

## Geneva-Cointrin

IATA/ICAO CODE: GVA/LSGG  
CITY: Geneva  
COUNTRY: Switzerland

### AIRPORT CONTACT

Information updated by the airport 2/2011

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Airport Web Site: [www.gva.ch](http://www.gva.ch)

ELEVATION: 1141 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
05/23	3900	-	-	50

### NOISE ABATEMENT PROCEDURES

#### 1 GENERAL

The following procedures are defined to avoid excessive noise at and in the vicinity of Geneva airport. They also apply to training and check flights.

Pilots may deviate from Noise Abatement Procedures only upon instruction of ATC, previous authorization of Airport Authority or FOCA, or if the safety so requires.

The term "Night" covers the period between 2100 (2000-0359). The term "Day" covers the period between 0500 and 2059 (0400 and 1959).

Training and check flights are prohibited at night.

The North Apron (General Aviation Center) is closed at night except for ambulance flights and towed ground movements.

Take-offs of jet aircraft with a noise certificate according to the standards of Annex 16 Volume I, Second Part, Chapter 2 of the Convention on International Aviation are prohibited.

**As of 30 March 2008, take-offs and landings of aircraft complying with noise certification**

requirements of ICAO Annex 16, Volume I, Part 2, Chapter 3 by a margin equal to or lower than 5 dBA are prohibited at night.

2. Arrivals

2.1 ILS Approach

ILS approach shall be carried out at an angle equal to or above the glide path angle established for each direction as defined by the ILS profile.

The descent shall be planned as to maintain a clean configuration as long as possible considering safety and ATC requirements.

2.2 Visual Approach

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

- for RWY 23, at 10 NM TD (PETAL), minimum 4000 ft QNH
- for Rwy 05, at 5.6 NM TD (PAS VOR)

2.3 Landing

More than idle reverse shall not be used except for safety reason or if necessitated to comply with ATC request.

3. Departure

Follow strictly published SIDs for RWY 23 and 05 (See AIP LSGG AD 2.24) in order to minimize noise around Geneva airport.

The climb is carried out as follows for jet and propeller aircraft:

take off up to 2900 ft QNH with	- (reduced) take-off power - V2+10 to 20 kt speed (or according to climb gradient limitation)
from 2900 ft QNH to 4400 ft QNH	- V2 + 10 to 20 kt speed
at 4400 ft QNH	- aircraft clean up and acceleration to climb speed

KONIL C/J SIDs will only be assigned to propeller aircraft and jet aircraft with noise classification IV and V according to AIP GEN 4.13

Above 5000 ft AGL, ATC may permit pilots to deviate from SIDs to shorten the path toward destination.

Adherence to Noise Abatement Procedures is automatically monitored by noise monitoring system.

4. Visual Circuit

Visual circuit for jet and propeller aircraft shall be flown on the northern side of the airport as follows:

- right (RWY 23) or left (RWY 05) turns for cross-wind at 4 DME ILS (23/05)
- climb to 3500 ft, max IAS 180 kts
- base-leg on ATC instruction.

## CONTINUOUS DESCENT ARRIVAL (CDA)

CDA procedure is not officially and formally applied, but taken into consideration during arrival when possible. Investigations are still in progress.

## AIRPORT CURFEWS

As of 30 March 2008, take-offs and landings of aircraft complying with noise certification requirements of ICAO Annex 16, Volume I, Part 2, Chapter 3 by a margin equal to or lower than 5 dBA are prohibited at night

### 2. Night ban regulations

#### 2.1 General

According to Chapter 4, Section 2 of the OSIA (edict 748.131.1 concerning aeronautical infrastructure) on the rules governing nighttime flights, arrivals and departures are banned for:

**Commercial Air Transport** see paragraph 2.2

**2.2 Non-commercial Air Transport** see paragraph 2.3

#### 2.2 Commercial Air Transport

Definition of Commercial Air Transport: "S" or "N" as per ICAO flight plan, see AIP Switzerland ENR 1.10 (S=scheduled, N=non-scheduled)

Arrivals of Commercial Air Transport are banned from 2300 to 0259 (2200-0259) and restricted from 0400\* to 0459\* UTC.

Arrivals from 0400 to 0459 (0300-0359) are only permitted provided the carrier:

- a) has submitted and received prior approval from the Geneva Airport Authority to publish an STA during this time frame, and
- b) holds a Geneva airport slot during this time frame issued by Slot Coordination Switzerland.

Delayed arrivals may be tolerated between 2300 and 2329 (2200-2229). Prior approval from the GVA Airport Authorities must be obtained.

Arrivals Chapter (Stage) Two Aircraft, see paragraph 2.5

Ferry flight arrivals are:

- a) Banned from 2100 to 0459 (2000-0359)
- b) Derogations from 2100 to 2259 (2000-2159) may be given by the Geneva Airport authorities.

Arrivals of supplementary flights during the night bans described in paragraph 2.20.1.2.2 and carried out during the period from the second Friday before Christmas (25th December) to the second Monday after the New Year (1st January) are only permitted provided the carrier:

- a) has submitted and received prior approval from the Geneva Airport

Authorities to publish an STA during this time, and

b) holds a Geneva airport slot during this time frame issued by Slot Coordination Switzerland.

Arrivals can only expect to receive and approach clearance if they are overhead SPR (RWY 23) or INDIS (Rwy 05) no later than 10 min before the respective night ban comes into effect.

Departures of Commercial Air Transport are banned from 2300 to 0459 (2200-0359) and restricted from 2100 to 2300 (2000-2200).

**Departures from 2100 to 2259 (2000-2159) are only permitted provided:**

- a) aircraft with a noise index less than **98 EPNdB** are used to destinations (non-stop flights only) of more than 5,000 km (2,700 nm), or
- b) aircraft with a noise index less than **96 EPNdB** are used for all other destinations.

**NOTE: The noise index is the EPNL value that is the arithmetic average of the Chapter 3 Flyover and Lateral cert levels.**

Delayed departures may be tolerated between 2300 and 2259 (2200-2229). Prior approval from the GVA Airport Authorities must be obtained.

Delayed of Chapter (Stage) Two aircraft, see paragraph 2.5

Ferry flight departures are:

- a) Banned from 2100 to 0459 (2000-0359)
- b) Derogations from 2100 to 2259 (2000-2159) may be given by the Geneva Airport authorities.

Departures of supplementary flights during the night bans, described in paragraph 2.20.1.2.3 and carried out during the period from the second Friday before Christmas (25th December) to the second Monday after the New Year (1st January) are only permitted provided the carrier:

- a) has submitted and received prior approval from the Geneva Airport Authorities to publish an STD during this time frame, and
- b) holds a Geneva airport slot during this time frame issued by Slot Coordination Switzerland.

Prior permission is required from the Geneva Airport Authorities by all commercial air transport operations during the night bans described in paragraph 2.2. Permission to operate in the night ban is only granted in exceptional circumstances.

## 2.3 Non-commercial Air Transport

Definition of Non-commercial Air Transport: "G", "M" or "X" as per ICAO flight plan see AIP Switzerland ENR 1.10.1.3.5.2 (G=general aviation, M=military or police, X=all other not covered by G or M).

Arrivals of Non-commercial Air Transport are banned from 2100 to 0459 (2000-0359)

Arrivals Chapter (Stage) Two aircraft see paragraph 2.5

Arrivals can only expect to receive an approach clearance if they are overhead SPR (Rwy 23) or INDIS (Rwy 05) no later than 10 minutes before the respective night ban comes into effect.

VFR traffic must have planned their flights in order to reach the airport circuit at least 30 minutes before the end of Evening Civil Twilight (AIP Switzerland LSSG GEN 2.7). This is to ensure that arrivals can take place before the end of Evening Civil Twilight despite possible important delays caused by ATC or other events.

Departures of Non-commercial Air Transport are banned from 2100 to 0459 (2000-0359).

Departures of Chapter 2 aircraft see paragraph 2.5

Prior permission is required from the Geneva Airport Authorities by all non-commercial air transport operations during the night bans described in paragraph 2. Permission to operate in the night ban is only granted in exceptional circumstances.

## 2.4 Exemptions

Urgent flights holding special authorization and/or diplomatic clearances from the Federal Office for Civil Aviation to operate in the night ban:

State Aircraft ("X" with STS/STATE or STA/HEAD as per ICAO flight plan see AIP Switzerland ENR 1.10.1.3.5.2) both Swiss and foreign (see AIP Switzerland GEN 1.2.5 on entry, transit and departure of foreign state aircraft through Swiss airspace or airports);

Military Aircraft ("M" as per ICAO flight plan see AIP Switzerland ENR 1.10.1.3.5.2) both Swiss and foreign (see GEN 1.2.5 on entry, transit and departure of foreign military aircraft through Swiss airspace or airports).

Urgent flights holding permanent special authorization to operate during the night ban from the Geneva Airport Authorities:

- Search and rescue flights (STS/SAR);
- Medevac flights (STA/HOSP);
- Law enforcement/supervision flights;
- Disaster relief flights (STA/HUM)

Forced landings and alternate landings due to meteorological conditions and/or aircraft technical problems.

## 2.5 Chapter (Stage) 2 Aircraft

Chapter 2 aircraft are no longer permitted to use Swiss airports.

In exceptional circumstances (e.g. aircraft performing scheduled maintenance at an approved maintenance facility at Geneva International Airport), FOCA, in conjunction with the Geneva International Airport Authorities, can issue an exemption permit for Chapter 2 aircraft to operate at Geneva International Airport.

Application forms are obtained from the Geneva International Airport Authorities. A completed form must be returned, by FAX to the same authorities, at least three working days before the date of the planned flight.

A copy of this form with "permission granted" by FOCA, must travel and remain with the aircraft flight documents for the duration of the stay at Geneva International Airport.

Chapter 2 aircraft, holding an exemption permit, are subject to the following restrictions:

- Landings and take-offs from Monday to Friday from 0800 to 1759 (0700 to 1659) , except locally recognized holidays

Chapter 2 aircraft holding an exemption permit. are still liable for all relevant airport and ATC charges per AIP Switzerland GEN 4.1 LSGG and GEN 4.2.

The Geneva Airport Authorities reserve the right to impose a fine on the applicant if the above is not respected.

PREFERENTIAL RUNWAYS - [NONE](#)

OPERATING QUOTA - [NONE](#)

#### ENGINE RUN-UP RESTRICTIONS

Run-ups are subject to a prior authorization of the Airport Authority (Operation Division, APRON CONTROL, TEL 7141, 7140). Run-ups are not permitted during night hours 2200-0600.

#### APU OPERATING RESTRICTIONS

##### **5.0 Auxiliary Power Unit (APU) and Brake Fan**

Stands 1, 2, 3, 3A, 4, 5, 8, 9 to 12, 14 to 16, 31 to 34, 41 to 44

These stands are equipped with fixed electrical power (400Hz) and Pre-Conditioned Air (PCA) supplies. Aircraft parked at these stands must use fixed electrical power and PCA supplies if required. The electrical power will be connected prior, or immediately after engine shutdown. PCA connection follows shortly after engine shutdown.

The use of the airborne Auxiliary Power Unit (APU) is forbidden at these stands, except:

- until the aircraft is connected to the fixed electrical power
- 5 minutes prior to engine start or push back or
- when fixed electrical power or PCA supplies system is unserviceable.

##### **5.2 All Other Stands**

On all other stands, whether on south apron or north apron (General Aviation Center) airborne APU can only be kept in operation 10 minutes after arrival or started 30 minutes before departure time.

##### **5.3 Use of APU in Particular Cases**

If above mentioned restrictions cannot be fulfilled, prior authorization of Airport Authority is required.

5.4 Use of Brake Fan

Use of brake fan shall be kept to the minimum.

NOISE BUDGET RESTRICTION - [NONE](#)

EMISSIONS SURCHARGE

[Ref AIP Switzerland Gen 4.1 for Current Emissions Surcharges](#)

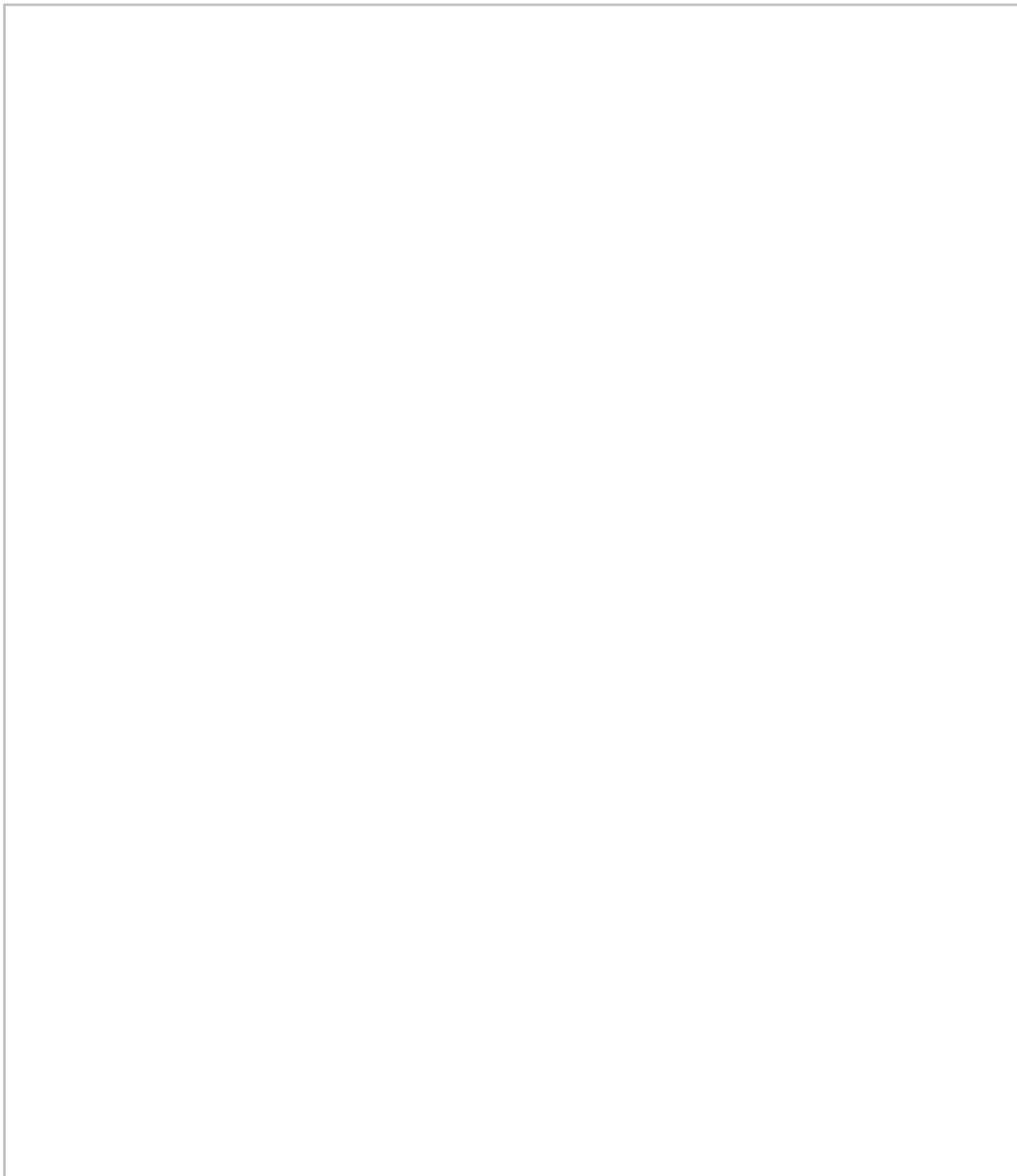
NOISE SURCHARGE

[Ref AIP Switzerland Gen 4.1 for Current Noise Surcharges](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM



Geneva Airport runs an automatic noise monitoring system, operating 24 hours a day. It consists of 13 microphones installed on, or in the vicinity of the airport, in noise sensitive areas, especially along flight paths. It is linked to the ATC radar system, so as to ensure proper correlation between a monitored noise and a specific aircraft. The device is used to both establish statistic records and to demonstrate track violations.

#### FLIGHT TRACK MONITORING SYSTEM

Yes - see information under Noise Monitoring System

#### NOISE LEVEL LIMITS

As of 30 March 2008, take-offs and landings of aircraft complying with noise certification requirements of ICAO Annex 16, Volume I, Part 2, Chapter 3 by a margin equal to or lower than 5 dBA are prohibited at night.

Departures from 2100 to 2259 (2000-2159) are only permitted provided:

- a) aircraft with a noise index less than 98 EPNdB are used to destinations (non-stop flights only) of more than 5,000 km (2,700 nm), or



b) aircraft with a noise index less than **96 EPNdB** are used for all other destinations.

**NOTE: The noise index is the EPNL value that is the arithmetic average of the Chapter 3 Flyover and Lateral cert levels.**

## CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes are banned from operating at airports in Switzerland as of April 1, 2002.

## CHAPTER 2 PHASEOUT

From April 1, 2002 all civil subsonic jet aeroplanes operating at airports in Switzerland must comply with Chapter 3 standards. See information below:

### **The Swiss Federal Rule for Chapter 2 Phaseout**

The Swiss Federal Council has decreed on 23rd February 1994 an Ordinance on noise related operating restrictions for jet aircraft (SR 748,121,12)

For information and convenience of english speaking readers, the contents of this Ordinance is translated as follows:

#### **Article 1 Principle**

Subsonic jet aircraft which are not certificated according to the standards of Chapter 3 (of ICAO Annex 16) may not operate at Swiss airports after 1 April 1995, except for those defined in Article 2 and 3 hereafter.

#### **Article 2 General Exemptions**

Subsonic jet aircraft with a noise certification corresponding at least to Chapter 2 (of ICAO Annex 16) may operate at Swiss airports for a period of 25 years after their year of manufacture, but no longer than 31 March 2002.

#### **Article 3 Authorized Exemptions**

The Federal Office for Civil Aviation may grant exemptions to Article 1 for important reasons, namely:

- a) for aircraft registered in developing countries
- b) for aircraft of historical interest
- c) for flights for the purpose of alteration, repair or maintenance

#### **Article 4 Airport Operating Conditions**

Airport operators may impose conditions for airport use by aircraft subject to Article 2 and 3, provided these conditions are approved by the Federal Office for Civil Aviation

#### **Article 5 Fees**

The fee due for any exemption granted under Article will be SF140

#### **Article 6**

This Ordinance will come into force on 15 March 1994

## CHAPTER 3 RESTRICTIONS - **NONE**