RNAV STARs completely revised.

CHANGES:

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From KINES via GG519, ROCCA, GOLEB, VALBU, SUVEL, BIVLO, PITOM to GG502, continue on track by ATC to INDIS to intercept final approach.

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

When passing over or abeam SLPs or as by ATC.

At or above FL100 & 7000'.

MAX 250 KT below FL100.

By ATC.

Between between 6.1 and 13.'

MAX 210 KT.

At or above 11000'.

MAX FL240.

By ATC.

At or above 11000'.

MAX FL150 & 7000'.

By ATC.

At or above 188'.

MAX 220 KT.

At or above 7000'.

MAX 210 KT.

At or above 11000'.

MAX FL240.

By ATC.

At or above 11000'.

MAX FL150 & 7000'.

By ATC.

At or above 188'.

MAX 220 KT.

At or above 7000'.

MAX 210 KT.

At or above 11000'.

MAX FL240.

By ATC.

At or above 11000'.

MAX FL150 & 7000'.

By ATC.

At or above 188'.

MAX 220 KT.

At or above 7000'.

MAX 210 KT.

At or above 11000'.

MAX FL240.

By ATC.
RNAV STARs completely revised.

CHANGES:

At or above 7000', MAX 250 KT.

At or below 8000', MAX FL240.

At or above 115.75 GVA, MAX FL230.

MAX FL200, when passing over or abeam SLPs.

MAX IAS as broadcasted on ATIS, when passing over or abeam SLPs.

Saunière (LSGG/GVA) line of flight.

Speed restriction.

When passing over or abeam SLPs, they shall inform ATC.

When passing over or abeam SLPs, pilots may not continue on track by ATC to SPAR to intercept final approach.

Continue on track by ATC to INDIS to intercept final approach.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG512, BIVLO, PITOM to GG502.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG514, SOVAD, KERAD to GG503.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG517, ESEVA, VARDA, GG517 to GG503.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG517, ESEVA, VARDA, GG517 to GG503.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG517, ESEVA, VARDA, GG517 to GG503.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG517, ESEVA, VARDA, GG517 to GG503.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG517, ESEVA, VARDA, GG517 to GG503.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG517, ESEVA, VARDA, GG517 to GG503.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG517, ESEVA, VARDA, GG517 to GG503.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG517, ESEVA, VARDA, GG517 to GG503.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG517, ESEVA, VARDA, GG517 to GG503.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG517, ESEVA, VARDA, GG517 to GG503.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG517, ESEVA, VARDA, GG517 to GG503.

When passing over or abeam SLPs, pilots may not continue on track by ATC to ULMES via ESEVA, VARDA, GG517, ESEVA, VARDA, GG517 to GG503.
RNAV SID renumbered & revised.

CHANGES:

Climb on GVA R-226, when passing 7000', but not before D8 GVA turn RIGHT, 1900', LEFT, proceed via GG602 and TINAM to MOLUS.

This SID requires a minimum climb gradient of 25°.

Rwy 05:
- Expect close-in obstacles, trees and buildings right and left of runway up to 184' above DER elevation.
- Ctrl level: By ATC
- Trans level: By ATC
- Trans alt: 7000'
- MSA: 10,600'
- Noise monitoring point: N46 08.2 E005 57.7

Rwy 23:
- Expect close-in obstacles, trees and buildings right and left of runway up to 195' above DER elevation.
- Ctrl level: By ATC
- Trans level: By ATC
- Trans alt: 7000'
- MSA: 10,600'
- Noise monitoring point: N46 09.8 E006 00.0

Initial climb clearance FL90.

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

If unable to comply with climb gradient (PAS D2.3 PAS), when passing 3600' reach below advise ATC prior to D3 GVA or above, then join SID.

For route continuation after KONIL refer to Chart 10-3P.

For route continuation after MOLUS refer to Chart 10-3N.

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

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CHANGES:

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CHANGES:

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BELUS 4P

Climb on GVA R-046, when passing 7000', but not before D8 GVA (PAS) turn LEFT to PAS, PAS R-236, proceed via ARGIS to DEPUL.

D2 CBY R-209 to BELUS.

Rwy 05:

Initial climb clearance FL90

Minimum Gnd speed-KT

Rwy 23:

Initial climb clearance FL120

At or above 7000', if unable to comply advise ATC.

Minimum B

LSE

GVA R-226 to KEMIT, climb in holding pattern to or above, then join SID.

If unable to comply with climb gradient (PAS reached below advise ATC.

BANK

KEMIT

2

Minimum B

If unable to comply with climb gradient (PAS reached below advise ATC.

Contact GENEVA Departure when instructed.

EDITOR'S NOTES:

FLAT terrain, low, mountainous region with significant close-in obstacles.

N45 40.5 E005 35.6

401' per NM

501 66810031337 16712005

N45 55.5 E005 29.7

231' per NM (3.8%) up to FL150

7800'.

N46 08.2 E005 57.7

D2 237^ PAS

D10 GVA

D8 GVA

N46 15.2 E006 07.9

D2.3 PAS

D25

BELUS 4A, 4P

D14

N45 52.9 E005 45.4

R031^ DEPUL

D20.1

R057^ CBY

N46 09.7 E005 59.7

R046^ GVA

N46 09.8 E006 00.0

D2 GVA

119.52 GENOA, ITALY

119.52 GENEVA, SWITZERLAND

10-3A GVA VOR

10-3D GVA VOR

10-3E GVA VOR

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

1411'

GENEVA, SWITZERLAND

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CHANGES:

cept PAS R-331 via KELUK to DIPIR, then to DJL or via LERDU to ARBOS or via IBABA to KONIL.

Climb on GVA R-226, when passing 1900', but not before D3 GVA (D4.7 PAS)

7000', but not before D8 GVA (PAS) turn RIGHT, intercept 042^ bearing via DEREM to GLA, 043^ bearing to KONIL.

Initial climb clearance of 75 100 150 200 250 300 Gnd speed-KT

This SID requires a minimum climb gradient (PAS reached below 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 or

If unable to comply with climb gradient of 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.

Jet acft with noise monitoring point

At or above FL220

Genoa, Italy

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

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Climb on GVA R-226, when passing but not before D8 GVA (PAS) turn LEFT, intercept SIDs renumbered & revised; chart reindexed.

CHANGES:

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but not before D2 GVA turn LEFT to PAS.

Climb on GVA R-046, when passing 5000', PAS 3P, MEDAM.

185° track, intercept CBY R-050 inbound to GG604, turn LEFT, 184° track, intercept CBY R-050 inbound to GG604, turn LEFT, 184° track, intercept CBY R-050 inbound to GG604, turn LEFT, 184° track, intercept CBY R-050 inbound to GG604, turn LEFT.
SIDs renumbered & revised.

**CHANGES:**

- Climbing on GVA R-226, when passing but not before D8 GVA (PAS) turn **LEFT**, intercept 7000', climb on GVA R-046, when passing
- At or above D8 GVA turn **RIGHT**, 185° track, 5000', then climb in holding pattern to or above 7000', **NOT TO SCALE**

**Gnd speed-KT**

- FL90
- FL130
- FL140
- FL150
- FL160
- FL180
- FL190
- FL200
- FL220

- **EXPECT close-in obstacles, woods left of runway up to 184' above DERelevation.**
- **EXPECT close-in obstacles, trees and buildings right and left of runway up to 184' above DERelevation.**
- **EXPECT close-in obstacles, woods left of runway up to 184' above DERelevation.**

**NOT TO SCALE**

- **Minimu**

**Notice:** After 7.12.2006 0901Z this chart should not be used without first checking JeppView or NOTAMs.
EXCEPT close-in obstacles, woods left of runway up to 195° above DER elevation.

**SIROD 3N**

This SID requires a minimum climb gradient of 310' per NM (5.1%) up to 7000'.

- Gnd speed-KT: 75 100 150 200 250 300
- 310' per NM: 387 516 757 1033 1291 1549

If unable to comply with ATC, route via DJL.

**Initial climb clearance FL90**

- **SIROD 3N**: Climb on GVA R-046, when passing 7000', but not before D8 GVA turn LEFT, 360° track, intercept DJL R-130 inbound to SIROD, then to DJL or to ARBOS or via IBABA to TUTAX.
- **SPR 3N**: Climb on GVA R-046 to SPR.

**Traffic planned on airways N 871/UN 871**

- **Z 63**: KONIL - SOKAL - or on ATC request as alternate routes.
- **Z 62**: DEREM - NAMSH - TINAM - cross DEREM at or above 7000', NAMSH at or above 9200'.

**Traffic destination LFSB**: After KONIL expect route W 103 and W 102 (FLORY - LPS - DELMO) to BALIR, cross LORBU at or above FL110.

**Traffic destination LSGG**: After KONIL expect route W 103.

**Traffic planned on airway G 5 (MAA FL90)**: After KONIL intercept FRI R-249 inbound to FRI.
On apron wing tip clearance is provided only, if acft main gear remains over the guidelines.

Twy F usable in CAT I only. Available to acft of wake turbulence CAT MEDIUM.

Aircraft with destination South Apron shall vacate rwy 23 via Twys D or E unless otherwise instructed by Tower.

Traffic vacating runway at taxiway C can become conflicting with respect to traffic on the Outer taxiway. Always hold short of Outer taxiway until instructed to proceed by GENEVA Apron.

Traffic on Outer taxiway can become conflicting with respect to traffic vacating runway at taxiway D. When in doubt, hold short of intersection and await instructions by GENEVA Apron.

Traffic on Outer taxiway can become conflicting with respect to traffic vacating runway at taxiway E. When in doubt, hold short of intersection and await instructions by GENEVA Apron.

Traffic on South Apron may come conflicting with respect to traffic on the Outer taxiway. Always hold short of Outer taxiway until instructed to proceed by GENEVA Apron.

Holding point 05 at 23 is not equipped with red light stop bar. Painted lines are reinforced with wig-wags to the sides. Do not cross unless explicitly cleared to enter the runway.

Holding point 23 at Y is not equipped with red light stop bar. Painted lines are reinforced with wig-wags to the sides. Do not cross unless explicitly cleared to enter the runway.

Traffic on Outer taxiway can become conflicting with respect to traffic vacating runway at taxiway Z. When in doubt, hold short of intersection and await instructions by GENEVA Apron.

Traffic on Outer taxiway can become conflicting with respect to traffic vacating runway at taxiway Y. When in doubt, hold short of intersection and await instructions by GENEVA Apron.

Hotspots. Stands withdrawn.

When in doubt, hold short of intersection and await instructions by GENEVA Apron.
PARKING WITHOUT MARSHALER

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

Stop at parking positions:

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:

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

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 (Moiré 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.

Parking positions 1 thru 8 & 14 thru 16:
GENEVA GVA

1. Special aircrew & aircraft certification required.
2. ILS front course width 3^.

Rwy Elev: 49 hPa

Trans alt: 7000'. At D9.5 GVA turn LEFT (MAX 185 KT) to intercept and follow 10,600' GVA past the station continue climb to SPR VOR to 7000'.

Apt Elev

GENEVA Arrival (APP)
New procedure.

CHANGES:

**RVR**
- 2000m (989')
- 180

**RVR**
- 2400m (1990')
- 1500m (689')
- 1000m

**ABCD**
- 1200m (689')
- 100

**GND SPEED**
- Max 210 KT

**RAPID DESCENT**
- 4000'
- 3000
- 2000
- 08-25
- 046°

** limitations**: 
- Bank angle 25°

**Descent Gradient**
- 05-50
- 046°

**Altitude**
- 5069'
- 3279'
- 2790'
- 2090'
- 1990'
- 1810'
- 1710'

**Temperature**
- 1411'
- 1000'
- 637'
- 478'

**Max FL**
- 230
- 2000

**MHA**
- 7000'
- 6000'
- 5000'
- 4000'

**Inclement Weather**
- D17.2
- D10.0
- D12.0
- D8.0
- D6.0
- D4.0
- D2.0

**NOT TO SCALE**
- GVA VOR
- GVA DME
- GVA RADAR

**Temporary**
- Temp 579'
- Temp 5574'
- Temp 5069'
- Temp 4969'
- Temp 4769'
- Temp 4569'
- Temp 4369'
- Temp 4169'

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