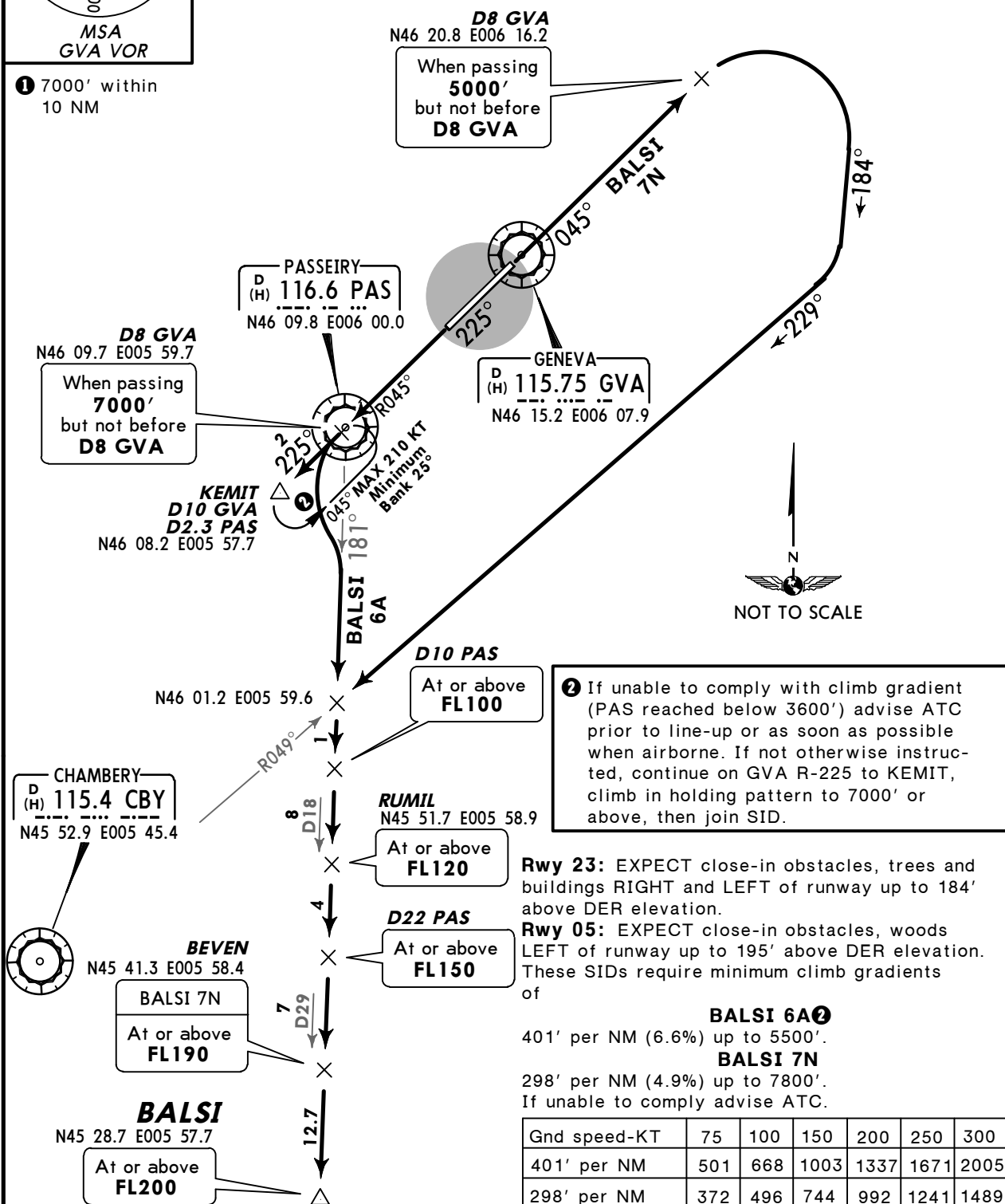
Trans level: By ATC Trans alt: 7000'

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



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

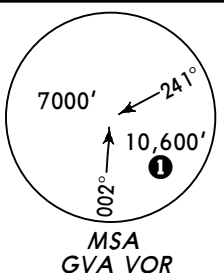
SID	RWY	ROUTING
BALSI 6A	23	Climb on GVA R-225, when passing 7000', but not before D8 GVA (PAS) turn LEFT, intercept PAS R-181 via RUMIL and BEVEN to BALSI.
BALSI 7N	05	Climb on GVA R-045, when passing 5000', but not before D8 GVA turn RIGHT, 184° track, intercept CBY R-049 inbound, intercept PAS R-181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

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

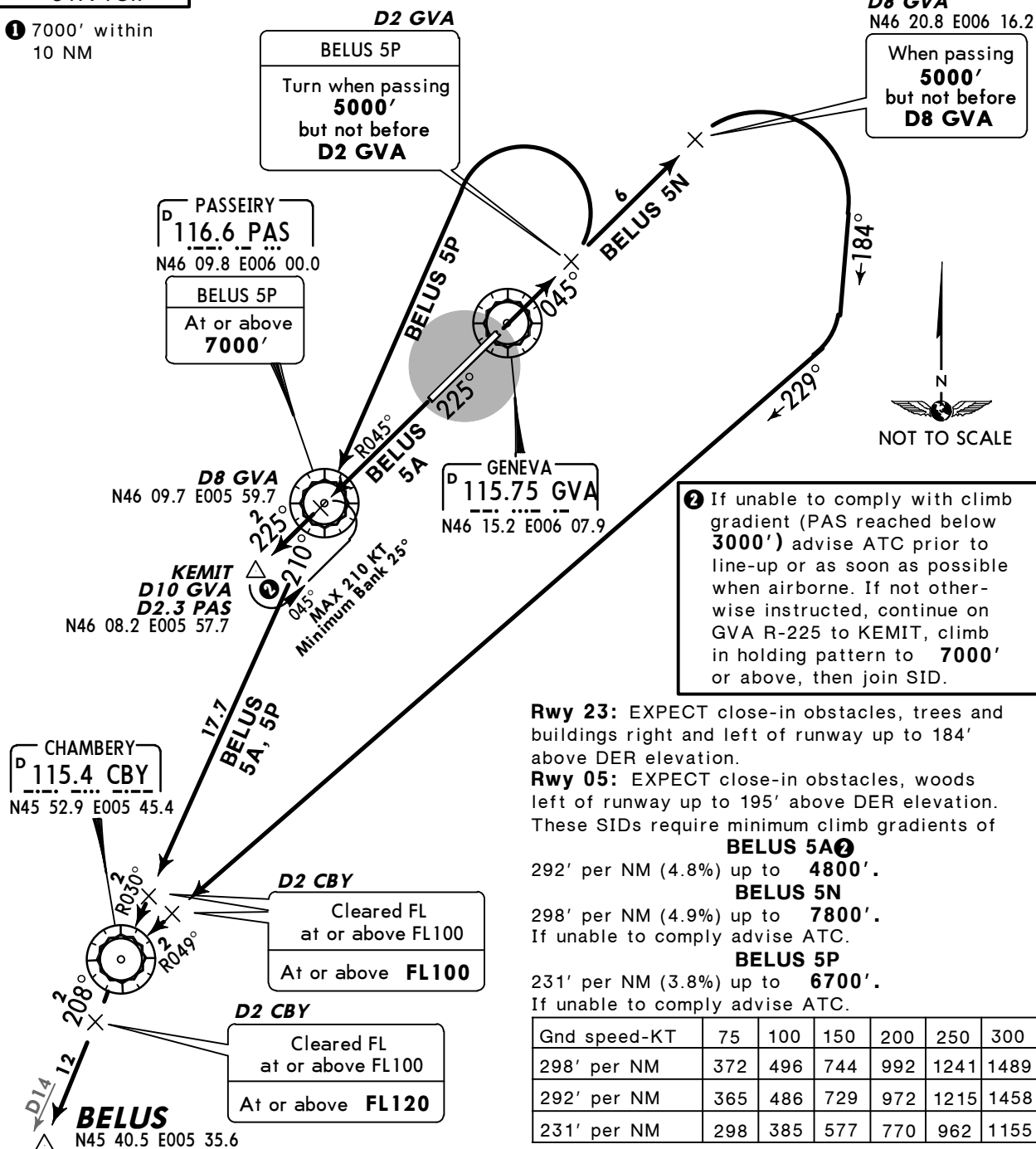
BELUS 5A [BELU5A]

BELUS 5N [BELU5N]

BELUS 5P [BELU5P]

RWYS 23, 05 DEPARTURES

ONLY FOR TRAFFIC DESTINATION LFLB, LFLP AND BY ATC



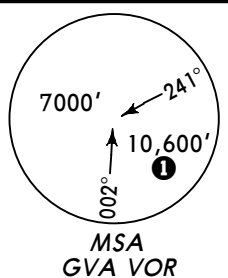
Initial climb clearance **FL90**

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 5000' , 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 5000' , but not before D2 GVA turn LEFT to PAS, PAS R-210 to CBY, CBY R-208 to BELUS.

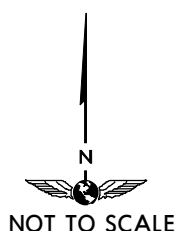
GENEVA
Departure (R)
119.52

Apt Elev
1411'

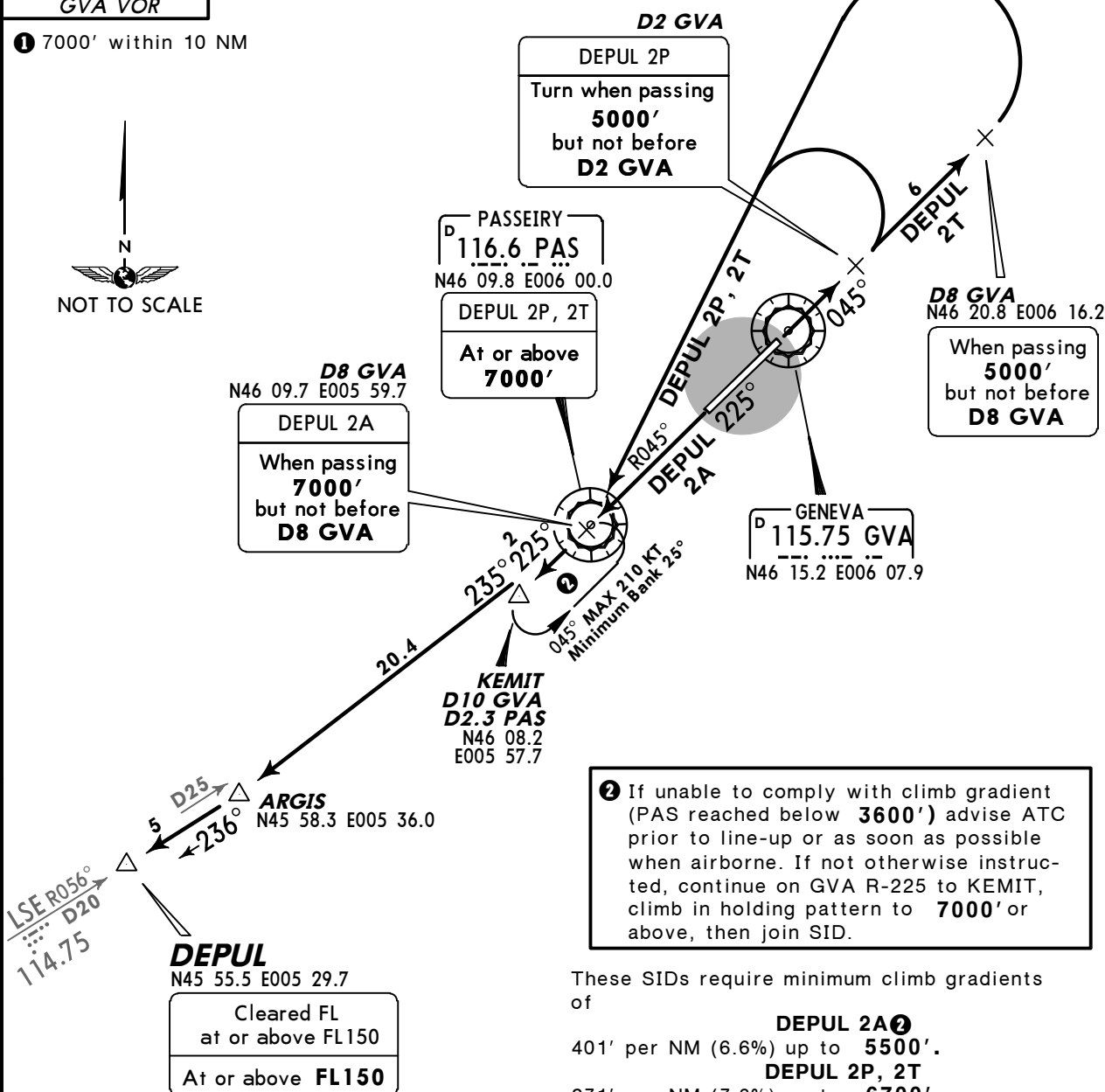
Trans level: By ATC Trans alt: 7000'
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway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



① 7000' within 10 NM



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



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

DEPUL 2A
401' per NM (6.6%) up to **5500'**.

DEPUL 2P, 2T
231' per NM (3.8%) up to **6700'**.
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 7000' , 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 5000' , 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 5000' , but not before D8 GVA turn LEFT to PAS, PAS R-235, proceed via ARGIS to DEPUL.

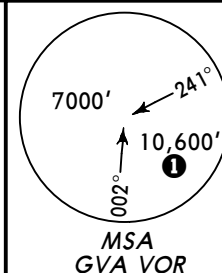
GENEVA
Departure (R)
119.52

Apt Elev
1411'

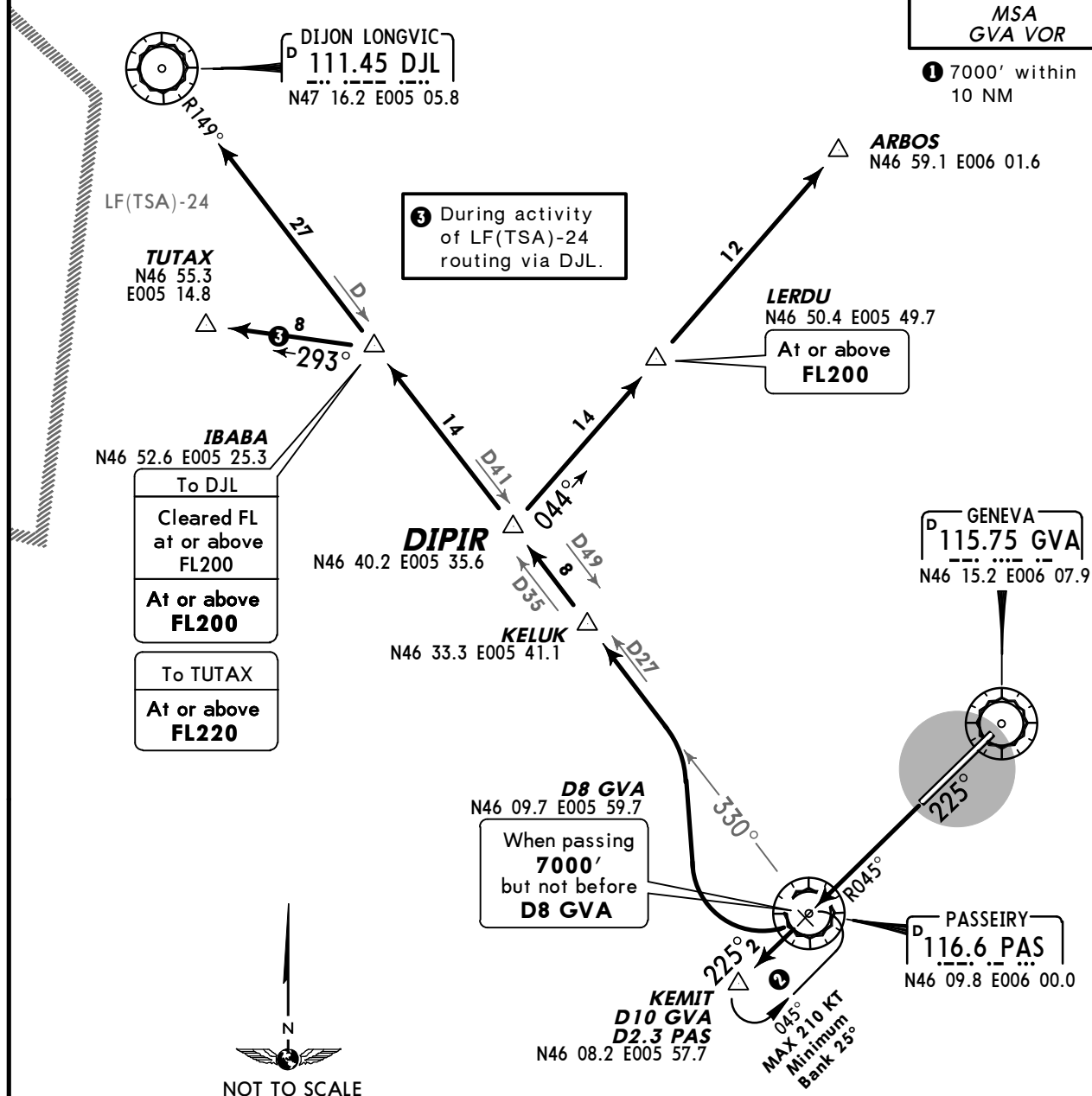
Trans level: By ATC Trans alt: 7000'

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**

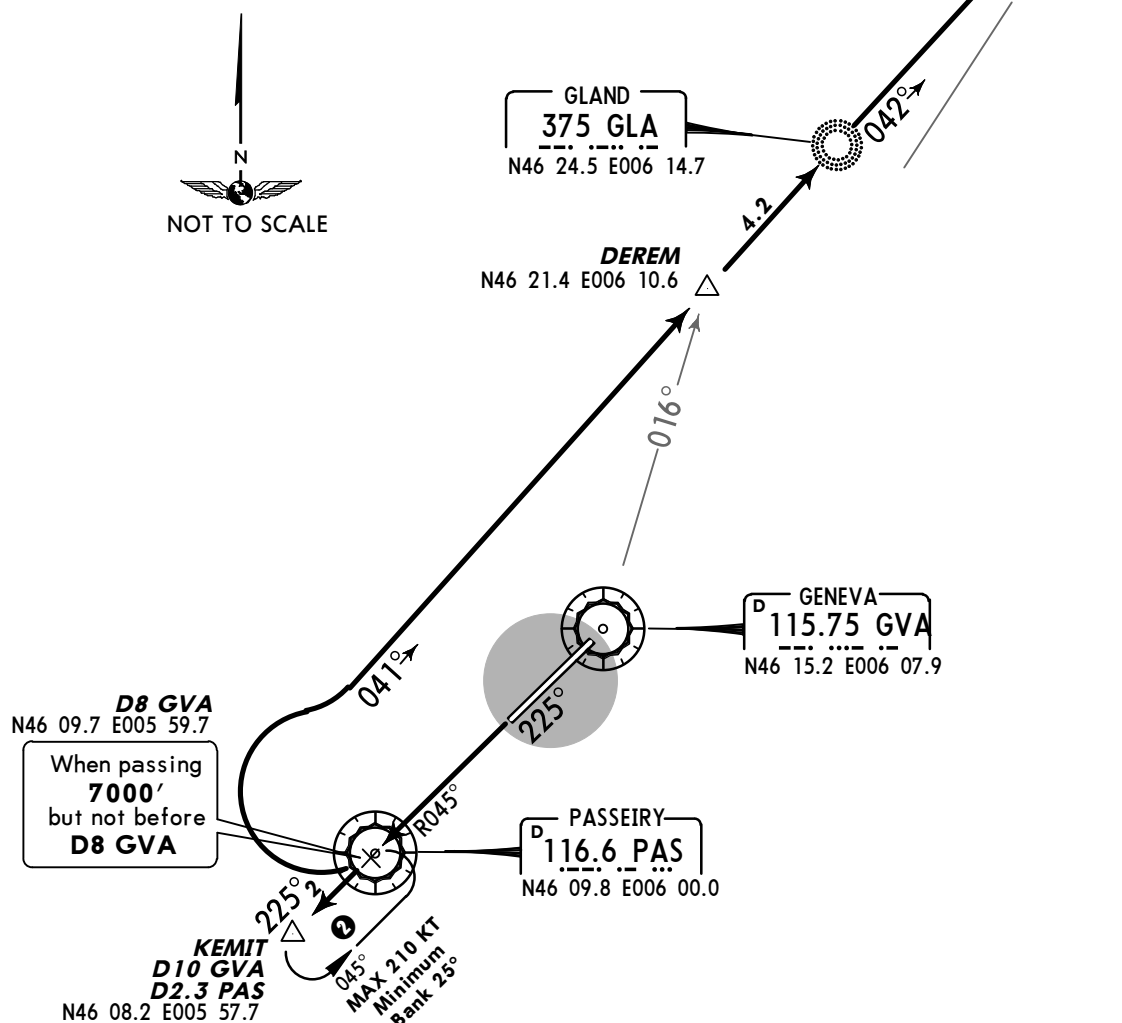
ROUTING

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.

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.

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.



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

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]

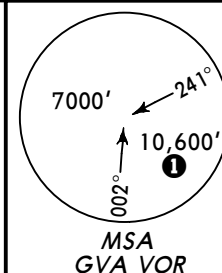
RWY 23 DEPARTURES

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.

KONIL

N46 34.1 E006 27.5

D18 GVA

At or above
7000'

GLAND

375 GLA

N46 24.5 E006 14.7

At or above
4000'

DEREM

N46 21.4 E006 10.6

KONIL 5C

By ATC -
via airway **Z 62**:
Cross at or above
7000'

GENEVA
115.75 GVA
N46 15.2 E006 07.9

D3 GVA
D4.7 PAS

When passing **1900'** and not before **D3 GVA**
MAX 190 KT until established on 041° brg to GLA
Minimum Bank **25°**

PASSEIRY
116.6 PAS
N46 09.8 E006 00.0



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

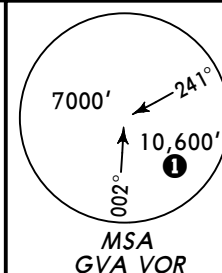
Climb on GVA R-225, when passing **1900'** and not before D3 GVA (D4.7 PAS) turn **RIGHT**,
(MAX 190 KT until established on 041° bearing to GLA, minimum bank 25°), 030° track, inter-
cept 041° bearing via DEREM to GLA, 042° bearing to KONIL.

GENEVA
Departure (R)
119.52

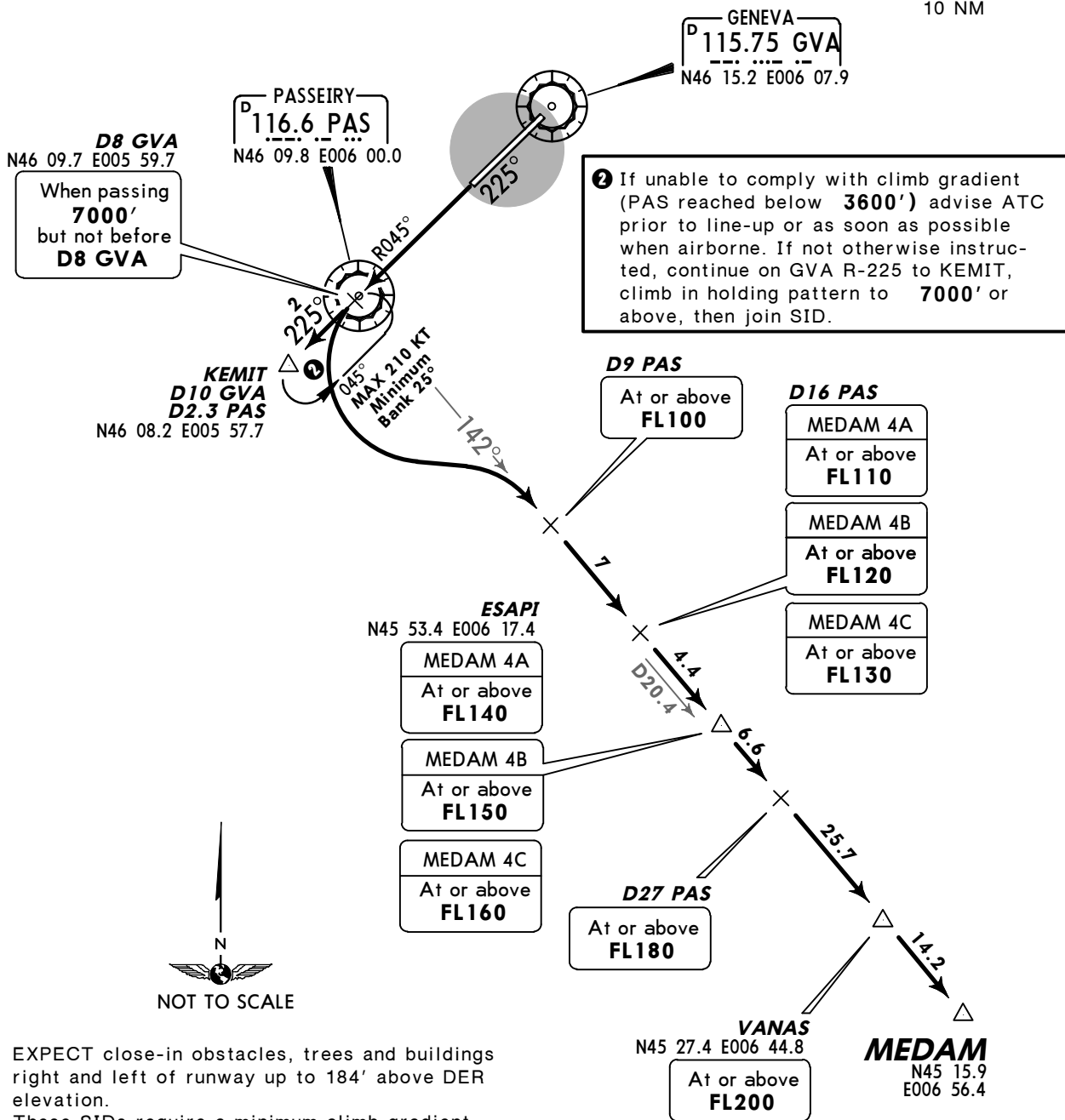
Apt Elev
1411'

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

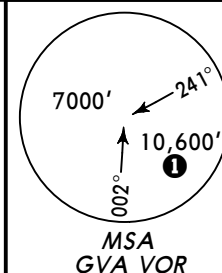
Climb on GVA R-225, when passing 7000', but not before D8 GVA (PAS) turn LEFT, intercept PAS R-142 via ESAPI and VANAS to MEDAM.

GENEVA
Departure (R)
119.52

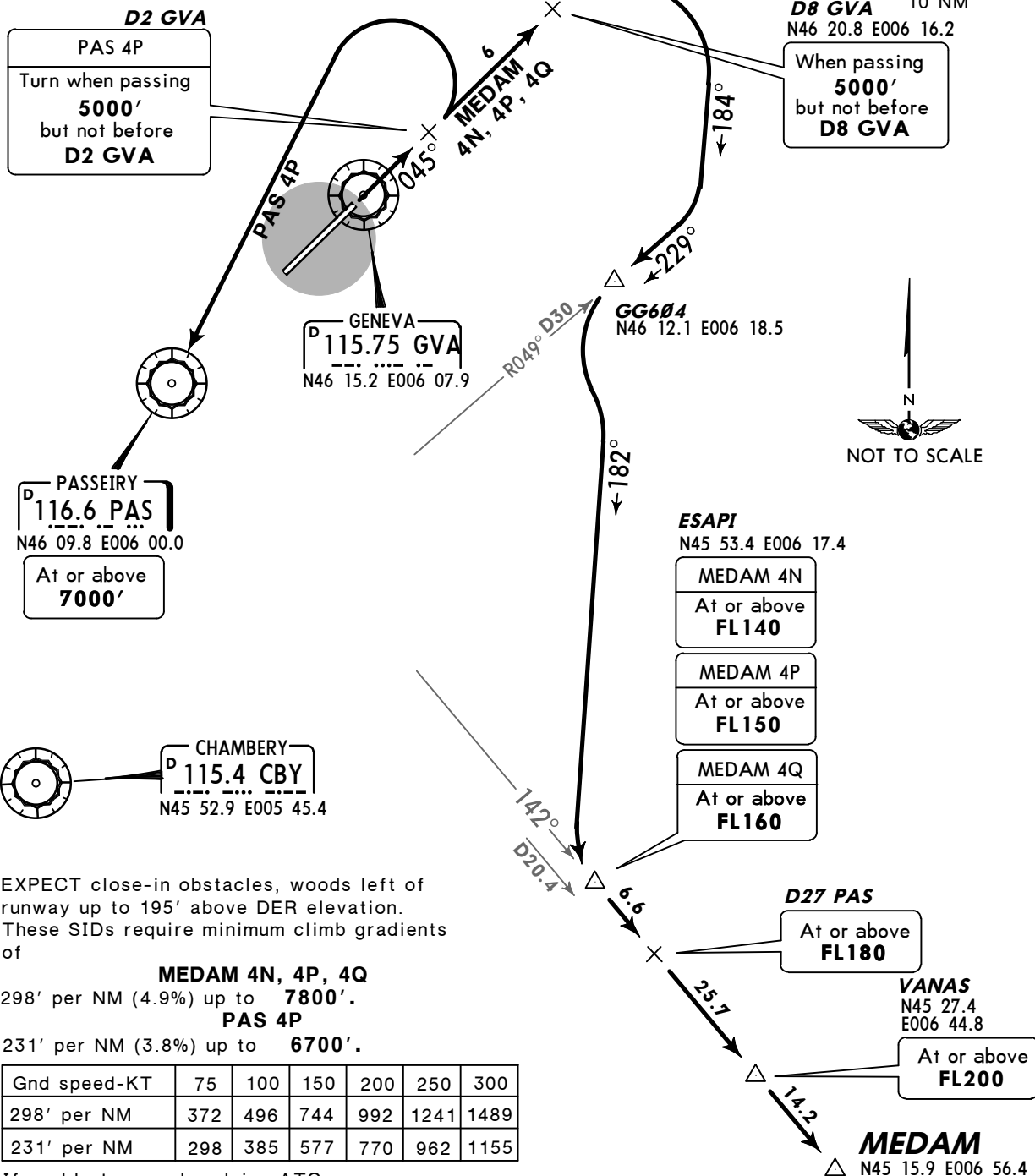
Apt Elev
1411'

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



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

MEDAM 4N, 4P, 4Q
298' per NM (4.9%) up to 7800'.
PAS 4P
231' per NM (3.8%) up to 6700'.

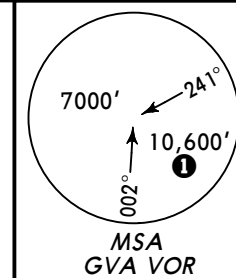
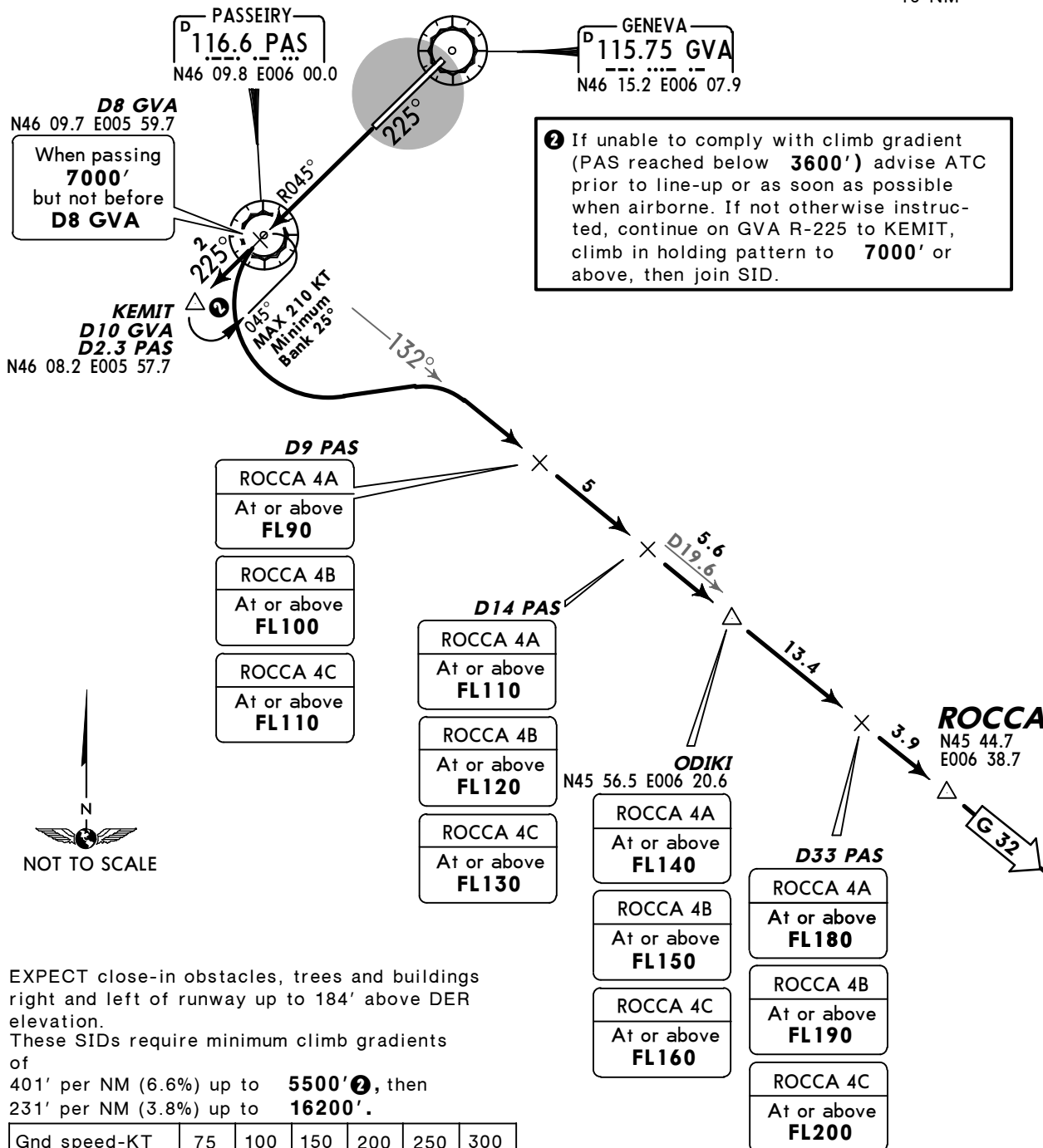
Gnd speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489
231' per NM	298	385	577	770	962	1155

If unable to comply advise ATC.

Initial climb clearance **FL90**

SID	ROUTING
MEDAM 4N, 4P, 4Q	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-142 via ESAPI and VANAS to MEDAM.
PAS 4P	Climb on GVA R-045, when passing 5000', but not before D2 GVA turn LEFT to PAS.

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.
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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


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

These SIDs require minimum climb gradients of

401' per NM (6.6%) up to **5500'** **2**, then
231' per NM (3.8%) up to **16200'**.

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
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.

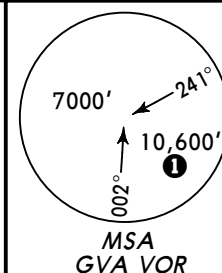
ROCCA 4N [ROCA4N]

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

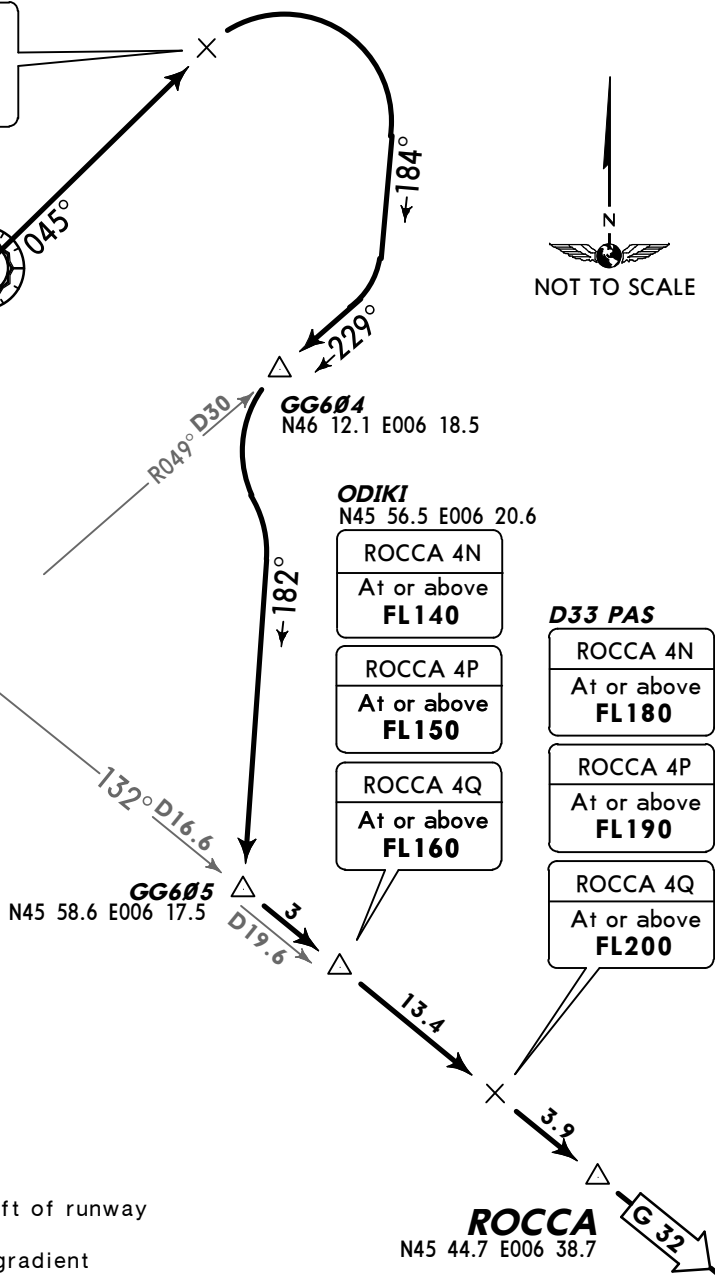
GENEVA
D 115.75 GVA
N46 15.2 E006 07.9



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.

GENEVA
Departure (R)
119.52

Apt Elev
1411'

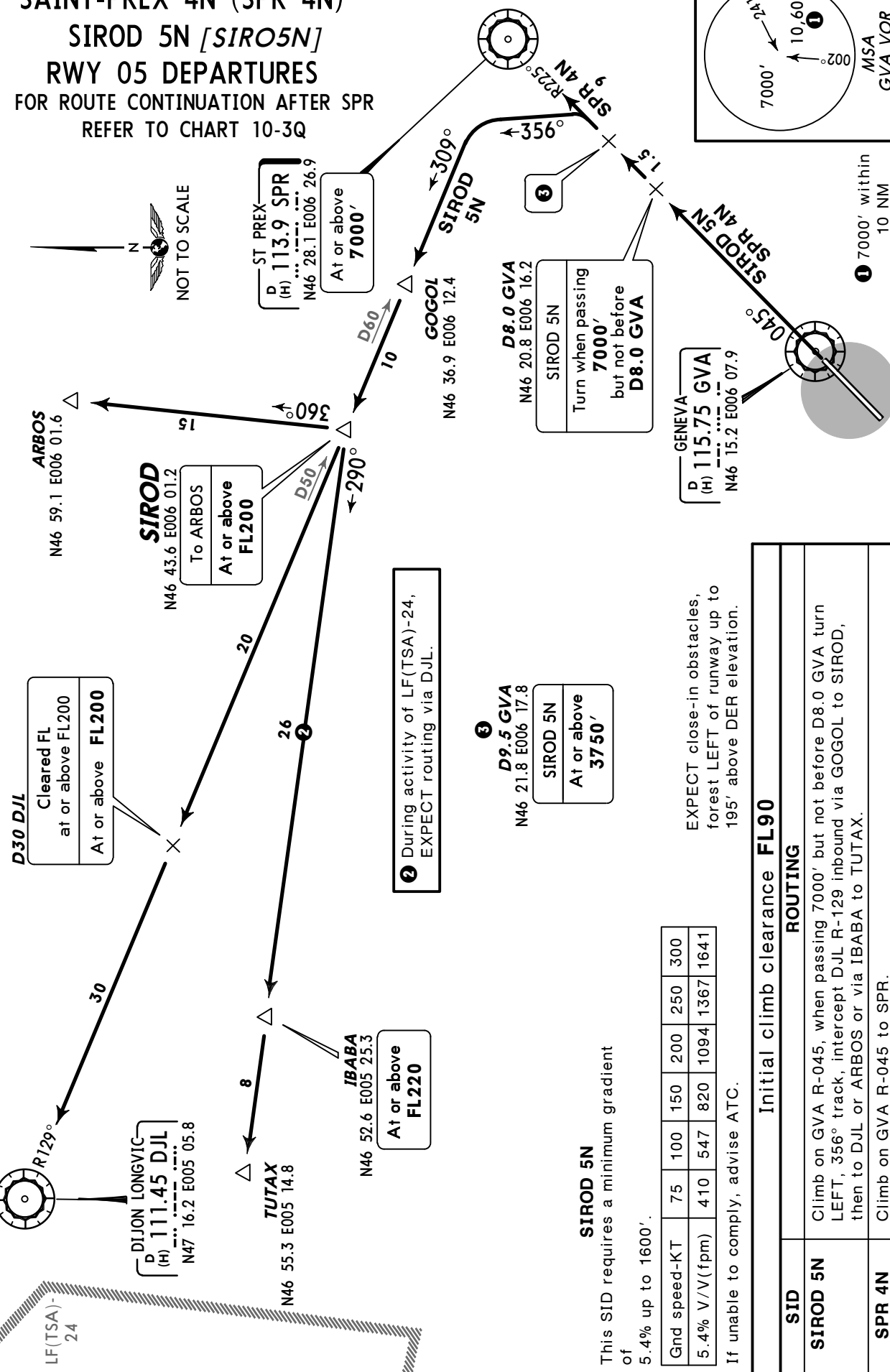
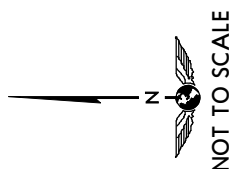
Trans level: By ATC Trans alt: 7000'
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full runway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

SAINT-PREX 4N (SPR 4N)

SIROD 5N [SIRO5N]

RWY 05 DEPARTURES

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



GENEVA Departure (R)
119.52

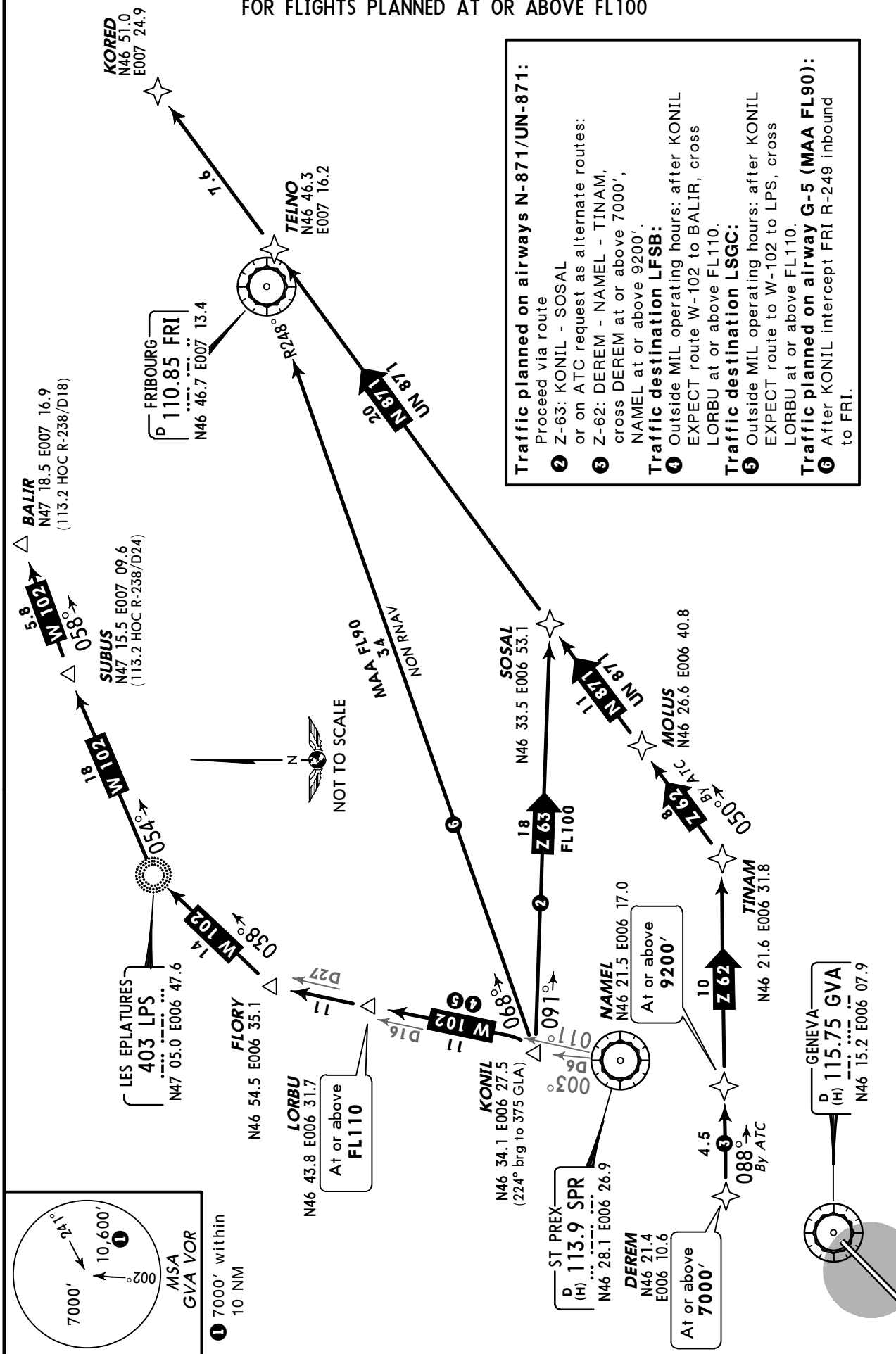
Apt Elev
1411'

Trans level: By ATC Trans alt: 7000'

TRANSITION ROUTES AFTER KONIL

RNAV-EQUIPMENT COMPULSORY

FOR FLIGHTS PLANNED AT OR ABOVE FL100



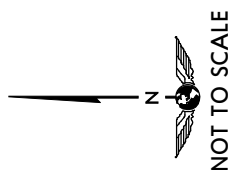
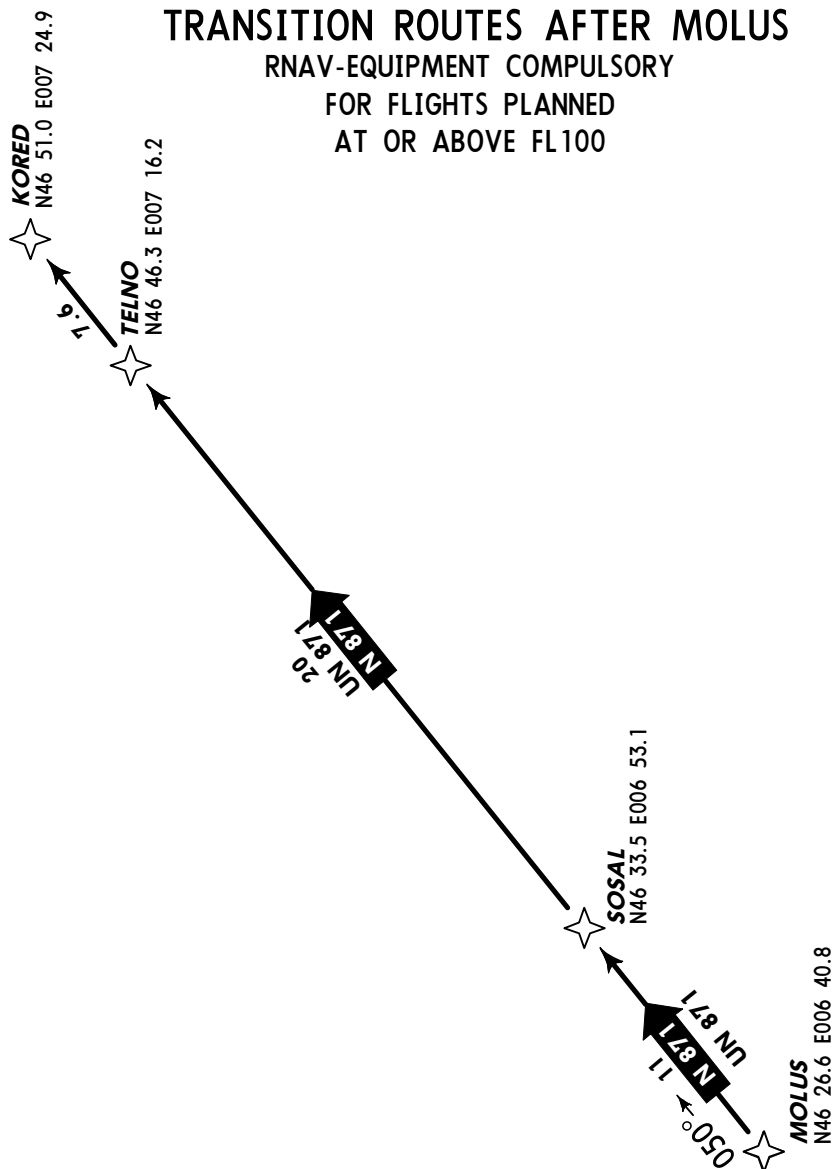
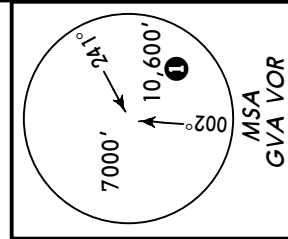
GENEVA Departure (R)
119.52

Apt Elev
1411'

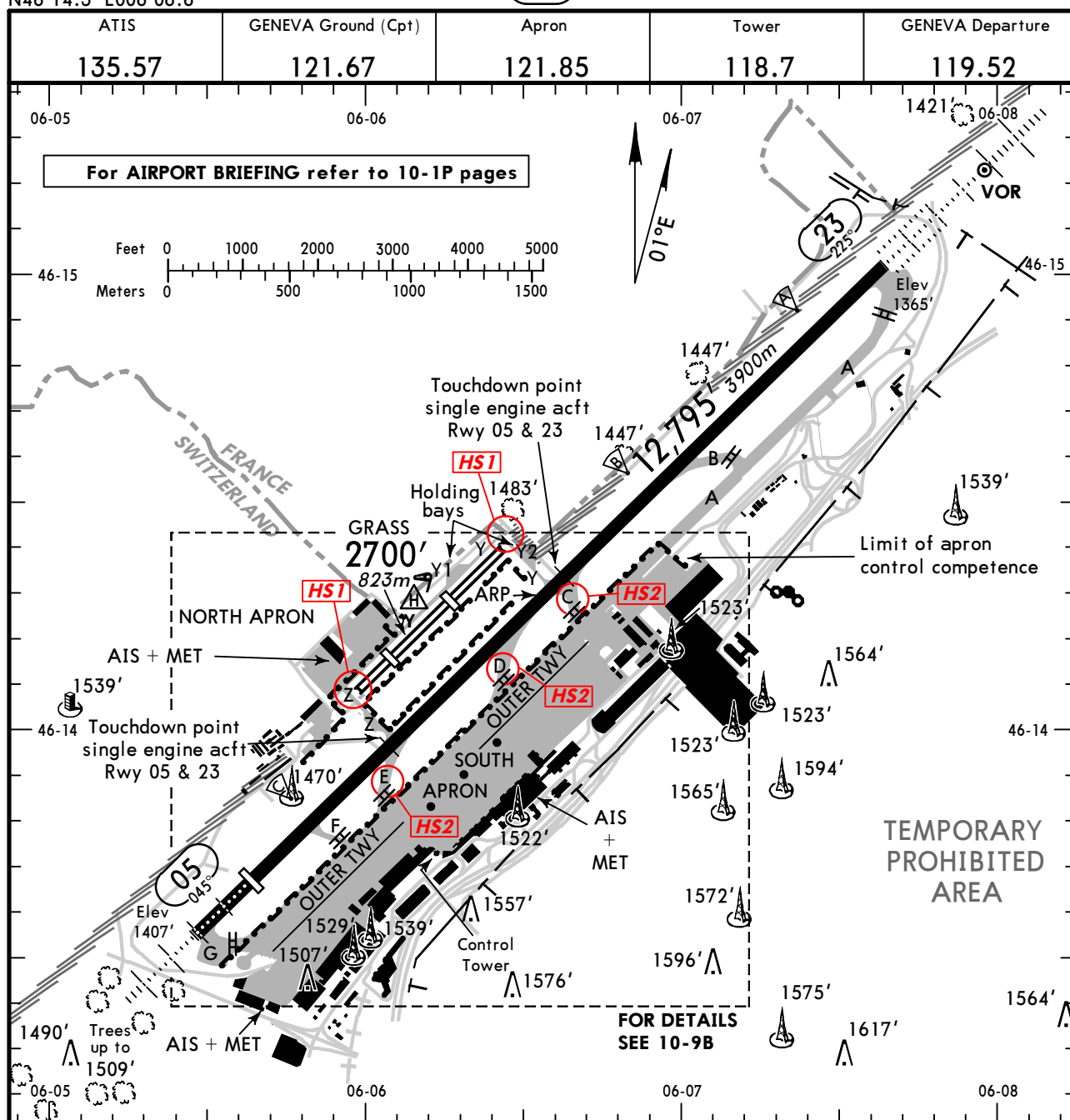
Trans level: By ATC Trans alt: 7000'

TRANSITION ROUTES AFTER MOLUS

RNAV-EQUIPMENT COMPULSORY
FOR FLIGHTS PLANNED
AT OR ABOVE FL100



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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

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

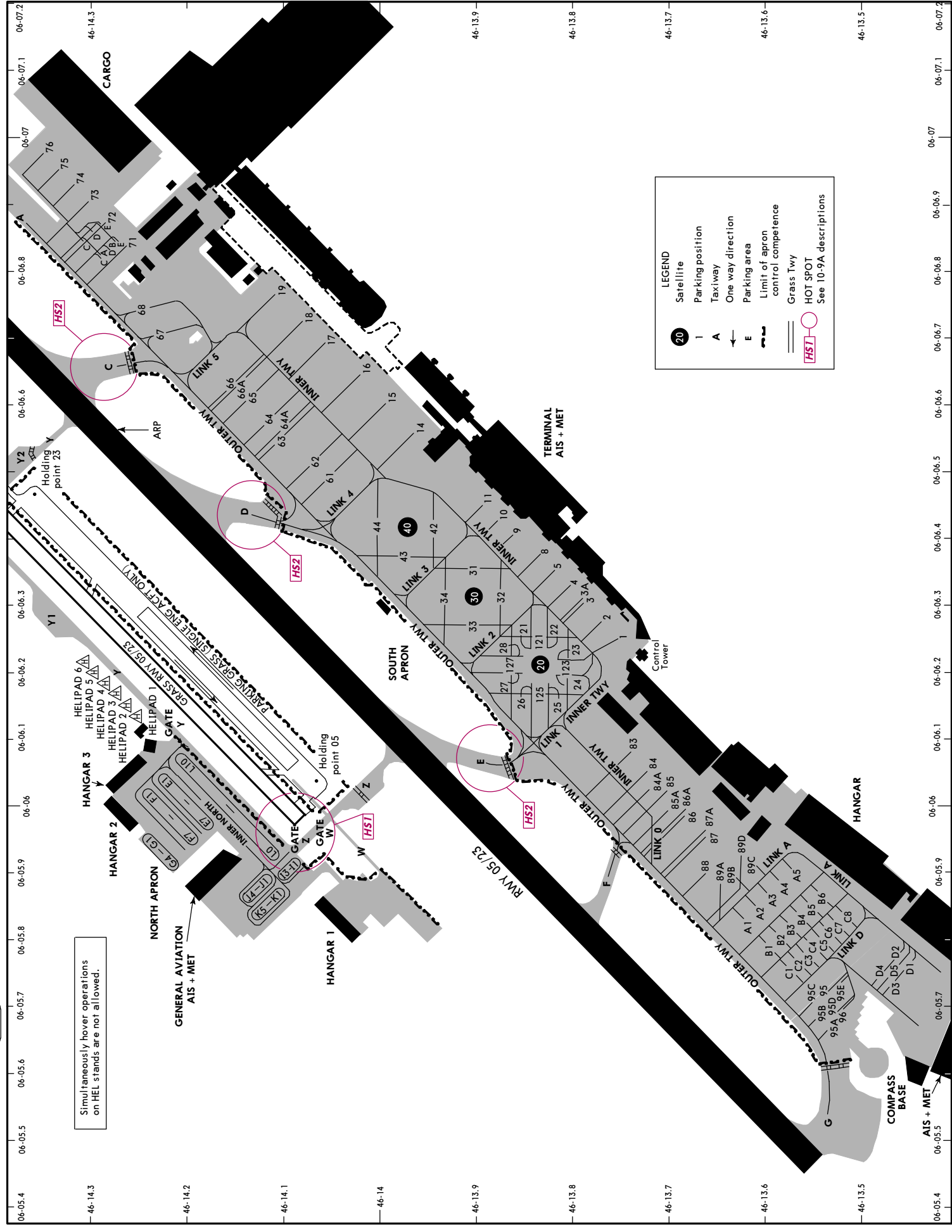
5 APAPI-L unusable on short final.

Standard

TAKE-OFF 1

Main rwy 05/23			
LVP must be in Force			
RL, CL & mult. RVR req	RL & CL	RL or CL	NIL (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.



CHANGES: Helipads.

INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1 2 thru 5 8 9, 10 11	N46 13.7 E006 06.2 N46 13.8 E006 06.3 N46 13.8 E006 06.4 N46 13.9 E006 06.4 N46 13.9 E006 06.5	88 89A thru 89D 95 thru 96 121 thru 125 127	N46 13.7 E006 05.9 N46 13.6 E006 05.9 N46 13.5 E006 05.7 N46 13.8 E006 06.2 N46 13.9 E006 06.2
14 thru 16 17, 18 19 21 thru 26 27, 28	N46 14.0 E006 06.6 N46 14.1 E006 06.7 N46 14.1 E006 06.8 N46 13.8 E006 06.2 N46 13.9 E006 06.2	A1, A2 A3 thru A5 B1 thru B5 B6 C1 thru C4	N46 13.6 E006 05.8 N46 13.6 E006 05.9 N46 13.6 E006 05.8 N46 13.5 E006 05.9 N46 13.6 E006 05.8
31 thru 34 42 43, 44 61, 62 63 thru 66A	N46 13.9 E006 06.3 N46 13.9 E006 06.4 N46 14.0 E006 06.4 N46 14.1 E006 06.5 N46 14.1 E006 06.6	C5 thru D2 D3, D4 D5 E1 thru F5 F6 thru G4	N46 13.5 E006 05.8 N46 13.5 E006 05.7 N46 13.5 E006 05.8 N46 14.2 E006 06.0 N46 14.2 E006 05.9
67, 68 71 thru 71E 72 72C, 72D 72E thru 75	N46 14.2 E006 06.7 N46 14.3 E006 06.8 N46 14.3 E006 06.9 N46 14.3 E006 06.8 N46 14.3 E006 06.9	I1 thru J3 J4 K1 K2 thru K5 L0, L1	N46 14.1 E006 05.9 N46 14.1 E006 05.8 N46 14.1 E006 05.9 N46 14.1 E006 05.8 N46 14.1 E006 05.9
76 83, 84 84A thru 86A 87 87A	N46 14.4 E006 07.0 N46 13.7 E006 06.1 N46 13.7 E006 06.0 N46 13.7 E006 05.9 N46 13.7 E006 06.0	L2 thru L4 L5 thru L9 L10	N46 14.1 E006 06.0 N46 14.2 E006 06.0 N46 14.2 E006 06.1

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

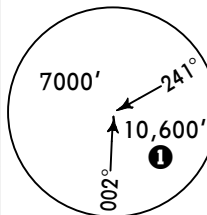
CIRCLE-TO-LAND ❶	MDA(H)	VIS
	2100' (689')	1000m

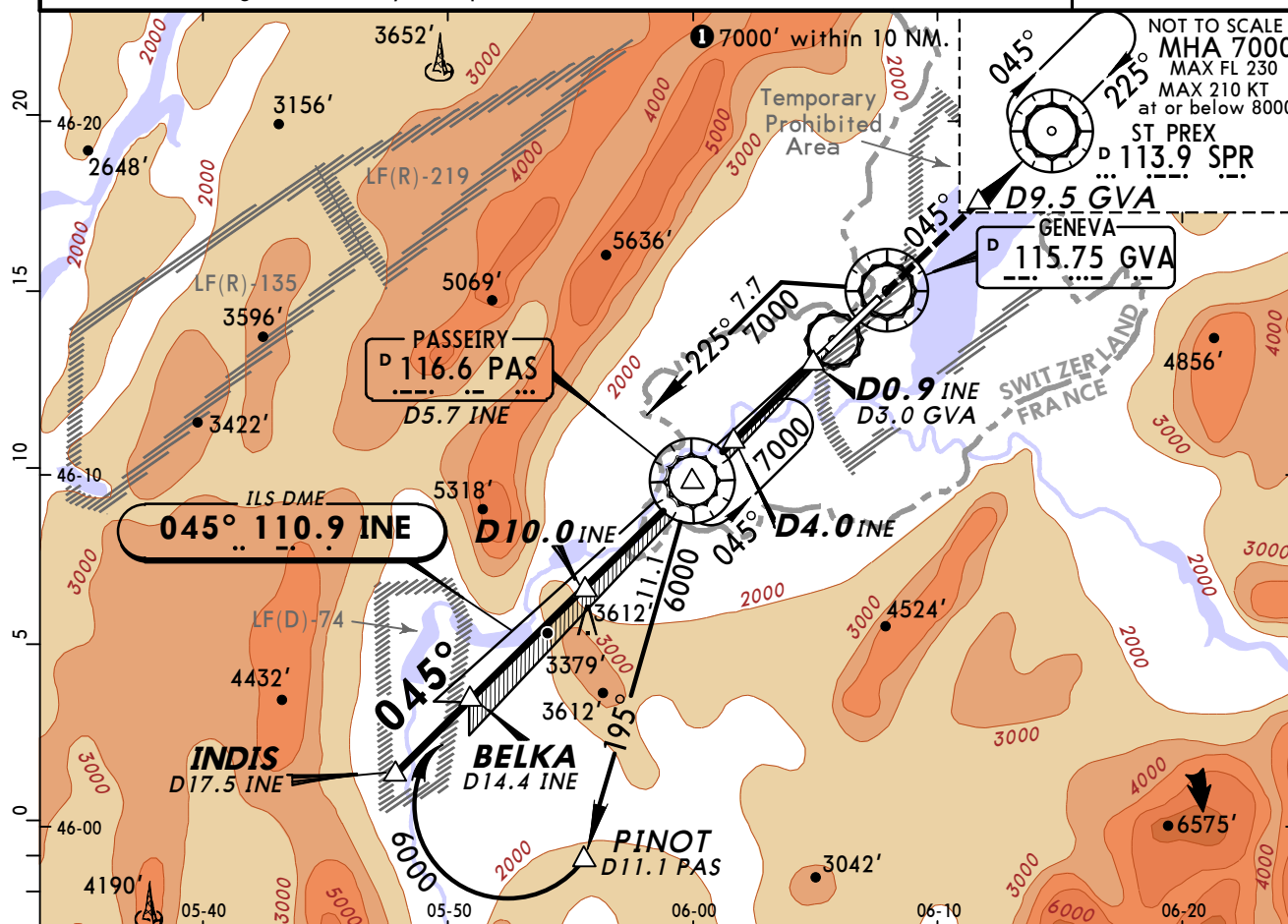
❶ Prohibited South of airport.

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

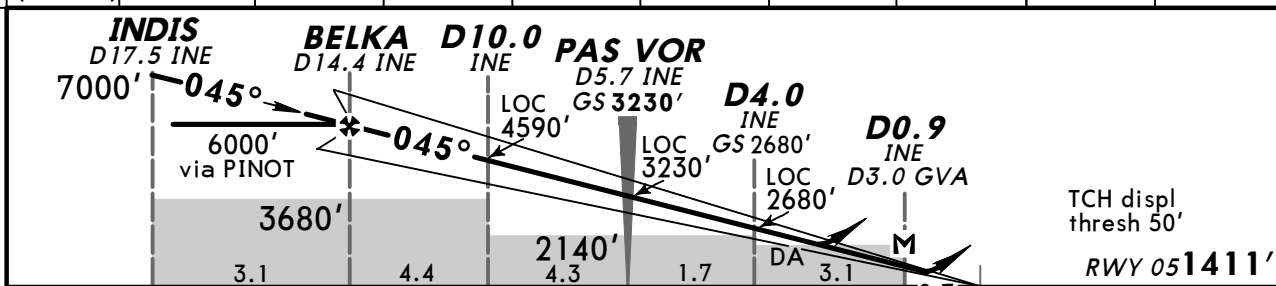
❷ Without LVP 400m are stipulated.

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 121.67	South 121.85
	LOC INE 110.9	Final Apch Crs 045°	GS PAS VOR 3230' (1819')	ILS DA(H) Refer to Minimums	Apt Elev 1411' RWY 1411'	
MISSED APCH: 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. 2. Radar vectoring to INDIS may be expected.						
MSA GVA VOR						

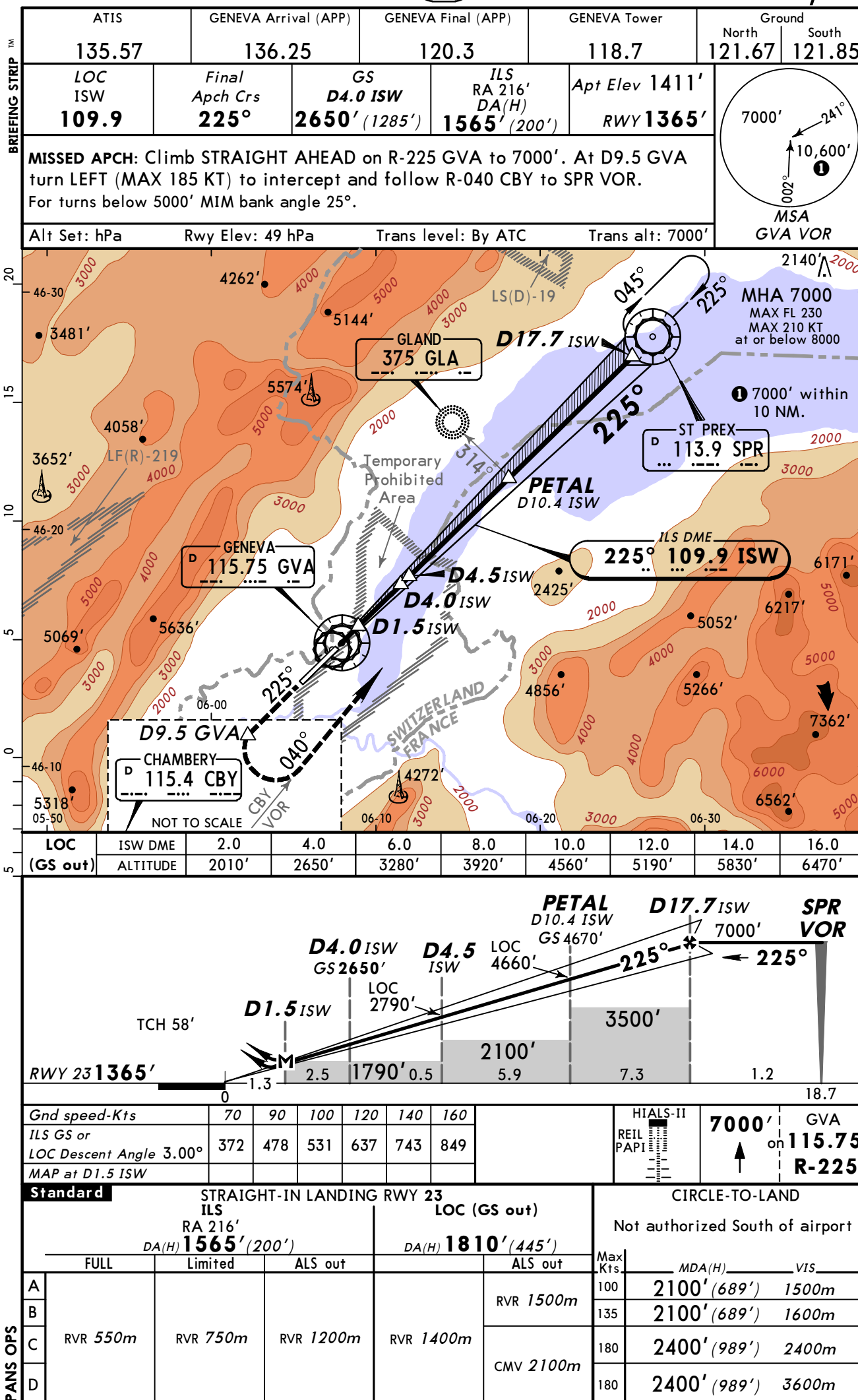


LOC (GS out)	INE DME	16.0	14.0	12.0	10.0	8.0	6.0	4.0	2.0
ALTITUDE		6510'	5870'	5230'	4590'	3960'	3320'	2680'	2050'

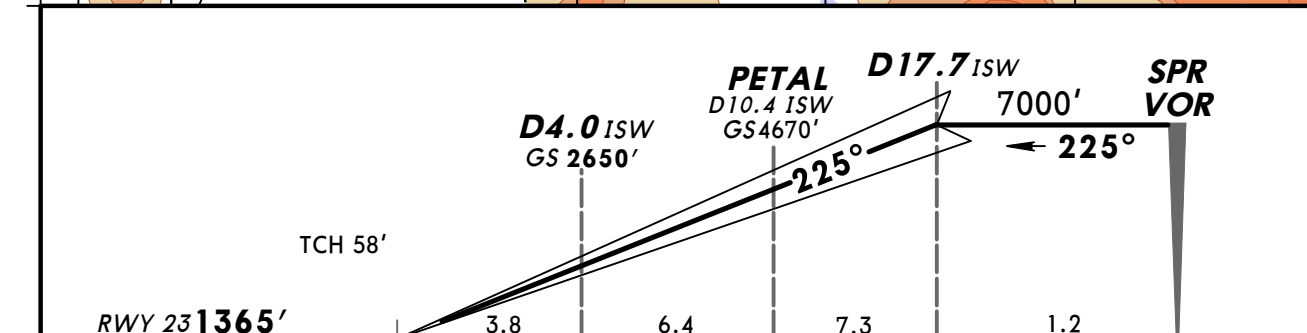


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 	7000' on 115.75 R-045
ILS GS or	372	478	531	637	743	849		
LOC Descent Angle	3.00°							
MAP at D0.9 INE/D3.0 GVA								

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



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



CAT IIIA ILS	CAT II ILS
<i>DAH</i> 50'	RA 108' <i>DA(H)</i> 1465' (100')
RVR 200m	RVR 300m I

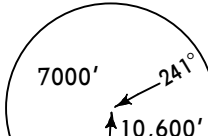
1 Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.

LSGG/GVA GENEVA

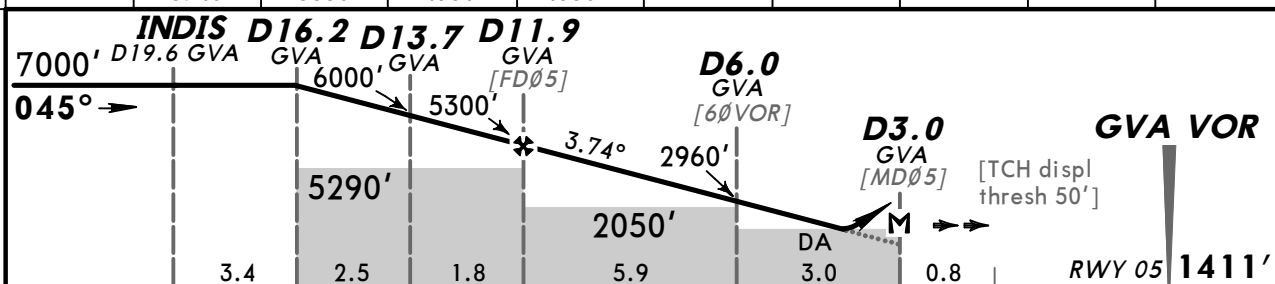
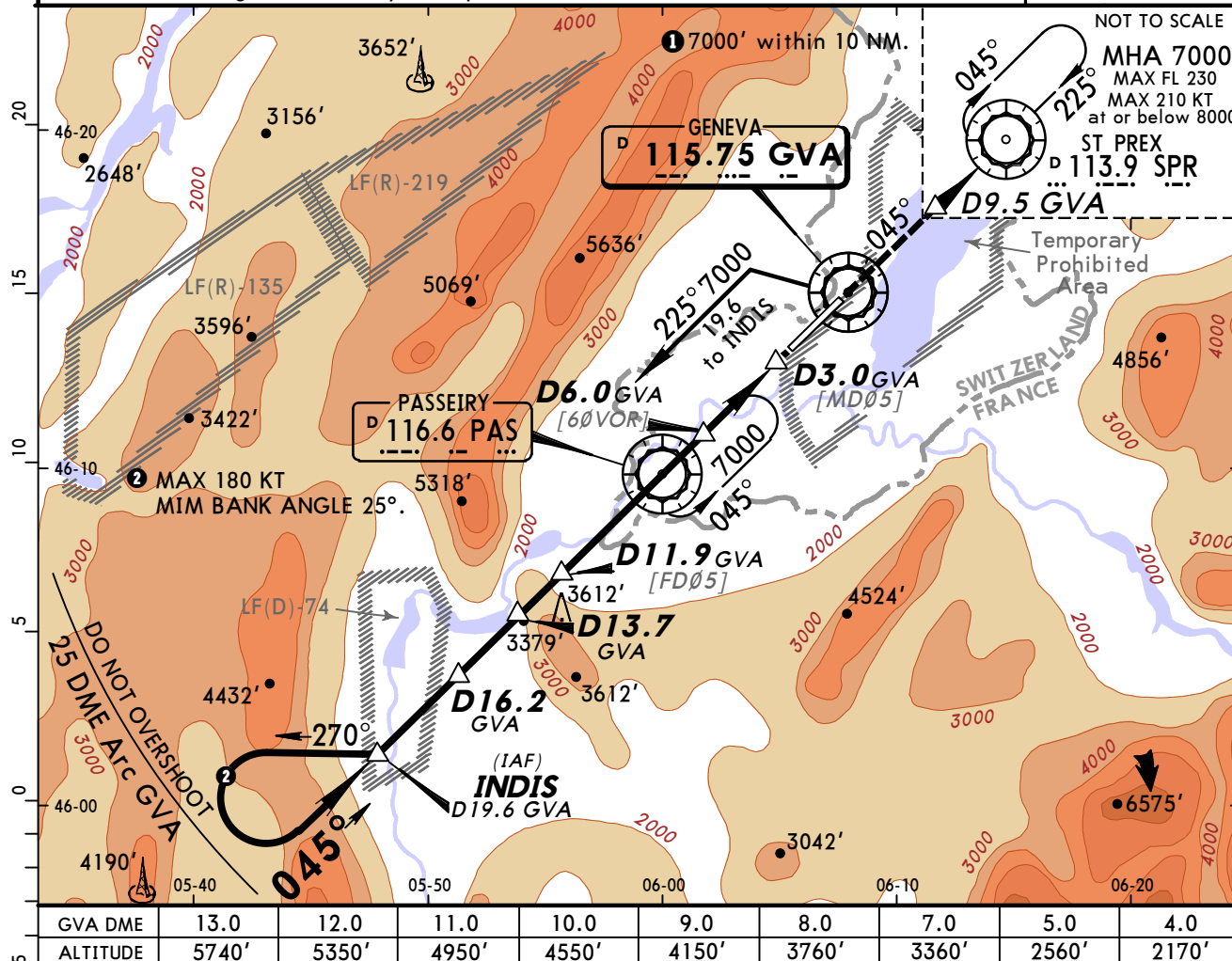
JEPPesen
14 DEC 12 (13-1)

GENEVA, SWITZERLAND
(GPS)VOR DME Rwy 05

BRIEFING STRIP™

ATIS		GENEVA Arrival (APP)		GENEVA Final (APP)		GENEVA Tower		Ground	
135.57		136.25		120.3		118.7		North 121.67	South 121.85
VOR GVA 115.75		Final Apch Crs 045°		Procedure Alt D11.9 GVA 5300' (3889')		DA(H) 1890' (479')		Apt Elev 1411' RWY1411'	
MISSED APCH: 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. 2. Radar vectoring to INDIS may be expected.									

MSA GVA VOR

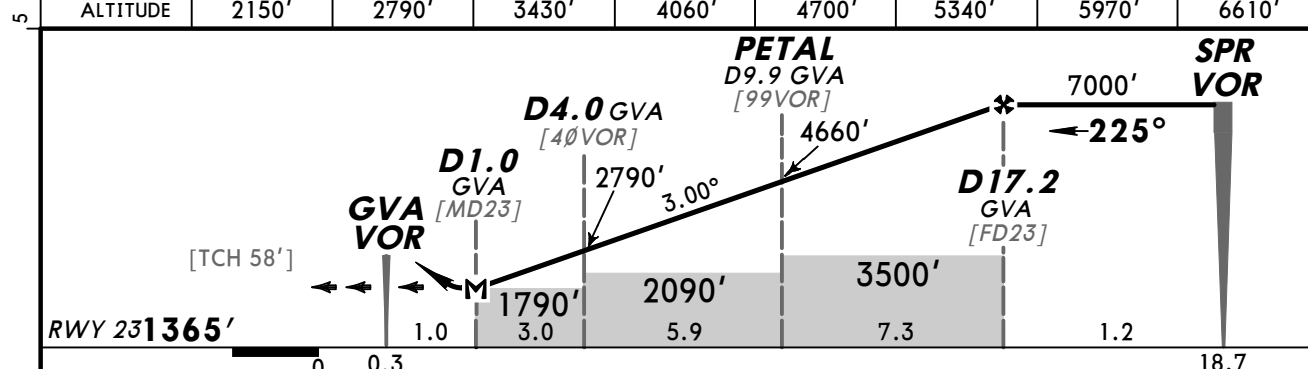


Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	7000' on 115.75 R-045
Descent Angle 3.74°	463	596	662	794	927	1059		
MAP at D3.0 GVA								

PANS OPS	Standard STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND	
	DA(H) 1890' (479')				Not authorized South of airport	
	ALS out				Max Kts	MDA(H) VIS
	RVR 1500m				100	2100' (689') 1500m
	RVR 1500m				135	2100' (689') 1600m
	CMV 2200m				180	2400' (989') 2400m
					180	2400' (989') 3600m

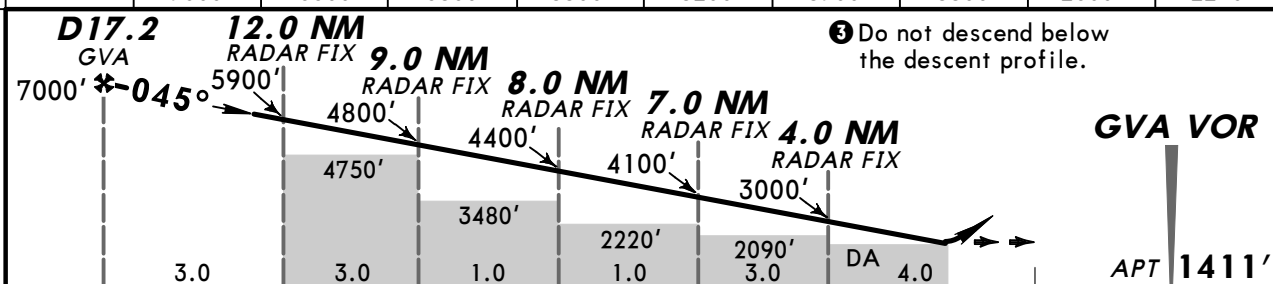
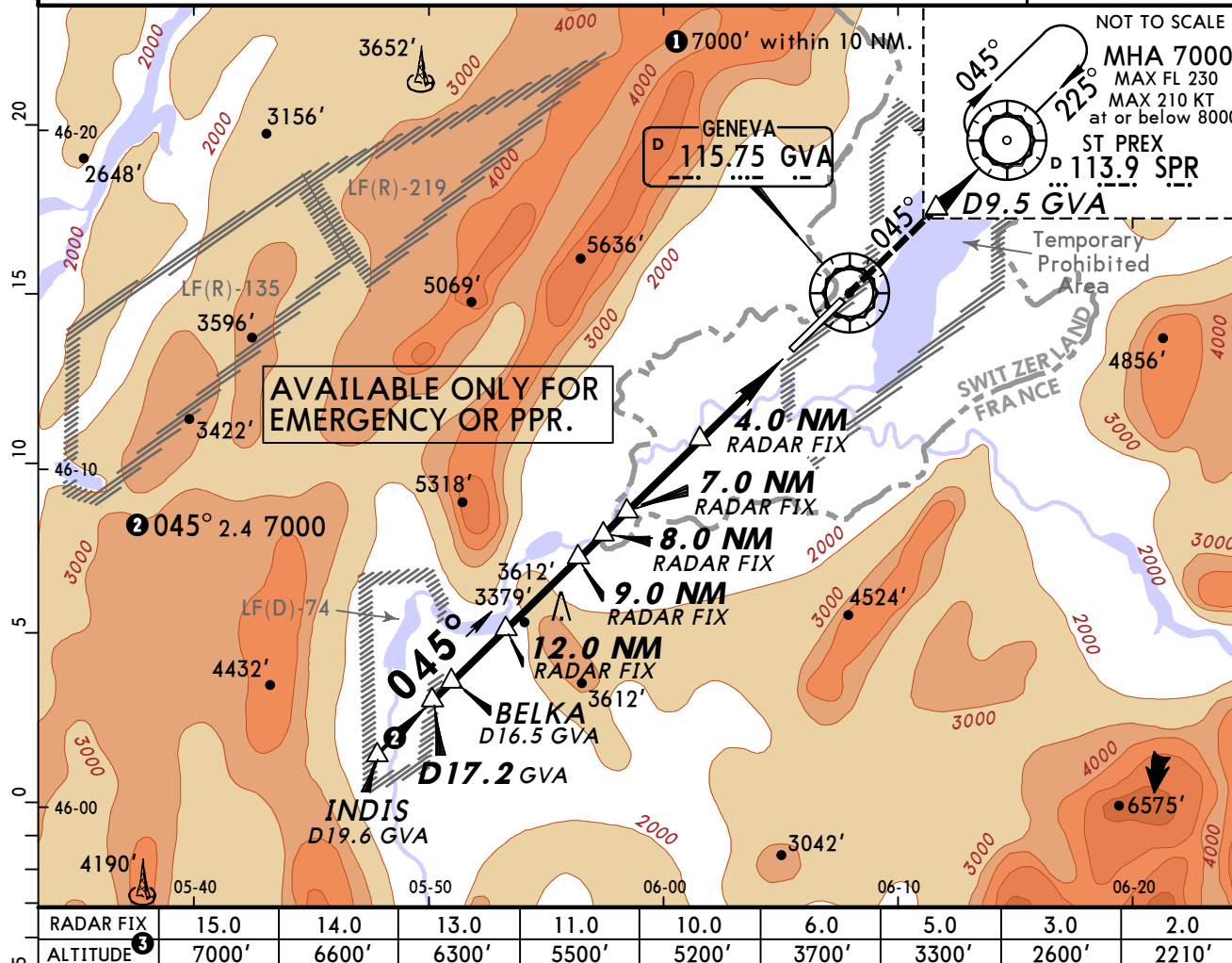
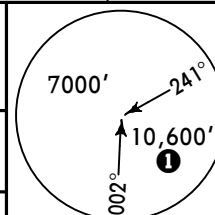
CHANGES: Communications.

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PANS OPS

ATIS 135.57	GENEVA Arrival (APP) 136.25	GENEVA Final (APP) 120.3	GENEVA Tower 118.7	Ground North 121.67 South 121.85
RADAR	Final Apch Crs 045°	Procedure Alt D17.2 GVA 7000' (5589')	DA(H) 1970' (559')	Apt Elev 1411'
MISSED APCH: Climb STRAIGHT AHEAD on R-045 GVA/R-225 inbound SPR. Proceed to SPR VOR to 7000'. Cross D9.5 GVA at 4000' or above.				
Alt Set: hPa Apt Elev: 51 hPa Trans level: By ATC Trans alt: 7000' CAUTION: Expect turbulence on base and final apch.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS	7000'	GVA	SPR
Descent Angle 3.49°	432	556	618	741	865	988	PAPI	on 115.75	R-045	113.9

PANS OPS	Standard STRAIGHT-IN LANDING RWY 05				CIRCLE-TO-LAND	
	DA(H) 1970' (559')				Not authorized South of airport	
	ALS out				Max Kts	MDA(H) VIS
	A RVR 1500m				100	2100' (689') 1500m
	B RVR 1500m				135	2100' (689') 1600m
C	RVR 1800m				180	2400' (989') 2400m
	CMV 2400m				180	2400' (989') 3600m

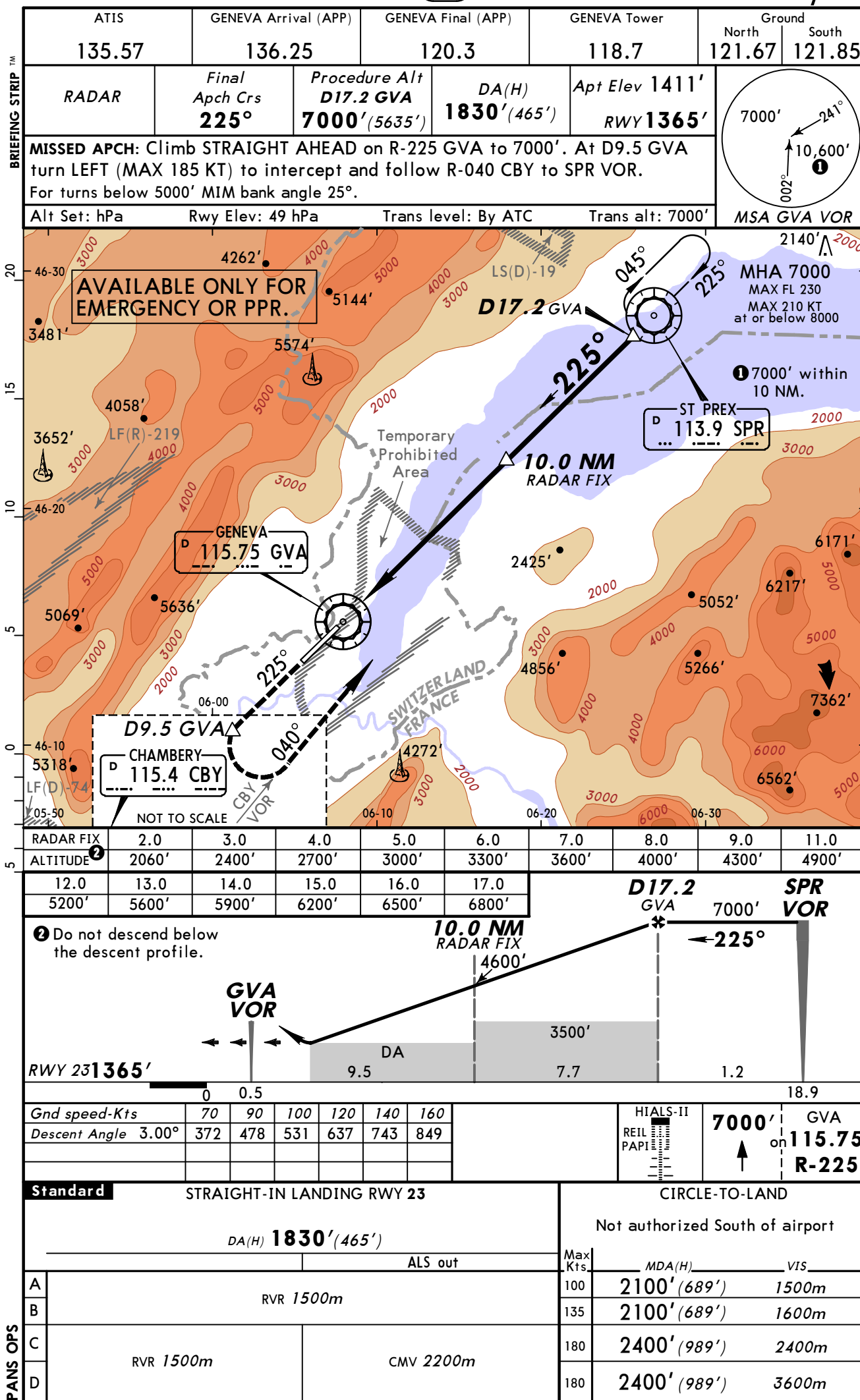


Chart changes since cycle 12-2014

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