# SWITZERLAND

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**AIP Services**

**CH-8602 WANGEN BEI DÜBENDORF**

## AIP

## AMDT 011 2021

**Effective Date 04 NOV 2021**

## RMK

Filing instruction: Insert this AMDT into AIP after inserting AIRAC AMDT of same effective date, if issued.

**1. Insert the following pages:**

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| GEN 0.2 - 9/10 | 04 NOV 2021 |
| GEN 0.3 - 1/2 | 04 NOV 2021 |
| GEN 0.4 - 1/2 | 04 NOV 2021 |
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| ENR 1.1 - 3/4 | 04 NOV 2021 |
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| LSZB AD 2 - 5/6 | 04 NOV 2021 |
| LSGG AD 2 - 3/4 | 04 NOV 2021 |
| LSGG AD 2 - 5/6 | 04 NOV 2021 |
| LSGG AD 2 - 23/24 | 04 NOV 2021 |
| LSGG AD 2.24.1 - 1/2 | 04 NOV 2021 |
| LSGG AD 2.24.2 - 1/2 | 04 NOV 2021 |
| LSZG AD 2 - 7/8 | 04 NOV 2021 |
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| LSGG AD 2 - 3/4 | AIRAC 25 FEB 2021 |
| LSGG AD 2 - 5/6 | 17 JUN 2021 |
| LSGG AD 2 - 23/24 | 09 SEP 2021 |
| LSGG AD 2.24.1 - 1/2 | AIRAC 25 FEB 2021 |
| LSGG AD 2.24.2 - 1/2 | AIRAC 25 FEB 2021 |
| LSZG AD 2 - 7/8 | AIRAC 20 MAY 2021 |
| LSZA AD 2.24.2 - 1/2 | 09 SEP 2021 |
| LSZH AD 2 - 7/8 | 15 JUL 2021 |

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**2. Record entry of amendment on page GEN 0.2**

**3. This AIP AMDT incorporates information contained in the following publications:**

NOTAM: B1063/21, B1073/21

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

**4. Following SUP and AIRAC SUP are still in force:**

Checklist SUP: 007 2018, 002 2021

Checklist AIRAC SUP: NIL

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| AIP Amendment | | | |
|---|---|---|---|
| NR/Year | Effective date | Date inserted | Inserted by |
| 006/2021 | 17-Jun-2021 | 17-Jun-2021 | |
| 007/2021 | 15-Jul-2021 | 15-Jul-2021 | |
| 008/2021 | 12-Aug-2021 | 12-Aug-2021 | |
| 009/2021 | 09-Sep-2021 | 09-Sep-2021 | |
| 010/2021 | 07-Oct-2021 | 07-Oct-2021 | |
| 011/2021 | 04-Nov-2021 | 04-Nov-2021 | |

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## GEN 0.3 RECORD OF SUPPLEMENTS AND AIRAC SUPPLEMENTS

| NR/Year | Subject | AIP section(s) affected | Period of validity | Cancellation record |
|---|---|---|---|---|
| | | | | |
| 007/2018 | LSZB Closure of Grass RWY | LSZB | 24-May-2018 | UFN |
| 002/2021 | Maintenance Check Flights and Test Flights within LSAG CTA | NIL | 07-Oct-2021 | 27-Jan-2022 |

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# GEN 0.4 CHECKLIST OF AIP PAGES

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| LSZH AD 2.24.10.2 - 6 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.3 - 1 | 07 OCT 2021 | | | | |
| LSZH AD 2.24.10.3 - 2 | 07 OCT 2021 | | | | |
| LSZH AD 2.24.10.3 - 3 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.3 - 4 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.3 - 5 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.3 - 6 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.3 - 7 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.3 - 8 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.3 - 9 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.3 - 10 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.4 - 1 | 07 OCT 2021 | | | | |
| LSZH AD 2.24.10.4 - 2 | 07 OCT 2021 | | | | |
| LSZH AD 2.24.10.4 - 3 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.4 - 4 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.4 - 5 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.4 - 6 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.4 - 7 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.10.4 - 8 | AIRAC 22 APR 2021 | | | | |
| LSZH AD 2.24.13 - 1 | AIRAC 05 NOV 2020 | | | | |
| LSZH AD 2.24.13 - 2 | AIRAC 05 NOV 2020 | | | | |

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| Title | Difference(s) |
|---|---|
| 2<br>Rules of the Air | **CHAPTER 3**<br>Table 3-1:<br>Reduced visibility and DIST to CLDs in airspace class G 2000ft (600m) AGL. IFR permitted in airspace class G only when operated on a published instrument flight procedure.<br>3.2.2:<br>Implementing Regulation (EU) No 923/2012, SERA.3210(b), specifies: (b) An aircraft that is aware that the manoeuvrability of another aircraft is impaired shall give way to that aircraft.<br>3.2.3.2 b):<br>(2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure, **as far as practicable**.<br>3.2.5:<br>c) except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;<br>d) except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.<br>3.3.1.2:<br>e) A flight plan shall be submitted prior to operating any flight across international borders, **unless otherwise prescribed by the States concerned.** With regard to VFR and IFR flights planned to operate at night, an additional requirement is inserted to Union regulation SERA.4001(b)(6) as follows:<br>(6) any flight planned to operate at night, if leaving the vicinity of an aerodrome.<br>3.2.2.4:<br>Implementing Regulation (EU) No 923/2012, paragraph SERA.3210(c)(3)(i) differs from ICAO Standard in Annex 2, 3.2.2.4 by specifying that:<br>(i) Sailplanes overtaking. A sailplane overtaking another sailplane may alter its course to the right or to the left.<br>3.8:<br>The words 'in distress' are not included in European Union law, thus enlarging the scope of escort missions to any type of flight requesting such service.<br>3.9:<br>On a **Non-Instrument runway**, (ICAO Annex 14; Volume I; Chapter 1.1) which is intended for the operation of aircraft using visual approach procedures or an instrument approach procedure to a point beyond which the approach may continue in visual meteorological conditions, the lowest minimum applied in Switzerland is at a DH (Decision Height) of 500ft. |
| | **CHAPTER 4**<br><br>4.6:<br>Replaced with Implementing Regulation (EU) No 923/2012 SERA.5005, introducing the obstacle clearance criteria in (f), as follows:<br>(f) Except when necessary for take-off or landing, or except by permission from the competent authority, a VFR flight shall not be flown:<br>(1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;<br>(2) elsewhere than as specified in (1), at a height less than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft. |
| | **APPENDIX 4**<br>1.5<br>Switzerland does not maintain a registry for RPAS yet. |

| Title | Difference(s) |
|---|---|
| 3<br>Meteorological Service for International Air Navigation | **CHAPTER 4**<br>4.3.2.<br>a) Local routine reports are disseminated at Zurich (LSZH) and Genève (LSGG) airports.<br>No specific local routine reports are available at the regional ADs.<br>4.4.2<br>a) Local special reports are disseminated at Zurich (LSZH) and Genève (LSGG) airports.<br>No specific local special reports are available at the regional ADs. |
| | **CHAPTER 5**<br>5.8<br>a) No difference. No explicit arrangement regarding the provisions of 5.8 b is formulated or active. The subsequent provisions of this point are therefore not guaranteed. |
| | |
| | **CHAPTER 7**<br>7.3.1<br>MeteoSwiss publishes aerodrome warnings according to local agreement and user requirements.<br>7.4<br>No specific wind shear WRNG reports or alerts are available. |
| | |
| | **APPENDIX 5**<br>1.3<br>- SN is a criterion for a change group according to meteorological relevance.<br>2.2.3<br>TREND FCSTs appended to local MET reports do not refer to any visibility values along the RWYs but to the prevailing visibility of the AD. |
| | |
| | **APPENDIX 8**<br>4.2.3<br>b) For Zurich airport low level wind shears (below 1500ft AGL) are reported runway-specific in feet and in relation to surface wind (e.g. WS RWY 28 SFC - WIND 280/10KT IN APCH 725FT - WIND 010/20KT). Wind shears between 1500ft and 5000ft AGL and inversions are reported in relation to QNH (e.g. WS 3000FT QNH - WIND 360/10KT 5000FT QNH - WIND 180/12KT). |

| Title | Difference(s) |
|---|---|
| 9<br>Facilitation | **CHAPTER 3**<br>3.9<br>Switzerland does issue biometric passports. Furthermore, Switzerland has started to issue biometric visa by October 2011 in a step-by-step process which will be finished not earlier than by end of 2014. However, biometrics that are captured during the application process and verified during entry control are not stored in a chip in the visa itself but in a database accessible for all Schengen Member States.<br>3.67 / 3.67.1<br>The Swiss Government provides crew member certificate (CMC) facilities for arriving crew members presenting CMCs only if such documents are issued by the competent authority and in the format specified in ICAO Doc 9303, Part 3 - Size 1 and Size 2 Machine Readable Official Travel Documents. No facilities are provided to holders of crew identity cards issued by a private organisation (e.g. Company ID), even if their documents are issued in the format specified by ICAO Doc 9303. |
| | **CHAPTER 4**<br>4.15<br>Under the Swiss Customs Law, ACFT operator are party to the customs clearance. As such, they can be held responsible, fined or penalized for inaccuracies or omissions arisen during the customs clearance. |
| | **CHAPTER 5**<br>5.9.1<br>Switzerland holds ACFT operators responsible for the cost of custody and care where a person is denied entry. In practice, however, a cooperative agreement can be concluded between the responsible authorities and an ACFT operator, which allows a reduction in costs and fine depending on the degree of negligence.<br>Exception: REF: LSZB AD 2.5 § 7 |
| | **CHAPTER 6**<br>6.44 / 6.45<br>The upgrade would neither provide effective means against unruly passengers nor will it be possible from a legal point of view to implement such provisions in the national legislation or to enforce them. |

| Title | Difference(s) |
|---|---|
| 10<br>Aeronautical Telecommunications | For latest differences waiting for a reply from ICAO (25.07.05). |
| Volume I:<br>Radio Navigation Aids | **Volume I**<br>3.1.3.3.1<br>Not all ILS localizers are compliant with the coverage requirements due to obstructions<br>3.1.5.3.1<br>Not all ILS glide paths are compliant with the coverage requirements due to obstructions |
| Volume II:<br>Communication Procedures including those with PANS Status | **Volume II**<br>3.5.1.6 e)<br>Signature of operator not required due to implementation of different means of compliance. (badge system with automatic registration).<br>5.2.1.4.1.1<br>a) Transmission of numbers<br>(1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately.<br>(i) Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds.<br>(ii)The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1000 hPa which shall be transmitted as 'ONE THOUSAND'.<br>(iii) All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word 'THOUSAND'. |

| Title | Difference(s) |
|---|---|
| | (2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word 'HUNDRED' or 'THOUSAND', as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word 'THOUSAND', followed by the number of hundreds, followed by the word 'HUNDRED'.<br>(3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately.<br>(4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as 'TEN O'CLOCK' or 'ELEVEN O'CLOCK'.<br>(5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word 'DECIMAL'.<br>(6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used. |
| Volume III:<br>Part I: Digital Data Communication Systems<br>Part II: Voice Communication Systems | **Volume III Part II**<br>2.3.3.1<br>Since 1 January 1998 compliance is required for all new airborne VHF communication receiving systems of aircraft registered in Switzerland (retrofit has been suspended).<br>2.3.3.2<br>Since 1996 new VHF COM receivers must comply with FM interference immunity requirements. Retrofit is not required. |
| Volume IV:<br>Surveillance and Collision Avoidance Systems | NIL |
| Volume V:<br>Aeronautical Radio Frequency Spectrum Utilization | NIL |

| Title | Difference(s) |
|---|---|
| 11<br>Air Traffic Services | **CHAPTER 2**<br>2.6.1<br>IFR permitted in airspace class G only when operated on a published instrument flight procedure. Implementing Regulation (EU) No 923/2012 paragraph SERA.6001 allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.<br>2.6.3<br>Reduced visibility and distance to clouds in airspace class G 2000ft (600m) AGL.<br>IFR permitted in airspace class G only when operated on a published instrument flight procedure.<br>2.10.3.3<br>Exceptions: LSGS, LSZC, LSME, LSMM, LSMA<br>2.25.5<br>According to 2.26.5, Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1), time checks shall be given at least to the nearest minute.<br>2.29.1<br>LPR for local languages (G, F, I) - work is ongoing. |

# GEN 3 SERVICES

## GEN 3.1 AERONAUTICAL INFORMATION SERVICES

### 1. Responsible service

The AIS, which forms part of skyguide, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1.2. It consists of AIS headquarters and a NOF.

AIS Headquarters:
Post: skyguide
swiss air navigation services ltd
AIP Services
P.O.Box 23
CH-8602 Wangen bei Dübendorf
Phone: +41 (0) 43 931 61 68

Email: aip@skyguide.ch
AFS: LSSAYOYX
URL: http://www.skyguide.ch
OPR HR: office HR

International NOTAM Office:
Post: International NOTAM Office
skyguide AIS
P.O.Box 23
CH-8602 Wangen bei Dübendorf
Phone: +41 (0) 43 931 61 96

AFS: LSSNYNYX
Email: nof.ch@skyguide.ch

AIPs are issued by the **AIP Service** of skyguide on behalf of FOCA in compliance with the provisions set forth:

- in the ONA Ordinance article 138;
- in the Annexes 4 and 15 to the Convention on International Civil Aviation and related ICAO Documents. Differences to these Annexes and ICAO documents are listed in GEN 1.7

### 2. Area of responsibility

The AIS area of responsibility encompasses the Swiss territory and the Principality of Liechtenstein. The Swiss AIS functions in compliance with provisions of an Ordinance of the DETEC.

### 3. Aeronautical publications

### 3.1 eAIP and related amendment service

The *Swiss Aeronautical Information Publication* - **AIP Switzerland** contains **information** of a lasting character essential to the safety of air navigation. Notably, regulatory material on air routes, airspace and APCH and DEP procedures is published in the AIP Switzerland. The pilot-in-command is responsible for the operation of ACFT in compliance with, among others, the **regulations** contained in the AIP and VFR Manual.

Changes to this manual are issued monthly by means of **AMDTs** and distributed electronically on "skybriefing". The AMDT is issued with a **check list** of the contents of the manual.

The information originates from official sources or from AD operators and is transcribed with utmost care; nevertheless the AIP Service cannot fully guarantee the absence of error.

### 3.2 AIP Supplements

TEMPO changes of long DUR (three months and longer) and information of short DUR which consists of extensive text and/or graphics, supplementing the PERM information contained in the AIP, are published as AIP SUPs (AIP SUP). Operationally significant TEMPO changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

## 3.3 Aeronautical Information Circular (AIC)

For the following information national and international AIC are provided:
- Administrative information;
- Domains of information unsuitable for NOTAM or AIP SUP;
- Explanations of complex changes, e.g. WIP.

AIC will be published in three series:
- Series A: International series in En

URL: http://www.aviation.admin.ch
- Series B: National series

URL: http://www.aviation.admin.ch
- Series C: AIC of a technical nature for services

AIC is part of eAIP and will be distributed additionally via "skybriefing".

## 3.4 NOTAM

### 3.4.1 General

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with FLT operations.

Swiss NOTAM are divided into series A, B and W. They are published in En using ICAO abbreviations. A checklist of NOTAM is published **for all series** on the first **day** of each month.

### 3.4.2 NOTAM series

**Series A**
NOTAM affecting Zurich and Genève ADs. Exception: Information for HEL and VFR traffic is published in series B.
NOTAM affecting ENR FLTs concerning:
- organisation, structure and changes of airspace
- ENR radio navigation aids
- ENR communication and radar facilities
- regulations, procedures

Other information of general interest.
Distribution: International (worldwide).

**Series B**
NOTAM affecting all other CIV ADs not published in series A.
Information related to VFR traffic.
MIL ADs for information related to CTR/TMA and GNSS.
ENR obstacles.
DOM ATS routes.
Distribution: International (Europe).

**Series W**
Navigation WRNGs and airspace reservations.
Distribution: International (Europe).
The NOTAM are AVBL on the website http://www.skybriefing.com
Access is provided by way of a personal user account.

## 3.5 Checklists and summaries

NIL

## 3.6 Skybriefing

Skybriefing is the official FLT briefing solution and publication platform of the AIP Switzerland provided by skyguide on behalf of FOCA http://www.skybriefing.com

Detailed information is AVBL from:

Post: Federal Office for Civil Aviation
Type Certification Section
CH-3003 Berne

### 4.6 Limitations of the GNSS constellation and equipment

All existing ground-based NAV aids are FLT calibrated and can SGL an alarm if erroneous SGL are being radiated.
For GNSS, SGL integrity equivalent to that obtained from conventional NAV aids is provided by the airborne equipment only.

Without proper airborne integrity MNT implementations, potential for unannounced failures may exist.

### 4.7 GNSS for different phases of flight

For the use of GNSS during different phases of FLT, the following rules apply:

#### 4.7.1 RNP Approaches

For Instrument Rated (IR) pilots conducting RNP approaches, the FOCA directive O-017 E is applicable.

#### 4.7.2 Non-Precision Approach NPA (overlay)

A non-precision approach may be flown as an overlay approach using GNSS when each of the following conditions are met:

- Aircraft and Aircrew are authorized to perform RNP approaches.
- Procedures and restrictions of the AFM are adhered to at all times.
- The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment remain in operation during the execution of the entire procedure.
- The ground-based navigation aids and the associated aircraft equipment required for the published approach procedure are operational and remain the primary means of navigation during the execution of the entire procedure.
- The pilot ensures that the underlying conventional flight procedures are adhered to by monitoring the information of the ground-based navigation aids and taking appropriate corrective actions if the tolerances are exceeded.

#### 4.7.3 Aircraft documents

The operator is responsible for the APV of his RNAV equipment. The capability of the appropriate equipment will be stated in the *“scope of utilisation”* within the operators ACFT documents.

### 4.7.4 GNSS Prediction Services

GNSS applications often require the use of a RAIM prediction program. In Switzerland, RAIM prediction information is provided for APCH operations through specific AD-related NOTAM for all ADs with a published RNP APCH.
Alternatively, a RAIM prediction-tool is provided by EUROCONTROL on the Internet under:

URL: https://augur.eurocontrol.int
EGNOS prediction information is also provided through specific AD-related NOTAM for all ADs with a published RNP APCH to Localiser Performance with Vertical Guidance (LPV) minima.
For the ATS routes of the Low-Flight Network (KY251, KY 252, KY 253, KY 256, KY 257), EGNOS prediction information is provided only. The EGNOS prediction information of the ATS routes includes the associated routes.
The information is based on the RNP0.3 navigation performance and calculated for the geometric centre of the individual ATS routes.

| ATS route | Associated LNK routes |
|---|---|
| KY251 | KQ811, 821, 831, 832, 833, 834, 842, 861, 862, 864, 866, 868 |
| KY252 | KQ851 |
| KY253 | - |
| KY256 | - |
| KY257 | - |

### 4.8 Low Flight Network (LFN) for IFR helicopter operation - Restricted Use

Introduction and Certificate Verification

A national Low Flight Network for rotary wing aircraft is established for which an enroute navigational performance of RNP 0.3 (see ENR 1.3 §8.4) and a specific state authorization are required. Operations are limited to rotary wing aircraft equipped with GNSS avionic receivers using the European Geostationary Navigation Overlay Service (EGNOS) - the European SBAS. Request such authorization at Federal Office of Civil Aviation 3003 Bern Switzerland.
Description:
This network consists of low-level routes and associated routes to and from various landing sites or regions (see ENR 3.4 Helicopter Routes). All segments are within controlled airspace and ATC service is provided.

Access Procedures:
Flights operating on this network need to comply with an approval process by the Swiss state authority and an access process by the national ATS provider.

As the number of flights per time is limited the following access procedures are established:

- A time window shall be requested from Flight Management Position (FMP) CTA Zurich;
- The request may be handed in by mail (sua-preact@skyguide.ch) on the day before operation latest by 1200 or by telephone (+41 (0) 43 931 69 62) for same day operation; An approval must be received to conduct the requested flight;
- The reservation process is based on a "first come - first served" basis;
- An ICAO IFR flight plan must be submitted;
  Clearance for IFR operation on LFN is delivered upon initial contact with the first ATC unit corresponding to the point of departure;
- For Joining flights refer to procedures in ENR 1.3 §2.1
- Flights are to be conducted with the respective ATC unit QNH, received with the ATC clearance;
- The network is available during Zurich DELTA opening hours from 0700 - 1630

## 5. Maximum speed

a. In order to prevent hazards to the safety of air NAV, civil FLTs below FL 100 shall not exceed the MAX speed of 250 kt IAS.
b. ACFT that, according to PER specifications, must fly at a greater speed for safety reasons are exempt from this regulation. In such cases, the lowest possible speed according to FLT configuration shall be maintained. In the case of IFR FLTs the appropriate ATC unit shall be notified accordingly.
c. FOCA or the competent ATS unit can grant exceptions.
d. MIL ACFT FLTs below FL 100 are subject to special speed regulations.

## 6. Supersonic flights

Supersonic FLTs are prohibited within Swiss airspace.

# ENR 5.4 AIR NAVIGATION OBSTACLES

## 1. LIST OF PERM OBST

The list of obstacles is available in electronic form (see GEN 3.1 § 6)

| Designation<br>NOTAM NR<br>OBST REF | Type of obstacles | Coordinates<br>Lower station<br>Upper station | Elevation (ft) /<br>HGT GND (M) | OBST<br>Marking<br>LGT Type/Colour |
|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 |
| B1266/18<br>LSAS | Aerial railway | 46 52 45 N / 008 58 53 E<br>46 52 05 N / 008 59 42 E | *6223.7*<br>220.0 | marked |
| B1228/18<br>LSAS | Cable | 46 27 33 N / 007 33 55 E<br>46 26 56 N / 007 33 53 E | *6452.7*<br>150.0 | Cable warner |
| B0685/18<br>LSAS | Cable | 46 53 52 N / 008 49 19 E<br>46 54 09 N / 008 48 45 E | *6204.8*<br>135.0 | Cable warner |
| B1174/19<br>LSAS | Cable | 45 55 42 N / 008 59 10 E<br>45 55 34 N / 009 00 57 E | *5273.2*<br>249.0 | marked/LGTD |
| B1402/18<br>LSAS | Aerial railway | 46 23 01 N / 007 27 19 E<br>46 22 56 N / 007 28 22 E | *9579.4*<br>120.0 | Cable warner |
| B0620/19<br>266-TI-30170<br>LSPM | Cable | 46 31 20 N / 008 40 40 E<br>46 32 05 N / 008 40 49 E | *6111.6*<br>129.0 | marked |
| A0326/19<br>213-BS-30250<br>LFSB | Crane/Cranes | 47 33 34 N / 007 36 20 E | *1328.8*<br>147.0 | marked/LGTD |
| B0317/20<br>LSAS | Cable | 46 46 59 N / 008 36 58 E<br>46 47 02 N / 008 36 07 E | *7211.3*<br>110.0 | marked |
| B0320/20<br>LSAS | Cable | 46 10 30 N / 007 48 00 E<br>46 10 24 N / 007 47 17 E | *5780.9*<br>168.0 | marked |
| A0755/20<br>213-BS-30202<br>LFSB | Building | 47 33 33 N / 007 36 27 E | *1527.6*<br>208.0 | LGTD |
| B0502/21 | Aerial railway | 46 55 19 N / 009 27 22 E<br>46 55 47 N / 009 27 24 E | *5196.6*<br>174.0 | Cable warner |
| B0690/21<br>LSAS | Cable | 46 23 39 N / 008 41 46 E<br>46 24 03 N / 008 42 16 E | *5114.9*<br>115.0 | Cable warner |
| B1073/21<br>LSAS | Cable | 46 57 36 N / 008 16 19 E<br>46 58 41 N / 008 15 05 E | *6863.6*<br>231.0 | marked |

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| In approach/TKOF areas | | | | In circling area and at aerodrome | | | |
|---|---|---|---|---|---|---|---|
| 1 | | | | 2 | | | 3 |
| RWY/Area affected | Obstacle type Elevation Markings/LGT | | Co-ordinates | Obstacle type Elevation Markings/LGT | | Co-ordinates | RMK |
| a | b | | c | a | | b | c |
| | | *ft* | | | *ft* | | |
| AOC 14 (13) | Tree/Trees | *1971* | 46 52 56 N 007 31 40 E | Wind cone LGTD | *1726* | 46 54 48 N 007 30 01 E | B0538/03 |
| AOC 14 (14) | Tree/Trees | *1989* | 46 52 55 N 007 31 41 E | Building | *1994* | 46 56 39 N 007 28 25 E | B0493/10 |
| AOC 14 (15) | Tree/Trees | *2125* | 46 52 08 N 007 32 25 E | Antenna marked/LGTD | *1703* | 46 55 02 N 007 29 39 E | B0232/11 |
| AOC 14 (16) | Tree/Trees | *2151* | 46 52 07 N 007 32 26 E | Antenna marked/LGTD | *1772* | 46 54 45 N 007 30 07 E | B0820/05 |
| AOC 14 (17) | Tree/Trees | *2163* | 46 52 02 N 007 32 31 E | Antenna marked/LGTD | *2710* | 46 52 56 N 007 31 14 E | B0468/06 |
| AOC 14 (18) | Tree/Trees | *2357* | 46 50 47 N 007 35 42 E | Antenna marked/LGTD | *2937* | 46 55 09 N 007 26 13 E | B0506/06 |
| AOC 14 (19) | Tree/Trees | *2379* | 46 50 49 N 007 35 48 E | Crane/Cranes marked/LGTD | *1886* | 46 55 59 N 007 28 44 E | B0525/21 |
| AOC 14 (20) | Tree/Trees | *2402* | 46 50 47 N 007 35 47 E | Anemometer marked/LGTD | *1709* | 46 54 30 N 007 30 21 E | B0616/07 |
| | | | | | | | |
| AOC 32 (1) | Fence | *1673* | 46 55 11 N 007 29 29 E | Anemometer marked/LGTD | *1702* | 46 55 00 N 007 29 43 E | B0615/07 |
| AOC 32 (2) | Pole | *1674* | 46 55 13 N 007 29 22 E | Antenna marked/LGTD | *1743* | 46 54 54 N 007 29 57 E | B0826/07 |
| AOC 32 (3) | Pole | *1677* | 46 55 14 N 007 29 21 E | Antenna marked/LGTD | *1685* | 46 54 22 N 007 30 21 E | |
| AOC 32 (4) | Pole | *1679* | 46 55 15 N 007 29 20 E | Antenna marked/LGTD | *1706* | 46 55 01 N 007 29 40 E | B0231/11 |
| AOC 32 (5) | Pole | *1682* | 46 55 16 N 007 29 19 E | Chimney LGTD | *2042* | 46 57 06 N 007 24 51 E | B0542/12 |
| AOC 32 (6) | Pole | *1683* | 46 55 17 N 007 29 17 E | Crane/Cranes marked/LGTD | *1940* | 46 56 37 N 007 27 28 E | B0731/21 |
| AOC 32 (7) | Building | *1686* | 46 55 19 N 007 29 17 E | Crane/Cranes marked/LGTD | *1768* | 46 54 29 N 007 30 26 E | B0141/17 |
| AOC 32 (8) | Pole | *1719* | 46 55 26 N 007 29 07 E | Crane/Cranes marked/LGTD | *1756* | 46 55 01 N 007 29 12 E | B0930/21 |
| AOC 32 (9) | Tree/Trees | *1749* | 46 55 24 N 007 29 00 E | Crane/Cranes marked/LGTD | *1928* | 46 56 42 N 007 27 48 E | B1163/21 |
| AOC 32 (10) | Tree/Trees | *1765* | 46 55 31 N 007 29 12 E | Antenna marked/LGTD | *2088* | 46 57 06 N 007 24 51 E | B0830/17 |
| AOC 32 (11) | Tree/Trees | *1780* | 46 55 26 N 007 28 59 E | Antenna marked/LGTD | *2913* | 46 53 11 N 007 28 41 E | |
| AOC 32 (12) | Tree/Trees | *1784* | 46 55 25 N 007 28 58 E | Antenna marked/LGTD | *3703* | 46 58 40 N 007 31 43 E | |
| AOC 32 (13) | Tree/Trees | *1844* | 46 55 40 N 007 29 02 E | | | | |
| AOC 32 (14) | Tree/Trees | *1855* | 46 55 39 N 007 28 55 E | | | | |
| AOC 32 (15) | Tree/Trees | *1858* | 46 55 41 N 007 28 56 E | Crane/Cranes LGTD | *2060* | 46 57 12 N 007 27 29 E | B1027/17 |
| AOC 32 (16) | Tree/Trees | *1881* | 46 55 42 N 007 28 55 E | | | | |
| AOC 32 (17) | Tree/Trees | *1920* | 46 56 03 N 007 28 39 E | | | | |

| In approach/TKOF areas | | | | In circling area and at aerodrome | | | |
|---|---|---|---|---|---|---|---|
| 1 | | | | 2 | | | 3 |
| RWY/Area affected | Obstacle type Elevation Markings/LGT | | Co-ordinates | Obstacle type Elevation Markings/LGT | | Co-ordinates | RMK |
| a | b | | c | a | | b | c |
| | | *ft* | | | *ft* | | |
| AOC 32 (18) | Tree/Trees | *1923* | 46 56 03 N<br>007 28 35 E | | | | |
| AOC 32 (19) | Tree/Trees | *1925* | 46 56 04 N<br>007 28 37 E | Crane/Cranes marked/LGTD | *1977* | 46 56 28 N<br>007 27 53 E | B1577/20 |
| AOC 32 (20) | Tree/Trees | *1936* | 46 56 04 N<br>007 28 36 E | Crane/Cranes marked/LGTD | *1911* | 46 55 47 N<br>007 28 29 E | B1492/20 |
| AOC 32 (21) | Building | *2084* | 46 56 50 N<br>007 27 04 E | Crane/Cranes marked/LGTD | *1966* | 46 56 55 N<br>007 26 53 E | B0898/19 |
| | | | | Crane/Cranes marked/LGTD | *2159* | 46 57 21 N<br>007 28 51 E | B1683/20 |
| | | | | Crane/Cranes marked/LGTD | *1875* | 46 55 17 N<br>007 29 56 E | B1646/20 |
| | | | | | | | |
| Refer also to LSZB AOC charts LSZB AD 2.24.4<br>Number in brackets is equivalent to identification number on AOC | | | | | | | |

## LSGG AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

| | | |
|---|---|---|
| 1 | **Apron surface and strength** | South parking sectors (90, 95, D, A, Satellites 20, 30, 40, positions 1 to 11, positions 61 to 66, positions 73 to 76, positions 83, 84):<br>CONC - PCN 60 R/B/W/T.<br>Positions 85 to 89, positions 15 to 19, positions 69 to 72, positions 54 to 58, positions 48, 151, 152, 181, 182, 191, 192: CONC - PCN 90 R/B/W/T.<br>TAG aviation, positions 67, 68: ASPH - PCN 50 F/B/W/T.<br>North Apron: ASPH - PCN 40 F/C/W/T. |
| 2 | **Taxiway width, surface and strength** | TWY A, B, C, D, E, G and Outer: WID 23 m. TWY Inner, Link 4 and Link 5 located within the overall paved apron area. CONC - PCN 90 R/B/W/T<br>TWY F: WID: 20 m. ASPH - PCN 52 F/B/W/T<br>TWY Y and Z: WID 10.5 m. CONC - PCN 60 R/B/W/T |
| 3 | **ACL location and elevation** | Beginning RWY 04: *1407.5 ft*<br>Beginning RWY 22: *1363 ft*<br>Parking sectors A, D and 70-88: *1393 ft*<br>Parking sectors 2-61: *1377 ft* |
| 4 | **VOR checkpoints** | NIL |
| 5 | **Remarks** | The TWY system north of the RWY fulfils ACFT code letter B operations with MAX wingspan 21.5 m.<br>The TWY system south of the RWY fulfils ACFT code letter E operations (MAX wingspan 65 m). Due to proximity of TWY and taxilane with terminal buildings and equipment areas use minimum power when taxiing IN/OUT ACFT stands to avoid jet blast.<br>Exceptions and particularities are listed below:<br>Link 0, Link 1, Link 2, Link 3 and TWY Inner (between Link 0 and Link 4): MAX wingspan 48.0 m.<br>Link A and Link D: MAX wingspan 36.0 m.<br>TWY C: The clearance distance between outer main gear and taxiway edge is at least 3.8 m for A346, when nose wheel is over taxiway centre line (EASA requirement: 4.5 m).<br>TWY F: Usable in CAT I conditions only. Available to ACFT up to wake turbulence CAT MEDIUM, except B757 and TU154.<br>Restrictions to vacate RWY04: TWY F is available for ACFT up to wake turbulence CAT MEDIUM, except B757 and TU154; TWY E is available for ACFT up to wake turbulence CAT MEDIUM.<br>Restrictions to vacate RWY22: TWY B is available for ACFT up to wake turbulence CAT MEDIUM.<br>TWY Outer and ACFT stands 87 to 89A, and 95A to 95E: Wing tip clearance for an ACFT with 65 m wingspan lies BTN 7.5 m and 10 m.<br>TWY Outer and Inner west of Link 1: Wing tip to wing tip clearance may be reduced to at least 7.5 m depending on taxiing ACFT.<br>B748, A124 or EQV code letter F ACFT (except A388) may operate under special conditions (marshalling, dedicated ACFT stand). |

| 6 | **INS checkpoints** | | | | | |
|---|---|---|---|---|---|---|
| | NR | **COORD WGS 84** | NR | **COORD WGS 84** | NR | **COORD WGS 84** |
| | 1 | 46 13 44.92N 006 06 14.72E | 16 | 46 14 01.17N 006 06 38.14E | 27 | 46 13 51.44N 006 06 11.30E |
| | 2 | 46 13 45.77N 006 06 16.70E | 17 | 46 14 03.09N 006 06 40.87E | 28 | 46 13 51.43N 006 06 12.81E |
| | 3 | 46 13 46.93N 006 06 18.13E | 18 | 46 14 04.66N 006 06 43.39E | 31 | 46 13 54.96N 006 06 20.73E |
| | 3A | 46 13 46.97N 006 06 18.60E | 181 | 46 14 04.19N 006 06 43.01E | 32 | 46 13 52.59N 006 06 18.95E |
| | 4 | 46 13 47.97N 006 06 19.46E | 182 | 46 14 05.87N 006 06 43.32E | 33 | 46 13 53.64N 006 06 15.65E |
| | 5 | 46 13 48.92N 006 06 20.84E | 19 | 46 14 06.56N 006 06 46.19E | 34 | 46 13 56.08N 006 06 17.28E |
| | 8 | 46 13 49.70N 006 06 22.47E | 191 | 46 14 06.09N 006 06 45.81E | 42 | 46 13 56.79N 006 06 25.20E |
| | 9 | 46 13 51.36N 006 06 24.43E | 192 | 46 14 07.69N 006 06 46.08E | 43 | 46 13 57.86N 006 06 21.84E |
| | 10 | 46 13 52.24N 006 06 25.83E | 21 | 46 13 50.64N 006 06 13.73E | 44 | 46 14 00.30N 006 06 23.49E |
| | 11 | 46 13 53.18N 006 06 27.21E | 22 | 46 13 49.67N 006 06 13.70E | 48 | 46 14 42.28N 006 07 29.40E |
| | | | 23 | 46 13 48.90N 006 06 12.55E | 48A ARR | 46 14 43.34N 006 07 29.47E |
| | 15 | 46 13 59.24N 006 06 35.44E | 24 | 46 13 48.83N 006 06 11.17E | 48A DEP | 46 14 44.25N 006 07 28.19E |
| | 151 | 46 13 58.78N 006 06 35.08E | 25 | 46 13 49.56N 006 06 09.95E | 48B ARR | 46 14 42.39N 006 07 28.08E |
| | 152 | 46 14 00.45N 006 06 35.36E | 26 | 46 13 50.61N 006 06 09.96E | 48B DEP | 46 14 43.29N 006 07 26.80E |
| 7 | **Remarks:** NIL | | | | | |

| 6 | **INS checkpoints** | | | | | |
|---|---|---|---|---|---|---|
| | 54 | 46 14 31.00N 006 07 10.66E | 121 | 46 13 50.73N 006 06 14.54E | G1 | 46 14 14.22N 006 05 56.57E |
| | 55 | 46 14 32.04N 006 07 12.19E | 123 | 46 13 48.36N 006 06 12.88E | G2 | 46 14 13.75N 006 05 55.88E |
| | 56 | 46 14 33.09N 006 07 13.73E | 125 | 46 13 49.43N 006 06 09.46E | G3 | 46 14 13.28N 006 05 55.19E |
| | 57 | 46 14 34.14N 006 07 15.26E | 127 | 46 13 51.86N 006 06 11.11E | G4 | 46 14 12.82N 006 05 54.52E |
| | 58 | 46 14 36.17N 006 07 18.14E | | | | |
| | 61 | 46 14 03.10N 006 06 29.50E | A1 | 46 13 33.18N 006 05 51.60E | H1 | 46 14 15.17N 006 06 07.56E |
| | 62 | 46 14 04.10N 006 06 30.80E | A2 | 46 13 32.30N 006 05 50.60E | H2 | 46 14 15.54N 006 06 08.02E |
| | 63 | 46 14 05.80N 006 06 33.40E | A3 | 46 13 31.23N 006 05 50.28E | H3 | 46 14 15.85N 006 06 08.56E |
| | 64 | 46 14 06.64N 006 06 34.84E | A4 | 46 13 32.02N 006 05 49.11E | H4 | 46 14 16.54N 006 06 09.57E |
| | 64A | 46 14 05.81N 006 06 33.99E | A5 | 46 13 32.89N 006 05 47.93E | H5 | 46 14 17.23N 006 06 10.57E |
| | 65 | 46 14 08.00N 006 06 36.60E | A6 | 46 13 33.72N 006 05 46.75E | H6 | 46 14 17.91N 006 06 11.57E |
| | 66 | 46 14 08.90N 006 06 38.00E | A7 | 46 13 34.13N 006 05 46.12E | H8 | 46 14 01.03N 006 05 53.00E |
| | 66A | 46 14 08.60N 006 06 38.00E | A8 | 46 13 34.60N 006 05 46.82E | H REGA | 46 14 01.19N 006 05 48.73E |
| | 67 | 46 14 12.36N 006 06 42.58E | A9 | 46 13 35.40N 006 05 48.00E | | |
| | 68 | 46 14 13.54N 006 06 44.31E | | | | |
| | 69 | 46 14 14.27N 006 06 47.57E | D1 | 46 13 27.20N 006 05 45.75E | I1 | 46 14 05.08N 006 05 54.14E |
| | 70 | 46 14 16.26N 006 06 48.65E | D2 | 46 13 27.88N 006 05 46.51E | I2 | 46 14 05.67N 006 05 53.29E |
| | 71 | 46 14 17.10N 006 06 51.33E | D3 | 46 13 27.85N 006 05 44.54E | | |
| | 72 | 46 14 16.61N 006 06 50.62E | D4 | 46 13 28.48N 006 05 45.33E | L0 | 46 14 06.89N 006 05 55.01E |
| | 73 | 46 14 18.25N 006 06 53.82E | D5 | 46 13 27.71N 006 05 45.81E | L1 | 46 14 07.44N 006 05 55.82E |
| | 74 | 46 14 19.21N 006 06 55.23E | | | L2 | 46 14 08.00N 006 05 56.63E |
| | 75 | 46 14 20.12N 006 06 56.70E | E1 | 46 14 13.37N 006 06 01.82E | L3 | 46 14 08.55N 006 05 57.44E |
| | 76 | 46 14 21.08N 006 06 58.10E | E2 | 46 14 12.84N 006 06 01.16E | L4 | 46 14 09.10N 006 05 58.25E |
| | | | E3 | 46 14 12.38N 006 06 00.47E | L5 | 46 14 09.65N 006 05 59.06E |
| | 83 | 46 13 44.25N 006 06 05.59E | E4 | 46 14.11.96N 006 05 59.76E | L6 | 46 14 10.20N 006 05 59.87E |
| | 84 | 46 13 43.12N 006 06 04.01E | E5 | 46 14 11.49N 006 05 59.07E | L7 | 46 14 10.75N 006 06 00.68E |
| | 85 | 46 13 41.65N 006 06 01.60E | E6 | 46 14 11.03N 006 05 58.38E | L8 | 46 14 11.30N 006 06 01.48E |
| | 85A | 46 13 41.09N 006 06 00.62E | E7 | 46 14 10.57N 006 05 57.71E | L9 | 46 14 11.85N 006 06 02.29E |
| | 86 | 46 13 40.60N 006 05 59.30E | | | L10 | 46 14 12.44N 006 06 03.15E |
| | 86A | 46 13 40.70N 006 05 59.60E | F1 | 46 14 14.78N 006 05 59.82E | | |
| | 87 | 46 13 39.70N 006 05 56.80E | F2 | 46 14 14.31N 006 05 59.14E | | |
| | 87A | 46 13 39.91N 006 05 57.00E | F3 | 46 14 13.84N 006 05 58.45E | PC1 | 46 14 44.79N 006 07 31.97E |
| | 88 | 46 13 39.20N 006 05 54.19E | F4 | 46 14 13.37N 006 05 57.76E | PC2 | 46 14 43.75N 006 07 32.31E |
| | 89 | 46 13 38.29N 006 05 55.14E | F5 | 46 14 12.90N 006 05 57.07E | PC3 | 46 14 42.50N 006 07 32.81E |
| | 89A | 46 13 38.80N 006 05 52.79E | F6 | 46 14 12.43N 006 05 56.39E | PC4 | 46 14 41.51N 006 07 33.10E |
| | 89B | 46 13 38.33N 006 05 53.94E | F7 | 46 14 11.98N 006 05 55.71E | PC5 | 46 14 40.69N 006 07 32.53E |
| | 89C | 46 13 37.30N 006 05 55.19E | | | PC6 | 46 14 39.83N 006 07 31.14E |
| | 90A | 46 13 36.17N 006 05 48.86E | | | PC7 | 46 14 38.80N 006 07 30.17E |
| | 90B | 46 13 35.16N 006 05 50.28E | | | PC8 | 46 14 38.34N 006 07 28.59E |
| | 90C | 46 13 34.16N 006 05 51.70E | | | PC9 | 46 14 40.10N 006 07 28.30E |
| | | | | | PC10 | 46 14 41.09N 006 07 27.96E |
| | 95A | 46 13 30.93N 006 05 40.87E | | | PE1 | 46 14 45.31N 006 07 32.67E |
| | 95B | 46 13 31.57N 006 05 41.82E | | | PF1 | 46 14 40.59N 006 07 34.34E |
| | 95C | 46 13 32.21N 006 05 42.77E | | | PF2 | 46 14 37.17N 006 07 29.55E |
| | 95D | 46 13 31.19N 006 05 41.25E | | | | |
| | 95E | 46 13 31.94N 006 05 42.35E | | | | |
| 7 | **Remarks:** NIL | | | | | |

## LSGG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

| | | |
|---|---|---|
| 1 | **Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands** | "Follow-me" cars (Ref to § 8.3.4)<br>**ACFT stand 80s:**<br>ACFT stand manoeuvring guidance lights AVBL.<br>**Parking PSNs NR**<br>**1, 2, 3, 4, 5, 8, 9, 10, 11, 15, 151, 152, 16, 17, 18, 181, 182, 19, 191, 192, 83, 84, 85, 86:**<br>Alignment of ACFT:<br>Align ACFT with the VER chevrons which indicate if the ACFT is left, right or centred on the taxilane.<br>Stopping of ACFT:<br>Slow down and stop as indicated by the closing rate indicator. |
| 2 | **RWY/TWY markings and LGT** | TWY: centre line, holding positions (REF: LSGG AD 2.24)<br>North Apron: no TWY center lights |
| 3 | **Stop bars** | LIH, R<br>A,B,C,D,E, F (uncontrolled, LVP only), G,Y,Z |
| 4 | **Remarks** | **Stop at parking PSNs:**<br>The pilot has to stop by lining up his left shoulder with the STOP line transmitted by "Geneva Apron".<br>If the Aircraft Positioning and Information System (APIS) is switched off, the stand is not cleared for entry. Request assistance from "Geneva Apron".<br>Nose-in parking ACFT have to use push back when LVE the parking PSN.<br>RWY 04/22 marking aids: Refer to Aerodrome chart 1:13'000<br>REF: LSGG AD 2.24.1 - 1 |

## LSGG AD 2.10 AERODROME OBSTACLES

| In approach/TKOF areas | | | | In circling area and at aerodrome | | | |
|---|---|---|---|---|---|---|---|
| 1 | | | | 2 | | | 3 |
| **RWY/Area affected** | **Obstacle type Elevation Markings/LGT** | | **Co-ordinates** | **Obstacle type Elevation Markings/LGT** | | **Co-ordinates** | **RMK** |
| **a** | **b** | | **c** | **a** | | **b** | **c** |
| | | ***ft*** | | | ***ft*** | | |
| AOC 04 (1) | Tree/Trees | *1380* | 46 15 13 N<br>006 07 47 E | Crane/Cranes marked/LGTD | *1734* | 46 16 30 N<br>006 05 40 E | A0653/18 |
| AOC 04 (2) | Tree/Trees | *1386* | 46 15 16 N<br>006 07 50 E | Crane/Cranes marked/LGTD | *1463* | 46 15 36 N<br>006 08 37 E | A0248/08 |
| AOC 04 (3) | Tree/Trees | *1403* | 46 15 14 N<br>006 07 59 E | Antenna LGTD | *1572* | 46 13 35 N<br>006 07 11 E | A0049/02 |
| AOC 04 (4) | Tree/Trees | *1415* | 46 15 12 N<br>006 08 03 E | Pole LGTD | *1424* | 46 14 16 N<br>006 06 48 E | A0273/07 |
| AOC 04 (5) | Tree/Trees | *1418* | 46 15 20 N<br>006 07 54 E | | | | |
| AOC 04 (6) | Tree/Trees | *1424* | 46 15 22 N<br>006 07 56 E | Antenna marked/LGTD | *1539* | 46 13 32 N<br>006 06 01 E | |
| AOC 04 (7) | Tree/Trees | *1443* | 46 15 29 N<br>006 08 12 E | Antenna marked/LGTD | *1535* | 46 13 07 N<br>006 08 31 E | |
| AOC 04 (8) | Tree/Trees | *1446* | 46 15 30 N<br>006 08 13 E | Crane/cranes | *1536* | 46 13 13 N<br>006 08 15 E | |
| AOC 04 (9) | Tree/Trees | *1482* | 46 15 33 N<br>006 08 10 E | Tower/Mast LGTD | *1522* | 46 13 48 N<br>006 06 29 E | |
| AOC 04 (10) | Tree/Trees | *1496* | 46 15 35 N<br>006 08 11 E | Antenna marked/LGTD | *1398* | 46 14 54 N<br>006 07 41 E | |
| AOC 04 (11) | Tree/Trees | *1498* | 46 15 35 N<br>006 08 12 E | Antenna marked/LGTD | *1529* | 46 13 30 N<br>006 05 58 E | |
| | | | | Building marked/LGTD | *1535* | 46 12 49 N<br>006 07 20 E | |

| In approach/TKOF areas | | | | In circling area and at aerodrome | | | |
|---|---|---|---|---|---|---|---|
| 1 | | | | 2 | | | 3 |
| RWY/Area affected | Obstacle type Elevation Markings/LGT | | Co-ordinates | Obstacle type Elevation Markings/LGT | | Co-ordinates | RMK |
| a | b | | c | a | | b | c |
| | | *ft* | | | *ft* | | |
| | | | | Antenna marked/LGTD | *1522* | 46 14 02 N 006 07 11 E | |
| | | | | | | | |
| AOC 22 (1a) | Pole | *1429* | 46 13 29 N 006 05 22 E | Building LGTD | *1523* | 46 14 11 N 006 06 58 E | A0051/02 |
| AOC 22 (2) | Tree/Trees | *1476* | 46 13 28 N 006 05 12 E | Antenna LGTD | *1565* | 46 13 49 N 006 07 08 E | |
| AOC 22 (3) | Tree/Trees | *1517* | 46 12 58 N 006 04 52 E | Building marked/LGTD | *1539* | 46 14 03 N 006 05 04 E | |
| AOC 22 (4) | Tree/Trees | *1518* | 46 12 58 N 006 04 51 E | Tree/trees | *1493* | 46 15 36 N 006 08 22 E | |
| AOC 22 (5) | Tree/Trees | *1537* | 46 12 56 N 006 04 43 E | Antenna marked/LGTD | *1453* | 46 13 33 N 006 05 14 E | A0438/13 |
| | | | | Antenna marked/LGTD | *1575* | 46 13 19 N 006 07 19 E | |
| | | | | Antenna marked/LGTD | *1428* | 46 14 27 N 006 06 24 E | A0437/13 |
| | | | | | | | |
| | | | | Pole LGTD | *1398* | 46 14 43 N 006 07 27 E | A0108/02 |
| | | | | Pole LGTD | *1507* | 46 13 26 N 006 05 49 E | A0054/09 |
| | | | | Antenna LGTD | *1490* | 46 14 15 N 006 06 59 E | A0124/12 |
| | | | | Crane/Cranes marked/LGTD | *1586* | 46 12 58 N 006 07 14 E | B0431/08 |
| | | | | Crane/Cranes marked/LGTD | *1497* | 46 13 49 N 006 06 26 E | A0210/08 |
| | | | | Pole marked | *1369* | 46 15 02 N 006 07 36 E | A0364/09 |
| | | | | Antenna marked/LGTD | *1470* | 46 13 50 N 006 05 44 E | A0251/02 |
| | | | | Antenna marked/LGTD | *1391* | 46 15 00 N 006 07 48 E | A0436/13 |
| | | | | Antenna LGTD | *1523* | 46 14 00 N 006 07 09 E | A0329/02 |
| | | | | Anemometer marked/LGTD | *1396* | 46 14 54 N 006 07 20 E | A0355/09 |
| | | | | Anemometer marked/LGTD | *1396* | 46 14 55 N 006 07 20 E | A0353/09 |
| | | | | Antenna marked/LGTD | *1383* | 46 15 07 N 006 07 35 E | A0435/13 |
| | | | | Antenna LGTD | *1744* | 46 14 04 N 006 02 27 E | A0103/12 |
| | | | | Antenna marked/LGTD | *1402* | 46 14 55 N 006 07 18 E | A0434/13 |
| | | | | Antenna | *1594* | 46 13 52 N 006 07 19 E | A0154/12 |
| | | | | Pole marked/LGTD | *1436* | 46 14 07 N 006 06 36 E | A0320/12 |

## 4. Visual circuit

Visual circuit for jet and propeller ACFT shall be flown on the northern side of the AP, as follows:

- right (RWY 22) or left (RWY 04) turns for cross-wind at 4 DME ILS (04/22)
- CMB to 3500 ft, max IAS 180 kts,
- base-leg on ATC instruction.

## 5. Auxiliary Power Unit (APU) and Brake Fan

### 5.1 Stands

A. **Stands 1, 2, 3, 3A, 4, 5, 8, 9 to 11, 15 to 19, 31 to 34, 42 to 44, 151, 152, 181, 182, 191, 192**

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

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

- before the ACFT is connected to the fixed electrical PWR
- five MIN prior to engine start- or push-back, or
- when fixed electrical PWR or PCA supplies system is U/S.

B. **Stands 54, 55, 56, 57, 58, 61, 62, 63, 64, 65, 66, 83, 84, 85, 86, 87, 89B, 89C**

These stands are equipped with fixed electrical PWR (400 Hz) supply. ACFT parked at these stands must use fixed electrical PWR supply if required. The electrical PWR will be connected prior, or immediately after engine shutdown.

The use of the airborne APU is forbidden at these stands, except:

- until the ACFT is connected to the fixed electrical PWR
- five MIN prior to engine start- or push-back
- when fixed electrical PWR supply system is U/S, or
- when climatic conditions require the use of the APU to cool/heat the ACFT.

### 5.2 All other stands

On all other stands, whether on south apron or on north apron GAC, airborne APU can only be kept in operation 10 MIN after ARR or started 30 MIN before DEP time.

### 5.3 Use of APU in particular cases

If the above mentioned restrictions cannot be fulfilled, prior AUTH of Genève AP Authority is required.

### 5.4 Use of Brake Fan

Use of brake fan shall be kept to the MNM.

# LSGG AD 2.22 FLIGHT PROCEDURES

## 1. Special regulations for GENEVA TMA/CTR

Repetitive FLTs on the AD circuit are prohibited SAT TIL 0800 (0700), as well as SUN and Swiss, Geneva and French HOL for the whole day. IFR training FLTs are prohibited every SAT during winter charter season beginning 15th DEC until last SAT before Easter.

| **Public Holidays** | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| New Year's Day | JAN 01 | JAN 01 | JAN 01 | JAN 01 | JAN 01 |
| Good Friday | APR 15 | APR 07 | MAR 29 | APR 18 | APR 03 |
| Easter Monday | APR 18 | APR 10 | APR 01 | APR 21 | APR 06 |
| Labour Day (France) | MAY 01 | MAY 01 | MAY 01 | MAY 01 | MAY 01 |
| V-E Day (France) | MAY 08 | MAY 08 | MAY 08 | MAY 08 | MAY 08 |
| Ascension Day | MAY 26 | MAY 18 | MAY 09 | MAY 29 | MAY 14 |
| National Day (France) | JUL 14 | JUL 14 | JUL 14 | JUL 14 | JUL 14 |
| National Day (Switzerland) | AUG 01 | AUG 01 | AUG 01 | AUG 01 | AUG 01 |
| Assumption Day (France) | AUG 15 | AUG 15 | AUG 15 | AUG 15 | AUG 15 |
| Geneva Prayday | SEP 08 | SEP 07 | SEP 05 | SEP 11 | SEP 10 |
| All Saints' Day (France) | NOV 01 | NOV 01 | NOV 01 | NOV 01 | NOV 01 |
| Armistice Day (France) | NOV 11 | NOV 11 | NOV 11 | NOV 11 | NOV 11 |
| Christmas Day | DEC 25 | DEC 25 | DEC 25 | DEC 25 | DEC 25 |
| Restoration Day (Geneva) | DEC 31 | DEC 31 | DEC 31 | DEC 31 | DEC 31 |

### 1.1 IFR procedures

Procedures to be followed by arriving and departing ACFT are contained on the charts: STAR/SID RWY 04/22 REF: LSGG AD 2.24.
Note: ATC may instruct DEV from standard ARR and DEP routes in accordance with noise abatement procedures.

#### 1.1.1 SID Descriptions

##### 1.1.1.1 SID RWY 04 - RNAV (see chart LSGG AD 2.24.7 - 1)

| RNAV Segment SID MOLUS 4N | | | | | | |
|---|---|---|---|---|---|---|
| **Path terminator** | **Waypoint** | **Flyover** | **Altitude (ft)** | **Speed limit (kt)** | **Track** | **Distance (NM)** |
| CA | - | - | 1900 | - | 044° (045.5°T) | - |
| CF (Navaid GVA) | PETAL | N | +5000 | - | 044° (045.5°T) | - |
| TF | MOLUS | N | +FL100 | - | 072° (073.7°T) | 16.4 |

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- If UNA to comply with the specified PDG in the respective SID, ADZ ATC.
- Close-in obstacles: Trees and poles each side of RCL up to 170ft above DER ELEV.
- The SIDs are MNM noise routes.
- The MCAs specified in the SIDs are subject to airspace structure only. Published PDG do not guarantee maintaining of the MCAs.
- The SIDs are designed to meet GNSS criteria.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref LSGG AD 2.13).
- Due to wake turbulence, all ACFT except HVY jets should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall ADZ TWR 118.700 MHz on initial call if UNA to accept DEP from displaced THR (Declared distances, Ref LSGG AD 2.13).

| RWY LGT | ALS | RTHL | RTIL | VASIS | RTZL | RCLL | REDL | YCZ | RENL |
|---|---|---|---|---|---|---|---|---|---|
| 04 | Calvert Cat. I | ✓ | ✓ | PAPI 3° MEHT 18.50 m | - | ✓ | ✓ | 600 m | ✓ |
| 22 | Calvert Cat. II/III | ✓ | ✓ | PAPI 3° MEHT 20.56 m | ✓ | ✓ | ✓ | 600 m | ✓ |

| TWY LGT | |
|---|---|
| EDGE | Apron Area, RWY-Exits, TWY Curves |
| CL | A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4, 5 and holding bays A and G |
| RETIL | B, D and E |
| RGL | A*, B, C, D, E, F, G*, Y, Z<br>*Across TWY |

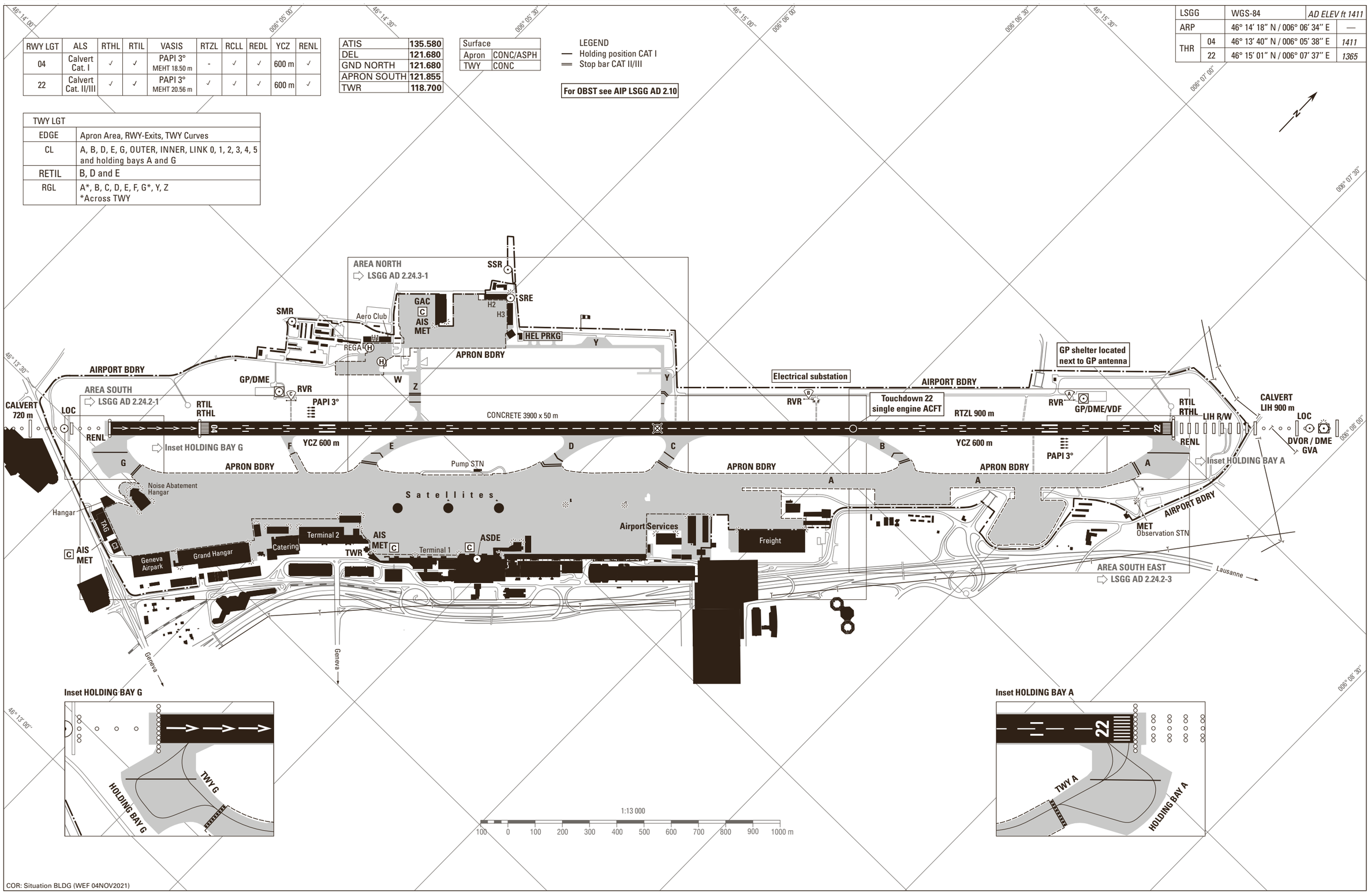
| | |
|---|---|
| ATIS | **135.580** |
| DEL | **121.680** |
| GND NORTH | **121.680** |
| APRON SOUTH | **121.855** |
| TWR | **118.700** |

| Surface | |
|---|---|
| Apron | CONC/ASPH |
| TWY | CONC |

LEGEND
— Holding position CAT I
═ Stop bar CAT II/III

**For OBST see AIP LSGG AD 2.10**

| LSGG | | WGS-84 | *AD ELEV ft 1411* |
|---|---|---|---|
| ARP | | 46° 14′ 18″ N / 006° 06′ 34″ E | — |
| THR | 04 | 46° 13′ 40″ N / 006° 05′ 38″ E | *1411* |
| | 22 | 46° 15′ 01″ N / 006° 07′ 37″ E | *1365* |




COR: Situation BLDG (WEF 04NOV2021)

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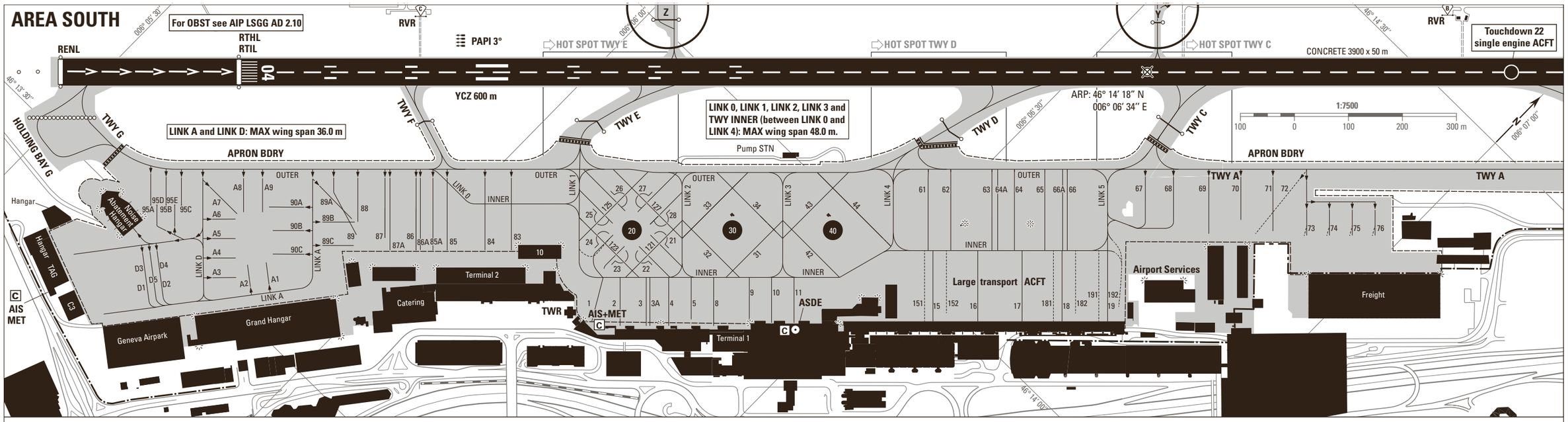
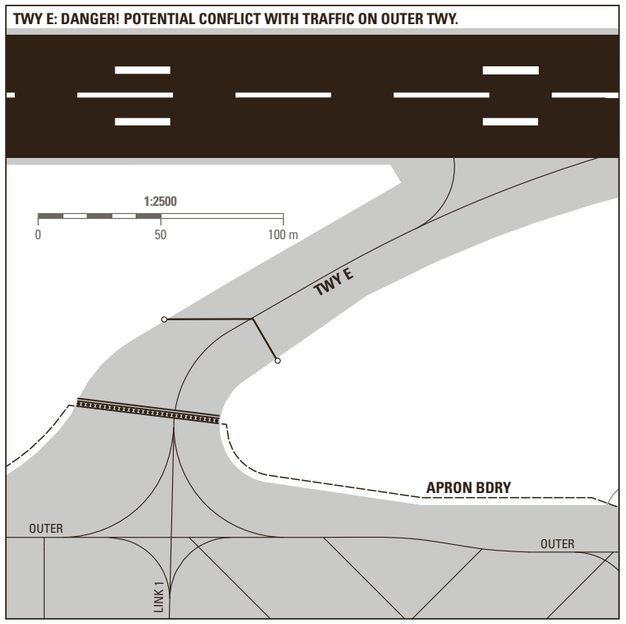
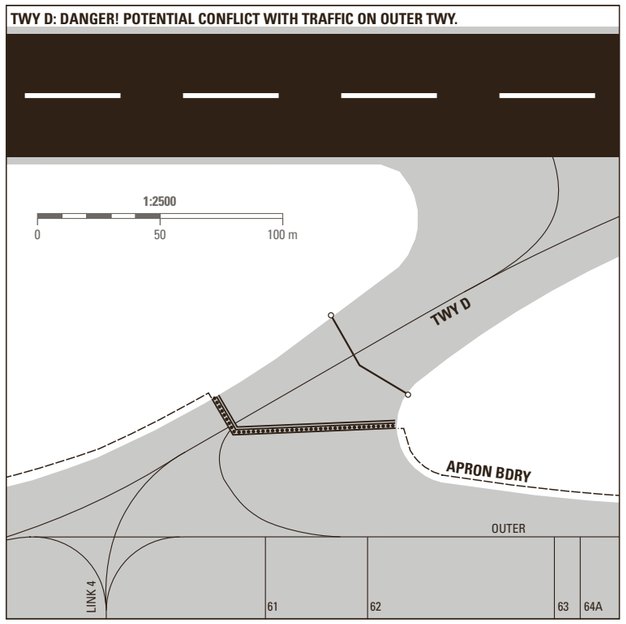



## HOT SPOTS

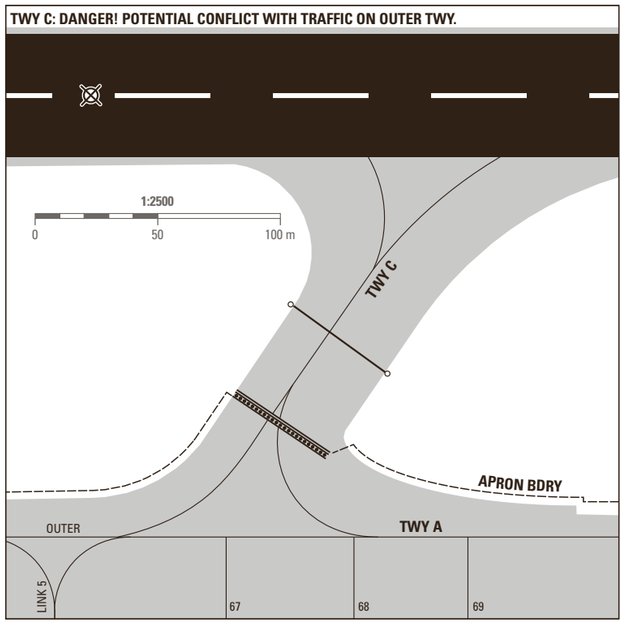
**TWY E: DANGER! POTENTIAL CONFLICT WITH TRAFFIC ON OUTER TWY.**




**TWY D: DANGER! POTENTIAL CONFLICT WITH TRAFFIC ON OUTER TWY.**




**TWY C: DANGER! POTENTIAL CONFLICT WITH TRAFFIC ON OUTER TWY.**




| TWY LGT | |
|---|---|
| EDGE | Apron area, RWY-Exits, TWY curves |
| CL | A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4, 5 and HLDG bays A and G |
| RETIL | B, D and E |
| RGL | A*, B, C, D, E, F, G*, Y, Z - *Across TWY |

**LEGEND/RMK**

**Arrivals:**

PSN equipped with/without visual docking guidance system ⇨ LSGG AD 2.9

The appropriate stop line - 1, 2 or 3 - at the ACFT stand will be transmitted by Geneva APRON.

**Departures:**

Push back procedure ⇨ LSGG AD 2.20

| | |
|---|---|
| ATIS | **135.580** |
| DEL | **121.680** |
| APRON SOUTH | **121.855** |
| TWR | **118.700** |

RWY Incursion HOTSPOT — ACFT taxiing on TWY Y or Z southbound: Be aware of RWY AHEAD.

**TWY:**

- Guideline for taxiing
- HLDG position CAT I
- Stop bar LGT CAT II-III
- Stop bar LGT CAT II-III H24
- RWY guard LGT

**Taxiways:**

On apron, wing tip clearance is provided only if ACFT main gear center remains over the guidelines.
When RWY 22 is in use: ACFT shall not use TWY CHARLIE unless otherwise instructed by TWR. If instructed to vacate via TWY CHARLIE, ACFT shall clear the RWY and hold on TWY CHARLIE remaining clear of OUTER TWY.

The TWY system south of the RWY fulfills ACFT code letter E operations (MAX wing span 65.0 m).
Exceptions and particularities are listed ⇨ AD 2.8 § 5.

COR: Situation BLDG, TWY, stands 191 and 192 added, stand 14 withdrawn (WEF 04NOV2021)

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## LSZG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

| Type Category (Variation) | ID | Frequency | Hours of operation | Site of transmitting antenna coordinates | Elevation of DME transmitting antenna | Remarks |
|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| GRENCHEN DVOR/DME (VAR 3° E) | GRE | 115.45 MHz 101Y | H24 | 47 10 59.35N 007 25 05.45E | *1435 ft* | PSN: 264° MAG, 0.21 NM FM THR 24 DOC 25 NM / *10'000ft* |

## LSZG AD 2.20 LOCAL TRAFFIC REGULATIONS

### 1. Local flying restrictions:

Simultaneous movements between the grass runways 06L / 24R incl. or FATO or 06R / 24L and the concrete runway and also between RWY 06R / 24L and the glider RWY are not permitted.
No simultaneous helicopter operation on H1, H2 and H3.
Operation on grass runway 06L/24R requires prior familiarization provided by Grenchen Airport.

Night FLTs subject to PPR. Requests to AD operator not later than 1500 (1400).

For acrobatics, the following OPR HR are applicable:

| | |
|---|---|
| MON-FRI | 0700 - 1115, 1245 - HRH MAX 1800 (0600 - 1015, 1145 - HRH MAX 1700) |
| SAT: | 0800 - 1115, 1400 - HRH MAX 1700 (0700 - 1015, 1300 - HRH MAX 1600) |
| SUN + HOL: | 1400 - 1600 (1300 - 1500) (no training and school FLT allowed, EXC aerobatics with PAX) |

For AD circuits, power idle approaches and glider-towing the following OPR HR are applicable:

| | |
|---|---|
| MON-SAT | 0700 - 1115, 1245 - HRH MAX 1900 (0600 - 1015, 1145 - HRH MAX 1800) |
| SUN + HOL: | 0930 - 1115, 1245 - 1600 (0830 - 1015, 1145 - 1500). Returning GLD tow: -1700 (-1600). |

FLTs for dropping parajumpers, the following OPR HR are applicable:

| | |
|---|---|
| MON-SAT | 0700 - 1100, 1245 - HRH MAX 1900 (0600 - 1000, 1145 - HRH MAX 1800) |
| SUN + HOL: | 0930 - 1100, 1245 - HRH MAX 1800 (0830 - 1000, 1145 - HRH MAX 1700) |

On the following HOL, the same restrictions as on SUN apply: Easter MON, Whit-MON, 1st AUG.

AD circuits and aerobatics are prohibited on Good FRI, Easter SUN, Easter MON, Ascension Day, Whitsunday, Corpus Christi, Assumption, Federal Prayday (3rd SUN in SEP) and All Saints' Day.

Glider-towing are prohibited on Good FRI, Easter SUN, Whitsunday and Federal Prayday (3rd SUN in SEP) Training for towing of gliders are prohibited on Easter MON Ascension Day, Whit-MON, Corpus Christi, Assumption and All Saints' Day.

FLTs for dropping parajumpers are prohibited on Good FRI, Easter SUN, Whitsunday and Federal Prayday (3rd SUN in SEP). A MAX of 6 FLTs daily are permitted on Ascension Day, Corpus Christi, Assumption and All Saints' Day.

## 2. Procedures applicable in the Control Zone

**Arrivals:**

- For IFR training FLTs, 1 APCH is granted, succeeding APCH are subject to ATC.
- Arriving ACFT shall leave the RWY only via ASPH TWY A or D, unless otherwise instructed by the TWR and may taxi without clearance up to A1 or D1.
- When instructed to vacate via B, C or N cross RWY 06L/24R and hold at B1, C1 or N1.
- Each additional movement to the parking position requires a taxi clearance from TWR/GND.
- In certain cases, final guidance will be provided by an aircraft marshaller. (REF: LSZG AD 2.24.1-1 / 2.24.2 -1).

**Departures:**

- For IFR FLT, the REQ for start-up clearance to Grenchen TWR, with an indication of ATIS designator, is compulsory.
- Departing ACFT shall taxi from the parking position as instructed by TWR/GND. (REF: LSZG AD 2.24.1-1 / 2.24.2 -1).
- Run-up at Holding Position.
- Single engine aircraft are considered to depart from the following intersections (TORA see LSZG AD 2.13):
  RWY 06: Intersections A and B
  RWY 24: Intersections D and C
  If a backtrack is needed (performance / noise abatement) PIC shall advise ATC at the holding point during his ready for departure message, i.e "ready for departure, request backtrack".
- ARVAN SID is not available.

## 3. Procedure applicable in the Radio Mandatory Zone

**General**
**All flights:**

- Apply the principle "see and avoid" in accordance with the visibility distances and proximity to clouds specified for the airspace class concerned and apply MAX IAS 140 kt.
- Crew is responsible for own separation to other traffic and obstacles in the RMZ and on the movement area.
- Check ATIS Grenchen 121.105 MHz.
- Comply with dedicated RMZ run-up positions, if applicable (REF: LSZG AD 2.24.1-3 / 2.24.2 -3).
- Make blind calls to report intentions and changes in altitude and direction. Use ATIS identifier on initial radio transmission.
- Report "begin of Downwind" / "Base" and "Final" for RWY 06(06L/R) or RWY 24(24L/R).
- Simultaneous movements are not permitted between:
  - the grass runways 06L/24R incl. FATO or 06R/24L and the concrete runway.
  - 06R/24L and the glider strip.

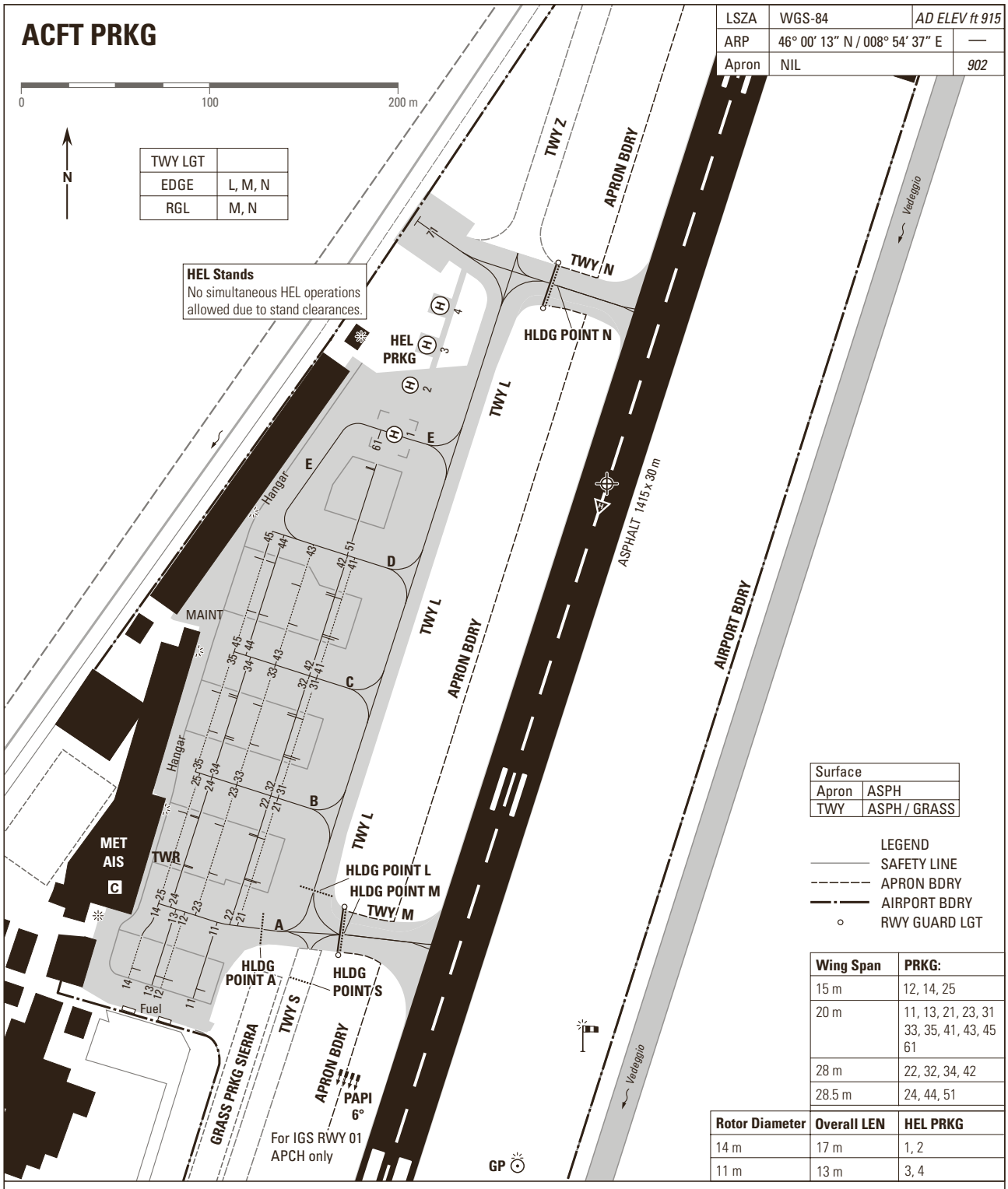
### All IFR operations (departures and arrivals)

- Are subject to PPR. The Airport slot shall be obtained from Grenchen Airport (+41 (0)32 396 96 96). The Airport slot number shall be entered in the ICAO flight plan field 18 REMARKS.
- PIC shall state his mobile phone number in the ICAO flight plan field 18 REMARKS.
- Bern APP applies the principle "one at a time".

**IFR Approaches**

- Bern APP will provide RWY in use and QNH. No other flight or airport information services are provided.
- Approach clearance is provided according RWY in use only.
- Bern APP will terminate Radar Service and instruct crew to make blind calls on FREQ 120,105 MHz when the crew reports established on the inbound track, latest at ARVAN.
- Cancelling IFR after leaving Bern APP frequency is not allowed.
- Report 5 NM final RWY 24 and/or breaking for circling RWY06.
  RTF example: "HBXXX, 5NM final RWY 24 for landing" or "HBXXX, 5NM final RWY 24 for circling RWY 06".
- Missed approach shall be reported on the RMZ frequency. When leaving the RMZ the missed approach shall be reported immediately to Bern APP frequency 127.325 MHz.
  Note: CLR for re-entry into controlled airspace is implied with the approach clearance.
- All IFR APCH must either land, circle to land and vacate the RWY or fly the IFR missed approach procedure, if required (no VFR circuits, no missed approach for training).
- Report "runway vacated" on the RMZ frequency.
- Crew shall close the flight plan by calling 0800 437 837 (0800 IFR VFR).

## ACFT PRKG




| Wing Span | PRKG: |
|---|---|
| 15 m | 12, 14, 25 |
| 20 m | 11, 13, 21, 23, 31 33, 35, 41, 43, 45 61 |
| 28 m | 22, 32, 34, 42 |
| 28.5 m | 24, 44, 51 |

| Rotor Diameter | Overall LEN | HEL PRKG |
|---|---|---|
| 14 m | 17 m | 1, 2 |
| 11 m | 13 m | 3, 4 |

**Start-up Procedure**
Request startup clearance when ACFT doors are closed and when ready to start engines immediately.

**PRKG / Push-back procedure**
For wing span and rotor diameter assignment refer to table.

**PRKG 11 - 14**
Follow yellow TAX guidance lines for PRKG 11 - 14, facing south. Follow instructions of marshaller. DEP: push-back required, if facing south.

**PRKG 21 - 45**
Follow yellow TAX guidance lines for PRKG 21 - 45, facing north or south.
Follow instructions of marshaller.
For PRKG 21 follow instructions of marshaller, whenever available.

**PRKG 51**
Follow yellow TAX guidance lines for PRKG 51, facing north.
Follow instructions of marshaller.

**PRKG 61**
Follow yellow TAX guidance lines for PRKG 61, facing west.
Follow instructions of marshaller.
DEP: ACFT with wingspan between 15.0m and 20.0m, push-back required.

**PRKG 71**
Follow yellow TAX guidance line for PRKG 71, facing west.
Follow instructions of marshaller. Push-back required for DEP.

**WARNING**
Use caution to reduce jet blast effect when taxiing out from parking area.

**CAUTION**
Use maximum caution when taxiing on apron due to boarding and disembarking passenger and vehicular traffic.

**GRASS FACILITIES**
Refueling on the grass is forbidden. Available up to 1.5 MTOM.

COR: editorial (WEF 04NOV2021)

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| In approach/TKOF areas | | | | In circling area and at aerodrome | | | |
|---|---|---|---|---|---|---|---|
| 1 | | | | 2 | | | 3 |
| RWY/Area affected | Obstacle type Elevation Markings/LGT | | Co-ordinates | Obstacle type Elevation Markings/LGT | | Co-ordinates | RMK |
| a | b | | c | a | | b | c |
| | | *ft* | | | *ft* | | |
| AOC 28 (1) | Tree/Trees | *1400* | 47 27 37 N 008 32 03 E | Antenna LGTD | *2881* | 47 28 54 N 008 24 10 E | A0492/06 |
| AOC 28 (2) | Tree/Trees | *1420* | 47 27 37 N 008 32 01 E | RVR Camera | *1402* | 47 28 50 N 008 32 14 E | A0279/08 |
| AOC 28 (3) | Large structure | *1434* | 47 27 36 N 008 31 41 E | Pole | *1956* | 47 27 01 N 008 40 02 E | A0413/06 |
| AOC 28 (4) | Building | *1435* | 47 27 36 N 008 31 41 E | Pole | *2002* | 47 27 15 N 008 39 44 E | A0412/06 |
| AOC 28 (5) | Building | *1436* | 47 27 37 N 008 31 41 E | Pole | *1998* | 47 27 23 N 008 39 36 E | A0411/06 |
| AOC 28 (6) | Building | *1436* | 47 27 38 N 008 31 40 E | Crane/Cranes marked/LGTD | *1582* | 47 27 08 N 008 33 39 E | A0107/02 |
| AOC 28 (7) | Large structure | *1438* | 47 27 36 N 008 31 40 E | Pole LGTD | *1451* | 47 27 38 N 008 33 38 E | A0289/02 |
| AOC 28 (8) | Tree/Trees | *1443* | 47 27 30 N 008 31 36 E | | | | |
| AOC 28 (9) | Tree/Trees | *1446* | 47 27 30 N 008 31 36 E | Antenna marked/LGTD | *1542* | 47 27 12 N 008 34 05 E | A0316/02 |
| AOC 28 (10) | Transmission line | *1460* | 47 27 29 N 008 31 25 E | Antenna LGTD | *1533* | 47 26 12 N 008 34 17 E | A0041/03 |
| AOC 28 (11) | Transmission line | *1465* | 47 27 29 N 008 31 23 E | Antenna marked | *1533* | 47 27 32 N 008 34 34 E | A0391/02 |
| AOC 28 (12) | Tree/Trees | *1502* | 47 27 33 N 008 31 08 E | Antenna marked | *1441* | 47 29 03 N 008 32 12 E | A0385/02 |
| AOC 28 (13) | Tree/Trees | *1519* | 47 27 34 N 008 31 05 E | Pole | *2044* | 47 27 32 N 008 39 27 E | A0410/06 |
| AOC 28 (14) | Tree/Trees | *1549* | 47 27 39 N 008 30 50 E | Building | *1605* | 47 23 08 N 008 31 52 E | A0264/04 |
| AOC 28 (15) | Tree/Trees | *1568* | 47 27 40 N 008 30 47 E | Pole LGTD | *1444* | 47 27 32 N 008 33 39 E | A0359/02 |
| AOC 28 (16) | Tree/Trees | *1574* | 47 27 31 N 008 30 44 E | Crane/Cranes marked/LGTD | *1598* | 47 26 25 N 008 34 16 E | A0308/19 |
| AOC 28 (17) | Tree/Trees | *1638* | 47 27 28 N 008 30 38 E | Pole LGTD | *1500* | 47 27 58 N 008 32 56 E | A0361/02 |
| AOC 28 (18) | Tree/Trees | *1704* | 47 27 26 N 008 29 29 E | Tree/Trees | *2054* | 47 27 29 N 008 40 19 E | A0416/06 |
| AOC 28 (19) | Tree/Trees | *1772* | 47 27 25 N 008 29 20 E | Tree/Trees | *2012* | 47 27 33 N 008 38 51 E | A0415/06 |
| AOC 28 (20) | Tree/Trees | *1803* | 47 27 21 N 008 28 46 E | Tree/Trees | *1943* | 47 27 34 N 008 37 13 E | A0414/06 |
| AOC 28 (21) | Tree/Trees | *1808* | 47 27 20 N 008 28 46 E | | | | |
| AOC 28 (22) | Tree/Trees | *1877* | 47 27 50 N 008 27 27 E | | | | |
| AOC 28 (23) | Tree/Trees | *1881* | 47 27 48 N 008 27 23 E | RVR Camera | *1383* | 47 28 15 N 008 32 13 E | A0277/08 |
| AOC 28 (24) | Tree/Trees | *1915* | 47 27 46 N 008 27 18 E | Pole marked/LGTD | *1772* | 47 27 47 N 008 35 51 E | A0348/01 |
| | | | | | | | |
| | | | | Antenna marked/LGTD | *1542* | 47 27 12 N 008 34 05 E | A0316/02 |

| In approach/TKOF areas | | | | In circling area and at aerodrome | | | |
|---|---|---|---|---|---|---|---|
| 1 | | | | 2 | | | 3 |
| RWY/Area affected | Obstacle type Elevation Markings/LGT | | Co-ordinates | Obstacle type Elevation Markings/LGT | | Co-ordinates | RMK |
| a | b | | c | a | | b | c |
| | | *ft* | | | *ft* | | |
| AOC 14 (1) | Antenna | *1408* | 47 27 37 N<br>008 33 57 E | Antenna<br>marked/LGTD | *1459* | 47 28 46 N<br>008 31 46 E | A0286/10 |
| AOC 14 (2) | Antenna | *1421* | 47 27 35 N<br>008 33 59 E | Pole<br>marked/LGTD | *1646* | 47 27 26 N<br>008 30 39 E | A0246/09 |
| AOC 14 (3) | Building | *1423* | 47 27 35 N<br>008 34 06 E | Pole<br>marked/LGTD | *1748* | 47 26 51 N<br>008 31 10 E | A0245/09 |
| AOC 14 (4) | Antenna | *1429* | 47 27 35 N<br>008 34 06 E | Antenna | *2428* | 47 22 12 N<br>008 35 18 E | A0104/03 |
| AOC 14 (5) | Pole | *1444* | 47 27 30 N<br>008 34 01 E | Building<br>LGTD | *1974* | 47 24 28 N<br>008 30 39 E | A0560/10 |
| AOC 14 (6) | Tree/Trees | *1453* | 47 27 34 N<br>008 34 10 E | Antenna | *1605* | 47 22 19 N<br>008 31 38 E | A0325/03 |
| AOC 14 (7) | Tree/Trees | *1473* | 47 27 33 N<br>008 34 12 E | Crane/Cranes<br>marked/LGTD | *1549* | 47 28 37 N<br>008 30 04 E | A0326/03 |
| AOC 14 (8) | Building | *1532* | 47 27 13 N<br>008 34 16 E | Tower<br>LGTD | *2382* | 47 22 12 N<br>008 35 57 E | A0428/03 |
| AOC 14 (9) | Building | *1533* | 47 27 13 N<br>008 34 17 E | Pole<br>LGTD | *1506* | 47 26 38 N<br>008 33 41 E | A0467/03 |
| AOC 14 (10) | Tree/Trees | *1555* | 47 27 01 N<br>008 34 29 E | Building<br>LGTD | *1529* | 47 26 34 N<br>008 33 51 E | B0615/03 |
| AOC 14 (11) | Tree/Trees | *1584* | 47 27 00 N<br>008 34 31 E | Radar<br>LGTD | *1609* | 47 26 54 N<br>008 34 38 E | A0491/17 |
| AOC 14 (12) | Tree/Trees | *1591* | 47 27 01 N<br>008 34 35 E | | | | |
| AOC 14 (13) | Tree/Trees | *1595* | 47 27 01 N<br>008 34 35 E | Pole<br>LGTD | *2340* | 47 21 59 N<br>008 35 36 E | A0391/03 |
| AOC 14 (14) | Tree/Trees | *1599* | 47 26 59 N<br>008 34 38 E | Pole<br>LGTD | *2264* | 47 22 13 N<br>008 36 20 E | A0390/03 |
| AOC 14 (15) | Tree/Trees | *1620* | 47 26 57 N<br>008 34 39 E | Pole<br>LGTD | *1474* | 47 26 36 N<br>008 33 38 E | A0468/03 |
| AOC 14 (16) | Tree/Trees | *1651* | 47 26 45 N<br>008 34 59 E | | | | |
| AOC 14 (17) | Tree/Trees | *1658* | 47 26 43 N<br>008 34 59 E | | | | |
| AOC 14 (18) | Tree/Trees | *1665* | 47 26 40 N<br>008 35 04 E | Antenna<br>marked/LGTD | *1709* | 47 28 16 N<br>008 30 11 E | B0506/05 |
| AOC 14 (19) | Tree/Trees | *1669* | 47 26 38 N<br>008 35 06 E | Building<br>LGTD | *1739* | 47 23 10 N<br>008 31 02 E | A0070/09 |
| AOC 14 (20) | Tree/Trees | *1672* | 47 26 38 N<br>008 35 06 E | | | | |
| AOC 14 (21) | Tree/Trees | *1675* | 47 26 37 N<br>008 35 08 E | | | | |
| AOC 14 (22) | Tree/Trees | *1683* | 47 26 33 N<br>008 35 17 E | Antenna<br>marked/LGTD | *1477* | 47 25 59 N<br>008 33 42 E | A0068/09 |
| AOC 14 (23) | Tree/Trees | *1697* | 47 26 33 N<br>008 35 21 E | Tower/Mast<br>marked/LGTD | *1687* | 47 28 14 N<br>008 34 00 E | A0229/06 |
| AOC 14 (24) | Tree/Trees | *1700* | 47 26 38 N<br>008 35 32 E | Tower/Mast<br>marked/LGTD | *1841* | 47 27 12 N<br>008 37 19 E | A0228/06 |
| AOC 14 (25) | Tree/Trees | *1714* | 47 26 37 N<br>008 35 33 E | Tower/Mast<br>marked/LGTD | *2081* | 47 20 53 N<br>008 28 01 E | A0269/06 |
| AOC 14 (26) | Tree/Trees | *1722* | 47 26 35 N<br>008 35 32 E | Tower/Mast<br>marked/LGTD | *1897* | 47 20 28 N<br>008 27 43 E | A0268/06 |