General Info
Geneva, CHE
N 46° 14.3' E 06° 06.6' Mag Var: 0.0°W
Elevation: 1411'
Public, Control Tower, IFR, Landing Fee, Customs
Pattern Altitude: 1089 feet AGL
Fuel: 100LL, Jet A-1
Repairs: Major Airframe, Major Engine
Time Zone Info: GMT+1:00 uses DST

Runway Info
Runway 05-23 12795' x 164' concrete
Runway 05 (46.0°M) TDZE 1411'
  Lights: Edge, ALS, Centerline
  Displaced Threshold Distance 1082'
Runway 23 (226.0°M) TDZE 1365'
  Lights: Edge, ALS, Centerline, REIL, TDZ

Communications Info
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 Ground Control 118.7
Geneva Apron Ramp/Taxi Control 121.85 Secondary
Geneva Apron Ramp/Taxi Control 121.75
Geneva Transit Approach Control 136.45
Geneva Final Approach Control 120.3
Geneva Approach Control 131.325
Geneva Approach Control 121.3
Geneva Arrival Control 136.25
Geneva Departure Control 119.525

Notebook Info
1. GENERAL

1.1. ATIS

ATIS 135.57

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

The following procedures are defined to avoid excessive noise at and in the vicinity of the APT and apply to all ACFT flying in IFR. Pilots may transgress these procedures only if the ACFT safety so requires. ACFT unable to comply with these prescriptions shall submit for approval to the APT Authority those procedures they intend to apply. Avoid overflying the built-up areas adjacent to the APT in low altitudes.

1.2.2. NIGHTTIME OPERATIONS (2200-0600LT)

CHAPTER II ACFT

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

- Landings and take-offs from MON to FRI between 0900-1900LT, 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. GENERAL AVIATION CENTER (GAC)

The north apron (GAC) is closed for all ACFT between 2200-0600LT, except for ambulance flights and towed ground movements.

ACFT of more than 15000 KGS MTOW have no access to the General Aviation Center (GAC), except General Aviation ACFT of higher weight:

a) which are considered as causing a low noise level and are approved by the APT Authority, such ACFT are Mystere 900 & 50, Challenger, Jet Star II, Gulfstream GII & GIII, GIV only with handling agent's requests.
b) on which technical work has to be executed within the workshop area of TRANSAIRCO (Suisse) SA. These ACFT shall be towed by truck on the entire GAC platform.

1.2.4. REVERSE THRUST

More than idle reverse may be used only for operational or safety reasons.

1.2.5. RUN-UP TESTS

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

1.2.6. AUXILIARY POWER UNITS (APUs)

Stands 1, 2, 3, 3A, 4, 5, 5A, 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 these services. The electrical power will be connected prior to engine shutdown. PCA connection follows shortly after engine shutdown. The use of airborne APU is forbidden at these stands, except:

- 5 minutes prior to engine start or push back, or
- due to the lack of serviceable fixed power and/or PCA in which case the same applies as for 'other stands'.

Other stands

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 approach 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. TAXI PROCEDURES

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

TWY F usable in CAT I only.

Available to ACFT of wake turbulence CAT MEDIUM.

1.5. PARKING INFORMATION

On stands 1 thru 19, 62, 72 thru 74 and 81 thru 89, push-back required.

Stands 1 thru 16 equipped with ACFT parking and Information System (APIS).

Stands 17 thru 19 equipped with visual docking guidance system.

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

1.6. OTHER INFORMATION

1.6.1. GENERAL

Birds in vicinity of APT.

If needed, crews can request a system for deterrence against bird-collisions on Apron frequency.

RWY 23 left and Grass RWY 23 right-hand circuit.

RWY 05/23 grooved.

Grass RWY 05/23 for single engine ACFT only.

1.6.2. USE OF MODE S TRANSPONDER

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.
AIRPORT BRIEFING

2. ARRIVAL

2.1. SPEED RESTRICTIONS
MAX 250 KT below FL100 or as by ATC.
When passing over or abeam SLPs MAX IAS as broadcasted on ATIS or as cleared by ATC. If in certain weather conditions or for ACFT performance reasons pilots may not be able to comply with the speed limitation, they shall inform ATC.

2.2. NOISE ABATEMENT PROCEDURES
2.2.1. GENERAL
The following procedures are defined to avoid excessive noise at and in the vicinity of the APT and apply to all ACFT flying in IFR. Pilots may transgress these procedures only if the ACFT safety so requires.
ACFT unable to comply with these prescriptions shall submit for approval to the APT Authority those procedures they intend to apply. Avoid overflying the built-up areas adjacent to the APT in low altitudes. Approaches shall be carried out at an angle equal to or above the GS angle as defined by the ILS. The GS shall be chosen so as to maintain clean configuration as long as possible, safety and ATC requirements considered. Landing configuration and correct approach speed should be established passing at 4 NM from TDZ.

2.2.2. NIGHTTIME OPERATIONS (2200-0600LT)
Prior permission is required from the Geneva APT Authorities by all commercial & non-commercial air transport operations during the night bans described below.

COMMERCIAL AIR TRANSPORT
Arrivals are banned between 0001-0459LT. 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 2400-0030LT. Prior approval from APT Authority must be obtained.
Ferry flight arrivals are banned between 2201-0559LT. Derogations from 2201-2400LT may be given by the Geneva APT authorities. Supplementation 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.
Arrivals can only expect to receive an approach clearance if they are overhead GVA no later than 15 minutes before the respective night ban comes into effect.

NON-COMMERCIAL AIR TRANSPORT
Arrivals are banned between 2201-0559LT. IFR traffic can only expect to receive an approach clearance if they are overhead GVA no later than 15 minutes before the respective night ban comes into effect.

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, i.e.:
  - 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.

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

2.4. RWY OPERATIONS

2.4.1. MINIMUM RWY OCCUPANCY TIME

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

2.4.1.2. 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).
For parking stands on North apron:
- Medium/Light: TWY Y (5249 '/1600m from DISPL THR).

2.4.1.3. 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: TWY Y (5905 '/1800m from THR).

2.5. TAXI PROCEDURES

2.5.1. WHEN RWY 23 IS IN USE:
ACFT shall vacate the RWY via TWY D or E unless otherwise instructed by TWR. If instructed to vacate via TWY C, ACFT shall clear the RWY and hold on TWY C, remaining clear OUTER RWY.

2.5.2. SOUTH APRON:
All arriving ACFT shall expedite vacating the RWY. When instructed by APT tower, contact GENEVA apron. Pilot shall be in contact with GENEVA apron prior to entering OUTER RWY.

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

2.6. OTHER INFORMATION

2.6.1. IFR APPROACH
ACFT type must be reported at first contact with GENEVA Arrival; indication of wake turbulence category is not necessary.
3.1. START-UP & PUSH-BACK PROCEDURES

If an ATC departure slot has been allocated to a pilot, he is allowed to start engines not before 15 minutes prior to the slot. Exceptions can only be granted by ATC. ACFT type must be reported with start-up clearance; indication of wake turbulence category is not necessary.

North Apron:
When fully ready for start-up, pilot shall indicate the parking position and request ATC clearance, start-up and taxi clearance from GENEVA Ground.

South Apron:
When fully ready for start-up, pilot shall indicate the parking position and request ATC clearance from GENEVA Ground. Once ATC clearance received from GENEVA Ground, request start-up (push-back if needed) and taxi clearance from GENEVA Apron.

All ACFT operator must ensure that push-back equipment is 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, engine start-up shall be completed, when push-back procedure is ended. In any case, the ACFT rotating beacon shall be operated during the push-back procedure. If security required, Follow-me cars will be escort ACFT during the push-back procedure.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

The following procedures are defined to avoid excessive noise at and in the vicinity of the APT and apply to all ACFT flying in IFR. Pilots may transgress these procedures only if the ACFT safety so requires. ACFT unable to comply with these prescriptions shall submit for approval to the APT Authority those procedures they intend to apply. Avoid overflying the built-up areas adjacent to the APT in low altitudes. Climb tracks shall be flown according to Geneva SID charts. Climb-out shall be executed at the maximum gradient compatible with ACFT safety. Subsonic jet ACFT licensed according to ICAO Annex 16, Volume 1, Chapter 2 are only allowed to take-off between 0700-2000LT. APT authority may exceptionally grant special authorizations if justified by important reasons.

JET ACFT CLIMB-OUT
Pilots are requested to execute a rolling take-off.

By-pass jet-engined ACFT:
Take-off to 2900’
Take-off power
Take-off flaps
Climb at V2 + 10 KT (or according climb gradient limitation)

At 2900’:
Reduce power to not less than climb power

2900’ - 4400’:
Climb at V2 + 10 KT

A1 4400’:
Normal speed and flap retraction schedules to enroute climb.

Straight jet-engined ACFT:
Procedures as above apply except thrust reduction shall intervene at 2100’.

Automatic monitoring equipment is used to check compliance with procedures stated above.

3.2.2. RUNWAY USAGE

When RWY 23 is in use, take-offs from RWY 05 are authorized only if traffic permits and only if the ACFT leaves the Geneva TMA in direction of FRI and/or take-off on RWY 23 is not possible for safety reasons.

3.2.3. NIGHTTIME OPERATIONS (2200-0600LT)

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 0001-0559LT. Between 2201-2400LT departures are only permitted:
- if ACFT with a noise index less than 98 EPNdB are used to destinations (non-stop flights only) of more than 2700 NM, or
- if ACFT with a noise index less than 96 EPNdB are used for all other destinations.

Delayed departures may be tolerated between 2400-0030LT. Prior approval from APT Authority must be obtained.

Ferry flight departures are banned between 2201-0559LT. Derogations from 2201-2400LT 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.

Departures can only expect to receive a departure clearance if they are ready to start turbo-jet or turbo-prop engined ACFT or, in the case of piston engaged ACFT, if they are ready to taxi, no later than 10 minutes before the respective night ban comes into effect.

NON-COMMERCIAL AIR TRANSPORT

Departures are banned between 2201-0559LT. A departure clearance can only be expected when ready to start turbo-jet or turbo-prop engaged ACFT or, in the case of piston engaged ACFT, if they are ready to taxi, no later than 10 minutes before the respective night ban comes into effect.

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, i.e.:
  - Search and rescue flights.
  - Law enforcement and supervision flights.
  - Medevac flights.
  - Relief flights in disaster cases.
  - Forced landings and alternate landings due to meteorological conditions and/or aircraft technical problems.
### 3.2.4. Noise Classification for Jet ACFT

SIDs KONIL 4C, 2D & 3J will only be assigned to Jet ACFT with noise classification IV and V.

#### CLASS ACFT TYPES

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<td>B727 100/ 200</td>
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<td>B727 200 ADV (JT8D-15/-17)</td>
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#### CHANGES:

- **AIRPORT.BRIEFING**
  
  **3. DEPARTURE**

  **3.3. RWY OPERATIONS**

  **3.3.1. Minimum RWY Occupancy Time**

  - Pilots should be ready for a rapid line-up in sequence according to ATC instructions.
  - Pilots should ensure that cockpit checks are completed prior to line-up and be able to initiate the take-off roll immediately after receiving take-off clearance.
  - Pilots not able to comply with the above requirements shall notify ATC as soon as possible.
BELUS ONE NOVEMBER (BELUS 1N) [BELU1N]
RWY 05 RNAV ARRIVAL
RNAV (GNSS)
NO TURN ONTO BASE UNLESS CLEARED
BY ATC OR DURING LOST COMM

LSGG/GVA
GENEVA, SWITZERLAND
27 APR 07

BELUS ONE ROMEO (BELUS 1R) [BELU1R]
RWY 23 RNAV ARRIVAL
RNAV (GNSS)
NO TURN ONTO BASE UNLESS CLEARED
BY ATC OR DURING LOST COMM

LSGG/GVA
GENEVA, SWITZERLAND
27 APR 07
JeppView 3.5.2.0

GENEVA, SWITZERLAND

LSGG/GVA

GENEVA

ATIS 135.57

Apr 14

1141' Trans level: By ATC Trans alt: 7000'
Expects radar vectors to final approach.

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

ATIS
Apt Elev

135.45 DJL
N47 16.2 E005 05.8

MAX
220 KT

At or above 7000'

ALT SET: hPaTrans level: By ATC Trans alt: 7000'
Expect radar vectors to final approach.

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

ATIS
Apt Elev

135.75 GVA
N46 15.2 E006 07.9

MAX
220 KT

115.4 CBY
N45 32.9 E005 45.4

MAX
220 KT

From DJL via GG517, LIRKO and DING to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.

From DJL via GG517, LIRKO and DING to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.

From KINES via GG5519, ROCCA and BGOEB, then via VALBU and SUVEL to BIVLO, then via P萩M to GG5502, continue on track. By ATC to INDIS to intercept final approach.

From KINES via GG5519, ROCCA and BGOEB, then via VALBU and SUVEL to BIVLO, then via P萩M to GG5502, continue on track. By ATC to INDIS to intercept final approach.
LUSAR ONE NOVEMBER (LUSAR 1N) [LUSAIN]
LUSAR ONE ROMEO (LUSAR 1R) [LUSAIR]
RWYS 05, 23 RNAV ARRIVALS
RNAV (GNSS)

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

SLP
LUSAR
N46 40.1 E005 10.8
Fl200
At or above

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.

When passing over or abreast SLPs
MAX IAS as broadcasted on ATIS
or as cleared by ATC. If in certain
weather conditions or for aircraft
performance reasons pilots may not
be able to comply with this speed
limitation, they shall inform ATC.

LIRKO
N46 34.3 E007 48.9
At or above

7000'
within 10 NM

DINING
N46 32.4 E006 20.8
MAX
220 KT

HOLDINGS OVER
DINING
GVA
N46 15.2 E006 07.9
At or above

7000'

ULMES ONE NOVEMBER (ULMES 1N) [ULMEN1]
ULMES ONE PAPA (ULMES 1P) [ULMENP]
ULMES ONE ROMEO (ULMES 1R) [ULMEIR]
RWYS 05, 23 RNAV ARRIVALS
RNAV (GNSS)

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

SLP
ULMES
N46 40.1 E005 10.8
Fl200
At or above

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.

When passing over or abreast SLPs
MAX IAS as broadcasted on ATIS
or as cleared by ATC. If in certain
weather conditions or for aircraft
performance reasons pilots may not
be able to comply with this speed
limitation, they shall inform ATC.

LIRKO
N46 34.3 E007 48.9
At or above

7000'
within 10 NM

DINING
N46 32.4 E006 20.8
MAX
220 KT

HOLDINGS OVER
DINING
GVA
N46 15.2 E006 07.9
At or above

7000'

ULMES 1R 1
From LUSAR via SAUNI to LIRKO, then via DINING to SOVAD, then via
KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.

ULMES 1R 2
From LUSAR via SAUNI to LIRKO, then via DINING to SOVAD, then via
GG507 to GG514, continue on track. By ATC to SPR to intercept final approach.

ULMES 1P 1
From ULMES via ESEVA to VADAR, then to GG514, then via SOVAD and KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.

ULMES 1P 2
From ULMES via ESEVA to VADAR, then to GG514, then via SOVAD and KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.

ULMES 1R 1
From ULMES via ESEVA to VADAR, then to SPR to intercept final approach.

No turn onto takeoff unless cleared by ATC or during lost comms.
FRIBOURG ONE SIERRA (FRI 1S)
FRIBOURG ONE TANGO (FRI 1T)
ARRIVALS
FROM NORTHEAST

DIJON SIX SIERRA (DJL 6S)
BELUS ONE SIERRA (BELUS 1S)
FRIBOURG ONE SIERRA (FRI 1S)
FROM SOUTHEAST, SOUTHWEST & NORTHWEST

HOLDING OVER
ROMOM

HOLDING OVER
GOLEB

CHANGES: None.

CHANGES: STAR LTP 2S replaced by BELUS 1S; crossing at GOLEB withdrawn.
JeppView 3.5.2.0

GENEVA, SWITZERLAND

13 APR 07

LSGG/GVA

RNAV SID

KONIL THREE JULIETT (KONI3J)

Rwy 23 P-RNAV Departure

P-RNAV (GNS)

No noise classification I, II & III.

For classification refer to page 10-1P.

If unable to comply with climb gradient (PAS reached below 3600') advise ATC to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R-226 to KEMIT, climb in holding pattern to 7000' or above, then join SID.

If unable to comply with climb gradient (PAS reached below 3600') advise ATC to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R-226 to KEMIT, climb in holding pattern to 7000' or above, then join SID.

Initial climb clearance FL90

Gnd speed-KT

75 100 150 200 250 300

431' per NM (6.6%) up to 7000',

501 668 1003 1337 1671 2005

Initial climb clearance FL90

This SID requires a minimum climb gradient of 431' per NM (6.6%) up to 7000', and not before D3 GVA.

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

Climb on GVA R-226, when passing 1900' and not before D3 GVA (D4.7 PAS) turn RIGHT

(Max 190 KT, minimum bank 25°), proceed via GG603, DEREM and GLA to KONIL.

Climb on GVA R-226, when passing 1900' and not before D3 GVA (D4.7 PAS) turn RIGHT

(Max 190 KT, minimum bank 25°), proceed via GG603, DEREM and GLA to KONIL.
ARBOSS FIVE NOVEMBER (ARBOSS 5N) [ARBOSS 5N] RWY 05 DEPARTURE

ARBOSS
N46 59.1 E006 01.6
(116.6 PAS 002/009)

Initial climb clearance FL90

Climb on GVA R-046, when passing 7000', but not before D8 GVA turn LEFT, intercept CBY 331 to ARBOS.

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

Initial climb clearance FL90

Climb on GVA R-046, when passing 7000', but not before D8 GVA turn LEFT, intercept CBY 331 to ARBOS.

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

Noise monitoring point

D8 GVA
N46 09.7 E006 09.7
When passing 7000', but not before D8 GVA

If unable to comply advise ATC.

Rwy 23: EXPECT close-in obstacles, trees and buildings right and left of runway up to 195' above DER elevation. These SIDs require minimum climb gradient of 298' per NM (4.9%) up to 7000', then join SID.

GVA
N46 20.8 E006 16.2
When passing 7000', but not before D8 GVA

Initial climb clearance FL90

Climb on GVA R-046, when passing 7000', but not before D8 GVA turn RIGHT, 185° track, intercept CBY R-050 inbound, intercept PAS R-182 via RUMIL and BEVEN to BALSI.

Rwy 05: EXPECT close-in obstacles, woods left of runway up to 195' above DER elevation. These SIDs require minimum climb gradient of 401' per NM (6.6%) up to 5500', BALSI 6N 298' per NM (4.9%) up to 7800'.

Initial climb clearance FL90

Climb on GVA R-046, when passing 7000', but not before D8 GVA turn LEFT, intercept PAS R-182 via RUMIL and BEVEN to BALSI.

These SIDs require minimum climb gradient of 372' per NM 501 653 804 956 1108 1260 1412

GVA
N46 20.8 E006 16.2
When passing 7000', but not before D8 GVA

If unable to comply advise ATC.

Rwy 23: EXPECT close-in obstacles, trees and buildings right and left of runway up to 195' above DER elevation. These SIDs require minimum climb gradient of 298' per NM 372 496 744 992 1241 1489

Initial climb clearance FL90

Climb on GVA R-046, when passing 7000', but not before D8 GVA turn LEFT, intercept CBY 331 to ARBOS.
BELUS FOUR ALFA (BELUS 4A) [BELU4A]
BELUS FOUR NOVEMBER (BELUS 4N) [BELU4N]
BELUS FOUR PAPA (BELUS 4P) [BELU4P]

RWYS 23, 05 DEPARTURES
ONLY FOR TRAFFIC DESTINATION LFLB, LFLP, and BY ATC

Trans level: By ATC
Trans alt: 7000' when instructed.

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-226 to KEMIT, climb in holding pattern to 7000' or above, then join SIDs.

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

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

BELUS 4A
922' per NM (4.4%) up to 4800'.
BELUS 4N
298' per NM (4.9%) up to 7800'.
BELUS 4P
231' per NM (3.8%) up to 6700'.

If unable to comply advise ATC.

/* Note: These SIDs require minimum climb gradients of DEPUL 1A 401' per NM (6.6%) up to 5500', DEPUL 1P 231' per NM (3.8%) up to 6700'. If unable to comply advise ATC. */
**KONIL FOUR ALFA (KONIL 4A) [KONI4A]

**RWY 23 DEPARTURE**

*FOR SIDS KONIL 4C & 2D (RWY 23) REFER TO CHART 10-3G1*  
*FOR ROUTE CONTINUATION AFTER KONIL REFER TO CHART 10-3N*

---

**DIPIR FOUR ALFA (DIPIR 4A) [DIPI4A]

**RWY 23 DEPARTURE**

---

**NOT TO SCALE**

---

**Initial climb clearance FL90**

**ROUTING**

Climb on GVA R-226, when passing 7000', but not before D8 GVA (PAS) turn RIGHT, intercept PAS R-331 (DJL R-150 inbound) via KELUK, then to DJL or via LERDU to ARBOS or via IBABA to TUTAX.

---

**INITIAL CLIMB CLEARANCE FL90**

**CHANGES:** None.
KONIL FOUR CHARLIE (KONIL 4C) [KONI4C]
KONIL TWO DELTA (KONIL 2D) [KONI2D]

RWY 23 DEPARTURES
NOT AVAILABLE FOR JET AIRCRAFT WITH
NOISE CLASSIFICATION I, II & III

SIDs are also mini-

mum noise routings. Strict adherence within the limits of aircraft perfor-
mance is mandatory. To expedite traffic, expect line-up clearances
at intersections unless operations require full runway length.

1. Contact GENEVA Departure when instructed.
2. SIDs are also mini-
mum noise routings. Strict adherence within the limits of aircraft perfor-
mance is mandatory. To expedite traffic, expect line-up clearances
at intersections unless operations require full runway length.
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 instruc-
ted, continue on GVA R-226 to KEMIT, climb in holding pattern to
7000’ or above, then join SID.
4. These SIDs require a minimum climb gradient of
431’ per NM (7.1%) up to 4600’.

5. When passing FL90 and not before D3 GVA,
Gnd speed-KT
75 100 150 200 250 300
431’ per NM 539 719 1079 1439 1799 2159

6. Noise monitoring point

7. Expect close-in obstacles, trees and buildings
right and left of runway up to 184’ above DER

8. Initial climb clearance: FL90

9. Initial climb clearance 7000’

CHANGES: New chart.
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MEDAM THREE NOVEMBER (MEDAM 3N) [MEDA3N]
MEDAM THREE PAPA (MEDAM 3P) [MEDA3P]
MEDAM THREE QUEBEC (MEDAM 3Q) [MEDA3Q]
PASSEIRY THREE PAPA (PAS 3P)

Trans level: By ATC
Trans alt: 7000'

Contact GENEVA Departure when instructed.

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 THREE ALFA (ROCCA 3A) [ROCA3A]
ROCCA THREE BRAVO (ROCCA 3B) [ROCA3B]
ROCCA THREE CHARLIE (ROCCA 3C) [ROCA3C]

RWY 23 DEPARTURES

MEDAM THREE NOVEMBER (MEDAM 3N) [MEDA3N]
MEDAM THREE PAPA (MEDAM 3P) [MEDA3P]
MEDAM THREE QUEBEC (MEDAM 3Q) [MEDA3Q]
PASSEIRY THREE PAPA (PAS 3P)

Trans level: By ATC
Trans alt: 7000'

Contact GENEVA Departure when instructed.

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 THREE ALFA (ROCCA 3A) [ROCA3A]
ROCCA THREE BRAVO (ROCCA 3B) [ROCA3B]
ROCCA THREE CHARLIE (ROCCA 3C) [ROCA3C]

RWY 23 DEPARTURES

MEDAM THREE NOVEMBER (MEDAM 3N) [MEDA3N]
MEDAM THREE PAPA (MEDAM 3P) [MEDA3P]
MEDAM THREE QUEBEC (MEDAM 3Q) [MEDA3Q]
PASSEIRY THREE PAPA (PAS 3P)

Trans level: By ATC
Trans alt: 7000'

Contact GENEVA Departure when instructed.

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 THREE NOVEMBER (ROCCA 3N) [ROCA3N]
ROCCA THREE PAPA (ROCCA 3P) [ROCA3P]
ROCCA THREE QUEBEC (ROCCA 3Q) [ROCA3Q]

RWY 05 DEPARTURES
ONLY FOR FLIGHTS DESTINATION OR OVERFLYING ITALY
PLANNED BELOW FL200 (AIRWAY G 32)

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'.

Initial climb clearance FL90

Climb on GVA R-046, when passing 5000', but not before D8 GVA turn RIGHT, 185° track, intercept CBY R-050 inbound to GG604, turn LEFT, 184° track, intercept PAS R-133 via GG605 and ODIKI to ROCCA.

SIDs renumbered & revised.

CHANGES: SID SIROD 3N climb gradient withdrawn.

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TRANSLATION ROUTES AFTER SPR
RNAV-EQUIPMENT COMPULSORY
FOR FLIGHTS PLANNED AT OR ABOVE FL100

- SPR - SOSAL - GUDAX.

Traffic on airways N 871/UN 871:
- or as alternate route:
- Traffic on airway G 5 (MAA FL90):
- Traffic destination LSGC:
  - cross LORBU at or above FL110.

Outside MIL operating hours: after SPR via airways (SPR - SOSAL, cross SPR at or above FL100.

Traffic via airway G 5 (MAA FL90): Traffic destination LPS (SPR - SOSAL, cross SPR at or above FL100.}

For AIRPORT BRIEFING refer to 10-1P pages.

Limit of apron control competence.
<table>
<thead>
<tr>
<th>RWY</th>
<th>LANDING BEYOND USABLE LENGTHS</th>
<th>TAKE-OFF RUN AVAILABLE</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>05</td>
<td>3</td>
<td>RVR 3370m 10,680' 12,250m</td>
<td>8</td>
<td>11,647' 3650m</td>
</tr>
</tbody>
</table>
| 05  | 5  | From rwy head 12,795' (3900m)  
 From rwy head 10,499' (3200m)  
 From rwy head 9022' (2750m)  
 From rwy head 8530' (2600m) |
| 23  | 2  | From rwy head 12,795' (3900m)  
 From rwy head 10,499' (3200m)  
 From rwy head 9022' (2750m)  
 From rwy head 8530' (2600m) |

### ADDITIONAL RUNWAY INFORMATION

<table>
<thead>
<tr>
<th>RWY</th>
<th>Threshold</th>
<th>Glide Slope</th>
<th>Usable Lengths</th>
<th>TAKE-OFF</th>
<th>WIDTH</th>
</tr>
</thead>
</table>
| 05  | 2087' 626m | 1196' 356m | 12,795' (3900m)  
 11,647' (3650m)  
 10,499' (3200m)  
 9022' (2750m)  
 8530' (2600m) |
| 23  | 2087' 626m | 1196' 356m | 12,795' (3900m)  
 11,647' (3650m)  
 10,499' (3200m)  
 9022' (2750m)  
 8530' (2600m) |

**APAPI-I unusable on short final.**

**Genova, Switzerland**

### TAKE-OFF

<table>
<thead>
<tr>
<th>Approved Operators</th>
<th>LVP must be in Force</th>
<th>Main rwy 05/23</th>
</tr>
</thead>
<tbody>
<tr>
<td>RL, CL &amp; multi. RVR req</td>
<td>RL, CL &amp; multi. RVR req</td>
<td>RL &amp; CL</td>
</tr>
<tr>
<td>RCLM (DAY only) or RL</td>
<td>RCLM (DAY only) or RL</td>
<td>NIL (DAY only)</td>
</tr>
<tr>
<td>125m</td>
<td>150m</td>
<td>200m</td>
</tr>
<tr>
<td>150m</td>
<td>200m</td>
<td>250m</td>
</tr>
</tbody>
</table>

**Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.**

**With approved guidance system: 75m.**

RUNWAY INCURSION "HOT SPOTS"

Cat 1 holding point on taxiway Y is not equipped with red light stop bar. Painted lines are reinforced with wig-wags to the sides. Do not cross unless explicitly cleared to enter runway.

Cat 1 holding point on taxiway Z is not equipped with red light stop bar. Painted lines are reinforced with wig-wags to the sides. Do not cross unless explicitly cleared to enter runway.

Traffic vacating runway at taxiway C can become conflicting with respect to traffic on the Outer taxiway. Always hold short of Outer taxiway until instructed to proceed by GENEVA Apron.

Traffic on Outer taxiway can become conflicting with respect to traffic vacating runway at taxiway D. When in doubt, hold short of intersection and await instructions by GENEVA Apron.

Traffic on Outer taxiway can become conflicting with respect to traffic vacating runway at taxiway E. When in doubt, hold short of intersection and await instructions by GENEVA Apron.
**VISUAL DOCKING GUIDANCE SYSTEM**

**GENERAL**
The visual docking guidance system for nose-in parking positions consists of the following elements:

1. AZIMUTH GUIDANCE UNIT
2. YELLOW CENTERLINE
3. STOPPING POSITION INDICATOR

**AZIMUTH GUIDANCE UNIT**
Approach the parking position along the yellow centerline so that both vertical slots of the Azimuth Guidance Unit show GREEN. Adjustments to the left or right shall always be made towards the GREEN.

**STOPPING POSITION INDICATOR**
The aircraft is stopped at the correct position by means of the Stopping Position Indicator. When the light tube, visible through the horizontal slot in the marker board, is aligned with the appropriate vertical reference mark, the aircraft has reached the correct stopping position.

---

**PARKING WITHOUT MARSHALLER**
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 aircraft types is available at the AIS. For orders please contact:

**Aeroport International de Geneve**
**Services Trafic AAU**
**Case postale 100**
**1215 Geneve 15**
**FAX (022) 717 71 31**

On request, indications given by GENEVA APRON.

---

**Laser mirror APIS (Acft Parking and Information System):**
- Alignment of act (azimuth guidance principle): Align according to the indications of APIS (Moiré type light interference display, which indicates if actf is left, right or centred on taxiing guide line).
- Stopping of actf (stopping guidance principle): Slow down and stop as indicated by the APIS closing rate indicator (thermometer type display).
- Remark:
  - If APIS is switched off, the stand is not cleared for entry. Request assistance from GENEVA APRON.
BRIEFING STRIP
Climb on R-226 GVA to 4000'. At D4.0 GVA continue climb
1
Cross D9.5 GVA past the station at 4000' or above.

1. CAUTION: Expect turbulence on base and final apch.
2. Radar vectoring to INDIS may be expected.

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

NOT TO SCALE
MHA 7000 within 10 NM.
**ATIS GENEVA Tower Ground**

**GENEVA Arrival (APP)**

**GENEVA Final (APP)**

**GENEVA Tower Ground**

**LSGG/GVA**

**Radar**

**17 NOV 06**

**TMN 2.0 NM**

**MISA 7000' within 10 NM.**

**MA 7000' within 10 NM.**

**GVA VOR**

**Available only for emergency or PPR.**

**Geneva, Switzerland**

**VOR DME Rwy 23**

**Geneva, Switzerland**

**VOR DME Rwy 05**

**JAR-OPS.**

**Not authorized South of airport**

**JAR-OPS.**

**Not authorized South of airport**

**MIN SDN**

**MIN SDN**

**MAP at D1.0 GVA**

**MAP at D1.0 GVA**

**2.3 2.0 1.5 1.0 0.5 0.0**

**RVR**

**RVR**

**VIS**

**VIS**

**MISA 7000' with TSP.**

**MA 7000' with TSP.**

**Do not descend below the descent profile.**

**Do not descend below the descent profile.**

**CAUTION: Expect turbulence on base and final approach.**

**CAUTION: Expect turbulence on base and final approach.**

**ATTENTION**

**ATTENTION**

**CIRCLE-TO-LAND**

**CIRCLE-TO-LAND**

**CHANGES: New procedure.**

**CHANGES: New procedure.**

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