Page 1
Changed chart(s) since Disc 03-2011
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 03-2011

General Info

Geneva, CHE
N 46° 14.3' E 06° 06.6' Mag Var: 0.0°W
Elevation: 1411'

Public, IFR, Control Tower, Customs, Landing Fee
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 (45.0°M) TDZE 1411'
  Lights: Edge, ALS, Centerline
  Displaced Threshold Distance 1082'
Runway 23 (225.0°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 Apron Ramp/Taxi Control **121.85**
Geneva Apron Ramp/Taxi Control **121.75**
Geneva Transit Approach Control **136.45**
Geneva Final Approach Control **120.3**
Geneva Approach Control **131.325**
Geneva Arrival Control **136.25**
Geneva Departure 2 Departure Control **121.3**
Geneva Departure Control **119.525**
Geneva Information **126.35**

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 reduce noise around Geneva Airport. They also apply to training and check flights.
Pilots may deviate from Noise Abatement Procedures only upon instruction of ATC, previous authorization of Airport Authority or FOCA, or if the safety so requires.
Training and check flights are prohibited between 2200-0559LT.
The North Apron (General Aviation Center) is closed between 2200-0559LT, except for ambulance flights and towed ground movements.
Take-offs of jet aircraft with a noise certificate according to the standards of Annex 16, Volume I, Part II, Chapter 2 of the Convention on International Civil Aviation are prohibited.
Take-offs and landings of aircrafts complying with noise certification requirements of ICAO Annex 16, Volume I, Part II, Chapter 3 by a margin equal to or lower than 5dbA are prohibited between 2200-0559LT.

1.2.2. NIGHTTIME OPERATIONS (2200-0559LT)

CHAPTER II ACFT

Chapter II ACFT are no longer permitted to use Swiss aerodromes.
In exceptional circumstances (e.g. ACFT performing scheduled maintenance at an approved maintenance facility at Geneva International APT), FOCA, in conjunction with the Geneva International APT Authority, can issue an exemption permit for chapter II ACFT to operate at Geneva International APT.
Application forms are obtained from the Geneva International APT Authority.
A completed form must be returned by FAX to the same authorities, at least three working days before the date of the planned flight.
A copy of this form with 'permission granted' by FOCA, must travel and remain with the ACFT flight documents for the duration of the stay at Geneva International APT.
Chapter II ACFT, holding an exemption permit, are subject to the following restrictions:

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

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

1.2.3. REVERSE THRUST

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

1.2.4. RUN-UP TESTS

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

1. GENERAL

1.2.5. AUXILIARY POWER UNITS (APUs) AND BRAKE FAN

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 fixed electrical power and PCA supplies. The electrical power will be connected prior, or immediately after engine shutdown. PCA connection follows shortly after engine shutdown. The use of airborne APU is forbidden at these stands, except:
- until the ACFT is connected to the fixed electrical power,
- 5 minutes prior to engine start or push back, or
- when fixed electrical power or PCA supplies system unserviceable.

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

Use of APU in particular cases
If above mentioned restrictions cannot be fulfilled, prior authorization of APT authority is required.

Use of Brake Fan
Use of Brake Fan shall be kept to the minimum.

1.3. LOW VISIBILITY PROCEDURES (LVP)

LVP will be activated via RTF or ATIS with the phrase "LOW VISIBILITY PROCEDURES IN OPERATION".
LVP becomes effective when RVR for TDZ is 550m or less and/or ceiling is 200' or less.
Arriving ACFT are vectored so as to ensure an intercept of the LOC at least 8 NM from THR.
ATC issues a clearance for an ILS approach regardless of the ILS category applied and the weather conditions.
Prior to commencing final apch the RVR value will be transmitted. Additionally, latest RVR values will be transmitted by Tower.
Clearance to land will normally be transmitted prior an arriving ACFT reaches 2 NM from THR, in exceptional cases transmission may be delayed. In such cases pilots will be informed accordingly.
If weather conditions indicate sustained improvement to RVR 550m or greater and ceiling to 200' or greater, LVP are terminated.

1.4. 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. GENERAL

1.5. PARKING INFORMATION

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

Stands 1 thru 19 equipped with Laser mirror APIS (ACFT Parking and Information System) with co-pilot Azimuth guidance system.
Alignment of ACFT (azimuth guidance principle):
Align according to the indications of the APIS (Moire type light interference display, which indicates if ACFT is LEFT, RIGHT or centered on taxiing guide line).
Stopping of ACFT (stopping guidance principle):
Slow down and stop as indicated by the APIS closing rate indicator (thermometer type display).

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

Stop lines use:
STOP line 1,2 or 3 will be transmitted by GENEVA Apron.
A detailed list concerning STOP LINES for the different ACFT types is available at the AIS. For orders please contact:

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

On request, indications given by GENEVA Apron.
If APIS is switched off, the stand is not cleared for entry. Request assistance from GENEVA Apron.

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

1.6. OTHER INFORMATION

1.6.1. GENERAL

Birds in vicinity of APT.
RWY 23 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.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. GENERAL

2.1.1.1.ILS APPROACH

ILS approach shall be carried out at an angle equal to or above the GS angle established for each direction as defined by the ILS profile.
The descent shall be planned as to maintain a clean configuration as long as possible, considering safety and ATC requirements.

2.1.1.2.VISUAL APPROACH

If cleared for visual approach, pilots will be instructed to join the approach axis:
- for RWY 23, at 10 NM TD (PETAL), minimum 4000 '.
- for RWY 05, at 5.6 NM TD (PAS VOR).

2.1.2. NIGHTTIME OPERATIONS (2200-0559LT)

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

COMMERCIAL AIR TRANSPORT

Arrivals are banned between 2400-0459LT. Between 0500-0559LT arrivals are only permitted provided the carrier
- has submitted and received prior approval from the Geneva APT Authorities to publish an STA during this period, and
- holds a Geneva APT slot during this time frame issued by Slot Coordination Switzerland.

Delayed arrivals may be tolerated between 2400-0029LT. Prior approval from APT Authority must be obtained.
Ferry flight arrivals are banned between 2200-0559LT.
Derogations from 2200-2359LT may be given by the Geneva APT authorities.
Arrivals of supplementary flights during the night bans described above and carried out during the period from the second Friday before Christmas (25 DEC) to the second Monday after the 1 JAN are only permitted provided the carrier
- has submitted and received prior approval from the Geneva APT Authorities to publish an STA during this period, and
- holds a Geneva APT slot during this time frame issued by Slot Coordination Switzerland.

Arrivals can only expect to receive an approach clearance if they are overhead the FAF SPR or INDIS not later than 10 minutes before the respective night ban comes into effect.

NON-COMMERCIAL AIR TRANSPORT

Arrivals are banned between 2200-0559LT. Arrivals can only expect to receive an approach clearance if they are overhead the FAF SPR or INDIS not 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, as:
  - Search and rescue flights.
  - Law enforcement and supervision flights.
  - Medevac flights.
  - Relief flights in disaster cases.
  - Forced landings and alternate landings due to meteorological conditions and/or aircraft technical problems.

2.2. CAT II/III OPERATIONS

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

2. ARRIVAL

2.3. RWY OPERATIONS

2.3.1. MINIMUM RWY OCCUPANCY TIME

2.3.1.1. GENERAL

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

2.3.1.2. RWY 05

Exit TWYs to be used whenever possible:
For parking stands on South apron
- Heavy ACFT: TWY C (5413 '/1650m from DISPL THR) or TWY B (7710 '/2350m) from DISPL THR);
- Medium/Light/Small ACFT: TWY D (4265 '/1300m from DISPL THR).

For parking stands on North apron
Medium/Small/Light: 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: TWY Y (5905 '/1800m from THR).

2.4. TAXI PROCEDURES

2.4.1. WHEN RWY 23 IS IN USE

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

2.4.2. SOUTH APRON

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

2.4.3. NORTH APRON

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

2.5. OTHER INFORMATION

2.5.1. IFR APPROACH

ACFT type must be reported at first contact with Arrival.

3. DEPARTURE

3.1. START-UP & PUSH-BACK PROCEDURES

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

ACFT type must be reported with start-up clearance.

North Apron:

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

South Apron:

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

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

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

Request push-back clearance from GENEVA Apron.

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

In any case, 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 escort ACFT during the push-back procedure.

3.2. NOISE ABATEMENT PROCEDURES

3.2.1. GENERAL

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

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

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

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

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

3. DEPARTURE

3.2.2. NIGHTTIME OPERATIONS (2200-0559LT)

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

COMMERCIAL AIR TRANSPORT

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

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

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

Ferry flight departures are banned between 2200-0559LT.

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

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

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

NON-COMMERCIAL AIR TRANSPORT

Departures are banned between 2200-0559LT.

EXCEPTIONS

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

3. DEPARTURE

3.2.3. NOISE CLASSIFICATION

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

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

3. DEPARTURE

3.3. RWY OPERATIONS

3.3.1. MINIMUM RWY OCCUPANCY TIME

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

LSGG/GVA GENEVA

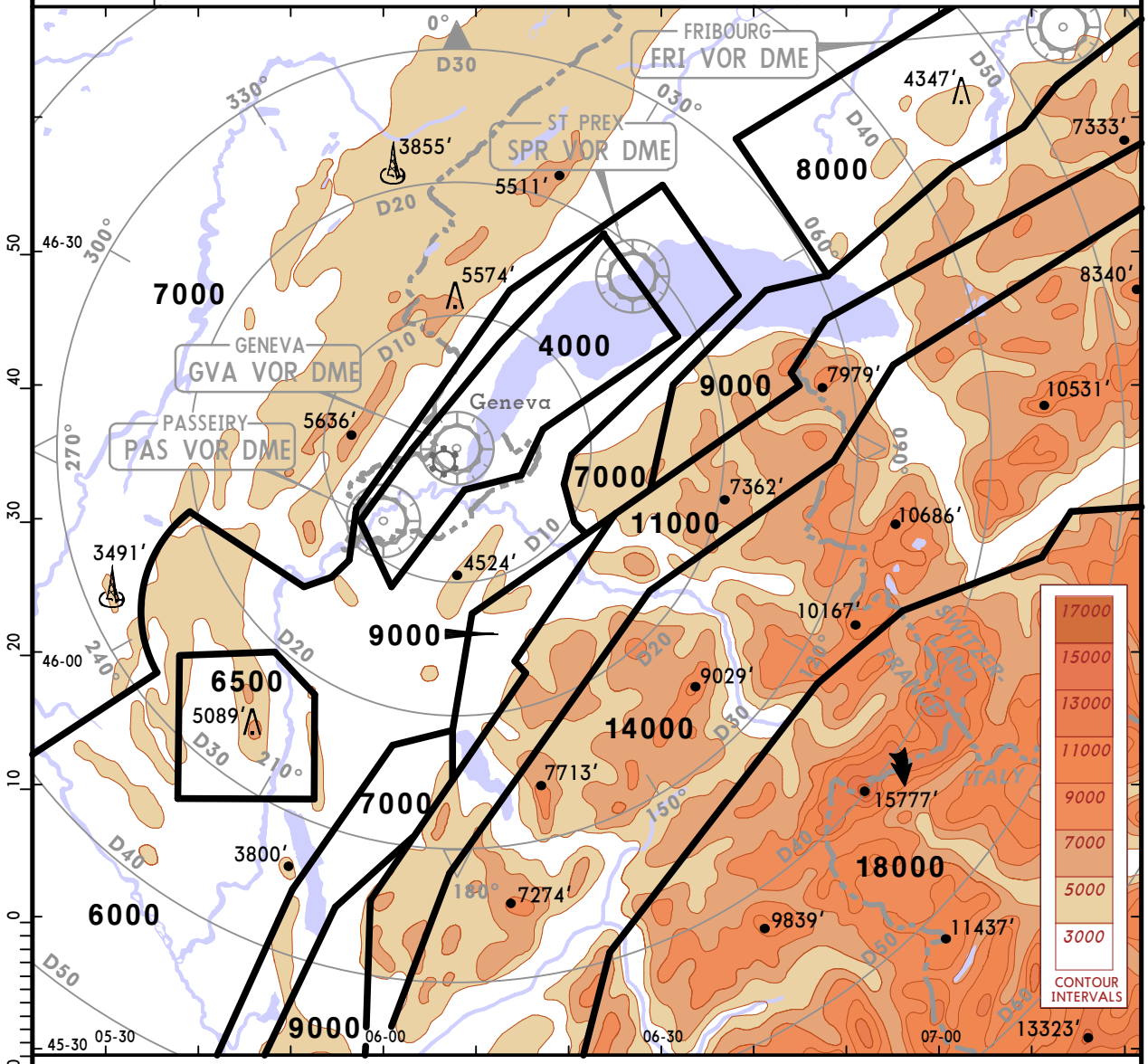
JEPPESEN
5 SEP 08 (10-1R)

GENEVA, SWITZERLAND

RADAR MINIMUM ALTITUDES

Apt Elev 1411′

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



CHANGES: New chart.

AREA

GENEVE

SWITZERLAND

10-1V 23 FEB 07

JEPPESEN

(FIS)		*VDF
GENEVA INFORMATION	126.35* (fr, en)	
GENEVA DELTA	119.17	
(APP)	by ATC	*GLD only
GENEVA APPROACH	131.32	ATIS 135.57
	121.30	ATIS 124.75* (fr, en)
GENEVA TRANSIT	136.45	

FRANCE
SWITZERLAND
REIMS LFEE FIR
MARSEILLE LFMM FIR
SWITZERLAND LSAS FIR
Altitudes in ft
Distances in NM
LF-R45C
800' SFC
SFC
LE BRASSUS
8500'
7500'
VALLORBE
9500'
7500'
MONTRICHER
TMA(C)4 FL75/FL195
TMA(D) 6 4500' FL100
TMA(D) 2 FL100 2800'
TMA(C)5 FL75/FL195
LS-D7
9000'
SFC
LS-D19
6600'*
SFC
*13,100' by ATC
NDB
375 GLA
VOR/DME
113.90 SPR
TMA
Genève 2
FL 195
(C) 5500'
(E) 3500'*
*or 1000' SFC whichever is higher.
LAUSANNE
(La Blecherette)
LAUSANNE
Vevey
Montreux
Evian
EVIAN
AMPHION
(Eaux d'Evian)
Thonon
Léman
LA COTE
Nyon
Temporary prohibited
4000'
SFC
by NOTAM
042°
LEYSIN
BEX
COLLOMBEY
(Muraz)
ST. CLAUDE
(Pratz)
St. Claude
COL DE LA FAUCILLE
OYONNAX NORTH
8500'
7500'
ST.CLAUDE NORTH
8500'
7500'
ST.CLAUDE SOUTH
8500'
7500'
Transit only
OYONNAX
(Arbent)
Oyonnax
OYONNAX SOUTH
8500'
7500'
Transit only
TMA(C)Lyon 08 FL115/FL145
TMA(D)Lyon 08 FL115/FL145
TMA(C)Lyon 04 FL65/FL115
TMA(E)Genève 3 3500'*/FL195
*or 1000' SFC whichever is higher.
(C)6500'/FL195
TMA(C)Genève 1 3500'*/FL195
*or 1000' SFC whichever is higher.
TRANSIT CENTER MNM FL100 R330/8
DVOR/DME
115.75 GVA
SFC/4000'
TRANSIT SOUTH MNM FL75
TMA(C)6 FL85/FL195
TMA(C) 7 FL105/FL195
Annemasse
ANNEMASSE
GENÈVE
Genève
CTR(D)Genève SFC/3500'
13/R150
DVOR/DME
116.60 PAS
PRAZ-DE-LYS
GENEVA
INFORMATION
126.35
BELLEGARDE
(Vouvray)
Bellegarde
TMA
Genève 2
FL 195
(C) 5500'
(E) 3500'*
*or 1000' SFC whichever is higher.
LF-D74
800' SFC
SFC
CORLIER
LA ROCHE
222° A41R
TMA(E)Chambery 1 1000' SFC/FL95
TMA(D)Lyon 04 FL115/FL145
TMA(C)Lyon 9 FL95/FL115
FL115/FL145
TMA(D)Lyon 9
VOR/DME
115.40 CBY
ANNECY
(Meythet)
ANNECY
CTR(D)Annecy SFC/3500'
TMA(C)8 FL95/FL195
SWITZERLAND LSAS FIR
MARSEILLE LFMM FIR
FLAINE HIVER
FLAINE ETE
3300' SFC
MAGLAND
SALLANCHES
(Mont Blanc)
CHAMONIX
(Croix de Lognan)
CHAMONIX
13,524'
LF-R30A
LF-R30B
CHAMONIX
(Refuge du Requin)

CHANGES: COM - Airspace - OBST.

AREA

GENEVE

SWITZERLAND

GENEVE TMA

For entry into class **(C)** airspace of TMA, ATC clearance is requested:
- for ACFT operating in **(G)** or **(E)** airspace from GENEVA INFORMATION;
- for ACFT operating in **(D)** airspace from GENEVA DELTA.

Such requests shall be made at the latest 10 minutes prior to entering airspace **(C)** of TMA .

▶ Transponder SSR Mode C compulsory.

In principle, ACFT in transit shall avoid airspace class **(C)** of TMA. ACFT arriving or departing Genève, Annemasse, Bellegarde or La Côte shall operate below airspace class **(C).**

Exceptions may be granted according to ACFT type, the kind of flight or weather conditions.

▶ GENEVE CTR

Approaches of aeroplanes are to be planned so as to reach the AD circuit at least 30 minutes before the end of evening civil twilight in order to avoid that the pilot cannot land by day any more in case of important delays.

ACFT not carrying radiotelephony equipment can be allowed to use LSGG AD only in exceptional cases and with an authorization which has to be received from TWR before TKOF.

Transit flights require a clearance by GENEVA TOWER.

SVFR

- Ground visibility less than 5 KM and/or
- ceiling less than 1500' SFC.

▶ - In SVFR conditions all ARR/DEP PPR skyguide Geneva Customer Sevice TEL (022) 417 43 43 one hour prior to EOBT. ETA/EOBT Genève and alternate AD shall be specified in the request. The permission granted does not guarantee that no delay occurs.

GENEVE TMA

Für Einflüge in den Teil der TMA Genève mit Luftraum **(C)** ist eine Freigabe anzufordern
- Für Flugzeuge innerhalb Luftraum **(G)** oder **(E)** über GENEVA INFORMATION;
- Für Flugzeuge innerhalb Luftraum **(D)** über GENEVA DELTA.

Dies soll spätestens 10 MIN vor Erreichen des Luftraums **(C)** der TMA erfolgen.

▶ Transponder SSR Mode C vorgeschrieben.

Prinzipiell sollen Transitflüge den Luftraum **(C)** der TMA meiden. An- oder Abflüge nach/von Genève, Annemasse, Bellegarde und La Côte sollen unterhalb Luftraum **(C)** der TMA erfolgen. Ausnahmen können gewährt werden unter Berücksichtigung von Flugzeugtyp, Art des Fluges oder Wetterbedingungen.

▶ GENEVE CTR

Anflüge sind so zu planen, daß ein Erreichen der Platzrunde mindestens 30 Minuten vor Ende der Bürgerlichen Dämmerung gewährleistet ist, um zu vermeiden, daß der Pilot nicht mehr bei Tag landen kann im Falle wichtiger Verzögerungen.

NORDO ACFT können LSGG AD nur in Ausnahmefällen und mit einer Genehmigung benutzen, welche bei TWR vor dem Start eingeholt werden muß.

Transitflüge benötigen eine Freigabe von GENEVA TOWER.

SVFR

- Die Bodensicht beträgt weniger als 5 KM und/oder
- Die Hauptwolkenuntergrenze liegt unterhalb 1500' SFC.

▶ - In SVFR Bedingungen alle ARR/DEP PPR skyguide Geneva Customer Sevice TEL (022) 417 43 43 eine Stunde vor EOBT. ETA/EOBT Genève und Ausweichflugplatz sollen in der Anfrage definiert werden. Die erteilte Erlaubnis garantiert nicht, dass keine Verspätungen auftreten.

MA GENEVE

Pour pénétrer dans l'espace TMA de classe **(C)** l'autorisation ATC est demandée:
- pour les aéronefs évoluant en espace **(G)** ou **(E)** à GENEVA INFORMATION;
- pour les aéronefs évoluant en espace **(D)** à GENEVA DELTA.

Ces demandes doivent être faites au plus tard 10 minutes avant de pénétrer dans l'éspace de classe **(C)** de la TMA.

▶ Transpondeur SSR Mode C obligatoire.

Les aéronefs en transit doivent en principe éviter les espaces de classe **(C)** de la TMA. Les aéronefs à destination de Genève, Annemasse, Bellegarde et La Côte ou quittant ces derniers doivent voler au-dessous des espaces de la classe **(C)** de la TMA.

Des exceptions peuvent être accordées suivant le type d'appareil, le genre de vol ou les conditions météorologiques.

▶ **CTR GENEVE**

Les approches d'avions doivent être planifiées de façon à rejoindre le circuit d'AD 30 minutes au moins avant la fin de crépuscule civil, cela afin d'éviter que les attentes importantes ne fassent courir le risque au pilote de ne plus pouvoir atterrir de jour.

Les aéronefs non munis d'une installation radiotéléphonique de bord ne peuvent utiliser LSGG AD que dans des cas exceptionnels et qu'avec une autorisation de la TWR qui doit avoir été obtenue avant le décollage.

Pour les vols de transit dans la CTR, une autorisation de la TWR de Genève est également requise.

SVFR

- La visibilité au sol est inférieure à 5 KM et/ou
- Le plafond est inférieur à 1500' SFC

▶ - En conditions SVFR tout ARR/DEP PPR au Service Clients de skyguide Genève en principe une heure avant l'EOBT par TEL (022) 417 43 43. L'ETA/l'EOBT Genève et de même que l'AD de déroutement doivent être précisés lors de la demande. L'autorisation accordée ne garantit toutefois pas une absence de délai.

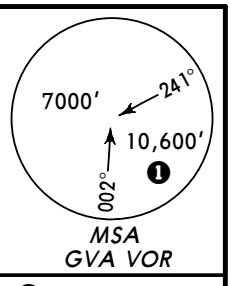
LSGG/GVA GENEVA

JEPPESEN 18 SEP 09 (10-2) Eff 24 Sep

GENEVA, SWITZERLAND

RNAV STAR

ATIS	Apt Elev	
135.57	1411′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ Expect radar vectors to final approach.



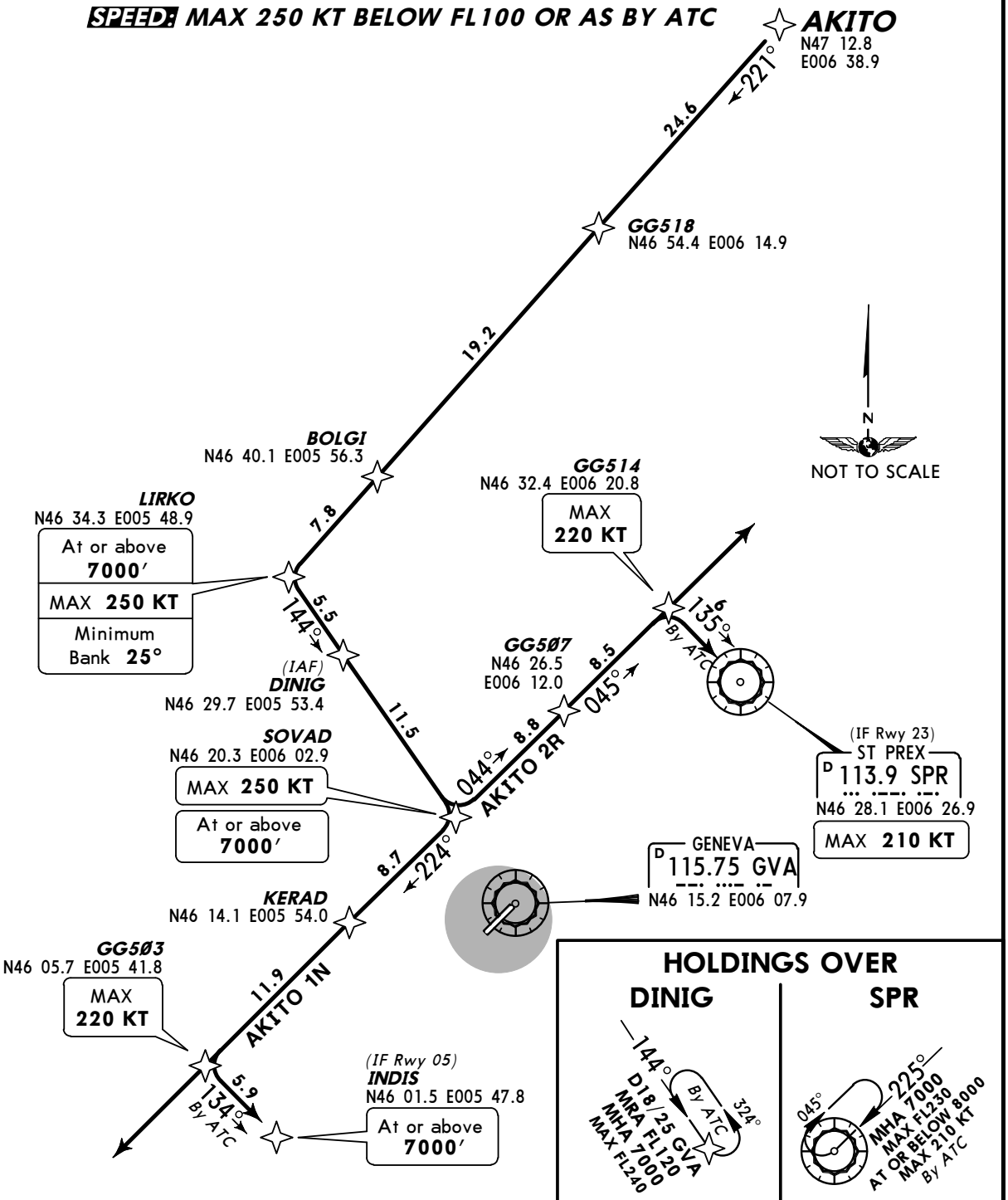
❶ 7000′ within 10 NM

AKITO ONE NOVEMBER (AKITO 1N) *[AKIT1N]*
AKITO TWO ROMEO (AKITO 2R) *[AKIT2R]*
RWYS 05, 23 RNAV ARRIVALS

RNAV (GNSS)

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



HOLDINGS OVER

DINIG

SPR

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

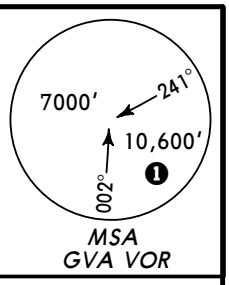
CHANGES: Speed restriction.

LSGG/GVA
GENEVA

JEPPESEN 18 SEP 09 (10-2A) Eff 24 Sep

GENEVA, SWITZERLAND
RNAV STAR

ATIS	Apt Elev	
135.57	1411′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ Expect radar vectors to final approach.



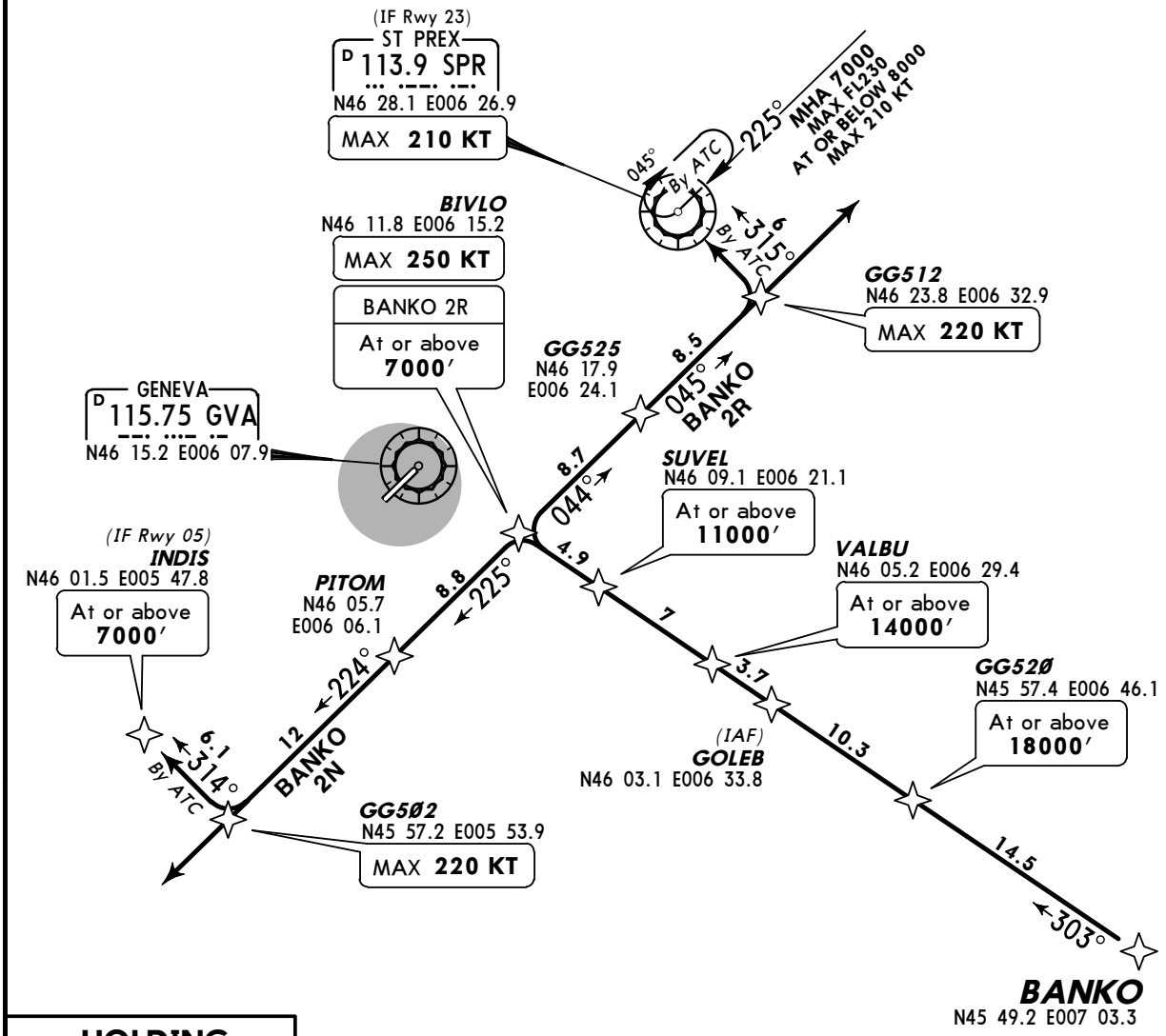
7000′ within 10 NM

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

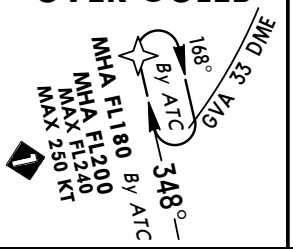
RNAV (GNSS)

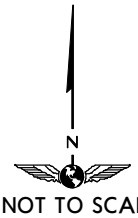
NO TURN ONTO BASE UNLESS CLEARED
BY ATC OR DURING LOST COMMS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



HOLDING OVER GOLEB





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

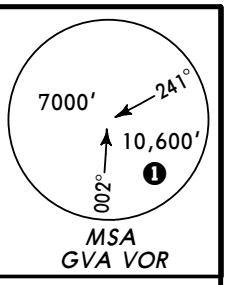
CHANGES: Speed restriction.

LSGG/GVA
GENEVA

JEPPESEN 18 SEP 09 (10-2B) Eff 24 Sep

GENEVA, SWITZERLAND
RNAV STAR

ATIS	Apt Elev	
135.57	1411′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ Expect radar vectors to final approach.



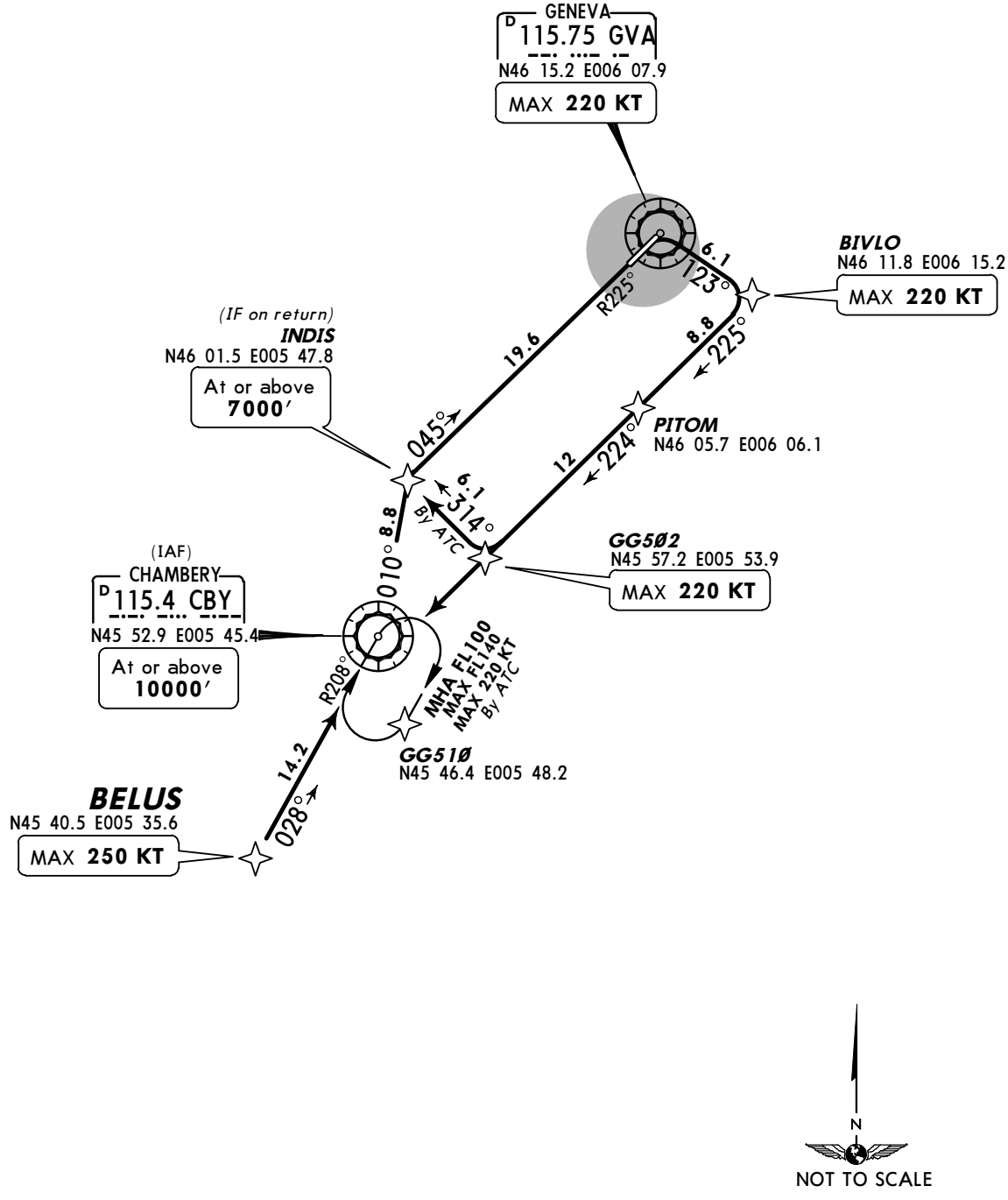
7000′ within 10 NM

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

RNAV (GNSS)

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



ROUTING

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

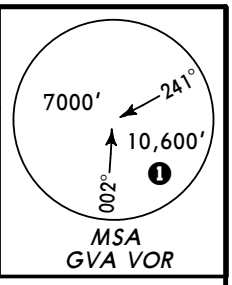
CHANGES: Speed restriction.

LSGG/GVA GENEVA

GENEVA, SWITZERLAND

RNAV STAR

ATIS	Apt Elev	
135.57	1411′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ Expect radar vectors to final approach.



1 7000′ within 10 NM

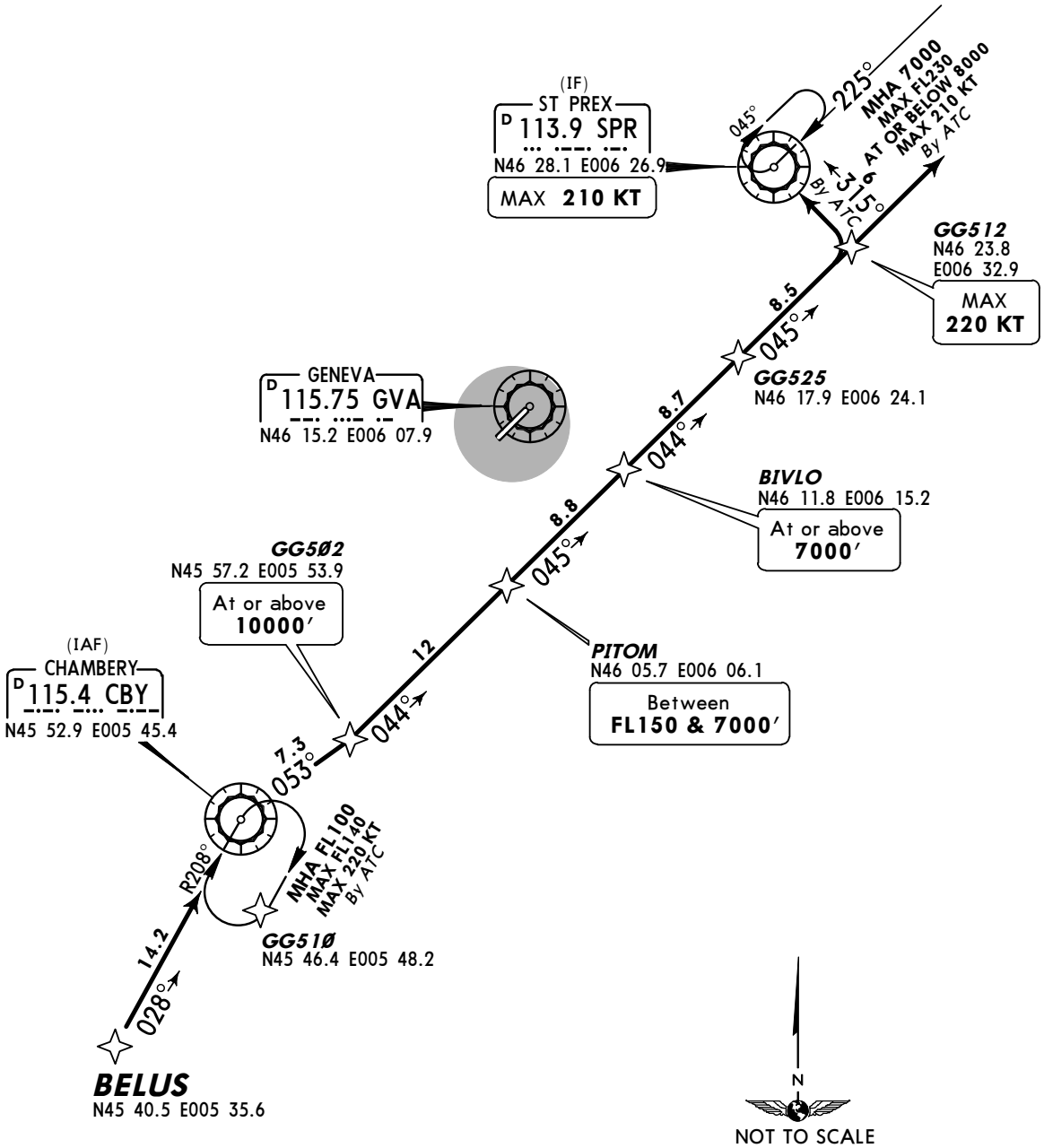
BELUS ONE ROMEO (BELUS 1R) *[BELU1R]*

RWY 23 RNAV ARRIVAL

RNAV (GNSS)

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



ROUTING

BELUS - CBY - GG502 **(10000′+)** - PITOM **(FL150-; 7000′+)** - BIVLO **(7000′+)** - GG525 - GG512 (K220-), continue on track. By ATC to SPR to intercept final approach.

CHANGES: Speed restriction.

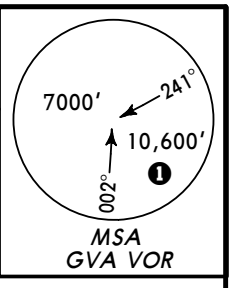
LSGG/GVA GENEVA

JEPPESEN 18 SEP 09 (10-2D) Eff 24 Sep

GENEVA, SWITZERLAND

RNAV STAR

ATIS	Apt Elev	
135.57	1411′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ Expect radar vectors to final approach.



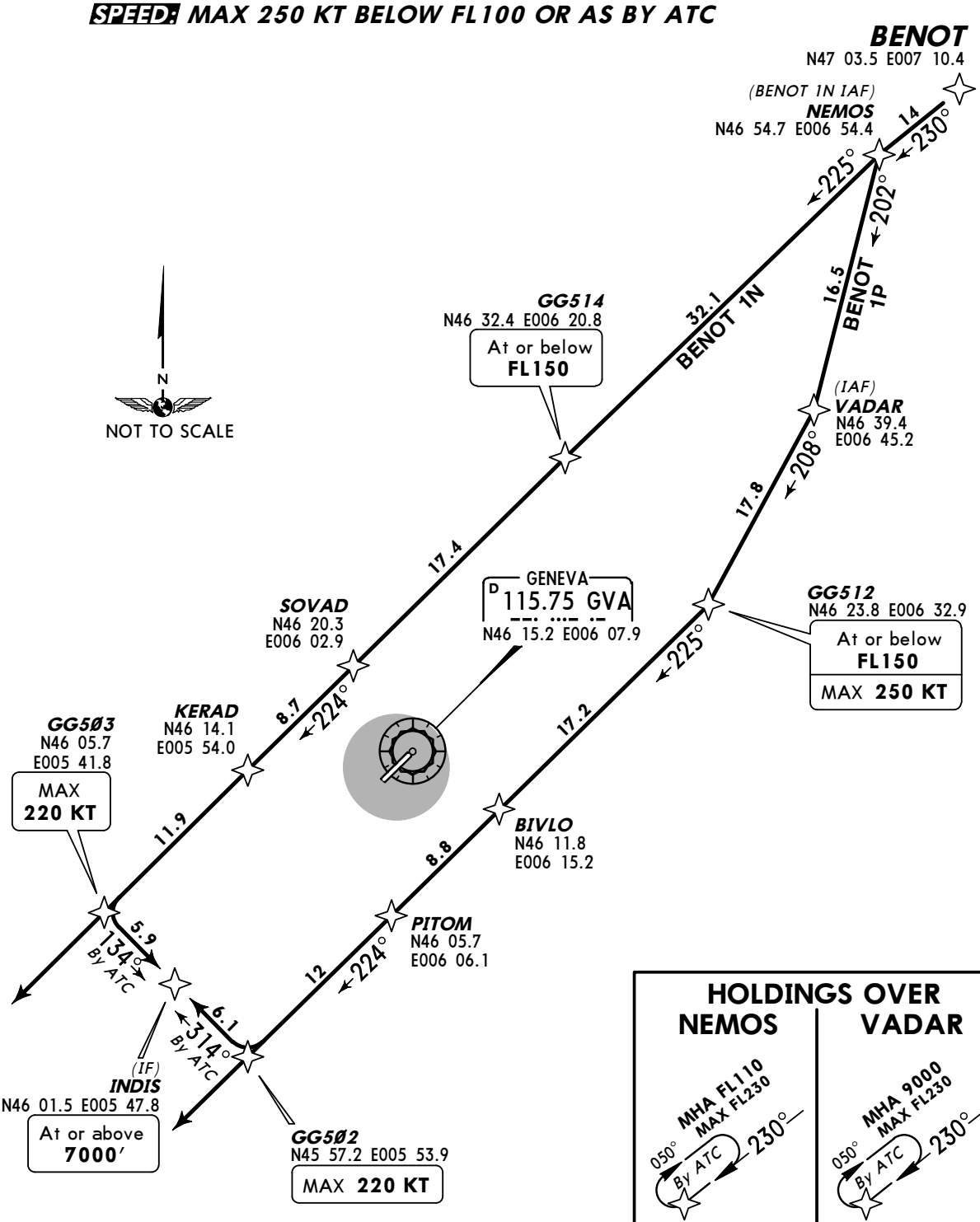
7000′ within 10 NM

BENOT ONE NOVEMBER (BENOT 1N) *[BENO1N]*
BENOT ONE PAPA (BENOT 1P) *[BENO1P]*
RWY 05 RNAV ARRIVALS

RNAV (GNSS)

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

CHANGES: Speed restriction.

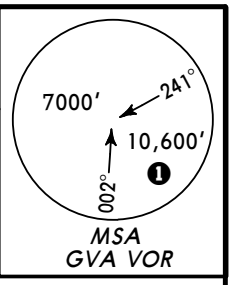
LSGG/GVA GENEVA

JEPPESEN 18 SEP 09 (10-2E) Eff 24 Sep

GENEVA, SWITZERLAND

RNAV STAR

ATIS	Apt Elev	
135.57	1411′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ Expect radar vectors to final approach.

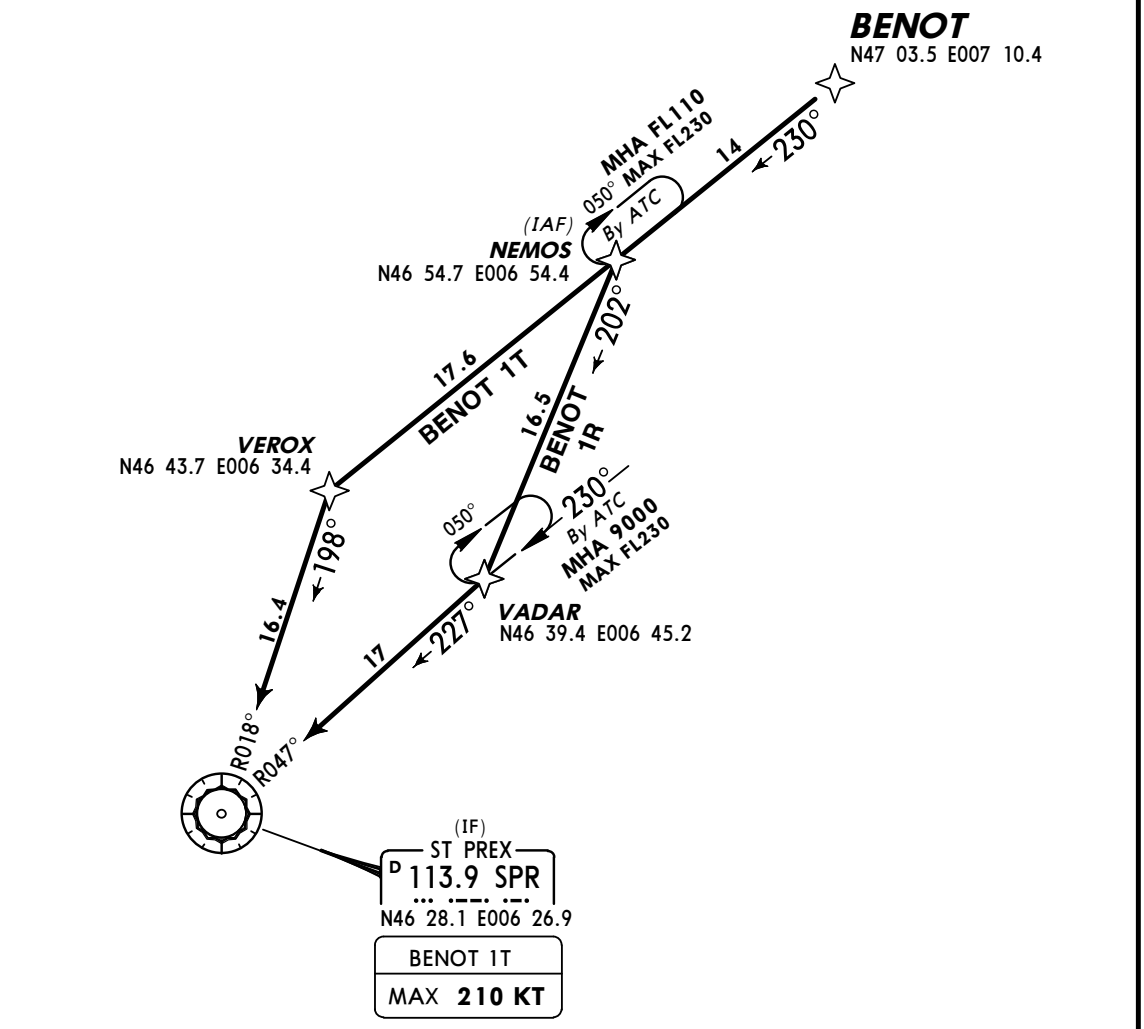


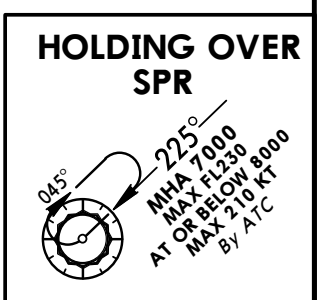
❶ 7000′ within 10 NM

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

RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC





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

CHANGES: Speed restriction.

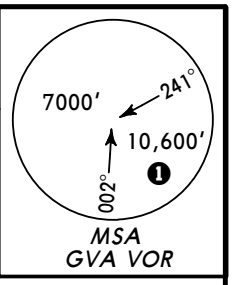
LSGG/GVA GENEVA

JEPPESEN 18 SEP 09 (10-2F) Eff 24 Sep

GENEVA, SWITZERLAND

RNAV STAR

ATIS	Apt Elev	
135.57	1411′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ Expect radar vectors to final approach.



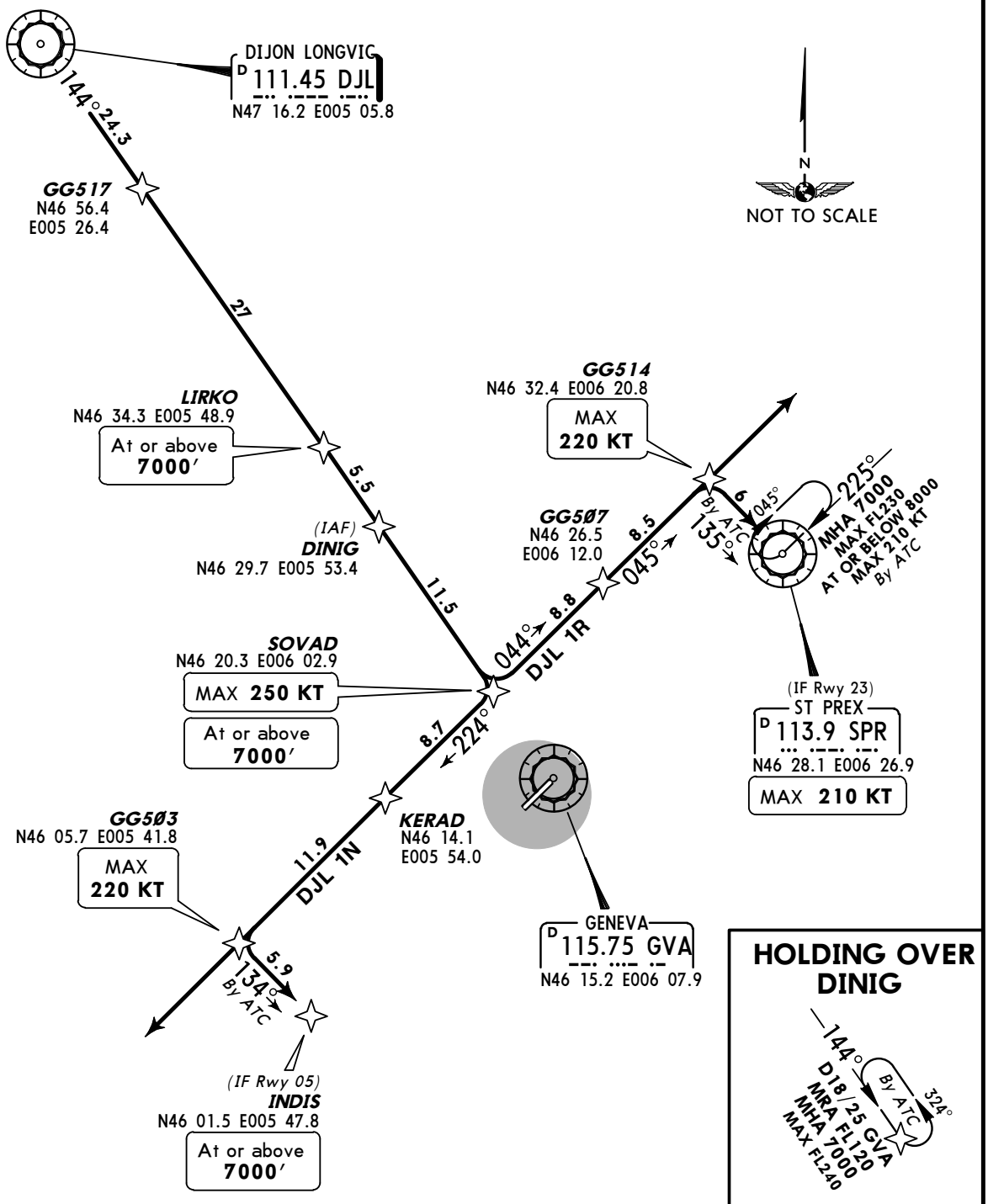
1 7000′ within 10 NM

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

RNAV (GNSS)

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



HOLDING OVER DINIG

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

CHANGES: Speed restriction.

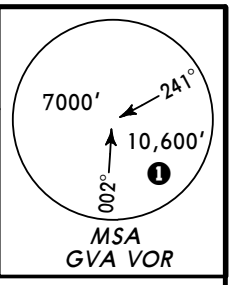
LSGG/GVA GENEVA

JEPPESEN 18 SEP 09 (10-2G) Eff 24 Sep

GENEVA, SWITZERLAND

RNAV STAR

ATIS	Apt Elev	
135.57	1411′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ Expect radar vectors to final approach.



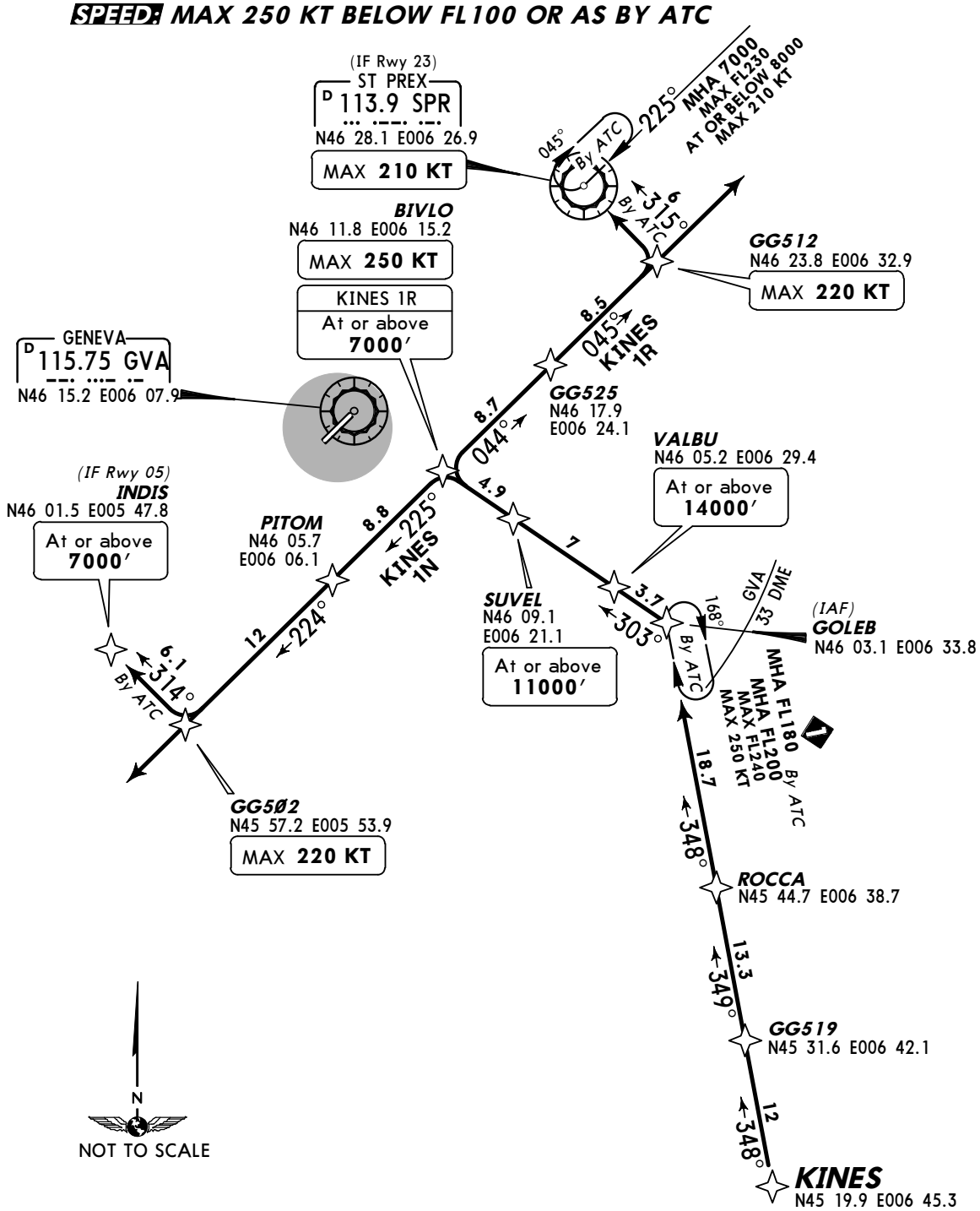
1 7000′ within 10 NM

KINES ONE NOVEMBER (KINES 1N) *[KINE1N]*
KINES ONE ROMEO (KINES 1R) *[KINE1R]*
RWYS 05, 23 RNAV ARRIVALS

RNAV (GNSS)

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



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

CHANGES: Speed restriction.

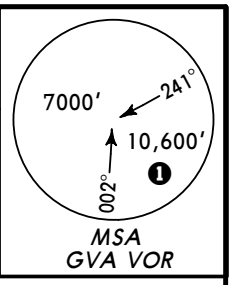
LSGG/GVA GENEVA

JEPPESEN 18 SEP 09 (10-2H) Eff 24 Sep

GENEVA, SWITZERLAND

RNAV STAR

ATIS	Apt Elev	
135.57	1411′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ Expect radar vectors to final approach.



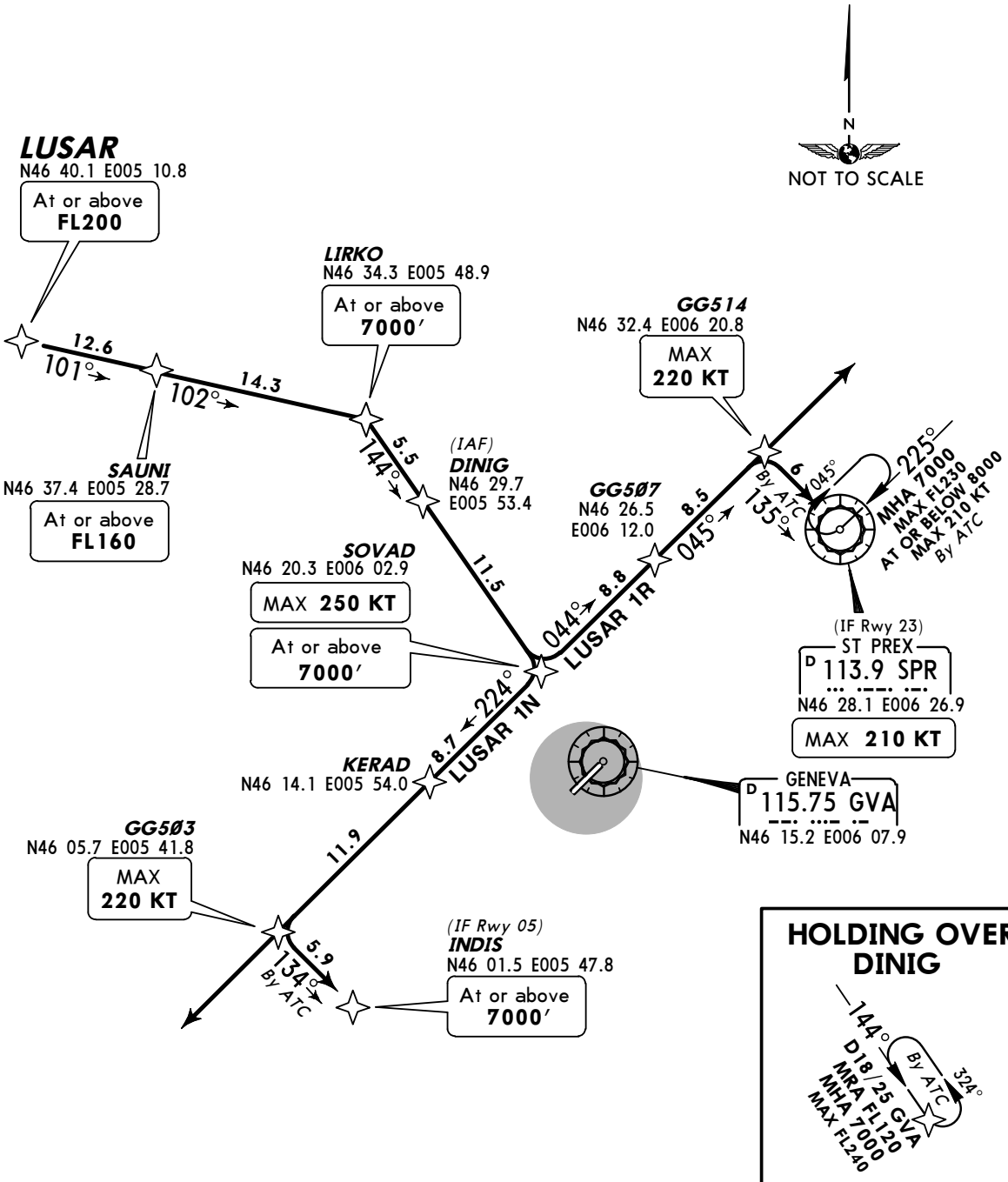
1 7000′ within 10 NM

LUSAR ONE NOVEMBER (LUSAR 1N) *[LUSA1N]*
LUSAR ONE ROMEO (LUSAR 1R) *[LUSA1R]*
RWYS 05, 23 RNAV ARRIVALS

RNAV (GNSS)

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

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



HOLDING OVER DINIG

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

CHANGES: Speed restriction.

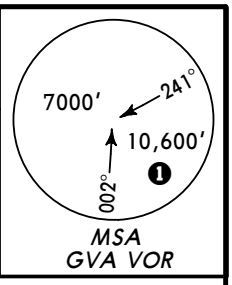
LSGG/GVA
GENEVA

JEPPESEN 18 SEP 09 (10-2J) Eff 24 Sep

GENEVA, SWITZERLAND

RNAV STAR

ATIS	Apt Elev	
135.57	1411′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′ Expect radar vectors to final approach.

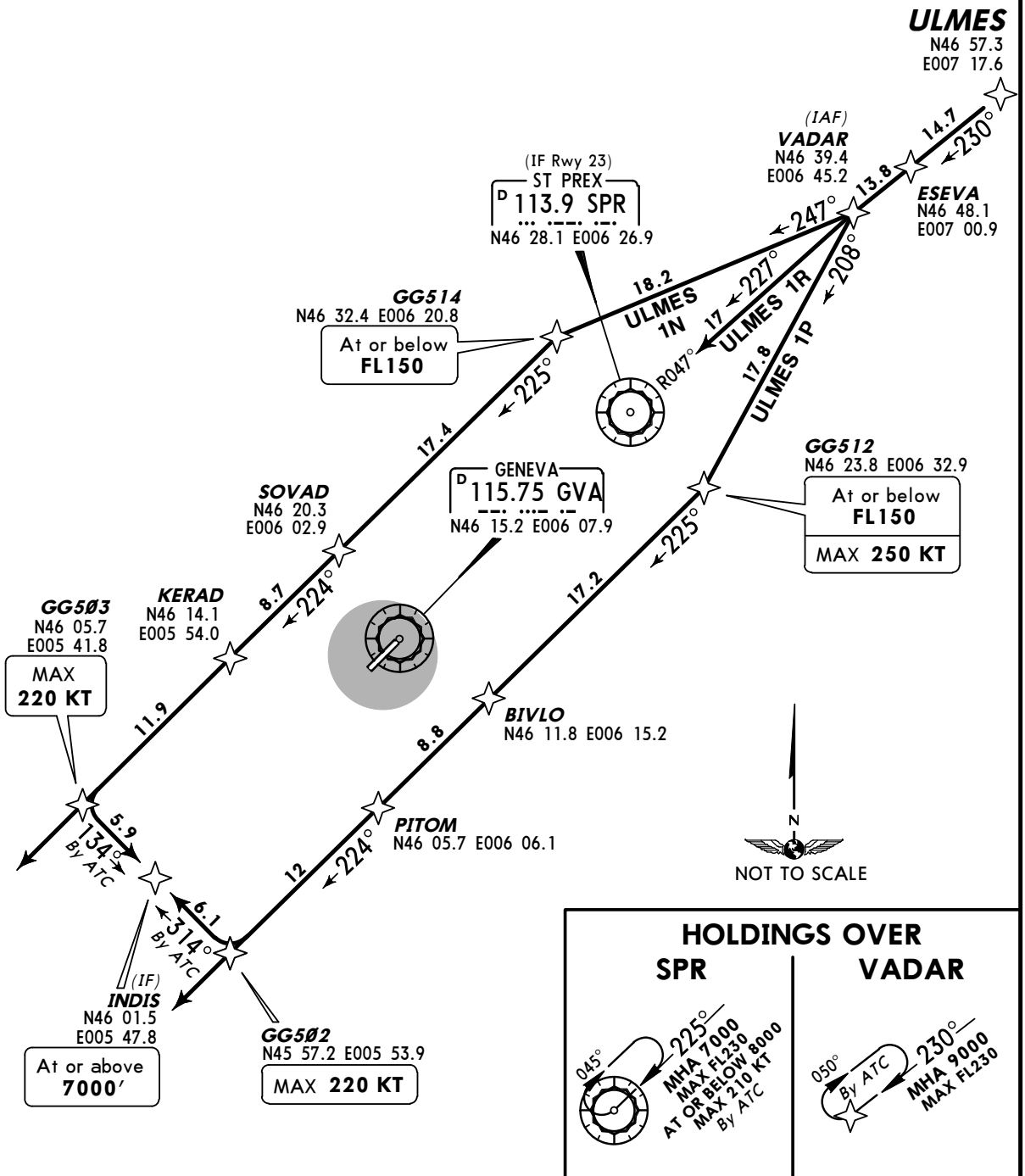


❶ 7000′ within 10 NM

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

RNAV (GNSS)

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



HOLDINGS OVER

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

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

CHANGES: Speed restriction.

LSGG/GVA GENEVA

JEPPESEN 18 SEP 09 (10-2K) Eff 24 Sep

GENEVA, SWITZERLAND

STAR

ATIS	Apt Elev	
135.57	1411′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′

MSA GVA VOR
241° 10,600′ 002° 7000′
1 7000′ within 10 NM

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

FROM NORTHEAST

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC

NOT TO SCALE

FRIBOURG
D 110.85 FRI
N46 46.7 E007 13.4

ROMOM
N46 40.9 E006 58.2
At or above 7000′

ST PREX
D 113.9 SPR
N46 28.1 E006 26.9

PETAL
N46 22.2
E006 18.1

D36 FRI
At or below FL150

D33 CBY
At or above 9000′

SALEV
N46 04.4 E006 04.0
At or above 6000′

PINOT
N45 59.1 E005 55.6

BELKA
N46 03.7 E005 51.0

GENEVA
D 115.75 GVA
N46 15.2 E006 07.9
At or above 7000′

CHAMBERY
D 115.4 CBY
N45 52.9 E005 45.4

MHA 7000
MAX FL150

HOLDING OVER ROMOM

FRIBOURG
Do not overfly
240°
270°
060°
BY ATC
D12 I 9
MHA FL190
MAX FL200
MAX 170 KT

CHANGES: Speed restriction.

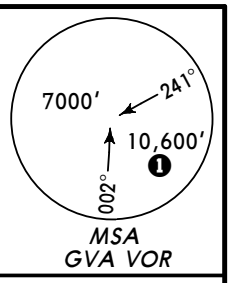
LSGG/GVA GENEVA

JEPPESEN 18 SEP 09 (10-2L) Eff 24 Sep

GENEVA, SWITZERLAND

STAR

ATIS	Apt Elev	
135.57	1411′	Alt Set: hPa Trans level: By ATC Trans alt: 7000′

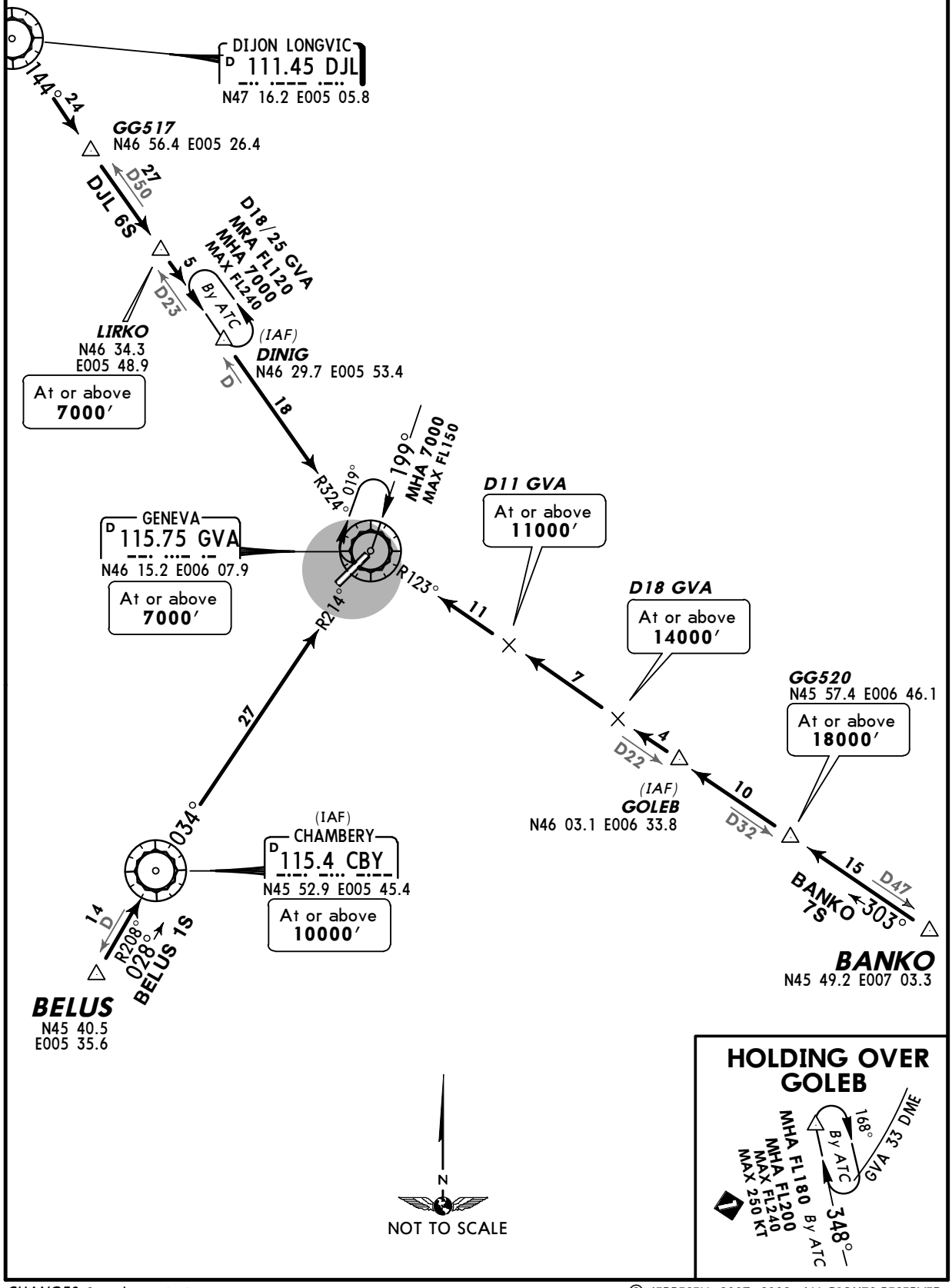


1 7000′ within 10 NM

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

CHANGES: Speed restriction.

LSGG/GVA GENEVA

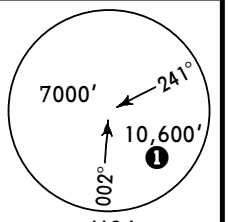
JEPPESEN 28 MAY 10 (10-3)

GENEVA, SWITZERLAND

RNAV SID

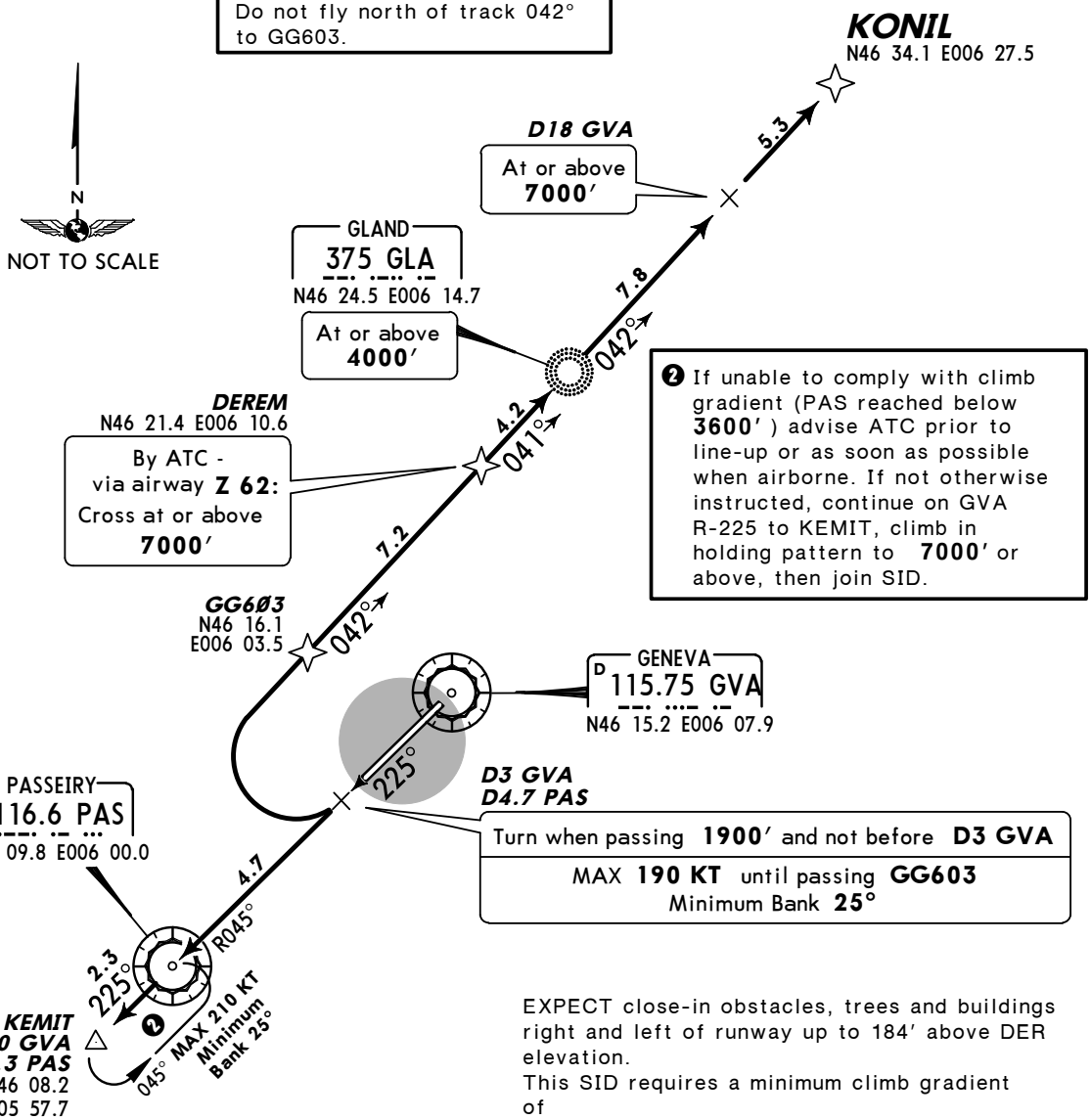
GENEVA Departure (R) 119.52	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 7000′ 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections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

KONIL 4J *[KONI4J]*
RWY 23 RNAV DEPARTURE
P-RNAV (GNSS) OR RNAV 1 (GNSS)
NOT AVAILABLE FOR JET AIRCRAFT WITH
NOISE CLASSIFICATION I, II & III
FOR CLASSIFICATION REFER TO 10-1P PAGES
FOR ROUTE CONTINUATION AFTER KONIL REFER TO CHART 10-3N



1 7000′ within 10 NM

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



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

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

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

Initial climb clearance **FL90**

ROUTING

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

3 After GG603 RNAV applicable.

CHANGES: Speed restiction at D3 GVA/D4.7 PAS revised; caution note estbld.

LSGG/GVA GENEVA

JEPPESEN 28 MAY 10 (10-3A)

GENEVA, SWITZERLAND

RNAV SID

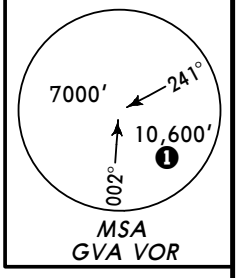
GENEVA Departure (R) 119.52	Apt Elev 1411′	Trans level: By ATC Trans alt: 7000′ 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections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

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

RNAV (GNSS)

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

❶ 7000′ within 10 NM



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

❷ **D8 GVA**
N46 09.7 E005 59.7
When passing **7000′** but not before **D8 GVA**

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

073°
16.3
050°
8
9.9
MOLUS 3N
045°
225°
24.2

GENEVA
D 115.75 GVA
N46 15.2 E006 07.9

PASSEIRY
D 116.6 PAS
N46 09.8 E006 00.0

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

N
NOT TO SCALE

R045°
MOLUS 3A
❷
225° 2
045° MAX 210 KT Minimum Bank 25°
❸
052°

KEMIT
D10 GVA
D2.3 PAS
N46 08.2
E005 57.7

GG6Ø2
N46 07.0 E006 04.0

Minimum Bank **25°**

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

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

MOLUS 3A

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

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

Initial climb clearance **FL90**

SID	RWY	ROUTING
MOLUS 3A	**23**	Climb on GVA R-225, when passing **7000′,** but not before D8 GVA (PAS) turn LEFT, proceed via GG602 ❹ and TINAM to MOLUS.
MOLUS 3N	**05**	Climb on GVA R-045, proceed via PETAL ❺ to MOLUS.

❹ After GG602 RNAV applicable.
❺ After PETAL RNAV applicable.

CHANGES: None.

LSGG/GVA GENEVA

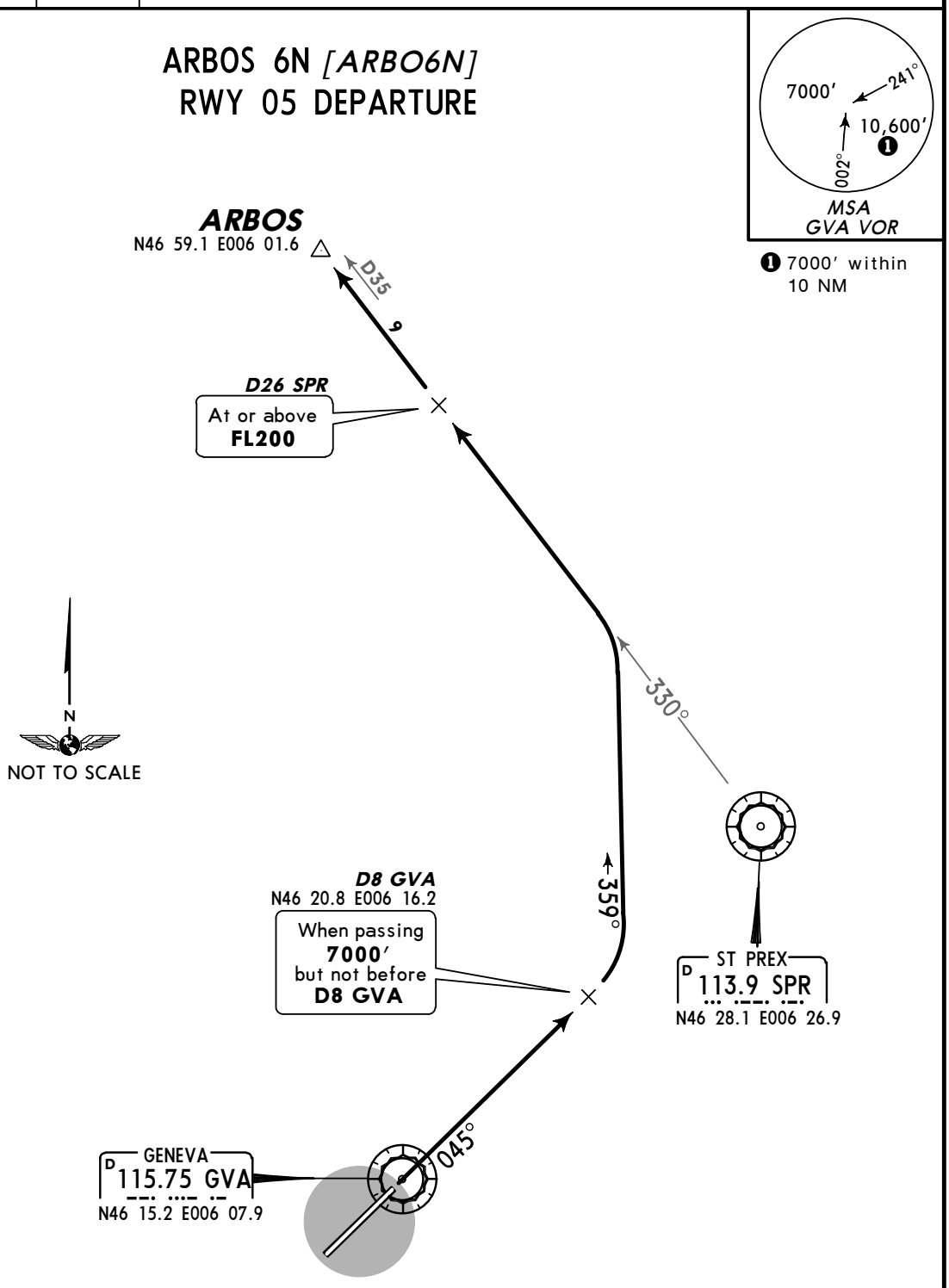
JEPPESEN 5 MAR 10 (10-3B) Eff 11 Mar

GENEVA, SWITZERLAND

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.

ARBOS 6N *[ARBO6N]*
RWY 05 DEPARTURE



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

Initial climb clearance **FL90**

ROUTING

Climb on GVA R-045, when passing **7000′,** but not before D8 GVA turn LEFT, 359° track, intercept SPR R-330 to ARBOS.

CHANGES: SID ARBOS 5N renumbered 6N.

LSGG/GVA GENEVA

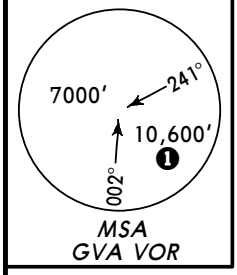
JEPPESEN 5 MAR 10 (10-3C) Eff 11 Mar

GENEVA, SWITZERLAND

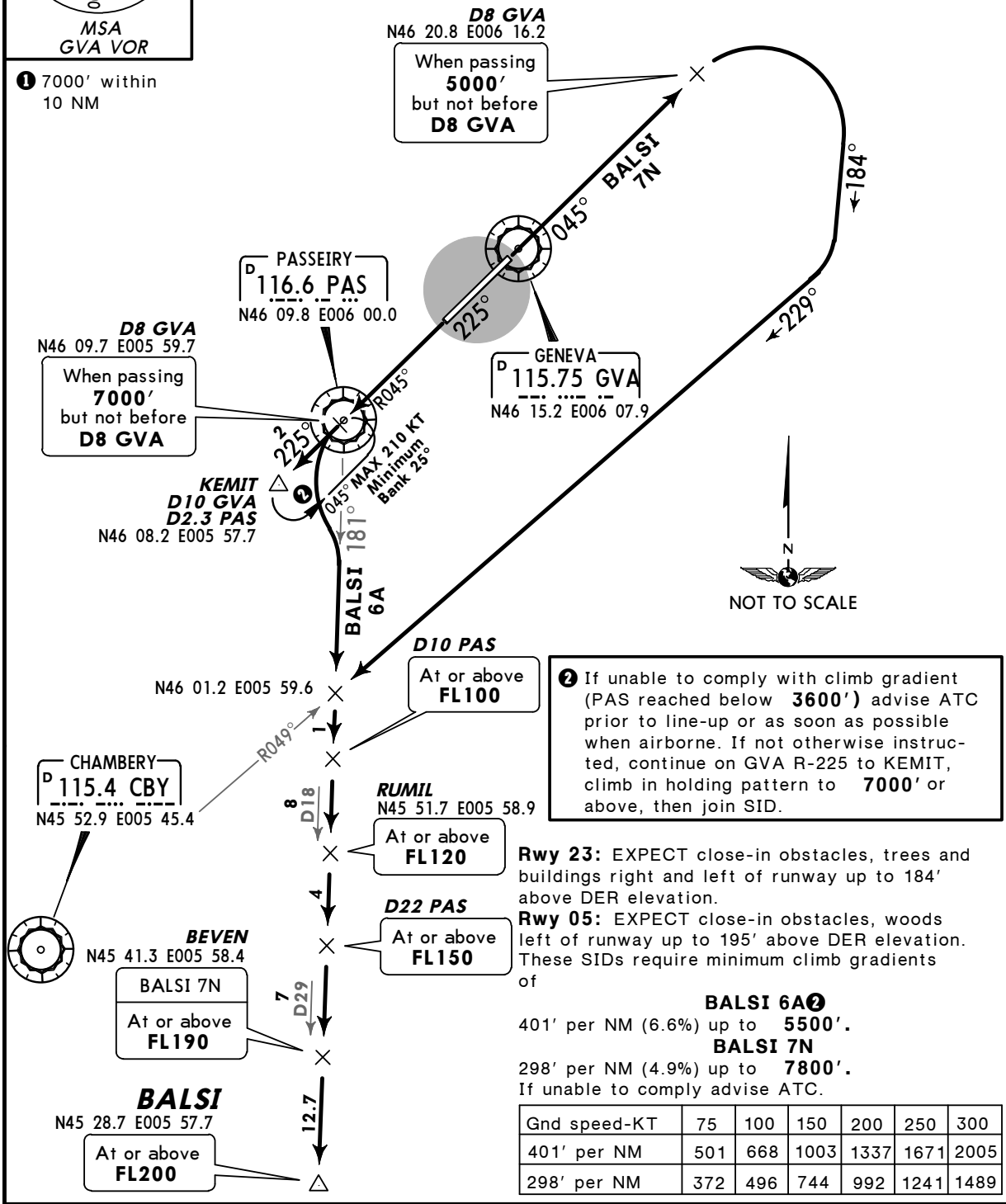
SID

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.

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



❶ 7000′ within 10 NM



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

Rwy 23: EXPECT close-in obstacles, trees and buildings right and left of runway up to 184′ above DER elevation.
Rwy 05: EXPECT close-in obstacles, woods left of runway up to 195′ above DER elevation.
These SIDs require minimum climb gradients of

BALSI 6A❷
401′ per NM (6.6%) up to **5500′.**
BALSI 7N
298′ per NM (4.9%) up to **7800′.**
If unable to comply advise ATC.

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

Initial climb clearance **FL90**

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

CHANGES: SIDs renumbered.

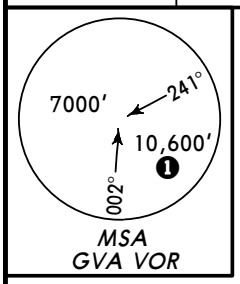
LSGG/GVA GENEVA

JEPPESEN 5 MAR 10 (10-3D) Eff 11 Mar

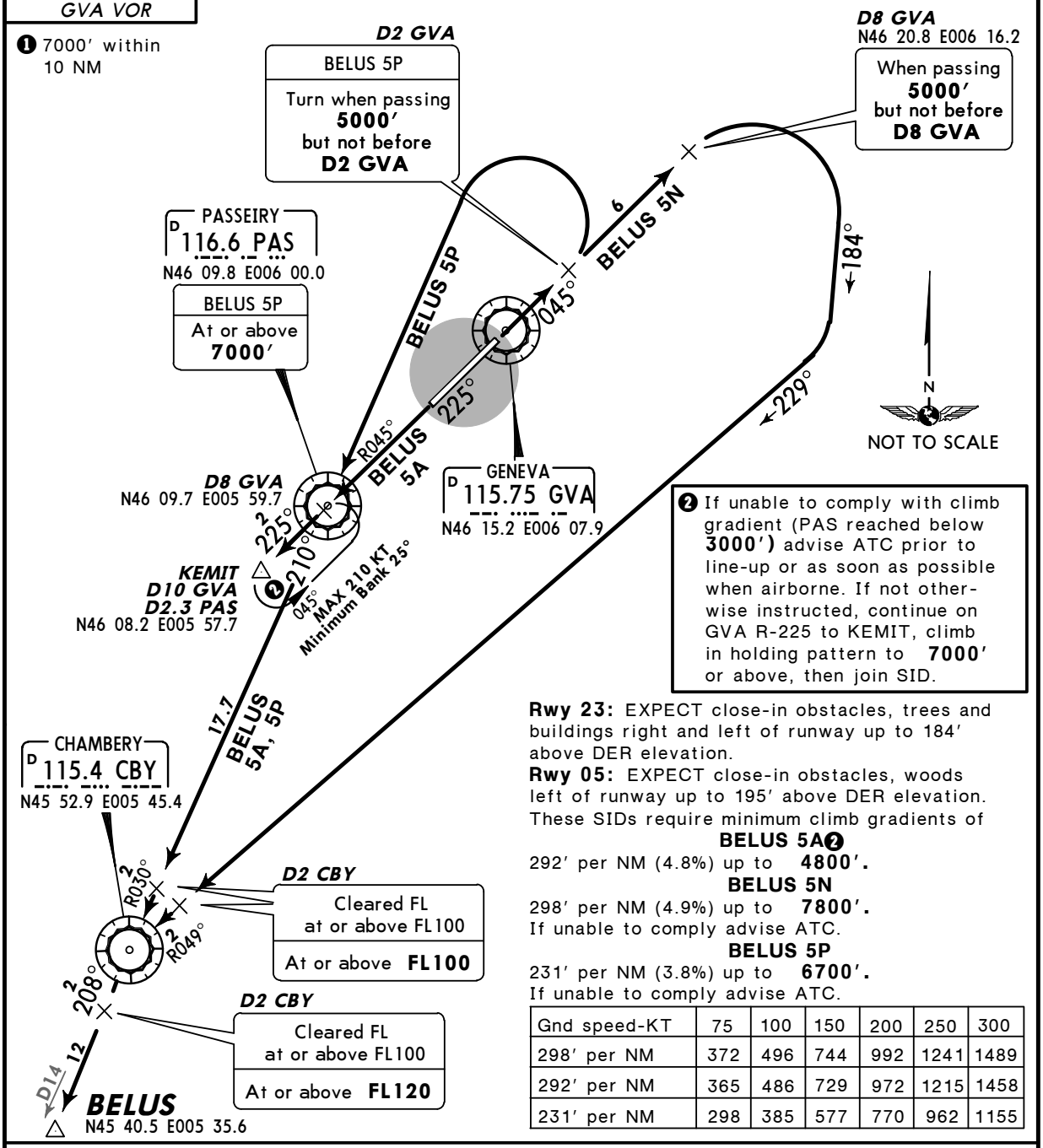
GENEVA, SWITZERLAND

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.



BELUS 5A *[BELU5A]*
BELUS 5N *[BELU5N]*
BELUS 5P *[BELU5P]*
RWYS 23, 05 DEPARTURES
ONLY FOR TRAFFIC DESTINATION LFLB, LFLP AND BY ATC



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

Rwy 23: EXPECT close-in obstacles, trees and buildings right and left of runway up to 184′ above DER elevation.
Rwy 05: EXPECT close-in obstacles, woods left of runway up to 195′ above DER elevation.
These SIDs require minimum climb gradients of

BELUS 5A2
292′ per NM (4.8%) up to **4800′.**
BELUS 5N
298′ per NM (4.9%) up to **7800′.**
If unable to comply advise ATC.
BELUS 5P
231′ per NM (3.8%) up to **6700′.**
If unable to comply advise ATC.

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

Initial climb clearance **FL90**

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

CHANGES: SIDs renumbered.

LSGG/GVA GENEVA

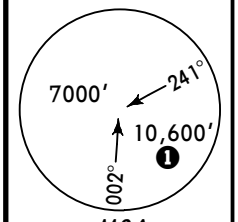
JEPPESEN 5 MAR 10 (10-3E) Eff 11 Mar

GENEVA, SWITZERLAND

SID

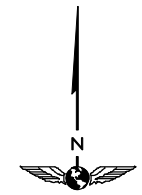
GENEVA Departure (R) 119.52	Apt Elev 1411′	Trans level: By ATC Trans alt: 7000′ 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections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

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



MSA
GVA VOR

❶ 7000′ within 10 NM



NOT TO SCALE

D2 GVA
DEPUL 2P
Turn when passing **5000′** but not before **D2 GVA**

PASSEIRY
D 116.6 PAS
N46 09.8 E006 00.0

DEPUL 2P, 2T
At or above **7000′**

D8 GVA
N46 09.7 E005 59.7
DEPUL 2A
When passing **7000′** but not before **D8 GVA**

D8 GVA
N46 20.8 E006 16.2
When passing **5000′** but not before **D8 GVA**

GENEVA
D 115.75 GVA
N46 15.2 E006 07.9

DEPUL 2P, 2T
DEPUL 2A
R045°
045°
225°
6
2
235°
225°
20.4
045° MAX 210 KT
Minimum Bank 25°

KEMIT
D10 GVA
D2.3 PAS
N46 08.2
E005 57.7

D25
5
236°
ARGIS
N45 58.3 E005 36.0

LSE R056°
D20
114.75

DEPUL
N45 55.5 E005 29.7
Cleared FL at or above FL150
At or above **FL150**

❷ 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.

These SIDs require minimum climb gradients of

DEPUL 2A❷
401′ per NM (6.6%) up to **5500′.**

DEPUL 2P, 2T
231′ per NM (3.8%) up to **6700′.**
If unable to comply advise ATC.

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

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.

Initial climb clearance **FL90**

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

CHANGES: SIDs renumbered.

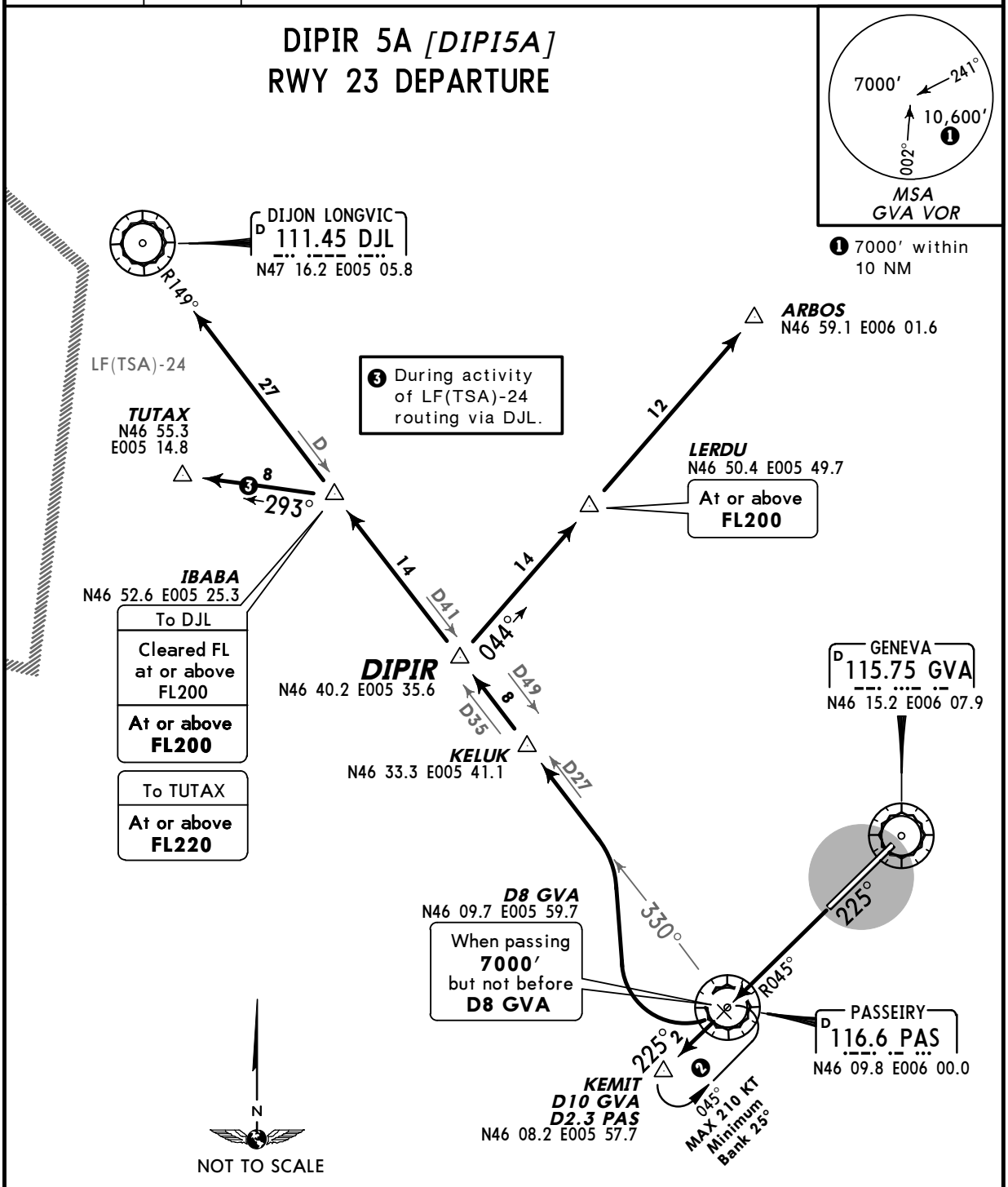
LSGG/GVA GENEVA

JEPPESEN GENEVA, SWITZERLAND

5 MAR 10 (10-3F) 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.

DIPIR 5A *[DIPI5A]*
RWY 23 DEPARTURE



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

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

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

Initial climb clearance **FL90**

ROUTING

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

CHANGES: SID renumbered.

LSGG/GVA GENEVA

JEPPESEN 5 MAR 10 (10-3G) Eff 11 Mar

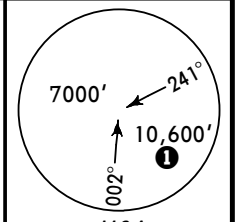
GENEVA, SWITZERLAND

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.

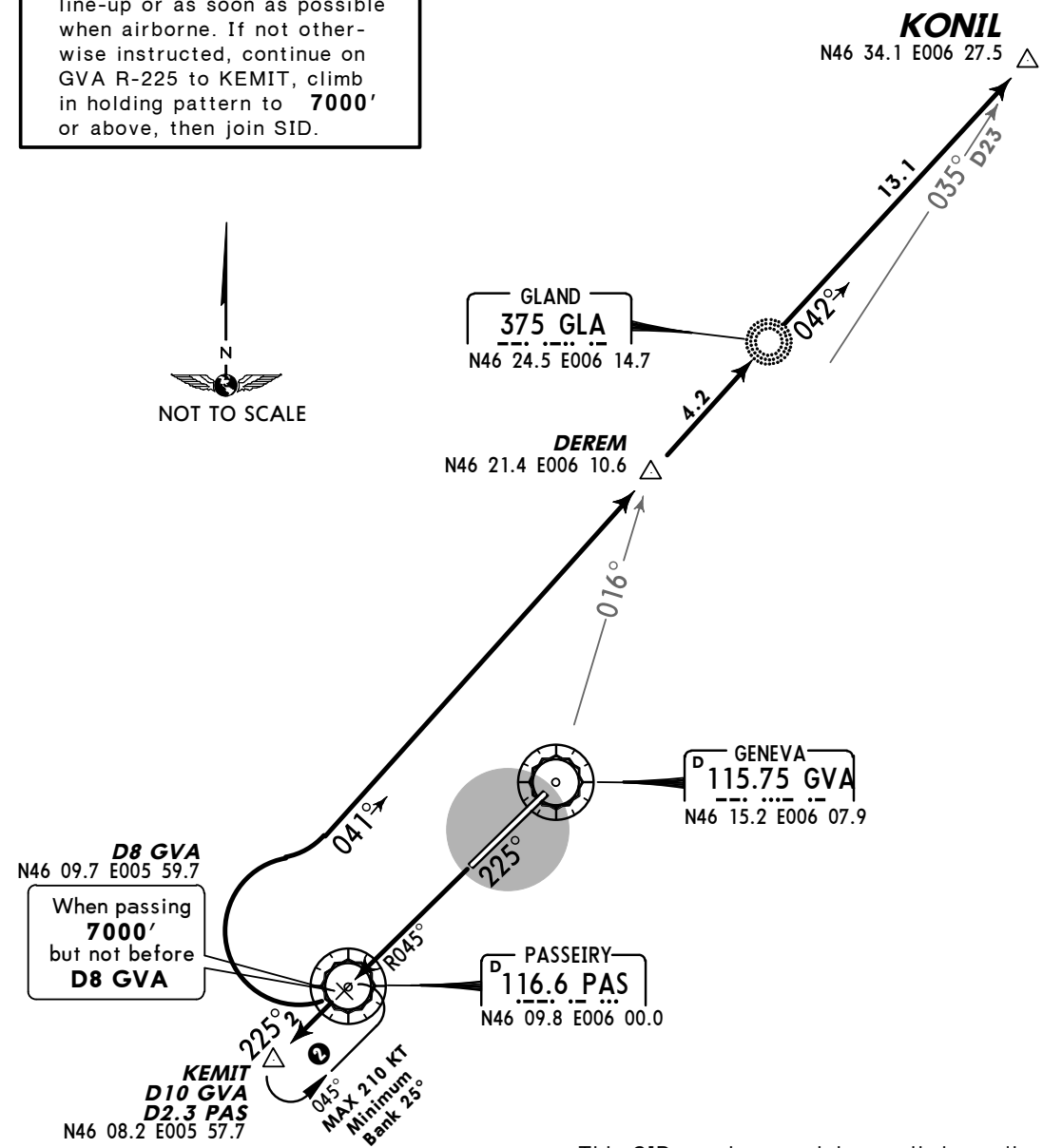
KONIL 5A *[KONI5A]*
RWY 23 DEPARTURE

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



❶ 7000′ within 10 NM

❷ 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′** ❷.

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

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

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.

CHANGES: SID renumbered.

LSGG/GVA GENEVA

JEPPESEN 28 MAY 10 (10-3G1)

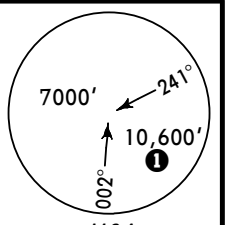
GENEVA, SWITZERLAND

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.

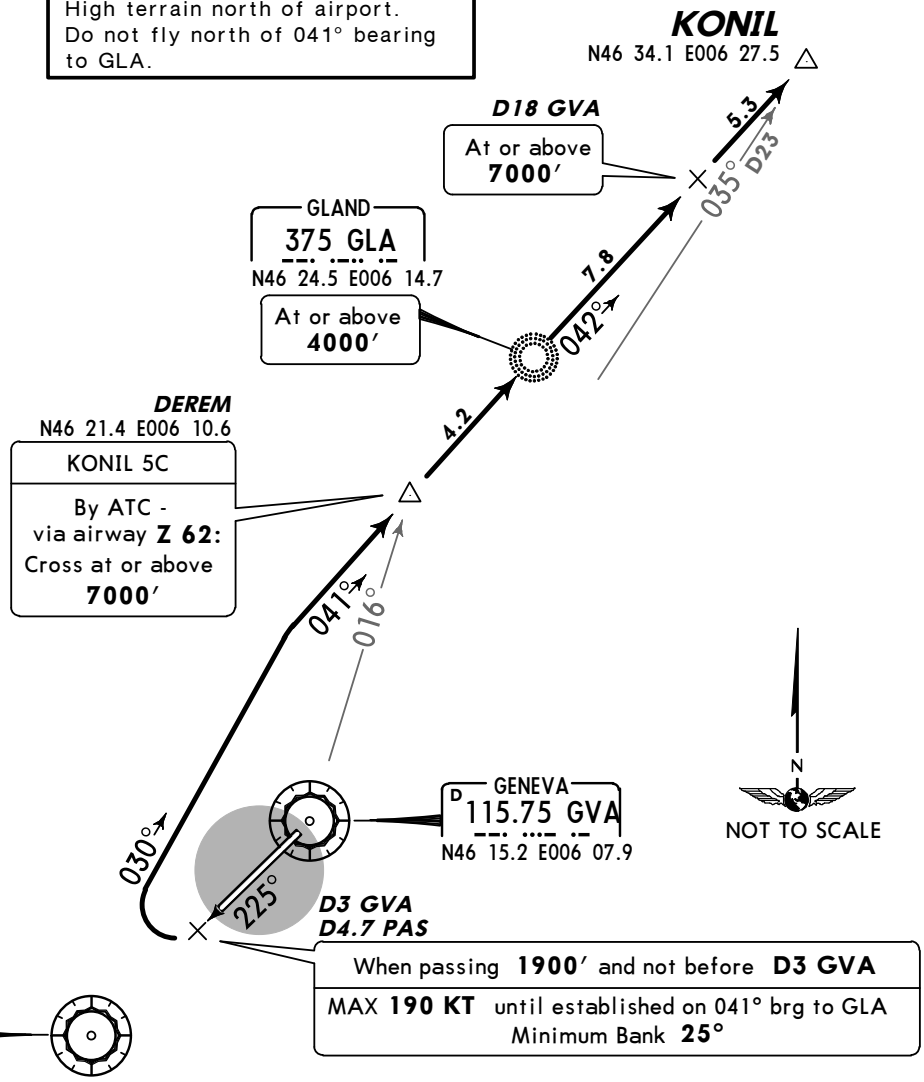
KONIL 5C *[KONI5C]*
KONIL 3D *[KONI3D]*
RWY 23 DEPARTURES

NOT AVAILABLE FOR JET AIRCRAFT WITH
NOISE CLASSIFICATION I, II & III
FOR CLASSIFICATION REFER TO 10-1P PAGES
FOR ROUTE CONTINUATION AFTER KONIL REFER TO CHART 10-3N



❶ 7000′ within 10 NM

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



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

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

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

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

ROUTING

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

CHANGES: Speed restiction at D3 GVA/D4.7 PAS revised; caution note estbld.

LSGG/GVA GENEVA

JEPPESEN 5 MAR 10 (10-3H) Eff 11 Mar

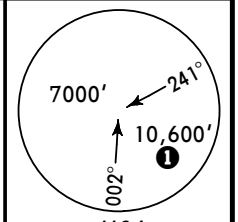
GENEVA, SWITZERLAND

SID

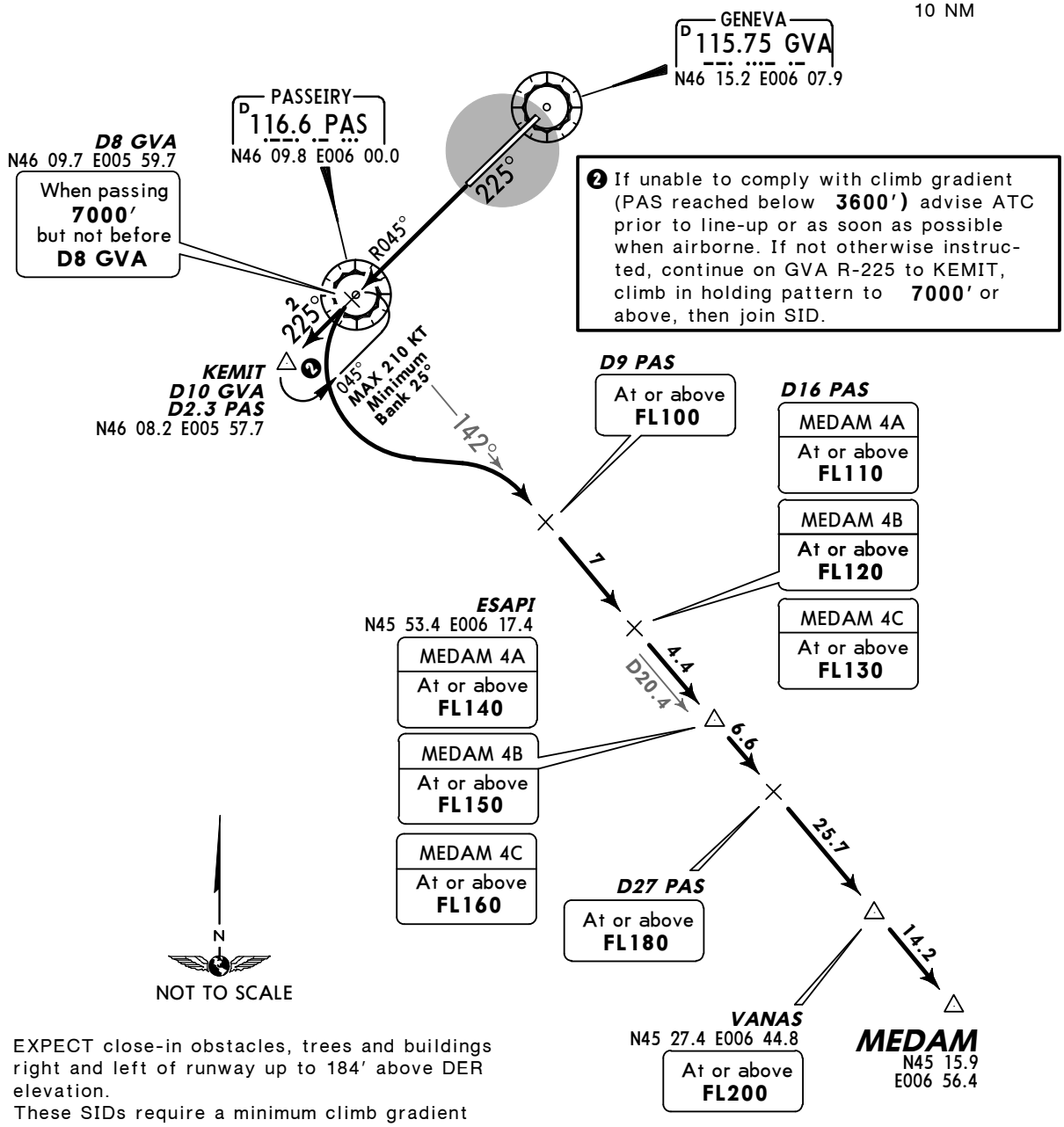
GENEVA Departure (R) 119.52	Apt Elev 1411′	Trans level: By ATC Trans alt: 7000′ 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections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

MEDAM 4A *[MEDA4A]*
MEDAM 4B *[MEDA4B]*
MEDAM 4C *[MEDA4C]*
RWY 23 DEPARTURES

FOR SIDS RWY 05 REFER TO CHART 10-3J



1 7000′ within 10 NM



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

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

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

Initial climb clearance **FL90**

ROUTING

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

CHANGES: SIDs renumbered & revised.

LSGG/GVA GENEVA

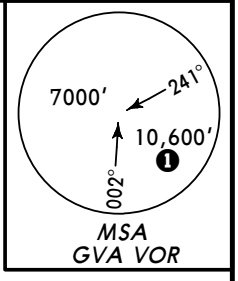
JEPPESEN 5 MAR 10 (10-3J) Eff 11 Mar

GENEVA, SWITZERLAND

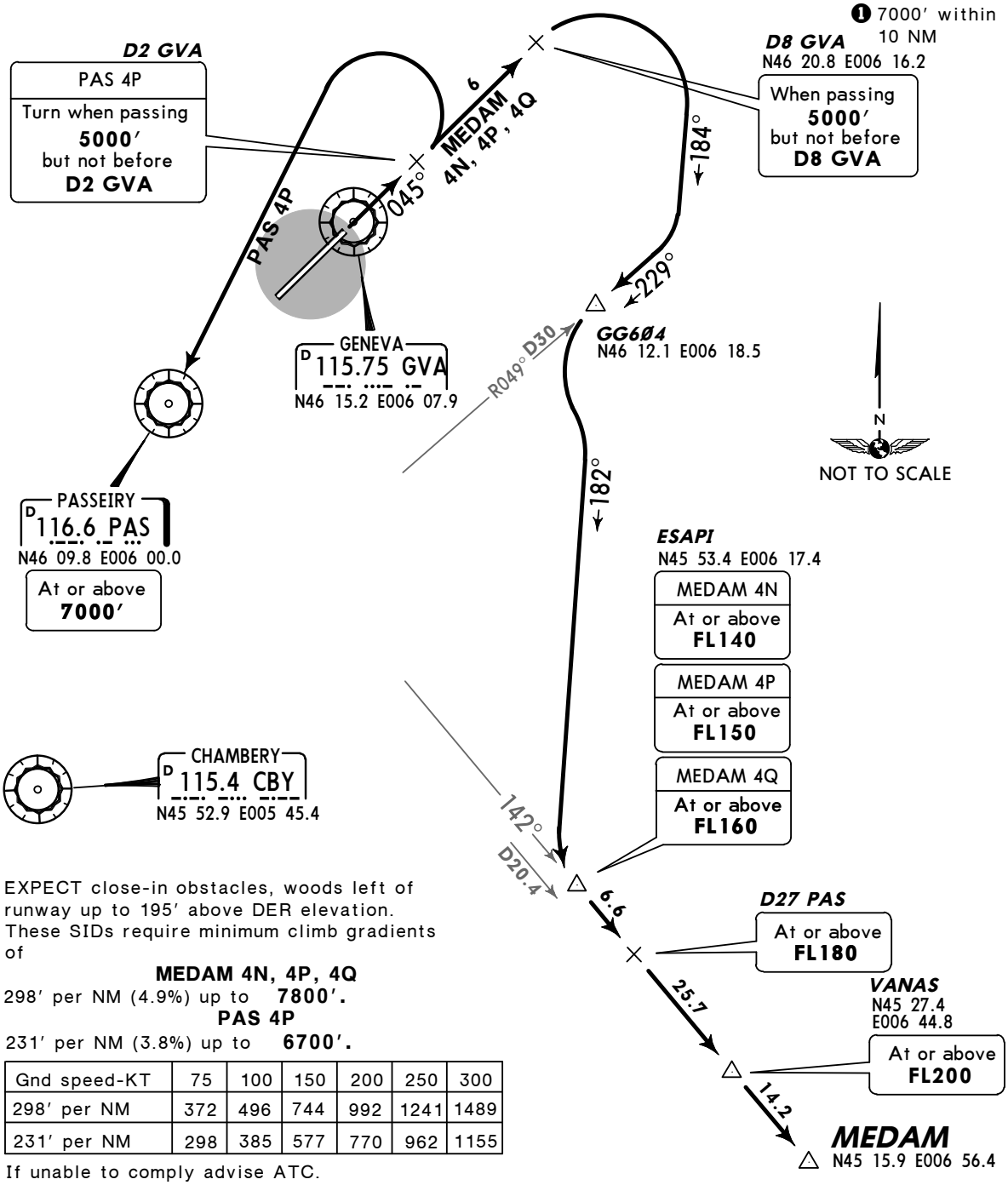
SID

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.

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



1 7000′ within 10 NM



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

MEDAM 4N, 4P, 4Q
298′ per NM (4.9%) up to **7800′.**

PAS 4P
231′ per NM (3.8%) up to **6700′.**

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

If unable to comply advise ATC.

Initial climb clearance **FL90**

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

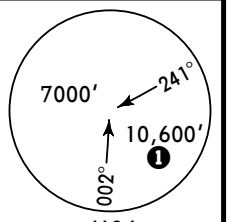
CHANGES: SIDs renumbered & revised.

LSGG/GVA GENEVA

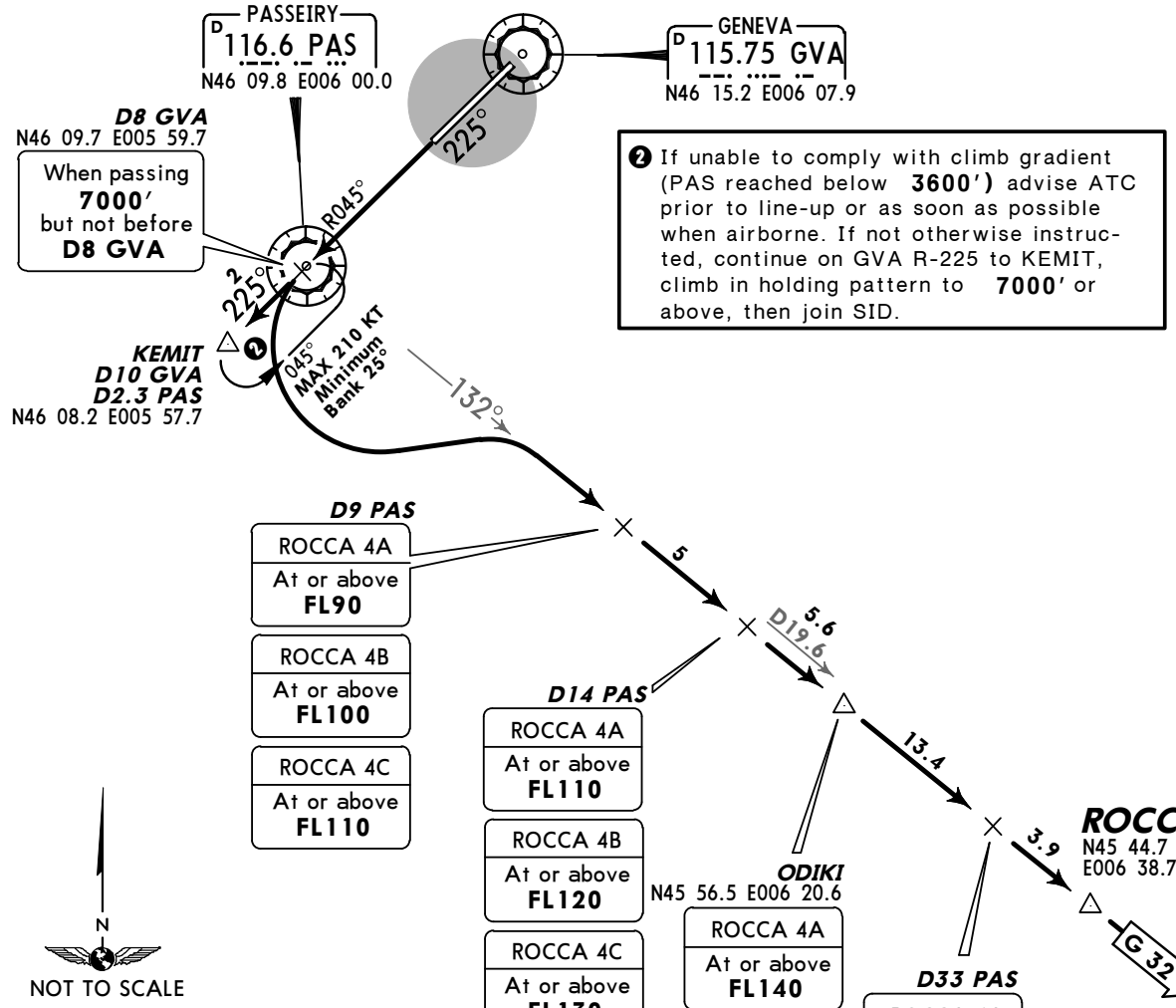
GENEVA Departure (R) 119.52	*Apt Elev* 1411′	Trans level: By ATC Trans alt: 7000′ 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections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

ROCCA 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



❶ 7000′ within 10 NM



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

EXPECT close-in obstacles, trees and buildings right and left of runway up to 184′ above DER elevation.
These SIDs require minimum climb gradients of
401′ per NM (6.6%) up to **5500′❷**, then
231′ per NM (3.8%) up to **16200′.**

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

Initial climb clearance **FL90**

ROUTING

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

CHANGES: SIDs renumbered & revised.

LSGG/GVA GENEVA

JEPPESEN 5 MAR 10 (10-3L) Eff 11 Mar

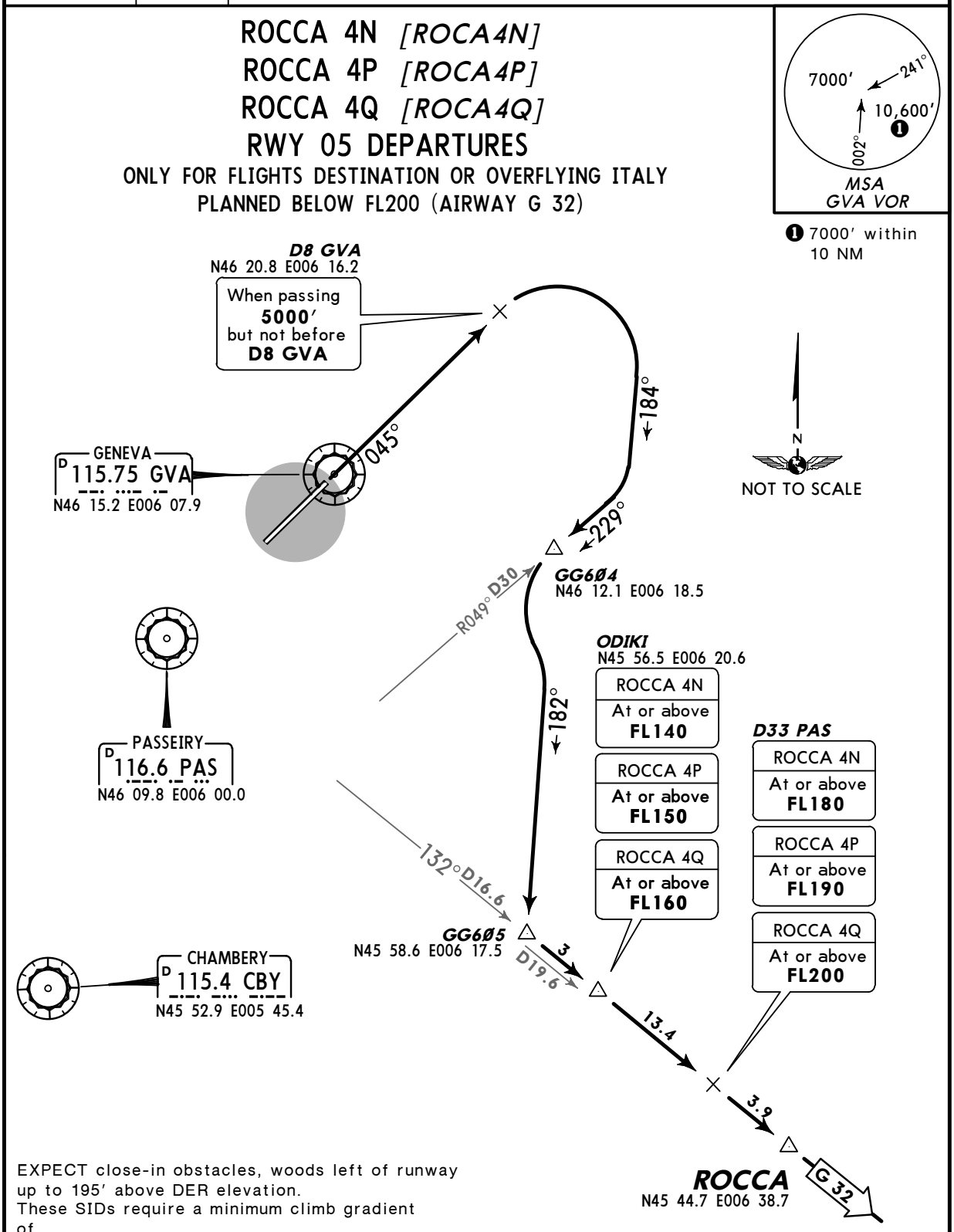
GENEVA, SWITZERLAND

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.

ROCCA 4N *[ROCA4N]*
ROCCA 4P *[ROCA4P]*
ROCCA 4Q *[ROCA4Q]*
RWY 05 DEPARTURES

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



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

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

Initial climb clearance **FL90**

ROUTING

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

CHANGES: SIDs renumbered & revised.

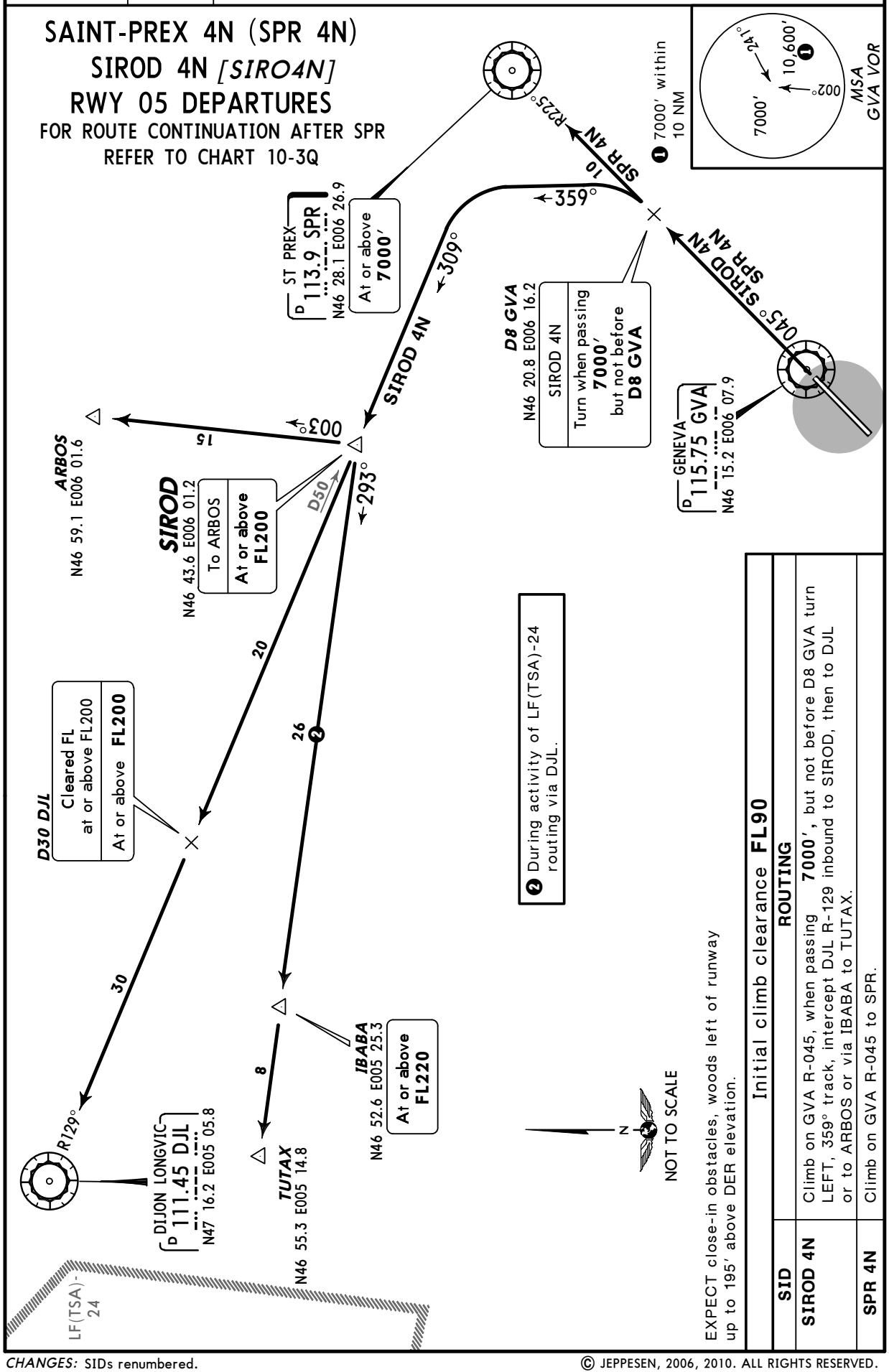
LSGG/GVA GENEVA

GENEVA, SWITZERLAND

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.

SAINT-PREX 4N (SPR 4N)
SIROD 4N *[SIRO4N]*
RWY 05 DEPARTURES
FOR ROUTE CONTINUATION AFTER SPR
REFER TO CHART 10-3Q



Initial climb clearance **FL90**

SID	ROUTING
SIROD 4N	Climb on GVA R-045, when passing **7000′**, but not before D8 GVA turn LEFT, 359° track, intercept DJL R-129 inbound to SIROD, then to DJL or to ARBOS or via IBABA to TUTAX.
SPR 4N	Climb on GVA R-045 to SPR.

CHANGES: SIDs renumbered.

LSGG/GVA GENEVA

JEPPESEN 5 MAR 10 (10-3N) Eff 11 Mar

GENEVA, SWITZERLAND

TRANSITION

GENEVA Departure (R)	Apt Elev	Trans level: By ATC Trans alt: 7000′
119.52	1411′	

TRANSITION ROUTES AFTER KONIL

RNAV-EQUIPMENT COMPULSORY
FOR FLIGHTS PLANNED AT OR ABOVE FL100

Traffic planned on airways N 871/UN 871:
Proceed via route
❷ **Z 63:** KONIL - SOSAL
or on ATC request as alternate routes:
❸ **Z 56:** SOSAL - GUDAX.
❹ **Z 62:** DEREM - NAMEL - TINAM,
cross DEREM at or above **7000′**,
NAMEL at or above **9200′**.
Traffic destination LFSB:
❺ Outside MIL operating hours: after KONIL expect route via airways **W 103** (LORBU - FLORY - LPS) and **W 102** (LPS - DELMO) to BALIR, cross LORBU at or above **FL110.**
Traffic destination LSGC:
❻ Outside MIL operating hours: after KONIL expect route via airway **W 103** (LORBU - FLORY) to LPS, cross LORBU at or above **FL110.**
Traffic planned on airway G 5 (MAA FL90):
❶ After KONIL intercept FRI R-249 inbound to FRI.

GUDAX N46 47.1 E007 29.4
KORED N46 51.0 E007 24.9
TELNO N46 46.3 E007 16.3
FRIBOURG 110.85 FRI N46 46.7 E007 13.4
BALIR N47 18.5 E007 16.9 (113.2 HOC R-239/D18.3)
DELMO N47 15.5 E007 09.6 (113.2 HOC R-239/D24.1)
SOSAL N46 33.5 E006 53.1
MOLUS N46 26.6 E006 40.8
TINAM N46 21.6 E006 31.8
NAMEL N46 21.5 E006 17.0
KONIL N46 34.1 E006 27.5 (223° brg from 375 GLA)
FLORY N46 54.5 E006 35.1
LORBU N46 43.8 E006 31.7
LES EPLATURES 403 LPS N47 05.0 E006 47.6
ST PREX 113.9 SPR N46 28.1 E006 26.9
DEREM N46 21.4 E006 10.6
GENEVA 115.75 GVA N46 15.2 E006 07.9

R249° 19.9
UN 871 N 20 FL110 By ATC
Z 56 28
MAA FL90 34 NON RNAV
NOT TO SCALE
W 102 18 059°
W 102 5.8
056°
W 103 14 039°
D27 11
D16 11
W 103 11 069°
092°
012°
005°
D6
Z 63 18 FL100
190°
UN 871 N 11
Z 62 8 By ATC 051°
Z 62 10
4.5 089° By ATC

At or above FL110
At or above 9200′
At or above 7000′

MSA GVA VOR
❶ 7000′ within 10 NM
10,600′ ❶
7000′
241°
002°

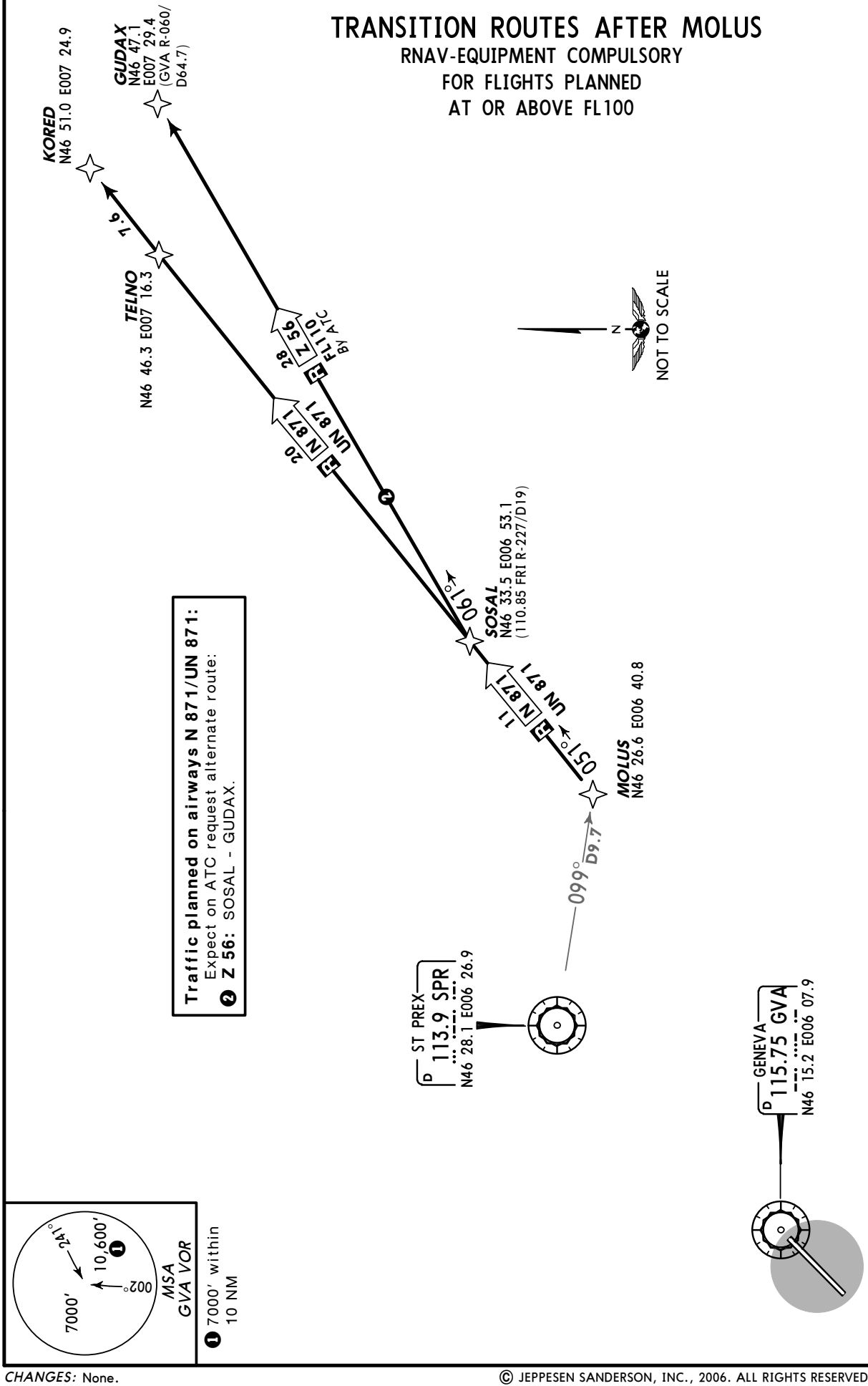
LSGG/GVA
GENEVA

JEPPESEN 27 APR 07 (10-3P) Eff 10 May

GENEVA, SWITZERLAND
TRANSITION

GENEVA Departure (R)	*Apt Elev*	Trans level: By ATC Trans alt: 7000′
119.52	1411′	

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



Traffic planned on airways N 871/UN 871:
Expect on ATC request alternate route:
❷ **Z 56:** SOSAL - GUDAX.

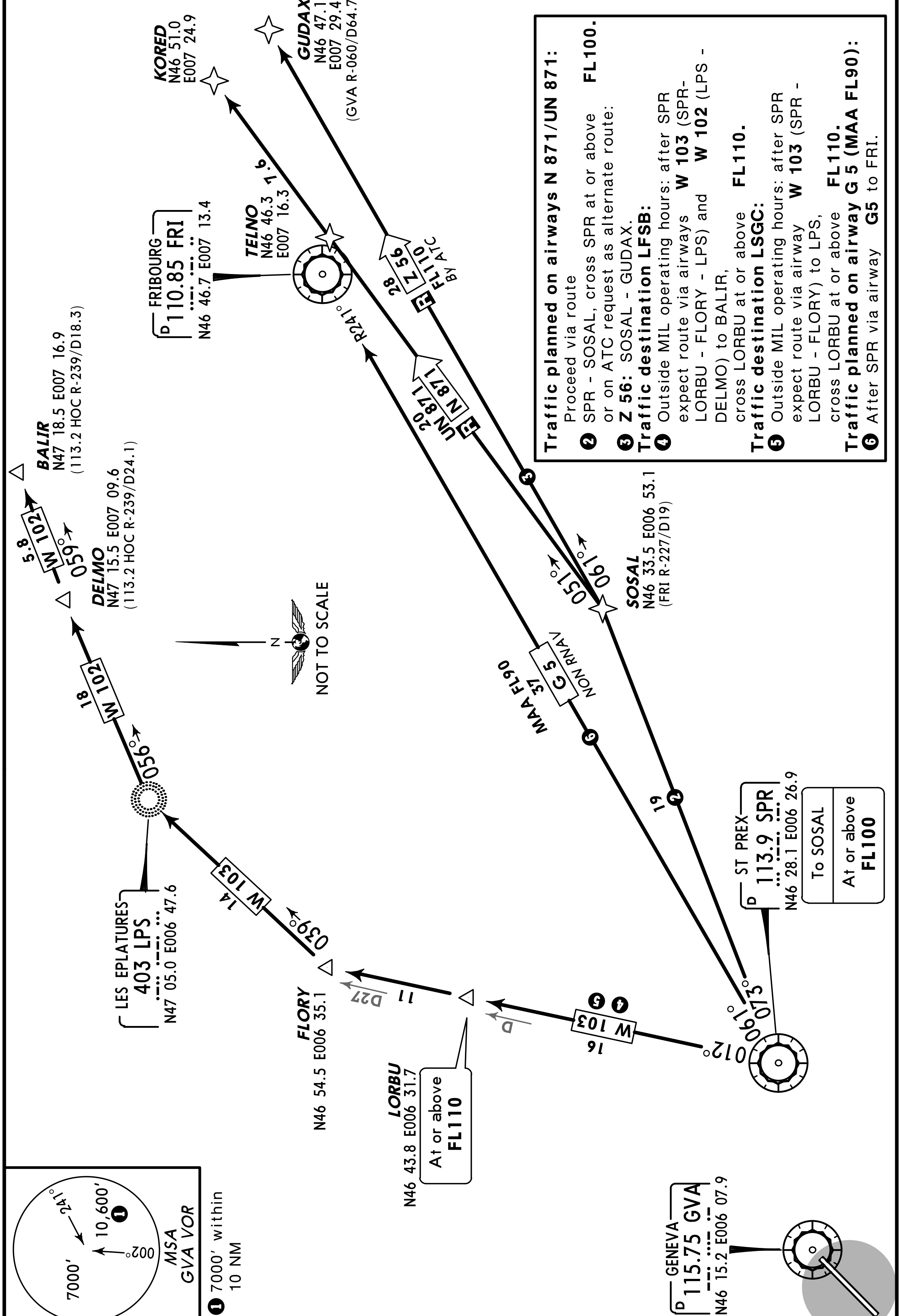
❶ 7000′ within 10 NM

CHANGES: None.

GENEVA Departure (R)	Apt Elev	
119.52	1411'	Trans level: By ATC Trans alt: 7000'

TRANSITION ROUTES AFTER SPR

RNAV-EQUIPMENT COMPULSORY
FOR FLIGHTS PLANNED AT OR ABOVE FL100



CHANGES: Transitions established & revised.

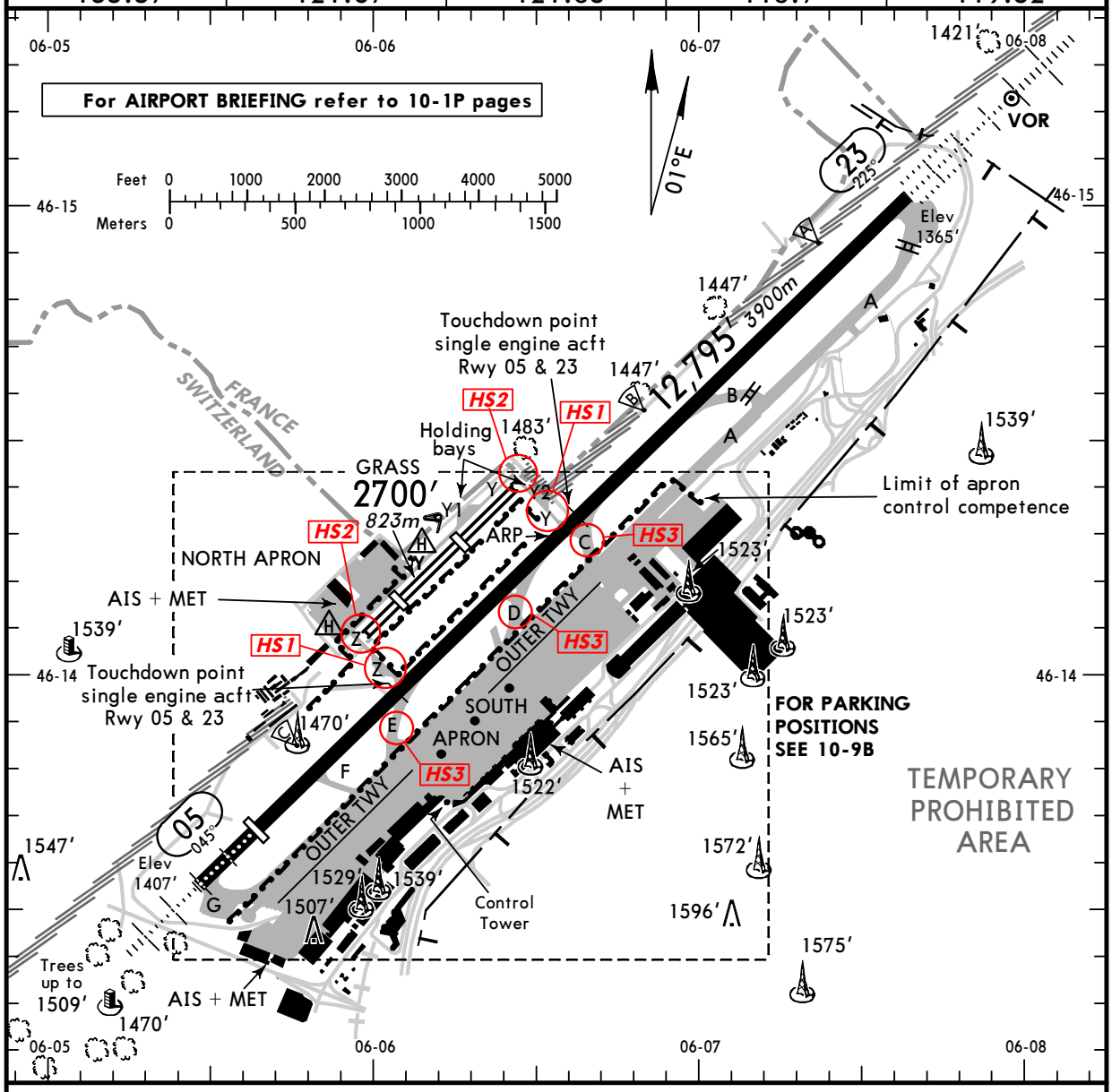
JEPPESEN
JeppView 3.7.3.0

LSGG/GVA
Apt Elev 1411′
N46 14.3 E006 06.6

JEPPESEN
10 SEP 10 (10-9)

GENEVA, SWITZERLAND
GENEVA

ATIS	GENEVA Ground (Cpt)	Apron	Tower	GENEVA Departure
135.57	121.67	121.85	118.7	119.52



RUNWAY INCURSION "HOT SPOTS"

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

HS1 Never cross red stop bars.

HS2 CAUTION: Due to close proximity of twy with grass rwy, twy located under final approach/take-off axis.

HS3 DANGER: Potential conflict with traffic on Outer taxiway.

CHANGES: Hot spot added.

LSGG/GVA

JEPPESEN 10 SEP 10 (10-9A)

GENEVA, SWITZERLAND

GENEVA

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶	HIRL *(30m)* CL *(15m)* HIALS PAPI-L(3.0°) HST-B	RVR	11,713′ *3570m* ❸	10,680′ *3255m*	❹	164′ *50m*
23	HIRL *(30m)* CL *(15m)* HIALS-II TDZ REIL ❷	RVR		11,647′ *3550m*		

❶ grooved

❷ PAPI-L (3.0°) HST-D & E

❸ LDA single engine acft:

RWY 05:
From twy Z int 9088′ (2770m)
twy Y int 6168′ (1880m)

RWY 23:
From twy Y int 6627′ (2020m)
twy Z int 3707′ (1130m)

❹ TAKE-OFF RUN AVAILABLE

RWY 05:
From rwy head 12,795′ (3900m)
twy F int 10,499′ (3200m)
twy Z int 9022′ (2750m)
twy E int 8530′ (2600m)

RWY 23:
From rwy head 12,795′ (3900m)
twy B int 8531′ (2600m)
twy C/Y int 6562′ (2000m)

05	Grass runway APAPI-L (4.0°, MEHT 11′) ❺		2087′ *636m*		1496′ *456m*	98′ *30m*
23	Grass runway APAPI-L (4.5°, MEHT 12′) ❺		1706′ *520m*		2087′ *636m*	

❺ APAPI-L unusable on short final.

Standard TAKE-OFF 1

Main rwy 05/23
LVP must be in Force

	RL, CL & mult. RVR req	RL & CL	RL or CL	NIL (DAY only)
A	*150m*	*200m*	*250m*	*500m*
B				
C			*300m*	*600m*
D	*200m*	*250m*	*400m*	*800m*

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

CHANGES: Minimums.

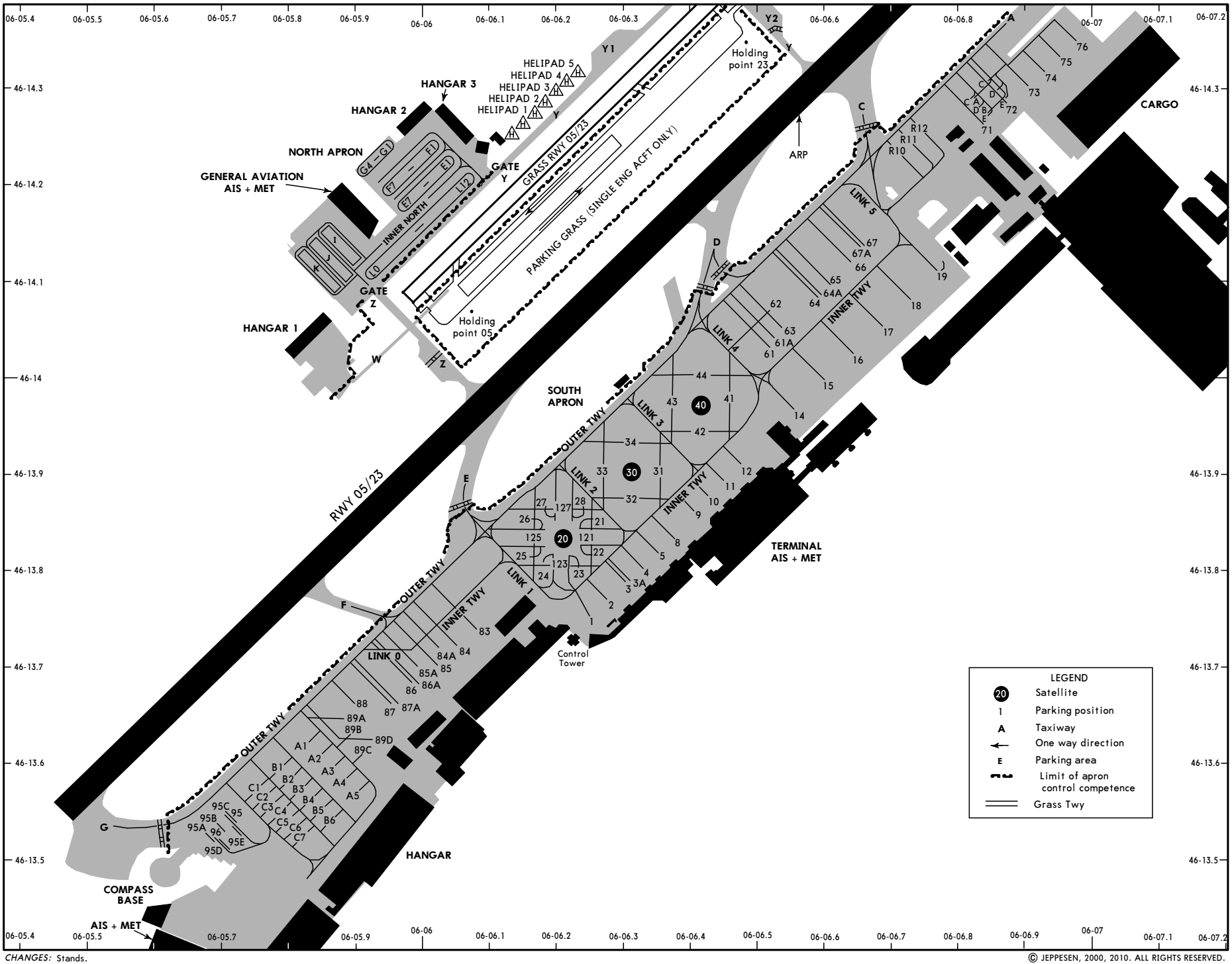
LSGG/GVA

JEPPESEN

10 SEP 10 (10-9B) Eff 23 Sep

GENEVA, SWITZERLAND

GENEVA



CHANGES: Stands.

LSGG/GVA

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N46 13.7 E006 06.2	83,84	N46 13.7 E006 06.1
2 thru 5	N46 13.8 E006 06.3	84A thru 87A	N46 13.7 E006 06.0
8	N46 13.8 E006 06.4	88	N46 13.7 E006 05.9
9 thru 11	N46 13.9 E006 06.4	89A thru 89D	N46 13.6 E006 05.9
12	N46 13.9 E006 06.5	95 thru 96	N46 13.5 E006 05.7
14 thru 16	N46 14.0 E006 06.6	121 thru 125	N46 13.8 E006 06.2
17	N46 14.0 E006 06.7	127	N46 13.9 E006 06.2
18	N46 14.1 E006 06.7	A1, A2	N46 13.6 E006 05.8
19	N46 14.1 E006 06.8	A3 thru A5	N46 13.6 E006 05.9
21 thru 26	N46 13.8 E006 06.2	B1 thru B5	N46 13.6 E006 05.8
27, 28	N46 13.9 E006 06.2	B6	N46 13.5 E006 05.9
31 thru 34	N46 13.9 E006 06.3	C1 thru C4	N46 13.6 E006 05.8
41	N46 14.0 E006 06.5	C5 thru C7	N46 13.5 E006 05.8
42	N46 13.9 E006 06.4	E1 thru F7	N46 14.2 E006 06.0
43, 44	N46 14.0 E006 06.4	G1 thru G4	N46 14.2 E006 05.9
61 thru 63	N46 14.1 E006 06.5	L0 thru L4	N46 14.1 E006 06.0
64 thru 67A	N46 14.1 E006 06.6	L5 thru L8	N46 14.2 E006 06.0
71 thru 71E	N46 14.3 E006 06.8	L9 thru L12	N46 14.2 E006 06.1
72	N46 14.3 E006 06.9	R10, R11	N46 14.2 E006 06.7
72C, 72D	N46 14.3 E006 06.8	R12	N46 14.2 E006 06.8
72E thru 75	N46 14.3 E006 06.9		
76	N46 14.4 E006 07.0		

CHANGES: Stands.

LSGG/GVA

JEPPESEN

10 SEP 10 (10-9X)

JAA MINIMUMS

GENEVA, SWITZERLAND

GENEVA

STRAIGHT-IN RWY		A	B	C	D
05	ILS	**1611**′(200′)	**1611**′(200′)	**1615**′(204′)	**1624**′(213′)
		R550m	**R550m**	**R600m**	**R600m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	**1850**′(439′)	**1850**′(439′)	**1850**′(439′)	**1850**′(439′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	**1890**′(479′)	**1890**′(479′)	**1890**′(479′)	**1890**′(479′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
	SRA	**1970**′(559′)	**1970**′(559′)	**1970**′(559′)	**1970**′(559′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m
23	CAT 3B ILS	**approved**	**approved**	**approved**	**approved**
	CAT 3A ILS	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**	**RA50′R200m**
	CAT 2 ILS	**1465**′(100′)	**1465**′(100′)	**1465**′(100′)	**1465**′(100′)
		RA108′R300m	**RA108′R300m**	**RA108′R300m**	**RA108′R300m**
	ILS	**1565**′(200′)	**1565**′(200′)	**1565**′(200′)	**1565**′(200′)
		RA216′R550m	**RA216′R550m**	**RA216′R550m**	**RA216′R550m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	**1810**′(445′)	**1810**′(445′)	**1810**′(445′)	**1810**′(445′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	VOR	**1810**′(445′)	**1810**′(445′)	**1810**′(445′)	**1810**′(445′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	SRA	**1830**′(465′)	**1830**′(465′)	**1830**′(465′)	**1830**′(465′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT	180 KT
Not authorized South of airport	**2100**′(689′)	**2100**′(689′)	**2400**′(989′)	**2400**′(989′)
	V1500m	V1600m	V2400m	V3600m

TAKE-OFF RWY 05, 23

LVP must be in Force

	RL, CL & mult. RVR req	RL & CL	RL or CL	NIL (DAY only)
A	*150m*	*200m*	*250m*	*500m*
B			*300m*	*600m*
C				
D	*200m*	*250m*	*400m*	*800m*

CHANGES: Minimums.

LSGG/GVA GENEVA

JEPPESEN 29 MAY 09 (11-1) Eff 4 Jun

GENEVA, SWITZERLAND ILS DME Rwy 05

BRIEFING STRIP TM

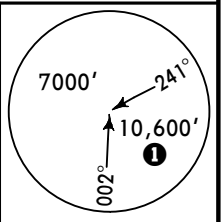
ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.57	136.25	120.3	118.7	121.67

LOC	Final	GS	ILS	
INE	Apch Crs	PAS VOR	DA(H)	Apt Elev 1411′
110.9	045°	3230′ (1819′)	Refer to Minimums	RWY 1411′

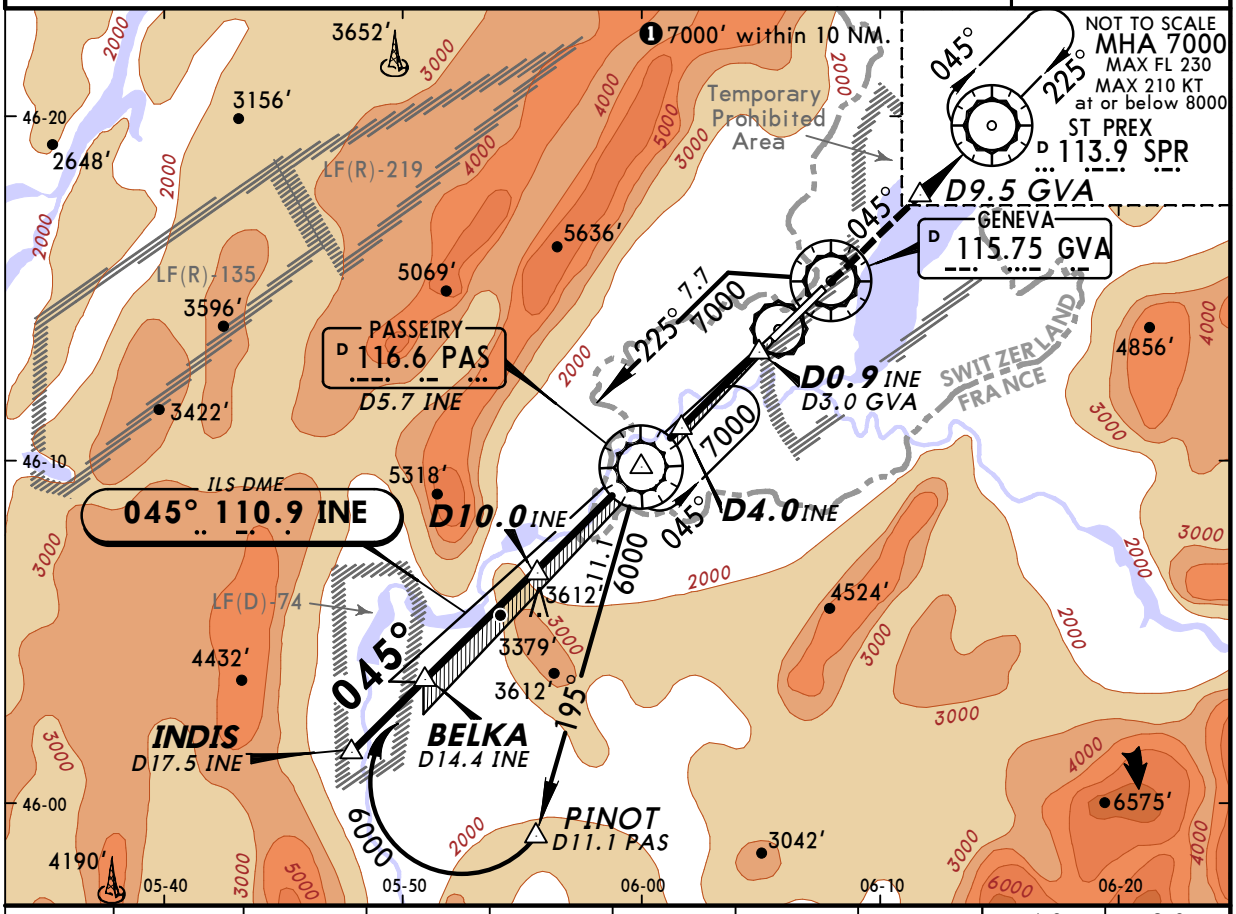
MISSED APCH: Climb STRAIGHT AHEAD on R-045 GVA to 7000′. Proceed to SPR VOR. Cross D9.5 GVA at 4000′ or above.

Alt Set: hPa Rwy Elev: 51 hPa Trans level: By ATC Trans alt: 7000′

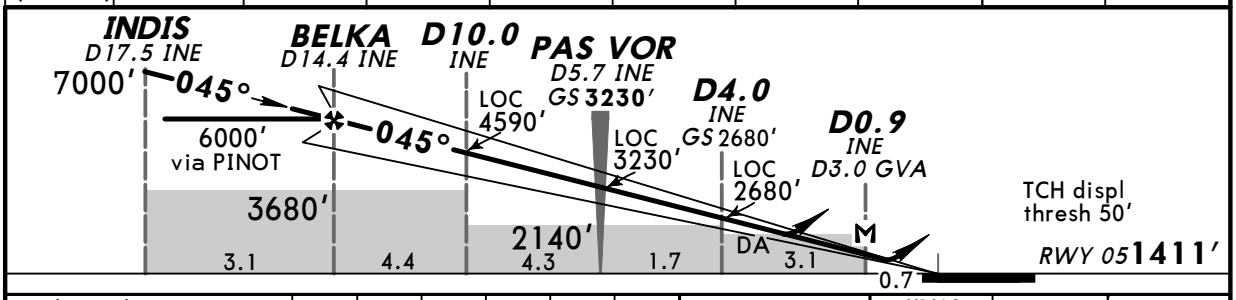
1. CAUTION: Expect turbulence on base and final apch.
2. Radar vectoring to INDIS may be expected.



MSA
GVA VOR



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



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D0.9 INE/D3.0 GVA						

HIALS
PAPI PAPI

7000′ GVA on 115.75 R-045

Standard STRAIGHT-IN LANDING RWY 05

ILS
DA(H) AB: 1611′ (200′) C: 1615′ (204′) D: 1624′ (213′)

LOC (GS out)
DA(H) 1850′ (439′)

	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1300m	RVR 1500m
B					
C					RVR 2000m
D					

CIRCLE-TO-LAND
Not authorized South of airport

Max Kts	MDA(H)	VIS
100	2100′ (689′)	1500m
135	2100′ (689′)	1600m
180	2400′ (989′)	2400m
180	2400′ (989′)	3600m

PANS OPS 3

CHANGES: Missed approach. Minimums.

LSGG/GVA GENEVA

JEPPESEN 29 MAY 09 (11-2) Eff 4 Jun

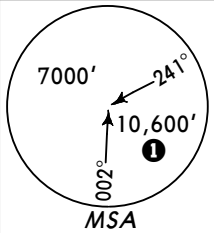
GENEVA, SWITZERLAND ILS DME Rwy 23

BRIEFING STRIP ™

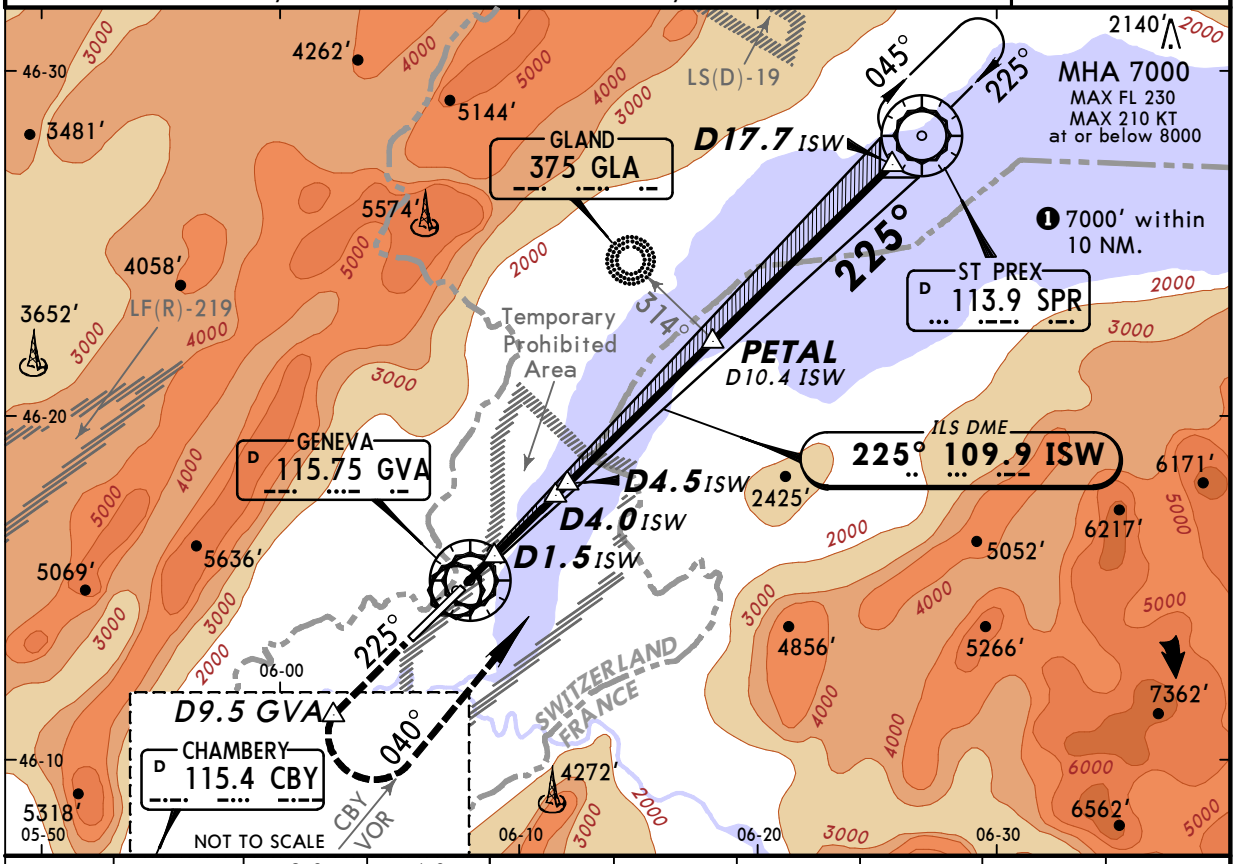
ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.57	136.25	120.3	118.7	121.67

LOC ISW	Final Apch Crs	GS	ILS	Apt Elev 1411′
109.9	225°	D4.0 ISW 2650′ (1285′)	RA 216′ DA(H) 1565′ (200′)	RWY 1365′

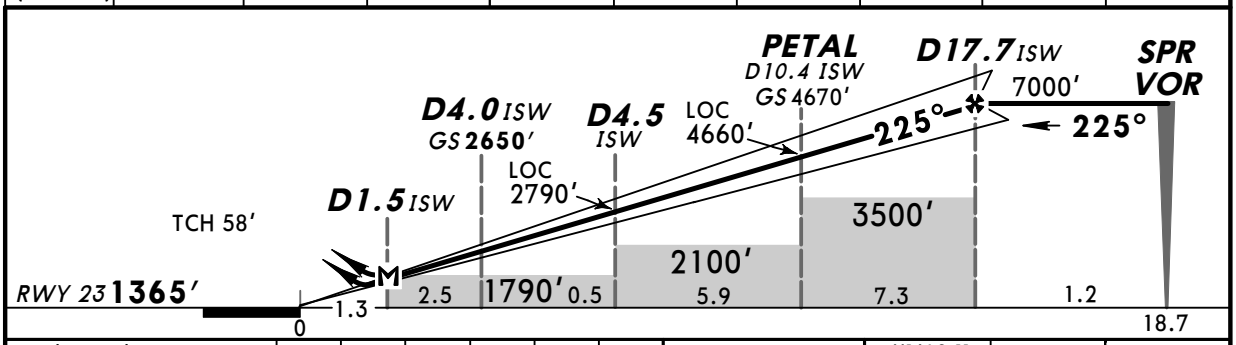
MISSED APCH: Climb STRAIGHT AHEAD on R-225 GVA to 7000′. At D9.5 GVA turn LEFT (MAX 185 KT) to intercept and follow R-040 CBY to SPR VOR.
For turns below 5000′ MIM bank angle 25°.



Alt Set: hPa	Rwy Elev: 49 hPa	Trans level: By ATC	Trans alt: 7000′



LOC (GS out)	ISW DME	2.0	4.0	6.0	8.0	10.0	12.0	14.0	16.0
	ALTITUDE	2010′	2650′	3280′	3920′	4560′	5190′	5830′	6470′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	485	539	647	755	862
MAP at D1.5 ISW						

HIALS-II
REIL PAPI PAPI

7000′ GVA on 115.75 R-225

Standard STRAIGHT-IN LANDING RWY 23

	ILS RA 216′ DA(H) 1565′ (200′)			LOC (GS out) DA(H) 1810′ (445′)	
	FULL	Limited	ALS out		ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 1400m	RVR 1500m
B					
C					CMV 2100m
D					

CIRCLE-TO-LAND
Not authorized South of airport

Max Kts	MDA(H)	VIS
100	2100′ (689′)	1500m
135	2100′ (689′)	1600m
180	2400′ (989′)	2400m
180	2400′ (989′)	3600m

PANS OPS 3

CHANGES: Missed approach. Minimums.

LSGG/GVA GENEVA

JEPPESEN 29 MAY 09 Eff 4 Jun (11-2A)

GENEVA, SWITZERLAND CAT II ILS DME Rwy 23

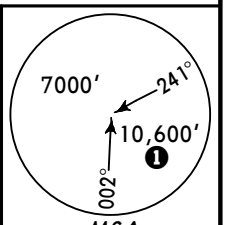
BRIEFING STRIP™

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.57	136.25	120.3	118.7	121.67

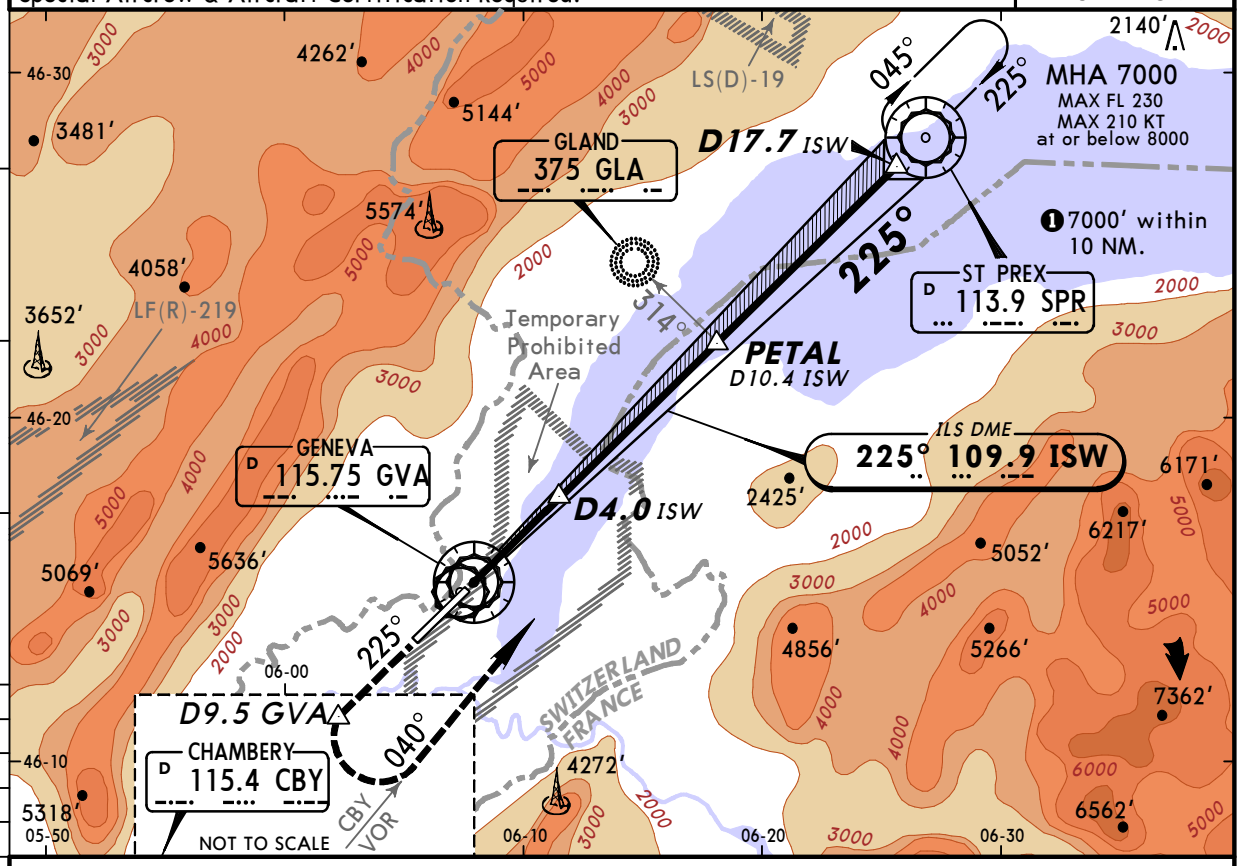
LOC ISW	Final Apch Crs	GS	CAT II ILS	Apt Elev 1411′
109.9	225°	D4.0 ISW 2650′ (1285′)	RA 108′ DA(H) 1465′ (100′)	RWY 1365′

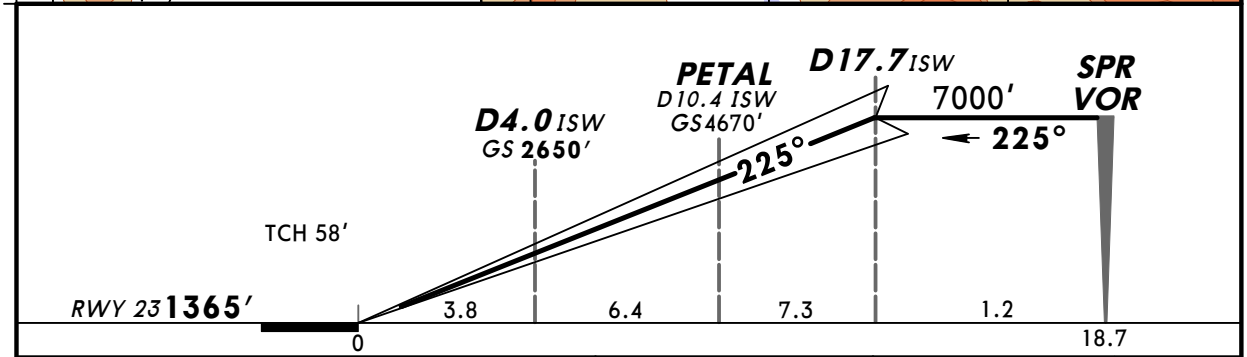
MISSED APCH: Climb STRAIGHT AHEAD on R-225 GVA to 7000′. At D9.5 GVA turn LEFT (MAX 185 KT) to intercept and follow R-040 CBY to SPR VOR.
For turns below 5000′ MIM bank angle 25°.

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°	377	485	539	647	755	862

HIALS-II
REIL PAPI PAPI

7000′ GVA on 115.75 R-225

Standard STRAIGHT-IN LANDING RWY 23

CAT II ILS
ABCD
RA 108′
DA(H) **1465′** (100′)

RVR 300m 1

PANS OPS 3

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

CHANGES: Missed approach. Minimums.

LSGG/GVA GENEVA

JEPPESEN 29 MAY 09 (13-1) Eff 4 Jun

GENEVA, SWITZERLAND (GPS)VOR DME Rwy 05

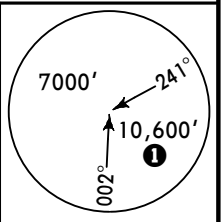
BRIEFING STRIP TM

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.57	136.25	120.3	118.7	121.67

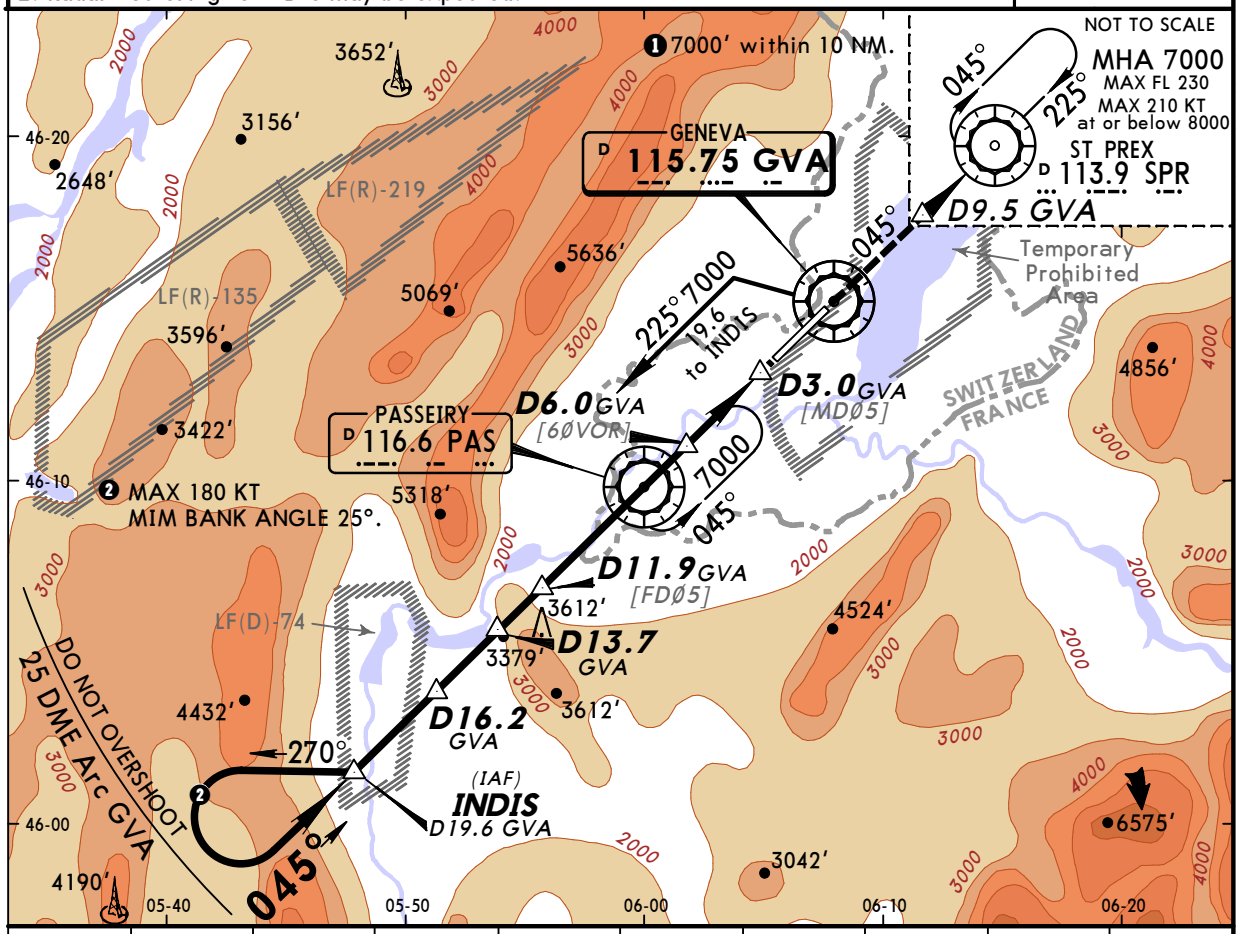
VOR GVA	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev / RWY
115.75	045°	D11.9 GVA 5300′ (3889′)	1890′ (479′)	1411′ / RWY 1411′

MISSED APCH: Climb STRAIGHT AHEAD on R-045 GVA to 7000′. Proceed to SPR VOR. Cross D9.5 GVA at 4000′ or above.

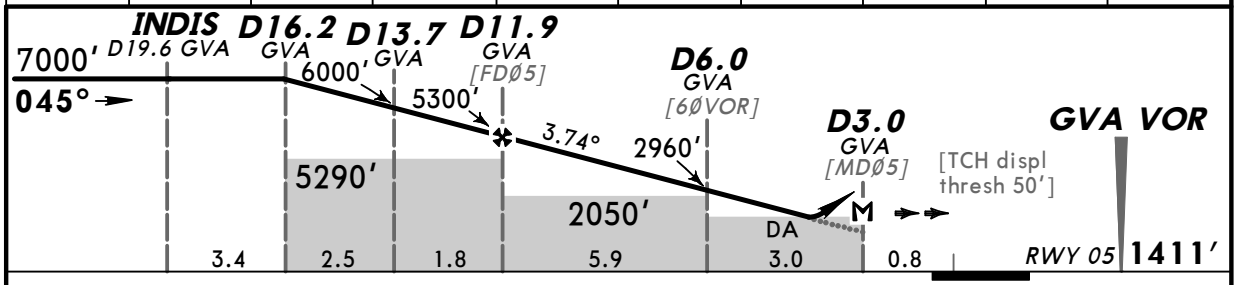
Alt Set: hPa Rwy Elev: 51 hPa Trans level: By ATC Trans alt: 7000′
1. CAUTION: Expect turbulence on base and final apch.
2. Radar vectoring to INDIS may be expected.



MSA GVA VOR



GVA DME	13.0	12.0	11.0	10.0	9.0	8.0	7.0	5.0	4.0
ALTITUDE	5740′	5350′	4950′	4550′	4150′	3760′	3360′	2560′	2170′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.74°	463	596	662	794	927	1059
MAP at D3.0 GVA						

HIALS
PAPI PAPI
7000′ on GVA 115.75 R-045

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 05

DA(H) 1890′ (479′)

		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1500m	RVR 1500m	100	2100′ (689′)	1500m
B			135	2100′ (689′)	1600m
C		CMV 2200m	180	2400′ (989′)	2400m
D			180	2400′ (989′)	3600m

CIRCLE-TO-LAND
Not authorized South of airport

CHANGES: Missed approach. Minimums.

LSGG/GVA GENEVA

JEPPESEN 29 MAY 09 (13-2) Eff 4 Jun

GENEVA, SWITZERLAND (GPS)VOR DME Rwy 23

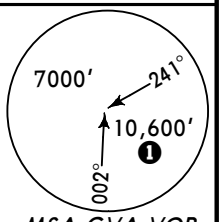
BRIEFING STRIP ™

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.57	136.25	120.3	118.7	121.67

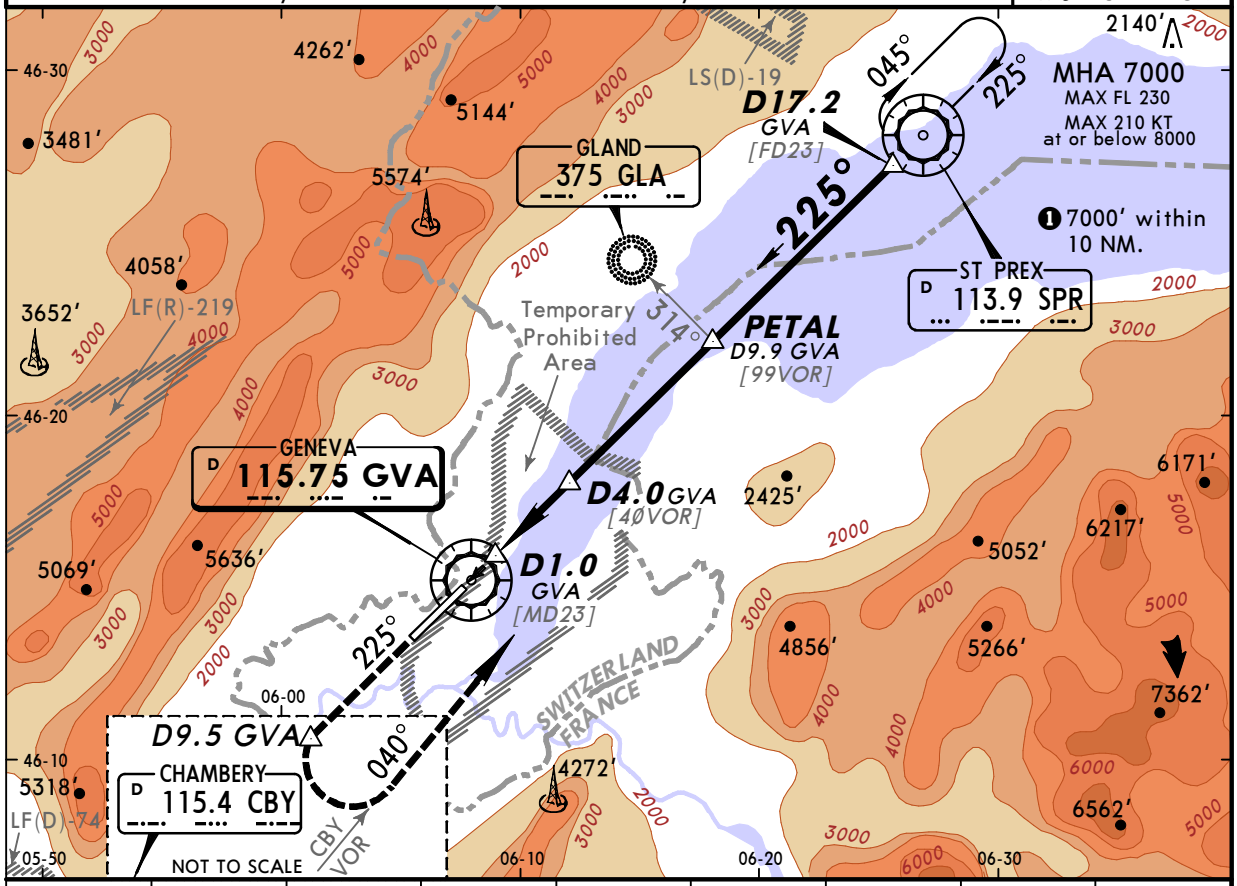
VOR GVA	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev / RWY
115.75	225°	D17.2 GVA 7000′ (5635′)	1810′ (445′)	1411′ / RWY 1365′

MISSED APCH: Climb STRAIGHT AHEAD on R-225 GVA to 7000′. 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°.

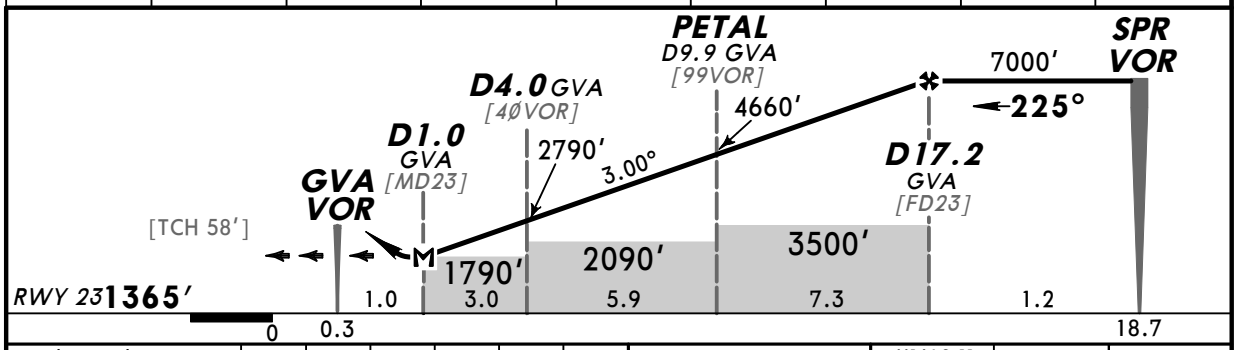
Alt Set: hPa | Rwy Elev: 49 hPa | Trans level: By ATC | Trans alt: 7000′



MSA GVA VOR



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
Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.0 GVA						

HIALS-II
REIL PAPI PAPI

7000′ GVA on 115.75 R-225

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 23

DA(H) 1810′ (445′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		CMV 2100m
D		

CIRCLE-TO-LAND

Not authorized South of airport

Max Kts	MDA(H)	VIS
100	2100′ (689′)	1500m
135	2100′ (689′)	1600m
180	2400′ (989′)	2400m
180	2400′ (989′)	3600m

CHANGES: Missed approach. Minimums.

LSGG/GVA GENEVA

JEPPESEN 16 OCT 09 (18-1) Eff 22 Oct

GENEVA, SWITZERLAND

TMN 2.0 NM SRA Rwy 05

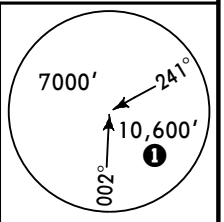
BRIEFING STRIP TM

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.57	136.25	120.3	118.7	121.67

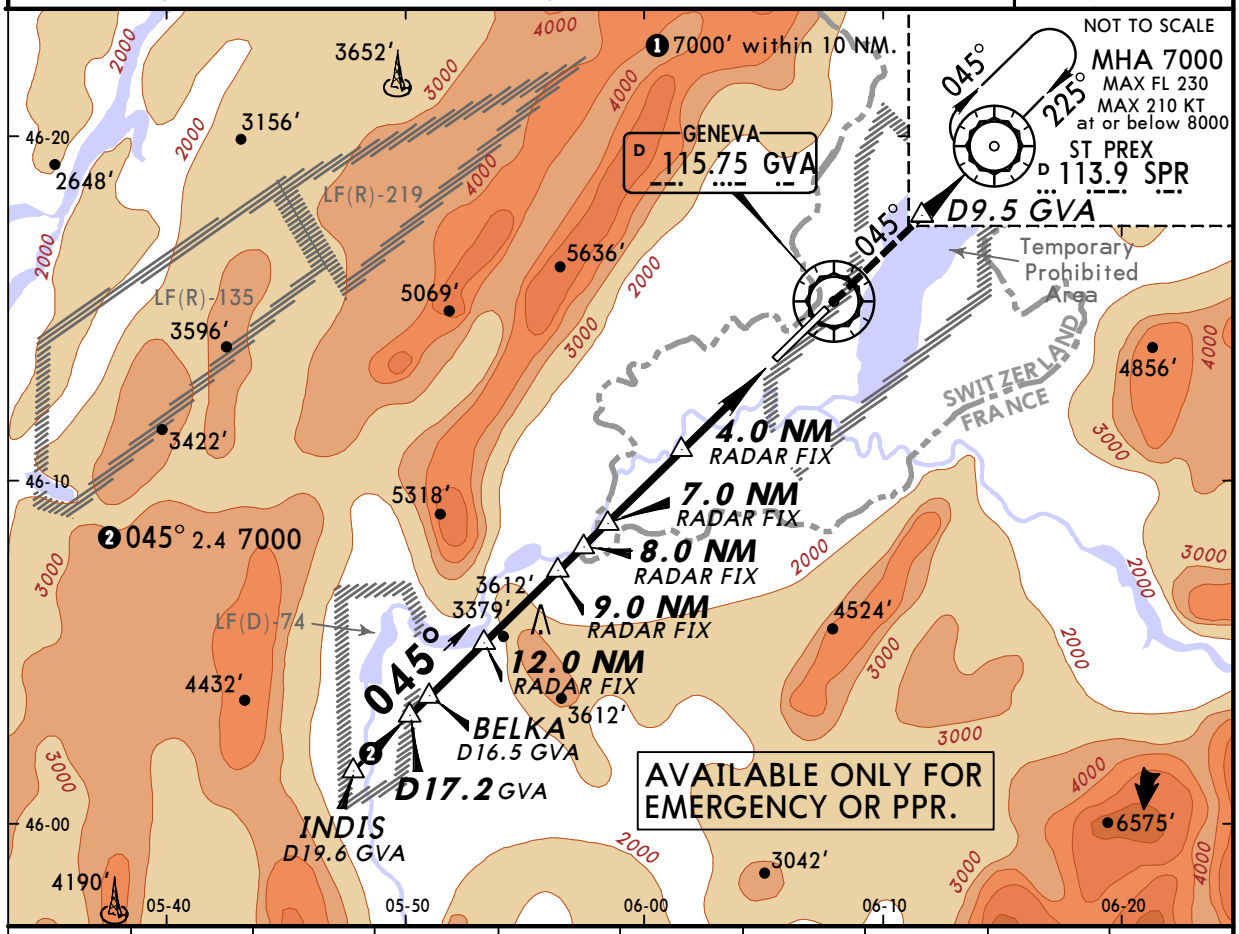
RADAR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev
	045°	D17.2 GVA 7000′ (5589′)	1970′ (559′)	1411′

MISSED APCH: Climb STRAIGHT AHEAD on R-045 GVA/R-225 inbound SPR. Proceed to SPR VOR to 7000′. Cross D9.5 GVA at 4000′ or above.

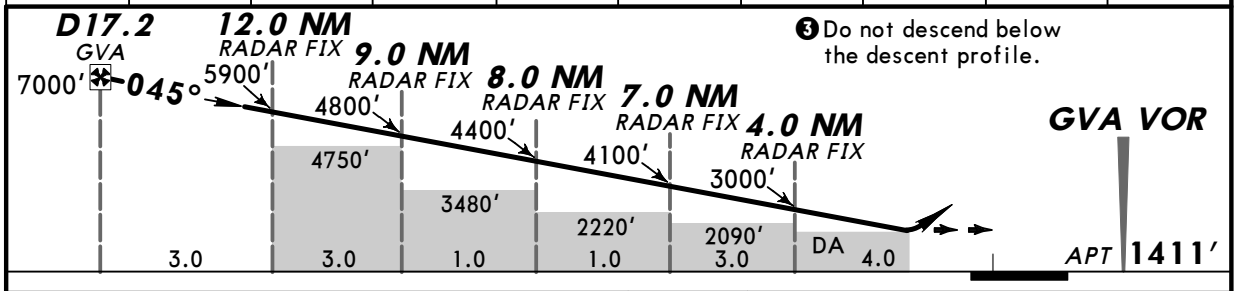
Alt Set: hPa Apt Elev: 51 hPa Trans level: By ATC Trans alt: 7000′
CAUTION: Expect turbulence on base and final apch.



MSA GVA VOR



RADAR FIX	15.0	14.0	13.0	11.0	10.0	6.0	5.0	3.0	2.0
ALTITUDE 3	7000′	6600′	6300′	5500′	5200′	3700′	3300′	2600′	2210′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.49°	432	556	618	741	865	988

HIALS
PAPI PAPI

7000′ on GVA 115.75 R-045

SPR 113.9

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 05

DA(H) 1970′ (559′)

		ALS out
A	RVR 1500m	RVR 1500m
B		
C	RVR 1800m	CMV 2400m
D		

CIRCLE-TO-LAND

Not authorized South of airport

Max Kts	MDA(H)	VIS
100	2100′ (689′)	1500m
135	2100′ (689′)	1600m
180	2400′ (989′)	2400m
180	2400′ (989′)	3600m

CHANGES: Procedure. Minimums.

LSGG/GVA GENEVA

JEPPESEN 16 OCT 09 (18-2) Eff 22 Oct

GENEVA, SWITZERLAND
TMN 2.0 NM SRA Rwy 23

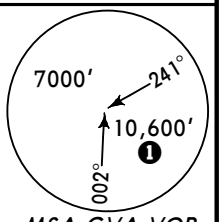
BRIEFING STRIP ™

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.57	136.25	120.3	118.7	121.67

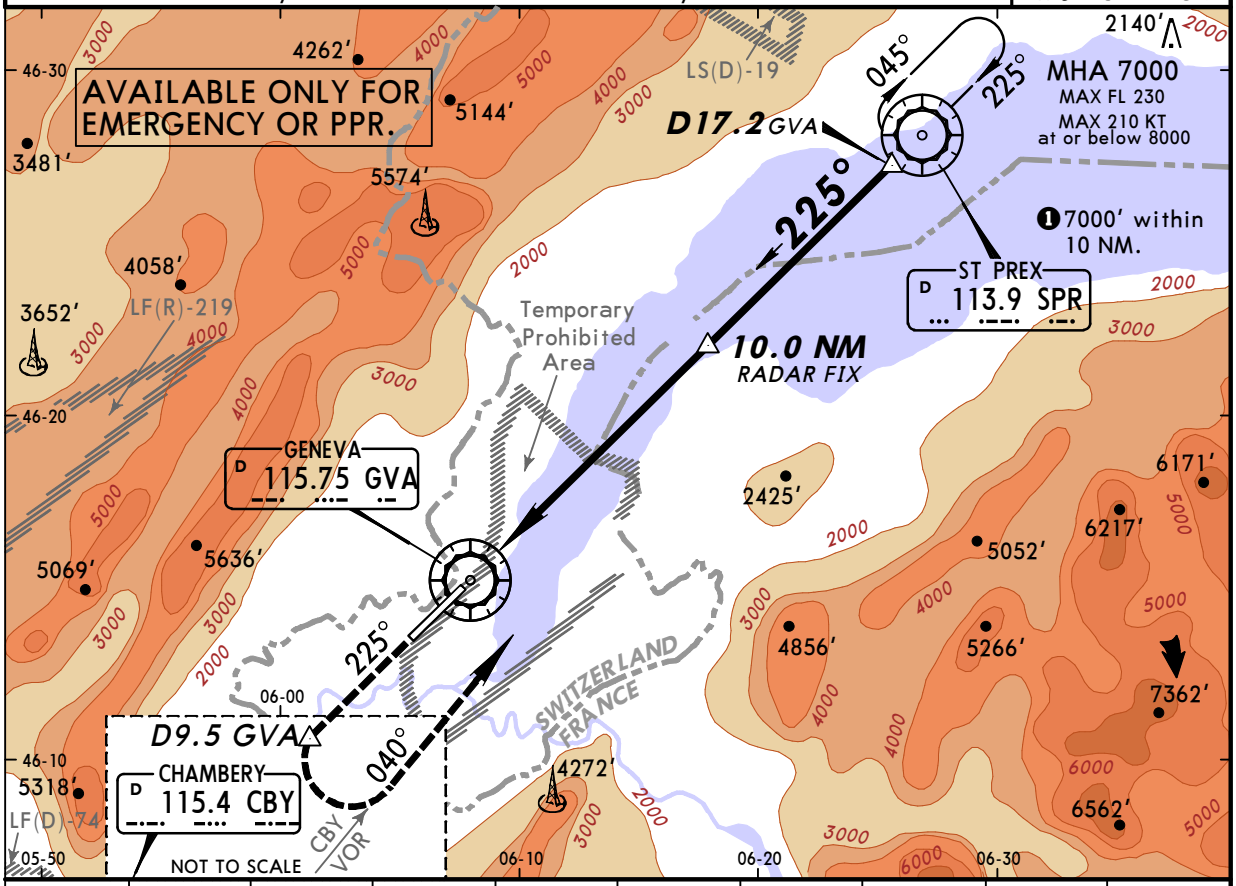
RADAR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev / RWY
	225°	D17.2 GVA 7000′ (5635′)	1830′ (465′)	1411′ / RWY 1365′

MISSED APCH: Climb STRAIGHT AHEAD on R-225 GVA to 7000′. 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′



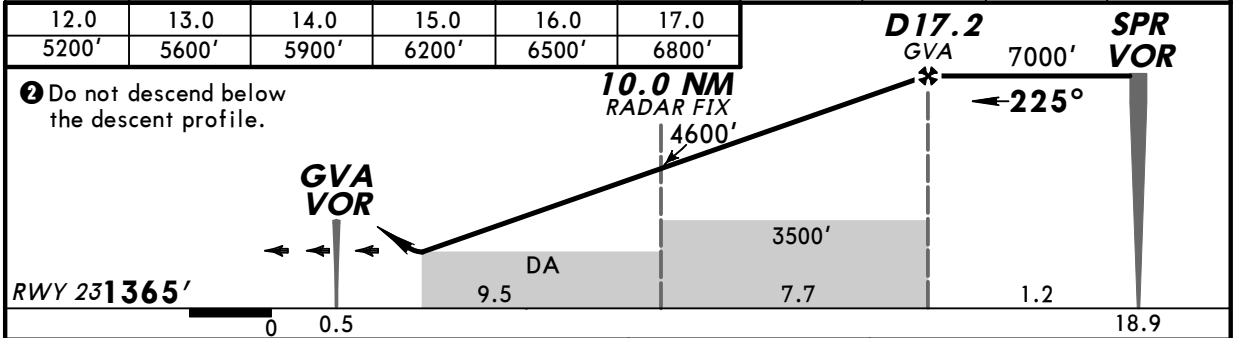
MSA GVA VOR



RADAR FIX	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	11.0
ALTITUDE ❷	2060′	2400′	2700′	3000′	3300′	3600′	4000′	4300′	4900′

12.0	13.0	14.0	15.0	16.0	17.0
5200′	5600′	5900′	6200′	6500′	6800′

❷ Do not descend below the descent profile.



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

HIALS-II
REIL PAPI PAPI

7000′ GVA on 115.75 R-225

PANS OPS 3

Standard STRAIGHT-IN LANDING RWY 23

DA(H) 1830′ (465′)

	ALS out		Max Kts	MDA(H)	VIS
A	RVR 1500m		100	2100′ (689′)	1500m
B			135	2100′ (689′)	1600m
C	RVR 1500m	CMV 2200m	180	2400′ (989′)	2400m
D			180	2400′ (989′)	3600m

CIRCLE-TO-LAND

Not authorized South of airport

CHANGES: None.

GENEVE

GENEVE
SWITZERLAND

LSGG
Elev **1411'** / 430 m
N46 14.3
E006 06.6
2.2 NM NW Genève

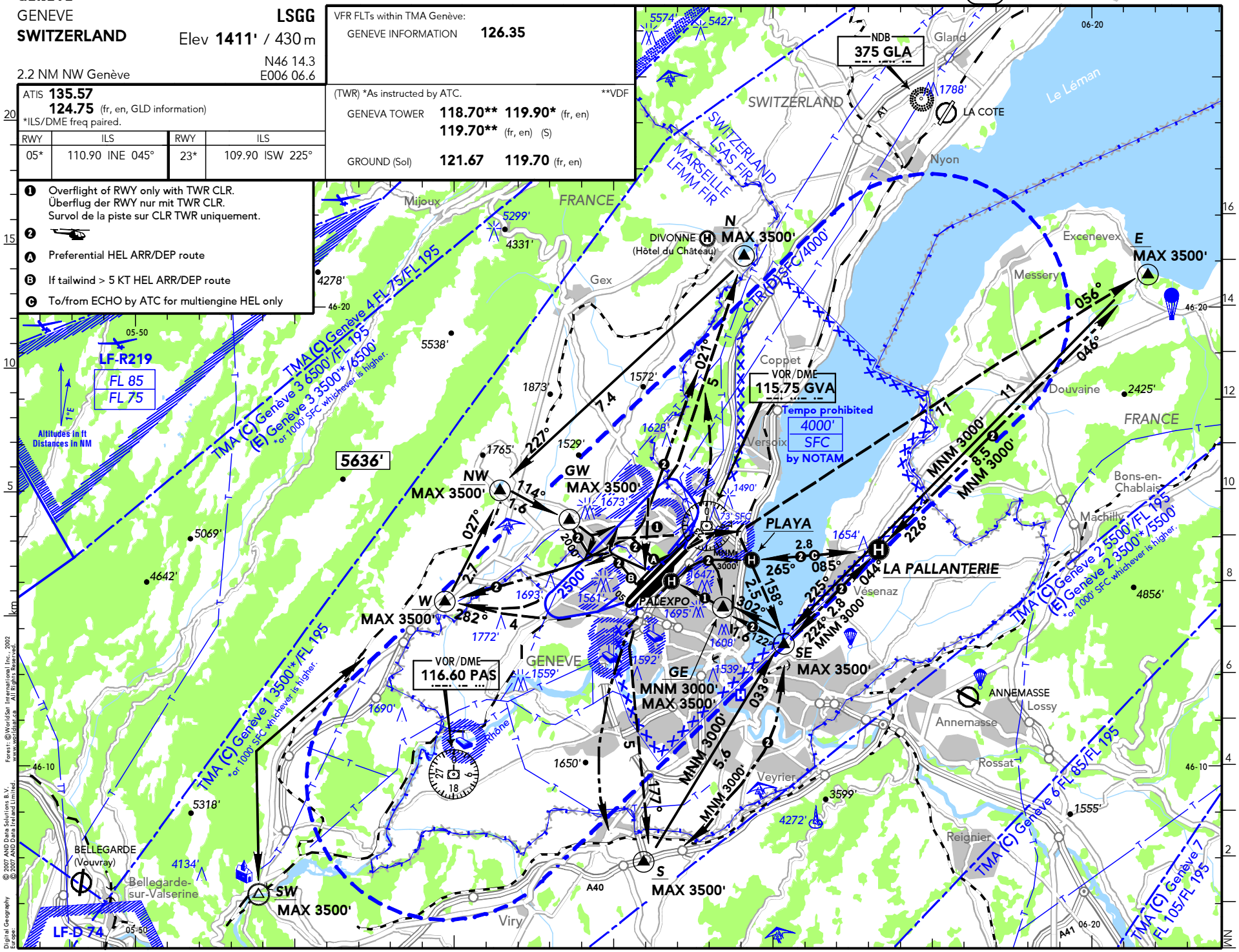
VFR FLTs within TMA Genève:
GENEVE INFORMATION **126.35**

ATIS **135.57**
124.75 (fr, en, GLD information)
*ILS/DME freq paired.

RWY	ILS	RWY	ILS
05*	110.90 INE 045°	23*	109.90 ISW 225°

(TWR) *As instructed by ATC. **VDF
GENEVA TOWER **118.70**** **119.90*** (fr, en)
119.70** (fr, en) (S)
GROUND (Sol) **121.67** **119.70** (fr, en)

1 Overflight of RWY only with TWR CLR.
Überflug der RWY nur mit TWR CLR.
Survol de la piste sur CLR TWR uniquement.
2
A Preferential HEL ARR/DEP route
B If tailwind > 5 KT HEL ARR/DEP route
C To/from ECHO by ATC for multiengine HEL only



CHANGES: Routes - OBST.

GENEVE

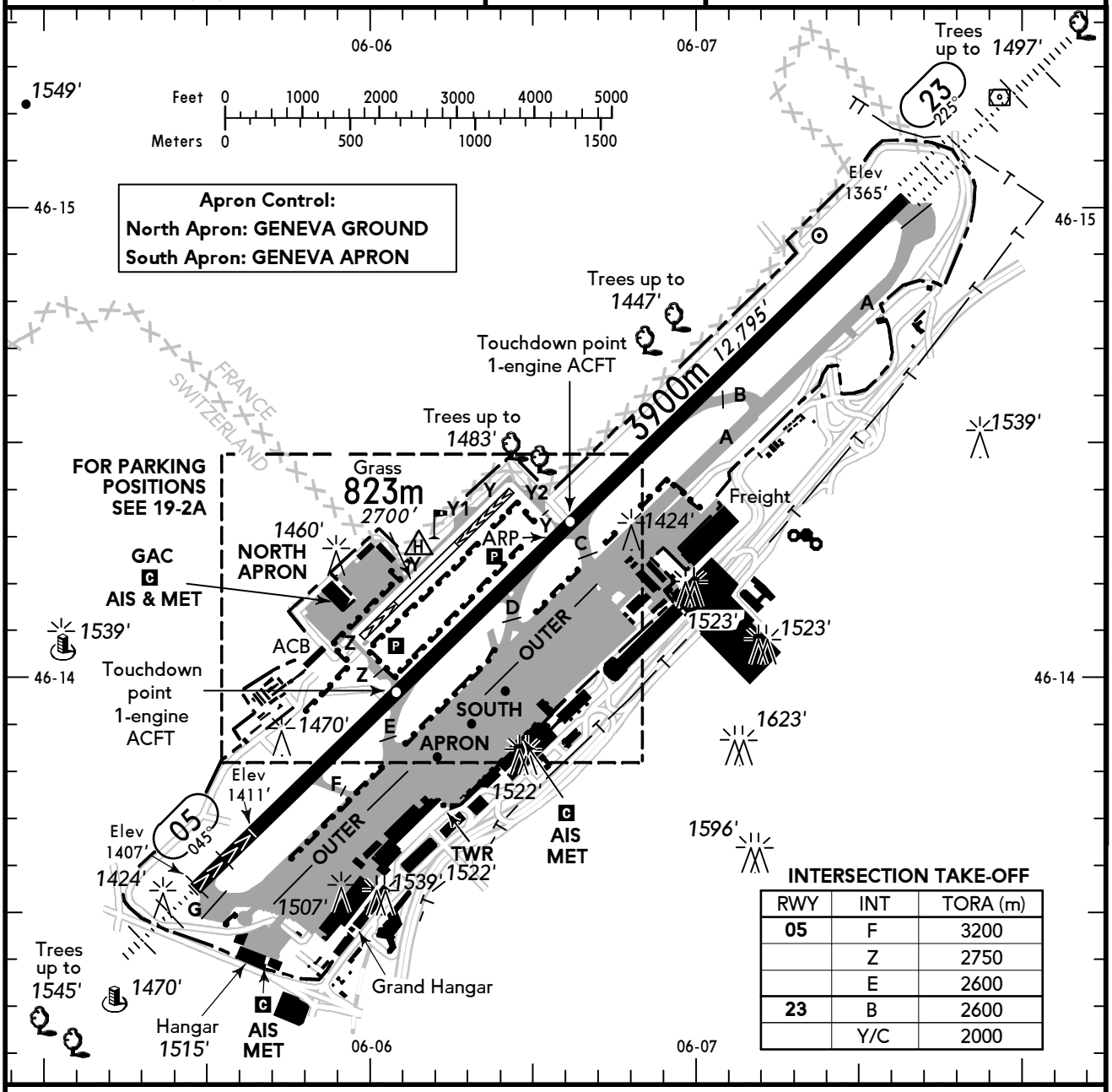
GENEVE

SWITZERLAND

19-2 01 OCT 10

JEPPESEN

GENEVA APRON (Trafic)	121.85 121.75 (S)	ATIS 135.57	(FIS)
GENEVA GROUND (Sol)	121.67 119.70		GENEVE INFORMATION 126.35



INTERSECTION TAKE-OFF

RWY	INT	TORA (m)
05	F	3200
	Z	2750
	E	2600
23	B	2600
	Y/C	2000

2 TAXI

Concrete RWY: ALS - PAPI - THRL - RL - RCLL - TWYL - APRON - OBSTL.
Grass strip ❷APAPI 05 (4°), 23 (4.5°).

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
05 23	3900 x 50 Concrete	3900 3900	3570 3900	PCN 81/R/B/W/T	
05 ❸ 23	823 x 30 Grass	456 ❶ 636	636 520	0.25 MPa	

❶ Due to OBST (trees) in climb area / aufgrund von OBST (Bäumen) im Steigfluggebiet / en raison des OBST (arbres) dans la zone de montée

NOTE: See also / Siehe auch / Voir aussi Genève 10-1V.

❷ **CTN:** Short final unusable / Im kurzen Endteil unbenutzbar / Courte finale inutilisable.

❸ One engine ACFT only / Nur einmotorige ACFT / Monomoteurs seulement.

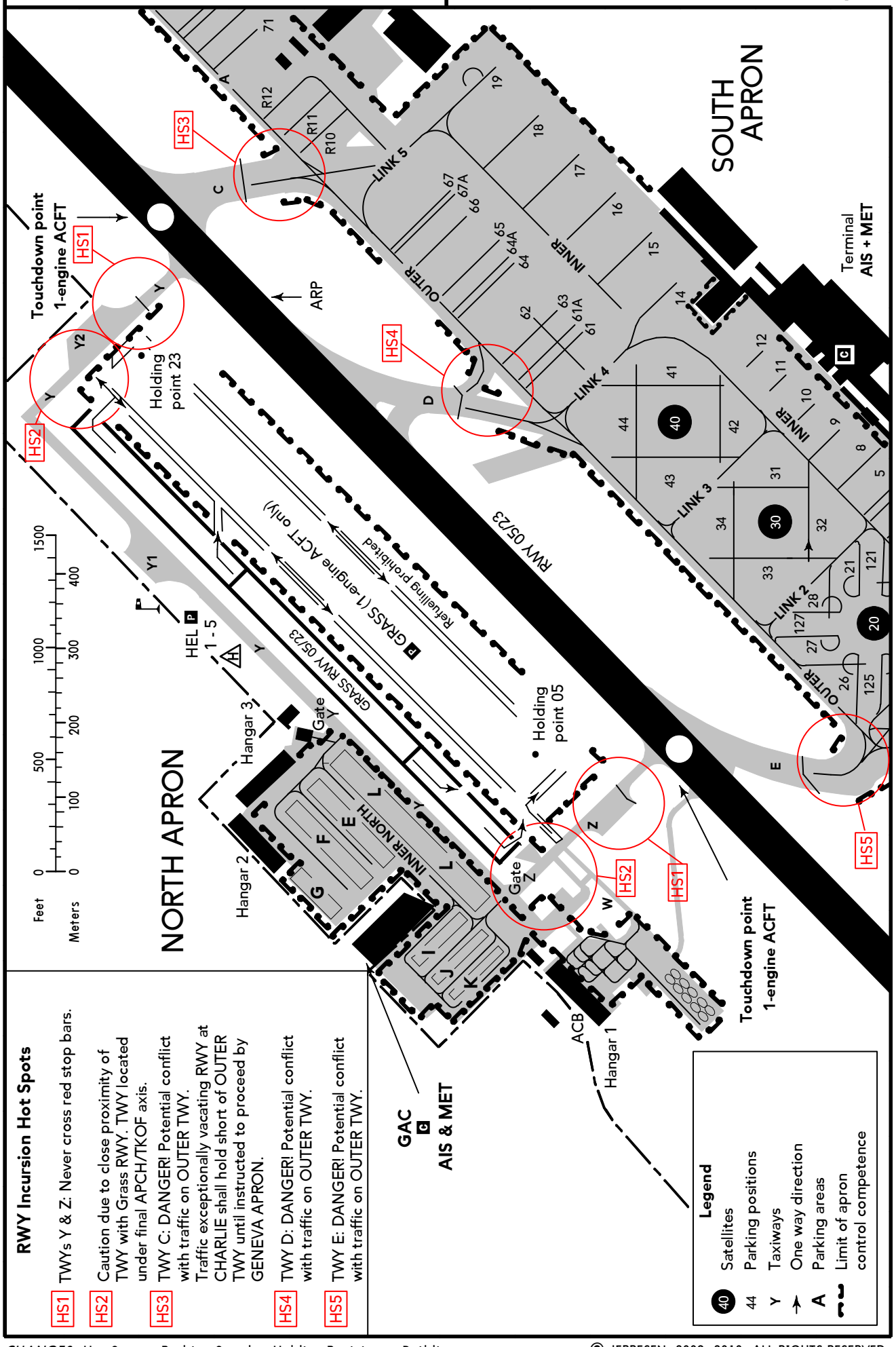
CHANGES: COM - Holding Positions - OBST.

JEPPESEN 01 OCT 10 (19-2A)

GENEVE

GENEVE

SWITZERLAND



RWY Incursion Hot Spots

HS1 TWYs Y & Z: Never cross red stop bars.

HS2 Caution due to close proximity of TWY with Grass RWY. TWY located under final APCH/TKOF axis.

HS3 TWY C: DANGER! Potential conflict with traffic on OUTER TWY. Traffic exceptionally vacating RWY at CHARLIE shall hold short of OUTER TWY until instructed to proceed by GENEVA APRON.

HS4 TWY D: DANGER! Potential conflict with traffic on OUTER TWY.

HS5 TWY E: DANGER! Potential conflict with traffic on OUTER TWY.

CHANGES: Hot Spots - Parking Stands - Holding Positions - Building.

GENEVE
GENEVE

SWITZERLAND

Reporting Points / Meldepunkte / Points à compte rendu

REP	Definition	Coordinates / Koordinaten / Coordonnées	Identification / Beschreibung
E	060° / 11 GVA	N46 20.8 E006 21.8	
GE	168° / 1.7 GVA	N46 13.6 E006 08.5	U.N. Building / UNO-Gebäude / Palais O.N.U.
GW	276° / 3.1 GVA	N46 15.5 E006 03.5	C.E.R.N
N	009° / 6.1 GVA	N46 21.3 E006 09.2	
NW	282° / 4.6 GVA	N46 16.2 E006 01.4	
S	191° / 7.4 GVA	N46 08.0 E006 06.0	
SE	147° / 3.0 GVA	N46 12.8 E006 10.4	
SW	232° / 13 GVA	N46 07.3 E005 54.0	
W	256° / 5.9 GVA	N46 13.7 E005 59.7	
LA PALLANTERIE	097° / 3.6 GVA	N46 14.8 E006 13.1	HEL REP
PALEXPO	210° / 1.3 GVA	N46 14.1 E006 07.1	HEL REP
PLAYA	133° / 1.0 GVA	N46 14.5 E006 09.1	HEL REP

CAUTION: Wake turbulence from traffic on concrete RWY has to be expected.

ARR
Approaches are to be planned to reach the traffic circuit MNM 30 MIN before the end of the evening civil twilight to ensure landing by day in case of important delays.

Pilots whose DEST is Geneva shall submit a VFR FPL before DEP or en-route so that it will reach the appropriate Geneva ATS unit at least 10 MIN prior to the estimated time of entry in the TMA or CTR.

Radio contact compulsory 5 MIN prior ETO N, W, E & S.

Concrete RWY
Join RWY centre line when overflying threshold and land at touchdown 1-engine ACFT.

Aeroplanes shall vacate concrete RWY 23 via TWY D or E unless otherwise instructed by TWR.

Radio failure
Leave the CTR by the shortest way and proceed to alternate aerodrome, unless already cleared to join the AD circuit (HEL: to proceed to the helipad). Set transponder on 7600. Aircraft without radio PPR from TWR prior to take-off.

DEP
Pilots shall submit a VFR FPL or a flight notification also in case of local flights at least 30 MIN before ETD.

Pilots of piston engine aircraft can only expect to receive departure clearance when ready to taxi (or ready to start the turbo-prop engines) at 2150LT at the latest.

Grass RWY 05/23
Only for single-engine aircraft. Aeroplanes up to 2t MTOW shall use the grass RWY for LDG; exceptions may be granted by TWR. The number of LDGs or APCHs must be indicated in item 18 of flight plan. For any differences than planned inform AAU Geneva TEL (022) 717 71 27.

Depending on weather conditions, the grass RWY may be closed or the use restricted according to ATIS. If the use of the grass RWY is restricted, arriving aeroplanes shall vacate RWY at its end and wait for taxi instructions from GENEVA GROUND. If the grass RWY is restricted or closed AD circuits are PPR. If the grass RWY is closed, pilots have to expect delays.

During summer time (SR-SS) single engine ACFT have to use grass parking position only.

North Apron: Walking to and from grass parking not permitted. Crew and passenger must be transfered by Airport vehicle (Follow-me, shuttle, etc.).

South Apron: Walking on south apron not permitted. Crew and passenger must be assisted by handling agent.

All persons walking in the movement area must wear a yellow high-visibility safety jacket which complies with standard EN 471. Otherwise they must use the airport shuttle (TEL (022) 717 71 19) or ask for the assistance of a handling agent.

HEL
When transiting CTR or operating to/from LSGG, switch on transponder (mode A/C) on the allocated ATC code or, by default, 7000.

REPs 3500' except GW, PALEXPO, MET conditions, ATC. To avoid vortices dangers overflight of aeroplane parking is prohibited. Air taxi exclusively along published TWY. Traffic on TWY Y.

ACHTUNG: mit Wirbelschleppen durch Flugverkehr auf der Betonpiste muss gerechnet werden.

ARR
Anflüge sollen so geplant werden, dass sie die Platzrunde MNM 30 MIN vor Ende der Bürgerlichen Abenddämmerung erreichen, um im Falle von wichtigen Verzögerungen eine Landung bei Tag sicherzustellen.

Piloten von Flügen mit Zielort Genf müssen vor dem Abflug oder von unterwegs einen VFR-FPL einreichen, der mindestens 10 MIN vor dem erwarteten Zeitpunkt des Eintritts in die TMA oder CTR beim Flugplandatenverarbeitungsdienst in Genf eintrifft.

Pflicht zur Sprechfunkaufnahme 5 MIN vor ETO N, W, E & S.

Betonpiste
Pistenmittellinie über der Schwelle anfliegen und Aufsetzen am Punkt "touchdown 1-engine ACFT".

Flugzeuge haben die Betonpiste 23 via TWY D oder E zu verlassen, soweit nicht durch TWR anders angewiesen.

Funkausfall
Falls noch keine Freigabe zum Einflug in die Platzrunde (HEL: zum HEL-Aufsetzpunkt) erteilt wurde: CTR schnellstens verlassen und zum Ausweichflugplatz fliegen. Transponder 7600 schalten. LFZ ohne Funk PPR von TWR vor dem Start.

DEP
Piloten müssen auch für lokale Flüge MNM 30 MIN vor ETD einen VFR-FPL oder eine Fluganmeldung einreichen.

Piloten von kolbengetriebenen LFZ erhalten nur eine Abflugfreigabe, wenn sie spätestens um 2150LT bereit zum Rollen (oder bei Turboprop-Maschinen zum Anlassen der Triebwerke) sind.

Graspiste 05/23
Nur für einmotorige LFZ. Flugzeuge bis 2t MTOW müssen zur LDG die Graspiste nutzen; Ausnahmen können vom TWR genehmigt werden. Die Anzahl der Landungen und Anflüge ist unter Punkt 18 im Flugplan anzugeben. Jegliche Abweichungen von der ursprünglichen Planung sind AAU Genève TEL (022) 717 71 27 mitzuteilen.

Abhängig vom Wetter und gemäß ATIS kann die Graspiste geschlossen oder die Nutzung eingeschränkt sein. Wenn die Nutzung eingeschränkt ist, sollen ankommende LFZ die Piste an ihrem Ende verlassen und auf Rollanweisungen von GENEVA GROUND warten. Wenn die Graspiste eingeschränkt oder geschlossen ist, sind Platzrunden PPR. Wenn die Graspiste geschlossen ist, müssen Piloten mit Verspätungen rechnen.

Während der Sommerzeit (SR-SS) haben einmotorige LFZ ausschließlich Grasparkpositionen zu nutzen.

Vorfeld Nord: Zu Fuß ist der Zugang zur Gras-Abstellfläche nicht gestattet. Besatzung und Passagiere müssen durch Flughafenfahrzeuge (Follow-me, Pendelverkehr, etc.) transportiert werden.

Vorfeld Süd: Zu Fuß gehen ist auf dem Vorfeld Süd nicht gestattet. Besatzung und Passagiere müssen durch Handling-Agenten unterstützt werden.

Alle Personen auf den Bewegungsflächen müssen gelb fluoreszierende Sicherheitswesten tragen, die dem Standard EN 471 entsprechen. Ansonsten müssen sie den Flughafen-Pendelverkehr (TEL (022) 717 71 19) nutzen oder Unterstützung eines Handling-Agenten erbitten.

HEL
Bei CTR-Transitflügen oder bei Flügen von/nach LSGG haben HEL den Transponder (Modus A/C) auf den durch ATC zugewiesenen Code oder standardmäßig Code 7000 zu schalten.

REPs 3500' außer GW, PALEXPO, MET-Bedingungen, ATC. Um Gefährungen durch Wirbel zu vermeiden sind Überflüge parkender LFZ verboten. "Air taxi" ausschließlich entlang der veröffentlichten TWYs. Verkehr auf TWY Y.

GENEVE
GENEVE

SWITZERLAND

ATTENTION: Des turbulences de sillage du trafic de la piste béton.

ARR
Les approches d'avions doivent être planifiées de façon à rejoindre le circuit d'aérodrome 30 MIN MNM avant la fin du crépuscule civil, cela afin d'éviter que des attentes importantes ne fassent courir le risque au pilote de ne plus pouvoir atterrir de jour.

Les pilotes déposeront leur FPL avant le DEP ou en vol de manière à ce que le FPL parvienne au service de gestion des plans de vol au moins 10 MIN avant l'heure de pénétration prévue dans la TMA ou la CTR.

Contact radio obligatoire 5 MIN avant ETO N, W, E & S.

Piste béton
Joindre l'axe de piste au survol du seuil et atterrir au "touchdown 1-engine ACFT".

Les avions quitteront la piste en dur 23 par la TWY D ou E, sauf instructions contraires de la TWR.

Panne radio
Quitter la CTR par le plus court chemin et se diriger vers un aérodrome de dégagement, sauf si déjà autorisé à joindre le circuit d'aérodrome (HEL: à procéder vers le helipad). Régler le transpondeur sur 7600. Aéronefs sans radio PPR de TWR avant le décollage.

DEP
Les pilotes déposeront leur FPL VFR ou un avis de vol au moins 30 MIN avant ETD, également pour les vols locaux.

Le commandant ne peut compter recevoir une autorisation de décollage que si, à 2150LT au plus tard, il est prêt soit à faire démarrer les moteurs des avions à turbo hélices, soit à rouler avec un avion équipé de moteurs à pistons.

Piste en gazon 05/23
Seulement pour les monomoteurs. Sauf autorisation spéciale de la TWR, les avions jusqu'à 2t MTOW doivent utiliser la piste en gazon pour atterrir. Le nombre d'atterrissages ou d'approches doit être indiqué dans la rubrique 18 du plan de vol. Toutes différences doivent être annoncées à l'AAU de Genève TEL (022) 717 71 27.

Par certaines conditions météorologiques, la piste en gazon peut être fermée ou son usage déclaré restreint (selon information ATIS). Dans ce dernier cas, les avions à l'arrivée évacueront la piste à son extrémité et attendront les instructions de GENEVE SOL pour le roulage. Lorsque la piste en gazon est déclarée restreinte ou CLSD, les tours de piste sont soumis à PPR. Lorsque la piste en gazon est CLSD, les pilotes doivent s'attendre à du retard.

Pendant l'heure d'été (SR-SS), les avions monomoteurs, ont l'obligation de stationner sur le parking gazon.

Aire Nord: L'accès à pied au parking gazon est interdit. Les équipages et passagers doivent être transportés par un véhicule de l'Aéroport (Follow-me, navette, etc.).

Aire Sud: Les déplacements à pieds sont interdits. Equipages et passagers doivent être transportés par un agent d'assistance.

Toutes les personnes qui se déplacent sur l'aire de mouvement doivent porter une chasuble de sécurité de couleur jaune fluorescent conforme à la norme européenne EN 471. Autrement, ils doivent utiliser la navette de l'aéroport (TEL (022) 717 71 19) ou demander de l'aide à un agent d'assistance.

HEL
Les HEL transitant par la CTR ou opérant de/vers LSGG doivent enclencher le transpondeur (mode A/C) avec le code alloué par l'ATC ou, par défaut, 7000.

REPs 3500' sauf GW, PALEXPO, MET conditions , ATC. Afin d'éviter les dangers provoqués par le souffle des rotors, le survol des PRKG avions est interdit. L'air taxi aura lieu uniquement sur les TWY publiés. Trafic sur TWY Y.