

LSGG AD 2.21 NOISE ABATEMENT PROCEDURES**2.21.1 General**

- 2.21.1.1 The following procedures are defined to reduce noise around Geneva airport. They also apply to training and check flights.
- 2.21.1.2 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.
- 2.21.1.3 The term "Night" covers the period between 2200 and 0559 LT. The term "Day" covers the period between 0600 and 2159 LT.
- 2.21.1.4 Training and check flights are prohibited at night.
- 2.21.1.5 The North Apron (General Aviation Center) is closed at night, except for ambulance flights and towed ground movements.
- 2.21.1.6 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 Civil Aviation are prohibited.
- 2.21.1.7 As of 30 march 2008, take-offs and landings of aircrafts complying with noise certification requirements of ICAO Annex 16, Volume I, Part 2, Chapter 3 by a margin equal to or lower than 5dbA are prohibited at night.

2.21.2 Arrival**2.21.2.1 ILS approach**

- 2.21.2.1.1 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.
- 2.21.2.1.2 The descent shall be planed as to maintain a clean configuration as long as possible, considering safety and ATC requirements.

2.21.2.2 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 4'000 ft QNH
- for RWY 05, at 5.6 NM TD (PAS VOR).

2.21.2.3 Landing

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

2.21.3 Departure

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

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

1. take-off up to 2900 ft QNH with:
 - (reduced) take-off power;
 - $V_2 + 10$ to 20 kt speed or according climb gradient limitation
2. from 2900 ft QNH to 4400 ft QNH:
 - climb power
 - $V_2 + 10$ to 20 kt speed
3. from 4400 ft QNH:
 - aircraft clean up and acceleration to climb speed

2.21.3.3 KONIL C/J SIDs will only be assigned to propeller aircraft and jet aircraft with noise classification IV and V according to GEN 4.1 APP A-1.

2.21.3.4 Above 5'000 ft/AGL, ATC may permit pilots to deviate from SIDs to shorten the path toward destination.

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

2.21.4 Visual circuit

2.21.4.1 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 3'500 ft, max IAS 180 kts,
- base-leg on ATC instruction.

2.21.5 Auxiliary Power Unit (APU) and Brake Fan

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

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

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

- five minutes prior to engine start or push back, or
- when fixed electrical power or PCA supplies system is unserviceable.

2.21.5.2 All other stands

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

2.21.5.3 Use of APU in particular cases

If above mentioned restrictions cannot be fulfilled, prior authorization of airport authority is required.

2.21.5.4 Use of Brake Fan

Use of brake fan shall be kept to the minimum.

2.21.6 General Aviation Centre (GAC); north apron

2.21.6.1 The north apron (GAC) is closed for all aircraft between 2200 and 0600 LT, except for ambulance flights and towed ground movements.

2.21.6.2 Aircraft of over 15'000 kg MTOM shall have no access to the GAC, with the exception of:

- General aviation aircraft types in excess of this weight but which are considered as causing a low noise level and are approved by the Airport Authority;
- General aviation aircraft types in excess of this weight but on which technical work has to be executed within the workshop area of TRANSAIRCO (Suisse) SA. These aircraft shall be towed by truck on the entire GAC platform.

2.21.6.3 The aircraft types approved by the airport authority according to § 2.21.5.1 above are for the present time:

- | | |
|---------------|---|
| - Mystère 900 | - Jet Star II |
| - Mystère 50 | - Gulfstream GII and GIII |
| - Challenger | - Gulfstream GIV (only with handling agent's request) |

LSGG AD 2.22 FLIGHT PROCEDURES

2.22.1 Special regulations for GENEVA TMA/CTR

Repetitive diurnal flights on the aerodrome circuit are prohibited SAT till 0900 LT as well as SUN and HOL whole day.

IFR training flights are prohibited every SAT during winter charter season beginning 15th DEC until last SAT before Easter.

2.22.1.1 IFR procedures

Procedures to be followed by arriving and departing aircraft are contained on the charts: STAR/SID RWY 05/23 REF: LSGG AD 2.24.

Note: ATC may assign deviation from standard arrival and departure routes according to noise abatement procedures.

2.22.1.2 Procedure for IFR approaches

Aircraft type must be reported at first radio contact with "Geneva Arrival"; indication of wake turbulence category is not necessary.

2.22.1.3 Speed limitation

If broadcast on ATIS, INBD ACFT have to observe MAX IAS over or ABM the Speed Limitation Points (SLP) depicted on charts STAR RWY 05/23 REF: LSGG AD 2.24.

The general speed limitation is applicable so far as the ATIS broadcast do not include any specification.

If in certain weather conditions or for ACFT performance reasons pilots may not be able to comply with this speed limit, they shall fly the minimum speed acceptable and inform ATC.

2.22.1.4 ILS category III

The category III instrument landing system (RWY 23) and the associated equipment are in compliance with ICAO standards and recommended practices.

2.22.1.5 Visual approaches by night

Due to high terrain, ATC will not initiate visual approaches by night. Pilots familiar with the area may request visual approaches at night. Requests will be approved subject to traffic conditions.

2.22.1.6 Runway Occupancy Time

Departures:

1. Pilots should be ready for a rapid line up in sequence according to ATC instructions.
2. Pilots should ensure that cockpit checks are completed prior to line up and be able to initiate the take-off roll immediately after receiving take-off clearance.
3. Pilots not able to comply with the above requirements shall notify ATC as soon as possible.