

LSGG/GVA
GENEVA

JEPPesen GENEVA, SWITZERLAND
17 NOV 06 (10-2) EFF 23 NOV RNAV STAR

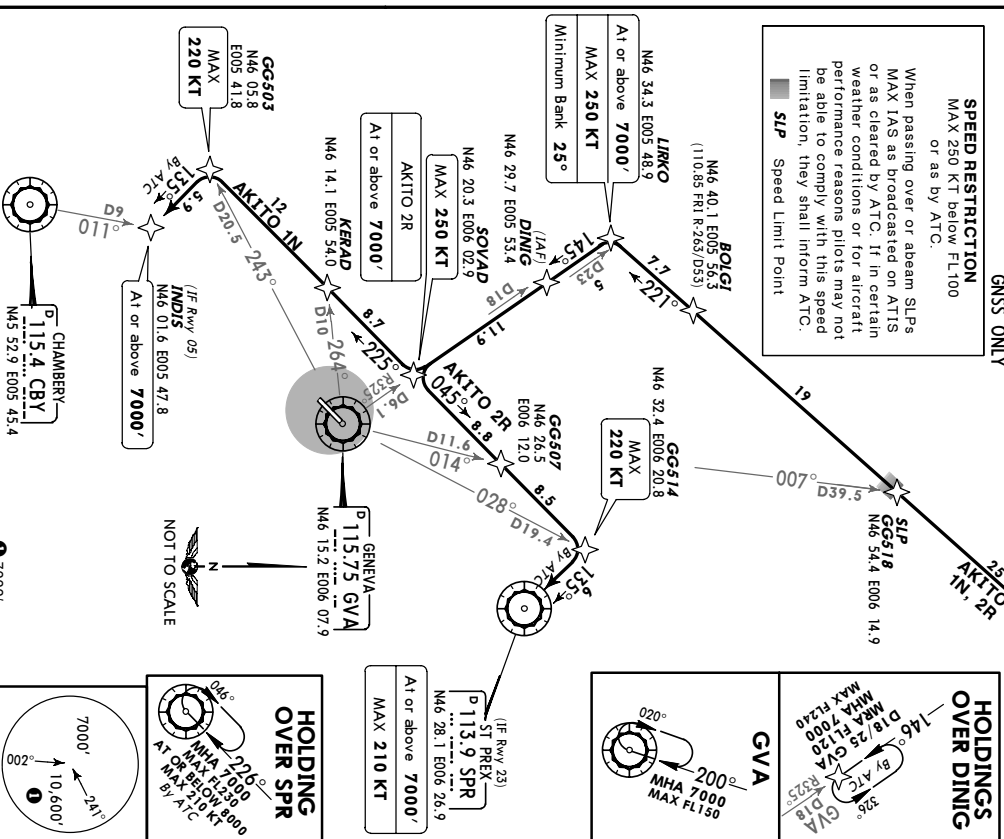
ATIS 135.57	Ap ^t Elev 1411'	Alt Set: nPA Trans level: By ATC Expect radar vectors to final approach.
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**AKITO ONE NOVEMBER (AKITO 1N) [AKIT1N]
AKITO TWO ROMEO (AKITO 2R) [AKIT2R]
RWYS 05, 23 RNAV ARRIVALS
NO TURN ONTO BASE UNLESS CLEARED
BY ATC OR DURING LOST COMMS
GNSS ONLY**

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.

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.

■ SLP Speed Limit Point



STAR RWY
From AKITO via GG518, BOLGI, LIRKO, DINIG, SOVAD, KERAD to
GG503, continue on track by ATC to INDIS to intercept final approach.
From AKITO via GG518, BOLGI, LIRKO, DINIG, SOVAD, GG507 to
GG514, continue on track by ATC to SPR to intercept final approach.

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LSGG/GVA
GENEVA

JEPPesen GENEVA, SWITZERLAND
17 NOV 06 (10-2A) EFF 23 NOV RNAV STAR

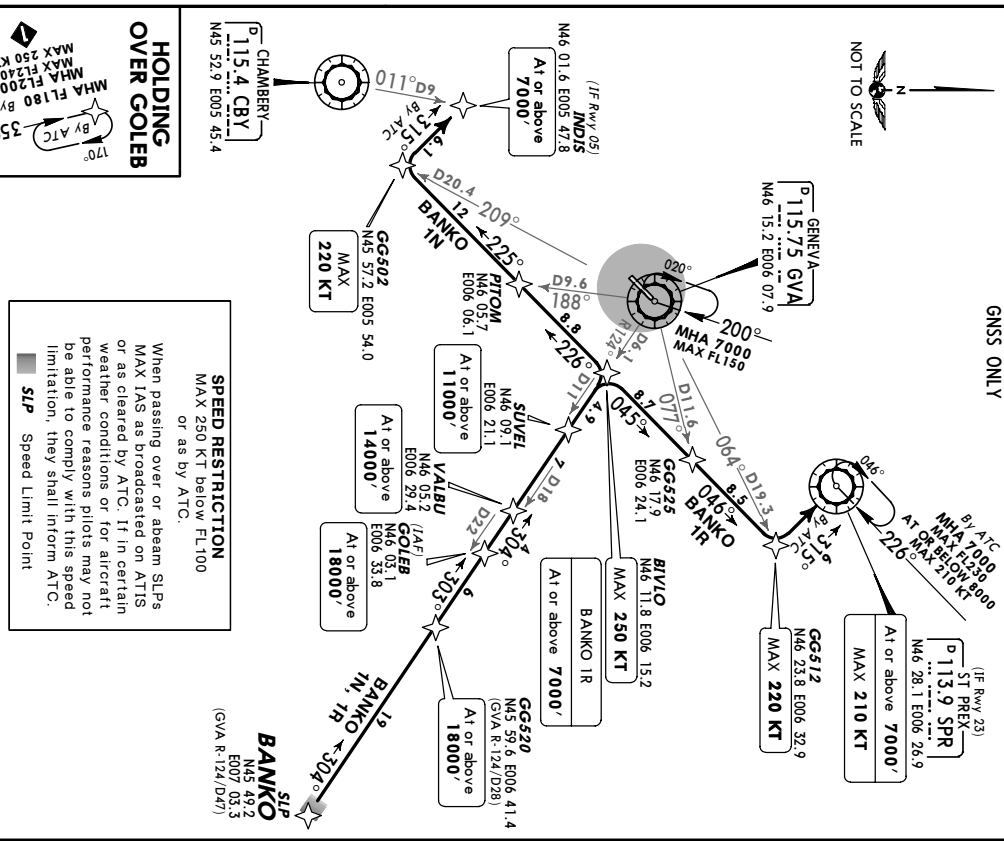
ATIS 135.57	Ap ^t Elev 1411'	Alt Set: nPA Trans level: By ATC Expect radar vectors to final approach.
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**BANKO ONE NOVEMBER (BANKO 1N) [BANK1N]
BANKO ONE ROMEO (BANKO 1R) [BANK1R]
RWYS 05, 23 RNAV ARRIVALS
NO TURN ONTO BASE UNLESS CLEARED
BY ATC OR DURING LOST COMMS
GNSS ONLY**

SPEED RESTRICTION
MAX 250 KT below FL100
or as by ATC.

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.

■ SLP Speed Limit Point

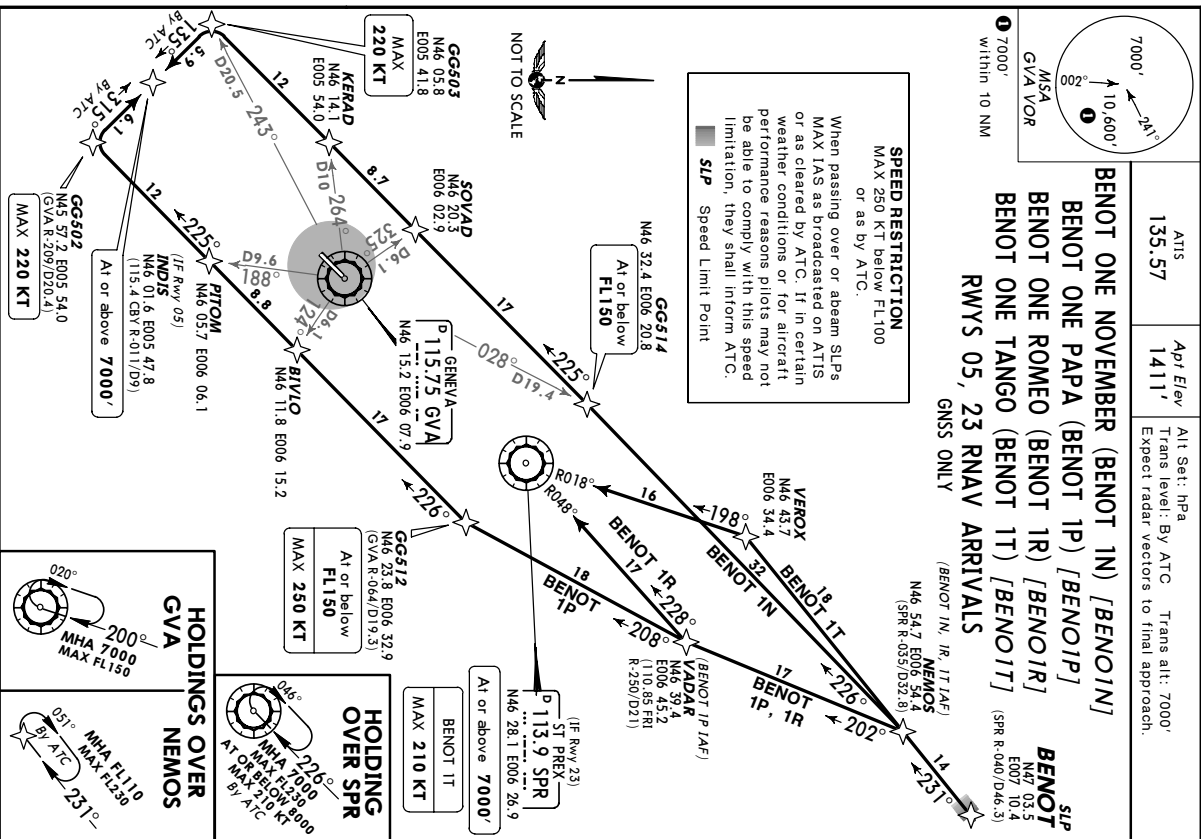


STAR RWY
From BANKO via GG520, GOLF, VALBU, SUVEL, BIVLO, PITOM to
GG502, continue on track by ATC to INDIS to intercept final approach.
From BANKO via GG520, GOLF, VALBU, SUVEL, BIVLO, GG525
to GG512, continue on track by ATC to SPR to intercept final approach.

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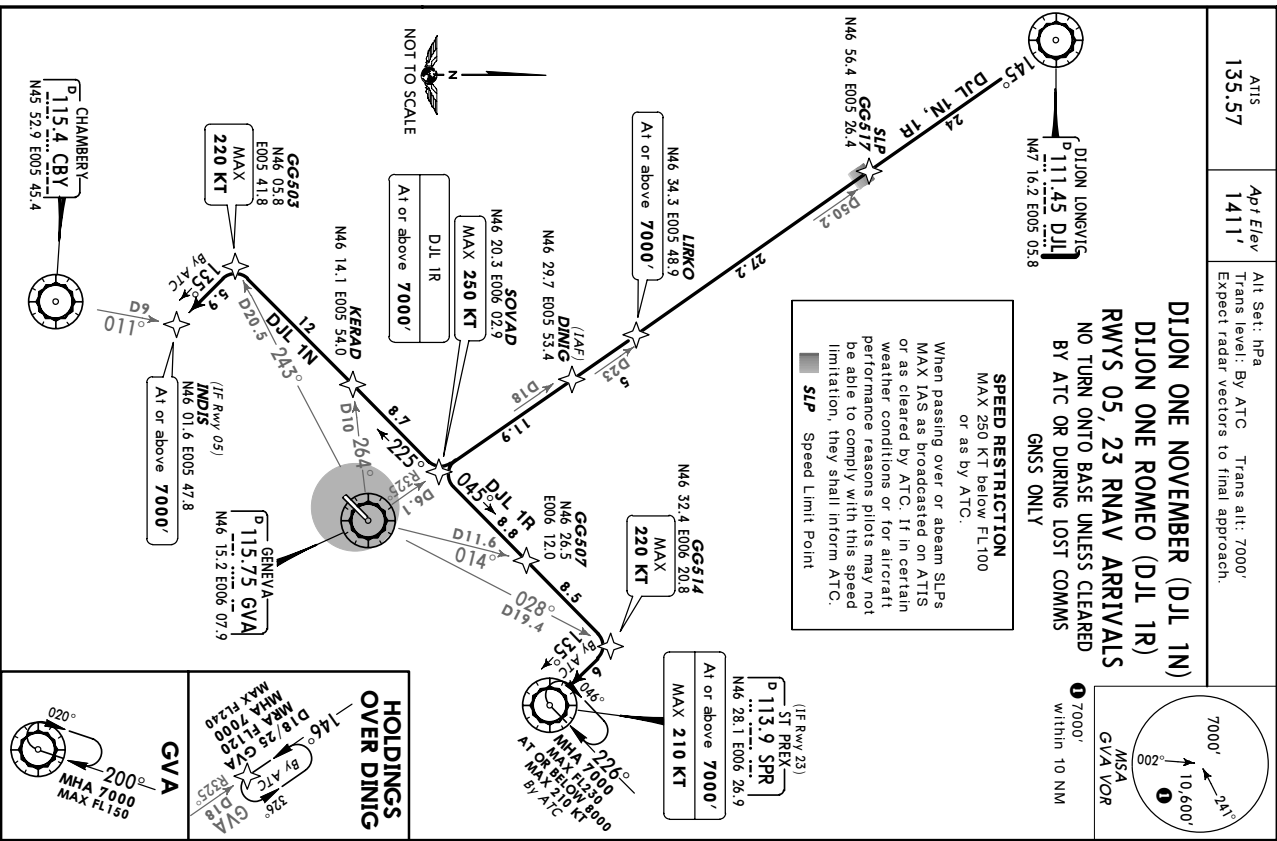
LSGG/GVA
 GENEVA

17 NOV 06 **10-2B** **EFF 23 NOV**
JEPPesen GENEVA, SWITZERLAND
 RNAV STAR



LSGG/GVA
 GENEVA

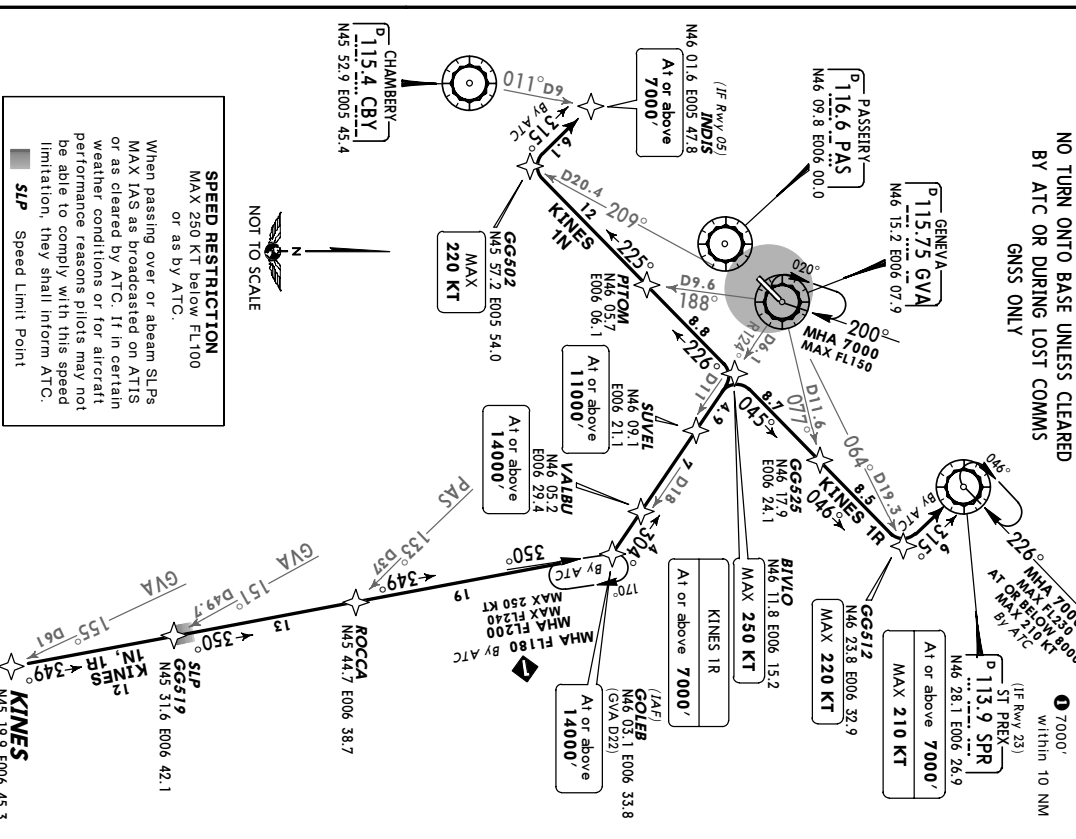
17 NOV 06 **10-2C** **EFF 23 NOV**
JEPPesen GENEVA, SWITZERLAND
 RNAV STAR



LSGG/GVA
 GENEVA
 17 NOV 06 (10-2D) EFF 23 NOV
 JEPPESEN GENEVA, SWITZERLAND
 RNAV STAR

ATIS 135.57	Appt Elev 1411'	Alt Set: nPA Trans alt: 7000'	Expect radar vectors to final approach.
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KINES ONE NOVEMBER (KINES 1N) [KINE1N]
 KINES ONE ROMEO (KINES 1R) [KINE1R]
 RWYS 05, 23 RNAV ARRIVALS
 NO TURN ONTO BASE UNLESS CLEARED
 BY ATC OR DURING LOST COMMS
 GNSS ONLY



STAR	RWY	ROUTING
KINES 1N	05	From KINES via GG519, ROCCA, GOLEB, VALBU, SUEVE, BIVLO, PITOM to GG502, continue on track by ATC to INDIS to intercept final approach.
KINES 1R	23	From KINES via GG519, ROCCA, GOLEB, VALBU, SUEVE, BIVLO, GG525 to GG512, continue on track by ATC to SPR to intercept final approach.

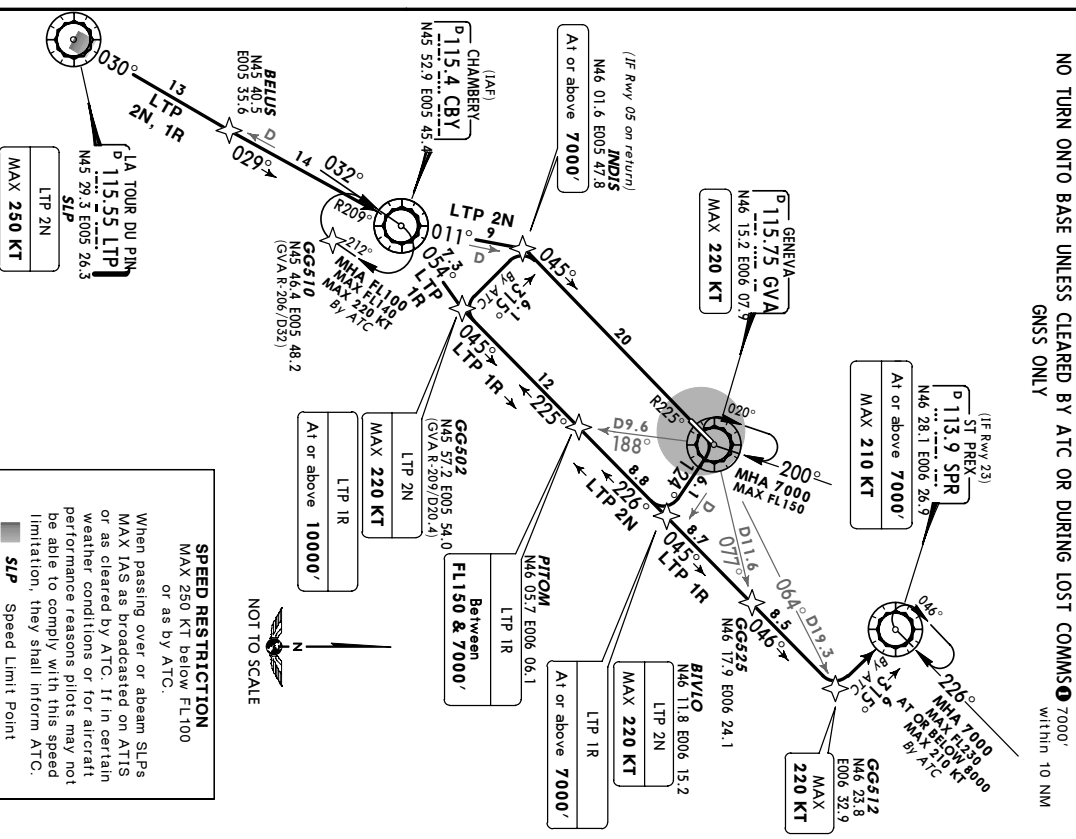
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LSGG/GVA
 GENEVA
 17 NOV 06 (10-2E) EFF 23 NOV
 JEPPESEN GENEVA, SWITZERLAND
 RNAV STAR

ATIS 135.57	Appt Elev 1411'	Alt Set: nPA Trans alt: 7000'	Expect radar vectors to final approach.
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LA TOUR DU PIN TWO NOVEMBER (LTP 2N)
 LA TOUR DU PIN ONE ROMEO (LTP 1R)
 RWYS 05, 23 RNAV ARRIVALS
 NO TURN ONTO BASE UNLESS CLEARED BY ATC OR DURING LOST COMMS
 GNSS ONLY



STAR	RWY	ROUTING
LTP 2N	05	From LTP via BELUS, CBY, INDIS, GVA, BIVLO, PITOM to GG502, continue on track by ATC to INDIS to intercept final approach.
LTP 1R	23	From LTP via BELUS, CBY, GG502, PITOM, BIVLO, GG525 to GG512, continue on track by ATC to SPR to intercept final approach.

CHANGES: RNAV STARS completely revised.

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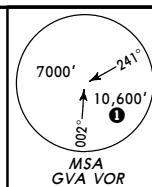
LSGG/GVA
 GENEVA

ATIS	Alt Elev	Alt Set: nPA	Trans level: By ATC	Trans alt: 7000'
135.57	1411'			

17 NOV 06

(10-2H) EFF 23 NOV

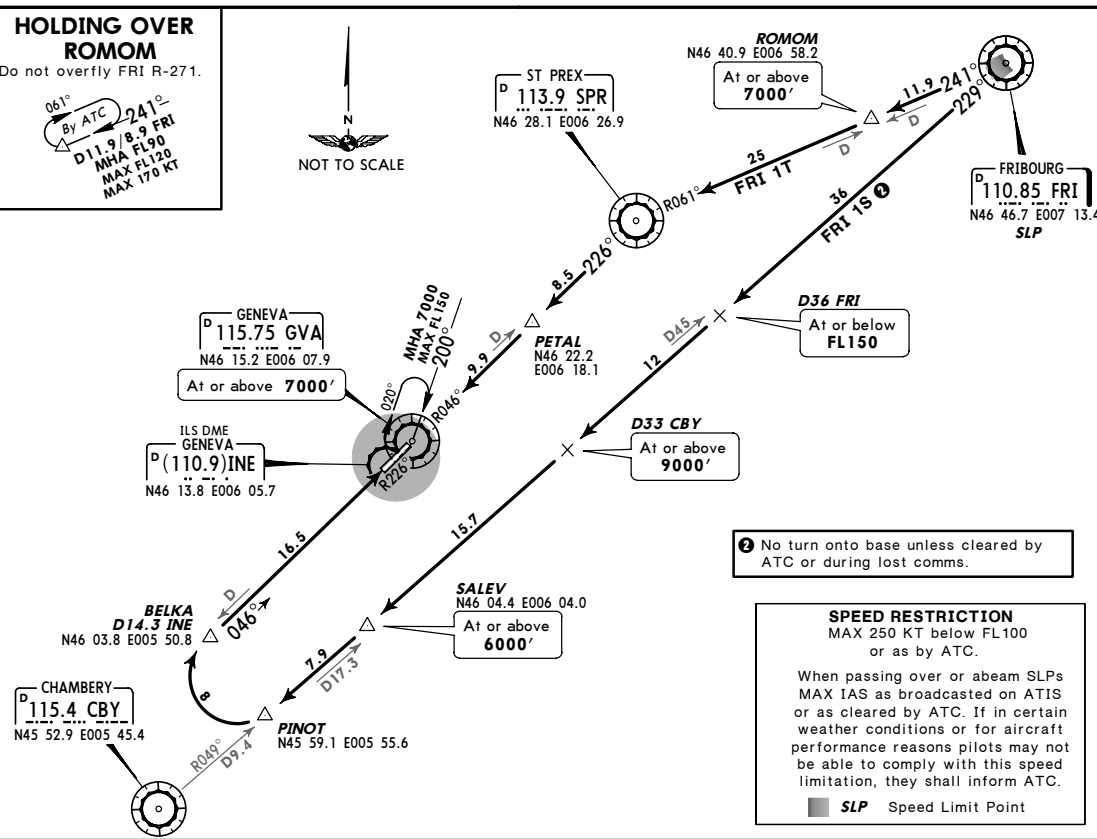
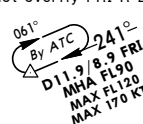
STAR



7000' within 10 NM

FRIBOURG ONE SIERRA (FRI 1S)
 FRIBOURG ONE TANGO (FRI 1T)
 ARRIVALS
 FROM NORTHEAST

HOLDING OVER
 ROMOM
 Do not overfly FRI R-271.



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

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.

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.

SLP Speed Limit Point

LSGG/GVA
 GENEVA

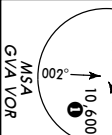
ATIS	Alt Elev	Alt Set: nPA	Trans level: By ATC	Trans alt: 7000'
135.57	1411'			

17 NOV 06

(10-2H) EFF 23 NOV

STAR

BANKO SIX SIERRA (BANKO 6S) [BANK6S]
 DION SIX SIERRA (DUL 6S)
 LA TOUR DU PIN TWO SIERRA (LTP 2S)
 ARRIVALS
 FROM SOUTHEAST, SOUTHWEST & NORTHWEST

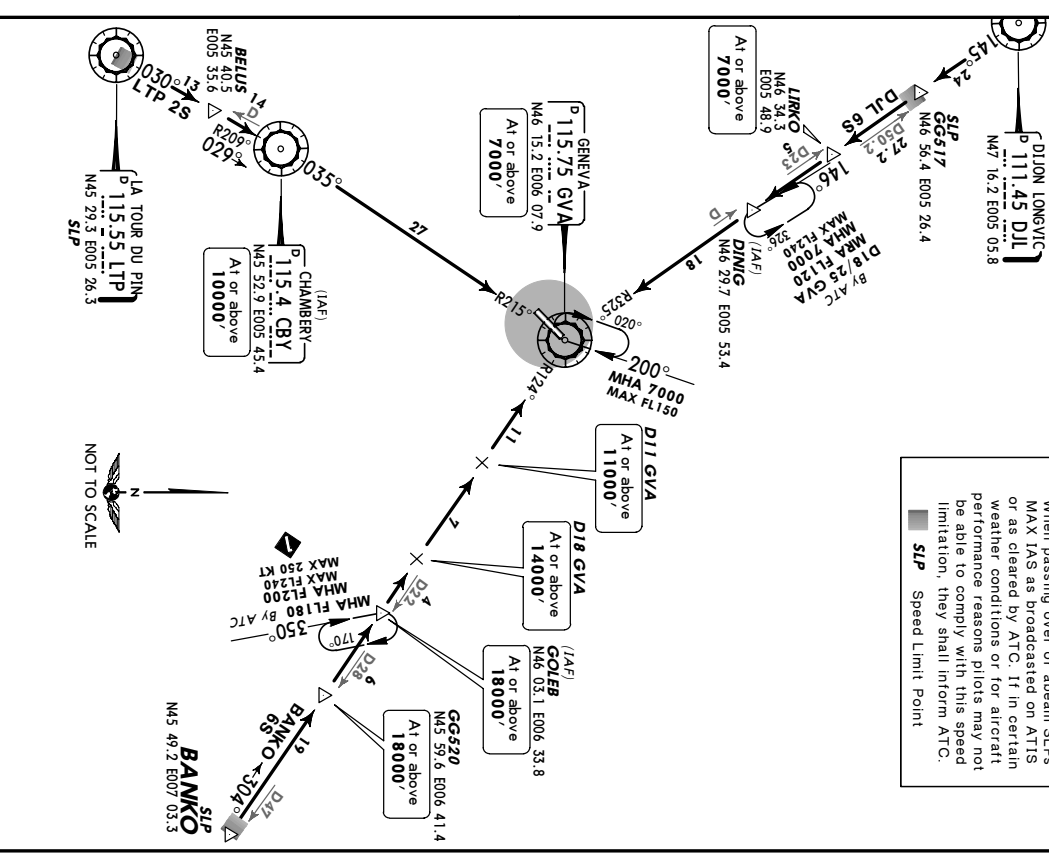


7000' within 10 NM

SPEED RESTRICTION
 MAX 250 KT below FL100
 or as by ATC.

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.

SLP Speed Limit Point

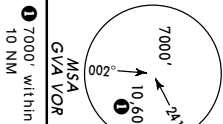


LSGG/GVA
 GENEVA

17 NOV 06 **(10-3)** **EFF 23 NOV** **JEPPRESEN** **GENEVA, SWITZERLAND** **RNAV SID**

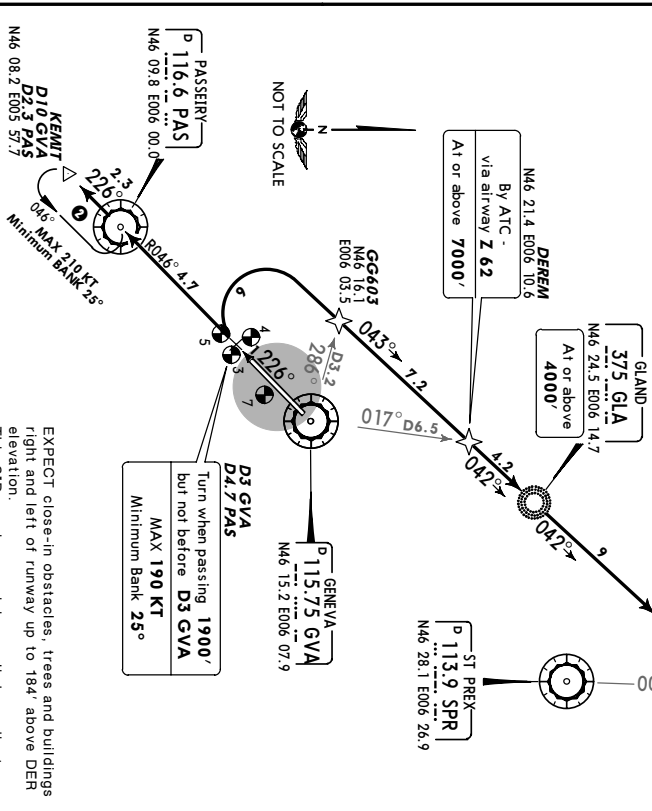
GENEVA Departure (R) 119.52	<i>Ap1 Elev</i> 1411'	Trans alt: 7000'	1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.
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KONIL THREE JULIETT (KONIL 3J) [KONIL3J]
RWY 23 RNAV DEPARTURE
NOT AVAILABLE FOR JET AIRCRAFT WITH NOISE CLASSIFICATION I, II & III
GNS 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 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.

① Noise monitoring point



431' per NM (7.1%) up to 4600' ② .					
Gnd speed-KT	75	100	150	200	250
431' per NM	539	719	1079	1438	1798
					2157

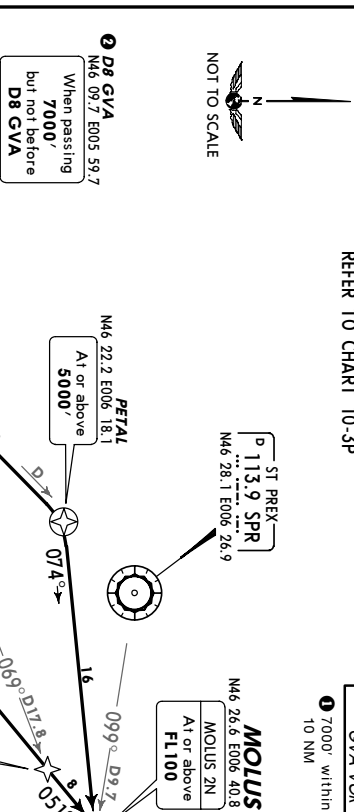
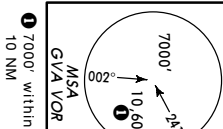
Initial climb clearance **FL90**
ROUTING
 Climb on GVA R-226, when passing **1900'**, but not before D3 GVA (D4.7 PAS) turn RIGHT, proceed via GG603, DEREM and GLA to KONIL.

LSGG/GVA
 GENEVA

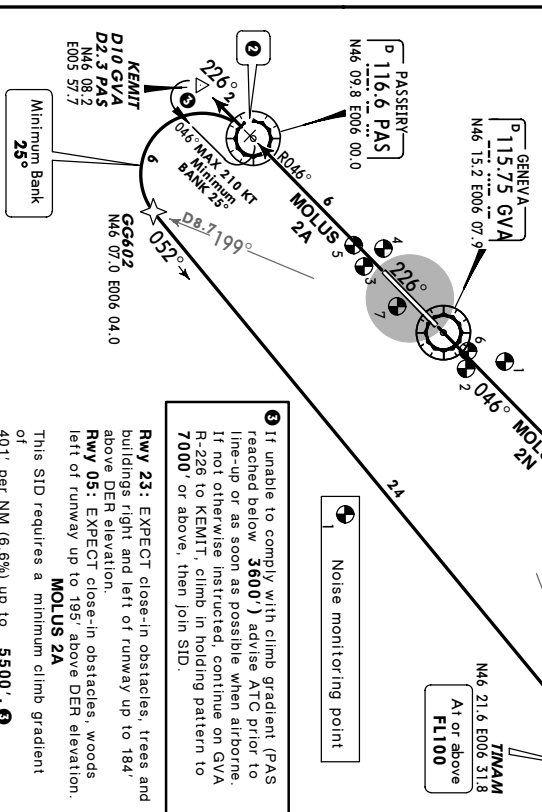
17 NOV 06 **(10-3A)** **EFF 23 NOV** **JEPPRESEN** **GENEVA, SWITZERLAND** **RNAV SID**

GENEVA Departure (R) 119.52	<i>Ap1 Elev</i> 1411'	Trans alt: 7000'	1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.
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MOLUS TWO ALFA (MOLUS 2A) [MOLU2A]
MOLUS TWO NOVEMBER (MOLUS 2N) [MOLU2N]
RWYS 23, 05 RNAV DEPARTURES
GNS ONLY
FOR ROUTE CONTINUATION AFTER MOLUS
REFER TO CHART 10-3P



② **D8 GVA**
 M46 09.7 E006 59.7
 When passing **7000'** but not before **D8 GVA**



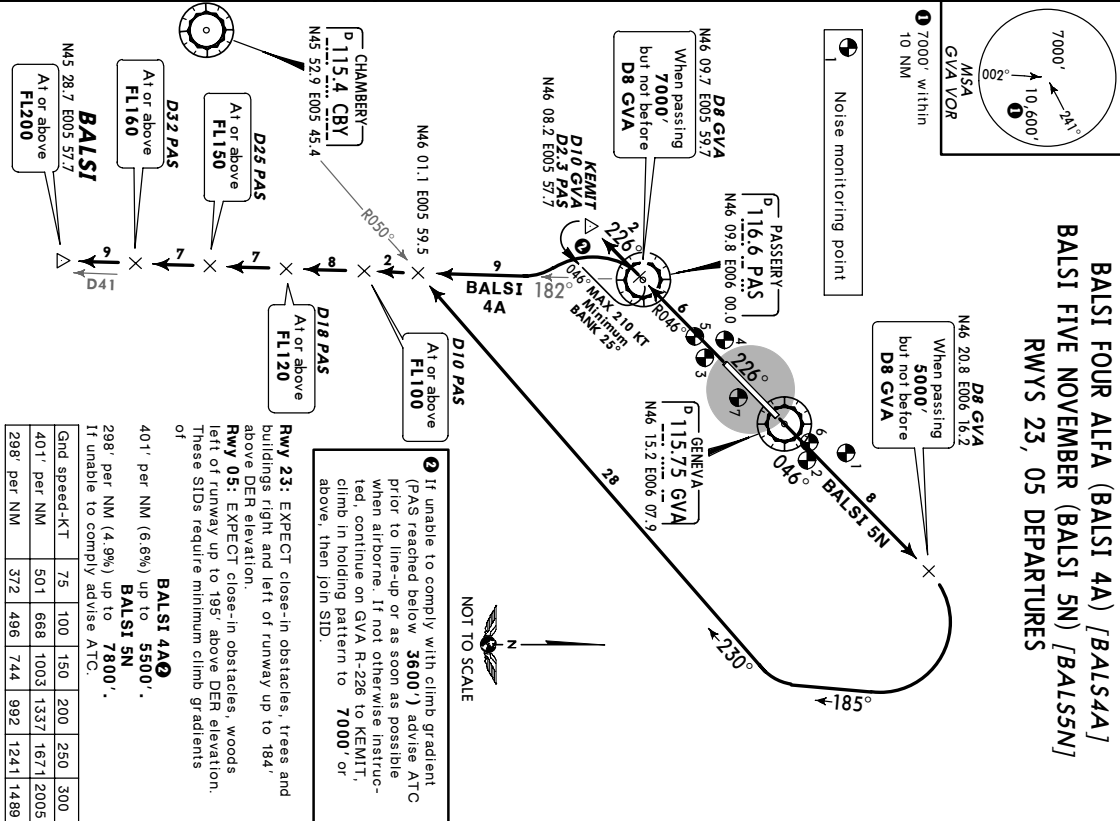
401' per NM (6.6%) up to 5500' ③ .					
Gnd speed-KT	75	100	150	200	250
401' per NM	501	668	1003	1337	1671
					2005

Initial climb clearance **FL90**
ROUTING
 Climb on GVA R-226, when passing **7000'**, but not before D8 GVA turn LEFT, proceed via GG602 and TINAM to MOLUS.
 Climb on GVA R-046, proceed via PETAL to MOLUS.

1. Contact GENENA 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.

ARBOS FIVE NOVEMBER (ARBOS 5N) [ARBOS5N]
RWY 05 DEPARTURE

BALSI FOUR ALFA (BALSI 4A) [BALS4A]
BALSI FIVE NOVEMBER (BALSI 5N) [BALS5N]
RWYS 23, 05 DEPARTURES



ROUTING

Initial climb clearance **FL90**

ROUTING

Climb on GVA R-046, when passing **7000'**, but not before D8 GVA turn LEFT, 360° track, intercept SPR R-331 to ARBOS.

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CHANGES: SIDs renumbered & revised

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LSGG/GVA
GENEVA

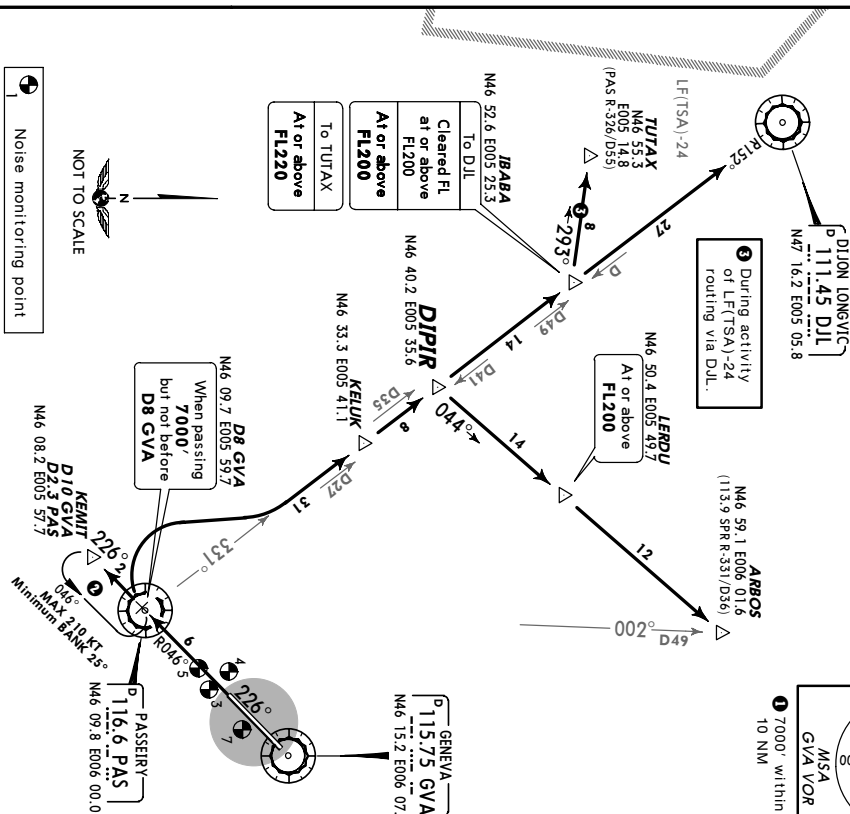
JEPPESSEN GENEVA, SWITZERLAND
17 NOV 06 (10-3F) EFF 23 NOV SID

GENEVA
Departure (R)
119.52
1411'

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.

DIPIR FOUR ALFA (DIPIR 4A) [DIP14A]
RWY 23 DEPARTURE



Initial climb clearance **FL90**

Gnd speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005

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LSGG/GVA
GENEVA

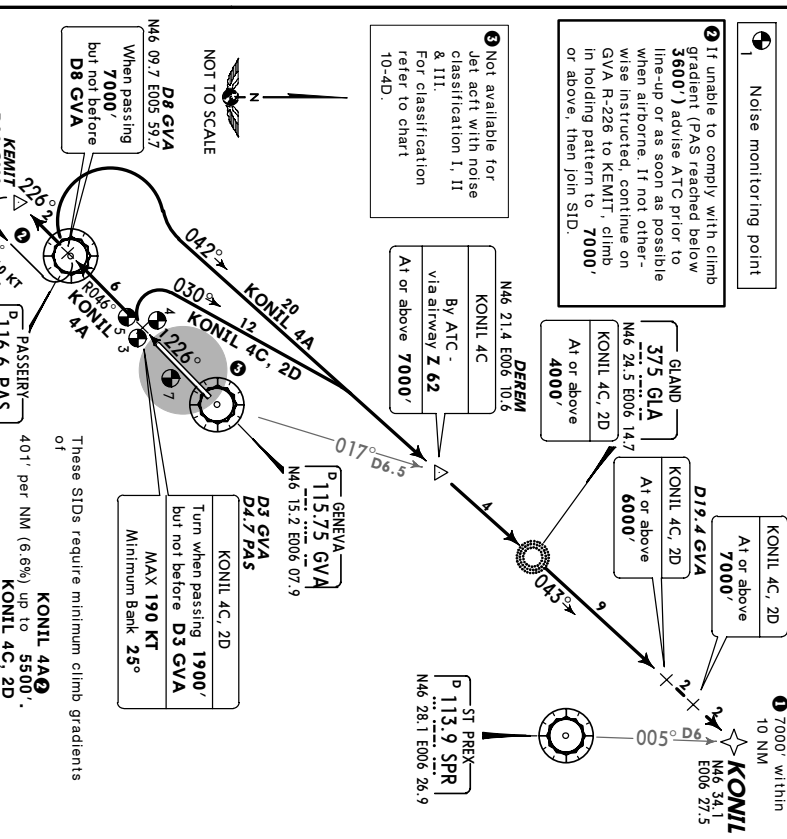
JEPPESSEN GENEVA, SWITZERLAND
17 NOV 06 (10-3G) EFF 23 NOV SID

GENEVA
Departure (R)
119.52
1411'

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.

KONIL FOUR ALFA (KONIL 4A) [KON14A]
KONIL FOUR CHARLIE (KONIL 4C) [KON14C]
KONIL TWO DELTA (KONIL 2D) [KON12D]
RWY 23 DEPARTURES
FOR ROUTE CONTINUATION AFTER KONIL
REFER TO CHART 10-3N



Initial climb clearance **FL90**

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

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LSGG/GVA
GENEVA

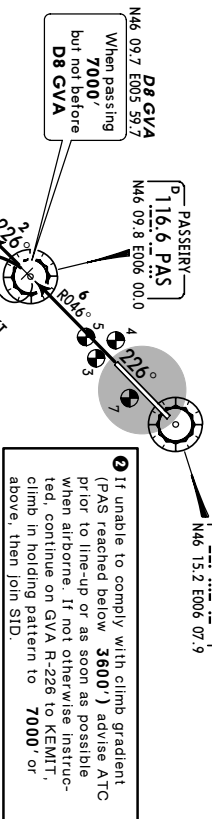
JEPPesen GENEVA, SWITZERLAND
17 NOV 06 (10-3H) EFF 23 Nov SID

GENEVA Departure (R) 119.52	Ap ^t Elev 1411'	Trans alt: 7000' 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.
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MEDAM THREE ALFA (MEDAM 3A) [MEDA3A]
MEDAM THREE BRAVO (MEDAM 3B) [MEDA3B]
MEDAM THREE CHARLIE (MEDAM 3C) [MEDA3C]
RWY 23 DEPARTURES

Noise monitoring point
1

7000' within
10 NM
MSA
GVA VOR



When passing
7000'
but not before
D8 GVA

PASSEIRY
116.6 PAS
N46 09.7 E005 59.7
N46 09.8 E006 00.0

D8 GVA
N46 09.7 E005 59.7
N46 08.2 E003 57.7

D20 GVA
N46 08.2 E003 57.7
N46 08.2 E003 57.7

D16 PAS
N46 08.2 E003 57.7
N46 08.2 E003 57.7

D9 PAS
N46 08.2 E003 57.7
N46 08.2 E003 57.7

ESAPI
N45 53.4 E006 17.4
N45 53.4 E006 17.4

MEDAM 3A
At or above
FL110

MEDAM 3B
At or above
FL150

MEDAM 3C
At or above
FL160

MEDAM 3A
At or above
FL180

MEDAM 3B
At or above
FL190

MEDAM 3C
At or above
FL200

MEDAM 3A
At or above
FL200

MEDAM 3B
At or above
FL200

MEDAM 3C
At or above
FL200

MEDAM 3A
At or above
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MEDAM 3B
At or above
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MEDAM 3C
At or above
FL200

MEDAM 3A
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MEDAM 3B
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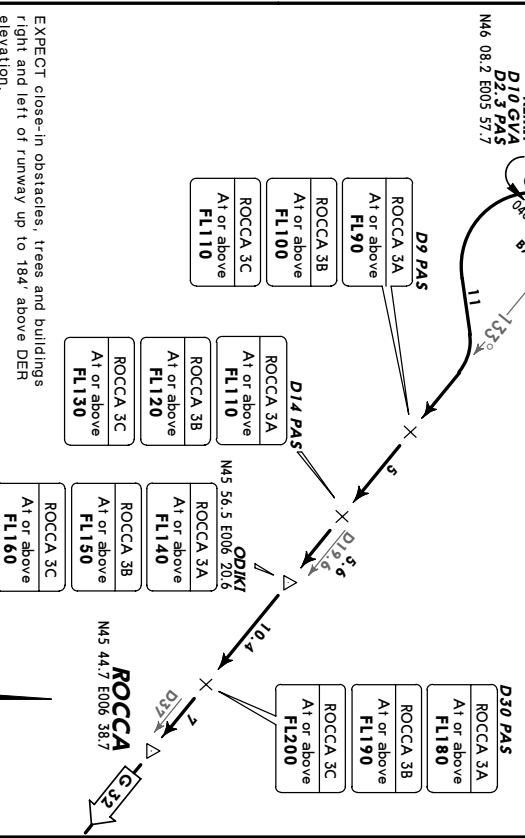
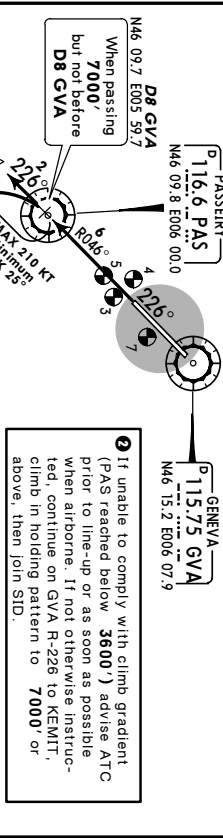
MEDAM 3B
At or above
FL200

MEDAM 3C
At or above
FL200

LSGG/GVA
GENEVA
17 NOV 06 (10-3K) EFF 23 NOV
JEPPesen GENEVA, SWITZERLAND
SID

GENEVA Departure (R) 119.52	Ap ^t Elev 1411'	Trans alt: 7000' 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.
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ROCCA THREE ALFA (ROCCA 3A) [ROCCA3A]
ROCCA THREE BRAVO (ROCCA 3B) [ROCCA3B]
ROCCA THREE CHARLIE (ROCCA 3C) [ROCCA3C]
RWY 23 DEPARTURES
ONLY FOR FLIGHTS DESTINATION OR OVERFLYING ITALY
PLANNED BELOW FL200 (AIRWAY G 32)



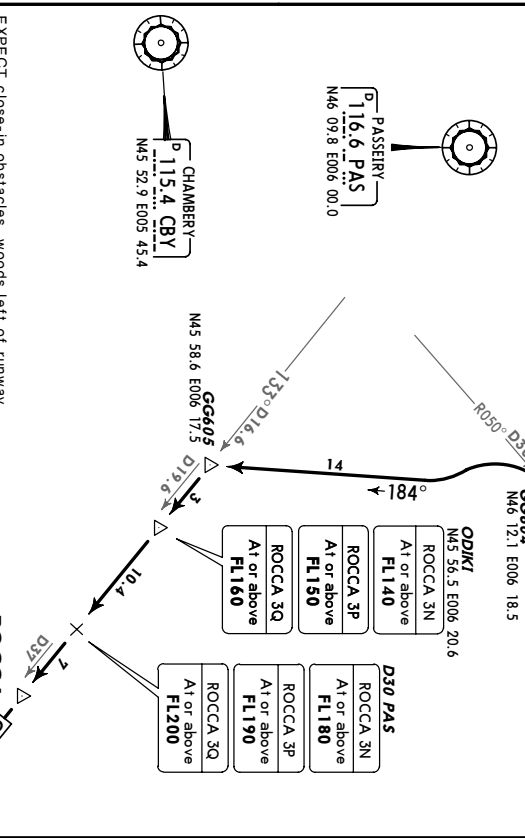
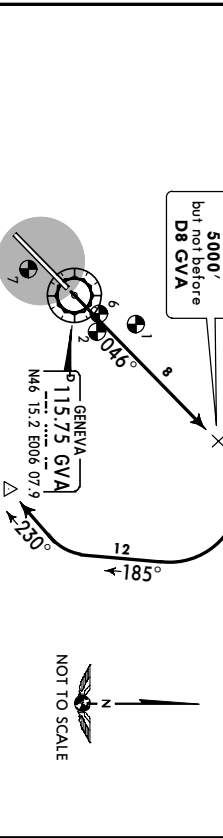
End speed-KT	75	100	150	200	250	300
401' per NM	501	668	1003	1337	1671	2005
231' per NM	298	385	577	770	962	1155

Initial climb clearance FL90
ROUTING
Climb on GVA R-226, when passing 7000', but not before D8 GVA (PAS) turn LEFT, intercept PAS R-133 via ODIK1 to ROCCA.
CHANGES: SIDs renumbered & revised

LSGG/GVA
GENEVA
17 NOV 06 (10-3L) EFF 23 NOV
JEPPesen GENEVA, SWITZERLAND
SID

GENEVA Departure (R) 119.52	Ap ^t Elev 1411'	Trans alt: 7000' 1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.
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ROCCA THREE NOVEMBER (ROCCA 3N) [ROCCA3N]
ROCCA THREE PAPA (ROCCA 3P) [ROCCA3P]
ROCCA THREE QUEBEC (ROCCA 3Q) [ROCCA3Q]
RWY 05 DEPARTURES
ONLY FOR FLIGHTS DESTINATION OR OVERFLYING ITALY
PLANNED BELOW FL200 (AIRWAY G 32)



End speed-KT	75	100	150	200	250	300
298' per NM	372	496	744	992	1241	1489

Initial climb clearance FL90
ROUTING
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 and ODIK1 to ROCCA.
CHANGES: SIDs renumbered & revised

LSGG/GVA
 GENEVA

17 NOV 06

(10-3M)

JEPPESSEN

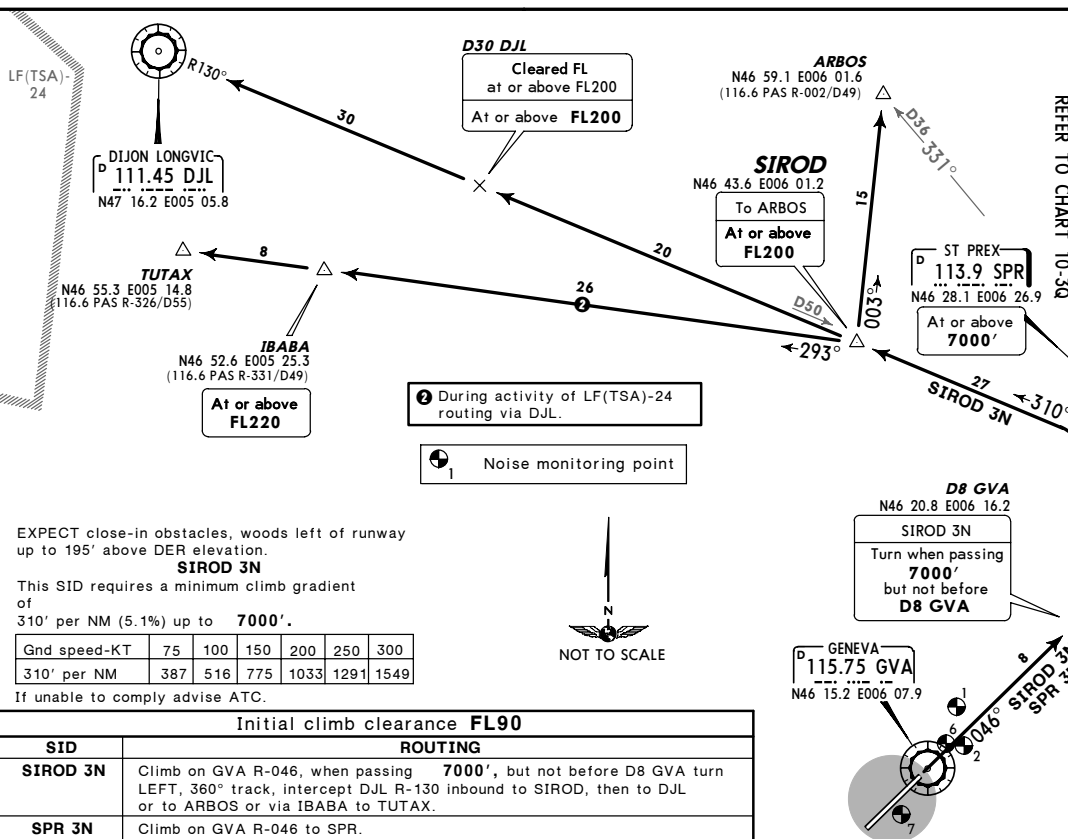
GENEVA, SWITZERLAND

SID

GENEVA Departure (R) 119.52	Apf Elev 1411'	Trans alt: 7000'
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.		

SIROD THREE NOVEMBER (SIROD 3N) [SIRO3N] SAINT-PREX THREE NOVEMBER (SPR 3N)

RWY 05 DEPARTURES
 FOR ROUTE CONTINUATION AFTER SPR
 REFER TO CHART 10-30



LSGG/GVA
 GENEVA

17 NOV 06

(10-3M)

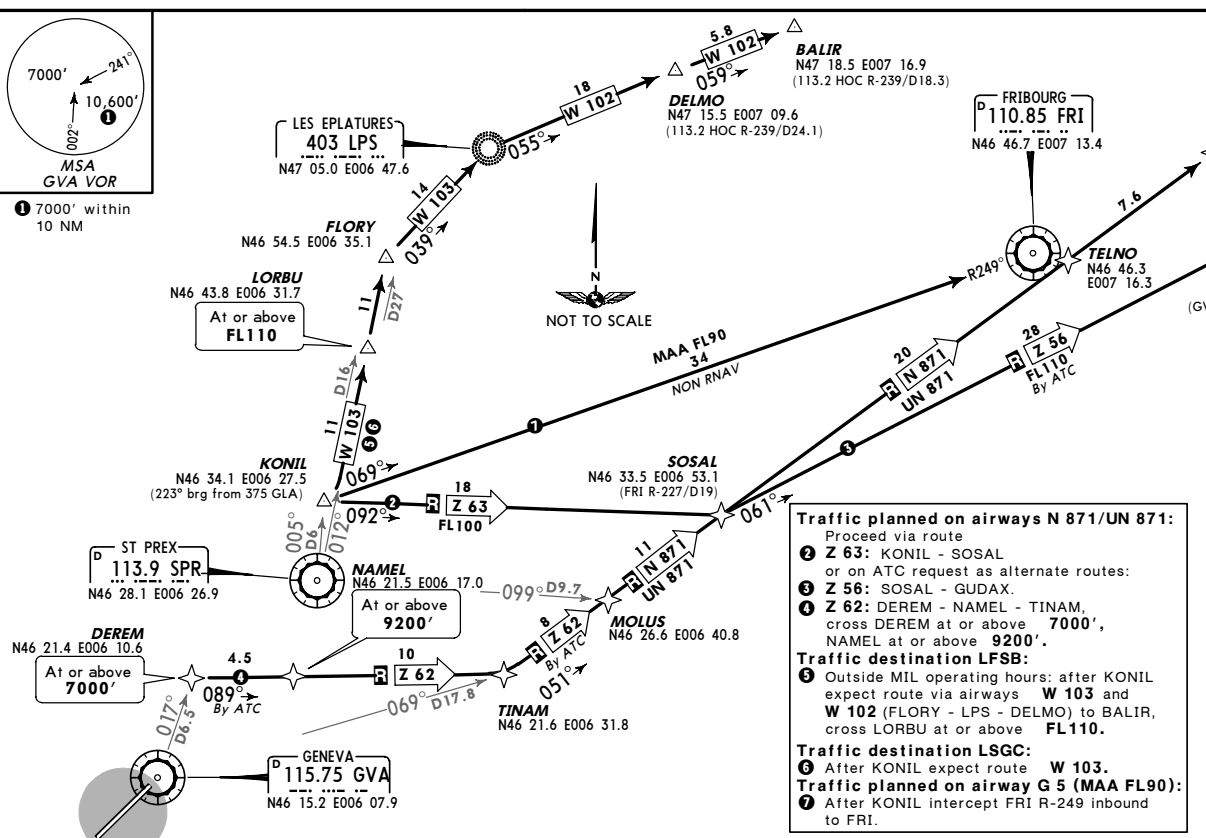
JEPPESSEN

GENEVA, SWITZERLAND

TRANSITION

GENEVA Departure (R) 119.52	Apf Elev 1411'	Trans alt: 7000'
1. Contact GENEVA Departure when instructed. 2. SIDs are also minimum noise routings. Strict adherence within the limits of aircraft performance is mandatory. 3. To expedite traffic, expect line-up clearances at intersections unless operations require full runway length.		

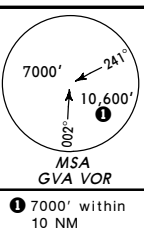
TRANSITION ROUTES AFTER KONIL RNAV-EQUIPMENT COMPULSORY FOR FLIGHTS PLANNED AT OR ABOVE FL100



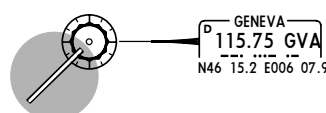
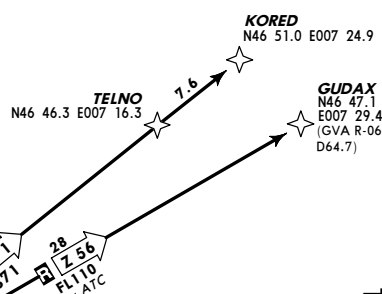
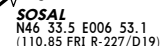
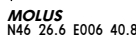
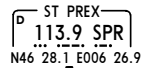
GENEVA Departure (R)	119.52	Apr Elev	1411'	Trans level: By ATC	Trans alt: 7000'
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TRANSITION ROUTES AFTER MOLUS
 RNAV-EQUIPMENT COMPULSORY
 FOR FLIGHTS PLANNED
 AT OR ABOVE FL100

Traffic planned on airways N 871/UN 871:
 Expect on ATC request alternate route:
 ② Z 56: SOSAL - GUDAX.

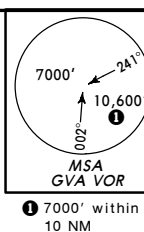


① 7000' within 10 NM



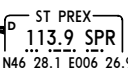
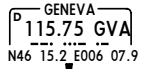
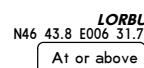
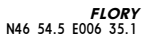
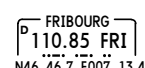
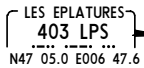
GENEVA Departure (R)	119.52	Apr Elev	1411'	Trans level: By ATC	Trans alt: 7000'
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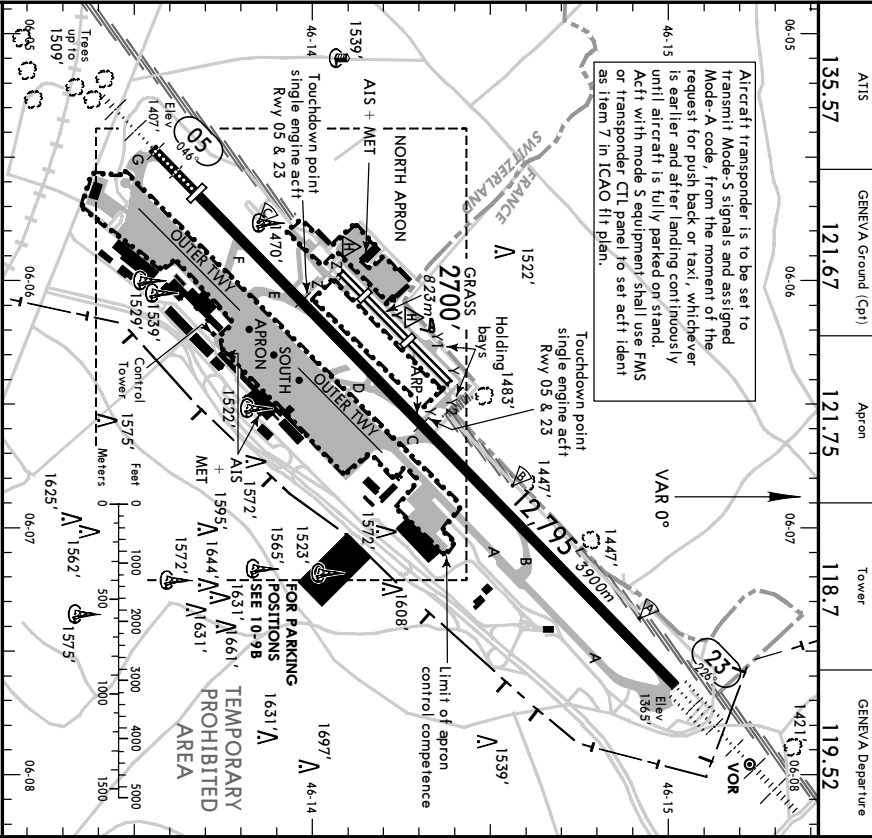
TRANSITION ROUTES AFTER SPR
 RNAV-EQUIPMENT COMPULSORY
 FOR FLIGHTS PLANNED
 AT OR ABOVE FL100



① 7000' within 10 NM

Traffic destination LFSB:
 ② Outside MIL operating hours:
 expect route via airways W 103 and W 102
 (SPR - FLORY - LPS - DELMO) to BALIR,
 cross LORBU at or above FL110.
 Traffic planned on airway G 5 (MAA FL90):
 ③ After SPR via G 5 to FRI.





TAXI PROCEDURES FOR ARRIVING AIRCRAFT

After landing RWY 23, Acft 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. Acft shall taxi independently to the parking positions as instructed by GENEVA APRON. In certain cases "Follow Me" cars will be available.

START-UP PROCEDURE

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 necessary.

IFR APPROACH PROCEDURE

Acft type must be reported at first contact with GENEVA ARRIVAL; indication of wake turbulence category is not necessary.

LOW VISIBILITY PROCEDURES

LVP will be activated via RTF or ATIS with the phrase "LOW VISIBILITY PROCEDURES IN OPERATION". LVP for CAT II becomes effective when RVR for TDZ is less than 550m or ceiling is less than 200', for CAT III with RVR for TDZ is less than 350m.

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

Prior to commencing final apch the RVR value will be transmitted. Additionally, latest RVR values will be transmitted by TWR.

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 substantiated improvement to RVR 350m or greater and ceiling to 200' or greater, LVP are terminated.

PUSH-BACK AND TOW-OUT PROCEDURES

1. Request ATC and start-up clearance from GENEVA GND, indicating the parking position.
 2. Request push-back clearance from GENEVA APRON.
- For the towing or push-back of an operating acft a general authorization only will be given to the cockpit crew. Detailed instructions will be transmitted directly to the driver.
- The push-back procedure is compulsory for all acft parked on positions 1 thru 19, 62, 72 thru 74 and 81 thru 88.
- 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.

GENERAL

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.

ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			
	THRESHOLD	GLIDE SLOPE	TAKE-OFF	WIDTH
05 23	HIRL (60m) CL (15m) HIALS-II TDZ RELI	RVR 11 713, 3570m/10,680' 3255m	0	164' 50m

1 Rwy grooved. 2 PAPI (angle 3.0°) HST-D & E

3 LDA single engine acft:

4 TAKE-OFF RUN AVAILABLE

RWY 05:	RWY 05:
From twy Z int	From rwy head
twy Y int	twy F int
	twy Z int
	twy E int
RWY 23:	RWY 23:
From twy Y int	From rwy head
twy Z int	twy B int
	twy C/Y int

05 23	Grass runway APAP1-L (4.0°, MEHT 11')	0	2087' 656m	1496' 456m	98'
	Grass runway APAP1-L (4.5°, MEHT 12')	0	1706' 520m	2087' 656m	50m

3 Single engine acft only. 4 APAP1-L unusable on short final.

JAR OPS	TAKE-OFF 1
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2	LVP must be in Force	Main rwy 05/23
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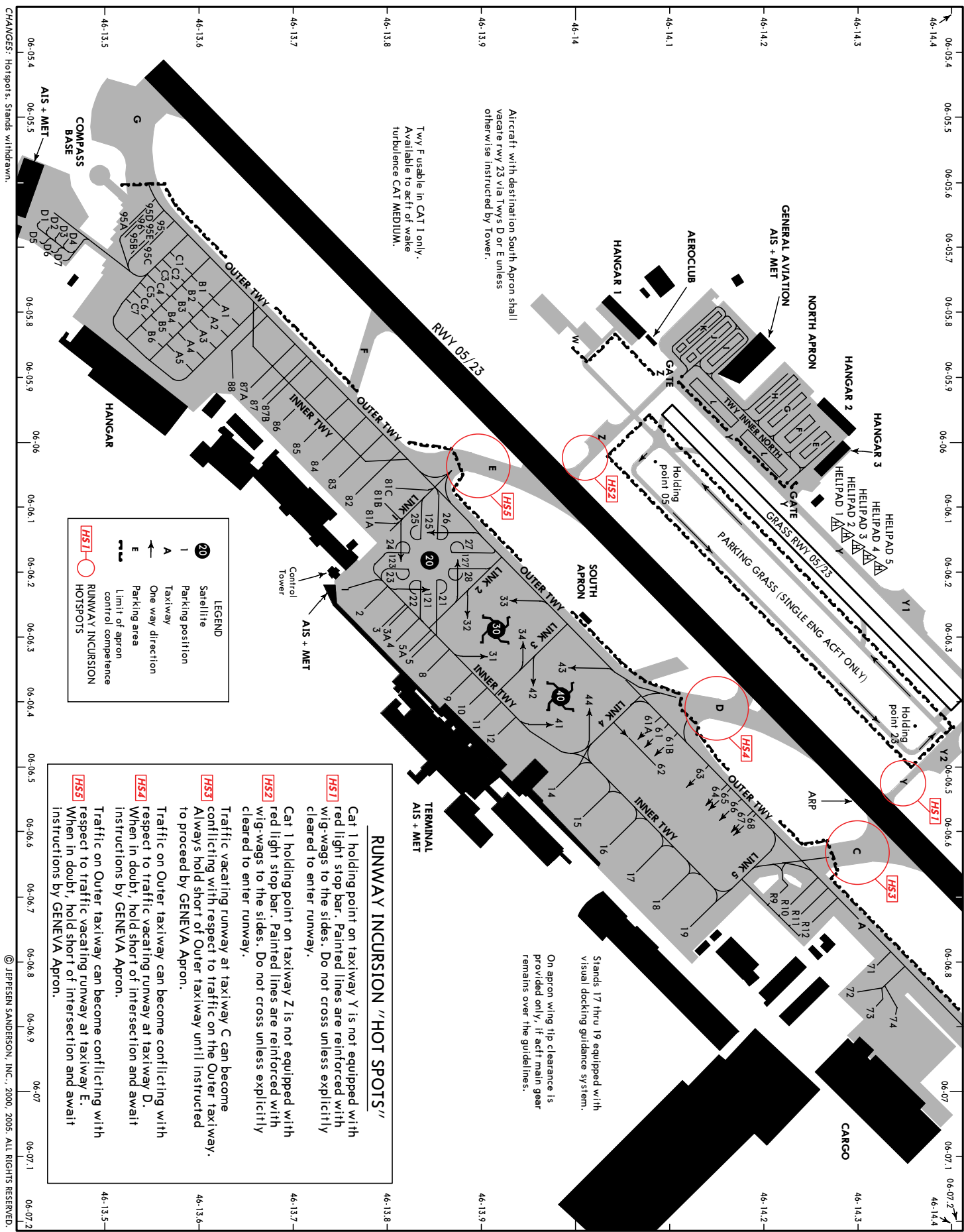
	Approved Operators	LVP must be in Force		RCIM (DAY only) or RL	RCIM (DAY only) or RL	NIL (DAY only)
		HIRL, CL & mult. RVR req	RL, CL & mult. RVR req			
A	125m	150m	200m	250m	400m	500m
B	125m	150m	200m	250m	400m	600m
C	150m	200m	250m	300m	400m	800m

- 1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.
- 2 With approved guidance system: 75m.

LSGG/GVA

JEPPesen
4 NOV 05
10-9B

GENEVA, SWITZERLAND
GENEVA

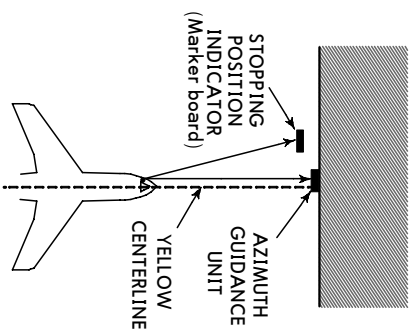


VISUAL DOCKING GUIDANCE SYSTEM

GENERAL

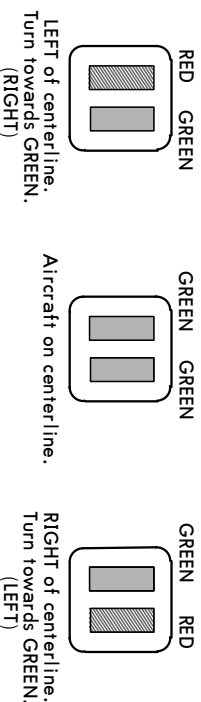
The visual docking guidance system for nose-in parking positions consists of the following elements:

1. AZIMUTH GUIDANCE UNIT
2. YELLOW CENTERLINE
3. STOPPING POSITION INDICATOR



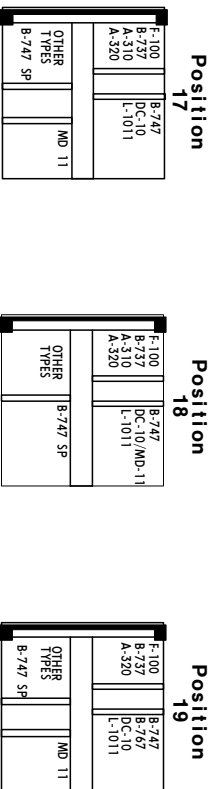
AZIMUTH GUIDANCE UNIT

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



STOPPING POSITION INDICATOR

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



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

INS COORDINATES		
STAND No.	COORDINATES	STAND No.
1	N46 13.7 E006 06.2	85, 86
2 thru 4	N46 13.8 E006 06.3	87
5	N46 13.8 E006 06.4	87A
5A	N46 13.8 E006 06.3	87B
8	N46 13.8 E006 06.4	88
9 thru 11	N46 13.9 E006 06.4	95 thru 96
12	N46 13.9 E006 06.5	121 thru 125
14 thru 16	N46 14.0 E006 06.6	127
17	N46 14.0 E006 06.7	A1 thru A3
18	N46 14.1 E006 06.7	A4, A5
19	N46 14.1 E006 06.8	B1 thru B4
21 thru 26	N46 13.8 E006 06.2	B5, B6
27, 28	N46 13.9 E006 06.2	C1
31 thru 34	N46 13.9 E006 06.3	C2, C3
41	N46 14.0 E006 06.5	C4 thru C7
42	N46 13.9 E006 06.4	D1 thru D3
43, 44	N46 14.0 E006 06.4	D4
61	N46 14.1 E006 06.5	D5 thru D7
61A	N46 14.0 E006 06.5	R9 thru R11
61B, 62	N46 14.1 E006 06.5	R12
63 thru 68	N46 14.1 E006 06.6	
71	N46 14.3 E006 06.8	
72 thru 74	N46 14.3 E006 06.9	
81A thru 81C	N46 13.8 E006 06.1	
82 thru 84	N46 13.7 E006 06.1	

PARKING WITHOUT MARSHALLER

Stop at parking positions:

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

STOP lines use:

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

A detailed list concerning STOP lines for the different aircraft types is available at the AIS.
For orders please contact:

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

On request, indications given by GENEVA APRON.

Parking positions 1 thru 8 & 14 thru 16:

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):

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

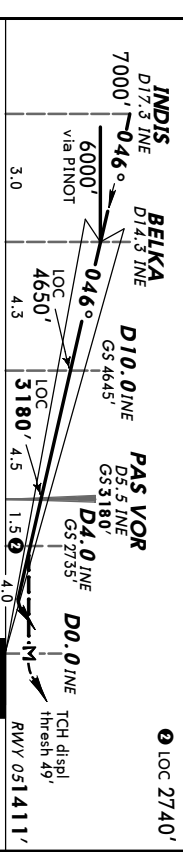
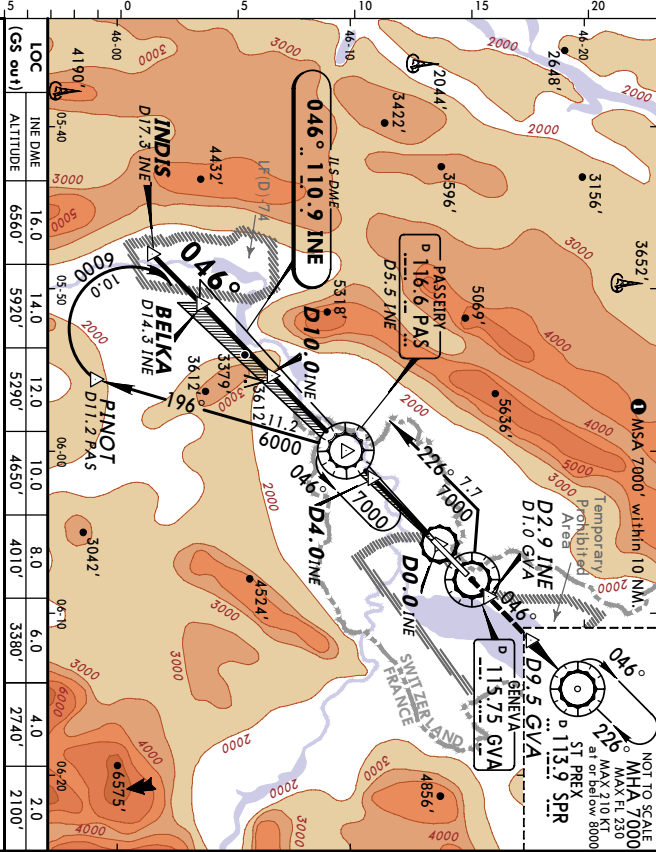
-Remark:

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

LSGG/GVA
GENEVA

JEPPRESEN GENEVA, SWITZERLAND
17 NOV 06 (1-1) EFF 23 NOV ILS DME Rwy 05

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.57	136.25	120.3	118.7	121.67
LOC INE	Final Aptch Crs	GS PAS VOR	ILS DA(H) Refer to Minimums	Apt Elev 1411' RWY 1411'
110.9	046°	3180' (1769')		
MISSED 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.				
Alt Set: hPa Rwy Elev: 51 hPa Trans level: By ATC Trans alt: 7000' 1. CAUTION: Expect turbulence on base and final apch. 2. Radar vectoring to INDIS may be expected. 3. ILS DME reads zero at rwy 05 disp threshold. 4. ILS front course width 3'. 5. GS azimuth coverage limited to 6° NW. 6. False capture of LOC possible on left base. Monitor position using R-226 GVA.				
GVA VOR				MSA 7000' NOT TO SCALE



Grid speed/Kts	70	90	100	120	140	160	Max
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at D0.0 INE							
JAR OPS	STRAIGHT-IN LANDING Rwy 05						CIRCLE-TO-LAND
DA(H) AB: 1611' (200') D: 1624' (213')	LOC (GS out)						Not authorized South of airport
FULL	ALS out						Max Kts
							MDA(H) Kts
							VIS

A	B	C	D
RVR 550m	RVR 1000m	RVR 1000m	RVR 1400m
RVR 600m	RVR 1000m	RVR 1800m	RVR 2000m
			180
			2400' (989')
			3600m

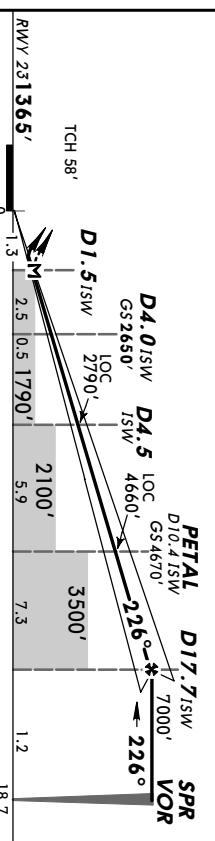
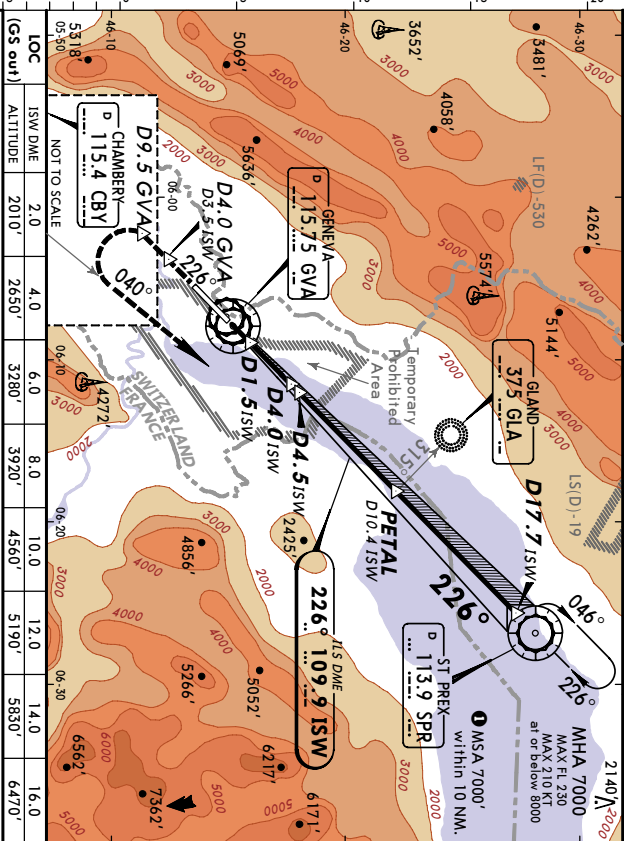
CHANGES: Missed approach, Notes, Minimums.

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LSGG/GVA
GENEVA

JEPPRESEN GENEVA, SWITZERLAND
17 NOV 06 (1-2) EFF 23 NOV ILS DME Rwy 23

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.57	136.25	120.3	118.7	121.67
LOC ISW	Final Aptch Crs	GS D4.0 ISW	ILS RA 216' DA(H) Refer to Minimums	Apt Elev 1411' RWY 1365'
109.9	226°	2650' (1285')		
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 Rwy Elev: 49 hPa Trans level: By ATC Trans alt: 7000' ILS front course width 3°.				
GVA VOR				MSA 7000' NOT TO SCALE



Grid speed/Kts	70	90	100	120	140	160	Max
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	485	539	647	755	862	
MAP at D1.5 ISW							
JAR OPS	STRAIGHT-IN LANDING Rwy 23						CIRCLE-TO-LAND
DA(H) RA 216' D: 1565' (200')	LOC (GS out)						Not authorized South of airport
FULL	ALS out						Max Kts
							MDA(H) Kts
							VIS

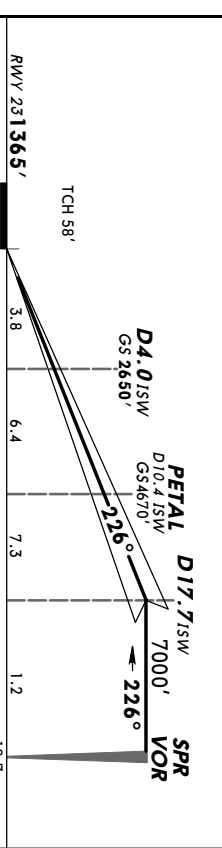
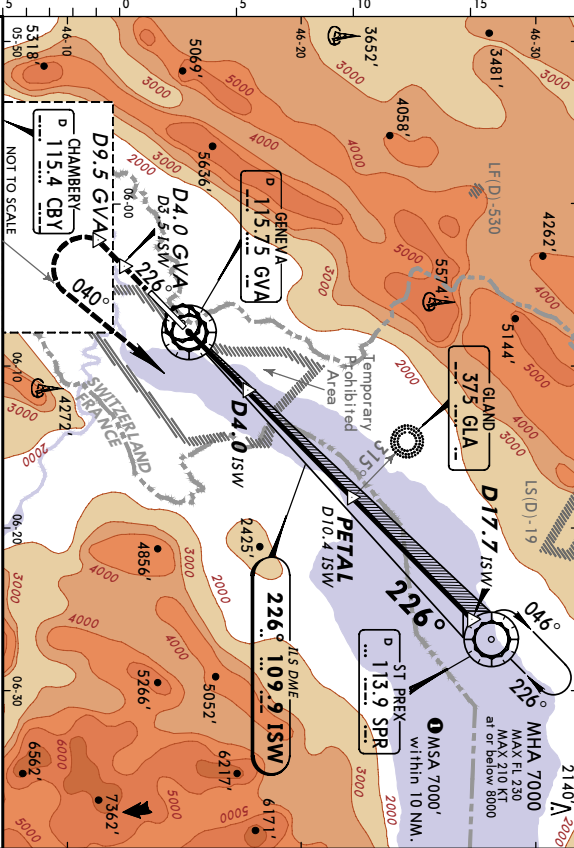
A	B	C	D
RVR 550m	RVR 1000m	RVR 1000m	RVR 1400m
RVR 600m	RVR 1000m	RVR 1800m	RVR 2000m
			180
			2400' (989')
			3600m

CHANGES: Procedure.

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LSGG/GVA
GENEVA
17 NOV 06
11-2A
JEPPRESEN
GENEVA, SWITZERLAND
CAT II ILS DME Rwy 23

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.57	136.25	120.3	118.7	121.67
LOC ISW 109.9	Final Appch Crs 226°	GS D4.0 ISW RA 108' DA(H) 1465' (100')	CAT II ILS RA 108' DA(H) 1465' (100')	Apt Elev 1411' RWY 1365'
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 Rwy Elev: 49 hPa Trans level: By ATC Trans alt: 7000'				
1. Special Aircrew & Aircraft Certification Required. 2. ILS front course width 3°.				

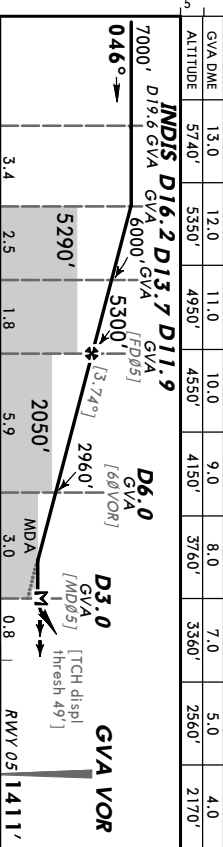
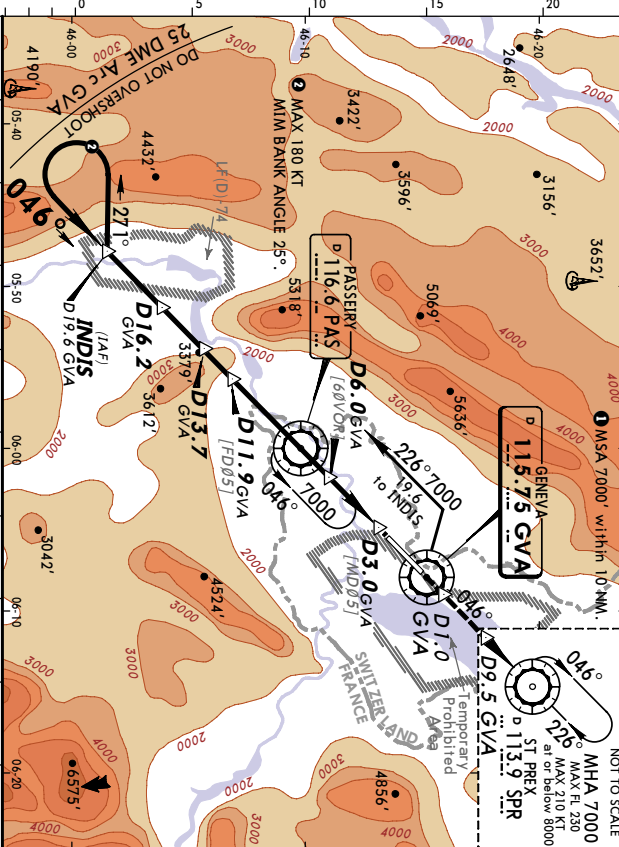


Grnd speed-Kts	70	90	100	120	140	160	HAAS-II	4000'	GVA
GS	3.00°	377	485	539	647	755	REL PAPI	115.75	
JAR OPS									
STRAIGHT-IN LANDING RWY 23									
CAT II ILS									
ABCD									
RA 108'									
DA(H) 1465' (100')									
RVR 300m									

PANS OPS 3
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
CHANGES: Procedure.
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LSGG/GVA
GENEVA
17 NOV 06
13-1
JEPPRESEN
GENEVA, SWITZERLAND
(GPS)VOR DME Rwy 05

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.57	136.25	120.3	118.7	121.67
VOR GVA 115.75	Final Appch Crs 046°	Procedure Alt 5300' (3889')	MDA(H) 1890' (479')	Apt Elev 1411' RWY 1411'
MISSED APCH: Climb STRAIGHT AHEAD on R-046 GVA to 4000'. At D1.0 GVA past the station continue climb to SPR VOR to 7000'. Cross D9.5 GVA past the station at 4000' or above. Alt Set: hPa Rwy Elev: 51 hPa Trans level: By ATC Trans alt: 7000'				
1. CAUTION: Expect turbulence on base and final apch. 2. Radar vectoring to INDIS may be expected.				



Grnd speed-Kts	70	90	100	120	140	160	HAAS-II	4000'	GVA
GS	3.00°	377	485	539	647	755	REL PAPI	115.75	
JAR OPS									
STRAIGHT-IN LANDING RWY 05									
CAT II ILS									
ABCD									
RA 108'									
DA(H) 1465' (100')									
RVR 300m									

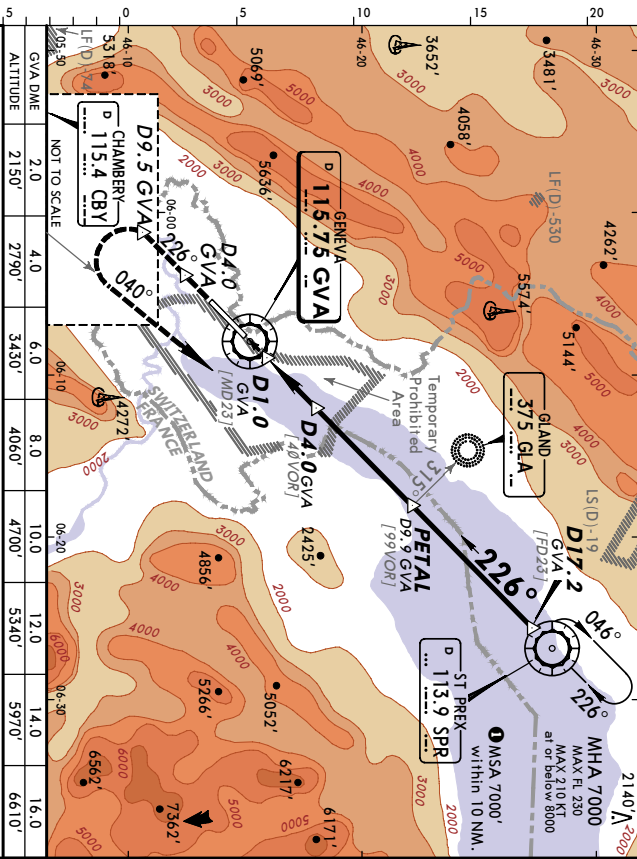
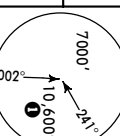
PANS OPS 3
Operators applying U.S. Ops Specs: Autoland or HGS required below RVR 350m.
CHANGES: Missed approach. Note.
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LSGG/GVA
GENEVA

17 NOV 06
13-2
JEPPRESEN

GENEVA, SWITZERLAND
(GPS)VOR DME Rwy 23

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.57	136.25	120.3	118.7	121.67
VOR GVA	Final Apch Crs 115.75 226°	Procedure Alt D17.2 GVA 7000 (5635')	MDA(H) 1810' (445')	Apf Elev 1411' RWY 1365'
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 Rwy Elev: 49 hPa Trans level: By ATC Trans alt: 7000' MSA GVA VOR 2140' A 2000				



Rwy 23 1365'	0.3	1.0	3.0	5.9	7.3	18.7
Grnd speed/Kts	70	90	100	120	140	160
Descent Gradient 5.24% or	372	478	531	637	743	849
Descent angle [3.00°]						
MAP at D1.0 GVA						

JAR OPS	STRAIGHT-IN LANDING Rwy 23	CIRCLE-TO-LAND
MDA(H) 1810' (445')	Not authorized South of airport	4000' GVA on 115.75 R-226

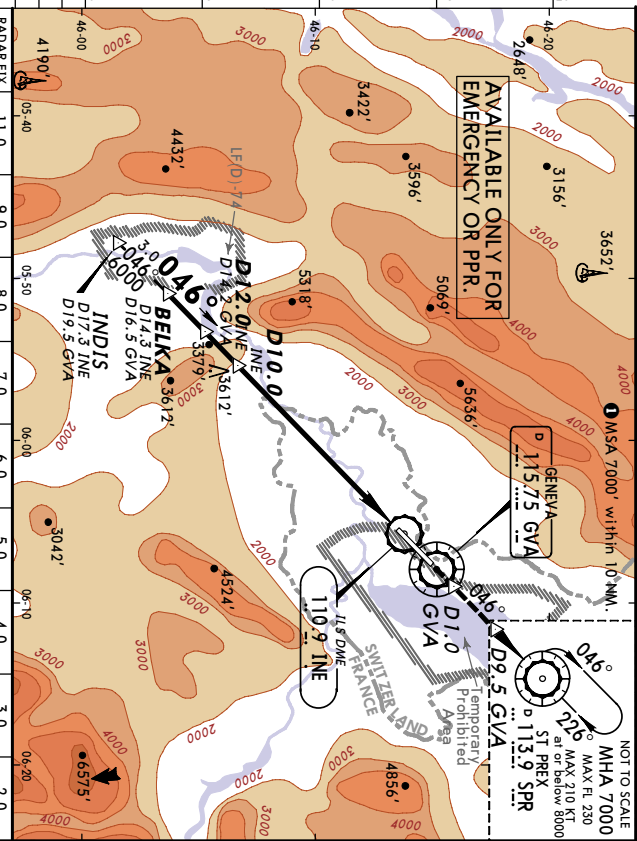
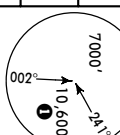
A	RVR 900m	Max Kts	MDA(H) 2100' (689')	1500m
B	RVR 1000m	100	2100' (689')	1600m
C	RVR 1800m	135	2400' (989')	2400m
D	RVR 2000m	180	2400' (989')	3600m

LSGG/GVA
GENEVA

17 NOV 06
18-1
JEPPRESEN

GENEVA, SWITZERLAND
TMM 2.0 NM SRA Rwy 05

ATIS	GENEVA Arrival (APP)	GENEVA Final (APP)	GENEVA Tower	Ground
135.57	136.25	120.3	118.7	121.67
RADAR	Final Apch Crs 046°	Procedure Alt D12.0 INE 6000 (4589')	MDA(H) 1990' (579')	Apf Elev 1411' TMM 2.0 NM
MISSED APCH: Climb STRAIGHT AHEAD on R-046 GVA to 4000'. At D1.0 GVA past the station continue climb to SPR VOR to 7000'. Cross D9.5 GVA past the station at 4000' or above.				
Alt Set: hPa Apf Elev: 51 hPa Trans level: By ATC Trans alt: 7000' MSA GVA VOR 2140' A 2000				



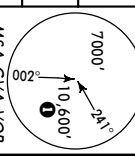
Rwy 05 1411'	2.3	2.0	10.0			
Grnd speed/Kts	70	90	100	120	140	160
Descent Gradient 6.1%	432	556	618	741	865	988
Descent angle [3.00°]						
MAP at D1.0 GVA						

JAR OPS	STRAIGHT-IN LANDING Rwy 05	CIRCLE-TO-LAND
MDA(H) 1990' (579')	Not authorized South of airport	4000' GVA on 115.75 R-046

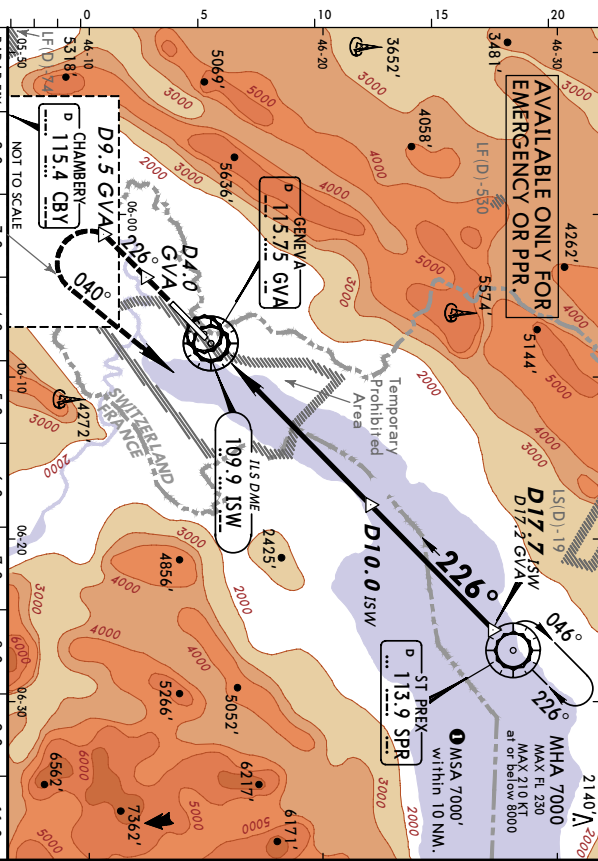
A	RVR 1000m	Max Kts	MDA(H) 2100' (689')	1500m
B	RVR 1200m	100	2100' (689')	1600m
C	RVR 1800m	135	2400' (989')	2400m
D	RVR 2000m	180	2400' (989')	3600m

JEPRESEN GENEVA, SWITZERLAND
17 NOV 06 **18-2** **Eff 23 Nov** TMN 2.0 NM SRA Rwy 23

GENEVA Arrival (APP)		GENEVA Final (APP)		GENEVA Tower		Ground	
ATIS	136.25	120.3	118.7	121.67			
135.57							
RADAR	Final Appch Crs 226°	Procedure Alt D17.7 1SW 7000' (5635')	MDA (H) 1830' (465')	Appr Elev 1411' RWY 1365'			
<p>MISSED APPCH: Climb on R-226 GVA to 4000'. At DA 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°.</p>							
Alt Set: n/a	Rwy Elev: 49' n/a	Trans level: By ATIS		Trans alt: 7000'			
<p>ILS DME reads zero at rwy 25 threshold.</p>							



AVAILABLE ONLY FOR
EMERGENCY OR PPR.



RADAR FIX		3.0'		4.0'		5.0'		6.0'		7.0'		8.0'		9.0'		11.0'	
2	ALTITUDE	2600'	2400'	2700'	3000'	3300'	3600'	4000'	4300'	4900'							
5		12.0'	13.0'	14.0'	15.0'	16.0'	17.0'										
		5200'	5600'	5900'	6200'	6500'	6800'										

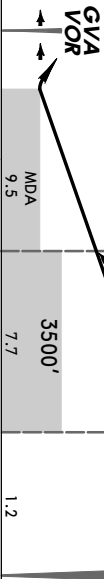
2 Do not descend below the descent profile.

D10.01SW

GVA
WOB

1

RWY 231365'

[illegible]

JAR-OPS

STRAIGHT-IN LANDING RWY 23

CIRCLE-TO-LAND

MDA(H) 1830' (465')

Not authorized South of airport

	ALS out	MOP4/HR	VIS
A	RVR 1200m	2100' (689')	1500m
B	RVR 1200m	2100' (689')	1600m
C	RVR 2000m	2400' (989')	2400m
D	RVR 1600m	2400' (989')	3600m