

GENOA (GOA/LIMJ)

Elevation 13ft

CATEGORY B

AV brief - required

BAV AV brief – not yet available

GENERAL

- The airfield is situated on the coast in the heart of a busy dock area and is almost completely surrounded by sea. The runway is a strip of reclaimed land with shipping channels to the S and W.
- If Genoa VOR U/S there are special SIDs and Arrivals published.

Threats**CFIT**

- To the N the ground rises to ~3000ft asl within 4 nm and ~6000ft asl further inland.
- High ground to ~3000ft asl to the right of the ILS 28 centre line.
- Ships in the dock area may have masts to over 170ft asl.
- 6 nm W the coast curves to the SW. Terrain rises steeply inland with a peak to ~4300ft asl 12 nm W.
- Rwy 28 – Inset threshold and mixed view of sea and surrounding obstacles may give the visual impression of being high on finals leading to a temptation to get low.

Runway Excursion

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Loss of Control

- Flocks of seabirds surround the airfield.

Special Considerations

- Extreme turbulence may be expected even though the surface wind is not excessive, particularly with wind direction between NW and E. (See WEATHER heading)
- Local restrictions on wind limitations apply a 30% reduction on the certified crosswind limit for each aircraft type.
- SESMA events show a high proportion of go arounds below 1,000ft on both runways, a high approach on Rwy 10 (due to late/slow descent) and GPWS glideslope warnings on Rwy 28.

ARRIVAL
Diversions Airports

PISA	PSA/LIRP	080 nm/123°T	CAT B
NICE	NCE/LFMN	083 nm/237°T	CAT B
TURIN (Caselle)	TRN/LIMF	069 nm/313°T	CAT B
MILAN (Linate)	LIN/LIML	065 nm/017°T	CAT B

Others that may be used include Milan Malpensa, Verona, Bologna and Venice.

- When inbound Swiss/Italian ATC may require an early step down so an early briefing is needed.
- Expect radar vectors.

Approach

Rwy 28

- Instrument approaches to Rwy 28 only.
- Localiser ILS 28 is offset with a 3.17° GS.

A32N

Rwy 10

- In poor weather:
 - Expect a procedural Rwy 28 ILS to Circle for Rwy 10.
 - **It is recommended to use the RNP Circling Procedure for Rwy 10. Refer to SOP for guidance.**
- In good weather:
 - **It is recommended to the use RNP Circling Coding to conduct an RNAV Visual. Refer to SOP “RNAV Visual using RNP Circling Coding” for guidance.**
 - Descend to circling altitude prior to the RF leg to ensure FINAL APP to engages.
- Coastline lights make runway lights difficult to see; request ATC to increase lighting intensity. See Lido AOI for notes relating to obstructions to PAPIs, which are set at 3.3°.
- Circling South of runway only.

GROUND

Radio load sheets not permitted. Do not depart stand before receiving final load sheet figures via ACARS.

- Runway has been reported as rough and is liable to ponding.

DEPARTURE

- Start up procedures are below. Confirm with ATC that the take-off area is clear of shipping.
 - Request start-up on TWR 10min before ready to start engines.
 - Taxiing out of stands with Idle power only.
- The SIDs include an initial climb towards the S away from terrain and obstructions; N bound SIDs specify high minimum en-route levels.
- Emergency Turn Procedures available from CARD/Performance Manual.

WEATHER

- Fog is rare and low stratus less than 400ft only occurs on a few days each Winter.
- Severe thunderstorms over the mountains in Summer.
- Wind is the main problem with N to NE winds over the high terrain causing the most turbulence on approaches. With NE winds, particularly, there are marked variations in both strength and direction. On approach Rwy 10 a slight tail wind often becomes a brisk head wind on short finals followed by a calm at touch down. Three anemometer readings are available, one at each end of the runway and a centre one used for met reports.

OPERATIONAL INFORMATION

Handling Agent	AEROPORTO DI GENOVA SPA (AGS)
Handling Agent VHF	136.825
Potable Water	Uplift Permitted

IF ONLY Electrical Power is required	Use at all times (If fixed airport equipment is not available, use GHA mobile equipment for "pre-paid" time ONLY (60mins), then use APU)
If BOTH electrical power and air conditioning is required:	Use APU (but to reduce APU fuel burn, use airport fixed GPU at all times, or GHA mobile GPU for "pre-paid" time ONLY)