

GENERAL

Operational Hours

ATS Hours: H24.

Night Restrictions

SKED FLTs + Charter

No LDG 2300-0359†.

Delayed LDG possible between 2300-2329†, with prior approval from AD authorities.

In the morning:

- APCH CLR can only be expected if ACFT is overhead SPR (RWY 22) or INDIS (RWY 04) or 20NM track miles to touchdown at the earliest 5min before the respective night ban ends.
- LDG CLR will only be issued if touchdown will occur after the end of the night ban.

In the evening:

- APCH CLR can only be expected if ACFT is overhead SPR (RWY 22) or INDIS (RWY 04) or 20NM track miles to touchdown no later than 10min before the respective night ban comes into effect.
- LDG CLR will only be issued if touchdown will occur before the night ban.

No TKOF 2300-0459†.

Be ready to start-up 2251† latest.

Delayed TKOF possible between 2300-2329†, with prior approval from AD authorities.

Exception:

- ALTN LDG due to MET conditions and/or technical problems.
- Supplementary flights with special permission.

Note: OPS between 2101-2300† (DEP) and 0400-0459† (ARR) is subject to prior authorisation from AD authority.

Non commercial flights

No LDG 2100-0459†

In the morning:

- APCH CLR can only be expected if ACFT is overhead SPR (RWY 22) or INDIS (RWY 04) or 20NM track miles to touchdown at the earliest 5min before the respective night ban ends.
- LDG CLR will only be issued if touchdown will occur after the end of the night ban.

In the evening:

- APCH CLR can only be expected if ACFT is overhead SPR (RWY 22) or INDIS (RWY 04) or 20NM track miles to touchdown no later than 10min before the respective night ban comes into effect.
- LDG CLR will only be issued if touchdown will occur before the night ban.

No TKOF 2100-0459†. ACFT should be fully ready at HLDG point until 2050† at the latest.

Exception: ALTN LDG due to MET conditions and/or technical problems.

AD ADMIN Hours: Airport Duty Manager: H24

Airport Information

RFF: 0500-2330† CAT 9 and CAT 10 O/R

2331-0459† CAT 7 and CAT 9 O/R

Fuel: 0400-2200†, O/R 2201-0359†

PCN: RWY 04/22: 81R/B/W/T

Customs: Swiss/French customs.

GENERAL

Operation

Fuelling with PAX on board

Authorized only with Jet A1.

Not permitted on ACFT with MTOW less than 5.7t / 12500lbs and/or with a capacity of less than 20 seats.

Defuelling with PAX on board is strictly prohibited.

A380 OPS

LSGG may neither be planned as a DEST nor as an ALTN for A380 due to insufficient space on APN.

GPWS: When crossing the Jura at 7000ft or the Saleve below 7000ft the GPWS may be triggered due to excessive terrain closure rate.

Transponder Mode S: Set Transponder code upon receipt of clearance and set to "AUTO" if technically AVBL. Ensure that mode A is made AVBL for ATC from push-back and until fully parked on stand.

TWY Restriction

TWY F width 20m / 66ft.

TWY Y, Z width 10.5m / 34ft.

TWY system north of RWY AVBL up to code letter B ACFT, MAX wingspan 21.5m / 71ft.

TWY system south of RWY AVBL up to code letter E ACFT, MAX wingspan 65m / 213ft. Exceptions:

- TWY Link 0-3 and TWY Inner (BTN Link 0 and 4) MAX wingspan 48m / 157ft.
- TWY Link A and D MAX wingspan 36m / 118ft.
- TWY A and stands 71, 72: wing tip CLR for an ACFT with wingspan 65m / 217ft is 10m / 33ft.
- TWY C: CLR DIST between outer main gear and TWY edge is at least 3.8m / 12ft for A346, when nose wheel is over TWY CL.
- TWY F usable in CAT 1 conditions only for ACFT of wake turbulence CAT medium, except B757.
- TWY Outer and ACFT stands 87 to 89A, 95A to 95E: Wing tip CLR for an ACFT with wingspan 65m / 217ft lies between 7.5m / 24.6ft and 10m / 33ft.
- TWY Outer and inner west of Link 1: Wing tip to wing tip CLR may be reduced to at least 7.5m / 24.6ft depending on taxiing ACFT.
- B748 or equivalent code F ACFT (except A388) may operate under special conditions (marshaller, dedicated parking stand)

On APN wingtip CLR is provided only if ACFT main gear center remains over the guidelines.

Taxi**Hot Spot**

Caution: TWY C, D, E: Potential conflict with traffic on outer TWY.

Single engine taxi prohibited for ACFT with wake turbulence CAT HEAVY.

Arrival**North APN**

ACFT proceeding to north APN shall expedite vacating the concrete RWY via TWY Y or Z as instructed by Geneva TWR. ACFT will be instructed to contact Geneva GND.

South APN

All arriving ACFT shall expedite vacating the concrete RWY. When instructed by Geneva TWR, contact Geneva APN. Pilot shall be in contact with Geneva APN prior to entering outer TWY.

Maintain a reasonable speed until having passed CAT I holding stop bar and stop only at CAT II/III stop bar if no CLR to enter the OUTER TWY has been received from APN.

When RWY 22 is in use

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

GENERAL**Parking**

The appropriate stop line (1, 2 or 3) at the parking stand will be transmitted by ATC (GVA APN).

RWY 22

For parking stands on south APN:

Heavy, medium, and light ACFT use TWY D.

For parking stands on north APN:

Medium and light ACFT use TWY Y.

RWY 04

For parking stands on south APN:

Heavy ACFT use TWY C or B.

Medium and light ACFT use TWY D or C.

For parking stands on north APN:

Medium and light ACFT use TWY Y.

Stands 1-5, 8-11, 14-19, 83-86 equipped with laser mirror APIS.

For parking stands 80s: Manoeuvring guidance lights AVBL.

Other stands: Stop by lining-up his left shoulder with the stop line (1, 2 or 3) transmitted by APN.

When leaving stands 31-44, left turn mandatory, unless otherwise instructed from APN for two ENG narrow body ACFT.

APU

On stands 1-3, 3A, 4, 5, 8, 9-11, 14-16, 31-34, 42-44 use of APU not authorized except:

- until the ACFT is connected to the fixed electrical PWR
- 5min prior ENG start or push back
- when fixed electrical PWR or PCA supplies SYS is unserviceable

On stands 61-66, 83-87, 89B, 89C use of APU not authorized except:

- until the ACFT is connected to the fixed electrical PWR
- 5min prior ENG start or push back
- when fixed electrical PWR supply SYS is unserviceable.
- when climatic conditions require the use of APU to cool/heat the ACFT.

Other stands: restricted to 10min after LDG and 30min before DEP.

Other exemptions can be made by the airport authorities O/R of airline.

Bird Scaring

System AVBL on pilots REQ on APN between 0500-2100±.

Warnings

Lightning alert:

Siren followed by red flashing lights on apron in case of high risk of lightning within 5 NM of AD.

End of alert: Flashing lights are extinguished together with discontinued siren for 5 sec.

ARRIVAL**Speed**

MAX IAS 250KT below FL100, airspace C included

Due to high ground, all turns to reverse course below 7000ft shall be flown with bank angle 25°, MAX IAS 210KT.

ARRIVAL**Communication**

ACFT type must be reported at first contact with ARR.

COM Failure

ACFT equipped with on-board telephone: Dial +41 22 798 **7600** and mention last FREQ used.

- Proceed to GVA at last assigned and acknowledged FL.
- Descend to FL100 in GVA HLDG pattern (if already below FL100, climb to FL100 and proceed to GVA).
- Leave GVA HLDG at FL100 and proceed either to SPR or PAS according to RWY in use.
- Maintain FL100 until passing SPR/PAS.
- Carry out a standard instrument APCH according IAC.

Arrival Procedure**Arrival Note**

ACFT cleared for an RNAV STAR may proceed beyond IAF in accordance with STAR.

VFR Traffic Pattern: RWY 22 right-hand circuit.

Visual APCH

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

- for RWY 22 at latest 8.1 NM touchdown (GG802), MNM 4000ft QNH, for ARR from north, or at latest 11 NM touchdown, MNM 4000ft QNH, for ARR from the south.
- for RWY 04 at latest 5.6 NM touchdown (PAS VOR).

Reverse: More than idle reverse should not be used EXC when necessitated for operational and safety reasons.

Non-standard GP intercept position on RWY 22

GP intercept RWY 22 at 337m / 1107ft after landing threshold.

Remaining DIST beyond GP is 3563m / 11688ft.

Warning

Expect TURB in the region of PAS VOR during final APCH, especially with NE winds.

ILS RWY 04: False capture of LOC possible on left base. Monitor PSN using GVA R226.

RWY 04: Expect TURB on base and final APCH.

DEPARTURE**Take-off Minima**

RWY		04/22	
A, B, C	ft - m/km	0 - 150R	-
D		0 - 200R	-
A		0 - 400R/400V	REDL or RCLL
B, C		0 - 500R/500V	wo LGTs, HJ only
D		0 - 600R/600V	
		0 - 800R/800V	

Speed

MAX IAS 250KT below FL100, airspace C included.

Due to high ground, all turns to reverse course below 7000ft shall be flown with bank angle 25°, MAX IAS 210KT.

DEPARTURE**Communication****COM Failure**

ACFT equipped with on-board telephone: Dial +41 22 798 **7600** and mention last FREQ used.

- Climb to last assigned and acknowledged FL or ALT but not below MCA.
- Leave last assigned and acknowledged FL or ALT earliest 3min after airborne.
- Continue climb to FPL FL.

Departure Procedure

DEP RWY 04: All ACFT except heavy jet be prepared for full length DEP and for DEP from displaced THR. Expect instructions with line up. Advise TWR on initial call if unable to accept DEP from displaced THR.

Noise Abatement Procedure: ICAO Standard: TKOF PROC A.

General Information for all SID

MNM crossing ALTs specified in SID are subject to airspace structure only. Published PROCs design gradients do not guarantee maintaining the MCAs.

BELUS SID: Only for TFC DEST LFLB, LFLP and by ATC.

ROCCA SID: Only for TFC DEST or overflying Italy planned below FL200 (G32).

ATC Slot, Clearance**Start-up/Push-back**

North APN

When fully ready (doors closed, fuelling completed and, if required de-icing completed) REQ start-up and ATC CLR from GND indicating parking PSN.

South APN

When fully ready (doors closed, fuelling completed, pushback truck connected and, if required de-icing completed) REQ ATC CLR from GND indicating parking PSN. Once ATC CLR received, REQ start-up (push-back if required) from APN.

ACFT type must be reported with start-up CLR.

Do not start ENGs more than 15 min before slot. Exceptions by ATC.

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

Airport Collaborative Decision Making (CDM)

CDM concept in use at this airport. See General Part/RAR/RAR In-Flight.

De-Icing

0400-2300±, 0/R 2301-0359±.

Warning

TKOF RWY 22: Close in OBST right and left of RCL up to 184ft above DER.

TKOF RWY 04: Forest left of RCL up to 195ft above DER.

Effective 13-SEP-2018

06-SEP-2018

GVA-LSGG

2-10

Switzerland Geneva

AGC

AFC

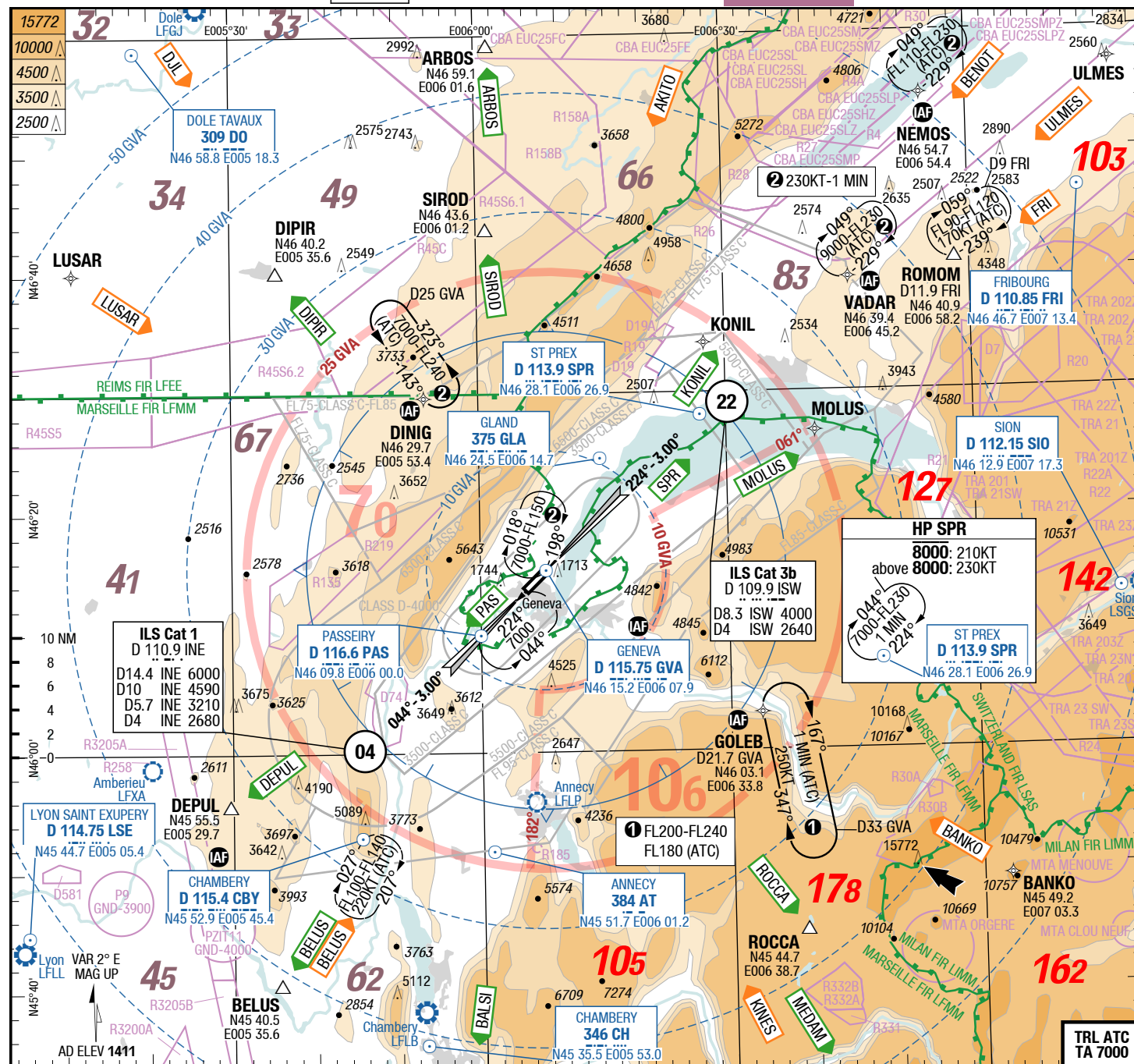
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AFC

Geneva Switzerland

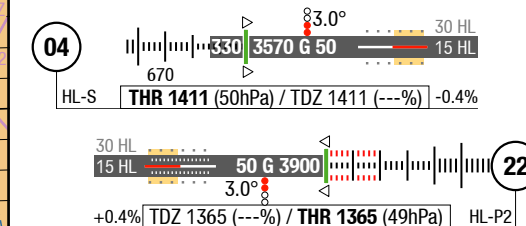
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AFC



D-ATIS	135.575	
Transit	136.450	by ATC
ARR	136.250	
APP	130.550	by ATC
Final	120.300	
DEP	119.525	131.325 by ATC
TWR	118.700	119.900 HJ by ATC
	119.700	
GND	121.675	119.700
APN	121.850	121.750
DCL		

Landing RWY system:



Changes: Completely revised

Effective 13-SEP-2018

06-SEP-2018

GVA-LSGG

Switzerland Geneva

AGC

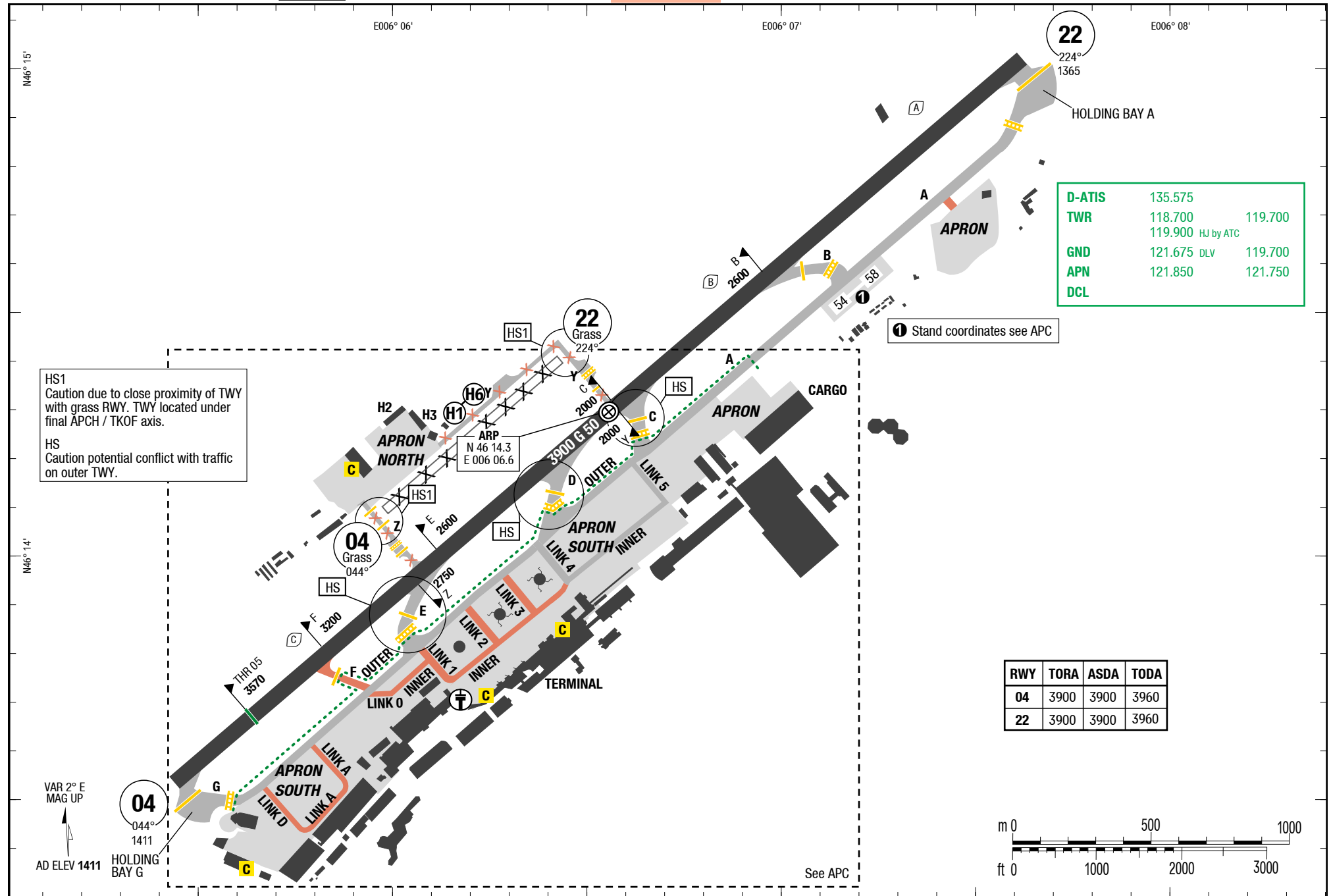
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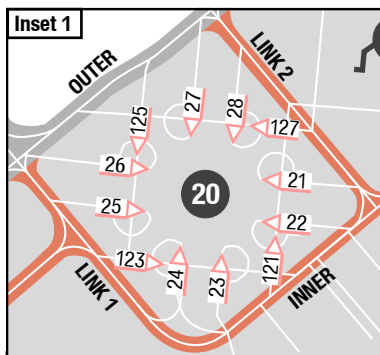
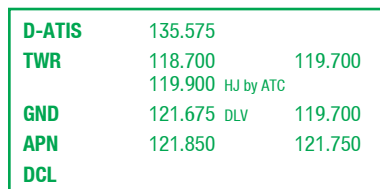
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AGC

3-20





1	N46 13.7 E006 06.2
2-5	N46 13.8 E006 06.3
8	N46 13.8 E006 06.4
9, 10	N46 13.9 E006 06.4
11	N46 13.9 E006 06.5
14-16	N46 14.0 E006 06.6
17, 18	N46 14.1 E006 06.7
19	N46 14.1 E006 06.8
21-26	N46 13.8 E006 06.2
27, 28	N46 13.9 E006 06.2
31-34	N46 13.9 E006 06.3
42	N46 13.9 E006 06.4
43, 44	N46 14.0 E006 06.4
54, 55	N46 14.5 E006 07.2
56	N46 14.6 E006 07.2
57, 58	N46 14.6 E006 07.3
61, 62	N46 14.1 E006 06.5
63-66A	N46 14.1 E006 06.6
67, 68	N46 14.2 E006 06.7
69	N46 14.2 E006 06.8
71-71E	N46 14.3 E006 06.8
72	N46 14.3 E006 06.9
72C, 72D	N46 14.3 E006 06.8
72E-75	N46 14.3 E006 06.9
76	N46 14.4 E006 07.0
83, 84	N46 13.7 E006 06.1
85	N46 13.7 E006 06.0
85A	N46 13.7 E006 06.1
86, 86A	N46 13.7 E006 06.0
87	N46 13.7 E006 05.9
87A	N46 13.7 E006 06.0
88	N46 13.7 E006 05.9
89-89C	N46 13.6 E006 05.9
90A, 90B	N46 13.6 E006 05.8
90C	N46 13.6 E006 05.9
95A-95E	N46 13.5 E006 05.7
121-125	N46 13.8 E006 06.2
127	N46 13.9 E006 06.2
A1	N46 13.6 E006 05.9
A2-A5	N46 13.5 E006 05.8
A6-A9	N46 13.6 E006 05.8
D1, D2	N46 13.5 E006 05.8
D3, D4	N46 13.5 E006 05.7
D5	N46 13.5 E006 05.8

06-SEP-2018

GVA-LSGG

Switzerland **Geneva**

RNAV SIDs / SIDs RWY 22 North

4-10

RNAV SIDs / SIDs RWY 04 North

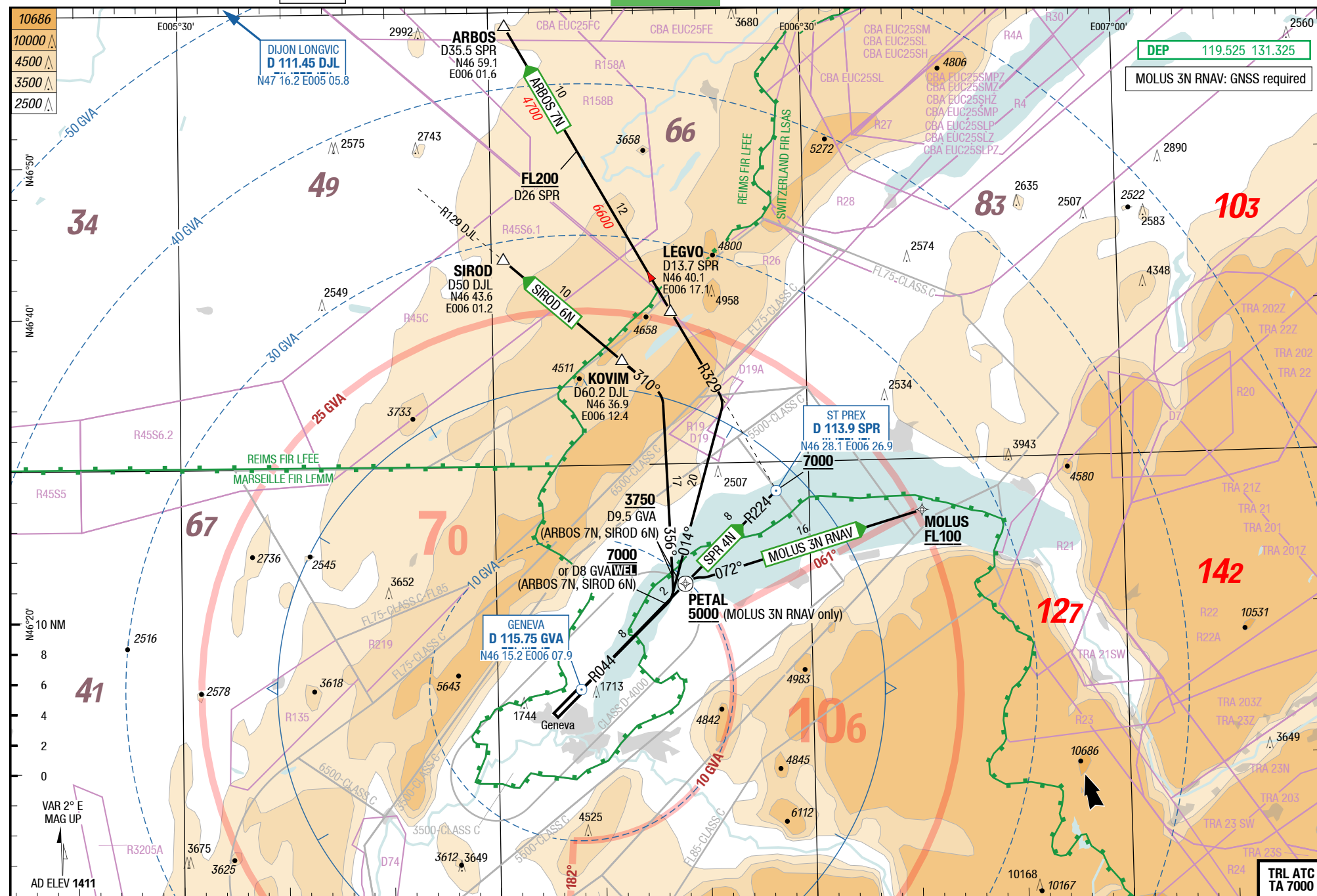
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SID

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RNAV SIDs / SIDs RWY 22 North

RNAV SIDs / SIDs RWY 04 North



Changes: Track, ASP, SUAs, Note, OBST, VAR

Effective 13-SEP-2018

06-SEP-2018

GVA-LSGG

Switzerland Geneva

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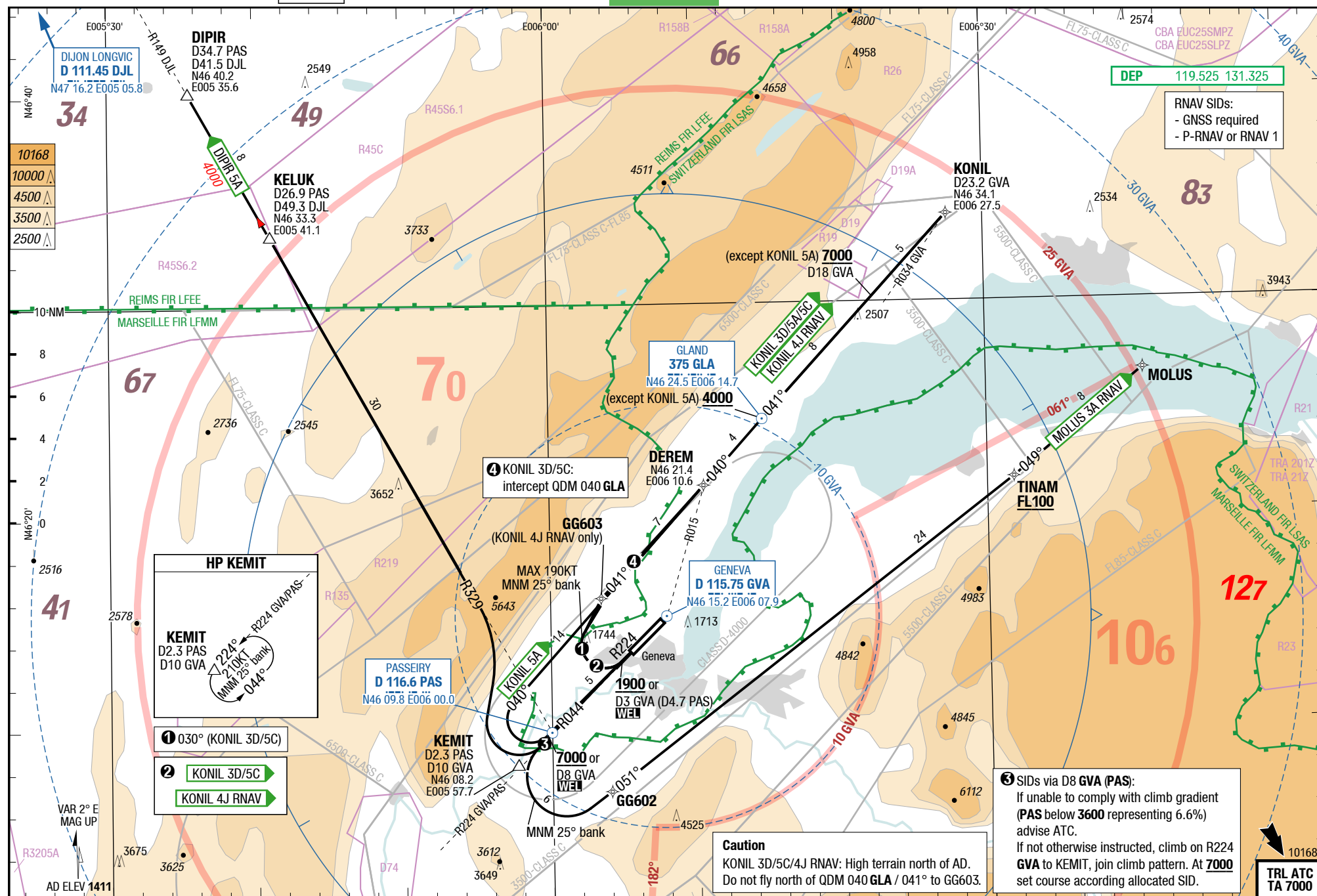
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4-20

RNAV SIDs / SIDs RWY 22 North

RNAV SIDs / SIDs RWY 22 North



Changes: Track, RWY , VAR, OBST, Note

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06-SEP-2018

GVA-LSGG

4-30

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SIDs RWY 22 South

SIDs RWY 04 South

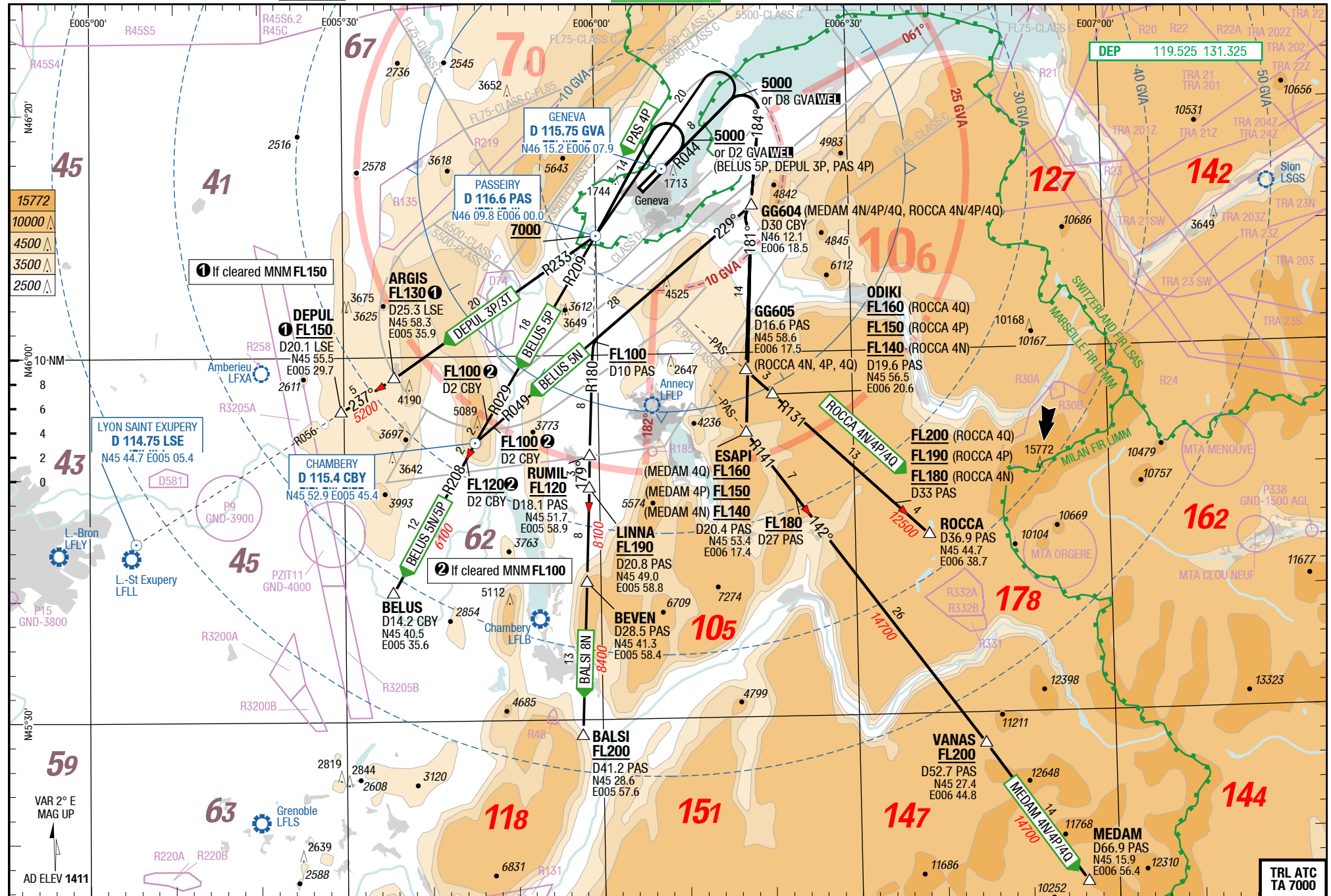
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SID

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SIDs RWY 22 South

SIDs RWY 04 South



Changes: Track, RWY , OBST, VAR, Editorial

TRL ATC
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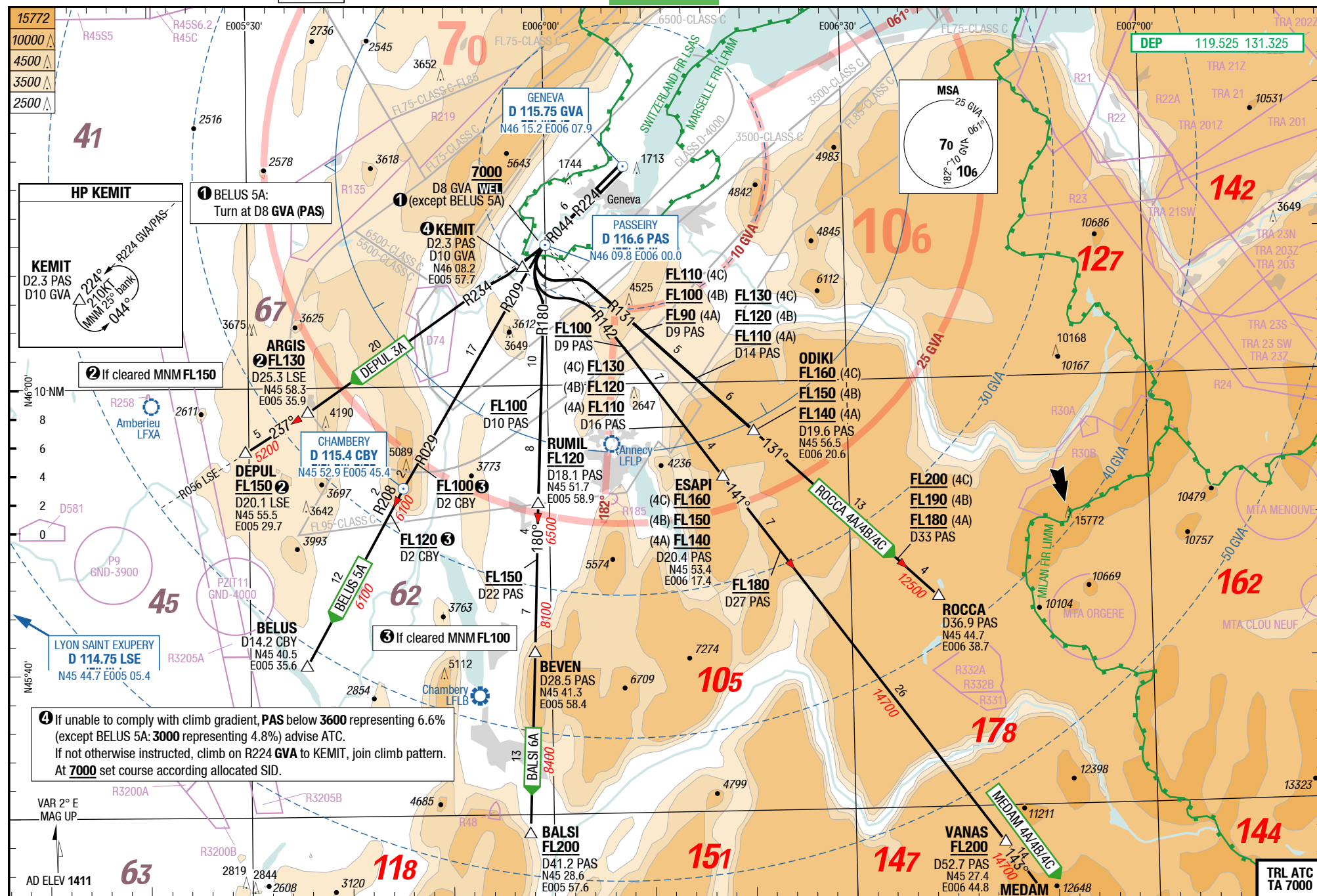
SIDs RWY 22 South

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SIDs RWY 22 South



Changes: RWY , Track, SUAs, Editorial

ARBOS 7N / MOLUS 3N RNAV / SAINT-PREX 4N / SIROD 6N

RWY 04 (044°)

When instructed, contact Geneva DEP.

	GS	120	150	180	210	240	270
5.4%	ft/MIN	700	900	1000	1200	1400	1500

DESIGNATOR	ROUTING	ALTITUDES
	Runway 04	
ARBOS 7N 5.4% to 1600 119.525 ⑧⑨	R044 GVA - at MNM 7000 or D8 GVA , whichever is later, LT 014° intercept R329 SPR to LEGVO - ARBOS	D9.5 GVA MNM 3750 D26 SPR MNM FL200 initial climb FL90
MOLUS 3N RNAV 119.525 ⑥⑦	R044 GVA to PETAL - MOLUS FMS PETAL [A5000+] - MOLUS [F100+]	PETAL MNM 5000 MOLUS MNM FL100 initial climb FL90
SAINT-PREX 4N SPR 4N 119.525 ①②③④⑧	R044 GVA to SPR	SPR MNM 7000 initial climb FL90
SIROD 6N 5.4% to 1600 119.525 ⑤⑧⑨	R044 GVA - at MNM 7000 or D8 GVA , whichever is later, LT 356° intercept R129 DJL inbound to KOVIM - SIROD	D9.5 GVA MNM 3750 initial climb FL90

- ① Traffic planned on N/UN871, proceed via SPR to SOSAL; cross SPR MNM FL100.
- ② Traffic planned on G5 (MAX FL90), proceed via SPR to FRI.
- ③ DEST LFSB: outside MIL OPS HR; after SPR expect W102 to BALIR, cross LORBU MNM FL110.
- ④ DEST LSGC: outside MIL OPS HR; after SPR expect W102 to LPS, cross LORBU MNM FL110.
- ⑤ Flights via IBABA and TUTAX: cross IBABA MNM FL220 (not AVBL during activity within LF-TSA 24; expect routing via DJL). Flights via ARBOS cross SIROD MNM FL200; flights via DJL cleared FL200 or above, cross D30 DJL MNM FL200.
- ⑥ RNAV applicable when passing PETAL.
- ⑦ Close-in OBST: Forest left of centerline up to 195ft above DER.
- ⑧ Close-in OBST: Trees and poles each side of centerline up to 170ft above DER.
- ⑨ If unable to comply with the climb gradient, advise ATC.

DIPIR 5A / KONIL 3D / KONIL 4J RNAV

RWY 22 (224°)

When instructed, contact Geneva DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
DIPIR 5A 6.6% to 5500 119.525 ①②⑦⑩	R224 GVA (R044 PAS inbound) - at MNM 7000 or D8 GVA (PAS) , whichever is later, RT intercept R329 PAS to KELUK - DIPIR	initial climb FL90
KONIL 3D 7.1% to 4600 119.525 ③④⑤⑥⑦⑩	R224 GVA (R044 PAS inbound) - at MNM 1900 or D3 GVA (D4.7 PAS), whichever is later, RT 030° (MAX 190KT, MNM 25° bank) intercept QDM 040 GLA via DEREM to GLA - QDR 041 GLA to KONIL	GLA MNM 4000 D18 GVA MNM 7000 initial climb 7000
KONIL 4J RNAV 7.1% to 4600 119.525 ④⑤⑥⑦⑧⑨⑩	R224 GVA (R044 PAS inbound) - at MNM 1900 or D3 GVA (D4.7 PAS), whichever is later, RT (MAX 190KT, MNM 25° bank) direct GG603 - DEREM - GLA - KONIL FMS GG603 [K190-] - DEREM - GLA [A4000+] - GVA18 [A7000+] - KONIL	GLA MNM 4000 D18 GVA MNM 7000 initial climb FL90

- ① If unable to comply with climb gradient (PAS below 3600ft representing 6.6%) advise ATC prior line-up or ASAP. If not otherwise instructed, climb on R224 GVA, at KEMIT join the departure climb pattern, LT (MAX 210KT, MNM 25° bank, 044° OUBD). At 7000ft or above set course according allocated SID.
- ② Flights via DJL cleared FL200 or above: cross IBABA (D27 DJL) MNM FL200. Flights via LERDU and ARBOS: cross LERDU MNM FL200. Flights via IBABA and TUTAX: cross IBABA MNM FL220 (not AVBL during activity within LF-TSA 24; expect routing via DJL).
- ③ Traffic planned on N/UN871, proceed: Z63 (KONIL, SOSAL MNM FL100) or on ATC request, alternate route Z62 (DEREM - NAMEL - TINAM, cross NAMEL MNM 9200ft).
- ④ Traffic planned on G5 (MAX FL90), proceed on R247 FRI to FRI.
- ⑤ DEST LFSB: outside MIL OPS HR; after KONIL expect W102 to BALIR, cross LORBU MNM FL110.
- ⑥ DEST LSGC: outside MIL OPS HR; after KONIL expect W102 to LPS, cross LORBU MNM FL110.
- ⑦ Caution: High terrain north of AD. Do not fly north of QDM 040 GLA.
- ⑧ Traffic planned on N/UN871, proceed: Z63 (KONIL, SOSAL MNM FL100) or on ATC request, alternate route Z62 (DEREM - NAMEL - TINAM, cross DEREM MNM 7000ft, NAMEL MNM 9200ft).
- ⑨ RNAV applicable when passing GG603.
- ⑩ Close-in OBST: Trees and BLDGs right and left of centerline up to 184ft above DER.

KONIL 5A / KONIL 5C / MOLUS 3A RNAV

RWY 22 (224°)

When instructed, contact Geneva DEP.

	GS	120	150	180	210	240	270
6.6%	ft/MIN	900	1100	1300	1500	1700	1900
7.1%	ft/MIN	900	1100	1300	1600	1800	2000

DESIGNATOR	ROUTING	ALTITUDES
	Runway 22	
KONIL 5A 6.6% to 5500 119.525 ①②③④⑤⑨	R224 GVA (R044 PAS inbound) - at MNM 7000 or D8 GVA (PAS) , whichever is later, RT intercept QDM 040 GLA via DEREM to GLA - QDR 041 GLA to KONIL	initial climb FL90
KONIL 5C 7.1% to 4600 119.525 ③④⑤⑥⑦⑨	R224 GVA (R044 PAS inbound) - at MNM 1900 or D3 GVA (D4.7 PAS), whichever is later, RT 030° (MAX 190KT, MNM 25° bank) intercept QDM 040 GLA via DEREM to GLA - QDR 041 GLA to KONIL	GLA MNM 4000 D18 GVA MNM 7000 initial climb FL90
MOLUS 3A RNAV 6.6% to 5500 119.525 ①⑧⑨	R224 GVA (R044 PAS inbound) - at MNM 7000 or D8 GVA (PAS) , whichever is later, LT (MNM 25° bank) direct GG602 - TINAM - MOLUS FMS GG602 - TINAM [F100+] - MOLUS	TINAM MNM FL100 initial climb FL90

- ① If unable to comply with climb gradient (PAS below 3600ft representing 6.6%) advise ATC prior line-up or ASAP. If not otherwise instructed, climb on R224 GVA, at KEMIT join the departure climb pattern, LT (MAX 210KT, MNM 25° bank, 044° OUBD). At 7000ft or above set course according allocated SID.
- ② Traffic planned on N/UN871, proceed: Z63 (KONIL, SOSAL MNM FL100) or on ATC request, alternate route Z62 (DEREM - NAMEL - TINAM, cross NAMEL MNM 9200ft).
- ③ Traffic planned on G5 (MAX FL90), proceed on R247 FRI to FRI.
- ④ DEST LFSB: outside MIL OPS HR; after KONIL expect W102 to BALIR, cross LORBU MNM FL110.
- ⑤ DEST LSGC: outside MIL OPS HR; after KONIL expect W102 to LPS, cross LORBU MNM FL110.
- ⑥ Caution: High terrain north of AD. Do not fly north of QDM 040 GLA.
- ⑦ Traffic planned on N/UN871, proceed: Z63 (KONIL, SOSAL MNM FL100) or on ATC request, alternate route Z62 (DEREM - NAMEL - TINAM, cross DEREM MNM 7000ft, NAMEL MNM 9200ft).
- ⑧ RNAV applicable when passing GG602.
- ⑨ Close-in OBST: Trees and BLDGs right and left of centerline up to 184ft above DER.

BALSI 8N / BELUS 5N / BELUS 5P / DEPUL 3P

RWY 04 (044°)

When instructed, contact Geneva DEP.

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
BALSI 8N 4.9% to 7600 119.525 ①②	R044 GVA - at MNM 5000 or D8 GVA , whichever is later, RT 184° intercept R049 CBY inbound - LT intercept R180 PAS to RUMIL - LINNA - BEVEN - BALSI	R180/D10 PAS MNM FL100 RUMIL MNM FL120 LINNA MNM FL190 BALSI MNM FL200 initial climb FL90
BELUS 5N 4.9% to 7800 119.525 ①②③	R044 GVA - at MNM 5000 or D8 GVA , whichever is later, RT 184° intercept R049 CBY inbound to CBY - R208 CBY to BELUS	R049/D2 CBY MNM FL100 (if cleared MNM FL100) R208/D2 CBY MNM FL120 (if cleared MNM FL100) initial climb FL90
BELUS 5P 3.8% to 6700 119.525 ①②③	R044 GVA - at MNM 5000 or D2 GVA , whichever is later, LT direct PAS - R209 PAS to CBY - R208 CBY to BELUS	PAS MNM 7000 R029/D2 CBY inbound MNM FL100 (if cleared MNM FL100) R208/D2 CBY MNM FL120 (if cleared MNM FL100) initial climb FL90
DEPUL 3P 3.8% to 6700 119.525 ①②	R044 GVA - at MNM 5000 or D2 GVA , whichever is later, LT direct PAS - R233 PAS to ARGIS - DEPUL	PAS MNM 7000 ARGIS MNM FL130 (if cleared MNM FL150) DEPUL MNM FL150 (if cleared MNM FL150) initial climb FL90

① If unable to comply with the climb gradient, advise ATC.

② Close-in OBST: Trees and poles each side of RWY centerline up to 170ft above DER ELEV.

③ Only for TFC DEST LFLB, LFLP and by ATC.

DEPUL 3T / MEDAM 4N / MEDAM 4P / MEDAM 4Q / PASSEIRY 4P

RWY 04 (044°)

When instructed, contact Geneva DEP.

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
DEPUL 3T 3.8% to 6700 119.525 ①②	R044 GVA - at MNM 5000 or D8 GVA , whichever is later, LT direct PAS - R233 PAS to ARGIS - DEPUL	PAS MNM 7000 ARGIS MNM FL130 (if cleared MNM FL150) DEPUL MNM FL150 (if cleared MNM FL150) initial climb FL90
MEDAM 4N 4.9% to 7800 119.525 ①②	R044 GVA - at MNM 5000 or D8 GVA , whichever is later, RT 184° intercept R049 CBY inbound - at GG604 LT 181° intercept R141 PAS to ESAPI - VANAS - MEDAM	ESAPI MNM FL140 R141/D27 PAS MNM FL180 VANAS MNM FL200 initial climb FL90
MEDAM 4P 4.9% to 7800 119.525 ①②	R044 GVA - at MNM 5000 or D8 GVA , whichever is later, RT 184° intercept R049 CBY inbound - at GG604 LT 181° intercept R141 PAS to ESAPI - VANAS - MEDAM	ESAPI MNM FL150 R141/D27 PAS MNM FL180 VANAS MNM FL200 initial climb FL90
MEDAM 4Q 4.9% to 7800 119.525 ①②	R044 GVA - at MNM 5000 or D8 GVA , whichever is later, RT 184° intercept R049 CBY inbound - at GG604 LT 181° intercept R141 PAS to ESAPI - VANAS - MEDAM	ESAPI MNM FL160 R141/D27 PAS MNM FL180 VANAS MNM FL200 initial climb FL90
PASSEIRY 4P PAS 4P 3.8% to 6700 119.525 ①②	R044 GVA - at MNM 5000 or D2 GVA , whichever is later, LT direct PAS	PAS MNM 7000 initial climb FL90

① If unable to comply with the climb gradient, advise ATC.

② Close-in OBST: Trees and poles each side of RWY centerline up to 170ft above DER ELEV.

ROCCA 4N / ROCCA 4P / ROCCA 4Q

RWY 04 (044°)

When instructed, contact Geneva DEP.

	GS	120	150	180	210	240	270
4.9%	ft/MIN	600	800	900	1100	1200	1400

DESIGNATOR	ROUTING	ALTITUDES
ROCCA 4N 4.9% to 16700 119.525 ①②	R044 GVA - at MNM 5000 or D8 GVA , whichever is later, RT 184° intercept R049 CBY inbound - at GG604 LT 181° intercept R131 PAS to GG605 - ODIKI - ROCCA	ODIKI MNM FL140 R131/D33 PAS MNM FL180 initial climb FL90
ROCCA 4P 4.9% to 16700 119.525 ①②	R044 GVA - at MNM 5000 or D8 GVA , whichever is later, RT 184° intercept R049 CBY inbound - at GG604 LT 181° intercept R131 PAS to GG605 - ODIKI - ROCCA	ODIKI MNM FL150 R131/D33 PAS MNM FL190 initial climb FL90
ROCCA 4Q 4.9% to 16700 119.525 ①②	R044 GVA - at MNM 5000 or D8 GVA , whichever is later, RT 184° intercept R049 CBY inbound - at GG604 LT 181° intercept R131 PAS to GG605 - ODIKI - ROCCA	ODIKI MNM FL160 R131/D33 PAS MNM FL200 initial climb FL90

① If unable to comply with the climb gradient, advise ATC.

② Close-in OBST: Trees and poles each side of RWY centerline up to 170ft above DER ELEV.

BALSI 6A / BELUS 5A / DEPUL 3A / MEDAM 4A

RWY 22 (224°)

When instructed, contact Geneva DEP.

	GS	120	150	180	210	240	270
4.8%	ft/MIN	600	800	900	1100	1200	1400
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
BALSI 6A 6.6% to 5500 119.525 ①②③	R224 GVA (R044 PAS inbound) - at MNM 7000 or D8 GVA (PAS) , whichever is later, LT intercept R180 PAS to RUMIL - BEVEN - BALSI	D10 PAS MNM FL100 RUMIL MNM FL120 D22 PAS MNM FL150 BALSI MNM FL200 initial climb FL90
BELUS 5A 4.8% to 4800 119.525 ②③④	R224 GVA (R044 PAS inbound) - at D8 GVA (PAS) LT intercept R209 PAS to CBY - R208 CBY to BELUS	D2 CBY inbound MNM FL100 (if cleared MNM FL100) D2 CBY outbound MNM FL120 (if cleared MNM FL100) initial climb FL90
DEPUL 3A 6.6% to 5500 119.525 ①③	R224 GVA (R044 PAS inbound) - at MNM 7000 or D8 GVA (PAS) , whichever is later, RT intercept R234 PAS to ARGIS - DEPUL	ARGIS MNM FL130 (if cleared MNM FL150) DEPUL MNM FL150 (if cleared MNM FL150) initial climb FL90
MEDAM 4A 6.6% to 5500 119.525 ①③	R224 GVA (R044 PAS inbound) - at MNM 7000 or D8 GVA (PAS) , whichever is later, LT intercept R142 PAS to ESAPI - VANAS - MEDAM	D9 PAS MNM FL100 D16 PAS MNM FL110 ESAPI MNM FL140 D27 PAS MNM FL180 VANAS MNM FL200 initial climb FL90

① If unable to comply with climb gradient (PAS below 3600ft representing 6.6%), advise ATC prior to line-up or ASAP. If not otherwise instructed, climb on R224 GVA, at KEMIT join the departure climb pattern, LT (MAX 210KT, MNM 25° bank, 044° OUBD). At 7000ft or above set course according allocated SID.

② If unable to comply with climb gradient (PAS below 3000ft representing 4.8%), advise ATC prior to line-up or ASAP. If not otherwise instructed, climb on R224 GVA, at KEMIT join the departure climb pattern, LT (MAX 210KT, MNM 25° bank, 044° OUBD). At 7000ft or above set course according allocated SID.

③ Close-in OBST: Trees and BLDGs right and left of centerline up to 184ft above DER.

④ Only for TFC DEST LFLB, LFLP and by ATC.

MEDAM 4B / MEDAM 4C / ROCCA 4A / ROCCA 4B

RWY 22 (224°)

When instructed, contact Geneva DEP.

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

DESIGNATOR	ROUTING	ALTITUDES
MEDAM 4B 6.6% to 5500 119.525 ①②	R224 GVA (R044 PAS inbound) - at MNM 7000 or D8 GVA (PAS) , whichever is later, LT intercept R142 PAS to ESAPI - VANAS - MEDAM	D9 PAS MNM FL100 D16 PAS MNM FL120 ESAPI MNM FL150 D27 PAS MNM FL180 VANAS MNM FL200 initial climb FL90
MEDAM 4C 6.6% to 5500 119.525 ①②	R224 GVA (R044 PAS inbound) - at MNM 7000 or D8 GVA (PAS) , whichever is later, LT intercept R142 PAS to ESAPI - VANAS - MEDAM	D9 PAS MNM FL100 D16 PAS MNM FL130 ESAPI MNM FL160 D27 PAS MNM FL180 VANAS MNM FL200 initial climb FL90
ROCCA 4A 6.6% to 5500 3.8% to 16200 119.525 ①②③	R224 GVA (R044 PAS inbound) - at MNM 7000 or D8 GVA (PAS) , whichever is later, LT intercept R131 PAS to ODIKI - ROCCA	D9 PAS MNM FL90 D14 PAS MNM FL110 ODIKI MNM FL140 D33 PAS MNM FL180 initial climb FL90
ROCCA 4B 6.6% to 5500 3.8% to 16200 119.525 ①②③	R224 GVA (R044 PAS inbound) - at MNM 7000 or D8 GVA (PAS) , whichever is later, LT intercept R131 PAS to ODIKI - ROCCA	D9 PAS MNM FL100 D14 PAS MNM FL120 ODIKI MNM FL150 D33 PAS MNM FL190 initial climb FL90

- ① If unable to comply with climb gradient (PAS below 3600ft representing 6.6%), advise ATC prior to line-up or ASAP. If not otherwise instructed, climb on R224 GVA, at KEMIT join the departure climb pattern, LT (MAX 210KT, MNM 25° bank, 044° OUBD). At 7000ft or above set course according allocated SID.
- ② Close-in OBST: Trees and BLDGs right and left of centerline up to 184ft above DER.
- ③ Only for TFC DEST or overflying Italy planned below FL200 (G32).

ROCCA 4C

RWY 22 (224°)

When instructed, contact Geneva DEP.

	GS	120	150	180	210	240	270
3.8%	ft/MIN	500	600	700	900	1000	1100
6.6%	ft/MIN	900	1100	1300	1500	1700	1900

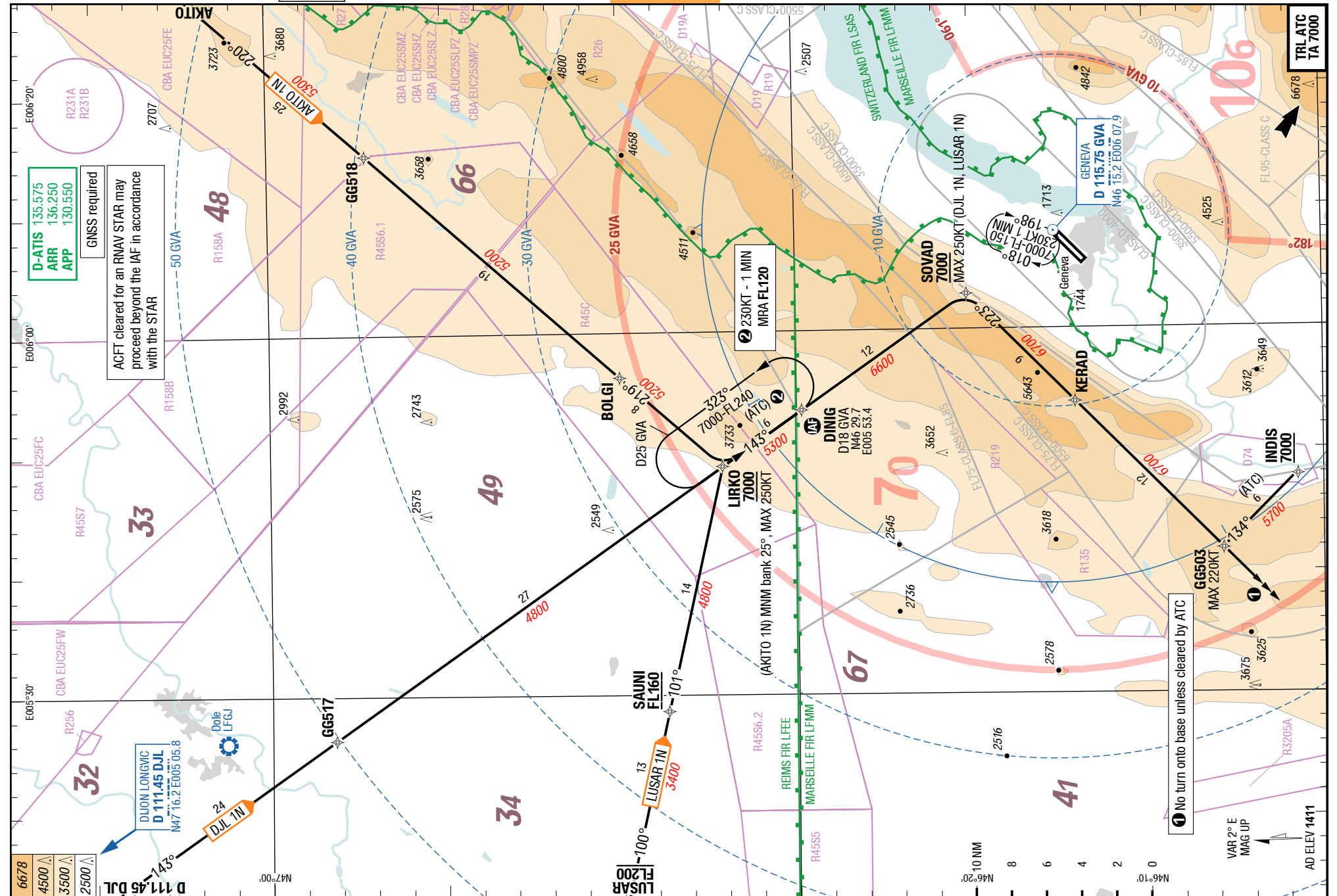
DESIGNATOR	ROUTING	ALTITUDES
ROCCA 4C 6.6% to 5500 3.8% to 16200 119.525 ①②③	R224 GVA (R044 PAS inbound) - at MNM 7000 or D8 GVA (PAS) , whichever is later, LT intercept R131 PAS to ODIKI - ROCCA	D9 PAS MNM FL110 D14 PAS MNM FL130 ODIKI MNM FL160 D33 PAS MNM FL200 initial climb FL90

- ① If unable to comply with climb gradient (PAS below 3600ft representing 6.6%), advise ATC prior to line-up or ASAP. If not otherwise instructed, climb on R224 GVA, at KEMIT join the departure climb pattern, LT (MAX 210KT, MNM 25° bank, 044° OUBD). At 7000ft or above set course according allocated SID.
- ② Close-in OBST: Trees and BLDGs right and left of centerline up to 184ft above DER.
- ③ Only for TFC DEST or overflying Italy planned below FL200 (G32).

GVA-LSGG**RNAV RWY 04 AKITO 1N / DJL 1N / LUSAR 1N**

STAR

STAR

RNAV RWY 04 AKITO 1N / DJL 1N / LUSAR 1N

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06-SEP-2018

GVA-LSGG

Switzerland **Geneva**

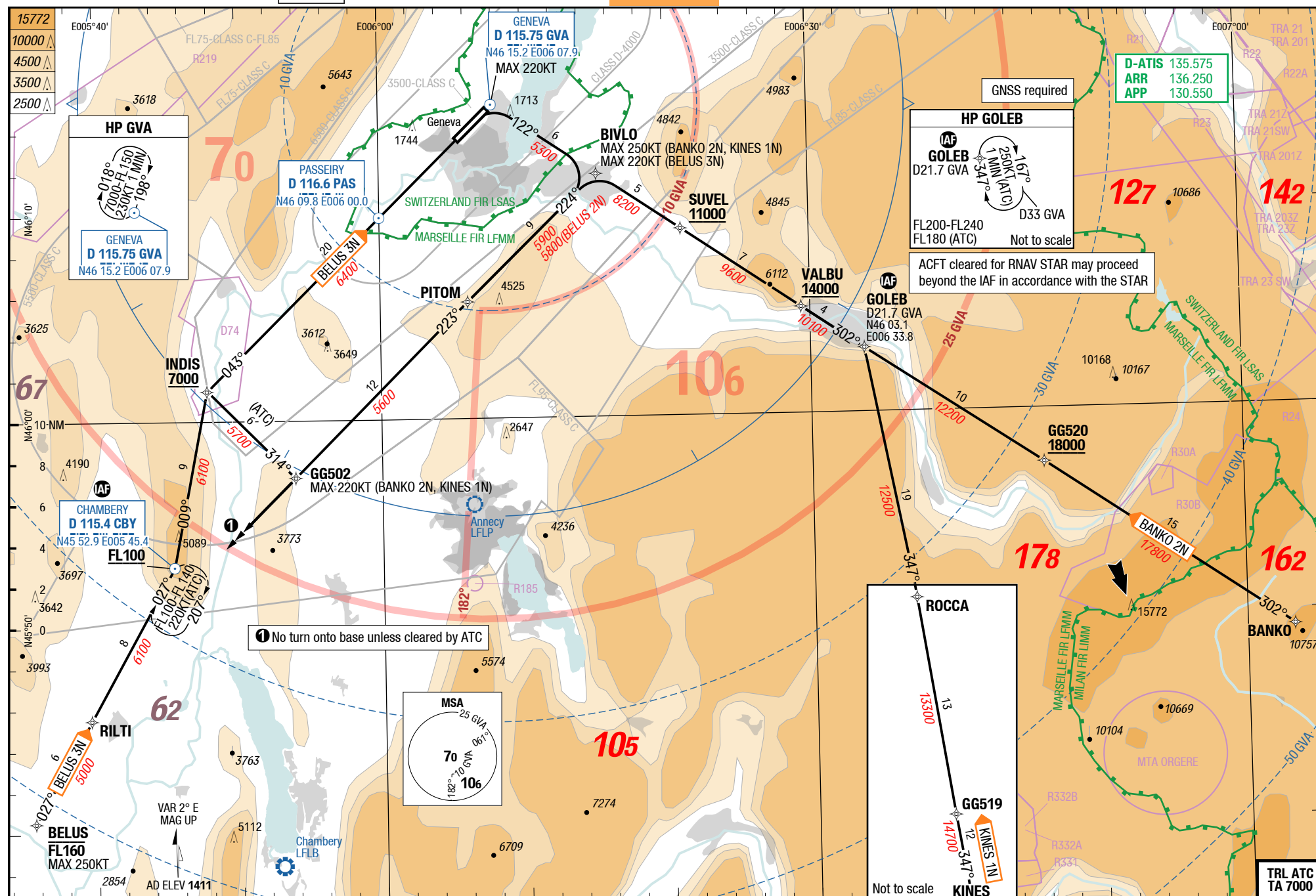
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Geneva Switzerland

RNAV RWY 04 BANKO 2N / BELUS 3N / KINES 1N

6-20

RNAV RWY 04 BANKO 2N / BELUS 3N / KINES 1N

Changes: Track, RWY , Speed RESTR, OBST, VAR

GVA-LSGG

Switzerland **Geneva**

RNAV RWY 22 AKITO 2R / DJL 1R / LUSAR 1R

RNAV RWY 04 BENOT 1N/1P / ULMES 1N/1P

STAR

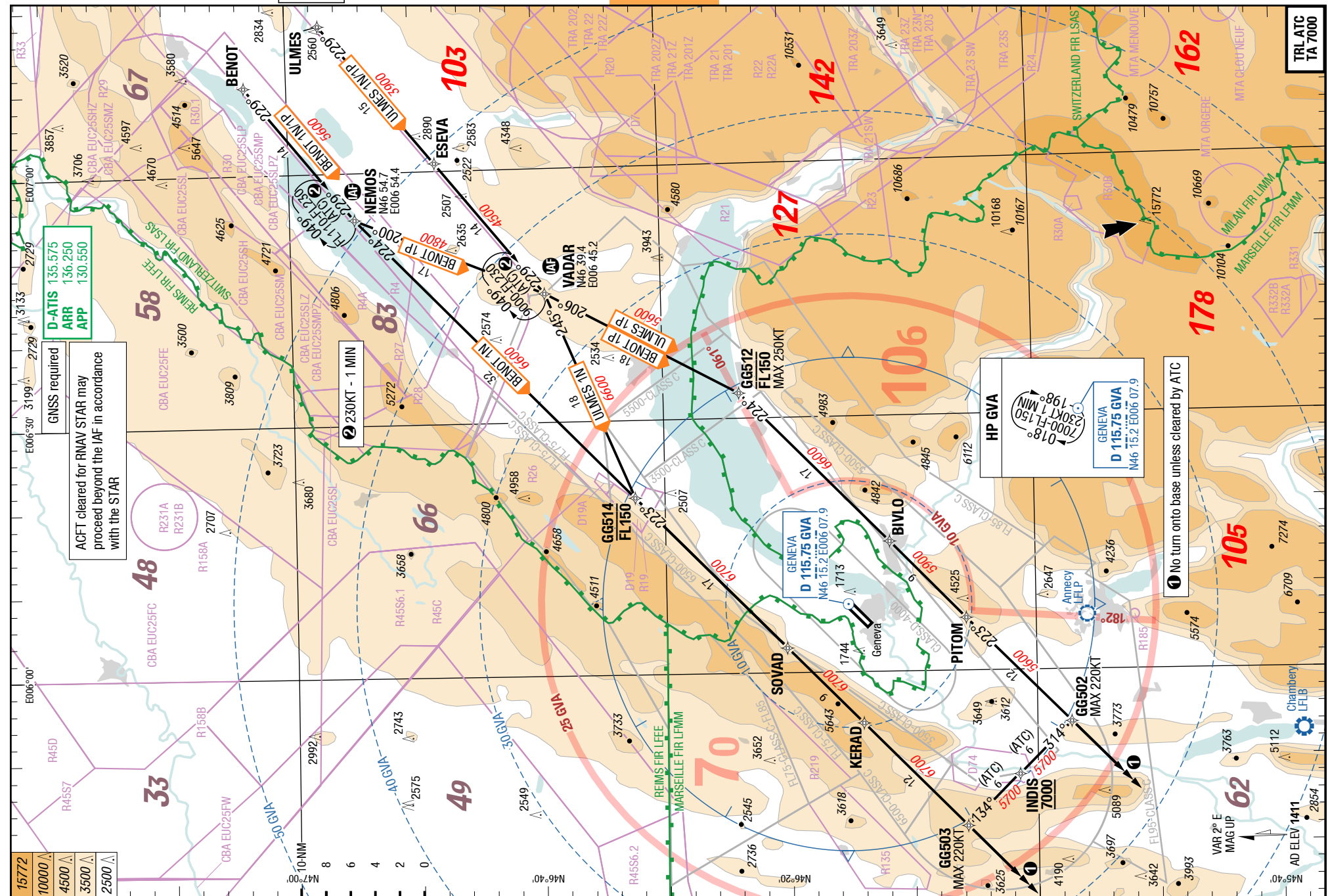
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Geneva Switzerland

RNAV RWY 22 AKITO 2R / DJL 1R / LUSAR 1R

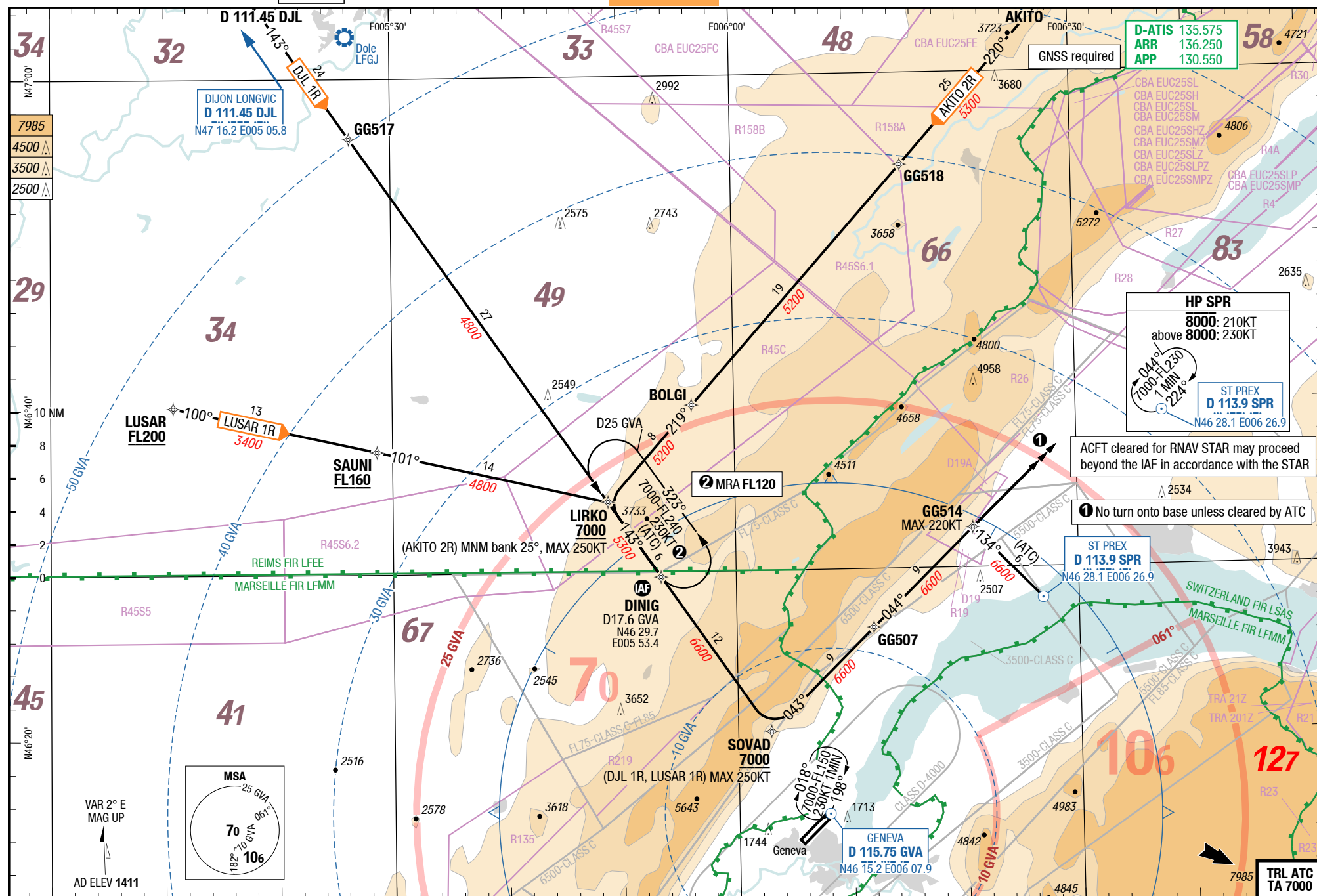
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6-30



Changes: Track, RWY , SUAs, OBST, VAR

6-40

RNAV RWY 22 AKITO 2R / DJL 1R / LUSAR 1R**RNAV RWY 22 AKITO 2R / DJL 1R / LUSAR 1R**

06-SEP-2018

GVA-LSGG

Switzerland **Geneva**

RNAV RWY 22 BENOT 1R / BENOT 1T / ULMES 1R

6-50

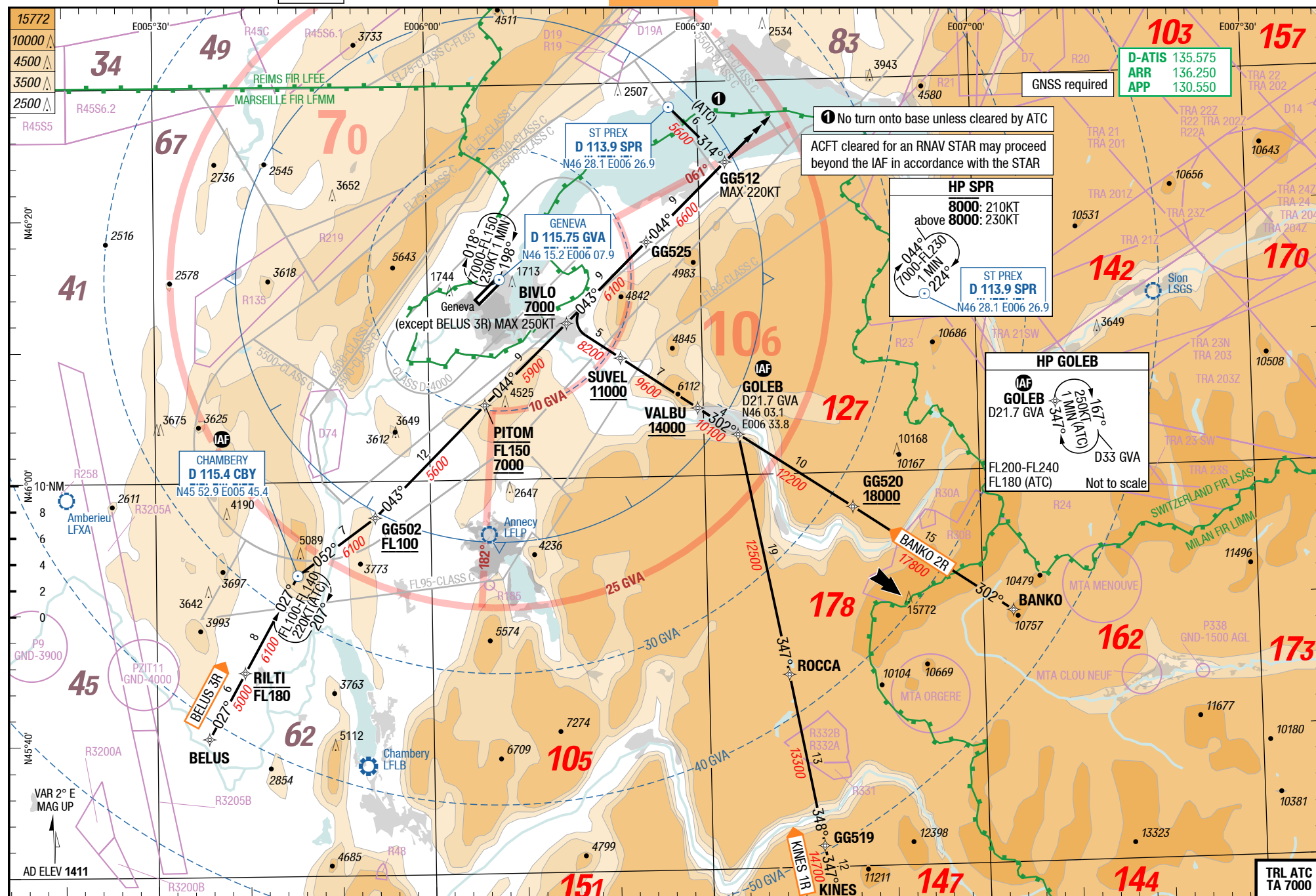
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STAR

STAR

Geneva Switzerland

RNAV RWY 22 BENOT 1R / BENOT 1T / ULMES 1R

RNAV RWY 22 BANKO 2R / BELUS 3R / KINES 1R

Changes: Track, RWY , VAR, OBST

GVA-LSGG

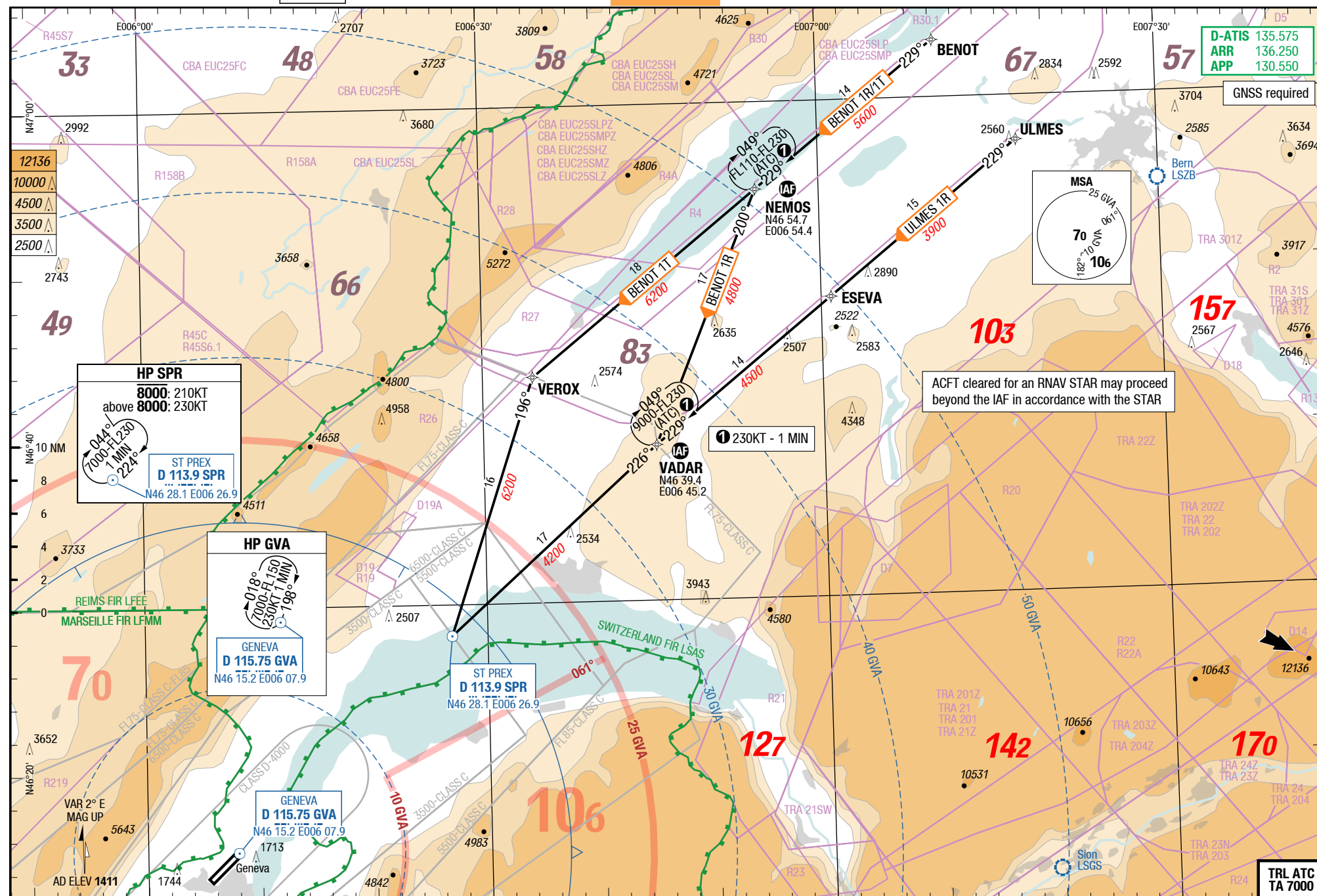
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Geneva Switzerland

RNAV RWY 22 BENOT 1R / BENOT 1T / ULMES 1R

6-60

RNAV Rwy 22 BENOT 1R / BENOT 1T / ULMES 1R

Changes: Track, RWY , SUAs, OBST, VAR

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Effective 13-SEP-2018

06-SEP-2018

GVA-LSGG

Switzerland Geneva

STARs DJI 6S / FRI 1S/1T

6-70

STARs BANKO 7S/ BELUS 3S

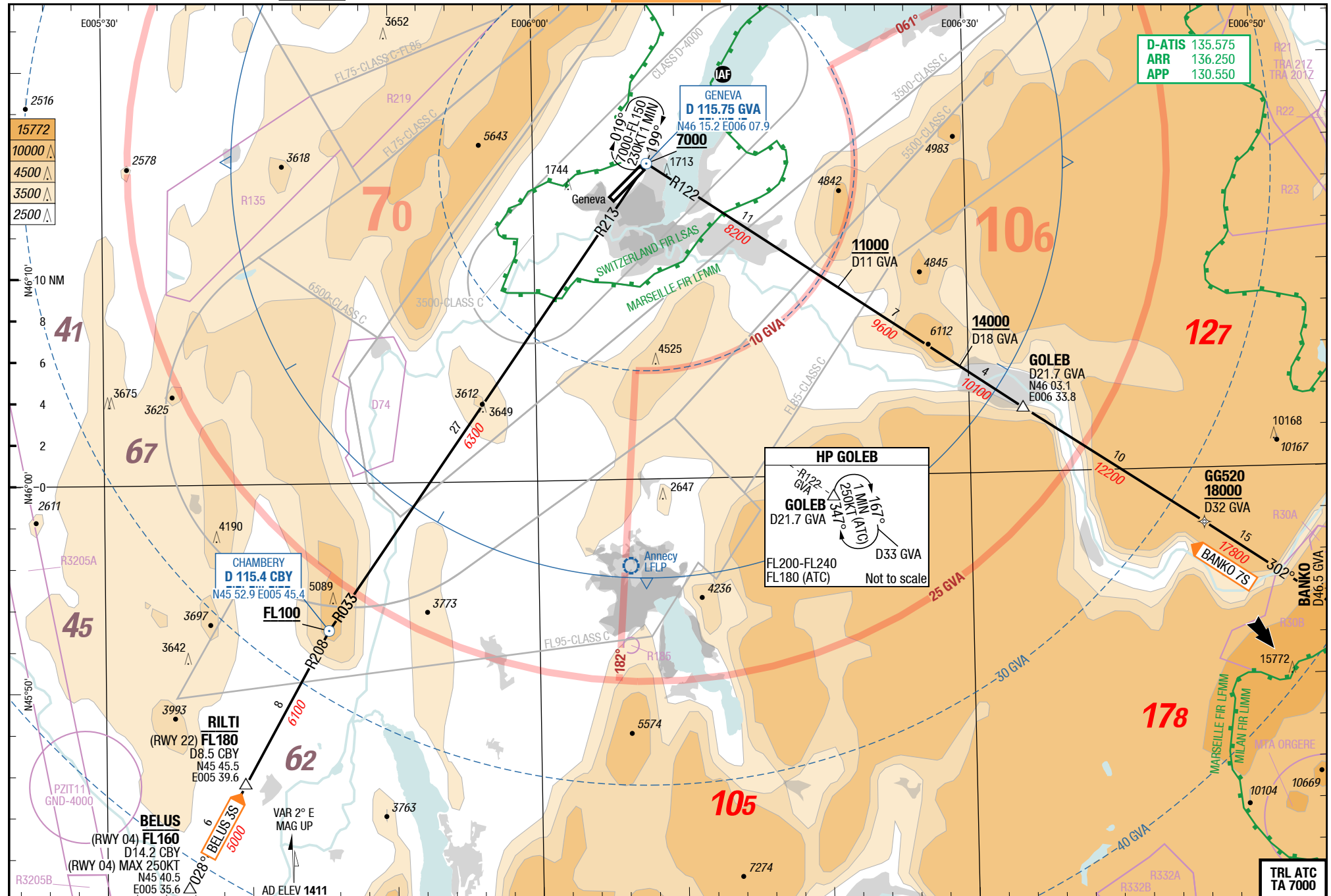
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STAR

Geneva Switzerland

STARs DJI 6S / FRI 1S/1T

STARs BANKO 7S/ BELUS 3S



Changes: Completely revised

GVA-LSGG

Switzerland **Geneva**

STAR

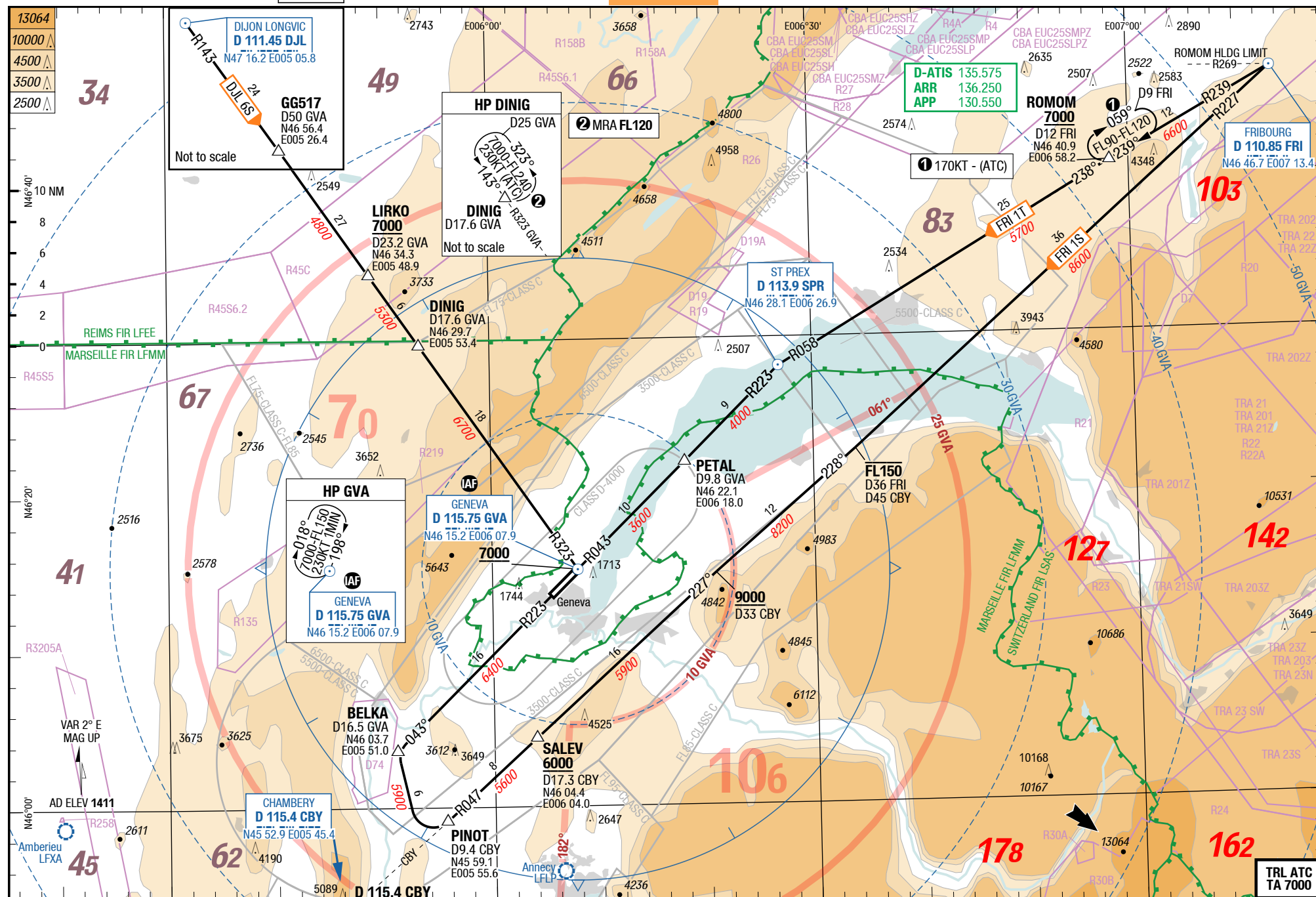
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Geneva Switzerland

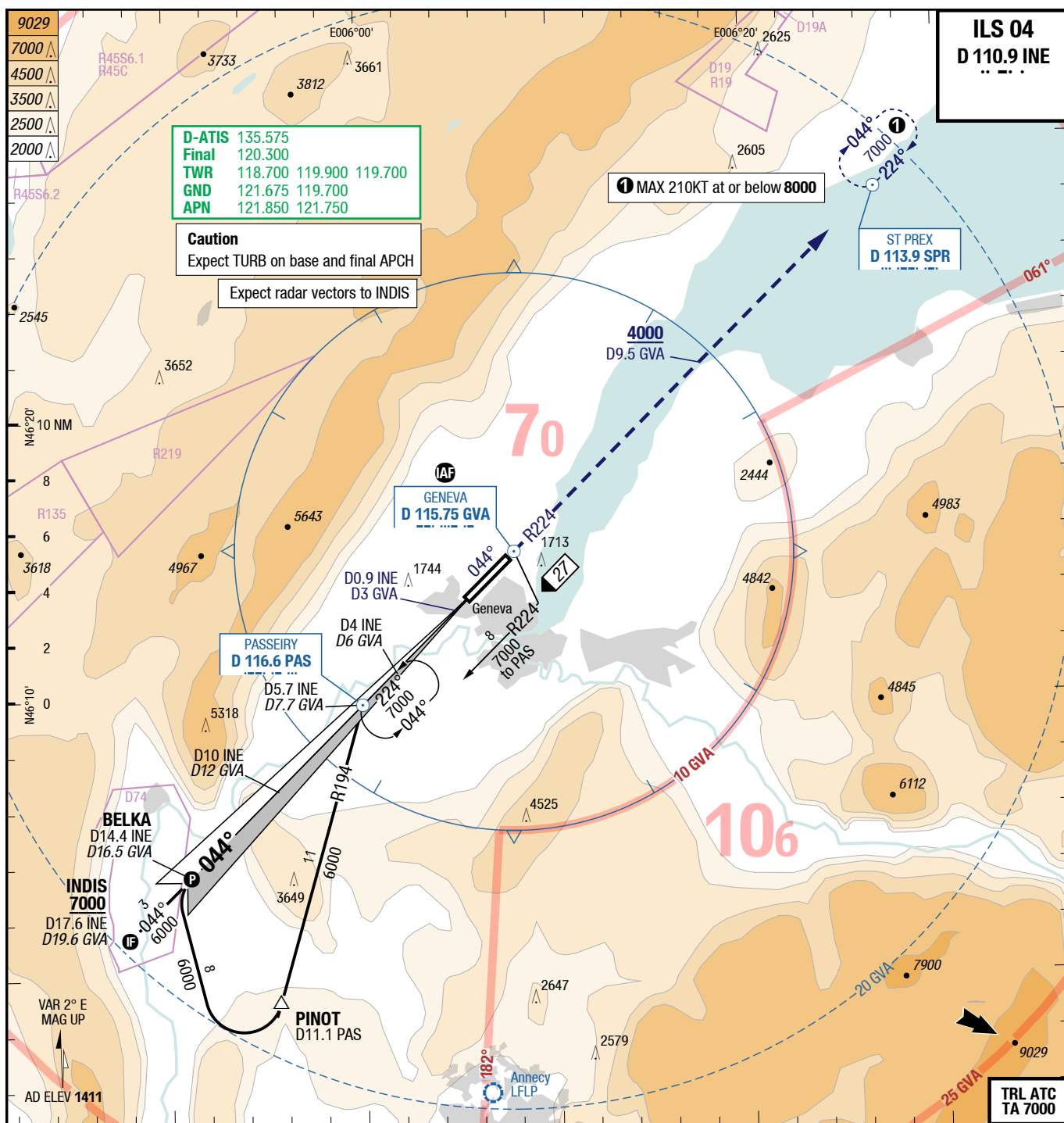
STARs DJI 6S / FRI 1S/1T

6-80

STARs DJI 6S / FRI 1S/1T



Changes: Track, RWY , SUAs, OBST, VAR, Editorial



LOC 3.02° D INE

17.4	15	13	7	3	2
7000	6220	5580	3660	2380	2050

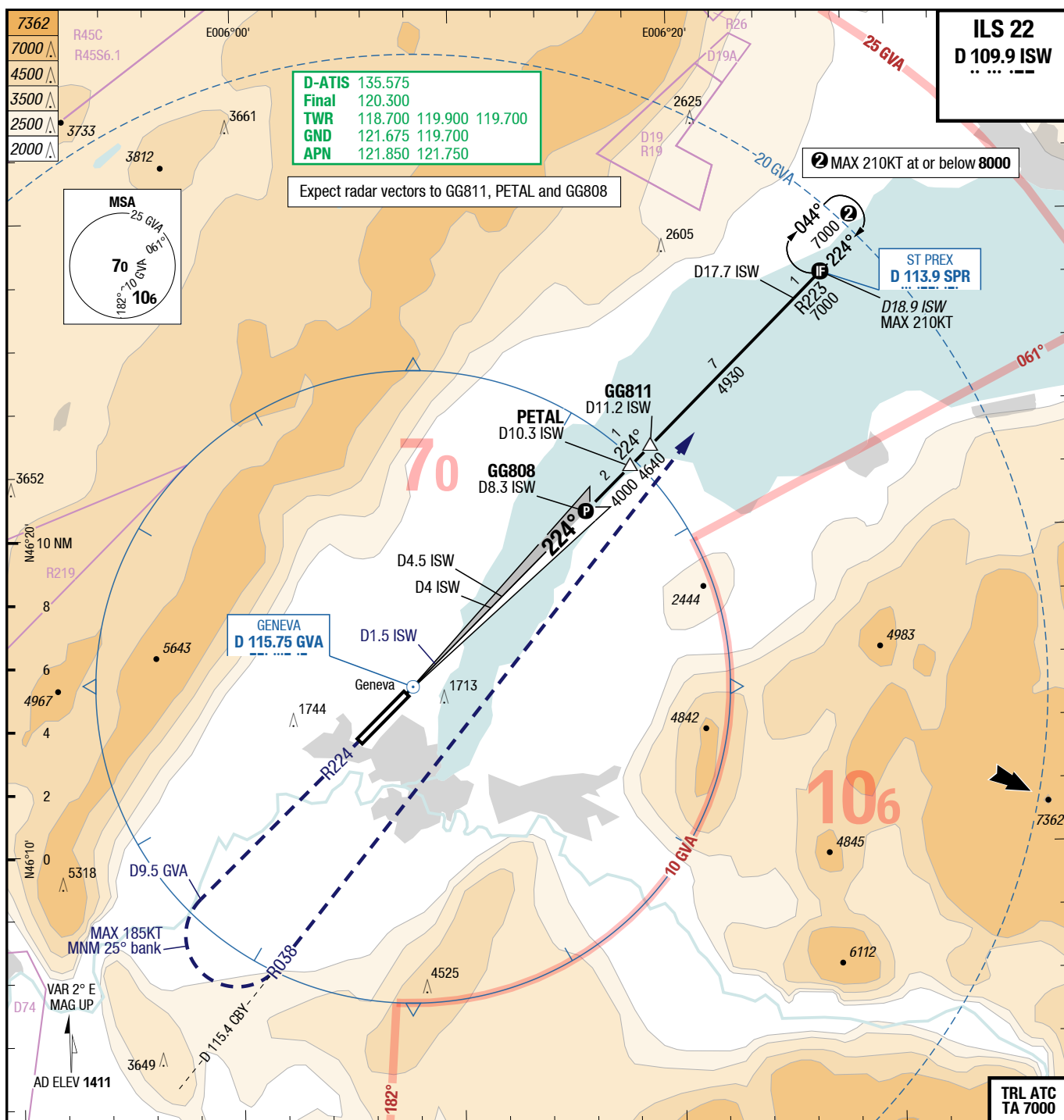
THR 1411 (50hPa) / TDZ 1411 (---%) -0.4%

intercept R044 GVA to SPR
 - cross D9.5 GVA at MNM 4000 - climb 7000

GS	120	140	160
PAS	640	750	850
-MAPt	2:23	2:02	1:47

	Cat 1 DME 1)	LOC DME	SRA 2)	Circling 3)
C	ft - m/km ft 210 - 750 1620	430 - 1.6 1840	800 - 2.4 2210	990 - 2.4V 2400
D	ft - m/km ft 220 - 800 1630	430 - 1.6 1840	800 - 2.4 2210	990 - 3.6V 2400 4)

1) With EVS 50sm
 2) AVBL only for EMERG
 3) As assigned by ATC, N of AD and within CTR only
 4) MAX KIAS 180 and radius 4.2NM



30 HL
15 HL
50 G 3900
3.0°
+0.4% TDZ 1365 (---) / THR 1365 (49hPa) HL-P2

ISW D1.5 D4 D4.5 D8.3 D10.3 D11.2 D17.7 D18.9 ISW
GG808 PETAL GG811 SPR

intercept R224 GVA
at D9.5 GVA LT
(MAX185KT, MNM 25° bank)
intercept R038 CBY to SPR
climb 7000

GS	120	140	160
D8.3 ISW	640	750	860
-MAPt	3:23	2:54	2:33

0 1.3 3.8 4.3 5 8.1 10 15 DIST TO THR

22

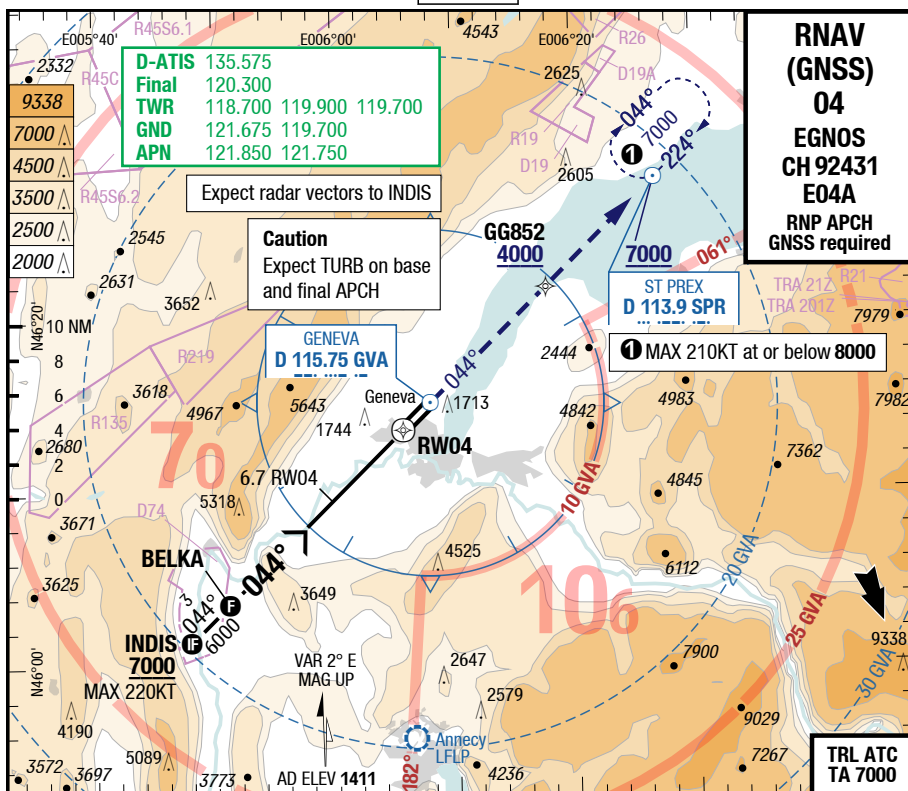
Cat 3b DME	Cat 2 DME	Cat 1 DME	Cat 1 DME	LOC DME	Circling
GA 3.4% 1) 2)	GA 3.4% 1) 2)	GA 3.4% 1) 2) 3)	GA 2.5% 2) 4)	GA 2.8% 1)	5)
0 - 75R Company	100 - 300R 108 RA	200 - 550 1570 / 216 RA	670 - 2.4 2040	480 - 1.5 1840	990 - 2.4V 2400
0 - 75R Company	100 - 300R 108 RA 6)	200 - 550 1570 / 216 RA	690 - 2.4 2050	480 - 1.5 1840	990 - 3.6V 2400 7)

1) Up to 4500ft 2) To remain inside controlled airspace GA 3.7% up to 4500ft required 3) With EVS 350m 4) With EVS 1.6km 5) As assigned by ATC. N of AD and within CTR only 6) If not conducting autoland RVR 350m required 7) MAX KIAS 180 and radius 4.2NM

GVA-LSGG

7-30

RNAV (GNSS) 04



04		RNAV GNSS LPV 1)	RNAV GNSS VNAV 2)	RNAV GNSS LNAV	Circling 3)
C	ft - m/km ft	210 - 750 1620	360 - 1.2 1770 4)	450 - 1.7 1860	
D	ft - m/km ft	220 - 800 1630	370 - 1.3 1780 5)	450 - 1.7 1860	

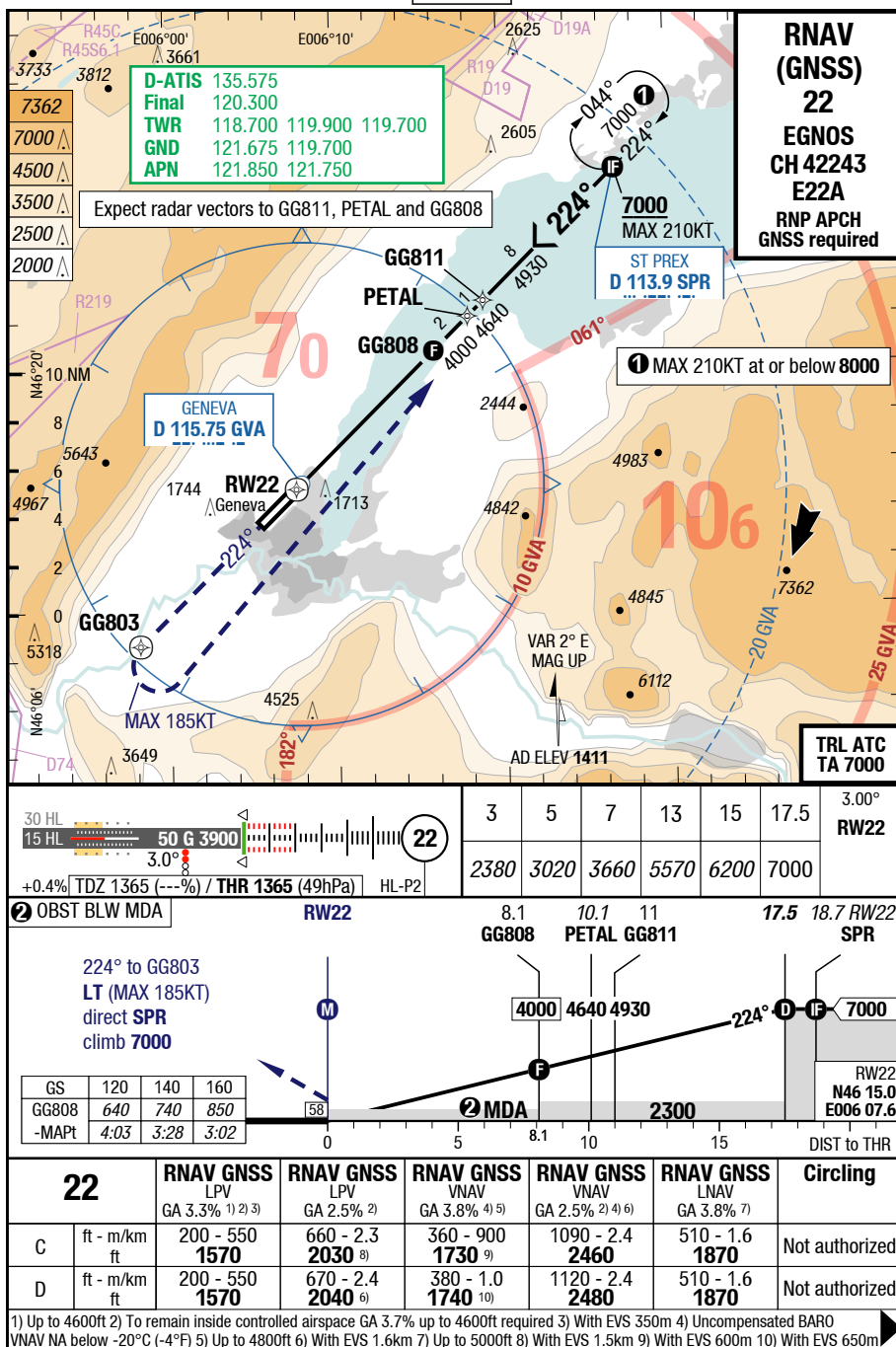
1) With EVS 550m 2) Uncompensated BARO VNAV NA below -20°C (-4°F) 3) As assigned by ATC, N of AD and within CTR only 4) With EVS 800m 5) With EVS 900m 6) MAX KIAS 180 and radius 4.2NM

Changes: Completely revised

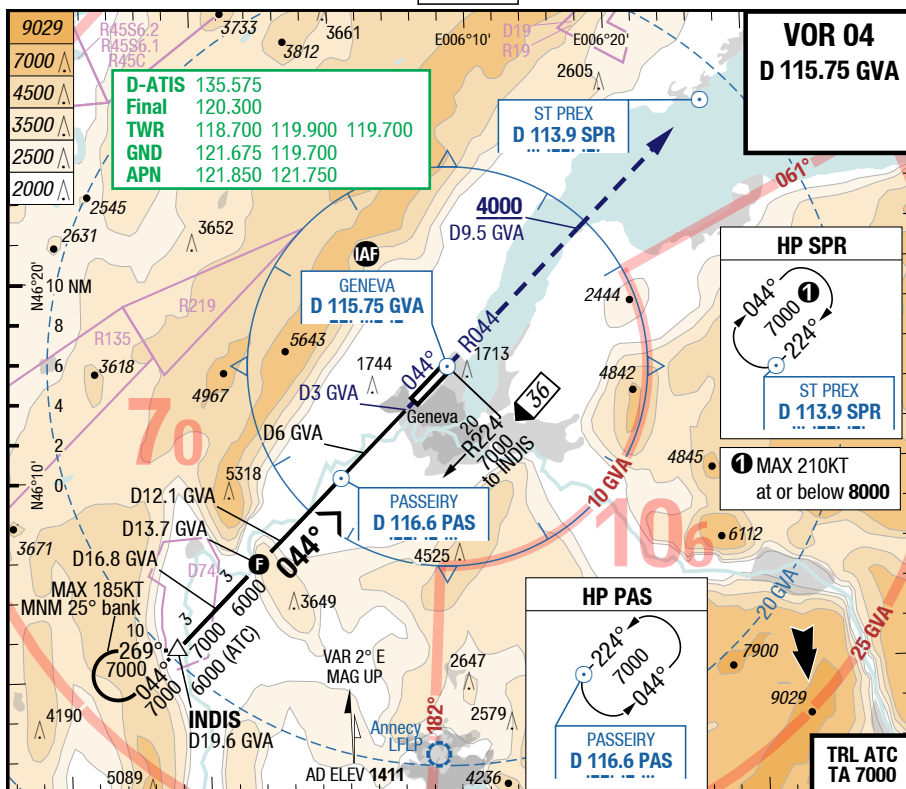
GVA-LSGG

7-40

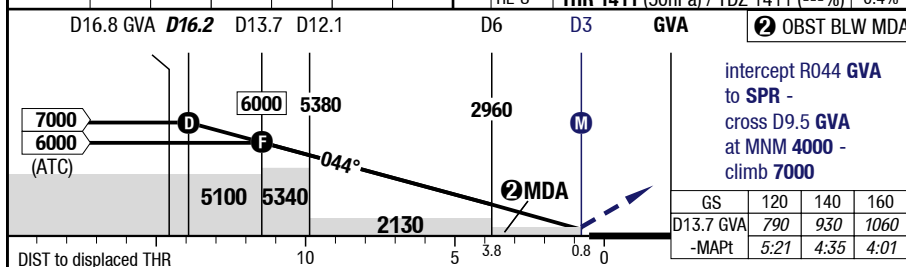
RNAV (GNSS) 22



7-50



3.74° D GVA	16.2	15	9	7	5	4	<div><div>04</div><div><div><div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><di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04		VOR DME					Circling 1)
C	ft - m/km ft	440 - 1.6 1850					990 - 2.4V 2400
D	ft - m/km ft	440 - 1.6 1850					990 - 3.6V 2400 2)

1) As assigned by ATC, N of AD and within CTR only			
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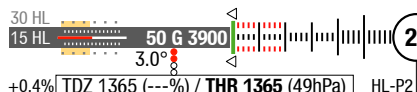
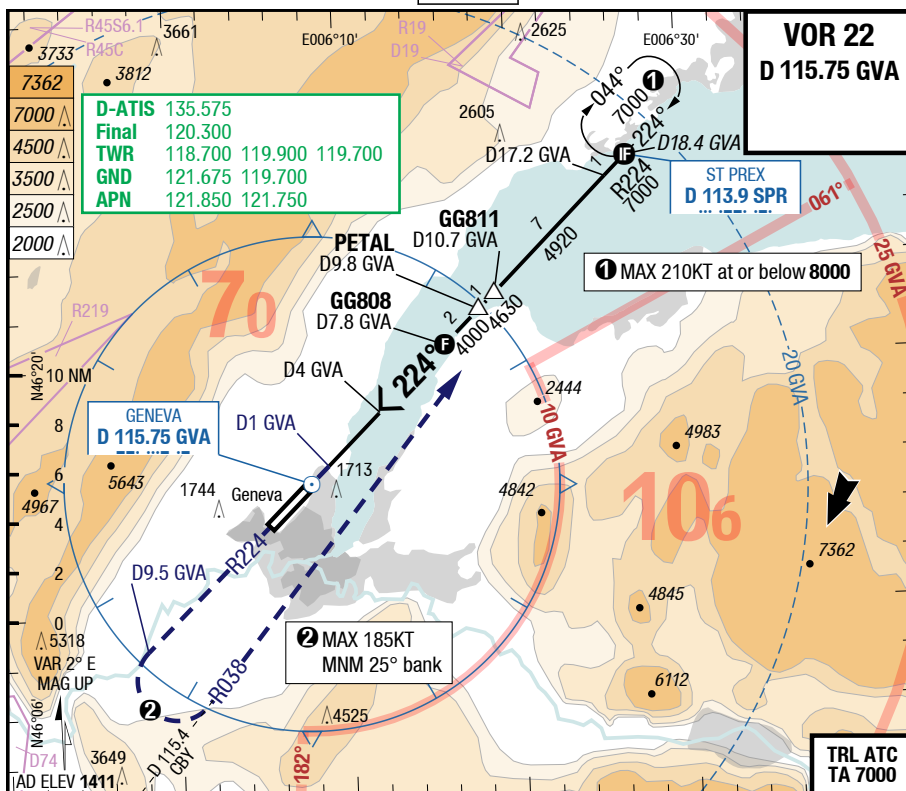
2) MAX KIAS 180 and radius 4.2NM

Changes: Completely revised

GVA-LSGG

7-60

VOR 22



2	3	5	7	13	17.2	3.01° D GVA
2160	2470	3110	3750	5670	7000	

intercept R224 GVA

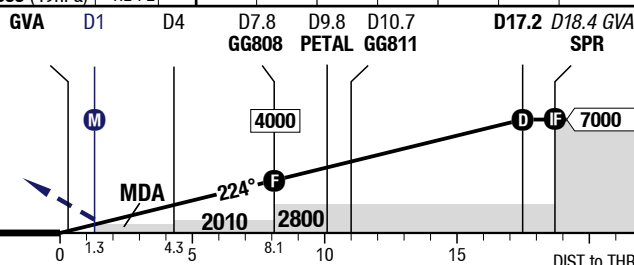
at D9.5 GVA LT

(MAX 185KT, MNM 25° bank)

intercept R038 CBY to SPR

climb 7000

GS	120	140	160
D7.8 GVA	640	750	850
-MAPt	3:24	2:55	2:33



22	VOR DME GA 2.8% 1)	VOR DME GA 2.5%				Circling 2)
C	ft - m/km ft 470 - 1.5 1830	710 - 2.4 2070				990 - 2.4V 2400
D	ft - m/km ft 470 - 1.5 1830	710 - 2.4 2070				990 - 3.6V 2400 3)

1) Up to 4500ft

2) As assigned by ATC, N of AD and within CTR only

3) MAX KIAS 180 and radius 4.2NM

Changes: Completely revised

22		LOC DME GA 2.5%	SRA 1)				
C	ft - m/km ft	680 - 2.4 2040	700 - 2.4 2060				
D	ft - m/km ft	680 - 2.4 2040	700 - 2.4 2060				

1) AVBL only for EMERG

22		RNAV GNSS LNAV GA 2.5% 1)					
C	ft - m/km ft	1490 - 5.0 2850					
D	ft - m/km ft	1490 - 5.0 2850					

1) To remain inside controlled airspace GA 3.7% up to 4600ft required

