LSGG - GENÈVE

LSGG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGG - GENÈVE

LSGG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 14 18N 006 06 34E RWY, 2000 m from RWY end 04
2	**Direction and distance from the CITY**	322°, 4 km from Genève
3	**Elevation/Reference temperature**	*1411 ft* 24.8°C
4	**Geoid undulation at AD ELEV PSN**	172.3 ft
5	**MAG VAR/Annual change**	3° E (2024.5) 0°11' eastwards
6	**AD Administration, address, telephone, telefax, telex, AFS**	**Administration:** Post: Aéroport International de Genève Case postale 100 CH-1215 Genève 15 AFS: LSGGYDYX URL: http://www.gva.ch/ Phone: +41 (0) 22 717 71 11 Fax: +41 (0) 22 798 43 77 Email: info.aig@gva.ch **Airport Duty Manager:** Phone: +41 (0) 22 717 79 79 Email: airport.manager@gva.ch **Aviation Authority:** Police aérienne Phone: +41 (0) 22 717 71 28 Email: pa@gva.ch **Airport Operations:** Phone: +41 (0) 22 717 71 27 Phone: +41 (0) 22 717 71 26 (PPR) Fax: +41 (0) 22 717 71 31 Email: ops@gva.ch
7	**Types of traffic permitted** (**IFR**/**VFR**)	IFR / VFR
8	**Remarks**	NIL

LSGG AD 2.3 OPERATIONAL HOURS

1	**Aerodrome Operator**	Airport Duty Manager: H24
2	**Custom and immigration**	H24
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	0500 - 2300 (0400 - 2200)
5	**ATS Reporting Office (ARO)**	H24
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	0400 - 2200 (0300 - 2100), O/R 2201 - 0359 (2101 - 0259)
9	**Handling**	0400 - 2300 (0300 - 2200), O/R 2301 - 0359 (2201 - 0259)
10	**Security**	H24
11	**De-icing**	0400 - 2300 (0300 - 2200), O/R 2301 - 0359 (2201 - 0259)
12	**Remarks**	Swiss and French customs. BTN 2331 - 0459 (2231 - 0359), expect the operational availability of the RWY within 40 min and only for MEDEVAC, HEMS, SAR, EMERG and flights holding a prior approval from the Airport Duty Manager, due to regular maintenance works.

LSGG AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo-handling facilities**	All modern facilities
2	**Fuel/oil types**	JET A1, AVGAS 100LL 65, 80, 100/120, E80, E100, W100, W120+Turbine
3	**Fuelling facilities/capacity**	No limitations
4	**De-icing facilities**	• Scheduled traffic: SWISSPORT, Dnata • Non-scheduled traffic and General Aviation: JET AVIATION, TAG AVIATION, DASSAULT AVIATION
5	**Hangar space for visiting aircraft**	LGT ACFT: 1 Hangar 101 x 20x 4,10 m 1 Hangar 80 x 20 x 5,10 m 1 Hangar 80 x 20 x 5,50 m Commercial and general aviation: 1 Hangar 170 x 62,5 x 15 m Workshop 80 x 42,5 x 4,15 m
6	**Repair facilities for visiting aircraft**	Hangarage, major aircraft repairs and major engine repairs up to 5700 kg A 300, 310, 319, 320, 330, 340, B 727, 737, 747, 757, 767, BAC 111, BAE 125, Beech 90, 100, 200, 300, 400, Canadair 600, 601, 604, CASA 212, Cessna 500, 550, 560, Convair 580, Falcon 10, 20, 50, 900, 2000, G-II59, G-I59, G-4, G-5, Lear 20, 23, 24, 25, 31, 35, 36, 55, 60, Lockheed 731, 1011, MD80, Mitsubishi 300, PC12, Piper 31, 42, Rockwell 690.
7	**Remarks**	Oxygen and related servicing

LSGG AD 2.5 PASSENGER FACILITIES

1	**Hotels**	In city and around the AP
2	**Restaurants**	Swiss and French restaurants, fast food, bar at the AP
3	**Transportation**	Buses, taxis, trains, car rental
4	**Medical facilities**	First aid at AP, hospitals in the city, 2 ambulances
5	**Bank and Post Office**	At AP and in city
6	**Tourist Office**	At AP and in city
7	**Remarks**	NIL

LSGG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	0500 - 2330 (0400 - 2230): Category 9 and O/R category 10 2331 - 0459 (2231 - 0359): Category 7 and O/R category 9
2	**Rescue equipment**	Available, 1 rescue boat, 6 inflatable rafts for 37 passengers each, 2 inflatable raft for 65 passengers each.
3	**Capability for removal of disabled aircraft**	B-747
4	**Remarks**	Ambulances available H24

LSGG AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	13 Jetbrooms, 10 snow ploughs, 16 trucks, 4 de-icers, 6 snow blowers
2	**Clearance priorities**	Runway, taxiways, then Apron
3	**Remarks**	Snow removal assured RWY 04/22 de-iced / anti-iced with KFOR (potassium formate fluids) or with NAFO (sodium formate solids)

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 - PCR 500/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 - PCR 1100/R/B/W/T. TAG aviation, positions 67, 68: ASPH - PCR 500/F/B/W/T. North Apron: ASPH - PCR 400/F/B/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 - PCR 1100/R/B/W/T. TWY Inner, Link 0, Link 1, Link 2, Link 3, Link A and Link D located within the overall paved apron South West Area. CONC - PCR 650/R/B/W/T. TWY F: WID: 20 m. ASPH - PCR 400/F/B/W/T. TWY P and Q: WID 10.5 m. CONC - PCR 400/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
			D3	46 13 27.85N 006 05 44.54E		
			D4	46 13 28.48N 006 05 45.33E		

5	Location of INS checkpoints					
	NR	**COORD WGS 84**	NR	**COORD WGS 84**	NR	**COORD WGS 84**
	71	46 14 17.10N 006 06 51.33E	95A	46 13 30.55N 006 05 40.90E	L0	46 14 06.89N 006 05 55.01E
	72	46 14 16.61N 006 06 50.62E	95B	46 13 31.33N 006 05 42.06E	L1	46 14 07.44N 006 05 55.82E
	73	46 14 18.25N 006 06 53.82E	95C	46 13 32.12N 006 05 43.21E	L2	46 14 08.00N 006 05 56.63E
	74	46 14 19.21N 006 06 55.23E	95D	46 13 31.02N 006 05 41.37E	L3	46 14 08.55N 006 05 57.44E
	75	46 14 20.12N 006 06 56.70E	95E	46 13 31.83N 006 05 42.52E	L4	46 14 09.10N 006 05 58.25E
	76	46 14 21.08N 006 06 58.10E			L5	46 14 09.65N 006 05 59.06E
					L6	46 14 10.20N 006 05 59.87E
					L7	46 14 10.75N 006 06 00.68E
					L8	46 14 11.30N 006 06 01.48E
	83	46 13 44.25N 006 06 05.59E			L9	46 14 11.85N 006 06 02.29E
	84	46 13 43.12N 006 06 04.01E	E1	46 14 13.37N 006 06 01.82E	L10	46 14 12.44N 006 06 03.15E
	85	46 13 41.65N 006 06 01.60E	E2	46 14 12.84N 006 06 01.16E		
	85A	46 13 41.09N 006 06 00.62E	E3	46 14 12.38N 006 06 00.47E	PC1	46 14 44.79N 006 07 31.97E
	86	46 13 40.60N 006 05 59.30E	E4	46 14.11.96N 006 05 59.76E	PC2	46 14 43.75N 006 07 32.31E
	86A	46 13 40.70N 006 05 59.60E	E5	46 14 11.49N 006 05 59.07E	PC3	46 14 42.50N 006 07 32.81E
	87	46 13 39.70N 006 05 56.80E	E6	46 14 11.03N 006 05 58.38E	PC4	46 14 41.51N 006 07 33.10E
	87A	46 13 39.91N 006 05 57.00E	E7	46 14 10.57N 006 05 57.71E	PC5	46 14 40.69N 006 07 32.53E
	88	46 13 39.20N 006 05 54.19E			PC6	46 14 39.83N 006 07 31.14E
	89	46 13 38.29N 006 05 55.14E	F1	46 14 14.78N 006 05 59.82E	PC7	46 14 38.80N 006 07 30.17E
	89A	46 13 38.80N 006 05 52.79E	F2	46 14 14.31N 006 05 59.14E	PC8	46 14 38.34N 006 07 28.59E
	89B	46 13 38.33N 006 05 53.94E	F3	46 14 13.84N 006 05 58.45E	PC9	46 14 40.10N 006 07 28.30E
	89C	46 13 37.30N 006 05 55.19E	F4	46 14 13.37N 006 05 57.76E	PC10	46 14 41.09N 006 07 27.96E
	90A	46 13 36.17N 006 05 48.86E	F5	46 14 12.90N 006 05 57.07E	PE1	46 14 45.31N 006 07 32.67E
	90B	46 13 35.16N 006 05 50.28E	F6	46 14 12.43N 006 05 56.39E	PF1	46 14 40.59N 006 07 34.34E
	90C	46 13 34.16N 006 05 51.70E	F7	46 14 11.98N 006 05 55.71E	PF2	46 14 37.17N 006 07 29.55E

6	**Remarks**	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 taxilane 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).

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**	**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:** a. Alignment of ACFT: Align ACFT with the vertical chevrons which indicate if the ACFT is left, right or centred on the taxilane. b. Stopping of ACFT: Slow down and stop as indicated by the closing rate indicator. **ACFT PRKG PSN 80s:** ACFT stand manoeuvring guidance lights AVBL. “Follow-me” cars (See LSGG AD 2.20, § 8.3.4
2	**RWY/TWY markings and LGT**	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
3	**Stop bars and RWY guard lights**	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.
4	**Other RWY protection measures**	RIMCAS: Runway Incursion Monitoring and Conflict Alerting System ARSI: Advanced Runway Safety Improvement
5	**Remarks**	Mandatory instruction signs at all RWY holding positions. Information signs on the movement area. **Stop at ACFT PRKG PSN:** • 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 04 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 04 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

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*		
				Pole marked/LGTD	*1436*	46 14 07 N 006 06 36 E	A0320/12
				Pole marked/LGTD	*1437*	46 14 05 N 006 06 33 E	A0319/12
				Pole marked/LGTD	*1441*	46 14 11 N 006 06 44 E	A0411/12
				Pole marked/LGTD	*1441*	46 14 12 N 006 06 47 E	A0412/12
				Crane/Cranes marked/LGTD	*1522*	46 13 23 N 006 04 26 E	A0657/13
				Measuringmast marked/LGTD	*1410*	46 14 20 N 006 06 12 E	A0395/14
				Antenna LGTD	*1523*	46 14 04 N 006 07 15 E	A0143/03
				Tree/trees	*1483*	46 14 29 N 006 06 28 E	A0378/03
				Tree/trees	*1447*	46 14 35 N 006 06 47 E	A0379/03
				Tree/trees	*1447*	46 14 47 N 006 07 03 E	A0380/03
				Antenna marked/LGTD	*1503*	46 13 00 N 006 04 56 E	A0333/03
				Antenna marked/LGTD	*1539*	46 14 28 N 006 07 52 E	A0099/04
				Antenna LGTD	*1460*	46 14 12 N 006 05 53 E	A0206/04
				Antenna LGTD	*1453*	46 13 27 N 006 05 37 E	A0216/06
				Antenna marked/LGTD		46 14 55 N 006 07 19 E	A0334/07
				Measuringmast marked/LGTD	*1440*	46 13 50 N 006 05 46 E	A0394/14
				Pole marked/LGTD	*1430*	46 14 13 N 006 06 44 E	A0384/14
				Crane/Cranes marked/LGTD	*1602*	46 13 15 N 006 06 10 E	A0573/18
Refer also to LSGG AOC 04/22, LSGG AD 2.24.4 - 1							

LSGG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Geneva 30 hours
4	**Type of landing forecast**	Trend; issuance: HH+20, HH+50
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com), (TAMSI[1]), Briefing officer
6	**Flight documentation** **Language(s) used**	Digital and hard copy En, Ge, Fr
7	**Charts and other information available for briefing or consultation**	All area forecast charts available worldwide
8	**Supplementary equipment available for providing information**	Weather radar, satellite pictures
9	**ATS units provided with information**	Geneva TWR / APP
10	**Additional information (limitation of service, etc.)**	Geneva Weather Centre AVBL H24 from dedicated TEL (internal number 8231). TEL: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland. Lightning alert: Siren followed by red FLG lights are ACT on apron areas in case of high risk of lightning within a 5 km range of the AP. End of alert: Red FLG lights are extinguished together with discontinued siren for five SEC.

1. TAMSI = TAF METAR SIGMET

LSGG AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCR) 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 043° MAG	3900 x 50	PCR 1100/R/B/W/T CONC	46 13 40.23N 006 05 38.24E	1411 ft	Refer to: AOC RWY 04/22
22	226° GEO 223° 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. All LED	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		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: *1381 ft* Runway-type FATO: Beginning 22 in the axis: *1380 ft* Beginning 04 in the axis: *1386 ft*
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	136.450 MHz	H24	As instructed by ATC
	Geneva Arrival	136.255 MHz	H24	
	Geneva Departure	119.530 MHz	H24	
	Geneva Approach	130.555 MHz	H24	As instructed by ATC
	Geneva Final	120.305 MHz	H24	
	Geneva Departure	131.330 MHz	H24	As instructed by ATC
TWR/VDF	Geneva Tower	118.700 MHz	H24	Primary FREQ
		119.905 MHz	HJ	As instructed by ATC
		119.700 MHz	H24	ALTN FREQ
GND	Geneva Ground	121.680 MHz	H24	Primary FREQ
				Clearance Delivery for all IFR flights Start-up and taxi clearance for North Apron
		119.700 MHz	H24	Auxiliary frequency
TRAFFIC APRON	Geneva Apron	121.855 MHz	H24	Primary FREQ
				Start-up (push-back if needed) and taxi clearance for South Apron
		121.750 MHz	H24	ALTN FREQ
VDF	Geneva Homer	118.700 MHz	H24	Primary FREQ
		119.700 MHz	H24	ALTN FREQ
ATIS		135.580 MHz	H24	TEL: +41 (0) 22 417 40 81
		124.755 MHz	H24	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
LA DOLE DME	LDL	CH 106X	H24	46 25 28.6N 006 05 56.3E	*5517ft*	NIL	DOC 80 NM / 50'000 ft. Paired VOR FREQ 115.90 MHz.
PASSEIRY DVOR/DME (VAR 3° E)	PAS	116.60 MHz 113X	H24	46 09 49.3N 005 59 59.7E	*1422ft*	NIL	PSN: 223°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.
LOC 22, ILS CAT III, class III/E/4, VAR 3° 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 223° 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 21.2E	*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 3° 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 043° 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 FLTs 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 FLTs, medical FLTs, police FLTs, Swiss MIL FLTs and FLTs 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 FLTs 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 FLTs, 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 ARRs 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 FLTs 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 SAPRE (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 SAPRE (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 FLTs 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 FLTs 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 SAPRE (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 SAPRE (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 4.1.5. 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 FLTs 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 FLTs.
- 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	*(No response, message discarded)*
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 FLTs.

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 FLTs are prohibited at night.

The North Apron (GAC) is CLSD at night, except for ambulance FLTs 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.

NADP 1 with thrust reduction at *1500 ft* shall be applied for jet and prop ACFT.

KONIL J and SOSAL J SIDs will only be assigned to propeller ACFT and jet ACFT with noise classification IV and V in accordance with GEN 4.1.13.

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.

All LSGG SID/STAR procedures are designed in accordance with ICAO PANS-OPS criteria for RNAV 1 with GNSS or DME/DME/IRU.
ACFT unable GNSS or DME/DME/IRU may be exceptionally accepted in LSGG. PIC shall report "UNABLE RNAV" on initial call. If inbound, expect radar vectors and ILS APCH. In case of MA, follow MA published for RNAV failure.
If outbound, expect omnidirectional departure.

1.1.1 SID Descriptions

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

	RWY 04			
	ROUTE			
DESIGNATOR	Lateral	Vertical	Contact	Remark
ARBOS 1N PDG 5.4% to *1600ft*	Climb on track 043°. When passing *7000ft,* but not before GG608, turn left direct to LEGVO. Proceed via LIKIQ to ARBOS.	INITIAL CLIMB CLEARANCE FL090. Cross LIKIQ at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL

DESIGNATOR	RWY 04			
	ROUTE			
	Lateral	Vertical	Contact	Remark
BALSI 1N PDG 5.4% to *5600ft*	Climb on track 043°. When passing *5000ft*, but not before GG608, turn right direct to GG604. Proceed via GG618, RUMIL, LINNA, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross GG618 at FL100 or above, RUMIL at FL120 or above, LINNA at FL190 or above, and BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
CHAMBERY 2N (CBY 2N) PDG 5.4% to *5600ft*	Climb on track 043°. When passing *5000ft,* but not before GG608, turn right direct to GG604. 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 2P (CBY 2P) PDG 5.4% to *6000ft*	Climb on track 043°. When passing *5000ft,* but not before GG612, turn left direct to 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 1P PDG 5.4% to *6000ft*	Climb on track 043°. When passing *5000ft,* but not before GG612, turn left direct to 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	NIL
DEPUL 1T PDG 5.4% to *6000ft*	Climb on track 043°. When passing *5000ft*, but not before GG608, turn left direct to 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	NIL
MEDAM 1N PDG 5.4% to *5600ft*	Climb on track 043°. When passing *5000ft*, but not before GG608, turn right direct to GG604. Proceed via ESAPI, ALPOZ, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross ESAPI at FL140 or above, ALPOZ at FL180 or above and VANAS at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
ROCCA 1N/1P PDG 5.4% to *5600ft*	Climb on track 043°. When passing *5000ft,* but not before GG608, turn right direct to GG604. Proceed via GG605, ODIKI, WATQO to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according to chart.	When instructed, contact GENEVA DEP 119.530	Note: only for TFC DEST or overflying Italy planned below FL200 (T345).
SAPRE 1N PDG 5.4% to *1600ft*	Climb straight ahead on track 043° and proceed to SAPRE.	INITIAL CLIMB CLEARANCE FL090. Cross SAPRE at *7000ft* or above.	When instructed, contact GENEVA DEP 119.530	NIL
SIROD 1N PDG 5.4% to *1600ft*	Climb on track 043°. When passing *7000ft*, but not before GG608, turn left direct to KOVIM then proceed to SIROD.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	See note below.

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

DESIGNATOR	RWY 04			
	ROUTE			
	Lateral	Vertical	Contact	Remark
SOSAL 1N PDG 5.4% to *1600ft*	Climb on track 043° to PETAL then proceed via MOLUS to SOSAL.	INITIAL CLIMB CLEARANCE FL090. Cross PETAL at *5000ft* or above and MOLUS at FL100 or above.	When instructed, contact GENEVA DEP 119.530	NIL

1.1.1.1.1 SID RWY 04 - RNAV tabular Description (See chart LSGG AD 2.24.7 - 1)

RNAV 1 SID ARBOS 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+7000	-	043° (045.5°T)	-
DF	LEGVO	N	-	-	-	-
TF	LIKIQ	N	+FL200	-	328° (330.7°T)	12.3
TF	ARBOS	N	-	-	328° (330.6°T)	9.5

RNAV 1 SID BALSI 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	GG618	N	+FL100	-	227° (230.4°T)	17.2
TF	RUMIL	N	+FL120	-	179° (182.4°T)	9.4
TF	LINNA	N	+FL190	-	178° (181.3°T)	2.7
TF	BEVEN	N	-	-	179° (182.3°T)	7.7
TF	BALSI	N	+FL200	-	179° (182.3°T)	12.7

RNAV 1 SID CBY 2N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	CBY	N	-	-	227° (230.4°T)	30.0

RNAV 1 SID CBY 2P						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG612	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	PAS	N	+7000	-	-	-
TF	CBY	N	-	-	208° (211.0°T)	19.7

RNAV 1 SID DEPUL 1P						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG612	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	PAS	N	+7000	-	-	-
TF	ARGIS	N	+FL130	-	233° (235.5°T)	20.4
TF	DEPUL	N	+FL150	-	235° (237.8°T)	5.2

RNAV 1 SID DEPUL 1T						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	PAS	N	+7000	-	-	-
TF	ARGIS	N	+FL130	-	233° (235.5°T)	20.4
TF	DEPUL	N	+FL150	-	235° (237.8°T)	5.2

RNAV 1 SID MEDAM 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	ESAPI	N	+FL140	-	179° (182.4°T)	18.7
TF	ALPOZ	N	+FL180	-	140° (143.3°T)	6.6
TF	VANAS	N	+FL200	-	140° (143.4°T)	25.7
TF	MEDAM	N	-	-	142° (144.7°T)	14.2

RNAV 1 SID ROCCA 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	GG605	N	-	-	180° (183.0°T)	13.6
TF	ODIKI	N	+FL140	-	130° (132.9°T)	3.0
TF	WATQO	N	+FL190	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID ROCCA 1P						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+5000	-	043° (045.5°T)	-
DF	GG604	N	-	-	-	-
TF	GG605	N	-	-	180° (183.0°T)	13.6
TF	ODIKI	N	+FL140	-	130° (132.9°T)	3.0
TF	WATQO	N	+FL200	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID SAPRE 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	SAPRE	N	+7000	-	043° (045.4°T)	-

RNAV 1 SID SIROD 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	GG608	Y	-	-	043° (045.5°T)	-
CA	-	-	+7000	-	043° (045.5°T)	-
DF	KOVIM	N	-	-	-	-
TF	SIROD	N	-	-	308° (311.2°T)	10.3

RNAV 1 SID SOSAL 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	043° (045.5°T)	-
CF	PETAL	N	+5000	-	043° (045.5°T)	-
TF	MOLUS	N	+FL100	-	071° (073.7°T)	16.4
TF	SOSAL	N	-	-	048° (051.0°T)	10.9

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

	RWY 22			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
BALSI 1A PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft,* but not before PAS, turn left direct to GG611. Proceed via RUMIL, GG622, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross GG611 at FL100 or above, RUMIL at FL120 or above, GG622 at FL150 or above, and BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
CHAMBERY 2A (CBY 2A) PDG 4.9% to *3900ft*	Climb on track 223° to PAS then 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 1A PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft,* but not before PAS, turn right on track 233° to ARGIS and proceed 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	NIL
DIPIR 1A PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft*, but not before PAS, turn right direct to GG617. Proceed via KELUK to DIPIR.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	See note below.

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

	RWY 22			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
KONIL 1R PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft,* but not before PAS, turn right direct to GG603. Proceed via DEREM, GLEND to KONIL.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	See note below.

Note: Traffic planned on T544 (MAX FL090), after KONIL proceed to FRIBU.

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
MEDAM 1A PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft*, but not before PAS, turn left direct to GG619. Proceed via GG616, ESAPI, ALPOZ, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross GG619 at FL100 or above, GG616 at FL120 or above, ESAPI at FL140 or above, ALPOZ at FL180 or above, and VANAS at FL200 or above.	When instructed, contact GENEVA DEP 119.530	NIL
ROCCA 1A/1B PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft,* but not before PAS, turn left direct to GG609. Proceed via GG613, ODIKI, WATQO to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according to chart.	When instructed, contact GENEVA DEP 119.530	Note: Only for TFC DEST or overflying Italy planned below FL200 (T345).
SOSAL 1L PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft,* but not before PAS, turn left direct to GG602 (MAX IAS 220 kt). Proceed via TINAM, MOLUS to SOSAL	INITIAL CLIMB CLEARANCE FL090. Cross TINAM at FL100 or above.	When instructed, contact GENEVA DEP 119.530	NIL
SOSAL 1R PDG 4.9% to *3600ft*	Climb on track 223°. When passing *7000ft*, but not before PAS, turn right direct to GG603. Proceed via DEREM, GLEND, KONIL to SOSAL.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530	NIL

1.1.1.2.1 SID RWY 22 - RNAV Tabular Description (see chart LSGG AD 2.24.7 - 3)

RNAV 1 SID BALSI 1A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG611	N	+FL100	-	-	-
TF	RUMIL	N	+FL120	-	179° (182.4°T)	6.2
TF	GG622	N	+FL150	-	179° (182.4°T)	3.9
TF	BEVEN	N	-	-	179° (181.8°T)	6.5
TF	BALSI	N	+FL200	-	179° (182.3°T)	12.7

RNAV 1 SID CBY 2A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	N	-	-	223° (225.5°T)	-
TF	CBY	N	-	-	208° (211.0°T)	19.7

RNAV 1 SID DEPUL 1A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	N	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
CF	ARGIS	N	+FL130	-	233° (235.5°T)	-
TF	DEPUL	N	+FL150	-	235° (237.8°T)	5.2

RNAV 1 SID DIPIR 1A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG617	N	-	-	-	-
TF	KELUK	N	-	-	328° (330.9°T)	10.0
TF	DIPIR	N	-	-	328° (330.7°T)	7.8

RNAV 1 SID KONIL 1R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG603	N	-	-	-	-
TF	DEREM	N	-	-	040° (043.0°T)	7.2
TF	GLEND	N	-	-	039° (042.1°T)	4.2
TF	KONIL	N	-	-	040° (042.7°T)	13.1

RNAV 1 SID MEDAM 1A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG619	N	+FL100	-	-	-
TF	GG616	N	+FL120	-	141° (143.5°T)	7.0
TF	ESAPI	N	+FL140	-	141° (143.6°T)	4.4
TF	ALPOZ	N	+FL180	-	140° (143.3°T)	6.6
TF	VANAS	N	+FL200	-	140° (143.4°T)	25.7
TF	MEDAM	N	-	-	142° (144.7°T)	14.2

RNAV 1 SID ROCCA 1A						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG609	N	+FL090	-	-	-
TF	GG613	N	+FL110	-	130° (132.8°T)	3.5
TF	ODIKI	N	+FL140	-	130° (132.8°T)	7.1
TF	WATQO	N	+FL190	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID ROCCA 1B						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG609	N	+FL090	-	-	-
TF	GG613	N	+FL110	-	130° (132.8°T)	3.5
TF	ODIKI	N	+FL140	-	130° (132.8°T)	7.1
TF	WATQO	N	+FL200	-	130° (132.9°T)	13.4
TF	ROCCA	N	-	-	130° (133.1°T)	3.9

RNAV 1 SID SOSAL 1L						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG602	N	-	-220	-	-
TF	TINAM	N	+FL100	-	050° (052.7°T)	24.2
TF	MOLUS	N	-	-	048° (050.8°T)	8.0
TF	SOSAL	N	-	-	048° (051.0°T)	10.9

RNAV 1 SID SOSAL 1R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CA	-	-	+1900	-	223° (225.5°T)	-
CF	PAS	Y	-	-	223° (225.5°T)	-
CA	-	-	+7000	-	223° (225.5°T)	-
DF	GG603	N	-	-	-	-
TF	DEREM	N	-	-	040° (043.0°T)	7.2
TF	GLEND	N	-	-	039° (042.1°T)	4.2
TF	KONIL	N	-	-	040° (042.7°T)	13.1
TF	SOSAL	N	-	-	089° (091.9°T)	17.7

1.1.1.3 SID RWY 22 - RNAV - ACFT CAT A/B/C (see chart LSGG AD 2.24.7 - 5)

	RWY 22			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
KONIL 1J PDG 4.9% to *1900ft* (ACFT CAT A/B/C) MNM climb gradient 11.2% to *4000ft* to remain inside controlled airspace.	Climb on track 223°. When passing *1900ft*, but not before GG601, turn right direct to GG603 (MAX IAS 190kt, MNM bank angle 25°). Proceed via DEREM, GLEND, GG607 to KONIL.	INITIAL CLIMB CLEARANCE FL090. Cross GLEND at *5000ft* or above and GG607 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: Caution! High terrain North of AD. Do not fly North of track 040° to GG603.
Note 2: RNAV 1 - GNSS or DME/DME/IRU with automatic runway updating capability required.
Note 3: Traffic planned on T544 (MAX FL090), after KONIL proceed to FRIBU.

	RWY 22			
	ROUTE			
DESIGNATOR	**Lateral**	**Vertical**	**Contact**	**Remark**
SOSAL 1J PDG 4.9% to *1900ft* (ACFT CAT A/B/C) MNM climb gradient 11.2% to *4000ft* to remain inside controlled airspace.	Climb on track 223°. When passing *1900ft*, but not before GG601, turn right direct to GG603 (MAX IAS 190kt, MNM bank angle 25°). Proceed via DEREM, GLEND, GG607, KONIL to SOSAL.	INITIAL CLIMB CLEARANCE FL090. Cross GLEND at *5000ft* or above and GG607 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: Caution! High terrain North of AD. Do not fly North of track 040° to GG603.
Note 2: RNAV 1 - GNSS or DME/DME/IRU with automatic runway updating capability required.

1.1.1.3.1 SID RWY 22 - RNAV Tabular Description (see chart LSGG AD 2.24.7 - 5)

RNAV 1 KONIL 1J						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CF	GG601	Y	-	-	223° (225.5°T)	-
CA	-	-	+1900	-	223° (225.5°T)	-
DF	GG603	N	-	-190	-	-
TF	DEREM	N	-	-	040° (043.0°T)	7.2
TF	GLEND	N	+5000	-	039° (042.1°T)	4.2
TF	GG607	N	+7000	-	040° (042.7°T)	7.8
TF	KONIL	N	-	-	040° (042.8°T)	5.3

RNAV 1 SID SOSAL 1J						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
CF	GG601	Y	-	-	223° (225.5°T)	-
CA	-	-	+1900	-	223° (225.5°T)	-
DF	GG603	N	-	-190	-	-
TF	DEREM	N	-	-	040° (043.0°T)	7.2
TF	GLEND	N	+5000	-	039° (042.1°T)	4.2
TF	GG607	N	+7000	-	040° (042.7°T)	7.8
TF	KONIL	N	-	-	040° (042.8°T)	5.3
TF	SOSAL	N	-	-	089° (091.9°T)	17.7

1.1.2 OMNIDIRECTIONAL DEPARTURE PROCEDURES

GENERAL INFORMATION AND REQUIREMENTS FOR OMNIDIRECTIONAL DEPARTURE PROCEDURES
- Omnidirectional departures assigned by ATC only in case of RNAV failure.
- 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 - 7)

	RWY 04			
	ROUTE			
DESIGNATOR	Lateral	Vertical	Contact	Remark
GENEVA ONE NOVEMBER (LSGG 1N) PDG 5.4% to *6100ft*	Climb straight ahead on track 043° 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 – LIKIQ – ARBOS. Cross LIKIQ at MNM FL200.
N871	DCT SOSAL.
T544	DCT FRIBU.
T51	DCT KONIL.
ROCCA	ODIKI – WATQO – ROCCA. Cross ODIKI at MNM FL140, WATQO at MNM FL190.
MEDAM	ESAPI – ALPOZ – VANAS – MEDAM. Cross ESAPI at MNM FL140, ALPOZ at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSI. Cross 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 - 7)

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
GENEVA ONE ALPHA (LSGG 1A) PDG 7.6% to *6200ft*	Climb straight ahead on track 223° 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.
N871	DCT SOSAL.
T544	DCT FRIBU.
Y51	DCT KONIL.
ROCCA	ODIKI – WATQO – ROCCA. Cross ODIKI at MNM FL140 and WATQO at MNM FL190.
MEDAM	ESAPI – ALPOZ - VANAS – MEDAM. Cross ESAPI at MNM FL140, ALPOZ at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSI. Cross 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 ILS RWY 04 (LSGG AD 2.24.10 - 1)

Missed Approach RNAV 1						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RW04	Y	-	-	-	-
TF	GG852	N	+4000	-	043° (045.5°T)	11.7
TF	SAPRE	Y	+7000	-	043° (045.4°T)	8.9

Note: RNAV 1 - GNSS or DME/DME/IRU required.

1.3.2 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	-	043° (045.5°T)	3.1
TF	RW04	Y	-	-	042° (045.3°T)	14.3
TF	GG852	N	+4000	-	043° (045.5°T)	11.7
TF	SAPRE	Y	+7000	-	043° (045.4°T)	8.9

1.3.3 Procedure description of ILS RWY 22 (LSGG AD 2.24.10 - 5)

Missed Approach RNAV 1						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RW22	Y	-	-	-	-
TF	GG803	Y	-	-	223° (225.5°T)	9.2
DF	SAPRE	Y	+7000	-185	-	-

Note: RNAV 1 - GNSS or DME/DME/IRU required.

1.3.4 Procedure description of RNP RWY 22 (LSGG AD 2.24.10 - 7)

From SAPRE						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	SAPRE	N	+7000	-210	-	-
TF	GG811	N	-	-	222° (225.4°T)	7.7
TF	PETAL	N	-	-	223° (225.7°T)	0.9
TF	GG808	N	4000	-	223° (225.6°T)	2.0
TF	RW22	Y	-	-	223° (225.6°T)	8.1
TF	GG803	Y	-	-	223° (225.5°T)	9.2
DF	SAPRE	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:

1. If not fully ready, TAX into the HLDG bay.
2. Pilots should be fully ready for a rapid line-up in sequence in accordance with ATC instructions.
3. 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:

1. Pilots are reminded that rapid RWY vacation 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:

a. Heavy ACFT: TWY C (1650 m from displaced THR) or TWY B (2350 m from displaced THR);
b. 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:

a. 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:

a. 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:

a. 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	-	-	219° (221.9°T)	24.6
TF	BOLGI	N	-	-	219° (221.8°T)	19.3
TF	LIRKO	N	+8000	-250	219° (221.5°T)	7.7
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-	142° (145.3°T)	11.5
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (225.3°T)	-

RNAV STAR BANKO 3N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BANKO	N	-	-	-	-
TF	GG520	N	+FL180	-	301° (304.4°T)	14.5
TF	GOLEB	N	-	-	301° (303.7°T)	10.3
TF	VALBU	N	+FL140	-	301° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	301° (304.2°T)	7.0
TF	BIVLO	N	-	-250	301° (304.1°T)	4.9
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

RNAV STAR BELUS 4N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BELUS	N	-FL160	-250	-	-
TF	RILTI	N	-	-	026° (028.9°T)	5.7
TF	CBY	N	+FL100	-	026° (029.0°T)	8.5
TF	INDIS	N	+7000	-	008° (011.0°T)	8.7
TF	GEVEA	N	-	-220	042° (045.3°T)	19.6
TF	BIVLO	N	-	-	121° (123.9°T)	6.1
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

RNAV STAR BENOT 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	228° (231.4°T)	14.0
TF	GG514	N	-FL150	-	223° (226.2°T)	32.1
TF	SOVAD	N	-	-	223° (226.2°T)	17.4
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (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	-	-	228° (231.4°T)	14.0
TF	VADAR	N	-	-	200° (202.5°T)	16.5
TF	GG512	N	-FL150	-250	206° (208.6°T)	17.8
TF	BIVLO	N	-	-	223° (225.8°T)	17.2
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°T)	-

RNAV STAR DJL 2N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	DJL	N	-	-	-	-
TF	GG517	N	-	-	142° (144.7°T)	24.3
TF	LIRKO	N	+8000	-	142° (144.9°T)	27.0
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	142° (145.3°T)	11.5
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (225.3°T)	-

RNAV STAR FRIBU 1P						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	FRIBU	N	-	-	-	-
TF	VADAR	N	-	-	247° (249.7°T)	20.7
TF	GG512	N	-FL150	-250	206° (208.6°T)	17.8
TF	BIVLO	N	-	-	223° (225.8°T)	17.2
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (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	-	-	346° (349.2°T)	12.0
TF	ROCCA	N	-	-	347° (349.7°T)	13.3
TF	GOLEB	N	-	-	346° (349.3°T)	18.7
TF	VALBU	N	+FL140	-	301° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	301° (304.2°T)	7.0
TF	BIVLO	N	-	-250	301° (304.1°T)	4.9
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (225.2°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	-	099° (102.3°T)	12.6
TF	LIRKO	N	+8000	-	100° (102.7°T)	14.3
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	142° (145.3°T)	11.5
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (225.3°T)	-

RNAV STAR ULMES 1N						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	228° (231.4°T)	14.7
TF	VADAR	N	-	-	228° (231.2°T)	13.8
TF	GG514	N	-FL150	-	245° (247.5°T)	18.2
TF	SOVAD	N	-	-	223° (225.6°T)	17.4
TF	KERAD	N	-	-	222° (225.4°T)	8.7
TF	GG503	N	-	-220	222° (225.3°T)	11.9
FM	GG503	N	-	-	222° (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	-	-	228° (231.4°T)	14.7
TF	VADAR	N	-	-	228° (231.2°T)	13.8
TF	GG512	N	-FL150	-250	206° (208.6°T)	17.8
TF	BIVLO	N	-	-	223° (225.8°T)	17.2
TF	PITOM	N	-	-	223° (225.9°T)	8.8
TF	GG502	N	-	-220	222° (225.2°T)	12.0
FM	GG502	N	-	-	222° (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		
	Lateral	Vertical	Remark
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 4N	From BELUS (MAX IAS 250kt) proceed via RILTI, CBY (IAF), INDIS, GEVEA (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
FRIBU 1P	From FRIBU proceed via 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
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	-	-	219° (221.9°T)	24.6
TF	BOLGI	N	-	-	219° (221.8°T)	19.3
TF	LIRKO	N	+8000	-250	219° (221.5°T)	7.7
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-	142° (145.3°T)	11.5
TF	GG507	N	-	-	042° (045.3°T)	8.8
TF	GG514	N	-	-220	043° (045.6°T)	8.5
FM	GG514	N	-	-	043° (045.6°T)	-

RNAV STAR BANKO 3R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BANKO	N	-	-	-	-
TF	GG520	N	+FL180	-	301° (304.4°T)	14.5
TF	GOLEB	N	-	-	301° (303.7°T)	10.3
TF	VALBU	N	+FL140	-	301° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	301° (304.2°T)	7.0
TF	BIVLO	N	+7000	-250	301° (304.1°T)	4.9
TF	GG525	N	-	-	043° (045.5°T)	8.7
TF	GG512	N	-	-220	043° (045.7°T)	8.5
FM	GG512	N	-	-	043° (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	-	026° (028.9°T)	5.7
TF	CBY	N	-	-	026° (029.0°T)	8.5
TF	GG502	N	+FL100	-	051° (053.9°T)	7.3
TF	PITOM	N	MNM 7000 MAX FL150	-	042° (045.0°T)	12.0
TF	BIVLO	N	+7000	-	043° (045.8°T)	8.8
TF	GG525	N	-	-	043° (045.5°T)	8.7
TF	GG512	N	-	-220	043° (045.7°T)	8.5
FM	GG512	N	-	-	043° (045.7°T)	-

RNAV STAR BENOT 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	228° (231.4°T)	14.0
TF	VADAR	N	-	-	200° (202.5°T)	16.5
TF	SAPRE	N	-	-210	225° (228.3°T)	17.0

RNAV STAR BENOT 2T						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	228° (231.4°T)	14.0
TF	VEROX	N	-	-	228° (231.2°T)	17.6
TF	SAPRE	N	-	-210	196° (198.5°T)	16.4

RNAV STAR DJL 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	DJL	N	-	-	-	-
TF	GG517	N	-	-	142° (144.7°T)	24.3
TF	LIRKO	N	+8000	-	142° (144.9°T)	27.0
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	142° (145.3°T)	11.5
TF	GG507	N	-	-	042° (045.3°T)	8.8
TF	GG514	N	-	-220	043° (045.6°T)	8.5
FM	GG514	N	-	-	043° (045.6°T)	-

RNAV STAR FRIBU 1R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	FRIBU	N	-	-	-	-
TF	VADAR	N	-	-	247° (249.7°T)	20.7
TF	SAPRE	N	-	-210	225° (228.3°T)	17.0

RNAV STAR KINES 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	KINES	N	-	-	-	-
TF	GG519	N	-	-	346° (349.2°T)	12.0
TF	ROCCA	N	-	-	347° (349.7°T)	13.3
TF	GOLEB	N	-	-	346° (349.3°T)	18.7
TF	VALBU	N	+FL140	-	301° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	301° (304.2°T)	7.0
TF	BIVLO	N	+7000	-250	301° (304.1°T)	4.9
TF	GG525	N	-	-	043° (045.5°T)	8.7
TF	GG512	N	-	-220	043° (045.7°T)	8.5
FM	GG512	N	-	-	043° (045.7°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	-	099° (102.3°T)	12.6
TF	LIRKO	N	+8000	-	100° (102.7°T)	14.3
TF	DINIG	N	-	-	142° (145.2°T)	5.5
TF	SOVAD	N	+8000	-250	142° (145.3°T)	11.5
TF	GG507	N	-	-	042° (045.3°T)	8.8
TF	GG514	N	-	-220	043° (045.6°T)	8.5
FM	GG514	N	-	-	043° (045.6°T)	-

RNAV STAR ULMES 2R						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	228° (231.4°T)	14.7
TF	VADAR	N	-	-	228° (231.2°T)	13.8
TF	SAPRE	N	-	-210	225° (228.3°T)	17.0

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

	RWY 22		
	ROUTE		
DESIGNATOR	**Lateral**	**Vertical**	**Remark**
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 SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
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 SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
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 SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
BENOT 2R	From BENOT proceed via NEMOS (IAF), VADAR, SAPRE (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	NIL
BENOT 2T	From BENOT proceed via NEMOS (IAF), VEROX, SAPRE (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	NIL
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 SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
FRIBU 1R	From FRIBU proceed via VADAR (IAF), SAPRE (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	NIL
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 SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
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 SAPRE (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	NIL
ULMES 2R	From ULMES proceed via ESEVA, VADAR (IAF), SAPRE (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	NIL

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
ALPOZ	N 45 48 07.5	E 006 23 01.1	RNAV SID LSGG/OMNI DEP LSGG
ARBOS	N 46 59 03.0	E 006 01 35.0	RNAV SID LSGG/OMNI DEP LSGG
ARGIS	N 45 58 15.6	E 005 35 56.7	RNAV SID LSGG/OMNI DEP LSGG
BALSI	N 45 28 38.6	E 005 57 38.8	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	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	RNAV SID LSGG/RNAV STAR LSGG/OMNI DEP LSGG
DEPUL	N 45 55 30.0	E 005 29 40.0	RNAV SID LSGG/OMNI DEP LSGG
DIPIR	N 46 40 09.1	E 005 35 35.1	RNAV SID LSGG/OMNI DEP LSGG
DJL	N 47 16 14.8	E 005 05 50.4	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
GG601*	N 46 13 08.0	E 006 04 51.0	RNAV SID 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	RNAV SID LSGG
GG605*	N 45 58 33.2	E 006 17 29.9	RNAV SID LSGG
GG607*	N 46 30 13.9	E 006 22 17.7	RNAV SID LSGG
GG608*	N 46 20 49.9	E 006 16 10.6	RNAV SID LSGG
GG609*	N 46 03 43.1	E 006 09 30.0	RNAV SID LSGG/OMNI DEP LSGG
GG611*	N 45 57 56.1	E 005 59 16.0	RNAV SID LSGG/OMNI DEP LSGG
GG612*	N 46 16 38.1	E 006 09 59.5	RNAV SID LSGG
GG613*	N 46 01 20.1	E 006 13 11.7	RNAV SID LSGG
GG616*	N 45 56 57.6	E 006 13 39.2	RNAV SID LSGG
GG617*	N 46 24 38.6	E 005 48 08.4	RNAV SID LSGG
GG618*	N 46 01 05.7	E 005 59 27.6	RNAV SID LSGG
GG619*	N 46 02 35.4	E 006 07 41.4	RNAV SID LSGG/OMNI DEP LSGG
GG622*	N 45 47 50.9	E 005 58 39.1	RNAV SID LSGG
GG803*	N 46 08 34.5	E 005 58 10.9	RNP IAC RWY22 LSGG / ILS 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 / ILS 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	RNAV SID LSGG/OMNI DEP LSGG

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
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	RNAV SID LSGG/OMNI DEP LSGG
LEGVO	N 46 40 04.5	E 006 17 08.0	RNAV SID LSGG/OMNI DEP LSGG
LINNA	N 45 49 01.7	E 005 58 48.1	RNAV SID LSGG/OMNI DEP LSGG
LIKIQ	N 46 50 46.5	E 006 08 23.5	RNAV SID LSGG/OMNI DEP 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
WATQO	N 45 47 22.8	E 006 34 40.1	RNAV SID LSGG/OMNI DEP 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

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.

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