JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: GENEVA CHE
ICAO/IATA: LSGG / GVA
Lat/Long: N46° 14.3', E006° 06.6'
Elevation: 1411 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 2.0° E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No
Traffic Pattern Altitude: 2500 ft (1089 ft AGL)

Sunrise: 0343 Z
Sunset: 1928 Z

Runway Information

Runway: 04
Length x Width: 12795 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 1411 ft
Lighting: Edge, ALS, Centerline, REIL
Displaced Threshold: 1082 ft

Runway: 22
Length x Width: 12795 ft x 164 ft
Surface Type: concrete
TDZ-Elev: 1365 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Communication Information

ATIS: 135.580
ATIS: 124.755
Geneva Tower: 119.700 Secondary VHF-DF
Geneva Tower: 118.700 VHF-DF
Geneva Tower: 119.905 VHF-DF
Geneva Ground: 121.680

Geneva Ground: 119.700 Secondary VHF-DF
Geneva Apron Ramp/Taxi: 121.750 Secondary
Geneva Apron Ramp/Taxi: 121.855
Geneva Clearance Delivery: 121.680
Geneva Approach: 130.555 VHF-DF
Geneva Transit Approach: 136.450 VHF-DF
Geneva Final Approach: 120.305 VHF-DF
Geneva Arrival: 136.255 VHF-DF
Geneva Departure: 131.330 VHF-DF
Geneva Departure: 119.530 VHF-DF

1. GENERAL

1.1. ATIS

D-ATIS 135.580

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. GENERAL

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

1.2.2. NIGHTTIME OPERATIONS (2200-0559LT)

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

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

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

1.2.3. REVERSE THRUST

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

1.2.4. RUN-UP TESTS

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

1.2.5. AUXILIARY POWER UNITS (APUs) AND BRAKE FAN

Stands 1, 2, 3, 3A, 4, 5, 8, 9 to 11, 14 to 16, 31 to 34, 41 to 44
These stands are equipped with fixed electrical power (400 Hz) and Pre-Conditioned Air (PCA) supplies. ACFT at these stands must use fixed electrical power and PCA supplies. The electrical power will be connected prior to or immediately after engine shutdown. PCA connection follows shortly after engine shutdown.
The use of airborne APU is forbidden at these stands, except:

- Until the ACFT is connected to the fixed electrical power;
- 5 minutes prior to engine start or push-back; or
- When fixed electrical power or PCA supplies system unserviceable.

1. GENERAL

Stands 54, 55, 56, 57, 58, 61, 62, 63, 64, 65, 66, 83, 84, 85, 86, 87, 89B, 89C

These stands are equipped with fixed electrical power (400 Hz) supply. ACFT parked at these stands must use fixed electrical power supply if required. The electrical power will be connected prior to or immediately after engine shut-down. The use of the 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;
- When fixed electrical power supply system is unserviceable; or
- When climatic conditions require the use of the APU to cool/heat the ACFT.

All other stands

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

Use of APU in particular cases

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

Use of Brake Fan

Use of Brake Fan shall be kept to the minimum.

1.3. LOW VISIBILITY PROCEDURES (LVP)

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

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

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

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

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

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

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

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. MODE S TRANSPONDER

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

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

Transponder shall be switched off immediately after parking.

1.5. TAXI PROCEDURES

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

The TWY system NORTH of the RWY fulfils ACFT code letter B operations with MAX wingspan 71'/21.5m.

The TWY system SOUTH of the RWY fulfils ACFT code letter E operations with MAX wingspan 213'/65m.

Exceptions and particularities are listed below:

1. GENERAL

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

TWY Outer and ACFT stands 87 thru 89A and 95A thru 95E:
Wing tip clearance for an ACFT with 213'/65m wingspan is between 25'/7.5m and 33'/10m.

TWY Outer and Inner West of Link 1: Wing tip to wing tip clearance may be reduced to at least 25'/7.5m depending on taxiing ACFT.

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

Link A and Link D: MAX wingspan 118'/36m.

Link 0, Link 1, Link 2, Link 3 and TWY Inner (between Link 0 and Link 4):
MAX wingspan 157'/48m.

TWY C: The clearance distance between outer main gear and TWY edge is at least 12'/3.8m for A346, when nose wheel is over TWY centerline.

1.6. PARKING INFORMATION

Push-back onto stands G1 thru G4 mandatory on arrival.
Stands I1 and I2 follow marshaller instruction.
Stands 1 thru 19 and 83 thru 86.
Alignment of ACFT:
Align ACFT according to the vertical chevrons indicating if ACFT is LEFT, RIGHT or centered on taxilane.
Stopping of ACFT:
Slow down and stop as indicated by the closing rate indicator.
Stop at parking positions:
The pilot has to stop by lining up his LEFT shoulder with the STOP line transmitted by GENEVA Apron.

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

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

1.7. OTHER INFORMATION

Birds in vicinity of APT.

RWY 22 right-hand circuit.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. GENERAL

2.1.1.1. ILS APPROACH

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

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

2.1.1.2. RWY 22: ARRIVAL FROM SOUTH

Pilots may be vectored to join the approach axis at latest 11NM TD.

2.1.1.3. VISUAL APPROACH

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

- For RWY 22, at latest 8.1NM TD (GG808), at or above 4000' for arrivals from North and latest 11NM TD (GG811), at or above 4000' for arrivals from South.
- For RWY 04, at latest 5.6NM TD (PAS VOR).

2. ARRIVAL

2.1.2. NIGHTTIME OPERATIONS (2200-0559LT)

Prior permission is required from the Geneva APT Authorities by all commercial and 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

Landings are banned between 2400-0459LT. Between 0500-0559LT landings are only permitted provided the carrier:

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

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

Ferry flight arrivals are banned between 2200-0559LT.

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

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

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

In the morning, arrivals can only expect to receive approach clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20NM track miles to touchdown at the earliest 5 minutes before the respective night ban ends. Landing clearance will be issued only if touchdown will occur after the end of the night ban.

In the evening, arrivals can only expect to receive approach clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20NM track miles to touchdown not later than 10 minutes before the respective night ban comes into effect. Landing clearance will be issued only if touchdown will occur before the night ban.

NON-COMMERCIAL AIR TRANSPORT

Landings are banned between 2200-0559LT.

In the morning, arrivals can only expect to receive approach clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20NM track miles to touchdown at the earliest 5 minutes before the respective night ban ends. Landing clearance will be issued only if touchdown will occur after the end of the night ban.

In the evening, landings can only expect to receive approach clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20NM track miles to touchdown not later than 10 minutes before the respective night ban comes into effect. Landing clearance will be issued only if touchdown will occur before the night ban.

EXCEPTIONS

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

2.2. CAT II/III OPERATIONS

RWY 22 approved for CAT II/III operations, special aircrew and ACFT certification required.

2. ARRIVAL

2.3. RWY OPERATIONS

2.3.1. MINIMUM RWY OCCUPANCY TIME

2.3.1.1. GENERAL

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

2.3.1.2. RWY 04

Exit TWYs to be used whenever possible:

For parking stands on South apron

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

For parking stands on North apron

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

2.3.1.3. RWY 22

Exit TWYs to be used whenever possible:

For parking stands on South apron

- Heavy/Medium/Light/Small ACFT: TWY D (6562'/2000m from THR) or TWY E (8530'/2600m from THR).

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

For parking stands on North apron

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

2.4. TAXI PROCEDURES

2.4.1. WHEN RWY 22 IS IN USE

ACFT shall not use TWY C unless otherwise instructed by Tower. If instructed to vacate via TWY C, ACFT shall clear the RWY and hold on TWY C, remaining clear OUTER TWY.

2.4.2. SOUTH APRON

All arriving ACFT shall expedite vacating the RWY. When instructed by Tower, contact Apron. Crews should aim to keep a reasonable speed until having passed the CAT I stop bar and to stop only at the CAT II/III stop bar if no clearance to enter the OUTER TWY has been received from Apron.

2.4.3. NORTH APRON

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

2.5. OTHER INFORMATION

2.5.1. IFR APPROACH

ACFT type must be reported at first contact with Arrival.

3. DEPARTURE

3.1. APT - COLLABORATIVE DECISION MAKING (A-CDM)

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

3.1.1. TARGET OFF-BLOCK TIME (TOBT)

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

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

The TOBT must be updated by the handling agent as soon as he is aware of variation in readiness of a flight (delay or improvement) of 5 minutes or more.

Communication of the TOBT

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

3.1.2. ESTIMATED OFF-BLOCK TIME (EOBT)

The ACFT operator is still required to update flight plan by sending DLA to avoid Flight Suspension Message (FLS) due to Flight Activation Monitoring (FAM) process, when EOBT is modified by more than 15 minutes.

3.1.3. TARGET START-UP APPROVAL TIME (TSAT)

The TSAT calculates for every DEP the best possible start-up and/or off-block time to reduce queuing times at the RWY, while maintaining a high RWY capacity. The TSAT is calculated by taking into account TOBT, Calculated Take-Off Time (CTOT), Variable Taxi Times (VTT) from the parking stand to the DEP RWY.

The calculated TSAT will be displayed in the Airport Operational Database (AODB) to inform Ground Handling (GH).

3.1.4. COORDINATION WITH THE NETWORK MANAGER OPERATIONS CENTRE (NMOC)/CTOT PROCESSING

A permanent and fully automatic data exchange with the NMOC is established. This data transfer enables accurate and early prediction of DEP times. Furthermore this allows a more accurate and efficient calculation of the CTOT due to the use of local TTOT.

The following messages are used for each individual FLT:

- Early Departure Planning Information Message (E-DPI) based on current Flight Plan data.
- Target Departure Planning Information Message (T-DPI) based on TOBT and later on TSAT.
- ATC Departure Planning Information Message (A-DPI) based on actual off-block time.
- Cancel Departure Planning Information Message (C-DPI) when local CDM process is interrupted.

3. DEPARTURE

3.2. ATC CLEARANCE

ATC departure clearance request is possible with GND via voice or DCL at the earliest 15 minutes before the TOBT and latest at TOBT. The pilot shall indicate the parking stand.

3.2.1. START-UP CLEARANCE AND PUSH-BACK (IF REQUIRED)

South Apron

When fully ready (doors closed, fuelling completed, push-back truck connected when needed and, if required, de-icing completed), the pilot shall contact GND at latest at TOBT. GENEVA Apron will issue the start-up (and push-back if required) within TSAT -5/+5 minutes. Start-up shall be initiated during push-back unless otherwise instructed by GENEVA Apron.

North Apron

When fully ready (doors closed, fuelling completed and, if required, de-icing completed), the pilot shall request start-up and taxi clearance from GND at latest at TOBT. GND will issue the start-up clearance within TSAT -5/+5 minutes.

3.2.2. START-UP AND PUSH-BACK PROCEDURES

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

Request push-back clearance from GENEVA Apron.

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

In all cases, the ACFT rotating beacon shall be operated during the push-back procedure.

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

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

3.3. NOISE ABATEMENT PROCEDURES

3.3.1. GENERAL

Follow strictly published SIDs for RWY 22 and RWY 04, in order to minimize noise around Geneva APT.

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

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

Above 5000'/AGL 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

3.3.2. NIGHTTIME OPERATIONS (2200-0559LT)

Prior permission is required from the Geneva APT Authorities by all commercial and 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.

Departures are restricted between 2200-2359LT. ACFT shall be fully ready at holding point at latest 2150LT. Departure remains subject to traffic.

Between 2200-2359LT departures are only permitted provided:

- If ACFT with a noise index less than 98 EPNdb are used to destinations (non-stop flights only) of more than 2700NM; or
- If ACFT with a noise index less than 96 EPNdb are used for all other destinations;
- If non-scheduled commercial ACFT of noise category 4 or 5 holding a valid PPR and prior APV from APT Authority.

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. ACFT shall be fully ready at holding point at latest 2150LT. Departure remains subject to traffic.

EXCEPTIONS

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

3. DEPARTURE

3.3.3. NOISE CLASSIFICATION

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

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

3.4. RWY OPERATIONS

3.4.1. MINIMUM RWY OCCUPANCY TIME

If not fully ready, taxi into the holding bay. Pilots should be ready for rapid line-up in sequence according to ATC instructions.

Pilots should ensure that cockpit checks are completed prior to line-up and be able to initiate the take-off roll immediately after receiving take-off clearance.

3. DEPARTURE

3.5. OTHER INFORMATION

3.5.1. DATALINK DEPARTURE CLEARANCE (DCL)

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

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

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

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

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

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

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

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

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

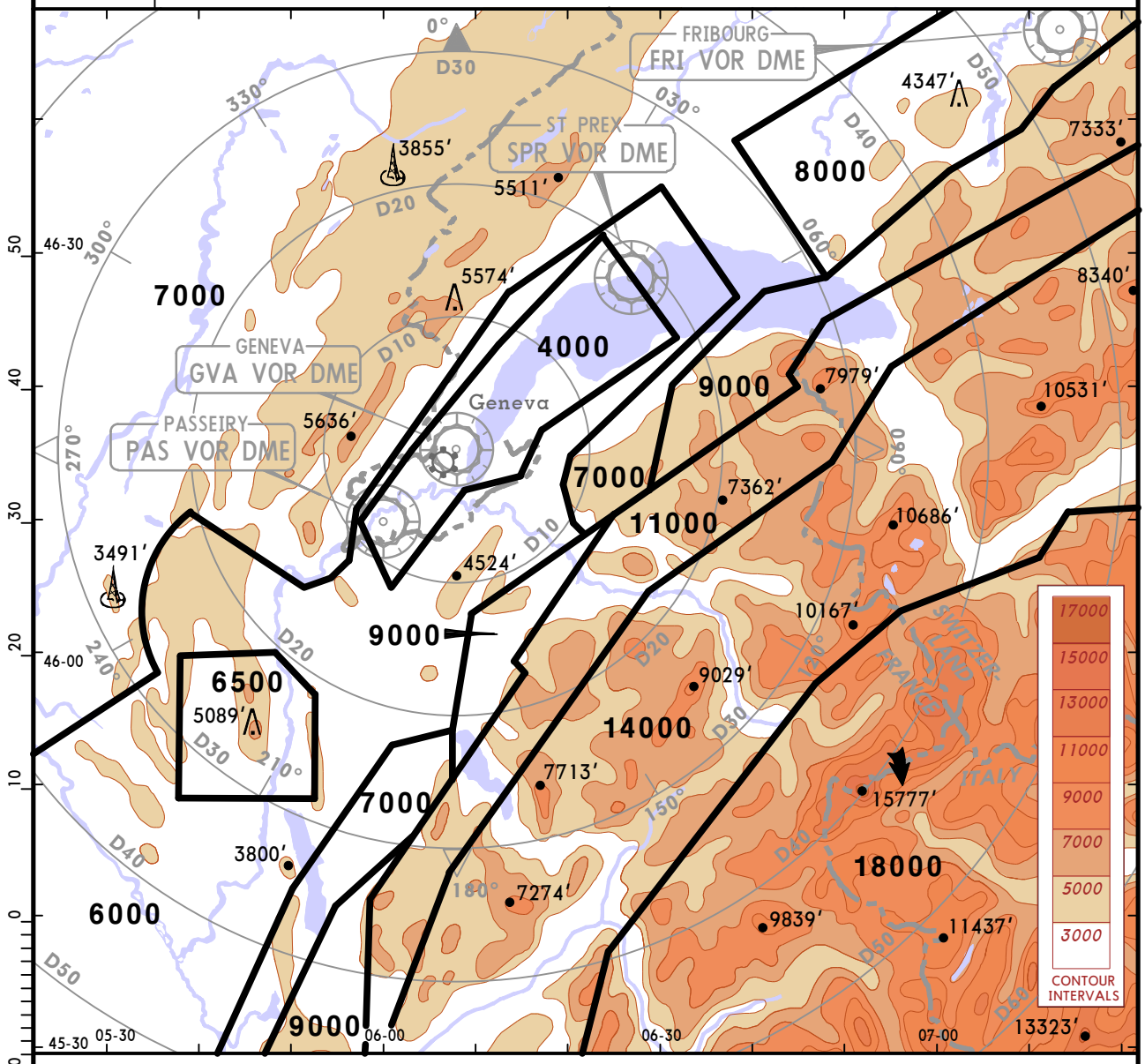
LSGG/GVA
GENEVA

JEPPESEN
5 SEP 08 (10-1R)

GENEVA, SWITZERLAND
RADAR MINIMUM ALTITUDES

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.

(FIS)
GENEVA INFORMATION 126.350

(APP) At ATC discretion
GENEVA APPROACH 130.555
GENEVA TRANSIT 136.450

*GLD only
ATIS 135.580
ATIS 124.755* (RCeO)

BALE INFORMATION 135.850
LYON INFORMATION 135.525
GENEVE INFORMATION 126.350

FRANCE
SWITZERLAND
REIMS LFEE FIR
MARSEILLE LFMM FIR

LF-R45S6.1 3200' SFC 800' SFC
LF-R45S6.2 3200' SFC 800' SFC
LF-R45C 800' SFC SFC
LF-R219 FL 85 FL 75
LF-R135 FL 85 FL 75
LS-R158A
LS-T81 FL 75/FL 85 TMA
LS-T80 FL 75/FL 95 TMA
LS-D19A
LS-D19 6600' SFC
LS-R19 6600' 3500'
LS-D7 9000' SFC

TMA (C) Genève 4 FL 195 FL 85
TMA (C) Lyon 8 FL 115 FL 75
TMA (C) Genève 2 FL 195 (C) 5500' (E) 3500'* *or 1000' SFC whichever is higher.
TMA (D) Chambery 2 FL 95 5500'*
TMA (D) Chambery 1 FL 95 3400'*
TMA (D) Payerne 2 FL 100 2800'
TMA (D) Payerne 6 FL 100 4500'
TMA Genève 2 FL 195 (C) 5500' (E) 3500'* *or 1000' SFC whichever is higher.

NDB 375 GLA
VOR/DME 113.90 SPR
VOR/DME 115.75 GVA
VOR/DME 116.60 PAS
VOR/DME 115.40 CBY

COL DE LA FAUCILLE
DIVONNE (Hôtel de Château)
TRANSIT CENTER MNM FL 100 R330/8
LA COTE
Le Leman
LAUSANNE
Evian
Thonon
Nyon
Vevey
Montreux
St. Claude
OYONNAX (Arbent)
Oyonnax
BELLEGARDE (Vouvray)
Bellegarde
GENEVE
ANNEMASSE
ARCHAMPS (Technopole)
HABERE-POCHE
PRAZ DE LYS
SAVOIE (Helicopteres)
LA ROCHE
MONTRICHER
LAUSANNE (La Blecherette)
LEYSIN
BEX
COLLOMBEY (Muraz)
CORLIER
CORBONOD
ANNECY (Meythet)
ANNECY
SALLANCHES (Mont Blanc)
CHAMONIX (Croix de Lognan)
CHAMONIX (Sécurité)

LF-D74 800' SFC SFC
LF-R30A
LF-R30B
13,524' FL 115* SFC *or 3300' SFC

1000' SFC
3300' SFC
SWITZERLAND MARSEILLE LSAS FIR

Altitudes in ft
Distances in NM

CHANGES: COM - Airspace.

Genève TMA

For entry into class (C) airspace of TMA, ATC clearance is mandatory for all ACFT, from GENEVA INFORMATION. Clearance must be requested not later than 10 MIN prior to entering airspace (C) of TMA.

Transponder SSR Mode C mandatory.

In principle, ACFT in transit must avoid airspace class (C) of TMA. ACFT arriving or departing ADs Genève, Annemasse, Bellegarde or La Côte must operate below airspace class (C) of TMA. In order to limit noise pollution, a MNM ALT of 3000′ is recommended.
Exceptions may be granted depending to ACFT type, the type of flight or MET conditions.

A clearance to enter Geneva TMA takes account of the traffic situation.

Genève TMA

Für Einflüge in den Teil der TMA Genève mit Luftraum (C) ist für alle Luftfahrzeuge eine Freigabe von GENEVA INFORMATION anzufordern. Dies hat spätestens 10 MIN vor Erreichen des Luftraums (C) der TMA zu erfolgen.

Transponder SSR Mode C vorgeschrieben.

Prinzipiell müssen Transitflüge den Luftraum (C) der TMA meiden. An- oder Abflüge nach/von den Plätzen Genève, Annemasse, Bellegarde und La Côte sollen unterhalb Luftraum (C) der TMA erfolgen.
Um Lärmbelästigungen zu vermeiden, ist eine Mindesflughöhe von 3000′ gefordert.
Ausnahmen können je nach dem Flugzeugtyp, der Art des Fluges oder den Witterungsbedingungen gewährt werden.

Eine Genehmigung zum Einflug in die TMA Genf wird unter Berücksichtigung der Verkehrssituation gegeben.

TMA Genève

Pour pénétrer dans l'espace TMA de classe (C), une autorisation ATC préalable est obligatoire pour tous les aéronefs à GENEVE INFORMATION. Ces autorisations doivent être demandées au plus tard 10 MIN avant de pénétrer dans l'éspace de classe (C) de la TMA.

Transpondeur SSR Mode C obligatoire.

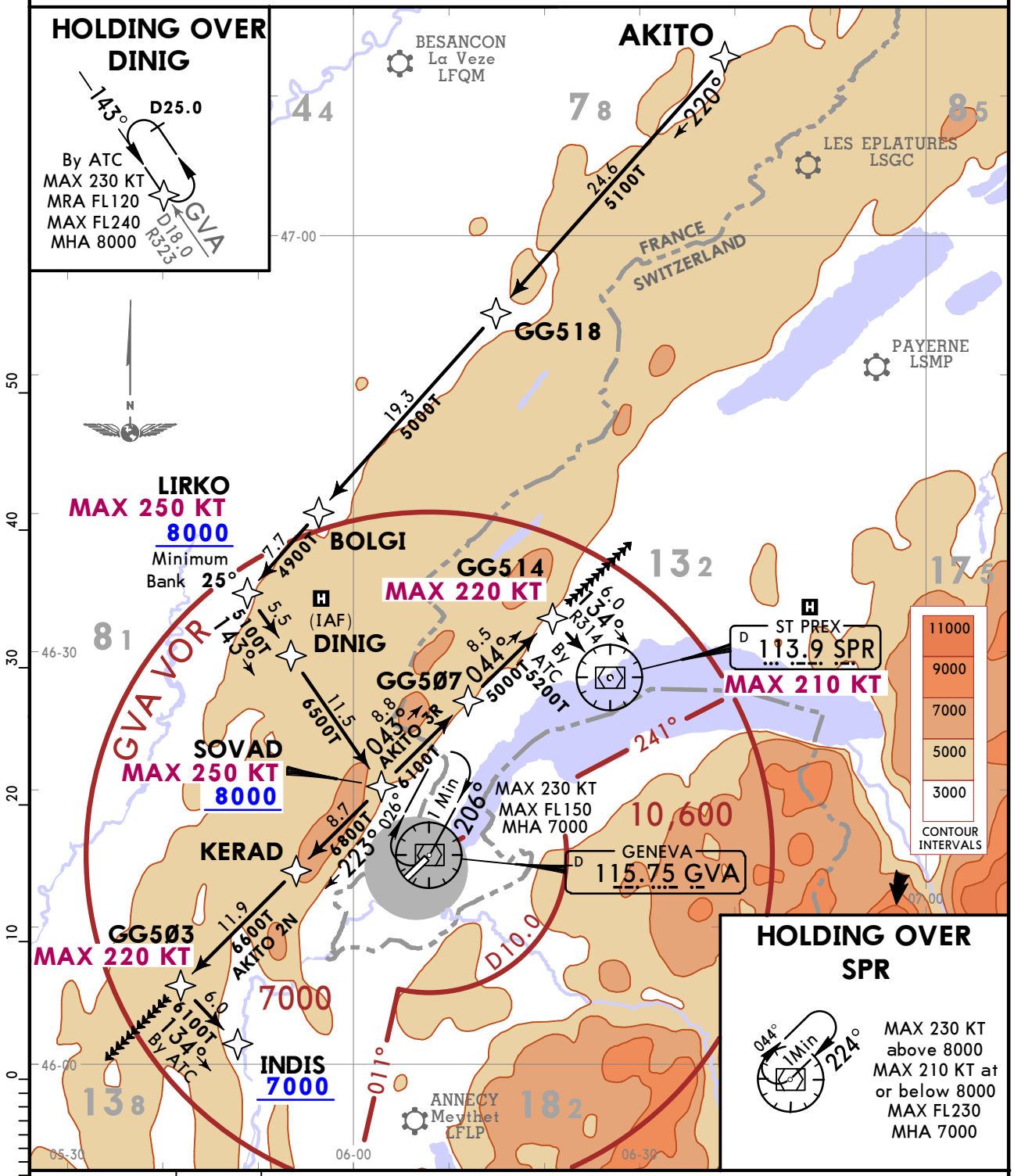
Les aéronefs en transit doivent en principe éviter les espaces de classe (C) de la TMA. Les aéronefs à destination de Genève, Annemasse, Bellegarde et La Côte ou quittant ces derniers doivent voler au-dessous des espaces de la classe (C) de la TMA. En vue de limiter les nuisances sonores, une altitude minimale de 3000′ est recommandée. Des exceptions peuvent être accordées suivant le type d'appareil, le genre de vol ou les conditions météorologiques.

Une autorisation de pénétrer en TMA de Genève est accordée compte tenu de la situation de trafic.

D-ATIS	Apt Elev	
135.580	1411	Alt Set: hPa Trans level: By ATC **1. P-RNAV or RNAV 1 required.** **2. GNSS required.** 3. No turn onto base unless cleared by ATC. 4. EXPECT RADAR vectors to final approach.

AKITO 2N [AKIT2N]
AKITO 3R [AKIT3R]
RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



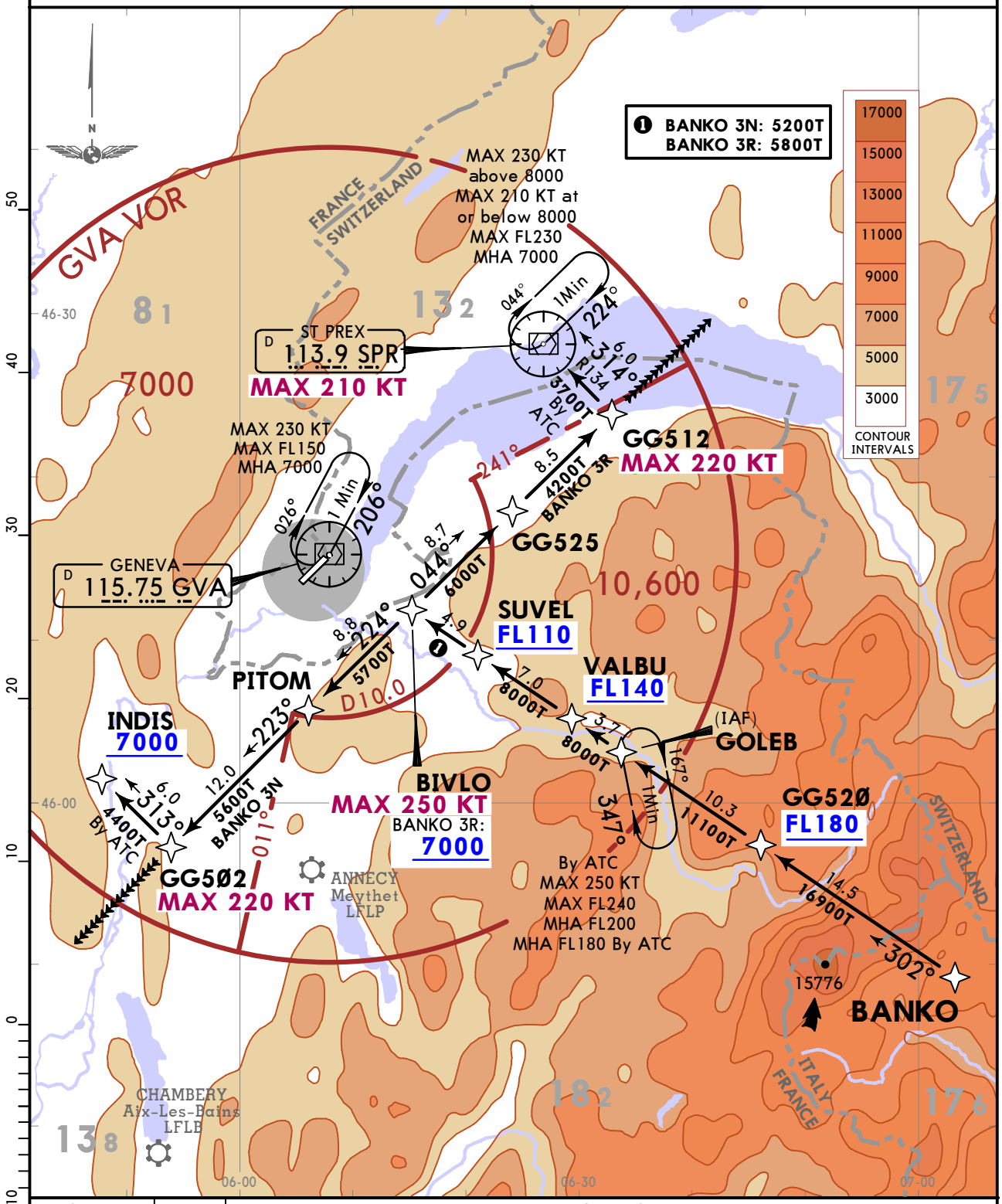
STAR	RWY	ROUTING
AKITO 2N	04	Via GG518 and BOLGI to LIRKO, then via DINIG to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
AKITO 3R	22	Via GG518 and BOLGI to LIRKO, then via DINIG to SOVAD, then to GG507, then to GG514, continue on track. By ATC to SPR to intercept final approach.

CHANGES: None.

D-ATIS	Apt Elev	
135.580	1411	Alt Set: hPa Trans level: By ATC **1. P-RNAV or RNAV 1 required.** **2. GNSS required.** 3. No turn onto base unless cleared by ATC. 4. EXPECT RADAR vectors to final approach.

BANKO 3N [BANK3N]
BANKO 3R [BANK3R]
RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



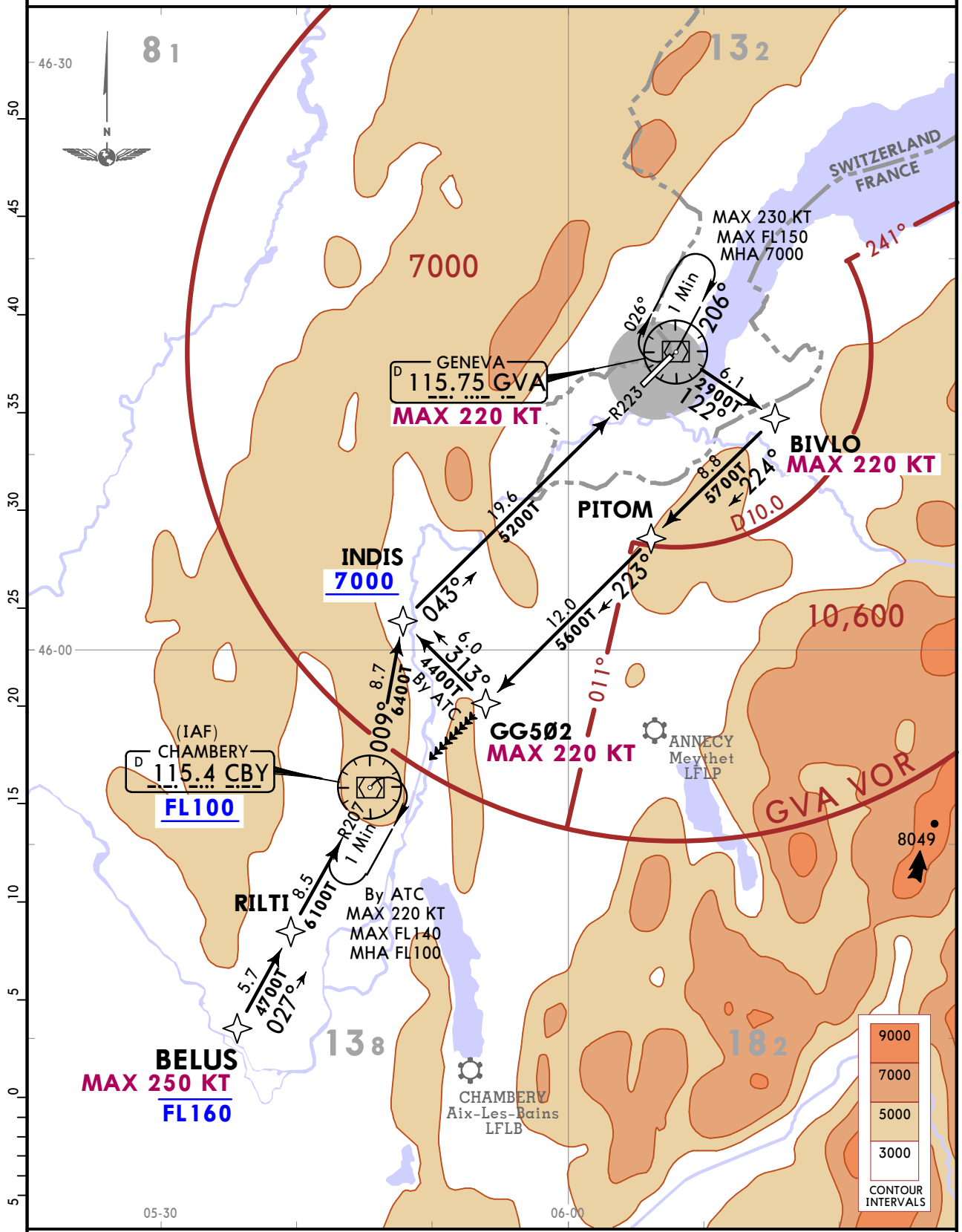
STAR	RWY	ROUTING
BANKO 3N	04	Via GG520, GOLEB, VALBU and SUVEL to BIVLO, then to PITOM, then to GG502, continue on track. By ATC to INDIS to intercept final approach.
BANKO 3R	22	Via GG520, GOLEB, VALBU and SUVEL to BIVLO, then to GG525, then to GG512, continue on track. By ATC to SPR to intercept final approach.

CHANGES: Crossings at GG520 & GOLEB revised & withdrawn.

D-ATIS	Apt Elev	
135.580	1411	Alt Set: hPa Trans level: By ATC **1. P-RNAV or RNAV 1 required.** **2. GNSS required.** 3. No turn onto base unless cleared by ATC. 4. EXPECT RADAR vectors to final approach.

BELUS 3N [BELU3N]
RWY 04 RNAV ARRIVAL

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



ROUTING

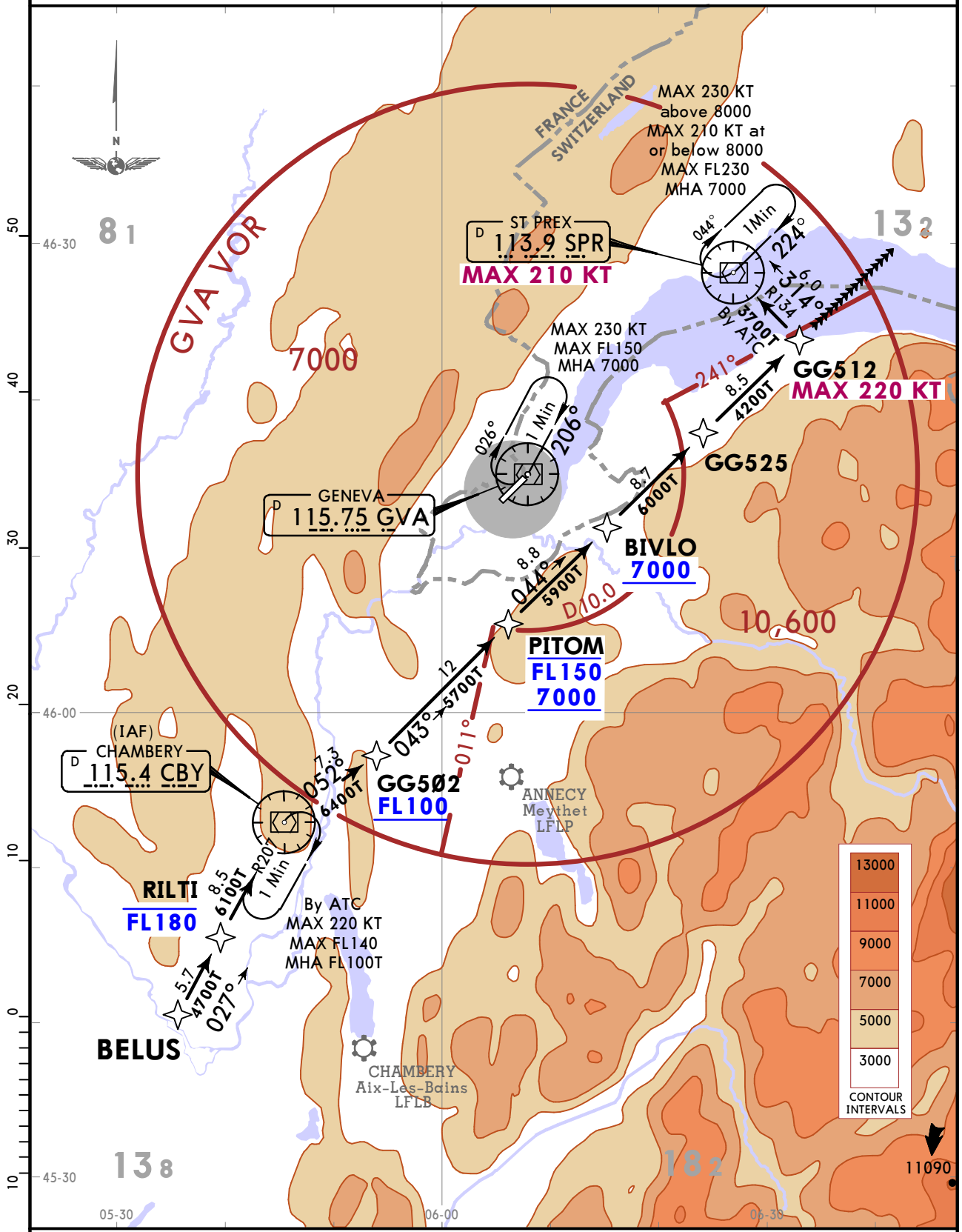
Via RILTI to CBY, then to INDIS, then to GVA, then to BIVLO, then to PITOM, then to GG502, continue on track. By ATC to INDIS to intercept final approach.

CHANGES: MSA; MOCA; availability.

D-ATIS	Apt Elev	
135.580	1411	Alt Set: hPa Trans level: By ATC **1. P-RNAV or RNAV 1 required.** **2. GNSS required.** 3. No turn onto base unless cleared by ATC. 4. EXPECT RADAR vectors to final approach.

BELUS 3R [BELU3R]
RWY 22 RNAV ARRIVAL

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



ROUTING

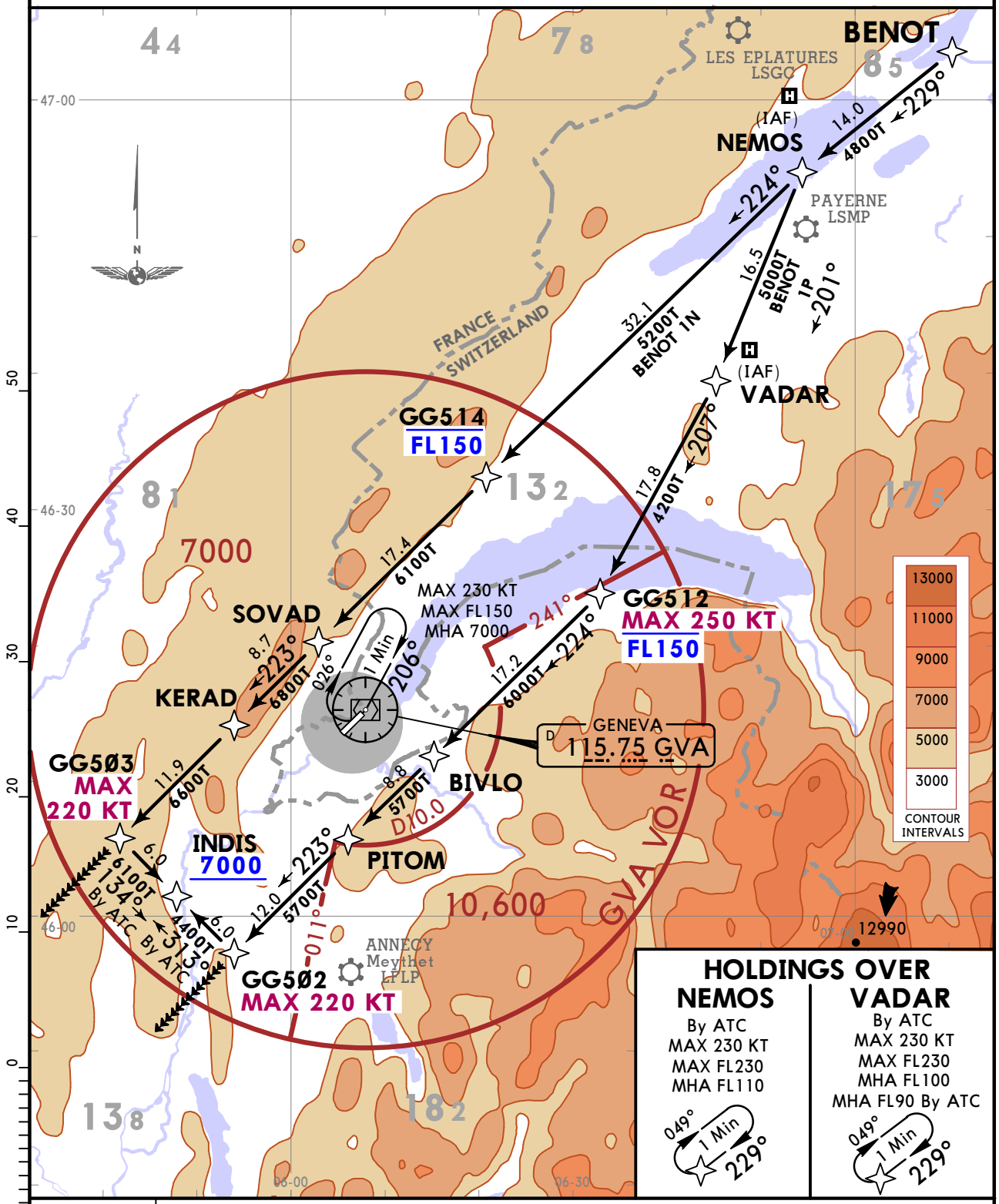
Via RILTI to CBY, then to GG502, then to PITOM, then to BIVLO, then to GG525, then to GG512, continue on track. By ATC to SPR to intercept final approach.

CHANGES: MSA; MOCA; availability.

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
135.580	1411	**1. P-RNAV or RNAV 1 required.** **2. GNSS required.** 3. No turn onto base unless cleared by ATC. 4. EXPECT RADAR vectors to final approach.

BENOT 1N [BENO1N]
BENOT 1P [BENO1P]
RWY 04 RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



HOLDINGS OVER

NEMOS
By ATC
MAX 230 KT
MAX FL230
MHA FL110
049° 1 Min 229°

VADAR
By ATC
MAX 230 KT
MAX FL230
MHA FL100
MHA FL90 By ATC
049° 1 Min 229°

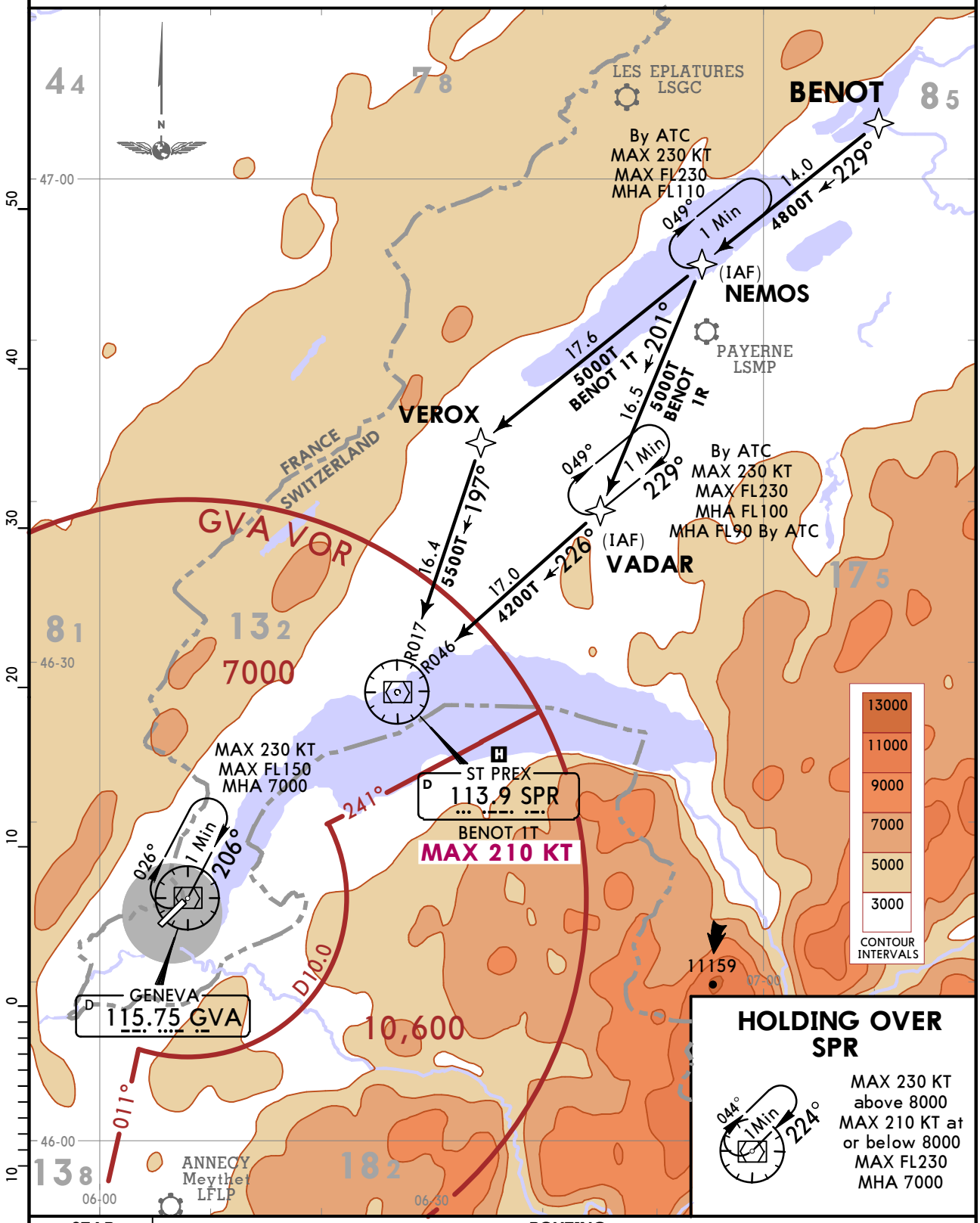
STAR	ROUTING
BENOT 1N	To NEMOS, then via GG514 to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
BENOT 1P	To NEMOS, then to VADAR, then to GG512, then via BIVLO to PITOM, then to GG502, continue on track. By ATC to INDIS to intercept final approach.

CHANGES: MSA; MOCA; availability.

D-ATIS	Apt Elev	
135.580	1411	Alt Set: hPa Trans level: By ATC **1. P-RNAV or RNAV 1 required.** **2. GNSS required.** 3. No turn onto base unless cleared by ATC. 4. EXPECT RADAR vectors to final approach.

BENOT 1R [BENO1R]
BENOT 1T [BENO1T]
RWY 22 RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



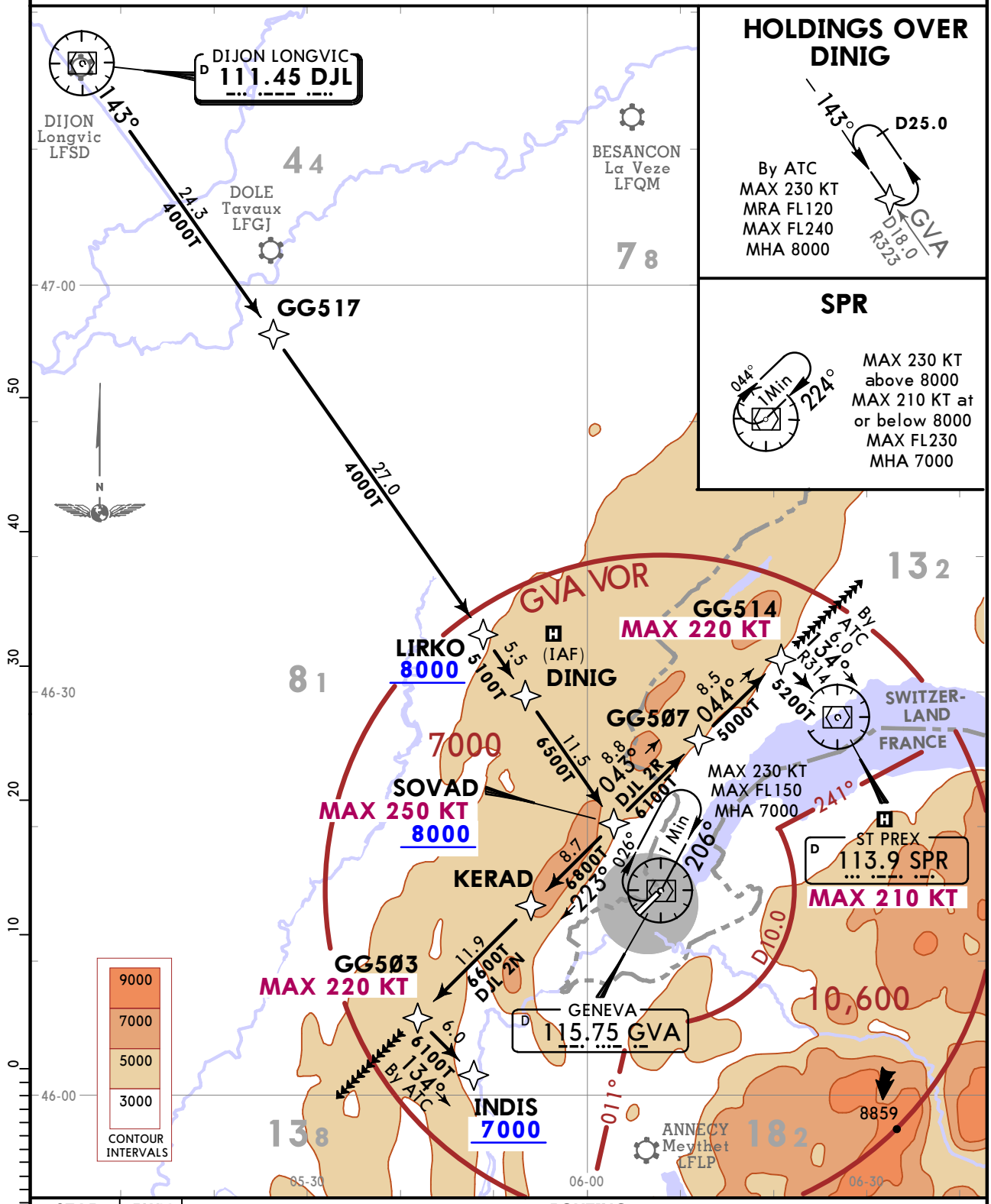
STAR	ROUTING
BENOT 1R	To NEMOS, then to VADAR, then to SPR, intercept final approach.
BENOT 1T	To NEMOS, then to VEROX, then to SPR, intercept final approach.

CHANGES: MSA; MOCA; availability.

D-ATIS	Apt Elev	
135.580	1411	Alt Set: hPa Trans level: By ATC **1. P-RNAV or RNAV 1 required.** **2. GNSS required.** 3. No turn onto base unless cleared by ATC. 4. EXPECT RADAR vectors to final approach.

DIJON 2N (DJL 2N)
DIJON 2R (DJL 2R)
RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



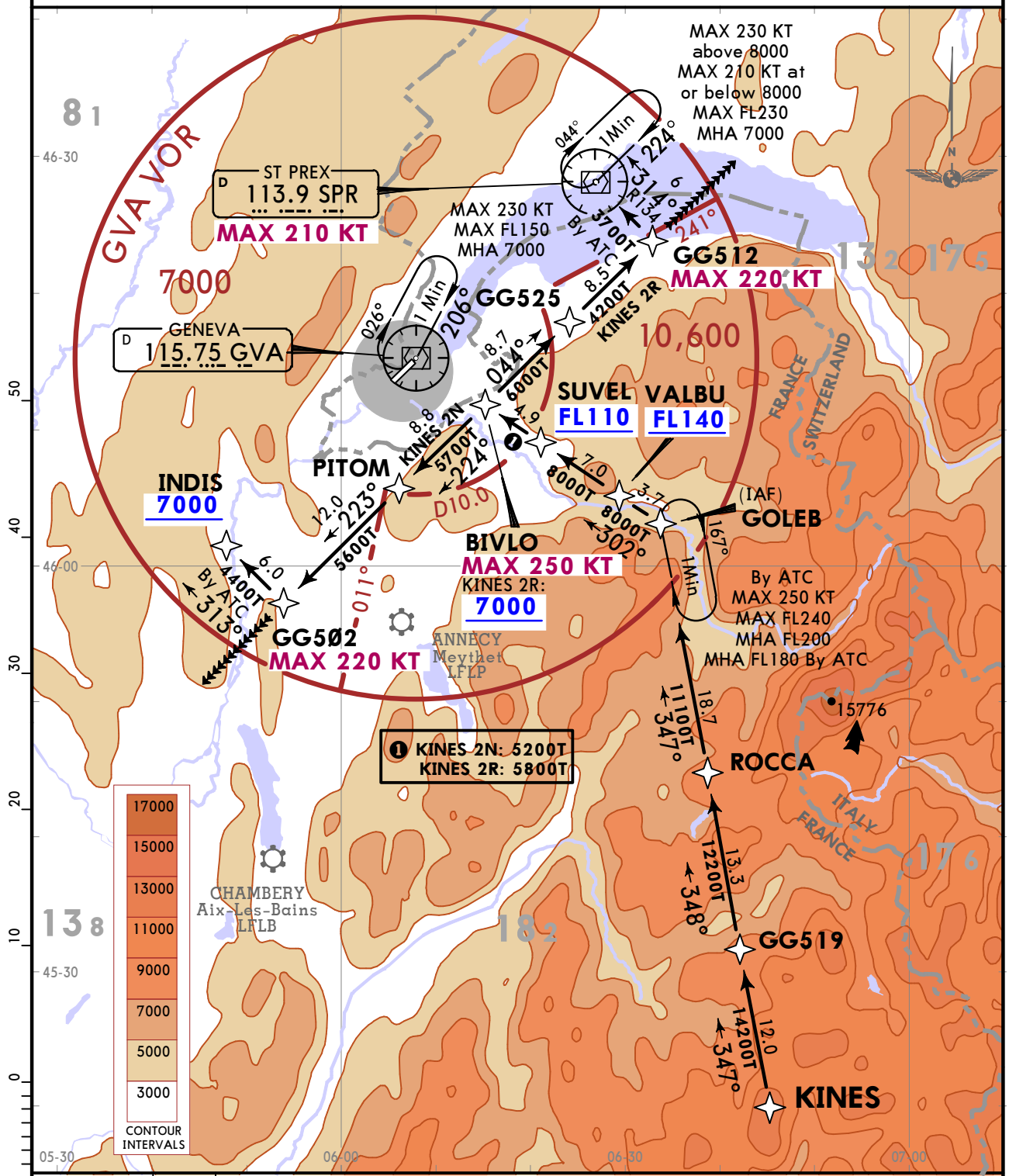
STAR	RWY	ROUTING
DJL 2N	04	Via GG517, LIRKO and DINIG to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
DJL 2R	22	Via GG517, LIRKO and DINIG to SOVAD, then to GG507, then to GG514, continue on track. By ATC to SPR to intercept final approach.

CHANGES: None.

D-ATIS	Apt Elev	
135.580	1411	Alt Set: hPa Trans level: By ATC **1. P-RNAV or RNAV 1 required.** **2. GNSS required.** 3. No turn onto base unless cleared by ATC. 4. EXPECT RADAR vectors to final approach.

KINES 2N [KINE2N]
KINES 2R [KINE2R]
RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



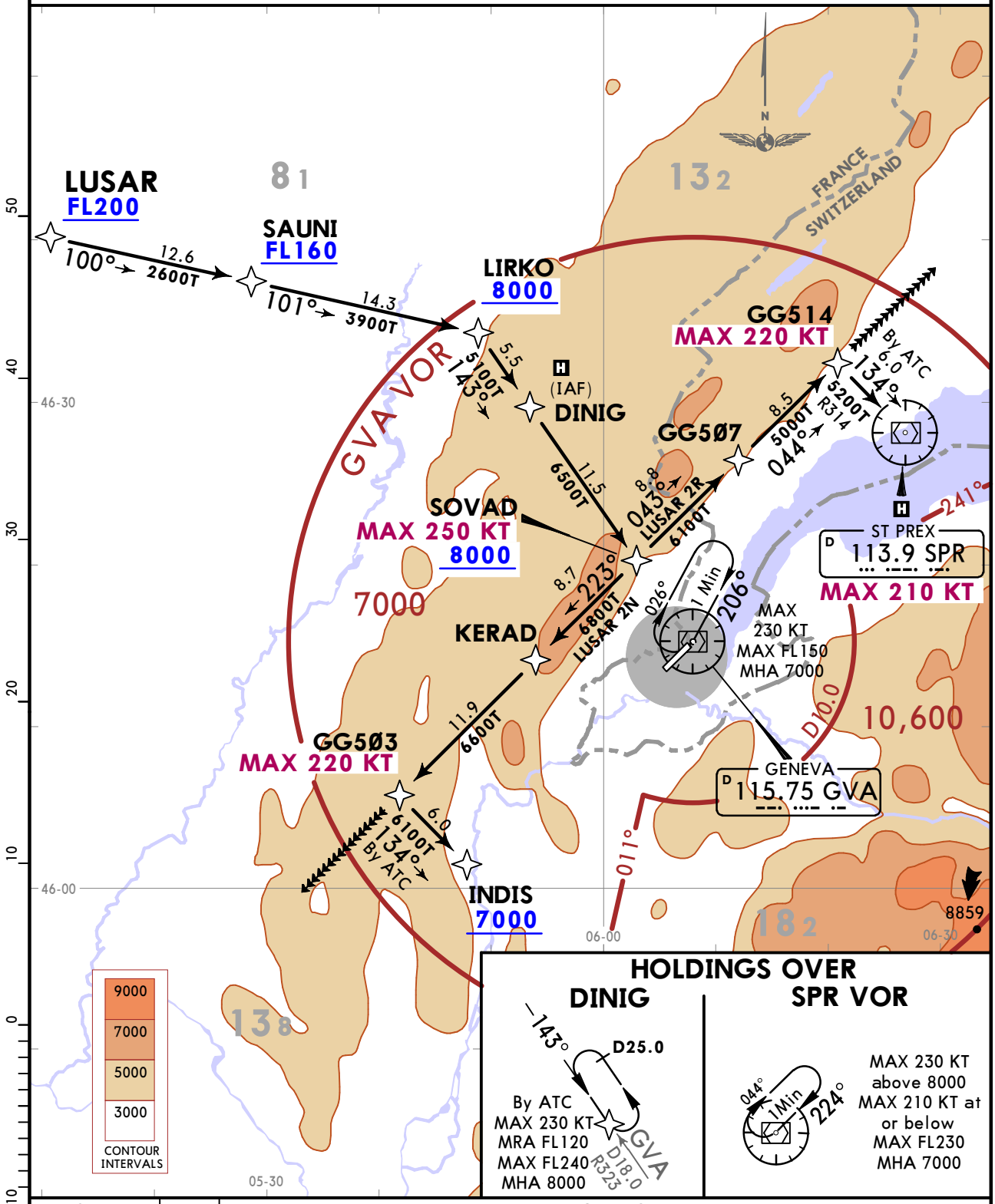
STAR	RWY	ROUTING
KINES 2N	04	To GG519, then to ROCCA, then to GOLEB, then via VALBU and SUVEL to BIVLO, then to PITOM, then to GG502, continue on track. By ATC to INDIS to intercept final approach.
KINES 2R	22	To GG519, then to ROCCA, then to GOLEB, then via VALBU and SUVEL to BIVLO, then to GG525, then to GG512, continue on track. By ATC to SPR to intercept final approach.

CHANGES: Crossing at GOLEB withdrawn.

D-ATIS	Apt Elev	
135.580	1411	Alt Set: hPa Trans level: By ATC **1. P-RNAV or RNAV 1 required.** **2. GNSS required.** 3. No turn onto base unless cleared by ATC. 4. EXPECT RADAR vectors to final approach.

LUSAR 2N [LUSA2N]
LUSAR 2R [LUSA2R]
RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



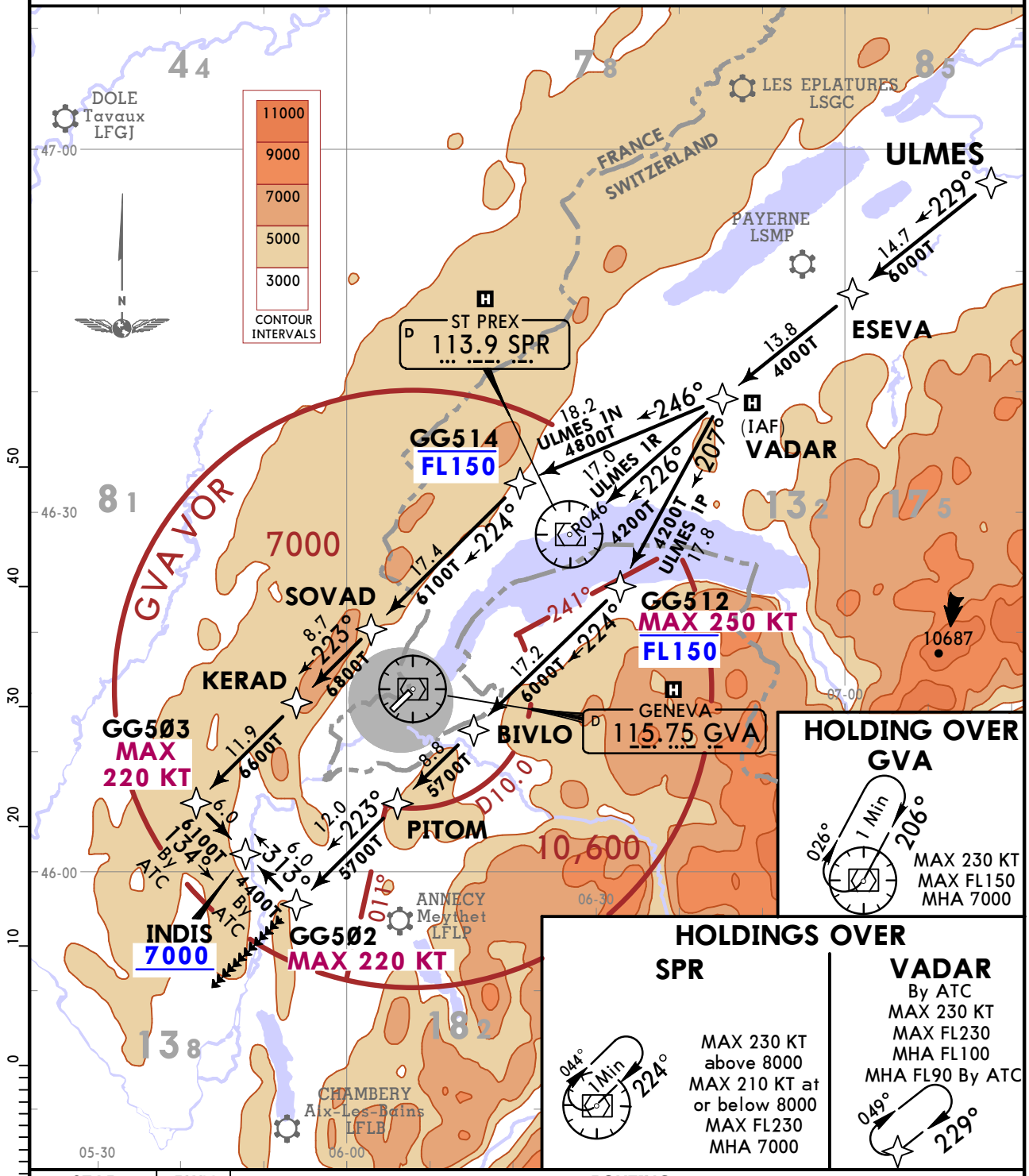
STAR	RWY	ROUTING
LUSAR 2N	**04**	To SAUNI, then to LIRKO, then via DINIG to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
LUSAR 2R	**22**	To SAUNI, then to LIRKO, then via DINIG to SOVAD, then to GG507, then to GG514, continue on track. By ATC to SPR to intercept final approach.

CHANGES: MSA; RNAV STARs renumbered & revised.

D-ATIS	Apt Elev	
135.580	1411	Alt Set: hPa Trans level: By ATC **1. P-RNAV or RNAV 1 required.** **2. GNSS required.** 3. No turn onto base unless cleared by ATC. 4. EXPECT RADAR vectors to final approach.

ULMES 1N [ULME1N]
ULMES 1P [ULME1P]
ULMES 1R [ULME1R]
RNAV ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



STAR	RWY	ROUTING
ULMES 1N	**04**	Via ESEVA to VADAR, then to GG514, then to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
ULMES 1P		Via ESEVA to VADAR, then to GG512, then via BIVLO to PITOM, then to GG502, continue on track. By ATC to INDIS to intercept final approach.
ULMES 1R	**22**	Via ESEVA to VADAR, then to SPR, intercept final approach.

CHANGES: MSA; MOCA; availability.

D-ATIS	Apt Elev	Alt Set: hPa
135.580	1411	Trans level: By ATC

FRIBOURG 2S (FRI 2S)
FRIBOURG 2T (FRI 2T)
ALL RWYS ARRIVALS

SPEED: MAX 250 KT BELOW FL100
OR
AS BY ATC

1 EXPECT ATC clearance to
FRI 2S: intercept final axis to RWY 04 not later than BELKA at or above 6000.
FRI 2T: initiate the approach to RWY 22 from SPR at or above 7000.

ROMOM
7000

FRIBOURG
110.85 FRI

ST PREX
113.9 SPR

PETAL

D36.0 FRI
FL150

D33.0 CBY
FL90

(IAF)
GENEVA
115.75 GVA
7000

MAX 230 KT
MAX FL150
MHA 7000

BELKA

SALEV
7000

PINOT

CHAMBERY
115.4 CBY

GVA VOR

SION
LSGS

ANNECY
Meythet
LFLP

SWITZERLAND
FRANCE
ITALY

10,600

CONTOUR INTERVALS
17000
15000
13000
11000
9000
7000
5000
3000

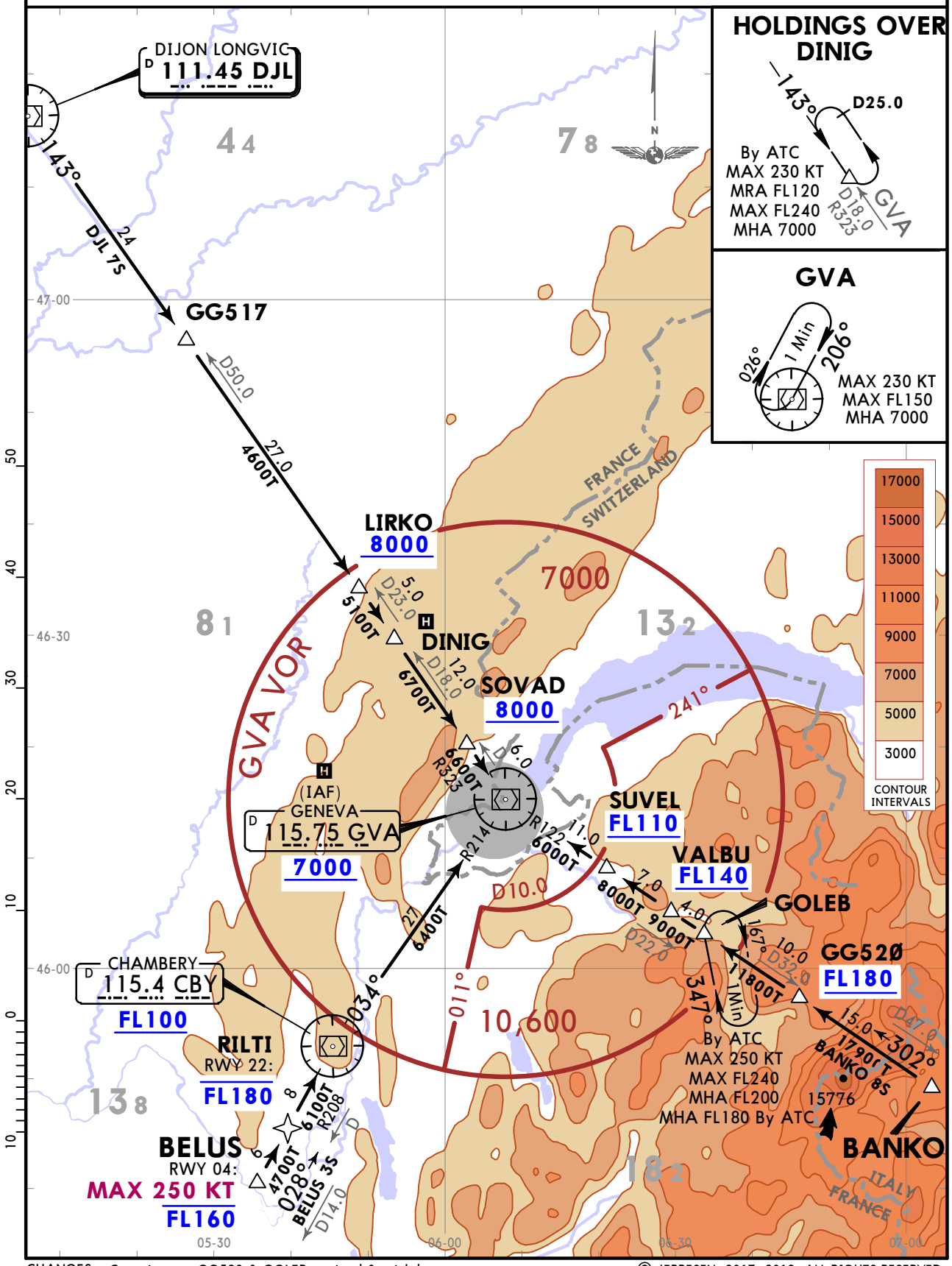
HOLDING OVER ROMOM

Do not overfly
268°
D9.0
FRIBOURG
950°
D12.0
By ATC
MAX 170 KT
MAX FL120
MHA FL90

D-ATIS	Apt Elev	Alt Set: hPa Trans level: By ATC
135.580	1411	

BANKO 8S [BANK8S]
BELUS 3S [BELU3S]
DIJON 7S (DJL 7S) [DJL7S]
ALL RWYS ARRIVALS

SPEED: MAX 250 KT BELOW FL100 OR AS BY ATC



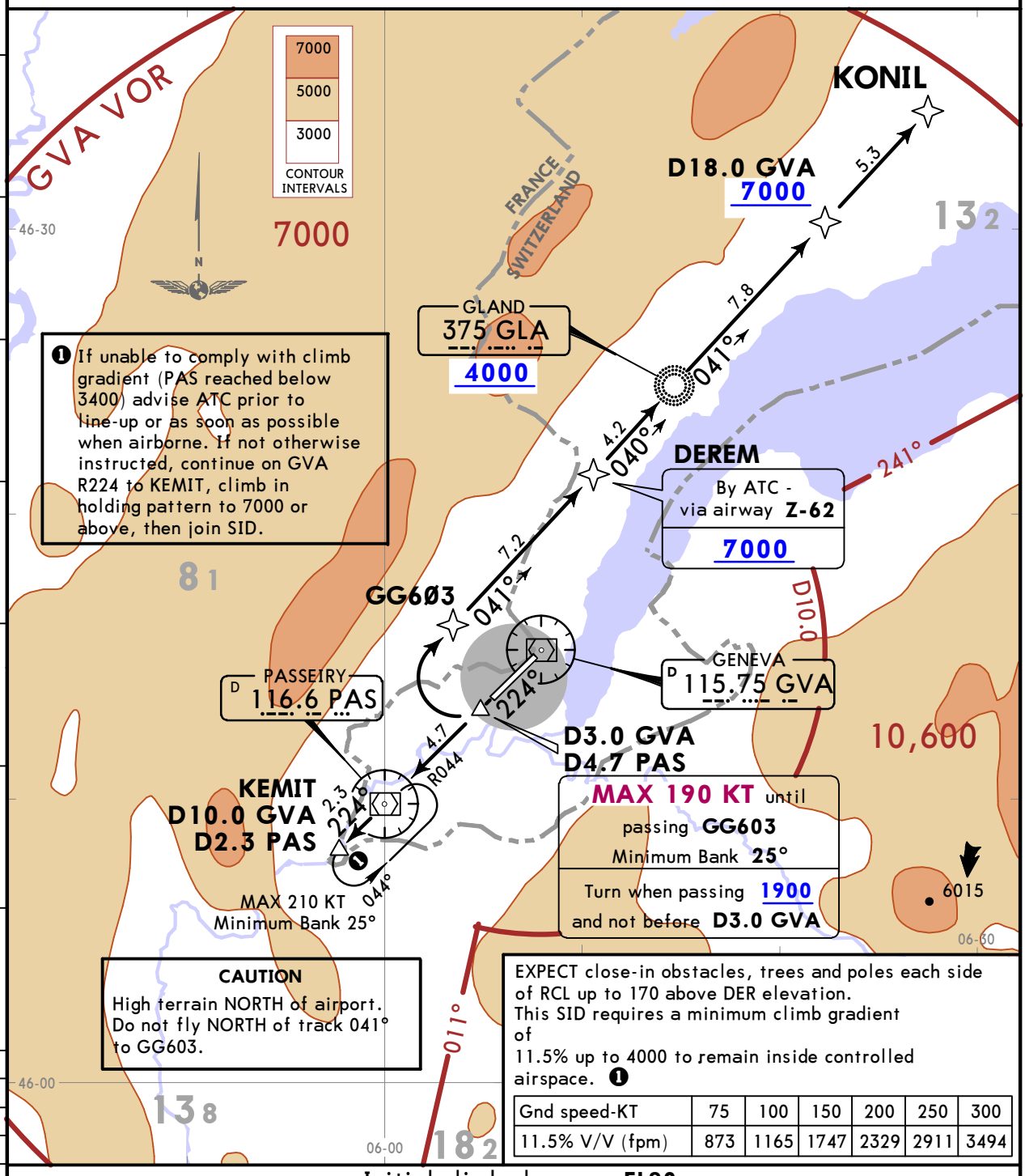
CHANGES: Crossings at GG520 & GOLEB revised & withdrawn.

GENEVA Departure (R) 119.530	Apt Elev 1411	Trans alt: 7000 **1. P-RNAV or RNAV 1 certification required. 2. GNSS required.** 3. Contact GENEVA Departure when instructed. 4. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory. 5. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full runway length.

KONIL 5J [KONI5J]
RWY 22 RNAV DEPARTURE

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

SPEED: MAX 250 KT BELOW FL100



Gnd speed-KT	75	100	150	200	250	300
11.5% V/V (fpm)	873	1165	1747	2329	2911	3494

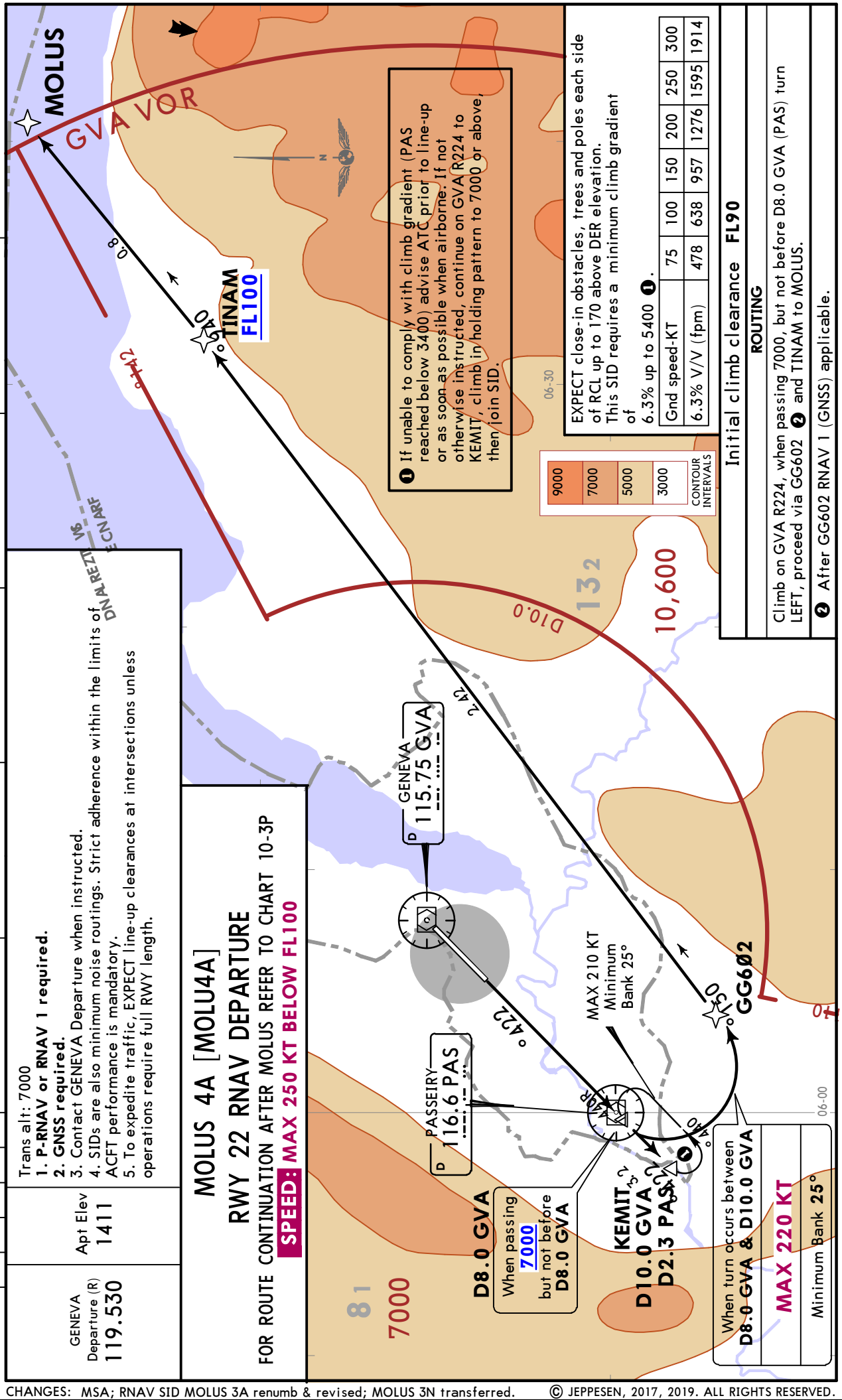
Initial climb clearance **FL90**

ROUTING

Climb on GVA R224, when passing 1900 and not before D3.0 GVA (D4.7 PAS) turn RIGHT (MAX 190 KT until passing GG603, minimum bank 25°), proceed via GG603 2, DEREM and GLA to KONIL.

2 After GG603 RNAV 1 (GNSS) applicable.

CHANGES: MSA; SID renumbered & revised.



MOLUS 4N [MOLU4N]
RWY 04 RNAV DEPARTURE
FOR ROUTE CONTINUATION AFTER MOLUS REFER TO CHART 10-3P

SPEED: MAX 250 KT BELOW FL100

GENEVA Departure (R) 119.530
GENEVA Tower 118.7
Apt Elev 1411

Trans alt: 7000
1. **P-RNAV or RNAV 1 required. 2. GNSS required.**
3. Contact GENEVA Departure when instructed. 4. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory.
5. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full RWY length. 6. Due to wake turbulence, all ACFT except heavy jets should be prepared for full-length departures and departures from displaced THR. ATC will provide line-up instructions. If unable to accept departures from displaced THR pilots shall advise Tower on initial call.

MOLUS FL100
GVA VOR
SWITZERLAND
FRANCE
PETAL 5000
4.6 I
GENEVA 115.75 GVA
10,600
7000
CONTOUR INTERVALS 9000 7000 5000 3000

EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.
This SID requires a minimum climb gradient of 5.4% up to 1600.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

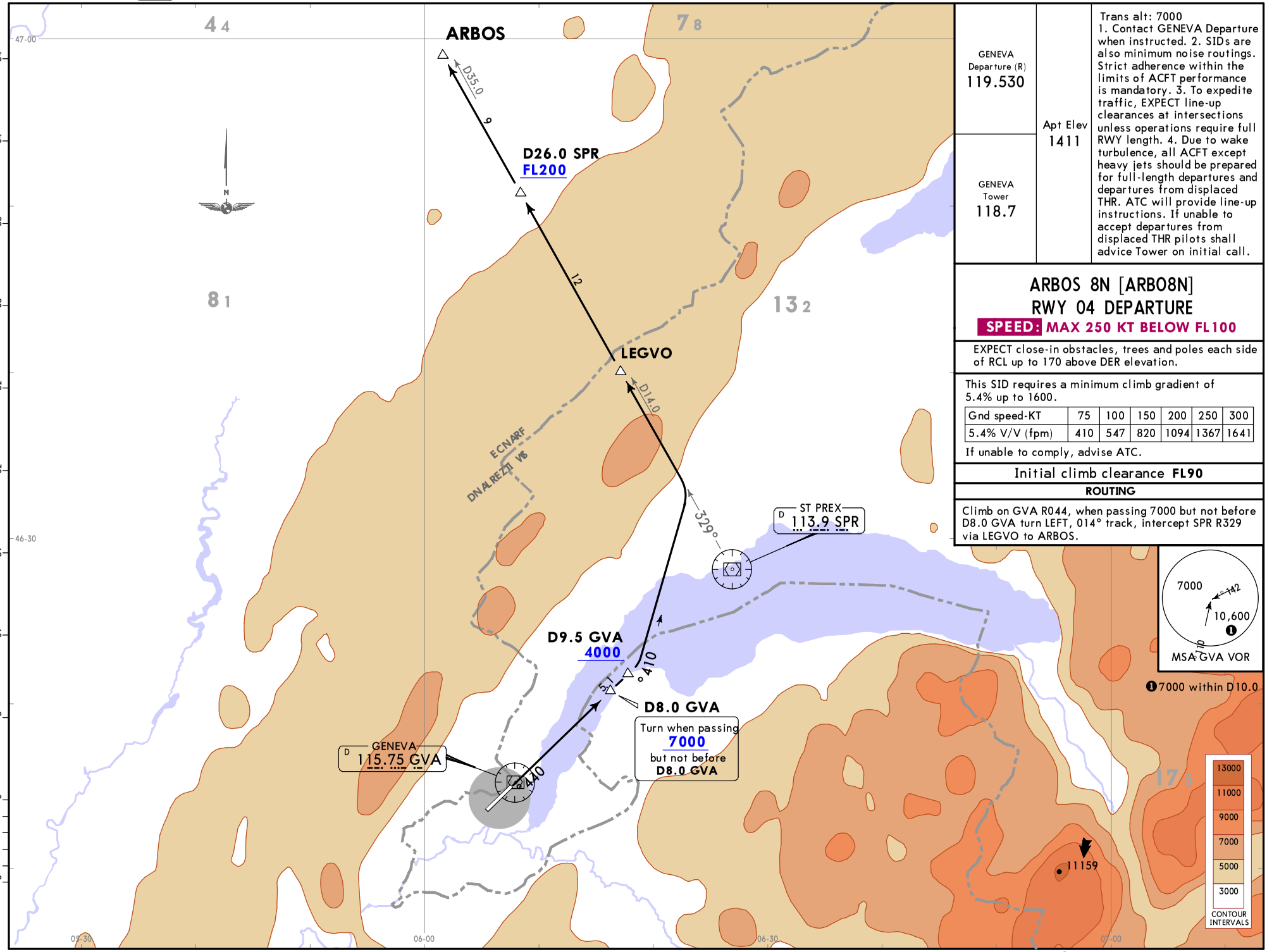
If unable to comply advise ATC.

Initial climb clearance FL90

ROUTING

Climb straight ahead to PETAL, turn RIGHT to MOLUS.

CHANGES: New chart (MOLUS RNAV SID renumb & revised; chart reindexed).



GENEVA Departure (R) 119.530	Apt Elev 1411	Trans alt: 7000 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory. 3. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full RWY length. 4. Due to wake turbulence, all ACFT except heavy jets should be prepared for full-length departures and departures from displaced THR. ATC will provide line-up instructions. If unable to accept departures from displaced THR pilots shall advise Tower on initial call.
GENEVA Tower 118.7		

ARBOS 8N [ARBO8N]
RWY 04 DEPARTURE

SPEED: MAX 250 KT BELOW FL100

EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.

This SID requires a minimum climb gradient of 5.4% up to 1600.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

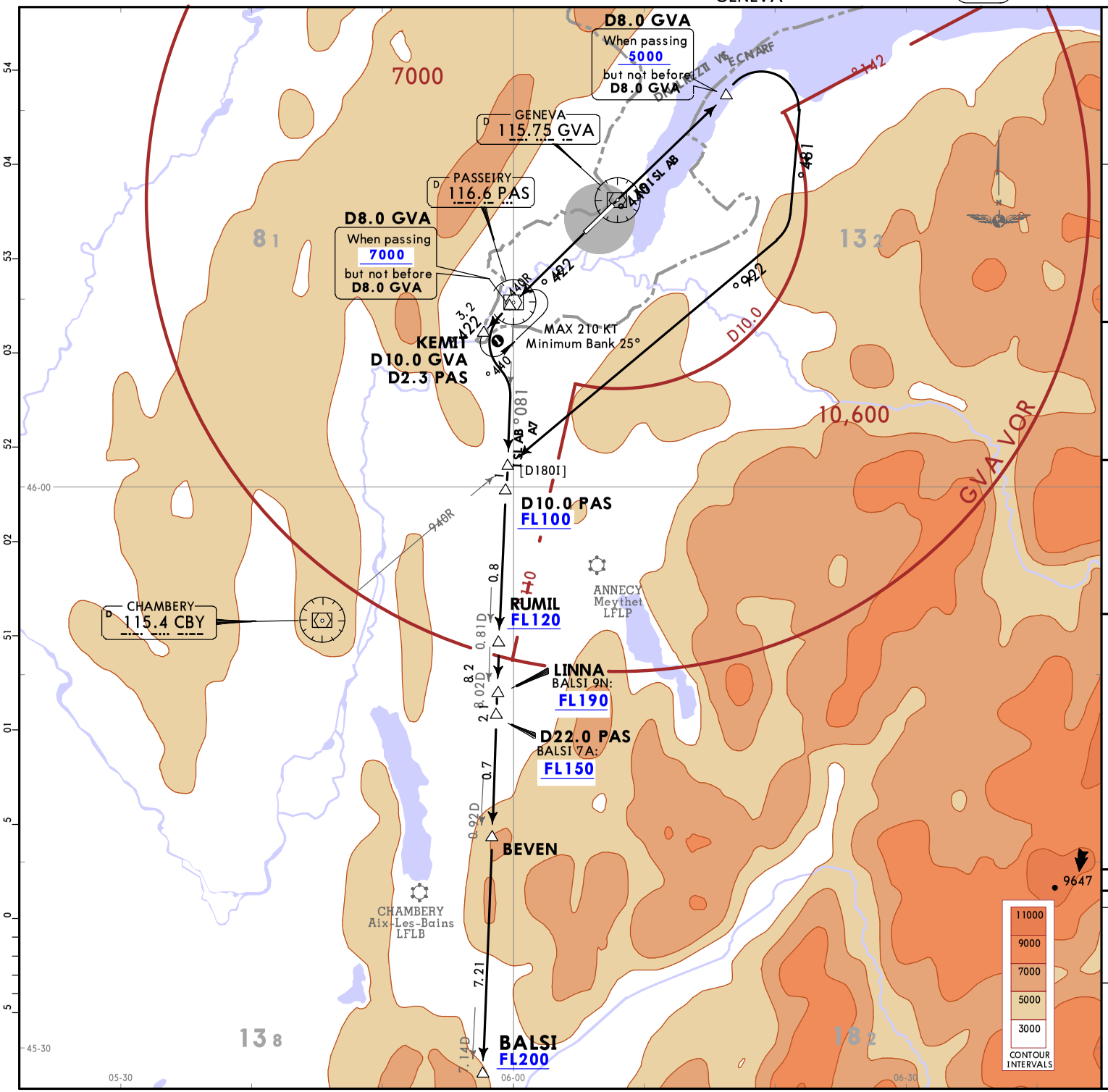
If unable to comply, advise ATC.

Initial climb clearance **FL90**

ROUTING

Climb on GVA R044, when passing 7000 but not before D8.0 GVA turn LEFT, 014° track, intercept SPR R329 via LEGVO to ARBOS.

CHANGES: MSA; SID renumbered & revised.



GENEVA Departure (R) 119.530	Apt Elev 1411	Trans alt: 7000 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory. 3. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full RWY length. 4. RWY 04: Due to wake turbulence, all ACFT except heavy jets should be prepared for full-length departures and departures from displaced THR. ATC will provide line-up instructions. If unable to accept departures from displaced THR pilots shall advice Tower on initial call.
GENEVA Tower 118.7		

BALSI 7A [BALS7A]
BALSI 9N [BALS9N]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

❶ If unable to comply with climb gradient (PAS reached below 3400) advise ATC prior to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R224 to KEMIT, climb in holding pattern to 7000 or above, then join SID.

EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.
These SIDs require minimum climb gradients of
BALSI 7A: 6.3% up to 5400. ❶
BALSI 9N: 5.4% up to 6100.
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Initial climb clearance **FL90**

SID	RWY	ROUTING
BALSI 7A	**22**	Climb on GVA R224, when passing 7000, but not before D8.0 GVA (PAS) turn LEFT, intercept PAS R180 via RUMIL and BEVEN to BALSI.
BALSI 9N	**04**	Climb on GVA R044, when passing 5000, but not before D8.0 GVA turn RIGHT,184° track, intercept CBY R049 inbound, intercept PAS R180 via RUMIL, LINNA and BEVEN to BALSI.

CHANGES: MSA; SIDs renumbered & revised.

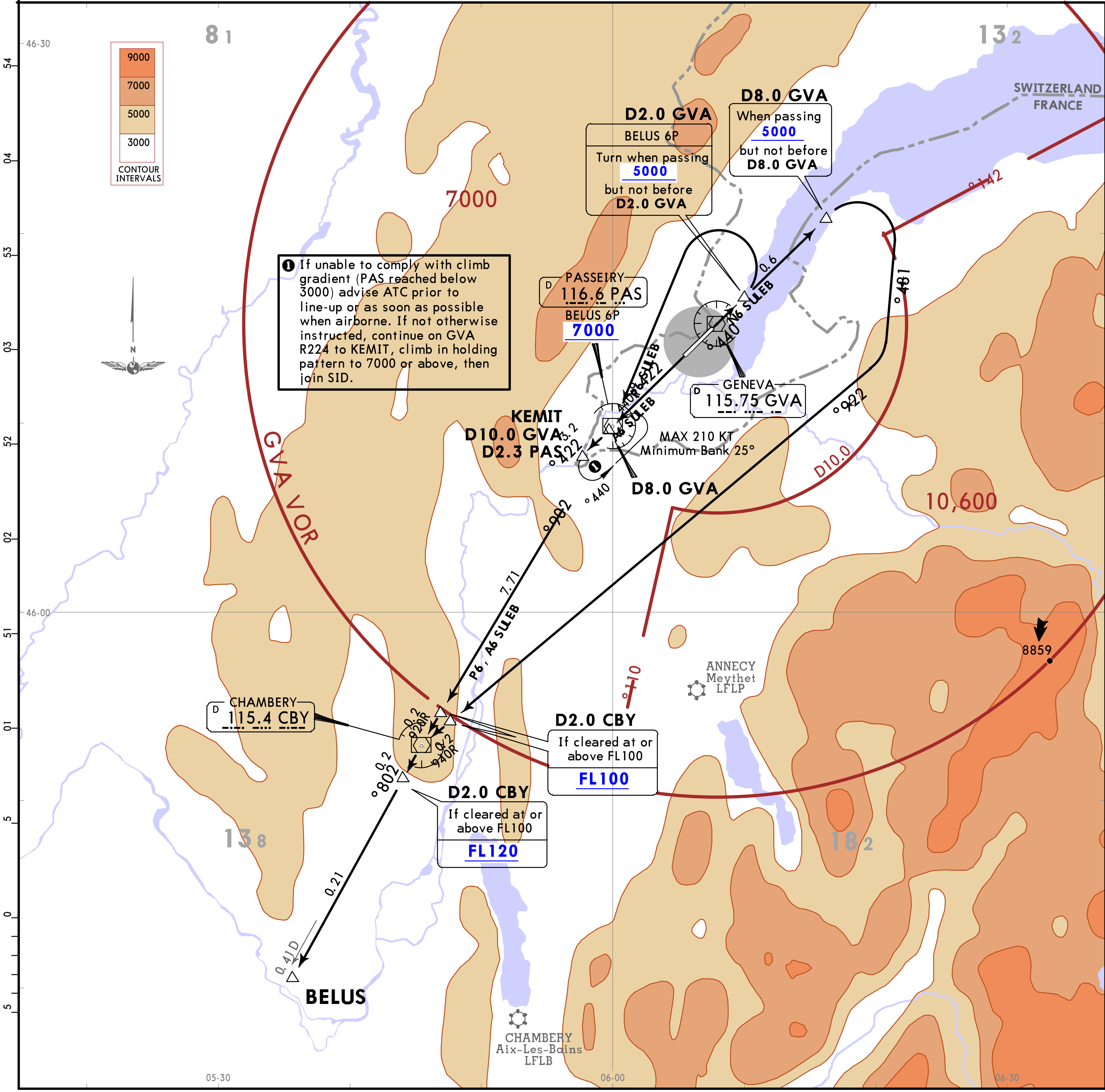
GENEVA Departure (R)	GENEVA Tower	Apt Elev
119.530	118.7	1411

Trans alt: 7000
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory.3. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full RWY length. 4. RWY 04: Due to wake turbulence, all ACFT except heavy jets should be prepared for full-length departures and departures from displaced THR. ATC will provide line-up instructions. If unable to accept departures from displaced THR pilots shall advice Tower on initial call.

BELUS 6A [BELU6A]
BELUS 6N [BELU6N]
BELUS 6P [BELU6P]
DEPARTURES

ONLY FOR TRAFFIC DESTINATION LFLB, LFLP AND BY ATC

SPEED: MAX 250 KT BELOW FL100



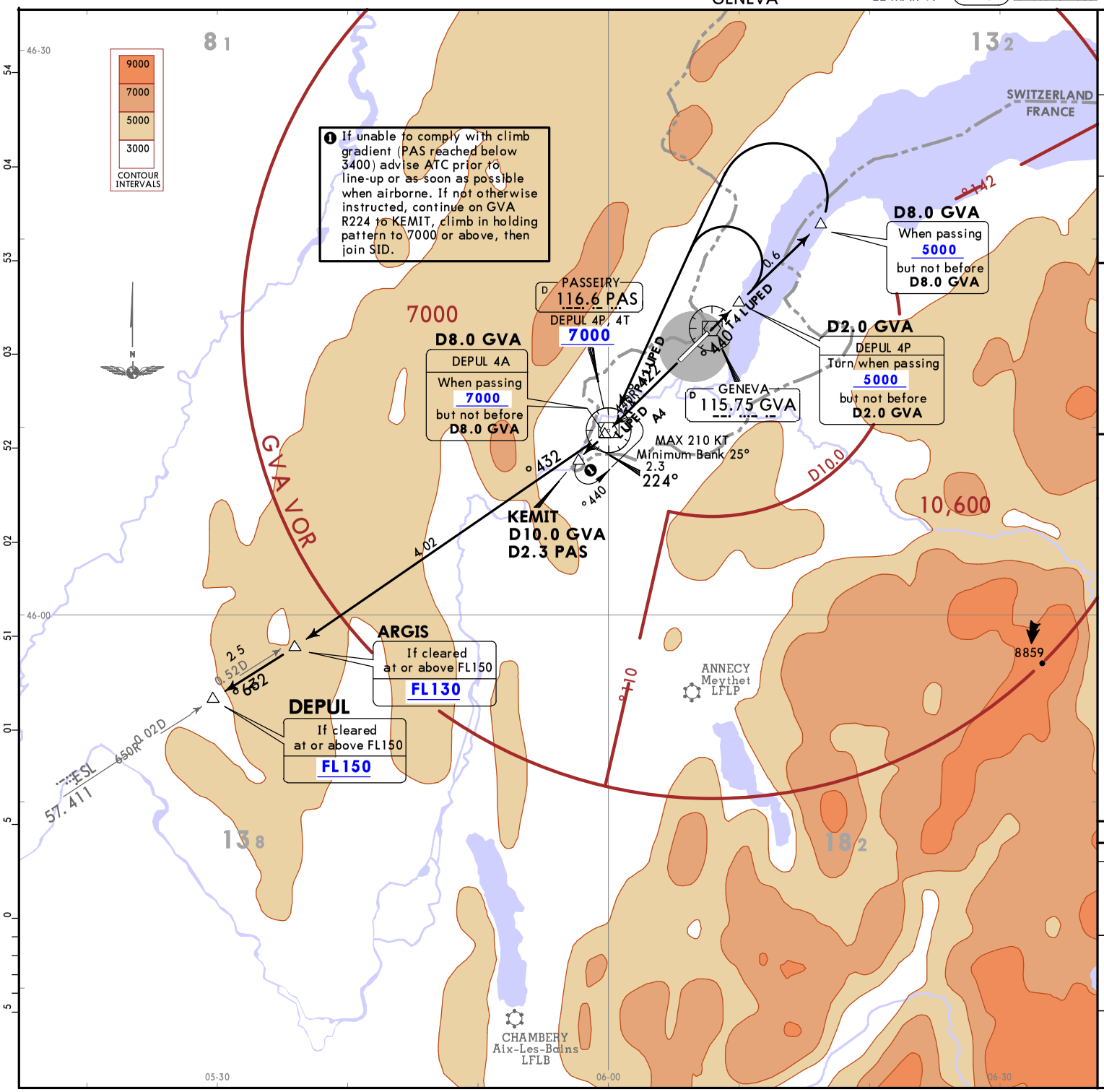
EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.
These SIDs require minimum climb gradients of
BELUS 6A: 4.9% up to 3800. 1
BELUS 6N: 5.4% up to 6100.
If unable to comply advise ATC.
BELUS 6P: 5.4% up to 5200.
If unable to comply advise ATC.

Gnd speed-KT	75	100	150	200	250	300
4.9% V/V (fpm)	372	496	744	992	1241	1489
5.4% V/V (fpm)	410	547	820	1094	1367	1641

Initial climb clearance **FL90**

SID	RWY	ROUTING
BELUS 6A	22	Climb on GVA R224 to D8.0 GVA (PAS), turn LEFT, intercept PAS R209 to CBY, CBY R208 to BELUS.
BELUS 6N	04	Climb on GVA R044, when passing 5000, but not before D8.0 GVA turn RIGHT, 184° track, intercept CBY R049 inbound to CBY, CBY R208 to BELUS.
BELUS 6P	04	Climb on GVA R044, when passing 5000, but not before D2.0 GVA turn LEFT to PAS, PAS R209 to CBY, CBY R208 to BELUS.

CHANGES: MSA; SIDs renumbered & revised.



GENEVA Departure (R) 119.530	Trans alt: 7000 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory. 3. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full RWY length. 4. RWY 04: Due to wake turbulence, all ACFT except heavy jets should be prepared for full-length departures and departures from displaced THR. ATC will provide line-up instructions. If unable to accept departures from displaced THR pilots shall advice Tower on initial call.
GENEVA Tower 118.7	
Apt Elev 1411	

DEPUL 4A [DEPU4A]
DEPUL 4P [DEPU4P]
DEPUL 4T [DEPU4T]
DEPARTURES

SPEED: MAX 250 KT BELOW FL100

EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.
These SIDs require minimum climb gradients of
DEPUL 4A: 6.3% up to 5400.❶
DEPUL 4P, 4T: 5.4% up to 5200.
If unable to comply advise ATC.

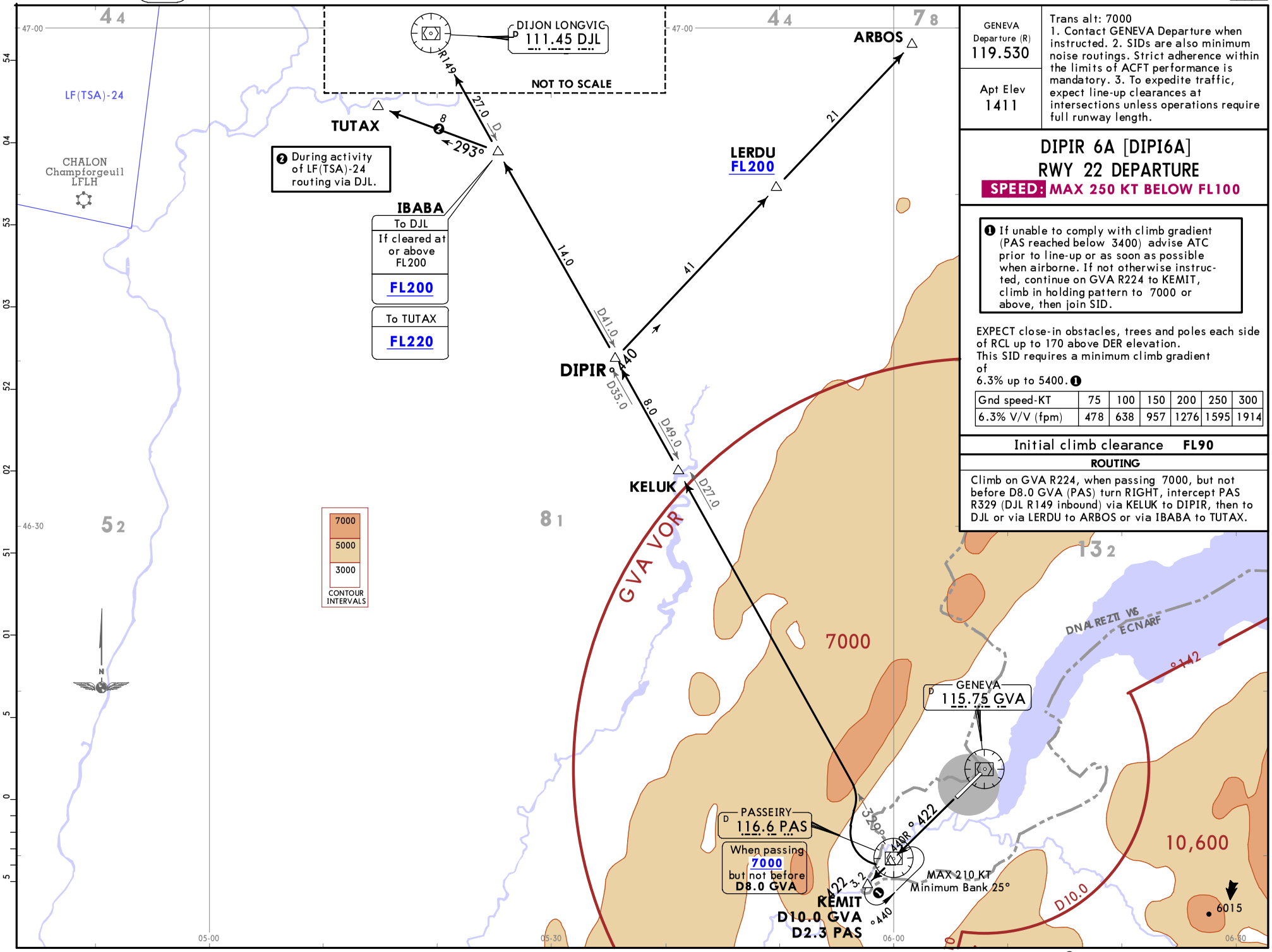
Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Initial climb clearance **FL90**

SID	RWY	ROUTING
DEPUL 4A	**22**	Climb on GVA R224, when passing 7000, but not before D8.0 GVA (PAS) turn RIGHT, PAS R234 via ARGIS to DEPUL.
DEPUL 4P	**04**	Climb on GVA R044, when passing 5000, but not before D2.0 GVA turn LEFT to PAS, PAS R234 via ARGIS to DEPUL.
DEPUL 4T		Climb on GVA R044, when passing 5000, but not before D8.0 GVA turn LEFT to PAS, PAS R234 via ARGIS to DEPUL.

GENEVA, SWITZERLAND

SID



GENEVA Departure (R) 119.530	Trans alt: 7000 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.
Apt Elev 1411	

DIPIR 6A [DIPI6A]

RWY 22 DEPARTURE

SPEED: MAX 250 KT BELOW FL100

❶ If unable to comply with climb gradient (PAS reached below 3400) advise ATC prior to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R224 to KEMIT, climb in holding pattern to 7000 or above, then join SID.

EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.
This SID requires a minimum climb gradient of
6.3% up to 5400. ❶

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Initial climb clearance **FL90**

ROUTING

Climb on GVA R224, when passing 7000, but not before D8.0 GVA (PAS) turn RIGHT, intercept PAS R329 (DJL R149 inbound) via KELUK to DIPIR, then to DJL or via LERDU to ARBOS or via IBABA to TUTAX.

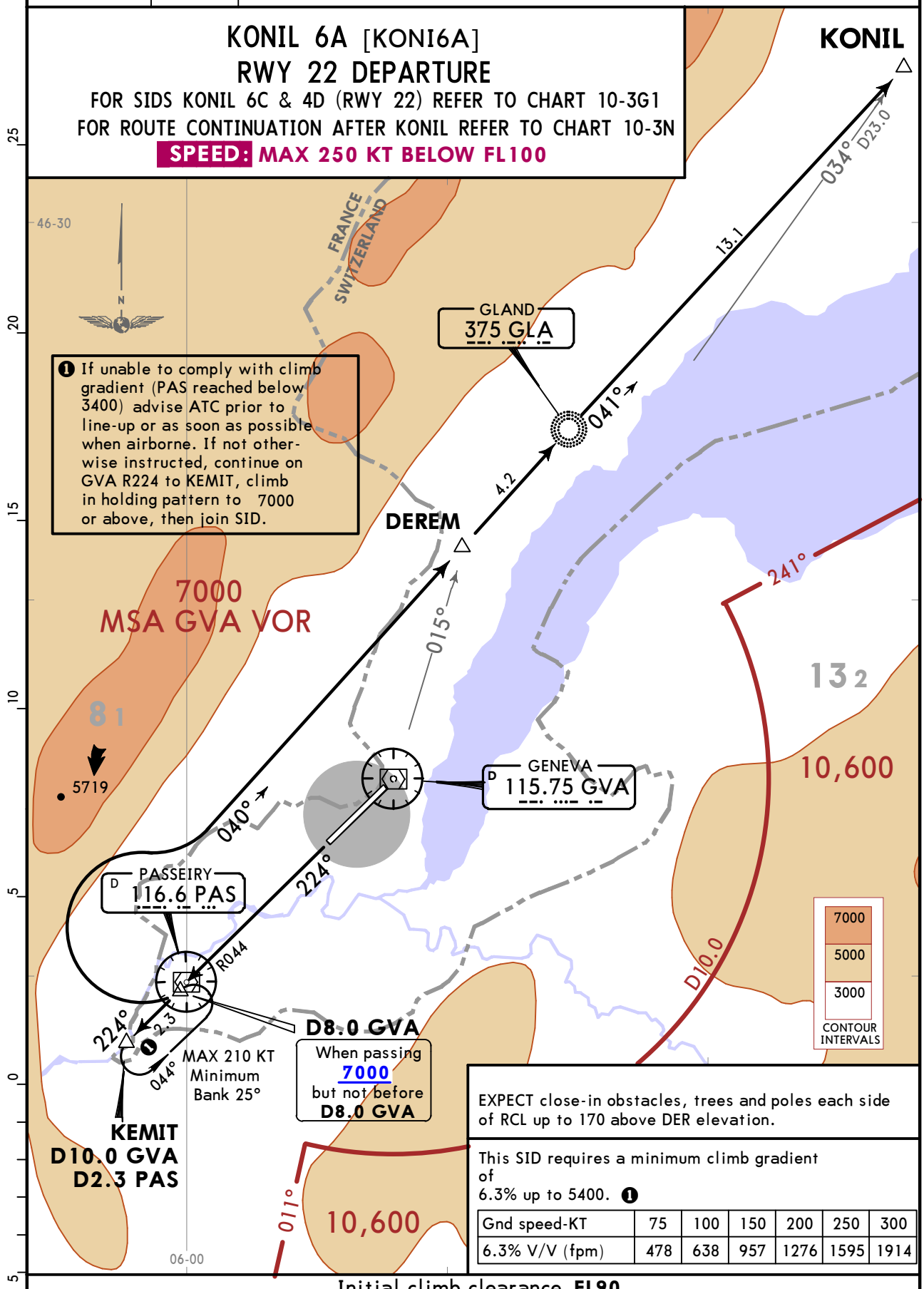
CHANGES: MSA; SIDs renumbered & revised.

GENEVA Departure (R) 119.530	Apt Elev 1411	Trans alt: 7000 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

KONIL 6A [KONI6A]
RWY 22 DEPARTURE

FOR SIDS KONIL 6C & 4D (RWY 22) REFER TO CHART 10-3G1
FOR ROUTE CONTINUATION AFTER KONIL REFER TO CHART 10-3N

SPEED: MAX 250 KT BELOW FL100



❶ If unable to comply with climb gradient (PAS reached below 3400) advise ATC prior to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R224 to KEMIT, climb in holding pattern to 7000 or above, then join SID.

EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.

This SID requires a minimum climb gradient of 6.3% up to 5400. ❶

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914

Initial climb clearance **FL90**

ROUTING

Climb on GVA R224, when passing 7000, but not before D8.0 GVA (PAS) turn RIGHT, intercept 040° bearing via DEREM to GLA, 041° bearing to KONIL.

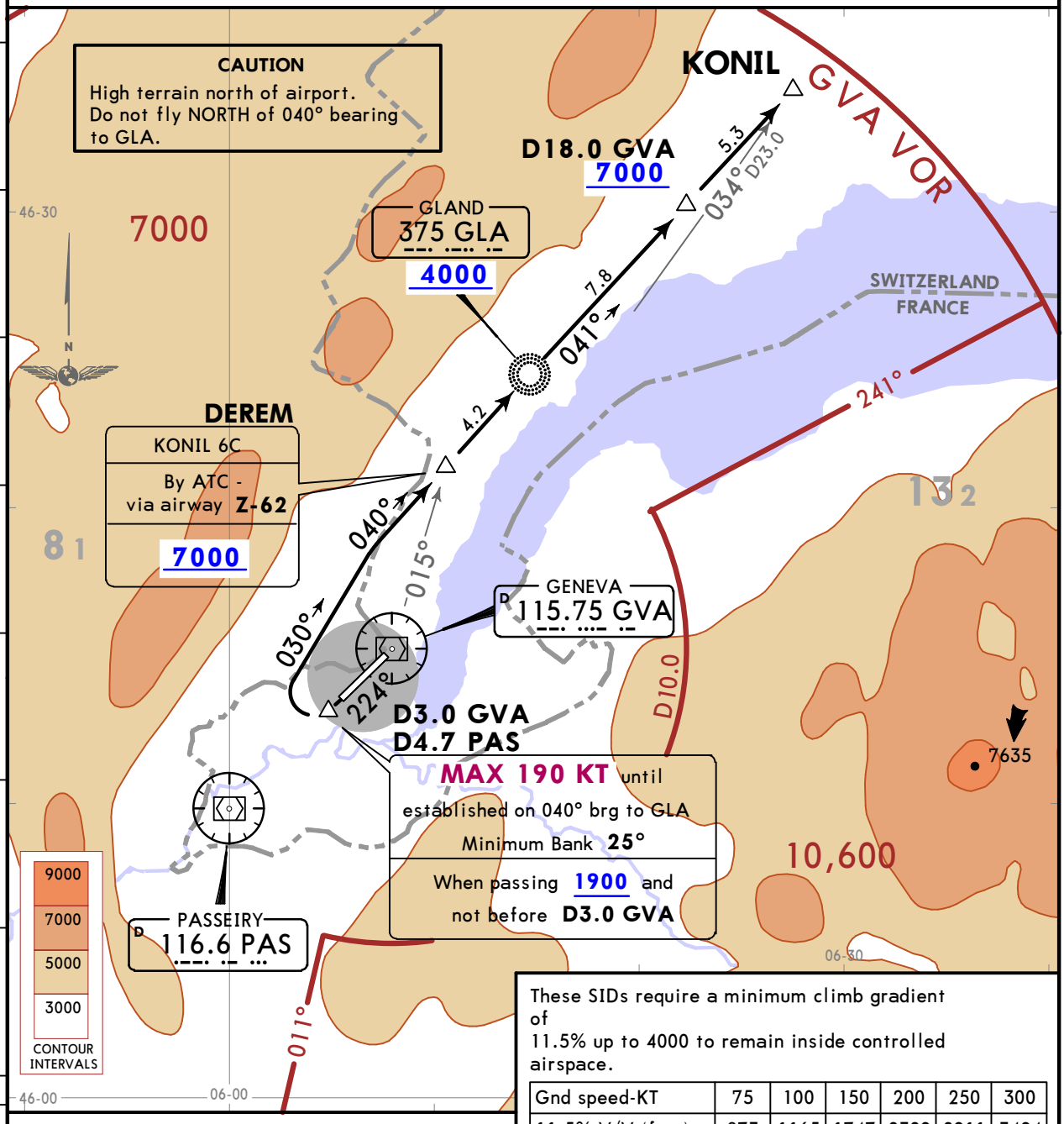
CHANGES: MSA; SID renumbered & revised.

GENEVA Departure (R) 119.530	Apt Elev 1411	Trans alt: 7000 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

KONIL 6C [KONI6C]
KONIL 4D [KONI4D]
RWY 22 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

SPEED: MAX 250 KT BELOW FL100



These SIDs require a minimum climb gradient of 11.5% up to 4000 to remain inside controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
11.5% V/V (fpm)	873	1165	1747	2329	2911	3494

If unable to comply advise ATC.

EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.

KONIL 6C: Initial climb clearance **FL90**
KONIL 4D: Initial climb clearance **7000**

ROUTING

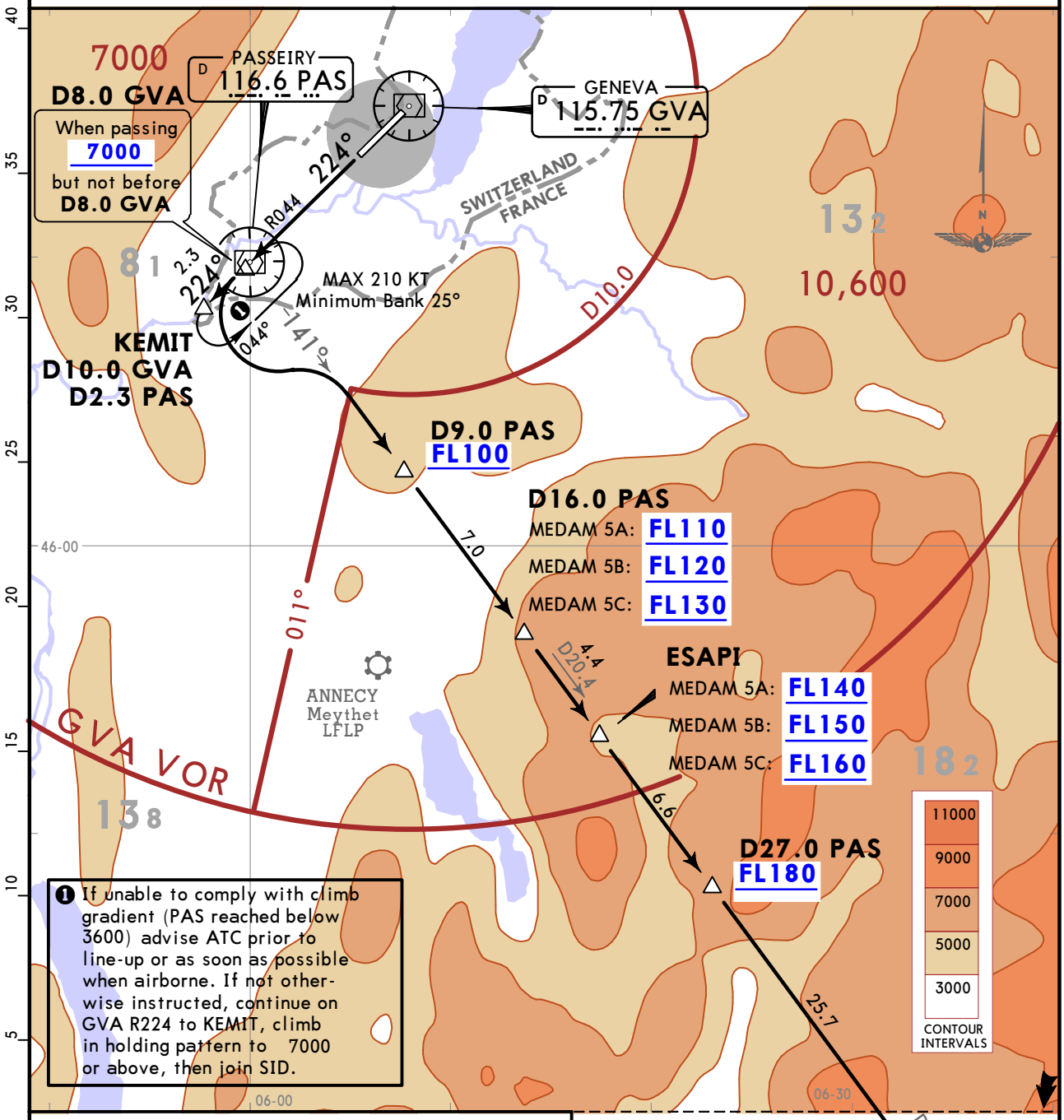
Climb on GVA R224, when passing 1900 and not before D3 GVA (D4.7 PAS) turn RIGHT, (MAX 190 KT until established on 040° bearing to GLA, minimum bank 25°), 030° track, intercept 040° bearing via DEREM to GLA, 041° bearing to KONIL.

CHANGES: MSA; SIDs renumbered & revised.

GENEVA Departure (R) 119.530	Apt Elev 1411	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 RWY length.

MEDAM 5A [MEDA5A], MEDAM 5B [MEDA5B], MEDAM 5C [MEDA5C] RWY 22 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.
These SIDs require minimum climb gradient of 6.3% up to 3400 1.
8.0% up to FL100 to remain inside controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Initial climb clearance **FL90**

ROUTING

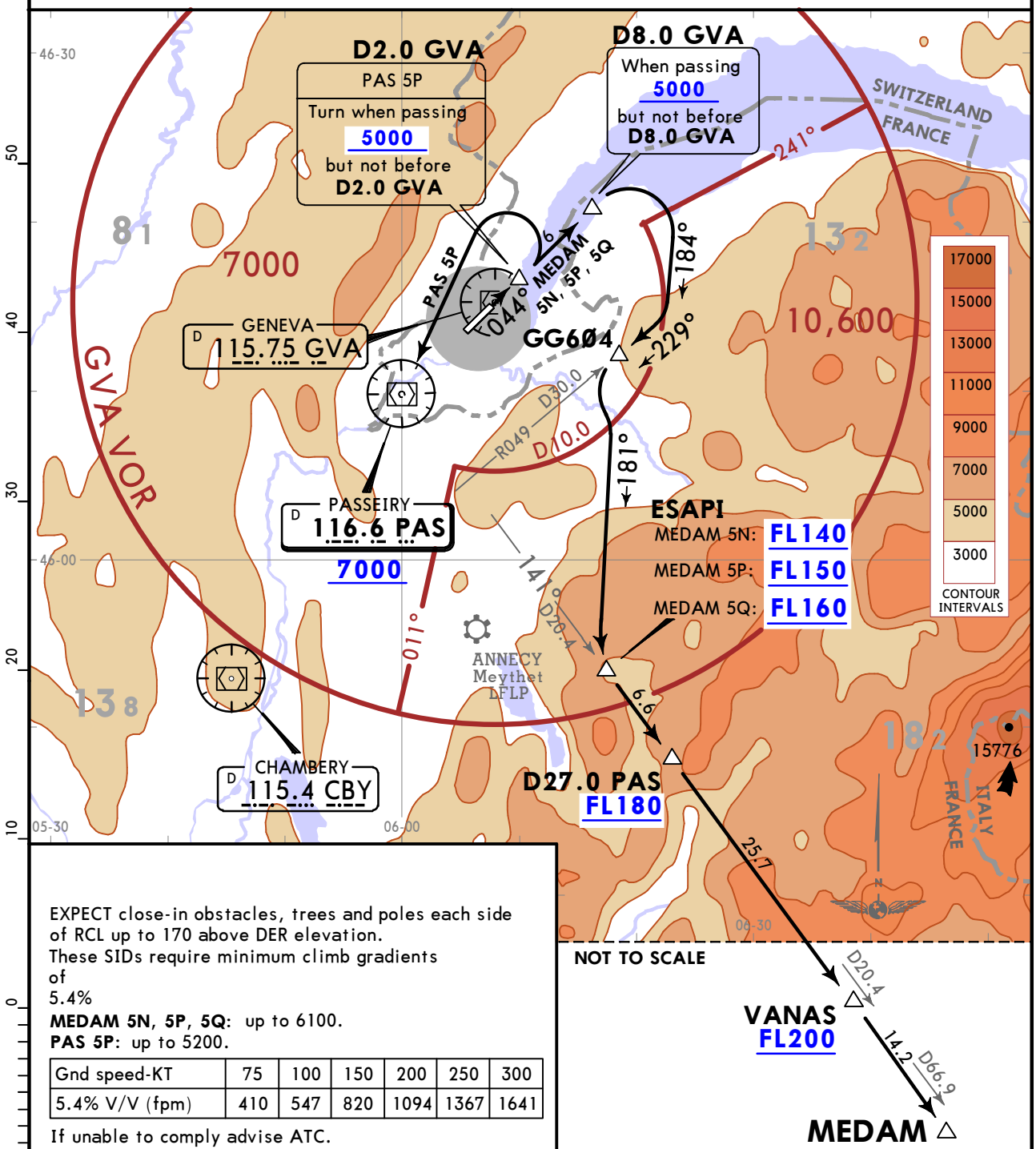
Climb on GVA R224, when passing 7000, but not before D8.0 GVA (PAS) turn LEFT, intercept PAS R141 via ESAPI and VANAS to MEDAM.

CHANGES: MSA; SID renumbered & revised.

GENEVA Departure (R) 119.530	Apt Elev 1411	Trans alt: 7000 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory. 3. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full RWY length. 4. Due to wake turbulence, all ACFT except heavy jets should be prepared for full-length departures and departures from displaced THR. ATC will provide line-up instructions. If unable to accept departures from displaced THR pilots shall advice Tower on initial call.
GENEVA Tower 118.7		

MEDAM 5N [MEDA5N], MEDAM 5P [MEDA5P] MEDAM 5Q [MEDA5Q], PASSEIRY 5P (PAS 5P) [PAS5P] RWY 04 DEPARTURES

SPEED: MAX 250 KT BELOW FL100



EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.
These SIDs require minimum climb gradients of 5.4%
MEDAM 5N, 5P, 5Q: up to 6100.
PAS 5P: up to 5200.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

If unable to comply advise ATC.

Initial climb clearance **FL90**

SID	ROUTING
MEDAM 5N, 5P, 5Q	Climb on GVA R044, when passing 5000, but not before D8.0 GVA turn RIGHT, 184° track, intercept CBY R049 inbound to GG604, turn LEFT, 181° track, intercept PAS R141 via ESAPI and VANAS to MEDAM.
PAS 5P	Climb on GVA R044, when passing 5000, but not before D2.0 GVA turn LEFT to PAS.

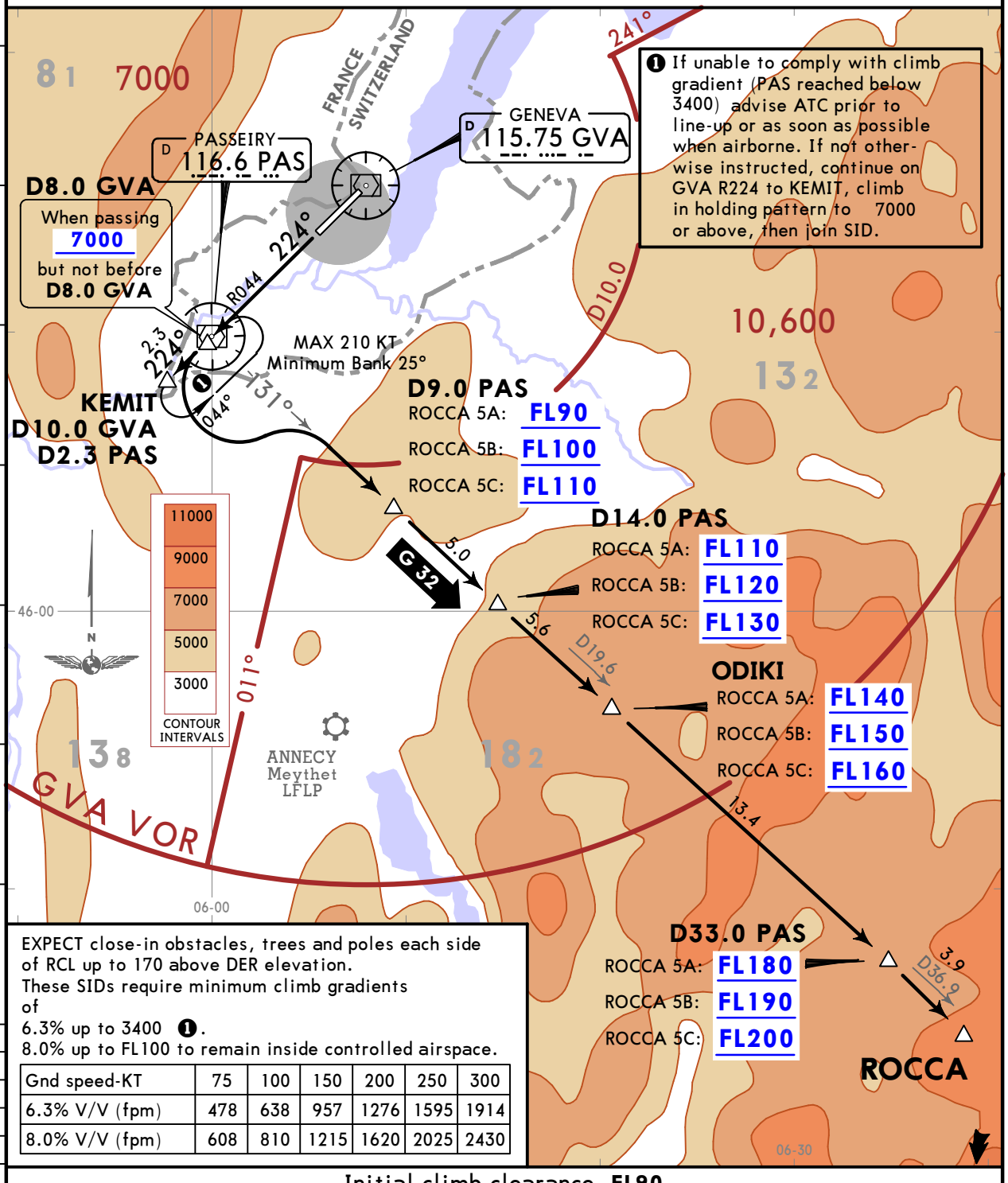
CHANGES: MSA; SIDs renumbered & revised.

GENEVA Departure (R) 119.530	Apt Elev 1411	Trans alt: 7000 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory. 3. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full RWY length.
GENEVA Tower 118.7		

ROCCA 5A [ROCA5A], ROCCA 5B [ROCA5B], ROCCA 5C [ROCA5C] RWY 22 DEPARTURES

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

SPEED: MAX 250 KT BELOW FL100



EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.
These SIDs require minimum climb gradients of
6.3% up to 3400 ❶.
8.0% up to FL100 to remain inside controlled airspace.

Gnd speed-KT	75	100	150	200	250	300
6.3% V/V (fpm)	478	638	957	1276	1595	1914
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Initial climb clearance **FL90**

ROUTING

Climb on GVA R224, when passing 7000, but not before D8.0 GVA (PAS) turn LEFT, intercept PAS R131 via ODIKI to ROCCA.

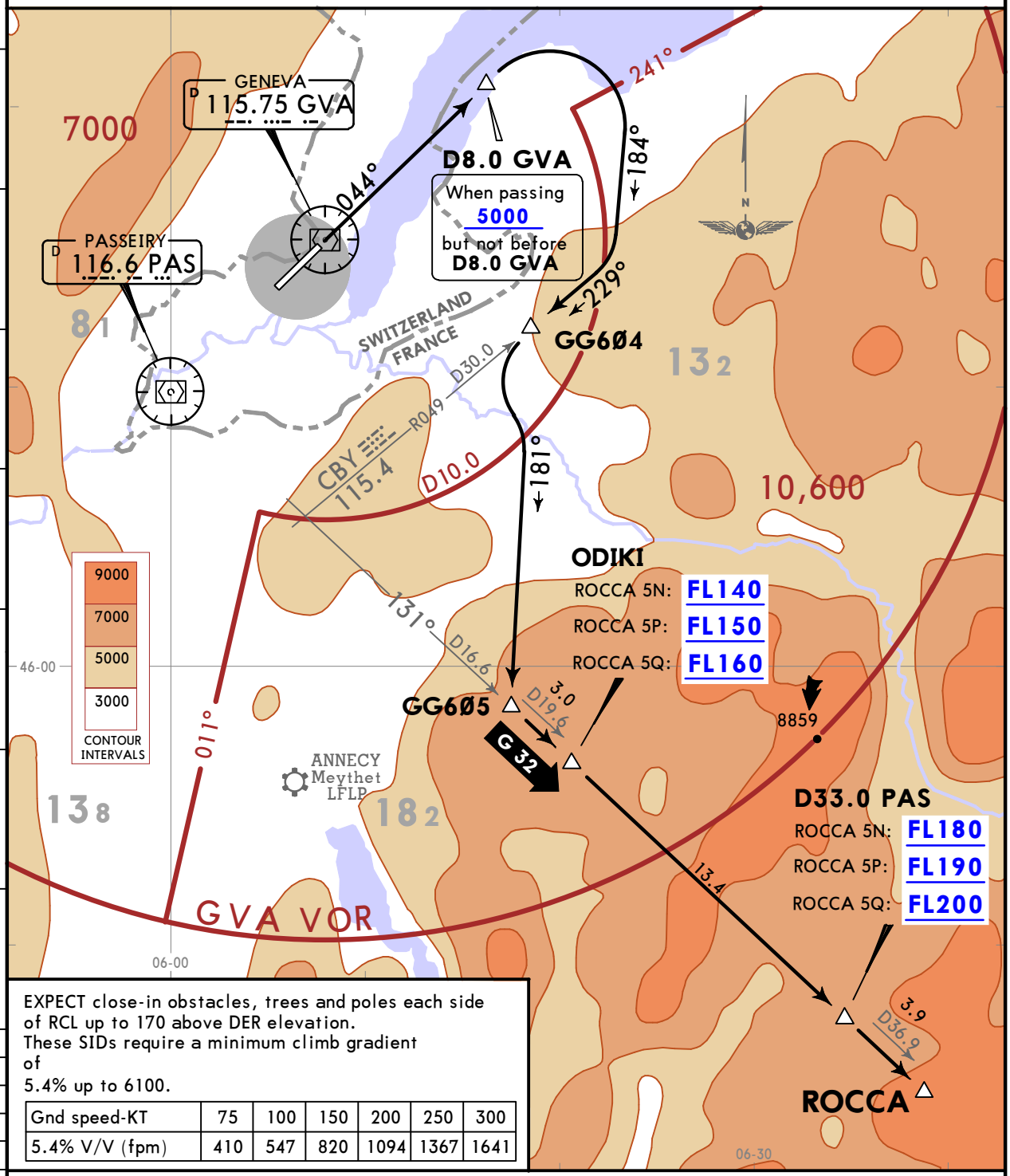
CHANGES: MSA; SIDs renumbered & revised.

GENEVA Departure (R) 119.530	Apt Elev 1411	Trans alt: 7000 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory. 3. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full RWY length. 4. Due to wake turbulence, all ACFT except heavy jets should be prepared for full-length departures and departures from displaced THR. ATC will provide line-up instructions. If unable to accept departures from displaced THR pilots shall advice Tower on initial call.
GENEVA Tower 118.7		

ROCCA 5N [ROCA5N], ROCCA 5P [ROCA5P], ROCCA 5Q [ROCA5Q] RWY 04 DEPARTURES

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

SPEED: MAX 250 KT BELOW FL100



EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.
These SIDs require a minimum climb gradient of
5.4% up to 6100.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V (fpm)	410	547	820	1094	1367	1641

Initial climb clearance **FL90**

ROUTING

Climb on GVA R044 , when passing 5000, but not before D8.0 GVA turn RIGHT, 184° track, intercept CBY R049 inbound to GG604, turn LEFT, 181° track, intercept PAS R131 via GG605 and ODIKI to ROCCA.

CHANGES: MSA; SIDs renumbered & revised.

SAINT-PREX 5N (SPR 5N)[SPR5N]
SIROD 7N [SIRO7N]
RWY 04 DEPARTURES

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

SPEED: MAX 250 KT BELOW FL100

GENEVA Departure (R)	GENEVA Tower	Apt Elev
119.530	118.7	1411

Trans alt: 7000
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory. 3. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full RWY length. 4. Due to wake turbulence, all ACFT except heavy jets should be prepared for full-length departures and departures from displaced THR. ATC will provide line-up instructions. If unable to accept departures from displaced THR pilots shall advise Tower on initial call.

NOT TO SCALE

DIJON LONGVIC
D 111.45 DJL

D30.0 DJL
If cleared at or above FL200
FL200

ARBOS
FL200

SIROD
To ARBOS: FL200

KOVIM
D8.0 GVA
SIROD 7N
Turn when passing 7000 but not before D8.0 GVA

ST PREX
D 113.9 SPR

GENEVA
D 115.75 GVA

D9.5 GVA
SIROD 7N
4000

IBABA
FL220

TUTAX

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

LF(TSA)-24

SWITZERLAND
FRANCE

7000 within D10.0

MSA GVA VOR
7000
10,600

CONTOUR INTERVALS
13000 11000 9000 7000 5000 3000

These SIDs require a minimum gradient of 5.4% up to 1600.

Gnd speed-KT	75	100	150	200	250	300
5.4% V/V(fpm)	410	547	820	1094	1367	1641

If unable to comply, advise ATC.

EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.

Initial climb clearance FL90

SID	ROUTING
SIROD 7N	Climb on GVA R044, when passing 7000 but not before D8.0 GVA turn LEFT, 356° track, intercept DJL R129 inbound via KOVIM to SIROD, then to DJL or ARBOS or via IBABA to TUTAX.
SPR 5N	Climb on GVA R044 to SPR.

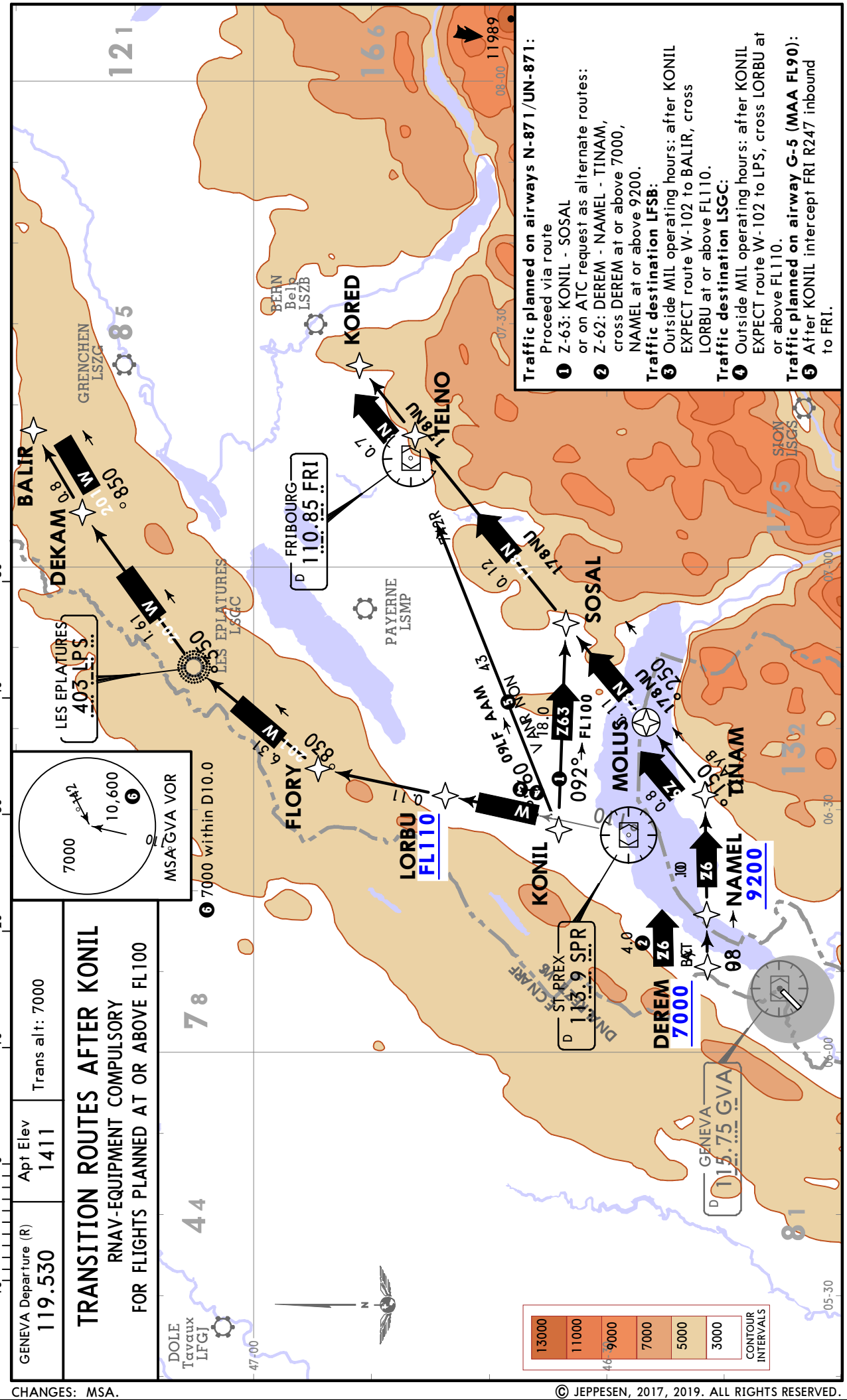
CHANGES: MSA; SIDs renumbered & revised.

LSGG/GVA
GENEVA

JEPPESEN

22 MAR 19 (10-3N) Eff 28 Mar

GENEVA, SWITZERLAND
TRANSITION



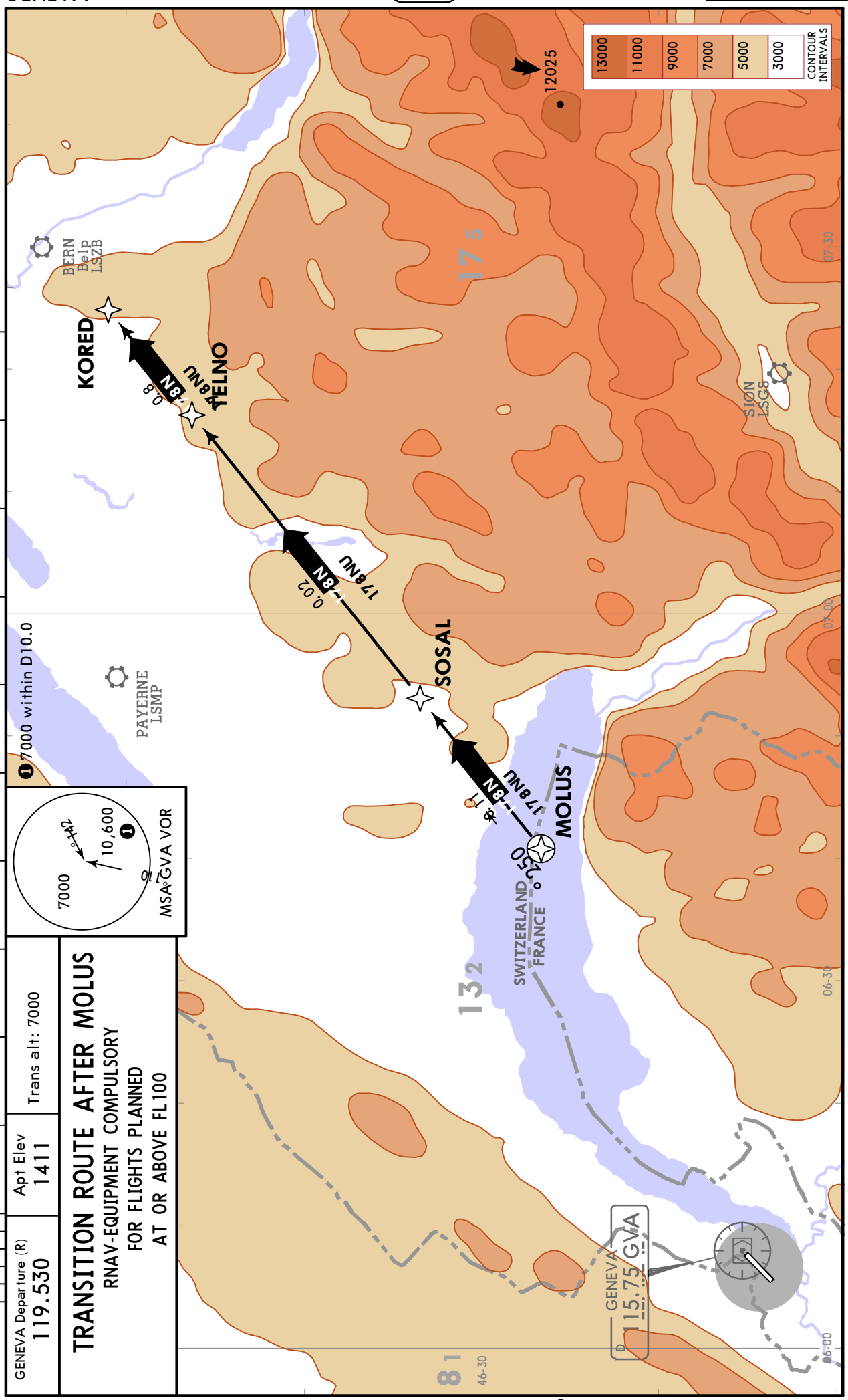
CHANGES: MSA.

JEPPESEN

GENEVA, SWITZERLAND

22 MAR 19 (10-3P) Eff 28 Mar

TRANSITION



GENEVA Departure (R)
119.530

Apt Elev
1411

Trans alt: 7000

TRANSITION ROUTE AFTER MOLUS

RNAV-EQUIPMENT COMPULSORY
FOR FLIGHTS PLANNED
AT OR ABOVE FL100

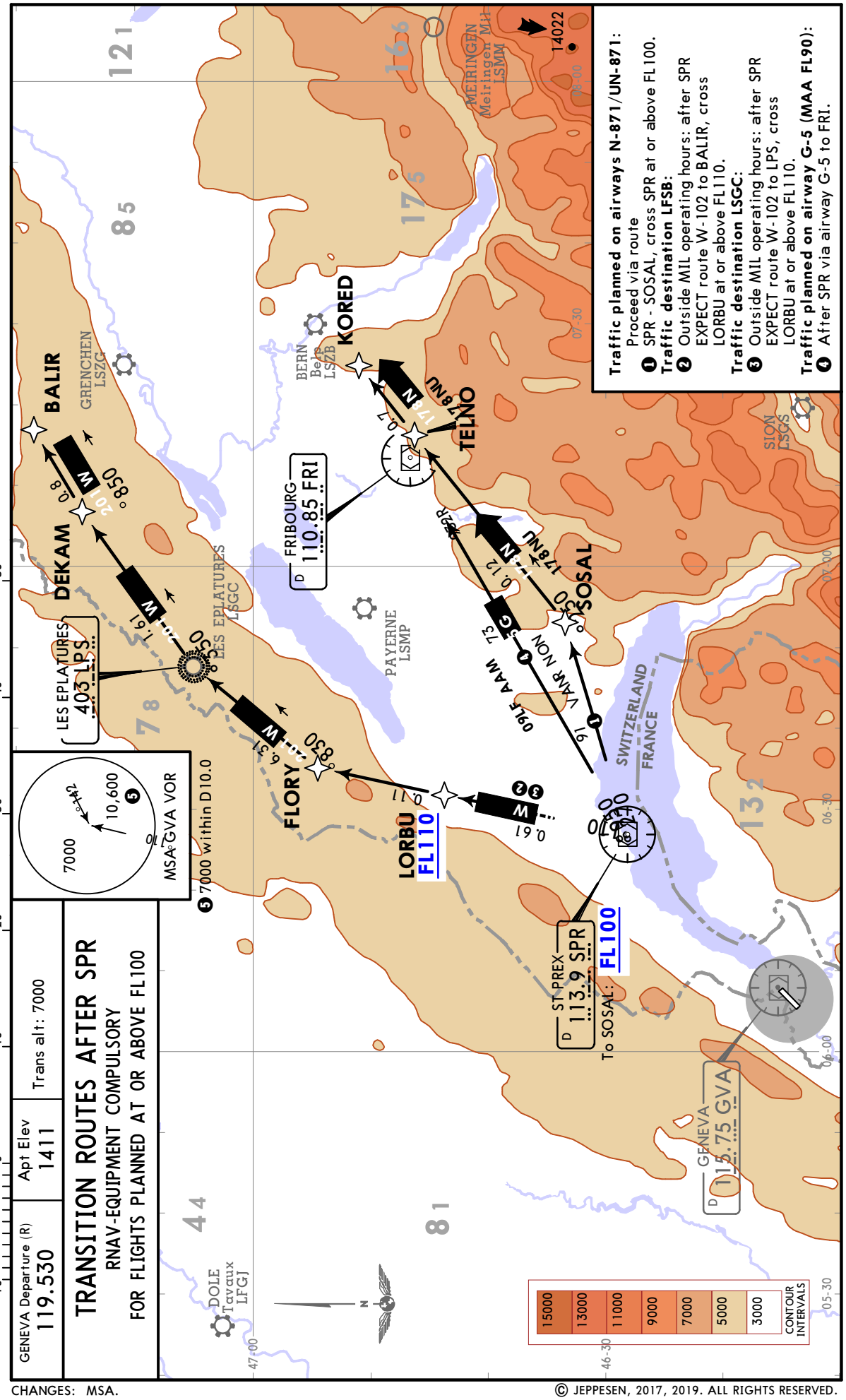
CHANGES: MSA.

LSGG/GVA
GENEVA

JEPPESEN

22 MAR 19 (10-3Q) Eff 28 Mar

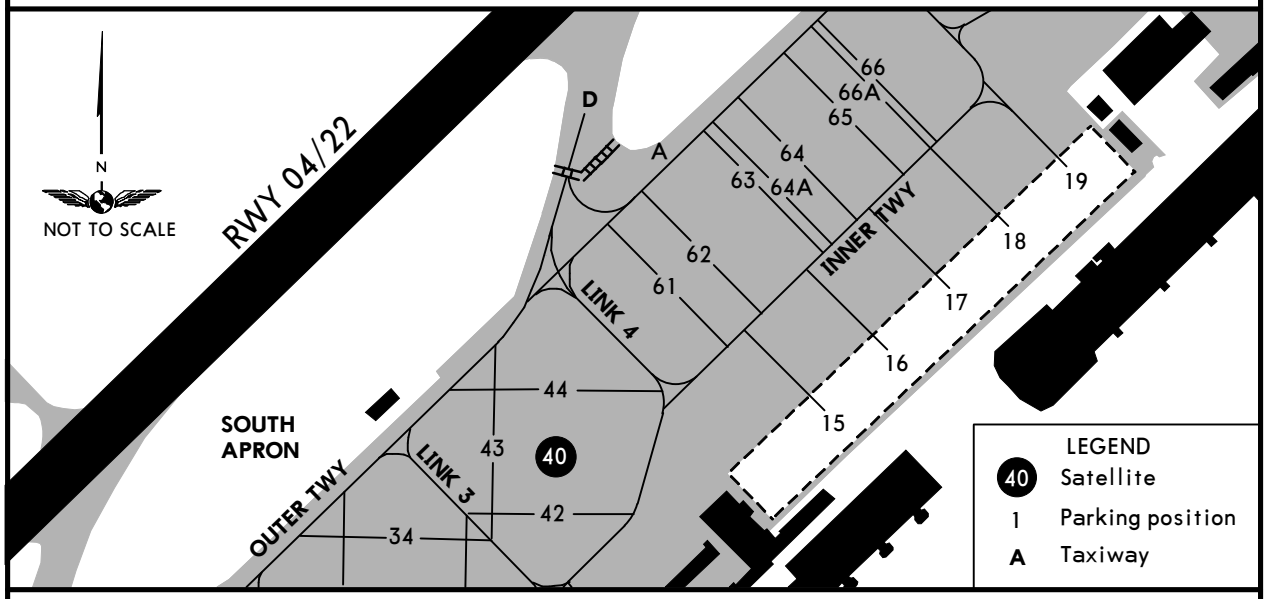
GENEVA, SWITZERLAND
TRANSITION



CHANGES: MSA.

TEMPORARY CONSTRUCTION WORKS FOR LARGE TRANSPORT ACFT

REFER ALSO TO LATEST NOTAMS



Stand 14 closed.

Operators should expect stands 15, 16, 17, 18 and 19 to be opened intermittently.

Access to stands 15, 16, 17, 18 and 19 with follow-me car and marshaller services only.
No visual docking guidance system is provided.

MAX ACFT length: 219'/66.8m.

CHANGES: RWY designation.

LSGG/GVA

Apt Elev 1411′
N46 14.3 E006 06.6

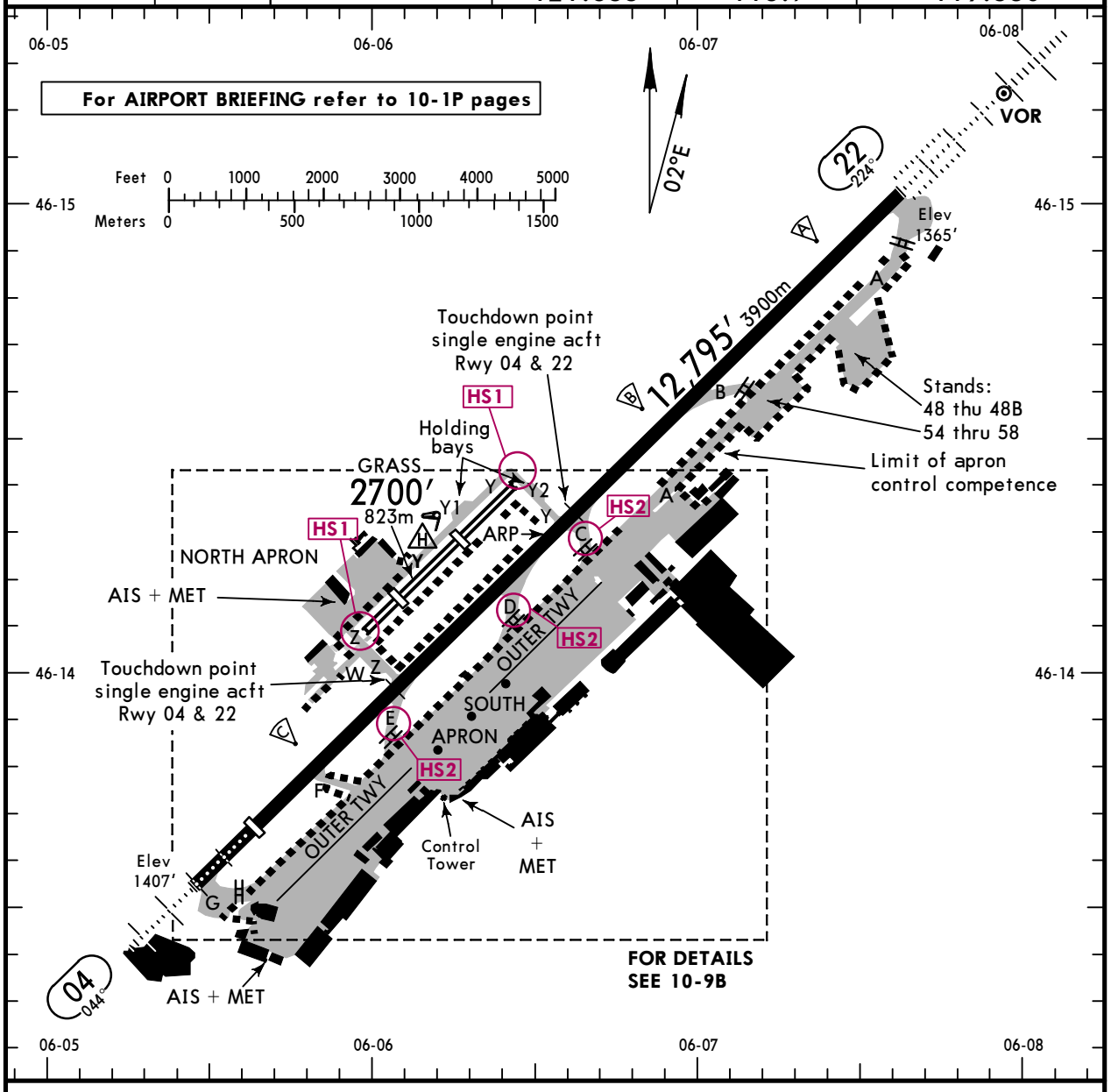
JEPPESEN

10 MAY 19 (10-9)

GENEVA, SWITZERLAND

GENEVA

ATIS	Data Comm ACARS: D-ATIS	GENEVA Ground (Cpt)	Apron	Tower	GENEVA Departure
135.580		121.680	121.855	118.7	119.530



HOT SPOTS

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

HS1 CAUTION: Due to close proximity of twy with grass rwy, twy located under final approach/take-off axis.

HS2 DANGER: Potential conflict with traffic on Outer twy.

CHANGES: Stands established.

ADDITIONAL RUNWAY INFORMATION

RWY			USABLE LENGTHS LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
04 ❶	HIRL (30m) CL (15m) HIALS PAPI-L(3.0°) HST-B	RVR	11,713′ 3570m	10,650′ 3246m	❸	164′ 50m
22	HIRL (30m) CL (15m) HIALS-II TDZ REIL ❷	RVR		11,614′ 3540m		

❶ grooved

❷ PAPI-L (3.0°) HST-D & E

❸ TAKE-OFF RUN AVAILABLE

RWY 04:

From rwy head	12,795′ (3900m)
DTHR 04	11,713′ (3570m)
twy F int	10,499′ (3200m)
twy Z int	9022′ (2750m)
twy E int	8530′ (2600m)
twy Y int	6135′ (1870m)
twy C int	6070′ (1850m)

RWY 22:

From rwy head	12,795′ (3900m)
twy B int	8530′ (2600m)
twy C/Y int	6562′ (2000m)
twy Z int	3740′ (1140m)

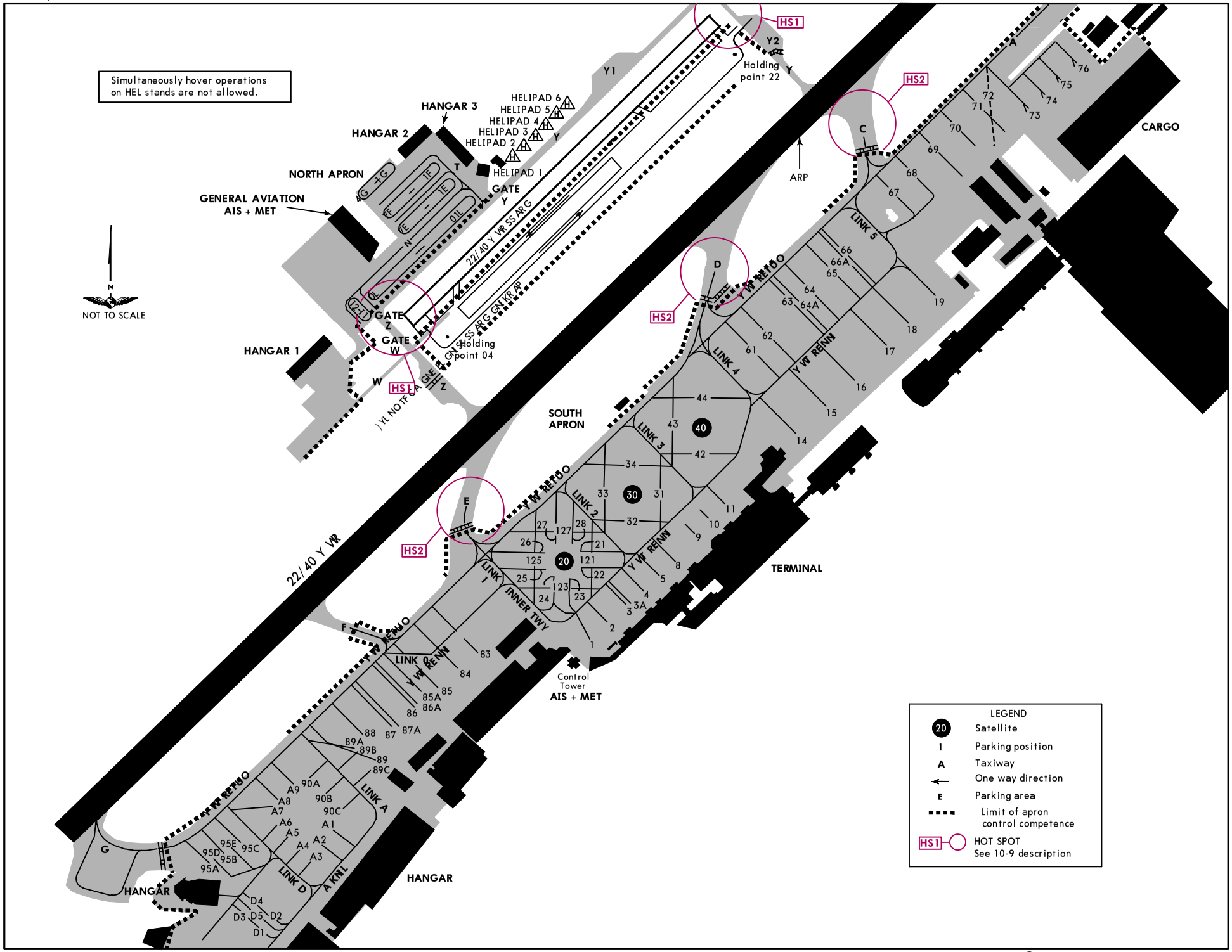
04	Grass runway	APAPI-L (4.0°, MEHT 11′) ❹	2087′ 636m		1496′ 456m	98′ 30m
22	Grass runway	APAPI-L (4.5°, MEHT 12′) ❹	1706′ 520m		2087′ 636m	

❹ APAPI-L unusable on short final.

Standard TAKE-OFF

	Low Visibility Take-off				
	RL, CL & relevant RVR TDZ, MID, RO	RL & CL	RL or CL	RL or CL	Adequate vis ref (Day only)
A	150m	RVR 200m	RVR 300m	400m	500m
B					600m
C					
D	200m		RVR 400m		800m

CHANGES: None.



CHANGES: Twys revised.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1	N46 13.7 E006 06.2	87A	N46 13.7 E006 06.0
2 thru 5	N46 13.8 E006 06.3	88	N46 13.7 E006 05.9
8	N46 13.8 E006 06.4	89 thru 89C	N46 13.6 E006 05.9
9, 10	N46 13.9 E006 06.4	90A, 90B	N46 13.6 E006 05.8
11	N46 13.9 E006 06.5	90C	N46 13.6 E006 05.9
14 thru 16	N46 14.0 E006 06.6	95A thru 95E	N46 13.5 E006 05.7
17, 18	N46 14.1 E006 06.7	121 thru 125	N46 13.8 E006 06.2
19	N46 14.1 E006 06.8	127	N46 13.9 E006 06.2
21 thru 26	N46 13.8 E006 06.2	A1	N46 13.6 E006 05.9
27, 28	N46 13.9 E006 06.2	A2 thru A5	N46 13.5 E006 05.8
31 thru 34	N46 13.9 E006 06.3	A6 thru A9	N46 13.6 E006 05.8
42	N46 13.9 E006 06.4	D1, D2	N46 13.5 E006 05.8
43, 44	N46 14.0 E006 06.4	D3	N46 13.5 E006 05.7
48, 48A	N46 14.7 E006 07.5	D4, D5	N46 13.5 E006 05.8
48B	N46 14.7 E006 07.4	E1 thru F5	N46 14.2 E006 06.0
54, 55	N46 14.5 E006 07.2	F6 thru G4	N46 14.2 E006 05.9
56	N46 14.6 E006 07.2	I1, I2	N46 14.1 E006 05.9
57,58	N46 14.6 E006 07.3	L0, L1	N46 14.1 E006 05.9
61, 62	N46 14.1 E006 06.5	L2 thru L4	N46 14.1 E006 06.0
63 thru 66A	N46 14.1 E006 06.6	L5 thru L9	N46 14.2 E006 06.0
67, 68	N46 14.2 E006 06.7	L10	N46 14.2 E006 06.1
69	N46 14.2 E006 06.8		
70	N46 14.3 E006 06.8		
71	N46 14.3 E006 06.9		
72	N46 14.3 E006 06.8		
73 thru 75	N46 14.3 E006 06.9		
76	N46 14.4 E006 07.0		
83, 84	N46 13.7 E006 06.1		
85 thru 86A	N46 13.7 E006 06.0		
87	N46 13.7 E006 05.9		

CHANGES: Stands 48 thru 48B established. Stand D4 revised.

GENEVA, SWITZERLAND

GENEVA

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
04	ILS	1611′ (200′)	750m / 1000m
	LOC	1840′ (429′)	1000m / 1000m
	RNAV (LPV)	1611′ (200′)	600m / 1000m
	RNAV (LNAV/VNAV)	1744′ (333′)	1000m / 1000m
	RNAV (LNAV)	1860′ (449′)	1000m / 1000m
	VOR	1850′ (439′)	1000m / 1000m
	SRA	2210′ (799′)	1000m / 1000m
22	CAT 2 ILS ❶	1465′ (100′)	RA 108′ - 300m
	ILS ❶	1565 (200′)	RA 216′ - 500m / 1000m
	ILS ❷	2018′ (653′)	750m / 1000m
	LOC ❸	1840′ (475′)	1000m / 1000m
	LOC ❷	2040′ (675′)	1000m / 1000m
	RNAV (LPV) ❹	1565′ (200′)	500m / 1000m
	RNAV (LPV) ❷	2005′ (640′)	750m / 1000m
	RNAV (LNAV/VNAV) ❺	1706′ (341′)	800m / 1000m
	RNAV (LNAV/VNAV) ❷	2420′ (1055′)	1000m / 1000m
	RNAV (LNAV) ❻	1870′ (505′)	1000m / 1000m
	RNAV (LNAV) ❷	2850′ (1485′)	1000m / 1000m
	VOR ❸	1830′ (465′)	1000m / 1000m
	VOR ❷	2070′ (705′)	1000m / 1000m
	SRA	2060′ (695′)	1000m / 1000m

❶ Missed apch climb gradient mim 3.4% up to 4500′.
❷ Missed apch climb gradient mim 2.5%.
❸ Missed apch climb gradient mim 2.8% up to 4500.
❹ Missed apch climb gradient mim 3.3% up to 4600′.
❺ Missed apch climb gradient mim 3.8% up to 4800′.
❻ Missed apch climb gradient mim 3.8% up to 5000′.

CIRCLE-TO-LAND ❼ ❽ ❾	MDA(H)	VIS
	2100′ (689′)	1000m

❼ Prohibited South of airport.
❽ Not authorized after RNAV Rwy 22 apch.
❾ Not authorized outside of CTR.

TAKE-OFF RWY 04, 22

Low Visibility Take-off ❿				
RL/FATO LTS, RCLM & RVR info	RL, FATO LTS & RCLM	UNLIT/unmarked defined RWY/FATO	Nil Facilities DAY	Nil Facilities NIGHT
150m	200m	300m	⓫ 500m	800m

❿ Without Low Visibility Take-off approval 400m are stipulated.
⓫ Or rejected take-off distance whichever is the greater.

CHANGES: CAT II MACG mim 2.5% minimums withdrawn.

LSGG/GVA GENEVA

JEPPESEN 22 MAR 19 (11-1) Eff 28 Mar

GENEVA, SWITZERLAND ILS or LOC Rwy 04

BRIEFING STRIP

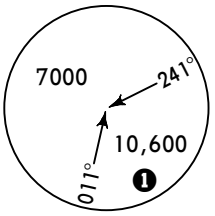
D-ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.580	136.255	120.305	118.7	121.680	121.855

LOC INE	Final Apch Crs	GS PAS VOR	ILS DA(H) Refer to Minimums	Apt Elev 1411′ Rwy 1411′
110.9	044°	3210′ (1799′)		

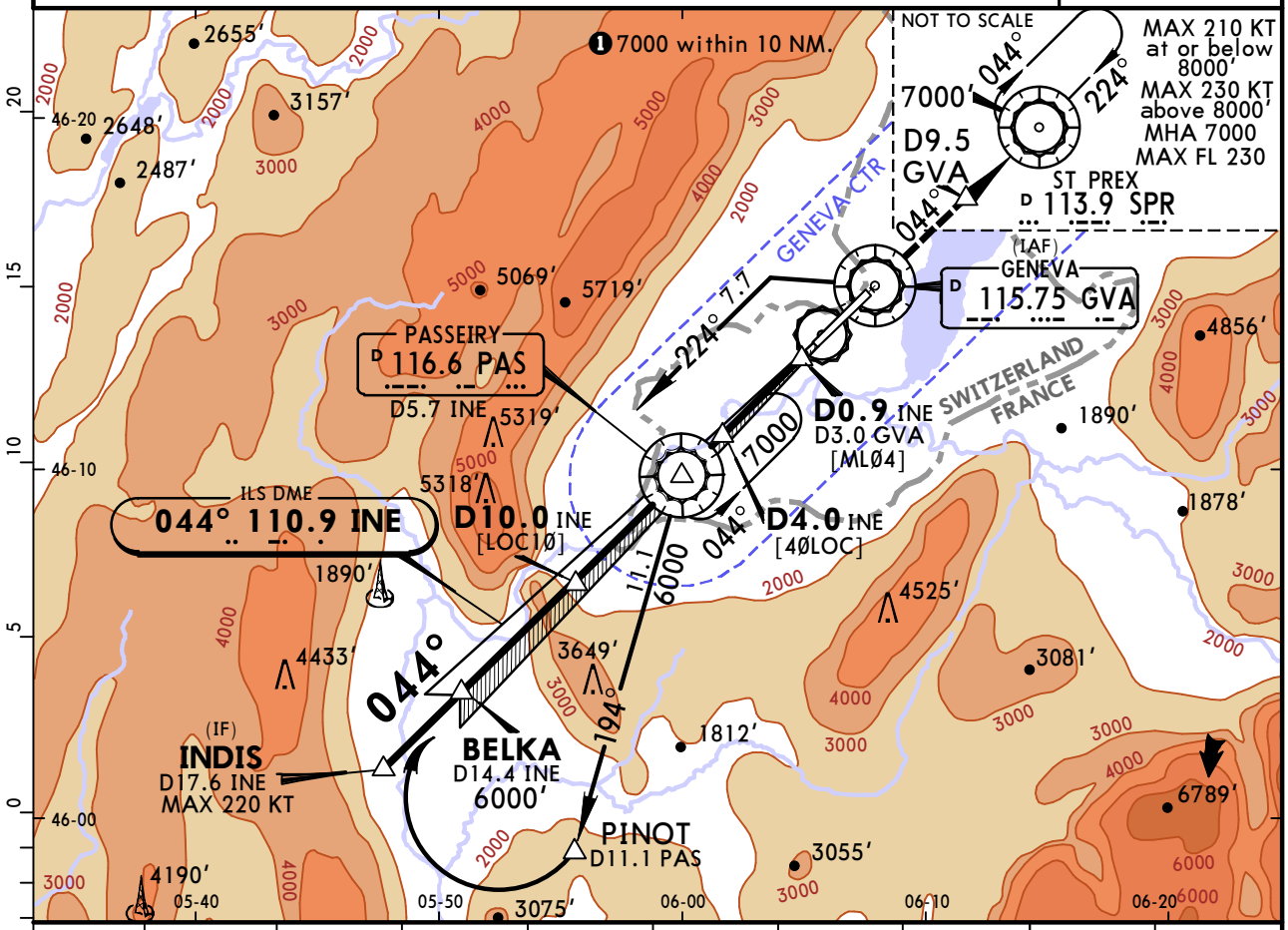
MISSED APCH: Initial climb clearance 7000′. Climb STRAIGHT AHEAD on R-044 GVA. Proceed to SPR VOR. Cross D9.5 GVA at 4000′ or above.

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

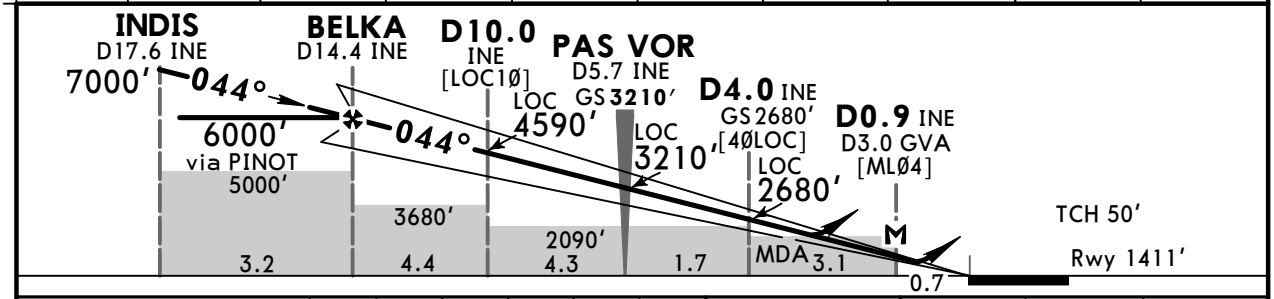
1. CAUTION: Expect turbulence on base and final apch.
2. Radar vectoring to INDIS may be expected.



MSA GVA VOR



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



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

HIALS PAPI

7000′ GVA on 115.75 R-044

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04

	ILS DA(H)	ILS	LOC (GS out) CDFA	
	AB: 1611′ (200′)	C: 1617′ (206′) D: 1627′ (216′)	DA/MDA(H) 1840′ (429′)	
	FULL	ALS out		ALS out
A	RVR 750m	RVR 1200m	RVR 1500m	
B				
C			RVR 1600m	RVR 2000m
D	RVR 800m			

CIRCLE-TO-LAND
Not authorized South of airport
Not authorized outside of CTR

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

CHANGES: MSA.

LSGG/GVA GENEVA

JEPPESEN

22 MAR 19 (11-2) **Eff 28 Mar**

GENEVA, SWITZERLAND

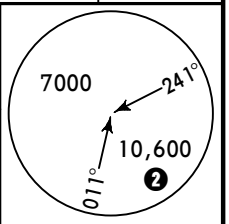
❶ ILS or LOC Rwy 22

BRIEFING STRIP TM

D-ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.580	136.255	120.305	118.7	121.680	121.855

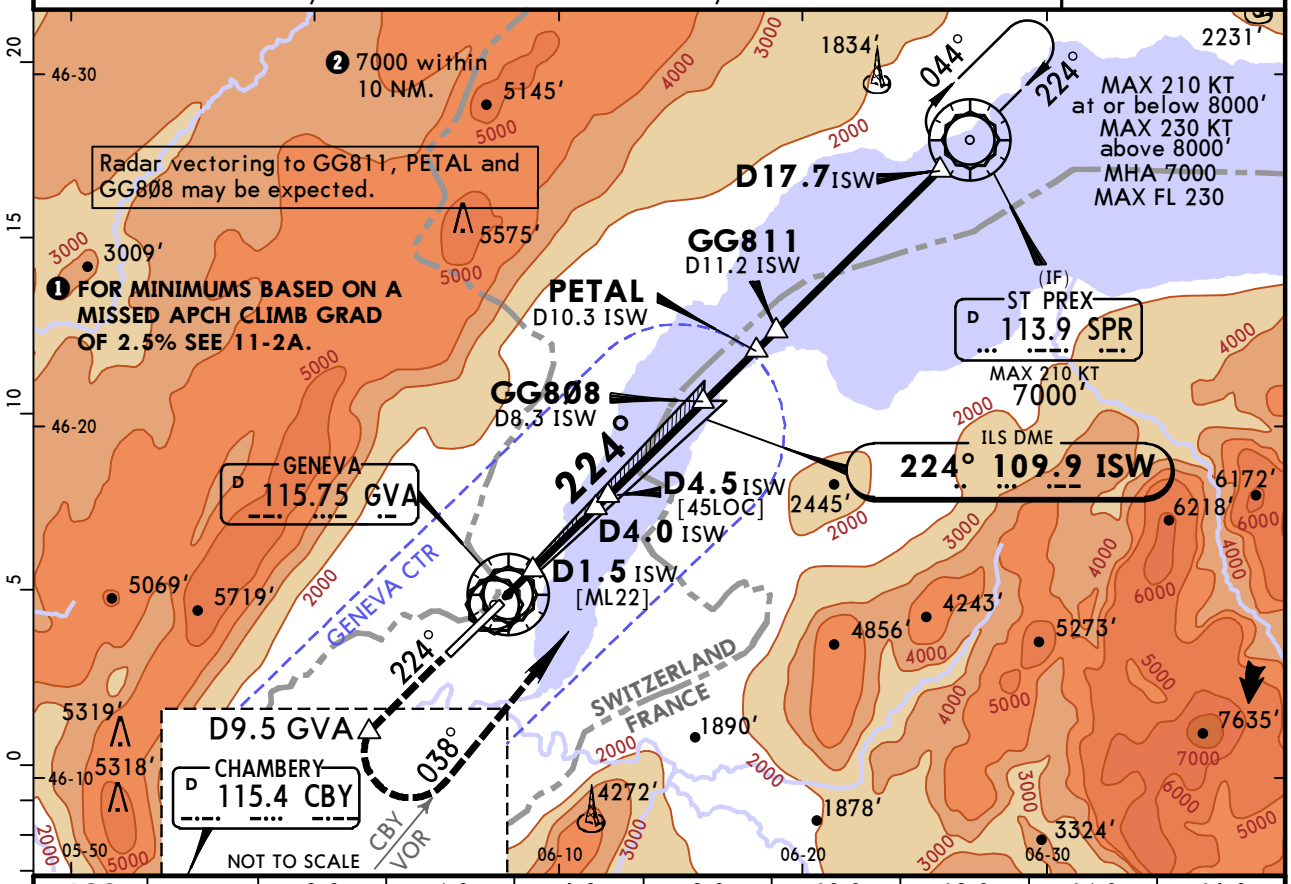
LOC ISW	Final Apch Crs	GS	ILS RA 216′ DA(H)	Apt Elev 1411′
109.9	**224°**	**D4.0 ISW** **2640′** (1275′)	**1565′** (200′)	Rwy 1365′

MISSED APCH: Initial climb clearance 7000′. Climb STRAIGHT AHEAD on R-224 GVA . At D9.5 GVA turn LEFT (MAX 185 KT/MIM bank angle 25°) to intercept and follow R-038 CBY to SPR VOR. MIM climb gradient 3.7% to 4500′ to remain inside controlled airspace. Refer to minimums for missed approach climb gradient.

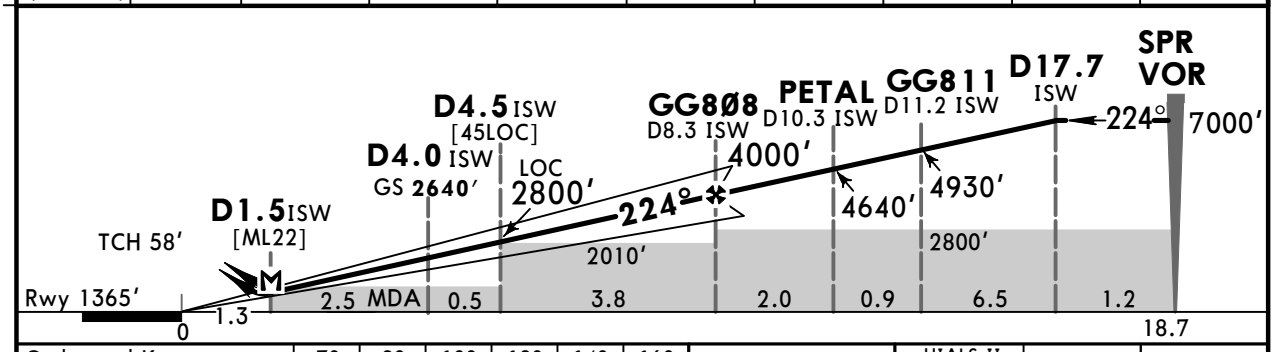


MSA GVA VOR

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	2000′	2640′	3280′	3910′	4550′	5190′	5820′	6460′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D1.5 ISW						

HIALS-II
REIL
PAPI

7000′ on GVA 115.75 R-224

PANS OPS

Standard STRAIGHT-IN LANDING RWY 22

ILS Missed apch climb gradient mim 3.4% up to 4500′
RA 216′ DA(H) **1565′** (200′)

LOC (GS out) Missed apch climb gradient mim 2.8% up to 4500′ CDFA
DA/MDA(H) **1840′** (475′)

	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 1500m	RVR 1500m
B					
C					RVR 2200m
D					

CIRCLE-TO-LAND
Not authorized South of airport
Not authorized outside of CTR

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

❶ W/o HUD/AP/FD: RVR 750m.

CHANGES: MSA. Profile.

ILS or LOC RWY 22 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY **22**

ILS

DA(H) A: **2018′** (653′) B: **2026′** (661′) DA(H) C: **2035′** (670′) D: **2048′** (683′)

	FULL	TDZ or CL out	ALS out
A B	RVR 1500m	RVR 1500m	RVR 1500m
C D	RVR 2400m	RVR 2400m	RVR 2400m

Standard STRAIGHT-IN LANDING RWY **22**

LOC (GS out)

CDFA

DA/MDA(H) **2040′** (675′)

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

CHANGES: None.

LSGG/GVA
GENEVA

JEPPESEN
22 MAR 19
Eff 28 Mar
11-2B

GENEVA, SWITZERLAND
❶ CAT II/III ILS Rwy 22

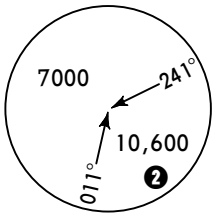
BRIEFING STRIP ™

D-ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.580	136.255	120.305	118.7	121.680	121.855

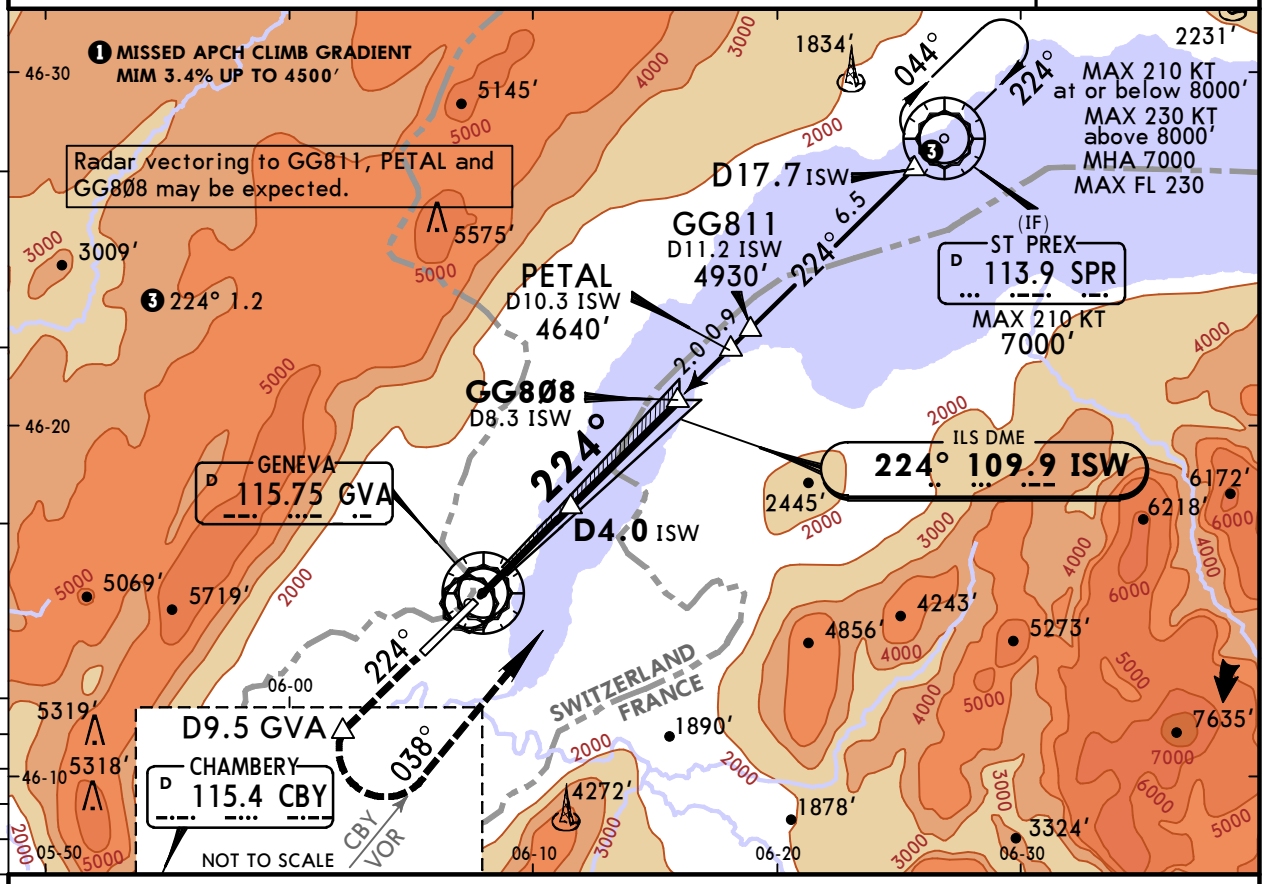
LOC ISW	Final Apch Crs	GS	CAT II & CAT III ILS	Apt Elev 1411′
109.9	**224°**	**D4.0 ISW** **2640′** (1275′)	Refer to Minimums	Rwy 1365′

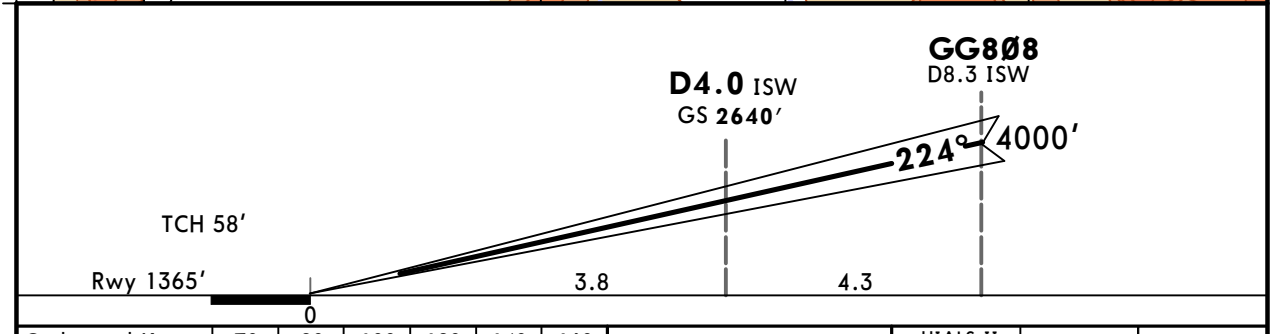
MISSED APCH: Initial climb clearance 7000′. Climb STRAIGHT AHEAD on R-224 GVA . At D9.5 GVA turn LEFT (MAX 185 KT/MIM bank angle 25°) to intercept and follow R-038 CBY to SPR VOR. MIM climb gradient 3.7% to 4500′ to remain inside controlled airspace. Refer to minimums for missed approach climb gradient.

Alt Set: hPa Rwy Elev: 49 hPa Trans level: By ATC Trans alt: 7000′
Special Aircrew & Aircraft Certification Required.



MSA GVA VOR
❷ 7000 within 10 NM.





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

HIALS-II
REIL
PAPI

7000′ on GVA 115.75 R-224

PANS OPS

Standard STRAIGHT-IN LANDING RWY **22**

CAT IIIB ILS	CAT IIIA ILS	CAT II ILS
	DH **50′**	Missed apch climb gradient mim 3.4% up to 4500′ **RA 108′** DA(H) **1465′** (100′)
RVR 75m	RVR 200m	RVR 300m

CHANGES: MSA.

LSGG/GVA GENEVA

JEPPESEN 22 MAR 19 (12-1) Eff 28 Mar

GENEVA, SWITZERLAND RNAV (GNSS) Rwy 04

BRIEFING STRIP

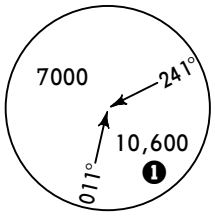
D-ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.580	136.255	120.305	118.7	121.680	121.855

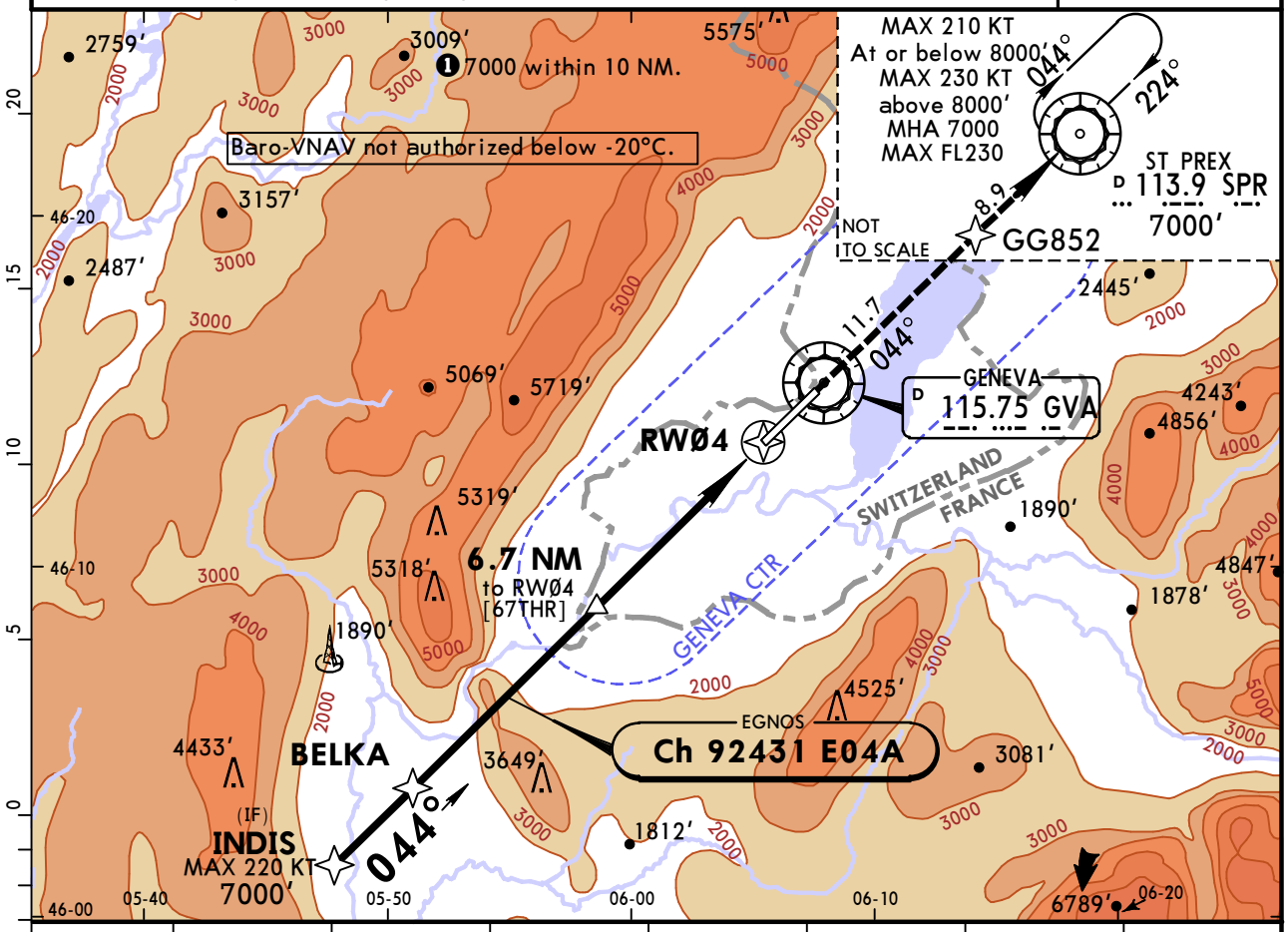
EGNOS	Final Apch Crs	Procedure Alt	LPV DA(H) Refer to Minimums	Apt Elev / Rwy
Ch 92431 E04A	044°	BELKA 6000′ (4589′)		Apt Elev 1411′ Rwy 1411′

MISSED APCH: Initial climb clearance 7000′. Climb on track 044° to SPR via GG852 to cross GG852 at or above 4000′.

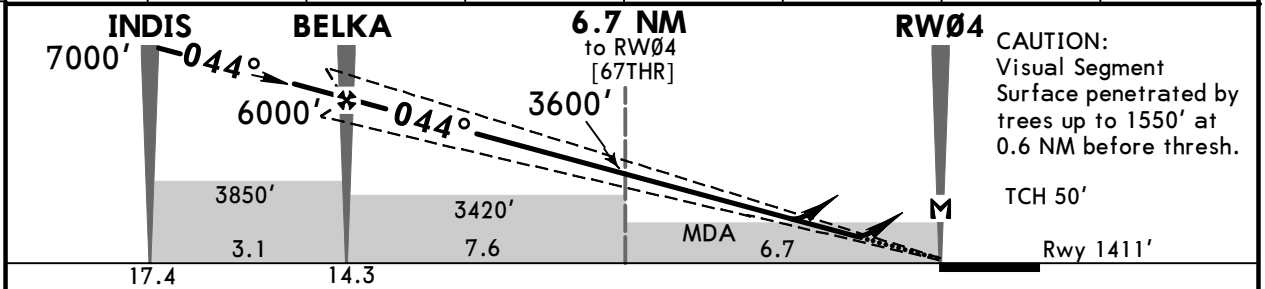
Alt Set: hPa | Rwy Elev: 51 hPa | Trans level: By ATC | Trans alt: 7000′

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





DIST to RWØ4	16.0	12.0	10.0	8.0	6.0	4.0	2.0
ALTITUDE	6560′	5290′	4650′	4010′	3380′	2740′	2100′



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RWØ4							

HIALS PAPI | 7000′ | GG852 on 044°

Standard STRAIGHT-IN LANDING RWY 04

	LPV CAT I DA(H)		LNAV/VNAV DA(H)		LNAV CDFA DA/MDA(H)	
	A B: 1611′ (200′) C: 1617′ (206′) D: 1627′ (216′)		A: 1744′ (333′) C: 1763′ (352′) B: 1753′ (342′) D: 1773′ (362′)		1860′ (449′)	
	FULL	ALS out		ALS out		ALS out
A	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m	RVR 1500m	
B			RVR 1200m			
C				RVR 1600m	RVR 1700m	RVR 2100m
D	RVR 800m		RVR 1300m	RVR 1700m		

CIRCLE-TO-LAND
Not authorized South of airport
Not authorized outside of CTR

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

PANS OPS

CHANGES: MSA.

LSGG/GVA GENEVA

JEPPESEN

22 MAR 19
Eff 28 Mar

12-2

GENEVA, SWITZERLAND
❶ RNAV (GNSS) Rwy 22

BRIEFING STRIP

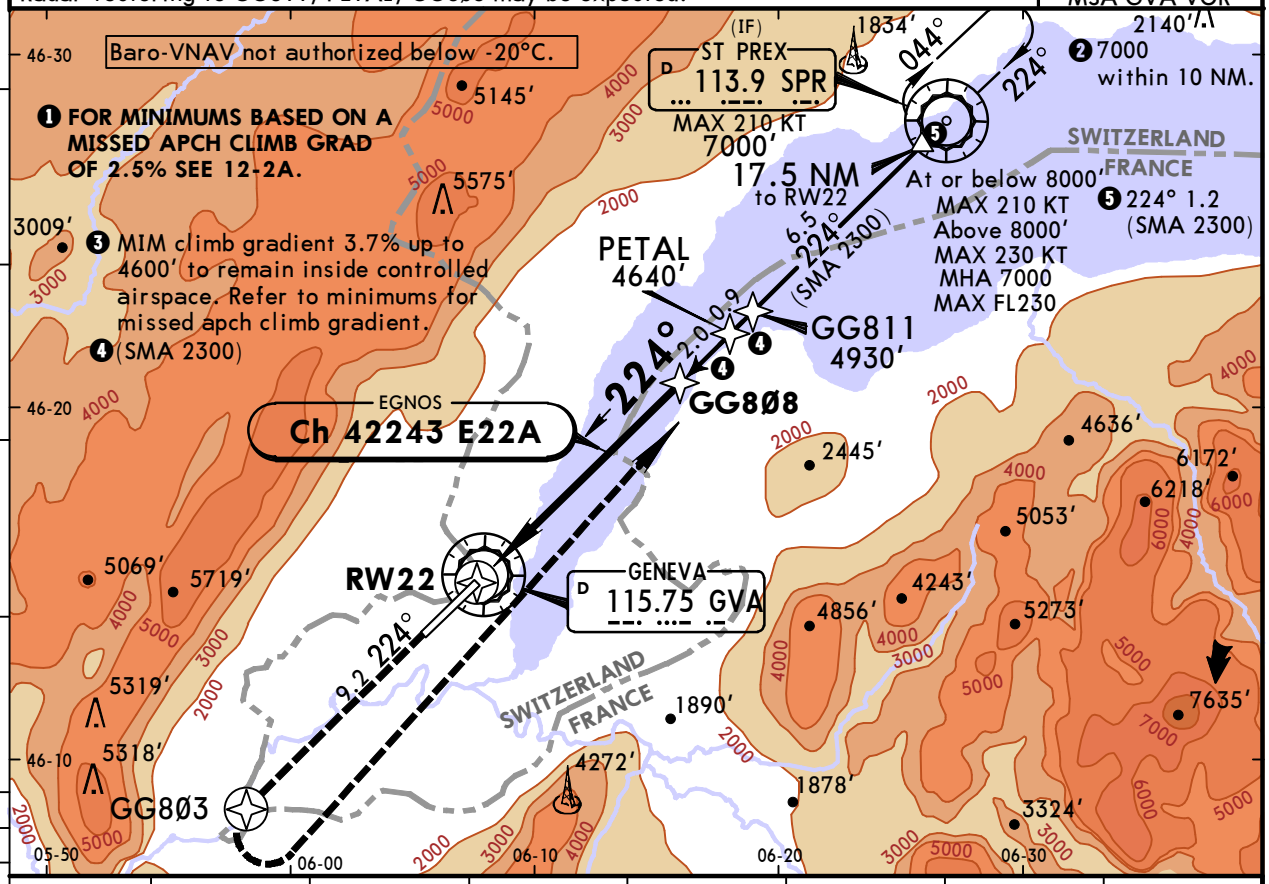
D-ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.580	136.255	120.305	118.7	121.680	121.855

EGNOS	Final Apch Crs	Procedure Alt GG8Ø8	LPV DA(H)	Apt Elev 1411′
Ch 42243 E22A	224°	4000′ (2635′)	1565′ (200)	Rwy 1365′

MISSED APCH: Initial climb clearance 7000′. Climb on track 224° to GG8Ø3 then turn LEFT (MAX 185 KT) direct to SPR. ❸

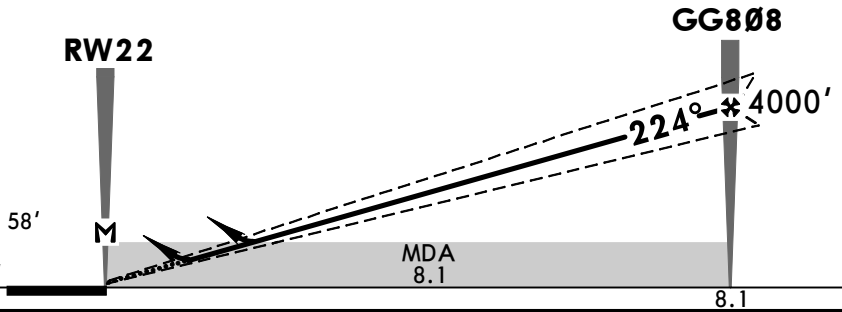
Alt Set: hPa Rwy Elev: 49 hPa Trans level: By ATC Trans alt: 7000′
Radar vectoring to GG811, PETAL, GG8Ø8 may be expected.

MSA GVA VOR
7000 241° 10,600 011° ❷



DIST to RW22	2.0	4.0	6.0	11.0	12.0	14.0	16.0
ALTITUDE	2060′	2700′	3340′	4930′	5250′	5890′	6520′

CAUTION:
Visual Segment Surface penetrated by trees up to 1532′ at 0.8 NM before thresh.



Gnd speed-Kts		70	90	100	120	140	160
Glide Path Angle	3.00°	372	478	531	637	743	849
LPV, LNAV/VNAV: MAP at DA							
LNAV: MAP at RW22							

HIALS-II
REIL
PAPI

7000′

GG8Ø3 on 224°

Standard — STRAIGHT-IN LANDING RWY 22 — CIRCLE-TO-LAND

	LPV CAT I MACG mim 3.3% up to 4600′ DA(H) 1565′ (200′)			LNAV/VNAV MACG mim 3.8% up to 4800′ DA(H) A: 1706′ (341′) B: 1715′ (350′) C: 1725′ (360′) D: 1740′ (375′)		LNAV MACG mim 3.8% up to 5000′ CDFA DA/MDA(H) 1870′ (505′)		Max Kts	
	FULL	TDZ or CL out	ALS out		ALS out		ALS out		
A	RVR 550m	RVR 550m ❶	RVR 1200m	RVR 900m	RVR 1500m	RVR 1500m		A	NOT AUTHORIZED
B					RVR 1600m			B	
C						RVR 1600m	RVR 2400m	C	
D				RVR 1000m	RVR 1700m			D	

PANS OPS

❶ W/o HUD/AP/FD: RVR 750m.

CHANGES: MSA.

RNAV (GNSS) RWY 22 MINIMUMS

BASED ON:

MISSED APCH CLIMB GRADIENT MIM 2.5%

Standard STRAIGHT-IN LANDING RWY **22**

LPV CAT I

DA(H) A:**2005′**(640′) B:**2015′**(650′) DA(H) C:**2025′**(660′) D:**2035′**(670′)

	FULL	TDZ or CL out	ALS out
A B	RVR 1500m		
C	RVR 2300m	RVR 2300m	RVR 2400m
D	RVR 2400m	RVR 2400m	

Standard STRAIGHT-IN LANDING RWY **22**

LNAV/VNAV

DA(H) A:**2420′**(1055′) B:**2431′**(1066′) DA(H) C:**2451′**(1086′) D:**2478′**(1113′)

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

Standard STRAIGHT-IN LANDING RWY **22**

LNAV

CDFA

DA/MDA(H) **2850′**(1485′)

	ALS out
A B C D	RVR 5000m

LSGG/GVA
GENEVA

JEPPESEN
22 MAR 19 (13-1) Eff 28 Mar

GENEVA, SWITZERLAND
(GPS) VOR Rwy 04

BRIEFING STRIP

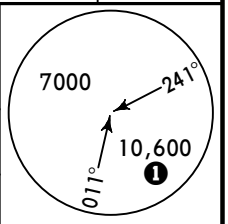
D-ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.580	136.255	120.305	118.7	121.680	121.855

VOR GVA	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / Rwy
115.75	044°	D13.7 GVA 6000′ (4589′)	1850′ (439′)	Apt Elev 1411′ / Rwy 1411′

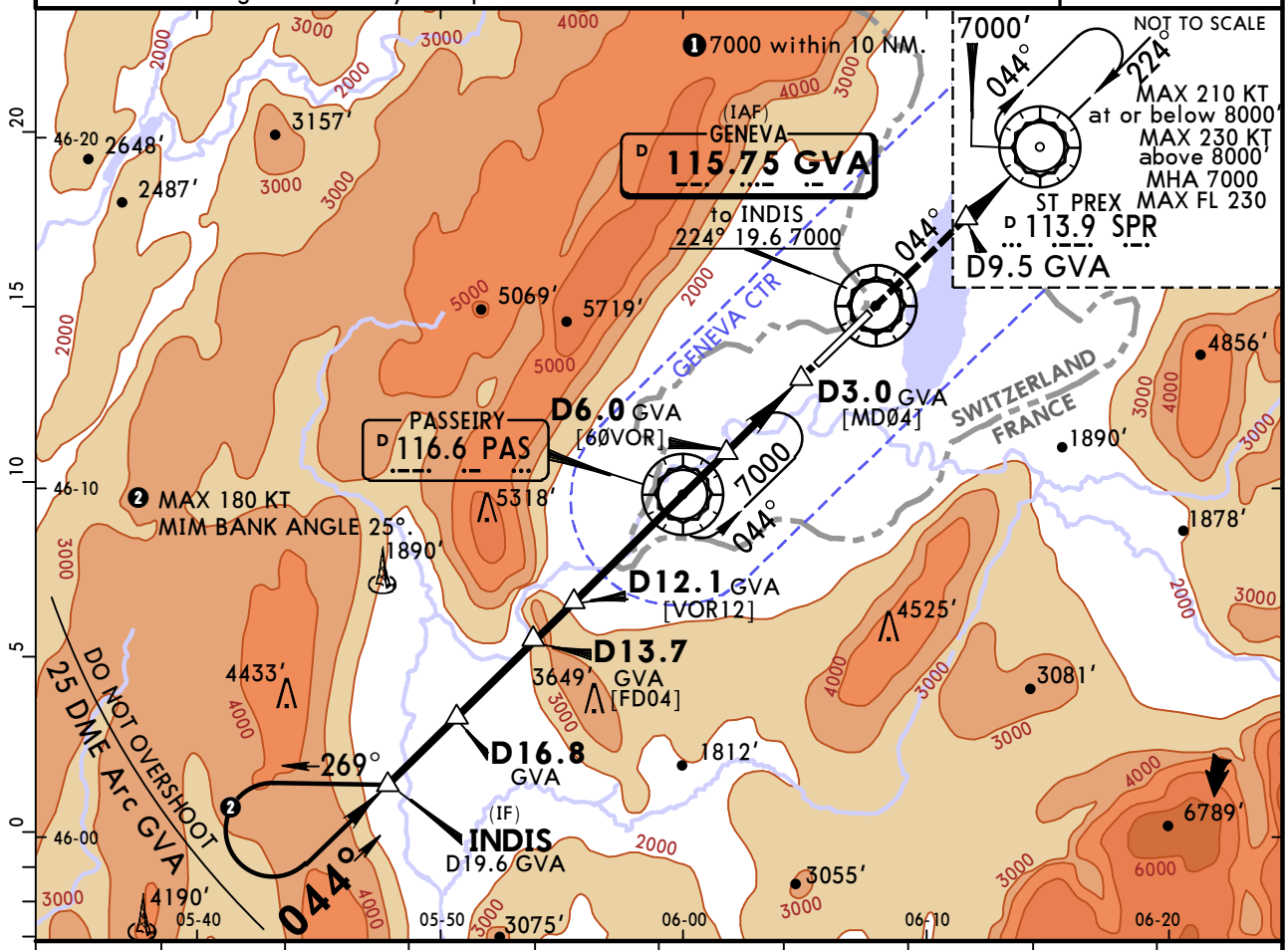
MISSED APCH: Initial climb clearance 7000′. Climb STRAIGHT AHEAD on R-044 GVA. Proceed to SPR VOR. Cross D9.5 GVA at 4000′ or above.

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

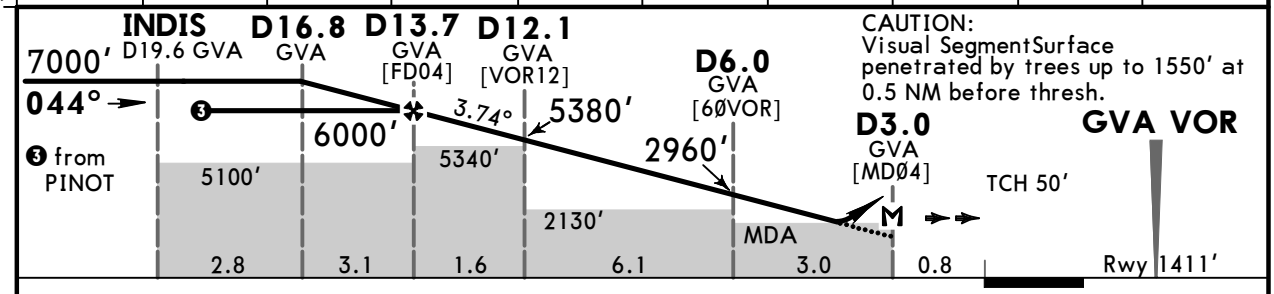
1. CAUTION: Expect turbulence on base and final apch.
2. Radar vectoring to INDIS may be expected.



MSA GVA VOR



GVA DME	13.0	12.0	11.0	10.0	9.0	8.0	7.0	5.0	4.0
ALTITUDE	5740′	5340′	4940′	4550′	4150′	3750′	3350′	2560′	2160′



CAUTION:
Visual SegmentSurface penetrated by trees up to 1550′ at 0.5 NM before thresh.

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

7000′ GVA on 115.75 R-044

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04

CDFA

DA/MDA(H) 1850′ (439′)

	ALS out	ALS out
A	RVR 1500m	
B		
C	RVR 1600m	RVR 2000m
D		

CIRCLE-TO-LAND
Not authorized South of airport
Not authorized outside of CTR

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

CHANGES: MSA.

LSGG/GVA GENEVA

JEPPESEN

22 MAR 19 (13-2) Eff 28 Mar

GENEVA, SWITZERLAND (GPS) VOR Rwy 22

D-ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.580	136.255	120.305	118.7	121.680	121.855

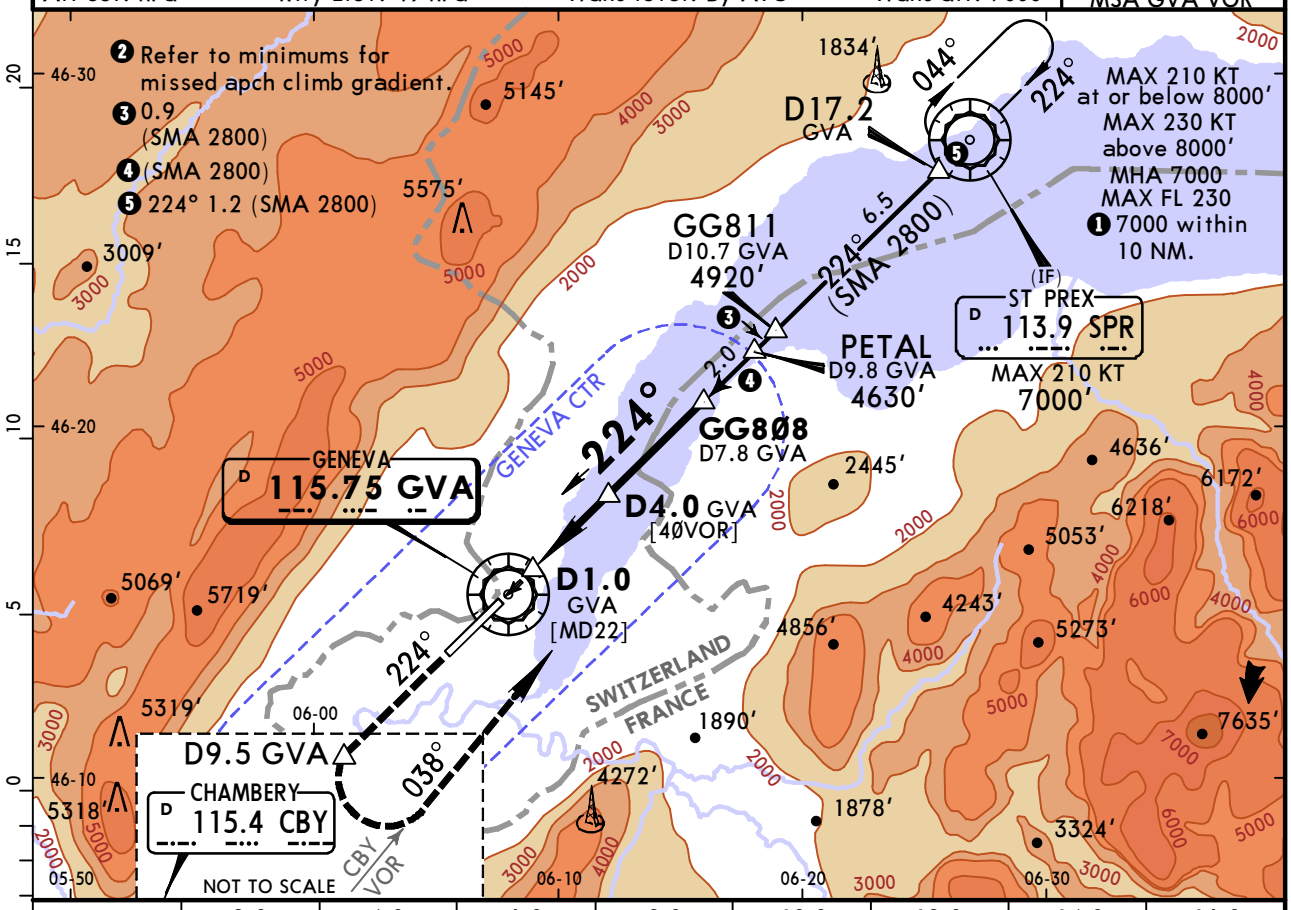
VOR GVA	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / Rwy
115.75	224°	GG8Ø8 4000′(2635′)	Refer to Minimums	Apt Elev 1411′ Rwy 1365′

MISSED APCH: Initial climb clearance 7000′. Climb STRAIGHT AHEAD on R-224 GVA . At D9.5 GVA turn LEFT (MAX 185 KT/MIM bank angle 25°) to intercept and follow R-038 CBY to SPR VOR. ❷

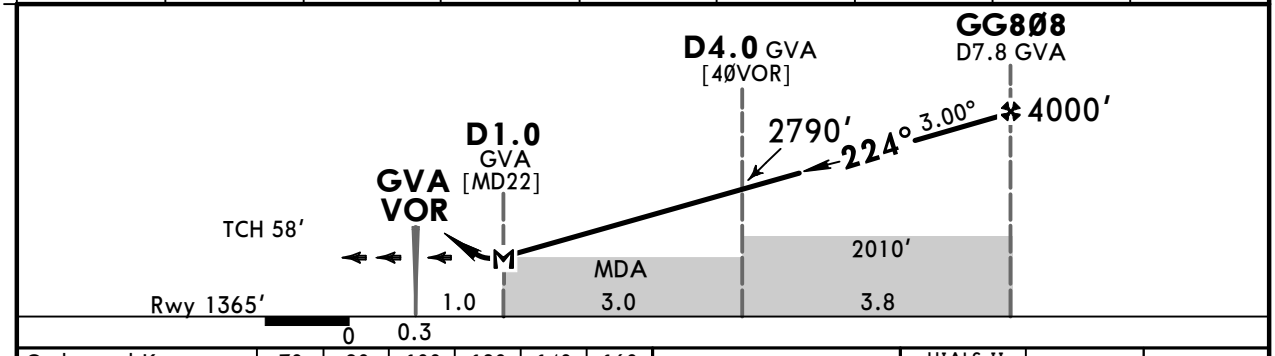
Alt Set: hPa | Rwy Elev: 49 hPa | Trans level: By ATC | Trans alt: 7000′

MSA GVA VOR: 7000 (241°–011°) 10,600 ❶

BRIEFING STRIP ™



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

7000′ GVA on 115.75 R-224

PANS OPS

Standard STRAIGHT-IN LANDING RWY 22

	MACG mim 2.8% up to 4500′ CDFA DA/MDA(H) 1830′(465′)		MACG mim 2.5% CDFA DA/MDA(H) 2070′(705′)	
		ALS out		ALS out
A	RVR 1500m	RVR 1500m	RVR 1500m	RVR 1500m
B				
C		RVR 2200m		RVR 2400m
D				

CIRCLE-TO-LAND
Not authorized South of airport
Not authorized outside of CTR

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

CHANGES: MSA.

LSGG/GVA GENEVA

JEPPESEN 22 MAR 19 (18-1) Eff 28 Mar

GENEVA, SWITZERLAND

TMN 2.0 NM SRA Rwy 04

BRIEFING STRIP TM

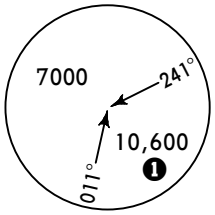
D-ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.580	136.255	120.305	118.7	121.680	121.855

RADAR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
	044°	15.0 NM 7000′ (5589′)	2210′ (799′)	1411′

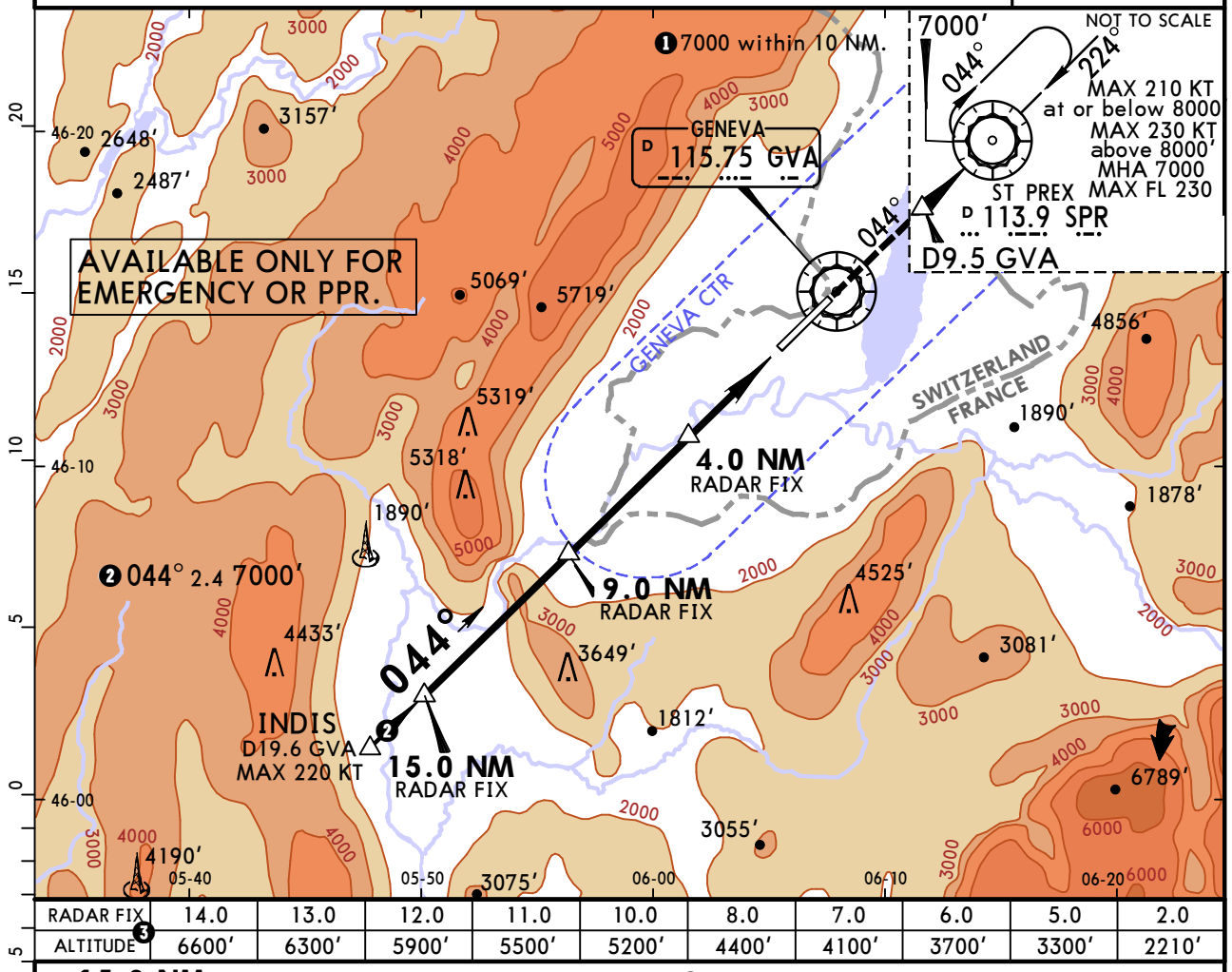
MISSED APCH: Initial climb clearance 7000′. Climb STRAIGHT AHEAD on R-044 GVA. Proceed to SPR VOR. Cross D9.5 GVA at 4000′ or above.

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

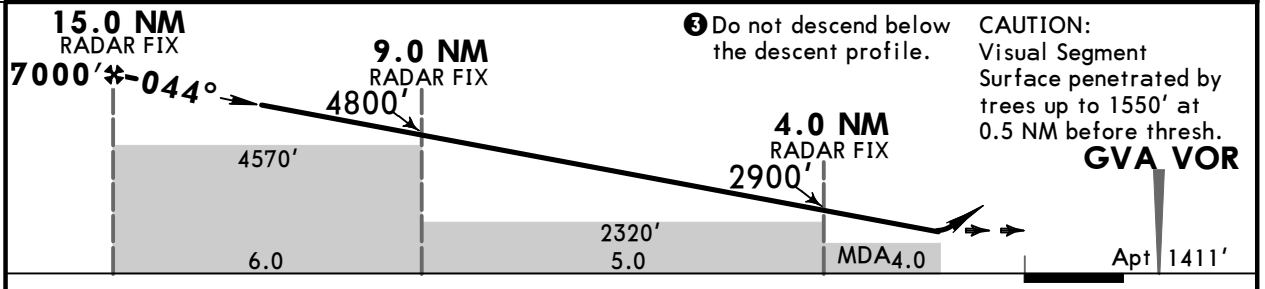
CAUTION: Expect turbulence on base and final apch.



MSA GVA VOR



RADAR FIX	14.0	13.0	12.0	11.0	10.0	8.0	7.0	6.0	5.0	2.0
ALTITUDE 3	6600′	6300′	5900′	5500′	5200′	4400′	4100′	3700′	3300′	2210′



3 Do not descend below the descent profile.

CAUTION: Visual Segment Surface penetrated by trees up to 1550′ at 0.5 NM before thresh.

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

HIALS PAPI

7000′ on GVA 115.75 R-044

SPR 113.9

PANS OPS

Standard STRAIGHT-IN LANDING RWY 04

CDFA

DA/MDA(H) 2210′ (799′)

ALS out

		Max Kts	MDA(H)	VIS
A	RVR 1500m	100	2210′ (799′)	1500m
B		135	2210′ (799′)	1600m
C	RVR 2400m	180	2400′ (989′)	2400m
D		180	2400′ (989′)	3600m

CIRCLE-TO-LAND
Not authorized South of airport
Not authorized outside of CTR

CHANGES: MSA.

LSGG/GVA GENEVA

JEPPESEN 22 MAR 19 (18-2) Eff 28 Mar

GENEVA, SWITZERLAND

TMN 2.0 NM SRA Rwy 22

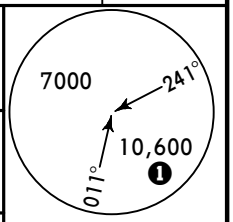
BRIEFING STRIP

D-ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.580	136.255	120.305	118.7	121.680	121.855

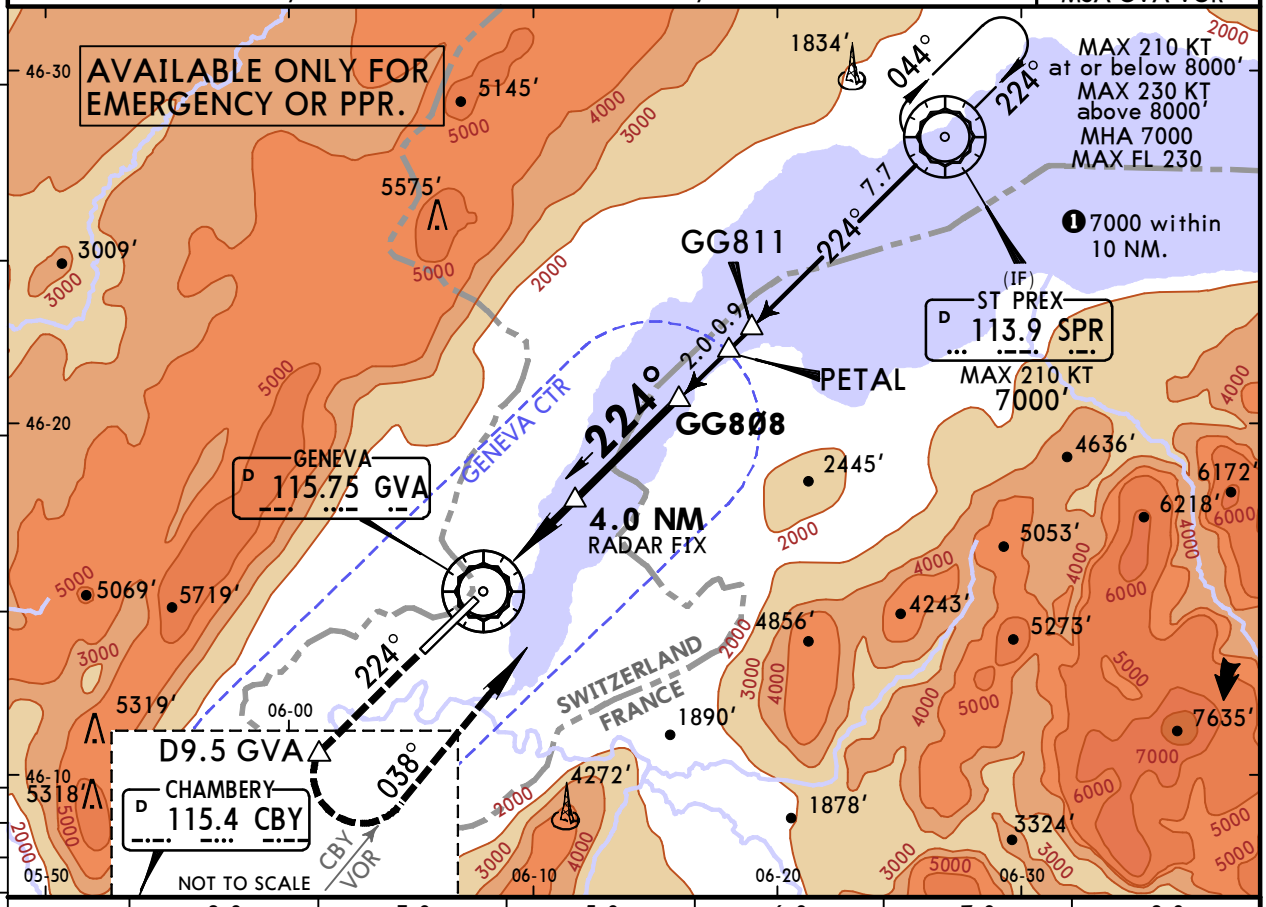
RADAR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / Rwy
	224°	GG8Ø8 4000′(2635′)	2060′(695′)	Apt Elev 1411′ Rwy 1365′

MISSED APCH: Initial climb clearance 7000′. Climb STRAIGHT AHEAD on R-224 GVA . At D9.5 GVA turn LEFT (MAX 185 KT/ MIM bank angle 25°) to intercept and follow R-038 CBY to SPR VOR.

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

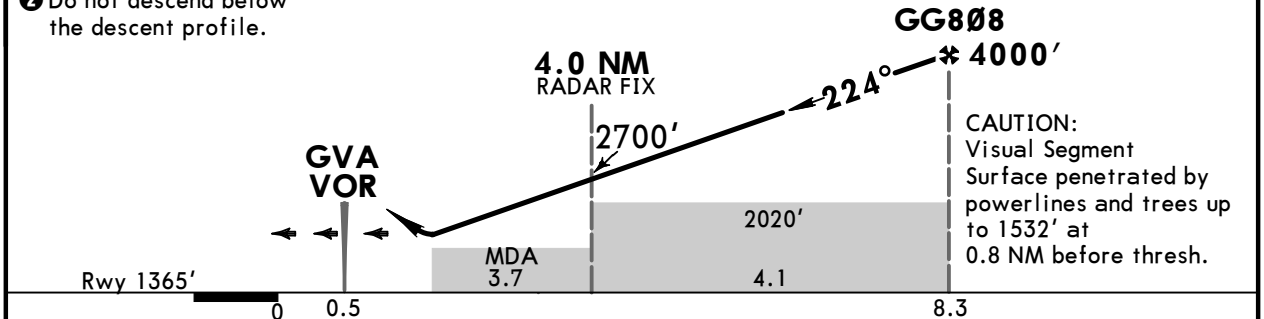


MSA GVA VOR



RADAR FIX	2.0	3.0	5.0	6.0	7.0	8.0
ALTITUDE 2	2060′	2400′	3000′	3330′	3600′	4000′

2 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

7000′ GVA on 115.75 R-224

PANS OPS

Standard STRAIGHT-IN LANDING RWY 22

CDFA

DA/MDA(H) 2060′(695′)

ALS out

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

CIRCLE-TO-LAND
Not authorized South of airport
Not authorized out of CTR

CHANGES: MSA.

GENEVE
GENEVE
SWITZERLAND

LSGG
Elev **1411'** / 430 m
N46 14.3
E006 06.6

2.2 NM NW Genève

ATIS **135.580**
124.755 (GLD information - fr, en)
*ILS/DME freq paired. DME reads zero at THRs.

RWY	ILS	RWY	ILS
04*	110.90 INE 044°	22*	109.90 ISW 224°

TMA Genève:

GENEVE INFORMATION **126.350**

(TWR) *AT ATC discretion **VDF

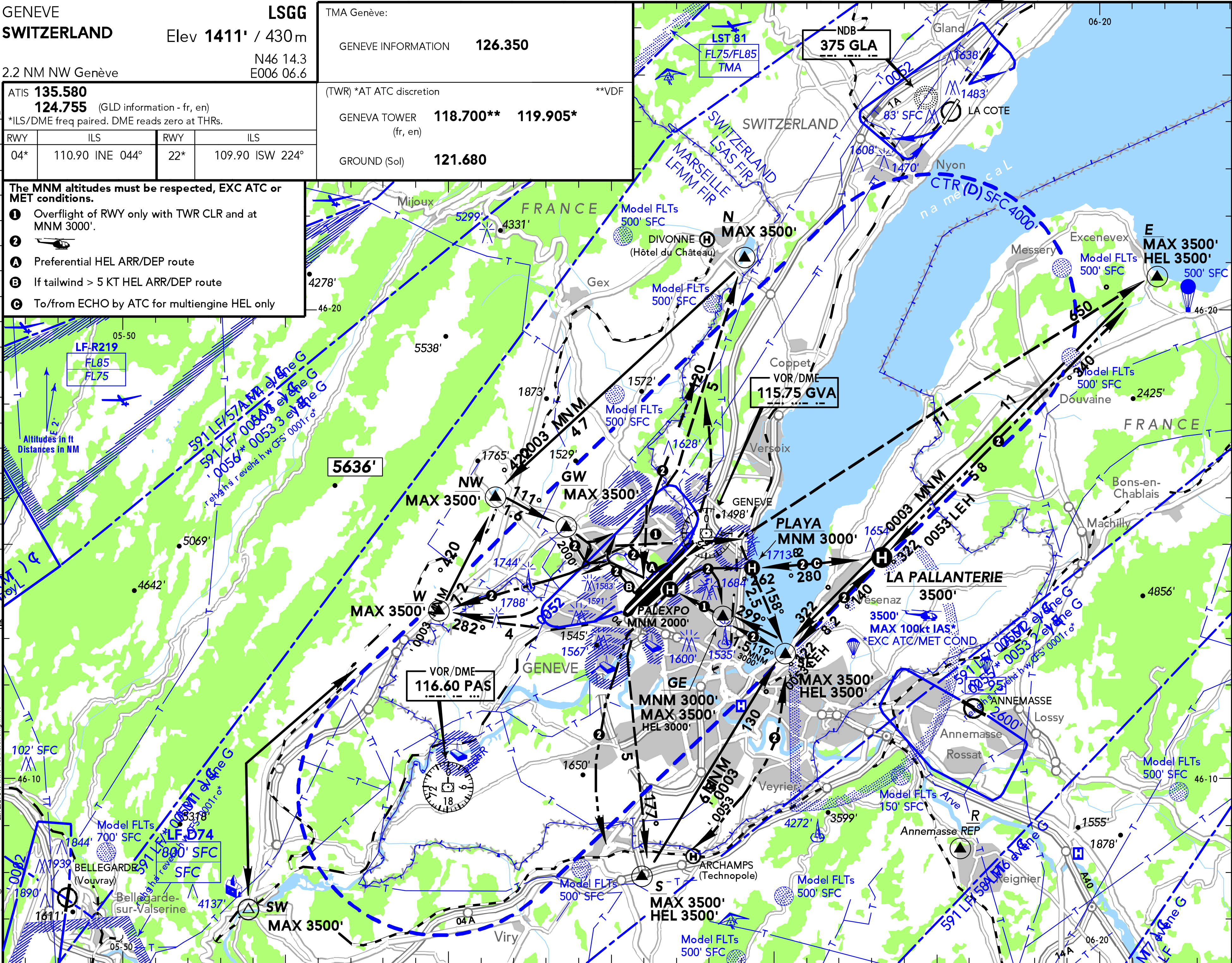
GENEVA TOWER (fr, en) **118.700**** **119.905***

GROUND (Sol) **121.680**

The MNM altitudes must be respected, EXC ATC or MET conditions.

1. Overflight of RWY only with TWR CLR and at MNM 3000'.
2. (helicopter)

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



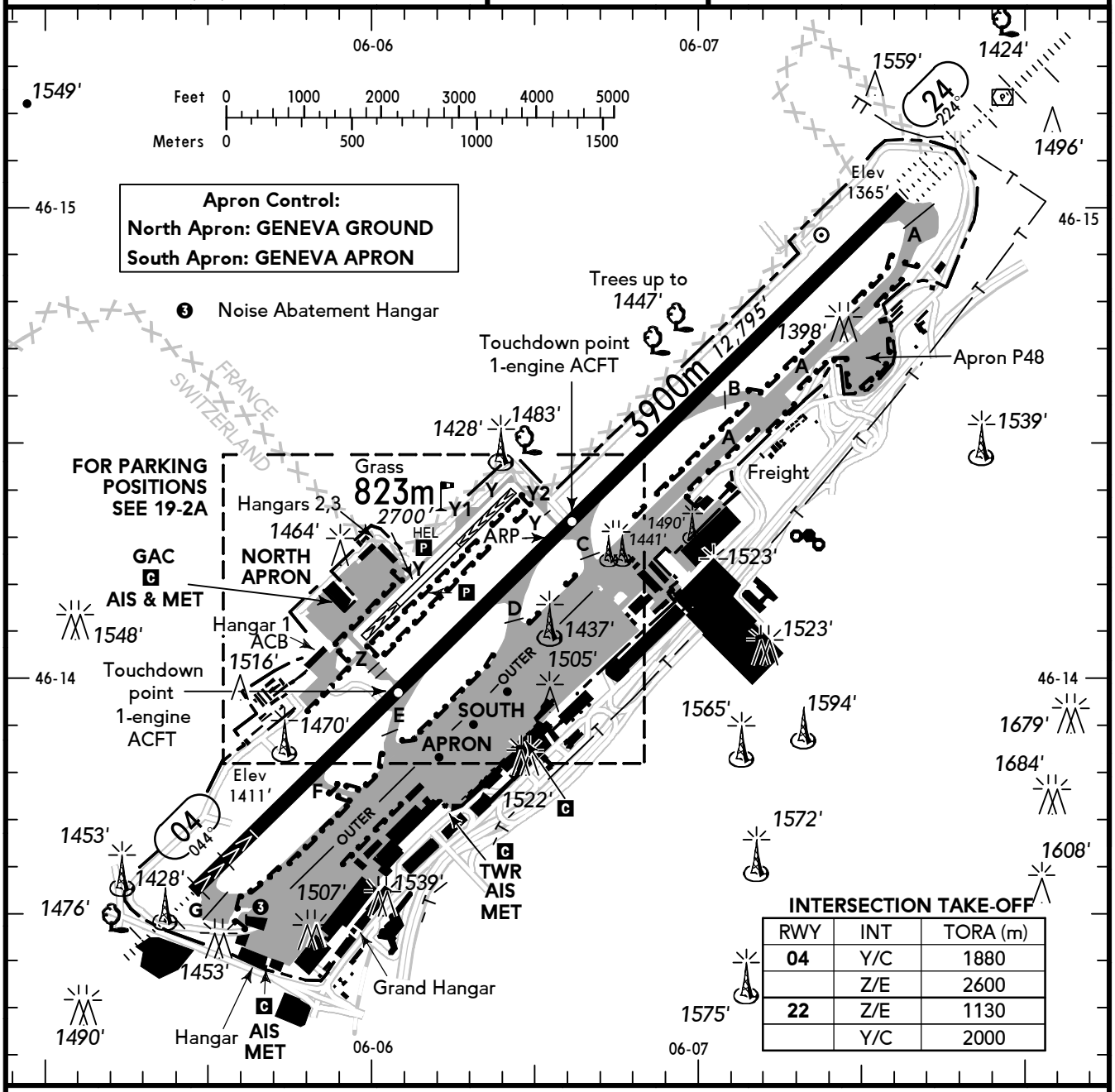
GENEVE

GENEVE

SWITZERLAND

JEPPESEN

GENEVA APRON (Trafic)	**121.855**	ATIS **135.580**	(FIS)
GENEVA GROUND (Sol)	**121.680**		GENEVE INFORMATION **126.350**



Concrete RWY: ALS - PAPI - THRL - RL - RCLL - TWYL - APRON - OBSTL.
Grass strip ❷ APAPI 04 (4°), 22 (4.5°).

RWY No	Dimension (m) - Surface	TORA (m)	LDA (m)	Strength	Lights
04	3900 x 50 Concrete	3900	3570	PCN 81/R/B/W/T	
22		3900	3900		
04	823 x 30 Grass	456 ❶	636	0.25 MPa	
22		636	520		

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.

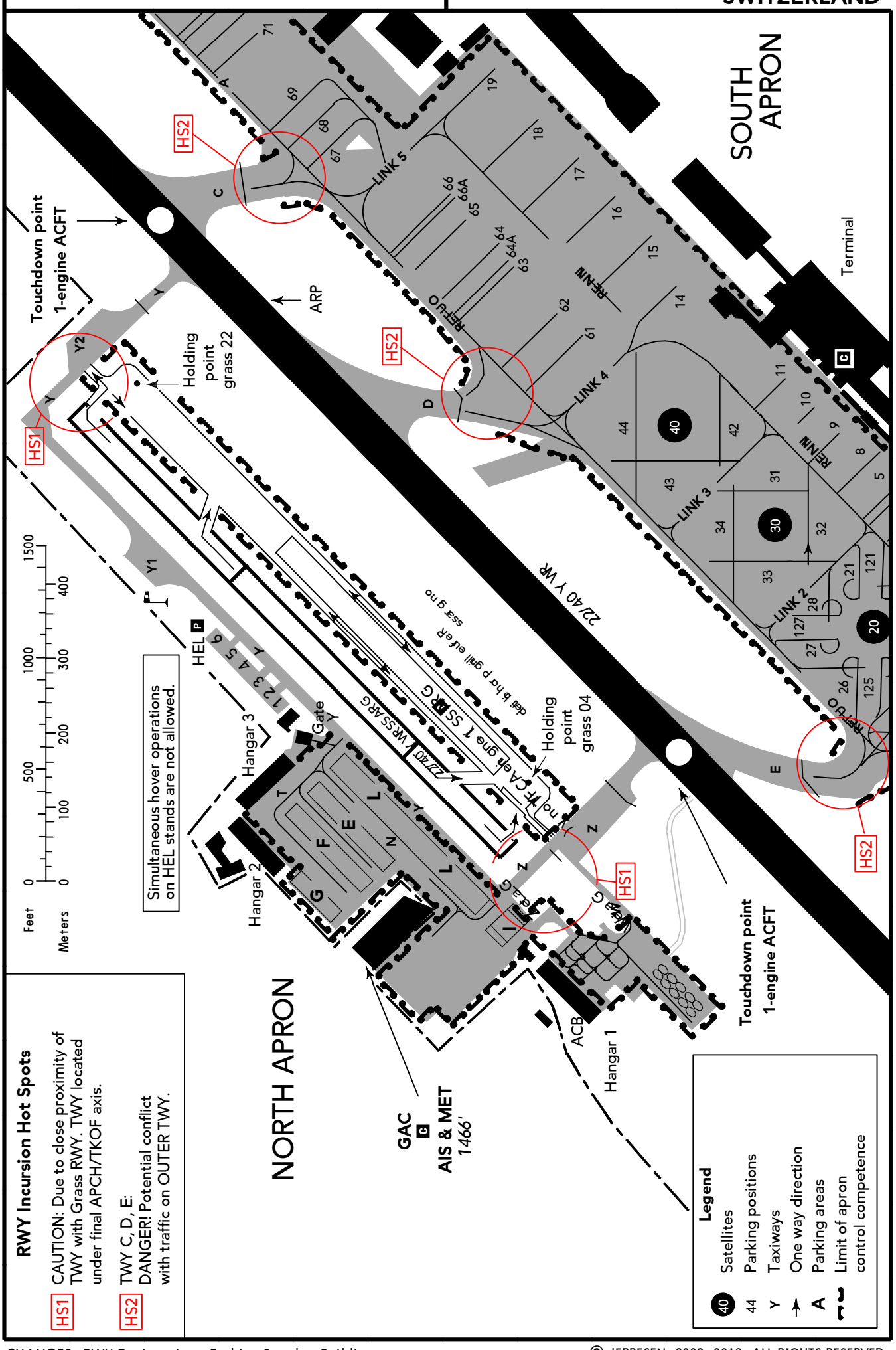
❷ **CTN:** Short final unusable / Im kurzen Endteil unbenutzbar / Courte finale inutilisable.

CHANGES: COM - RWY Designation - QFU - Buildings - OBST - Construction Area.

GENEVE

GENEVE

SWITZERLAND



CHANGES: RWY Designation - Parking Stands - Buildings.

Reporting Points / Meldepunkte / Points à compte rendu

REP	Definition	Coordinates / Koordinaten / Coordonnées	Identification / Beschreibung
E	058° / 11 GVA	N46 20.8 E006 21.8	
GE	165° / 1.7 GVA	N46 13.6 E006 08.5	U.N. Building / UNO-Gebäude / Palais O.N.U.
GW	274° / 3.1 GVA	N46 15.5 E006 03.5	C.E.R.N
N	006° / 6.1 GVA	N46 21.3 E006 09.2	
NW	279° / 4.6 GVA	N46 16.2 E006 01.4	
S	189° / 7.3 GVA	N46 08.0 E006 06.0	
SE	144° / 3.0 GVA	N46 12.8 E006 10.4	
SW	229° / 13 GVA	N46 07.3 E005 54.0	
W	253° / 5.9 GVA	N46 13.7 E005 59.7	
LA PALLANTERIE	094° / 3.6 GVA	N46 14.8 E006 13.1	HEL REP
PALEXPO	207° / 1.3 GVA	N46 14.1 E006 07.1	HEL REP
PLAYA	130° / 1.0 GVA	N46 14.5 E006 09.1	HEL REP

ARR Routes:		DEP Routes:	
NOVEMBER:	N - NW - GW,	NOVEMBER:	AD circuit - N,
WHISKEY:	W - NW - GW,	WHISKEY:	AD circuit - W,
ECHO:	E - SE - GE,	ECHO:	AD circuit - RWY 04 end - highway junction - E,
SIERRA:	S - SE - GE.	SIERRA-ECHO:	AD circuit - RWY 04 end - highway junction - SE,
		SIERRA:	AD circuit - overhead TWY E - Rhône - S.

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

Genève CTR

Any entry into Genève CTR requires prior authorisation from GENEVA TOWER.

NORDO ACFT may only use Genève AD in exceptional circumstances. TWR authorisation must be obtained at least 1 hr before planned TKOF/LDG time via Support ATM TEL (022) 417 43 43.

Transponder

ACFT/HEL transiting via CTR Genève or oper ating to/from Genève AD shall not operate their SSR transponders in the CTR Genève unless specifically requested by ATC.

Flight Plan/Flight Notification

Any flight arriving at and departing from Genève AD requires the submission of a flight plan/flight notification. For arriving flights, it must be submitted prior to departure or in flight no later than 10 MIN before the intended time of entry into the TMA or CTR, for departing flights no later than 30 MIN prior to EOBT.

The flight notification does not provide the alerting service and could only concern VFR flight departing Genève via REP 'N', destination uncontrolled AD in Switzerland. To submit a flight notification insert RMK/FLIGHT NOTIFICATION in field 18 of the FPL form .

The VFR flight plan/flight notification must be submitted through the Internet via www.skybriefing.com or on FIS frequency.

ARR

VFR arrivals must be planned so as to join the traffic circuit no later than 30 MIN before the end of evening civil twilight to ensure landing in daylight due to possible delays.

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.

Arrival in NORTH Apron
ACFT: Once on the ground, the pilot must contact GENEVA GROUND according to TWR instructions. Final guidance of ACFT to a parking position is ensured with a "follow me" vehicle.

HEL: HEL flying VFR land directly on the helipad designated by TWR.

VFR single-engine piston ACFT taxiing to PRKG ACB via TWY W under own responsibility.

Arrival in SOUTH Apron
ACFT: Once on the ground, the pilot must contact APRON according to TWR instructions and taxi to his parking position in accordance to the instructions received. In certain cases, final guidance is ensured by a "follow me" vehicle. If RWY 22 in use, ACFTmust leave the concrete RWY via TWY 'D' or 'E', unless otherwise instructed by TWR.

HEL: Land on the concrete RWY or on a TWY (usually TWY 'C') or according to TWR instructions. Parking on the SOUTH Apron requires special authorisation from Genève AD.

DEP

Pilots can expect to receive a TKOF clearance , if, at 2150LT at the latest, ready to taxi a piston-engine ACFT or to start the engines of a jet or turboprop ACFT.

Departures from NORTH Apron
Pilots will receive a TKOF clearance only if able to take off not later than 2159LT.

ACFT: For a VFR flight, the pilot contacts GENEVA GROUND when ready to taxi, stating his parking position. For an SVFR or NVFR flight, the pilot must request start-up from GENEVA GROUND, stating his parking position. Taxiing instructions will be given by GENEVA GROUND.

HEL: For a HEL flight (VFR, SVFR or NVFR), the pilot must contact GENEVA GROUND for startup and await instructions to contact TWR.

Departures from SOUTH Apron
Pilots will receive a TKOF clearance only if able to take off no later than 2159LT for a non-commercial or ferry flight.

ACFT: For a VFR, SVFR or NVFR flight, the pilot must contact GENEVA GROUND for FPL activation. The pilot will then be instructed to contact APRON to receive start-up and taxi instructions.

HEL: For a HEL flight (VFR, SVFR or NVFR), pilots must contact GENEVA GROUND for startup and await instructions for contacting TWR or APRON as appropriate for taxi/air taxi.

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.

Grass RWY 04/22 and Parking Area
ACFT of 2t or less (including PC6 ACFT) must book a light aviation PPR if the grass runway is open or restricted, as long as as the performance of the ACFT permits. If the grass RWY is closed, conditions for General Aviation PPR apply.

In certain MET conditions, the grass RWY may be closed or its use declared restricted according to ATIS. When use is restricted, arriving ACFT shall vacate RWY at its end and wait for taxi instructions from GENEVA GROUND.

When the grass RWY is closed, pilots should expect delays.

In summer (SR-SS) single engine ACFT must be parked on grass parking.

Safety of Persons
All persons walking on the movement area (including FLT crew during pre-flight check) must wear a yellow high-visibility safety equipment (vest or jacket) which complies with EN 471 standard class 2 or 3.
If unable to comply with the above rule, persons must ask for assistance of a handling agent .

North apron: Walking to and from grass parking is not permitted. Crew and passengers must be transported by AP vehicle - "follow-me" car, shuttle etc. (TEL (022) 717 71 19).

South apron: Walking on tarmac is not permitted except for remote push operators or access for crews to stands 1 to 11 from doors C1 or C4.

Smoking on airside is strictly forbidden except in specific designated areas.

Lightning Alert

A siren, followed by red flashing lights, is activated on the movement areas in case of high risk of lightning within a 5 KM radius around the AD.

During the alert:

- persons who are outside and not under a shelter are strongly advised to enter a building or to remain in the ACFT until the end of the alert.

- ground handling and refuelling operations are suspended.

End of alert: Red flashing lights are switched off and the siren sounds intermittently for 5 seconds.

Towing and chocks:
Handling agents and operators must ensure that ACFT are correctly parked and that ACFT chocks are in place.

All ACFT operators and handling agents must ensure, H24 and within MAX 1 hr, that push back equipment and personnel, as well as authorised cockpit brake operator, are available for their ACFT. Due to operational reasons, Airport Authorities may ask for an ACFT repositioning. Towing costs will be charged to the operator.

HEL

Maintain 3500' between E - SE and S - SE , EXC MET conditions or ATC.

MAX 100 KT IAS on all routes.

To avoid vortices dangers overflight of aeroplane parking is prohibited. Air taxi exclusively along published TWY.

CAUTION: Traffic on TWY 'Y'.

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

Genève CTR

Jeder Einflug in die CTR Genève erfordert eine vorherige Freigabe durch GENEVA TOWER.

LFZ, die keine Funkausrüstung mitführen, kann die Benutzung des Flughafens in Ausnahmefällen gestattet werden, wenn die Genehmigung des TWR via ATM Support TEL (022) 417 43 43 mindestens 1 hr vor der geplanten TKOF/LDG-Zeit erteilt wird.

Transponder

ACFT-/HEL-Transitflüge durch die CTR Genève sowie Abflüge von/Anflüge zum Flughafen Genève sollen ihren SSR-Transponder innerhalb der CTR Genève nicht einschalten, außer sie werden ausdrücklich von ATC dazu aufgefordert.

Flugplan/Fluganmeldung

Jeder Flug von und zum Flughafen Ge nève erfordert die Aufgabe eines Flugplans/Fluganmeldung. Dieser ist vor dem Abflug oder von unterwegs mindestens 10 MIN vor dem erwarteten Zeitpunkt des Eintritts in die TMA oder CTR, bei Abflügen mindestens 30 MIN vor EOBT, einzureichen.

Die Fluganmeldung stellt nicht den Flugalarmdienst bereit und könnte nur VFR-Abflüge von Genève via REP 'N' und mit unkontrollierten Zielflugplätzen in der Schweiz betreffen. Um eine Fluganmeldung einzureichen ist RMK/ FLIGHT NOTIFICATION in Feld 18 des Flugplans einzusetzen.

Der VFR-Flugplan/Fluganmeldung muß über das Internet auf www.skybriefing.com oder der FIS Frequenz abgegeben werden.

ARR

VFR-Anflüge müssen so geplant werden, dass sie spätestens 30 MIN vor Ende der Bürgerlichen Abenddämmerung in die Platzrunde einfliegen, um im Falle von möglichen Verzögerungen eine Landung bei Tage sicherzustellen.

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".

Ankunft auf NORTH Apron

Flugzeuge: Sobald am Boden kontaktiert der Pilot GENEVA GROUND gemäß der Anweisungen von TWR. Die endgültige Führung zum Abstellplatz stellt ein "follow me"-Fahrzeug sicher.

HEL: HEL, die VFR fliegen landen direkt auf dem von TWR bezeichneten Hubschrauberlandeplatz.

Unter VFR operierende einmotorige kolbengetriebene Flugzeuge rollen zur Abstellposition ACB über den TWY W auf eigene Verantwortung.

Ankunft auf SOUTH Apron
Flugzeuge: Sobald am Boden kontaktiert der Pilot APRON gemäß der Anweisung von TWR und rollt nach erhaltener Anweisung zur Parkposition. In bestimmten Fällen wird die endgültige Führung durch ein "follow me"-Fahrzeug sichergestellt. Bei Betriebsrichtung 22 hat das Flugzeug die Betonpiste über TWY 'D' oder 'E' zu verlassen, sofern nicht von TWR anders angewiesen.
HEL: Landen auf der Betonpiste oder einer TWY, in der Regel TWY 'C', oder gemäß Anweisungen von TWR.
Parken auf SOUTH Apron erfordert eine besondere Erlaubnis des Flughafens.

DEP

Piloten von kolbengetriebenen LFZ können nur dann mit einer Abflugfreigabe rechnen, wenn sie spätestens um 2150LT bereit zum Rollen, oder bei Jet- oder Turboprop-Maschinen, zum Anlassen der Triebwerke sind.

Abflüge vom NORTH Apron
Piloten erhalten eine Startfreigabe unter der Bedingung, dass sie nicht später als 2150LT zum Starten in der Lage sind.
Flugzeuge: Bei VFR-Flug kontaktiert der Pilot GENEVA GROUND unter Angabe seiner Parkposition, sobald er zum Rollen bereit ist. Bei SVFR oder NVFR erbittet der Pilot unter Angabe seiner Parkposition die Anlassfreigabe bei GENEVA GROUND. Rollanweisungen werden ebenfalls von GENEVA GROUND erteilt.
HEL: Bei Helikopter-Flügen (VFR, SVFR oder NVFR) hat der Pilot für eine Anlassfreigabe GENEVA GROUND zu kontaktieren und auf Anweisungen zum Kontakt mit TWR zu warten.

Abflüge vom SOUTH Apron
Piloten erhalten bei nicht-kommerziellen Flügen oder Positionierungsflügen eine Startfreigabe unter der Bedingung, dass sie nicht später als 2150LT zum Starten in der Lage sind.
Flugzeuge: Bei VFR, SVFR oder NVFR-Flügen hat der Pilot GENEVA GROUND zu kontaktieren um seinen Flugplan zu aktivieren. Der Pilot wird dann angewiesen, APRON zu kontaktieren, um die Anlassfreigabe und Rollanweisungen zu erhalten.
HEL: Bei Helikopter-Flügen (VFR, SVFR oder NVFR) hat der Pilot für eine Anlassfreigabe GENEVA GROUND zu kontaktieren und auf Anweisungen zum Kontakt mit TWR oder APRON zu warten, je nach Zuordnung für taxi/ air taxi.

Funkausfall
Falls noch keine Freigabe zum Einflug in die Platzrunde (HEL: zum HEL-Aufsetzpunkt) erteilt wurde: CTR auf dem kürzesten Weg verlassen und zum Ausweichflugplatz fliegen. Transponder 7600 schalten.

Graspiste 04/22 und Abstellfläche
Flugzeuge mit 2t und weniger (einschliesslich PC6 ACFT) haben ein Light Aviation PPR zu beantragen, wenn die Graspiste geöffnet oder beschränkt ist, sofern die Leistungsdaten des Flugzeugs dies zulassen. Wenn die Graspiste geschlossen ist, gelten die Bestimmungen von General Aviation PPR.

Abhängig vom Wetter und gemäß ATIS kann die Graspiste geschlossen oder die Nutzung eingeschränkt sein. Wenn die Nutzung eingeschränkt ist, müssen ankommende Flugzeuge die Piste an ihrem Ende verlassen und auf Rollanweisungen von GENEVA GROUND warten.

Bei geschlossener Graspiste ist mit Verspätungen zu rechnen.

Während des Sommers (SR-SS) müssen einmotorige Flugzeuge auf der Grasabstellfläche abgestellt werden.

Sicherheit von Personen

Alle Personen, die sich auf den Bewegungsflächen aufhalten (inkl. Flugbesatzung während der Vorflugkontrolle) müssen eine gelbe Warnweste gemäß EN 471, Klasse 2 oder 3 tragen. Falls dies nicht möglich sein sollte, ist um Unterstützung des Abfertigungsunternehmens (Handling) zu bitten.

Vorfeld Nord: das Aufsuchen und Verlassen der Grasabstellfläche zu Fuß ist nicht gestattet. Besatzung und Passagiere müssen mit einem Fahrzeug des Flughafens Genève transportiert werden - Follow-me, Pendelbus, usw. (TEL (022) 717 71 19).

Vorfeld Süd: der Aufenthalt auf der befestigten Fläche ist nicht gestattet. Ausnahme: Bedienpersonal ferngesteuerter Schleppfahrzeuge oder der Zugang für Besatzungen, die sich zwischen den Positionen 1-11 und der Türen C1-C4 bewegen.

Mit Ausnahme speziell gekennzeichneter Bereiche gilt auf den Flugbetriebsflächen absolutes Rauchverbot

Blitzschlag-Alarm

Im Falle eines erhöhten Blitzschlagrisikos im Umkreis von 5 KM um den Flughafen wird eine Sirene, zusammen mit rotem Blinklicht, auf den Bewegungsflächen aktiviert.

Während des Alarms:

- Personen im Freien ohne Schutz ist dringend geraten ein Gebäude zu betreten oder bis zum Ende des Alarms im LFZ zu bleiben.

- Ground Handling und Betankungsvorgänge sind zu unterbrechen.

Ende des Alarms: Die roten Blinklicher werden ausgeschaltet und die Sirene ertönt mit Unterbrechungen für 5 SEC.

Schleppbewegungen und Bremsklötze

Handling-Agenten und Betreiber müssen sicherstellen, dass die Flugzeuge korrekt abgestellt und mit Bremsklötzen gesichert sind.

Alle LFZ-Betreiber und Handling-Agenten haben rund um die Uhr sicherzustellen, dass "Push Back"-Ausrüstung und -Personal, sowie der verantwortliche "cockpit brake operator" innerhalb einer Stunde für sein Flugzeug zur Verfügung stehen. Aus betrieblichen Gründen kann die Flughafenleitung ein Umparken des Flugzeugs verlangen. Die Schleppkosten gehen zu Lasten des Betreibers.

HEL

3500′ beibehalten zwischen E - SE und S- SE, außer aufgrund von Wetterbedingungen oder ATC.

MAX 100 KT IAS auf allen Routen.

Um Gefährdungen durch Wirbel zu vermeiden sind Überflüge parkender Flugzeuge verboten. "Air taxi" ausschließlich entlang der veröffentlichten TWYs.

ACHTUNG: Verkehr auf TWY Y.

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

Genève CTR

Toute entrée dans la CTR de Genève requiert une autorisation préalable de la TWR.

Les aéronefs non munis d'une installation radiotéléphonique de bord ne peuvent utiliser l'aéroport de Genève que dans des cas exceptionnels. Une autorisation de la TWR via ATM Support TEL (022) 417 43 43 doit être obtenue au minimum une heure avant l'heure prévue de décollage/atterrissage.

Transpondeur

Les ACFT/HEL transitant par la CTR de Genève ou opérant de/vers Genève AD ne doivent pas enclencher le transpondeur SSR dans la CTR de Genève, sauf si expressément demandé par l'ATC.

Plan de Vol/Avis de Vol

Tout vol au départ de Genève AD nécessite obligatoirement la dépose d'un plan de vol /avis de vol au plus tard 30 MIN avant l'EOBT. Tout vol à destination de Genève AD nécessite le dépôt d'un plan de vol avant le départ ou en vol au plus tard 10 MIN avant l'heure de pénétration prévue de la TMA ou CTR.

L'avis de vol n'assure pas le service d'alerte et pourrait concerner uniquement les vols VFR au départ de Genève sortant par le REP 'N' et à destination d'aérodromes non-contrôlés en Suisse. Pour déposer un avis de vol insérer la mention RMK/FLIGHT NOTIFICATION dans la case 18 du FPL OACI.
Le plan de vol/avis de vol VFR sera déposé par l'accès à internet via www.skybriefing.com ou sur la fréquence SIV.

ARR

Les arrivées doivent être planifiées de façon à rejoindre le circuit d'aérodrome au plus tard 30 MIN avant la fin du crépuscule civil, pour garantir l'atterrissage de jour, du fait d'éventuelles attentes.

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".

Arrivée aire NORD
Avions: Une fois au sol, le pilote contactera GENEVA GROUND conformément aux instructions de la TWR.
Le guidage final des avions vers la position de stationnement est assuré par un véhicule "Follow me".

Hélicoptères: Les hélicoptères en VFR atterrissent directement sur l'hélistation indiquée par la TWR.

Les aéronefs monomoteurs à piston VFR roulent au parking ACB via TWY W à ses responsabilités.

Arrivée aire SUD
Avions: Une fois au sol, le pilote contactera APRON conformément aux instructions de la TWR et roulera vers sa position de stationnement selon les instructions reçues. Dans certains cas, le guidage final sera assuré par un véhicule „Follow me". Par piste 22, les avions quitteront la piste béton par la TWY 'D' ou 'E', sauf instructions contraires de la TWR.

Hélicoptères: Les hélicoptères atterrissent sur la piste béton ou sur une voie de roulage (généralement voie de roulage 'C' ou selon instruction de la TWR. Le stationnement sur l'Aire Sud requiert une autorisation spéciale délivrée par Genève Aéroport.

DEP

Le pilote 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.

Départ aire NORD
Le pilote recevra une autorisation de décollage à la condition qu'il puisse décoller au plus tard à 2159LT.

Avions: Pour un vol VFR, le pilote contacte GENEVA GROUND lorsque prêt au roulage, en indiquant la position de stationnement. Pour un vol SVFR ou NVFR, le pilote doit demander la mise en route à GENEVA GROUND en indiquant la position de stationnement. Les instructions de roulage seront données par GENEVA GROUND.

Hélicoptères: Pour un vol hélicoptère (VFR, SVFR ou NVFR), le pilote prendra contact avec GENEVA GROUND pour la mise en route et attendra les instructions pour prendre contact avec TWR.

Départ aire SUD
Le pilote recevra une autorisation de décollage à la condition qu'il puisse décoller au plus tard à 2159LT pour un vol non commercial ou ferry.

Avions: Pour un vol VFR, SVFR ou NVFR, le pilote doit contacter GENEVA GROUND afin d'activer son plan de vol. Le pilote sera ensuite instruit de contacter APRON afin de recevoir la mise en route et les instructions de roulage.

Hélicoptères: Pour un vol hélicoptère (VFR, SVFR ou NVFR), le pilote prendra contact avec GENEVA GROUND pour la mise en route et attendra les instructions pour prendre contact avec TWR ou APRON selon les cas pour le roulage/air taxi.

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.

Piste en gazon 04/22 et Parking gazon
Les avions de 2t et moins (ainsi que les PC6) doivent réserver un Light Aviation PPR (PPR aviation légère) si la piste gazon est ouverte ou restreinte dans la mesure où les performances de l'avion le permettent. Si la piste gazon est fermée, alors les modalités General Aviation PPR s'appliquent.
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 GENEVA GROUND pour le roulage.
Lorsque la piste en gazon est CLSD, les pilotes doivent s'attendre à du retard.

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

Sécurité des personnes
Toute personne se déplaçant à pied sur l'aire de mouvement (équipages effectuant le contrôle extérieur de l'aéronef inclus) doit être porteuse d'un équipement de sécurité de haute visibilité jaune (gilet ou veste) répondant aux exigences de la norme standard EN471 classe 2 ou 3.
Les personnes qui ne sont pas en mesure de se conformer à la règle ci-dessus, doivent faire appel aux services d'un agent d'assistance.

Aire Nord: L'accès à pied au parking gazon est interdit. Les équipages et leurs passagers doivent être transportés par un véhicule de Genève Aéroport – Follow-me ou navette (+41 22 717 71 19).

Aire Sud: Les déplacements à pied sont interdits, exceptés pour les opérateurs de tracteur de repoussage télécommandé ou pour l'accès pour les équipages devant se rendre des portes C1 ou C4 aux positions 1 à 11 (et vice versa).

Il est strictement interdit de fumer sur toute la zone airside excepté dans les zones spécialement aménagées à cet effet.

Alerte foudre
Une sirène ainsi que des feux à éclats rouges sont activés sur les aires de trafic en cas de risque de foudre dans un rayon de 5 KM autour de l'aéroport.

Pendant l'alerte:
- il est fortement recommandé aux personnes à découvert à l'extérieur de rentrer dans les bâtiments ou de rester dans l'avion jusqu'à la fin de l'alerte.
- l'assistance au sol et les opérations d'avitaillement sont interrompues.

Fin de l'alerte: Les lampes à éclats rouges sont éteintes et la sirène s'enclenche par intermittence pendant 5 SEC.

Tractage et cales:
Les agents d'assistance et les opérateurs doivent s'assurer que les avions sont stationnés correctement et que les cales des avions sont en place.

Tous les opérateurs d'aéronefs et agents d'assistance doivent assurer H24 et dans un délai d'une heure, que l'équipement de tractage et le personnel autorisé (cockpit brake operator) sont disponibles pour leurs aéronefs. Pour des raisons opérationnelles, l'autorité de l'aéroport peut demander le repositionnement d'un aéronef. Les coûts de tractages seront à la charge de l'opérateur.

HEL
Maintenir 3500' entre E - SE et S - SE, sauf conditions MET ou ATC.

MAX 100 KT IAS sur toutes les routes.

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.

ATTENTION: Trafic sur TWY Y.

Chart changes since cycle 10-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

GENEVA, (GENEVA - LSGG)

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LSGG

Type: Terminal
Effectivity: Temporary
Begin Date: 20180913
End Date: Until Further Notice

Grass RWY 04/22 closed.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Construction works on Apron (based on SUP 009-18). Refer to temporary 10-08 and latest Notams.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 28 MAR 19 Temporary Reserved Area for gliders LS-T81 chgd to Restricted Area LS-R81 T.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Text regarding transponder chgd to: ACFT/HEL must activate their transponder (mode A/C/S) within CTR Genиve unless otherwise instructed by ATC.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Area chart: EFF 28 MAR 19 Temporary Reserved Area for gliders within TMA LS-T80 chgd to Restricted Area LS-R80 T, vertical limits FL 75/FL 95. Temporary Reserved Area for gliders within TMA LS-T81 chgd to Restricted Area LS-R81 T, vertical limits FL 75/FL 85.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

RWY designation 04/24 should read 04/22.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Customs: All non-scheduled FLTs from/to non-Schengen countries shall send general declaration to border control prior to ARR or DEP.

Type: Terminal (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Hot Spots "HS1" withdrawn.

Type: Terminal (VFR)
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

EFF 29 MAR 18 UFN Grass RWY 04/22 CLSD.

Chart Change Notices for Country CHE

Type: Gen Tmnl (VFR)
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Lower limit of LS-T areas for GLD same as lower limit of TMA.