

# SWITZERLAND

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**AIP**

**AMDT 002 2022**

**Effective Date 24 FEB 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 0.4 - 1/2  
GEN 0.4 - 3/4  
GEN 0.4 - 5/6  
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GEN 4.2 - 1/2  
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ENR 1.1 - 3/4  
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AD 1.3 - 1/2  
AD 1.3 - 3/4  
LSZB AD 2 - 3/4  
LSZB AD 2 - 5/6  
LSZB AD 2 - 7/8  
LSZB AD 2.24.1 - 1/2  
LSZB AD 2.24.2 - 1/2  
LSGG AD 2.24.3 - 3/4

### Destroy the following pages:

24 FEB 2022	GEN 0.2 - 9/10	27 JAN 2022
24 FEB 2022	GEN 0.4 - 1/2	AIRAC 24 FEB 2022
24 FEB 2022	GEN 0.4 - 3/4	AIRAC 24 FEB 2022
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24 FEB 2022	LSZB AD 2 - 5/6	27 JAN 2022
24 FEB 2022	LSZB AD 2 - 7/8	02 DEC 2021
24 FEB 2022	LSZB AD 2.24.1 - 1/2	18 JUN 2020
24 FEB 2022	LSZB AD 2.24.2 - 1/2	20 MAY 2021
24 FEB 2022	LSGG AD 2.24.3 - 3/4	30 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: B1540/21, B1659/21, B1744/21

AIP SUP: NIL

AIC: 005/2020 B

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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Insert the following pages:

LSMP AD 2 - 1/2  
LSMP AD 2 - 3/4  
LSMP AD 2 - 5/6  
LSMP AD 2 - 7/8  
LSMP AD 2 - 9/10  
LSMP AD 2 - 11/12  
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Destroy the following pages:

24 FEB 2022	LSMP AD 2 - 1/2	17 JUN 2021
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24 FEB 2022	LSMP AD 2 - 5/6	20 MAY 2021
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24 FEB 2022	LSMP AD 2 - 11/12	20 MAY 2021
24 FEB 2022		
24 FEB 2022	LSGS AD 2 - 5/6	27 JAN 2022

<b>AIP Amendment</b>			
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	
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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	
002/2022	24-Feb-2022	24-Feb-2022	

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## GEN 0.4 CHECKLIST OF AIP PAGES

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LSZG AD 2 - 6	20 MAY 2021	LSZA AD 2.24.10 - 5	30 JAN 2020	LSZR AD 2.24.7 - 10	AIRAC 05 NOV 2020
LSZG AD 2 - 7	04 NOV 2021	LSZA AD 2.24.10 - 6	30 JAN 2020	LSZR AD 2.24.7 - 11	AIRAC 21 MAY 2020
LSZG AD 2 - 8	04 NOV 2021	LSZA AD 2.24.10 - 7	30 JAN 2020	LSZR AD 2.24.7 - 12	AIRAC 21 MAY 2020
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LSZG AD 2 - 11	17 JUN 2021	LSMP AD 2 - 2	24 FEB 2022	LSZR AD 2.24.9 - 3	AIRAC 21 MAY 2020

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## GEN 4.2 AIR NAVIGATION SERVICES CHARGES

### 1. EN ROUTE AIR NAVIGATION SERVICES

#### 1.1 Principles

The main following principles apply:

- The Swiss FIR constitutes a single charging zone
- A single unit rate is set per charging zone
- Charges take the DIST flown and the MTOM of the ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

As signatory of the Multilateral Agreement of 12 FEB 1981 relating to air navigation route charges, Switzerland is a member of the EUROCONTROL Organization and thus applies all related rules. Of particular interest for the user are the Conditions of application of the route charges system and conditions of payment which are AVBL on the following web site:

URL: <http://www.eurocontrol.int/articles/reference-documents>

The detailed principles applied also are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: <http://www.admin.ch/ch/f/rs/rs.html>

#### 1.2 En route charges

The Swiss unit rate is set up in Swiss francs and is recalculated monthly in Euros by applying the average monthly exchange rate between the Euros and the national currency for the month preceding the month during which the FLT takes place.

The Swiss tariff is AVBL on following web site:

URL: <http://www.eurocontrol.int/services/monthly-adjusted-unit-rates>

It is composed of a national unit rate to finance national air navigation services and of a regional administrative unit rate to finance the central billing and collection of charges at the EUROCONTROL level.

The exchange rate applied shall be that published in the Official Journal of the European Communities (Information and Notices). Where not indicated in the Official Journal, the exchange rate shall be calculated by reference on the one hand to the rate of exchange between the Euro and the dollar of the United States of America and, on the other hand, to the rate of exchange between the national currency concerned and the dollar of the United States of America as published by the International Monetary Fund in its "International Financial Statistics".

The data for the calculation of the charges are derived from the flight plan. Flight plans should therefore be CMPL in strict accordance with ICAO instructions.

With regard to the conditions of payment of route charges the interest rate on late payment of route charges is published on Eurocontrol circulars:

URL: <http://www.eurocontrol.int/articles/information-circulars>

#### Exempt flights

The following FLTs are exempt from ENR charges:

- FLTs performed by ACFT of which the MTOM authorised is less than two metric tonnes
- Mixed VFR/IFR FLTs in the charging zones where they are performed exclusively under VFR and where a charge is not levied for VFR FLTs
- FLTs performed exclusively for the transport, on official mission, of the reigning Monarch and his immediate family, Heads of State, Heads of Government, and Government Ministers; in all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan
- SAR FLTs authorised in accordance with the related Federal Ordinance
- FLTs performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLTs by the ACFT concerned
- VFR FLTs
- With the agreement of the Federal Department of Foreign Affairs and of the Swiss Air Force, FOCA exempts foreign MIL FLTs from route charges, on request of the concerned State and under the conditions of reciprocity
- Humanitarian FLTs

### 1.3 Billing and collection of route charges

FOCA has entrusted the EUROCONTROL Organisation with the billing and collection of the charges.

Post: EUROCONTROL  
Central route charges office  
Rue de la Fusée 96  
B-1130 Brussels  
Phone: +32 (0) 2 729 38 13  
Fax: +32 (0) 2 729 90 93  
Email: r3.crc@eurocontrol.int

Information concerning the billing and collection of ENR charges may be obtained from the above mentioned office.

## 2. CATEGORY I APPROACH AIR NAVIGATION SERVICES

### 2.1 Principles

The main following principles apply:

- A single unit rate is set per charging zone
- One charge is billed for each APCH
- Charges take the MTOM of ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

One charging zone is defined:

- Category I encompasses the ADs of Geneva and Zurich

The detailed principles applied are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: <http://www.admin.ch/ch/f/rs/rs.html>

### 2.2 Category I charges (Zurich and Geneva)

Valid charges per APCH (VAT excl.) are AVBL in [ANNEX 1: Approach charges for aerodromes of category I](#).

For information, they are calculated using following formula:

Unit rate x  $((\text{MTOM}/50)^{0.7})$  and following unit rate: CHF 407.07

A set charge per MTOM in tonnes is applied to ACFT under 4.999 tonnes. The formula mentioned above is thus not applied for these FLT's.

#### VFR training flights

A set charge per MTOM is applied for VFR training FLT's under 29.999 tonnes LDG in Geneva. Beyond this MTOM, in Geneva, normal charges apply. In Zurich, normal charges apply for all training FLT's.

For the purpose of fees and charges only, a reduced fee is granted to VFR training FLT's that meet the following conditions:

- the FLT must be performed within a course, the aim of which it is to obtain a pilot's or an instructor's rating;
- it must be a VFR FLT;
- it must be attended or supervised by a FLT instructor or an inspector certified by FOCA and a student;
- training FLT's within the AD circuit are treated as such provided that the AP offers reduced LDG charges for these FLT's;
- training FLT's are not commercial FLT's as defined by aviation law, and are not to be used for the purpose of the carriage of passengers or goods.

VFR FLT's to obtain a certification on specific APCH procedures are considered as VFR training FLT's.

Within a FLT school organisation or a FLT club, only the FLT's matching the above mentioned criteria are entitled to a reduced fee.

The following FLT's are not considered to be training FLT's:

- FLT's to retain a pilot's or an instructor's rating;
- familiarisation FLT's;
- check FLT's;
- positioning FLT's to deliver training at another AP;
- FLT's to maintain a certification on specific APCH procedures.

**Gliders**

Towing ACFT are exempt from APCH charges for APCH on the grass RWY for gliders:

For powered gliders, the ordinary APCH charges are levied.

For instruction and training FLT's with towing ACFT and powered gliders, the rate and the definition of "VFR training flights" are applicable.

**Exempt flights**

The following FLT's are exempt from APCH charges on:

- a. FLT's operated exclusively for the transport, on official mission, of the following passengers:
  - Reigning monarch and his immediate family
  - Heads of State, heads of Government and Government Ministers

In all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan.

- b. SAR FLT's, as defined in the corresponding Federal Ordinance.
- c. FLT's performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLT's by the ACFT concerned.

**9.3 Billing and collection of charges**

The AD is responsible for the billing and collection of the charges. Information concerning the billing and collection of APCH charges may be obtained from the local AP authorities.

**10. ANNEX 1: Approach charges for aerodromes of category I**

The tariffs are exclusive of VAT.

(1) Zurich excluded

Maximum take-off mass (MTOM in kg)		Charges CHF	VFR training flights CHF <sup>(1)</sup>	Maximum take-off mass (MTOM in kg)		Charges CHF	VFR training flights CHF <sup>(1)</sup>
1	- 1 000	7.30	3.85	40 001	- 41 000	354.30	
1 001	- 2 000	15.00	7.70	41 001	- 42 000	360.30	
2 001	- 3 000	21.30	11.25	42 001	- 43 000	366.30	
3 001	- 4 000	69.50	15.00	43 001	- 44 000	372.20	
4 001	- 5 000	81.20	18.75	44 001	- 45 000	378.10	
5 001	- 6 000	92.30	22.20	45 001	- 46 000	384.00	
6 001	- 7 000	102.80	25.90	46 001	- 47 000	389.80	
7 001	- 8 000	112.90	29.60	47 001	- 48 000	395.60	
8 001	- 9 000	122.60	33.30	48 001	- 49 000	401.40	
9 001	- 10 000	131.90	37.00	49 001	- 50 000	407.10	
10 001	- 11 000	141.00	40.70	50 001	- 51 000	412.80	
11 001	- 12 000	149.90	44.40	51 001	- 52 000	418.40	
12 001	- 13 000	158.50	48.10	52 001	- 53 000	424.00	
13 001	- 14 000	167.00	51.80	53 001	- 54 000	429.60	
14 001	- 15 000	175.20	55.50	54 001	- 55 000	435.20	
15 001	- 16 000	183.30	59.20	55 001	- 56 000	440.70	
16 001	- 17 000	191.30	62.90	56 001	- 57 000	446.20	
17 001	- 18 000	199.10	66.60	57 001	- 58 000	451.60	
18 001	- 19 000	206.80	70.30	58 001	- 59 000	457.10	
19 001	- 20 000	214.30	74.00	59 001	- 60 000	462.50	
20 001	- 21 000	221.80	76.65	60 001	- 61 000	467.90	
21 001	- 22 000	229.10	80.30	61 001	- 62 000	473.20	
22 001	- 23 000	236.40	83.95	62 001	- 63 000	478.60	
23 001	- 24 000	243.50	87.60	63 001	- 64 000	483.90	
24 001	- 25 000	250.60	91.25	64 001	- 65 000	489.10	
25 001	- 26 000	257.60	94.90	65 001	- 66 000	494.40	
26 001	- 27 000	264.50	98.55	66 001	- 67 000	499.60	
27 001	- 28 000	271.30	102.20	67 001	- 68 000	504.80	
28 001	- 29 000	278.00	105.85	68 001	- 69 000	510.00	
29 001	- 30 000	284.70	109.50	69 001	- 70 000	515.20	
30 001	- 31 000	291.30		70 001	- 71 000	520.30	
31 001	- 32 000	297.80		71 001	- 72 000	525.40	
32 001	- 33 000	304.30		72 001	- 73 000	530.50	
33 001	- 34 000	310.80		73 001	- 74 000	535.60	
34 001	- 35 000	317.10		74 001	- 75 000	540.70	
35 001	- 36 000	323.40		75 001	- 76 000	545.70	
36 001	- 37 000	329.70		76 001	- 77 000	550.70	
37 001	- 38 000	335.90		77 001	- 78 000	555.70	
38 001	- 39 000	342.10		78 001	- 79 000	560.70	
39 001	- 40 000	348.20		79 001	- 80 000	565.70	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF <sub>(1)</sub>	Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF <sub>(1)</sub>
80 001	-	81 000	570.60		125 001	-	126 000	777.40	
81 001	-	82 000	575.50		126 001	-	127 000	781.70	
82 001	-	83 000	580.40		127 001	-	128 000	786.00	
83 001	-	84 000	585.30		128 001	-	129 000	790.30	
84 001	-	85 000	590.20		129 001	-	130 000	794.60	
85 001	-	86 000	595.00		130 001	-	131 000	798.90	
86 001	-	87 000	599.90		131 001	-	132 000	803.10	
87 001	-	88 000	604.70		132 001	-	133 000	807.40	
88 001	-	89 000	609.50		133 001	-	134 000	811.60	
89 001	-	90 000	614.30		134 001	-	135 000	815.90	
90 001	-	91 000	619.00		135 001	-	136 000	820.10	
91 001	-	92 000	623.80		136 001	-	137 000	824.30	
92 001	-	93 000	628.50		137 001	-	138 000	828.50	
93 001	-	94 000	633.30		138 001	-	139 000	832.70	
94 001	-	95 000	638.00		139 001	-	140 000	836.90	
95 001	-	96 000	642.70		140 001	-	141 000	841.10	
96 001	-	97 000	647.30		141 001	-	142 000	845.30	
97 001	-	98 000	652.00		142 001	-	143 000	849.40	
98 001	-	99 000	656.70		143 001	-	144 000	853.60	
99 001	-	100 000	661.30		144 001	-	145 000	857.70	
100 001	-	101 000	665.90		145 001	-	146 000	861.90	
101 001	-	102 000	670.50		146 001	-	147 000	866.00	
102 001	-	103 000	675.10		147 001	-	148 000	870.10	
103 001	-	104 000	679.70		148 001	-	149 000	874.20	
104 001	-	105 000	684.30		149 001	-	150 000	878.30	
105 001	-	106 000	688.80		150 001	-	151 000	882.40	
106 001	-	107 000	693.40		151 001	-	152 000	886.50	
107 001	-	108 000	697.90		152 001	-	153 000	890.60	
108 001	-	109 000	702.40		153 001	-	154 000	894.70	
109 001	-	110 000	706.90		154 001	-	155 000	898.70	
110 001	-	111 000	711.40		155 001	-	156 000	902.80	
111 001	-	112 000	715.90		156 001	-	157 000	906.80	
112 001	-	113 000	720.40		157 001	-	158 000	910.90	
113 001	-	114 000	724.80		158 001	-	159 000	914.90	
114 001	-	115 000	729.30		159 001	-	160 000	918.90	
115 001	-	116 000	733.70		160 001	-	161 000	922.90	
116 001	-	117 000	738.10		161 001	-	162 000	926.90	
117 001	-	118 000	742.50		162 001	-	163 000	930.90	
118 001	-	119 000	746.90		163 001	-	164 000	934.90	
119 001	-	120 000	751.30		164 001	-	165 000	938.90	
120 001	-	121 000	755.70		165 001	-	166 000	942.90	
121 001	-	122 000	760.00		166 001	-	167 000	946.90	
122 001	-	123 000	764.40		167 001	-	168 000	950.80	
123 001	-	124 000	768.80		168 001	-	169 000	954.80	
124 001	-	125 000	773.10		169 001	-	170 000	958.70	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF <sup>(1)</sup>	Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF <sup>(1)</sup>
170 001	-	171 000	962.70		214 001	-	215 000	1130.00	
171 001	-	172 000	966.60		215 001	-	216 000	1133.70	
172 001	-	173 000	970.60		216 001	-	217 000	1137.40	
173 001	-	174 000	974.50		217 001	-	218 000	1141.10	
174 001	-	175 000	978.40		218 001	-	219 000	1144.70	
175 001	-	176 000	982.30		219 001	-	220 000	1148.40	
176 001	-	177 000	986.20		220 001	-	221 000	1152.00	
177 001	-	178 000	990.10		221 001	-	222 000	1155.70	
178 001	-	179 000	994.00		222 001	-	223 000	1159.30	
179 001	-	180 000	997.90		223 001	-	224 000	1163.00	
180 001	-	181 000	1001.80		224 001	-	225 000	1166.60	
181 001	-	182 000	1005.60		225 001	-	226 000	1170.20	
182 001	-	183 000	1009.50		226 001	-	227 000	1173.80	
183 001	-	184 000	1013.40		227 001	-	228 000	1177.50	
184 001		185 000	1017.20		228 001	-	229 000	1181.10	
185 001	-	186 000	1021.10		229 001	-	230 000	1184.70	
186 001	-	187 000	1024.90		230 001	-	231 000	1188.30	
187 001	-	188 000	1028.70		231 001	-	232 000	1191.90	
188 001	-	189 000	1032.60		232 001	-	233 000	1195.50	
189 001	-	190 000	1036.40		233 001	-	234 000	1199.10	
190 001	-	191 000	1040.20		234 001	-	235 000	1202.60	
191 001	-	192 000	1044.00		235 001	-	236 000	1206.20	
192 001	-	193 000	1047.80		236 001	-	237 000	1209.80	
193 001	-	194 000	1051.60		237 001	-	238 000	1213.40	
194 001	-	195 000	1055.40		238 001	-	239 000	1216.90	
195 001	-	196 000	1059.20		239 001	-	240 000	1220.50	
196 001	-	197 000	1063.00		240 001	-	241 000	1224.10	
197 001	-	198 000	1066.70		241 001	-	242 000	1227.60	
198 001	-	199 000	1070.50		242 001	-	243 000	1231.20	
199 001	-	200 000	1074.30		243 001	-	244 000	1234.70	
200 001	-	201 000	1078.00		244 001	-	245 000	1238.20	
201 001	-	202 000	1081.80		245 001	-	246 000	1241.80	
202 001	-	203 000	1085.50		246 001	-	247 000	1245.30	
203 001	-	204 000	1089.30		247 001	-	248 000	1248.80	
204 001	-	205 000	1093.00		248 001	-	249 000	1252.40	
205 001	-	206 000	1096.70		249 001	-	250 000	1255.90	
206 001	-	207 000	1100.40		250 001	-	251 000	1259.40	
207 001	-	208 000	1104.20		251 001	-	252 000	1262.90	
208 001	-	209 000	1107.90		252 001	-	253 000	1266.40	
209 001	-	210 000	1111.60		253 001	-	254 000	1269.90	
210 001	-	211 000	1115.30		254 001	-	255 000	1273.40	
211 001	-	212 000	1119.00		255 001	-	256 000	1276.90	
212 001	-	213 000	1122.70		256 001	-	257 000	1280.40	
213 001	-	214 000	1126.40		257 001	-	258 000	1283.90	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF <sub>(1)</sub>	Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF <sub>(1)</sub>
258 001	-	259 000	1287.40		299 001	-	300 000	1426.80	
259 001	-	260 000	1290.80		300 001	-	301 000	1430.20	
260 001	-	261 000	1294.30		301 001	-	302 000	1433.50	
261 001	-	262 000	1297.80		302 001	-	303 000	1436.80	
262 001	-	263 000	1301.20		303 001	-	304 000	1440.10	
263 001	-	264 000	1304.70		304 001	-	305 000	1443.40	
264 001	-	265 000	1308.20		305 001	-	306 000	1446.80	
265 001	-	266 000	1311.60		306 001	-	307 000	1450.10	
266 001	-	267 000	1315.10		307 001	-	308 000	1453.40	
267 001	-	268 000	1318.50		308 001	-	309 000	1456.70	
268 001	-	269 000	1322.00		309 001	-	310 000	1460.00	
269 001	-	270 000	1325.40		310 001	-	311 000	1463.30	
270 001	-	271 000	1328.80		311 001	-	312 000	1466.60	
271 001	-	272 000	1332.30		312 001	-	313 000	1469.80	
272 001	-	273 000	1335.70		313 001	-	314 000	1473.10	
273 001	-	274 000	1339.10		314 001	-	315 000	1476.40	
274 001	-	275 000	1342.50		315 001	-	316 000	1479.70	
275 001	-	276 000	1345.90		316 001	-	317 000	1483.00	
276 001	-	277 000	1349.40		317 001	-	318 000	1486.20	
277 001	-	278 000	1352.80		318 001	-	319 000	1489.50	
278 001	-	279 000	1356.20		319 001	-	320 000	1492.80	
279 001	-	280 000	1359.60		320 001	-	321 000	1496.00	
280 001	-	281 000	1363.00		321 001	-	322 000	1499.30	
281 001	-	282 000	1366.40		322 001	-	323 000	1502.60	
282 001	-	283 000	1369.70		323 001	-	324 000	1505.80	
283 001	-	284 000	1373.10		324 001	-	325 000	1509.10	
284 001	-	285 000	1376.50		325 001	-	326 000	1512.30	
285 001	-	286 000	1379.90		326 001	-	327 000	1515.60	
286 001	-	287 000	1383.30		327 001	-	328 000	1518.80	
287 001	-	288 000	1386.60		328 001	-	329 000	1522.00	
288 001	-	289 000	1390.00		329 001	-	330 000	1525.30	
289 001	-	290 000	1393.40		330 001	-	331 000	1528.50	
290 001	-	291 000	1396.70		331 001	-	332 000	1531.70	
291 001	-	292 000	1400.10		332 001	-	333 000	1535.00	
292 001	-	293 000	1403.50		333 001	-	334 000	1538.20	
293 001	-	294 000	1406.80		334 001	-	335 000	1541.40	
294 001	-	295 000	1410.20		335 001	-	336 000	1544.60	
295 001	-	296 000	1413.50		336 001	-	337 000	1547.90	
296 001	-	297 000	1416.80		337 001	-	338 000	1551.10	
297 001	-	298 000	1420.20		338 001	-	339 000	1554.30	
298 001	-	299 000	1423.50		339 001	-	340 000	1557.50	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF <sup>(1)</sup>
340 001	-	341 000	1560.70	
341 001	-	342 000	1563.90	
342 001	-	343 000	1567.10	
343 001	-	344 000	1570.30	
344 001	-	345 000	1573.50	
345 001	-	346 000	1576.70	
346 001	-	347 000	1579.90	
347 001	-	348 000	1583.10	
348 001	-	349 000	1586.20	
349 001	-	350 000	1589.40	
350 001	-	351 000	1592.60	
351 001	-	352 000	1595.80	
352 001	-	353 000	1598.90	
353 001	-	354 000	1602.10	
354 001	-	355 000	1605.30	
355 001	-	356 000	1608.40	
356 001	-	357 000	1611.60	
357 001	-	358 000	1614.80	
358 001	-	359 000	1617.90	
359 001	-	360 000	1621.10	
360 001	-	361 000	1624.20	
361 001	-	362 000	1627.40	
362 001	-	363 000	1630.50	
363 001	-	364 000	1633.70	
364 001	-	365 000	1636.80	
365 001	-	366 000	1639.90	
366 001	-	367 000	1643.10	
367 001	-	368 000	1646.20	
368 001	-	369 000	1649.30	
369 001	-	370 000	1652.50	
370 001	-	371 000	1655.60	
371 001	-	372 000	1658.70	
372 001	-	373 000	1661.80	
373 001	-	374 000	1664.90	
374 001	-	375 000	1668.10	
375 001	-	376 000	1671.20	
376 001	-	377 000	1674.30	
377 001	-	378 000	1677.40	
378 001	-	379 000	1680.50	
379 001	-	380 000	1683.60	
380 001	-	381 000	1686.70	
381 001	-	382 000	1689.80	
382 001	-	383 000	1692.90	
383 001	-	384 000	1696.00	
384 001	-	385 000	1699.10	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF <sup>(1)</sup>
385 001	-	386 000	1702.20	
386 001	-	387 000	1705.20	
387 001	-	388 000	1708.30	
388 001	-	389 000	1711.40	
389 001	-	390 000	1714.50	
390 001	-	391 000	1717.60	
391 001	-	392 000	1720.60	
392 001	-	393 000	1723.70	
393 001	-	394 000	1726.80	
394 001	-	395 000	1729.80	
395 001	-	396 000	1732.90	
396 001	-	397 000	1736.00	
397 001	-	398 000	1739.00	
398 001	-	399 000	1742.10	
399 001	-	400 000	1745.10	
400 001	-	401 000	1748.20	
401 001	-	402 000	1751.30	
402 001	-	403 000	1754.30	
403 001	-	404 000	1757.30	
404 001	-	405 000	1760.40	
405 001	-	406 000	1763.40	
406 001	-	407 000	1766.50	
407 001	-	408 000	1769.50	
408 001	-	409 000	1772.50	
409 001	-	410 000	1775.60	
410 001	-	411 000	1778.60	
411 001	-	412 000	1781.60	
412 001	-	413 000	1784.70	
413 001	-	414 000	1787.70	
414 001	-	415 000	1790.70	
415 001	-	416 000	1793.70	
416 001	-	417 000	1796.70	
417 001	-	418 000	1799.80	
418 001	-	419 000	1802.80	
419 001	-	420 000	1805.80	
420 001	-	421 000	1808.80	
421 001	-	422 000	1811.80	
422 001	-	423 000	1814.80	
423 001	-	424 000	1817.80	
424 001	-	425 000	1820.80	
425 001	-	426 000	1823.80	
426 001	-	427 000	1826.80	
427 001	-	428 000	1829.80	
428 001	-	429 000	1832.80	
429 001	-	430 000	1835.80	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF <sub>(1)</sub>	Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF <sub>(1)</sub>
430 001	-	431 000	1838.80		475 001	-	476 000	1971.10	
431 001	-	432 000	1841.70		476 001	-	477 000	1974.00	
432 001	-	433 000	1844.70		477 001	-	478 000	1976.90	
433 001	-	434 000	1847.70		478 001	-	479 000	1979.80	
434 001	-	435 000	1850.70		479 001	-	480 000	1982.70	
435 001	-	436 000	1853.70		480 001	-	481 000	1985.60	
436 001	-	437 000	1856.60		481 001	-	482 000	1988.50	
437 001	-	438 000	1859.60		482 001	-	483 000	1991.40	
438 001	-	439 000	1862.60		483 001	-	484 000	1994.30	
439 001	-	440 000	1865.60		484 001	-	485 000	1997.10	
440 001	-	441 000	1868.50		485 001	-	486 000	2000.00	
441 001	-	442 000	1871.50		486 001	-	487 000	2002.90	
442 001	-	443 000	1874.40		487 001	-	488 000	2005.80	
443 001	-	444 000	1877.40		488 001	-	489 000	2008.70	
444 001	-	445 000	1880.40		489 001	-	490 000	2011.50	
445 001	-	446 000	1883.30		490 001	-	491 000	2014.40	
446 001	-	447 000	1886.30		491 001	-	492 000	2017.30	
447 001	-	448 000	1889.20		492 001	-	493 000	2020.10	
448 001	-	449 000	1892.20		493 001	-	494 000	2023.00	
449 001	-	450 000	1895.10		494 001	-	495 000	2025.90	
450 001	-	451 000	1898.10		495 001	-	496 000	2028.70	
451 001	-	452 000	1901.00		496 001	-	497 000	2031.60	
452 001	-	453 000	1904.00		497 001	-	498 000	2034.50	
453 001	-	454 000	1906.90		498 001	-	499 000	2037.30	
454 001	-	455 000	1909.80		499 001	-	500 000	2040.20	
455 001	-	456 000	1912.80		500 001	-	501 000	2043.00	
456 001	-	457 000	1915.70		501 001	-	502 000	2045.90	
457 001	-	458 000	1918.70		502 001	-	503 000	2048.70	
458 001	-	459 000	1921.60		503 001	-	504 000	2051.60	
459 001	-	460 000	1924.50		504 001	-	505 000	2054.40	
460 001	-	461 000	1927.40		505 001	-	506 000	2057.30	
461 001	-	462 000	1930.40		506 001	-	507 000	2060.10	
462 001	-	463 000	1933.30		507 001	-	508 000	2063.00	
463 001	-	464 000	1936.20		508 001	-	509 000	2065.80	
464 001	-	465 000	1939.10		509 001	-	510 000	2068.70	
465 001	-	466 000	1942.00		510 001	-	511 000	2071.50	
466 001	-	467 000	1945.00		511 001	-	512 000	2074.30	
467 001	-	468 000	1947.90		512 001	-	513 000	2077.20	
468 001	-	469 000	1950.80		513 001	-	514 000	2080.00	
469 001	-	470 000	1953.70		514 001	-	515 000	2082.80	
470 001	-	471 000	1956.60		515 001	-	516 000	2085.70	
471 001	-	472 000	1959.50		516 001	-	517 000	2088.50	
472 001	-	473 000	1962.40		517 001	-	518 000	2091.30	
473 001	-	474 000	1965.30		518 001	-	519 000	2094.10	
474 001	-	475 000	1968.20		519 001	-	520 000	2097.00	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF <sup>(1)</sup>
520 001	-	521 000	2099.80	
521 001	-	522 000	2102.60	
522 001	-	523 000	2105.40	
523 001	-	524 000	2108.20	
524 001	-	525 000	2111.10	
525 001	-	526 000	2113.90	
526 001	-	527 000	2116.70	
527 001	-	528 000	2119.50	
528 001	-	529 000	2122.30	
529 001	-	530 000	2125.10	
530 001	-	531 000	2127.90	
531 001	-	532 000	2130.70	
532 001	-	533 000	2133.50	
533 001	-	534 000	2136.30	
534 001	-	535 000	2139.10	
535 001	-	536 000	2141.90	
536 001	-	537 000	2144.70	
537 001	-	538 000	2147.50	
538 001	-	539 000	2150.30	
539 001	-	540 000	2153.10	
540 001	-	541 000	2155.90	
541 001	-	542 000	2158.70	
542 001	-	543 000	2161.50	
543 001	-	544 000	2164.30	
544 001	-	545 000	2167.00	
545 001	-	546 000	2169.80	
546 001	-	547 000	2172.60	
547 001	-	548 000	2175.40	
548 001	-	549 000	2178.20	
549 001	-	550 000	2180.90	
550 001	-	551 000	2183.70	
551 001	-	552 000	2186.50	
552 001	-	553 000	2189.30	
553 001	-	554 000	2192.00	
554 001	-	555 000	2194.80	
555 001	-	556 000	2197.60	
556 001	-	557 000	2200.30	
557 001	-	558 000	2203.10	
558 001	-	559 000	2205.90	
559 001	-	560 000	2208.60	
560 001	-	561 000	2211.40	
561 001	-	562 000	2214.10	
562 001	-	563 000	2216.90	
563 001	-	564 000	2219.70	
564 001	-	565 000	2222.40	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF <sup>(1)</sup>
565 001	-	566 000	2225.20	
566 001	-	567 000	2227.90	
567 001	-	568 000	2230.70	
568 001	-	569 000	2233.40	
569 001	-	570 000	2236.20	
570 001	-	571 000	2238.90	
571 001	-	572 000	2241.60	
572 001	-	573 000	2244.40	
573 001	-	574 000	2247.10	
574 001	-	575 000	2249.90	
575 001	-	576 000	2252.60	
576 001	-	577 000	2255.30	
577 001	-	578 000	2258.10	
578 001	-	579 000	2260.80	
579 001	-	580 000	2263.50	
580 001	-	581 000	2266.30	
581 001	-	582 000	2269.00	
582 001	-	583 000	2271.70	
583 001	-	584 000	2274.50	
584 001	-	585 000	2277.20	
585 001	-	586 000	2279.90	
586 001	-	587 000	2282.60	
587 001	-	588 000	2285.40	
588 001	-	589 000	2288.10	
589 001	-	590 000	2290.80	
590 001	-	591 000	2293.50	
591 001	-	592 000	2296.20	
592 001	-	593 000	2298.90	
593 001	-	594 000	2301.70	
594 001	-	595 000	2304.40	
595 001	-	596 000	2307.10	
596 001	-	597 000	2309.80	
597 001	-	598 000	2312.50	
598 001	-	599 000	2315.20	
599 001	-	600 000	2317.90	

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

#### 4.8.1 New LFN PinS Chart in the Skybriefing En-Route Charts

Apart from VFR traffic, there is also IFR traffic in airspace classes E and G. This includes the Low Flight Network (LFN) which, as the name implies, leads to a situation where IFR traffic may be encountered at a lower altitude. The use of the LFN is restricted to helicopters in possession of the relevant licence for LFN which, currently, involves the REGA and Swiss Air Force. The LFN comprises a route network and subsequent IFR approach and departure procedures (Point in Space, PinS) for helipads such as those found at hospitals and military infrastructures. The Skybriefing "LFN PinS Chart" (<https://skybriefing.com/enroute-charts-ch>) shows a representation of the LFN routes currently in existence as well as approaches and departures at so-called PinS for helipads at hospitals and military infrastructures.

For VFR airspace users, this means that IFR flights may also be encountered at lower altitudes on LFN routes. The rules in the corresponding airspace apply to all pilots, in other words, "see and avoid" also applies for IFR traffic. The difference is that helicopters in the Low Flight Network do not have to adhere to the visual meteorological conditions (VMC) and, for example, are therefore permitted to fly through clouds. Air traffic control is not responsible for ensuring separation between helicopters on the LFN and other traffic. Information about potential IFR traffic can be obtained from the flight information service (contact FIC). Maintenance of cloud separation, as well as operation of the transponder if one is available, is vital for the safety of all airspace users. Maintenance of the semi-circular rule for powered VFR traffic is a further important factor for flight safety.

When preparing for a flight, the LFN PinS chart should help to see how the routes are distributed and to plan accordingly. The charts are published in skybriefing.com and integrated in the aeronautical publications and thus updated at regular intervals. They are intended to raise the awareness of airspace users with regard to these IFR flights and contribute to general safety. The LFN PinS chart is not to be used for operational purposes. All LFN procedures may only be used by certified operators.

Information about using the chart: If the chart is opened using Adobe Reader, specific information can be selected or deselected to take account of the user's requirements. Moreover, the chart is vector-based meaning that the zoom function can be used to view a specific section without any loss in quality.

#### 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.

## 7. Special air report

Special air reports shall be made by all ACFT whenever the following conditions are encountered or OBS:

- a. moderate or severe TURB; or
- b. moderate or severe icing; or
- c. severe MT wave; or
- d. TS, with or without GR that are obscured, embedded, WDSR or in SQ lines; or
- e. volcanic ACT.

When other meteorological conditions not listed above are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other ACFT operations, the pilot-in-command shall advise the appropriate ATS unit as soon as practicable.

When voice communications are used, special air reports shall contain the following detailed elements. These elements, including the format of the messages and phraseology, shall be used by FLT crews when transmitting special air reports:

- a. special air report;
- b. ACFT IDENT (for ACFT reporting to ATS units) or ACFT type (for ATS units retransmitting to other airborne ACFT likely to be affected);
- c. PSN;
- d. time;
- e. FL or ALT; and
- f. condition prompting the issuance of the special air report, to be selected from the list of conditions encountered above.

### 7.1 Reporting of wind shear

When reporting ACFT observations of wind shear encountered during the climb-out and approach phases of FLT, the ACFT type shall be included.

Where wind shear conditions in the climb-out or approach phases of FLT were reported or forecast but not encountered, the pilot-in-command shall advise the appropriate ATS unit as soon as practicable unless the pilot-in-command is aware that the appropriate ATS unit has already been so advised by a preceding ACFT.

## 8. Test-Flight Pattern EAST A9

Prior to execution of test FLT patterns, a request has to be filed in accordance with the procedure described on:

URL: <https://www.skyguide.ch/de/services/spezialfluege/>

## 9. Transmission of Coordinated Universal Time (UTC) at controlled aerodromes

Before taxiing for take-off, the pilot in command shall ensure that the time in the aircraft is set and checked by synchronising it with the GPS time (corrected to UTC). This synchronisation shall be carried out with an aviation-approved GPS device located in the aircraft.

When unable to comply with this requirement, the pilot in command shall request the correct time from the aerodrome control tower.

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## AD 1.3 INDEX TO AERODROMES AND HELIPORTS

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non- scheduled P = Private	
1	2	3	4	5
Aarau Kantonsspital (HEL) LSHA	NTL	NIL	P	NIL
Alpnach (MIL) LSMA	MIL	NIL	NIL	NIL
Ambri LSPM	NTL	VFR	P	VFR Manual, AD INFO
Amlikon (Restricted) LSPA	NTL	VFR	P	VFR Manual, AD INFO
Bad Ragaz LSZE	NTL	VFR	P	VFR Manual, AD INFO
Bâle Mulhouse LFSB	INTL - NTL	IFR - VFR	S - NS - P	VFR Manual, AD INFO
Balzers (HEL) LSXB	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Bellechasse (Restricted) LSTB	NTL	VFR	P	VFR Manual, AD INFO
Bern-Belp LSZB	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZB VFR Manual, AD INFO
Bern Inselspital (HEL) LSHI	NTL	NIL	P	NIL
Bex LSGB	NTL	VFR	P	VFR Manual, AD INFO
Biel-Kappelen LSZP	NTL	VFR	P	VFR Manual, AD INFO
Birrfeld LSZF	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Bressaucourt LSZQ	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Buochs LSZC	INTL - NTL	VFR	P	AD 2 LSZC VFR Manual, AD INFO
Blumental (Winter AD) LSWB	NTL	VFR	P	VFR Manual, VFR AGA
Buttwil LSZU	NTL	VFR	P	VFR Manual, AD INFO
Collombey-Muraz (HEL) (Restricted) LSEC	NTL	VFR	P	VFR Manual, HEL AGA
Courtelary LSZJ	NTL	VFR	P	VFR Manual, AD INFO
Dittingen (Restricted) LSPD	NTL	VFR	P	VFR Manual, AD INFO
Dübendorf (MIL) LSMD	MIL	NIL	NIL	NIL
Ecuwillens LSGE	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Emmen (MIL) LSME	MIL	NIL	NIL	NIL
Erstfeld (HEL) (Restricted) LSXE	NTL	VFR	P	VFR Manual, HEL AGA
Frauenfeld (MIL) LSNF	MIL	NIL	NIL	NIL
Fricktal-Schupfart LSZI	INTL - NTL	VFR	P	VFR Manual, AD INFO

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non- scheduled P = Private	
1	2	3	4	5
Gampel (HEL) (Restricted) LSEG	INTL - NTL	VFR	P	VFR Manual, HEL AGA
Genève LSGG	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSGG VFR Manual, AD INFO
Gossau (HEL) (Restricted) LSXO	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Gösgen (HEL) LSNO	MIL	NIL	NIL	NIL
Grenchen LSZG	INTL - NTL	IFR - VFR	NS - P	AD 2 LSZG VFR Manual, AD INFO
Gruyères LSGT	NTL	VFR	P	VFR Manual, AD INFO
Gstaad-Inn (Winter HEL) (Restricted) LSEA	NTL	VFR	P	VFR Manual, HEL AGA
Gsteigwiler (HEL) LSXG	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Haltikon (HEL) LSXN	NTL	VFR	P	VFR Manual, HEL AGA
Hausen am Albis (Restricted) LSZN	NTL	VFR	P	VFR Manual, AD INFO
Holziken (HEL) LSXH	NTL	VFR	P	VFR Manual, HEL AGA
Interlaken (HEL) (Restricted) LSXI	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Interlaken Spital (HEL) LSHK	NTL	NIL	P	NIL
Kägiswil (Restricted) LSPG	NTL	VFR	P	NIL
Lachen (Water AD) LSPW	NTL	VFR	P	VFR Manual, VFR AGA
La Côte LSGP	NTL	VFR	P	VFR Manual, AD INFO
Langenthal LSPL	NTL	VFR	P	VFR Manual, AD INFO
Lauberhorn (Winter AD) LSWL	NTL	VFR	P	VFR Manual, VFR AGA
Lausanne-La Blécherette LSGL	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Lauterbrunnen (HEL) LSXL	NTL	VFR	P	VFR Manual, AD INFO & HEL AGA
Les Éplatures LSGC	INTL - NTL	IFR - VFR	NS - P	AD 2 LSGC VFR Manual, AD INFO
Leysin (HEL) LSEY	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Locarno LSZL	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Locarno (MIL) LSMO	MIL	NIL	NIL	NIL
Lodrino (HEL) (Restricted) LSXR	NTL	VFR	P	VFR Manual, HEL AGA
Lodrino (MIL) LSML	MIL	NIL	NIL	NIL

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non- scheduled P = Private	
1	2	3	4	5
Lommis LSZT	NTL	VFR	P	VFR Manual, AD INFO
Lugano LSZA	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZA VFR Manual, AD INFO
Luzern-Beromünster LSZO	NTL	VFR	P	VFR Manual, AD INFO
Luzern Kantonsspital (HEL) LSHL	NTL	NIL	P	NIL
Männlichen (Winter AD) LSWM	NTL	VFR	P	VFR Manual, VFR AGA
Meiringen (MIL) LSMM	MIL	NIL	NIL	NIL
Mollis LSZM	INTL - NTL	VFR	P	NIL
Montricher (Restricted) LSTR	NTL	VFR	P	VFR Manual, AD INFO
Môtiers LSTO	NTL	VFR	P	VFR Manual, AD INFO
Münster (Restricted) LSPU	NTL	VFR	P	VFR Manual, AD INFO
Neuchâtel LSGN	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Nottwil SPZ (HEL) LSHH	NTL	NIL	P	NIL
Olten (Restricted) LSPO	NTL	VFR	P	VFR Manual, AD INFO
Payerne (MIL/CIV) LSMP	INTL - NTL	IFR - VFR	NS - P	AD 2 LSMP VFR Manual, AD INFO
Pfaffnau (HEL) (Restricted) LSXP	NTL	VFR	P	VFR Manual, HEL AGA
Raron (HEL) LSER	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Raron (Restricted) LSTA	NTL	VFR	P	VFR Manual, AD INFO
Reichenbach LSGR	NTL	VFR	P	VFR Manual, AD INFO
Saanen LSGK	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Samedan LSZS	INTL - NTL	VFR	S - NS - P	AD 2 LSZS VFR Manual, AD INFO
San Vittore (HEL) LSXV	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Schaffhausen LSPF	NTL	VFR	P	VFR Manual, AD INFO
Schânis (Restricted) LSZX	NTL	VFR	P	VFR Manual, AD INFO
Schattenhalb (HEL) LSXC	NTL	VFR	P	VFR Manual, HEL AGA
Schindellegi (HEL) (Restricted) LSXS	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Schwarzsee (Winter AD) LSWS	NTL	VFR	P	VFR Manual, VFR AGA

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non- scheduled P = Private	
	1	2	3	
Sion (MIL/CIV) LSGS	INTL - NTL	IFR - VFR	NS - P	AD 2 LSGS VFR Manual, AD INFO
Sitterdorf LSZV	NTL	VFR	P	VFR Manual, AD INFO
Speck-Fehraltorf LSZK	NTL	VFR	P	VFR Manual, AD INFO
St. Gallen-Altenrhein LSZR	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZR VFR Manual, AD INFO
St. Gallen-Breitfeld (MIL) LSNG	MIL	NIL	NIL	NIL
St. Gallen Kantonsspital (HEL) LSHG	NTL	NIL	P	NIL
St. Gallen Ostschweizer Kinderspital (HEL) LSHN	NTL	NIL	P	NIL
St. Moritz (Winter HEL) (Restricted) LSXM	NTL	VFR	P	VFR Manual, HEL AGA
St. Stephan (Restricted) LSTS	NTL	VFR	P	NIL
Tavanasa (HEL) LSXA	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Thun LSZW	NTL	VFR	P	VFR Manual, AD INFO
Triengen LSPN	NTL	VFR	P	VFR Manual, AD INFO
Trogen (HEL) (Restricted) LSXT	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Untervaz (HEL) LSXU	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Wangen-Lachen LSPV	NTL	VFR	P	VFR Manual, AD INFO
Winterthur (Restricted) LSPH	NTL	VFR	P	VFR Manual, AD INFO
Winterthur Kantonsspital (HEL) LSHW	NTL	NIL	P	NIL
Würenlingen (HEL) (Restricted) LSXW	NTL	VFR	P	VFR Manual, HEL AGA
Yverdon-les-Bains LSGY	NTL	VFR	P	VFR Manual, AD INFO
Zermatt (HEL) LSEZ	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Zurich LSZH	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZH VFR Manual, AD INFO
Zurich Universitätsspital (HEL) LSHZ	NTL	NIL	P	NIL
Zweisimmen (Restricted) LSTZ	NTL	VFR	P	VFR Manual, AD INFO

7	Remarks	<b>Inadmissible persons</b> Due to limited infrastructure AVBL for the custody and care of inadmissible persons such passengers can stay at the facilities of the AP <b>for a period of no longer than 24 hrs</b> . In all circumstances, persons found inadmissible have to be removed by the operator the day after the ARR of such passengers using its own services or by alternate removal arrangements, at the latest. The operator will have to bear all costs in relation to such removal as apportioned to operators in accordance with applicable rules of public international and national law.
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**LSZB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	Category 3 0700 - 1800 (0600 - 1700) Category 2 1800 - 2000 (1700 - 1900) Higher category O/R MNM 3 HR before ETA/ETD, by phone +41 (0) 31 960 21 31 for scheduled traffic category 4 or higher according to aircraft type
2	Rescue equipment	4 fire engines, 1 ramp-control vehicle
3	Capability for removal of disabled aircraft	Lifting bags and electrical jacks available
4	Remarks	NIL

**LSZB AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Type(s) of clearing equipment	2 towed jet sweeper, 3 snow ploughs, 1 wiper, 2 RWY de-icers, 2 ACFT de-icers
2	Clearance priorities	1. RWY ASPH 2. TWY C 3. TWY K & F 4. TWY A, B, D 5. Apron 6. Other
3	Remarks	RDF: Basic Solutions Runway De-icing Fluid GEN3 6-4 RWY 14/32 de-icing with GAC (glycerol-/acetatbasic fluids)

**LSZB AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Apron surface and strength	ASPH - PCN up to 46 F/C/X/T GRASS - 0.25 MPa
2	Taxiway width, surface and strength	Widths: TWY A: 7.5 m; TWY B: 15.5 m; TWY C: 18.0 m; TWY D: 10.0 m TWY E: 9.0 m; TWY F: 20.5 m; TWY G: 7.5 m TWY K: BTN TWY B and TWY C: 14.0 m; BTN TWY C and Stand Y7: 16.0 m BTN Stand Y7 and TWY E: 10.0 m; BTN TWY E and TWY F: 18.0 m. Surface: TWY A, B, C, D, F and K: ASPH, PCN 46 F/C/X/T. TWY E: GRASS, max. 5.7 t MTOM. TWY G: GRASS, 0.25 MPa MAX wingspan: TWY A: 13.0 m; TWY B, D: 21.5 m; TWY C, F: 36.0 m; TWY E, G: 15.0 m TWY K: 21.5 m except 34.3 m BTN stand Y3 and stand Y7. MAX outer main gear wheel span: TWY A, E, G: 4.5 m; TWY B: 9.0 m; TWY C: 9.3 m; TWY D: 5.5 m; TWY F: 11.5 m TWY K: BTN TWY B and TWY C: 8.3 m; BTN TWY C and Stand Y7: 9.3 m. BTN stand Y7 and TWY E: 6.0 m; BTN TWY E and TWY F: 9.3 m.
3	ACL location and elevation	At apron / 510 m / 1673 ft
4	VOR/INS checkpoints	NIL
5	Remarks	Grass TWY A, C and G closed.

**LSZB AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS**

1	<b>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</b>	Sectors Yellow and GREEN: ACFT stand identification markings as well as lead-in, stop and lead-out lines. Sector BLUE: Safety line only (box). Apron safety lines east of TWY A resp. TWY K. Marshalling available for sector YELLOW, GREEN and BLUE. On the apron, wing tip clearance is guaranteed if the cockpit of the ACFT follows the CL markings. Restrictions: See ACFT PRKG Chart LSZB AD 2.24.2.
2	<b>RWY/TWY markings and LGT</b>	Paved RWY markings: D-THR, THR, designation, aiming point and centre line. GRASS RWY markings / markers: Designation, width and edge / width and edge (white flags). RWY LGT: See LSZB AD 2.14 Paved TWY markings: Centre line (including on turn pads) and intermediate holding position. Enhanced TWY centre line, RWY holding position and mandatory instruction at all intersections with RWY 14/32. Unpaved TWY markings / markers: RWY holding position at all intersections with the RWYs / TWY edge (blue flags). TWY LGT: Edge lights on TWY C and F. RWY guard lights on TWY A, B, C, D, E and F. Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.
3	<b>Stop bars</b>	NIL
4	<b>Remarks</b>	RWY holding positions at TWY B, C, D and E are located 65 m from RWY 14/32 centre line (EASA 75 m). Special operational procedures are in force to ensure RWY strip clearance.

**LSZB 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 14 (1)	Pole 1682	46 54 24 N 007 30 23 E	Antenna LGTD 1873	46 53 45 N 007 29 45 E	
AOC 14 (2)	Antenna 1684	46 54 22 N 007 30 19 E	Antenna marked/LGTD 1703	46 55 02 N 007 29 39 E	
AOC 14 (3)	Antenna 1692	46 54 22 N 007 30 20 E	Antenna 2044	46 54 52 N 007 30 49 E	
AOC 14 (4)	Antenna 1693	46 54 22 N 007 30 20 E	Pole marked/LGTD 1741	46 54 16 N 007 30 21 E	B1012/09
AOC 14 (5)	Building 1713	46 54 13 N 007 30 42 E	Antenna 2018	46 56 06 N 007 29 26 E	
AOC 14 (6)	Building 1718	46 54 13 N 007 30 43 E	Tree/Trees 1729	46 55 08 N 007 29 20 E	
AOC 14 (7)	Tree/Trees 1722	46 54 13 N 007 30 44 N	Tree/Trees 1713	46 54 32 N 007 29 45 E	
AOC 14 (8)	Building 1726	46 54 13 N 007 30 45 E	Antenna LGTD 2500	46 56 56 N 007 30 08 E	
AOC 14 (9)	High Voltage line 1757	46 54 03 N 007 30 37 E	Antenna marked/LGTD 2697	46 52 57 N 007 31 14 E	
AOC 14 (10)	Tree/Trees 1901	46 53 06 N 007 31 31 E			
AOC 14 (11)	Tree/Trees 1927	46 53 00 N 007 31 37 E	Chimney LGTD 2037	46 55 56 N 007 30 37 E	
AOC 14 (12)	Tree/Trees 1935	46 52 57 N 007 31 39 E	Antenna marked/LGTD 3351	46 54 02 N 007 26 03 E	B0107/09

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 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				
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				
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				
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	Crane/Cranes marked/LGTD	1871 46 55 40 N 007 28 23 E	B1659/21	
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				
Refer also to LSZB AOC charts <a href="#">LSZB AD 2.24.4</a> Number in brackets is equivalent to identification number on AOC							

## LSZB 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, Zurich 9 hours
4	Type of landing forecast	Trend; 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 FCST charts AVBL worldwide
8	Supplementary equipment available for providing information	Weather radar, InfoNet-Terminal
9	ATS units provided with information	Bern TWR / APP
10	Additional information (limitation of service, etc.)	TEL: Weather briefing: 0900 162 737 (Ge); accessible within Switzerland

## LSZB 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
14	140° GEO 138° MAG	1730 x 30	PCN 46/F/C/X/T ASPH	46 55 04.58N 007 29 32.98E	1668 ft	+0.15%
32	320° GEO 318° MAG			46 54 26.60N 007 30 19.30E	1675 ft	-0.15%
14R	140° GEO 138° MAG	650 x 30	0.25 MPa GRASS	NIL	NIL	NIL
32L	320° GEO 318° MAG					
16 GLD	161° GEO 159° MAG	520 x 30	0.25 MPa GRASS	NIL	NIL	NIL
34 GLD	341° GEO 339° MAG					

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
14	NIL	60 x 150	1850 x 150	NIL	RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
32		NIL			RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
14R	NIL	NIL	710 x 60	Not applicable	GRASS RWY closed No RESA provided (both sides)
32L					
16 GLD	NIL	NIL	580 x 60	Not applicable	Glider Runway: PPR; for the opening, contact Airport Authority No RESA provided (both sides) Use only after prior instruction by the responsables of the "Segelflugguppe Bern"
34 GLD					

**LSZB AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	1730	1790	1730	1530	Full length
	1090	1150	1090	Not applicable	Intersection ALPHA
	910	970	910		Intersection BRAVO
32	1730	1730	1730	1730	Full length
	1270	1270	1270	Not applicable	Intersection DELTA
	1490	1490	1490		Intersection ECHO (ACFT MTOM 5.7 t)
	1510	1510	1510		Intersection FOXTROTT
14R	650	650	650	650	GRASS RWY closed
32L	650	650	650	650	
16 GLD	Not applicable	Not applicable	Not applicable	Not applicable	Glider Runway
34 GLD					

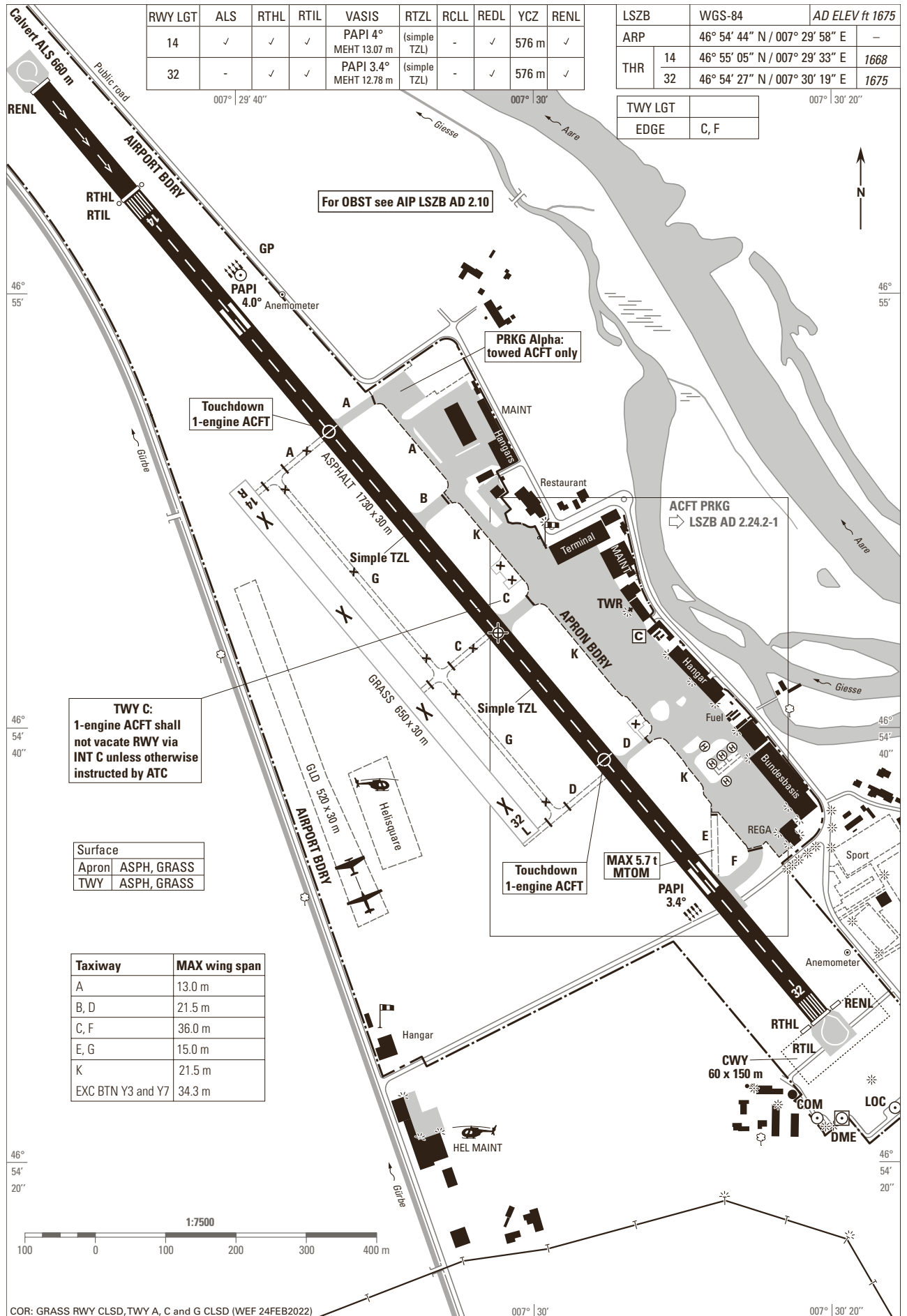
**LSZB AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	ALS Type, LEN, INTST	THR LGT Colour, INTST, WBAR	VASIS Type PSN, MEHT	RTZL LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN spacing, colour, INTST	RENL Colour, INTST	SWY LGT LEN, colour	RMK
1	2	3	4	5	6	7	8	9	10
14	Calvert  660 m, LIH	RTHL G LIH  RTIL FLG W	PAPI 4.0° L (13.07 m)	Simple TZL 621 m FM THR 14, W, LIH	NIL	200 m, 60 m R, LIH/LIL; 954 m, 60 m, W, LIH/LIL; 576 m, 60 m, Y, LIH/LIL	R	NIL	Turn pad LGT, B, LIL
32	NIL	RTHL G LIH WBAR RTIL FLG W	PAPI 3.4° L (12.78 m)	Simple TZL 622 m FM THR 32, W, LIH		1154 m, 60 m, W, LIH/LIL; 576 m, 60 m, Y, LIH/LIL	R	NIL	Turn pad, LGT, B, LIL

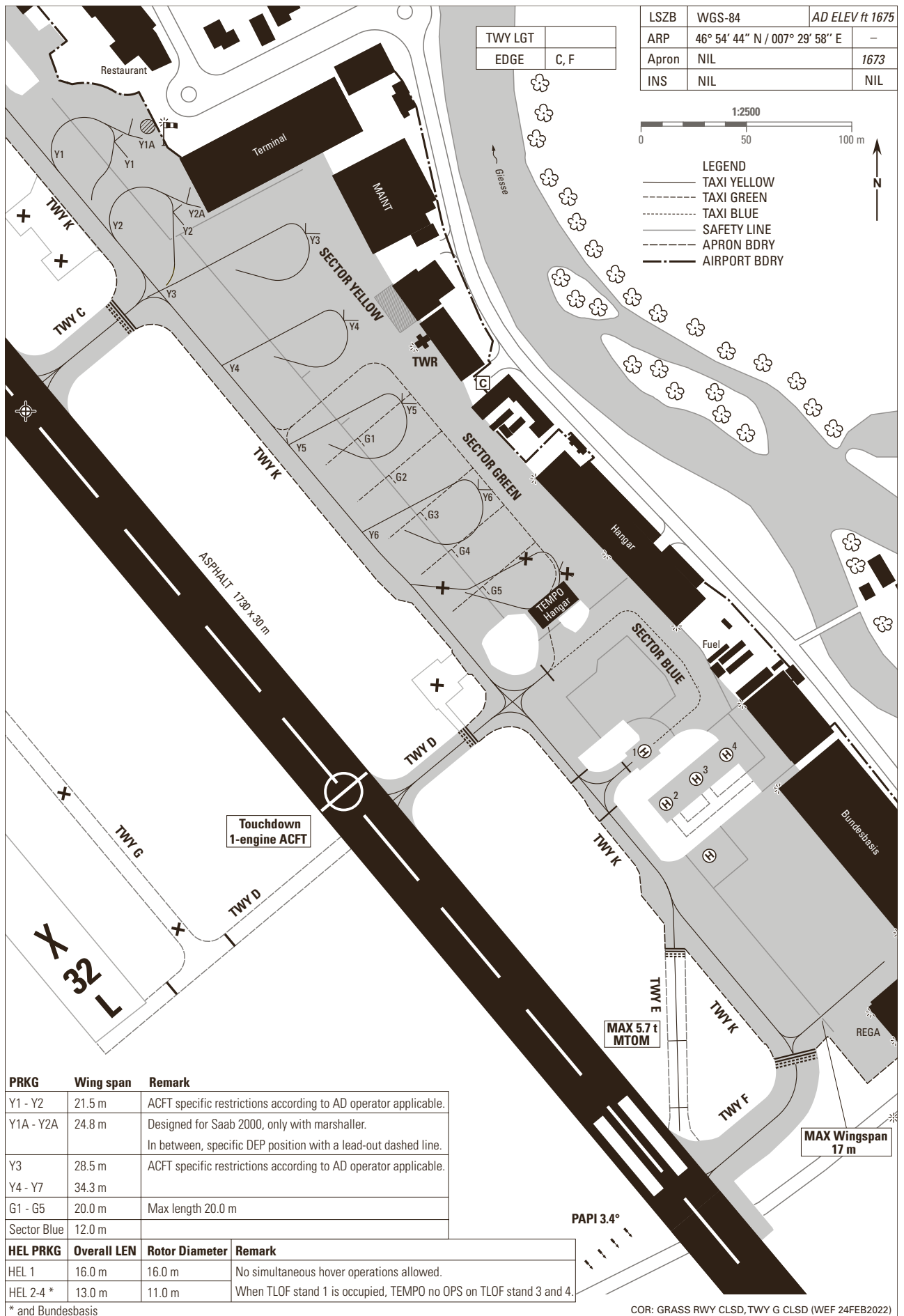
**TZL:** The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway.

**LSZB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	TWY C + F edge LGT
4	Secondary power supply/switch-over time	AVBL / 12 sec
5	Remarks	Obstruction marking and lighting: partly



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## LSMP - PAYERNE

## LSMP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSMP - PAYERNE

## LSMP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	46 50 33 N / 006 54 49 E
2	Direction and distance from the CITY	3 km NW Payerne
3	Elevation/Reference temperature	1465 ft AMSL - 25.5°C
4	MAG VAR/Annual change	2° E (2017.5) / 0° 10' eastwards
5	AD Administration, address, telephone, telefax, telex, AFS	Post: swiss aeropole SA Aéroport 132 CH-1530 Payerne Phone: +41 (0) 26 662 66 66  AFS: LSMPZTZX Email: airport@swissaeropole.com URL: www.swissaeropole.com  Chief of civil aerodrome (CAC) Phone: +41 (0)26 662 66 66
6	Types of traffic permitted (IFR/VFR)	IFR / VFR
7	Remarks	Geodetic undulation reference for ARP: 162.2 ft

## LSMP AD 2.3 OPERATIONAL HOURS

1	AD Administration	MIL AD OPR HR: Time frame, excluding published exceptions: MON - SUN: 0500 - 2100 (0400 - 2000)  CIV AD OPR HR: HX, but within following limits The aerodrome is open to civil flights after prior authorisation (PPR), at the following times only: MON - FRI: 0630 - 1900 (0530 - 1800) SAT: 0800 - 1100 (0700 - 1000) + 1230 - 1600 (1130 - 1500) SUN: CLSD HOL: see § 2.20 Exceptions with special authorisation, see §2.20  RMK: outside the periods of previously authorised flights, civil operation of the aerodrome is not continuously provided. The use of Payerne as an alternate aerodrome is prohibited without prior authorisation. MON - FRI: No take-off between 1100 and 1215 (1000 and 1115). Take-offs may only be authorised by MIL OPS if they are delayed for technical, meteorological or ATC reasons. Civil flights outside MIL AD OPR HR: Flights taking place outside MIL AD OPR HR are subject to particular authorisation and activation deadlines and to billing surcharges.
2	Customs and immigration	CIV AD OPR HR Extra-Schengen flights possible Customs clearance for goods available.
3	Health and sanitation	MIL AD OPR HR
4	AIS Briefing Office	CIV AD OPR HR
5	ATS Reporting Office (ARO)	NIL

6	MET Briefing Office	NIL
7	ATS	HX
8	Fuelling	CIV AD OPR HR
9	Handling	Speedwings Handling Services: Phone: +41 (0) 26 662 66 60 Email: handling@speedwings-payerne.ch
10	Security	H24
11	De-icing	CIV AD OPR HR
12	Remarks	MIL AD with civil co-use Airfield, PPR

#### LSMP AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	NIL
2	Fuel and oil types	JET A-1 Mobile Jet Oil II & BP Turbo Oil 2380
3	Fuelling facilities/capacity	Truck 20'000 litres and tank truck 37'000 litres. Additional capacity upon prior request.
4	De-icing facilities	OCT 01 - APR 30: available Operator: Integrated Deicing Services Switzerland De-icing fluids available: - Type I Clariant Safewing MP I 1938 ECO (80); - Type IV Clariant Safewing MP IV Launch De-icing trucks: JBT Tempest 400 On stand de-icing: 1 Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.
5	Hangar space available for visiting aircraft	Heated 6600 m2 available for rent. MAX height 9m.
6	Repair facilities for visiting aircraft	NIL
7	Remarks	Handling mandatory, self handling not allowed. Contact Speedwings Handling Services for more details. Crew lounge and 4 crew rooms available on site. Pushback up to 75t. Potable water, lavatory cart, belt loader and GPU available. VIP vehicles available on the apron. Ground Services Payerne Phone: +41 (0) 26 662 66 60 FREQ: 131.880 MHz (Speedwings FBO) RTF: SPEEDWINGS Email: handling@speedwings-payerne.ch

#### LSMP AD 2.5 PASSENGER FACILITIES

1	Hotels	In the vicinity
2	Restaurants	At AD and in the vicinity
3	Transportation	On request. Train station in the city
4	Medical facilities	First aid at AD during MIL AD OPR HR, hospital in Payerne city
5	Bank and Post Office	In Payerne city
6	Tourist Office	In the city, www.estavayer-payerne.ch
7	Remarks	NIL

**LSMP AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	Category 7, MON - FRI 0630-1700 (0530-1600) Higher category or RFFS (Rescue and Fire Fighting Service) outside MIL AD OPR HR: O/R 24 HR before ETA/ETD.
2	Rescue equipment	One Ambulance
3	Capability for removal of disabled aircraft	During MIL AD OPR HR: Crane, tow-mat, lifting bags
4	Remarks	NIL

**LSMP AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Type(s) of clearing equipment	Snow removal available
2	Clearance priorities	RWY, TWY, MIL apron, CIV apron
3	Remarks	Clearing done by MIL

**LSMP AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Apron surface and strength	ASPH: PCN 34/R/C/X/T
2	Taxiway width, surface and strength	ASPH PCN > 40 F/C/X/T Details: Ref to LSMP AD 2.24.1 - 1
3	ACL location and elevation	NIL
4	VOR/INS checkpoints	NIL
5	Remarks	Parking: CIV apron

**LSMP AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS**

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	ACFT stand markings, lead-in and -out markings Information signs at all intersections
2	RWY/TWY markings and LGT	Markings: RWY, TWY and holding PSN LGT: THR, RWY edge and MIL RWY end, TWY edge (exits only and TWY SC)
3	Stop bars	NIL
4	Remarks	Displaced CIV RWY end not lighted

LSMP 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 05 (1)	Pole	1462	46 51 08 N 006 55 41 E	Pole marked/LGTD	1562	46 51 00 N 006 55 14 E	B0543/21
AOC 05 (2)	Pole	1466	46 51 08 N 006 55 41 E	Crane/Cranes marked/LGTD	1575	46 51 03 N 006 55 21 E	B0843/21
AOC 05 (3)	Pole	1475	46 51 09 N 006 55 54 E	Crane/Cranes marked/LGTD	1551	46 50 34 N 006 55 13 E	B1231/21
AOC 05 (4)	Pole	1478	46 51 09 N 006 55 54 E	Crane/Cranes marked/LGTD	1706	46 51 37 N 006 54 56 E	B1384/21
AOC 05 (5)	Tree/Trees	1493	46 51 15 N 006 56 09 E				
AOC 05 (6)	Tree/Trees	1518	46 51 16 N 006 56 09 E				
AOC 23 (1)	Pole	1474	46 50 08 N 006 54 03 E				
AOC 23 (2)	Pole	1482	46 50 05 N 006 54 02 E				
AOC 23 (3)	Pole	1486	46 50 00 N 006 53 58 E				
AOC 23 (4)	Pole	1512	46 49 53 N 006 53 35 E				
AOC 23 (5)	Tree/Trees	1517	46 49 50 N 006 53 36 E				
AOC 23 (6)	Tree/Trees	1535	46 49 50 N 006 53 34 E				
AOC 23 (7)	Tree/Trees	1541	46 49 48 N 006 53 32 E				
AOC 23 (8)	Tree/Trees	1548	46 49 47 N 006 53 26 E				
AOC 23 (9)	Tree/Trees	1558	46 49 48 N 006 53 24 E				
AOC 23 (10)	Power line	1582	46 49 32 N 006 53 15 E				
AOC 23 (11)	Tree/Trees	1634	46 49 15 N 006 53 05 E				
AOC 23 (12)	Tree/Trees	1640	46 49 14 N 006 52 58 E				
AOC 23 (13)	Tree/Trees	1697	46 48 56 N 006 51 54 E				
AOC 23 (14)	Tree/Trees	1700	46 49 00 N 006 51 49 E				
AOC 23 (15)	Tree/Trees	1730	46 48 38 N 006 52 15 E				
AOC 23 (16)	Tree/Trees	1754	46 48 35 N 006 52 12 E				
AOC 23 (17)	Tree/Trees	1784	46 48 39 N 006 52 00 E				
AOC 23 (18)	Tree/Trees	1805	46 48 33 N 006 52 06 E				
AOC 23 (19)	Tree/Trees	1858	46 48 40 N 006 51 57 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 23 (20)	Tree/Trees	1879	46 48 42 N 006 51 53 E			
AOC 23 (21)	Tree/Trees	1921	46 48 39 N 006 51 52 E			
AOC 23 (22)	Tree/Trees	1959	46 48 35 N 006 51 47 E			
AOC 23 (23)	Tree/Trees	1999	46 48 34 N 006 51 40 E			
AOC 23 (24)	Tree/Trees	2015	46 48 21 N 006 51 47 E			
AOC 23 (25)	Antenna	2078	46 48 02 N 006 51 15 E			

### LSMP 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 ( <a href="http://www.skybriefing.com">www.skybriefing.com</a> )
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 (C office)
9	ATS units provided with information	Payerne TWR
10	Additional information (limitation of service, etc.)	Phone: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland

LSMP 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
05	049/047	2791 x 40	PCN 34/F/C/X/T	46 50 07.74 N 006 54 07.75 E	1465 ft	-0.09%
23	229/227			46 51 03.11 N 006 55 39.01 E	1455 ft	+0.09%

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
05	NIL	60	2911 x 150	NIL	Non-instrument runway CTN: MIL net barrier at end of runway strip CWY only if MIL net barrier lowered RESA available after MIL net barrier
23	NIL	60			

LSMP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2433	2433	2433	2708	Max lengths with MIL net barrier raised
	2665	2725	2665	2708	Max lengths with MIL net barrier lowered
	2297	2297	2297	N/A	From turn pad intersection TWY S with MIL net barrier raised.
23	2364	2364	2364	2665	Max lengths with MIL net barrier raised
	2708	2768	2708	2665	Max lengths with MIL net barrier lowered
	2087	2087	2087	N/A	Intersection T/O KILO with net barrier raised

## LSMP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS Type, LEN, INTST	THR LGT colour INTST WBAR	VASIS Type, PSN, MEHT	TDZ LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour	RMK
1	2	3	4	5	6	7	8	9	10
05	Calvert CAT I, 770 m LIH	RTHL, G LIH, WBAR, RTIL FLG W	PAPI 4,7°, L (MIL use)	NIL	NIL	120 m, 60 m R, LIH; 1986 m, 60 m, W, LIH; 685 m, 60 m Y, LIH	R, LIH CIV RWY end 99 m before RENL	NIL	RWY LGT refer to MIL RWY dimensions
23	Calvert CAT I, 900 m LIH		PAPI 3,7°, L (MIL use)	NIL	NIL	190 m, 60 m R, LIH; 1933 m, 60 m, W, LIH; 668 m, 60 m Y, LIH	R, LIH CIV RWY end 69 m before RENL		

## LSMP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	NIL
3	TWY edge and centre line lighting	All TWY exits with edge lighting
4	Secondary power supply/switch-over time	AVBL / < 15 s
5	Remarks	MIL rotating beacon 0.5 NM final centre line on both sides

## LSMP AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	NIL
2	TLOF and/or FATO elevation M/FT	1460 ft
3	TLOF and FATO area dimensions, surface, strength, marking	FATO on main RWY: 05/23; 500 x 40 m, ASPH: PCN 34 F/C/X/T No specific marking
4	True and MAG BRG of FATO	049° / 229° - 047° / 227°
5	Declared distance available	See FATO dimensions
6	APP and FATO lighting	RWY LGT
7	Remarks	FATO on RWY between TWY M and P

## LSMP AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	<b>Payerne CTR</b> 46 56 22 N 006 59 31 E - 46 52 33 N 007 04 35 E - 46 44 08 N 006 51 13 E - 46 47 56 N 006 46 09 E - 46 56 22 N 006 59 31 E
2	Vertical limits	FL 100
3	Airspace classification	D
4	ATS unit call sign Language(s)	En
5	Transition altitude	6000 ft AMSL
6	Remarks	NIL

**LSMP AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	Payerne Approach	136.350	HX	NIL
TWR	Payerne Tower	128.675	HX	
CLR DEL	Payerne Delivery	121.705	HX	

**LSMP 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
ILS 05-LOC CAT I	IPN	109.95 MHz	H24	46 51 16.8N 006 56 01.6E	1451 ft	LOC PSN: 640 m FM THR 23. RWY 05: LOC course 046° MAG. Front course sector width 3.74°. Restricted coverage: at 17 NM +/- 15° from CL above 3700 ft AMSL linearly raising to at 17 NM +/- 35° from CL above 5500 ft AMSL at 25 NM +/- 10° from CL above 5500 ft AMSL.
GP 05	--	333.65 MHz	H24	46 50 10.4N 006 54 17.4E	1464 ft	GP angle 4.7°. PSN: 207 m FM THR 05. GP HGT THR 05: 53 ft / 16.1 m.
DME 05	IPN	36Y	H24	46 51 18.1N 006 55 59.9E	1452 ft	DME co-located with LOC, reads D1.7 at THR 05 Restricted coverage: at 17 NM +/- 35° from CL above 5500 ft AMSL at 25 NM +/- 10° from CL above 6500 ft AMSL.
ILS 23-LOC CAT I	IPY	109.30 MHz	H24	46 50 00.1N 006 53 55.2E	1471 ft	LOC PSN: 355 m FM THR 05. RWY 23: LOC course 227° MAG. Front course sector width 4.1°. Restricted coverage: at 10 NM +/- 35° from CL above 3400 ft AMSL at 18 NM +/- 10° from CL above 3400 ft AMSL.
GP 23	--	332.00 MHz	H24	46 50 55.8N 006 55 32.3E	1454 ft	GP angle 3.7°. PSN: 257 m FM THR 23. GP HGT THR 23: 54 ft / 16.5 m.
DME 23	IPY	30X	H24	46 49 59.1N 006 53 56.4E	1469 ft	DME co-located with LOC, reads D1.6 at THR 23 Restricted coverage: at 10 NM +/- 35° from CL above 3400 ft AMSL at 18 NM +/- 10° from CL above 3400 ft AMSL.

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**LSMP AD 2.20 LOCAL TRAFFIC REGULATIONS****1. Local flying and operational restrictions**

1. PPR is mandatory for all CIV traffic.  
Procedures are published on the internet site of the civil operator [www.swissaeropole.com](http://www.swissaeropole.com).
2. Any flight to / from Payerne requires the filing of an ICAO flight plan. The PPR authorisation number must be shown in box 18 "other information".
3. SUN: AD CLSD
4. Special authorisation required:  
MON - FRI 1900 - 2100 (1800 - 2000)  
SAT 1600 - 2100 (1500 - 2000)  
HOL 0900 - 1100 (0800 - 1000), 1230 - 1900 (1130 - 1800)  
Following days are considered as holidays:
  - New Year's Day
  - 02 JAN
  - Good Friday
  - Easter Monday
  - Ascension
  - Whit Monday
  - 01 AUG
  - Monday after Federal Day of Prayer
  - Christmas Day
5. Following operations are prohibited unless duly justified:
  - Training flights
  - Aerodrome circuits (except unplanned go-around)
  - Non-commercial tourist and pure leisure flights.
6. AD closures for construction work and summer closures, are published by NOTAM.
7. GAT IFR Departure contact Payerne Delivery on 121.705 Mhz for IFR clearance and start-up.

**2. Mixed CIV-MIL environment**

1. The aerodrome is a military installation with civil co-use. Infrastructure, equipment and procedures may differ from the ICAO regulation.
2. Except in emergencies, operational priority will be given to military flights and flights considered as essential by the Confederation.

**3. MIL equipment and restricted area**

1. The runway is equipped with 2 retractable MIL arresting cables, located between the thresholds. The distance between the cables is 1450 m. If those are not retracted, CIV aircraft are prohibited from rolling over them.
2. During MIL AD OPS HR, the military net barrier located at the end of the runway in use will be in the raised position. The net barrier can hold an aircraft with MTOM ≤ 25 t. It will be lowered for movements of aircraft with MTOM > 25 t. Aircraft with MTOM > 25 t: crew must inform ATC at first contact. It is prohibited to roll over the net barriers when lowered, except in case of EMERG.
3. CTN: During military activities, a runway car is parked 50 m away from the runway centre line.
4. Restricted Area LS-R4 / R4A:  
Activation according publication.  
LS-R4 / R4A, ACFT Target Range on Lake of Neuchâtel.  
(GND to 8900 ft AMSL / 2700 m/M, in NW area of lake, 5000 ft AMSL / 1500 m/M to 8900 ft AMSL / 2700 m/M).

**4. Other characteristics and requirements**

1. ACFT landings and take-offs (EXC HEL) are forbidden without closure of public road barriers.
2. RWY turn pads:  
RWY 05: the max. available width for 180° turn is located abeam TWY S (55 m). See AD 2.13 for DECL DIST.  
RWY 23: the max. available width for 180° turn is located abeam TWY A (55 m). See AD 2.13 for DECL DIST.  
Both areas are marked with guidance lines.
3. High visibility safety jacket, which complies with the EN 471 standard class 2 or 3, must be worn on the movement area.

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## LSMP AD 2.21 NOISE ABATEMENT PROCEDURES

1. The CIV AD operator reserves the right to refuse access to certain categories of aircraft without giving a reason.
2. For departures and arrivals from and to Payerne AD, the use of the specified departure and arrival routes/sectors are mandatory unless otherwise instructed by ATC.
3. The following jet aircraft are only accepted at Payerne with the agreement of the Air Base Commander:  
Jet Commander 1121 (JCOM), Aero Commander (AC68 / AC90), Falcon Series-20 CF-700 (FA20), Gates Lear Jet Series CJ610 (LJ25), Gulfstream II/III (GLF2 / GLF3), Hansa Jet HFB-320 (HF20), HS-125 Series-400/600 non Turbofan (H25A), Jetstar L-1329 Mk1/Mk2 (L29B), Morane MS-760 (MS76), Piaggio PD-808 Vespa Jet (P808), Sabreliner NA-265 Series-40/60A (SBR1), Westwind I, IAI 1123 (WW23), YAK 40/42 (YK40 / YK42).
4. Rolling take-offs must be performed whenever possible.
5. After take-off, and subject to compliance with safety instructions, aircraft must use their best rate of climb.  
Jet aircraft must use the climb procedure which best reduces noise impact at ground level.
6. The approach must be planned such that cruise configuration is kept for as long as possible while complying with the applicable safety rules. As far as flight safety allows, approaches must be conducted using the "low-drag / low power" principle.
7. Deceleration after landing should use the available and published runway length.  
The use of thrust reverser is not permitted, except when essential.
8. The use of APUs is not permitted more than 60 minutes prior departure (off-block time).  
APUs must be shut down no later than 20 minutes after arrival (on-block time).
9. Local restrictions apply during funerals. Follow ATC instructions.

## LSMP AD 2.22 FLIGHT PROCEDURES

## 1. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	Vis (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
05	A, B, C, D	1500 / ---	800 / ---	---	NIL
23	A, B, C, D	1500 / ---	800 / ---	---	NIL

## 1.1 IFR Procedures

## 1.1.1 SID Descriptions

## 1.1.1.1 SID RWY 05 - RNAV (see chart LSMP AD 2.24.7 - 1)

DESIGNATOR	RWY05 - RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>FRIBOURG 2Q</b>  (FRI 2Q) PDG 4.2% to 3300ft MNM climb gradient 7% to 4500ft to remain inside controlled airspace	Climb straight ahead. At 2500ft turn right to FRI.	INITIAL CLIMB CLEARANCE FL080 Cross FRI at 7500ft or above	NIL	Ref: Chart AD 2.24.7-1

RNAV SID FRI 2Q						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+2500	-	047°(049.0°T)	-
DF	FRI	N	+7500	-	-	-

## 1.1.1.2 SID RWY 23 - RNAV (see chart LSMP AD 2.24.7 - 3)

DESIGNATOR	RWY23 - RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>FRIBOURG 2R</b>  (FRI 2R) PDG 6.4% to 3200ft	Climb straight ahead. At 2800ft turn left (MNM bank angle 25°, MAX IAS 185kt during turn). Proceed via MP701 to FRI	INITIAL CLIMB CLEARANCE FL080 Cross MP701 at 4800ft or above, FRI at 7500ft or above	NIL	Ref: Chart AD 2.24.7-3

RNAV SID FRI 2R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	+2800	185	227°(229.0°T)	-
DF	MP701	Y	+4800	185	-	-
TF	FRI	N	+7500	-	083°(084.8°T)	13.3

1.1.2 STAR Description

1.1.2.1 STAR TO VALAD - RNAV (see chart LSMP AD 2.24.9 - 1)

DESIGNATOR	RWY 23 - RNAV		
	ROUTE		
	Lateral	Vertical	Remark
FRIBOURG 1 B (FRI 1B)	From FRI proceed to VALAD	Refer to chart	NIL

RNAV STAR FRI 1B						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	FRI	N	+6000	-	-	-
TF	VALAD	N	+5000	-	330° (331.8°T)	11.7

1.2 Approach procedures:

1.2.1 Procedure description of RNP Z RWY 23 (see chart LSMP AD 2.24.10 - 9)

From MP401						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	MP401	N	-	-	-	-
TF	VALAD	N	+5000	-	227° (228.7°T)	2.5
TF	RW23	Y	-	-	227° (228.7°T)	8.9
TF	MP402	Y	-	185	227° (228.5°T)	4.7
CF	FRI	Y	+6000	185	093° (095.0°T)	15.8
CF	VALAD	Y	-	-	330° (332.0°T)	11.7

LSMP AD 2.23 ADDITIONAL INFORMATION

1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	N LAT	E LONG	
1	2		3
MP401	N 46 58 35.8	E 007 08 08.4	IAC LSMP
MP402	N 46 47 56.9	E 006 50 32.4	IAC LSMP
MP701	N 46 45 28.4	E 006 54 08.3	SID LSMP

**LSMP AD 2.24 CHARTS RELATED TO AN AERODROME**

<b>Name</b>	<b>Page</b>
Aerodrome Chart	LSMP AD 2.24.1 - 1
Aerodrome Obstacle Chart - Type A	LSMP AD 2.24.4 - 1
SID RWY 05 - RNAV	LSMP AD 2.24.7 - 1
SID RWY 23 - RNAV	LSMP AD 2.24.7 - 3
STAR RWY 23 - RNAV	LSMP AD 2.24.9 - 1
IAC ILS RWY 05	LSMP AD 2.24.10 - 1
IAC LOC RWY 05	LSMP AD 2.24.10 - 3
IAC ILS RWY 23	LSMP AD 2.24.10 - 5
IAC LOC RWY 23	LSMP AD 2.24.10 - 7
IAC RNP Z RWY 23	LSMP AD 2.24.10 - 9

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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 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				
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	1729	46 13 41 N 007 21 35 E	B1744/21
				Mast	1922	46 12 32 N 007 19 51 E	B1236/20
Refer also to LSGS AOC 07/25, <a href="#">LSGS AD 2.24.4 - 1</a> 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 ( <a href="http://www.skybriefing.com">www.skybriefing.com</a> )
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 <sup>1</sup> GRASS	NIL	NIL	NIL
25 GRASS	253° GEO 252° MAG		0.25 MPa 5700 kg MPW <sup>1</sup> GRASS			

<sup>1</sup> 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	