

List of pages in this Trip Kit

Trip Kit Index

Airport Information For LSGG

Terminal Charts For LSGG

Revision Letter For Cycle 01-2016

Change Notices

Notebook

General Information

Location: GENEVA CHE
ICAO/IATA: LSGG / GVA
Lat/Long: N46° 14.30', E006° 06.57'
Elevation: 1411 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 1.0° 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
Traffic Pattern Altitude: 2500 ft (1089 ft AGL)

Sunrise: 0717 Z
Sunset: 1609 Z

Runway Information

Runway: 05
Length x Width: 12795 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 1411 ft
Lighting: Edge, ALS, Centerline, REIL
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: 124.750
Geneva Tower: 118.700
Geneva Tower: 119.700
Geneva Tower: 119.900
Geneva Ground: 119.700

Geneva Ground: 121.675
Geneva Ground: 121.850
Geneva Apron Ramp/Taxi: 121.750
Geneva Apron Ramp/Taxi: 121.850
Geneva Approach: 130.550
Geneva Final Approach: 120.300
Geneva Transit Approach: 136.450
Geneva Arrival: 136.250
Geneva Departure: 119.525
Geneva Departure: 131.325
Geneva Information: 126.350

LSGG/GVA
GENEVA

JEPPesen

28 AUG 15

10-1P

GENEVA, SWITZERLAND

AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 135.575

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 ACFT 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 ACFTs 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 to 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.

LSGG/GVA
GENEVA

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28 AUG 15 (10-1P1)

GENEVA, SWITZERLAND
AIRPORT BRIEFING

1. GENERAL

Stands 61, 62, 63, 64, 65, 66, 83, 84, 85, 86, 87, 89B, 89C

These stands are equipped with fixed electrical power (400 Hz) supply. ACFT parked at these stands must use fixed electrical power supply if required. The electrical power will be connected prior to or immediately after engine shutdown.

The use of the airborne Auxiliary Power Unit (APU) is forbidden at these stands, except:

- Until the ACFT 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 ACFT.

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 8NM 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 to an arriving ACFT reaching 2NM 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.

Single engine taxi is not allowed for HEAVY ACFT (wake turbulence category).

LSGG/GVA
GENEVA

JEPPESEN
13 MAR 15 (10-1P2)

GENEVA, SWITZERLAND
AIRPORT BRIEFING

1. GENERAL

1.6. PARKING INFORMATION

On stands 1 thru 19, 71 thru 76 and 83 thru 89, push-back required.

Push-back onto stands G1 thru G4 mandatory on arrival.

Stands 1 thru 19 and 83 thru 86.

Alignment of ACFT:

Align ACFT according to the vertical chevrons indicating if ACFT is LEFT, RIGHT or centered on taxilane.

Stopping of ACFT:

Slow down and stop as indicated by the closing rate indicator.

Stop at parking positions:

The pilot has to stop by lining up his LEFT shoulder with the STOP line transmitted 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 10NM TD (PETAL), minimum 4000'.
- For RWY 05, at 5.6NM 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.

LSGG/GVA
GENEVA

JEPPESEN

13 MAR 15

10-1P3

GENEVA, SWITZERLAND

AIRPORT BRIEFING

2. ARRIVAL

COMMERCIAL AIR TRANSPORT

Landings are banned between 2400-0459LT. Between 0500-0559LT landings 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 landings 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.

Landings 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 20NM 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 20NM 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

Landings 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 20NM 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, landings can only expect to receive approach clearance if they are overhead SPR (RWY 23) or INDIS (RWY 05) or 20NM 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 ACFT technical problems.

2.2. CAT II/III OPERATIONS

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

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19 SEP 14 (10-1P4)

GENEVA, SWITZERLAND
AIRPORT BRIEFING

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. Crews should aim to keep a reasonable speed until having passed the CAT I stop bar and to stop only at the CAT II/III stop bar if no clearance to enter the OUTER TWY has been received from Apron.

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.

LSGG/GVA
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19 SEP 14

10-1P5

GENEVA, SWITZERLAND
AIRPORT BRIEFING

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.

LSGG/GVA
GENEVA

28 MAR 14

JEPPESEN
10-1P6

Eff 3 Apr

GENEVA, SWITZERLAND
AIRPORT BRIEFING

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.

LSGG/GVA
GENEVA

JEPPESEN
28 MAR 14 **10-1P7** **Eff 3 Apr**

GENEVA, SWITZERLAND
AIRPORT BRIEFING

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.

LSGG/GVA
GENEVA**JEPPESEN**

28 MAR 14

10-1P8

Eff 3 Apr

GENEVA, SWITZERLAND
AIRPORT BRIEFING**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.

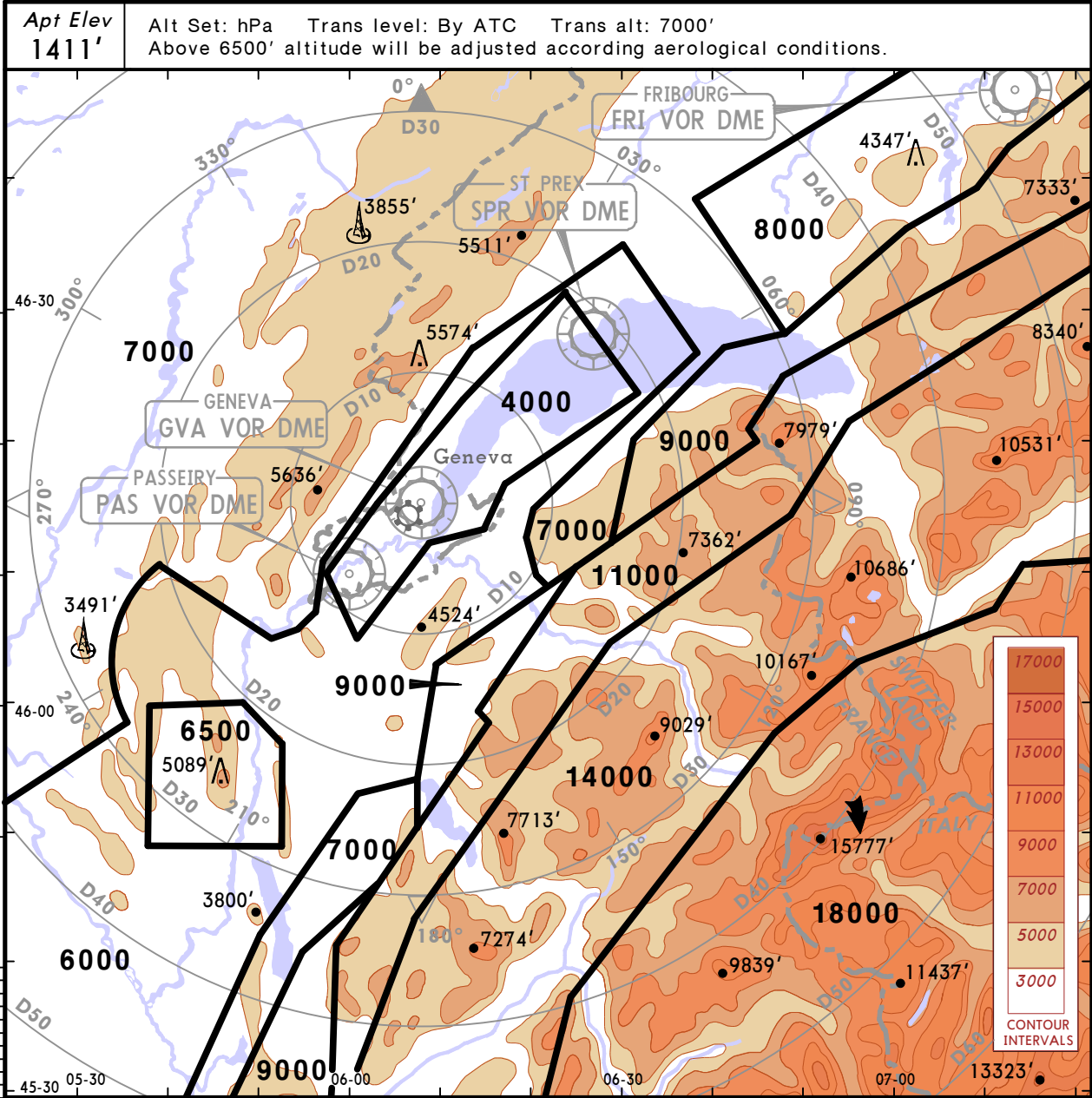
No further pilot or system generated DCL requests should be made once a successful clearance has been received. The system cannot be used for re-clearance or checking for any updates nor can ATC respond via data link to any additional information added in the remarks field.

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).

LSGG/GVA
GENEVA

JEPPesen
5 SEP 08 10-1R

GENEVA, SWITZERLAND
RADAR MINIMUM ALTITUDES



LSGG/GVA
GENEVA

JEPPESEN
30 OCT 15 10-2

Eff 12 Nov

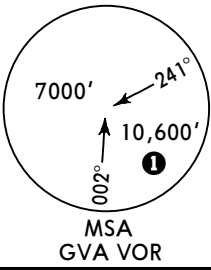
GENEVA, SWITZERLAND

RNAV STAR

ATIS
135.575

Apt Elev
1411'

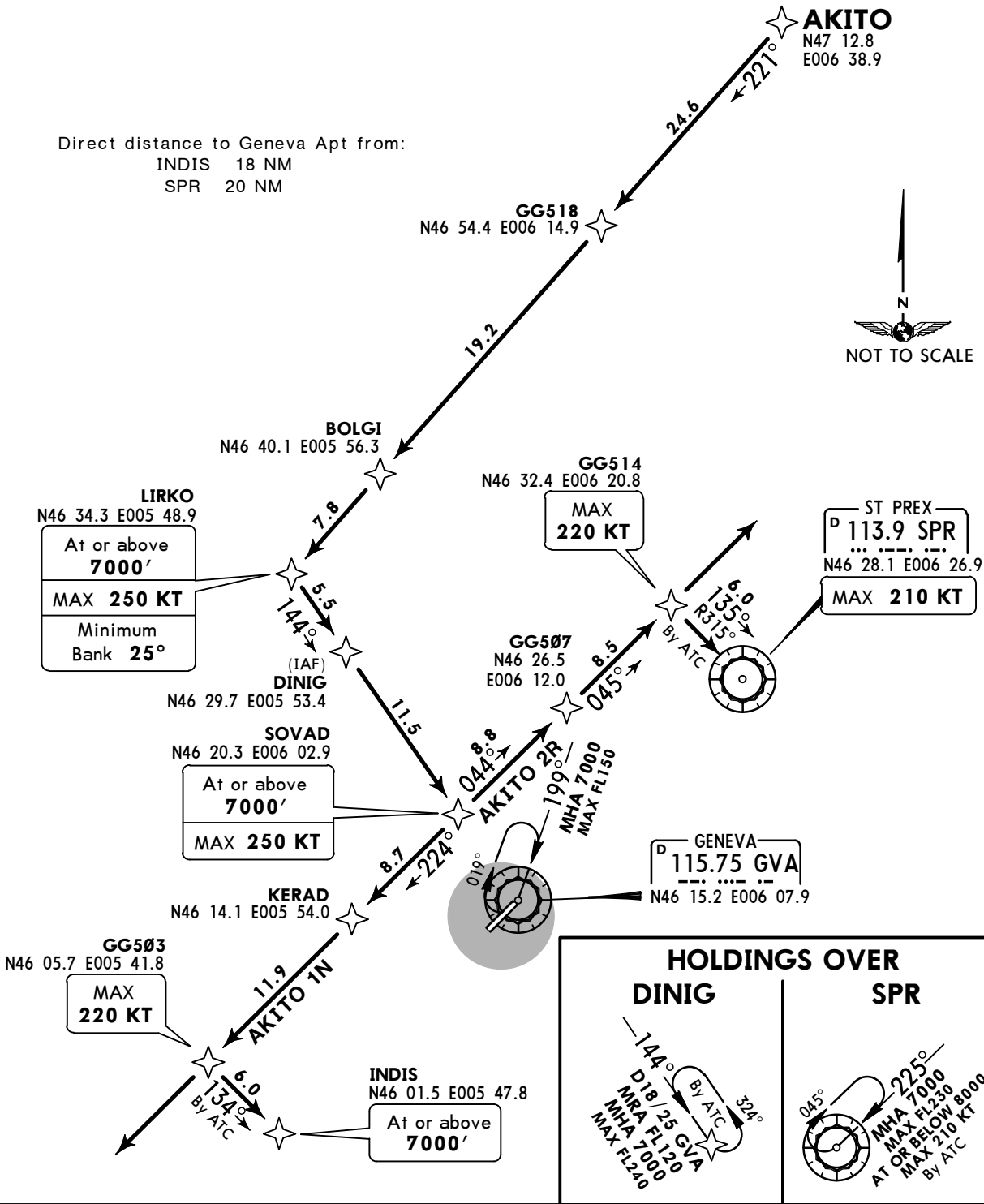
Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
1. RNAV (GNSS).
2. No turn onto base unless cleared by ATC.
3. EXPECT RADAR vectors to final approach.



1 7000'
within 10 NM

AKITO ONE NOVEMBER (AKITO 1N) [AKIT1N]
AKITO TWO ROMEO (AKITO 2R) [AKIT2R]
RWYS 05, 23 RNAV ARRIVALS
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

Direct distance to Geneva Apt from:
INDIS 18 NM
SPR 20 NM



STAR	RWY	ROUTING
AKITO 1N	05	Via GG518 and BOLGI to LIRKO, then via DINIG to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
AKITO 2R	23	Via GG518 and BOLGI to LIRKO, then via DINIG to SOVAD, then to GG507, then to GG514, continue on track. By ATC to SPR to intercept final approach.

LSGG/GVA
GENEVA

JEPPESEN
30 OCT 15 10-2A

GENEVA, SWITZERLAND

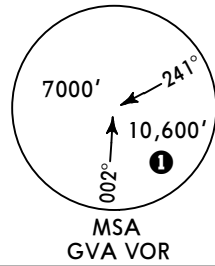
Eff 12 Nov

RNAV STAR

ATIS
135.575

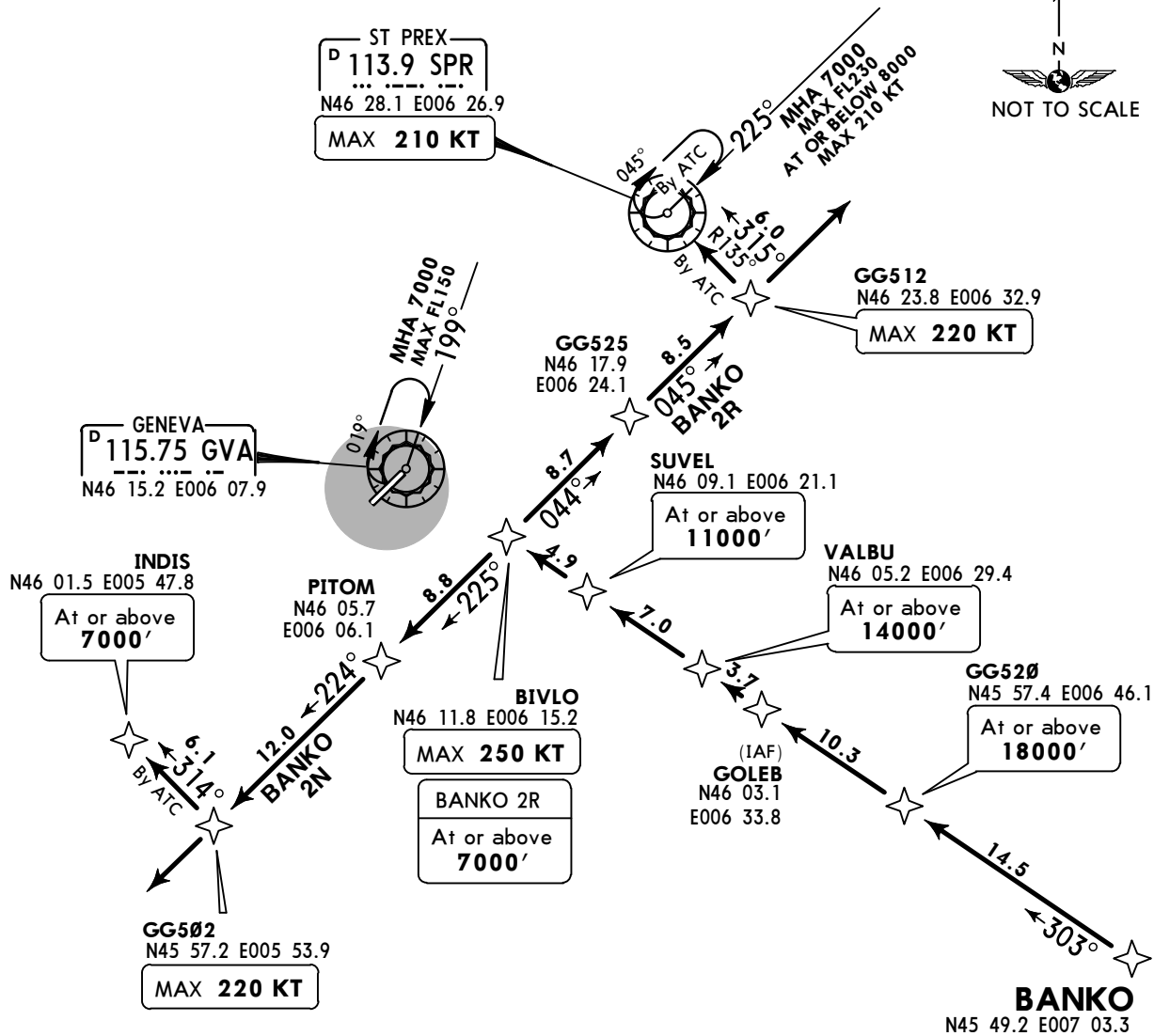
Apt Elev
1411'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
1. RNAV (GNSS).
2. No turn onto base unless cleared by ATC.
3. EXPECT RADAR vectors to final approach.

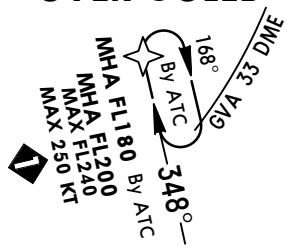


BANKO TWO NOVEMBER (BANKO 2N) [BANK2N]
BANKO TWO ROMEO (BANKO 2R) [BANK2R]
RWYS 05, 23 RNAV ARRIVALS
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

1 7000'
within 10 NM



**HOLDING
OVER GOLEB**



Direct distance to Geneva Apt from:
INDIS 18 NM
SPR 20 NM

STAR	RWY	ROUTING
BANKO 2N	05	Via GG520, GOLEB, VALBU and SUVEL to BIVLO, then to PITOM, then to GG502, continue on track. By ATC to INDIS to intercept final approach.
BANKO 2R	23	Via GG520, GOLEB, VALBU and SUVEL to BIVLO, then to GG525, then to GG512, continue on track. By ATC to SPR to intercept final approach.

LSGG/GVA
GENEVA

JEPPESSEN
30 OCT 15 10-2B

Eff 12 Nov

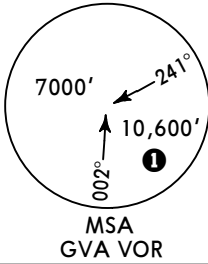
GENEVA, SWITZERLAND

RNAV STAR

ATIS
135.575

Apt Elev
1411'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
1. RNAV (GNSS).
2. No turn onto base unless cleared by ATC.
3. EXPECT RADAR vectors to final approach.

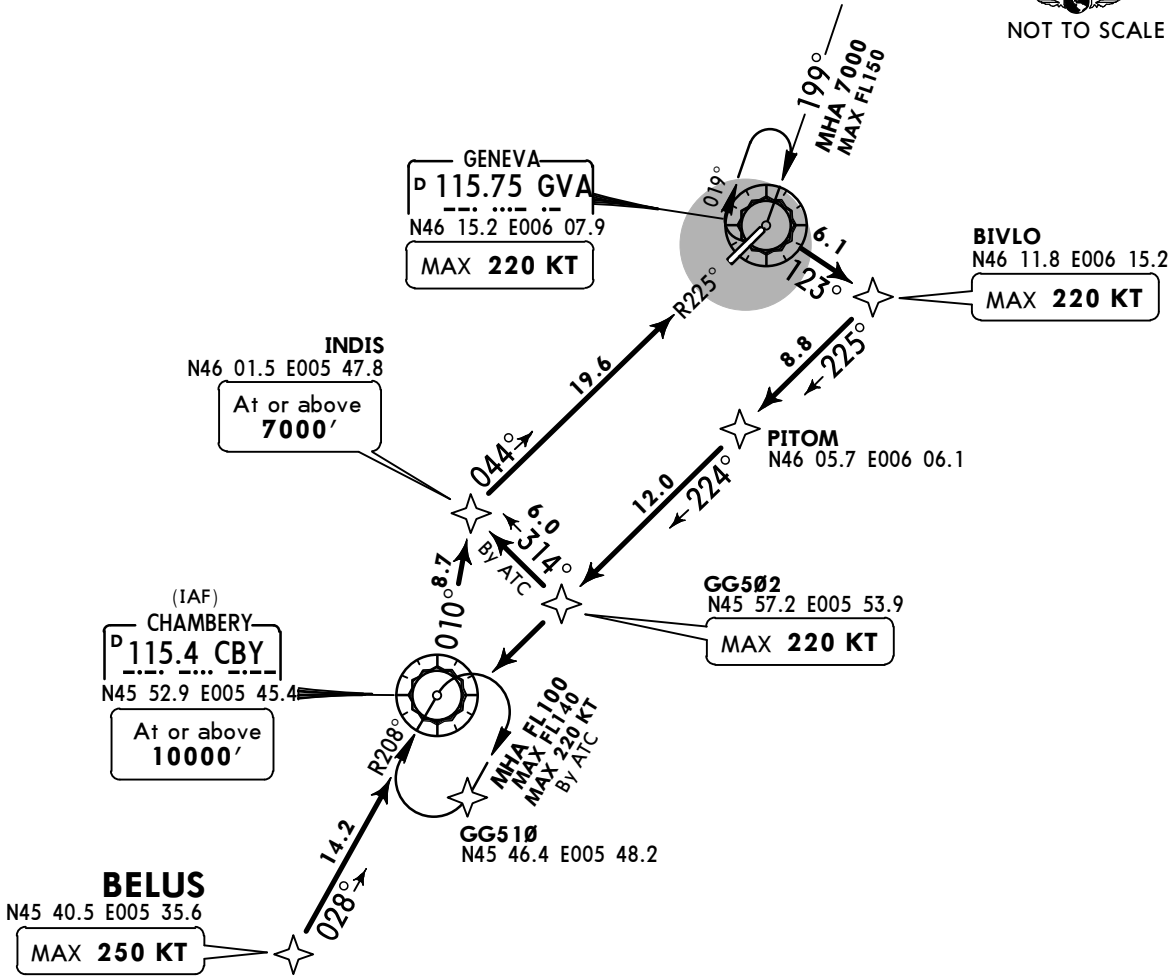


1 7000' within 10 NM



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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Direct distance from INDIS to:
Geneva Apt 18 NM

ROUTING

To CBY, then to INDIS, then to GVA, then to BIVLO, then to PITOM, then to GG502, continue on track. By ATC to INDIS to intercept final approach.

LSGG/GVA
GENEVA

JEPPESEN
30 OCT 15 10-2C

Eff 12 Nov

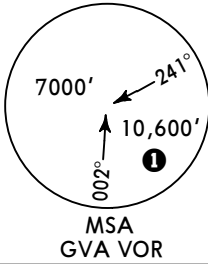
GENEVA, SWITZERLAND

RNAV STAR

ATIS
135.575

Apt Elev
1411'

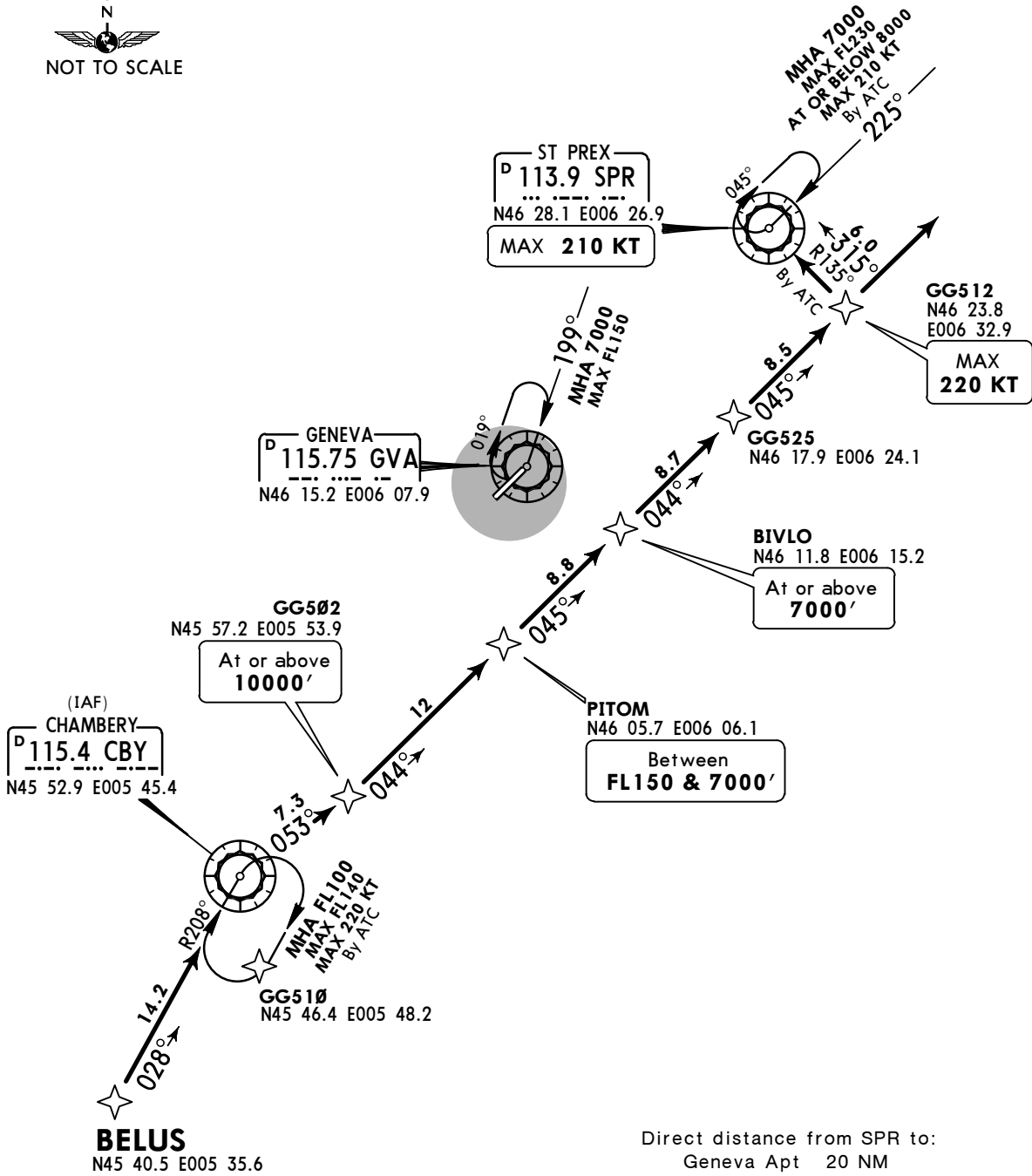
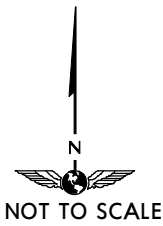
Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
1. RNAV (GNSS).
2. No turn onto base unless cleared by ATC.
3. EXPECT RADAR vectors to final approach.



1 7000'
within 10 NM

BELUS ONE ROMEO (BELUS 1R) [BELU1R]
RWY 23 RNAV ARRIVAL

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



ROUTING

To CBY, then to GG502, then to PITOM, then to BIVLO, then to GG525, then to GG512, continue on track. By ATC to SPR to intercept final approach.

LSGG/GVA
GENEVA

JEPPESEN
30 OCT 15 10-2D

Eff 12 Nov

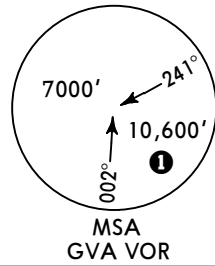
GENEVA, SWITZERLAND

RNAV STAR

ATIS
135.575

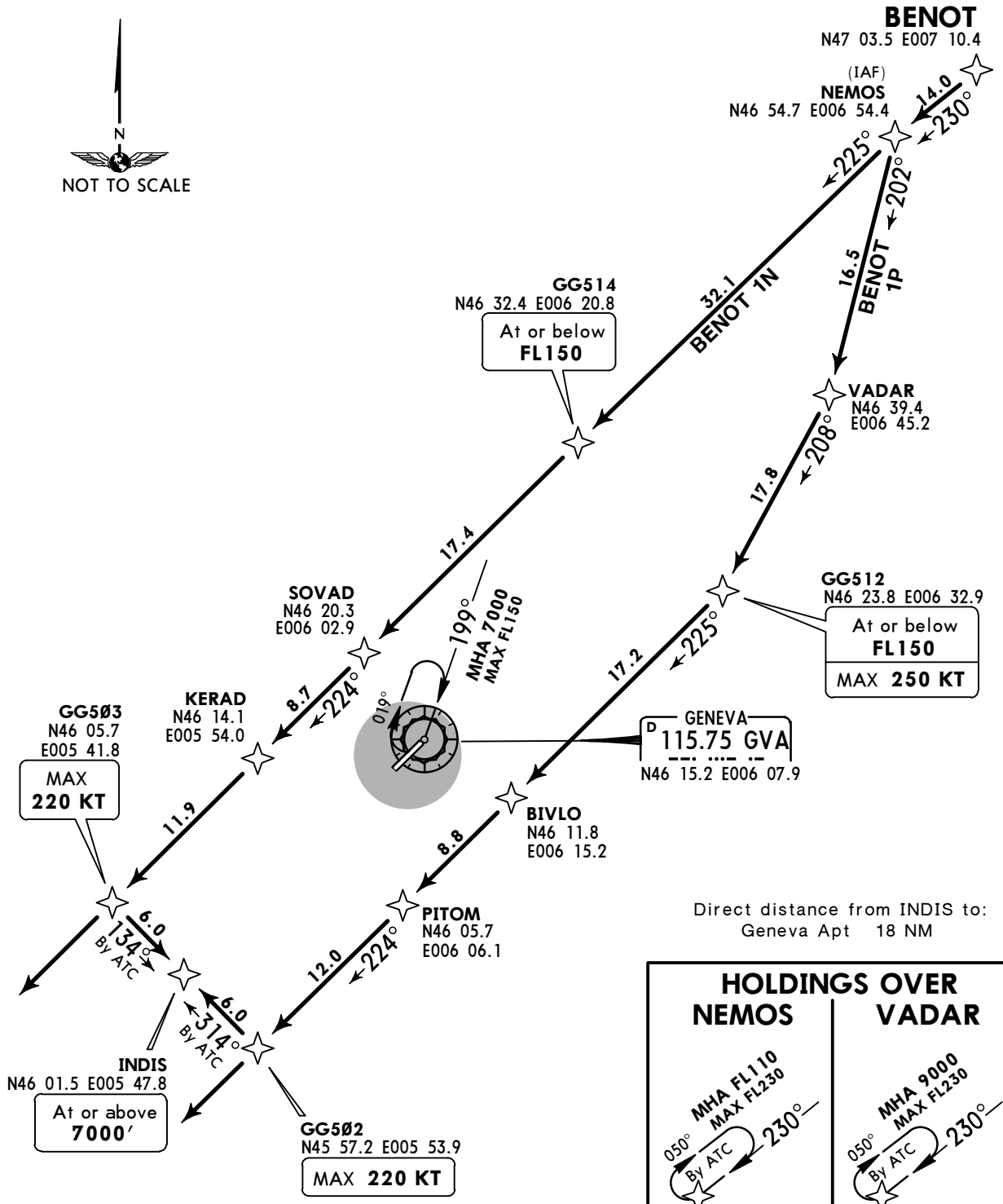
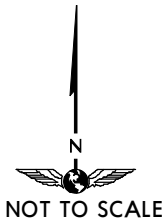
Apt Elev
1411'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
1. RNAV (GNSS).
2. No turn onto base unless cleared by ATC.
3. EXPECT RADAR vectors to final approach.

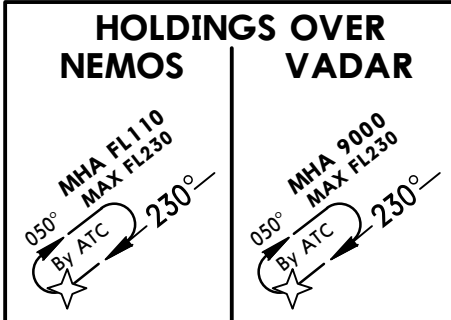


1 7000'
within 10 NM

BENOT ONE NOVEMBER (BENOT 1N) [BENO1N]
BENOT ONE PAPA (BENOT 1P) [BENO1P]
RWY 05 RNAV ARRIVALS
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Direct distance from INDIS to:
Geneva Apt 18 NM



STAR	ROUTING
BENOT 1N	To NEMOS, then via GG514 to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
BENOT 1P	To NEMOS, then to VADAR, then to GG512, then via BIVLO to PITOM, then to GG502, continue on track. By ATC to INDIS to intercept final approach.

LSGG/GVA
GENEVA

JEPPESEN
30 OCT 15 10-2E

Eff 12 Nov

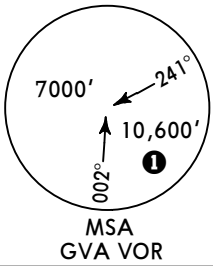
GENEVA, SWITZERLAND

RNAV STAR

ATIS
135.575

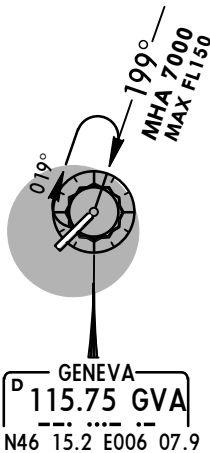
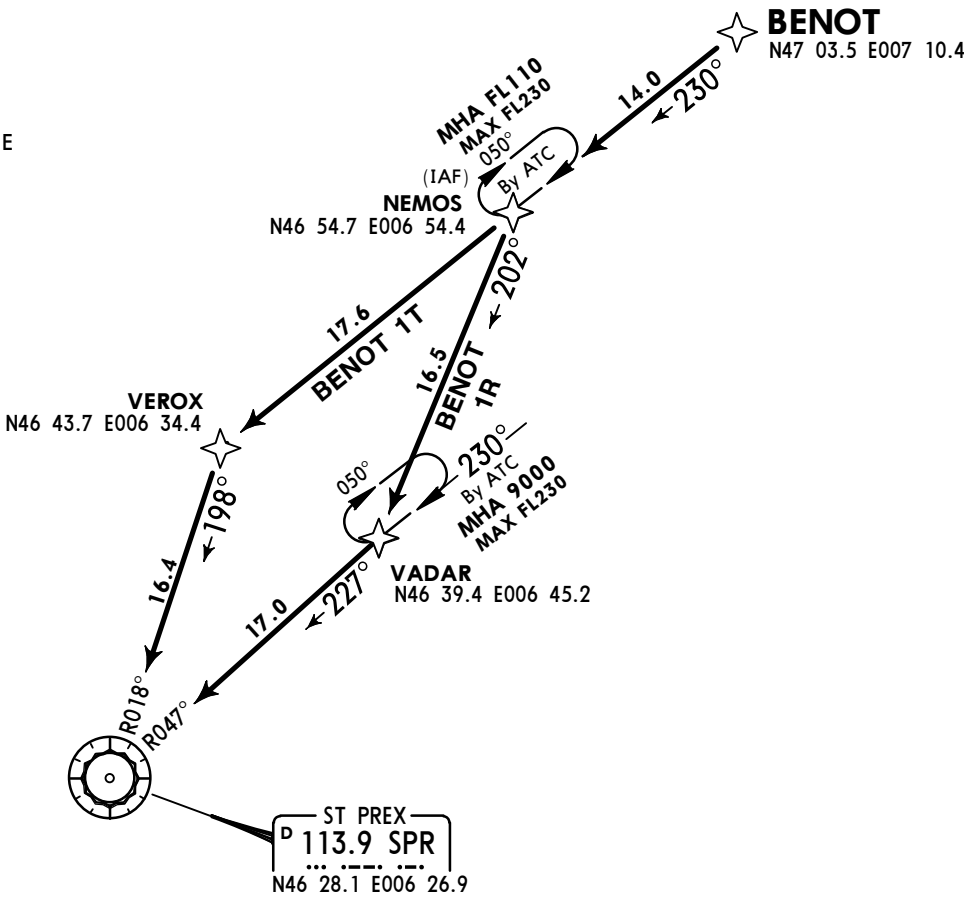
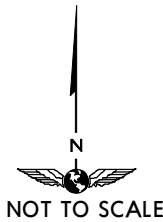
Apt Elev
1411'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
1. RNAV (GNSS).
2. No turn onto base unless cleared by ATC.
3. EXPECT RADAR vectors to final approach.



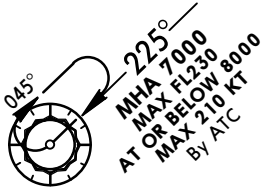
1 7000'
within 10 NM

BENOT ONE ROMEO (BENOT 1R) [BENO1R]
BENOT ONE TANGO (BENOT 1T) [BENO1T]
RWY 23 RNAV ARRIVALS
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Direct distance from SPR to:
Geneva Apt 20 NM

HOLDING OVER
SPR



STAR	ROUTING
BENOT 1R	To NEMOS, then to VADAR, then to SPR, intercept final approach.
BENOT 1T	To NEMOS, then to VEROX, then to SPR, intercept final approach.

LSGG/GVA
GENEVA

JEPPESEN
30 OCT 15 10-2F

Eff 12 Nov

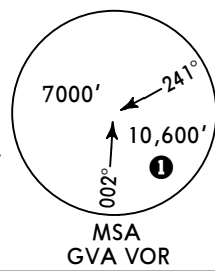
GENEVA, SWITZERLAND

RNAV STAR

ATIS
135.575

Apt Elev
1411'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
1. RNAV (GNSS).
2. No turn onto base unless cleared by ATC.
3. EXPECT RADAR vectors to final approach.

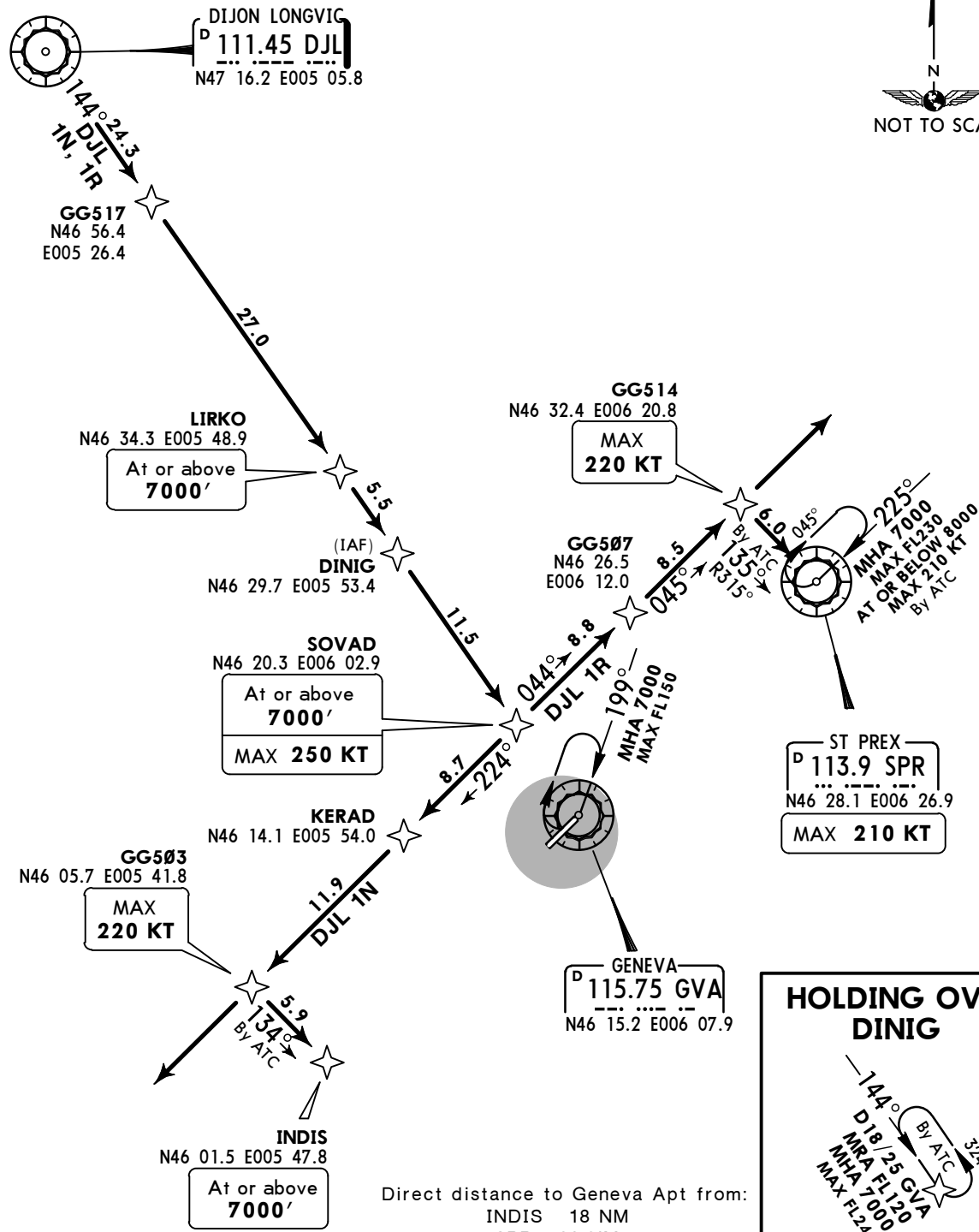


1 7000' within 10 NM



DIJON ONE NOVEMBER (DJL 1N)
DIJON ONE ROMEO (DJL 1R)
RWYS 05, 23 RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Direct distance to Geneva Apt from:
INDIS 18 NM
SPR 20 NM



STAR	RWY	ROUTING
DJL 1N	05	Via GG517, LIRKO and DINIG to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
DJL 1R	23	Via GG517, LIRKO and DINIG to SOVAD, then to GG507, then to GG514, continue on track. By ATC to SPR to intercept final approach.

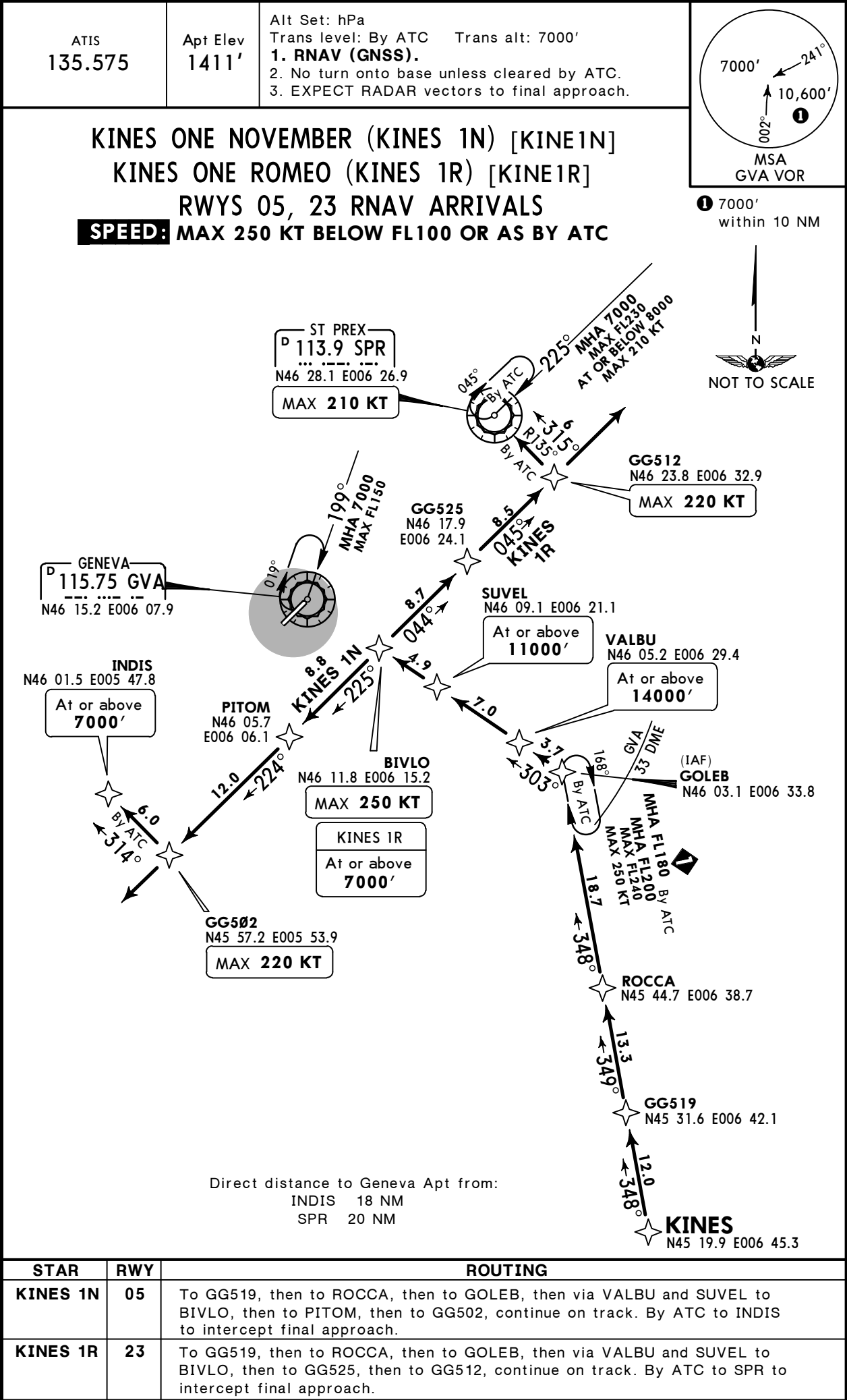
LSGG/GVA
GENEVA

JEPPESSEN
30 OCT 15 10-2G

Eff 12 Nov

GENEVA, SWITZERLAND

RNAV STAR



LSGG/GVA
GENEVA

JEPPESEN
30 OCT 15 10-2H

Eff 12 Nov

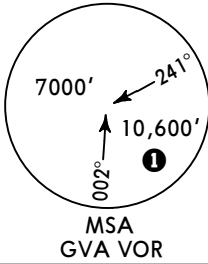
GENEVA, SWITZERLAND

RNAV STAR

ATIS
135.575

Apt Elev
1411'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
1. RNAV (GNSS).
2. No turn onto base unless cleared by ATC.
3. EXPECT RADAR vectors to final approach.

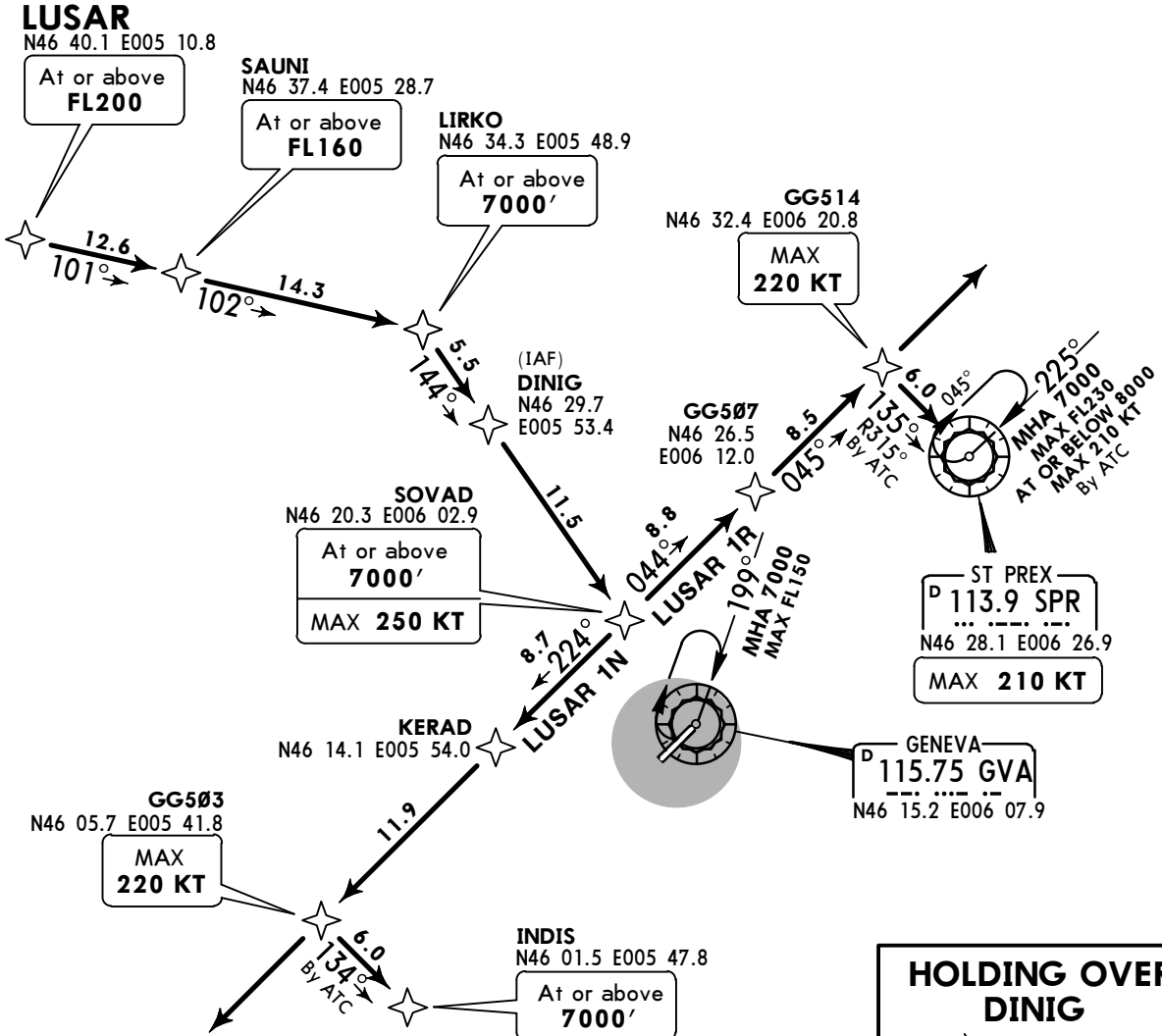


1 7000' within 10 NM



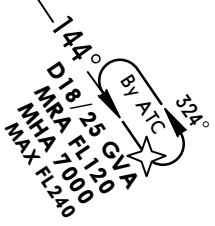
NOT TO SCALE

LUSAR ONE NOVEMBER (LUSAR 1N) [LUSA1N]
LUSAR ONE ROMEO (LUSAR 1R) [LUSA1R]
RWYS 05, 23 RNAV ARRIVALS
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Direct distance to Geneva Apt from:
INDIS 18 NM
SPR 20 NM

**HOLDING OVER
DINIG**



STAR	RWY	ROUTING
LUSAR 1N	05	To SAUNI, then to LIRKO, then via DINIG to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
LUSAR 1R	23	To SAUNI, then to LIRKO, then via DINIG to SOVAD, then to GG507, then to GG514, continue on track. By ATC to SPR to intercept final approach.

LSGG/GVA
GENEVA

JEPPESEN
30 OCT 15 10-2J

Eff 12 Nov

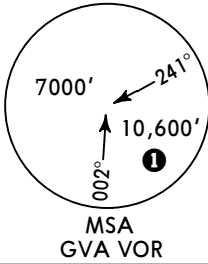
GENEVA, SWITZERLAND

RNAV STAR

ATIS
135.575

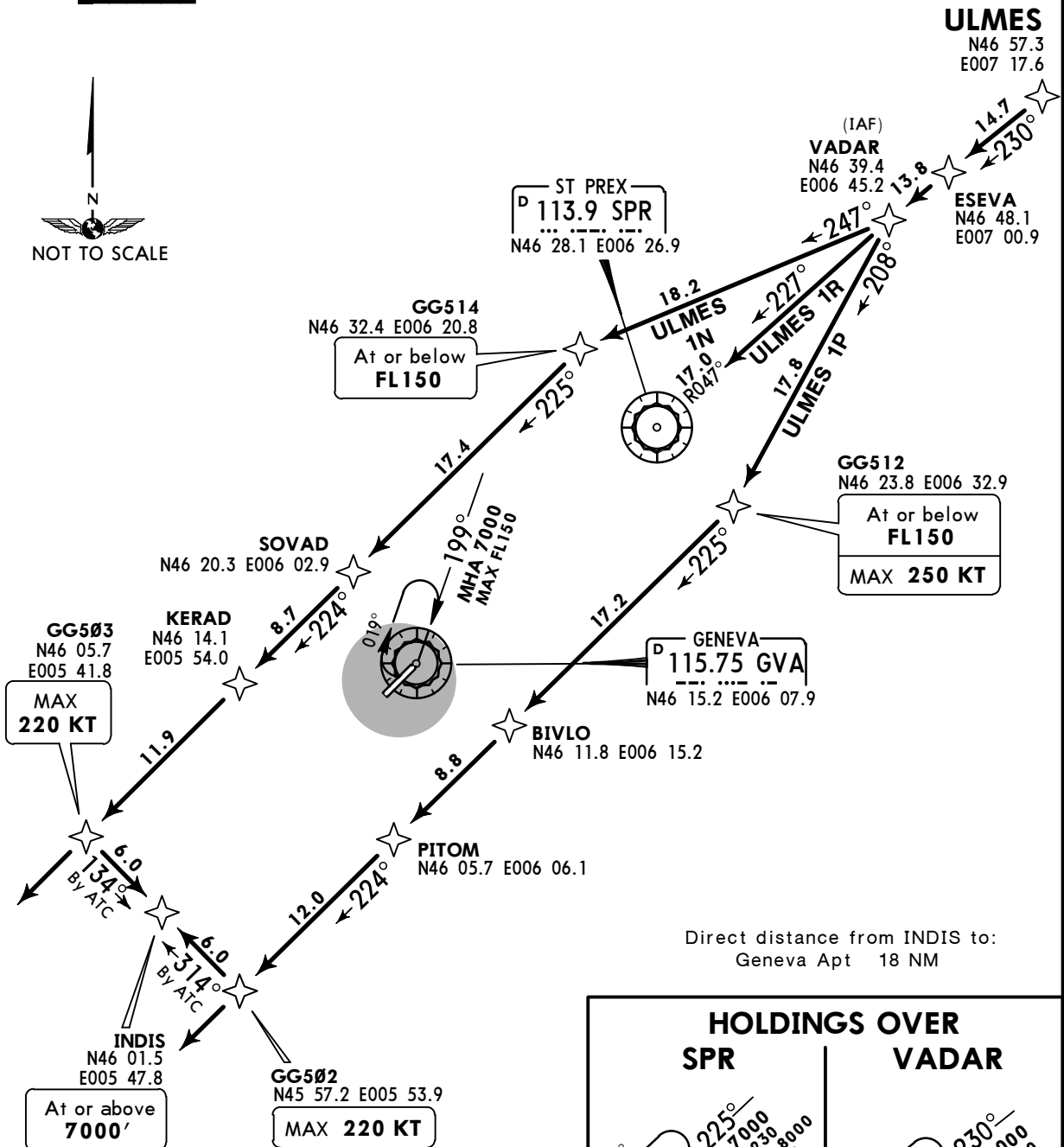
Apt Elev
1411'

Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
1. RNAV (GNSS).
2. No turn onto base unless cleared by ATC.
3. EXPECT RADAR vectors to final approach.



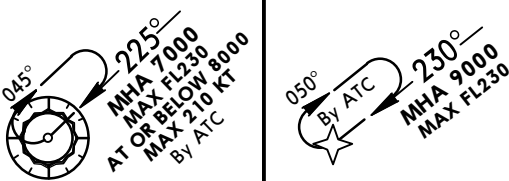
1 7000'
within 10 NM

ULMES ONE NOVEMBER (ULMES 1N) [ULME1N]
ULMES ONE PAPA (ULMES 1P) [ULME1P]
ULMES ONE ROMEO (ULMES 1R) [ULME1R]
RWYS 05, 23 RNAV ARRIVALS
SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



Direct distance from INDIS to:
Geneva Apt 18 NM

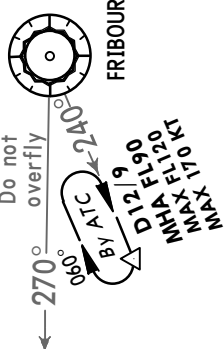
HOLDINGS OVER
SPR VADAR



STAR	RWY	ROUTING
ULMES 1N	05	Via ESEVA to VADAR, then to GG514, then to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
ULMES 1P		Via ESEVA to VADAR, then to GG512, then via BIVLO to PITOM, then to GG502, continue on track. By ATC to INDIS to intercept final approach.
ULMES 1R	23	Via ESEVA to VADAR, then to SPR, intercept final approach.

1 7000' within 10 NM

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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LSGG/GVA
GENEVA

JEPPESSEN

GENEVA, SWITZERLAND

18 SEP 09

10-2L

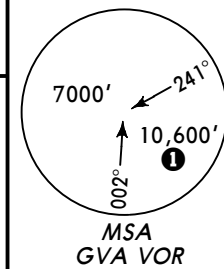
Eff 24 Sep

STAR

ATIS
135.57

Apt Elev
1411'

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



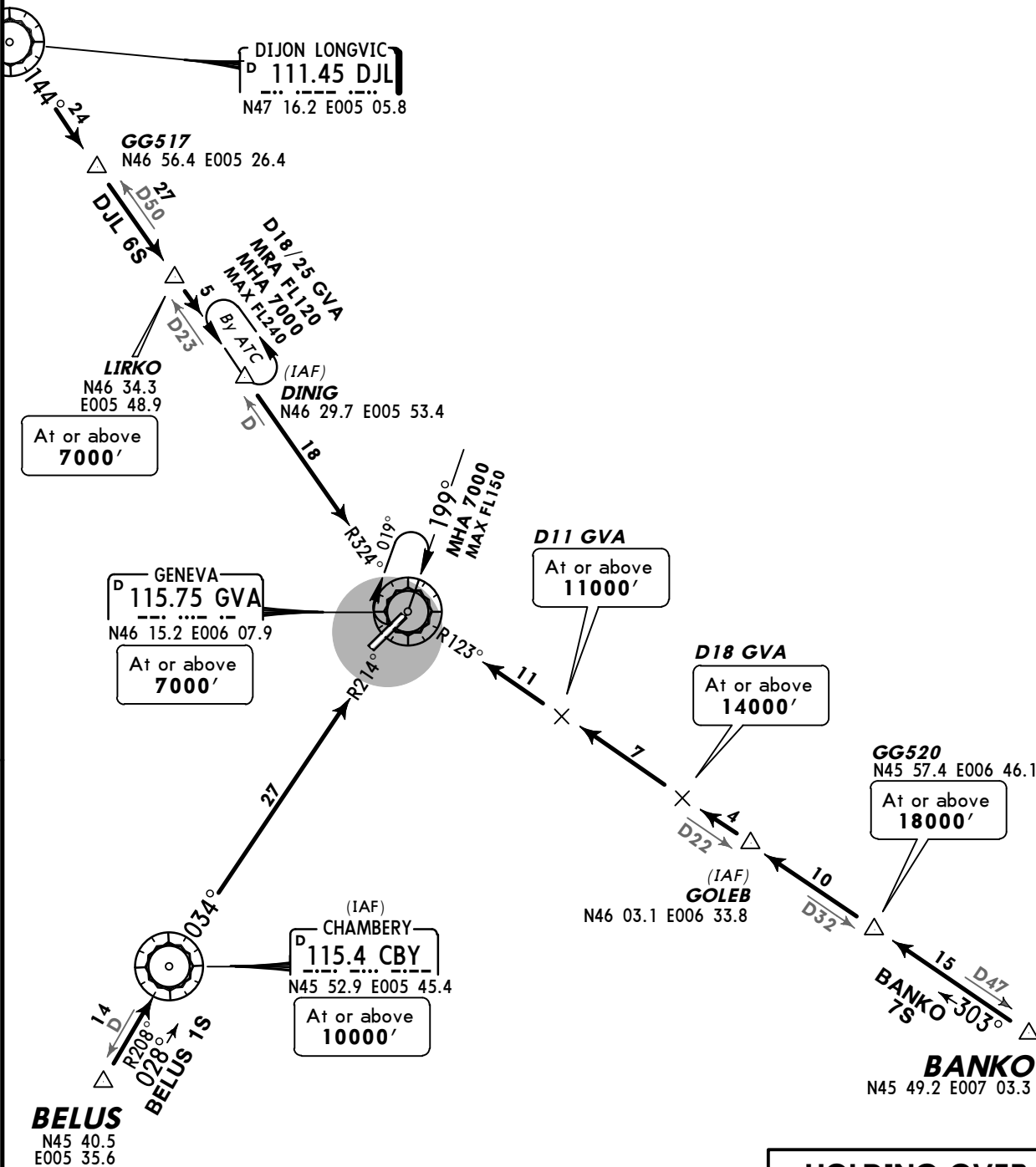
① 7000' within 10 NM

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

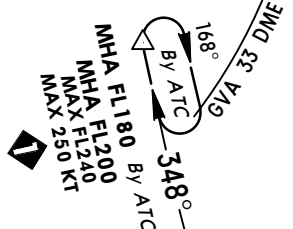
ARRIVALS

FROM SOUTHEAST, SOUTHWEST & NORTHWEST

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



HOLDING OVER GOLEB



RNAV SID

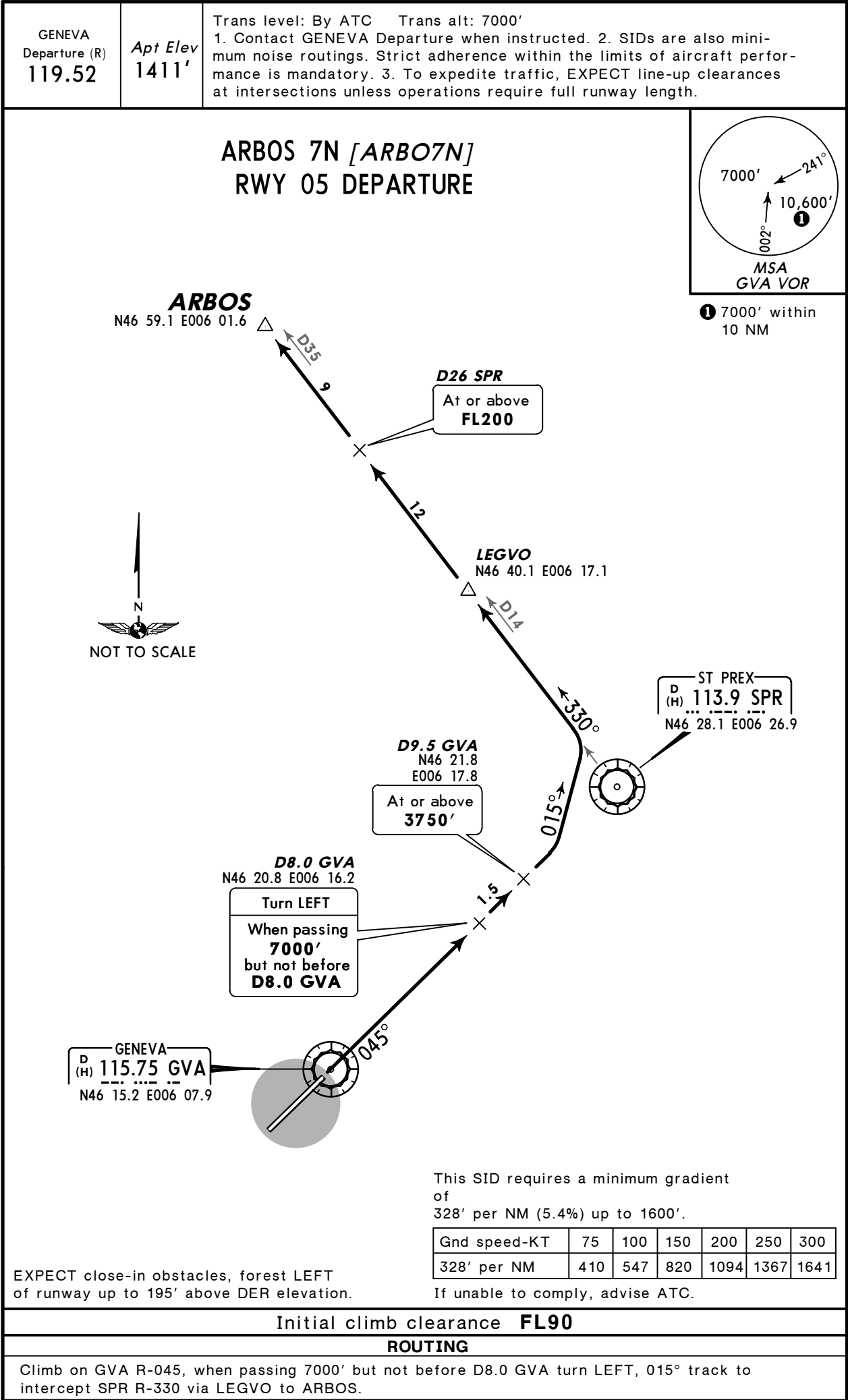
LSGG/GVA
GENEVA

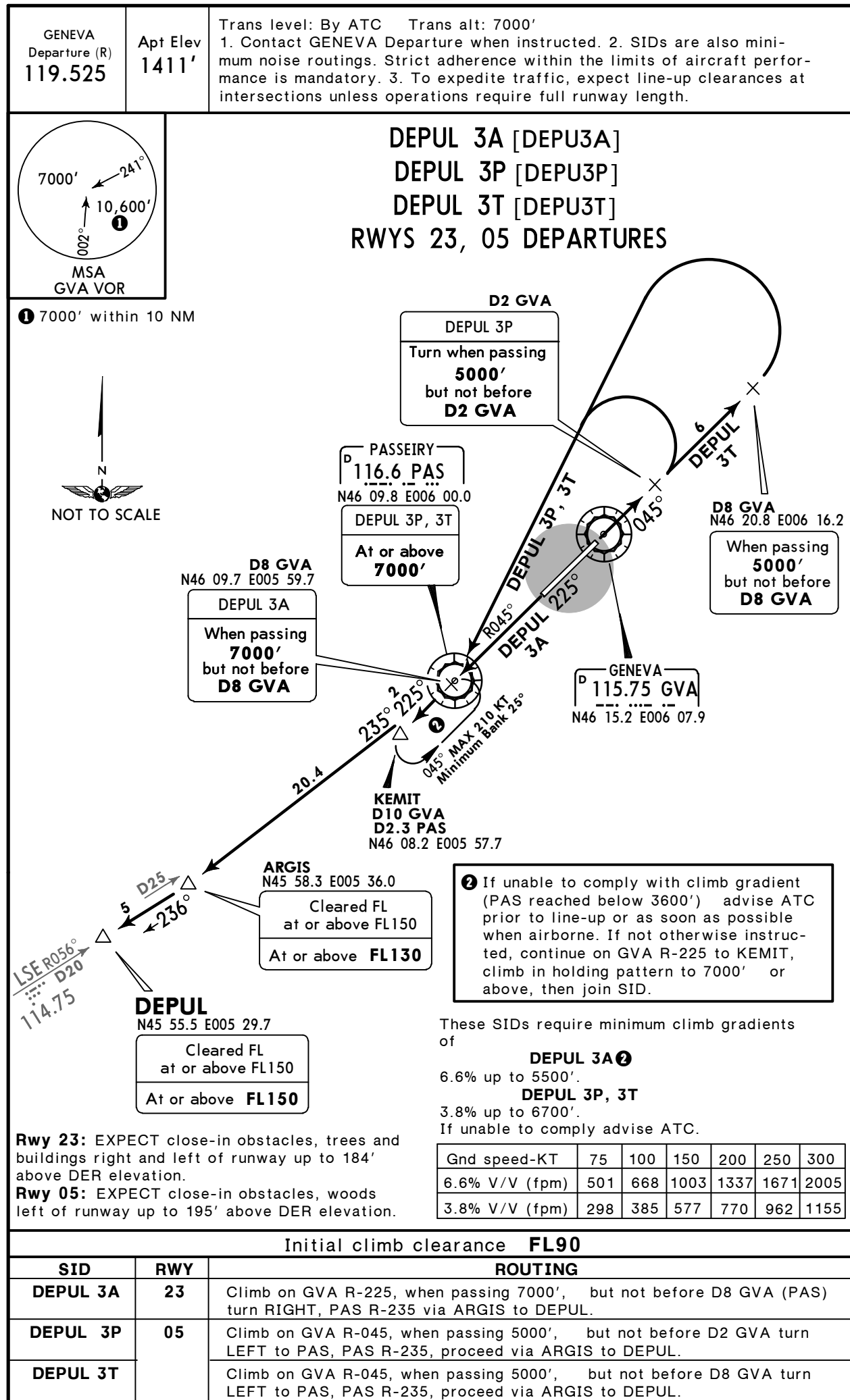
JEPPESEN
14 OCT 11 (10-3B)

GENEVA, SWITZERLAND

Eff 20 Oct

SID



LSGG/GVA
GENEVA
JEPPesen
 9 OCT 15 **10-3E**
GENEVA, SWITZERLAND
Eff 15 Oct
SID


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.

**MSA
GVA VOR**

**① 7000' within
10 NM**

DJON LONGVIC
D 111.45 DJL
N47 16.2 E005 05.8

TUTAX
N46 55.3 E005 14.8

IBABA
N46 52.6 E005 25.3

To DJL
Cleared FL at or above FL200
At or above FL200
To TUTAX
At or above FL220

DIPIR
N46 40.2 E005 35.6

KELUK
N46 33.3 E005 41.1

D8 GVA
N46 09.7 E005 59.7

When passing 7000' 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

KEMIT
D10 GVA
D2.3 PAS
N46 08.2 E005 57.7

MAX 210 KT
Minimum Bank 25°

LF(TSA)-24

R149°

27

8

293°

During activity of LF(TSA)-24 routing via DJL.

12

14

044°

049°

045°

330°

225°

225°

045°

N

NOT TO SCALE

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

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LSGG/GVA
GENEVA

JEPPESEN
5 MAR 10 10-3G

GENEVA, SWITZERLAND

Eff 11 Mar

SID

GENEVA
Departure (R)
119.52

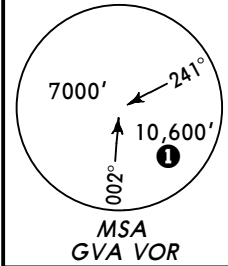
Apt Elev
1411'

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.

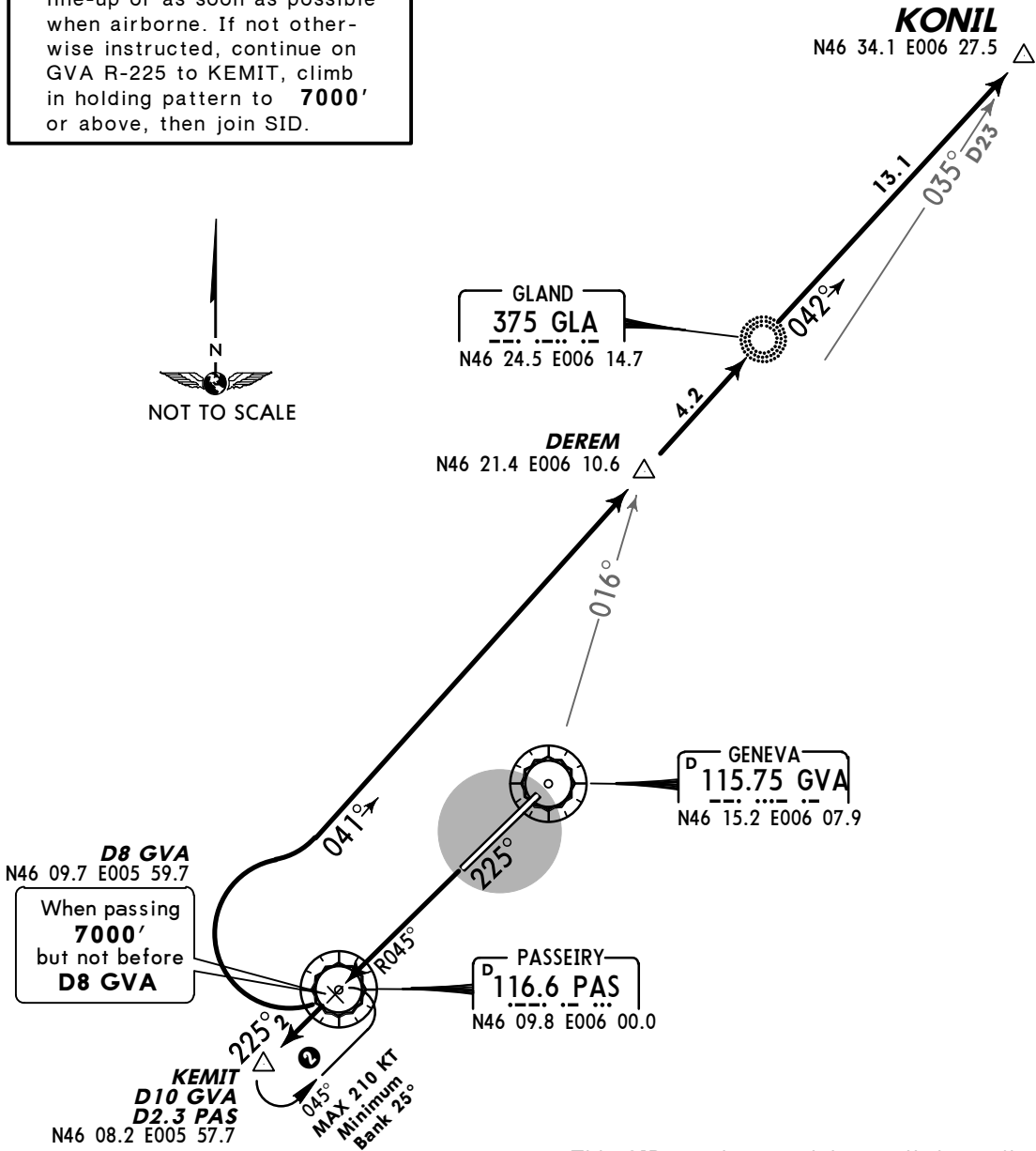
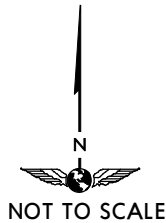
KONIL 5A [KONI5A]
RWY 23 DEPARTURE

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

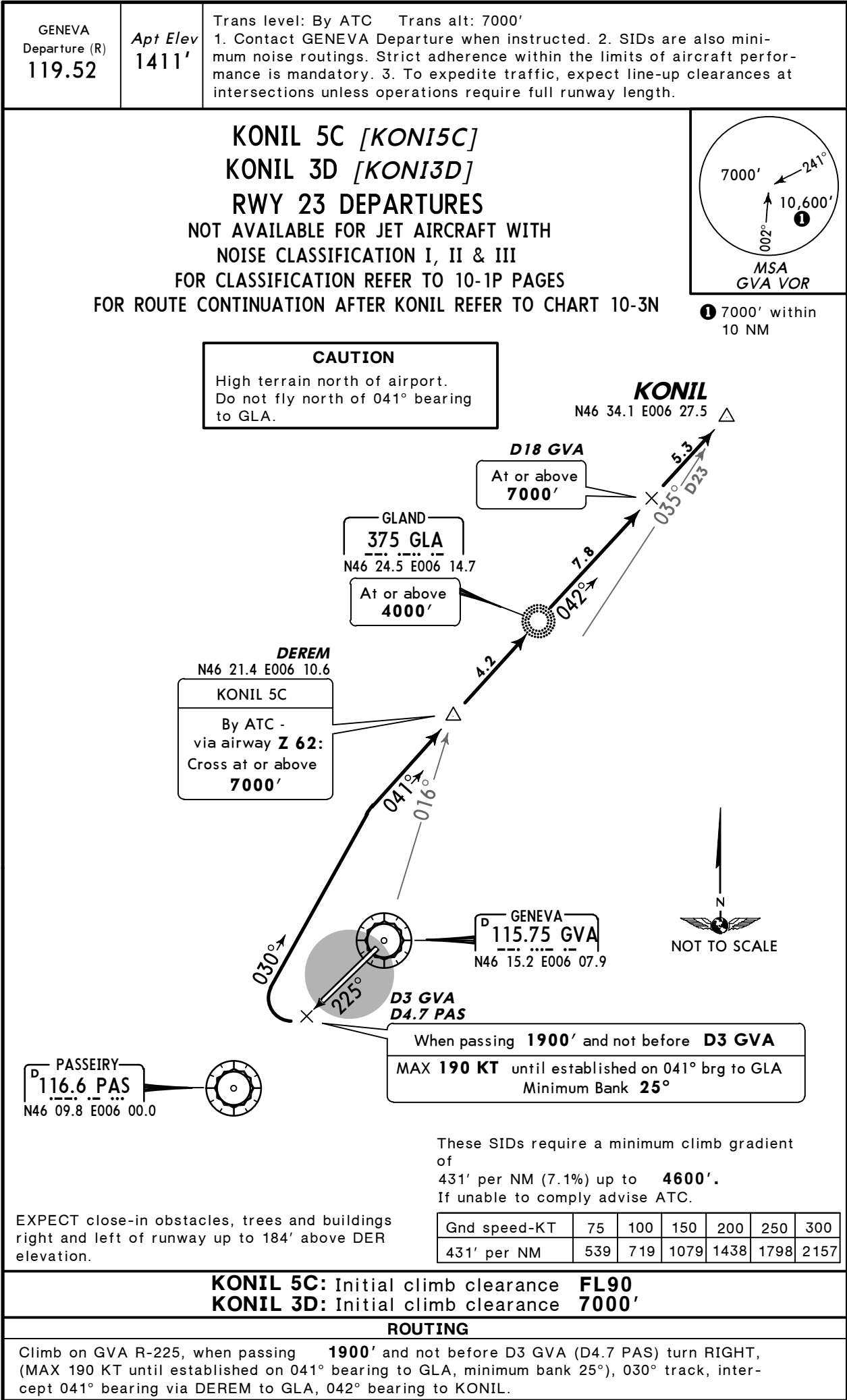
Climb on GVA R-225, when passing 7000', but not before D8 GVA (PAS) turn RIGHT, intercept 041° bearing via DEREM to GLA, 042° bearing to KONIL.

LSGG/GVA
GENEVA

JEPPESEN
28 MAY 10 10-3G1

GENEVA, SWITZERLAND

SID

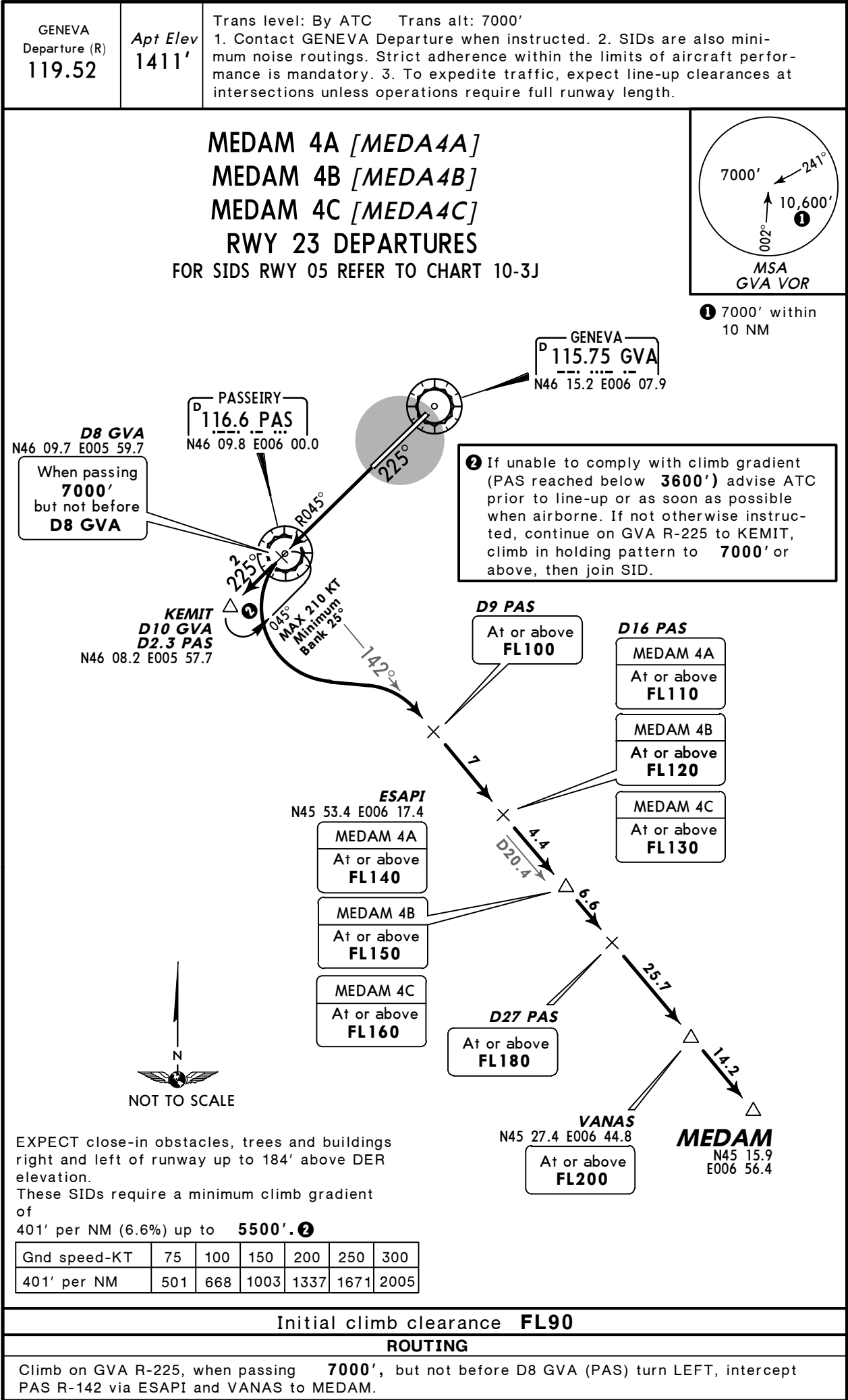


LSGG/GVA
GENEVA

JEPPESEN
5 MAR 10 10-3H

GENEVA, SWITZERLAND
Eff 11 Mar

SID



LSGG/GVA
GENEVA

JEPPESSEN
5 MAR 10 10-3J

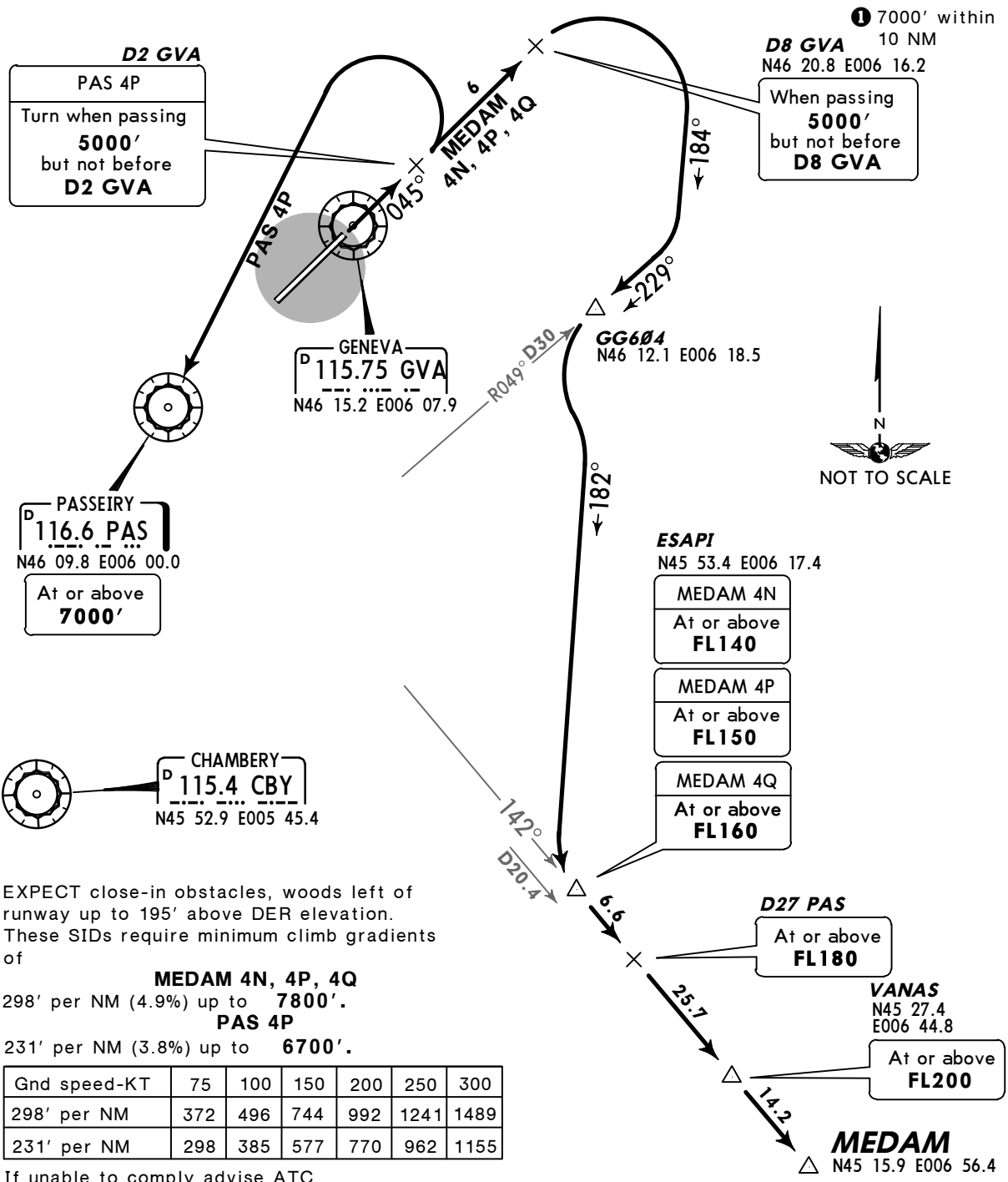
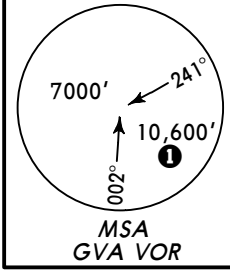
GENEVA, SWITZERLAND

Eff 11 Mar

SID

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



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.

LSGG/GVA
GENEVA

JEPPesen
5 MAR 10 10-3K

GENEVA, SWITZERLAND

Eff 11 Mar

SID

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]

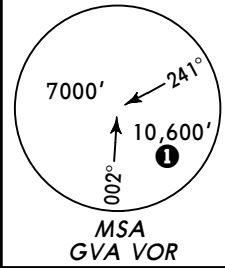
ROCCA 4C [ROCA4C]

RWY 23 DEPARTURES

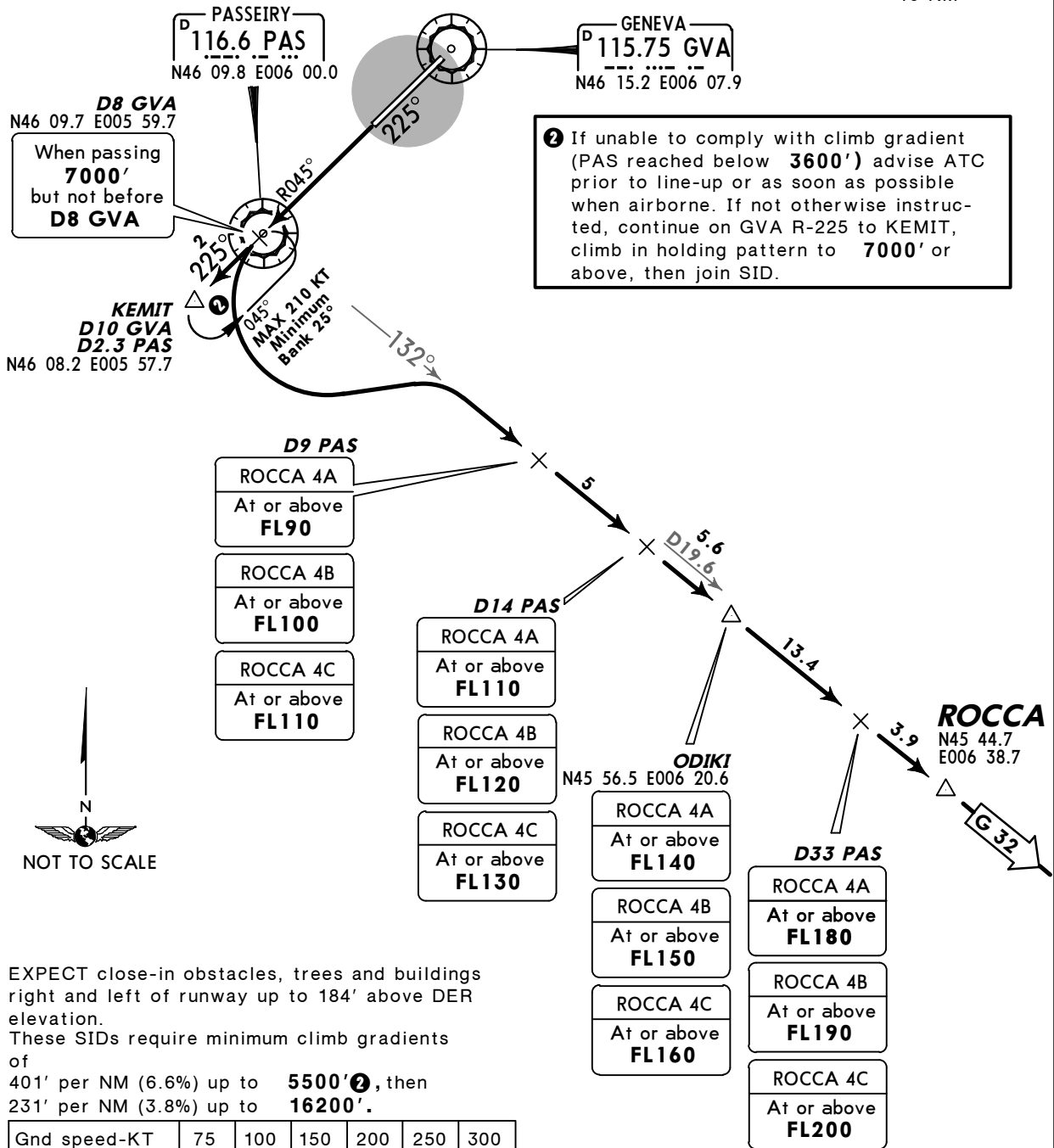
ONLY FOR FLIGHTS DESTINATION OR OVERFLYING ITALY

PLANNED BELOW FL200 (AIRWAY G 32)

FOR SIDS RWY 05 REFER TO CHART 10-3L



① 7000' within 10 NM



Initial climb clearance FL90

ROUTING

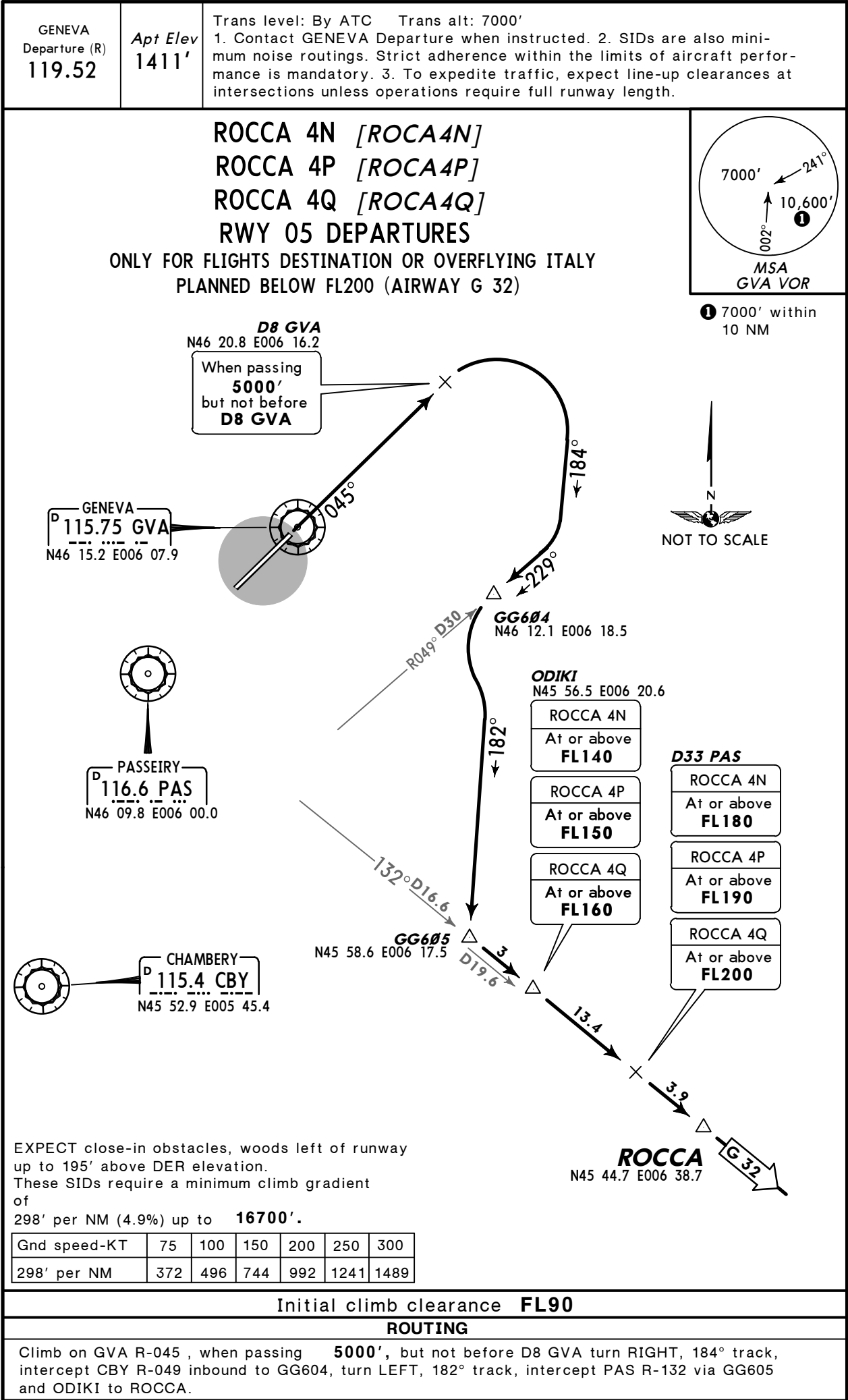
Climb on GVA R-225, when passing 7000', but not before D8 GVA (PAS) turn LEFT, intercept PAS R-132 via ODIKI to ROCCA.

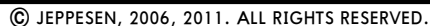
LSGG/GVA
GENEVA

JEPPESSEN
5 MAR 10 10-3L

GENEVA, SWITZERLAND

SID

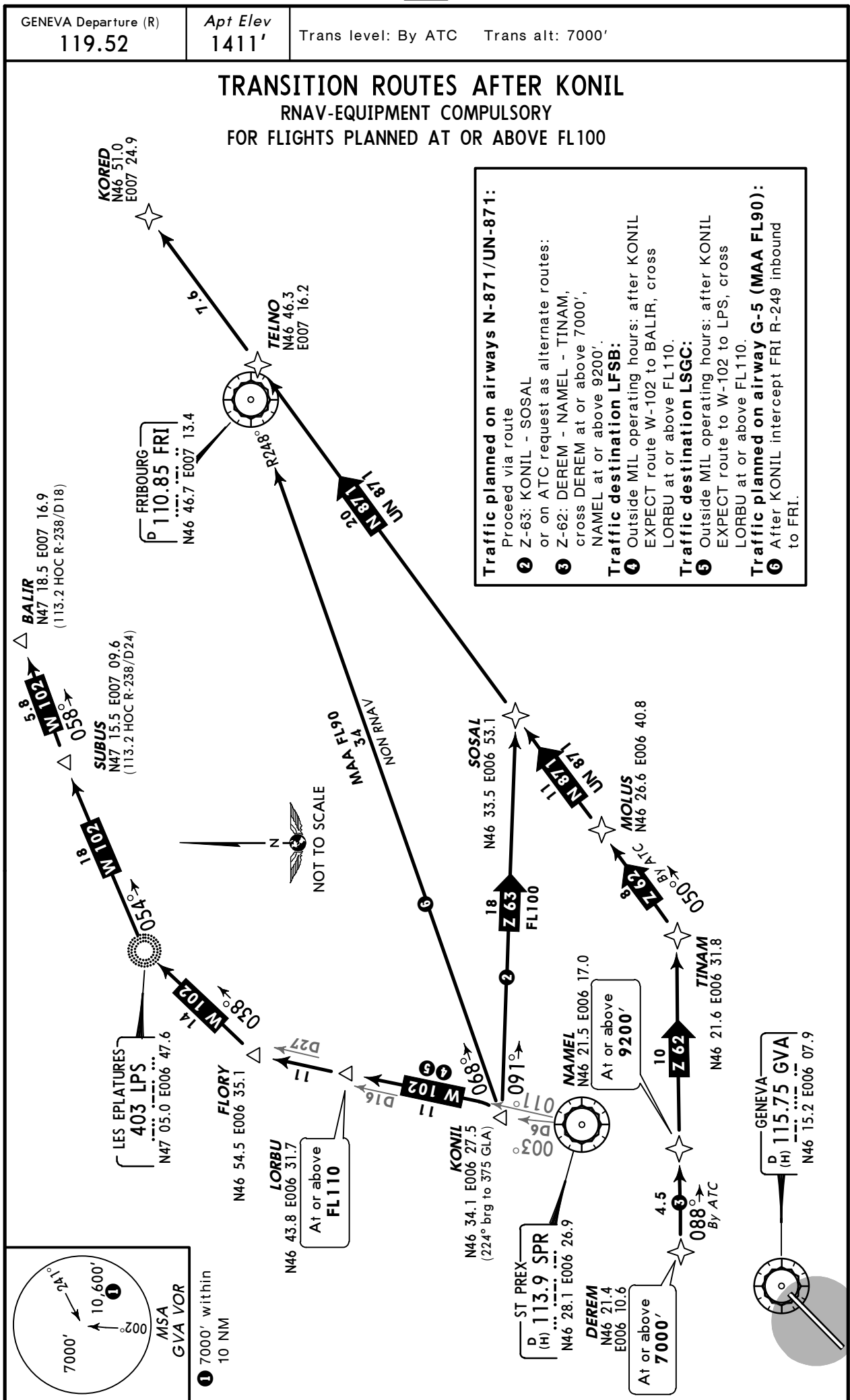




LSGG/GVA
GENEVA

JEPPESSEN
21 FEB 14 10-3N

GENEVA, SWITZERLAND
Eff 6 Mar
TRANSITION



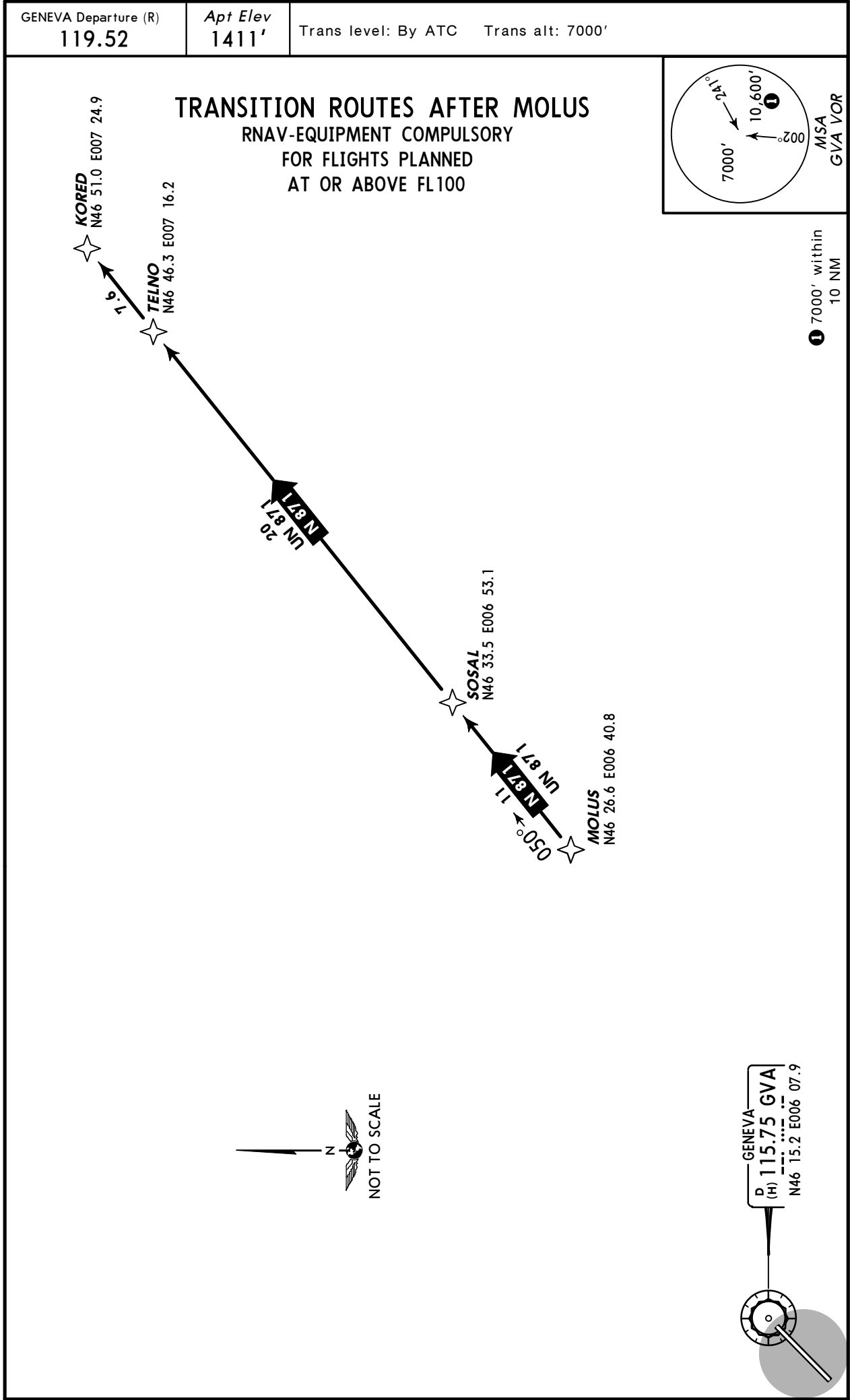
LSGG/GVA
GENEVA

21 FEB 14 **10-3P**

Eff 6 Mar

GENEVA, SWITZERLAND

TRANSITION

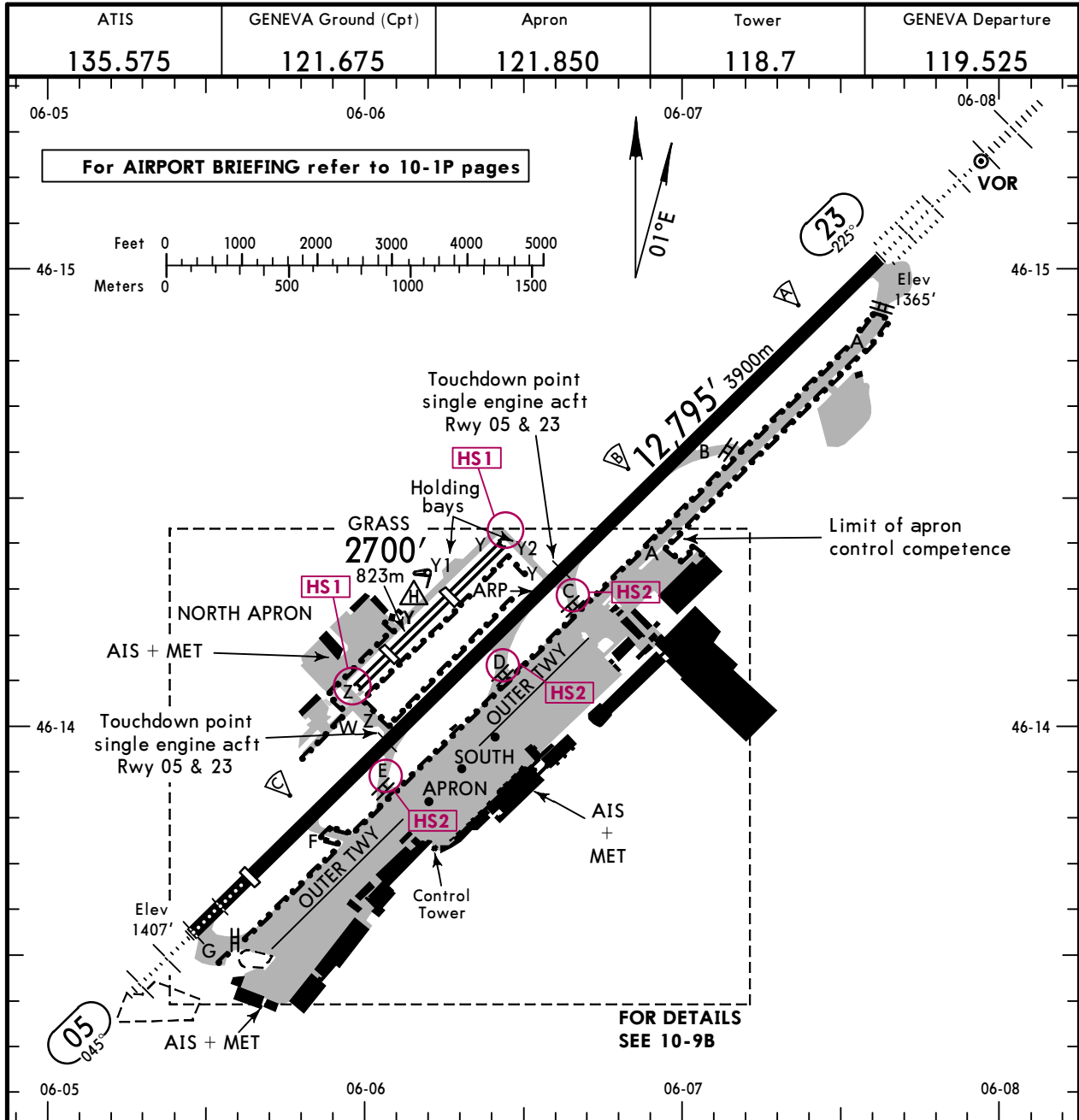


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LSGG/GVA
Apt Elev 1411'
N46 14.3 E006 06.6

JEPPESSEN
28 AUG 15 (10-9)

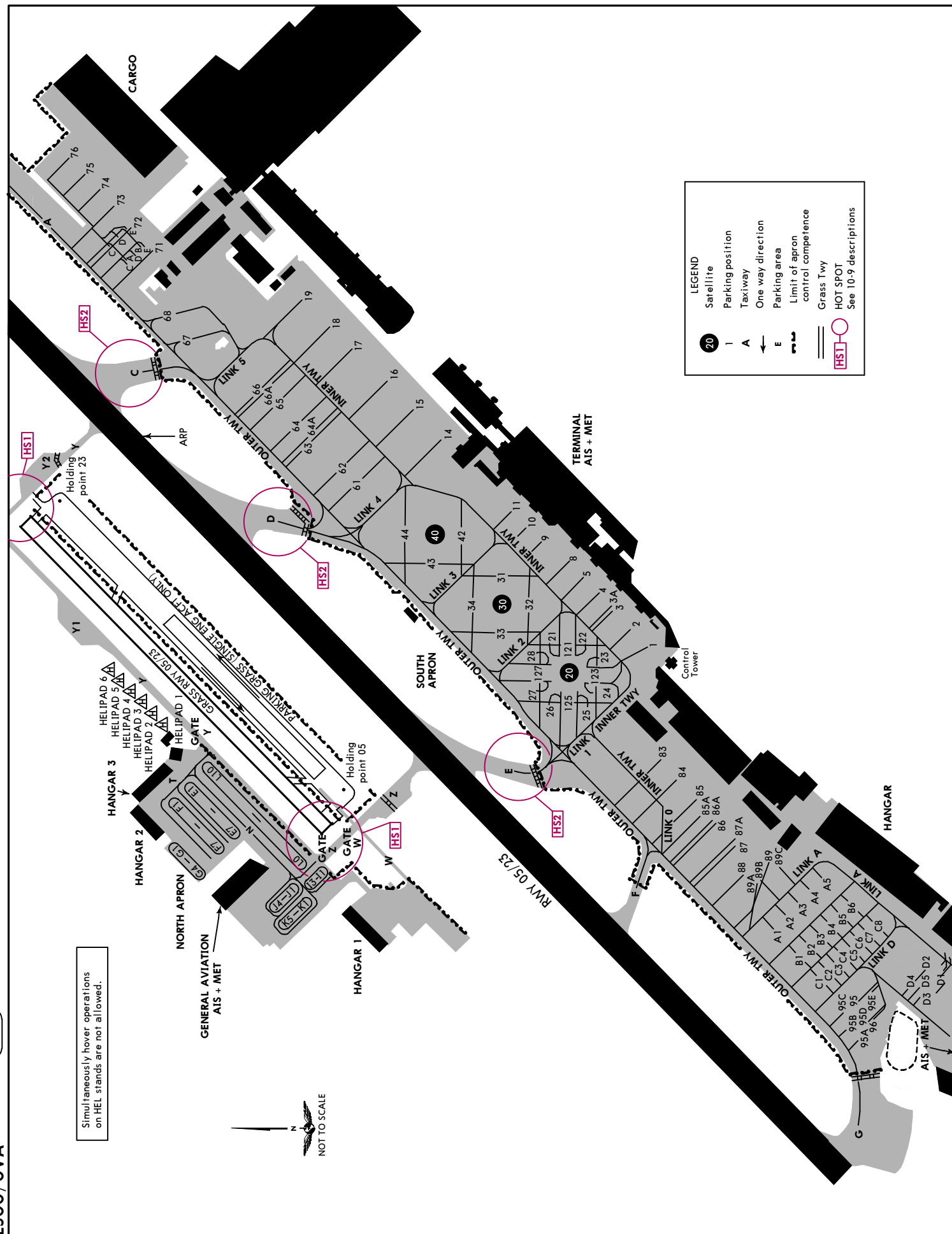
GENEVA, SWITZERLAND
GENEVA



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.



INS COORDINATES			
STAND No.	COORDINATES	STAND No.	COORDINATES
1 2 thru 5 8 9, 10 11 14 thru 16 17, 18 19 21 thru 26 27, 28 31 thru 34 42 43, 44 61, 62 63 thru 66A 67, 68 71 thru 71E 72 72C, 72D 72E thru 75 76 83, 84 85 thru 86A 87 87A	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 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 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 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 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	88 89 thru 89C 95 thru 96 121 thru 125 127 A1, A2 A3 thru A5 B1 thru B5 B6 C1 thru C4 C5 thru D2 D3, D4 D5 E1 thru F5 F6 thru G4 I1 thru J3 J4 K1 K2 thru K5 L0, L1 L2 thru L4 L5 thru L9 L10	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 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 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 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 N46 14.1 E006 06.0 N46 14.2 E006 06.0 N46 14.2 E006 06.1

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30 OCT 15
Eff 12 Nov
10-9Y
JAA COPTER MINIMUMS
GENEVA, SWITZERLAND
GENEVA

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
05	ILS	1611' (200')	750m / 1000m
	LOC	1850' (439')	800m / 1000m
	RNAV (LPV)	1693' (282')	800m / 1000m
	RNAV (LNAV/VNAV)	1721' (310')	1000m / 1000m
	RNAV (LNAV)	1840' (429')	1000m / 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
	RNAV (LPV) ❶	1675' (310')	800m / 1000m
	RNAV (LPV) ❷	2045' (680')	1000m / 1000m
	RNAV (LNAV/VNAV) ❸	1767' (402')	800m / 1000m
	RNAV (LNAV/VNAV) ❹	2435' (1070')	1000m / 1000m
	RNAV (LNAV) ❶	1810' (445')	800m / 1000m
	RNAV (LNAV) ❷	2830' (1465')	1000m / 1000m
	VOR	1810' (445')	800m / 1000m
	SRA	1830' (465')	1000m / 1000m

❶ Missed apch climb gradient mim 3.1%.

❷ Missed apch climb gradient mim 2.5%.

❸ Missed apch climb gradient mim 3.7%.

❹ Missed apch climb gradient mim 3.9%.

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

❶ Prohibited South of airport.

❷ Not authorized after RNAV Rwy 23 apch.

TAKE-OFF RWY 05, 23

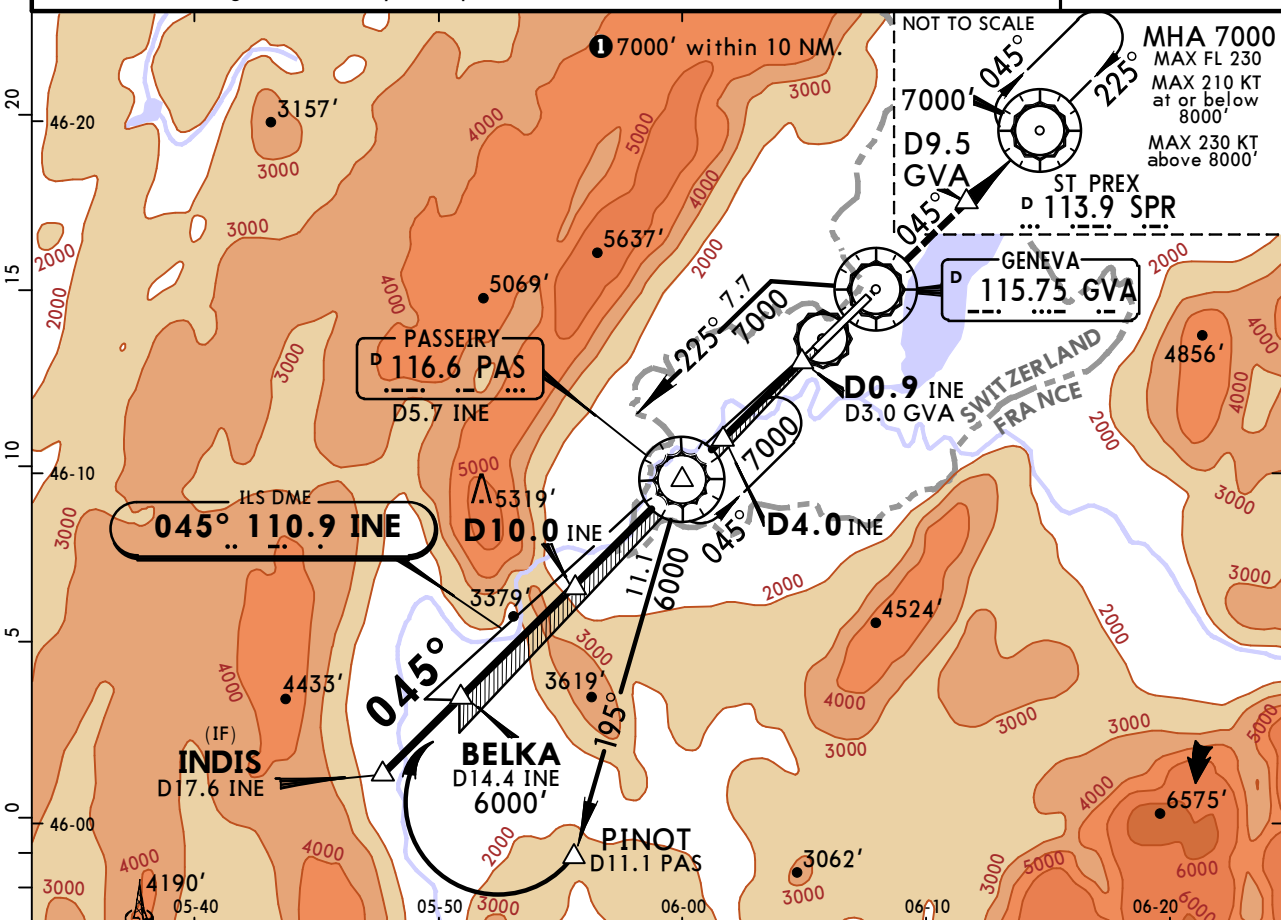
LVP must be in Force ❶			
RL, FATO LTS, CL & RVR info	RL, FATO LTS & RCLM	Nil Facilities DAY	Nil Facilities NIGHT
150m	250m	❷ 500m	800m

❶ Without LVP 400m are stipulated.

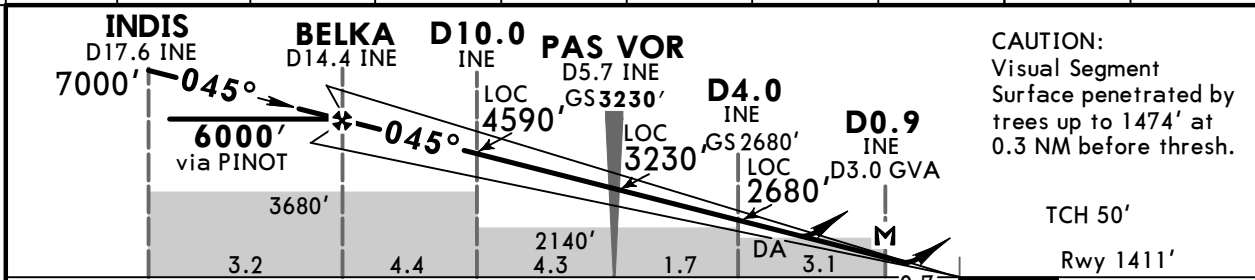
❷ Or rejected take-off distance whichever is the greater.

LSGG/GVA
GENEVA
JEPPESSEN
 30 OCT 15 **(11-1)** **Eff 12 Nov**
GENEVA, SWITZERLAND
ILS DME Rwy 05

BRIEFING STRIP™	ATIS		GENEVA Arrival (APP)		GENEVA Final (APP)		GENEVA Tower		Ground		
	135.575		136.250		120.3		118.7		North	South	
	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: Initial climb clearance 7000'. Climb STRAIGHT AHEAD on R-045 GVA. 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	GVA 115.75 R-045
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849			
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') AB: 1611' (200') D: 1624' (213')		DA(H) 1850' (439')					
	FULL/Limited		ALS out					
					Max Kts	MDA(H)	VIS	
A	RVR 750m		RVR 1200m		100	2100' (689')	1500m	
B					135	2100' (689')	1600m	
C	RVR 800m		RVR 1600m RVR 2000m		180	2400' (989')	2400m	
D					180	2400' (989')	3600m	

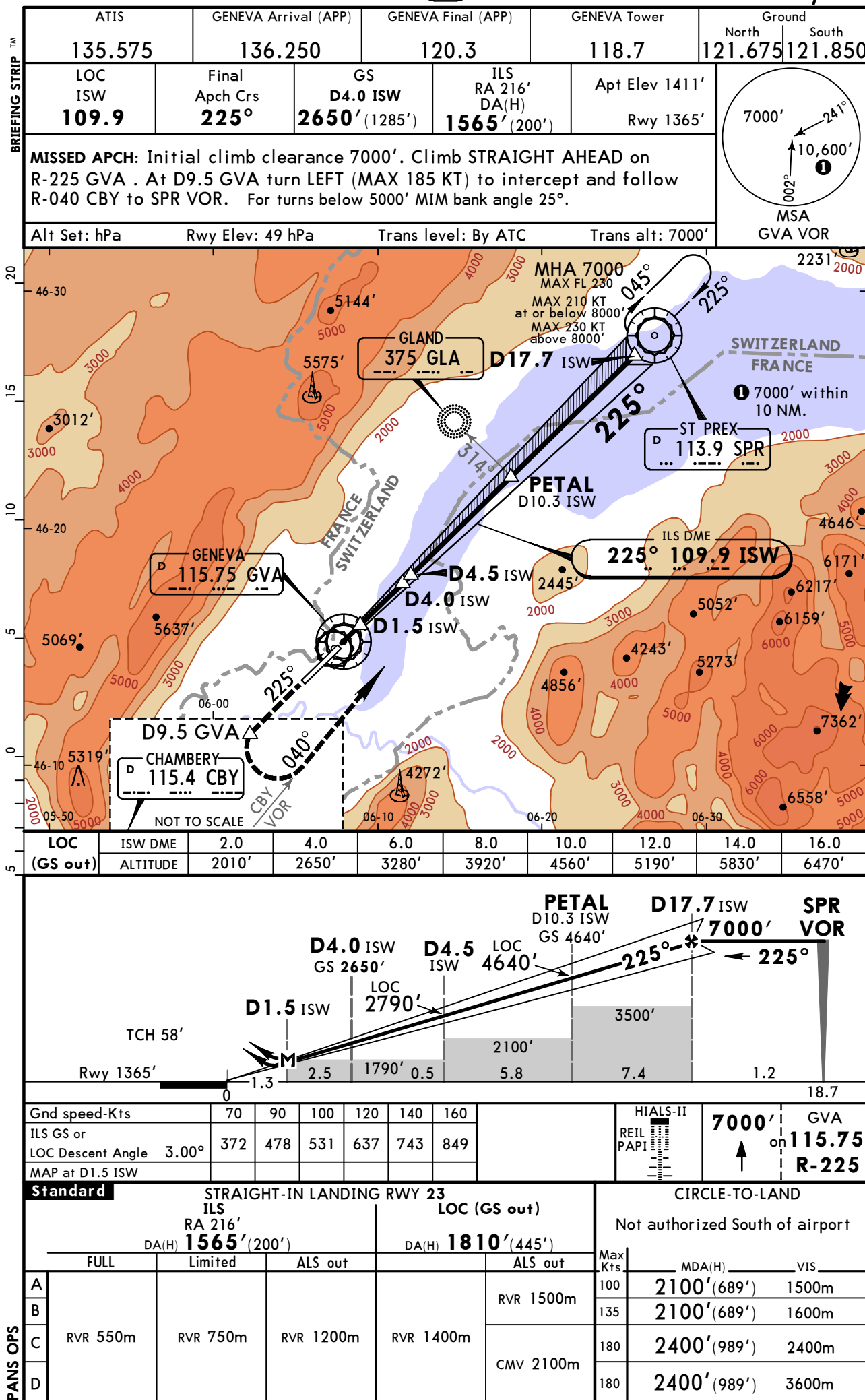
CHANGES: Procedure.

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LSGG/GVA
GENEVA
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GENEVA, SWITZERLAND

30 OCT 15

(11-2)

Eff 12 Nov
ILS DME Rwy 23


CHANGES: Procedure.

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LSGG/GVA
GENEVA

30 OCT 15
Eff 12 Nov

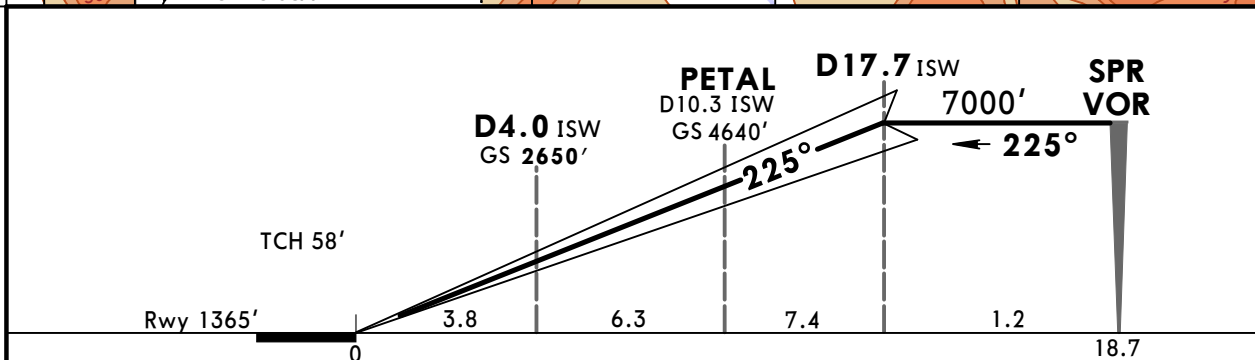
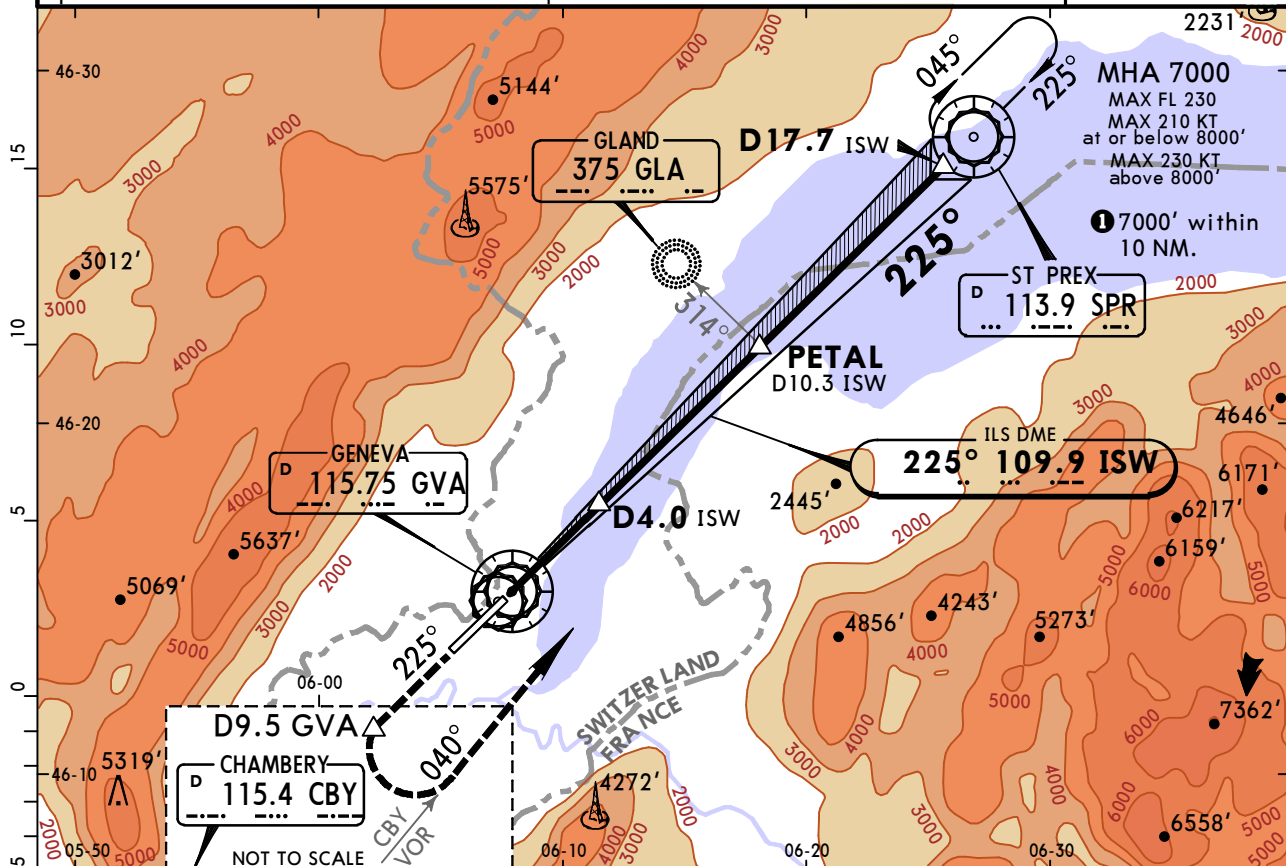
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(11-2A)

GENEVA, SWITZERLAND

CAT II/III ILS DME Rwy 23

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.575	136.250	120.3	118.7	North 121.675 South 121.850
LOC ISW 109.9	Final Apch Crs 225°	GS D4.0 ISW 2650' (1285')	CAT II & CAT III ILS Refer to Minimums	Apt Elev 1411' Rwy 1365'
MISSED APCH: Initial climb clearance 7000'. Climb STRAIGHT AHEAD on R-225 GVA. At D9.5 GVA turn LEFT (MAX 185 KT) to intercept and follow R-040 CBY to SPR VOR. For turns below 5000' MIM bank angle 25°.				
Alt Set: hPa Rwy Elev: 49 hPa Trans level: By ATC Trans alt: 7000' Special Aircrew & Aircraft Certification Required.				
				MSA GVA VOR



Gnd speed-Kts	70	90	100	120	140	160		
GS	3.00°	372	478	531	637	743	849	

Standard		STRAIGHT-IN LANDING RWY 23	
CAT IIIA ILS		CAT II ILS	
DH 50'		RA 108'	
		DA(H) 1465' (100')	
RVR 200m		RVR 300m I	
I Operators applying U.S. Ops Specs: Autoland or HUD required below RVR 350m.			

CHANGES: Procedure.

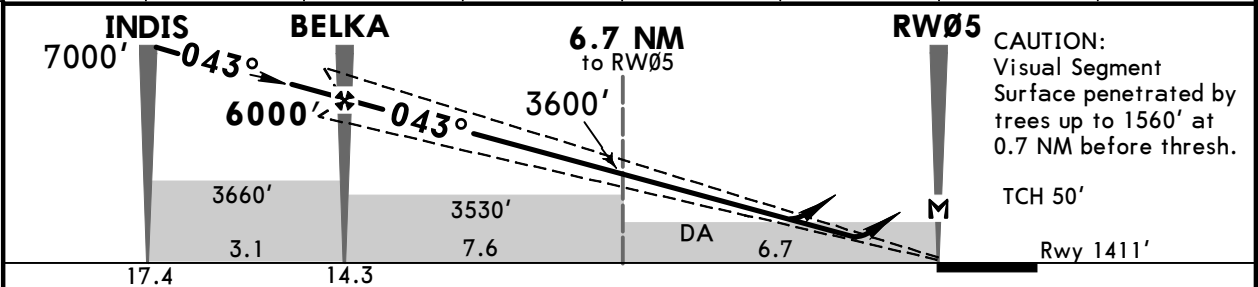
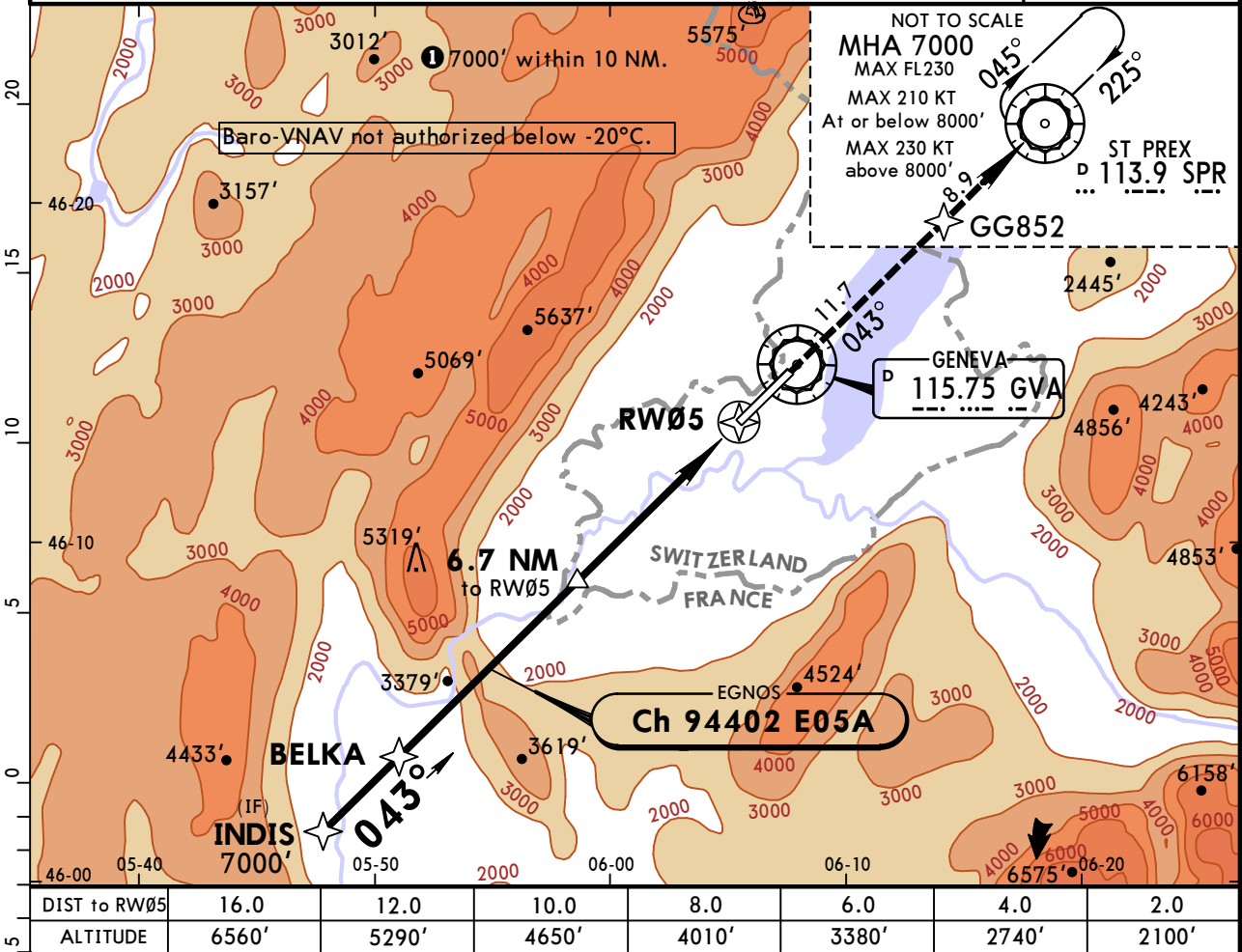
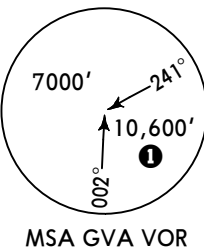
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LSGG/GVA
GENEVA

JEPPESSEN
30 OCT 15 (12-1) Eff 12 Nov

GENEVA, SWITZERLAND
RNAV (GNSS) Rwy 05

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.575	136.250	120.3	118.7	North 121.675 South 121.850
EGNOS Ch 94402 E05A	Final Apch Crs 043°	Procedure Alt BELKA 6000' (4589')	LPV DA(H) Refer to Minimums	Apt Elev 1411' Rwy 1411'
MISSED APCH: Initial climb clearance 7000'. Climb on track 043° to SPR via GG852 to cross GG852 at or above 4000'.				
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.				



Gnd speed-Kts	70	90	100	120	140	160		
Glide Path Angle	3.00°	372	478	531	637	743	849	
MAP at RW05								

STRAIGHT-IN LANDING RWY 05						CIRCLE-TO-LAND Not authorized South of airport	
LPV DA(H)		LNAV/VNAV DA(H)		LNAV DA(H)			
A: 1693' (282') C: 1712' (301')		A: 1721' (310') C: 1741' (330')		1840' (429')			
B: 1702' (291') D: 1722' (311')		B: 1731' (320') D: 1751' (340')					
ALS out		ALS out		ALS out			
A	RVR 900m	RVR 1400m	RVR 1000m	RVR 1400m	RVR 1500m	Max Kts	MDA(H) VIS
B						100	2100' (689') 1500m
C	RVR 1000m		RVR 1100m	RVR 1500m	RVR 1600m	135	2100' (689') 1600m
D					RVR 2000m	180	2400' (989') 2400m
						180	2400' (989') 3600m

CHANGES: New procedure.

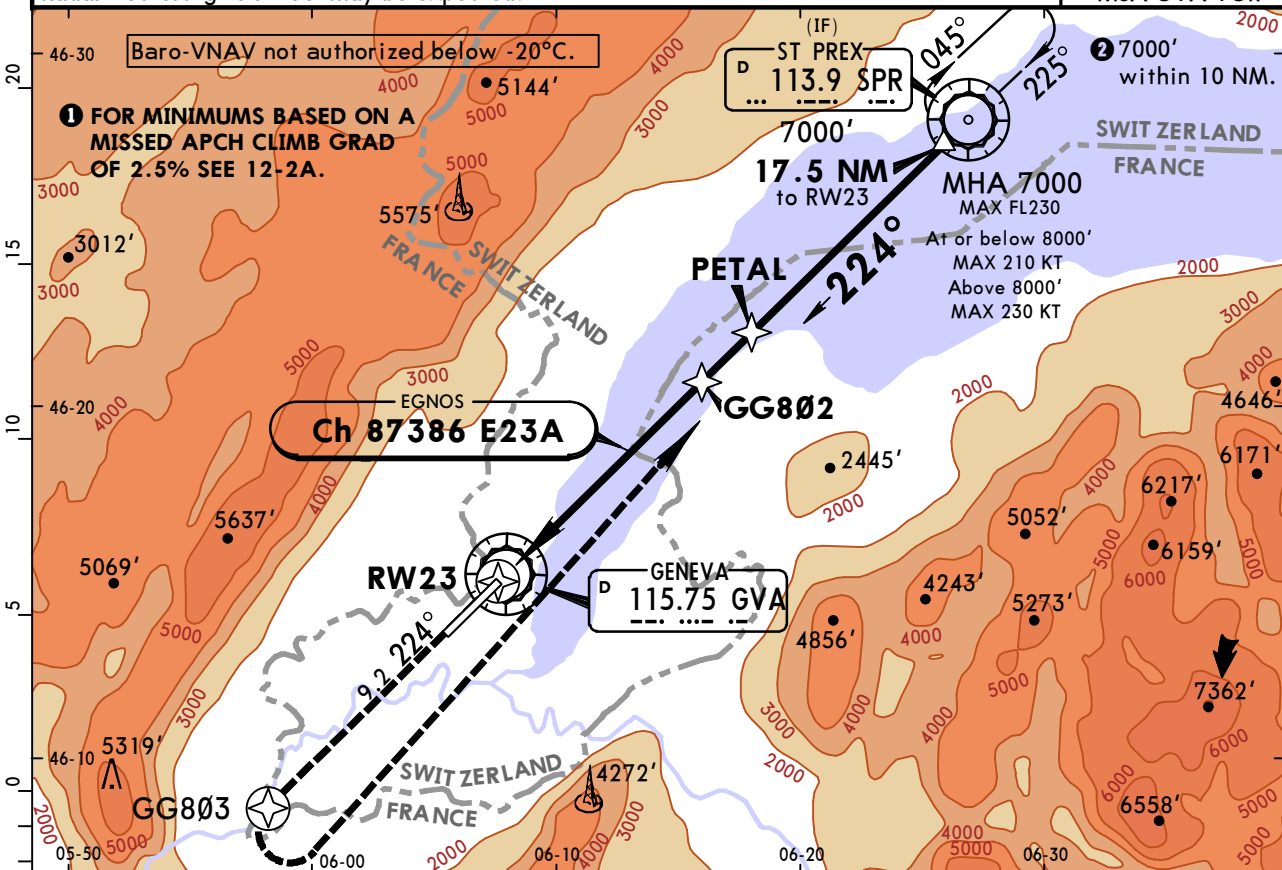
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LSGG/GVA
GENEVA

JEPPESSEN
30 OCT 15
Eff 12 Nov 12-2

GENEVA, SWITZERLAND
RNAV (GNSS) Rwy 23

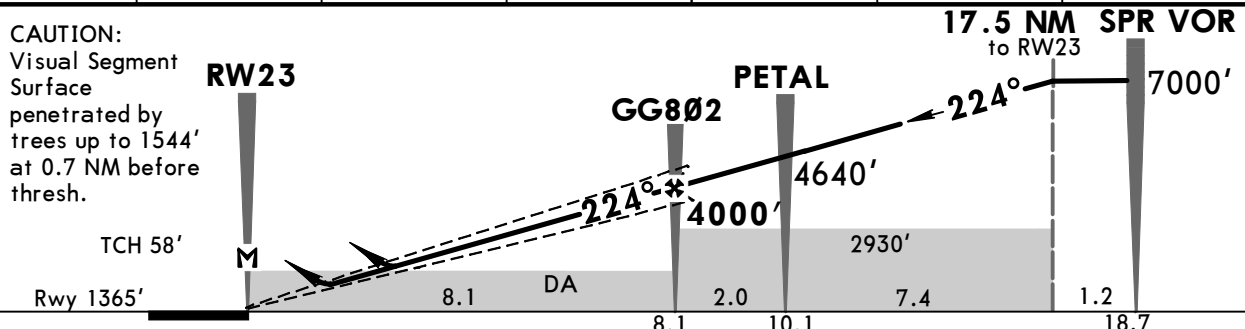
ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.575	136.250	120.3	118.7	121.675	121.850
EGNOS Ch 87386 E23A	Final Apch Crs 224°	Procedure Alt GG802 4000' (2635')	LPV DA(H) Refer to Minimums	Apt Elev 1411'	Rwy 1365'
MISSED APCH: Initial climb clearance 7000'. Climb on track 224° to GG803 then turn LEFT (MAX 185 KT) direct to SPR.					
Alt Set: hPa Rwy Elev: 49 hPa Trans level: By ATC Trans alt: 7000'					MSA GVA VOR



DIST to RW23	2.0	4.0	6.0	12.0	14.0	16.0
ALTITUDE	2060'	2700'	3340'	5250'	5890'	6520'

CAUTION:

Visual Segment
Surface
penetrated by
trees up to 1544'
at 0.7 NM before
thresh.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743
MAP at RW23	Standard LPV MACG mim 3.1% DA(H) up to 5000' A: 1675' (310') C: 1695' (330') B: 1685' (320') D: 1705' (340')					LNAV/VNAV MACG mim 3.7% DA(H) up to 5000' A: 1767' (402') C: 1784' (419') B: 1775' (410') D: 1792' (427')

Standard LPV MACG mim 3.1% DA(H) up to 5000' A: 1675' (310') C: 1695' (330') B: 1685' (320') D: 1705' (340')				LNNAV/VNAV MACG mim 3.7% DA(H) up to 5000' A: 1767' (402') C: 1784' (419') B: 1775' (410') D: 1792' (427')				LNNAV MACG mim 3.9% DA(H) up to 5000' 1810' (445')				CIRCLE-TO-LAND	
ALS out		ALS out		ALS out		ALS out		Max Kts					
A	RVR 750m	RVR 1400m	RVR 1200m	RVR 1500m	RVR 1400m	RVR 1500m	RVR 1500m	A					
B								B					
C	RVR 800m	RVR 1500m		RVR 1900m			CMV 2100m	C					
D			RVR 1300m	RVR 2000m				D					

1 With TDZ, CL and HUD: RVR 700m.

CHANGES: New procedure.

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LSGG/GVA
GENEVA

RNAV (GNSS) RWY 23 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard		STRAIGHT-IN LANDING RWY 23	
		LPV	
DA(H)	A: 2045' (680')	DA(H)	C: 2065' (700')
	B: 2055' (690')		D: 2075' (710')
		ALS out	
A	RVR 1500m		
B			
C	CMV 2400m		
D			

Standard		STRAIGHT-IN LANDING RWY 23	
		LNAV/VNAV	
DA(H)	A: 2435' (1070')	DA(H)	C: 2455' (1090')
	B: 2445' (1080')		D: 2465' (1100')
		ALS out	
A	RVR 1500m		
B			
C	CMV 2400m		
D			

Standard		STRAIGHT-IN LANDING RWY 23	
		LNAV	
		DA(H) 2830' (1465')	
		ALS out	
A	RVR 1500m		
B			
C	CMV 2400m		
D			

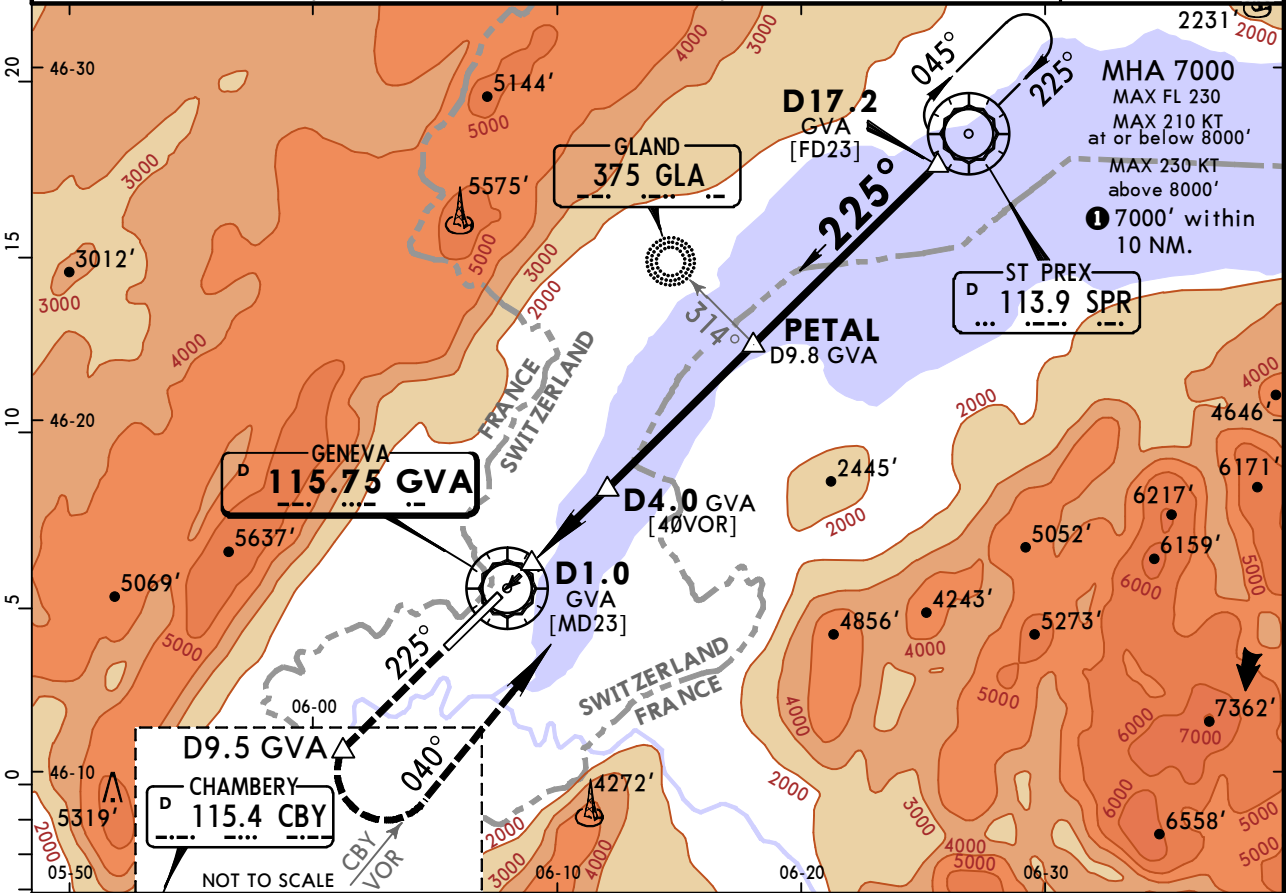
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GENEVA

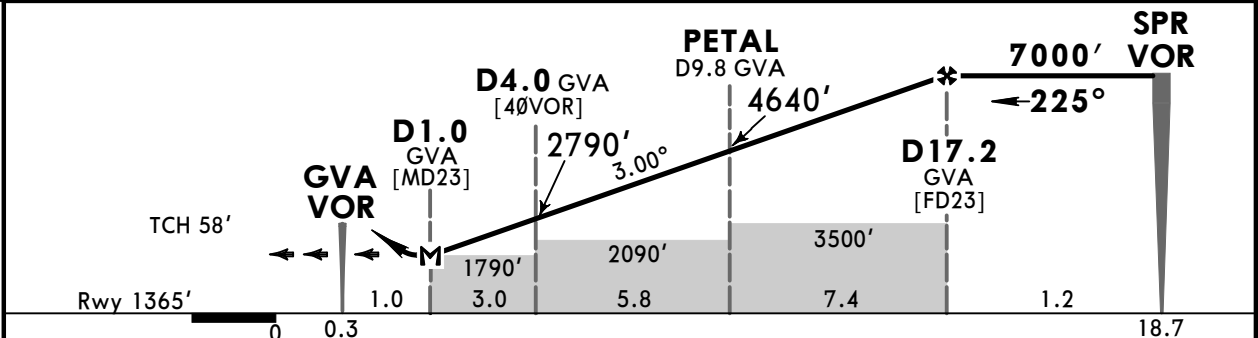
JEPPESSEN
30 OCT 15
Eff 12 Nov 13-2

GENEVA, SWITZERLAND
(GPS) VOR DME Rwy 23

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.575	136.250	120.3	118.7	121.675	121.850
VOR GVA 115.75	Final Apch Crs 225°	Procedure Alt D17.2 GVA 7000' (5635')	DA(H) 1810' (445')	Apt Elev 1411'	Rwy 1365'
MISSED APCH: Initial climb clearance 7000'. Climb STRAIGHT AHEAD on R-225 GVA. At D9.5 GVA turn LEFT (MAX 185 KT) to intercept and follow R-040 CBY to SPR VOR. For turns below 5000' MIM bank angle 25°.					MSA GVA VOR
Alt Set: hPa	Rwy Elev: 49 hPa	Trans level: By ATC	Trans alt: 7000'		



GVA DME	2.0	4.0	6.0	8.0	10.0	12.0	14.0	16.0
ALTITUDE	2150'	2790'	3430'	4060'	4700'	5340'	5970'	6610'



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II	
Descent Angle 3.00°	372	478	531	637	743	849	REIL PAPI	7000' on 115.75 R-225
MAP at D1.0 GVA								

Standard STRAIGHT-IN LANDING RWY 23			CIRCLE-TO-LAND		
DA(H) 1810' (445')			Not authorized South of airport		
PANS OPS	ALS out		Max Kts	MDA(H)	VIS
	RVR 1500m		100	2100' (689')	1500m
	RVR 1400m		135	2100' (689')	1600m
	CMV 2100m		180	2400' (989')	2400m
			180	2400' (989')	3600m

LSGG/GVA
GENEVA

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GENEVA, SWITZERLAND

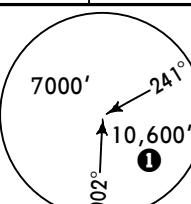
30 OCT 15

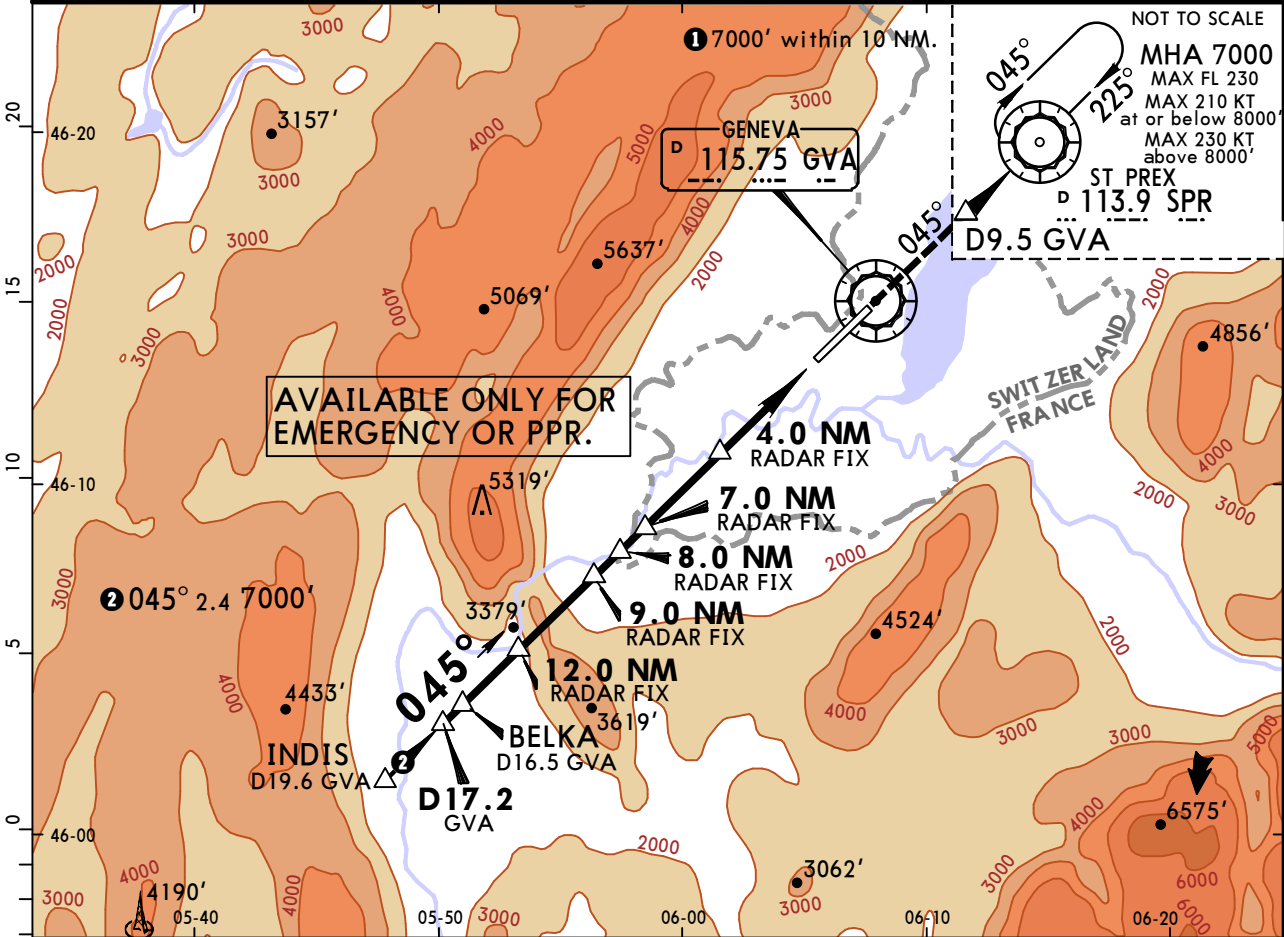
(18-1)

Eff 12 Nov

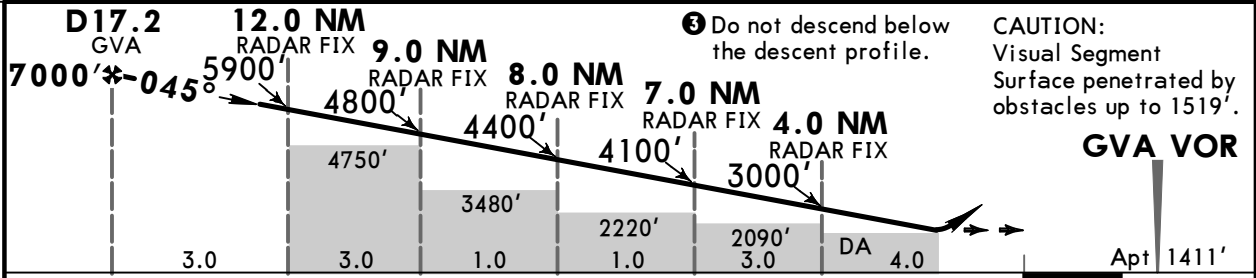
TMN 2.0 NM

SRA Rwy 05

ATIS		GENEVA Arrival (APP)		GENEVA Final (APP)		GENEVA Tower		Ground	
135.575		136.250		120.3		118.7		North	South
								121.675	121.850
RADAR		Final Apch Crs 045°	Procedure Alt D17.2 GVA 7000' (5589')	DA(H) 1970' (559')		Apt Elev 1411'			
MISSED APCH: Initial climb clearance 7000'. Climb STRAIGHT AHEAD on R-045 GVA/ R-225 inbound SPR. Proceed to SPR VOR. 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.								MSA GVA VOR	



RADAR FIX	15.0	14.0	13.0	11.0	10.0	6.0	5.0	3.0	2.0
ALTITUDE	7000'	6600'	6300'	5500'	5200'	3700'	3300'	2600'	2210'



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

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

CHANGES: Procedure.

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LSGG/GVA
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GENEVA, SWITZERLAND

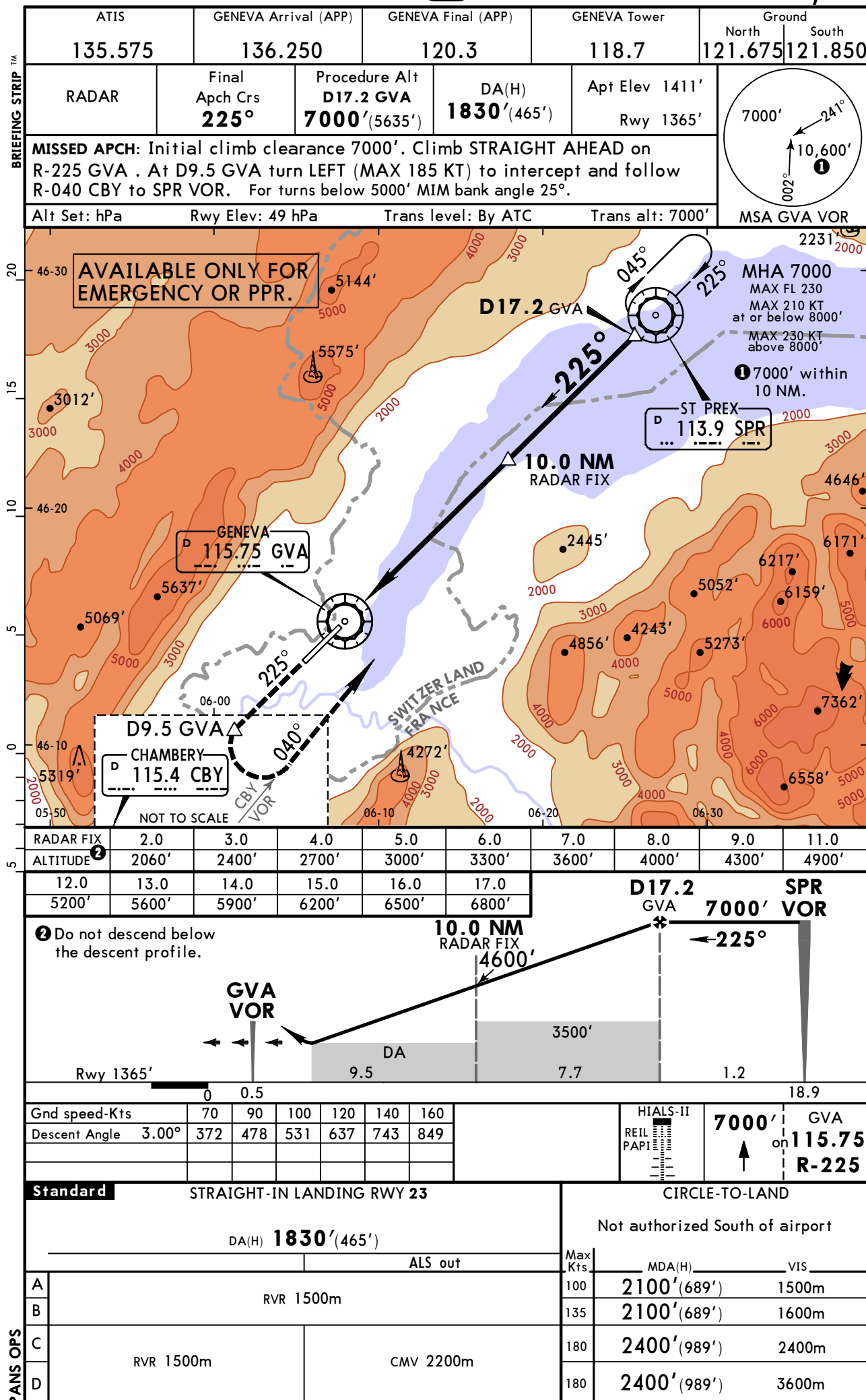
30 OCT 15 **(18-2)**
Eff 12 Nov
TMN 2.0 NM
SRA Rwy 23


Chart changes since cycle 26-2015

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

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

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LSGG

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

Procedure ident ILS DME Rwy 05, ILS DME Rwy 23 changed to ILS Rwy 05, ILS Rwy 23.