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AIP

AMDT 010 2024

Effective Date 03 OCT 2024

RMK

Filing instruction: Insert this AMDT into AIP after inserting AIRAC AMDT of same effective date, if issued.

1. Insert the following pages:

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03 OCT 2024	LSGG AD 2 - 25/26	AIRAC 08 AUG 2024

2. Record entry of amendment on page GEN 0.2

3. This AIP AMDT incorporates information contained in the following publications:

NOTAM: NIL

AIP SUP: 004 2024

AIC: NIL

Enroute chart: NIL

4. Following SUP and AIRAC SUP are still in force:

Checklist SUP: 003 2024, 005 2024

Checklist AIRAC SUP: NIL

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007/2021	15-Jul-2021	15-Jul-2021	
008/2021	12-Aug-2021	12-Aug-2021	
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006/2024	13-Jun-2024	13-Jun-2024	
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ENR 3.2 - 43	AIRAC 13 JUN 2024	ENR 4.3 - 2	15 JUL 2021	ENR 5.2 - 35	AIRAC 23 MAR 2023
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LSGG AD 2.24.13 - 2	03 NOV 2022	LSZA AD 2.24.7 - 1	AIRAC 15 JUL 2021	LSZR AD 2.24.4 - 2	18 APR 2024
LSGG AD 2.24.13 - 3	03 NOV 2022	LSZA AD 2.24.7 - 2	AIRAC 15 JUL 2021	LSZR AD 2.24.7 - 1	AIRAC 05 NOV 2020
LSGG AD 2.24.13 - 4	03 NOV 2022	LSZA AD 2.24.7 - 3	30 DEC 2021	LSZR AD 2.24.7 - 2	AIRAC 05 NOV 2020
LSZG AD 2 - 1	13 JUN 2024	LSZA AD 2.24.7 - 4	30 DEC 2021	LSZR AD 2.24.7 - 3	AIRAC 05 NOV 2020
LSZG AD 2 - 2	13 JUN 2024	LSZA AD 2.24.7 - 5	30 DEC 2021	LSZR AD 2.24.7 - 4	AIRAC 05 NOV 2020
LSZG AD 2 - 3	18 APR 2024	LSZA AD 2.24.7 - 6	30 DEC 2021	LSZR AD 2.24.7 - 5	AIRAC 21 MAY 2020
LSZG AD 2 - 4	18 APR 2024	LSZA AD 2.24.9 - 1	30 DEC 2021	LSZR AD 2.24.7 - 6	AIRAC 21 MAY 2020
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LSZG AD 2 - 6	13 JUN 2024	LSZA AD 2.24.10 - 1	30 JAN 2020	LSZR AD 2.24.7 - 8	AIRAC 05 NOV 2020
LSZG AD 2 - 7	05 SEP 2024	LSZA AD 2.24.10 - 2	30 JAN 2020	LSZR AD 2.24.7 - 9	AIRAC 05 NOV 2020
LSZG AD 2 - 8	05 SEP 2024	LSZA AD 2.24.10 - 3	30 JAN 2020	LSZR AD 2.24.7 - 10	AIRAC 05 NOV 2020
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LSZG AD 2 - 13	AIRAC 21 MAR 2024	LSZA AD 2.24.10 - 8	18 APR 2024	LSZR AD 2.24.9 - 3	AIRAC 05 OCT 2023
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LSZG AD 2 - 16	21 MAR 2024	LSMP AD 2 - 3	18 APR 2024	LSZR AD 2.24.9 - 6	AIRAC 05 OCT 2023
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LSZG AD 2.24.1 - 3	05 SEP 2024	LSMP AD 2 - 6	14 JUL 2022	LSZR AD 2.24.10 - 3	03 DEC 2020
LSZG AD 2.24.1 - 4	05 SEP 2024	LSMP AD 2 - 7	18 APR 2024	LSZR AD 2.24.10 - 4	03 DEC 2020
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LSZG AD 2.24.2 - 2	AIRAC 21 MAR 2024	LSMP AD 2 - 9	AIRAC 21 MAR 2024	LSZR AD 2.24.10 - 6	03 NOV 2022
LSZG AD 2.24.2 - 3	25 FEB 2021	LSMP AD 2 - 10	AIRAC 21 MAR 2024	LSZR AD 2.24.13 - 1	23 MAR 2023
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LSZG AD 2.24.7 - 8	AIRAC 21 MAR 2024	LSMP AD 2.24.7 - 1	AIRAC 21 MAR 2024	LSZS AD 2 - 10	05 SEP 2024
LSZG AD 2.24.7 - 9	AIRAC 21 MAR 2024	LSMP AD 2.24.7 - 2	AIRAC 21 MAR 2024	LSZS AD 2 - 11	28 DEC 2023
LSZG AD 2.24.7 - 10	AIRAC 21 MAR 2024	LSMP AD 2.24.7 - 3	AIRAC 21 MAR 2024	LSZS AD 2 - 12	28 DEC 2023
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LSZA AD 2 - 1	28 DEC 2023	LSMP AD 2.24.9 - 2	AIRAC 21 MAR 2024	LSZS AD 2.24.1 - 1	05 SEP 2024

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LSZS AD 2.24.7 - 5	AIRAC 24 MAR 2022	LSZH AD 2 - 16	AIRAC 08 AUG 2024	LSZH AD 2.24.4 - 3	15 JUN 2023
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LSGS AD 2 - 19	AIRAC 13 JUN 2024	LSZH AD 2 - 46	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 7	AIRAC 15 JUN 2023
LSGS AD 2 - 20	AIRAC 13 JUN 2024	LSZH AD 2 - 47	AIRAC 08 AUG 2024	LSZH AD 2.24.7.2 - 8	AIRAC 15 JUN 2023
LSGS AD 2 - 21	AIRAC 13 JUN 2024	LSZH AD 2 - 48	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 1	AIRAC 15 JUN 2023
LSGS AD 2 - 22	AIRAC 13 JUN 2024	LSZH AD 2 - 49	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 2	AIRAC 15 JUN 2023
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LSGS AD 2.24.4 - 2	AIRAC 13 JUN 2024	LSZH AD 2 - 55	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 8	AIRAC 18 MAY 2023
LSGS AD 2.24.7 - 1	AIRAC 13 JUN 2024	LSZH AD 2 - 56	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 9	07 OCT 2021
LSGS AD 2.24.7 - 2	AIRAC 13 JUN 2024	LSZH AD 2 - 57	AIRAC 08 AUG 2024	LSZH AD 2.24.7.3 - 10	07 OCT 2021
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LSZH AD 2 - 2	AIRAC 08 AUG 2024	LSZH AD 2 - 73	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 8	AIRAC 18 MAY 2023
LSZH AD 2 - 3	03 OCT 2024	LSZH AD 2 - 74	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 9	07 OCT 2021
LSZH AD 2 - 4	03 OCT 2024	LSZH AD 2 - 75	AIRAC 03 OCT 2024	LSZH AD 2.24.7.5 - 10	07 OCT 2021
LSZH AD 2 - 5	AIRAC 08 AUG 2024	LSZH AD 2 - 76	AIRAC 03 OCT 2024	LSZH AD 2.24.7.6 - 1	07 OCT 2021
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LSZH AD 2.24.10.3 - 7	AIRAC 02 DEC 2021				
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LSZH AD 2.24.10.4 - 7	18 APR 2024				
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GEN 2.7 SUNRISE/SUNSET**General****Day and night limits**

The stated times are expressed in LT and are applicable throughout the FIR Switzerland. The reference point for the time calculation is Berne observatory; 46°57' N / 007°26' E.

Morning civil twilight begins and evening civil twilight ends when the centre of the sun is 6° below the astronomical horizon.

Night, and night FLTs, respectively, apply to the period between the end of evening civil twilight and the beginning of morning civil twilight.

Summer time (ETE; UTC+2) **comes into force on the last SUN of MAR.**

Summer time **ends on the last SUN of OCT.**

The time indications in the columns signify:

Col 1: BCMT - time for the beginning of morning civil twilight (HRH*)

Col 2: time for sunrise (SR)

Col 3: time for sunset (SS)

Col 4: ECET - time for the end of evening civil twilight (HRH*)

in Central European time (CET; UTC+1)

■ The tables are calculated for 2024 / 2025.

2024	FIR SWITZERLAND (LT)											
Day	OCT				NOV				DEC			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0659	0729	1909	1939	0641	0713	1714	1746	0721	0755	1643	1718
2	0700	0731	1907	1938	0643	0715	1712	1744	0722	0757	1643	1717
3	0702	0732	1905	1936	0644	0716	1711	1743	0723	0758	1642	1717
4	0703	0734	1903	1934	0646	0718	1709	1741	0724	0759	1642	1717
5	0705	0735	1901	1932	0647	0719	1708	1740	0725	0800	1642	1717
6	0706	0736	1859	1930	0648	0721	1706	1739	0726	0801	1642	1717
7	0707	0738	1857	1928	0650	0722	1705	1737	0727	0802	1641	1716
8	0709	0739	1856	1926	0651	0724	1704	1736	0728	0803	1641	1716
9	0710	0740	1854	1924	0653	0725	1703	1735	0729	0804	1641	1716
10	0711	0742	1852	1922	0654	0727	1701	1734	0730	0805	1641	1716
11	0713	0743	1850	1920	0655	0728	1700	1733	0731	0806	1641	1716
12	0714	0745	1848	1919	0657	0730	1659	1732	0732	0807	1641	1717
13	0715	0746	1846	1917	0658	0731	1658	1731	0732	0808	1641	1717
14	0717	0747	1844	1915	0659	0733	1656	1730	0733	0809	1642	1717
15	0718	0749	1842	1913	0701	0734	1655	1729	0734	0809	1642	1717
16	0719	0750	1841	1911	0702	0735	1654	1728	0735	0810	1642	1717
17	0721	0752	1839	1909	0703	0737	1653	1727	0735	0811	1642	1718
18	0722	0753	1837	1908	0705	0738	1652	1726	0736	0811	1643	1718
19	0723	0754	1835	1906	0706	0740	1651	1725	0736	0812	1643	1719
20	0725	0756	1833	1904	0707	0741	1650	1724	0737	0813	1644	1719
21	0726	0757	1832	1903	0709	0742	1650	1723	0738	0813	1644	1720
22	0728	0759	1830	1901	0710	0744	1649	1723	0738	0814	1645	1720
23	0729	0800	1828	1859	0711	0745	1648	1722	0738	0814	1645	1721
24	0730	0802	1826	1858	0712	0747	1647	1721	0739	0814	1646	1721
25	0732	0803	1825	1856	0714	0748	1646	1721	0739	0815	1646	1722
26	0733	0805	1823	1854	0715	0749	1646	1720	0740	0815	1647	1722
27	0635	0706	1721	1753	0716	0750	1645	1720	0740	0815	1648	1723
28	0636	0707	1720	1751	0717	0752	1645	1719	0740	0816	1649	1724
29	0637	0709	1718	1750	0719	0753	1644	1719	0740	0816	1649	1725
30	0639	0710	1717	1748	0720	0754	1644	1718	0740	0816	1650	1726
31	0640	0712	1715	1747					0741	0816	1651	1726

2025	FIR SWITZERLAND (LT)												
	Day	JAN				FEB				MAR			
		1	2	3	4	1	2	3	4	1	2	3	4
1	0741	0816	1652	1727	0722	0755	1733	1806	0639	0710	1816	1846	
2	0741	0816	1653	1728	0721	0754	1735	1807	0638	0708	1817	1848	
3	0741	0816	1654	1729	0720	0752	1736	1809	0636	0706	1819	1849	
4	0741	0816	1655	1730	0719	0751	1738	1810	0634	0704	1820	1851	
5	0741	0816	1656	1731	0717	0750	1739	1812	0632	0702	1822	1852	
6	0740	0815	1657	1732	0716	0748	1741	1813	0630	0700	1823	1854	
7	0740	0815	1658	1733	0715	0747	1743	1815	0628	0659	1825	1855	
8	0740	0815	1700	1734	0713	0745	1744	1816	0626	0657	1826	1856	
9	0740	0814	1701	1736	0712	0744	1746	1817	0624	0655	1828	1858	
10	0739	0814	1702	1737	0711	0742	1747	1819	0622	0653	1829	1859	
11	0739	0814	1703	1738	0709	0741	1749	1820	0621	0651	1830	1901	
12	0739	0813	1705	1739	0708	0739	1750	1822	0619	0649	1832	1902	
13	0738	0813	1706	1740	0706	0738	1752	1823	0617	0647	1833	1904	
14	0738	0812	1707	1741	0705	0736	1753	1825	0615	0645	1835	1905	
15	0737	0811	1708	1743	0703	0734	1755	1826	0613	0643	1836	1906	
16	0737	0811	1710	1744	0702	0733	1756	1828	0611	0641	1837	1908	
17	0736	0810	1711	1745	0700	0731	1758	1829	0609	0639	1839	1909	
18	0735	0809	1713	1747	0658	0729	1759	1831	0607	0637	1840	1911	
19	0735	0808	1714	1748	0657	0728	1801	1832	0605	0635	1842	1912	
20	0734	0808	1715	1749	0655	0726	1802	1833	0603	0633	1843	1913	
21	0733	0807	1717	1750	0653	0724	1804	1835	0601	0631	1844	1915	
22	0732	0806	1718	1752	0652	0723	1805	1836	0559	0629	1846	1916	
23	0732	0805	1720	1753	0650	0721	1807	1838	0557	0627	1847	1918	
24	0731	0804	1721	1755	0648	0719	1808	1839	0555	0625	1849	1919	
25	0730	0803	1723	1756	0647	0717	1810	1841	0553	0623	1850	1921	
26	0729	0802	1724	1757	0645	0715	1811	1842	0551	0621	1851	1922	
27	0728	0801	1726	1759	0643	0714	1813	1844	0549	0619	1853	1923	
28	0727	0800	1727	1800	0641	0712	1814	1845	0547	0617	1854	1925	
29	0726	0759	1729	1802					0545	0615	1856	1926	
30	0725	0757	1730	1803					0643	0713	1957	2028	
31	0723	0756	1732	1804					0641	0711	1958	2029	

2025	FIR SWITZERLAND (LT)											
Day	APR				MAY				JUN			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0638	0709	2000	2031	0541	0615	2041	2115	0501	0539	2118	2156
2	0636	0707	2001	2032	0539	0613	2042	2116	0500	0539	2118	2157
3	0634	0705	2002	2033	0537	0612	2044	2118	0459	0538	2119	2158
4	0632	0703	2004	2035	0536	0610	2045	2119	0459	0538	2120	2159
5	0630	0701	2005	2036	0534	0609	2046	2121	0458	0537	2121	2200
6	0628	0659	2007	2038	0532	0607	2048	2122	0458	0537	2122	2201
7	0626	0658	2008	2039	0531	0606	2049	2124	0457	0536	2122	2202
8	0624	0656	2009	2041	0529	0604	2050	2125	0457	0536	2123	2202
9	0622	0654	2011	2042	0528	0603	2051	2127	0456	0536	2124	2203
10	0620	0652	2012	2044	0526	0601	2053	2128	0456	0535	2124	2204
11	0618	0650	2013	2045	0525	0600	2054	2130	0456	0535	2125	2205
12	0616	0648	2015	2047	0523	0559	2055	2131	0456	0535	2125	2205
13	0614	0646	2016	2048	0522	0557	2057	2132	0455	0535	2126	2206
14	0612	0644	2018	2050	0520	0556	2058	2134	0455	0535	2127	2206
15	0610	0642	2019	2051	0519	0555	2059	2135	0455	0535	2127	2207
16	0609	0641	2020	2052	0518	0554	2100	2137	0455	0535	2127	2207
17	0607	0639	2022	2054	0516	0553	2101	2138	0455	0535	2128	2208
18	0605	0637	2023	2055	0515	0551	2103	2139	0455	0535	2128	2208
19	0603	0635	2024	2057	0514	0550	2104	2141	0455	0535	2128	2208
20	0601	0633	2026	2058	0512	0549	2105	2142	0455	0535	2129	2208
21	0559	0632	2027	2100	0511	0548	2106	2143	0456	0535	2129	2209
22	0557	0630	2029	2101	0510	0547	2107	2145	0456	0536	2129	2209
23	0555	0628	2030	2103	0509	0546	2108	2146	0456	0536	2129	2209
24	0553	0626	2031	2104	0508	0545	2110	2147	0456	0536	2129	2209
25	0551	0625	2033	2106	0507	0544	2111	2148	0457	0537	2129	2209
26	0550	0623	2034	2107	0506	0544	2112	2150	0457	0537	2129	2209
27	0548	0621	2035	2109	0505	0543	2113	2151	0458	0537	2129	2209
28	0546	0620	2037	2110	0504	0542	2114	2152	0458	0538	2129	2209
29	0544	0618	2038	2112	0503	0541	2115	2153	0459	0538	2129	2209
30	0543	0616	2039	2113	0502	0541	2116	2154	0459	0539	2129	2208
31					0502	0540	2117	2155				

2025	FIR SWITZERLAND (LT)												
	Day	JUL				AUG				SEP			
		1	2	3	4	1	2	3	4	1	2	3	4
1	0500	0539	2129	2208	0535	0610	2102	2138	0618	0650	2010	2041	
2	0501	0540	2128	2208	0536	0611	2101	2136	0620	0651	2008	2039	
3	0501	0541	2128	2207	0537	0612	2100	2135	0621	0652	2006	2037	
4	0502	0541	2128	2207	0539	0614	2058	2133	0622	0654	2004	2035	
5	0503	0542	2127	2206	0540	0615	2057	2131	0624	0655	2002	2033	
6	0504	0543	2127	2206	0542	0616	2055	2130	0625	0656	2000	2031	
7	0505	0544	2126	2205	0543	0617	2054	2128	0627	0658	1958	2029	
8	0506	0544	2126	2205	0544	0619	2052	2126	0628	0659	1956	2027	
9	0506	0545	2125	2204	0546	0620	2051	2125	0629	0700	1954	2025	
10	0507	0546	2125	2203	0547	0621	2049	2123	0631	0702	1952	2023	
11	0508	0547	2124	2203	0549	0623	2047	2121	0632	0703	1950	2021	
12	0509	0548	2123	2202	0550	0624	2046	2119	0633	0704	1948	2019	
13	0511	0549	2123	2201	0551	0625	2044	2118	0635	0705	1946	2017	
14	0512	0550	2122	2200	0553	0626	2042	2116	0636	0707	1944	2014	
15	0513	0551	2121	2159	0554	0628	2041	2114	0637	0708	1942	2012	
16	0514	0552	2120	2158	0556	0629	2039	2112	0639	0709	1940	2010	
17	0515	0553	2120	2157	0557	0630	2037	2110	0640	0711	1938	2008	
18	0516	0554	2119	2156	0559	0632	2036	2108	0641	0712	1936	2006	
19	0517	0555	2118	2155	0600	0633	2034	2107	0643	0713	1934	2004	
20	0519	0556	2117	2154	0601	0634	2032	2105	0644	0715	1932	2002	
21	0520	0557	2116	2153	0603	0636	2030	2103	0645	0716	1930	2000	
22	0521	0558	2115	2152	0604	0637	2028	2101	0647	0717	1928	1958	
23	0522	0559	2114	2150	0606	0638	2027	2059	0648	0719	1926	1956	
24	0524	0600	2113	2149	0607	0639	2025	2057	0650	0720	1924	1954	
25	0525	0602	2111	2148	0609	0641	2023	2055	0651	0721	1922	1952	
26	0526	0603	2110	2146	0610	0642	2021	2053	0652	0722	1920	1950	
27	0528	0604	2109	2145	0611	0643	2019	2051	0653	0724	1918	1948	
28	0529	0605	2108	2144	0613	0645	2017	2049	0655	0725	1916	1946	
29	0530	0606	2106	2142	0614	0646	2015	2047	0656	0726	1914	1944	
30	0532	0607	2105	2141	0616	0647	2014	2045	0658	0728	1912	1942	
31	0533	0609	2104	2139	0617	0649	2012	2043					

2025	FIR SWITZERLAND (LT)											
Day	OCT				NOV				DEC			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0659	0729	1910	1940	0641	0713	1714	1746	0721	0755	1643	1718
2	0700	0731	1908	1938	0643	0714	1713	1744	0722	0756	1643	1718
3	0702	0732	1906	1936	0644	0716	1711	1743	0723	0758	1642	1717
4	0703	0733	1904	1934	0645	0717	1710	1742	0724	0759	1642	1717
5	0704	0735	1902	1932	0647	0719	1708	1740	0725	0800	1642	1717
6	0706	0736	1900	1930	0648	0720	1707	1739	0726	0801	1642	1717
7	0707	0737	1858	1928	0650	0722	1705	1738	0727	0802	1641	1716
8	0708	0739	1856	1926	0651	0723	1704	1737	0728	0803	1641	1716
9	0710	0740	1854	1925	0652	0725	1703	1735	0729	0804	1641	1716
10	0711	0741	1852	1923	0654	0726	1702	1734	0730	0805	1641	1716
11	0712	0743	1850	1921	0655	0728	1700	1733	0731	0806	1641	1716
12	0714	0744	1848	1919	0656	0729	1659	1732	0731	0807	1641	1717
13	0715	0746	1847	1917	0658	0731	1658	1731	0732	0808	1641	1717
14	0716	0747	1845	1915	0659	0732	1657	1730	0733	0808	1641	1717
15	0718	0748	1843	1913	0700	0734	1656	1729	0734	0809	1642	1717
16	0719	0750	1841	1912	0702	0735	1655	1728	0734	0810	1642	1717
17	0720	0751	1839	1910	0703	0736	1654	1727	0735	0811	1642	1718
18	0722	0753	1837	1908	0704	0738	1653	1726	0736	0811	1643	1718
19	0723	0754	1836	1906	0706	0739	1652	1725	0736	0812	1643	1718
20	0725	0755	1834	1905	0707	0741	1651	1724	0737	0812	1643	1719
21	0726	0757	1832	1903	0708	0742	1650	1723	0737	0813	1644	1719
22	0727	0758	1830	1901	0710	0744	1649	1723	0738	0813	1644	1720
23	0729	0800	1829	1900	0711	0745	1648	1722	0738	0814	1645	1720
24	0730	0801	1827	1858	0712	0746	1647	1721	0739	0814	1646	1721
25	0731	0803	1825	1856	0713	0748	1647	1721	0739	0815	1646	1722
26	0633	0704	1724	1755	0715	0749	1646	1720	0740	0815	1647	1722
27	0634	0706	1722	1753	0716	0750	1645	1720	0740	0815	1648	1723
28	0636	0707	1720	1752	0717	0751	1645	1719	0740	0815	1648	1724
29	0637	0709	1719	1750	0718	0753	1644	1719	0740	0816	1649	1725
30	0638	0710	1717	1749	0719	0754	1644	1718	0740	0816	1650	1725
31	0640	0712	1716	1747					0741	0816	1651	1726

After the first hour, the use of the infrastructure is charged based on the effective hour fractions:

CAAV	TE in CHF	TC in CHF
C	20.00	10.00
D	30.00	10.00
E	40.00	15.00
T = Tax; E = Electricity; C = Air Conditioning		

Rate of electricity calculation: $20.00/60 (TE) * \text{length in minutes for CAAV} = C$.
If length \leq or \leq to 60 min. = 1 hour minimum = 20.00

Rate of electricity + air cond.: $20.00/60 (TE) * \text{length in minutes} + 10.00/60 (TC) * \text{length in minutes for CAAV} = C$. (rule of the minimum fixed time for every energy category).

Art. 15c User fee for Baggage sorting

The user fee for baggage sorting applies only to scheduled and charter air traffic and is levied per departing passenger.

User fee	As from July 1st, 2024	As from January 1st, 2026	As from January 1st, 2027
Per departing passenger	CHF 2.40	CHF 2.60	CHF 2.83

Art. 15d Engine run-up infrastructure

A charge is levied for the use of the engine run-up infrastructure and is meant to finance such infrastructure. The charge is levied based on the aircraft category and the time the engine run-up infrastructure is used.

Aircraft Category	Flat charge for the first 60 min in CHF	Thereafter Charge per period of 15 min in CHF
A	360.00	180.00
B	450.00	225.00
C	540.00	270.00

Art. 16 Methods of payment

In principle charges due by the ACFT operator shall be paid prior to TKOF.

The Airport Authority may propose payment terms at 30 days, subject to the establishment of corresponding guarantees (bank guarantee, deposit on the customer account or prepayment). In the absence of such guarantees, or in case of outstanding amounts on the customer's account, the payment before departure principle applies.

Art. 17 Slot service fee

Geneva Airport is commissioned by Slot Coordination Switzerland to invoice the slot service fee. The fee due by the air carrier amounts to CHF 1.00 per movement.

Art. 18 PPR fee

For general aviation and business aviation (non-scheduled traffic), a fee for the management of the prior permission required (PPR) system infrastructure is levied per aircraft movement.

Charge per aircraft movement in CHF
3.00

Art. 19 Incentive Program

The following incentive program only applies to scheduled and charter air traffic.

Art. 19a Landing discount

This incentive recognises the operation of new generation aircraft on the "**best in class**" principle. Narrow body aircraft categorised in noise class 5 as well as wide-body aircraft categorised in noise class 4 according the Swiss AIP shall be entitled to a discount of 20% (twenty percent) on the applicable landing charges.

Art. 19b Passenger Service Charge discount

In addition to the reduction on landing fees, a further recognition is granted on the passenger service charge only for passengers transported on board eligible aircraft categorise as set forth under article 19a herein. The reduction on the PSC is of **CHF 0.40** per departing passenger.

Art. 19c Incremental Bonus

In order to stimulate airlines in replacing aircraft currently operating to and from Geneva with new generation aircraft and consequently significantly contributing to the objectives set forth in the PSIA, the AP operator shall also grant an incremental bonus on the landing charges according to the following formula:

$$x \cdot (p1 - p2) \cdot 1.5$$

Where: x = amount of landing charges applicable to eligible NG aircraft in year n
p1 = percentage of movements operated by eligible NG aircraft in year n
p2* = percentage of movements operated by eligible NG aircraft in year n-1
1.5 = multiplying factor

**Note:*

*The year of reference for the calculation of the incentives in 2021 (year n) will be the traffic figures of 2019 (year n-1).
As from year 2022, year n-1 will be the previous year.*

Any bonus is only applied once per the concerned year.

The incremental bonus shall not be granted in the event the percentage of NG aircraft is lower than that of the previous year. Following a reduction in the percentage of eligible NG aircraft, the incremental bonus shall only be granted once again if the percentage of eligible NG aircraft has equalled or exceeded the previous highest percentage of eligible NG aircraft achieved by the concerned air carrier over the tariff period.

Art. 19d Load Factor

A reduction on the passenger service charge is set forth as per the table below:

Load Factor Reward		
If the load factor is for a given year is:		Discount on PSC per departing PAX in CHF
Greater or equal to	95%	0.15
Greater or equal to	90%	0.125
Greater or equal to	85%	0.1
Greater or equal to	80%	0.05

Art. 19e Incentive implementation date

The implementation of the incentive programme is January 1st, 2021 and is valid until December 31st, 2024.

Art. 19f General Remark

Any benefit resulting from the application of the incentive scheme shall be provided to the eligible airline in the form of a credit note issued in January following the year under review. GA may refrain from issuing a credit note in the event of non-compliance with GA's aviation charges payment terms during the concerned year.

LSGG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Designation, surface and strength of Aprons	South parking sectors (90, 95, D, A, Satellites 20, 30, 40, positions 1 to 11, positions 61 to 66, positions 73 to 76, positions 83, 84): CONC - PCN 60 R/B/W/T. Positions 85 to 89, positions 15 to 19, positions 69 to 72, positions 54 to 58, positions 48, 151, 152, 181, 182, 191, 192: CONC - PCN 90 R/B/W/T. TAG aviation, positions 67, 68: ASPH - PCN 50 F/B/W/T. North Apron: ASPH - PCN 40 F/C/W/T.
2	Designation, width, surface and strength of Taxiways	TWY A, B, C, D, E, G and Outer: WID 23 m. TWY Inner, Link 4 and Link 5 located within the overall paved apron area. CONC - PCN 90 R/B/W/T TWY F: WID: 20 m. ASPH - PCN 52 F/B/W/T TWY P and Q: WID 10.5 m. CONC - PCN 60 R/B/W/T HEL TWY V: WID 7.5 m. ASPH - MTOM 9000 kg
3	ACL location and elevation	Beginning RWY 04: 1407.5 ft Beginning RWY 22: 1363 ft Parking sectors A, D and 70-88: 1393 ft Parking sectors 2-61: 1377 ft
4	Location of VOR checkpoints	NIL

5 Location of INS checkpoints						
NR	COORD WGS 84	NR	COORD WGS 84	NR	COORD WGS 84	
1	46 13 44.92N 006 06 14.72E	16	46 14 01.17N 006 06 38.14E	27	46 13 51.44N 006 06 11.30E	
2	46 13 45.77N 006 06 16.70E	17	46 14 03.09N 006 06 40.87E	28	46 13 51.43N 006 06 12.81E	
3	46 13 46.93N 006 06 18.13E	18	46 14 04.66N 006 06 43.39E	31	46 13 54.96N 006 06 20.73E	
3A	46 13 46.97N 006 06 18.60E	181	46 14 04.19N 006 06 43.01E	32	46 13 52.59N 006 06 18.95E	
4	46 13 47.97N 006 06 19.46E	182	46 14 05.87N 006 06 43.32E	33	46 13 53.64N 006 06 15.65E	
5	46 13 48.92N 006 06 20.84E	19	46 14 06.56N 006 06 46.19E	34	46 13 56.08N 006 06 17.28E	
8	46 13 49.70N 006 06 22.47E	191	46 14 06.09N 006 06 45.81E	42	46 13 56.79N 006 06 25.20E	
9	46 13 51.36N 006 06 24.43E	192	46 14 07.69N 006 06 46.08E	43	46 13 57.86N 006 06 21.84E	
10	46 13 52.24N 006 06 25.83E	21	46 13 50.64N 006 06 13.73E	44	46 14 00.30N 006 06 23.49E	
11	46 13 53.18N 006 06 27.21E	22	46 13 49.67N 006 06 13.70E	48	46 14 42.28N 006 07 29.40E	
		23	46 13 48.90N 006 06 12.55E	48A ARR	46 14 43.34N 006 07 29.47E	
15	46 13 59.24N 006 06 35.44E	24	46 13 48.83N 006 06 11.17E	48A DEP	46 14 44.25N 006 07 28.19E	
151	46 13 58.78N 006 06 35.08E	25	46 13 49.56N 006 06 09.95E	48B ARR	46 14 42.39N 006 07 28.08E	
152	46 14 00.45N 006 06 35.36E	26	46 13 50.61N 006 06 09.96E	48B DEP	46 14 43.29N 006 07 26.80E	
54	46 14 31.00N 006 07 10.66E					
55	46 14 32.04N 006 07 12.19E	121	46 13 50.73N 006 06 14.54E	G1	46 14 14.22N 006 05 56.57E	
56	46 14 33.09N 006 07 13.73E	123	46 13 48.36N 006 06 12.88E	G2	46 14 13.75N 006 05 55.88E	
57	46 14 34.14N 006 07 15.26E	125	46 13 49.43N 006 06 09.46E	G3	46 14 13.28N 006 05 55.19E	
58	46 14 36.17N 006 07 18.14E	127	46 13 51.86N 006 06 11.11E	G4	46 14 12.82N 006 05 54.52E	
61	46 14 03.10N 006 06 29.50E	A1	46 13 33.18N 006 05 51.60E	H1	46 14 15.17N 006 06 07.56E	
62	46 14 04.10N 006 06 30.80E	A2	46 13 32.30N 006 05 50.60E	H2	46 14 15.54N 006 06 08.02E	
63	46 14 05.80N 006 06 33.40E	A3	46 13 31.23N 006 05 50.28E	H3	46 14 15.85N 006 06 08.56E	
64	46 14 06.64N 006 06 34.84E	A4	46 13 32.02N 006 05 49.11E	H4	46 14 16.54N 006 06 09.57E	
64A	46 14 05.81N 006 06 33.99E	A5	46 13 32.89N 006 05 47.93E	H5	46 14 17.23N 006 06 10.57E	
65	46 14 08.00N 006 06 36.60E	A6	46 13 33.72N 006 05 46.75E	H6	46 14 17.91N 006 06 11.57E	
66	46 14 08.90N 006 06 38.00E	A7	46 13 34.13N 006 05 46.12E	H8	46 14 01.03N 006 05 53.00E	
66A	46 14 08.60N 006 06 38.00E	A8	46 13 34.60N 006 05 46.82E	H REGA	46 14 01.19N 006 05 48.73E	
67	46 14 12.36N 006 06 42.58E	A9	46 13 35.40N 006 05 48.00E			
68	46 14 13.54N 006 06 44.31E					
69	46 14 14.27N 006 06 47.57E	D1	46 13 27.20N 006 05 45.75E	I1	46 14 05.08N 006 05 54.14E	
70	46 14 16.26N 006 06 48.65E	D2	46 13 27.88N 006 05 46.51E	I2	46 14 05.67N 006 05 53.29E	
71	46 14 17.10N 006 06 51.33E	D3	46 13 27.85N 006 05 44.54E			
72	46 14 16.61N 006 06 50.62E	D4	46 13 28.48N 006 05 45.33E			
73	46 14 18.25N 006 06 53.82E	D5	46 13 27.71N 006 05 45.81E			

5 Location of INS checkpoints						
74	46 14 19.21N 006 06 55.23E				L0	46 14 06.89N 006 05 55.01E
75	46 14 20.12N 006 06 56.70E	E1	46 14 13.37N 006 06 01.82E		L1	46 14 07.44N 006 05 55.82E
76	46 14 21.08N 006 06 58.10E	E2	46 14 12.84N 006 06 01.16E		L2	46 14 08.00N 006 05 56.63E
		E3	46 14 12.38N 006 06 00.47E		L3	46 14 08.55N 006 05 57.44E
		E4	46 14 11.96N 006 05 59.76E		L4	46 14 09.10N 006 05 58.25E
83	46 13 44.25N 006 06 05.59E	E5	46 14 11.49N 006 05 59.07E		L5	46 14 09.65N 006 05 59.06E
84	46 13 43.12N 006 06 04.01E	E6	46 14 11.03N 006 05 58.38E		L6	46 14 10.20N 006 05 59.87E
85	46 13 41.65N 006 06 01.60E	E7	46 14 10.57N 006 05 57.71E		L7	46 14 10.75N 006 06 00.68E
85A	46 13 41.09N 006 06 00.62E				L8	46 14 11.30N 006 06 01.48E
86	46 13 40.60N 006 05 59.30E				L9	46 14 11.85N 006 06 02.29E
86A	46 13 40.70N 006 05 59.60E	F1	46 14 14.78N 006 05 59.82E		L10	46 14 12.44N 006 06 03.15E
87	46 13 39.70N 006 05 56.80E	F2	46 14 14.31N 006 05 59.14E			
87A	46 13 39.91N 006 05 57.00E	F3	46 14 13.84N 006 05 58.45E			
88	46 13 39.20N 006 05 54.19E	F4	46 14 13.37N 006 05 57.76E	PC1		46 14 44.79N 006 07 31.97E
89	46 13 38.29N 006 05 55.14E	F5	46 14 12.90N 006 05 57.07E	PC2		46 14 43.75N 006 07 32.31E
89A	46 13 38.80N 006 05 52.79E	F6	46 14 12.43N 006 05 56.39E	PC3		46 14 42.50N 006 07 32.81E
89B	46 13 38.33N 006 05 53.94E	F7	46 14 11.98N 006 05 55.71E	PC4		46 14 41.51N 006 07 33.10E
89C	46 13 37.30N 006 05 55.19E			PC5		46 14 40.69N 006 07 32.53E
90A	46 13 36.17N 006 05 48.86E			PC6		46 14 39.83N 006 07 31.14E
90B	46 13 35.16N 006 05 50.28E			PC7		46 14 38.80N 006 07 30.17E
90C	46 13 34.16N 006 05 51.70E			PC8		46 14 38.34N 006 07 28.59E
				PC9		46 14 40.10N 006 07 28.30E
95A	46 13 30.55N 006 05 40.90E			PC10		46 14 41.09N 006 07 27.96E
95B	46 13 31.33N 006 05 42.06E			PE1		46 14 45.31N 006 07 32.67E
95C	46 13 32.12N 006 05 43.21E			PF1		46 14 40.59N 006 07 34.34E
95D	46 13 31.02N 006 05 41.37E			PF2		46 14 37.17N 006 07 29.55E
95E	46 13 31.83N 006 05 42.52E					

6 Remarks	
	<p>The TWY system north of the RWY fulfils ACFT code letter B operations with MAX wingspan 21.5 m. HEL TWY V fulfils rotor diameter MAX 20 m. The TWY system south of the RWY fulfils ACFT code letter E operations (MAX wingspan 65 m). Due to proximity of TWY and taxiway with terminal buildings and equipment areas use minimum power when taxiing IN/OUT ACFT stands to avoid jet blast. Exceptions and particularities are listed below: Link 0, Link 1, Link 2, Link 3 and TWY Inner (between Link 0 and Link 4): MAX wingspan 48.0 m. Link A and Link D: MAX wingspan 36.0 m. TWY C: The clearance distance between outer main gear and taxiway edge is at least 3.8 m for A346, when nose wheel is over taxiway centre line (EASA requirement: 4.5 m). TWY F: Usable in CAT I conditions only. Available to ACFT up to wake turbulence CAT MEDIUM, except B757 and TU154. Restrictions to vacate RWY04: TWY F is available for ACFT up to wake turbulence CAT MEDIUM, except B757 and TU154; TWY E is available for ACFT up to wake turbulence CAT MEDIUM. Restrictions to vacate RWY22: TWY B is available for ACFT up to wake turbulence CAT MEDIUM. TWY Outer and ACFT stands 87 to 89A: Wing tip clearance for an ACFT with 65 m wingspan: 10 m TWY Outer and Inner west of Link 1: Wing tip to wing tip clearance may be reduced to at least 7.5 m depending on taxiing ACFT. A124, B748 and C5M may operate under special conditions (marshalling, dedicated ACFT stand).</p>

LSGG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	<p>ACFT PRKG PSN 1, 2, 3, 4, 5, 8, 9, 10, 11, 15, 151, 152, 16, 17, 18, 181, 182, 19, 191, 192, 83, 84, 85, 86:</p> <p>a. Alignment of ACFT: Align ACFT with the vertical chevrons which indicate if the ACFT is left, right or centred on the taxilane.</p> <p>b. Stopping of ACFT: Slow down and stop as indicated by the closing rate indicator.</p> <p>ACFT PRKG PSN 80s: ACFT stand manoeuvring guidance lights AVBL. "Follow-me" cars (See LSGG AD 2.20, § 8.3.4</p>
2	RWY/TWY markings and LGT	<p>RWY markings: DTHR, THR, designation, aiming point, TDZ and centre line. TWY markings: Centre line, holding- and intermediate holding position (IHP). Markings at all intersections with RWY: RWY holding position, mandatory instruction and enhanced TWY centre line. RWY LGT: See LSGG AD 2.14 TWY LGT: See LSGG AD 2.15</p>
3	Stop bars and RWY guard lights	<p>Stop bars: TWY A, B, C, D, E, F (uncontrolled, LVP only), G, P and Q. LIH, R, LED. RGL: TWY A*, B, C, D, E, F, G*, P and Q (*across TWY). LIH, Y, all LED.</p>
4	Other RWY protection measures	<p>RIMCAS: Runway Inursion Monitoring and Conflict Alerting System ARSI: Advanced Runway Safety Improvement</p>
5	Remarks	<p>Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.</p> <p>Stop at ACFT PRKG PSN:</p> <ul style="list-style-type: none"> The pilot has to stop by lining up his left shoulder with STOP line transmitted by "Geneva Apron". If the advanced docking guidance system is switched off, the stand is not cleared for entry. Request assistance from "Geneva Apron". Nose-in parked ACFT have to use push back when leaving the PSN.

LSGG AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates		Obstacle type Elevation Markings/LGT	Co-ordinates		RMK
a	b	c		a	b	c	
		ft			ft		
AOC 04 (1)	Tree/Trees	1383	46 15 13 N 006 07 47 E	Crane/Cranes marked/LGTD	1734	46 16 30 N 006 05 40 E	A0653/18
AOC 04 (2)	Tree/Trees	1388	46 15 13 N 006 07 46 E	Crane/Cranes marked/LGTD	1463	46 15 36 N 006 08 37 E	A0248/08
AOC 04 (3)	Tree/Trees	1402	46 15 13 N 006 08 00 E	Antenna LGTD	1572	46 13 35 N 006 07 11 E	A0049/02
AOC 04 (4)	Tree/Trees	1415	46 15 12 N 006 08 03 E	Pole LGTD	1424	46 14 16 N 006 06 48 E	A0273/07
AOC 04 (5)	Tree/Trees	1423	46 15 21 N 006 07 54 E	Antenna marked/LGTD	1539	46 13 32 N 006 06 01 E	
AOC 04 (6)	Tree/Trees	1427	46 15 22 N 006 07 56 E	Antenna marked/LGTD	1535	46 13 07 N 006 08 31 E	
AOC 04 (7)	Tree/Trees	1430	46 15 21 N 006 07 59 E	Crane/cranes	1536	46 13 13 N 006 08 15 E	
AOC 04 (8)	Tree/Trees	1445	46 15 29 N 006 08 12 E	Tower/Mast LGTD	1522	46 13 48 N 006 06 29 E	

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates		Obstacle type Elevation Markings/LGT	Co-ordinates	RMK	
a	b	c		a	b	c	
		ft			ft		
AOC 04 (9)	Tree/Trees	1496	46 15 35 N 006 08 11 E	Antenna marked/LGTD	1398	46 14 54 N 006 07 41 E	
				Antenna marked/LGTD	1529	46 13 30 N 006 05 58 E	
				Building marked/LGTD	1535	46 12 49 N 006 07 20 E	
				Antenna marked/LGTD	1522	46 14 02 N 006 07 11 E	
AOC 22 (1)	Localizer	1429	46 13 29 N 006 05 22 E	Building LGTD	1523	46 14 11 N 006 06 58 E	A0051/02
AOC 22 (2)	Building	1430	46 13 23 N 006 05 21 E	Antenna LGTD	1565	46 13 49 N 006 07 08 E	
AOC 22 (3)	Building	1430	46 13 24 N 006 05 18 E	Building marked/LGTD	1539	46 14 03 N 006 05 04 E	
AOC 22 (4)	Building	1435	46 13 28 N 006 05 12 E	Tree/trees	1493	46 15 36 N 006 08 22 E	
AOC 22 (5)	Building	1442	46 13 27 N 006 05 10 E	Antenna marked/LGTD	1453	46 13 33 N 006 05 14 E	A0438/13
AOC 22 (6)	Tree/Trees	1445	46 13 21 N 006 05 19 E	Antenna marked/LGTD	1575	46 13 19 N 006 07 19 E	
AOC 22 (7)	Tree/Trees	1450	46 13 22 N 006 05 14 E	Antenna marked/LGTD	1428	46 14 27 N 006 06 24 E	A0437/13
AOC 22 (8)	Tree/Trees	1454	46 13 24 N 006 05 09 E	Pole LGTD	1398	46 14 43 N 006 07 27 E	A0108/02
AOC 22 (9)	Tree/Trees	1466	46 13 20 N 006 05 13 E	Pole LGTD	1507	46 13 26 N 006 05 49 E	A0054/09
AOC 22 (10)	Tree/Trees	1470	46 13 22 N 006 05 07 E	Antenna LGTD	1490	46 14 15 N 006 06 59 E	A0124/12
AOC 22 (11)	Tree/Trees	1473	46 13 22 N 006 05 05 E	Crane/Cranes marked/LGTD	1586	46 12 58 N 006 07 14 E	B0431/08
AOC 22 (12)	Tree/Trees	1487	46 13 16 N 006 05 50 E	Crane/Cranes marked/LGTD	1497	46 13 49 N 006 06 26 E	A0210/08
AOC 22 (13)	Tree/Trees	1511	46 12 59 N 006 05 49 E	Pole marked	1369	46 15 02 N 006 07 36 E	A0364/09
AOC 22 (14)	Building	1523	46 12 59 N 006 04 47 E	Antenna marked/LGTD	1470	46 13 50 N 006 05 44 E	A0251/02
AOC 22 (15)	Tree/Trees	1533	46 12 56 N 006 04 43 E	Antenna marked/LGTD	1391	46 15 00 N 006 07 48 E	A0436/13
AOC 22 (16)	Tree/Trees	1547	46 12 48 N 006 04 33 E	Antenna LGTD	1523	46 14 00 N 006 07 09 E	A0329/02
				Anemometer marked/LGTD	1396	46 14 54 N 006 07 20 E	A0355/09
				Anemometer marked/LGTD	1396	46 14 55 N 006 07 20 E	A0353/09
				Antenna marked/LGTD	1383	46 15 07 N 006 07 35 E	A0435/13
				Antenna LGTD	1744	46 14 04 N 006 02 27 E	A0103/12
				Antenna marked/LGTD	1402	46 14 55 N 006 07 18 E	A0434/13
				Antenna	1594	46 13 52 N 006 07 19 E	A0154/12

LSGG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
04	046° GEO 044° MAG	3900 x 50	PCN 81 R/B/W/T CONC	46 13 40.23N 006 05 38.24E	1411 ft	Refer to: AOC RWY 04/22
22	226° GEO 224° MAG			46 15 01.30N 006 07 37.22E	1365 ft	

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
04	NIL	60 x 150	4020 x 280	YES	Precision approach RWY CAT I Grooved surface RESA: 100 x 100 m.
22		60 x 150		YES	Precision approach RWY CAT III Grooved surface RESA: 90 x 100 m.

LSGG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
04	3900	3960	3900	3570	Full length
	3570	3630	3570	3570	From DTHR 04
	3200	3260	3200	not applicable	Intersection FOXTROTT
	2600	2660	2600		Intersection ECHO
	2750	2810	2750		Intersection QUEBEC
	1850	1910	1850		Intersection CHARLIE
	1870	1930	1870		Intersection PAPA
22	3900	3960	3900	3900	Full length
	2600	2660	2600	not applicable	Intersection BRAVO
	2000	2060	2000		Intersections PAPA/CHARLIE
	1140	1200	1140		Intersection QUEBEC

Note: RWY 22, limited runway end safety area provided.

LSGG AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
04	Calvert CAT I, 720 m, LIH, LED	RTHL G, LIH, WBAR; RTIL FLG W, LED	PAPI 3.0°, L, 18.50 m, no LED	NIL	3000 m, 15m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH.	330 m, 30 m R, LIH; 2970 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. all LED	R, LIH, LED	NIL	NIL
22	Calvert CAT II/III, 900 m, LIH, LED	RTHL G, LIH, WBAR; RTIL FLG W, LED	PAPI 3.0°, L, 19.94 m, no LED	900 m, LIH, LED	All LED	3300 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. all LED	R, LIH, LED	NIL	See note below

Note: Supporting structures for RWY 22 elevated approach lights are non-frangible.

LSGG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	No LDI. Anemometer: RWY 04: 275 m N of THR 04, LGTD. RWY 22: 425 m SW of THR 22, LGTD.
3	TWY edge and centre line lighting	Edge: RWY exits, TWY curves and apron area. LIL, B, LED. CL: TWY A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4 and 5, TWY P and Q partially, holding bays A and G. LIH, G, LED; coded Y/G on ILS critical/sensitive areas, LIH, LED. RETIL: TWY B, D and E. LIH, Y, LED. North Apron: TWY centre lights 50 m before and 50 m after TWY stop bar (TSB) Q1, Q2, P1. HEL TWY V: no TWY centre lights. IHP P2 across BAY P, LGT. IHP R1 across BAY R, LGT.
4	Secondary power supply/switch-over time	AVBL / MAX 1 sec
5	Remarks	OBST: Marked and lighted (see LSGG AD 2.24.1 - 1)

LSGG AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	Square-sized FATO/Aiming point centre: 46 14 13.70 N 006 06 10.58 E Runway-type FATO: Beginning 22 in the axis: 46 14 17.13 N 006 06 15.59 E Beginning 04 in the axis: 46 14 09.18 N 006 06 03.94 E
	Geoid undulation	NIL
2	TLOF and/or FATO elevation	Square-sized FATO/Aiming point centre: <i>1381 ft</i> Runway-type FATO: Beginning 22 in the axis: <i>1380 ft</i> Beginning 04 in the axis: <i>1386 ft</i>
3	TLOF and FATO area dimensions, surface, strength, marking	Square-sized FATO: 20 m x 20 m, ASPH, MTOM 9000 kg, perimeter and aiming point markings. Runway-type FATO: 350 m x 20 m, GRASS, 5700 kg, perimeter markers. One TLOF co-located with paved FATO. HEL TWY V BTN aiming point and HEL APN, ASPH, CL marking. 6 TLOF co-located with numbered HEL PSN, ASPH, touchdown positioning marking. HEL PSN 1 and 3 to 6: MAX overall dimension 17 m, MAX rotor diameter 14 m. ALTN HEL PSN 2 (PSN 1 and 3 unusable): MAX overall dimension 19 m, MAX rotor diameter 16 m. Safety area dimensions: 370 m x 40 m, GRASS Clearway dimensions: Not available
4	True BRG of FATO	046°/226°
5	Declared distance available	Square-sized FATO: 20 m Runway-type FATO: MAX TODAH/LDAH 350 m in both directions (with backtrack in a hover). FM/TO Aiming point: - TODAH 04 / LDAH 22: 150 m - TODAH 22 / LDAH 04: 200 m
6	APP and FATO lighting	Square-sized FATO with co-located TLOF: - TLOF perimeter, G, LIL, LED, NVG - Aiming point, W, LIL, LED, NVG Runway-type FATO: no LGT HEL TWY V: Edge, B, LIL, LED, NVG
7	Remarks	Square-sized FATO AVBL for PER class 1 (back-up or ground helipad PROC), PER class 2 or 3 OPS. Runway-type FATO AVBL for PER class 2 or 3 OPS, day only. Simultaneous hover operations on HEL PSN are not allowed. PPR for HEL with overall dimension >19 m or rotor diameter >16 m. If conditions for FATO use cannot be met, HEL TKOF/LDG shall take place on RWY 04/22. If unable to use FATO due to performance class, inform ATC (TWR or GND) on initial call. Expect concrete RWY instead.

LSGG AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	Geneva CTR 2 arcs of circle as follows and tangents joining the arcs externally: a. Radius 3.02 NM centred on: 46 19 53 N 006 14 55 E b. Radius 3.02 NM centred on: 46 09 40 N 005 59 43 E
2	Vertical limits	4000 ft AMSL (1200 m)
3	Airspace classification	D
4	ATS unit call sign Language(s)	Geneva TWR: Fr, En
5	Transition altitude	7000 ft
6	Remarks	ACT: H24

LSGG AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
GENEVA AREA				
EMERG		121.500 MHz	H24	EMERG for all services
APP/SRE/VDF	Geneva Transit Geneva Arrival Geneva Departure Geneva Approach Geneva Final Geneva Departure	136.450 MHz 136.255 MHz 119.530 MHz 130.555 MHz 120.305 MHz 131.330 MHz	H24 H24 H24 H24 H24 H24	As instructed by ATC As instructed by ATC As instructed by ATC
TWR/VDF	Geneva Tower	118.700 MHz 119.905 MHz 119.700 MHz	H24 HJ H24	Primary FREQ As instructed by ATC ALTN FREQ
GND	Geneva Ground	121.680 MHz 119.700 MHz	H24 H24	Primary FREQ Clearance Delivery for all IFR flights Start-up and taxi clearance for North Apron Auxiliary frequency
TRAFFIC APRON	Geneva Apron	121.855 MHz 121.750 MHz	H24 H24	Primary FREQ Start-up (push-back if needed) and taxi clearance for South Apron ALTN FREQ
VDF	Geneva Homer	118.700 MHz 119.700 MHz	H24 H24	Primary FREQ ALTN FREQ
ATIS		135.580 MHz 124.755 MHz	H24 H24	TEL: +41 (0) 22 417 40 81 GLD Information En, Fr TEL: +41 (0) 22 417 40 83
FIC	Geneva Information	126.350 MHz	H24	For VFR FLT within TMA

LSGG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
GENEVA DVOR/DME (VAR 2° E)	GVA	115.75 MHz 104Y	H24	46 15 14.1N 006 07 56.0E	1377 ft	NIL	PSN: 044°MAG, 563 m FM THR 22. DOC 50 NM / 25'000 ft.
GLAND NDB	GLA	375 kHz	H24	46 24 31.3N 006 14 39.3E	NIL	NIL	PSN: 027°MAG, 11.6 NM FM ARP. EM: N0N / A2A. Service range 25 NM.
LA DOLE DME	LDL	CH 106X	H24	46 25 28.6N 006 05 56.3E	5517 ft	NIL	DOC 80 NM / 50'000 ft. Paired VOR FREQ 115.90 MHz.
PASSEIRY DVOR/DME (VAR 2° E)	PAS	116.60 MHz 113X	H24	46 09 49.3N 005 59 59.7E	1415 ft	NIL	PSN: 224°MAG, 5.5 NM FM THR 04. DOC 80 NM / 50'000 ft.
MT. PELERIN DME	PEL	CH 55Y	H24	46 29 49.5N 006 49 08.9E	3942 ft	NIL	DOC 80 NM / 50'000 ft. Paired VOR FREQ 111.85 MHz.
ST-PREX VOR/DME (VAR 3° E)	SPR	113.90MHz 86X	H24	46 28 07.3N 006 26 53.0E	1252 ft	NIL	PSN: 044°MAG, 18.7 NM FM THR 22. DOC 100 NM / 50'000 ft.
LOC 22, ILS CAT III, class III/E/4, VAR 2° E	ISW	108.70 MHz	H24	46 13 29.0N 006 05 21.7E	NIL	NIL	LOC PSN: 496 m FM THR 04. RWY 22: LOC course 224° MAG. Front course sector width 3.0°. Restricted coverage: at 17 NM; +/- 15° 3500 ft AMSL linearly raising to 17 NM +/- 35° 5800 ft AMSL. at 25 NM; +/- 10° 5000 ft AMSL.
GP 22		330.50 MHz	H24	46 14 56.5N 006 07 22.8E	NIL	NIL	GP angle 3°. PSN: 325 m FM THR 22. GP HGT THR 22: 58 ft (17.7 m). Restricted coverage: at 10 NM - 8° S to 4° N from CL above 2900 ft AMSL. at 20 NM - 8° S to 4° N from CL above 6000 ft AMSL.
DME 22	ISW	24X	H24	46 14 56.4N 006 07 22.9E	1378 ft	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage: at 17 NM; +/- 15° 3500 ft AMSL linearly raising to 17 NM +/- 35° 5800 ft AMSL. at 25 NM; +/- 10° 5000 ft AMSL.

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 04, ILS CAT I, class I/C/2, VAR 2° E	INE	110.90 MHz	H24	46 15 12.8N 006 07 54.1E	1374 ft	NIL	LOC PSN: 505 m FM THR 22. RWY 04: LOC course 044° MAG. Front course sector width 2.95°. Restricted coverage (published procedures covered): at 17 NM; +/- 30° from CL above 6300 ft AMSL. at 25 NM; +/- 10° from CL above 6300 ft AMSL. Maximum elevation 4.3° above horizontal. All LOC restrictions in reference to the LOC.
GP 04		330.80 MHz	H24	46 13 50.0N 006 05 43.6E	NIL	NIL	GP angle 3°. PSN: 324 m FM THR 04 GP HGT 50 ft / 15 m THR 04. Coverage (published procedures covered): at 10 NM; +/- 8° from CL above 2800 ft AMSL. at 20 NM; +/- 8° from CL above 5800 ft AMSL.
DME 04	INE	46X	H24	46 13 50.0N 006 05 43.8E	1460 ft	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 17 NM -10° N to +30° S from CL above 6300 ft AMSL. at 25 NM -8° N to +10° S from CL above 6300 ft AMSL.

LSGG AD 2.20 LOCAL AERODROME REGULATIONS**1. Local flying restrictions and remarks****1.1 Scheduled air traffic and charter flights**

Scheduled air traffic and charter FLT's are subject to schedule coordination performed by Slot Coordination Switzerland. Permission requests for slots shall be submitted to:

Slot Coordination Switzerland e-mail: slot@slotcoordination.ch

ACFT stopovers of more than 3 hours (including night stops), as well as ACFT type changes are subject to parking stand availability.

1.2 Non-scheduled flights

All non-scheduled flights with origin or destination outside of Schengen-area shall send general declaration to border control prior to ARR or DEP.

1.3 Other non-scheduled commercial air traffic as well as non-commercial air traffic

Non-scheduled commercial air traffic and non-commercial air traffic (airplanes and HEL) are subject to coordination requirement PPR.

Airplanes (IFR):

- PPR availability on <http://ppr.gva.ch>
- For non-scheduled commercial air traffic PPR slot shall be requested via handling agent (REF: LSGG AD 2.20, § 4).
- For non-commercial air traffic using north apron only, PPR slot can be requested via PPR Office.
- Reservation possible 5 days in advance (Day-5)

Airplanes (VFR)

- PPR for VFR airplanes traffic: refer to VFR Manual LSGG AD INFO.

Helicopters (IFR)

- PPR availability on <http://ppr.gva.ch>
- For non-scheduled commercial air traffic, PPR slot shall be requested via handling agent (REF: LSGG AD 2.20, § 4).
- Reservation possible 5 days in advance (Day-5)
- For non-commercial air traffic, PPR slot can be requested via PPR Office.
- Reservation possible on the day of operation (Same day).
- Reservation for parking on helipad mandatory through PPR office.

Helicopters (VFR)

- PPR for VFR helicopter traffic: refer to VFR Manual LSGG AD INFO.

PPR Office:

- PPR Office OPN HR: MON to SUN 0700 - 1700 (0600 - 1600).
Phone number +41 (0) 22 717 71 26.

PPR slot:

- PPR slot has to be requested before filing any flight plan.
- Permission number must be indicated in item 18 of FPL.
- FPL has to include DEP or ARR time based on allocated PPR time frame.
- Any modifications and/or cancellations must be immediately notified to handling agent or to the PPR Office.

1.4 Not subject to permission requirements are:

- a. SAR FLT's, medical FLT's, police FLT's, Swiss MIL FLT's and FLT's authorised or operated by FOCA;
- b. Air traffic which has to divert to Geneva due to safety, MET, technical or medical reasons, except during specific periods notified by NOTAM.

Despite the PPR exemption criteria, flights must be announced to Airport Operations (+41 (0) 22 717 71 26 or +41 (0) 22 717 71 27) except for emergency cases.

1.5 Helicopters Operations

North Apron: Simultaneous hover operations on HEL stands are not allowed

South Apron: HEL FLT's are subject to special AUTH from Genève AP Authorities (except HUG SAR HEL).

For AUTH, contact airport.manager@gva.ch or the AP Duty Manager + 41 (0) 22 717 79 79.

Request for AUTH has to include:

- Date of FLT (ARR and DEP)
- ARR time (UTC)
- DEP time (UTC)
- Type of HEL
- Reason for operating on south apron

2. Night ban regulations

2.1 General

According to Chapter 4, Section 2 of the VIL (edict 748.131.1 concerning aeronautical infrastructure) on the rules governing night-time FLT, LDGs and DEPs are banned for:

Commercial Air Transport see § 2.2;

Non-commercial Air Transport see § 2.3.

2.2 Commercial Air Transport

Definition of Commercial Air Transport: "S" or "N" as per ICAO flight plan see [ENR 1.10](#).

LDGs of Commercial Air Transport are banned from 2300 to 0359 (2200 to 0259) and restricted from 0400 to 0459 (0300 to 0359).

LDGs from 0400 to 0459 (0300 to 0359) are only permitted provided the carrier:

- a. has submitted and received prior APV from the Genève AP Authorities to publish an STA during this time frame, and
- b. holds a Genève AP slot during this time frame which has been issued by Slot Coordination Switzerland.

Delayed LDGs may be tolerated between 2300 and 2329 (2200 and 2229). Prior APV from the Genève AP Authorities must be obtained.

For LDGs of Chapter (Stage) two ACFT, see § 2.5

Ferry FLT ARR are:

- a. Banned from 2100 to 0459 (2000 to 0359).
- b. Derogations from 2100 to 2259 (2000 to 2159) may be given by the Genève AP Authorities.

LDGs of supplementary FLT during the night bans described in § 2.20.2.2 and carried out during the period from the second FRI before Christmas (25 DEC) to the second MON after the New Year (01 JAN) are only permitted provided the carrier:

- a. has submitted and received prior APV from the Genève AP Authorities to publish an STA during this time frame, and
- b. holds a Genève AP slot during this time frame issued by Slot Coordination Switzerland.

In the morning, LDGs can only expect to REC an APCH clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown at the earliest 5 MIN before the respective night ban ends. LDG clearance will be issued only if touchdown will occur after the end of the night ban.

In the evening, LDGs can only expect to REC an APCH clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown no later than 10 MIN before the respective night ban comes into effect. LDG clearance will be issued only if touchdown will occur before the night ban.

DEPs of Commercial Air Transport are:

- a. banned from 2300 to 0459 (2200 to 0359)
- b. restricted from 2100 to 2259 (2000 to 2159).
- c. ACFT shall be fully ready at the holding point at latest 10 minutes before the applicable night regulation comes into effect.
- d. Departure remains subject to traffic.

DEPs from 2100 to 2259 (2000 to 2159) are only permitted provided:

- a. ACFT with a noise index less than 98 EPNdb are used to DESTs (non-stop FLT only) of more than 5000 km (2700 NM), or
- b. ACFT with a noise index less than 96 EPNdb are used for all other DESTs.
- c. Non-Scheduled Commercial ACFT of noise category 4 or 5 holding a valid PPR and prior APV from the Genève AP Authorities.

Delayed DEPs may be tolerated between 2300 and 2329 (2200 and 2229). Prior APV from the Genève AP Authorities must be obtained.

For DEPs of Chapter (Stage) two ACFT see § 2.5.

Ferry FLT DEPs are:

- a. Banned from 2100 to 0459 (2000 to 0359).
- b. Derogations from 2100 to 2259 (2000 to 2159) may be given by the Genève AP Authorities.

DEPs of supplementary FLT during the night bans described in § 2.20.2.3 and carried out during the period from the second FRI before Christmas (25 DEC) to the second MON after the New Year (01 JAN) are only permitted provided the carrier:

- a. has submitted and received prior APV from the Genève AP Authorities to publish an STD during this time frame, and
- b. holds a Genève AP slot during this time frame issued by Slot Coordination Switzerland.

Prior permission is required from the Genève AP Authorities by all commercial air transport operations during the night bans described in § 2.2. Permission to operate during the night ban is only granted in exceptional circumstances.

2.3 Non-commercial Air Transport

Definition of non-commercial Air Transport: "G", "M" or "X" as per ICAO flight plan see [ENR 1.10](#).

LDGs of non-commercial Air Transport are banned from 2100 to 0459 (2000 to 0359).

For LDGs of Chapter (Stage) two ACFT, see § 2.5.

In the morning, LDGs can only expect to REC an APCH clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown at the earliest 5 MIN before the respective night ban ends.

LDG clearance will be issued only if touchdown will occur after the end of the night ban.

In the evening, LDGs can only expect to REC an APCH clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown no later than 10 MIN before the respective night ban comes into effect. LDG clearance will be issued only if touchdown will occur before the night ban.

VFR traffic must have planned their FLTs in order to RCH the AD circuit at least 30 MIN before the end of evening civil TWIL (REF: [GEN 2.7](#)). This is to ensure that LDGs can take place before the end of evening civil TWIL despite possible delays caused by ATC or other events.

DEPs of non-commercial Air Transport are:

- a. banned from 2100 to 0459 (2000 to 0359)
- b. ACFT shall be fully ready at the holding point at latest 10 minutes before the applicable night regulation comes into effect.
- c. Departure remains subject to traffic.

For DEPs of Chapter (Stage) two ACFT, see § 2.5.

Prior permission is required from the Genève AP Authorities by all non-commercial air transport operations during the night bans described in § 2. Permission to operate during the night ban is only granted in exceptional circumstances.

2.4 Exemptions

Urgent FLTs holding special AUTH and/or diplomatic clearances from FOCA to operate during the night ban:

State ACFT ("X" with STS/STATE or STS/HEAD as per ICAO flight plan see [ENR 1.1](#)) both Swiss and foreign (see [GEN 1.2.5](#), on entry, transit and DEP of foreign State ACFT through Swiss airspace or ADs);

MIL ACFT ("M" as per ICAO flight plan see [ENR 1.1](#)) both Swiss and foreign (see [ENR 1.1](#), on entry, transit and DEP of foreign MIL ACFT through Swiss airspace or ADs).

Urgent FLTs holding PERM special AUTH to operate during the night ban from the Genève AP Authorities:

- SAR FLTs (STS/SAR);
- Medevac FLTs (STS/HOSP);
- Law enforcement/supervision FLTs;
- Disaster relief FLTs (STS/HUM).

Forced LDGs due to MET, technical or serious medical reasons.

2.5 Chapter (Stage) two ACFT

Chapter two ACFT are no longer permitted to use Swiss ADs.

In exceptional circumstances (e.g. ACFT performing scheduled MAINT at an APV MAINT facility at Genève AP), FOCA, in conjunction with the Genève AP Authorities, can issue an exemption permit for chapter two ACFT to operate at Genève AP.

Application forms are obtained from the Genève AP Authorities. A CMPL form must be returned, by FAX, to the same authorities, at least three working days before the date of the planned FLT.

A copy of this form, with "permission granted" by FOCA, must travel and remain with the ACFT FLT documents for the DUR of the stay at Genève AP.

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

LDGs and TKOFs from MON to FRI, 0800 to 1759 (0700 to 1659), except during locally recognised HOL.

Chapter two ACFT, holding an exemption permit, are still liable for all relevant AP and ATC charges as per [GEN 4.1.4](#), LSGG and [GEN 4.2.1](#).

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

The procedures for all foreign government, and foreign MIL, chapter two ACFT are as per [GEN 1.2.5](#).

3. Reporting of parking position at departure

At DEP, all crews of ACFT parked on the main apron shall report the ACFT stand number when establishing the first RTF contact with "Geneva Ground".

These numbers, indicated in [LSGG AD 2.8](#), are conspicuously displayed on the front of the terminal BLDG and of the satellites.

4. Ground handling agents

For commercial air transport, except taxi FLTs, the use of one of the ground handling agents mentioned below is required.

The name of the ground handling agent shall be specified:

- at least 10 days prior to the start of operation at Genève, or
- when there is a change of ground handling agent.

For commercial air transport, except taxi FLTs, the handling agents are:

Post: **Swissport International SA**
Contracting Manager
P.O. Box 776
CH-1215 Geneva 15
Phone: +41 (0) 22 799 32 30
Fax: +41 (0) 22 799 32 66
Email: gva.som@swissport.com
SITA: GVAKSXH
FREQ: 129.705 MHz (ground)

Post: **Dnata Switzerland AG**
Station Control
P.O. Box 196
CH-1215 Geneva 15
Phone: +41 (0) 22 555 94 82
Fax: +41 (0) 22 555 94 85
Email: gva.ops@dnata.ch
SITA: GVAKO7X
FREQ: 131.505 MHz
(call sign: Dnata Handling Geneva)

Operators of non-scheduled commercial air traffic as well as non-commercial air traffic using the south apron are obliged to choose one of the ground handling agents listed below.

Self handling is not allowed.

Crew and passengers (non-commercial air traffic using the north apron) without a handling agent must use the non-Schengen channel and will be subject to document controls.

For general and business aviation FLTs, on ARR and DEP, the name of the handling agent must be entered in item 18 "Other information" of the ICAO FPL.

For business and general aviation FLTs, the ground handling agents are:

Post: **Jet Aviation AG**
Geneva Airport Branch
18, Chemin des Papillons
P.O. Box 456
CH-1215 Geneva 15
Phone: +41 (0) 58 158 18 11
Fax: +41 (0) 58 158 18 15
Email: dopah@jetaviation.ch
SITA: GVAPJPP, LSGGPJSX
FREQ: 130.655 MHz

Post: **Dassault Aviation Business Services**
6, Rue Robert Adrien Stierlin
CH-1217 Meyrin
Phone: +41 (0) 22 710 44 34
Fax: +41 (0) 22 710 44 40
Email: fbo@dassault-business.com
SITA: GVATAXH
FREQ: 131.430 MHz

Post: **Swissport Executive Aviation**
18, Chemin des Papillons
P.O. Box 632
CH-1215 Geneva 15
Phone: +41 (0) 22 306 12 60
Fax: +41 (0) 22 306 12 66
Email: gva.privatport@swissportexecutive.com
SITA: GVASEXH
FREQ: 131.680 MHz

Post: **Tag Aviation Handling**
18, Chemin des Papillons
P.O. Box 36
CH-1215 Geneva 15
Phone: +41 (0) 22 717 01 23
Fax: +41 (0) 22 717 01 26
Email: handling_GVA@tagaviation.ch
SITA: GVAKPFP
FREQ: 131.955 MHz

5. Safety and Security

5.1 Safety

All persons walking on the movement area (incl. FLT crew during pre-flight check) must wear a high-visibility safety equipment (jacket or vest) which complies with the EN 471 standard class 2 or 3.

If unable to comply with the above rule, persons must ask for assistance of a handling agent.

South Apron: walking on tarmac is not permitted except for remote push operators or access 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 flashing red lights, is activated on the movement areas if there is a risk of lightning within a radius of 5 km around the airport.

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

- ground handling and refuelling operations are suspended.

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

5.2 Security

Access to security restricted area is only permitted with a valid Airport Identification Card (CIA) or a valid Crew Member Certificate (CMC), both duly validated by Geneva Airport Security (Flight crew licence not accepted).

CIA or CMC must be clearly displayed at all time while in this area.

If unable to comply with the above rule, persons must ask for assistance of a handling agent.

6. Airport shuttle

Genève AP does not transport crew members or passengers of commercial air transporters. Such crew members or passengers must ask a handling agent for assistance. Home-based carriers can transport their own crew members.

7. Parking

All ACFT not coordinated by Slot Coordination Switzerland, and with a wing span exceeding 30 m: PPR via handling agent at Genève due to limited parking PSN. Authorised ground time at Genève may be limited.

- North zone is limited to ACFT with a wing span not exceeding 21.50 m.

- For ACFT with a wing span exceeding 21.50 m, special AUTH may be requested from Genève AP Authority for MAINT purposes only.

- P-48: Tow-in and tow-out mandatory. TAX not allowed inside the parking (beyond "stop engine" line).

- Arriving general and business aviation FLT's must notify the estimated parking period through a PPR request.

- All ACFT operator and handling agent must ensure that ACFT are properly parked with chocks in place.

Parking PSNs are always assigned by AP Authority.

Except for MAINT purposes, ACFT without valid certificates (Airworthiness certificate, Registration certificate or insurance certificate) are not allowed on parking PSNs. Parking permission can be revoked accordingly and the ACFT owner and/or operator required to remove said ACFT out of the AP boundaries without delay.

8. ACFT guidance on apron

8.1 General

The Genève AP Authority is operating "Geneva Apron" (way securing service) see LSGG AD 2.18.

8.2 Area of responsibility

The limits of the area of responsibility are shown on chart.

8.3 Procedures / Authorisations

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

8.3.1 Arriving aircraft

North Apron:

ACFT PCD to the North Apron shall, until having passed the CAT I stop bar, expedite the vacation of the CONC RWY via TWY PAPA or QUEBEC as instructed by "Geneva Tower". The ACFT will be instructed to contact "Geneva Ground" on FREQ 121.680 MHz for TAX.

South Apron:

All arriving ACFT shall expedite the vacation of the CONC RWY. When instructed by "Geneva Tower", contact "Geneva Apron" on FREQ 121.855 MHz.

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 (121.855 MHz).

When RWY 22 is in use:

ACFT shall not use TWY CHARLIE unless otherwise instructed by TWR. If instructed to vacate via TWY CHARLIE, ACFT shall clear the RWY and hold on TWY CHARLIE, remaining Clear of the OUTER TWY.

8.3.2 Departing aircraft

8.3.2.1 Airport Collaborative Decision Making (A-CDM)

A-CDM is part of the European programme "Single European Sky" to optimise airspace and AP operations. A-CDM is a harmonised concept supported by EUROCONTROL where procedures and processes are aligned throughout Europe. The aim of the concept is to optimise the turn-around process in order to ensure the best possible co-ordination of resources. Providing all partners with accurate and timely information will allow decisions to be made to ensure that the turn-around of a FLT is efficient and everyone has a common awareness of the situation.

A-CDM is based on partnership at APs between AP Operations, ATC, ACFT Operators (AO), Ground Handlers (GH) and the Network Managers Operation Centre (NMOC). Emphasis is put on:

- Linking the INBD, turn-around and outbound processes of FLT's.
- Sharing of the right information at the right time to the right people best placed to act upon it.
- Improved FLT data exchange between APs and the ATFM network (NMOC).
- A-CDM is implemented in GVA airport environment through the introduction of the following operational procedures.
- TOBT improves predictability during the turn-around process of aircraft. The TOBT has to be set and updated by the handling agents.
- TOBT is key data for a proper processing for GVA A-CDM concept, as it permits to determine the TSAT and the TTOT.

8.3.2.2 A-CDM Procedure

Flight Plan Check

The ATC FPL originator needs to check if the ATC flight plan is consistent with the AP slot. Filing and updating the flight plan is and remains the responsibility of the ACFT Operator (AO). He may delegate these tasks to his accredited Handling Agent.

Target Off Block Time (TOBT) management

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

- Aircraft 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.

Estimated Off-Block Time (EOBT) management

The aircraft 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.

Target Start-up Approval Time (TSAT)

The system 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 PSN to the DEP RWY. Apron Control and ATC will CONT to optimise the DEP order sequence by ensuring the right mix of traffic.

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

Coordination with the Network Manager Operations Centre (NMOC) / CTOT processing

A PERM 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 Target Take-Off Time (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.

8.3.2.3 ATC Clearance

ATC DEP clearance request is possible with GND (**121.680 MHz**) via voice or DCL at the earliest 15 minutes before the TOBT and latest at TOBT. The pilot shall indicate the parking position.

8.3.2.4 Data Link ATC Clearance (DCL)**8.3.2.4.1 Introduction**

Skyguide DCL service at Geneva aerodrome provides additional data link means of requesting/issuing ATC clearance for departing aircraft without intention to replace, but rather to co-exist with the voice communications.

DCL is implemented in accordance with EUROCAE specification ED-85A; edition December 2003, and is available to all ACARS equipped aircraft on the ground.

DCL at Geneva Aerodrome is managed by Geneva TWR.

8.3.2.4.2 Requirements

The message must be routed via either SITA or ARINC and comply with ARINC specification 623-2 and the EUROCAE specification ED-85A.

Aircraft operators intending to use data link for obtaining ATC clearance shall ensure that their flight crews are properly trained.

8.3.2.4.3 Messages used in DCL

The following operational messages may be sent by pilot:

- RCD: Request Clearance Departure message
- CDA: Clearance Departure echoback message (equivalent to read-back)

The following operational messages may be sent by controller:

- CLD: Clearance Departure message

The following system message is sent automatically by ATC ground system:

- FSM: Flight System Message (logical response, may be positive or negative)

8.3.2.4.4 Operational Procedure

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 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 contains in RCD will not be considered by ATC. Any specific request shall be transmitted by voice.

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

If the pilot accepts the content of ATC clearance received, he/she should acknowledge the received clearance by sending 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 request should be made once a successful clearance has been received. The system cannot be used for re-clearance or checking for any update nor can ATC respond via data link to any additional information added in the remarks field.

8.3.2.4.5 Problem reports

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, Aircraft type and Registration, Departure Airport, Destination, and Time (UTC).

8.3.2.4.6 RCD processing in ground ATC system and content of the FSM messages sent to pilot

RCD processing	Content of FSM message sent to pilot
RCD valid	RCD RECEIVED REQUEST BEING PROCESSED STANDBY
RCD cannot be associated with a FPL	RCD REJECTED FLIGHT PLAN NOT HELD REVERT TO VOICE PROCEDURE
RCD not related to a LSGG departure	<i>(No response, message discarded)</i>
Previous RCD was already received for the same FPL	RCD REJECTED REQUEST ALREADY RECEIVED STANDBY
Other RCD processing errors	RCD REJECTED REVERT TO VOICE PROCEDURE
RCD received before ti	RCD REJECTED REQUEST TOO EARLY SEND REQUEST 15 MIN BEFORE TOBT
RCD received after tt	RCD REJECTED REQUEST TOO LATE REVERT TO VOICE PROCEDURE

8.3.2.4.7 CDA processing in ground ATC system and content of the FSM messages sent to pilot

CDA processing	Content of FSM message sent to pilot
CDA valid	CDA RECEIVED CLEARANCE CONFIRMED
CDA cannot be associated with a previously sent CLD	CDA REJECTED REVERT TO VOICE PROCEDURE
CDA not consistent with previously sent CLD	CDA REJECTED ERROR IN MESSAGE REVERT TO VOICE PROCEDURE
One of the following conditions is true: -CDA received after tt -CDA has been updated or cancelled	CDA RECEIVED CLEARANCE CANCELLED REVERT TO VOICE PROCEDURE
CDA not received 10 MIN after CLD transmission or CDA not received before tt	CDA RECEIVED CLEARANCE CANCELLED REVERT TO VOICE PROCEDURE

8.3.2.4.8 Contacts:

Further information on DCL implementation in Switzerland can be obtain at the following address:

Post: SKYGUIDE
Swiss Air Navigation Services Agency Ltd.
P.O Box 796
CH-1215 Geneva 15
Phone: +41 43 931 63 54
Fax: +41 43 931 60 19
Email: atm@skyguide.ch
URL: <http://www.skyguide.ch>

8.3.2.5 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 (121.680 MHz) at latest at TOBT. APRON (121.855 MHz) 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 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 (121.680 MHz) at latest at TOBT. GND will issue the start-up clearance within TSAT -5/+5 minutes.

8.3.2.6 Winter Operation

It is the handling agent's responsibility to feed the A-CDM platform with the deicing information.

Clean Aircraft Concept as defined in ICAO Doc 9640 is applied, aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.

8.3.3 Transmission of messages

"Geneva Apron" will only TRANS messages within its competence.

As a rule, messages such as:

- Wind, VIS, RVR, temperature, QNH, QFE, RWY-report (EXC Apron) will not be transmitted by "Geneva Apron".

8.3.4 Push-back and tow procedures

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

If security requires, "Follow me" vehicles will escort ACFT during the push-back procedure.

Request ATC clearance with "Geneva Ground", FREQ **121.680** MHz.

Start-up shall be initiated during push-back unless otherwise instructed by "Geneva Apron", FREQ **121.855** MHz.

Request push-back and start-up clearance with "Geneva Apron", FREQ **121.855** MHz.

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

All instructions for the tow or push-back of ACFT with MAINT personnel in the cockpit will be transmitted directly by "Geneva Apron" on the tow vehicle's FREQ to the driver.

Notes:

- Clearances for push-back or TAX may only be requested if the ACFT is immediately ready to carry out the manoeuvre.
- Changes of FREQ must be carried out immediately, as instructed.

All ACFT operators and handling agents must ensure, H24 and within a MAX of one HR, that push-back equipment and personnel, as well as an authorised cockpit brake operator, are AVBL for their ACFT. Due to operational reasons, Genève AP Authorities may ask for the repositioning of an ACFT. Towing costs will be charged to the operator.

Parking PSNs GOLF for General Aviation FLTs:

Push-back into PSNs GOLF 1 - 4 is mandatory on ARR. Passengers must remain on board until the ACFT is in the final parking PSN and secured.

9. Run-up

Run-ups are subject to a prior AUTH of the Genève AP Authority (Operation Division), "Apron Control",

Phone: 7141, 7140.

10. Fuelling with passengers on board

Reference: FOCA Directive 01 DEC, 2000 / EU-OPS-1 12 JAN, 2008

10.1 Conditions

Authorised only with JET A-1 fuel.

Not permitted on ACFT with MTOW less than 5700 kg and/or with a capacity of less than 20 seats.

Defuelling with passengers on board is strictly prohibited.

10.2 Procedure

The PIC must ensure that the Fire Brigade Service is duly informed that fuelling with passengers on board (also while embarking or disembarking) will be conducted.

At least two exits must be accessible by a jetty or mobile stairs. If not applicable, CLR EMERG slide deployment areas must be guaranteed.

The ACFT cockpit must be occupied by a pilot and communication with ground personnel must be established during the operation.

11. Code letter F aircraft

ACFT with wingspan code letter F operations are prohibited. Isolated operations of A124, B748 and C5M are subject to PPR.

LSGG AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

The following procedures are defined to reduce noise around Genève AP. They also apply to training and check FLT's.

Pilots may deviate from Noise Abatement Procedures only upon instruction by ATC, previous AUTH of Genève AP Authority or FOCA, or for safety reasons.

The term "Night" covers the period between 2100 and 0459 (2000 and 0359). The term "Day" covers the period between 0500 and 2059 (0400 and 1959).

Training and check FLT's are prohibited at night.

The North Apron (GAC) is CLSD at night, except for ambulance FLT's and towed ground movements.

TKOFs of jet ACFT with a noise certificate in accordance with the standards of ICAO Annex 16, Volume I, Second Part, Chapter 2 are prohibited.

As of 30 MAR 2008, TKOFs and LDGs of ACFT complying with noise certification requirements of ICAO Annex 16, Volume I, Part 2, Chapter 3 by a margin equal to or lower than 5dbA are prohibited at night.

2. Arrival

2.1 ILS approach

ILS APCH shall be carried out at an angle equal to or above the GP 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.

2.2 RWY 22: Arrival from the South

Pilots may be vectored to join the APCH axis at latest 11NM touchdown.

2.3 Visual approach

If cleared for visual APCH, pilots will be instructed to join or be established on the APCH axis as follows:

- for RWY 22: at latest 8.1NM touchdown (GG808), MNM 4000 ft QNH, for arrivals from the north, or at latest 11 NM touchdown (GG811), MNM 4000 ft QNH, for arrivals from the south.
- for RWY 04: at latest 5.6NM touchdown (PAS VOR).

2.4 Landing

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

3. Departure

Follow strictly published SIDs for RWY 04 and 22 (LSGG AD 2.24), in order to minimise noise around Genève AP.

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

1. TKOF up to 2900 ft QNH with:
 - (reduced) TKOF PWR;
 - $V_2 + 10$ to 20 kt speed or in accordance with climb gradient limitation
2. from 2900 ft QNH to 4400 ft QNH:
 - climb PWR
 - $V_2 + 10$ to 20 kt speed
3. from 4400 ft QNH:
 - ACFT clean up and acceleration to climb speed

KONIL C/J SIDs will only be assigned to propeller ACFT and jet ACFT with noise classification IV and V in accordance with [GEN 4.1.12](#).

Above 5000 ft/AGL, ATC may permit pilots to deviate from SIDs to shorten the path towards the DEST. Adherence to Noise Abatement Procedures is automatically MNT by a noise MNT system.

4. Visual circuit

Visual circuit for jet and propeller ACFT shall be flown on the northern side of the AP, as follows:

- right (RWY 22) or left (RWY 04) turns for cross-wind at 4 DME ILS (04/22)
- CMB to 3500 ft, max IAS 180 kts,
- base-leg on ATC instruction.

5. Auxiliary Power Unit (APU) and Brake Fan

5.1 Stands

A. Stands 1, 2, 3, 3A, 4, 5, 8, 9 to 11, 15 to 19, 31 to 34, 42 to 44, 151, 152, 181, 182, 191, 192

These stands are equipped with fixed electrical PWR (400 Hz) and Pre-Conditioned Air (PCA) supplies. ACFT parked at these stands must use fixed electrical PWR and PCA supplies if required. The electrical PWR will be connected prior, or immediately after engine shutdown. PCA connection follows shortly after engine shutdown.

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

- before the ACFT is connected to the fixed electrical PWR
- five MIN prior to engine start- or push-back, or
- when fixed electrical PWR or PCA supplies system is U/S.

B. 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 PWR (400 Hz) supply. ACFT parked at these stands must use fixed electrical PWR supply if required. The electrical PWR will be connected prior, or immediately after engine shutdown.

The use of the airborne APU is forbidden at these stands, except:

- until the ACFT is connected to the fixed electrical PWR
- five MIN prior to engine start- or push-back
- when fixed electrical PWR supply system is U/S, or
- when climatic conditions require the use of the APU to cool/heat the ACFT.

5.2 All other stands

On all other stands, whether on south apron or on north apron GAC, airborne APU can only be kept in operation 10 MIN after ARR or started 30 MIN before DEP time.

5.3 Use of APU in particular cases

If the above mentioned restrictions cannot be fulfilled, prior AUTH of Genève AP Authority is required.

5.4 Use of Brake Fan

Use of brake fan shall be kept to the MNM.

LSGG AD 2.22 FLIGHT PROCEDURES

1. Special regulations for GENEVA TMA/CTR

Repetitive FLTs on the AD circuit are prohibited SAT TIL 0800 (0700), as well as SUN and Swiss, Geneva and French HOL for the whole day. IFR training FLTs are prohibited every SAT during winter charter season beginning 15th DEC until last SAT before Easter.

Public Holidays	2022	2023	2024	2025	2026
New Year's Day	JAN 01	JAN 01	JAN 01	JAN 01	JAN 01
Good Friday	APR 15	APR 07	MAR 29	APR 18	APR 03
Easter Monday	APR 18	APR 10	APR 01	APR 21	APR 06
Labour Day (France)	MAY 01	MAY 01	MAY 01	MAY 01	MAY 01
V-E Day (France)	MAY 08	MAY 08	MAY 08	MAY 08	MAY 08
Ascension Day	MAY 26	MAY 18	MAY 09	MAY 29	MAY 14
National Day (France)	JUL 14	JUL 14	JUL 14	JUL 14	JUL 14
National Day (Switzerland)	AUG 01	AUG 01	AUG 01	AUG 01	AUG 01
Assumption Day (France)	AUG 15	AUG 15	AUG 15	AUG 15	AUG 15
Geneva Prayday	SEP 08	SEP 07	SEP 05	SEP 11	SEP 10
All Saints' Day (France)	NOV 01	NOV 01	NOV 01	NOV 01	NOV 01
Armistice Day (France)	NOV 11	NOV 11	NOV 11	NOV 11	NOV 11
Christmas Day	DEC 25	DEC 25	DEC 25	DEC 25	DEC 25
Restoration Day (Geneva)	DEC 31	DEC 31	DEC 31	DEC 31	DEC 31

1.1 IFR procedures

Procedures to be followed by arriving and departing ACFT are contained on the charts: STAR/SID RWY 04/22 REF: [LSGG AD 2.24](#).

Note: ATC may instruct DEV from standard ARR and DEP routes in accordance with noise abatement procedures.

In case of NON RNAV LSGG arrival, expect radar vectoring until interception of the instrument approach.

1.1.1 SID Descriptions

1.1.1.1 SID RWY 04 - RNAV (see chart LSGG AD 2.24.7 - 1)

RNAV Segment SID MOLUS 4N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	1900	-	044° (045.5°T)	-
CF (Navaid GVA)	PETAL	N	+5000	-	044° (045.5°T)	-
TF	MOLUS	N	+FL100	-	072° (073.7°T)	16.4

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- If UNA to comply with the specified PDG in the respective SID, ADZ ATC.
- Close-in obstacles: Trees and poles each side of RCL up to 170ft above DER ELEV.
- The SIDs are MNM noise routes.
- The MCAs specified in the SIDs are subject to airspace structure only. Published PDG do not guarantee maintaining of the MCAs.
- The SIDs are designed to meet GNSS criteria.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref [LSGG AD 2.13](#)).
- Due to wake turbulence, all ACFT except HVY jets should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall ADZ TWR 118.700 MHz on initial call if UNA to accept DEP from displaced THR (Declared distances, Ref [LSGG AD 2.13](#)).

1.1.1.1.1 STANDARD INSTRUMENT RNAV DEPARTURE ROUTES (see chart LSGG AD 2.24.7 - 1)

DESIGNATOR	RWY 04			
	ROUTE			Remark
	Lateral	Vertical	Contact	
MOLUS 4N PDG 5.4% to 1600ft	Climb straight ahead to PETAL then turn right to MOLUS.	INITIAL CLIMB CLEARANCE FL090. Cross PETAL at 5000ft or above, MOLUS at FL100 or above.	When instructed, contact GENEVA DEP 119.530.	See note below

Note 1: RNAV 1 (GNSS) required.

1.1.1.2 SID RWY 22 - RNAV (see chart LSGG AD 2.24.7 - 3)

RNAV Segment SID KONIL 5J						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	GG603	N	-	190	-	-
TF	DEREM	N	-	-	041° (043.0°T)	7.2
TF	GLA	N	+4000	-	040° (042.1°T)	4.2
TF	(D18.0 GVA)	N	+7000	-	041° (042.7°T)	7.8
TF	KONIL	N	-	-	041° (042.7°T)	5.3

RNAV Segment SID MOLUS 4A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	GG602	N	-	-	-	-
TF	TINAM	N	+FL100	-	051° (052.7°T)	24.2
TF	MOLUS	N	-	-	049° (050.8°T)	8.0

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- Close-in obstacles: Trees and poles each side of RCL up to 170ft above DER ELEV.
- The SIDs are MNM noise routes.
- The MCAs specified in the SIDs are subject to airspace structure only. Published PDG do not guarantee maintaining of the MCAs.
- The SIDs are designed to meet GNSS criteria.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref [LSGG AD 2.13](#)).

1.1.1.2.1 STANDARD INSTRUMENT RNAV DEPARTURE ROUTES (see chart LSGG AD 2.24.7 - 3)

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
KONIL 5J PDG 4.9% to 1900ft MNM climb gradient 11.5% to 4000ft to remain inside controlled airspace.	Climb on R224 GVA. When passing 1900ft but not before D3 GVA (D4.7 INBD PAS), turn right (MNM bank angle 25°, MAX IAS 190 kt until passing GG603). Proceed via GG603, DEREM, GLA to KONIL.	INITIAL CLIMB CLEARANCE FL090. Cross GLA at 4000ft or above, D18.0 GVA at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	Not AVBL to Jet ACFT with noise classification I, II and III, in accordance with AIP GEN 4.1 App A. See notes below.	

Note 1: For Routing after KONIL refer to Area Chart AD 2.24.6 - 3
 Note 2: RNAV 1 (GNSS) applicable when passing GG603.
 Note 3: Caution! High terrain North of AD. Do not fly North of track 041° to GG603.

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
MOLUS 4A PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS VOR/DME), turn left (MNM bank angle 25°). Proceed via GG602, TINAM to MOLUS.	INITIAL CLIMB CLEARANCE FL090. Cross TINAM at FL100 or above.	When instructed, contact GENEVA DEP 119.530.	See notes below.	

Note 1: RNAV 1 (GNSS) applicable when passing GG602.
 Note 2: MAX IAS 220kt when turn occurs between D8 and D10 from GVA.

1.1.1.3 SID RWY 04 - NON RNAV

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- If UNA to comply with the specified PDG in the respective SID, ADZ ATC.
- Close-in obstacles: Trees and poles each side of RCL up to 170ft above DER ELEV.
- The SIDs are MNM noise routes.
- The MCAs specified in the SIDs are subject to airspace structure only. Published PDG do not guarantee maintaining of the MCAs.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref [LSGG AD 2.13](#)).
- Due to wake turbulence, all ACFT except HVY jet, should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall ADZ TWR 118.700 MHz on initial call if UNA to accept DEP from displaced THR (Declared distances, Ref LSGG AD 2.13).

1.1.1.3.1 STANDARD INSTRUMENT NON RNAV DEPARTURE ROUTES (see chart LSGG AD 2.24.7 - 5)

DESIGNATOR	RWY 04			
	ROUTE			Remark
	Lateral	Vertical	Contact	
ARBOS 8N PDG 5.4% to 1600ft	Climb on R044 GVA. When passing 7000ft but not before D8 GVA, turn left. Establish TR014 to intercept R329 SPR. Proceed via LEGVO to ARBOS.	INITIAL CLIMB CLEARANCE FL090. Cross D9.5 GVA at 4000ft or above, D26 SPR at FL200 or above.	When instructed, contact GENEVA DEP 119.530.	
BALSI 9N PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. Proceed on R049 CBY to intercept R180 PAS. Proceed via RUMIL, LINNA, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross D10 PAS at FL100 or above, RUMIL at FL120 or above, LINNA at FL190 or above, BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530.	
CHAMBERY 1N (CBY 1N) PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. Proceed to CBY.	INITIAL CLIMB CLEARANCE FL080.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST LFLB, LFLP, and by ATC.
CHAMBERY 1P (CBY 1P) PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D2 GVA, turn left to PAS. When passing PAS, continue on R209 PAS. Proceed to CBY.	INITIAL CLIMB CLEARANCE FL080. Cross PAS at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST LFLB, LFLP, and by ATC.
DEPUL 4P PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D2 GVA, turn left to PAS. When passing PAS, intercept R234 PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at 7000ft or above. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530.	
DEPUL 4T PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn left to PAS. When passing PAS, intercept R234 PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at 7000ft or above. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530.	
MEDAM 5N/P/Q PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. At GG604, turn left. Establish TR181 to intercept R141 PAS. Proceed via ESAPI, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	
PASSEIRY 5P (PAS 5P) PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D2 GVA, turn left to PAS.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	
ROCCA 5N/P/Q PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. At GG604, turn left. Establish TR181 to intercept R131 PAS. Proceed via GG605, ODIKI to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST or overflying Italy planned below FL200 (T345).
SAINT-PREX 5N (SPR 5N) PDG 5.4% to 1600ft	Climb on R044 GVA. Proceed to SPR.	INITIAL CLIMB CLEARANCE FL090. Cross SPR at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	See notes below

Note: For Routing after SPR refer to Area Chart AD 2.24.6 - 3

DESIGNATOR	RWY 04				
	ROUTE			Contact	Remark
	Lateral	Vertical			
SIROD 7N PDG 5.4% to 1600ft	Climb on R044 GVA. When passing <i>7000ft</i> but not before D8 GVA, turn left. Establish TR356 to intercept R129 DJL. Proceed via KOVIM to SIROD.	INITIAL CLIMB CLEARANCE FL090. Cross D9.5 GVA at <i>4000ft</i> or above.	When instructed, contact GENEVA DEP 119.530.	See notes below	

Note: For Routing after SIROD refer to Area Chart AD 2.24.6 - 5

1.1.1.4 SID RWY 22 - NON RNAV

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- Close-in obstacles: Trees and poles each side of RCL up to 170 ft above DER ELEV.
- The SIDs are MNM noise routes.
- The MCAs specified in the SIDs are subject to airspace structure only. Published PDG do not guarantee maintaining of the MCAs.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref [LSGG AD 2.13](#)).

1.1.1.4.1 STANDARD INSTRUMENT NON RNAV DEPARTURE ROUTES (see chart LSGG AD 2.24.7 - 7)

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
BALSI 7A PDG 6.3% to 5400ft	Climb on R224 GVA. When passing <i>7000ft</i> but not before D8 GVA (PAS), turn left to intercept R180 PAS. Proceed via RUMIL, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross D10 PAS at FL100 or above, RUMIL at FL120 or above, D22 PAS at FL150 or above, BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530.		
CHAMBERY 1A (CBY 1A) PDG 4.9% to 3800ft	Climb on R224 GVA. At D8 GVA (PAS), turn left to intercept R209 PAS. Proceed to CBY.	INITIAL CLIMB CLEARANCE FL080.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST LFLB, LFLP, and by ATC.	
DEPUL 4A PDG 6.3% to 5400ft	Climb on R224 GVA. When passing <i>7000ft</i> but not before D8 GVA (PAS), turn right to intercept R234 PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530.		
DIPIR 6A PDG 6.3% to 5400ft	Climb on R224 GVA. When passing <i>7000ft</i> but not before D8 GVA (PAS), turn right to intercept R329 PAS (R149 DJL). Proceed via KELUK to DIPIR.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530.	See notes below	

Note: For Routing after DIPIR refer to Area Chart AD 2.24.6 - 5

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
KONIL 6A PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn right to intercept QDM 040 GLA. Proceed via DEREM to GLA. When passing GLA, continue on QDR 041 GLA. Proceed to KONIL.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530.	See notes below

Note: For Routing after KONIL refer to Area Chart AD 2.24.6 - 3

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
KONIL 6C PDG 4.9% to 1900ft MNM climb gradient 11.5% to 4000ft to remain inside controlled airspace.	Climb on R224 GVA. When passing 1900ft but not before D3 GVA (D4.7 INBD PAS), turn right (MNM bank angle 25°, MAX IAS 190 kt until established on QDM 040 GLA), establish TR 030 to intercept QDM 040 GLA. Proceed via DEREM to GLA. When passing GLA, continue on QDR 041 GLA. Proceed to KONIL.	INITIAL CLIMB CLEARANCE FL090. Cross GLA at 4000ft or above, D18.0 GVA at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	Not AVBL to Jet ACFT with noise classification I, II and III, in accordance with AIP GEN 4.1 App A. See notes below

Note 1: For Routing after KONIL refer to Area Chart AD 2.24.6 - 3

Note 2: Caution! High terrain North of AD. Do not fly North of QDM 040 GLA

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
KONIL 4D PDG 4.9% to 1900ft MNM climb gradient 11.5% to 4000ft to remain inside controlled airspace.	Climb on R224 GVA. When passing 1900ft but not before D3 GVA (D4.7 INBD PAS), turn right (MNM bank angle 25°, MAX IAS 190 kt until established on QDM 040 GLA), establish TR 030 to intercept QDM 040 GLA. Proceed via DEREM to GLA. When passing GLA, continue on QDR 041 GLA. Proceed to KONIL.	INITIAL CLIMB CLEARANCE 7000ft. Cross GLA at 4000ft or above, D18.0 GVA at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	Not AVBL to Jet ACFT with noise classification I, II and III, in accordance with AIP GEN 4.1 App A. See notes below

Note 1: For Routing after KONIL refer to Area Chart AD 2.24.6 - 3

Note 2: Caution! High terrain North of AD. Do not fly North of QDM 040 GLA.

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
MEDAM 5A/B/C PDG 6.3% to 5400ft MNM climb gradient 8.0% to FL100 to remain inside controlled airspace.	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn left to intercept R141 PAS. Proceed via ESAPI, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	
ROCCA 5A/B/C PDG 6.3% to 5400ft MNM climb gradient 8.0% to FL100 to remain inside controlled airspace.	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn left to intercept R131 PAS. Proceed via ODIKI to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	Note: Only for TFC DEST or overflying Italy planned below FL200 (T345).

1.1.2 OMNIDIRECTIONAL DEPARTURE PROCEDURES

GENERAL INFORMATION AND REQUIREMENTS FOR OMNIDIRECTIONAL DEPARTURE PROCEDURES

- Omnidirectional departures assigned by ATC only in case of unserviceable NAVAIDS.
- If unable to comply with the specified PDG advise ATC.
- Close-in obstacles: RWY04/22 Trees and poles each side of RCL up to 170ft above DER ELEV.
- RADAR required. Departing aircraft may be cleared to proceed direct to existing terminal points. Expected routing provided by ATC.
- Specified MCAs are subject to MVAs and airspace structure. Published PDGs do not guarantee MCAs.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref LSGG AD 2.13).
- When RWY 04 is in use: due to wake turbulence, all ACFT except HVY jets should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall advise TWR 118.700 MHz on initial call if unable to accept DEP from displaced THR (Declared distances, Ref LSGG AD 2.13).

1.1.2.1 OMNIDIRECTIONAL DEPARTURE RWY 04 (see chart LSGG AD 2.24.7 - 9)

DESIGNATOR	RWY 04			
	ROUTE			
	Lateral	Vertical	Contact	Remark
OMNID 1N PDG 5.4% to 6100ft	Climb straight ahead on track 044° to FL090, continue to en-route as cleared by ATC.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530.	Expect radar vectoring after initial climb.

Note: Strict adherence to initial climb nominal track required for noise abatement.

RADAR vectoring to En-route	
FPL route via	Expected ATC routing after initial climb
DIPIR or DJL	- KOVIM – SIROD – IBABA if outbound IBABA. - KOVIM – SIROD – DJL if outbound DJL.
ARBOS	LEGVO – ARBOS. Cross D10 to ARBOS at MNM FL200.
KONIL or GLA or PETAL	- MOLUS – SOSAL if outbound SOSAL. Cross MOLUS at MNM FL100. - KONIL – LORBU – FLORY if outbound via Y51.
MOLUS or DEREM or TINAM	MOLUS – SOSAL. Cross MOLUS at MNM FL100.
ROCCA	ODIKI – ROCCA. Cross ODIKI at MNM FL140, and D4 to ROCCA at MNM FL180.
MEDAM	ESAPI – VANAS – MEDAM. Cross ESAPI at MNM FL140, D26 to VANAS at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSI. Cross D8 to RUMIL at MNM FL100, RUMIL at MNM FL120, LINNA at MNM FL190, and BALSI at MNM FL200.
CBY or BELUS	CBY – BELUS. Cross CBY at MNM FL120.
ARGIS or DEPUL	ARGIS – DEPUL. Cross ARGIS at MNM FL130, DEPUL at MNM FL150.

1.1.2.2 OMNIDIRECTIONAL DEPARTURE RWY 22 (see chart LSGG AD 2.24.7 - 9)

DESIGNATOR	RWY 22			
	ROUTE			Remark
	Lateral	Vertical	Contact	
OMNID 1A PDG 7.6% to 6200ft	Climb straight ahead on track 224° to FL090, continue to en-route as cleared by ATC.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530.	Expect radar vectoring after initial climb.

Note: Strict adherence to initial climb nominal track required for noise abatement.

RADAR vectoring to En-route	
FPL route via	Expected ATC routing after initial climb
DIPIR or DJL	- KELUK – DIPIR – IBABA if outbound IBABA. - KELUK – DIPIR – DJL if outbound DJL.
ARBOS	KELUK – DIPIR – LERDU – ARBOS.
KONIL or GLA or PETAL	- KONIL – SOSAL if outbound SOSAL. - KONIL – LORBU – FLORY if outbound via Y51.
MOLUS or DEREM or TINAM	MOLUS – SOSAL. Cross MOLUS at MNM FL100.
ROCCA	ODIKI – ROCCA. Cross D11 to ODIKI at MNM FL090, D6 to ODIKI at MNM FL110, ODIKI at MNM FL140, and D4 to ROCCA at MNM FL180.
MEDAM	ESAPI – VANAS – MEDAM. Cross D12 to ESAPI at MNM FL100, D5 to ESAPI at MNM FL110, ESAPI at MNM FL140, D26 to VANAS at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSI. Cross D8 to RUMIL at MNM FL100, RUMIL at MNM FL120, LINNA at MNM FL150, and BALSI at MNM FL200.
CBY or BELUS	CBY – BELUS. Cross CBY at MNM FL120.
ARGIS or DEPUL	ARGIS – DEPUL. Cross ARGIS at MNM FL130, DEPUL at MNM FL150.

1.2 Procedure for IFR approaches

ACFT type must be reported at first radio contact with "Geneva Arrival".

1.3 Approach procedures

1.3.1 Procedure description of RNP RWY 04 (LSGG AD 2.24.10 - 3)

From INDIS						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	INDIS	N	+7000	220	-	-
TF	BELKA	N	6000	-	044° (045.5°T)	3.1
TF	RW04	Y	-	-	044° (045.3°T)	14.3
TF	GG852	N	+4000	-	044° (045.5°T)	11.7
TF	SPR	Y	+7000	-	044° (045.4°T)	8.9

1.3.2 Procedure description of RNP RWY 22 (LSGG AD 2.24.10 - 9)

From SPR						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	SPR	N	+7000	210	-	-
TF	GG811	N	-	-	224° (225.4°T)	7.7
TF	PETAL	N	-	-	224° (225.7°T)	0.9
TF	GG808	N	4000	-	224° (225.6°T)	2.0
TF	RW22	Y	-	-	224° (225.6°T)	8.1
TF	GG803	Y	-	-	224° (225.5°T)	9.2
DF	SPR	Y	+7000	185	-	-

1.4 ILS category III

The CAT III ILS (RWY 22) and the associated equipment are in compliance with ICAO SARPS.

1.5 Visual approaches by night

Due to high terrain, ATC will not initiate visual APCHs at night. Pilots familiar with the area may request visual APCHs at night. Requests will be APV subject to traffic conditions.

1.6 Runway Occupancy Time

Departures:

- If not fully ready, TAX into the HLDG bay.
- Pilots should be fully ready for a rapid line-up in sequence in accordance with ATC instructions.
- Pilots should ensure that cockpit checks are CMPL and cabin secured prior to line-up and be able to initiate the TKOF roll immediately upon receiving TKOF clearance.

Arrivals:

- Pilots are reminded that rapid RWY vacuation enables ATC to apply closer spacing on final APCH, allowing MAX RWY utilisation and minimising the occurrence of go-arounds.

2. Runway 04:

Exit TWYs to be used whenever possible:

For parking stands on South apron:

- Heavy ACFT: TWY C (1650 m from displaced THR) or TWY B (2350 m from displaced THR);
- Medium/Light/Small ACFT: TWY D (1300 m from displaced THR) or TWY C (1650 m from displaced THR).

For parking stands on North apron:

- Medium/Small/Light ACFT: TWY P (1600 m from displaced THR).

3. Runway 22:

Exit TWYs to be used whenever possible:

For parking stands on South apron:

- Heavy/Medium/Light/Small ACFT: TWY D (2000 m from THR) or TWY E (2600 m from THR).
TWY C shall not be used, except on ATC instruction.

For parking stands on North apron:

- Medium/Light/Small ACFT: TWY P (1800 m from THR).

1.7 STAR Descriptions

GENERAL INFORMATIONS AND REQUIREMENTS FOR RNAV STARs

- No turn onto base unless cleared by ATC.
- All STARs contain a HLDG pattern. HLDG procedures are only applied when requested by ATC. Expect radar vectors to final APCH RWY 04/22.
- ACFT cleared for an RNAV STAR may proceed beyond the IAF in accordance with the STAR.

1.7.1 STAR RWY 04 - RNAV (see chart AD 2.24.9 - 1 / - 3 / - 5)

RNAV STAR AKITO 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AKITO	N				
TF	GG518	N	-	-	220° (221.9°T)	24.6
TF	BOLGI	N	-	-	220° (221.8°T)	19.3
TF	LIRKO	N	+8000	250	220° (221.5°T)	7.7
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	-	143° (145.3°T)	11.5
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR DJL 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	DJL	N		-		-
TF	GG517	N	-	-	143° (144.7°T)	24.3
TF	LIRKO	N	+8000	-	143° (144.9°T)	27.0
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	250	143° (145.3°T)	11.5
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR LUSAR 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	LUSAR	N	+FL200	-	-	-
TF	SAUNI	N	+FL160	-	100° (102.3°T)	12.6
TF	LIRKO	N	+8000	-	101° (102.7°T)	14.3
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	250	143° (145.3°T)	11.5
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR BENOT 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	229° (231.4°T)	14.0
TF	GG514	N	-FL150	-	224° (226.2°T)	32.1
TF	SOVAD	N	-	-	224° (225.6°T)	17.4
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR BENOT 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	229° (231.4°T)	14.0
TF	VADAR	N	-	-	201° (202.5°T)	16.5
TF	GG512	N	-FL150	250	207° (208.6°T)	17.8
TF	BIVLO	N	-	-	224° (225.8°T)	17.2
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	220	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

RNAV STAR ULMES 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	229° (231.4°T)	14.7
TF	VADAR	N	-	-	229° (231.2°T)	13.8
TF	GG514	N	-FL150	-	246° (247.5°T)	18.2
TF	SOVAD	N	-	-	224° (225.6°T)	17.4
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR ULMES 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	229° (231.4°T)	14.7
TF	VADAR	N	-	-	229° (231.2°T)	13.8
TF	GG512	N	-FL150	250	207° (208.6°T)	17.8
TF	BIVLO	N	-	-	224° (225.8°T)	17.2
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	220	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

RNAV STAR BANKO 3N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BANKO	N	-	-	-	-
TF	GG520	N	+FL180	-	302° (304.4°T)	14.5
TF	GOLEB	N	-	-	302° (303.7°T)	10.3
TF	VALBU	N	+FL140	-	302° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	302° (304.2°T)	7.0
TF	BIVLO	N	-	250	302° (304.1°T)	4.9
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	220	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

RNAV STAR BELUS 3N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BELUS	N	-FL160	250	-	-
TF	RILTI	N	-	-	027° (028.9°T)	5.7
TF	CBY	N	+FL100	-	027° (029.0°T)	8.5
TF	INDIS	N	+7000	-	009° (011.0°T)	8.7
TF	GVA	N	-	220	043° (045.3°T)	19.6
TF	BIVLO	N	-	-	122° (123.9°T)	6.1
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	-	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

RNAV STAR KINES 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KINES	N	-	-	-	-
TF	GG519	N	-	-	347° (349.2°T)	12.0
TF	ROCCA	N	-	-	348° (349.7°T)	13.3
TF	GOLEB	N	-	-	347° (349.3°T)	18.7
TF	VALBU	N	+FL140	-	302° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	302° (304.2°T)	7.0
TF	BIVLO	N	-	250	302° (304.1°T)	4.9
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	220	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

1.7.1.1 STANDARD INSTRUMENT RNAV ARRIVAL ROUTES (see chart AD 2.24.9 - 1 / - 3 / - 5)

DESIGNATOR	RWY 04		
	ROUTE		Remark
	Lateral	Vertical	
AKITO 2N	From AKITO proceed via GG518, BOLGI, LIRKO (MAX IAS 250kt, MNM bank angle 25°), DINIG (IAF), SOVAD (MAX IAS 250kt), KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
BANKO 3N	From BANKO proceed via GG520, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
BELUS 3N	From BELUS (MAX IAS 250kt) proceed via RILTI, CBY (IAF), INDIS, GVA (MAX IAS 220kt), BIVLO (MAX IAS 220kt), PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
BENOT 1N	From BENOT proceed via NEMOS (IAF), GG514, SOVAD, KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
BENOT 1P	From BENOT proceed via NEMOS (IAF), VADAR, GG512 (MAX IAS 250kt), BIVLO, PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
DIJON 2N (DJL 2N)	From DJL proceed via GG517, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
KINES 2N	From KINES proceed via GG519, ROCCA, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
LUSAR 2N	From LUSAR proceed via SAUNI, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
ULMES 1N	From ULMES proceed via ESEVA, VADAR (IAF), GG514, SOVAD, KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
ULMES 1P	From ULMES proceed via ESEVA, VADAR (IAF), GG512 (MAX IAS 250kt), BIVLO, PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL

1.7.2 STAR RWY 22 - RNAV (see chart AD 2.24.9 - 7 / - 9 / - 11)

RNAV STAR AKITO 3R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AKITO	N	-	-	-	-
TF	GG518	N	-	-	220° (221.9°T)	24.6
TF	BOLGI	N	-	-	220° (221.8°T)	19.3
TF	LIRKO	N	+8000	250	220° (221.5°T)	7.7
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	-	143° (145.3°T)	11.5
TF	GG507	N	-	-	043° (045.3°T)	8.8
TF	GG514	N	-	220	044° (045.6°T)	8.5
FM	GG514	N	-	-	044° (045.6°T)	-

RNAV STAR DJL 2R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	DJL	N	-	-	-	-
TF	GG517	N	-	-	143° (144.7°T)	24.3
TF	LIRKO	N	+8000	-	143° (144.9°T)	27.0
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	250	143° (145.3°T)	11.5
TF	GG507	N	-	-	043° (045.3°T)	8.8
TF	GG514	N	-	220	044° (045.6°T)	8.5
FM	GG514	N	-	-	044° (045.6°T)	-

RNAV STAR LUSAR 2R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	LUSAR	N	+FL200	-	-	-
TF	SAUNI	N	+FL160	-	100° (102.3°T)	12.6
TF	LIRKO	N	+8000	-	101° (102.7°T)	14.3
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	250	143° (145.3°T)	11.5
TF	GG507	N	-	-	043° (045.3°T)	8.8
TF	GG514	N	-	220	044° (045.6°T)	8.5
FM	GG514	N	-	-	044° (045.6°T)	-

RNAV STAR BENOT 1R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	229° (231.4°T)	14.0
TF	VADAR	N	-	-	201° (202.5°T)	16.5
TF	SPR	N	-	-	226° (228.3°T)	17.0

RNAV STAR BENOT 1T						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	229° (231.4°T)	14.0
TF	VEROX	N	-	-	229° (231.2°T)	17.6
TF	SPR	N	-	-	197° (198.5°T)	16.4

RNAV STAR ULMES 1R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	229° (231.4°T)	14.7
TF	VADAR	N	-	-	229° (231.2°T)	13.8
TF	SPR	N	-	-	226° (228.3°T)	17.0

RNAV STAR BANKO 3R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BANKO	N	-	-	-	-
TF	GG520	N	+FL180	-	302° (304.4°T)	14.5
TF	GOLEB	N	-	-	302° (303.7°T)	10.3
TF	VALBU	N	+FL140	-	302° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	302° (304.2°T)	7.0
TF	BIVLO	N	+7000	250	302° (304.1°T)	4.9
TF	GG525	N	-	-	044° (045.5°T)	8.7
TF	GG512	N	-	220	044° (045.7°T)	8.5
FM	GG512	N	-	-	044° (045.7°T)	-

RNAV STAR BELUS 3R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BELUS	N	-	-	-	-
TF	RILTI	N	-FL180	-	027° (028.9°T)	5.7
TF	CBY	N	-	-	027° (029.0°T)	8.5
TF	GG502	N	+FL100	-	052° (053.9°T)	7.3
TF	PITOM	N	MNM 7000 MAX FL150	-	043° (045.0°T)	12.0
TF	BIVLO	N	+7000	-	044° (045.8°T)	8.8
TF	GG525	N	-	-	044° (045.5°T)	8.7
TF	GG512	N	-	220	044° (045.7°T)	8.5
FM	GG512	N	-	-	044° (045.7°T)	-

RNAV STAR KINES 2R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KINES	N	-	-	-	-
TF	GG519	N	-	-	347° (349.2°T)	12.0
TF	ROCCA	N	-	-	348° (349.7°T)	13.3
TF	GOLEB	N	-	-	347° (349.3°T)	18.7
TF	VALBU	N	+FL140	-	302° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	302° (304.2°T)	7.0
TF	BIVLO	N	+7000	250	302° (304.1°T)	4.9
TF	GG525	N	-	-	044° (045.5°T)	8.7
TF	GG512	N	-	220	044° (045.7°T)	8.5
FM	GG512	N	-	-	044° (045.7°T)	-

1.7.2.1 STANDARD INSTRUMENT RNAV ARRIVAL ROUTES (see chart AD 2.24.9 - 7 / - 9/ - 11)

DESIGNATOR	RWY 22		
	ROUTE		Remark
	Lateral	Vertical	
AKITO 3R	From AKITO proceed via GG518, BOLGI, LIRKO (MAX IAS 250kt, MNM bank angle 25°), DINIG (IAF), SOVAD (MAX IAS 250kt), GG507, GG514 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
BANKO 3R	From BANKO proceed via GG520, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), GG525, GG512 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
BELUS 3R	From BELUS proceed via RILTI, CBY (IAF), GG502, PITOM, BIVLO, GG525, GG512 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
BENOT 1R	From BENOT proceed via NEMOS (IAF), VADAR, SPR (IF) to FINAL APCH 22.	Refer to chart	
BENOT 1T	From BENOT proceed via NEMOS (IAF), VEROX, SPR (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	
DIJON 2R (DJL 2R)	From DJL proceed via GG517, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), GG507, GG514 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
KINES 2R	From KINES proceed via GG519, ROCCA, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), GG525, GG512 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
LUSAR 2R	From LUSAR proceed via SAUNI, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), GG507, GG514 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
ULMES 1R	From ULMES proceed via ESEVA, VADAR (IAF), SPR (IF) to FINAL APCH 22.	Refer to chart	

2. VFR procedures (Including non-radio ACFT)

Refer to VFR Manual, LSGG AD INFO.

3. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	VIS (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
All	A	500/---	250/---	150/---	NIL
	B	600/---	300/---	150/---	NIL
	C	600/---	300/---	150/---	NIL
	D	800/---	400/---	200/---	NIL

LSGG AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AKITO	N 47 12 48.0	E 006 38 55.5	RNAV STAR LSGG
ARBOS	N 46 59 03.0	E 006 01 35.0	NON RNAV SID LSGG/OMNI DEP LSGG
ARGIS	N 45 58 15.6	E 005 35 56.7	NON RNAV SID LSGG/OMNI DEP LSGG
BALSI	N 45 28 38.6	E 005 57 38.8	NON RNAV SID LSGG/OMNI DEP LSGG
BELKA	N 46 03 40.1	E 005 51 02.1	RNAV STAR LSGG
BELUS	N 45 40 30.7	E 005 35 37.7	RNAV STAR LSGG/OMNI DEP LSGG
BEVEN	N 45 41 18.5	E 005 58 21.8	NON RNAV SID LSGG/OMNI DEP LSGG
BOLGI	N 46 40 03.7	E 005 56 17.6	RNAV STAR LSGG
CBY	N 45 52 54.8	E 005 45 26.3	NON RNAV SID LSGG/RNAV STAR LSGG/OMNI DEP LSGG
DEPUL	N 45 55 30.0	E 005 29 40.0	NON RNAV SID LSGG/OMNI DEP LSGG
DIPIR	N 46 40 09.1	E 005 35 35.1	NON RNAV SID LSGG/OMNI DEP LSGG
DJL	N 47 16 14.8	E 005 05 50.4	NON RNAV SID LSGG/RNAV STAR LSGG/OMNI DEP LSGG
GG502*	N 45 57 13.8	E 005 53 56.6	RNAV STAR LSGG
GG503*	N 46 05 44.6	E 005 41 48.8	RNAV STAR LSGG
GG507*	N 46 26 27.1	E 006 11 59.6	RNAV STAR LSGG
GG510*	N 45 46 22.8	E 005 48 10.6	RNAV STAR LSGG
GG512*	N 46 23 49.8	E 006 32 56.5	RNAV STAR LSGG
GG514*	N 46 32 24.7	E 006 20 48.9	RNAV STAR LSGG
GG517*	N 46 56 22.8	E 005 26 22.1	RNAV STAR LSGG
GG518*	N 46 54 25.7	E 006 14 56.3	RNAV STAR LSGG
GG519*	N 45 31 38.5	E 006 42 07.3	RNAV STARS LSGG
GG520*	N 45 57 22.9	E 006 46 05.8	RNAV STAR LSGG
GG525*	N 46 17 53.5	E 006 24 08.0	RNAV STAR LSGG
GG602*	N 46 06 58.8	E 006 04 01.8	RNAV SID LSGG
GG603*	N 46 16 07.0	E 006 03 28.0	RNAV SID LSGG
GG604*	N 46 12 06.7	E 006 18 31.5	NON RNAV SID LSGG
GG605*	N 45 58 33.2	E 006 17 29.9	NON RNAV SID LSGG
GG803*	N 46 08 34.5	E 005 58 10.9	RNP IAC RWY22 LSGG
GG808*	N 46 20 41.0	E 006 15 57.4	RNP IAC RWY22 LSGG
GG811*	N 46 22 42.9	E 006 18 57.5	RNP IAC RWY22 LSGG
GG852*	N 46 21 52.8	E 006 17 43.5	RNP IAC RWY04 LSGG
IBABA	N 46 52 38.0	E 005 25 15.0	OMNI DEP LSGG
INDIS	N 46 01 28.0	E 005 47 49.2	RNAV STAR LSGG
KELUK	N 46 33 20.0	E 005 41 08.0	NON RNAV SID LSGG/OMNI DEP LSGG
KERAD	N 46 14 07.1	E 005 53 57.5	RNAV STAR LSGG
KOVIM	N 46 36 52.6	E 006 12 22.8	NON RNAV SID LSGG/OMNI DEP LSGG
LEGVO	N 46 40 04.5	E 006 17 08.0	NON RNAV SID LSGG/OMNI DEP LSGG
LINNA	N 45 49 01.7	E 005 58 48.1	NON RNAV SID LSGG/OMNI DEP LSGG
LTP	N 45 29 20.3	E 005 26 20.6	RNAV STAR LSGG
PINOT	N 45 59 07.6	E 005 55 33.5	IAC ILS RWY 04 LSGG
PITOM	N 46 05 41.0	E 006 06 07.0	RNAV STAR LSGG
RILTI	N 45 45 30.1	E 005 39 33.9	RNAV STAR LSGG
SAUNI	N 46 37 25.3	E 005 28 39.7	RNAV STAR LSGG

* Clearance to one of these waypoints: „Cleared to waypoint 502”

2. Advanced Surface Movement Guidance and Control System A-SMGCS

The A-SMGCS at Genève AP is supported by SMR and Mode S multilateration, which provides ACFT PSN information and IDENT to "TWR", "Ground" and "Apron Control". These units will pass information and instructions on the appropriate frequencies REF: LSGG AD 2.18.

ACFT operators intending to use Genève AP shall ensure that Mode S transponders are able to operate when an ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addressed interrogations only.

When an ACFT is on the ground, the transponder shall be inhibited to reply to Mode S all-call interrogations and replies to Mode A/C interrogations shall also be suppressed.

FLT crew shall select the assigned Mode A (squawk) code and activate the Mode S transponder on request for push-back or TAX, whichever is first, and after LDG until RCH the ACFT stand. The transponder shall be switched off immediately after parking.

Activation of a Mode S transponder normally means selecting the AUTO or XPDR PSN and transponders provided with on-the-ground sensors are automatically switched to this function before TKOF and after LDG. If using a transponder not fitted with an on-the-ground-sensor then refer to the operator's guide. Selection of STAND-BY mode will not activate the Mode S transponder and selecting ON could override the required suppression of SSR Mode A replies and Mode S all-call replies when an ACFT is on the ground.

3. Bird Hazard and Wildlife Management Services

Bird hazard and wildlife management services operate within the AP BDRY and up to 500ft AGL.

A system is installed to prevent bird-strikes. It comprises 40 remote-controlled multiple detonation cannons on both side of the CONC RWY. Crews may request its activation by contacting ATC.

In accordance with ICAO, following any collision with an animal, a "Bird Strike Report" shall be CMPL by the crew involved.

LSGG AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSGG AD 2.24.1 - 1
Aircraft Parking/Docking Chart - Area South	LSGG AD 2.24.2 - 1
Aerodrome Ground Movement Chart - Area South East	LSGG AD 2.24.3 - 1
Aerodrome Ground Movement Chart - Area North	LSGG AD 2.24.3 - 3
Aerodrome Obstacle Chart - Type A - RWY 04	LSGG AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 22	LSGG AD 2.24.4 - 3
Precision Approach Terrain Chart - RWY 22	LSGG AD 2.24.5 - 1
Area Chart - Transit Routes (through Geneva TMA to LFLB / LFLP)	LSGG AD 2.24.6 - 1
Area Chart - Transit Routes (after KONIL / SPR / MOLUS departures)	LSGG AD 2.24.6 - 3
Area Chart - Transit Routes (after SID SIROD / DIPIR departures)	LSGG AD 2.24.6 - 5
SID RWY 04 - RNAV	LSGG AD 2.24.7 - 1
SID RWY 22 - RNAV	LSGG AD 2.24.7 - 3
SID RWY 04 - NON RNAV	LSGG AD 2.24.7 - 5
SID RWY 22 - NON RNAV	LSGG AD 2.24.7 - 7
OMNIDIRECTIONAL DEPARTURES RWY 04/22	LSGG AD 2.24.7 - 9
STAR RWY 04 - RNAV - (LUSAR - DJL - AKITO)	LSGG AD 2.24.9 - 1
STAR RWY 04 - RNAV - (BENOT - ULMES)	LSGG AD 2.24.9 - 3
STAR RWY 04 - RNAV - (BELUS - KINES - BANKO)	LSGG AD 2.24.9 - 5
STAR RWY 22 - RNAV - (LUSAR - DJL - AKITO)	LSGG AD 2.24.9 - 7
STAR RWY 22 - RNAV - (BENOT - ULMES)	LSGG AD 2.24.9 - 9
STAR RWY 22 - RNAV - (BELUS - KINES - BANKO)	LSGG AD 2.24.9 - 11
IAC ILS RWY 04	LSGG AD 2.24.10 - 1
IAC RNP RWY 04	LSGG AD 2.24.10 - 3
IAC SRA RWY 04	LSGG AD 2.24.10 - 5
IAC ILS RWY 22 CAT II/III	LSGG AD 2.24.10 - 7
IAC RNP RWY 22	LSGG AD 2.24.10 - 9
IAC SRA RWY 22	LSGG AD 2.24.10 - 11
ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD temperatures - 8° to 1° C)	LSGG AD 2.24.13 - 1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD temperatures 2° C and above)	LSGG AD 2.24.13 - 3

LSGG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION

The information on visual segment surface penetration is published on the respective instrument approach chart. See [LSGG AD 2.24](#) for details.

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
04	Calvert Cat. I	✓	✓	PAPI 3° MEHT 18.50 m	-	✓	✓	600 m	✓
22	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 19.94 m	✓	✓	✓	600 m	✓

ATIS	135.580
DEL	121.680
GND NORTH	121.680
APRON SOUTH	121.855
TWR	118.700

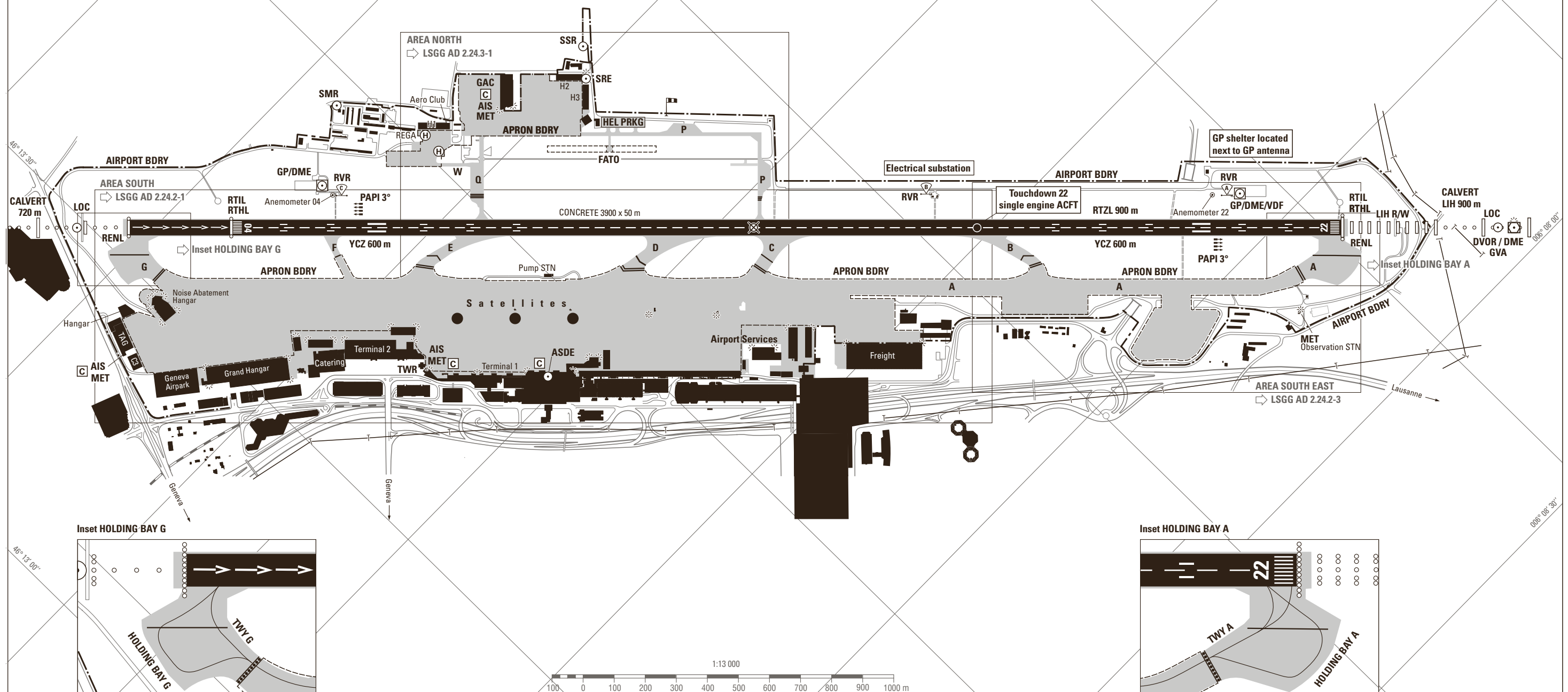
Surface
Apron CONC/ASPH
TWY CONC

- LEGEND
- Holding position CAT I
 - Stop bar CAT II-III
 - Stop bar CAT I-II-III H24

For OBST see AIP LSGG AD 2.10

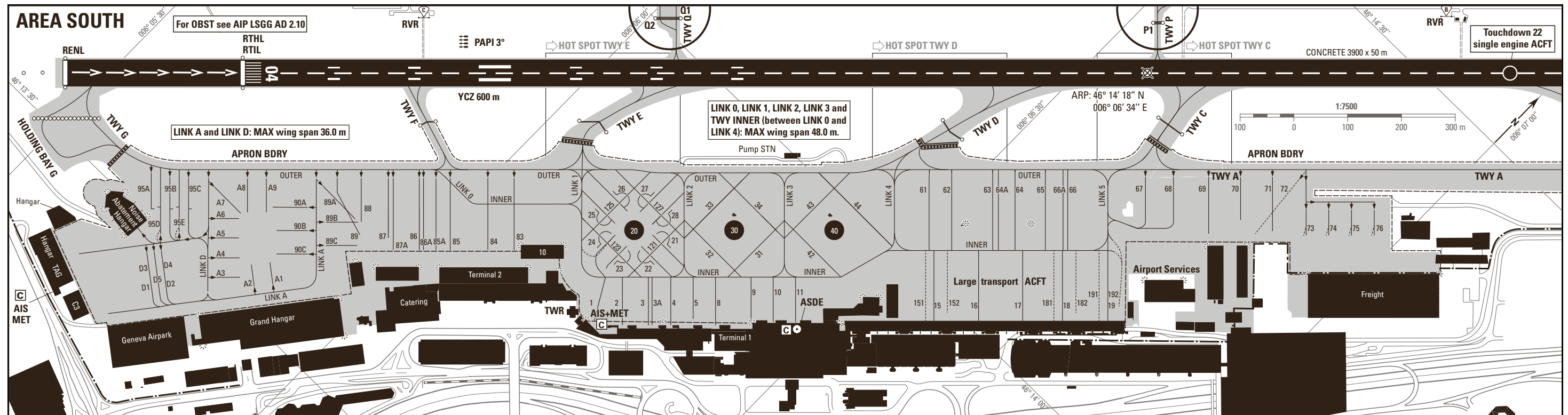
TWY LGT
EDGE Apron area, RWY-Exits, TWY curves
CL A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4, 5, HLDG bays A and G. Partially installed on Q, P, HLDG bays Q and P
RETIL B, D and E
RGL A*, B, C, D, E, F, G*, P, Q - *Across TWY

LSGG	WGS-84	AD ELEV ft 1411
ARP	46° 14' 18" N / 006° 06' 34" E	—
THR	04	46° 13' 40" N / 006° 05' 38" E 1411
	22	46° 15' 01" N / 006° 07' 37" E 1365

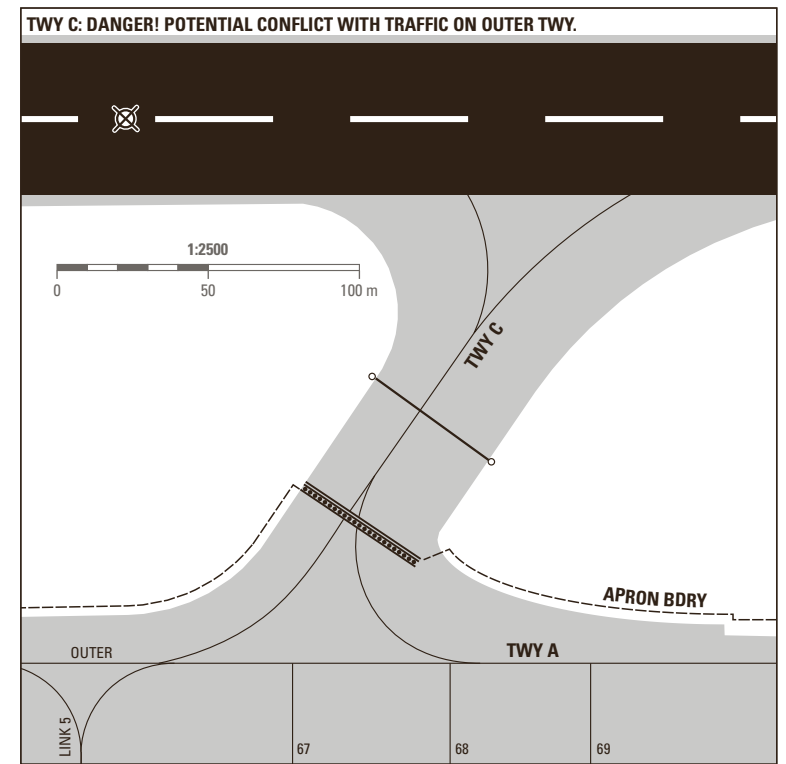
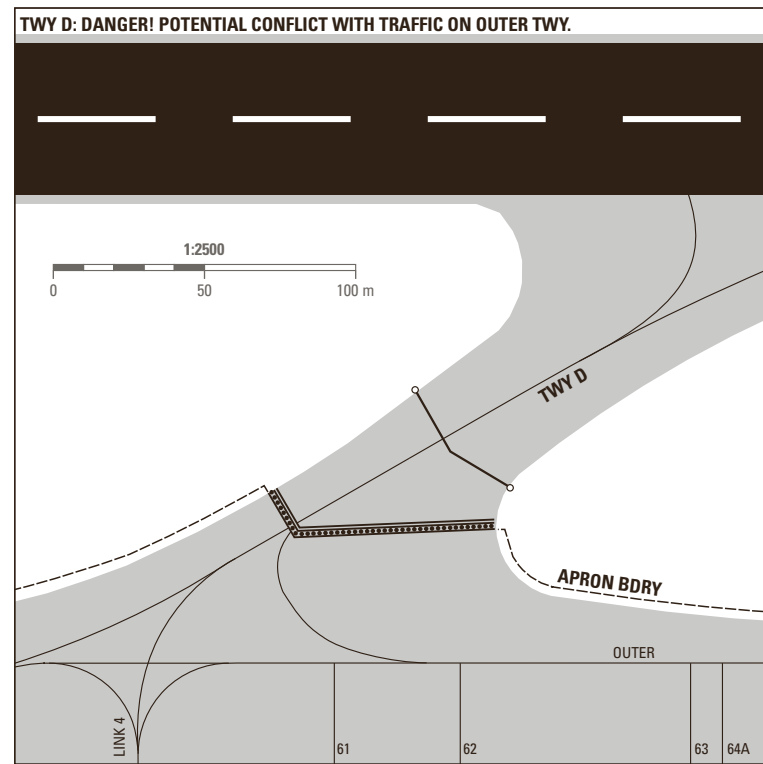
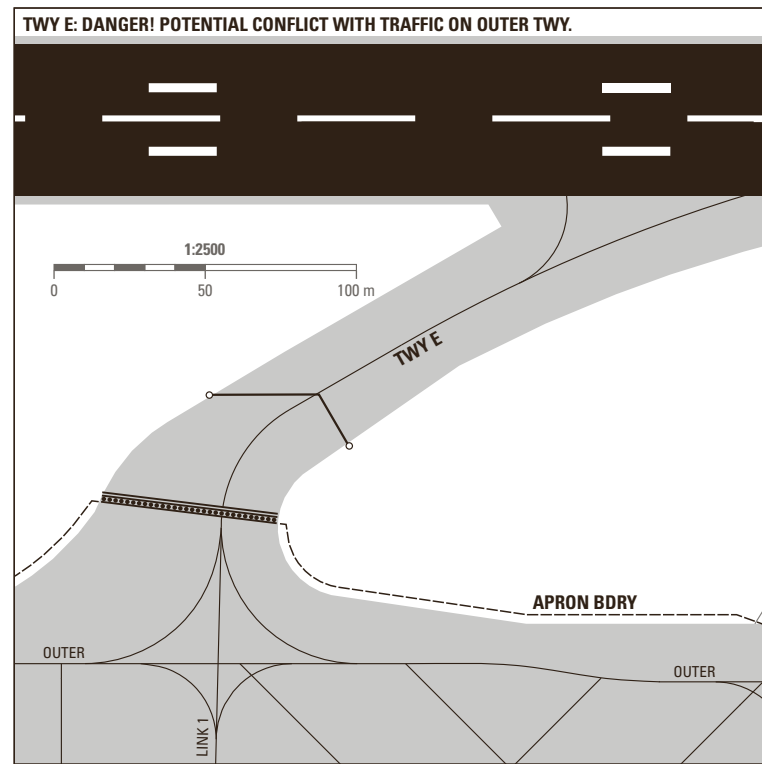


COR: FATO, TWY Y/Z renamed to P/Q, HLDG PSN, legend (WEF 03OCT2024)

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HOT SPOTS



TWY LGT	
EDGE	Apron area, RWY-Exits, TWY curves
CL	A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4, 5, HLDG bays A and G. Partially installed on Q, P, HLDG bays Q and P
RETIL	B, D and E
RGL	A*, B, C, D, E, F, G*, P, Q - *Across TWY

LEGEND/RMK
Arrivals:
 PSN equipped with/without visual docking guidance system \square LSGG AD 2.9
 The appropriate stop line - 1, 2 or 3 - at the ACFT stand will be transmitted by Geneva APRON.
Departures:
 Push back procedure \square LSGG AD 2.20

ATIS	135.580
DEL	121.680
APRON SOUTH	121.855
TWR	118.700

RWY Inursion HOTSPOT
 ACFT taxiing on TWY Q or P southbound: Be aware of RWY AHEAD.

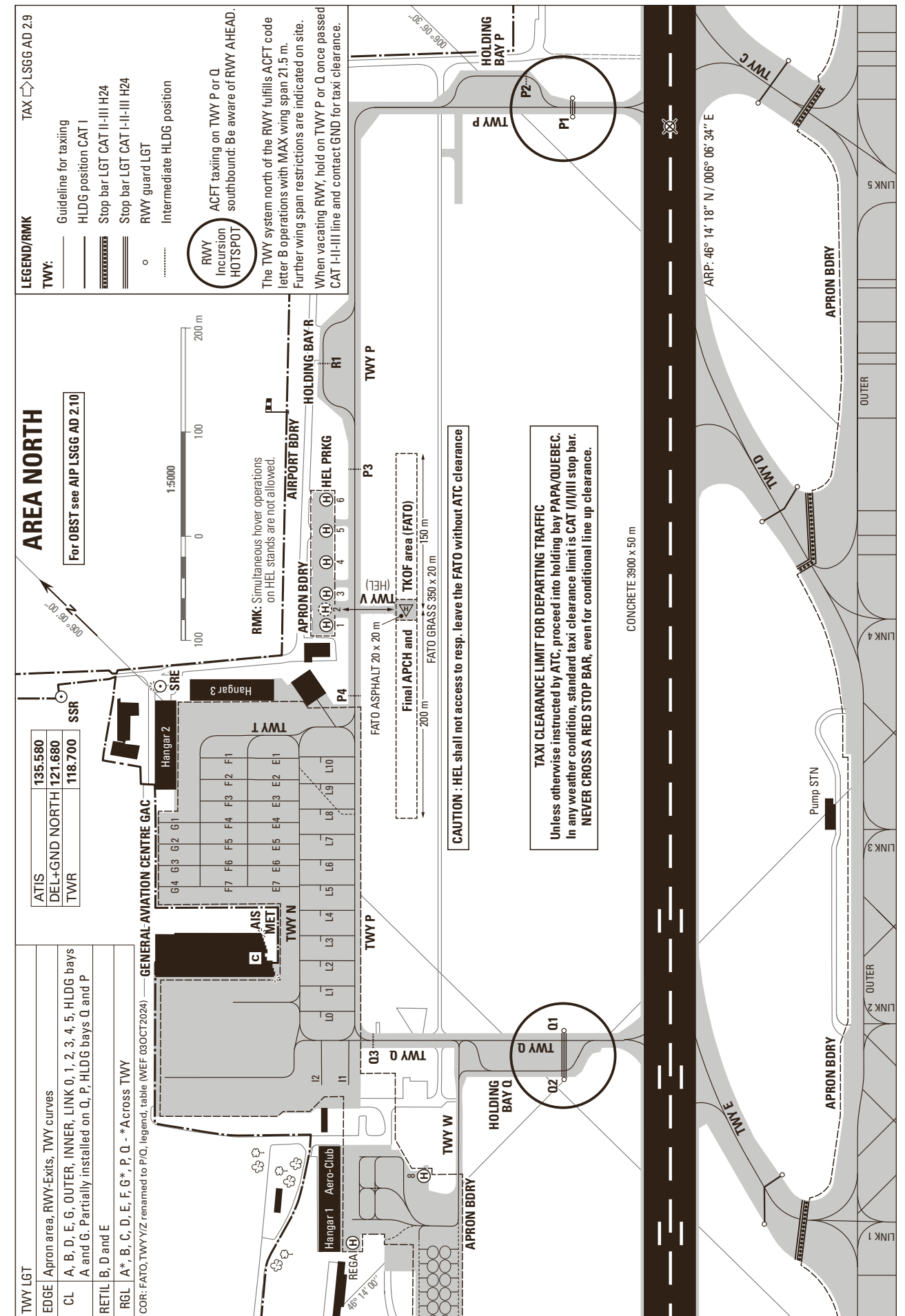
TWY:
 ——— Guideline for taxiing
 ——— HLDG position CAT I
 ——— Stop bar LGT CAT II-III
 ——— Stop bar LGT CAT II-III H24
 ——— Stop bar LGT CAT I-II-III H24
 ○ RWY guard LGT

Taxiways:
 On apron, wing tip clearance is provided only if ACFT main gear center remains over the guidelines.
 When RWY 22 is in use: ACFT shall not use TWY CHARLIE unless otherwise instructed by TWR. If instructed to vacate via TWY CHARLIE, ACFT shall clear the RWY and hold on TWY CHARLIE remaining clear of OUTER TWY.
 The TWY system south of the RWY fulfills ACFT code letter E operations (MAX wing span 65.0 m).
 Exceptions and particularities are listed \square AD 2.8 § 5.

COR: TWY Y/Z renamed to P/Q, HLDG PSN Q1 Q2 P1, Legend (WEF 03OCT2024)

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LSZA AD 2.21 NOISE ABATEMENT PROCEDURES**1. General**

- The following regulations are defined to avoid excessive noise at and in the VCY of Lugano AP.
- Operators UNA to comply with these rules and procedures shall submit for APV to Lugano AP Authority those procedures they intend to apply.
- All ACFT types to be used for regular services at Lugano AP will be subject to an individual noise qualification prior to receiving operational rights.
- In particular cases, Lugano AP Authority can issue differing procedures and rules for noise abatement.

2. Aircraft not admitted unless a special authorisation

The following ACFT types are not admitted to operate at Lugano AP unless a special AUTH has been issued by Lugano AP Authority.

The request for a special AUTH must be filed at least 24 HR before the intended ARR.

2.1 Jet aeroplanes

REF: [GEN 4.1.12.](#), class I, II, III, IV.

2.2 Propeller aeroplanes

REF: [GEN 4.1.13.](#), class A and following aeroplanes of class B:

- BE-55 Beech Baron 55
- C 210 Cessna
- C 336/337 Cessna; 336 Skymaster/337 Super Skymaster

2.3 Helicopters

- Bell 204
- Bell 214
- Kamow

3. Circling procedure RWY 19

The Circling Foxtrot procedure is the preferential manoeuvre for noise abatement purposes when LDG on RWY 19.

FLTs performing a visual APCH to RWY 19 from a PSN south or east of the AP are requested, if conditions permit, to join the circling Foxtrot pattern at the beginning of the base turn.

4. Reverse thrust

For deceleration it is recommended to use the entire RWY LEN AVBL; use of reverse thrust shall be limited to only when safety or particular operational reasons require it.

5. Taxi and holding

Aeroplanes shall be operated so as to reduce noise to a MNM during TAX and HLDG operations.

6. Auxiliary Power Units (APU)

The following regulations are applicable to the use of APU:

- a MAX of 20 MIN prior to the ACFT DEP,
- a MAX of 20 MIN after the ACFT ARR.

The use of APU shall be restricted to a MNM DUR.

For maintenance, only the GPU shall be used, except for technical reasons on Coordination with the Airport Authority.

7. Instruction and qualification flights

Operators are requested to plan introduction flights well in advance. Airport authority should be contacted whenever possible latest 5 days in advance of the planned training.

LSZA AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 IFR procedures

The use of IFR APCH or DEP procedures in Lugano is limited to pilots, operators and ACFT fulfilling the AP Qualifications in accordance with § 1.2.

Helicopter flight crews are allowed to operate without Lugano Qualification.

1.1.1 IFR departure procedures

Any departing ACFT must comply with the requirements of Aircraft Certification § 1.2.1, as well as with the relevant procedures published on the SID charts.

SID (Standard Instrument Departures):

- a. Requirements:
 - Pilot Qualification type A.Conditions:
 - VIS 3000 m or more and ceiling 2100 ft AAL or HYR.
- b. Requirements:
 - Pilot Qualification type D.Conditions:
 - for ME (A) VIS 400 m or more and less than 3000 m
 - for SE (A) VIS 800 m or more and less than 3000 m, ceiling 1200 ft AAL or HYR

LSZH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 10
2	Rescue equipment	Available
3	Capability for removal of disabled aircraft	Yes
4	Remarks	Fire Brigade available when ACFT on ground on 123.100 MHz in German and English. Ask ATC for frequency change on second set.

LSZH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	8 snow blowers, 17 snow ploughs, 19 ACFT de-icers, 11 RWY and apron de-icers, 25 jet sweepers
2	Clearance priorities	Varies according to conditions at AD
3	Remarks	All Rwys / Twys / Aprons de-iced / anti-iced with KFOR (potassium formate fluids)

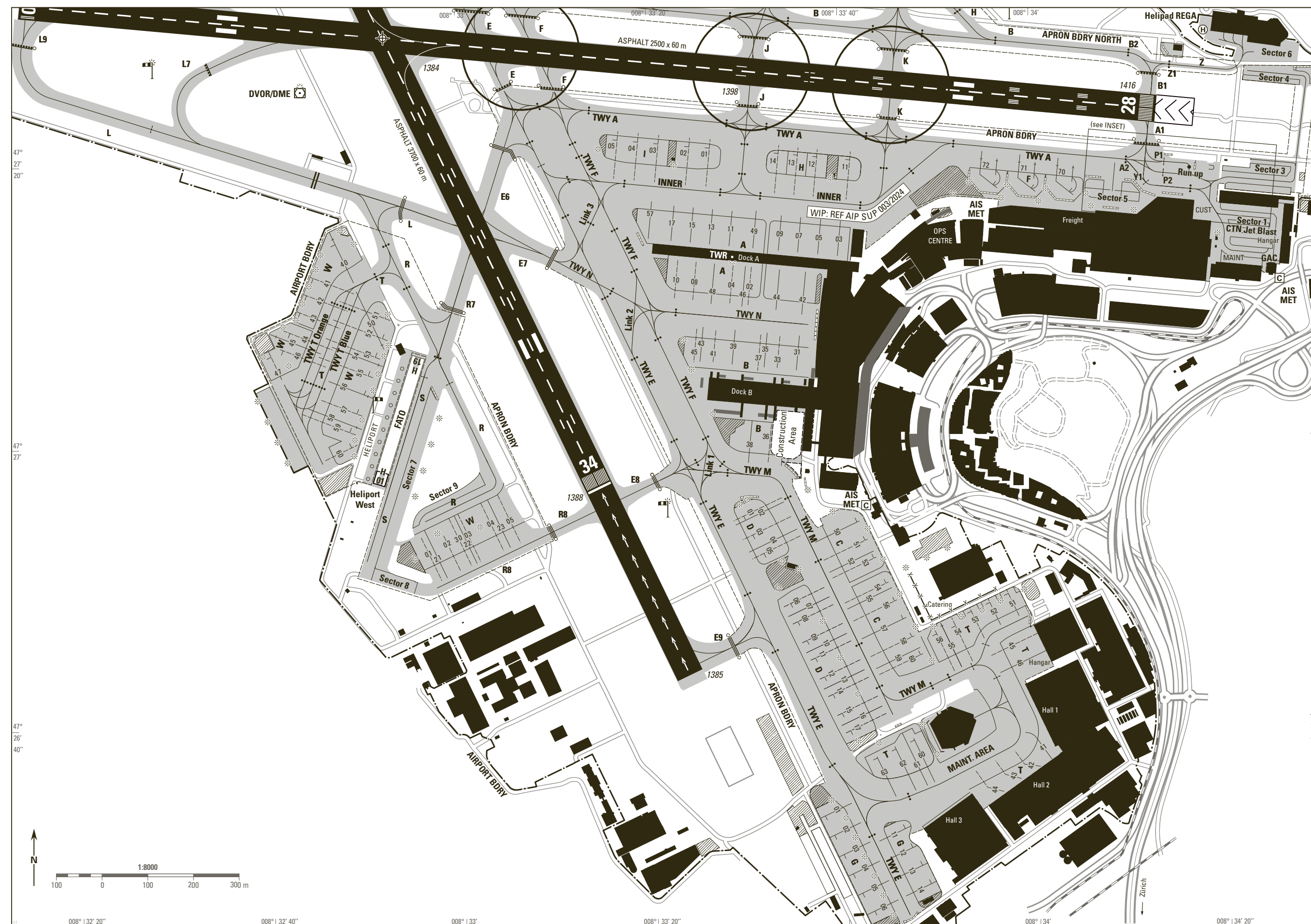
LSZH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	Designation, surface and strength of Aprons	CONC - PCN 60 R/B/W/T
2	Designation, width, surface and strength of Taxiways	WID: 27 m and 23 m CONC - PCN 60 R/B/W/T
3	ACL location and elevation	Beginning RWY 10: 1391 ft Beginning RWY 28: 1416 ft Beginning RWY 14: 1402 ft Beginning RWY 32: 1402 ft Beginning RWY 16: 1390 ft Beginning RWY 34: 1385 ft Parking sector A: 1400 ft Parking sector C, D: 1390 ft Parking sector B, I: 1397 ft Parking sector E: 1395 ft Parking sector F: 1407 ft Parking sector H: 1404 ft Parking sector P: 1385 ft Parking sector T: 1394 ft Parking sector W: 1382 ft
4	Location of VOR checkpoints	NIL
5	Location of INS checkpoints	

NR	COORD WGS 84	NR	COORD WGS 84	NR	COORD WGS 84
A02	47 27 12.59N 008 33 31.05E	A57	47 27 15.58N 008 33 20.44E	C53	47 26 52.13N 008 33 43.45E
A03	47 27 14.35N 008 33 40.18E			C54	47 26 50.34N 008 33 44.68E
A04	47 27 12.40N 008 33 29.08E	B31	47 27 05.67N 008 33 35.65E	C55	47 26 49.94N 008 33 45.04E
A05	47 27 14.42N 008 33 38.15E			C56	47 26 49.06N 008 33 45.56E
A07	47 27 14.56N 008 33 36.01E	B33	47 27 05.87N 008 33 33.66E	C57	47 26 47.81N 008 33 46.50E
A08	47 27 13.03N 008 33 25.29E			C58	47 26 46.51N 008 33 47.32E
A09	47 27 14.50N 008 33 33.99E	B35	47 27 05.81N 008 33 32.29E	C59	47 26 45.72N 008 33 48.10E
A10	47 27 12.97N 008 33 23.34E	B36	47 27 01.24N 008 33 32.90E	C60	47 26 45.24N 008 33 48.20E
A11	47 27 15.08N 008 33 28.87E	B37	47 27 05.55N 008 33 31.60E		
A13	47 27 15.28N 008 33 26.86E	B38	47 27 01.55N 008 33 30.88E	D01	47 26 55.25N 008 33 29.93E
A15	47 27 15.29N 008 33 24.82E	B39	47 27 06.05N 008 33 28.94E	D02	47 26 54.92N 008 33 30.01E
A17	47 27 15.27N 008 33 22.78E	B41	47 27 06.35N 008 33 26.97E	D03	47 26 53.90N 008 33 30.86E
		B43	47 27 06.48N 008 33 25.62E	D04	47 26 52.95N 008 33 31.26E
A42	47 27 11.77N 008 33 36.63E	B45	47 27 06.51N 008 33 24.98E	D05	47 26 52.58N 008 33 32.00E
A44	47 27 12.13N 008 33 33.96E			D06	47 26 49.00N 008 33 34.74E
A46	47 27 12.38N 008 33 30.37E	C50	47 26 54.70N 008 33 41.76E	D07	47 26 48.09N 008 33 34.47E
A48	47 27 12.64N 008 33 27.17E	C51	47 26 53.41N 008 33 42.57E	D08	47 26 47.70N 008 33 35.45E
A49	47 27 14.80N 008 33 31.35E	C52	47 26 52.57N 008 33 43.22E	D09	47 26 46.35N 008 33 36.38E

5	Location of INS checkpoints					
	NR	COORD WGS 84	NR	COORD WGS 84	NR	COORD WGS 84
	D10	47 26 45.49N 008 33 36.25E	E64	47 27 41.12N 008 33 04.63E	T44	47 26 35.54N 008 33 56.25E
	D11	47 26 45.11N 008 33 37.24E	E67	47 27 42.19N 008 33 04.18E	T45	47 26 46.45N 008 33 59.87E
	D12	47 26 43.76N 008 33 38.17E			T46	47 26 45.07N 008 34 00.23E
	D13	47 26 42.90N 008 33 38.04E	F70	47 27 17.95N 008 34 04.41E	T51	47 26 49.50N 008 33 57.45E
	D14	47 26 42.51N 008 33 39.03E	F71	47 27 18.23N 008 34 00.43E	T52	47 26 48.88N 008 33 55.51E
	D15	47 26 41.16N 008 33 39.96E	F72	47 27 18.51N 008 33 56.45E	T53	47 26 48.27N 008 33 53.56E
	D16	47 26 40.30N 008 33 39.83E			T54	47 26 47.25N 008 33 51.89E
	D17	47 26 39.91N 008 33 40.81E	G01	47 26 33.89N 008 33 38.03E	T55	47 26 47.26N 008 33 50.46E
			G02	47 26 32.51N 008 33 38.97E	T56	47 26 26.70N 008 33 49.90E
	E4M	47 27 38.86N 008 33 15.85E	G03	47 26 31.13N 008 33 39.92E	T60	47 26 39.19N 008 33 47.42E
	E5M	47 27 39.25N 008 33 08.66E	G04	47 26 29.75N 008 33 40.87E	T61	47 26 39.22N 008 33 46.47E
			G05	47 26 28.37N 008 33 41.82E	T62	47 26 38.57N 008 33 45.47E
	E19	47 27 41.16N 008 33 30.08E	G06	47 26 27.08N 008 33 43.05E	T63	47 26 37.95N 008 33 43.52E
	E20	47 27 38.04N 008 33 30.07E	G11	47 26 32.90N 008 33 46.37E		
	E23	47 27 40.85N 008 33 27.92E	G12	47 26 31.55N 008 33 47.13E	W01	47 26 53.81N 008 32 56.31E
	E26	47 27 38.05N 008 33 26.60E	G13	47 26 30.28N 008 33 48.12E	W02	47 26 53.98N 008 32 58.59E
	E27	47 27 41.13N 008 33 24.48E	G14	47 26 28.97N 008 33 49.02E	W03	47 26 55.11N 008 33 00.42E
	E32	47 27 38.18N 008 33 23.26E			W04	47 26 55.58N 008 33 03.02E
	E33	47 27 41.85N 008 33 21.81E	H11	47 27 20.38N 008 33 41.52E	W05	47 26 56.14N 008 33 04.79E
	E34	47 27 38.33N 008 33 22.58E	H12	47 27 20.66N 008 33 38.08E	W21	47 26 54.19N 008 32 56.76E
	E35	47 27 41.32N 008 33 21.03E	H13	47 27 20.80N 008 33 36.06E	W22	47 26 55.18N 008 32 59.90E
	E36	47 27 38.07N 008 33 21.15E	H14	47 27 20.95N 008 33 34.05E	W23	47 26 56.29N 008 33 03.40E
	E37	47 27 41.87N 008 33 19.72E			W30	47 26 55.15N 008 32 59.23E
	E42	47 27 38.61N 008 33 19.14E	I01	47 27 21.39N 008 33 26.87E	W40	47 27 15.27N 008 32 47.27E
	E43	47 27 41.57N 008 33 17.59E	I02	47 27 21.51N 008 33 24.72E	W41	47 27 12.54N 008 32 45.21E
	E44	47 27 38.20N 008 33 17.00E	I03	47 27 21.74N 008 33 21.50E	W42	47 27 11.32N 008 32 44.49E
	E45	47 27 42.10N 008 33 15.58E	I04	47 27 21.89N 008 33 19.36E	W43	47 27 10.11N 008 32 43.77E
	E46	47 27 38.87N 008 33 15.71E	I05	47 27 22.04N 008 33 17.22E	W44	47 27 08.66N 008 32 42.68E
	E47	47 27 41.86N 008 33 14.15E			W45	47 27 08.44N 008 32 41.22E
	E48	47 27 38.33N 008 33 14.93E	P31	47 27 48.26N 008 33 11.51E	W46	47 27 07.45N 008 32 41.94E
	E49	47 27 42.05N 008 33 13.48E	P32	47 27 48.41N 008 33 09.45E	W47	47 27 06.99N 008 32 40.68E
	E50	47 27 38.92N 008 33 12.93E	P33	47 27 48.55N 008 33 07.38E	W50	47 27 07.74N 008 32 52.30E
	E51	47 27 42.77N 008 33 10.93E	P34	47 27 48.70N 008 33 05.31E	W51	47 27 09.62N 008 32 52.65E
	E52	47 27 39.06N 008 33 12.26E	P35	47 27 49.10N 008 32 58.19E	W52	47 27 08.18N 008 32 52.35E
	E53	47 27 42.10N 008 33 10.13E	P36	47 27 50.38N 008 32 57.32E	W53	47 27 06.87N 008 32 51.58E
	E54	47 27 38.82N 008 33 10.83E	P37	47 27 51.66N 008 32 56.44E	W54	47 27 06.37N 008 32 51.76E
	E55	47 27 42.81N 008 33 08.85E			W55	47 27 05.57N 008 32 50.81E
	E56	47 27 39.34N 008 33 08.82E	T41	47 26 38.04N 008 34 01.46E	W56	47 27 04.12N 008 32 50.75E
	E57	47 27 42.34N 008 33 06.69E	T42	47 26 37.23N 008 34 00.20E	W57	47 27 02.87N 008 32 49.57E
	E58	47 27 38.72N 008 33 06.88E	T43	47 26 36.40N 008 33 58.33E	W58	47 27 01.92N 008 32 49.52E
	E62	47 27 39.91N 008 33 05.72E			W59	47 27 01.56N 008 32 48.80E
					W60	47 27 00.49N 008 32 48.98E
6	Remarks		Transverse slopes of following taxiway strips partially exceeding downward slope of 5 % beyond graded portion: - TWY BRAVO (western part) - TWY ECHO (between E3 and E1, between TWY DELTA and CHARLIE) - TWY FOXTROTT (between TWY DELTA and CHARLIE) - TWY GOLF (eastern part)			

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APRON SOUTH

INSET

For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

LEGEND

- Guideline for taxiing
- Intermediate HLDG PSN
- Intermediate HLDG PSN with Stop bar
- RWY GUARD LGT
- Stop bar CAT I
- Stop bar LGT CAT I H24
- Stop bar LGT CAT II-III
- Stop bar LGT CAT I-II-III H24
- Blast fences
- Light pole

ACFT PRKG:

STOP Marking:
 ACFT has to be stopped with the pilot seat ABM the stop line. Stop line is visible from the left-hand pilot seat only.

GENERAL REMARKS

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

TWY A and TWY B: DRG ILS APCH RWY 28, TWY A and TWY B BTN TWY K and THR 28 CLSD to ACFT with wingspan equal or greater than 36 m

TWY E BTN G01 and G06: ICAO Code C ACFT only up to 36 m wingspan

TWY F from TWY-N to TWY-M: ICAO Code C ACFT only up to 36 m wingspan

TWY P: ICAO Code C ACFT only up to 36 m wingspan

TWY S: MAX 30 m wingspan, with marshaller MAX 31 m

TWY T (Blue and Orange): ACFT only with marshaller or tow, BTN sunrise to sunset. Handling only allowed on stand W50 and W54

TWY Z: Outer main gear wheel span MAX 6 m. MAX 30 m wingspan

RWY Incursion HOTSPOT

ACFT taxiing on TWY E, F, J or K:
 Be aware of RWY AHEAD

ACFT taxiing to RWY28:
 Be aware of sharp turn from TWY E or F onto TWY A

For LDG RWY 34: TWY E6 only available as RWY exit with prior ATC clearance

For LDG RWY 28: TWY F to the south only available as RWY exit with prior ATC clearance

All Parking PSN W: Outbound with push-back only

TWY LGT	
EDGE	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
CL	A, A1, B, B1, B9, C, C1, C2, C3, D, E, E1, E2, E3, E5, E7, E8, E9, F, F1, F2, F3, H, H1, H2, H3, INNER, J, K, L9, Link 1, Link 2, Link 3, INNER, Link 4, Link 5, Link 6, Link 7, M, N, P, Z
RETIL	H1
RGL	A1, B, B1, B7, B9, E, E1, E2, E3, E5, E6, E7, E8, E9, F, G, H1, H2, H3, J, K, L, L7, L9, R7, R8

COR: completely revised (WEF 03OCT2024)

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