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AIP Services

**CH-8602 WANGEN
BEI DÜBENDORF**

AIP

AMDT 001 2022

Effective Date 27 JAN 2022

RMK

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

1. Insert the following pages:

GEN 0.2 - 9/10
GEN 0.3 - 1/2
GEN 0.4 - 1/2
GEN 0.4 - 3/4
GEN 0.4 - 5/6
GEN 0.4 - 7/8
ENR 1.6 - 1/2
ENR 5.4 - 1/2
LSZB AD 2 - 5/6
LSGG AD 2 - 7/8
LSZS AD 2 - 7/8
LSGS AD 2 - 5/6

Destroy the following pages:

27 JAN 2022	GEN 0.2 - 9/10	30 DEC 2021
27 JAN 2022	GEN 0.3 - 1/2	30 DEC 2021
27 JAN 2022	GEN 0.4 - 1/2	AIRAC 27 JAN 2022
27 JAN 2022	GEN 0.4 - 3/4	AIRAC 27 JAN 2022
27 JAN 2022	GEN 0.4 - 5/6	AIRAC 27 JAN 2022
27 JAN 2022	GEN 0.4 - 7/8	AIRAC 27 JAN 2022
27 JAN 2022	ENR 1.6 - 1/2	29 MAR 2018
27 JAN 2022	ENR 5.4 - 1/2	04 NOV 2021
27 JAN 2022	LSZB AD 2 - 5/6	30 DEC 2021
27 JAN 2022	LSGG AD 2 - 7/8	30 DEC 2021
27 JAN 2022	LSZS AD 2 - 7/8	25 MAR 2021
27 JAN 2022	LSGS AD 2 - 5/6	02 DEC 2021

Pages to be inserted and deleted continued on next page(s)

2. Record entry of amendment on page GEN 0.2

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

NOTAM: A0716/21, A0720/21, B1471/21, B1512/21, B1521/21, B1593/21

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: 007 2018

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	
012/2021	02-Dec-2021	02-Dec-2021	
013/2021	30-Dec-2021	30-Dec-2021	
001/2022	27-Jan-2022	27-Jan-2022	

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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

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GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 0.1 - 1	11 DEC 2014	GEN 1.7 - 20	20 MAY 2021	GEN 3.4 - 1	02 DEC 2021
GEN 0.1 - 2	11 DEC 2014	GEN 1.7 - 21	20 MAY 2021	GEN 3.4 - 2	02 DEC 2021
GEN 0.1 - 3	01 MAY 2014	GEN 1.7 - 22	20 MAY 2021	GEN 3.4 - 3	AIRAC 20 MAY 2021
GEN 0.1 - 4	01 MAY 2014	GEN 1.7 - 23	28 JAN 2021	GEN 3.4 - 4	AIRAC 20 MAY 2021
GEN 0.2 - 1	AIRAC 26 MAY 2016	GEN 1.7 - 24	28 JAN 2021	GEN 3.4 - 5	AIRAC 20 MAY 2021
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GEN 0.2 - 6	AIRAC 23 JUN 2016	GEN 2.1 - 3	21 JUL 2016	GEN 3.5 - 2	12 AUG 2021
GEN 0.2 - 7	20 MAY 2021	GEN 2.1 - 4	21 JUL 2016	GEN 3.5 - 3	23 APR 2020
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GEN 0.2 - 9	27 JAN 2022	GEN 2.2 - 2	AIRAC 02 DEC 2021	GEN 3.5 - 5	23 APR 2020
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GEN 0.4 - 2	27 JAN 2022	GEN 2.2 - 7	AIRAC 28 MAR 2019	GEN 3.5 - 10	23 APR 2020
GEN 0.4 - 3	27 JAN 2022	GEN 2.2 - 8	AIRAC 28 MAR 2019	GEN 3.5 - 11	23 APR 2020
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GEN 0.4 - 5	27 JAN 2022	GEN 2.2 - 10	18 JUN 2020	GEN 3.6 - 1	31 DEC 2020
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GEN 0.4 - 8	27 JAN 2022	GEN 2.3 - 3	16 JUL 2020	GEN 3.6 - 4	31 DEC 2020
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GEN 0.5 - 2	AIRAC 02 DEC 2021	GEN 2.3 - 5	24 MAY 2018	GEN 3.6 - 6	21 MAY 2020
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GEN 0.6 - 2	16 JUL 2020	GEN 2.3 - 7	24 MAY 2018	GEN 4.1 - 2	18 AUG 2016
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GEN 1.2 - 3	11 DEC 2014	GEN 2.4 - 6	AIRAC 22 APR 2021	GEN 4.1 - 9	25 FEB 2021
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GEN 1.2 - 6	01 FEB 2018	GEN 2.5 - 1	AIRAC 25 MAR 2021	GEN 4.1 - 12	19 JUL 2018
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GEN 1.7 - 9	02 DEC 2021	GEN 3.2 - 2	25 FEB 2021	GEN 4.1 - 33	20 AUG 2015
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GEN 1.7 - 15	31 DEC 2020	GEN 3.3 - 4	09 SEP 2021	GEN 4.1 - 39	31 JAN 2019
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GEN 4.1 - 44	25 APR 2019	ENR 0.3 - 1	16 JUL 2009	ENR 2.1 - 6	AIRAC 26 MAR 2020
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GEN 4.1 - 78	12 AUG 2021	ENR 1.6 - 3	29 MAR 2018	ENR 3.1 - 12	AIRAC 04 NOV 2021
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GEN 4.2 - 6	30 MAR 2017	ENR 1.9 - 3	23 APR 2020	ENR 3.3 - 4	AIRAC 04 NOV 2021
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LSZG AD 2 - 10	30 DEC 2021	LSMP AD 2 - 1	17 JUN 2021	LSZR AD 2.24.9 - 4	AIRAC 21 MAY 2020
LSZG AD 2 - 11	17 JUN 2021	LSMP AD 2 - 2	17 JUN 2021	LSZR AD 2.24.10 - 1	03 DEC 2020

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LSZR AD 2.24.10 - 4	03 DEC 2020	LSGS AD 2.24.9 - 1	AIRAC 26 MAR 2020	LSZH AD 2 - 60	AIRAC 02 DEC 2021
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LSZS AD 2 - 4	AIRAC 05 DEC 2019	LSGS AD 2.24.13 - 1	AIRAC 26 MAR 2020	LSZH AD 2 - 68	02 DEC 2021
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LSZS AD 2.24.7 - 7	AIRAC 05 DEC 2019	LSZH AD 2 - 18	AIRAC 02 DEC 2021	LSZH AD 2.24.5 - 1	AIRAC 07 DEC 2017
LSZS AD 2.24.7 - 8	AIRAC 05 DEC 2019	LSZH AD 2 - 19	15 JUL 2021	LSZH AD 2.24.5 - 2	AIRAC 07 DEC 2017
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LSZS AD 2.24.10 - 2	AIRAC 05 DEC 2019	LSZH AD 2 - 21	15 JUL 2021	LSZH AD 2.24.5 - 4	AIRAC 07 DEC 2017
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LSZH AD 2.24.9.2 - 1	07 OCT 2021				
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LSZH AD 2.24.9.3 - 1	07 OCT 2021				
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LSZH AD 2.24.10.1 - 8	AIRAC 02 DEC 2021				
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ENR 1.6 ATS SURVEILLANCE SERVICES AND PROCEDURES

1. Primary radar

Introduction

The provision of radar services is based on enroute and APCH radar facilities on Swiss territory augmented by additional radar information from facilities in France, Germany and Italy.

Information on radar ground movement services based on SMR is provided in AD 2.23.

The procedures for the radar are based on the recommendations in ICAO Doc 4444-ATM/501.

1.1 Supplementary services

NIL

1.2 The application of radar control service

1.2.1 Radar control services

The distribution of the functions of the radar services of the ATC is as follows:

- a. overall watch of air traffic, particularly as to the way in which clearances are adhered to;
- b. radar control services for departing and arriving ACFT for the purpose of expediting the traffic flow and of resolving conflict situations;
- c. assistance to ACFT experiencing difficulties in navigation or a failure of two-way communications;
- d. provide information to crews on their request about the presence of TS areas;
- e. provision of information regarding identified or unidentified ACFT traffic that may constitute a hazard;
- f. assistance to ACFT in EMERG.

The PER of those functions is at the discretion of the radar controller and depends on the capacity of the radar equipments, the traffic density and the atmospheric conditions.

1.2.2 ATC units equipped with radar:

ACC ZURICH
ZURICH APP
ZURICH DELTA
ACC GENEVA
GENEVA APP
GENEVA DELTA
BERN APP
SION APP

1.2.3 Minimum levels

When vectoring an IFR FLT, the radar controller shall ensure that adequate terrain clearance will exist at all times until the ACFT reaches the point where the pilot will resume his own navigation.

The radar controller is at all times in possession of the following information:

- a. the MNM FLT ALTs for the relevant route segments;
- b. the lowest usable FLT levels in accordance with [ENR 1.7 5.3](#)

1.2.4 Radar separation

General radar separation MNM is 5 NM. It may be reduced to 3 NM under specific circumstances in the terminal control area or in the area of responsibility of approach/departure.

1.2.5 Surveillance Radar Approaches (SRA)

Approaches shall be carried out with the surveillance radar when no other APCH facility is AVBL or when the pilot requests it explicitly. Radar instructions are terminated at 2 NM from touchdown at the latest.

At or before the commencement of final APCH, the FLT crew shall be informed of the following:

- a. the type of APCH;
- b. the RWY to be used;
- c. the point at which the SRA will be terminated.

When conducting a SRA, the radar controller shall TRANS the following to the FLT crew:

- a. the applicable OCA/OCH when approaching the point at which it is computed that descent should begin, and just before RCH that point;
- b. AZM instructions as, follows:
 - i. the FLT crew shall be informed at regular intervals of the ACFT's PSN in relation to the EXT D CL of the RWY. HDG corrections shall be given, as necessary, to bring the ACFT back on to the EXT D CL.
 - ii. in the case of AZM DEV, the FLT crew should not take corrective action unless specifically instructed to do so.
- c. the DIST to touchdown at each NM;
- d. the pre-computed levels through which the ACFT should be PSG to maintain the GP at each NM, at the same time as the DIST;

The SRA shall be terminated:

- a. at a DIST of 2 NM from touchdown; or
- b. before the ACFT enters an area of CONS radar clutter; or
- c. when the pilot reports that a visual APCH can be effected;

whichever is the earliest.

For SRA, the same missed APCH procedures are applicable as for ILS APCHs.

1.3 Radar and air-ground communication failure procedures

1.3.1 Transponder failure

1.3.1.1 Failure before intended departure

In the case of a transponder which has failed and cannot be restored before DEP, pilots shall:

- a. inform ATS as soon as possible and preferably before filing a flight plan;
- b. plan to PCD, as directly as possible, to the nearest suitable AD where repair can be effected; and
- c. insert in item 10 of the ICAO flight plan form under "SSR" the letter N for CMPL unserviceability of the transponder or, in case of partial transponder failure, the letter corresponding to the remaining transponder capability as specified (REF: [ENR 1.10.1.3.4.2 ITEM 10](#)).

1.3.1.2 Transponder failure after departure

In case of failure which occurs after DEP, pilots may expect that ATC units will endeavour to provide for the continuation of the FLT to the AD of first intended LDG in accordance with the FLT plan. After LDG, pilots shall make every effort to have the transponder restored to normal operation.

If repair cannot be effected, pilots shall comply with the above provisions for failure before intended DEP.

1.3.2 Communication failure

1.3.2.1 Procedures applicable to aircraft

SSR equipped ACFT experiencing radio communication failure will operate the transponder on Code **7600**. On failure of the ACFT radio TRANS only, they may be invited to use the SSR for acknowledging receipt of messages.

Pilots of non-SSR equipped ACFT under radar control may be instructed by ATC to ACK receipt of clearances or of instructions by carrying out specified HDG changes, as long as only the ACFT radio TRANS only is not functioning.

1.3.2.2 Procedures for the air traffic radar control services

Identified or non-identified ACFT experiencing CMPL communication failure will, as far as possible, be separated from other airspace users that constitute a hazard, until they have left the airspace concerned (FIR) or have landed.

1.3.3 Radar failure

In the event of radar equipment failure, attempts will be made to CONT to provide the service by other means. If this should not be possible, separation procedures shall be applied to ACFT under radar control.

Reduced VER separation of 500 ft, respectively 1000 ft, may immediately be resorted to on a TEMPO basis.

As an EMERG measure, VMC clearances will also be given and HLDG patterns will be prescribed.

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 NOTAM NR OBST REF	Type of obstacles	Coordinates Lower station Upper station	Elevation (ft) / HGT GND (M)	OBST Marking LGT Type/Colour
1	2	3	4	5
B1266/18 LSAS	Aerial railway	46 52 45 N / 008 58 53 E 46 52 05 N / 008 59 42 E	6223.7 220.0	marked
B1228/18 LSAS	Cable	46 27 33 N / 007 33 55 E 46 26 56 N / 007 33 53 E	6452.7 150.0	Cable warner
B1402/18 LSAS	Aerial railway	46 23 01 N / 007 27 19 E 46 22 56 N / 007 28 22 E	9579.4 120.0	Cable warner
B0620/19 266-TI- 30170 LSPM	Cable	46 31 20 N / 008 40 40 E 46 32 05 N / 008 40 49 E	6111.6 129.0	marked
A0326/19 213-BS- 30250 LFSB	Crane/Cranes	47 33 34 N / 007 36 20 E	1328.8 147.0	marked/LGTD
B0317/20 LSAS	Cable	46 46 59 N / 008 36 58 E 46 47 02 N / 008 36 07 E	7211.3 110.0	marked
B0320/20 LSAS	Cable	46 10 30 N / 007 48 00 E 46 10 24 N / 007 47 17 E	5780.9 168.0	marked
A0755/20 213-BS- 30202 LFSB	Building	47 33 33 N / 007 36 27 E	1527.6 208.0	LGTD
B0502/21	Aerial railway	46 55 19 N / 009 27 22 E 46 55 47 N / 009 27 24 E	5196.6 174.0	Cable warner
B0690/21 LSAS	Cable	46 23 39 N / 008 41 46 E 46 24 03 N / 008 42 16 E	5114.9 115.0	Cable warner
B1073/21 LSAS	Cable	46 57 36 N / 008 16 19 E 46 58 41 N / 008 15 05 E	6863.6 231.0	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				
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	Crane/Cranes marked/LGTD	1876	46 55 38 N 007 27 27 E	B1436/21
AOC 32 (14)	Tree/Trees	1855	46 55 39 N 007 28 55 E	Building LGTD	2174	46 57 22 N 007 28 51 E	B1374/21
AOC 32 (15)	Tree/Trees	1858	46 55 41 N 007 28 56 E				
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	
		<i>ft</i>			<i>ft</i>		
AOC 32 (18)	Tree/Trees	1923	46 56 03 N 007 28 35 E				
AOC 32 (19)	Tree/Trees	1925	46 56 04 N 007 28 37 E	Crane/Cranes marked/LGTD	1977	46 56 28 N 007 27 53 E	B1577/20
AOC 32 (20)	Tree/Trees	1936	46 56 04 N 007 28 36 E	Crane/Cranes marked/LGTD	1911	46 55 47 N 007 28 29 E	B1492/20
AOC 32 (21)	Building	2084	46 56 50 N 007 27 04 E	Crane/Cranes marked/LGTD	1966	46 56 55 N 007 26 53 E	B0898/19
Refer also to LSZB AOC charts LSZB AD 2.24.4 Number in brackets is equivalent to identification number on AOC							

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	
		<i>ft</i>		<i>ft</i>		
			Pole marked/LGTD	1437	46 14 05 N 006 06 33 E	A0319/12
			Crane/Cranes LGTD	1508	46 13 12 N 006 04 36 E	A0459/15
			Pole marked/LGTD	1441	46 14 11 N 006 06 44 E	A0411/12
			Crane/Cranes marked/LGTD	1460	46 14 48 N 006 07 39 E	A0209/21
			Pole marked/LGTD	1441	46 14 12 N 006 06 47 E	A0412/12
			Crane/Cranes marked/LGTD	1522	46 13 23 N 006 04 26 E	A0657/13
			Mobile crane marked/LGTD	1511	46 14 00 N 006 06 43 E	A0716/21
			Measuringmast marked/LGTD	1410	46 14 20 N 006 06 12 E	A0395/14
			Mobile crane marked/LGTD	1470	46 13 15 N 006 05 18 E	A0720/21
			Crane/Cranes marked/LGTD	1672	46 14 06 N 006 07 55 E	A0111/21
			Antenna LGTD	1523	46 14 04 N 006 07 15 E	A0143/03
			Tree/trees	1483	46 14 29 N 006 06 28 E	A0378/03
			Tree/trees	1447	46 14 35 N 006 06 47 E	A0379/03
			Tree/trees	1447	46 14 47 N 006 07 03 E	A0380/03
			Antenna marked/LGTD	1503	46 13 00 N 006 04 56 E	A0333/03
			Antenna marked/LGTD	1539	46 14 28 N 006 07 52 E	A0099/04
			Antenna LGTD	1460	46 14 12 N 006 05 53 E	A0206/04
			Antenna marked/LGTD	1411	46 14 57 N 006 07 22 E	A0066/06
			Antenna LGTD	1453	46 13 27 N 006 05 37 E	A0216/06
			Antenna marked/LGTD		46 14 55 N 006 07 19 E	A0334/07
			Measuringmast marked/LGTD	1440	46 13 50 N 006 05 46 E	A0394/14
			Pole marked/LGTD	1430	46 14 13 N 006 06 44 E	A0384/14

In approach/TKOF areas			In circling area and at aerodrome			
1			2			
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates	Obstacle type Elevation Markings/LGT	Co-ordinates	RMK	
a	b	c	a	b	c	
		<i>ft</i>		<i>ft</i>		
			Crane/Cranes marked/LGTD	1602	46 13 15 N 006 06 10 E	A0573/18
Refer also to LSGG AOC 04/22, LSGG AD 2.24.4 - 1						

LSGG AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MeteoSwiss
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	MeteoSwiss, Geneva 30 hours
4	Type of landing forecast	Trend; issuance: HH+20, HH+50
5	Briefing/consultation provided	Self Briefing Service (www.skybriefing.com), (TAMSI ¹), Briefing officer
6	Flight documentation Language(s) used	Digital and hard copy En, Ge, Fr
7	Charts and other information available for briefing or consultation	All area forecast charts available worldwide
8	Supplementary equipment available for providing information	Weather radar, satellite pictures
9	ATS units provided with information	Geneva TWR / APP
10	Additional information (limitation of service, etc.)	Geneva Weather Centre AVBL H24 from dedicated TEL (internal number 8231). TEL: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland. Lightning alert: Siren followed by red FLG lights are ACT on apron areas in case of high risk of lightning within a 5 km range of the AP. End of alert: Red FLG lights are extinguished together with discontinued siren for five SEC.

1. TAMSI = TAF METAR SIGMET

LSZS AD 2.20 LOCAL TRAFFIC REGULATIONS**1. Local flying restrictions and remarks**

Aerodrome in mountainous area: familiarisation mandatory. Pilots must be qualified to operate at LSZS and fulfill the requirements mentioned in "Betriebsreglement" Annex 5 (See <http://www.engadin-airport.ch/Betriebsreglement.70.0.html>)

AD CLSD for arriving fix wing ACFT with APCH Category B and higher if VIS BLW 5 KM or ceiling BLW 2200 ft AGL.

15 OCT - 15 APR It is essential to enquire about RWY conditions (SNOWTAM, ATIS or TEL).

Limited aprons

08 DEC - 14 APR

Limited aprons during winter period for general aviation ACFT up to 4 tonnes MTOM:

Apron is mostly reserved for ACFT of commercial air TFC, as well as for general aviation ACFT over 4 tonnes MTOM.

ACFT up to 4 tonnes MTOM will be placed on the limited AVBL frozen SN PRKG. Ground time more than a quick turnaround cannot be guaranteed. For longer ground time, it is urgently recommended to enquire about expected PRKG possibilities with Samedan AP Authority one day before planned FLT.

Corresponding enquiries have to contain:

- Applicant
- Date of ARR and DEP
- Call sign
- ACFT type
- ETA LSZS UTC
- EOBT LSZS UTC

and shall be addressed to:

Email: handling@engadin-airport.ch

Phone: +41 (0) 81 851 08 51

Modifications and cancellations of already coordinated FLT shall be immediately notified.

CTN GLD ACT: **MAY - OCT**

CTN: Cars moving W of RWY 03/21.

Circuit and local flights of less than 20 MIN duration, ground running of engines, helicopter test and training flights daily between **1100 - 1300 (1000 - 1200)** and on SUN/HOL are prohibited.

2. Procedure for taxiing ACFT

Taxi with minimum possible engine power due to jet blast on tarmac.

LSZS AD 2.21 NOISE ABATEMENT PROCEDURES

1. Jet and turbo-prop ACFT

For deceleration, it is recommended that the entire RWY LEN AVBL is used. Reverse thrust shall be used for safety or operational reasons only.

APU shall be started 30 MIN before EOBT, at the earliest, and shall be shut off 15 MIN after the RCH parking PSN at the latest.

2. Propeller aeroplanes

Aircraft of the noise category A (FAL 3-1 APP B1-B7) are generally not allowed. Exceptions are subject to authorization.

LSZS AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 IFR Procedures General

The use of IFR APCH or DEP procedures in LSZS is limited to pilots, operators and ACFT fulfilling the AP Qualifications in accordance with § 1.4. and the specific requirements below.

Availability of the IFR Procedures depending on the military activity in the temporary reserved areas (TRA) REF: ENR 5.2

The non-availability of the ATS Route can be checked under "European AUP/UUP" on

URL: <https://www.public.nm.eurocontrol.int/PUBPORTAL/>

The availability of the IFR Procedures can also be suspended by good weather conditions due to high traffic density.

Check NOTAM about IFR-status and for further information the pilot briefing on

URL: <http://www.engadin-airport.ch/Briefings.417.0.html>

The published altitudes of the IFR procedures are not corrected for any pressure and temperature errors.

The flight crew is responsible for these corrections. The altimeter error may be significant in extremely cold temperatures and at high altitudes.

The following table indicates the minimum correction value to be applied to the flight altitude in relation to the aerodrome temperature.

Aerodrome Temperature LSZS							
Altitude ft	0° C	-5° C	-10° C	-15° C	-20° C	-25° C	-30° C
16000	+153 ft	+348 ft	+543 ft	+738 ft	+933 ft	+1128 ft	+1323 ft
14000	+122 ft	+279 ft	+435 ft	+591 ft	+748 ft	+904 ft	+1060 ft
13000	+107 ft	+245 ft	+382 ft	+519 ft	+656 ft	+793 ft	+931 ft
12700	+103 ft	+234 ft	+366 ft	+497 ft	+629 ft	+760 ft	+892 ft
12400	+99 ft	+224 ft	+350 ft	+476 ft	+602 ft	+727 ft	+853 ft
11800	+90 ft	+204 ft	+319 ft	+433 ft	+547 ft	+662 ft	+776 ft
11400	+84 ft	+191 ft	+298 ft	+404 ft	+511 ft	+618 ft	+725 ft
10600	+72 ft	+164 ft	+256 ft	+348 ft	+440 ft	+531 ft	+623 ft
9500	+56 ft	+127 ft	+199 ft	+270 ft	+342 ft	+413 ft	+484 ft
8680	+44 ft	+100 ft	+157 ft	+213 ft	+269 ft	+325 ft	+381 ft

The IFR procedures are partly within airspace class E and G. Watch out for VFR traffic.

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 25 (6)	Building	1600	46 12 59 N 007 18 39 E	Chimney LGTD	1629	46 13 30 N 007 20 55 E	B1240/13
AOC 25 (7)	Building	1602	46 13 00 N 007 18 36 E	Tower/Mast LGTD	1613	46 13 07 N 007 19 49 E	B0629/05
AOC 25 (8)	Building	1608	46 13 00 N 007 18 35 E	Mobile crane marked/LGTD	1779	46 13 42 N 007 21 43 E	B1590/21
AOC 25 (9)	Pole	1628	46 13 00 N 007 18 30 E	Crane/Cranes marked/LGTD	1663	46 13 22 N 007 20 01 E	B0882/14
AOC 25 (10)	Pole	1631	46 12 59 N 007 18 27 E	Crane/Cranes marked/LGTD	1657	46 12 51 N 007 17 55 E	B0105/15
AOC 25 (11)	Tree/Trees	1641	46 12 59 N 007 18 24 E	Crane/Cranes marked/LGTD	1739	46 13 21 N 007 21 57 E	B0653/19
AOC 25 (12)	Tree/Trees	1669	46 12 52 N 007 18 27 E	Crane/Cranes marked/LGTD	1750	46 13 44 N 007 21 36 E	B0641/21
AOC 25 (13)	Power line	1696	46 12 46 N 007 18 10 E	Crane/Cranes marked/LGTD	1704	46 13 40 N 007 21 36 E	B1593/21
				Crane/Cranes marked/LGTD	1699	46 13 28 N 007 21 35 E	B1286/20
				Mast	1922	46 12 32 N 007 19 51 E	B1236/20
Refer also to LSGS AOC 07/25, LSGS AD 2.24.4 - 1 Number in brackets is equivalent to identification number on AOC.							

LSGS AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MeteoSwiss
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	MeteoSwiss, Geneva 9 hours
4	Type of landing forecast	Issuance: HH+20, HH+50
5	Briefing/consultation provided	Self Briefing Service (www.skybriefing.com)
6	Flight documentation Language(s) used	Digital and hard copy En, Ge, Fr
7	Charts and other information available for briefing or consultation	All area forecast charts available worldwide
8	Supplementary equipment available for providing information	Internet connection in the briefing room
9	ATS units provided with information	Sion TWR
10	Additional information (limitation of service, etc.)	Phone: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland

LSGS AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
07	073° GEO 072° MAG	2000 x 40	PCN 40 F/ B/ X/ T ASPH	46 13 00.73N 007 18 55.42E	1575 ft	Refer to: AOC 07/25
25	253° GEO 252° MAG			46 13 18.56N 007 20 19.05E	1582 ft	
07 GRASS	073° GEO 072° MAG	660 x 30	0.25 MPa 5700 kg MPW ¹ GRASS	NIL	NIL	NIL
25 GRASS	253° GEO 252° MAG		0.25 MPa 5700 kg MPW ¹ GRASS			

¹ Maximum permissible weight

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
07	NIL	60	2120 x 150	NIL	Non-instrument runway not grooved RESA: 90 m
25		60			Non-instrument runway not grooved RESA: 90 m
07 GRASS	NIL	NIL	720 x 60	NIL	Only VFR operations (see LSGS AD INFO)
25 GRASS					

LSGS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
07	2000	2060	2000	1935	MAX length
	1500	1560	1500	Not applicable	Intersection H
	1150	1210	1150	Not applicable	Intersection G
25	2000	2060	2000	1940	MAX length
	1800	1860	1800	Not applicable	Intersection E
	1625	1685	1625	Not applicable	Intersection B
	1355	1415	1355	Not applicable	Intersection C
	1330	1390	1330	Not applicable	Intersection F
07 GRASS	560	560	560	660	Only VFR operations (see LSGS AD INFO)
25 GRASS	660	660	660	560	