JEPPESEN
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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: 0613 Z
Sunset: 1626 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: 124.755
ATIS: 135.580
Geneva Tower: 119.905 VHF-DF
Geneva Tower: 119.700 Secondary VHF-DF
Geneva Tower: 118.700 VHF-DF
Geneva Ground: 121.680

Geneva Ground: 119.700 Secondary VHF-DF
Geneva Apron Ramp/Taxi: 121.855
Geneva Apron Ramp/Taxi: 121.750 Secondary
Geneva Clearance Delivery: 121.680
Geneva Final Approach: 120.305 VHF-DF
Geneva Approach: 130.555 VHF-DF
Geneva Transit Approach: 136.450 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.

Use minimum power when taxiing in/out ACFT stands to avoid jet blast.

1. GENERAL

Exceptions and particularities are listed below:

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).

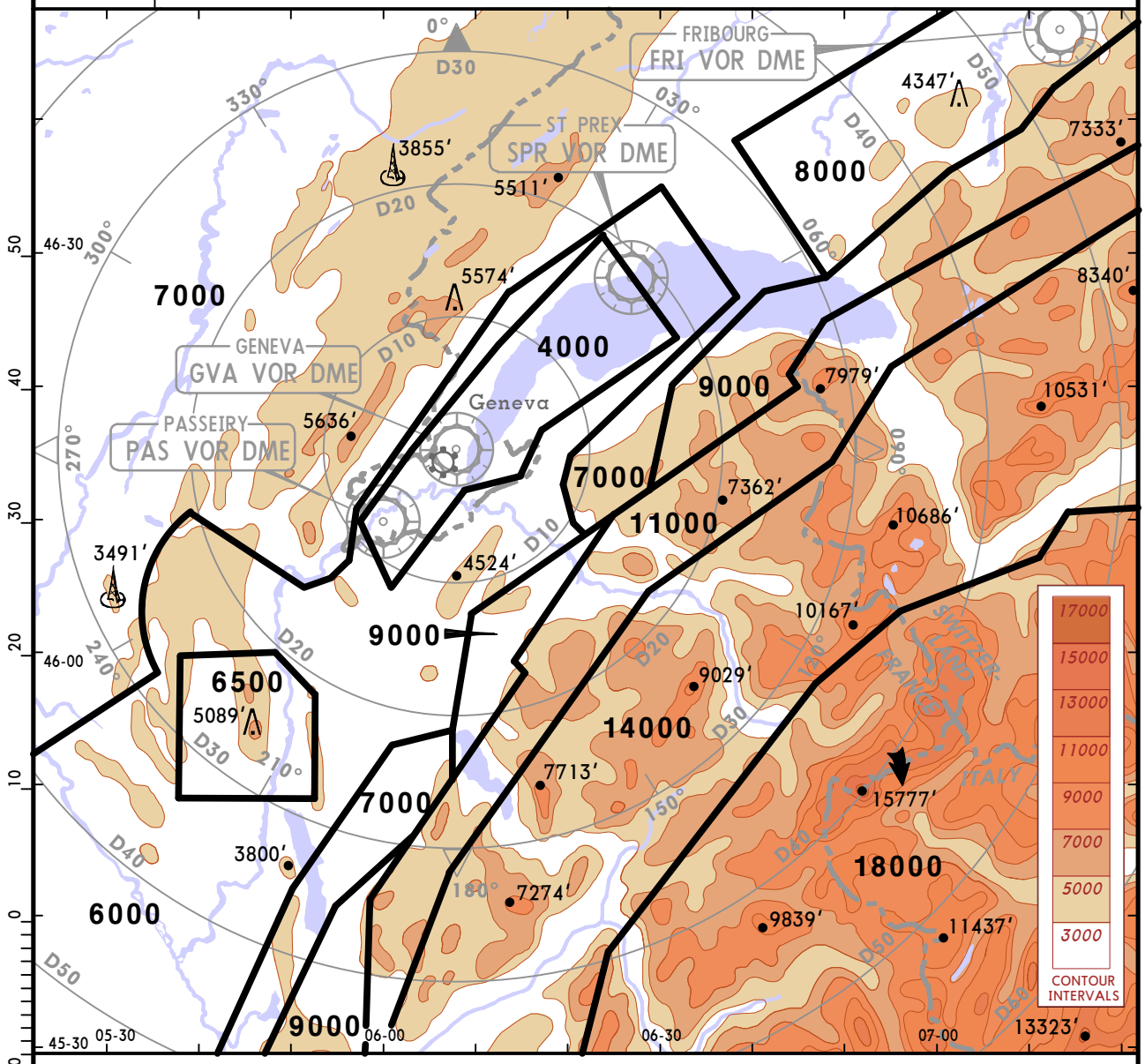
LSGG/GVA
GENEVA

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.

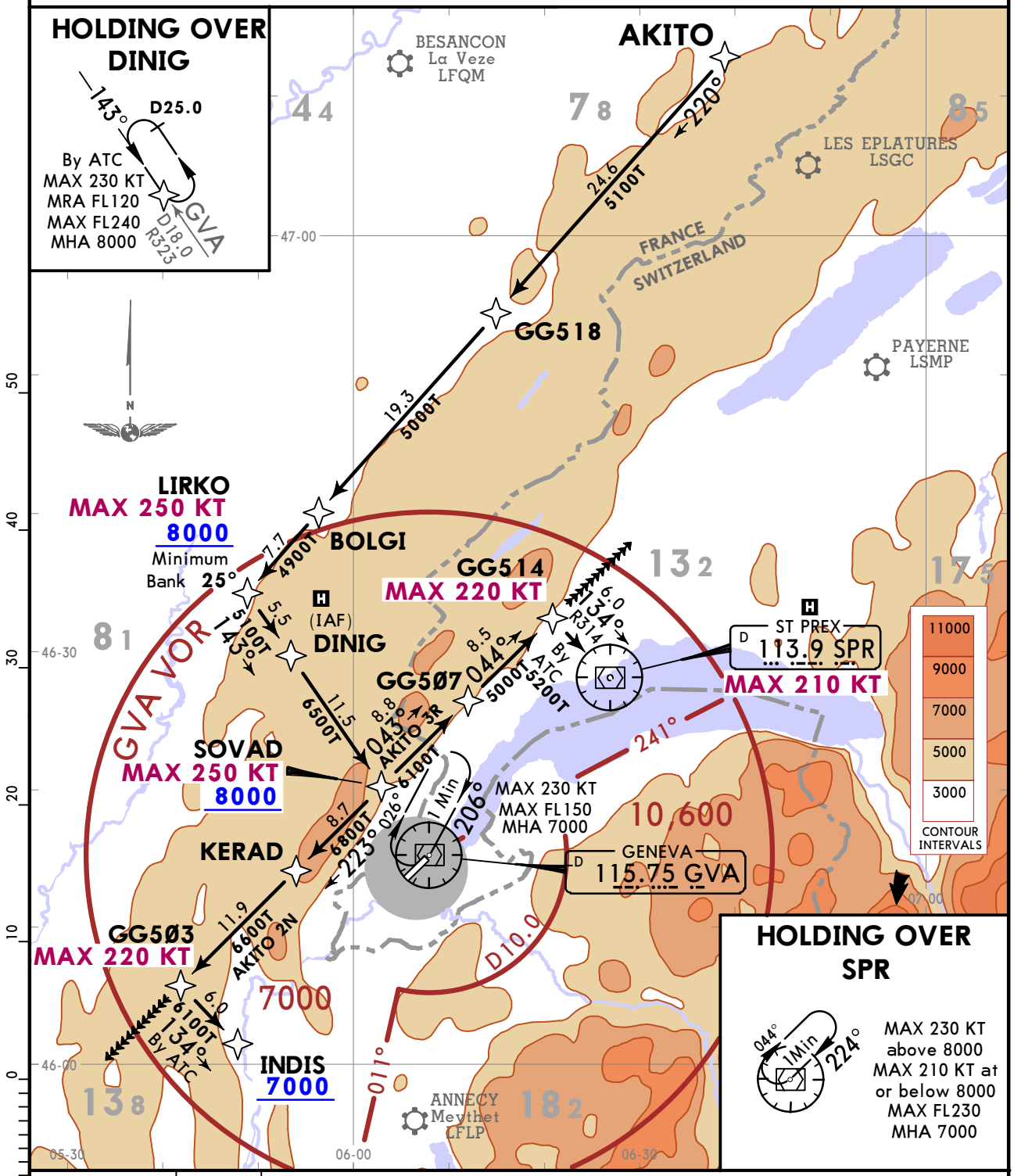


CHANGES: New chart.

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



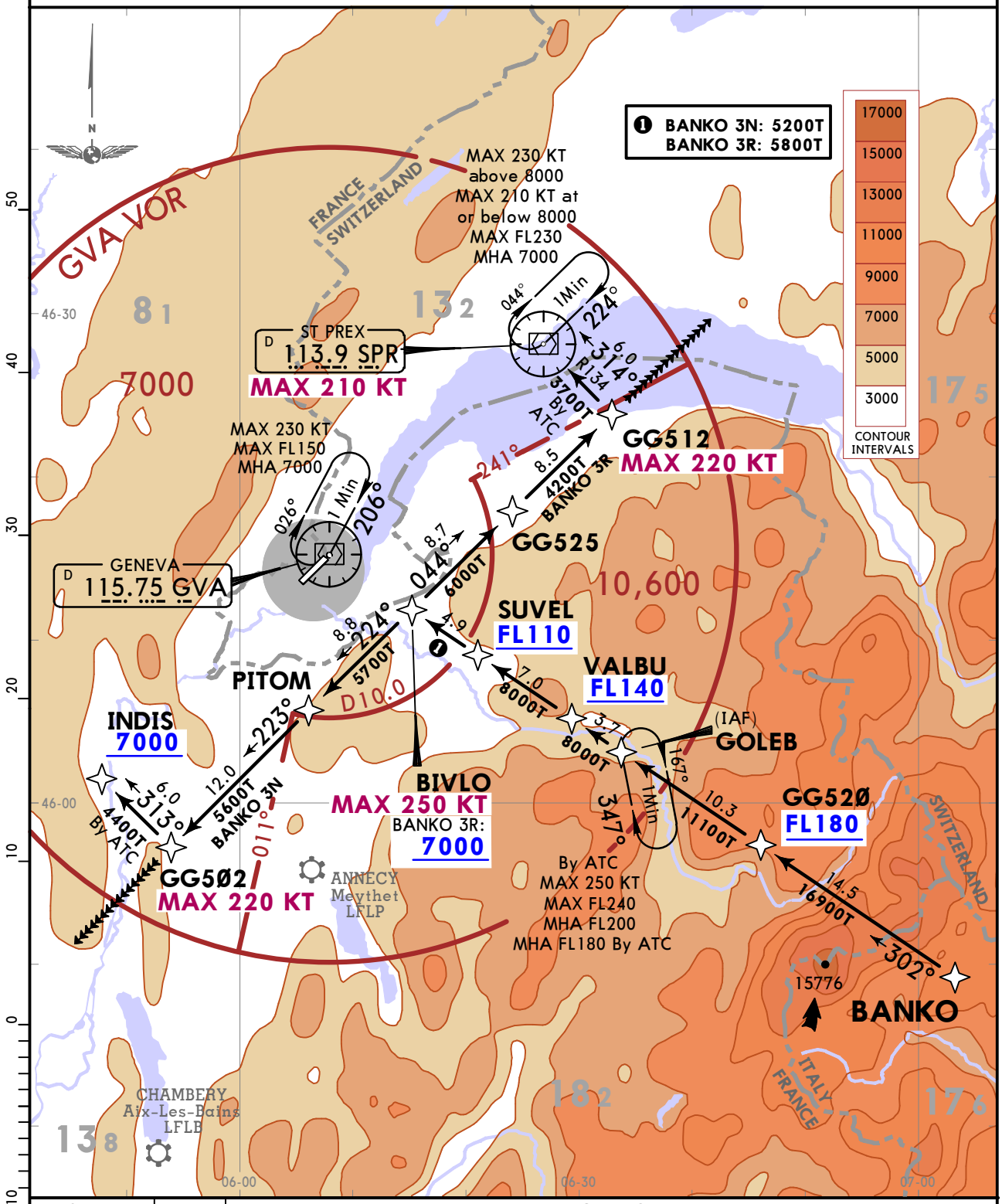
STAR	RWY	ROUTING
AKITO 2N	04	Via GG518 and BOLGI to LIRKO, then via DINIG to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
AKITO 3R	22	Via GG518 and BOLGI to LIRKO, then via DINIG to SOVAD, then to GG507, then to GG514, continue on track. By ATC to SPR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



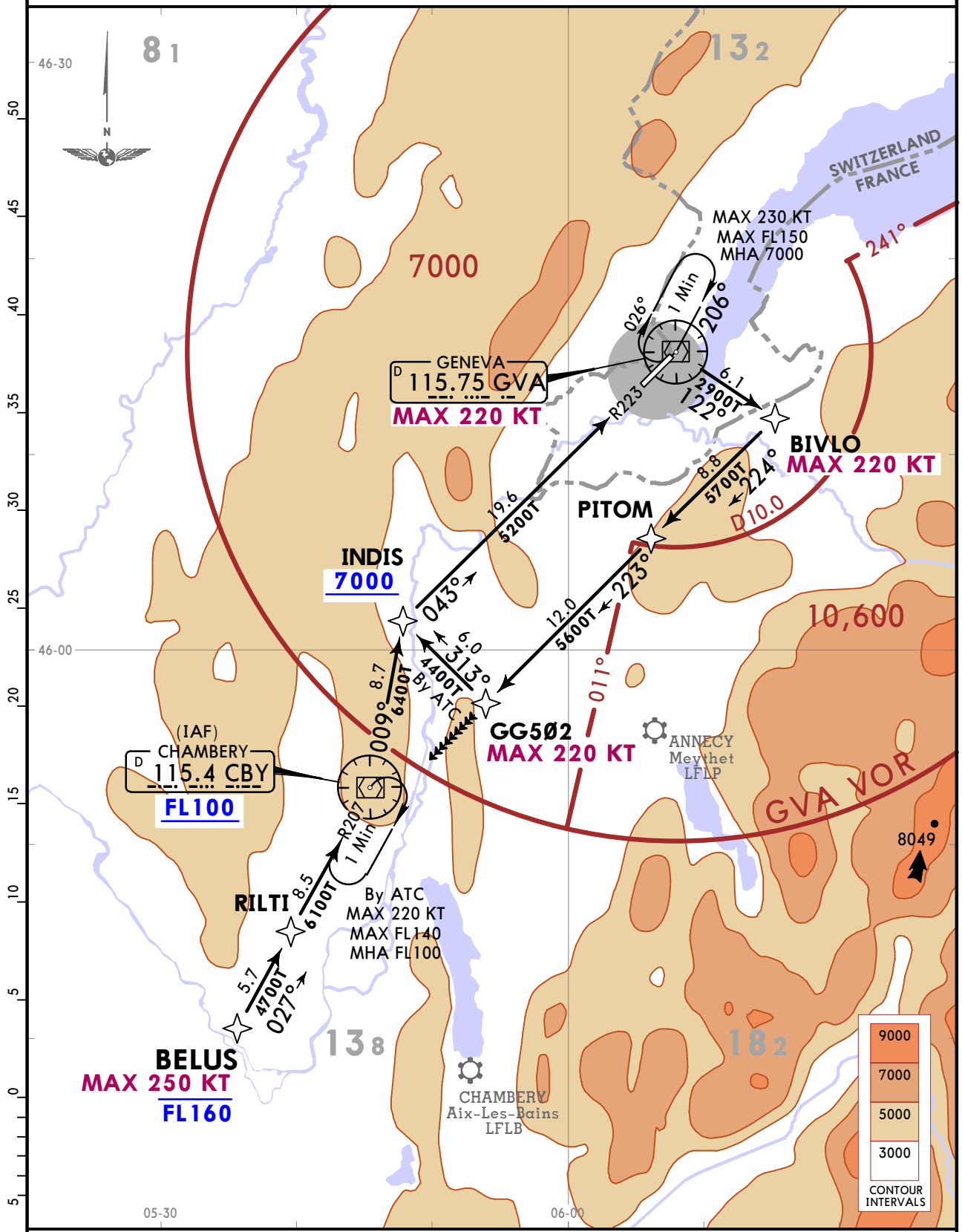
STAR	RWY	ROUTING
BANKO 3N	**04**	Via GG520, GOLEB, VALBU and SUVEL to BIVLO, then to PITOM, then to GG502, continue on track. By ATC to INDIS to intercept final approach.
BANKO 3R	**22**	Via GG520, GOLEB, VALBU and SUVEL to BIVLO, then to GG525, then to GG512, continue on track. By ATC to SPR to intercept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

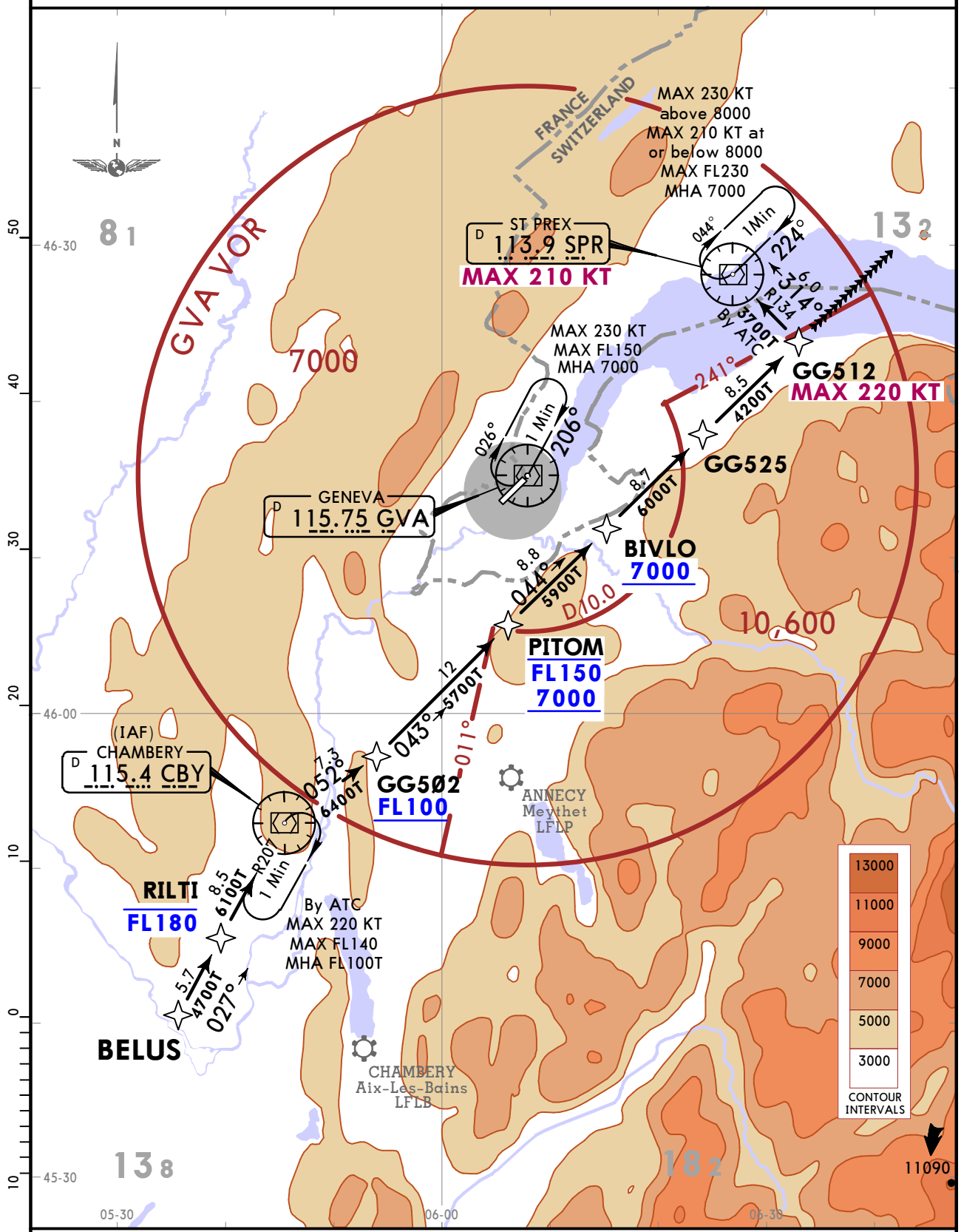
Via RILTI to CBY, then to INDIS, then to GVA, then to BIVLO, then to PITOM, then to GG502, continue on track. By ATC to INDIS to intercept final approach.

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

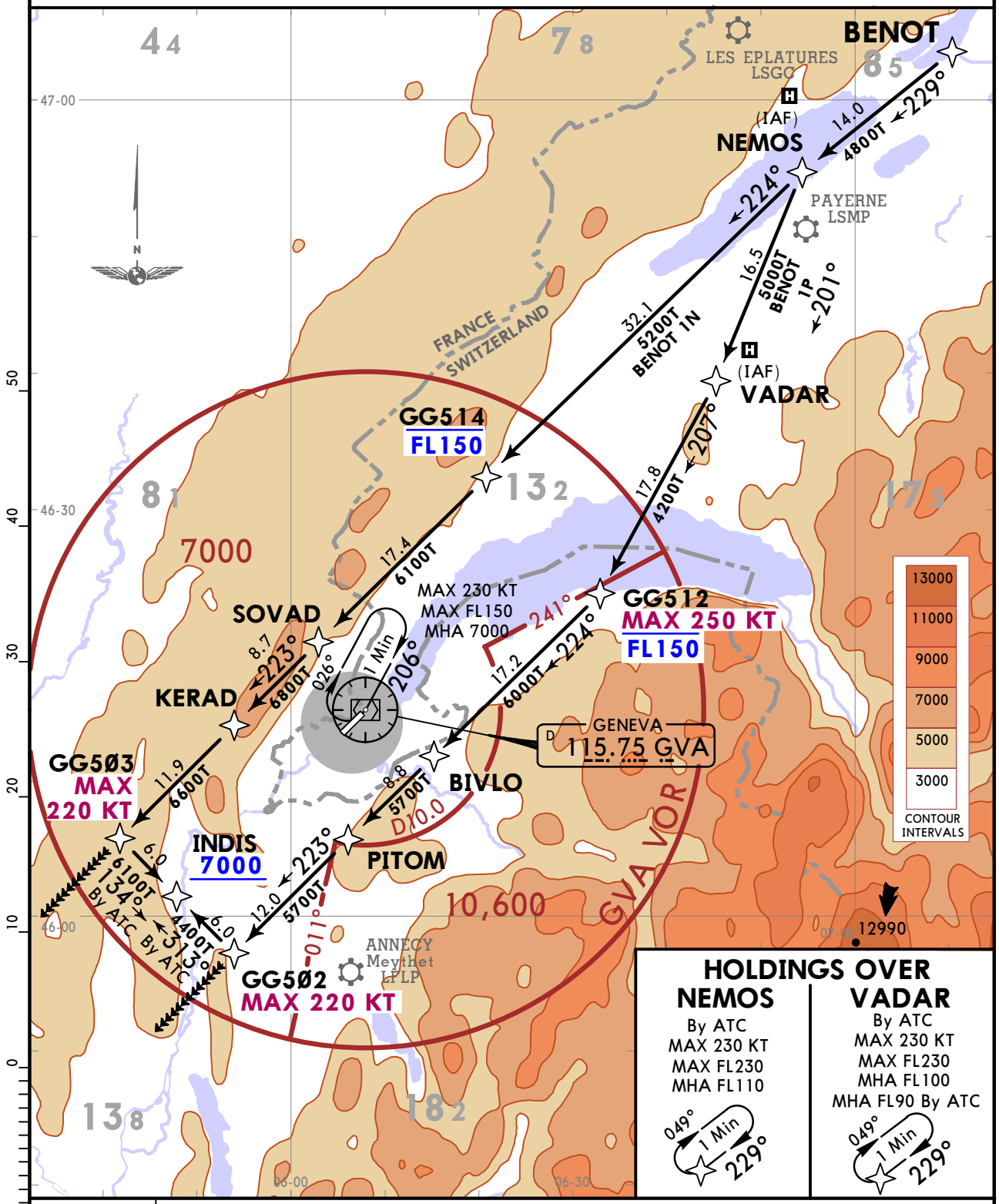
Via RILTI to CBY, then to GG502, then to PITOM, then to BIVLO, then to GG525, then to GG512, continue on track. By ATC to SPR to intercept final approach.

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



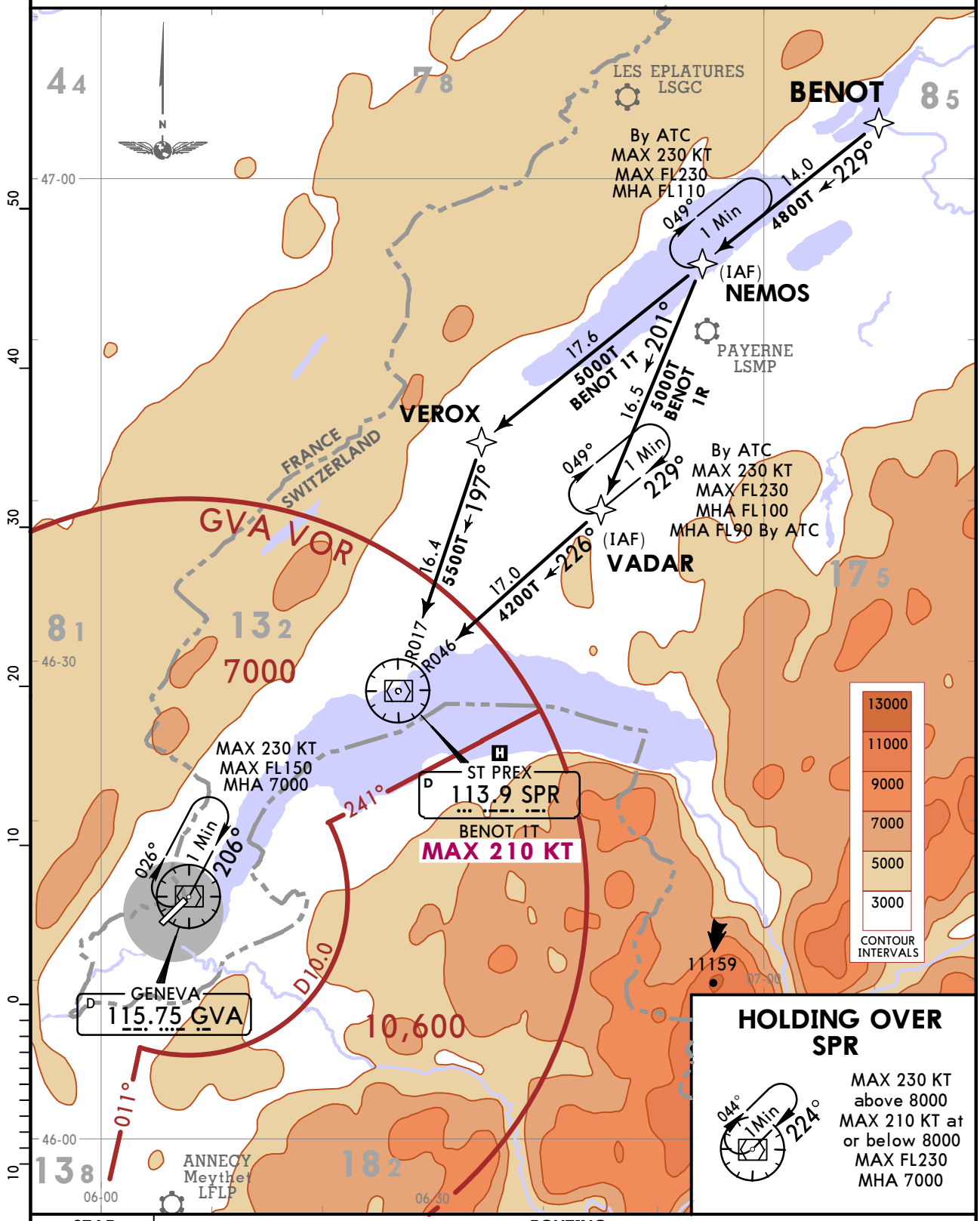
STAR	ROUTING
BENOT 1N	To NEMOS, then via GG514 to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
BENOT 1P	To NEMOS, then to VADAR, then to GG512, then via BIVLO to PITOM, then to GG502, continue on track. By ATC to INDIS to intercept final approach.

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



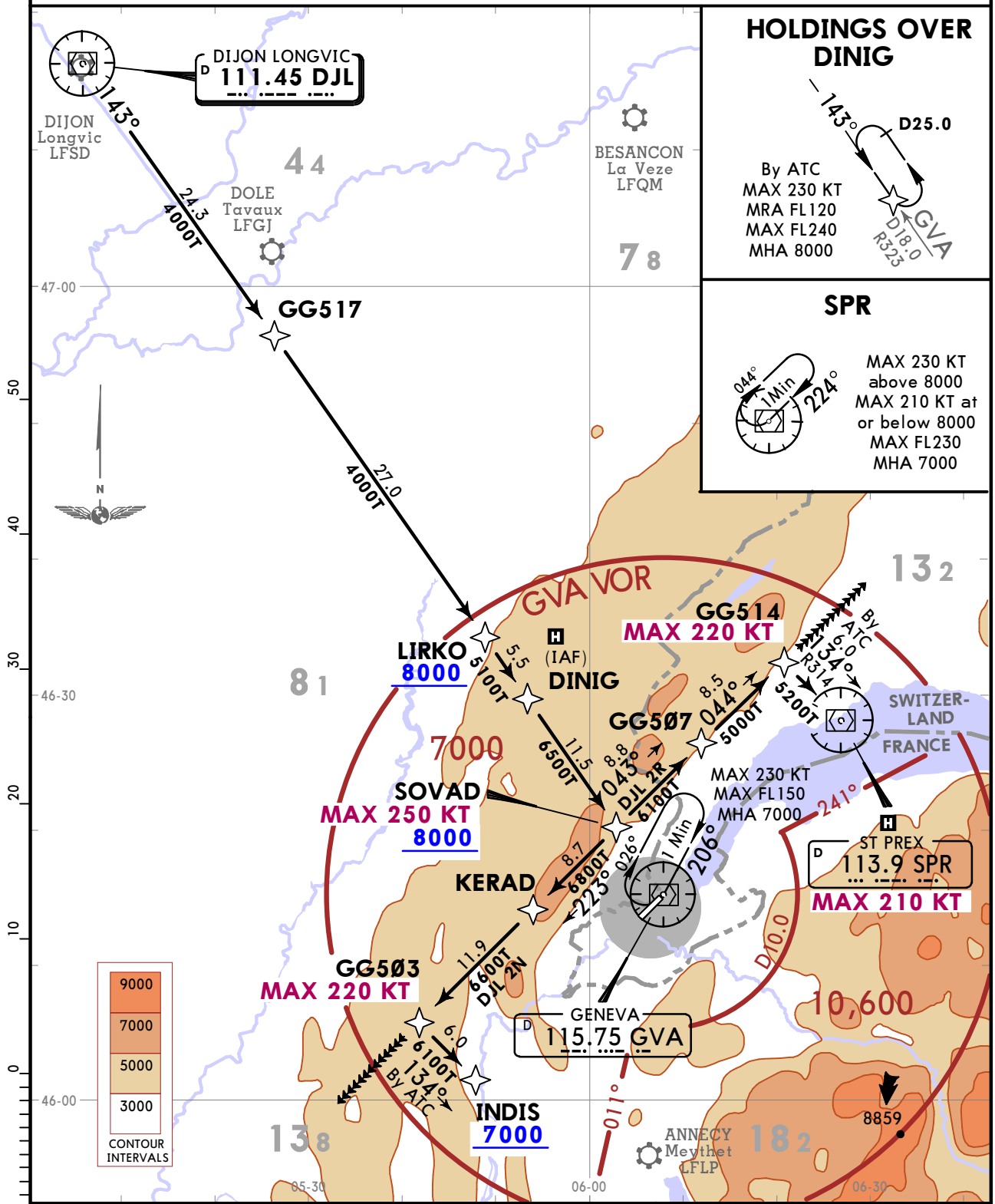
STAR	ROUTING
BENOT 1R	To NEMOS, then to VADAR, then to SPR, intercept final approach.
BENOT 1T	To NEMOS, then to VEROX, then to SPR, intercept final approach.

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



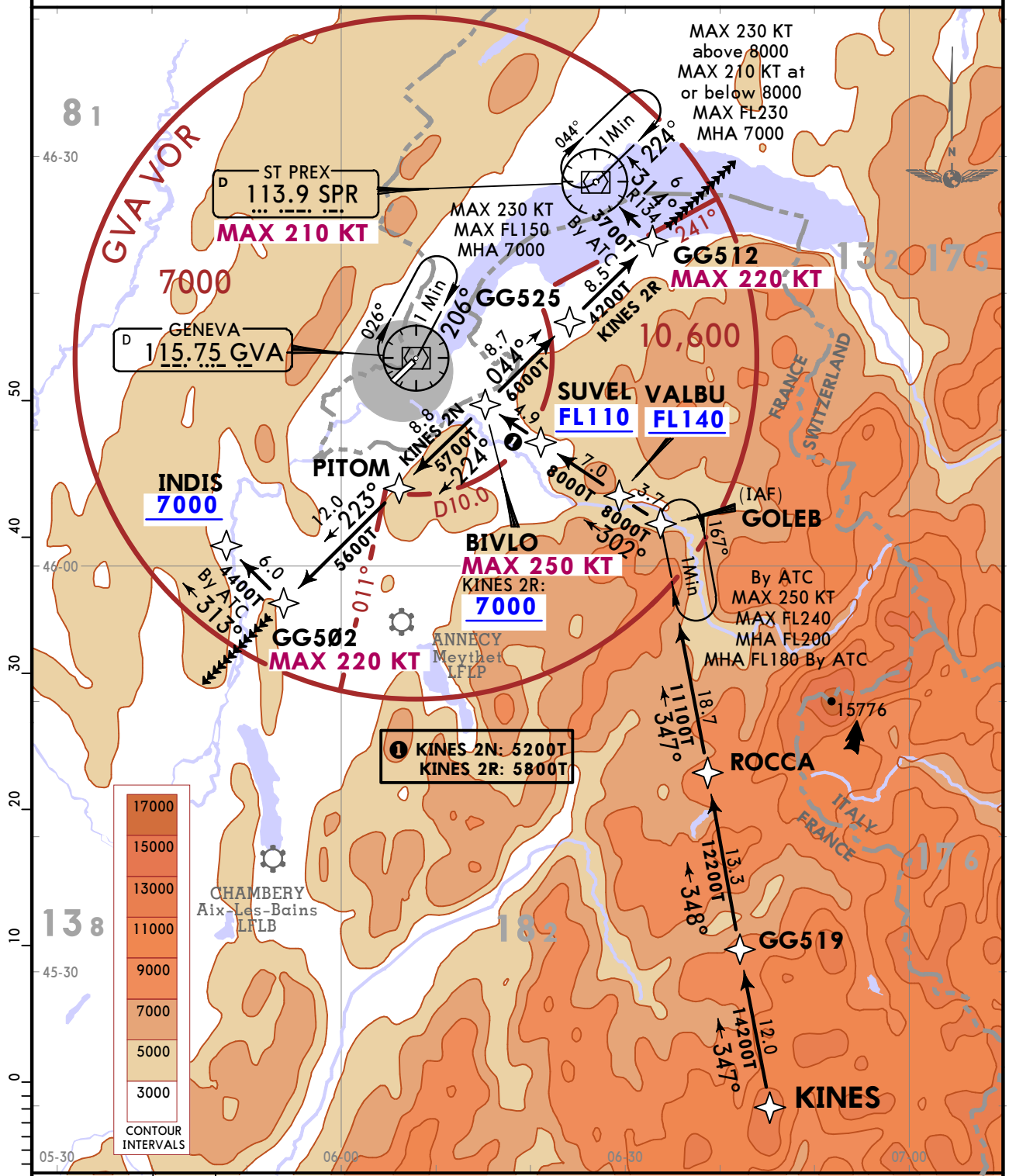
STAR	RWY	ROUTING
DJL 2N	04	Via GG517, LIRKO and DINIG to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
DJL 2R	22	Via GG517, LIRKO and DINIG to SOVAD, then to GG507, then to GG514, continue on track. By ATC to SPR to intercept final approach.

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



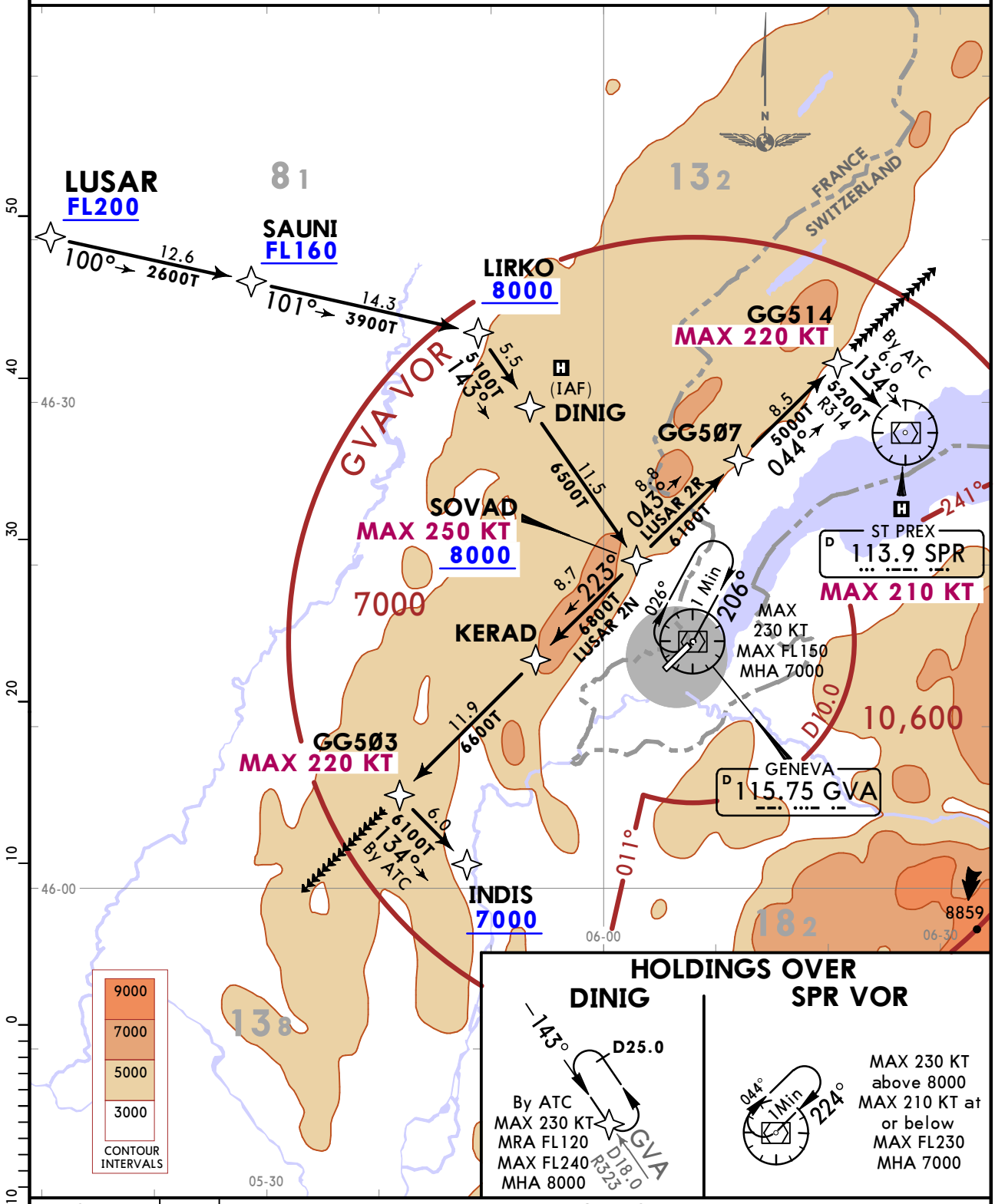
STAR	RWY	ROUTING
KINES 2N	04	To GG519, then to ROCCA, then to GOLEB, then via VALBU and SUVEL to BIVLO, then to PITOM, then to GG502, continue on track. By ATC to INDIS to intercept final approach.
KINES 2R	22	To GG519, then to ROCCA, then to GOLEB, then via VALBU and SUVEL to BIVLO, then to GG525, then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



HOLDINGS OVER DINIG

143°
D25.0
By ATC
MAX 230 KT
MRA FL120
MAX FL240
MHA 8000
GVA
D18.0
R323

HOLDINGS OVER SPR VOR

044°
1Min
224°
MAX 230 KT
above 8000
MAX 210 KT at
or below
MAX FL230
MHA 7000

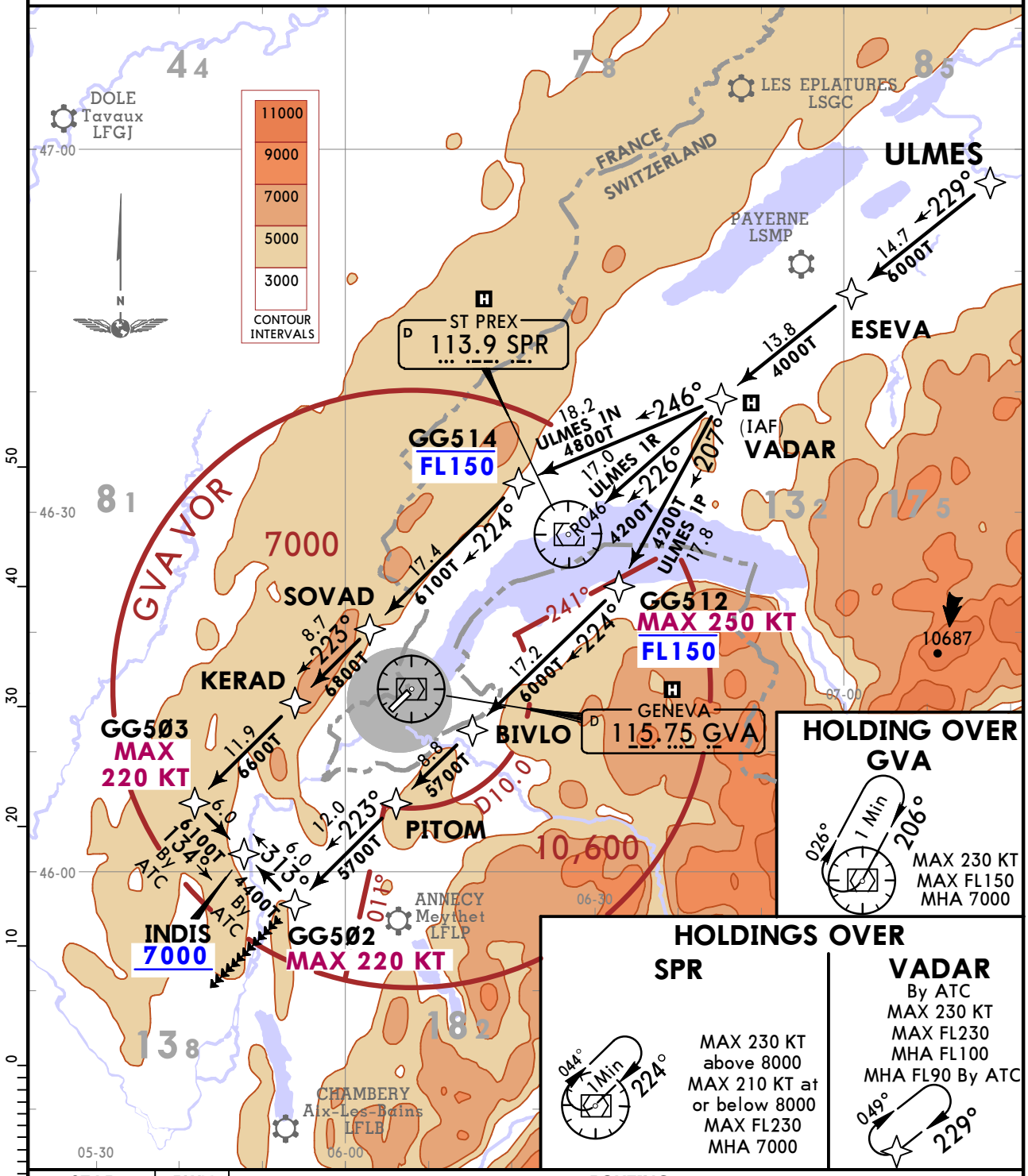
STAR	RWY	ROUTING
LUSAR 2N	04	To SAUNI, then to LIRKO, then via DINIG to SOVAD, then via KERAD to GG503, continue on track. By ATC to INDIS to intercept final approach.
LUSAR 2R	22	To SAUNI, then to LIRKO, then via DINIG to SOVAD, then to GG507, then to GG514, continue on track. By ATC to SPR to intercept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

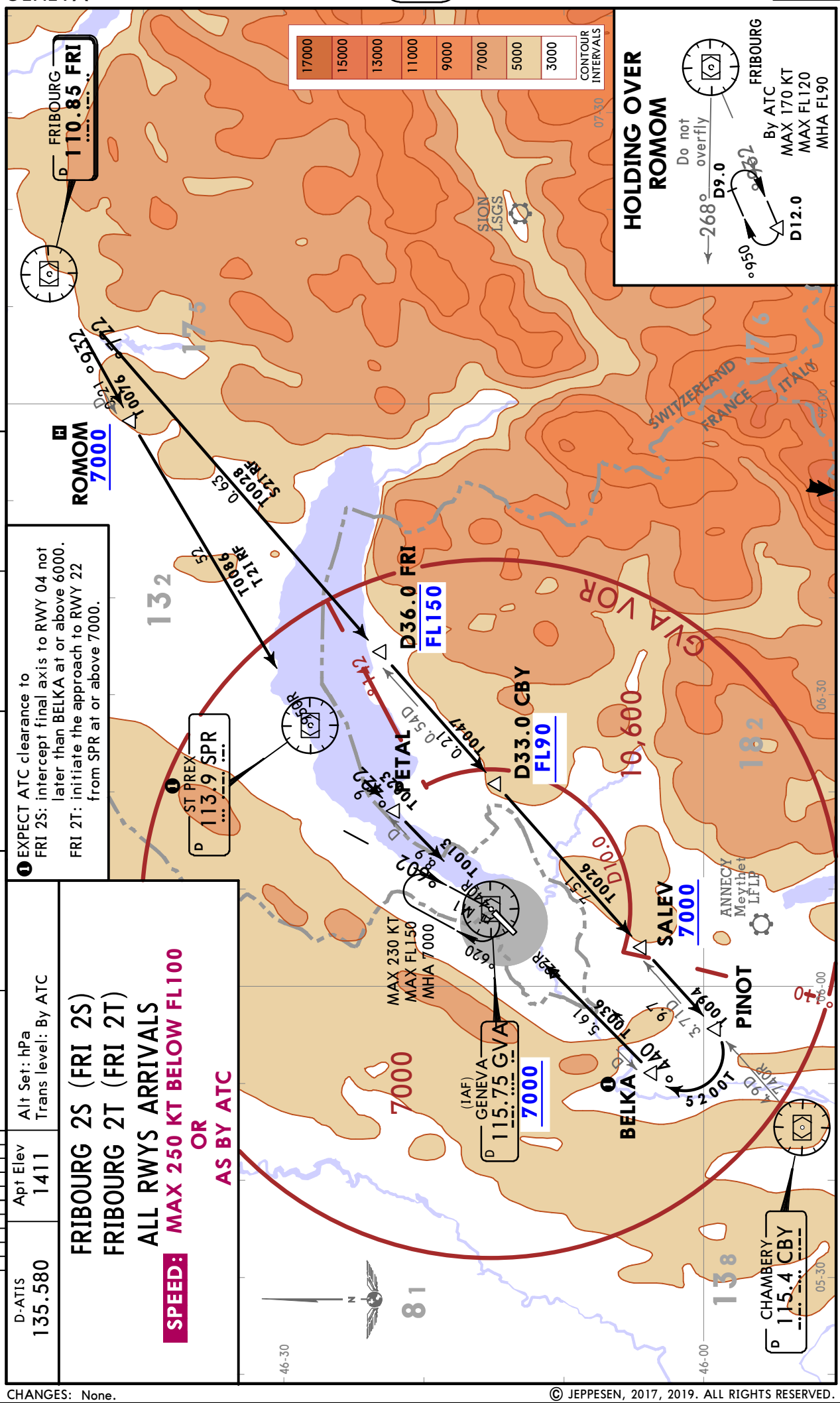
ULMES 1N [ULME1N]
ULMES 1P [ULME1P]
ULMES 1R [ULME1R]
RNAV ARRIVALS

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.

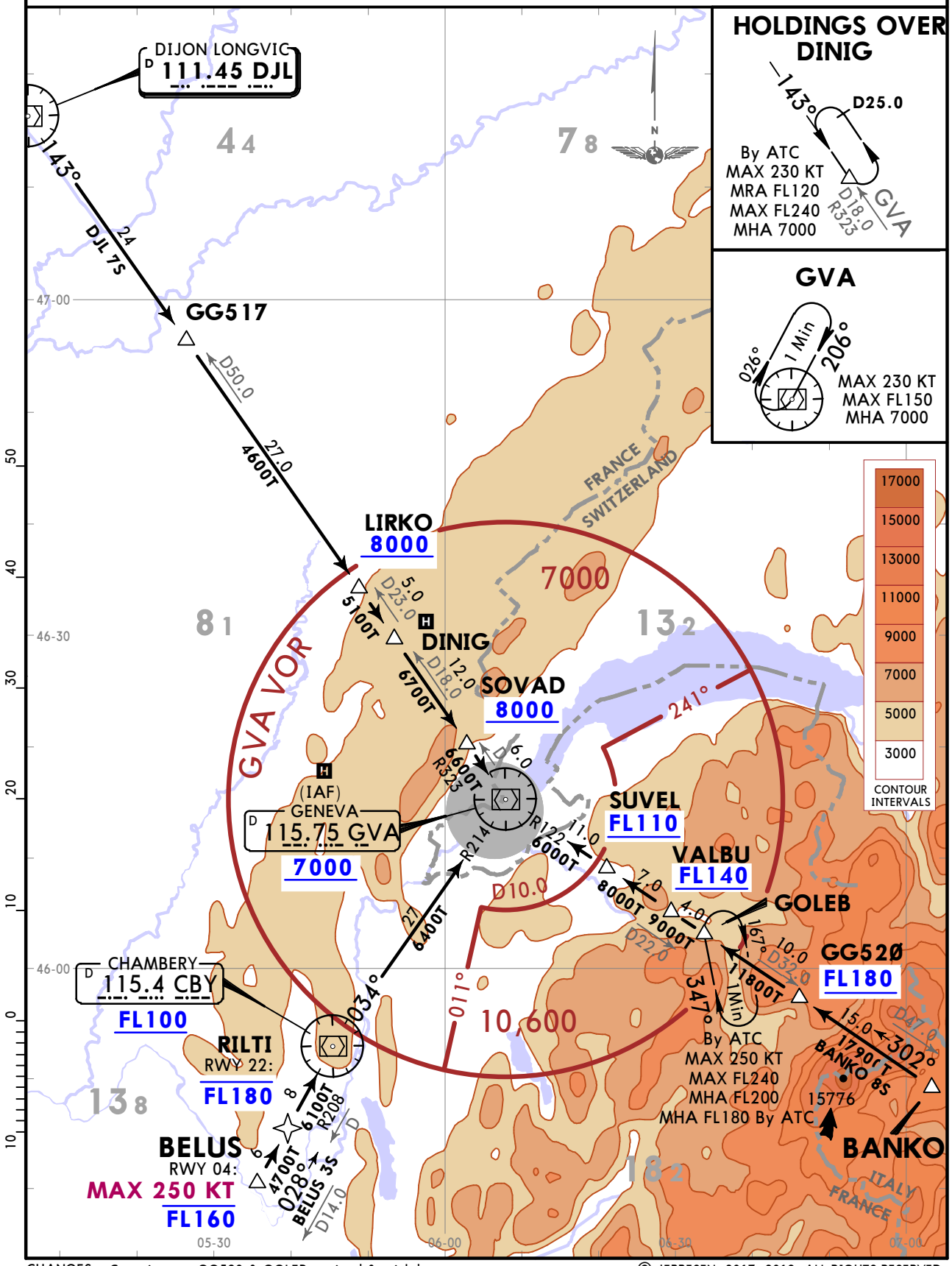


CHANGES: None.

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



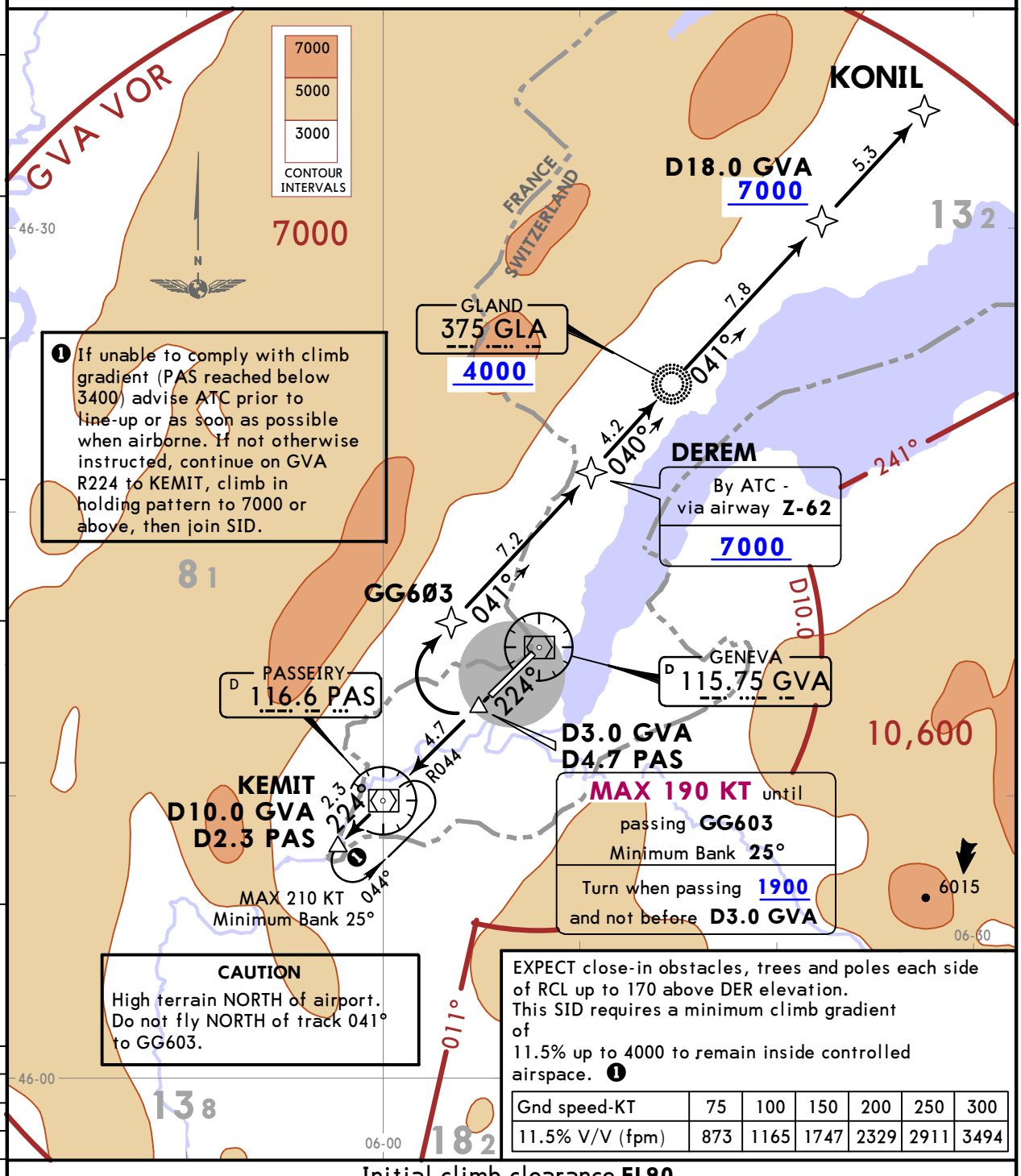
CHANGES: Crossings at GG520 & GOLEB revised & withdrawn.

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



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.

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 ❷, DEREM and GLA to KONIL.

❷ After GG603 RNAV 1 (GNSS) applicable.

CHANGES: MSA; SID renumbered & revised.

GENEVA Departure (R)	Apt Elev
119.530	1411

Trans alt: 7000

1. P-RNAV or RNAV 1 required.

2. GNSS required.

3. Contact GENEVA Departure when instructed.

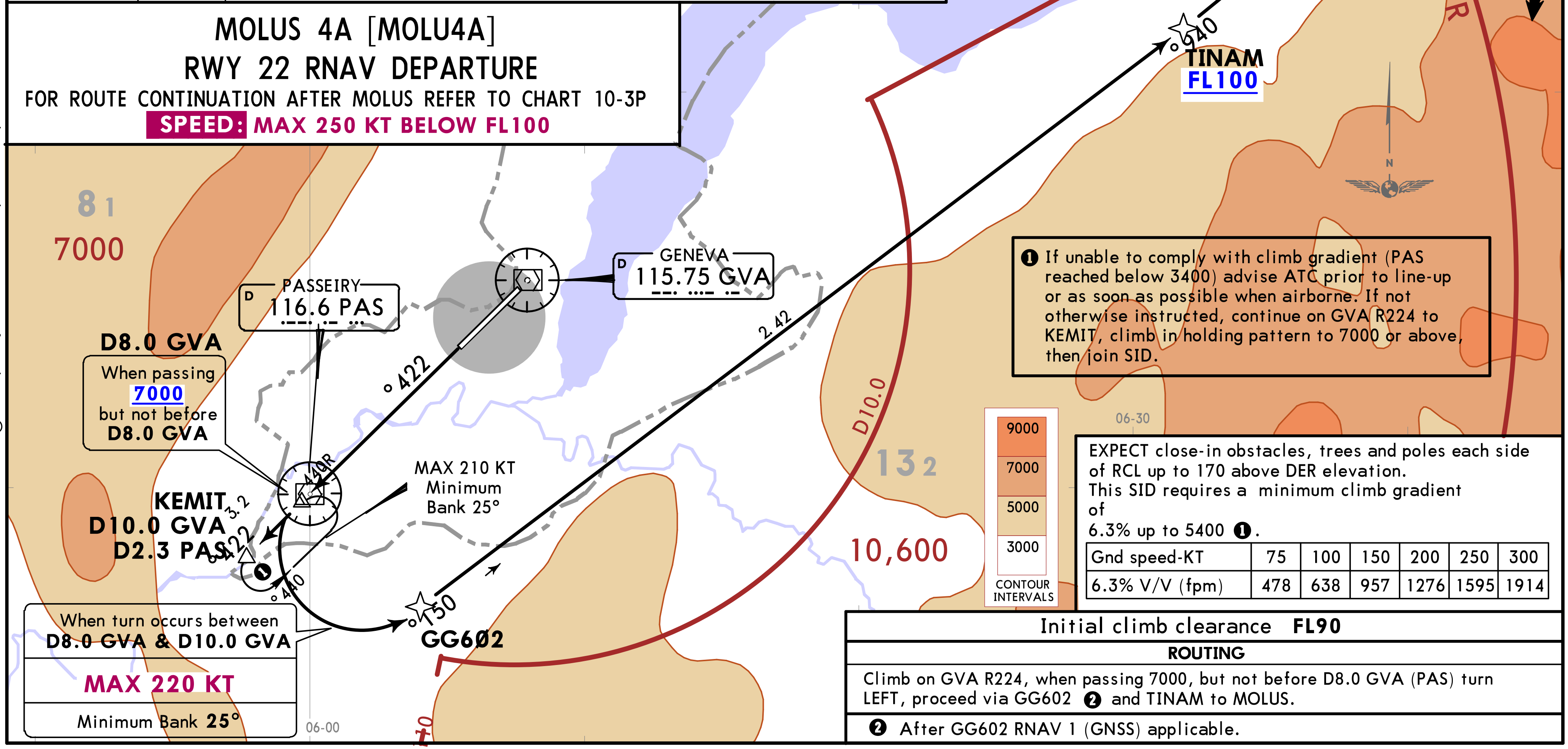
4. SIDs are also minimum noise routings. Strict adherence within the limits of ACFT performance is mandatory.

5. To expedite traffic, EXPECT line-up clearances at intersections unless operations require full RWY length.

MOLUS 4A [MOLU4A]
RWY 22 RNAV DEPARTURE

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

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 LEFT, proceed via GG602 ❷ and TINAM to MOLUS.

❷ After GG602 RNAV 1 (GNSS) applicable.

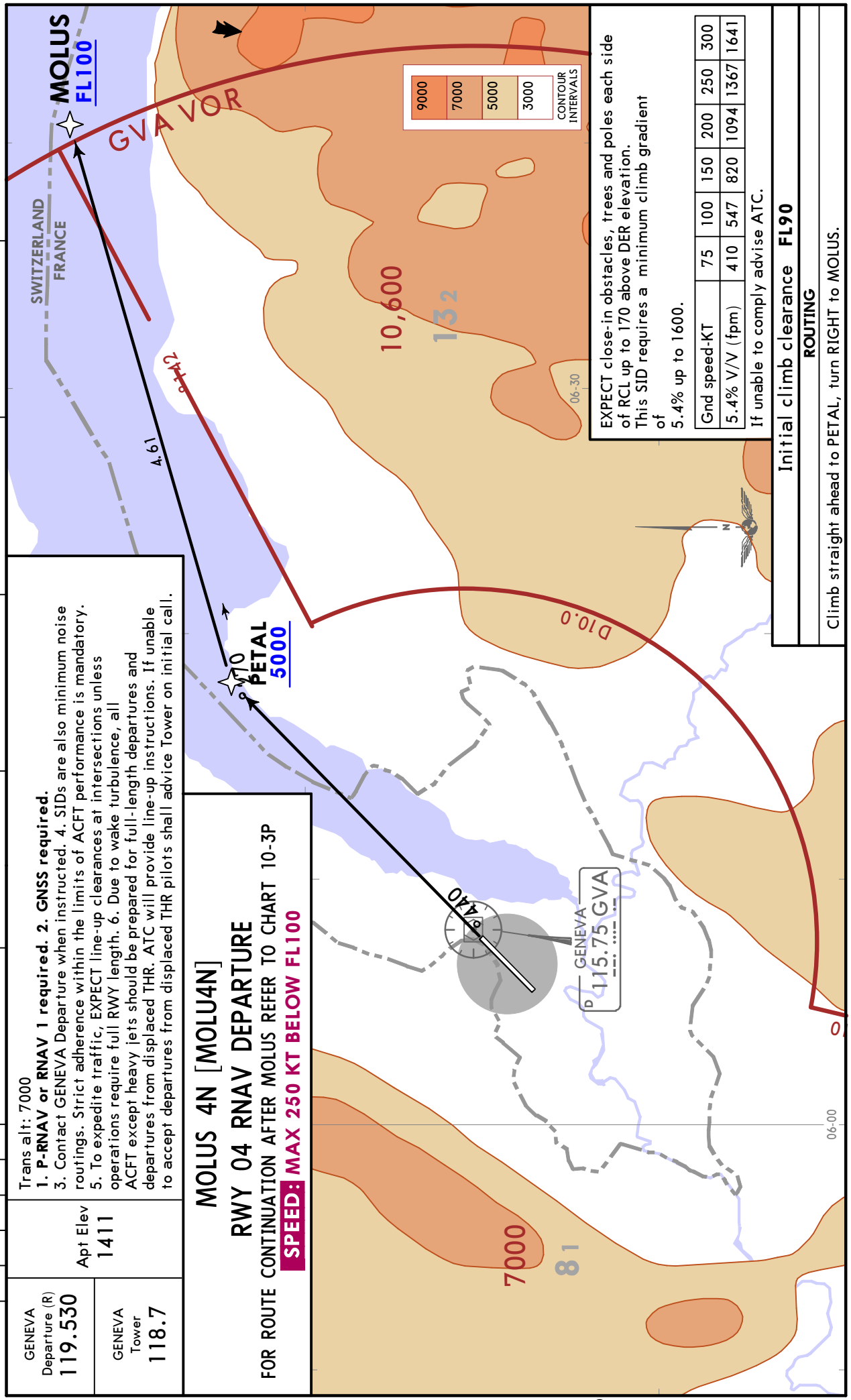
CHANGES: MSA; RNAV SID MOLUS 3A renumb & revised; MOLUS 3N transferred.

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.



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

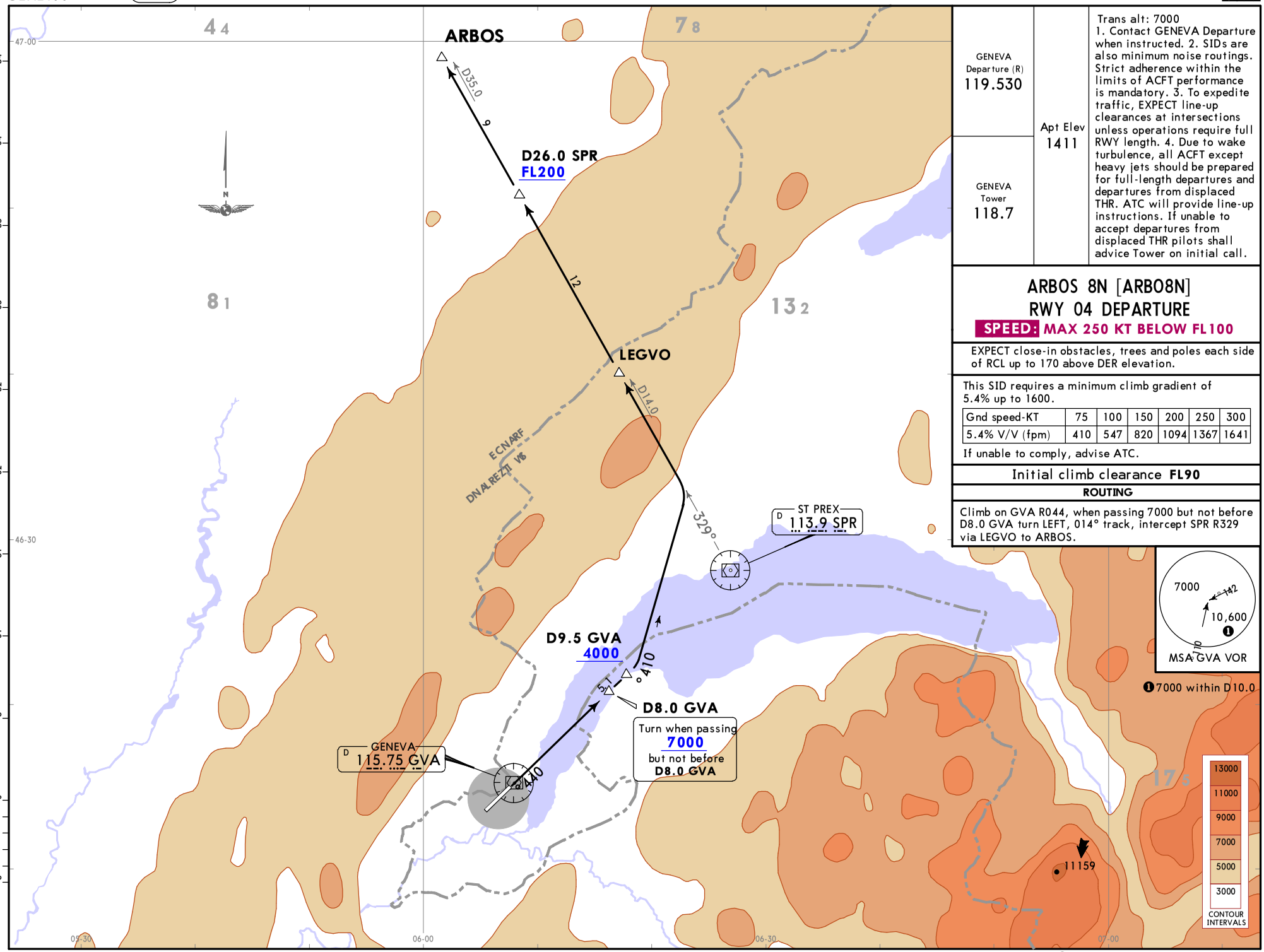
If unable to comply advise ATC.

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 advice 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

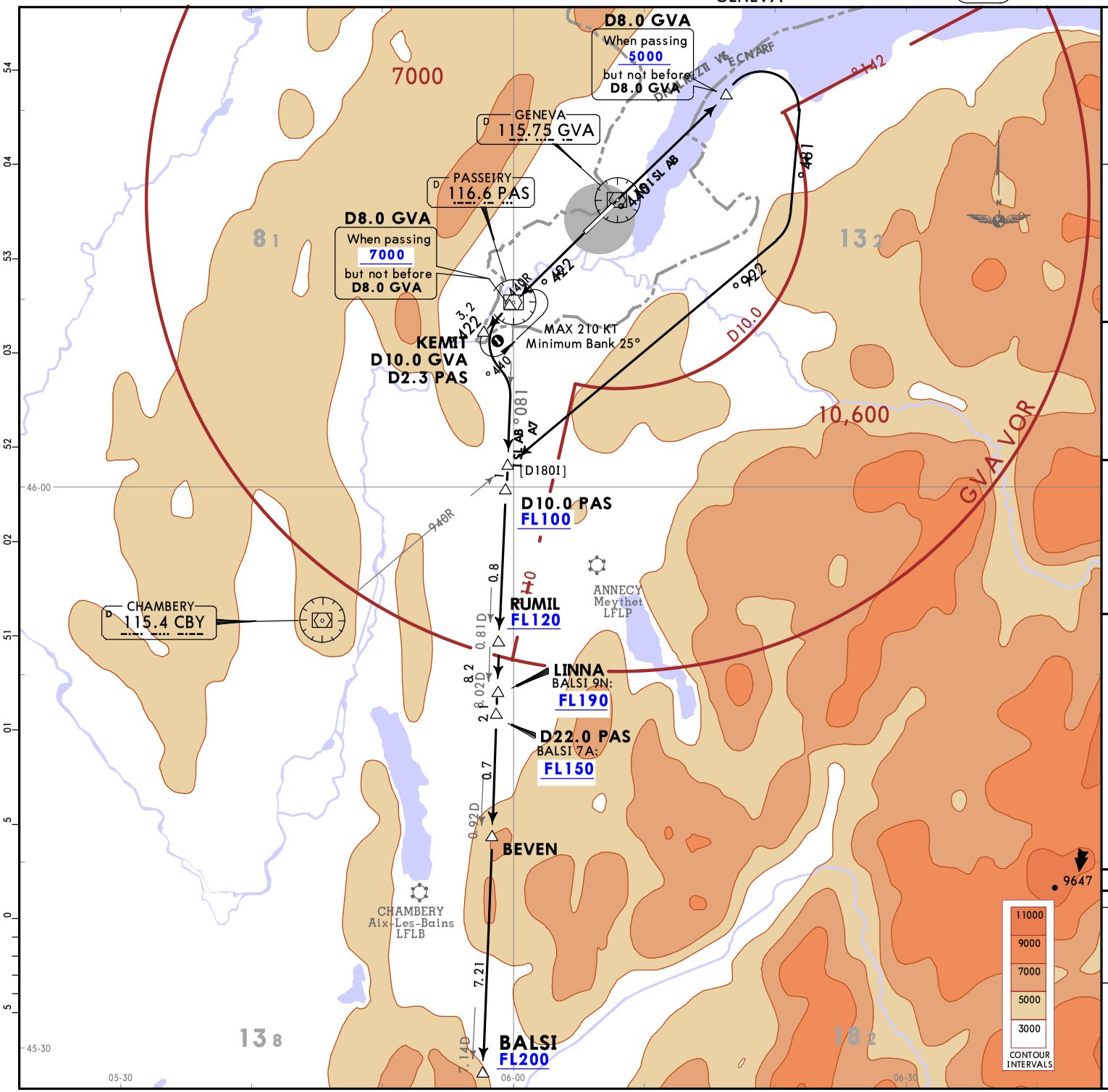
If unable to comply, advise ATC.

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

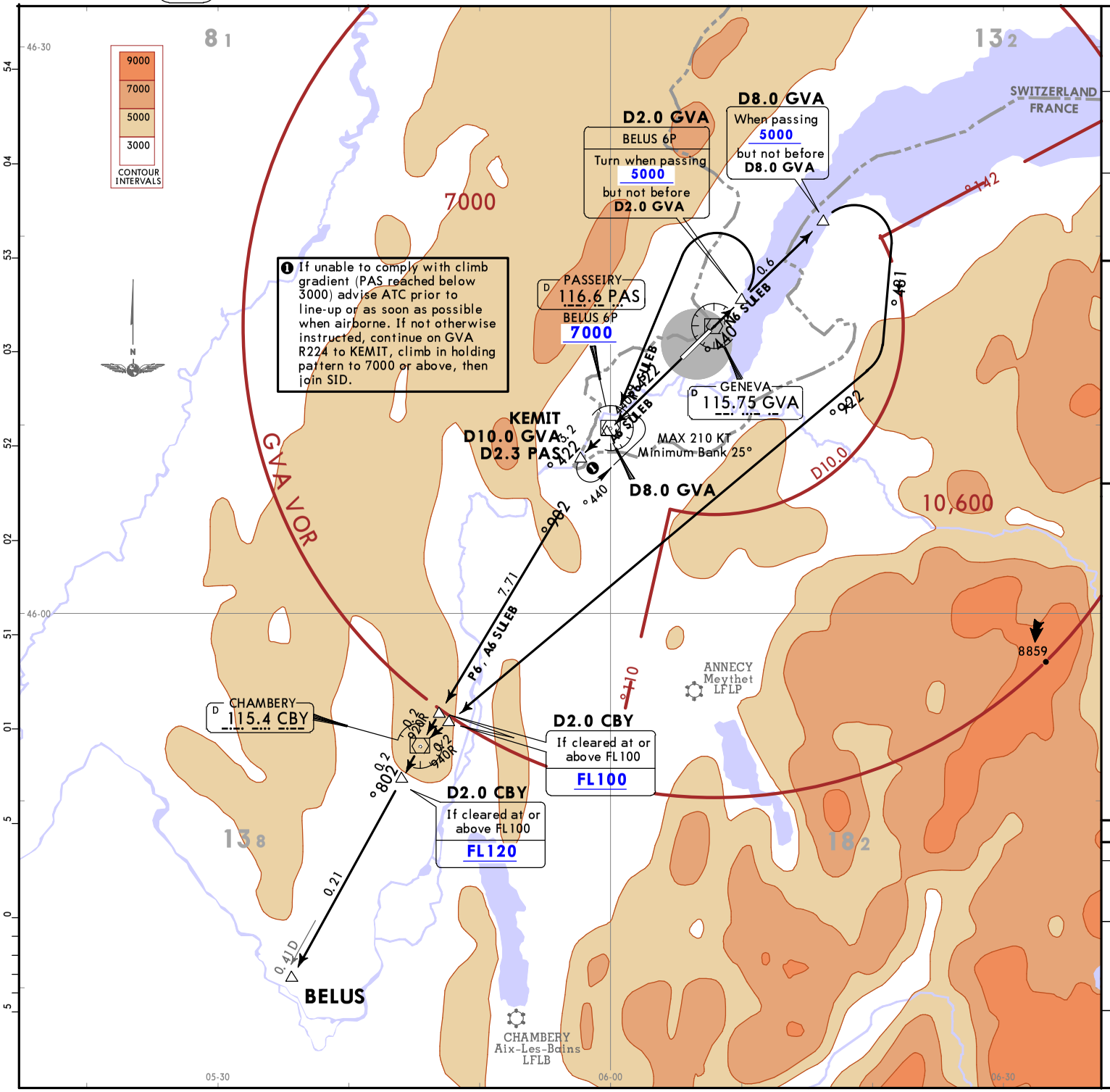
Initial climb clearance **FL90**

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, 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 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	

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

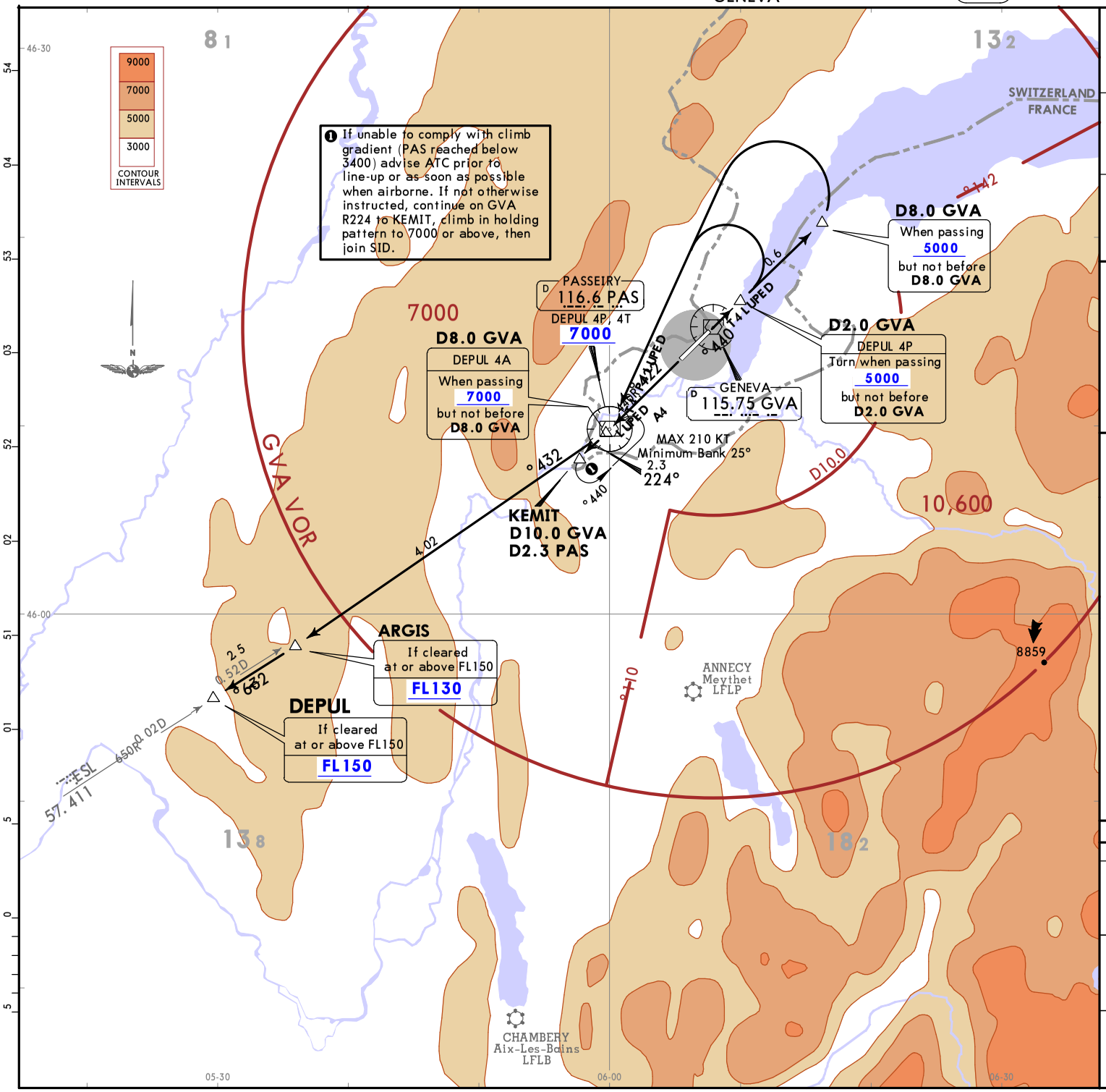
EXPECT close-in obstacles, trees and poles each side of RCL up to 170 above DER elevation.
These SIDs require minimum climb gradients of
BELUS 6A: 4.9% up to 3800.❶
BELUS 6N: 5.4% up to 6100.
If unable to comply advise ATC.
BELUS 6P: 5.4% up to 5200.
If unable to comply advise ATC.

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		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

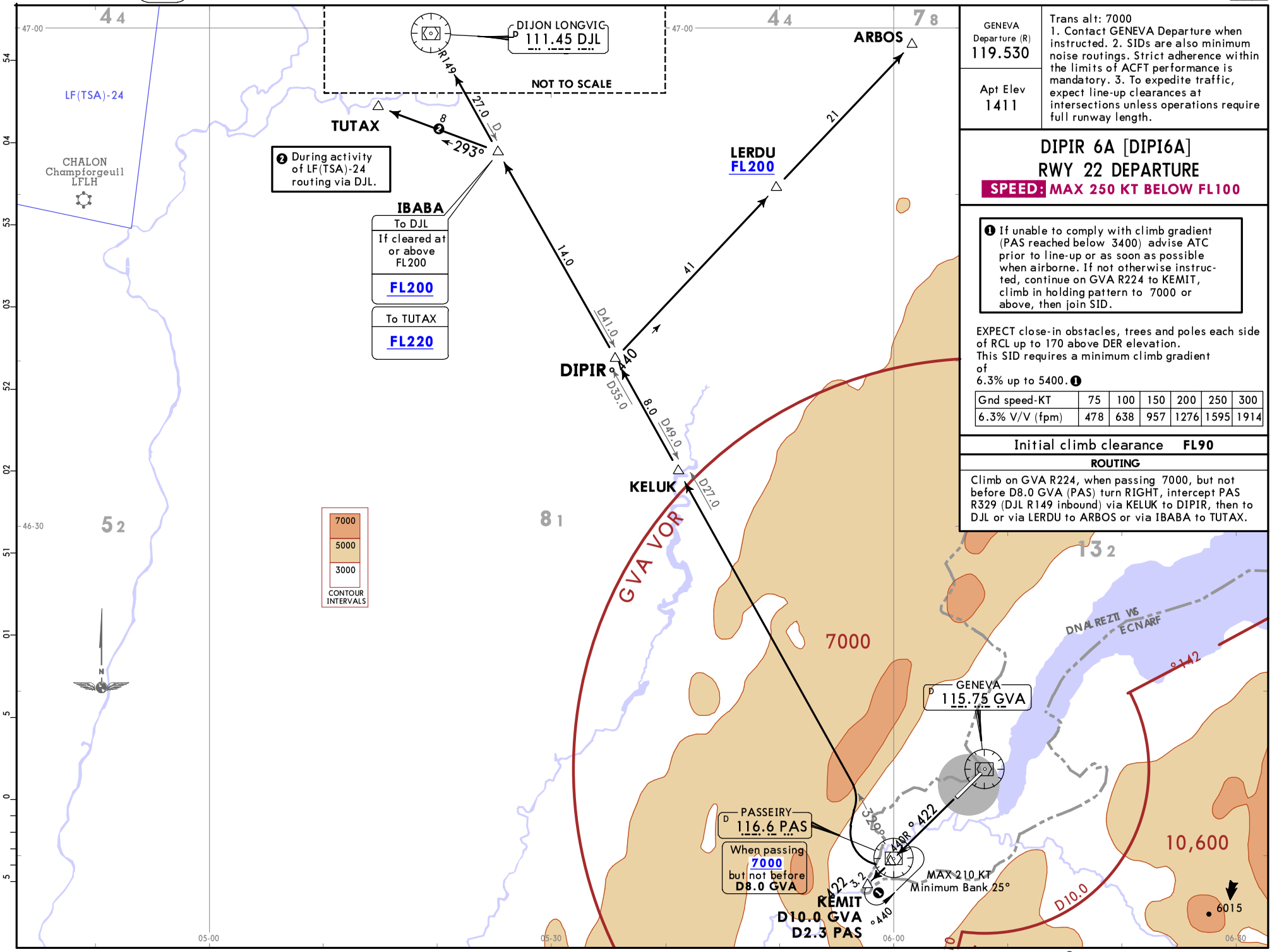
Initial climb clearance **FL90**

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.

CHANGES: MSA; SIDs renumbered & revised.

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.

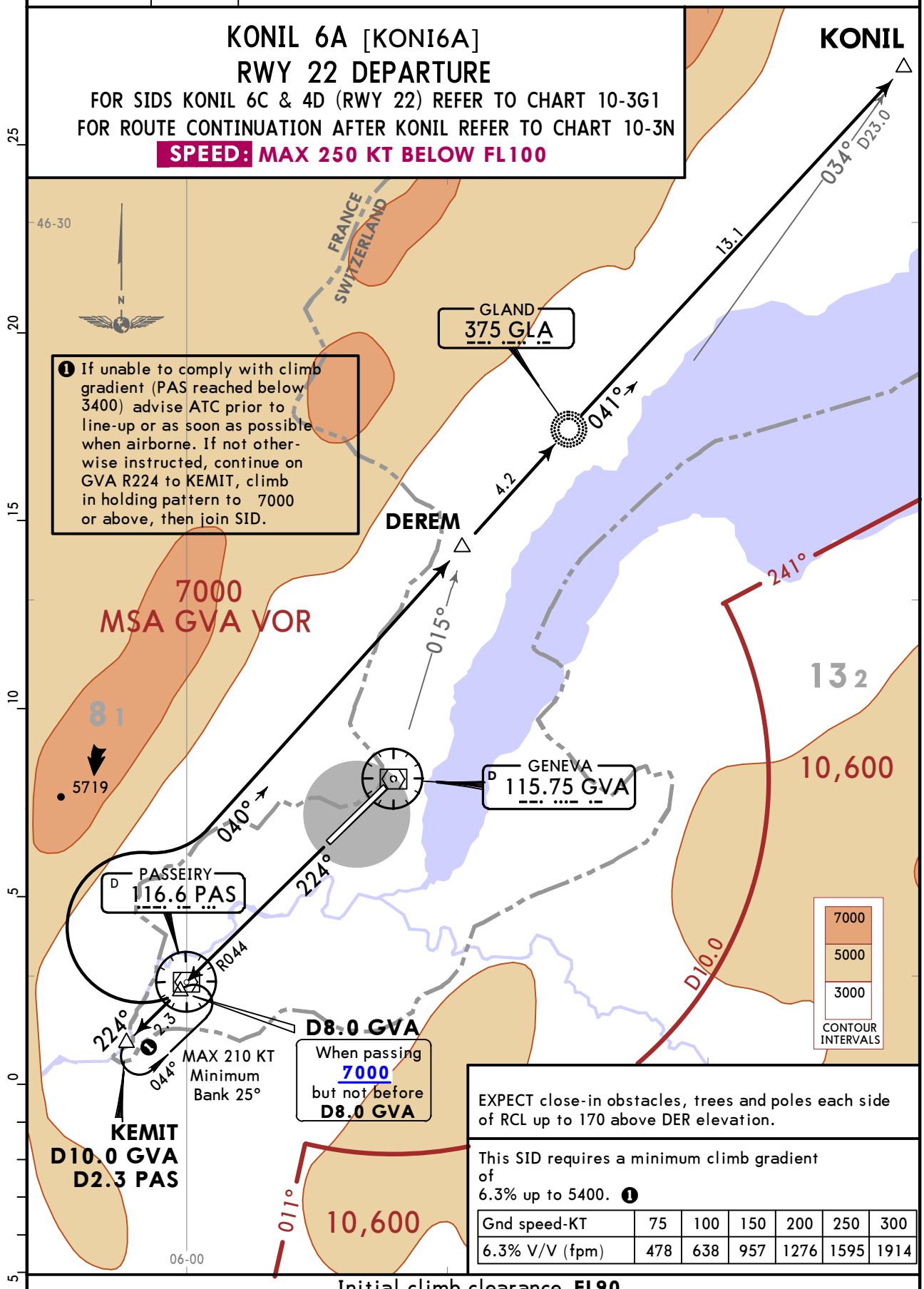
CHANGES: MSA; SIDs renumbered & revised.

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



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. 1

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.

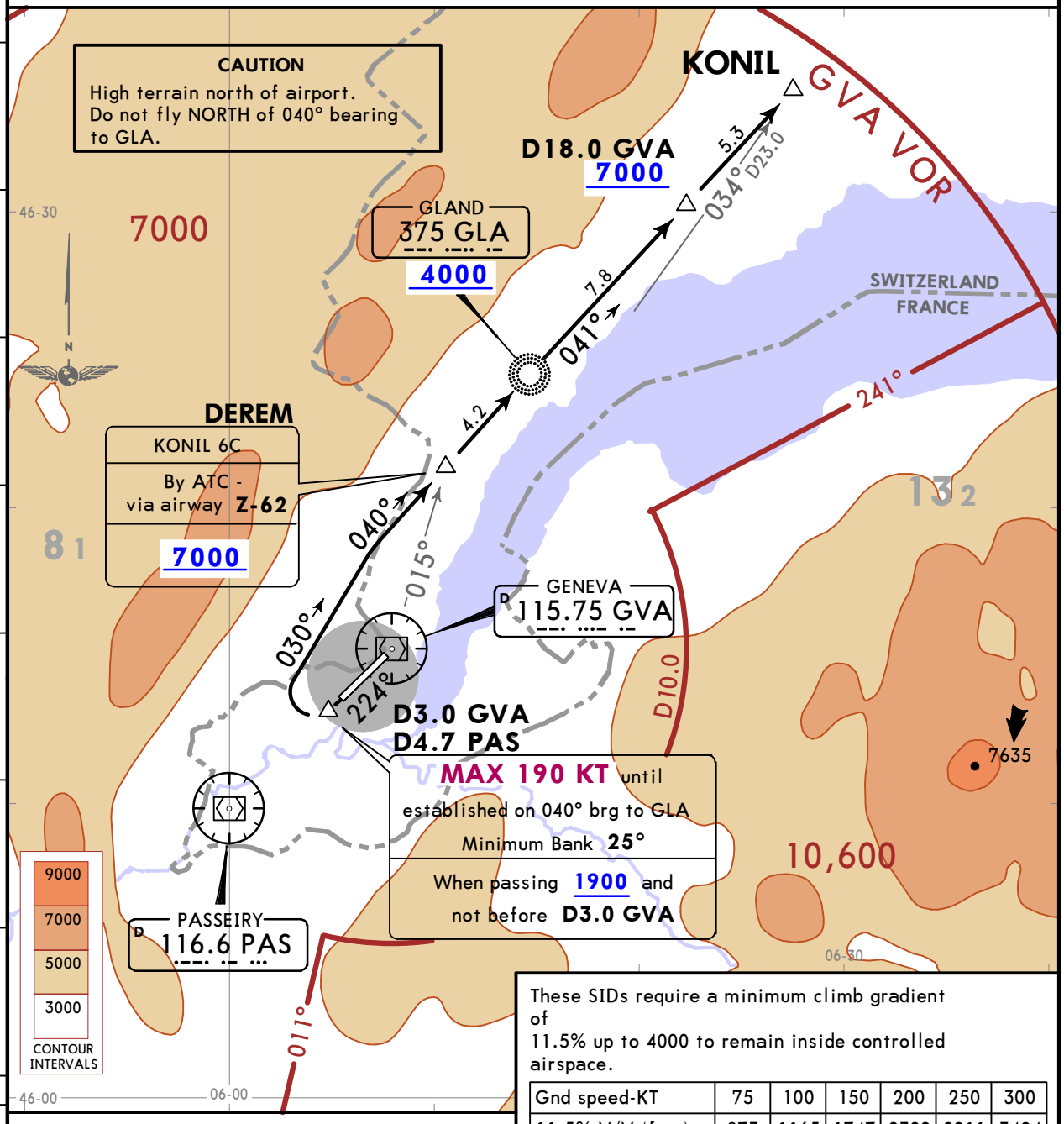
CHANGES: MSA; SID renumbered & revised.

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

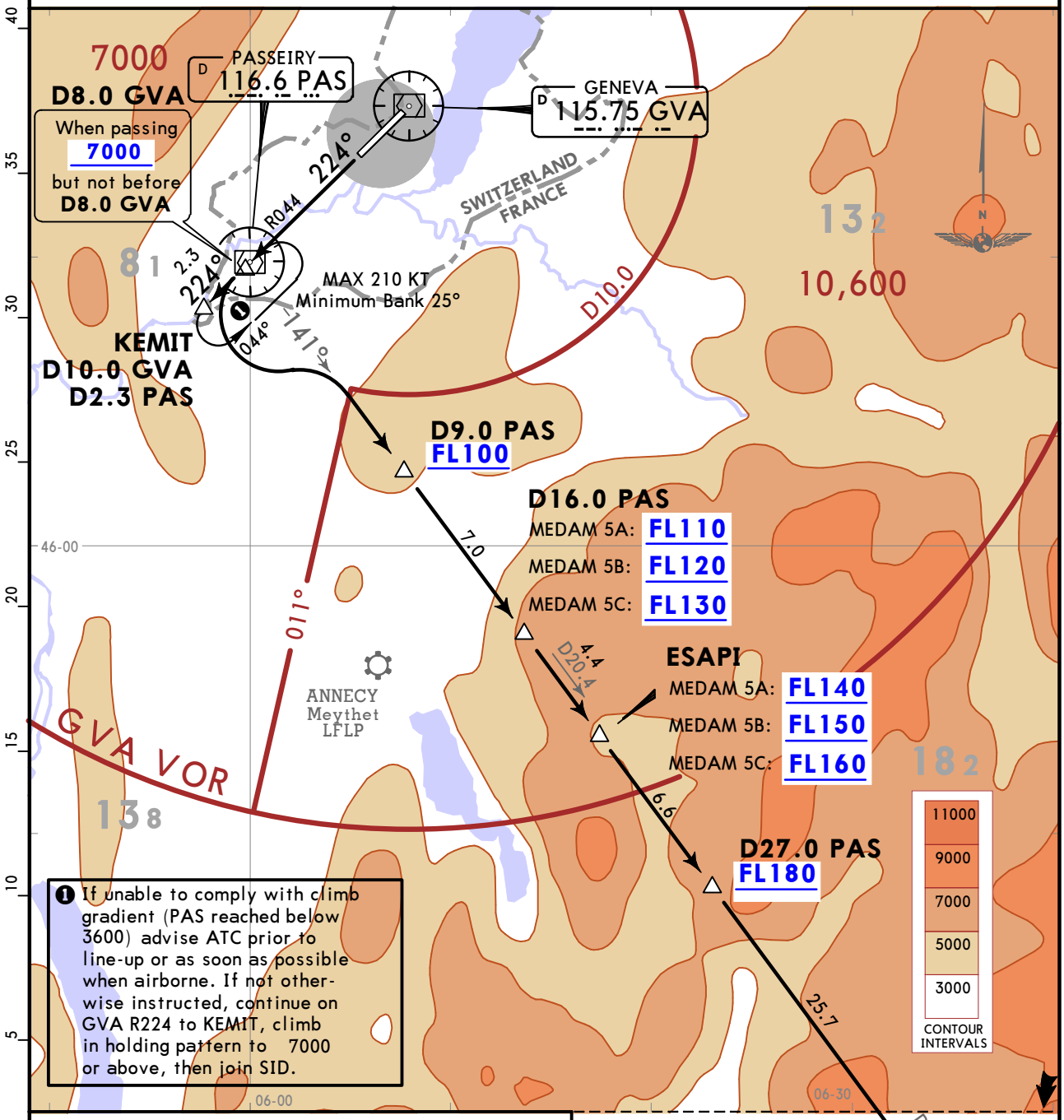
Climb on GVA R224, when passing 1900 and not before D3 GVA (D4.7 PAS) turn RIGHT, (MAX 190 KT until established on 040° bearing to GLA, minimum bank 25°), 030° track, intercept 040° bearing via DEREM to GLA, 041° bearing to KONIL.

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

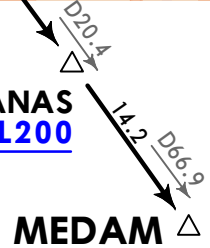
SPEED: MAX 250 KT BELOW FL100



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

NOT TO SCALE



Initial climb clearance **FL90**

ROUTING

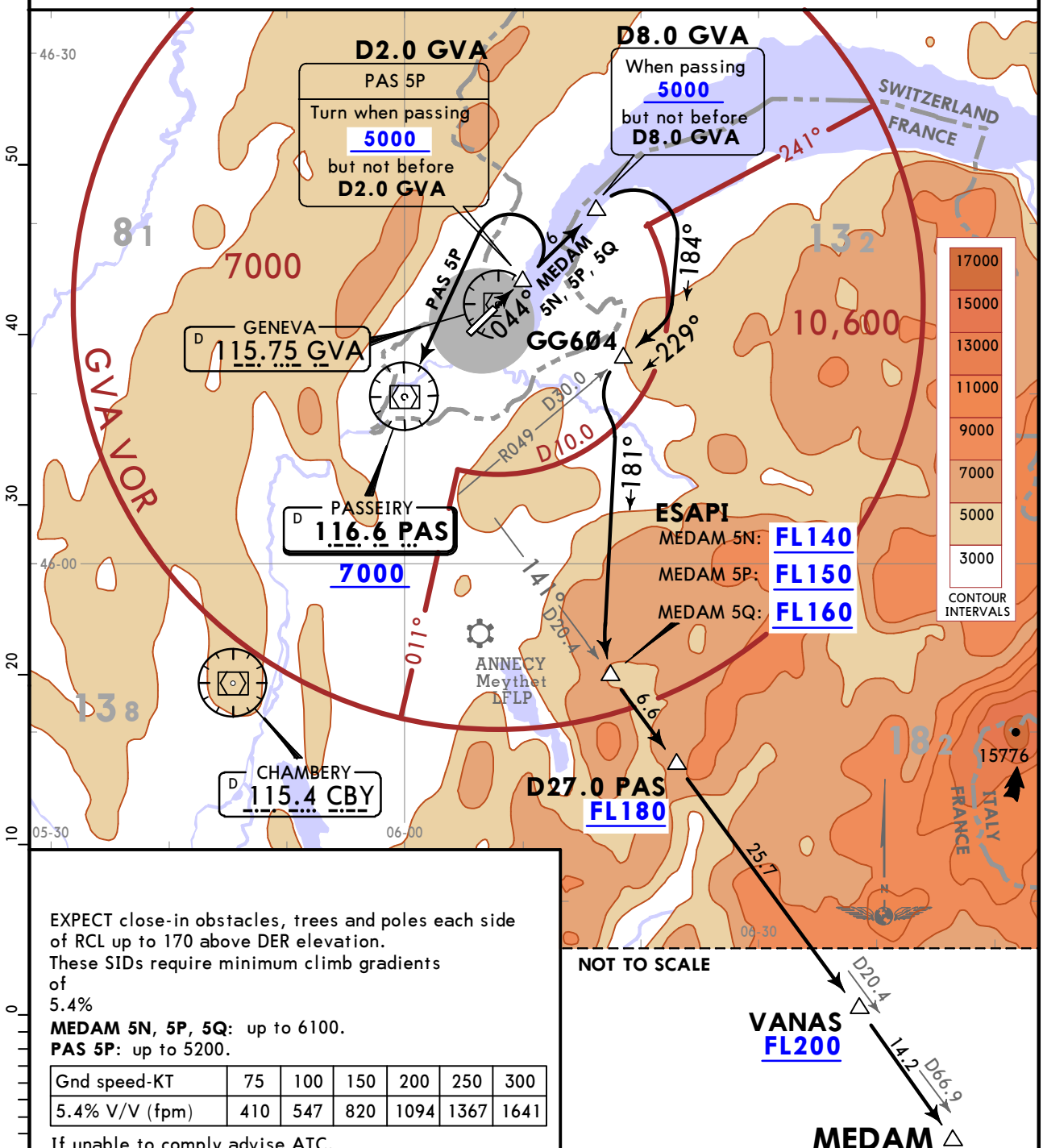
Climb on GVA R224, when passing 7000, but not before D8.0 GVA (PAS) turn LEFT, intercept PAS R141 via ESAPI and VANAS to MEDAM.

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.

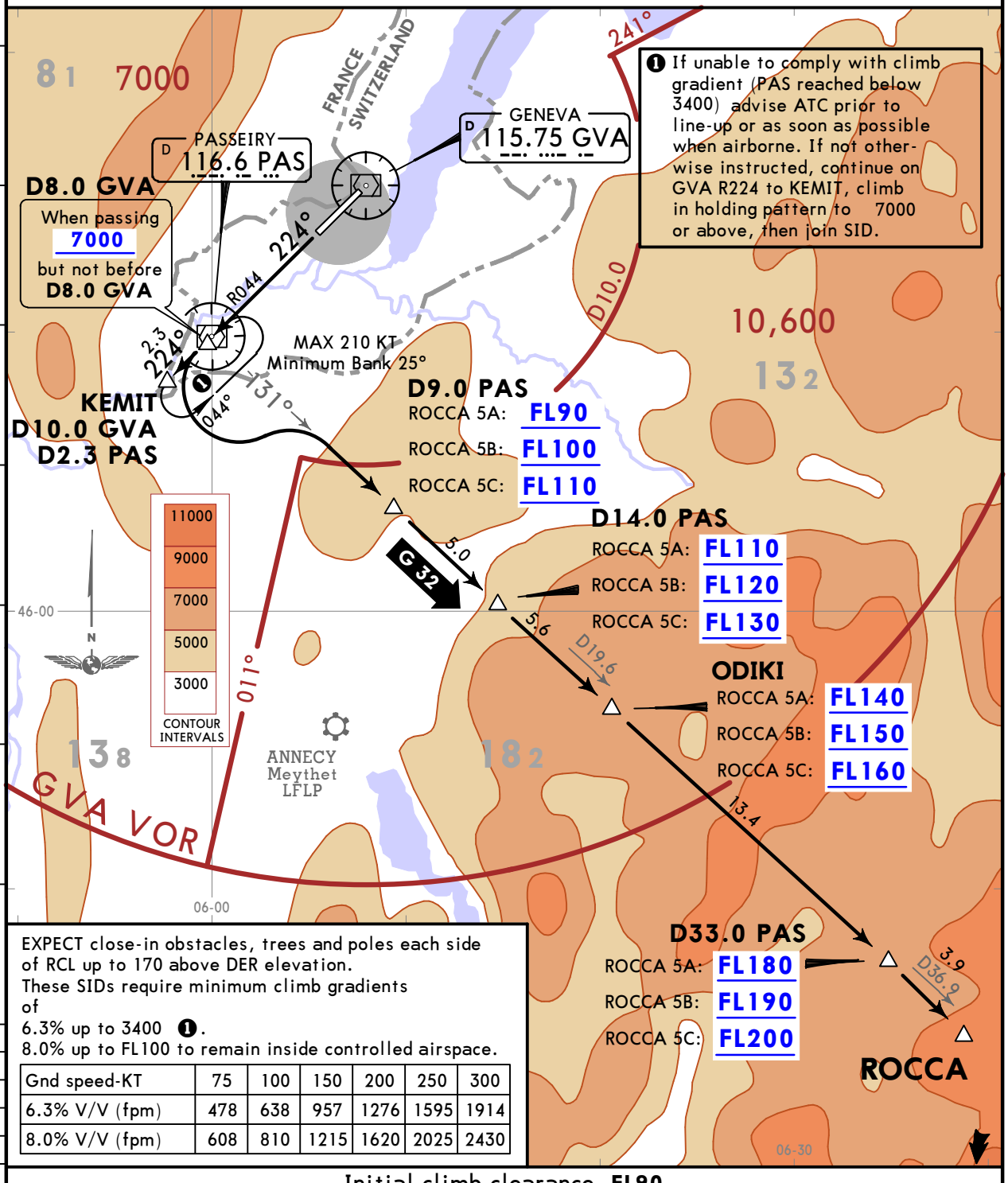
CHANGES: MSA; SIDs renumbered & revised.

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.

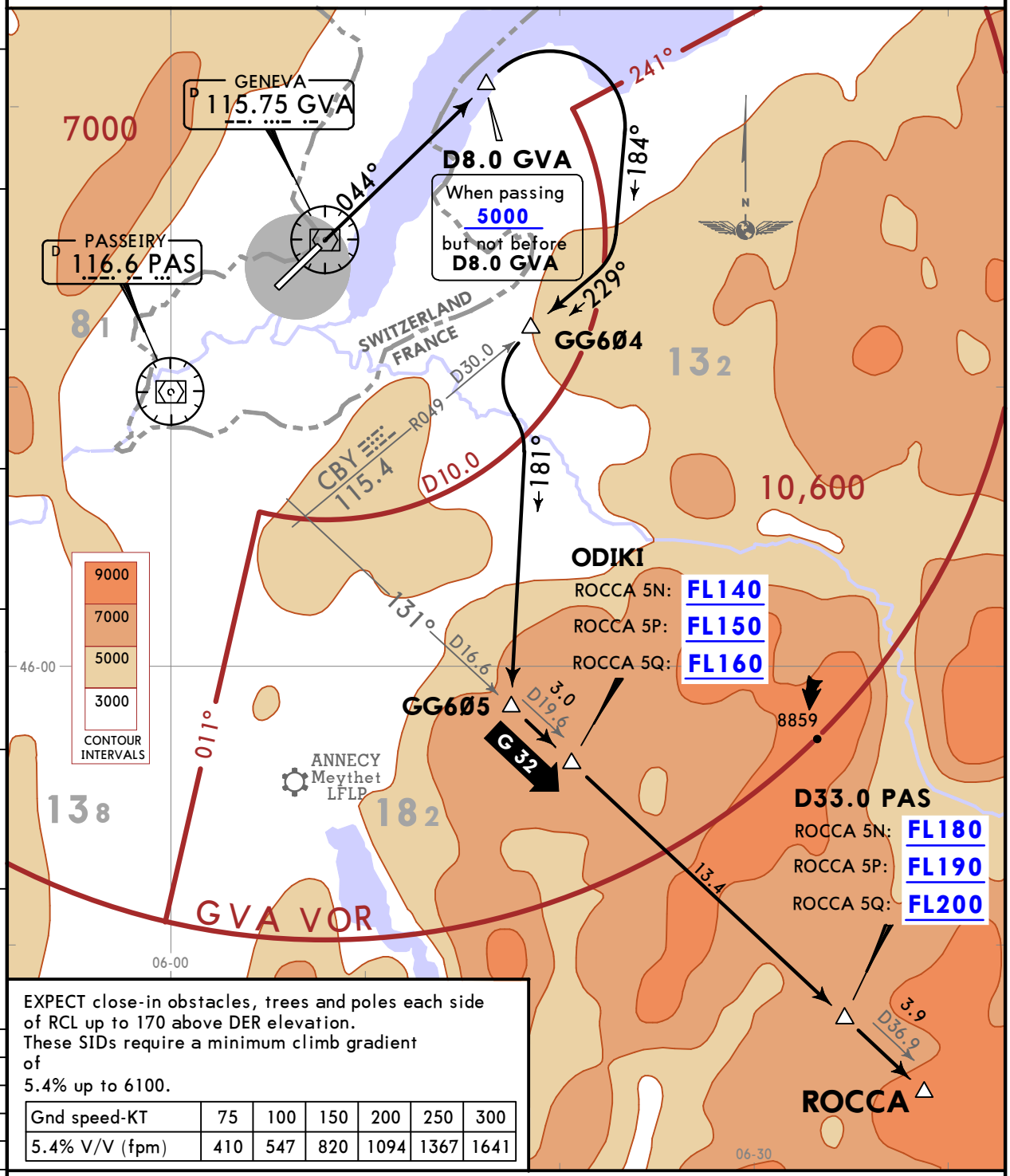
CHANGES: MSA; SIDs renumbered & revised.

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
To ARBOS: FL200

SIROD
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

7000

SWITZERLAND
FRANCE

LF(TSA)-24

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

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

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.

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.

CONTOUR INTERVALS: 13000, 11000, 9000, 7000, 5000, 3000

MSA GVA VOR: 7000, 10,600

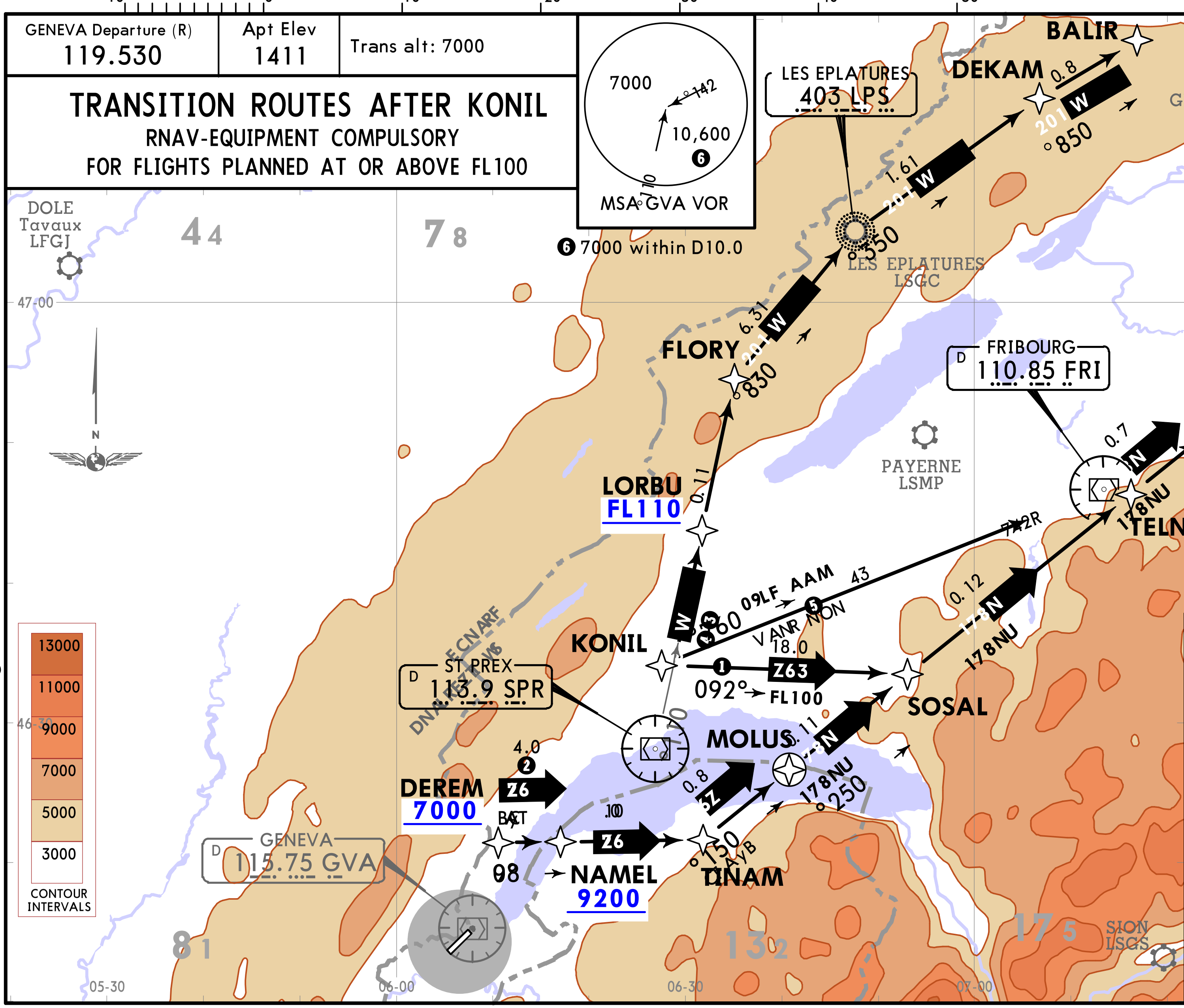
7000 within D10.0

CHANGES: MSA; SIDs renumbered & revised.

GENEVA Departure (R)	Apt Elev	Trans alt: 7000
119.530	1411	

TRANSITION ROUTES AFTER KONIL

RNAV-EQUIPMENT COMPULSORY
FOR FLIGHTS PLANNED AT OR ABOVE FL100



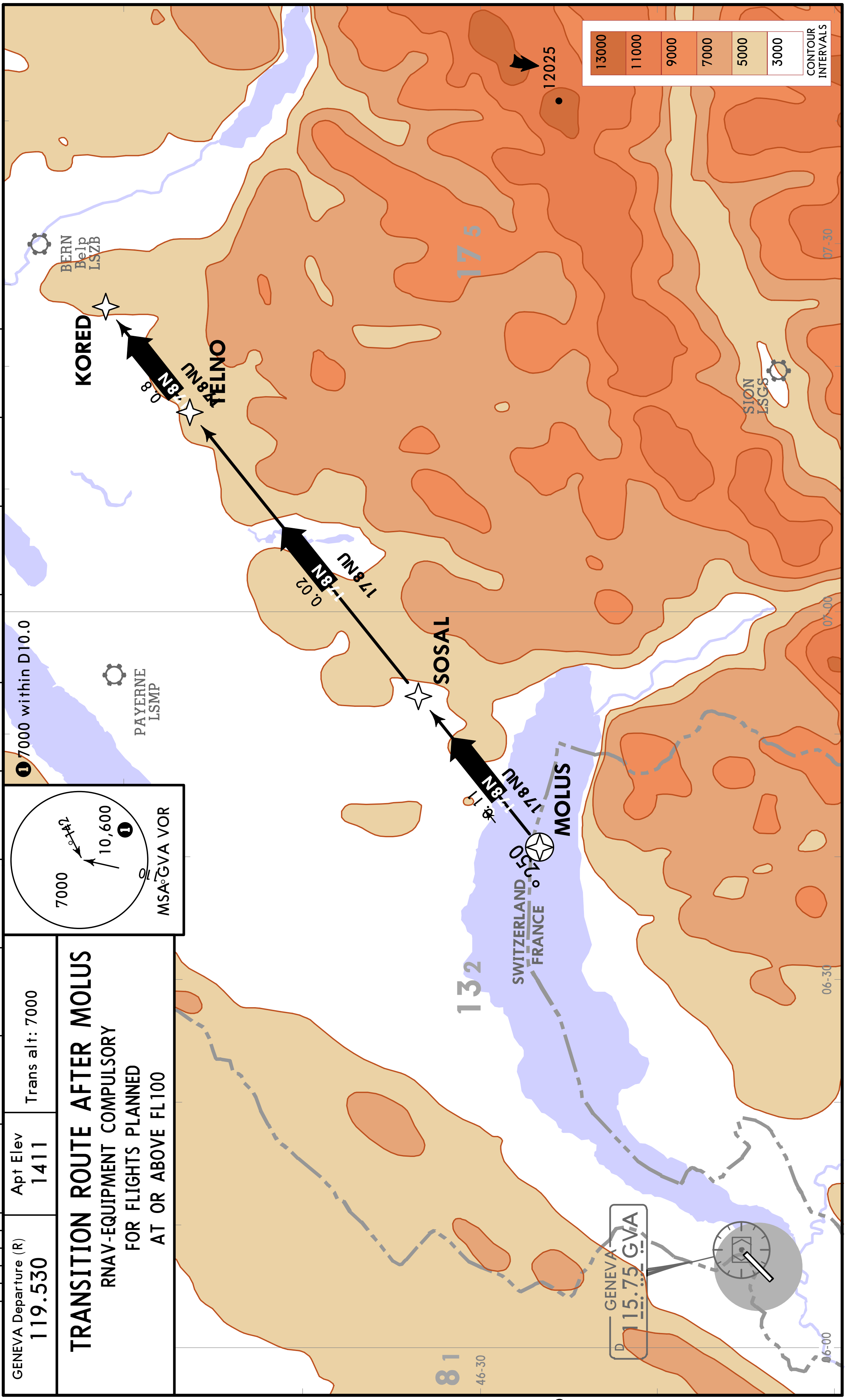
Traffic planned on airways N-871/UN-871:
Proceed via route
1. Z-63: KONIL - SOSAL
or on ATC request as alternate routes:
2. Z-62: DEREM - NAMEL - TINAM, cross DEREM at or above 7000, NAMEL at or above 9200.

Traffic destination LFSB:
3. Outside MIL operating hours: after KONIL EXPECT route W-102 to BALIR, cross LORBU at or above FL110.

Traffic destination LSGC:
4. Outside MIL operating hours: after KONIL EXPECT route W-102 to LPS, cross LORBU at or above FL110.

Traffic planned on airway G-5 (MAA FL90):
5. After KONIL intercept FRI R247 inbound to FRI.

CHANGES: MSA.



TRANSITION ROUTES AFTER SPR

RNAV-EQUIPMENT COMPULSORY

FOR FLIGHTS PLANNED AT OR ABOVE FL100

GENEVA Departure (R) 119.530

Apt Elev 1411

Trans alt: 7000

Traffic planned on airways N-871/UN-871:
Proceed via route
❶ SPR - SOSAL, cross SPR at or above FL100.
Traffic destination LFSB:
❷ Outside MIL operating hours: after SPR EXPECT route W-102 to BALIR, cross LORBU at or above FL110.
Traffic destination LSGC:
❸ Outside MIL operating hours: after SPR EXPECT route W-102 to LPS, cross LORBU at or above FL110.
Traffic planned on airway G-5 (MAA FL90):
❹ After SPR via airway G-5 to FRI.

MSA-GVA VOR
7000
10,600
7000 within D10.0

BALIR
DEKAM
LES EPLATURES 403.1 LPS
FLORY
LORBU FL110
FRIBOURG 110.85 FRI
KORED
TELNO
SOSAL
ST-PREX 113.9 SPR
To SOSAL: FL100
GENEVA 115.75 GVA

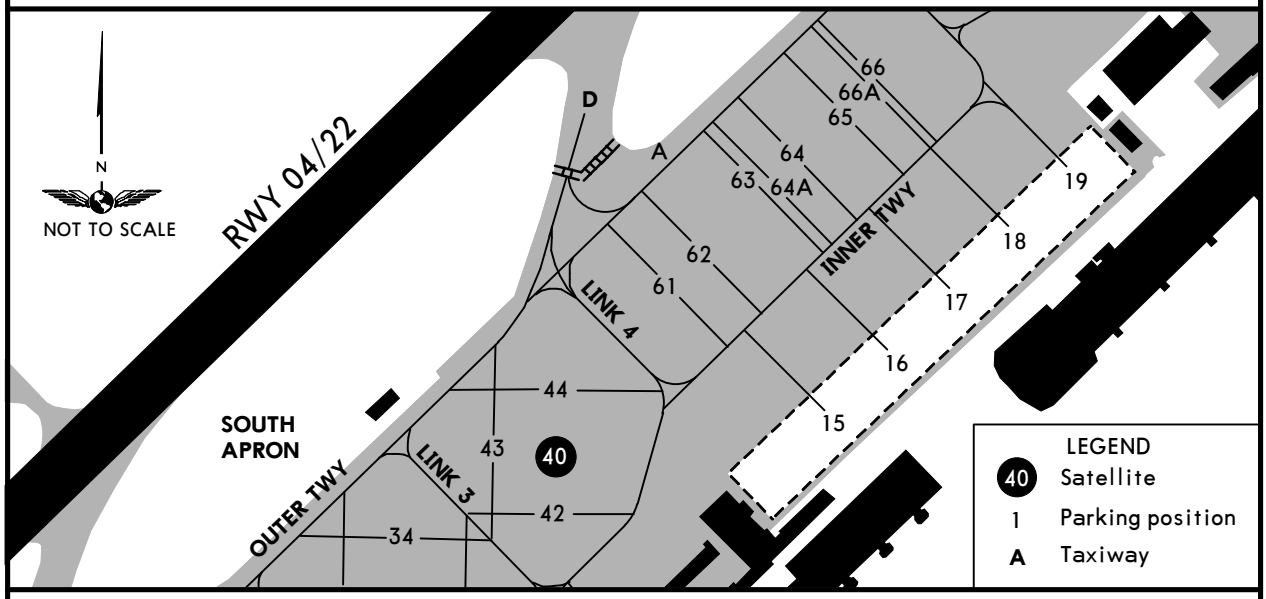
GRENCHEN LSZG
BERN Belp LSZB
MEIRINGEN Meiringen MLM LSMM
LES EPLATURES LSGC
PAYERNE LSMP
SION LSGS
DOLE Tavaux LFGJ
SWITZERLAND
FRANCE

CONTOUR INTERVALS: 3000, 5000, 7000, 9000, 11000, 13000, 15000

CHANGES: MSA.

TEMPORARY CONSTRUCTION WORKS FOR LARGE TRANSPORT ACFT

REFER ALSO TO LATEST NOTAMS



Stand 14 closed.

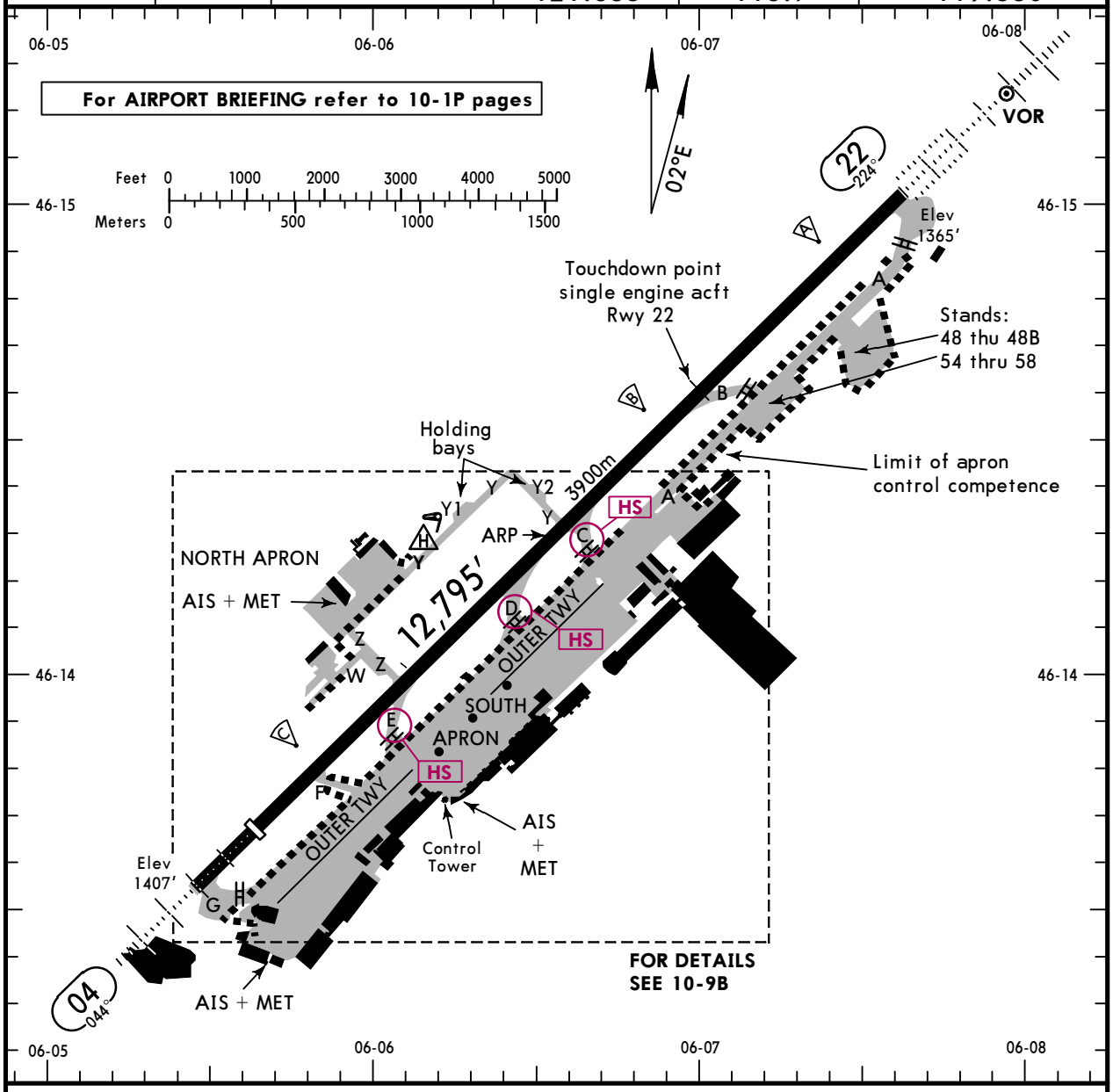
Operators should expect stands 15, 16, 17, 18 and 19 to be opened intermittently.

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.

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.

HS DANGER: Potential conflict with traffic on Outer twy.

CHANGES: Grass Rwy withdrawn. Hot spots. Touchdown points.

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:

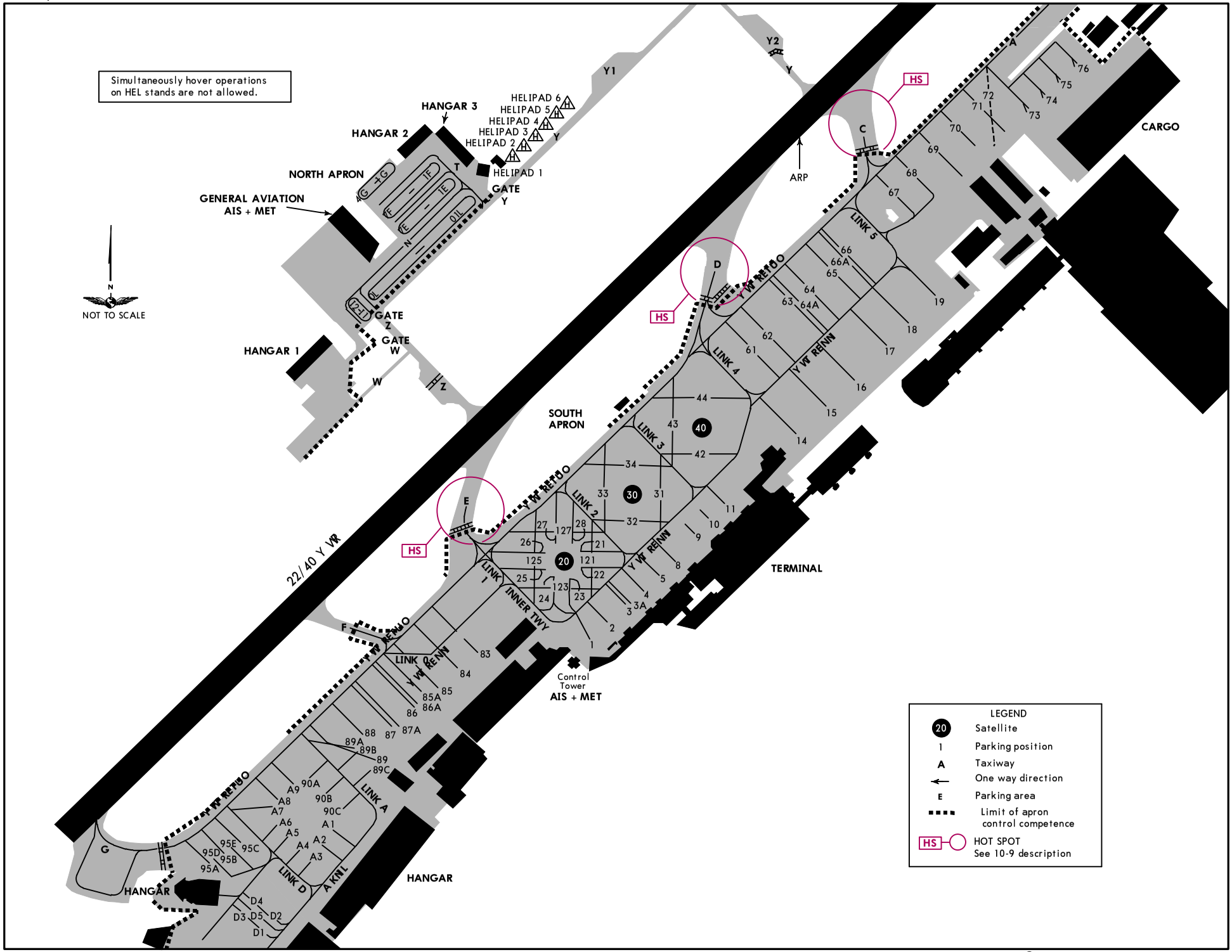
From rwy head	12,795′ (3900m)
twy B int	8530′ (2600m)
twy C/Y int	6562′ (2000m)
twy Z int	3740′ (1140m)

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: Grass Rwy withdrawn.



CHANGES: Grass Rwy withdrawn. Hot spots.

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		

GENEVA, SWITZERLAND

GENEVA

STRAIGHT-IN RWY		DA(H) / MDA(H)	RVR (ALS/ALS out)
04	ILS	1611′ (200′)	500m / 1000m
	LOC	1840′ (429′)	800m / 1000m
	RNP (LPV)	1611′ (200′)	500m / 1000m
	RNP (LNAV/VNAV)	1744′ (333′)	750m / 1000m
	RNP (LNAV)	1860′ (449′)	800m / 1000m
	VOR	1850′ (439′)	800m / 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
	RNP (LPV) ❹	1565′ (200′)	500m / 1000m
	RNP (LPV) ❷	2005′ (640′)	750m / 1000m
	RNP (LNAV/VNAV) ❺	1706′ (341′)	750m / 1000m
	RNP (LNAV/VNAV) ❷	2420′ (1055′)	750m / 1000m
	RNP (LNAV) ❻	1870′ (505′)	1000m / 1000m
	RNP (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 RNP 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.

LSGG/GVA GENEVA

JEPPESEN 18 OCT 19 (11-1)

GENEVA, SWITZERLAND ILS or LOC Rwy 04

BRIEFING STRIP TM

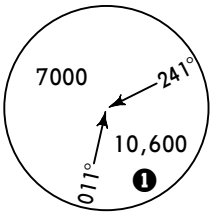
D-ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.580	136.255	120.305	118.7	121.680	121.855

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

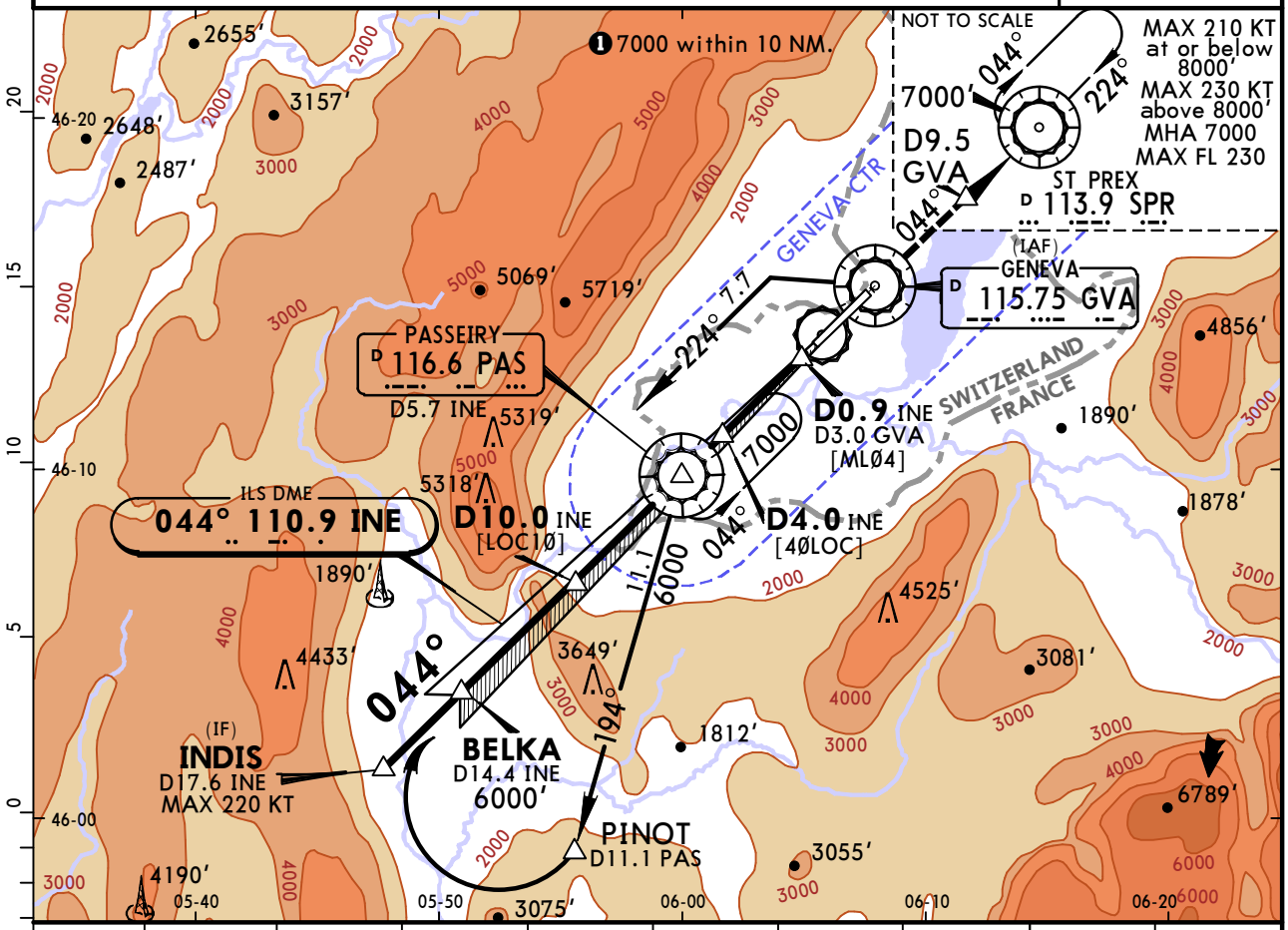
MISSED APCH: Initial climb clearance 7000′. Climb STRAIGHT AHEAD on R-044 GVA. Proceed to SPR VOR. Cross D9.5 GVA at 4000′ or above.

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

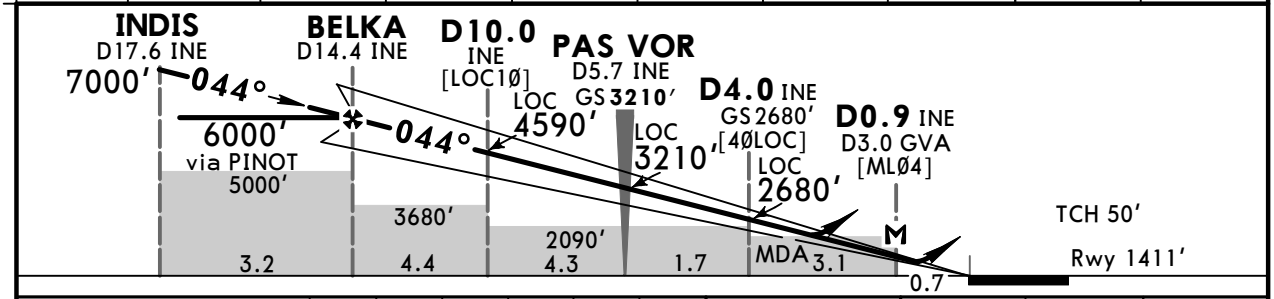
1. CAUTION: Expect turbulence on base and final apch.
2. Radar vectoring to INDIS may be expected.



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 C: 1617′ (206′) D: 1627′ (216′)	LOC (GS out) CDFA DA/MDA(H)	LOC (GS out) CDFA ALS out
	AB: 1611′ (200′)	FULL / ALS out	1840′ (429′)	ALS out
A	RVR 550m [1]	RVR 1200m	RVR 1300m	RVR 1500m
B				
C				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

[1] RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Minimums.

LSGG/GVA GENEVA

JEPPESEN 7 AUG 20 (11-2) Eff 13 Aug

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

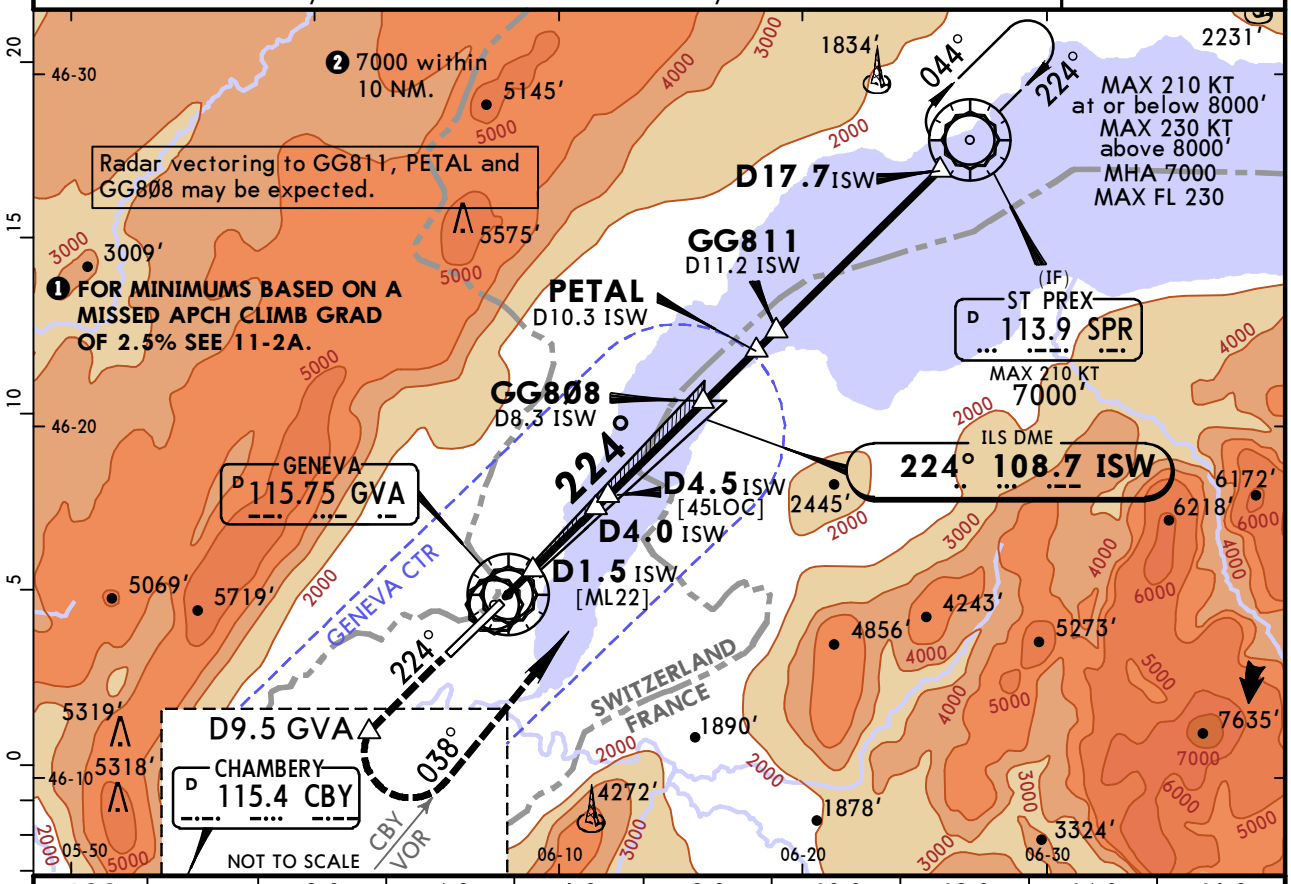
LOC ISW	Final Apch Crs	GG8Ø8	ILS RA 216′ DA(H)	Apt Elev 1411′
108.7	224°	4000′ (2635′)	1565′ (200′)	Rwy 1365′

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.

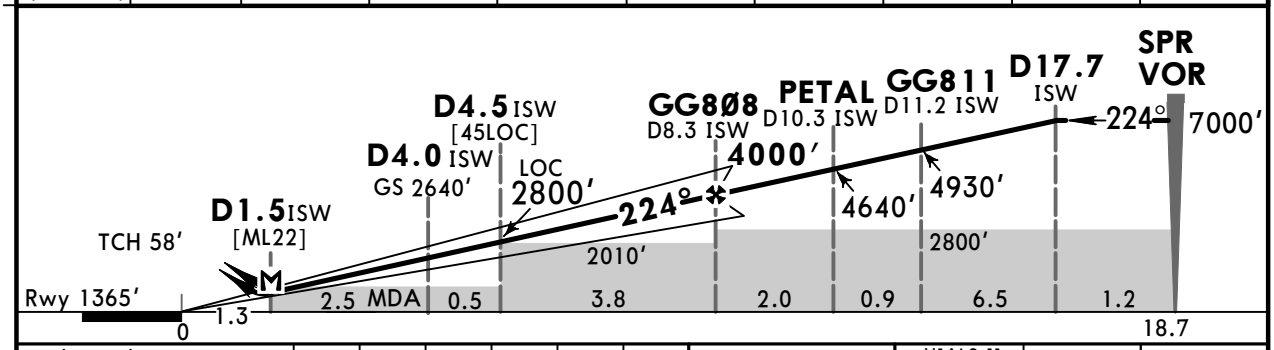
MSA GVA VOR

7000 — 241° — 10,600 ❷ — 011°

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 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: ISW frequency.

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	

LSGG/GVA
GENEVA

JEPPESEN
7 AUG 20
Eff 13 Aug
11-2B

GENEVA, SWITZERLAND
❶ CAT II/III ILS Rwy 22

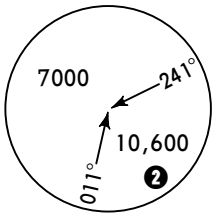
BRIEFING STRIP ™

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

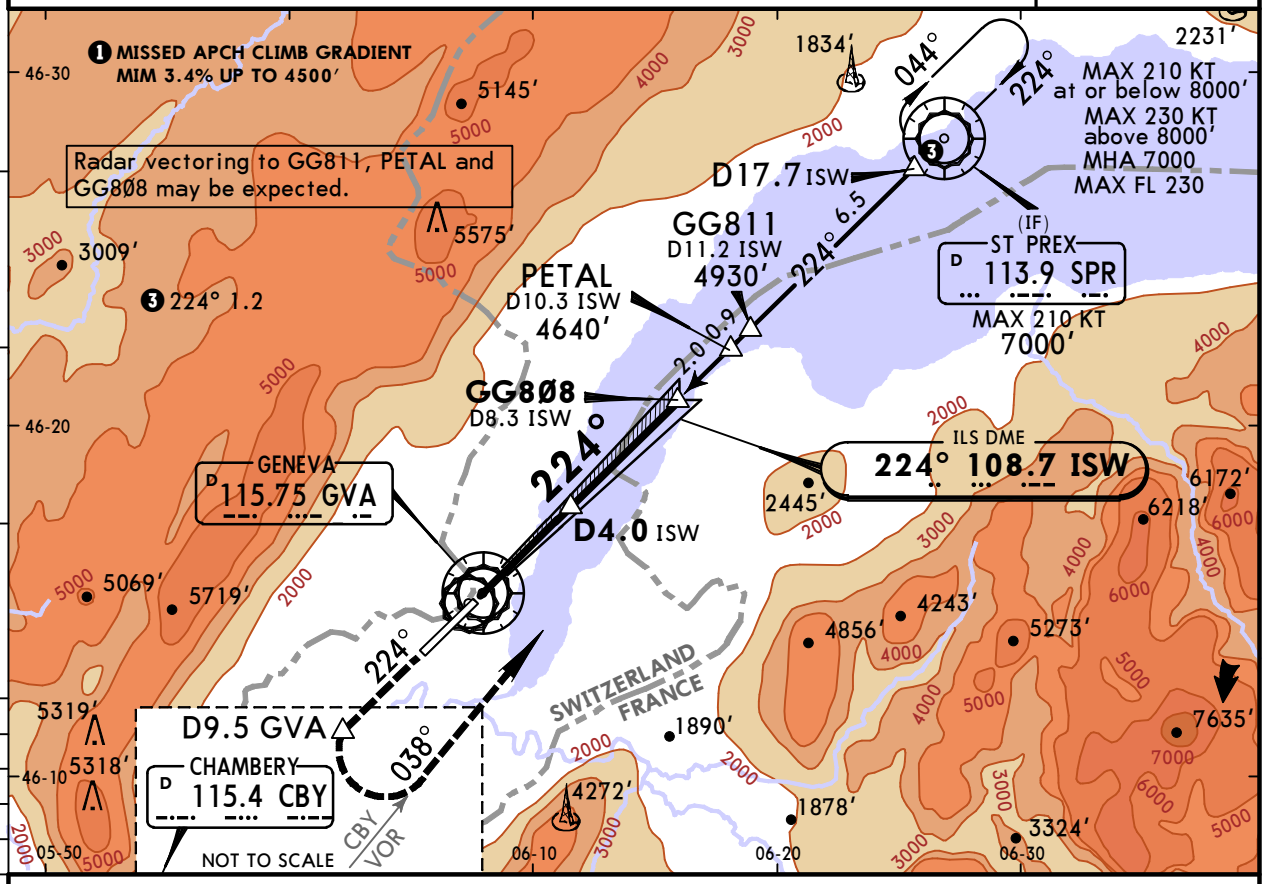
LOC ISW	Final Apch Crs	GG8Ø8	CAT II & CAT III ILS Refer to Minimums	Apt Elev 1411′ Rwy 1365′
108.7	224°	4000′ (2635′)		

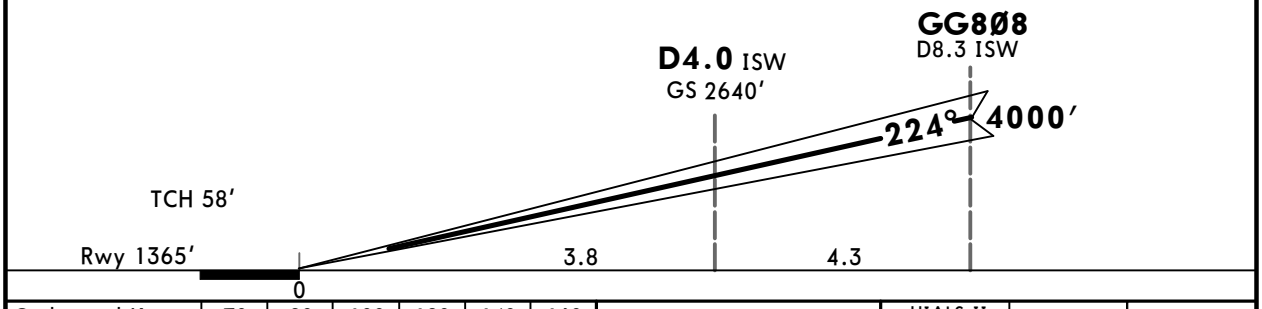
MISSED APCH: Initial climb clearance 7000′. Climb STRAIGHT AHEAD on R-224 GVA . At D9.5 GVA turn LEFT (MAX 185 KT/MIM bank angle 25°) to intercept and follow R-038 CBY to SPR VOR. MIM climb gradient 3.7% to 4500′ to remain inside controlled airspace. Refer to minimums for missed approach climb gradient.

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′ GVA on 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: ISW frequency.

LSGG/GVA GENEVA

JEPPESEN 13 MAR 20 (12-1) Eff 26 Mar

GENEVA, SWITZERLAND RNP Rwy 04

BRIEFING STRIP

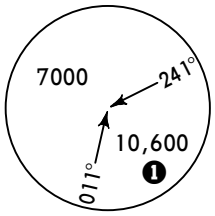
D-ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.580	136.255	120.305	118.7	121.680	121.855

EGNOS	Final Apch Crs	BELKA	LPV CAT I DA(H) Refer to Minimums	Apt Elev 1411' Rwy 1411'
Ch 92431 E04A	044°	6000' (4589')		

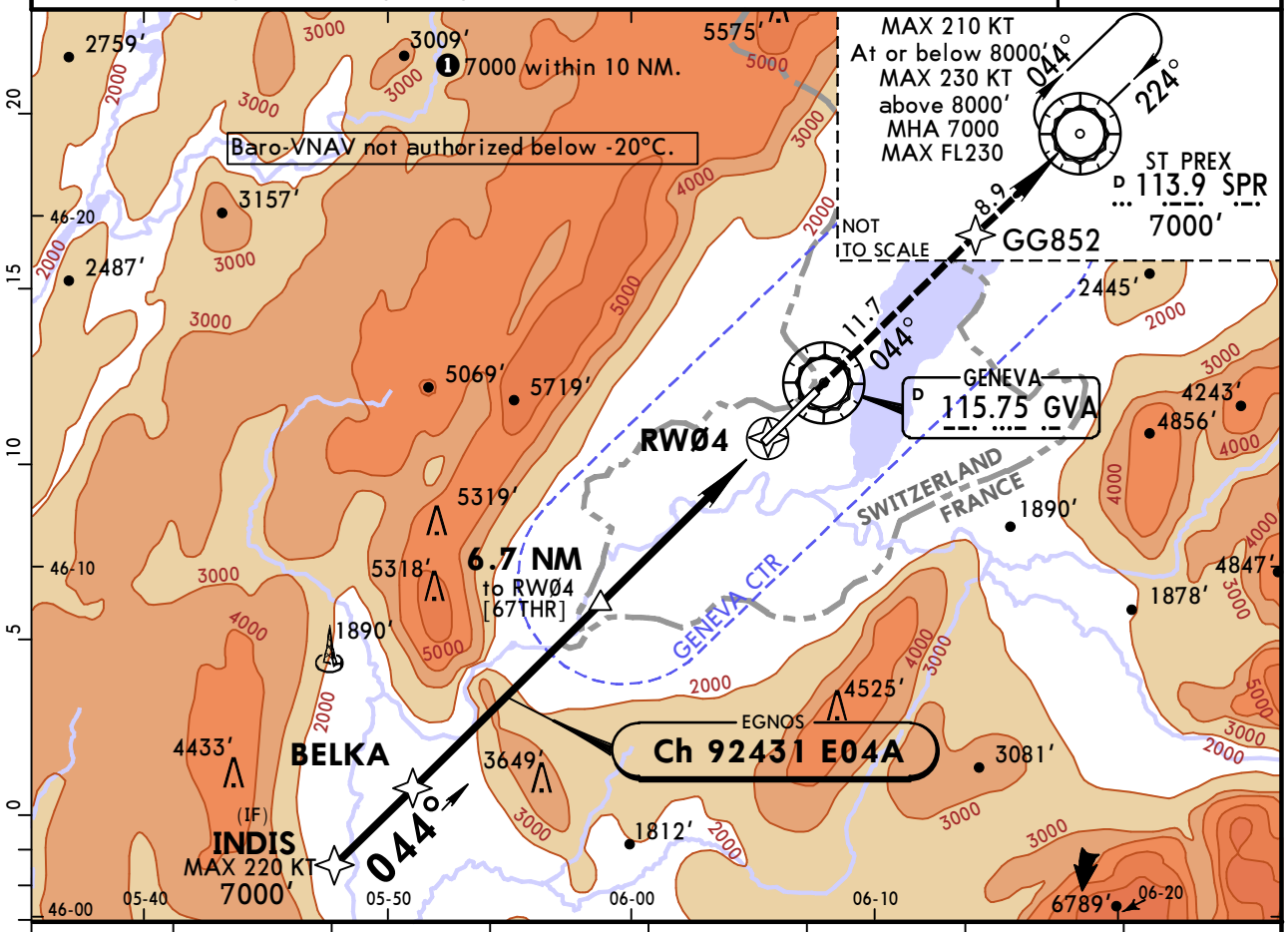
MISSED APCH: Initial climb clearance 7000'. Climb on track 044° to SPR via GG852 to cross GG852 at or above 4000'.

RNP Apch	Alt Set: hPa	Rwy Elev: 51 hPa	Trans level: By ATC	Trans alt: 7000'

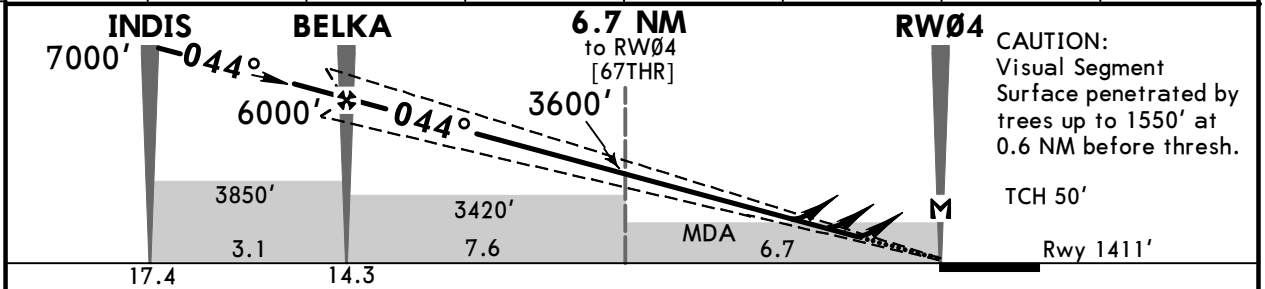
1. CAUTION: Expect turbulence on base and final apch.
2. Radar vectoring to INDIS may be expected.



MSA GVA VOR



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 550m 1	RVR 1200m	RVR 800m	RVR 1500m	RVR 1400m	RVR 1500m
B			RVR 900m			
C				RVR 1600m		RVR 2100m
D			RVR 1000m	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

1 RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Procedure designation.

LSGG/GVA GENEVA

JEPPESEN

13 MAR 20
Eff 26 Mar
12-2

GENEVA, SWITZERLAND
❶ RNP Rwy 22

BRIEFING STRIP ™

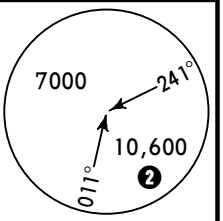
D-ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.580	136.255	120.305	118.7	121.680	121.855

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

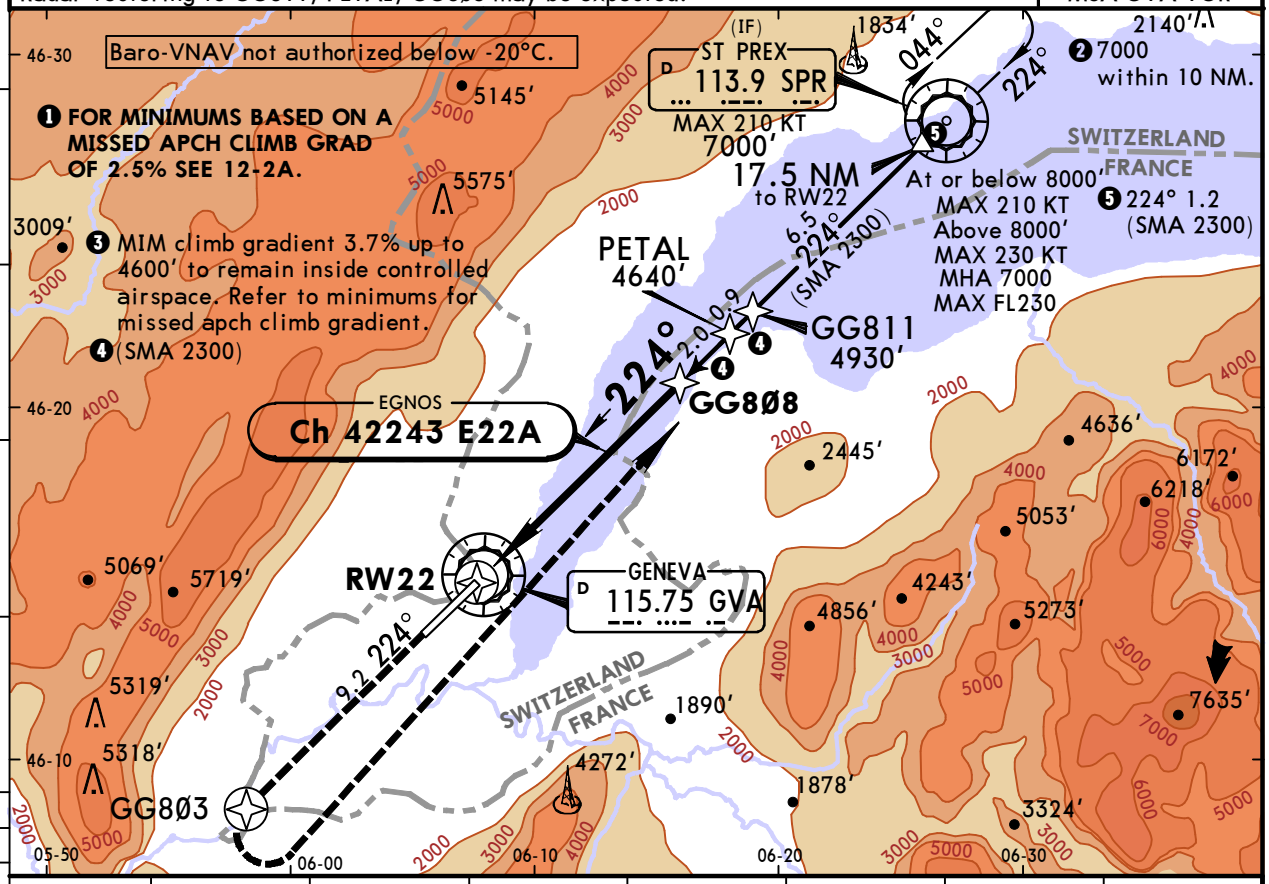
MISSED APCH: Initial climb clearance 7000′. Climb on track 224° to GG8Ø3 then turn LEFT (MAX 185 KT) direct to SPR. ❸

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

Radar vectoring to GG811, PETAL, GG8Ø8 may be expected.

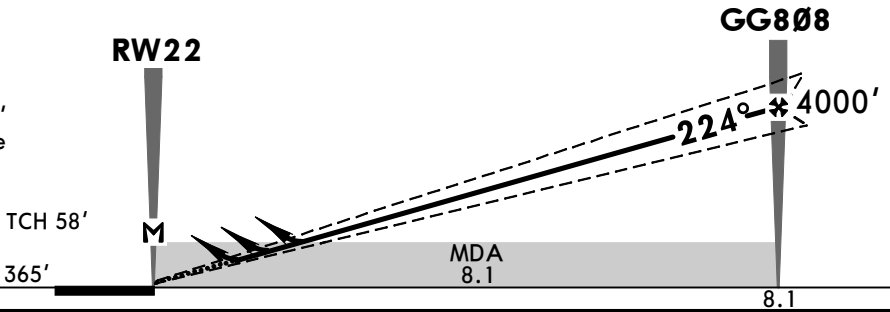


MSA GVA VOR



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	RVR 1600m	RVR 2400m	B	
C				RVR 1000m	RVR 1700m			C	
D								D	

PANS OPS

❶ RVR 750m when a Flight Director or Autopilot or HUD to DA is not used.

CHANGES: Procedure designation.

RNP 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

CHANGES: Procedure designation.

LSGG/GVA
GENEVA

JEPPESEN

18 OCT 19 (13-1)

GENEVA, SWITZERLAND
(GPS) VOR Rwy 04

BRIEFING STRIP

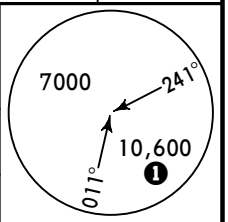
D-ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground North	Ground South
135.580	136.255	120.305	118.7	121.680	121.855

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′

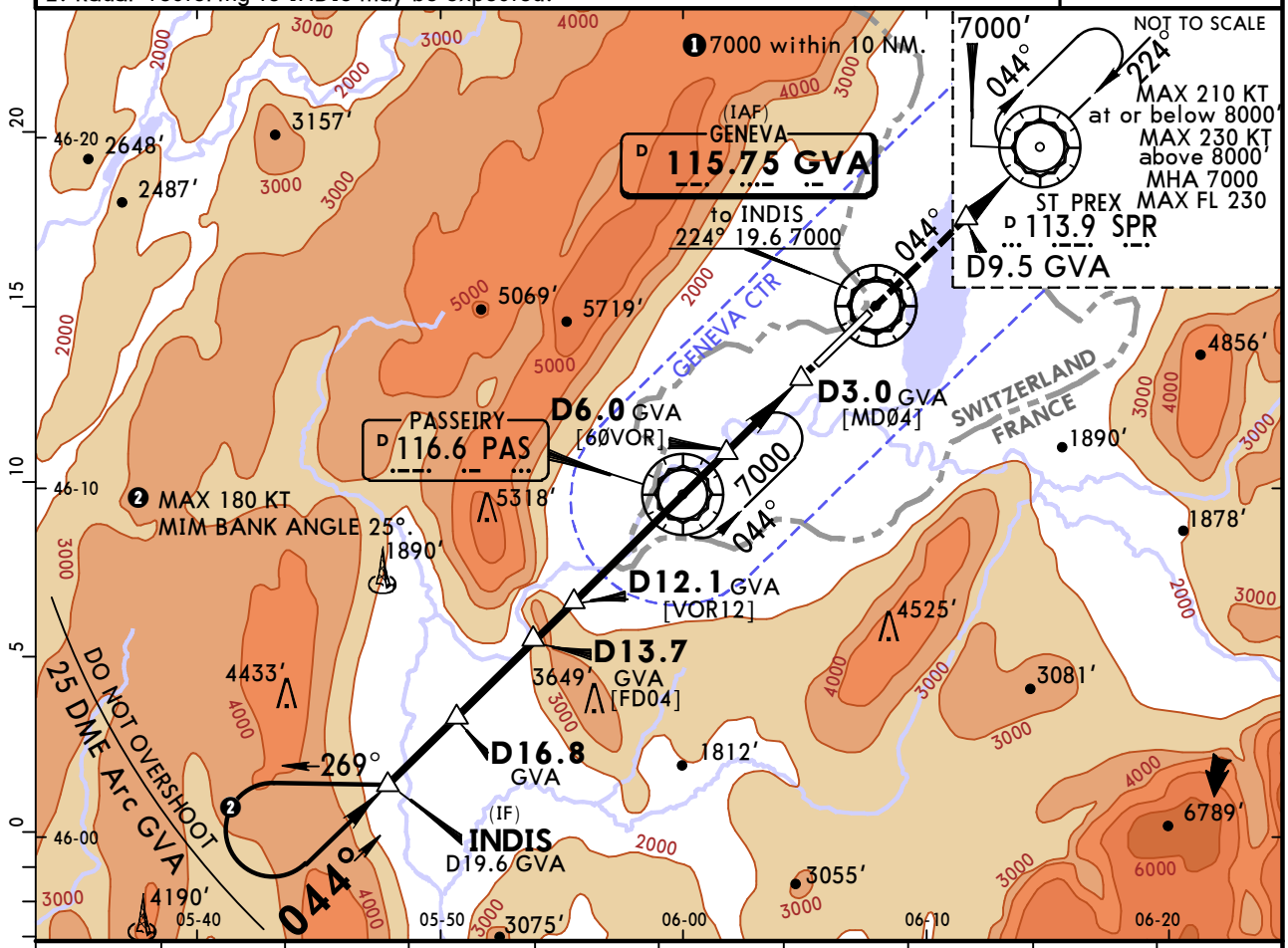
MISSED APCH: Initial climb clearance 7000′. Climb STRAIGHT AHEAD on R-044 GVA. Proceed to SPR VOR. Cross D9.5 GVA at 4000′ or above.

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

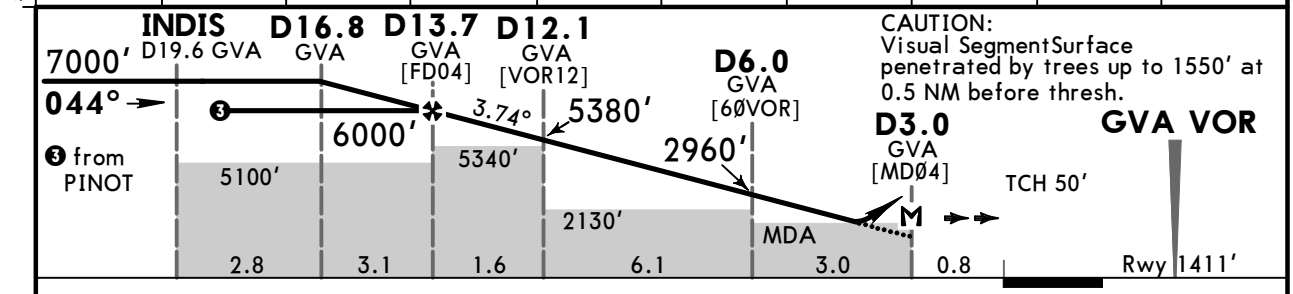
1. CAUTION: Expect turbulence on base and final apch.
2. Radar vectoring to INDIS may be expected.



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	Max Kts	MDA(H)	VIS
A	RVR 1500m	100	2100′ (689′)	1500m
B		135	2100′ (689′)	1600m
C	RVR 1300m	180	2400′ (989′)	2400m
D	RVR 2000m	180	2400′ (989′)	3600m

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

CHANGES: Minimums.

LSGG/GVA GENEVA

JEPPESEN

18 OCT 19 (13-2)

GENEVA, SWITZERLAND (GPS) VOR Rwy 22

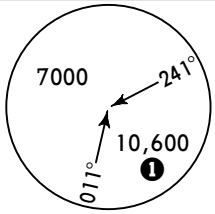
BRIEFING STRIP

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

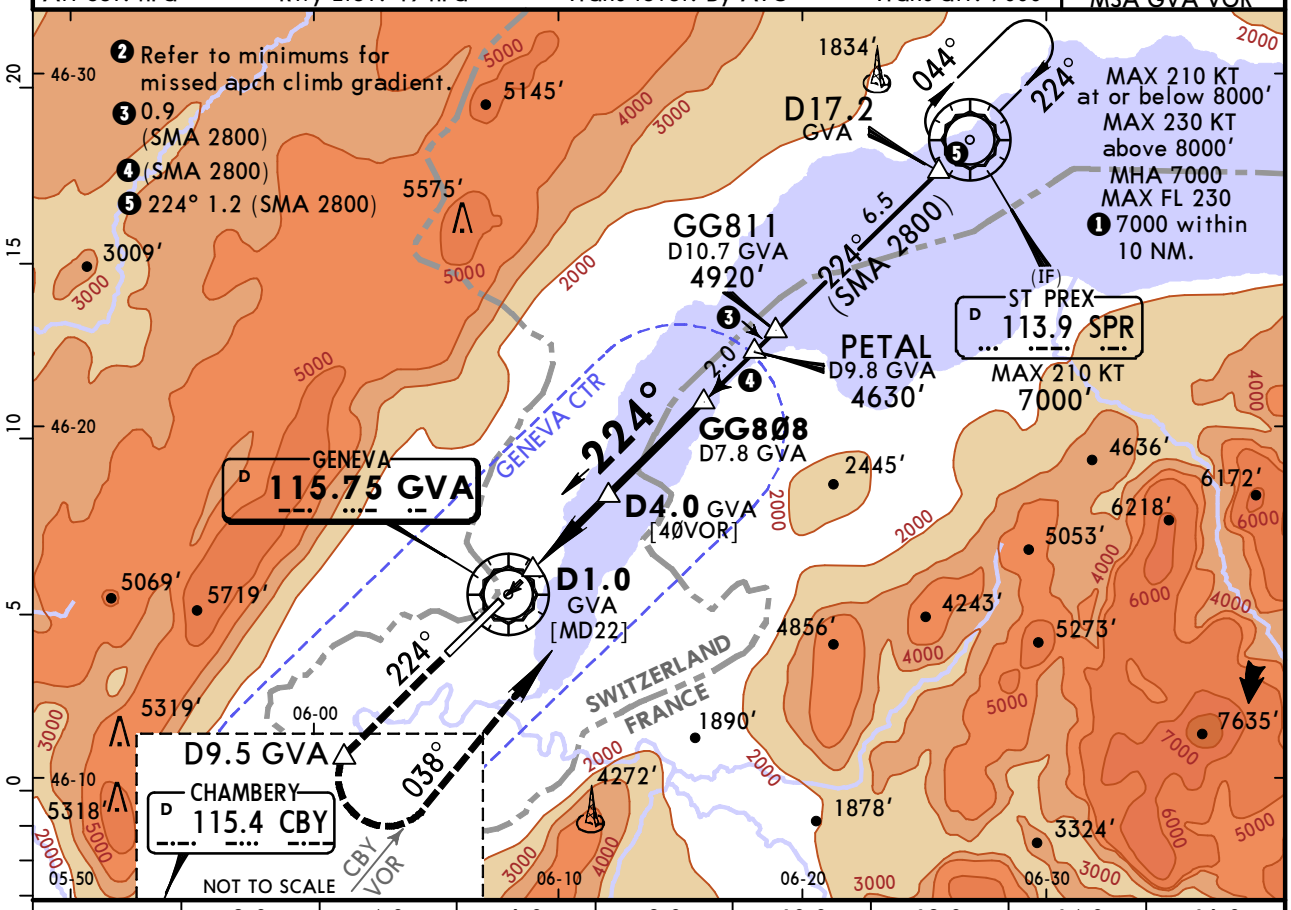
VOR GVA	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / Rwy
115.75	224°	GG8Ø8 4000′ (2635′)	Refer to Minimums	Apt Elev 1411′ Rwy 1365′

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

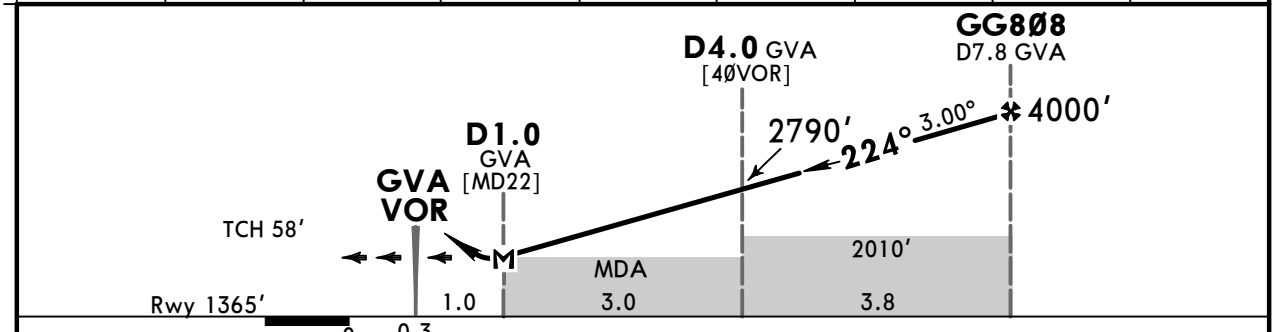
Alt Set: hPa | Rwy Elev: 49 hPa | Trans level: By ATC | Trans alt: 7000′



MSA GVA VOR



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: None.

LSGG/GVA
GENEVA

JEPPESEN

22 MAR 19 (18-1) Eff 28 Mar

GENEVA, SWITZERLAND
TMN 2.0 NM SRA Rwy 04

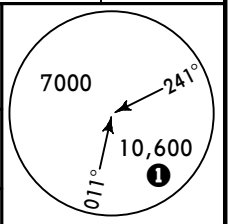
BRIEFING STRIP TM

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

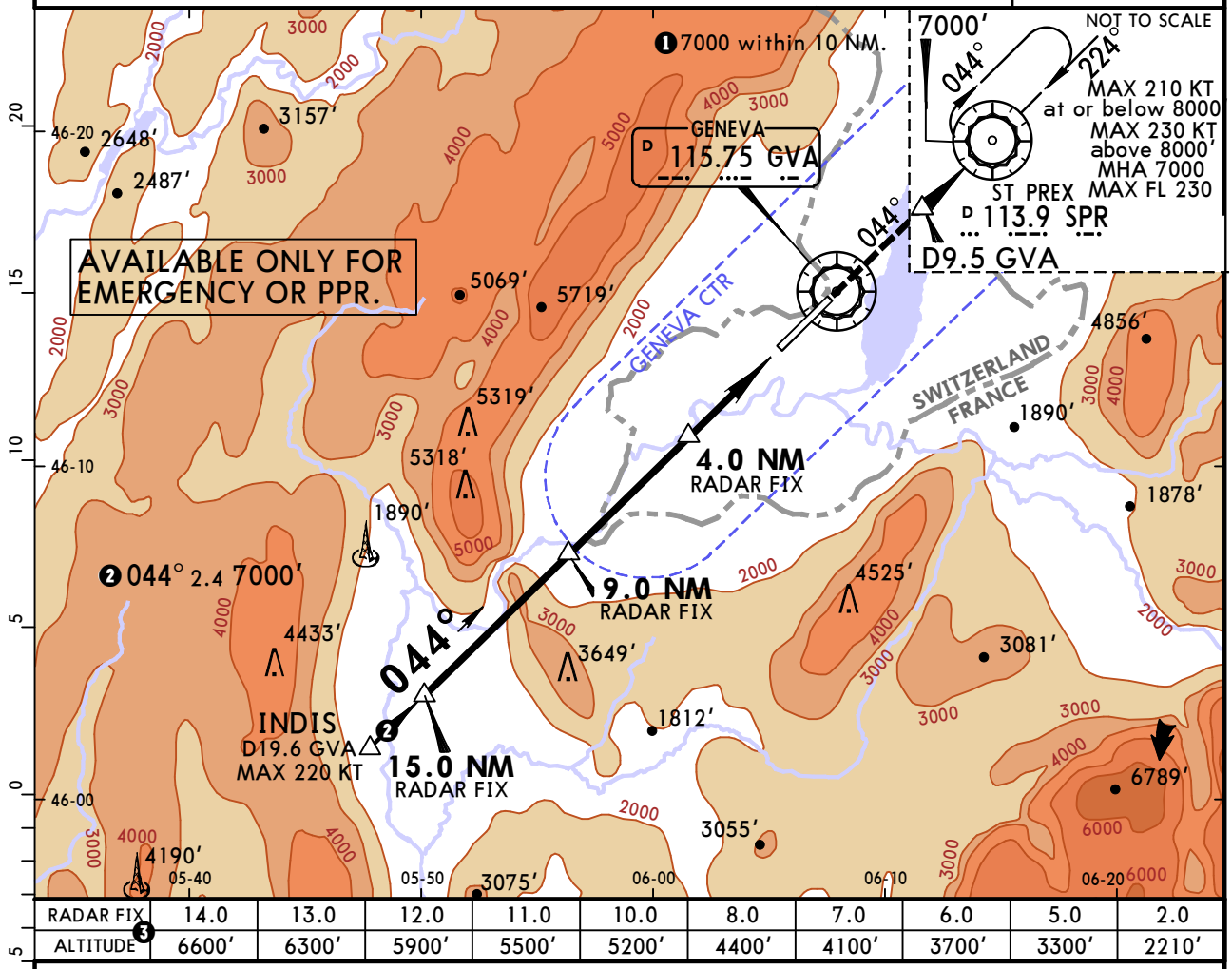
RADAR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev
	044°	15.0 NM 7000′ (5589′)	2210′ (799′)	1411′

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.

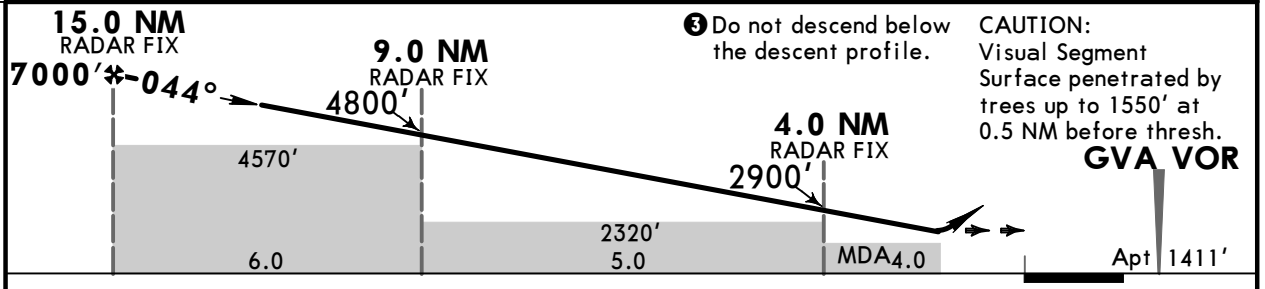
Alt Set: hPa Apt Elev: 51 hPa Trans level: By ATC Trans alt: 7000′
CAUTION: Expect turbulence on base and final apch.



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′



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

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

		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

CHANGES: MSA.

LSGG/GVA GENEVA

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

GENEVA, SWITZERLAND

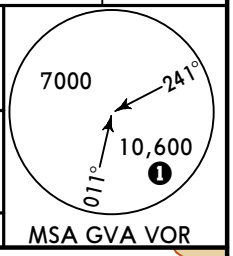
TMN 2.0 NM SRA Rwy 22

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

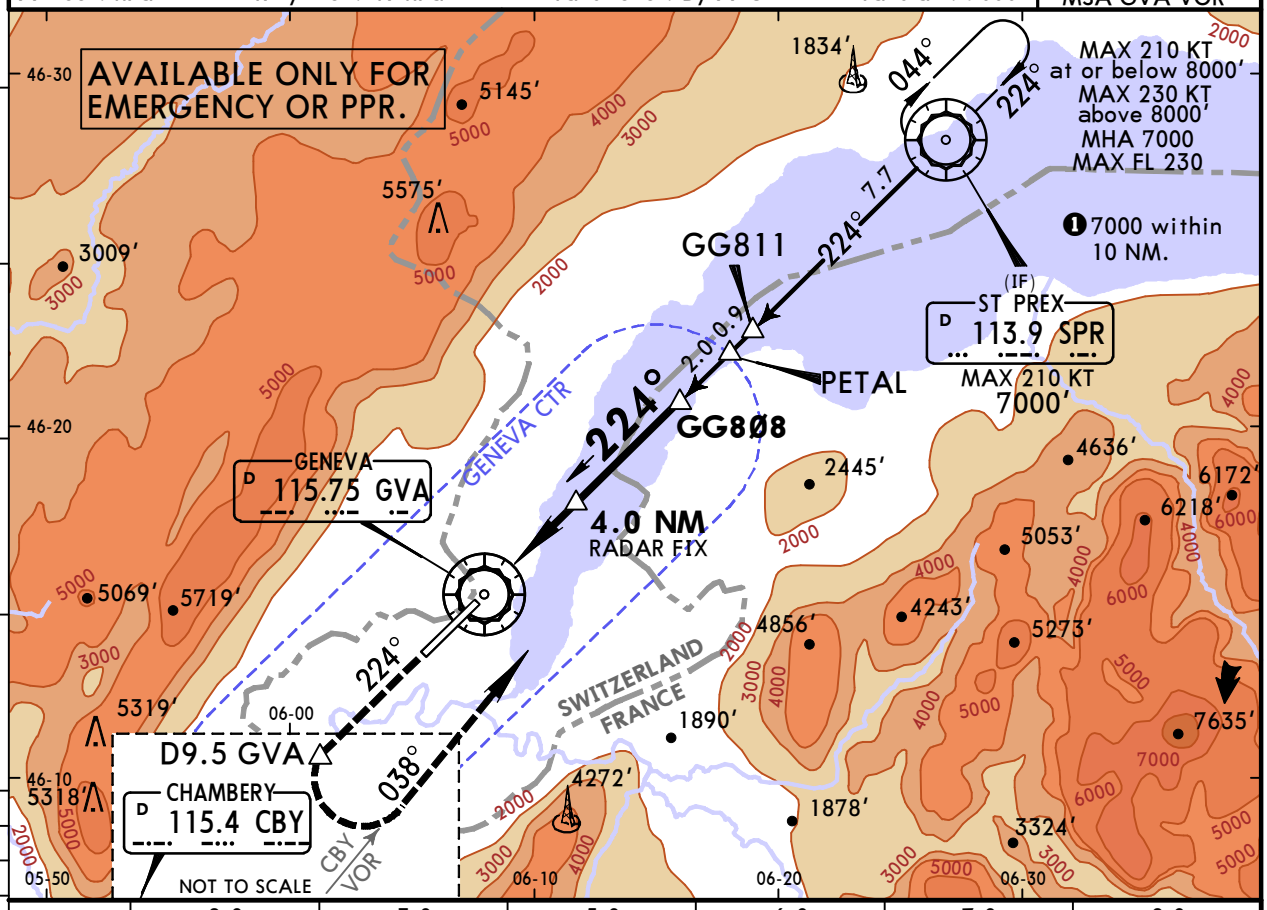
RADAR	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev / Rwy
	224°	GG8Ø8 4000′(2635′)	2060′(695′)	Apt Elev 1411′ Rwy 1365′

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′

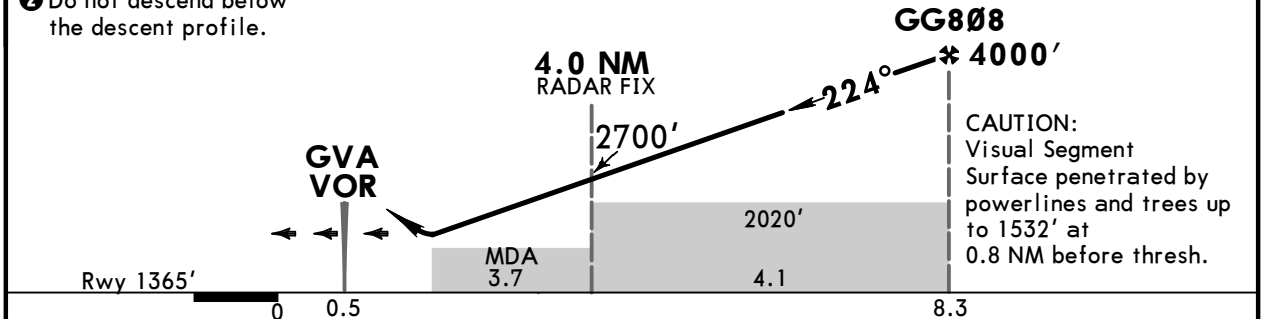


MSA GVA VOR



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

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.

Chart changes since cycle 21-2020

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: Immediately
End Date: Until Further Notice

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