

GENEVA (GVA/LSGG)

Elevation 1411ft

CATEGORY B

AV brief not required.

GENERAL

- The airfield is situated at the SW end of Lake Geneva, the city is 2 nm SE.
- GVA is an efficiently organised CAT 3 airfield with a high standard of ATC and ground handling. It is the geographical position of the airfield and the topography of the surrounding area that generates most of the potential difficulties.
- ATC is clear and standard. They are sensitive to the problems that may be posed and will often share their plan and can modify it if requested.

Threats**CFIT**

- With the exception of the area over the lake to the NE, high ground surrounds the airfield from N, through W to E.
- Within 7nm to the NW terrain reaches 5700ft asl, within 7nm SE terrain reaches 4500ft asl.
- The Alps are to the S and E with Mont Blanc 15,782ft asl 40nm SE.

Runway Incursion

- Refer to the arrival section for potential rushed approach considerations.

Mid Air Collision

- The parallel grass runway generates considerable light aircraft traffic, particularly at weekends. VFR traffic (no mode C) has been known to infringe controlled airspace so a good lookout would be prudent for non mode C TCAS returns.

Special Considerations

- Terrain, MSA/SSA, Weather (CB's, turbulence, tailwinds) are all considerations and with the strong possibility that the aircraft will be put above the ideal profile. It may be advisable to devise an appropriate strategy for recovery. Consider briefing Glideslope from Above.
- ROD limit approaching 3000ft above MSA will be a factor and a slow speed, more drag technique will normally provide the best solution.
- Consider the use of TERR on NAV display.

ARRIVAL
Diversion Airports

LYON	LYS/LFLL	053 nm/234°T	CAT A
ZURICH	ZRH/LSZH	124 nm/054°T	CAT B
BASLE	BSL/LFSB	100 nm/036°T	CAT B
NICE	NCE/LFMN	162 nm/163°T	CAT B

Others that may be used include Milan Linate and Milan Malpensa.

- A LUSAR STAR is the norm and ATC will offer the full RNAV arrival. MSA and SSA are high. When required, ATC will provide radar vectors.
- Airspace restrictions, terrain, speed limits and other traffic often lead to the aircraft being placed above the ideal descent profile.
- Prevailing Westerlies (tailwinds) may further aggravate the problem plus descent profile recovery may be hampered by small and stepped descent clearances from ATC.
- Arriving from the Northwest ATC may require FL200 or above as close in as 40d SAPRE leading 16,000ft to descend in 40nm.
- ATC often shorten track miles, when traffic permits by steering aircraft on headings from the vicinity of LIRKO/DINIG direct towards 15nm finals for either runway. At busy times, ATC may request 200kts approaching LIRKO. In some cases, ATC are using “linear holding” and the aircraft still has over 60nm to touchdown. In all cases trackmiles to touchdown will be indicated or can be requested from ATC.
- Airfield elevation (1411ft) should be accounted for in descent profile planning and monitoring.

Approach

- On final approach to RWY 22, the radio altitude is a poor guide to height above threshold as Lake Geneva is below runway elevation. At 2000 Radio, the aircraft is only 1750ft above the threshold.
- Terrain below the final approach to RWY 04 makes the radio altimeter a misleading guide to height above the threshold elevation.
- Circling is to the N of the runway only.

GROUND

- Vacate Runway 22 normally via D for the South Apron. Exit D or C from Runway 04. Do not vacate runway 22 via C unless ATC instructs you to.
- Stand 15 or 16 is often used.
- APU usage is restricted, see Airport Briefing Notes.

DEPARTURE

- Emergency Turn Procedures are published in the Performance Manual.
- The SIDs require a good climb gradient to achieve specified Flight Levels.
- There are Speed and/or bank angle restrictions due high ground for most departures RWY 22 and missed approaches RWY 22.
- ATC may give an early turn off the SID using Radar Vectors. Make use of the Radar Minimum Altitudes/MRC to ensure any clearance is acceptable. If terrain clearance is in doubt, do not accept the early turn.

WEATHER

- Winter - Frontal activity is aggravated by the high ground with CB's and winds of 40 to 50 kts giving turbulence.
 - Average snowfall 7-8cm per month. Fog is frequent with high pressure, particularly in December.
 - A cloud base of 200-400ft can be expected with NE winds.
- Summer - Generally good weather but thunderstorms are fairly frequent. Expect turbulence on final approach RWY 04, especially with NE winds.

OPERATIONAL INFORMATION

Handling Agent	DNATA GENEVA
Handling Agent VHF	130.650
Potable Water	Uplift Permitted