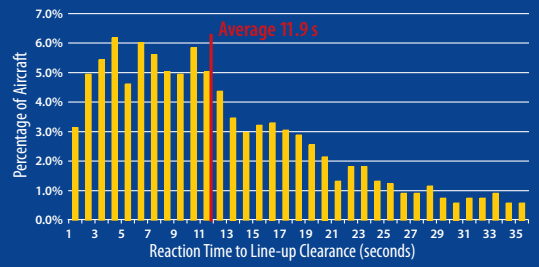
YOU are key players to achieve these challenging goals!

There is scope for improvement through unlocking latent capacity.

Flight Crew Reaction Time to Line-up Clearance (average for RWY 05/23)



59.1%

For 59.1% of all departures, the pilot reaction time to line-up clearance is more than 8 seconds

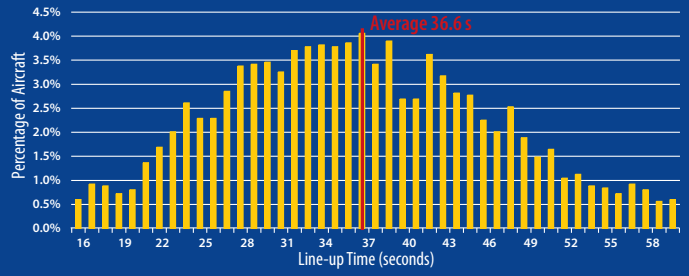
With YOUR HELP, our aim is to cut down: **the pilot reaction time to line-up clearance to 8 seconds on average**

Line-up Time (average RWY 05/23)

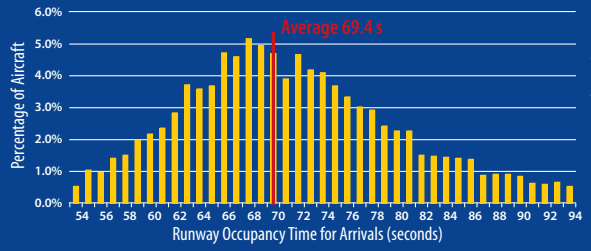
86.1%

For 86.1% of all departures, the line-up time is more than 25 seconds

With YOUR HELP, our aim is to cut down: **the line-up time to 25 seconds on average**



Runway Occupancy Time for Arrivals (average for RWY 05/23)



85.2%

For 85.2% of all arrivals, the runway occupancy time is more than 60 seconds

With YOUR HELP, our aim is to cut down: **the runway occupancy time for arrivals to 60 seconds on average**

This leaflet has been developed jointly by EUROCONTROL, skyguide, Geneva International Airport and several airlines operating out of Geneva. This guidance material does not supersede the published procedures in use. Printed in December 2009.

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AIRPORT CAPACITY ENHANCEMENT

Efficient use of the runway reduces delays, reduces airline costs and increases capacity

The purpose of this leaflet is to increase the awareness of the importance of minimising runway occupancy times and pilot reaction times to ATC clearances, in order to maximise use of the runway

"Every movement matters, every second counts"

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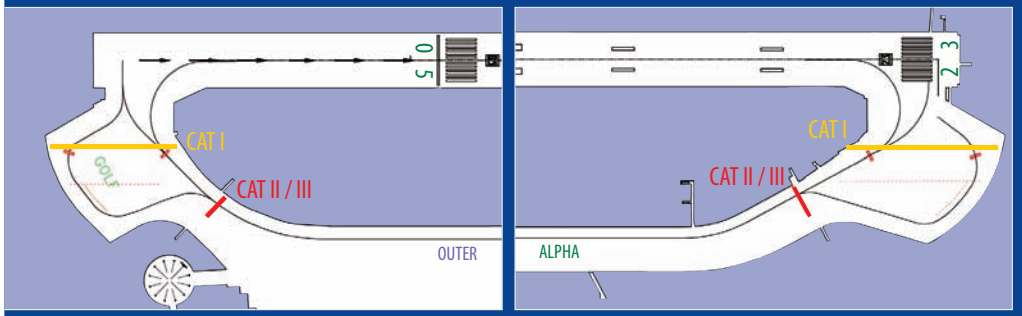
"Every movement matters"

DEPARTURES
How can you help ?

- Request ATC clearance when fully ready, doors closed (aircraft de-iced if required).
- Change frequency immediately when instructed.
- When approaching the holding area, inform ATC if extra time is required prior to departure.
- Do not block the holding point if not ready, enter the holding bay.

Runway 05 Runway 23



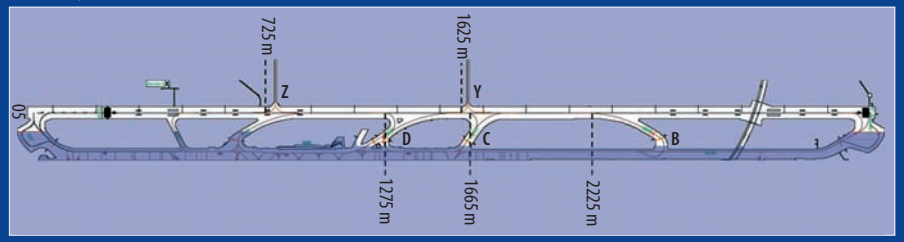
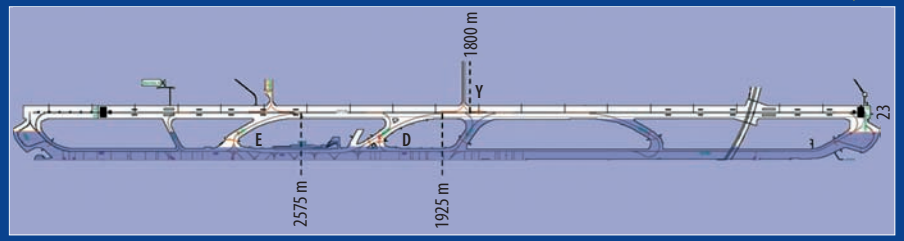
- In non LVP conditions, hold at CAT I holding point or at red stop bar CAT II/III if illuminated.
- Line-up without delay when cleared
  - Cockpit checks completed in due time
  - Minimise checks on the runway
  - Cabin secured
- React promptly to take-off clearance.

"Every second counts"

ARRIVALS
How can you help ?

- Nominate expected runway exit point during approach briefing and arrange landing and braking accordingly.
- Runway occupancy is a critical factor. Vacate the runway as expeditiously as possible without compromising safety. More than idle reverse shall not be used except for safety reason or if necessitated to comply with ATC request.
  NB : caution, possible conflicting traffic on the outer.
- Runway is considered vacated when the tail of the aircraft has passed the CAT I line (non LVP conditions) or the CAT II/III line (LVP conditions).
- Use taxiway DELTA to vacate runway 23 whenever possible, unless otherwise instructed by ATC.
- Change frequency immediately when instructed by ATC.

Runway 05



Runway 23