GENEVA LSGG/GVA 17 NOV 06 NaSaddar K 10-2) Eff 23 Nov GENEVA, **SWITZERLAND**

Minimum Bank 25° At or above 7000' **AKITO 2R** AKITO 1N MAX 220 KT MAX 250 KT STAR LIRKO N46 34.3 E005 48.9 AKITO ONE NOVEMBER (AKITO 1N) [AKITIN] When passing over or abeam SLPs MAX IAS as broadcasted on ATIS or as cleared by ATC. If in certain ATIS 135.57 performance reasons pilots may not be able to comply with this speed limitation, they shall inform ATC. weather conditions or for aircraft AKITO TWO ROMEO (AKITO 2R) [AKIT2R] SPEED RESTRICTION
MAX 250 KT below FL100 At or above 7000' **DINIG** N46 29.7 E005 53.4 **KERAD** N46 14.1 E005 54.0 or as by ATC. RWY **BOLGI** N46 40.1 E005 56.3 (110.85 FRI R-263/D53) RWYS 05, 23 RNAV ARRIVALS SOVAD N46 20.3 E006 02.9 Speed Limit Point 23 05 MAX 250 KT AKITO 2R NO TURN ONTO BASE UNLESS CLEARED BY ATC OR DURING LOST COMMS 120.5 1411′ From AKITO via GG518, BOLGI, LIRKO, DINIG, SOVAD, GG507 to From AKITO via GG518, BOLGI, LIRKO, DINIG, SOVAD, KERAD to GG503, continue on track by ATC to INDIS to intercept final approach GG514, continue on track by ATC to SPR to intercept final approach. Trans level: By ATC Trans alt: 7000' Expect radar vectors to final approach. Alt Set: hPa GNSS ONLY (IF Rwy 05) INDIS N46 01.6 E005 47.8 At or above 7000' 115.4 CBY N45 52.9 E005 45.4 CHAMBERY-GG514 N46 32.4 E006 20.8 10 mg **GG507** N46 26.5 E006 12.0 MAX 220 KT D39.5 ROUTING N46 15.2 E006 07.9 SLP GG518 N46 54.4 E006 14.9 NOT TO SCALE 115.75 GVA 0000′ within 10 NM At or above 7000' AKITO N47 12.8 E006 38.9 (110.85 FRI R-319/D35) D 113.9 SPR HOLDINGS OVER DINIG N46 28.1 E006 26.9 HOLDING OVER SPR MAX 210 KT 7000' RNAV STAR MSA GVA VOR GVA 002 10,600'

"HANGES: RNAV STARs completely revised; STARs transferred

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HANGES: RNAV STARs completely revised; STARs transferred.

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GENEVA .SGG/GVA 17 NOV 06 (10-2A) Eff 23 Nov TEDDESEN. GENEVA, SWITZERLAND

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(IF Rwy 05) INDIS N46 01.6 E005 47.8 OZE OTA VBA TA VB 081 A AHM
TA VB 14 AHM
TA OZE YAM
TA OZE XAM
TA OZE XAM 115.4 CBY N45 52.9 E005 45.4 HOLDING OVER GOLEB BANKO 1R BANKO 1N NOT TO SCALE STAR CHAMBERY— At or above 7000' ATIS 135.57 BANKO ONE NOVEMBER (BANKO IN) [BANKIN] BANKO ONE ROMEO (BANKO 1R) [BANK1R] 23 05 RWYS 05, 23 RNAV ARRIVALS Apt E/ev 1411' 115.75 GVA NO TURN ONTO BASE UNLESS CLEARED From BANKO via GG520, GOLEB, VALBU, SUVEL, BIVLO, GG525 From BANKO via GG520, GOLEB, VALBU, SUVEL, BIVLO, PITOM to GG502, continue on track by ATC to INDIS to intercept final approach to GG512, continue on track by ATC to SPR to intercept final approach 15.2 E006 07.9 BY ATC OR DURING LOST COMMS **GG502** N45 57.2 E005 54.0 220 KT ΜAX Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
Expect radar vectors to final approach N46 U3./ E006 06.1 GNSS ONLY MHA 7000 MAX FL 150 When passing over or abeam SLPs MAX IAS as broadcasted on ATIS or as cleared by ATC. If in certain performance reasons pilots may not be able to comply with this speed limitation, they shall inform ATC. weather conditions or for aircraft At or above 11000' SPEED RESTRICTION MAX 250 KT below FL100 At or above **14000**' or as by ATC. Speed Limit Point N46 05.2 E006 29.4 GG525 N46 17.9 E006 24.1 ROUTING GOLEB N46 03.1 E006 33.8 At or above **18000**′ **BIVLO** N46 11.8 E006 15.2 At or above 7000' MAX 250 KT BANKO 1R At or above 7000' GG512 N46 23.8 E006 32. ST PREX D 113.9 SPR MAX 220 KT N46 28.1 E006 26.9 MAX 210 KT **GG520** N45 59.6 E006 41.4 (GVA R-124/D28) ● 7000' within 10 NM At or above 18000' N45 49.2 E007 03.3 (GVA R-124/D47) 7000′ MSA GVA VOR RNAV STAR BANKO 10,600' 0

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12 TEDDESEN

LSGG/GVA 7000′ ATIS 135.57 17 NOV 06 (10-2B) Eff 23 Nov Apt Elev MJEPPESEN GENEVA, SWITZERLAND Alt Set: hPa Trans level: By ATC Trans alt: 7000' Expect radar vectors to final approach RNAV STAR

0 7000' MAX 220 KT BENOT 1P BENOT 1N BENOT 1R GG503 N46 05.8 E005 41.8 NOT TO SCALE within 10 NM STAR KERAD N46 14.1 -E005 54.0 MSA GVA VOR 10,600 MAX IAS as broadcasted on ATIS or as cleared by ATC. If in certain weather conditions or for aircraft performance reasons pilots may not be able to comply with this speed limitation, they shall inform ATC. When passing over or abeam SLPs R₩Y SPEED RESTRICTION
MAX 250 KT below FL100 23 BENOT ONE NOVEMBER (BENOT 1N) [BENOIN] GG502 N45 57.2 E005 54.0 GVA R-209/D20.4) or as by ATC. BENOT ONE TANGO (BENOT 1T) [BENO1T] BENOT ONE ROMEO (BENOT 1R) [BENOIR] BENOT ONE PAPA (BENOT 1P) [BENOIP] MAX 220 KT Speed Limit Point GG514 N46 32.4 E006 20.8 From BENOT via NEMOS, VADAR, SPR to intercept final approach From BENOT via NEMOS, GG514, SOVAD, KERAD to GG503, continue on track by ATC to INDIS to intercept final approach. From BENOT via NEMOS, VADAR, GG512, BIVLO, PITOM to GG502, coninue on track by ATC to INDIS to intercept final approach. (IF Rwy 05) **INDIS** N46 01.6 E005 47.8 (115.4 CBY R-011/D9) At or below **FL150** At or above 7000' **PITOM**N46 05.7 E006 06.1 RWYS 05, 23 RNAV ARRIVALS GENEVA 115.75 GVA 46 15.2 E006 07.9 N46 11.8 E006 15.2 **GNSS ONLY** VEROX N46 43.7 E006 34.4 ROUTING SENO, **GG512** N46 23.8 E006 32.9 (GVA R-064/D19.3) MAX 250 KT At or below **FL150** (BENOT IN, IR, IT IAF) NEMOS N46 54.7 E006 54.4 (SPR R-035/D32.8) GVA MHA 2000 MAX FL 150 HOLDINGS OVER (BENOT IP IAF)
> VADAR
N46 39.4
E006 45.2
(110.85 FRI
R-250/D21) At or above 7000' N46 28.1 E006 26.9 P 113.9 SPR BENOT N47 03.5 E007 10.4 (SPR R-040/D46.3) MAX 210 KT HOLDING OVER SPR BENOT 1T NEMOS

CHANGES: RNAV STARs completely revised.

BENOT 1T

No turn onto base unless cleared by ATC or during lost comms

From BENOT via NEMOS, VEROX, SPR to intercept final approach.

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THANGES: RNAV STARs completely revised

tinue on track by ATC to SPR to intercept final approach.

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GG51; N46 56.4 E005 26.4 SGG/GVA NOT TO SCALE DJL 1R DJL 1N STAR ATIS 135.57 N45 52.9 E005 45.4 At or above 7000' 4^B111.45 DJL N47 16.2 E005 05.8 220 KT DIJON LONGVI N46 34.3 E005 48.9 R₩Y 23 05 At or above 7000' Apt Elev 1411' SOVAD N46 20.3 E006 02.9 From DJL via GG517, LIRKO, DINIG, SOVAD, GG507 to GG514, con-From DJL via GG517, LIRKO, DINIG, SOVAD, KERAD to GG503, continue on track by ATC to INDIS to intercept final approach. MAX 250 KT **KERAD** N46 14.1 E005 54.0 DJL 1R **DINIG** N46 29.7 E005 53.4 Alt Set: hPa Trans level: By ATC Trans alt: 7000' Expect radar vectors to final approach 011° 17 NOV 06 DIJON ONE NOVEMBER (DJL 1N) RWYS 05, 23 RNAV ARRIVALS DIJON ONE ROMEO (DJL 1R) NO TURN ONTO BASE UNLESS CLEARED performance reasons pilots may not When passing over or abeam SLPs MAX IAS as broadcasted on ATIS or as cleared by ATC. If in certain BY ATC OR DURING LOST COMMS be able to comply with this speed weather conditions or for aircraft limitation, they shall inform ATC MAX 250 KT below FL100 (IF Rwy 05) N4 INDIS N46 01.6 E005 47.8 (10-2C) Eff 23 Nov At or above **7000**' -B10 264 or as by ATC Speed Limit Point GNSS ONLY GG51. N46 32.4 E006 20.8 ROUTING N46 26.5 E006 12.0 ゅ N46 ⁶115.75 GVA 220 KT × × GENEVA, SWITZERLAND 15.2 E006 07.9 At or above 7000' N46 28.1 E006 26.9 ST PREX D 113.9 SPR HOLDINGS OVER DINIG MAX 210 KT **0** 7000′ within 10 NM 7000′ MSA GVA VOR RNAV STAR GVA MHA 2000 MAX FL 150 10,600' 0

GENEVA LSGG/GVA 17 NOV 06 (10-2D) MIEPPESEN GENEVA, SWITZERLAND Eff 23 Nov RNAV STAR

Alt Set: hPa

KINES ONE NOVEMBER (KINES 1N) [KINEIN] 1411′ Trans level: By ATC Trans alt: 7000' Expect radar vectors to final approach

135.57

KINES ONE ROMEO (KINES 1R) [KINE1R] RWYS 05, 23 RNAV ARRIVALS

7000′ 002 10,600' 0

GVA VOR

0 7000' within 10 NM

GNSS ONLY

NO TURN ONTO BASE UNLESS CLEARED

BY ATC OR DURING LOST COMMS

GNSS ONLY

At or above 7000' ST PREX D 113.9 SPR N46 28.1 E006 26.5 MAX 210 KT

N46 23.8 E006 32.9

BIVLO N46 11.8 E006 15.2 MAX 250 KT MAX 220 KT

N46 17.9 E006 24.1

At or above 7000' KINES 1R

(IAF) **GOLEB** N46 03.1 E006 33.8 (GVA D22)

At or above 14000'

At or above 7000'

(IF Rwy 05 on return)
INDIS
N46 01.6 E005 47.8

GENEVA 115.75 GVA N46 15.2 E006 07.

MAX 220 KT

(IF Rwy 05) **INDIS** N46 01.6 E005 47.8

٥

P116.6 PAS |

MHA 7000 MAX FL 150

N46 15.2 E006 07.9 BIS.75 GVA

At or above 7000'

At or above 11000'

N46 U5./ E006 06.1

GG502 N45 57.2 E005 54.0 At or above **14000**'

FI 80 BY A

MAX **220 KT**

ROCCA N45 44.7 E006 38.7

P115.4 CBY

CHAMBERY—

N45 52.9 E005 45.

SPEED RESTRICTION
MAX 250 KT below FL100 NOT TO SCALE

1:670°121

BELUS N45 40.5 E005 35.6

or as by ATC.

419

IN' 1B KINES

SLP 9 GG519 N45 31.6 E006 42.1

When passing over or abeam SLPs MAX IAS as broadcasted on ATIS or as cleared by ATC. If in certain

performance reasons pilots may not be able to comply with this speed limitation, they shall inform ATC. weather conditions or for aircraft 05 **SLP** Speed Limit Point From KINES via GG519, ROCCA, GOLEB, VALBU, SUVEL, BIVLO, PITOM to GG502, continue on track by ATC to INDIS to intercept final approach

CHANGES: RNAV STARs completely revised. KINES 1R KINES ź 23 From KINES via GG519, ROCCA, GOLEB, VALBU, SUVEL, BIVLO, GG525 to GG512, continue on track by ATC to SPR to intercept final approach.

STAR

ROUTING

KINES N45 19.9 E006 45.3

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LTP 1R

LTP 2N

STAR

R₩Y 05

MAX 250 KT

LTP 2N

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LSGG/GVA GENEVA

17 NOV 06

ATIS 135.57

1411′

Trans level: By ATC Trans alt: 7000' Expect radar vectors to final approach. PEPPESEN EPPESEN GENEVA, SWITZERLAND 7000′ RNAV STAR

LA TOUR DU PIN TWO NOVEMBER (LTP 2N) LA TOUR DU PIN ONE ROMEO (LTP RWYS 05, 23 RNAV ARRIVALS 10,600' 0

NO TURN ONTO BASE UNLESS CLEARED BY ATC OR DURING LOST COMMS 7000' within 10 NM GVA VOR

GG510 N45 46.4 E005 48.2 (GVA R-206/D32) At or above 7000' (1F Rwy 23) ST PREX 113.9 SPR N46 28.1 E006 26.5 MAX 210 KT **GG502** N45 57.2 E005 54.0 (GVA R-209/D20.4) At or above 10000 MAX 220 KT 188 LTP 2N LTP 1R ROUTING When passing over or abeam SLPs MAX IAS as broadcasted on ATIS or as cleared by ATC. If in certain performance reasons pilots may not be able to comply with this speed weather conditions or for aircraft limitation, they shall inform ATC. SPEED RESTRICTION
MAX 250 KT below FL100 SLP PITOM N46 05.7 E006 06.1 Between FL150 & 7000' or as by ATC. Speed Limit Point NOT TO SCALE LTP 1R **GG525** N46 17.9 E006 24.1 **BIVLO** N46 11.8 E006 15.2 At or above 7000' MAX 220 KT LTP 2N LTP 1R GG512 N46 23.8 E006 32.9 MAX **220 KT**

N45 52.9 E005 45 1115.4 CBY

CHAMBERY_

LA TOUR DU PIN D 115.55 LTP N45 29.3 E005 26.3

From LTP via BELUS, CBY, GG502, PITOM, BIVLO, GG525 to GG512, From LTP via BELUS, CBY, INDIS, GVA, BIVLO, PITOM to GG502, continue on track by ATC to INDIS to intercept final approach.

CHANGES: RNAV STARs completely revised continue on track by ATC to SPR to intercept final approach.

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17 NOV 06 (10-2F) Eff 23 Nov PEDDESEN GENEVA, SWITZERLAND

GENEVA LSGG/GVA

ATIS 135.57

1411′ Trans level: By ATC Trans alt: 7000' Expect radar vectors to final approach RNAV STAR

7000′ MSA GVA VOR 002 10,600' 0

LUSAR ONE NOVEMBER (LUSAR 1N) [LUSA IN]

LUSAR ONE ROMEO (LUSAR 1R) [LUSA1R]

RWYS 05, 23 RNAV ARRIVALS

NO TURN ONTO BASE UNLESS CLEARED

BY ATC OR DURING LOST COMMS

7000

within 10 NM

MAX 250 KT below FL100

ULMES

or as by ATC.

NOT TO SCALE

When passing over or abeam SLPs

or as by ATC.

SPEED RESTRICTION
MAX 250 KT below FL100

LUSAR

performance reasons pilots may not be able to comply with this speed MAX IAS as broadcasted on ATIS or as cleared by ATC. If in certain weather conditions or for aircraft

limitation, they shall inform ATC.

Speed Limit Point

At or above FL200 N46 40.1 E005 10.8 (SPR R-284/D54)

ST PREX D 113.9 SPR

N46 28.1 E006 26.9

At or above 7000'

MAX 210 KT

At or above 7000 IRKO N46 34.3 E005 48.9

GG514 N46 32.4 E006 20.8 ゅ 220 KT × ×

N46 37.4 E005 28.7 (SPR R-284/D41)

1N, 1₽

At or above FL160

SOVAD N46 20.3 E006 02.9

DINIG N46 29.7 E005 53.4

MAX 250 KT

HOLDINGS OVER DINIG

At or above 7000'

KERAD N46 14.1 E005 54.0.

LUSAR 1R

At or above 7000' P115.75 GVA GVA

(IF Rwy 05) N-INDIS N46 01.6 E005 47.8

Α×

From LUSAR via SAUNI, LIRKO, DINIG, SOVAD, GG507 to GG514, continue on track by ATC to SPR to intercept final approach. From LUSAR via SAUNI, LIRKO, DINIG, SOVAD, KERAD to GG503, continue on track by ATC to INDIS to intercept final approach. ROUTING

CHANGES: RNAV STARs completely revised.

LUSAR 1R

23 05

LUSAR 1N

STAR

RWY

N45 52.9 E005 45.4 115.4 CBY

lacksquare

CHAMBERY-

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LSGG/GVA GENEVA Alt Set: hPa
Trans level: By ATC Trans alt: 7000'
Expect radar vectors to final approach

17 NOV 06

(10-2G)

Eff 23 Nov

GENEVA, SWITZERLAND

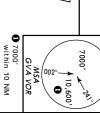
RNAV STAR

135.57

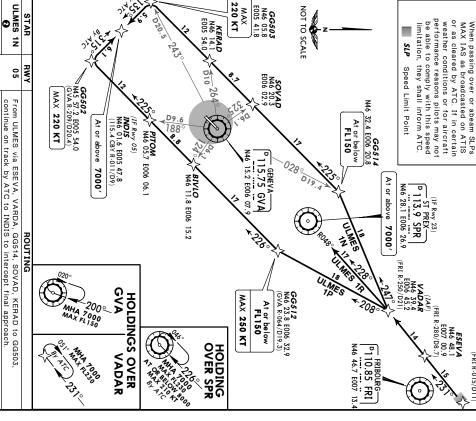
ATIS

ULMES ONE NOVEMBER (ULMES 1N) [ULMEIN] ULMES ONE ROMEO (ULMES 1R) [ULMEIR] ULMES ONE PAPA (ULMES 1P) [ULMEIP] RWYS 05, 23 RNAV ARRIVALS

GNSS ONLY



FRI R-250/D21



MAX **220 KT**

GG503 N46 05.8 E005 41.8

CHANGES: RNAV STARs completely revised 2 No turn onto base unless cleared by ATC or during lost comms © JEPPESEN SANDERSON, INC., 2006. ALL RIGHTS RESERVED

ULMES 1P

ULMES1R

23

From ULMES via ESEVA, VADAR, SPR to intercept final approach From ULMES via ESEVA, VARDA, GG512, BIVLO, PITOM to GG502, continue on track by ATC to INDIS to intercept final approach.

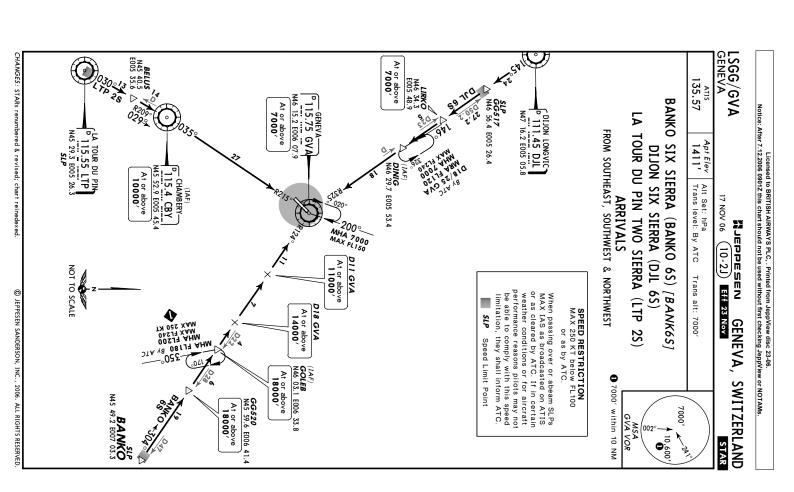
LSGG/GVA **HOLDING OVER ROMON** N46 40.9 E006 58.2 **ROMOM** 135.57 7000' overfly FRI R-271 ST PREX-At or above **7000**′ ATIS D 113.9 SPR N46 28.1 E006 26.9 10,600 061° ATC 241° By ATC 241° D11.9 8.9 FRI D11.9 8.90 MAX FL120 MAX FL120 KT MAX 170 KT Licensed to BRITISH AIRWAYS PLC, . Printed from JeppView disc 23-06.

Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs. 302° NOT TO SCALE FRIBOURG—110.85 FRI Ąpţ ● 7000' within 10 NM N46 46.7 E007 13.4 *SLP* Alt Set: hPa Trans level: By ATC D36 FRI 17 NOV 06 GENEVA 115.75 GVA **FRIBOURG FRIBOURG** At or below FL150 *JeppeseN N46 15.2 E006 07.9 At or above 7000 (10-2H) D33 CBY ILS DME GENEVA ONE SIERRA FROM NORTHEAST ONE TANGO At or above **9000**′ **ARRIVALS** D (110.9)INE Trans alt: 7000' Eff 23 Nov N46 13.8 E006 05.7 No turn onto base unless cleared by ATC or during lost comms. GENEVA, (FRI (FRI **SALEV** N46 04.4 E006 04.0 **BELKA D14.3 INE**N46 03.8 E005 50.8 SPEED RESTRICTION MAX 250 KT below FL100 or as by ATC. At or above 6000' 15) 17) When passing over or abeam SLPs MAX IAS as broadcasted on ATIS or as cleared by ATC. If in certain weather conditions or for aircraft performance reasons pilots may not be able to comply with this speed limitation, they shall inform ATC. SWITZERLAND CHAMBERY 0 ^D115.4 CBY N45 52.9 E005 **PINOT** N45 59.1 E005 55.6 45.4 STAR SLP Speed Limit Point

STARs completly revised; chart reinedexed

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GENEVA LSGG/GVA 17 NOV 06 MJEPPESEN GENEVA, 10-3) Eff 23 Nov **SWITZERLAND**

Departure (R) 119.52 GENEVA Apt Elev 1411′

Trans level: By ATC

RNAV SID

GENEVA SGG/GVA

Departure (R)

GENEVA

119.52

Trans alt: 7000'

 Contact GENEVA Departure when instructed.
 SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

NOT AVAILABLE FOR JET AIRCRAFT WITH NOISE CLASSIFICATION I, II & KONIL THREE JULIETT (KONIL 3J) [KONI3J] **RWY 23 RNAV DEPARTURE** GNSS ONLY P-RNAV

FOR CLASSIFICATION REFER TO CHART 10-4D

FOR ROUTE CONTINUATION AFTER KONIL REFER TO CHART 10-3N

② If unable to comply with climb gradient (PAS reached below 3600') advise ATC prior to

7000' MSA GVA VOR **9**600′

10 000' within

D21.8 GV/

line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA **7000**' or above, then join SID. Noise monitoring point via airway Z 62 **DEREA** N46 21.4 E006 10.4 By ATC -375 GLA | At or above **4000**′ - GLAND At or above 6000' D19.4 GV/ At or above **7000**′ D 113.9 SPR **KONIL** N46 34.1 E006 27.5

CG 603 N46 16.1 E006 03.5 D3 GVA D4.7 PAS Turn when passing 1900' but not before D3 GVA **MAX 190 KT** D GENEVA 115.75 GVA N46 15.2 E006 07.9

NOT TO SCALE

At or above 7000'

N46 28.1 E006 26.9

PASSEIRY 116.6 PAS N46 09.8 E006 00.

EXPECT close-in obstacles, trees and buildings right and left of runway up to 184' above DER

Minimum Bank 25°

D10 C D2.3 I N46 08.2 E005

OR SON THE PROPERTY OF STREET OF STR

This SID requires a minimum climb gradient

431' per NM (7.1%) up to 4600' 2.

431' per NM Gnd speed-KT | 75 | 100 | 150 | 200 | 250 | 300 539 719 | 1079 | 1438 | 1798 | 2157

Initial climb clearance 1900', but not before D3 GVA (D4.7 PAS) turn RIGHT FL90

CHANGES: RNAV SID renumbered & revised.

Climb on GVA R-226, when passing 1900', proceed via GG603, DEREM and GLA to KONII

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17 NOV 06 # JEPPESEN (10-3A) Eff 23 Nov GENEVA, SWITZERLAND

2. SIDs are also mini-

RNAV SID

Apt Elev

1. Contact GENEVA Departure when instructed.

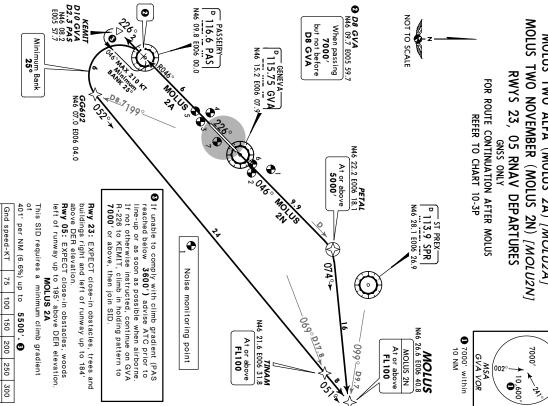
1. Trans level: By ATC Trans alt: 7000'

1. Contact GENEVA Departure when instructed.

2. SIDs are also mit mum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

MOLUS TWO ALFA (MOLUS 2A) [MOLU2A] RWYS 23, 05 RNAV DEPARTURES FOR ROUTE CONTINUATION AFTER MOLUS GNSS ONLY



THANGES: RNAV SIDs renun MOLUS 2N 05 Climb on GVA R-046, proceed via PETAL to MOLUS Climb on GVA R-226, when passing 7000', but not before D8 GVA turn LEFT, proceed via GG602 and TINAM to MOLUS. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

MOLUS 2A

23

SID

RWY

Initial climb clearance FL90

ROUTING

401' per NM

501

668

1003 1337

1671 2005

GENEVA LSGG/GVA 17 NOV 06 MJEPPESEN GENEVA, (10-3B) Eff 23 Nov **SWITZERLAND**

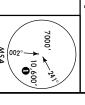
Departure (R) 119.52 GENEVA

Apt Elev 1411′

SID

1. Contact GÉNEVA Departure when instructed.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. To expectile traffic, expect line-up clearances at intersections unless operations require full runway length. Trans level: By ATC Trans alt: 7000'

ARBOS FIVE NOVEMBER (ARBOS 5N) [ARBO5N] N46 59.1 E006 01.6 △ (116.6 PAS R-002/D49) RWY 05 DEPARTURE D26 SPK 7000'



.092→ \q^Q \bigcirc **1**0 7000' within MSA GVA VOR

At or above FL200

EXPECT close-in obstacles, woods left of runway up to 195' above DER elevation. Climb on GVA R-046, when passing cept SPR R-331 to ARBOS. D GENEVA 115.75 GVA N46 15.2 E006 07.9 Initial climb clearance 7000', but not before D8 GVA turn LEFT, 360° track, inter-FL90 0 Noise monitoring point

THANGES: SID renumbered & revised. © JEPPESEN SANDERSON, INC., 2004, 2006. ALL RIGHTS RESERVED

CHANGES: SIDs renumbered & revised

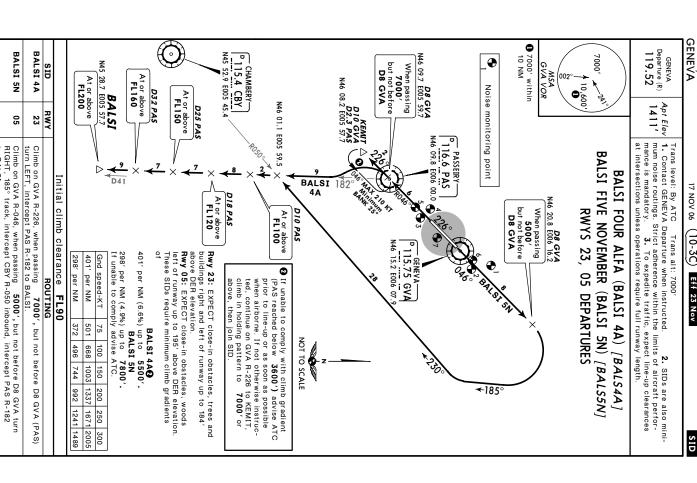
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PEPPESEN (10-3C) Eff 23 Nov GENEVA, SWITZERLAND

SGG/GVA



NOT TO SCALE

D8 GVA N46 20.8 E006 16.2

When passing 7000' but not before D8 GVA

N46 28.1 E006 26.9 TI13.9. SPR

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GENEVA LSGG/GVA

MJEPPESEN GENEVA, **SWITZERLAND**

10 7000' within ^D 115.4 CBY N45 52.9 E005 45.4 Departure (R) 119.52 7000′ - CHAMBERY— GENEVA MSA GVA VOR D10 GVA D10 GVA D2.3 PAS N46 08.2 E005 57.7 # BELUS N45 40.5 E005 35.6 ° → 10,600' **D8 GVA** N46 09.7 E005 59.7 Apt Elev N46 09.8 E006 00.0 1411′ At or above D2 CBY 116.6.PAS At or above - PASSEIRY — BELUS 4P BELUS 4A, 4P 7000 Signature States Contact GENEVA Departure when instructed.
 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
 3. To expedite traffic, expect line-up clearances. at intersections unless operations require full runway length. Trans level: By ATC Turn when passing 5000' but not before D2 CBY At or above FL100 BELUS FOUR NOVEMBER (BELUS 4N) [BELU4N] FL 120 Cleared FL at or above FL100 BELUS FOUR PAPA (BELUS 4P) BELUS FOUR ALFA (BELUS 4A) D2 GVA BELUS 4P ONLY FOR TRAFFIC DESTINATION LFLB, LFLP AND BY ATC Initial climb clearance BELLIS \$ 225° 07 17 NOV 06 D2 GVA RWYS 23, 05 DEPARTURES N46 15.2 E006 07. 115.75 GVA (10-3D) Eff 23 Nov Trans alt: 7000' . 298' per NM (4.9%) up to **780** If unable to comply advise ATC. 231' per NM (3.8%) up to above DER elevation. **Rwy 05:** EXPECT close-in obstacles, woods 292' per NM (4.8%) up to These SIDs require minimum climb gradients of left of runway up to 195' above DER elevation. buildings right and left of runway up to 184' Rwy 23: EXPECT close-in obstacles, trees and 231' per NM 298' per NM Gnd speed-KT 292' per NM unable to comply advise ATC. Noise monitoring point BRIUSM FL90 If unable to comply with climb wise instructed, continue on GVA R-226 to KEMIT, climb in holding pattern to **7000**' 298 385 365 372 75 100 150 or above, then join SID. when airborne. If not other-3000') advise ATC prior to line-up or as soon as possible BELUS 4AO BELUS 4N BELUS 4P adient (PAS reached below 486 496 [BELU4A] [BELU4P] 6700'. 7800'. 4800'. 729 744 577 **←185** When passing 5000' but not before D8 GVA 972 992 200 **D8 GVA** N46 20.8 E006 16.2 770 962 1155 NOT TO SCALE 1215 1458 1241 1489 250 300 SID

CHANGES: SIDs renumbered & revised. Climb on GVA R-046, when passing 5000', but not before D2 GVA turn LEFT to PAS, PAS R-211 to CBY, CBY R-209 to BELUS. © JEPPESEN SANDERSON, INC., 2003, 2006. ALL RIGHTS RESERVED

BELUS 4A

SID

RWY

BELUS 4N

05 23

Climb on GVA R-046, when passing 5000', but not before D8 GVA turn RIGHT, 185° track, intercept CBY R-050 inbound to CBY, CBY R-209 to Climb on GVA R-226 to D8 GVA (PAS), turn LEFT, intercept PAS R-211 to CBY, CBY R-209 to BELUS.

ROUTING

BELUS 4P

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17 NOV 06 NEDDESEN. (10-3E) Eff 23 Nov GENEVA, SWITZERLAND

SID

GENEVA _SGG/GVA

Departure (R)

Apt E/ev 1. Contact GENEVA Departure when instructed. 2. SIDs are also mini-lumm noise routings. Strict adherence within the limits of aircraft perfor-

mance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

GENEVA

119.52

1411′

ISE POS 1275 Rwy 05: EXPECT close-in obstacles, woods left of runway up to 195' above DER elevation. Rwy 23: EXPECT close-in obstacles, trees and above DER elevation. buildings right and left of runway up to 184 ₱ 7000' within 10 NM 7000′ MSA GVA VOR NOT TO SCALE ° 10,600′ • 10,600′ ARGIS N45 58.3 E005 36.0 **DEPUL** At or above FL150 Cleared FL at or above FL150 D8 GVA N46 09.7 E005 59.7 When passing 7000' D8 GVA DEPUL 1A DEPUL ONE TANGO (DEPUL 1T) [DEPUIT] DEPUL ONE PAPA (DEPUL 1P) [DEPU1P] DEPUL ONE ALFA (DEPUL 1A) [DEPU1A] Initial climb clearance FL90 KEMIT D10 GVA D2.3 PAS N46 08.2 E005 57.7 116.6 PAS N46 09.8 E006 00 At or above 7000' DEPUL 1P, 1T RWYS 23, 05 DEPARTURES - PASSEIRY-220 N46 20.8 E006 16.2 When passing 5000' but not before inden Bally 3.50 DEPUL 1P, 1T 231' per NM (3.8%) up to 6700' If unable to comply advise ATC. These SIDs require minimum climb gradients 401' per NM (6.6%) up to 231' per NM Gnd speed-KT 75 100 150 200 250 D8 GVA 401' per NM ② If unable to comply with climb gradient (PAS reached below 3600') advise ATC OKRUI prior to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R-226 to KEMIT, climb in holding pattern to above, then join SID. DEPUL 0 0 D GENEVA 115.75 GVA N46 15.2 E006 07.9 Noise monitoring point 298 501 DEPUL 1A0 385 668 1003 HOU! 577 Turn when passing 5000′ but not before D2 GVA **7000**' or D2 GVA 770 1337 DEPUL 1P 962 1155 167 | 2005 300

DEPUL 1P DEPUL 1A DEPUL 1T SID RWY 9 23 Climb on GVA R-046, when passing $~5000^{\prime}$, but not before D8 GVA turn LEFT to PAS, then to ARGIS, then to DEPUL. Climb on GVA R-046, when passing 5000', but not before D2 GVA turn Climb on GVA R-226, when passing 7000 turn RIGHT, PAS R-236 via ARGIS to DEPU LEFT to PAS, PAS R-236, proceed via ARGIS to DEPUL **ROUT ING** 7000', but not before D8 GVA (PAS)

"HANGES: ODVIL SIDs replaced by DEPUL SIDs; chart reindexed.

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GENEVA LSGG/GVA MJEPPESEN GENEVA, SWITZERLAND

Departure (R) 119.52 GENEVA Apt Elev 1411′

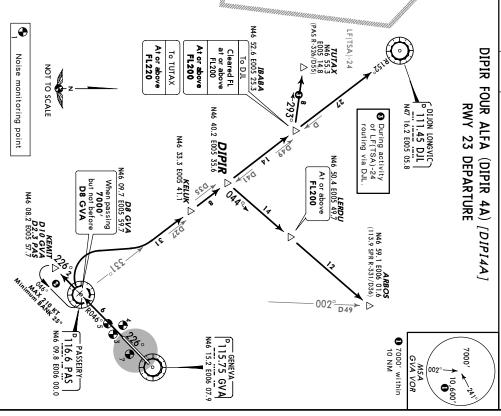
> Trans level: By ATC 17 NOV 06 (10-3F) Eff 23 Nov

SID

mum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

3. To expedite traffic, expect line-up clearances 1. Contact GENEVA Departure when instructed. Trans alt: 7000' 2. SIDs are also mini-

at intersections unless operations require full runway length.



Climb on GVA R-226, when passing 7000', but not before D8 GVA (PAS) turn RIGHT, cept PAS R-331 via KELUK to DIPIR, then to DJL or via LERDU to ARBOS or via IBABA t prior to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R-226 to KEMIT, climb in holding pattern to above, then join SID. **7000**' or Initial climb clearance FL90

EXPECT close-in obstacles, trees and buildings right and left of runway up to 184' above DER elevation.

② If unable to comply with climb gradient (PAS reached below 3600') advise ATC

This SID requires a minimum climb gradient

1' per NM (6.6%)	등	ō	5500'	0		
nd speed-KT	75	100	150	200	250	300
01' per NM	501	668	1003	1003 1337 1671 2005	1671	2005

HANGES: SID renumbered & revised; chart reindexed

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inter-

"HANGES: SIDs renumbered & revised; chart reindexed.

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PEPPESEN GENEVA, SWITZERLAND

17 NOV 06

(10-3G)

Eff 23 Nov

SID

SGG/GVA

Departure (R)

GENEVA

119.52

KONIL FOUR CHARLIE (KONIL 4C) [KONI4C] KONIL TWO DELTA (KONIL 2D) [KONI2D] KONIL FOUR ALFA (KONIL 4A) [KONI4A] Apt Elev
1. Contact GENEY A Departure when instructed.
1411'
mance is mandatory.
2. SIDs are also minimate mance is mandatory.
3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length. FOR ROUTE CONTINUATION AFTER KONIL **RWY 23 DEPARTURES** REFER TO CHART 10-3N D21.8 GVA 7000' MSA GVA VOR **0**,600'

EXPECT close-in obstacles, trees and buildings right and left of runway up to 184' above DER elevation. 2 If unable to comply with climb Not available for Jet acft with nois when airborne. If not otherwise instructed, continue on GVA R-226 to KEMIT, climb in holding pattern to 7000' or above, then join SID. For classification classification I, II line-up or as soon as possible 3600') advise ATC prior to gradient (PAS reached below Noise monitoring point 57.7 noise KONIL 4A, 4C: Signal of Rominator At or above 7000' By ATC -via airway **Z 62 DEREN** N46 21.4 E006 10.6 0.000 KONIL 4C N46 09.8 E006 00.0 If unable to comply advise ATC. GLAND 375 GLA N46 24.5 E006 14.7 KONIL 4C, 2D PASSEIRY At or above Initial climb clearance FL90 4000 401' per NM (6.6%) up to 5500' KONIL 4C, 2D 17°D6.5 0 These SIDs require minimum climb gradients 401' per NM 431' per NM Gnd speed-KT B GENEVA 115.75 GVA N46 15.2 E006 07.9 At or above 6000' KONIL 4C, 2D D19.4 GVA D3 GVA D4.7 PAS Turn when passing 1900' but not before D3 GVA KONIL 4C, 2D Minimum Bank 25° At or above 7000′ MAX 190 KT KONIL 4C, 2D 539 501 | 668 | 1003 | 1337 | 1671 | 2005 75 KONIL 4AO 719 100 150 1079 1438 1798 2157 D ST PREX D 113.9 SPR N46 28.1 E006 26.9 7000' within 10 NM 200 ° *⟨KONIL* N46 34.1 E006 27.5 250 300

refer to chart 10-4D.

D8 GVA N46 09.7 E005 59.7

NOT TO SCALE

When passing **7000**′ but not before

D8 GVA

D10 C D2.3 N46 08.2 E005

Climb on GVA R-226, when passing 1900', but not before D3 GVA (D4.7 PAS) turn RIGHT, 030° track, intercept 042° bearing via DEREM to GLA, 043° bearing Climb on GVA R-226, when passing $\,$ 7000', but not before D8 GVA (PAS) turn RIGHT, intercept 042° bearing via DEREM to GLA,043° bearing to KONIL. KONIL 2D: Initial climb clearance

KONIL 4A

ຸ_ດ

GENEVA LSGG/GVA 17 NOV 06 #JEPPESEN GENEVA, SWITZERLAND (10-3H) Eff 23 Nov

Departure (R) 119.52 GENEVA Apt Elev 1411′

SID

Trans level: By ATC Trans alt: 7000'
1. Contact GENEVA Departure when instructed.
2. SIDs are also mir mum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length. 2. SIDs are also mini-

MEDAM THREE CHARLIE (MEDAM 3C) [MEDA3C] MEDAM THREE BRAVO (MEDAM 3B) [MEDA3B] MEDAM THREE ALFA (MEDAM 3A) [MEDA3A] **RWY 23 DEPARTURES**

7000' MSA GVA VOR **9**00,600'

P115.75 GVA N46 15.2 E006 07.9 GENEVA-٥ 7000' within 10 NM

D8 GVA N46 09.7 E005 59.7

PASSEIRY— N46 09.8 E006 00.0

•

Noise monitoring point

When passing 7000' but not before D8 GVA

② If unable to comply with climb gradient (PAS reached below 3600') advise ATC

prior to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R-226 to KEMIT,

climb in holding pattern to **7000**' or above, then join SID.

N46 08.2 E005 57.7

NOT TO SCALE 9 At or above FL120 At or above **FL110** At or above FL130 MEDAM 3A MEDAM 3C MEDAM 3B D9 PAS At or above **FL100** At or above FL180 MEDAM 3A MEDAM 3B D30 PA At or above FL140 At or above MEDAM 3A MEDAM 3C MEDAM 3B FL 160 FL 150 VANAS N45 27.4 E006 44.8 At or above FL200 **MEDAM** N45 15.9 E006 56.4

Initial climb clearance ROUTING FL90 These SIDs require a minimum climb gradient EXPECT close-in obstacles, trees and buildings

right and left of runway up to 184' above DER

401' per NM (6.6%) up to

5500′. 🛭 150

At or above FL200

MEDAM 3C

At or above FL190

401' per NM Gnd speed-KT

100

200

250

300

Climb on GVA R-226, when passing 70 PAS R-143 via ESAPI, VANAS to MEDAM 7000', but not before D8 GVA (PAS) turn LEFT, intercept

IHANGES: SIDs renumbered & revised; chart reindexed.

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"HANGES: SIDs renumbered, revised & transt; chart reindexed

Climb on GVA R-046, when passing

5000', but not before D2 GVA turn LEFT to PAS.

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MEDAM 3N, 3P,

Climb on GVA R-046, when passing 5000', but not before D8 GVA turn RIGHT, 185° track, intercept CBY R-050 inbound to GG604, turn LEFT, 184° track, intercept PAS R-143 via ESAPI, VANAS to MEDAM.

PAS 3P

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119.52 Departure (R) GENEVA Apt Elev

1. Contact GENEVA Departure when instructed.

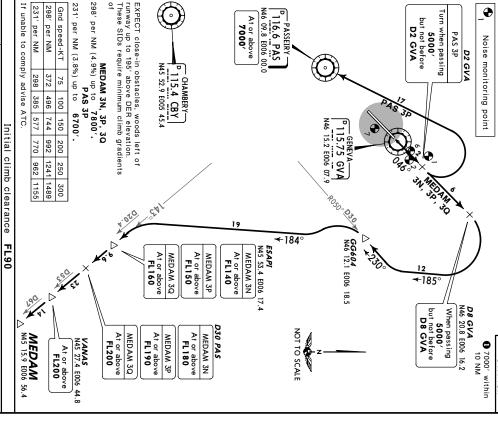
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.

3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

17 NOV 06 (10-3J) Eff 23 Nov

SID

MEDAM THREE NOVEMBER (MEDAM 3N) [MEDA3N] MEDAM THREE QUEBEC (MEDAM 3Q) [MEDA3Q] MEDAM THREE PAPA (MEDAM 3P) [MEDA3P] PASSEIRY THREE PAPA (PAS 3P) **RWY 05 DEPARTURES** 7000′ MSA GVA VOR 002 ° 10,600′ • 10,600′



LSGG/GVA

17 NOV 06 (10-3K) Eff 23 Nov MIEPPESEN GENEVA, SWITZERLAND

SID

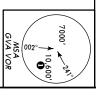
Departure (R) 119.52 **GENEVA** Apt Elev Trans level: By ATC Trans alt: 7000'

1. Contact GENEVA Departure when instructed.

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

3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

ROCCA THREE CHARLIE (ROCCA 3C) ROCCA THREE BRAVO (ROCCA 3B) ROCCA THREE ALFA (ROCCA 3A) ONLY FOR FLIGHTS DESTINATION OR OVERFLYING ITALY **RWY 23 DEPARTURES** [ROCA3A] [ROCA3B] [ROCA3C]





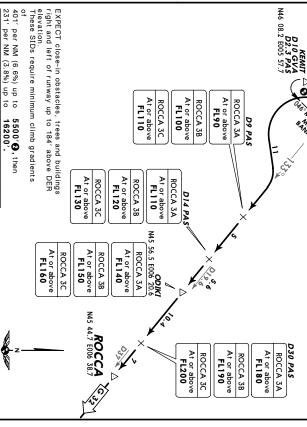
Noise monitoring point N46 09.8 E006 00.0 116.6 PAS D9 PAS ② If unable to comply with climb gradient (PAS reached below 3600') advise ATC prior to line-up or as soon as possible when airborne. If not otherwise instructed, continue on GVA R-226 to KEMIT, climb in holding pattern to 7000' or P115.75 GVA N46 15.2 E006 07.9 climb in holding pattern to above, then join SID. **1**0 000′ within 10 NM At or above FL180 30 PAS **ROCCA 3A**

D8 GVA N46 09.7 E005 59.7

•

When passing **7000**′ but not before

D8 GVA



THANGES: SIDs renumbered & revised Climb on GVA R-226, when passing PAS R-133 via ODIKI to ROCCA.

231' per NM 401' per NM Gnd speed-KT

298 501

385 668

Initial climb clearance

FL90

ROUTING

75 100

NOT TO SCALE

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"HANGES: SIDs renumbered & revised

and ODIKI to ROCCA

Climb on GVA R-046 , when passing 5000', but not before D8 GVA turn RIGHT, 185° track, intercept CBY R-050 inbound to GG604, turn LEFT, 184° track, intercept PAS R-133 via GG605

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7000', but not before D8 GVA (PAS) turn LEFT, intercept

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17 NOV 06 TEDDESEN. (10-3L) Eff 23 Nov GENEVA, SWITZERLAND

SID

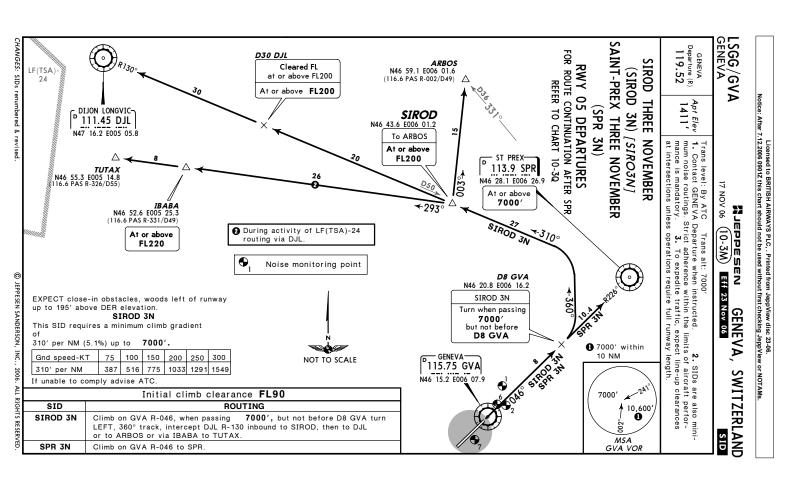
SGG/GVA

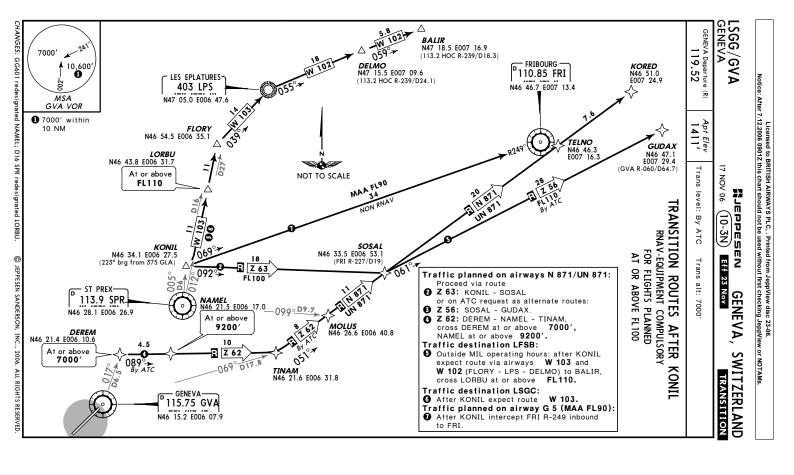
Departure (R) 119.52

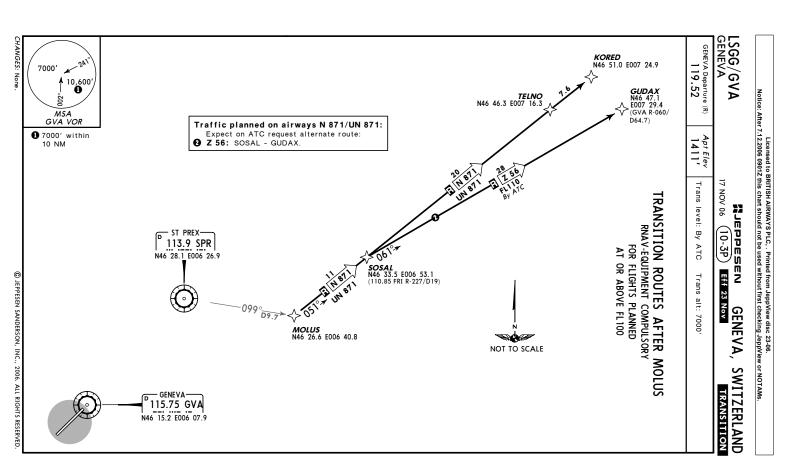
Trans level: By ATC Trans alt: 7000'
1. Contact GENEVA Departure when instructed.
2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory.
3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.

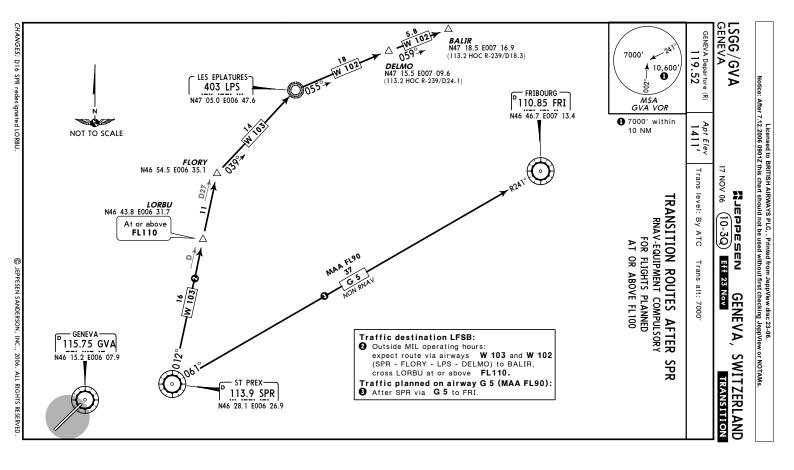
GENEVA

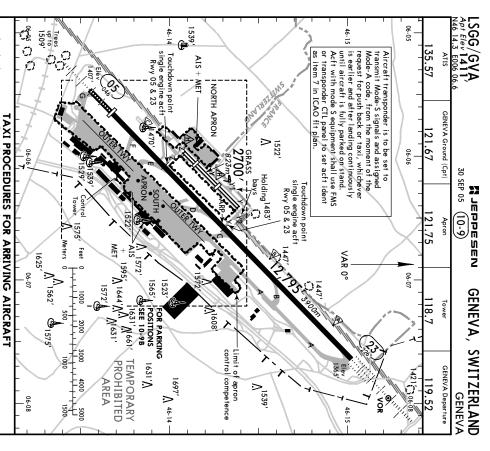
EXPECT close-in obstacles, woods left of runway up to 195' above DER elevation.
These SIDs require a minimum climb gradient 298' per NM (4.9%) up to 298' per NM Gnd speed-KT ROCCA THREE NOVEMBER (ROCCA 3N) [ROCA3N] ROCCA THREE QUEBEC (ROCCA 3Q) [ROCA3Q] ROCCA THREE PAPA (ROCCA 3P) [ROCA3P] 116.6 PAS N46 09.8 E006 00.0 – PASSEIRY— ONLY FOR FLIGHTS DESTINATION OR OVERFLYING ITALY 115.4 CBY N45 52.9 E005 45.4 372 496 75 CHAMBERY— PLANNED BELOW FL200 (AIRWAY G 32) **D8 GVA** N46 20.8 E006 16.2 When passing 5000' but not before D8 GVA 100 **RWY 05 DEPARTURES** 16700'. 744 992 1241 1489 150 Initial climb clearance 200 GG605 N45 58.6 E006 17.5 250 300 F115.75 GVA N46 15.2 E006 07.9 150 D **←**184 **GG604** N46 12.1 E006 18.5 FL90 • At or above FL160 **ODIKI** N45 56.5 E006 20.6 At or above FL150 At or above ROCCA 3N ROCCA 3Q ROCCA 3P FL 140 ROCCA (6.7) -185 Noise monitoring point NOT TO SCALE D30 PAS At or above FL190 At or above FL180 At or above FL200 ROCCA 3N **ROCCA 3Q** ROCCA 3P **1**0 7000' within 7000' MSA GVA VOR 002 ↑ 10,600′ **⊕**00′











After landing RWV 23: Acti with destination South Apron shall clear the runway via taxiway D or E unless otherwise instructed by TWR. Upon request from GENEVA TOWER or GENEVA GROUND change over to GENEVA APRON. Act shall taxi independently to the parking positions as instructed by GENEVA APRON. In certain cases "Follow Me" cars will be available. If an ATC departure slot has been allocated to a pilot, he is allowed to start engines not before 15 minutes prior to the slot. Exceptions can only be granted by ATC. Acft type must be reported with start-up clearance; indication of wake turbulence category is not START-UP PROCEDURE

Acft type must be reported at first contact with GENEVA ARRIVAL; indication of wake turbulence necessary. IFR APPROACH PROCEDURE

category is not necessary. LOW VISIBILITY PROCEDURES

LVP for CAT II becomes effective when RVR for TDZ is less than 550m or ceiling is less than LVP will be activated via RTF or ATIS with the phrase "LOW VISIBILITY PROCEDURES IN OPERATION" for CAT III when RVR for TDZ is less than 350m.

ATC issues a clearance for an ILS approach regardless of the ILS category applied and the weather Arriving acft are vectored so as to ensure an intercept of the LLZ at least 8 NM from THR.

Clearance to land will normally be transmitted prior an arriving acft reaches 2 NM from THR, in exceptional cases transmission may be delayed. In such cases pilots will be informed accordingly. If weather conditions indicate substained improvement to RVR 550m or greater and ceiling to 200°. will be transmitted by TWR. Prior to commencing final apch the RVR value will be transmitted. Additionally, latest RVR values

THANGES: Departure frequency

or greater, LVP are terminated

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LSGG/GVA

30 SEP 05 Nasadar # (10-9A)

GENEVA, SWITZERLAND GENEVA

PUSH-BACK AND TOW-OUT PROCEDURES

Request ATC and start-up clearance from GENEVA GND, indicating the parking position.
 Request push-back clearance from GENEVA APRON.
 For the towing or push-back of an operating act a general authorization only will be given to the cockpit crew. Detailed instructions will be transmitted directly to the driver.

and 81 thru 88. The push-back procedure is compulsory for all acft parked on positions 1 thru 19, 62, 72 thru 74

In any case, engine start-up shall be completed, when push-back procedure is ended. In any case, the acft rotating beacon shall be operated during the push-back procedure. If security requires, "Follow me" cars will escort acft during the push-back procedure.

LEAVING OF PARKING POSITIONS

When leaving parking positions 31 thru 44, LEFT turn mandatory, unless other instructions from Apron Control for two engine narrow body acft received.

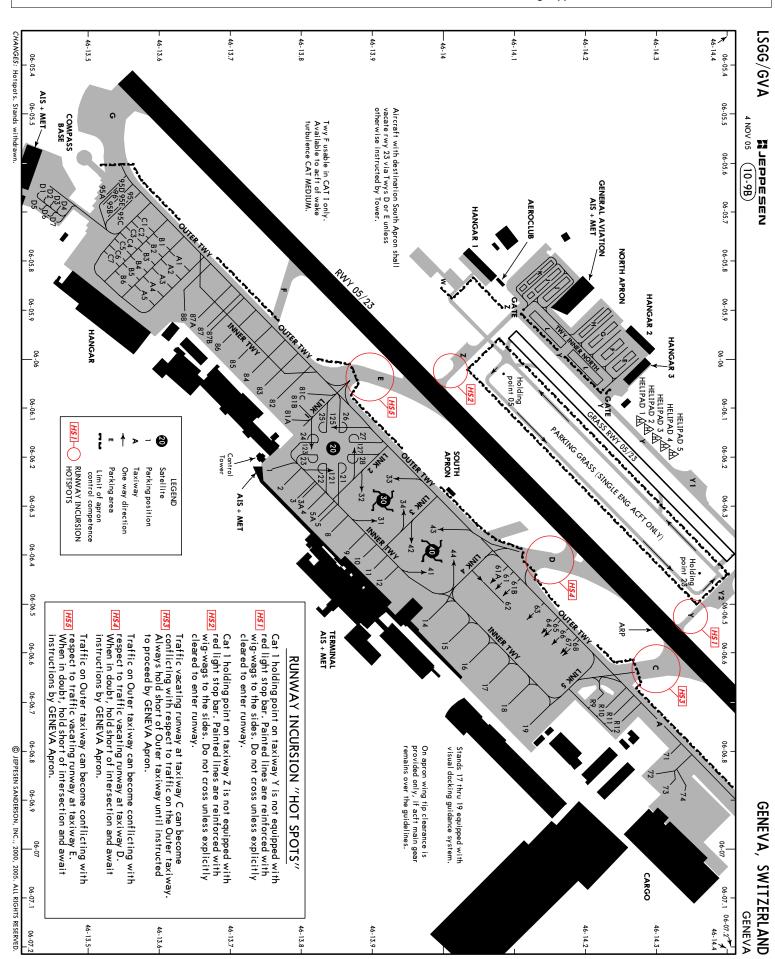
05 UDA single engine acft: Rwy grooved. Single engine acft only. Rwy 23 is approved for CAT II / III operations, special aircrew & aircraft certification required. Birds in vicinity of airport. Grass rwy 23 right-hand circuit. From twy Y int twy Z int From twy Z int twy Y int RWY 23: RWY 05: Grass runway APAPI-L (4.0°, MEHT 11') Grass runway APAPI-L (4.5°, MEHT 12') HIRL (60m) CL (15m) HIALS-II TDZ REIL 2 HIRL (60m) CL (15m) HIALS HST-B 9088' (2770m) 6168' (1880m) 6627' (2020m) 3707' (1130m) PAPI (angle 3.0°) HST-D & E APAPI-L unusable on short final ADDITIONAL RUNWAY INFORMATION Θ Θ R ₩ RVR 11,713'0^{3570m} 10,680' 3255m RVR 11,7647' 3550m TAKE-OFF RUN AVAILABLE RWY 05: RWY 23: From rwy head From rwy head twy F int twy Z int twy E int 1706′ 2087' 636m Threshold twy C/Y int USABLE LENGTHS twy B int Glide Slope 12,795' (3900m) 8531' (2600m) 6562' (2000m) 12,795′ 10,499′ 9022′ 8530′ (3900m) (3200m) (2750m) (2600m) 1496' TAKE-OFF 0 456m 636m WIDT 98' 30m 164' 50m

Ļ,	JAR-OPS		TAKE-	TAKE-OFF		
	3		Main rv	Main rwy 05/23		
	Approved	LVP must be in Force	e in Force	,		
	Operators					
	HIRL, CL	RL, CL		RCLM (DAY only)	RCLM (DAY only)	NIL
	& mult. RVR req	& mult. RVR req	RL & CL	or RL	or RL	(DAY onl
Σ						500m
В	125m	150m	200m	250m		100
C					400m	oum
D	150m	200m	250m	300m		800m
3	Operators apply in	Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required	CL required below	300m; approved d	uidance system rec	uired

2 With approved guidance system: 75m. below 150m. applying old ops specs. Cr

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THANGES: Lights. Usable length



RED

GREEN

GREEN GREEN

INS COORDINATES

VISUAL DOCKING GUIDANCE SYSTEM

STAND No.

COORDINATES

ST AND No

COORDINATES

Marker board STOPPING POSITION INDICATOR CENTERLINE GUIDANCE **MOTIAL** AZIMUTH ZIN

GENERAL

The visual docking guidance system for nose-in parking positions consists the following elements:

YELLOW CENTERLINE 1. AZIMUTH GUIDANCE UNIT

STOPPING POSITION INDICATOR

21 thru 26 27, 28

8 E006 06. 9 E006 06. 9 E006 06. 1 E006 06.

B1 thru B4 B5, B6 C1 C2, C3

N46 13.5 N46 13.5 N46 13.6 N46 13.6 N46 13.5

C4 thru C7

E006 E006 05.8 E006 05.8 E006 05.7 E006 05.8

13.8 14.0

19

31 thru 34

N46 N46

<u>-</u> 14.0 13.9 13.9

N46

E006 06. E006 06. E006 06. E006 06.

A1 thru A3

N46 13.8 N46 13.9 N46 13.6 N46 13.6

E006 05.7 E006 06.2 E006 06.2 E006 05.8 E006 05.9

N46 13.5

A4, A5

N46 13.7 N46 13.8 N46 13.8 N46 13.8 N46 13.8

7 E006 06. 3 E006 06. 3 E006 06. 3 E006 06.

85, 86 87 87A 87B 88

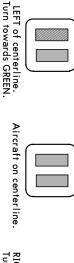
N46 13.7 N46 13.6 N46 13.6 N46 13.7 N46 13.7

E006 06.0 E006 05.9 E006 06.0 E006 05.9

ω

AZIMUTH GUIDANCE UNIT

to the left or right shall always be made towards the GREEN Approach the parking position along the yellow centerline so that both vertical slots of the Azimuth Guidance Unit show GREEN. Adjustments





81A thru 81C 82 thru 84

N46 14.3 N46 13.8 N46 13.7

N46

14.3 <u>-</u> <u>-</u>

5 E006 06. 5 E006 06. 5 E006 06. 6 E006 06.

61B, 62

N46 N46 N46

42 43, 44 61 61A

N46 13.9 N46 14.0

4.0

E006 06. E006 06. E006 06. E006 06.

D1 thru D3 D4 D5 thru D7 R9 thru R11 R12

13.4

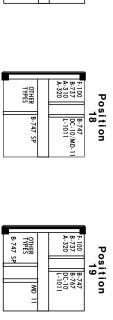
E006 05. E006 05. E006 06.

RIGHT of centerline. Turn towards GREEN. (LEFT)

(RIGHT)

STOPPING POSITION INDICATOR

Position Indicator. When the light tube, visible through the horizontal reference mark, the aircraft has reached the correct stopping position slot in the marker board, is aligned with the appropriate vertical The aircraft is stopped at the correct position by means of the Stopping Position



B-737 A-310 A-320

B-747 DC-10 L-1011

B-747 SP TYPES

₹

Nose-in parking acft have to use push back when leaving parking position

Aeroport International de Geneve Services Trafic AAU Case postale 100 1215 Geneve 15 FAX (022) 717 71 31

A detailed list concerning STOP lines for the different aircraft types is available at the AIS.

For orders please contact:

STOP lines use: STOP line 1, 2 or 3 will be transmitted by GENEVA APRON.

Stop at parking positions: The pilot has to stop by lining up the l

The pilot has to stop by lining up the left side window of the cockpit with the STOP line transmitted by GENEVA APRON.

PARKING WITHOUT MARSHALLER

Parking positions 1 thru 8 & 14 thru 16:

On request, indications given by GENEVA APRON.

Laser mirror APIS (Acft Parking and Information System):

Alignment of acft (azimuth guidance principle):
 Align according to the indications of APIS (Moire type light interference display, which indicates if acft is left, right or centred on taxiing guide line).

-Stopping of acft (stopping guidance principle):

·Remark: Slow down and stop as indicated by the APIS closing rate indicator (thermometer type display).

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

CHANGES:
Stands w
ithdrawn.

INE

Apch Crs

110.9

046°

3180'(1769')

Minimums

Missep Apch: Climb STRAIGHT AHEAD on R-046 GVA to 4000'. At D2.9 INE

past the station continue climb to SPR VOR to 7000'.

Cross D9.5 GVA at 4000' or above.

Trans level: By ATC

Trans alt: 700

Trans alt: 700 PANS OPS 3 LSGG/GVA GENEVA Gnd speed-Kts ILS GS 3.00° or Alt Set: hPa Rwy Elev: 51 hPa Trans level: By ATC.

L CAUTION: Expect rurbulence on base and final apch. 2. Radiar vectoring to INDIS may be expected. 3. ILS DME reads zero at twy 0.5 displication. ILS front course width 3. GS azimuth coverage limited to 6'. NW. 6. False capture of LOC possible on left base.

Monitor possition using R-226 GVA. (GS out AB:1611'(200' LOC Descent Gradient AR-OPS ő 7000' [046° 135.57 LOC INE 110.9 INDIS D17.3 INE RVR 600m RVR 550m 046° 110.9 INE ALTITUDE INDIS via PINOT STRAIGHT-IN LANDING C:1615′(204′) D:1624′(213′) **3596** 3.0 3156′ RVR 1000m BELKA D14.3 INE 16.0 ONS 377 70 -046° 1650 90 100 485 5920' (APP) 539 RVR R ₩ 17 NOV 06 (11-1) D10.01NE MDA(H) 1810'(399') S 1400m 1000m ₹ 900m MIEDPESEN 647 120 140 160 5290' LOC (GS out) 3180′ GENEVA Final (APP) 120.3 PINOT DI1.2 PAS 12/000 ON DA. DINE 755 1 MSA 7000' within 10 NM. PAS VOR
D5.5 INE
GS 3180'
D4.0 INE
GS 2735' RVR 2000m RVR 1500m 862 RVR 1800m 4650' Eff 23 Nov GENEVA, SWITZERLAND 180 Max K†s 118.7 180 135 DO. O INE Apt Elev 1411' RWY1411' Not authorized South of airport 2100' (689') 2100′ 2400' (989') 2400' (989') DO. O INE 3380' ONO. ILS DME Rwy 05 CIRCLE-TO-LAND (689') 4.0 2740' 4000' GVA on115.75 TCH displ thresh 49' RWY 051411' 7000′ **Q** LOC **2740** MSA GVA VOR Ground 121.67 3600m 2400m 1600m 1500m 002 R-046 4856 2100' 10,600

CHANGES: Missed approach. Notes. Minimum:

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CHANGES: Procedure

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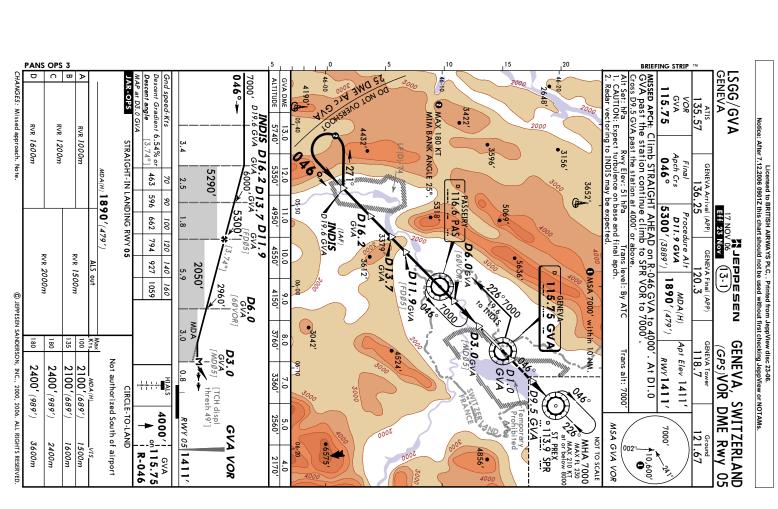
Notice: After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs

PANS OPS 3	5 10 15 20 BRIEFING STRIP TM
TCH 58' RWY 231365' Gnd speed-K1s ILS GS 3.00° or LOC Descent Gradient 5.2 MAP at D1.5 ISW STRAIL B DA(H) 1565' RA 216' PULL A B C RVR 550m RV	GENEVA ATIS 135.57 136.25 136.25 120.3 136.25 120.3 136.25 120.3 136.25 120.3 120.3 120.3 120.3 120.3 120.3 120.4 120.4 120.4 120.4 120.5 120.3 120
D1.5 88'	GENEVA Arrival (APP) 136.25 Final Apch Crs 226° 2650 Climb on R-226 GVA 1 D9.5 GVA turn LEFT (A) o SPR VOR. For turns below Rwy Elev: 49 hPa e width 3°. 136.25 5574 5774 577
## 1400m D4.018W	Sue (APP) GENEVAF (APP) GENEVA
1660 1660 1660 5.9 5.9 5.9 1500 1800	GENEVA Final (APP) GENEVA Final (APP) GENEVA Final (APP) GENEVA Final (APP) 120.3 120.3 120.3 130.0 AN 185 KT) to intercept ann 5000' MIM bank angle 25°. Trans level: By ATC Trans level: By ATC Trans level: By ATC Emporary DA 4.515W DI 5.515W DA 5.5
DPETAL D17.71s D10.41sW 770 GS 4670' 3500' 3500' 7.3 HIALS-11 AC REIL PAPI PAPI PAPI PAPI PAPI 100 2100'(689') m 180 2400'(989') m 180 2400'(989')	III III III III III III III III III II
7/SW 7000' 7000' 7000' 7000' 7000' 1.2 4000' 4000' 4000' 9') 1 9') 1 9') 2 9') 3	WITZ DME I 12 12 12 12 13 14.0 14.0
SPR VOR 26° 18.7 15.75 R-226 VD R-226 VIS 1500m 1600m	TERLAND Rwy 23 21.67 21.67 2140/2000 SA 7000 Shin in below 8000 3000 16.00 6470

LSGG/GVA GENEVA Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m. 531 05-50 MISSED APCH: Climb on R-226 GVA to 4000'. At D4.0 GVA continue climb to 7000'. At D9.5 GVA turn LEFT (MAX 185 KT) to intercept and follow R-040 CBY to SPR VOR. For turns below 5000' MIM bank angle 25°. **(** Alt Set: hPa and speed-Kts RWY 231365' 109.9 MSI 201 135.57 ATIS 3.00° 377 D9.5 GV/ 115.4 CBY CHAMBERY-NOT TO SCALE Rwy Elev: 49 hPa Trans level: By ATC Trans alt: 7000' & Aircraft Certification Required. 2. ILS front course width 3°. Apch Crs **226°** 90 100 120 140 160 485 539 647 755 862 TCH 58' Final 175.75 GYA 4262 136.25 D4.0 ISW 2650' (1285') **JEPPESEN
17 NOV 06
Eff 23 Nov (11-2A) STRAIGHT-IN LANDING RWY 23 **D4.0** ISW GS **2650**′ DA(H) 1465'(100') oh ib i ted GENEVA Final (APP) RVR 300m **RA 108**′ CAT II ILS 120.3 ABCD 6.4 RA 108' DA(H) 1465'(100') WSI O **PETAL**D10.4 ISW
GS4670' CAT II ILS DME Rwy 23 GENEVA, SWITZERLAND D17.71SW Apt Elev 1411' GENEVA Tower 118.7 226 RWY1365' REIL PAPI 109.9 ISW 113.9 SPR 1.2 5052 4000 MHA 7000 MAX FL 230 MAX 210 KT at or below 8000 **O**MSA 7000' VOR within 10 NM MSA GVA VOR 121.67 2140'/ GVA 115.75 10,600' R-226 2000

CHANGES: Procedure.

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PANS OPS 3

□ □ □ □ ▷ LSGG/GVA GENEVA - 46-20 Gnd speed-Krs
Descent Gradient 5.24% or 372 **(** 3652' RWY 231365' IAR-OPS GVA DME ALTITUDE 135.57 ATIS D9.5 GVA 115.4 CBY RVR 1400m RVR 1000m RVR 900m NOT TO SCAL 2.0 2150' 115.75 GVA STRAIGHT-IN LANDING RWY 23 4262 GENEVA Arrival (APP) MDA(H) 1810′(445′ 4.0 2790' 136.25 478 1.0 90 100 120 140 160 Eff 23 Nov (13-2) 531 17**90**′ 6.0 3430' **D4.0** GVA [40 VOR] 637 PESEN D1.0 GENEVA Final (APP) 2790' RVR 2000m RVR 1500m RVR 1800m 375 GLA 743 849 120.3 DA:OGVA 2090' 8.0 4060' 5.9 PETAL D9.9 GVA [99VOR] 4,660 10.0 4700' 3500′ Max Kts GENEVA, SWITZERLAND 135 7.3 GENEVA Tower 118.7 GPS/VOR DME Rwy 23 Not authorized South of airport 2100' (689') 12.0 5340' REIL PAPI 2400' (989') 2400' (989') 2100' (689') **D17.2** GVA [FD23] CIRCLE-TO-LAND 5052 7000′ 14.0 5970' 4000' GVA A on 115.75 -226° MHA 7000 MAX FL 230 MAX 210 KT at or below 8000 MSA 7000' within 10 NM. 121.67 Ground 3600m 2400m 1600m 002 1500m SPR VOR 2140'\\~00 SIA 10,600' R-226 6610′ 2000

CHANGES: Procedure.

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CHANGES: New procedure

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LSGG/GVA

LSGG/GVA

17 NOV 06 ([8-1]) EFF 23 NOV TANN 2.0 NM SRA

PANS	OPS	3							,5 ,	1	0	.5		,10	1,	5	₁ 20			BRIEF	ING STRIP	тм	
D RVR 1600m	C RVR 1200m	A RVR 1000m		STRAIGHT-IN	Gnd speed-Kts 70 Descent Gradient 6.1% 432	2.3	046° *	BELKA D12.0INE D14.3 INE D14.2 GVA D16.5 GVA	5600'	05-40	41901	4432.	3000 LF(D)-7	48:49	•3596'	AVAILABLE ONLY FO	26,48', 000 3156' 500	3652	Alt Set: hPa Apt Elev: 51 hPa Trans level: By 1. CAUTION: Expect turbulence on base and final apch. 2. ILS DME reads zero at rwy 05 displ thresh.	MISSED APCH: Climb STRAIG GVA past the station conti Cross D9.5 GVA past the station	RADAR Apch Crs	ATIS GENEVA Arr 135.57 136.	LSGG/GVA GENEVA
RVR 2000m		RVR 1500m	MD A(H) 1990' (579') ALS out	RWY 05	90 100 120 140 160 556 618 741 865 988	4910' MDA 2.0 10.0	5200'	D10.0 QDoi	4500' 4100' 3700'	06-00	INDIS DI7.3 INE DI9.5 GVA	BELK	D10.0 INE D12.0(NE) 2.0(NE) 3612	1000	2700	FOR 5636	P NS.75	2', 4000 OMSA 7000' WITHIN	hPa Trans level: By ATC in base and final apch.	MISSED APCH: Climb STRAIGHT AHEAD on R-046 GVA to 4000'. GVA past the station continue climb to SPR VOR to 7000'. Cross D9.5 GVA past the station at 4000' or above.	Procedure Alt MDA(H) 012.0 INE 6000' (4589') 1990' (579')	12 is 1	NJEPPESEN G
		100 2100' (689')	Not authorized South of airport Max MDA(H) VIS	CIRCLE-TO-LAND	HIALS 4000	† † † † † † † † † † † † † † † † † † †	G	②Do not descend below the descent profile.	3400' 3000' 2600'	06-10	3042	3000		11.5 DME 110.9 INE	GVA SALLER BY	inhmum &	(O)	10 MW.	ans alt: 7000′	4900'. At D1.0	Apt Elev 1411'	GENEVA Tower	ENEVA,
3600m	2400m	1500m	uth of airport	R-04	00' GVA	APT 1411'	GVA VOR		0 2.0 0' 2210'	06-20	6575'	0000	3000	0000	4856	5 GVA Temporary Prohibited	at or below 8000 ST PREX p. 113.9 SPR	NOT TO SCALE MHA 7000	MSA GVA VOR	2° 10,600'	7000' 2410	Ground 121.67	SWITZERLAND N SRA RWY 05

PANS OPS 3	5 1 1 1 0	5 10	15 20	BRIEFING STRIP TAM
### AR*-OPS STR AR*-OPS STR AR*-OPS STR A	D9.5 D9.5 115.4 NOT 1 2.0 2.060' 13.0 5600' 13.0 6escent descent	3652' \$0,000	AVAILABLE OF THE PROPERTY OF T	CENEVA C
GVA VOR 0 0.5 0 0.5 70 90 100 2% 369 474 527 2% 369 474 527 2% 369 474 527 0m 1830'(46	BY A.0 3.0 4.0 2700' 14.0 15.0 5900' 6200' below	GENEVA 115.75 GVA	4262' (00) E ONLY FOR 5144' Y OR PPR. 5574'	NEVA Arrival 136.25 al Crs A cri R-226 G A turn For turn R. For turn 23 thresh.
MDA 9.5 0 140 16 2 737 84 VY 23 VY 23 RVR 1500m	4272 5.0 6.0 3000' 3300' 16.0 17.0 6500' 6800' 6700 6800' 6800' 4600'	11.5 DME	1000	### JEPPESEN GENEVA, SI 17 NOV 06 (18-2) Eff 28 NOV TANN 2.0 NM al (APP) GENEVA Final (APP) GENEVA Tower 5 120.3 118.7 Fracedure A/t MDA(H) D17.7 ISW 7000'(5635') 1830'(465') RWY1365' GVA to 4000'. At D4.0 GVA continue climb EFT (MAX 185 KT) to intercept and follow ris below 5000' MIM bank angle 25'. Trans level: By ATC Trans alt: 7000'.
3500' 7.7 HALS-11 400 REIL REIL REIL REIL REIL And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And And	20 3000 4000 7.0 4000 3600' 4000'	3	Q Q g	GENEVA, SINDY TANN 2.0 NM GENEVA Tower 118.7 Apt Elev 1411' Final Reprince Climb Coept and follow 25°. Trans alt: 7000'
1.2 18.9	9.0 11.0 11.0 4900' VOR A 7000' VOR A 7000' VOR A 7000' VOR	300 352' 6217'	一	SRA SRA 12