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AIP Services

CH-8602 WANGEN BEI DÜBENDORF

AIP

AMDT 003 2022

Effective Date 24 MAR 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	24 MAR 2022
GEN 0.4 - 1/2	24 MAR 2022
GEN 0.4 - 3/4	24 MAR 2022
GEN 0.4 - 5/6	24 MAR 2022
GEN 0.4 - 7/8	24 MAR 2022
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ENR 5.3 - 1/2	24 MAR 2022
ENR 5.5 - 15/16	24 MAR 2022
ENR 6.1 - 1/2	24 MAR 2022
LSZB AD 2 - 3/4	24 MAR 2022
LSZC AD 2 - 3/4	24 MAR 2022
LSGG AD 2 - 5/6	24 MAR 2022
LSGG AD 2 - 7/8	24 MAR 2022
LSGG AD 2.24.4 - 1/2	24 MAR 2022
LSGG AD 2.24.4 - 3/4	24 MAR 2022
LSMP AD 2 - 3/4	24 MAR 2022
LSGS AD 2 - 5/6	24 MAR 2022
LSZH AD 2 - 1/2	24 MAR 2022

Destroy the following pages:

GEN 0.2 - 9/10	24 FEB 2022
GEN 0.4 - 1/2	AIRAC 24 MAR 2022
GEN 0.4 - 3/4	AIRAC 24 MAR 2022
GEN 0.4 - 5/6	AIRAC 24 MAR 2022
GEN 0.4 - 7/8	AIRAC 24 MAR 2022
ENR 1.3 - 1/2	19 JUL 2018
ENR 1.10 - 1/2	26 MAR 2020
ENR 1.10 - 3/4	26 MAR 2020
ENR 5.3 - 1/2	25 MAR 2021
ENR 5.5 - 15/16	AIRAC 24 MAR 2022
ENR 6.1 - 1/2	AIRAC 24 MAR 2022
LSZB AD 2 - 3/4	24 FEB 2022
LSZC AD 2 - 3/4	30 DEC 2021
LSGG AD 2 - 5/6	04 NOV 2021
LSGG AD 2 - 7/8	27 JAN 2022
LSGG AD 2.24.4 - 1/2	AIRAC 13 SEP 2018
LSGG AD 2.24.4 - 3/4	AIRAC 13 SEP 2018
LSMP AD 2 - 3/4	24 FEB 2022
LSGS AD 2 - 5/6	24 FEB 2022
LSZH AD 2 - 1/2	AIRAC 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: A0042/22, A0043/22, A0044/22, A0045/22, B0026/22, B0047/22, B0064/22

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

Insert the following pages:		Destroy the following pages:	
LSZH AD 2 - 3/4	24 MAR 2022	LSZH AD 2 - 3/4	15 JUL 2021
LSZH AD 2 - 7/8	24 MAR 2022	LSZH AD 2 - 7/8	04 NOV 2021
LSZH AD 2 - 13/14	24 MAR 2022	LSZH AD 2 - 13/14	AIRAC 02 DEC 2021
LSZH AD 2 - 15/16	24 MAR 2022	LSZH AD 2 - 15/16	02 DEC 2021
LSZH AD 2 - 19/20	24 MAR 2022	LSZH AD 2 - 19/20	AIRAC 24 MAR 2022
LSZH AD 2.24.1 - 1/2	24 MAR 2022	LSZH AD 2.24.1 - 1/2	17 JUN 2021
LSZH AD 2.24.3.1 - 1/2	24 MAR 2022	LSZH AD 2.24.3.1 - 1/2	17 JUN 2021
LSZH AD 2.24.3.3 - 3/4	24 MAR 2022	LSZH AD 2.24.3.3 - 3/4	17 JUN 2021

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	
002/2022	24-Feb-2022	24-Feb-2022	
003/2022	24-Mar-2022	24-Mar-2022	

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GEN 0.4 CHECKLIST OF AIP PAGES

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LSZH AD 2 - 38	07 OCT 2021
LSZH AD 2 - 39	07 OCT 2021
LSZH AD 2 - 40	07 OCT 2021
LSZH AD 2 - 41	AIRAC 24 MAR 2022
LSZH AD 2 - 42	AIRAC 24 MAR 2022
LSZH AD 2 - 43	AIRAC 24 MAR 2022
LSZH AD 2 - 44	AIRAC 24 MAR 2022
LSZH AD 2 - 45	AIRAC 24 MAR 2022
LSZH AD 2 - 46	AIRAC 24 MAR 2022
LSZH AD 2 - 47	07 OCT 2021
LSZH AD 2 - 48	07 OCT 2021
LSZH AD 2 - 49	02 DEC 2021
LSZH AD 2 - 50	02 DEC 2021
LSZH AD 2 - 51	AIRAC 24 MAR 2022
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LSZH AD 2.24.5 - 2	AIRAC 07 DEC 2017
LSZH AD 2.24.5 - 3	AIRAC 07 DEC 2017
LSZH AD 2.24.5 - 4	AIRAC 07 DEC 2017
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LSZH AD 2.24.6 - 2	AIRAC 24 MAR 2022
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LSZH AD 2.24.7.1 - 3	AIRAC 24 MAR 2022
LSZH AD 2.24.7.1 - 4	AIRAC 24 MAR 2022
LSZH AD 2.24.7.1 - 5	07 OCT 2021
LSZH AD 2.24.7.1 - 6	07 OCT 2021
LSZH AD 2.24.7.1 - 7	AIRAC 24 MAR 2022
LSZH AD 2.24.7.1 - 8	AIRAC 24 MAR 2022
LSZH AD 2.24.7.2 - 1	07 OCT 2021
LSZH AD 2.24.7.2 - 2	07 OCT 2021
LSZH AD 2.24.7.2 - 3	07 OCT 2021
LSZH AD 2.24.7.2 - 4	07 OCT 2021
LSZH AD 2.24.7.2 - 5	07 OCT 2021
LSZH AD 2.24.7.2 - 6	07 OCT 2021
LSZH AD 2.24.7.2 - 7	AIRAC 24 MAR 2022
LSZH AD 2.24.7.2 - 8	AIRAC 24 MAR 2022
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LSZH AD 2.24.7.3 - 2	07 OCT 2021
LSZH AD 2.24.7.3 - 3	07 OCT 2021
LSZH AD 2.24.7.3 - 4	07 OCT 2021
LSZH AD 2.24.7.3 - 5	07 OCT 2021
LSZH AD 2.24.7.3 - 6	07 OCT 2021
LSZH AD 2.24.7.3 - 7	07 OCT 2021
LSZH AD 2.24.7.3 - 8	07 OCT 2021
LSZH AD 2.24.7.3 - 9	07 OCT 2021
LSZH AD 2.24.7.3 - 10	07 OCT 2021
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ENR 1.3 INSTRUMENT FLIGHT RULES

1. Procedures for RVSM flights

Where an ACFT's **altitude reporting system displayed level (Transponder mode C/S ADS_B)** differs from the reported FL by 200 ft or more, the controller shall inform the pilot accordingly and the pilot shall be requested to check the pressure setting and confirm the ACFT's level.

2. Special procedures for IFR flights (Z and Y) within FIR Switzerland (LSAS)

2.1 Departures

Flight plans are to be submitted in accordance to FPL REF: ENR 1.10.1.3.2

When a Z FLT commences from a Swiss AD with a joining point within FIR Switzerland, this FLT shall be notified immediately before TKOF by TEL to:

- ACC Zurich (for FLTs joining within the CTA Zurich),
  TEL +41 (0) 43 931 69 65, or to
- ACC Geneva (for FLTs joining within the CTA Geneva),
  TEL +41 (0) 22 747 13 91.

The above mentioned services transmit a transponder code which shall be operated at TKOF, as well as the FREQ to call for ATC clearance.

Due to regulation measures, a TKOF slot allocation for Z-flights is possible, the adherence to a received TKOF slot (CTOT) is compulsory. The responsibility lays with the Pilot in command.

Joining-clearance may be denied or delayed by ATC for flights which are not pre-announced by TEL or not respecting their TKOF slot (CTOT). Ref to: ENR 1.9.4. (AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT Chapter 4)

ATC clearances will be given by TEL only in exceptional cases.

For local procedures, contact the relevant AD authority.

2.2 General procedures for Z/Y FLTs from and to LSZL

FPL concerning Z/Y flights from and/or to LSZL shall additionally be addressed to LSZAZTZX.

Whenever active, LSZL ATC will carry out the coordination for Z flights described in ENR 1.3.2.1, providing the flight crew with a transponder code and the frequency for the IFR joining, in addition to other relevant information.

2.2.1 Southbound Z FLTs departing from LSZL

Southbound FLTs may join IFR either over LUGAN or a WPT within the AoR (Area of Responsibility) of MILANO.

Departures intending to join a LSZA SID are coordinated either by Locarno TWR or by Locarno AD authority (outside ATS service hours) with Lugano TWR/APP, when active. After departure, flights shall proceed under VFR towards LUGAN and hold outside CTR, until contact with Lugano TWR/APP is established.

Departures intending to join IFR within MILANO AoR (not LUGAN), or if Lugano TWR/APP is not active, are coordinated by Locarno TWR or by Locarno AD authority (outside ATS service hours) with MILANO FIC.

2.2.2 Northbound Z FLTs departing from LSZL

Northbound FLTs should climb under VFR towards the north, to join IFR within the airway system. Coordination procedures with ACC Zurich according to ENR 1.3.2.1 apply.

If the meteorological conditions do not permit the above-mentioned procedure, the FLT may join a LSZA SID towards the north, according to the procedure described in ENR 1.3.2.2.1.

2.2.3 Y FLTs to LSZL

Such FLTs should preferably file "PINIK" or any other WPT within TMA Milano or CTA Zurich, as the WPT at which the change from IFR flight to VFR flight may be executed.

After their change from IFR to VFR, such FLTs may expect to cross CTR Lugano either via MEZZO or via W-Luino.

If continuation of the FLT under VFR is not possible, Lugano TWR/APP may issue an IFR APCH CLR to land at LSZA.

3. Clearance to fly maintaining own separation in VMC (VMC climb/descent)

When so requested by an ACFT, a controlled FLT operating in VMC may be cleared to climb or descend, subject to maintaining its own separation from other ACFT and remaining in VMC, provided the following conditions are fulfilled:

a. the VMC climb/descent clearance may be delivered O/R only if the FLT crew of the other ACFT agrees to the use of the procedure;
b. the VMC climb/descent clearance may be delivered during the HR of daylight only;
c. essential traffic information will be given by ATC to the ACFT concerned.

4. Expected Approach Time (EAT)

An EAT is transmitted to an ACFT only O/R of the pilot, or if it is likely that the delay will be 10 MIN or more. The EAT will only be revised if the transmitted time is likely to change by more than 5 MIN.

5. Radio communication failure during IFR flights

Arriving ACFT whose DEST point is located in Switzerland shall PCD in accordance with the instructions contained in the STAR charts, in the AD 2.24 section.
Departing ACFT under pilot's NAV shall PCD in accordance with the instructions contained in the SID charts, in the AD 2.24 section.
Departing ACFT being vectored by radar away from the route specified in its current FLT plan shall PCD in the most direct manner to the route specified in the current FLT plan.

6. Reduced reporting procedures

Radiotelephony procedures employed by pilots of IFR FLTs within Swiss area of jurisdiction:

a. The initial call after a change of radio FREQ will only contain ACFT IDENT and actual FL, indicating the cleared FL for ACFT in climb or descent;
b. Any PSN report, if required subsequently, will only contain ACFT IDENT, PSN and time over;
c. If assigned a speed requirement, the FLT crew shall report this in the initial call.

7. Rate of climb/descent

Should a pilot for any reason not be able to comply with the ROC/ROD cleared by ATC, he shall inform the controller immediately.
Depending on the phase of FLT, the procedures specified below are applicable to all ACFT whose PER data allows these procedures to be met:

- level changes ENR:
  during descent, a rate of between 1000-2500 ft/min is expected and should be complied with (except within the last 1000 ft to the cleared FL, the rate should not exceed 1000 ft /min) and similarly, ACFT CMB the cleared FL, the ROC within the last 1000 ft should not exceed 1000 ft/min either;
- level changes in HLDG patterns:
  a ROD of 1000 ft/min or less is expected and should be complied with;
- descent on STAR's:
  a rate of between 1500-2500 ft/min is expected and should be complied with;
- LVE IAF under radar vectors:
  unless otherwise specified by ATC, the ROD is at pilot's discretion.
- any DEV from the above mentioned rates, if deemed necessary by the pilot, shall be communicated to ATC immediately.

ENR 1.10 FLIGHT PLANNING

1. Procedures for the submission of a flight plan (SERA.4001)

1.1 The Swiss flight planning policy

1.1.1 General

Information relative to an intended flight or portion of a flight to be provided to air traffic services units shall be in the form of an ICAO flight plan.

1.1.2 Completion of a flight plan (SERA.4010)

The purpose of a flight plan is to inform the competent ATS units enabling them to supervise the flight within the scope of air traffic control as well as the flight information service and alerting service.

1.1.3 Flight plan message flow

In order to comply with the procedures and rules of the EUROCONTROL Network Manager (NM), which require that flight plan messages for flights conducted fully or partially under IFR within its area of responsibility are to be made known to the Network Manager Operations Center (NMOC), the following policy is applied. Flight plan messages related to flights under IFR/General Air Traffic (GAT), mixed IFR/VFR or GAT/Operational Air Traffic (OAT) are forwarded by the most direct way to the Integrated initial Flight plan Processing System (IFPS) only.

1.1.4 Flight plan filling

Flight plans and associated messages (DLA, CHG, CNL and ARR) for flights departing from Swiss aerodromes should be filed with a personal user account on website http://www.skybriefing.com. Flight plans for consecutive legs may also be filed. Flight plan messages filed on skybriefing are transmitted automatically to AIM Operations Switzerland for further distribution.

In case of skybriefing unserviceability, AIM Operations Switzerland provides a contingency service for the filing of flight plans by telephone.
Associated messages (DLA, CHG, CNL and ARR) can always be transmitted via telephone.

The flight plan filing service in contingency situations:

Contingency service	Language	Flight plan transmission by phone
AIM Operations Switzerland	German/English	Phone: +41 (0) 43 931 61 61
	French/English	Phone: +41 (0) 43 931 62 03

1.1.5 Direct filing with Integrated initial Flight plan Processing System (IFPS)

The recommended practice of EUROCONTROL to file IFR flight plan messages directly with IFPS is generally permitted.

ACFT Operators (AO) wishing to do so may use their direct connection to the AFTN if AVBL or the SITA type B network (either purely or its SITA/AFTN gateway), provided the necessary arrangements are made beforehand with EUROCONTROL / Network Operations and skyguide, COM Centre Switzerland:
Phone: +41 (0) 22 747 13 73,

More Information available in the: IFPS User Manual.

URL: https://www.eurocontrol.int/publication/ifps-users-manual

1.1.6 NOP - Network Operations Portal

The NOP (Network Operations Portal) aims at facilitating the NM users' access to all kinds of dynamic data and operational information in a consolidated way.
Amongst other things, information on the RAD and the European airspace use plan (EAUP) and their updates are published here.

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

1.1.7 Route Availability Document

The Route Availability Document (RAD) is a common reference document containing the policies, procedures and description for route and traffic orientation. It also includes route network and free route airspace utilisation rules and availability.

The RAD is also an Air Traffic Flow and Capacity Management (ATFCM) tool that is designed as a sole-source flight-planning document, which integrates both structural and ATFCM requirements, geographically and vertically.

URL: https://www.nm.eurocontrol.int/RAD/

1.2 IFPS - The Integrated initial Flight plan Processing System

1.2.1 General

A centralised flight plan processing and distribution service is established under the authority of the EUROCONTROL Network Manager (NM).
The service is provided by the Integrated Initial Flight Plan Processing System (IFPS) and covers that part of the ICAO EUR Region known as the IFPS Zone (IFPZ).
The IFPS Users Manual provides all users of the IFPS with an easy to access reference manual.
The manual is intended to contain all the necessary procedures and information in order for users to be able to construct, transmit or when necessary to correct, flight plan and associated update messages.
Procedures for the distribution of such messages after processing by the IFPS are also described.
Correct and accurate application of the procedures contained in the document is essential for the achievement of consistent flight plan data among all relevant actors in the flight planning process.

URL: https://www.eurocontrol.int/publication/ifps-users-manual

2. Contents of a flight plan (SERA.4005)

Unless a valid flight plan is acknowledged by IFPS (ACK), the requirement to file a FPL for an IFR flight intending to operate within the IFPS zone is not fulfilled.

2.1 Filing and submission of flight plans

Aircraft operators departing within Switzerland shall assume their flight is subject to ATFCM measures. Therefore, flight plans shall be submitted at least 180 minutes before EOBT. An IFR flight plan shall be submitted not more than 120 hours/5 Days in advance of the EOBT.
Unless a valid flight plan is acknowledged by IFPS (ACK), the requirement to file a FPL for an IFR flight intending to operate within the IFPS zone is not fulfilled.

A separate flight plan is required for each flight to an aerodrome where one or more approaches is intended to be made, even when no landing is intended.

Flight plans submitted for flights not operated must be cancelled (CNL).

2.2 Instructions for the completion of the flight plan form

2.2.1 General

The automated message processing by IFPS is based strictly on the IFPS Users Manual.

2.2.2 The flight plan items

A flight plan shall comprise information regarding the following items:

- Item 7: Aircraft identification (maximum 7 characters)
- Item 8: Flight rules and type of flight (one or two characters)
- Item 9: Number and type of aircraft and wake turbulence category
- Item 10: Equipment and capabilities.
- Item 13: Departure aerodrome and time (8 characters)
- Item 15: Route
  - a. Cruising speed (maximum 5 characters)
  - b. Cruising level (maximum 5 characters)
  - c. Route (including changes of speed, level and/or flight rules)
- Item 16: Destination aerodrome and total estimated elapsed time, destination alternate aerodrome(s)
- Item 18: Other information
- Item 19: Supplementary information

3. Changes to a flight plan (SERA.4015)

3.1 General

All changes to a flight shall be reported as soon as practicable to the appropriate air traffic services unit.
Information submitted prior to departure regarding fuel endurance or total number of persons carried on board, if incorrect at time of departure, constitutes a significant change to the flight plan and as such shall be reported.

3.2 Modification message CHG

Certain key fields within a flight plan cannot be modified by a change as they are used for message association.
Those flight plan items that are considered by the IFPS as key fields are:

- ACFT IDENT,
- AD of DEP,
- AD of DEST,
- Date of Flight.

Note: The date of flight may not be modified as a direct modification of the DOF sub-field, but a change of EOBT via a modification or a delay message may trigger a change of date of flight.

To change one of the above fields, it is necessary to CNL the original flight plan and to refile a flight plan containing the corrected data.

3.3 Delay message DLA

Any DLA of up to 20 hours for an IFR/GAT flight operating within the IFPZ shall be submitted to the IFPS for processing.
A new EOBT, which is more than 20 hours in the future, the DLA is not accepted. To file a new EOBT, it is necessary to CNL the original flight plan and to refile a flight plan containing the corrected EOBT and DOF.

The IFPS shall not accept any delay that is a negative time compared to the current system time at the time of processing that delay message by the IFPS.

The aircraft operator shall:

- Delay flight plans if EOBT is 15 minutes (or more) later than transmitted, if operated as (fully or partly) IFR
- Delay flight plans if EOBT is 30 minutes (or more) later than transmitted, if operated as VFR

3.4 Detailed Information

For further information concerning changes to submitted flight plan, consider the IFPS User manual.

4. Closing of a flight plan (SERA.4020)

Submission of an arrival report is not required after landing on an aerodrome where air traffic services are provided on condition that radio communication or visual signals indicate that the landing has been observed.
(i.e. Bern-Belp, Buochs, Les Eplatures, Geneva, Grenchen, Locarno, Lugano, St. Gallen-Altenrhein, Sion, Zurich and Samedan during ATC HRS).

The pilot all make an arrival report in person, by radiotelephony or via data link at the earliest possible moment after landing.
In the case of multiple flight plans, the pilot shall provide sufficient information to identify which flight plan is being to be closed.
When communication facilities at the arrival aerodrome or operating site are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken.
Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.
For closing flight plans by telephone, contact the ATS Reporting Office (ARO) 0800 437 837 (0800 IFR VFR, free of charge).

Search and Rescue (SAR) action is initiated for ACFT becoming status of INCERFA and, as a rule, the costs for SAR activities can be charged to the pilot.

ACFT become status overdue whenever:

- a FPL (or AFIL) has been filed, and
- the FPL has not been closed within 30 MIN of the estimated time of ARR last notified, or
- initiated by air traffic control services.

Note: INCERFA is the first stage of Search & Rescue and is triggered upon EOBT & EET & 30 minutes.

ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

1. Other activities of a dangerous nature

1.1 Firings

When a TEMPO danger area affects the traffic in classes C and D airspace, or the APCH area of Les Eplatures, ACFT not able to overfly the area at a safe level will be radar-vectored around the area. In class C airspace the ATC authority can interrupt the FRNG EXER to permit the passage of these ACFT.

IFR FLTs within class C airspace may therefore be planned without regard to TEMPO danger areas.

IFR FLTs within class D airspace must expect diversions.

VFR FLTs are not co-ordinated with FRNG EXER.

IFR and VFR FLTs within other Swiss airspace classes are not co-ordinated with FRNG EXER.

Exception: REF: ENR 3.5 2.4.3
Enquiries can be made at the FIC Geneva and Zurich, at the co-ordination office for FRNG and safety of air navigation (KOSIF), as well as at the AIS.
Co-ordination office for FRNG and safety of air navigation:
Postal address:

Post: KOSIF
P.O. Box
8602 Wangen bei Dübendorf
Phone: +41 (0) 44 813 31 10

1.2 Cloud flying procedure

REF: ENR 5.5.

1.3 LS-R for Gliders

Two types of restricted areas for gliders are defined:
- Restricted areas established on a TEMPO basis for glider flying (Art. 26 of the rules of the air).
- Restricted areas established within TMA with activation and deactivation procedures subject to local agreements between the ATS authority and airspace users.

1.4 Glider sectors

Areas of defined dimensions in CTRs, which are reserved exclusively for gliders (incl. hang-gliders), self- sustaining gliders, self-launching gliders and their tow aircraft.
REF: ENR 5.5.

1.5 Glider areas (over French delegated territory)

REF: ENR 5.5 § 9

2. Other potential hazards

2.1 Anti-hail rocket firings

Anti-GR rocket FRNG may constitute a hazard to air navigation. Air traffic in controlled airspace will be informed about ACT anti-GR rocket FRNG areas.
See also Figure 1.
- Anti-GR rocket FRNG can be ACT at short notice.
- No information about anti-GR rocket FRNG is published by DABS.
- Information about ACT anti-GR rocket FRNG areas can be obtained from
FIC GENEVA on 126.350 MHz (for shootings within CTA GENEVA) or
FIC ZURICH on 124.700 MHz (for shootings within CTA ZURICH).

Figure 1. Anti-hail rocket firing areas

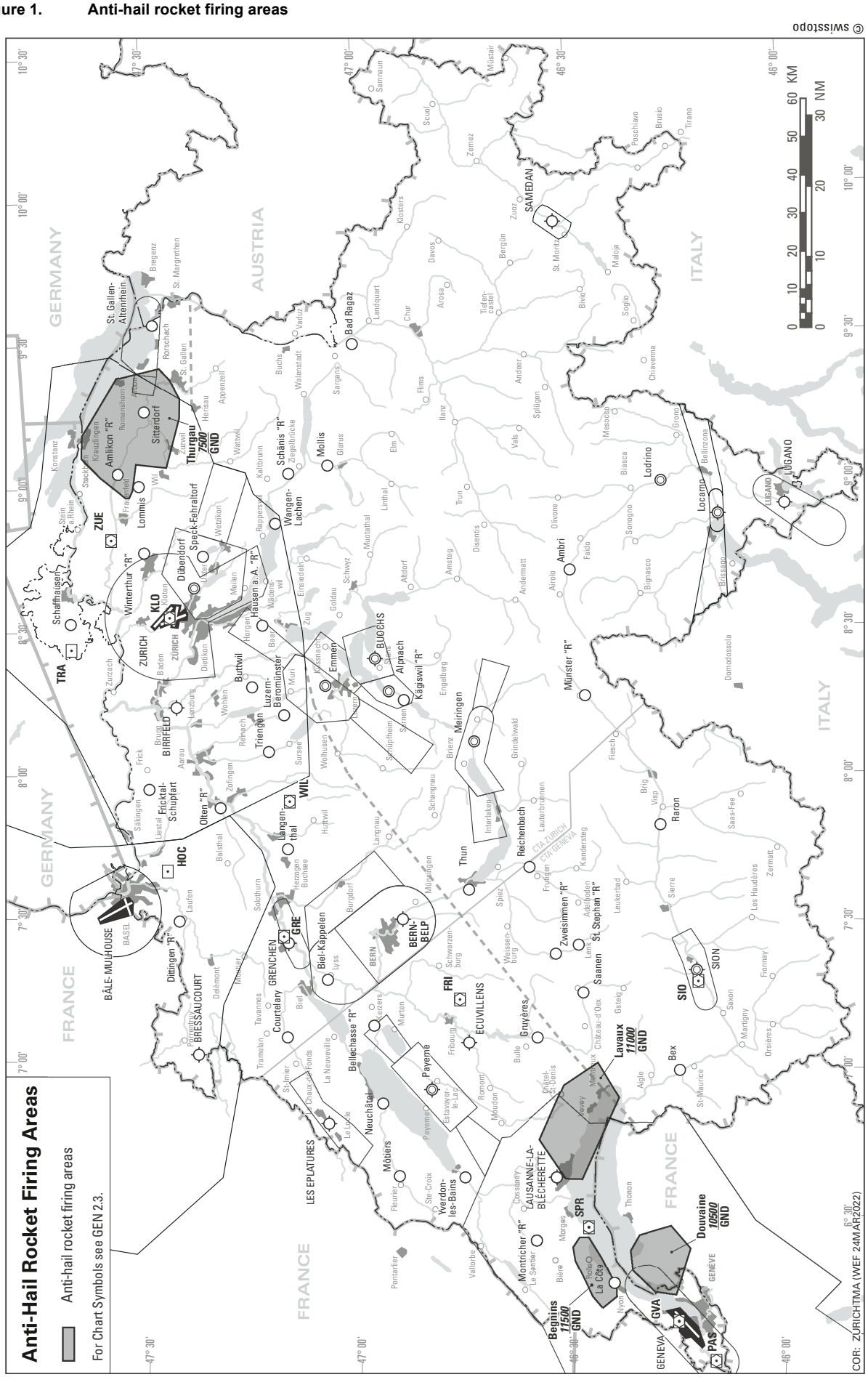


Figure 1. RESTRICTED AREAS FOR GLIDERS WITHIN TMA

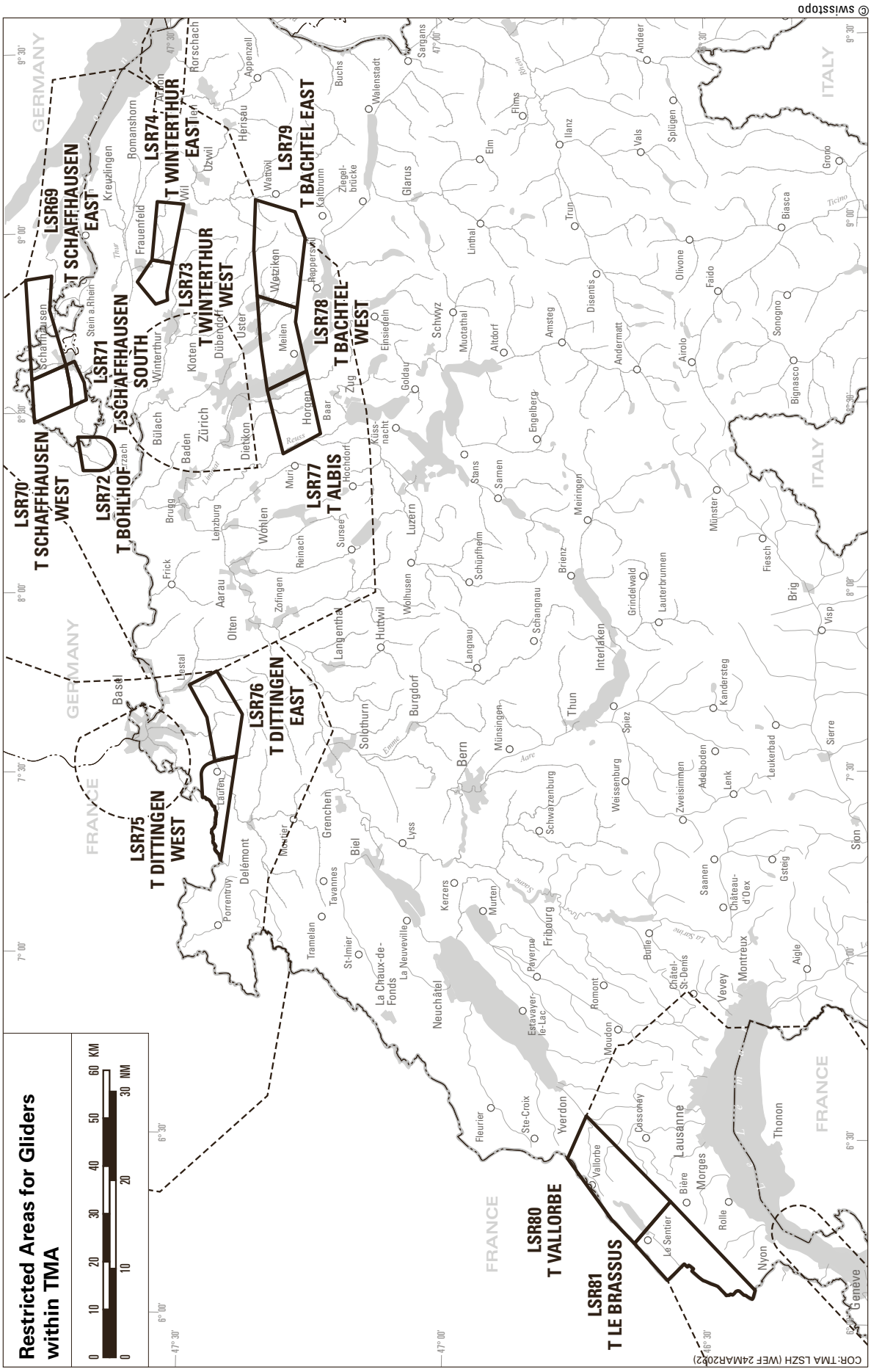
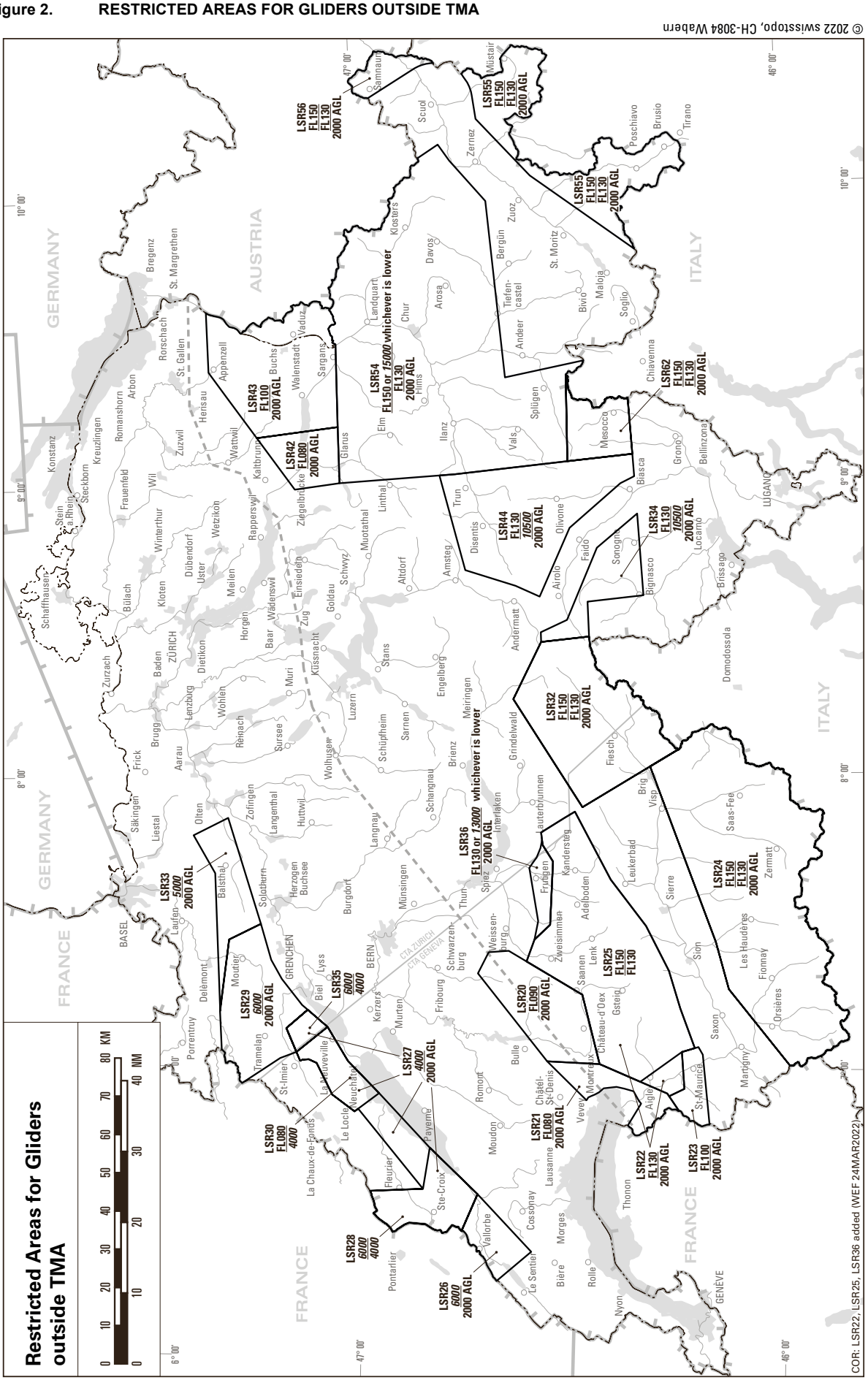
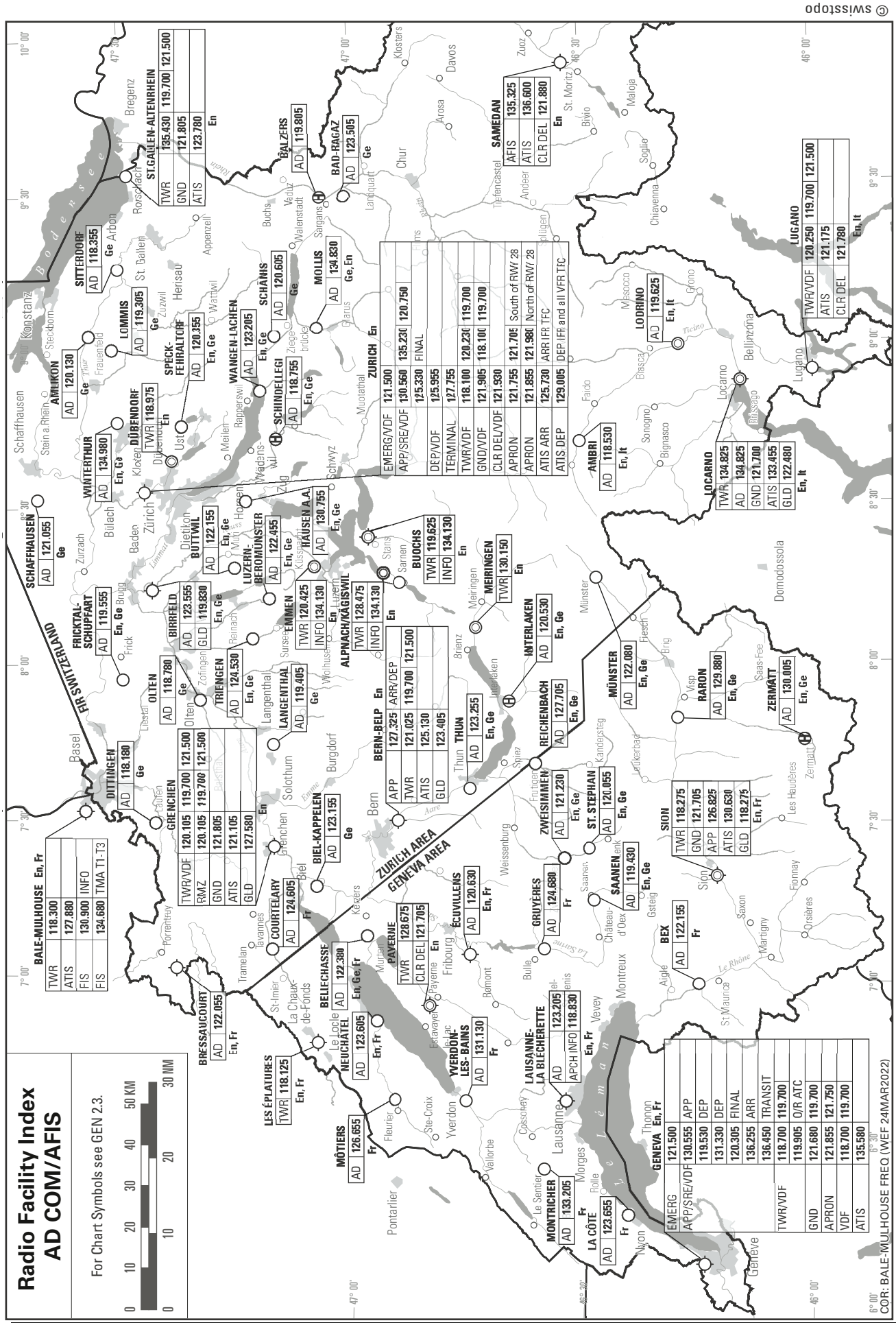


Figure 2. RESTRICTED AREAS FOR GLIDERS OUTSIDE TMA




Radio Facility Index
AD COM/AFIS
For Chart Symbols see GEN 2.3.
0 10 20 30 40 50 KM
0 10 20 30 NM
© swisstopo
skyguide, CH-8602 Wangen bei Dübendorf
COR: BALE-MULHOUSE FREQ (WEF 24MAR2022)
FIR SWITZERLAND
ZURICH AREA
GENEVA AREA
BALE-MULHOUSE En, Fr
TWR 118.300
ATIS 127.880
FIS 130.900 INFO
FIS 134.680 TMA T1-T3
SCHAFFHAUSEN AD 121.055 Ge
AMLIKON AD 120.130 Ge
SITTERDORF AD 118.355 Ge
ST.GALLEN-ALTENRHEIN TWR 135.430 119.700 121.500 GND 121.805 ATIS 123.780 En
WINTERTHUR AD 134.980 En, Ge
LOMMIS AD 119.305 Ge
DÜBENDORF TWR 118.975 En
SPECK-FEHRALTORF AD 120.355 En, Ge
WANGEN-LACHEN AD 123.205
SCHANIS AD 120.605 En, Ge
SCHINDELLEGI AD 118.755 En, Ge
BALZERS AD 119.805
MOLLIS AD 134.830 Ge, En
BAD-RAGAZ AD 123.505 Ge
ZURICH En
EMERG/VDF 121.500
APP/SRE/VDF 130.560 135.230 120.750
DEP/VDF 125.330 FINAL
TERMINAL 125.955
TWR/VDF 127.755
GND/VDF 118.100 120.230 119.700
CLR DEL/VDF 121.905 118.100 119.700
APRON 121.930
APRON 121.755 121.705 South of RW/ 28
APRON 121.855 121.980 North of RW/ 28
ATIS ARR 125.730 ARR IFR TFC
ATIS DEP 129.005 DEP IFR and all VFR TFC
SAMEDAN AFIS 135.325 ATIS 136.600 CLR DEL 121.880 En
LUGANO TWR/VDF 120.250 119.700 121.500 ATIS 121.175 CLR DEL 121.780 En, It
LOCARNO TWR 134.825 AD 134.825 GND 121.700 ATIS 133.455 GLD 122.480 En, It
AMBRI AD 118.530 En, It
LODRINO AD 119.625 En, It
SCHAFFHAUSEN AD 121.055 Ge
FRICKTAL-SCHUPFART AD 119.555 En, Ge
DITTINGEN AD 118.180 Ge
OLTEN AD 118.780 Ge
BIRRFELD AD 123.555 GLD 119.830 En, Ge
BÜTTWIL AD 122.155 En, Ge
LUZERN-BEROMÜNSTER AD 122.455 En, Ge
EMMEN TWR 120.425 INFO 134.130 En
HAUSEN A.A. AD 130.755 En, Ge
BUOCHS TWR 119.625 INFO 134.130 En
ALPNACH/KÄGISWIL TWR 128.475 INFO 134.130 En
MEIRINGEN TWR 130.150 En
INTERLAKEN AD 120.530 En, Ge
GRENCHEN TWR/VDF 120.105 119.700 121.500 RMZ 120.105 119.700 121.500 GND 121.805 ATIS 121.105 GLD 127.580 En
LANGENTHAL AD 119.405 Ge
TRIENGEN AD 124.530 En, Ge
BERN-BELP APP 127.325 ARR/DEP TWR 121.025 119.700 121.500 ATIS 125.130 GLD 123.405 En
THUN AD 123.255 En, Ge
REICHENBACH AD 127.705 En, Ge
MÜNSTER AD 122.080 En, Ge
RAROM AD 129.880 En, Ge
ZERMATT AD 130.005 En, Ge
BIEL-KAPPELEN AD 123.155 Ge
COURTELARY AD 124.605 Fr
ZWEISIMMEN AD 121.230 En, Ge
ST. STEPHAN AD 120.055 En, Ge
SAANEN Fr AD 119.430 En, Ge
SION TWR 118.275 GND 121.705 APP 126.825 ATIS 130.630 GLD 118.275 En, Fr
BRESSAUCOURT AD 122.055 En, Fr
BELLECHASSE AD 122.380 En, Ge, Fr
PAYERNE TWR 128.675 CLR DEL 121.705 En
ECUVILLENS AD 120.630 En, Fr
GRUYÈRES AD 124.680 Fr
BEX AD 122.155 Fr
LES ÉPLATURES TWR 118.125 En, Fr
NEUCHÂTEL AD 123.605 En, Fr
YVERDON-LES-BAINS AD 131.130 Fr
LAUSANNE-LA BLÉCHERETTE AD 123.205 APCH INFO 118.830 En, Fr
MÔTIERS AD 126.655 Fr
MONTRICHER AD 133.205 Fr
LA CÔTE AD 123.655 Fr
GENEVA En, Fr
EMERG 121.500
APP/SRE/VDF 130.555 APP
119.530 DEP
131.330 DEP
120.305 FINAL
136.255 ARR
136.450 TRANSIT
TWR/VDF 118.700 119.700
119.905 O/R ATC
GND 121.680 119.700
APRON 121.855 121.750
VDF 118.700 119.700
ATIS 135.580

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7	**Remarks**	**Inadmissible persons** Due to limited infrastructure AVBL for the custody and care of inadmissible persons such passengers can stay at the facilities of the AP **for a period of no longer than 24 hrs**. 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.

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	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	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	**RWY/TWY markings and LGT**	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	**Stop bars**	NIL
4	**Remarks**	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	Crane/Cranes marked/LGTD	*1772*	46 54 44 N 007 30 10 E	B0026/22
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

LSZC AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	Guidance sign boards, TWY CL
2	**RWY/TWY markings and LGT**	RWY, TWY and holding position markings
3	**Stop bars**	NIL
4	**Remarks**	NIL

LSZC 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 24 (1)	Tree/Trees	*1512*	46 58 14 N 008 22 57 E	Crane/Cranes marked/LGTD	*1523*	46 58 43 N 008 24 52 E	B0365/14
AOC 24 (2)	Tree/Trees	*1521*	46 58 07 N 008 22 55 E	Silo LGTD	*1468*	46 58 44 N 008 24 50 E	B1468/19
AOC 24 (3)	Tree/Trees	*1524*	46 58 05 N 008 22 52 E	Crane/Cranes marked/LGTD	*1681*	46 59 10 N 008 24 39 E	B0670/21
AOC 24 (4)	Building	*1649*	46 57 25 N 008 21 23 E	Crane/Cranes marked/LGTD	*1616*	46 57 34 N 008 21 55 E	B0976/21
AOC 24 (5)	Power line	*1701*	46 57 23 N 008 21 20 E	Crane/Cranes marked/LGTD	*1605*	46 58 16 N 008 24 22 E	B0047/22
AOC 24 (6)	Tree/Trees	*1717*	46 57 20 N 008 21 11 E				
AOC 24 (7)	Tree/Trees	*2163*	46 57 11 N 008 20 50 E				
AOC 24 (8)	Tree/Trees	*2184*	46 57 03 N 008 20 34 E				
AOC 24 (9)	Tree/Trees	*2278*	46 56 56 N 008 20 16 E				
AOC 24 (10)	Tree/Trees	*2323*	46 57 19 N 008 19 18 E				
AOC 24 (11)	Pole	*2838*	46 57 17 N 008 19 10 E				
AOC 24 (12)	Tree/Trees	*2852*	46 57 17 N 008 19 10 E				
AOC 24 (13)	Pole	*2868*	46 57 17 N 008 19 09 E				
AOC 24 (14)	Antenna	*2934*	46 57 17 N 008 19 09 E				

LSZC 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**	-- En
7	**Charts and other information available for briefing or consultation**	NIL
8	**Supplementary equipment available for providing information**	NIL
9	**ATS units provided with information**	ATS Buochs
10	**Additional information (limitation of service, etc.)**	Tel weather briefing: 0900 162 737 (GE), accessible within Switzerland

LSZC 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
06	064/062	2000 X 40	PCN 45/F/B/X/U ASPH	46 58 14.63 N 008 23 08.89 E	*1475 ft*	-0.6%
24	244/242			46 58 40.91 N 008 24 28.97 E	*1435 ft*	+0.6%

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
06	NIL	NIL	2120 X 150	NIL	Non-instrument RWY
24					

LSZC AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
06	2000 m	2000 m	2000 m	1940 m	NIL
24	2000 m	2000 m	2000 m	1940 m	NIL

LSGG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

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

LSGG AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**RMK**
a	b		c	a		b	c
		ft			*ft*		
AOC 04 (1)	Tree/Trees	*1383*	46 15 13 N 006 07 47 E	Crane/Cranes marked/LGTD	*1734*	46 16 30 N 006 05 40 E	A0653/18
AOC 04 (2)	Tree/Trees	*1388*	46 15 13 N 006 07 46 E	Crane/Cranes marked/LGTD	*1463*	46 15 36 N 006 08 37 E	A0248/08
AOC 04 (3)	Tree/Trees	*1402*	46 15 13 N 006 08 00 E	Antenna LGTD	*1572*	46 13 35 N 006 07 11 E	A0049/02
AOC 04 (4)	Tree/Trees	*1415*	46 15 12 N 006 08 03 E	Pole LGTD	*1424*	46 14 16 N 006 06 48 E	A0273/07
AOC 04 (5)	Tree/Trees	*1423*	46 15 21 N 006 07 54 E	Antenna marked/LGTD	*1539*	46 13 32 N 006 06 01 E	
AOC 04 (6)	Tree/Trees	*1427*	46 15 22 N 006 07 56 E	Antenna marked/LGTD	*1535*	46 13 07 N 006 08 31 E	
AOC 04 (7)	Tree/Trees	*1430*	46 15 21 N 006 07 59 E	Crane/cranes	*1536*	46 13 13 N 006 08 15 E	
AOC 04 (8)	Tree/Trees	*1445*	46 15 29 N 006 08 12 E	Tower/Mast LGTD	*1522*	46 13 48 N 006 06 29 E	
AOC 04 (9)	Tree/Trees	*1496*	46 15 35 N 006 08 11 E	Antenna marked/LGTD	*1398*	46 14 54 N 006 07 41 E	
				Antenna marked/LGTD	*1529*	46 13 30 N 006 05 58 E	
				Building marked/LGTD	*1535*	46 12 49 N 006 07 20 E	
				Antenna marked/LGTD	*1522*	46 14 02 N 006 07 11 E	

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 22 (1)	Localizer	*1429*	46 13 29 N 006 05 22 E	Building LGTD	*1523*	46 14 11 N 006 06 58 E	A0051/02
AOC 22 (2)	Building	*1430*	46 13 24 N 006 05 22 E	Antenna LGTD	*1565*	46 13 49 N 006 07 08 E	
AOC 22 (3)	Tree/Trees	*1484*	46 13 28 N 006 05 12 E	Building marked/LGTD	*1539*	46 14 03 N 006 05 04 E	
AOC 22 (4)	Tree/Trees	*1533*	46 12 56 N 006 04 43 E	Tree/trees	*1493*	46 15 36 N 006 08 22 E	
AOC 22 (5)	Tree/Trees	*1547*	46 12 48 N 006 04 33 E	Antenna marked/LGTD	*1453*	46 13 33 N 006 05 14 E	A0438/13
				Antenna marked/LGTD	*1575*	46 13 19 N 006 07 19 E	
				Antenna marked/LGTD	*1428*	46 14 27 N 006 06 24 E	A0437/13
				Pole LGTD	*1398*	46 14 43 N 006 07 27 E	A0108/02
				Pole LGTD	*1507*	46 13 26 N 006 05 49 E	A0054/09
				Antenna LGTD	*1490*	46 14 15 N 006 06 59 E	A0124/12
				Crane/Cranes marked/LGTD	*1586*	46 12 58 N 006 07 14 E	B0431/08
				Crane/Cranes marked/LGTD	*1497*	46 13 49 N 006 06 26 E	A0210/08
				Pole marked	*1369*	46 15 02 N 006 07 36 E	A0364/09
				Antenna marked/LGTD	*1470*	46 13 50 N 006 05 44 E	A0251/02
				Antenna marked/LGTD	*1391*	46 15 00 N 006 07 48 E	A0436/13
				Antenna LGTD	*1523*	46 14 00 N 006 07 09 E	A0329/02
				Anemometer marked/LGTD	*1396*	46 14 54 N 006 07 20 E	A0355/09
				Anemometer marked/LGTD	*1396*	46 14 55 N 006 07 20 E	A0353/09
				Antenna marked/LGTD	*1383*	46 15 07 N 006 07 35 E	A0435/13
				Antenna LGTD	*1744*	46 14 04 N 006 02 27 E	A0103/12
				Antenna marked/LGTD	*1402*	46 14 55 N 006 07 18 E	A0434/13
				Antenna	*1594*	46 13 52 N 006 07 19 E	A0154/12
				Pole marked/LGTD	*1436*	46 14 07 N 006 06 36 E	A0320/12
				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

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*		
				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
				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 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
				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

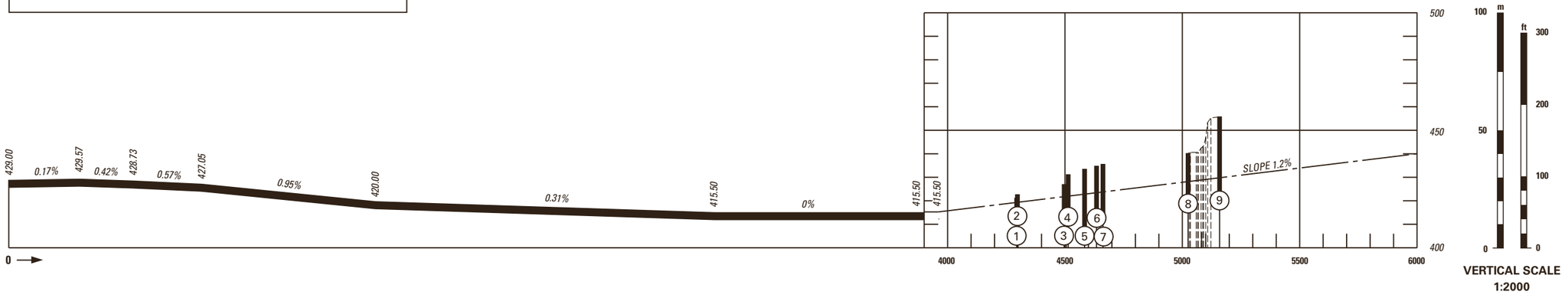
1	**Associated MET Office**	MeteoSwiss
2	**Hours of service**	H24
3	**Office responsible for TAF preparation** **Periods of validity**	MeteoSwiss, Geneva 30 hours
4	**Type of landing forecast**	Trend; issuance: HH+20, HH+50
5	**Briefing/consultation provided**	Self Briefing Service (www.skybriefing.com), (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.

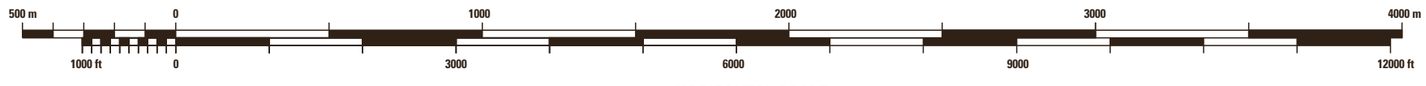
1. TAMSI = TAF METAR SIGMET

VAR 2° E (2018.5)

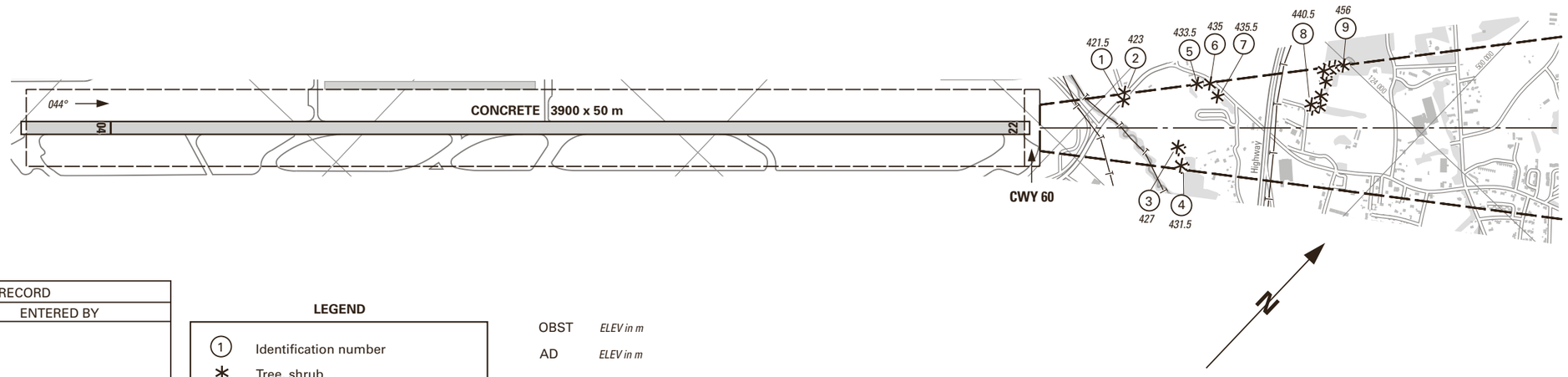
RWY: 04

RWY 04	DECLARED DISTANCES in m	RWY 22
3900	TAKE-OFF RUN AVAILABLE	—
3960	TAKE-OFF DISTANCE AVAILABLE	—
3900	ACCELERATE STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	**3900**





HORIZONTAL SCALE 1:20 000



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

(1)	Identification number
*	Tree, shrub
|	Tree
—T—	Transmission line, overhead cable

OBST *ELEV in m*
AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

18th Edition

COR: completely revised (WEF 24MAR2022)

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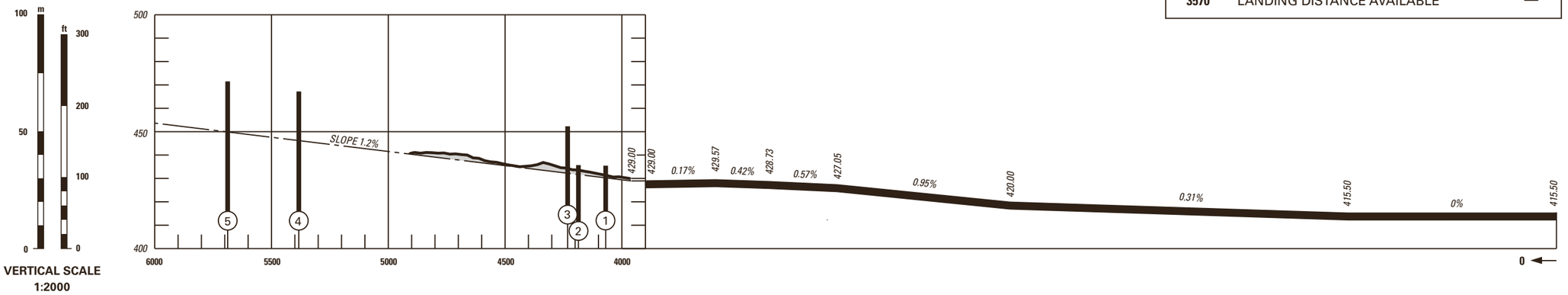
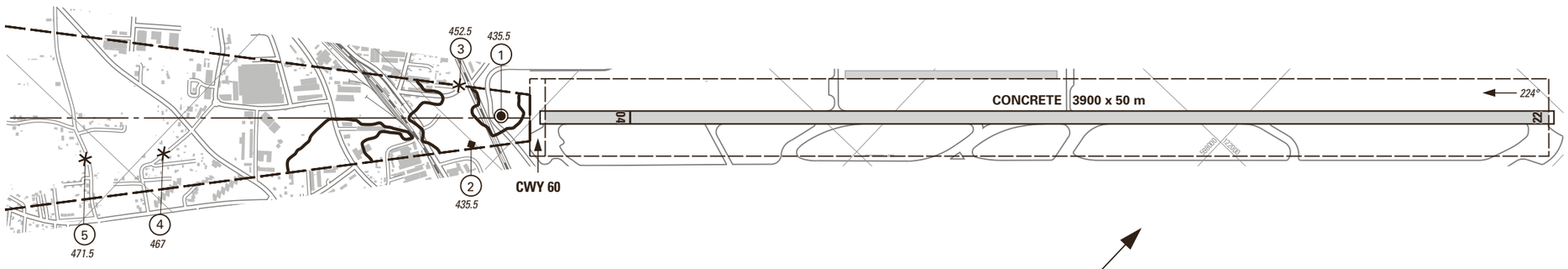
VAR 2° E (2018.5)

RWY: 22

RWY 04	DECLARED DISTANCES in m	RWY 22
—	TAKE-OFF RUN AVAILABLE	**3900**
—	TAKE-OFF DISTANCE AVAILABLE	**3960**
—	ACCELERATE STOP DISTANCE AVAILABLE	**3900**
3570	LANDING DISTANCE AVAILABLE	—





AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

①	Identification number
✳	Tree, shrub
◉	Pole, tower, spire, antenna, etc.
■	Building, large structure
	Terrain penetrating obstacle plane

OBST *ELEV in m*
AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

18th Edition

COR: completely revised (WEF 24MAR2022)

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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				
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
		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	Crane/Cranes marked/LGTD	*1761*	46 13 43 N 007 21 46 E	B0064/22
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, 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	

LSZH - ZURICH

LSZH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZH - ZURICH

LSZH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	47 27 29N 008 32 53E INT RWY 16/34, 10/28
2	**Direction and distance from the CITY**	9 km N Zurich
3	**Elevation/Reference temperature**	*1417 ft* - 24.0°
4	**MAG VAR/Annual change**	3° E (2020.5) / 0°10' eastwards
5	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Flughafen Zürich AG P.O. Box CH-8058 Zurich-Airport AFS: LSZHYDYX URL: http://www.zurich-airport.com/ **Airport Authority:** Phone: +41 (0) 43 816 21 11 Fax: +41 (0) 43 816 47 57 Email: airportauthority@zurich-airport.com
6	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
7	**Remarks**	GUND for ARP: 47.3 m / *155.1 ft*

LSZH AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	H24 refer to LSZH AD 2.20 for Local flying restrictions
2	**Customs and immigration**	H24
3	**Health and sanitation**	H24
4	**AIS Briefing Office**	H24
5	**ATS Reporting Office (ARO)**	H24
6	**MET Briefing Office**	H24
7	**ATS**	H24
8	**Fuelling**	H24[1)]
9	**Handling**	H24[1)]
10	**Security**	H24
11	**De-icing**	H24[1)]
12	**Remarks**	NIL

1. reduced capacity during night ban

LSZH AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities**	All modern facilities AVBL
2	**Fuel/oil types**	JET A1, AVGAS 100LL Turbo oil, Aviation oil
3	**Fuelling facilities/capacity**	No limitations

4	**De-icing facilities**	OCT 01 - APR 30: De-icing assured MAY 01 - SEP 30: De-icing on request, 60 min reaction time De-icing fluids available: Type I: Kilfrost DF Plus Type IV: Kilfrost ABC S Plus • Remote de-icing: SWISSPORT • On-stand de-icing: SWISSPORT, AAS-NORDIC Aero, DNATA, Jet Aviation • LSZH AD 2.5
5	**Hangar space available for visiting aircraft**	Restricted (only at short notice and O/R)
6	**Repair facilities for visiting aircraft**	Major and minor aircraft and engine repairs: • 5-Star Aviation: Phone +41 (0) 79 465 68 99 Email: 5star@5staraviation.ch • Textron Aviation - Cessna Zürich Citation Service Center: Phone +41 (0) 79 597 43 45 Email: ipilipovic@txtav.com • Helvetic Maintenance: Phone +41 (0) 79 939 09 21 Email: mcc@helvetic.com • Jet Aviation AG: Phone +41 (0) 58 158 84 62 Email: zrhfbo@jetaviation.com • Motorfluggruppe Zürich: Phone +41 (0) 44 881 22 22 Email: flightmaintenance@mfgz.ch • Northern Aerotech ApS: Phone: +41 (0) 76 470 29 55 Email: zurich@northern-aerotech.com • SR-Technics Switzerland AG: Phone +41 (0) 79 320 26 25 Email: zrhline@srtechnics.ch • Swiss Line Maintenance: Phone +41 (0) 44 564 40 44 Email: mcc@swiss.com
7	**Remarks**	Oxygen and related servicing AVBL.

LSZH AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Directly at the airport: Radisson Blu Hotel, Phone +41 (0) 44 800 40 40. Other hotels in vicinity and in town. 13 dayrooms at the airport; Crew restrooms at the OPS centre.
2	**Restaurants**	Various restaurants for crews and passengers
3	**Transportation**	Public buses, trains, trams, taxis, car rental agencies
4	**Medical facilities**	Designated airport according to International Health Regulations (2005). Airport Medical Centre: Open from 0700-1930 (0600-1830) Phone: +41 (0) 43 816 60 00 Airport Dental Services: Open from 0600-1800 (0500-1700) Phone: +41 (0) 43 816 61 61 Airport Eye Clinic: Open from 0700-1600 (0600-1500) Phone: +41 (0) 43 816 70 00 Quarantine station (100 persons sitting); Doctor O/R; 3 ambulances; Hospitals in city. Special vehicle with lifting device available at Goldair AAS Assistance AG. Phone: +41 (0) 43 816 54 41
5	**Bank and Post Office**	At AP and in city
6	**Tourist Office**	At AP and in city
7	**Remarks**	NIL

LSZH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	Category 10
2	**Rescue equipment**	Available
3	**Capability for removal of disabled aircraft**	B-747
4	**Remarks**	Fire Brigade available when ACFT on ground on 123.100 MHz in German and English. Ask ATC for frequency change on second set.

LSZH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	8 snow blowers, 17 snow ploughs, 18 ACFT de-icers, 9 RWY and apron de-icers, 23 jet sweepers
2	**Clearance priorities**	Varies according to conditions at AD
3	**Remarks**	All Rwys / Twys / Aprons de-iced / anti-iced with KFOR (potassium formate fluids)

LSZH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

1	**Apron surface and strength**	CONC - PCN 60 R/B/W/T
2	**Taxiway width, surface and strength**	WID: 27 m and 23 m CONC - PCN 60 R/B/W/T
3	**ACL location and elevation**	Beginning RWY 10: *1391 ft* Beginning RWY 28: *1416 ft* Beginning RWY 14: *1402 ft* Beginning RWY 32: *1402 ft* Beginning RWY 16: *1390 ft* Beginning RWY 34: *1385 ft* Parking sector A: *1400 ft* Parking sector C, D: *1390 ft* Parking sector B, I: *1397 ft* Parking sector E: *1395 ft* Parking sector F: *1407 ft* Parking sector H: *1404 ft* Parking sector P: *1385 ft* Parking sector T: *1394 ft* Parking sector W: *1382 ft*
4	**VOR checkpoints**	NIL

5 INS checkpoints

NR	COORD WGS 84	NR	COORD WGS 84	NR	COORD WGS 84
A02	47 27 12.59N 008 33 31.05E	E4M	47 27 38.86N 008 33 15.85E	P31	47 27 48.26N 008 33 11.51E
A03	47 27 14.35N 008 33 40.18E	E5M	47 27 39.25N 008 33 08.66E	P32	47 27 48.41N 008 33 09.45E
A04	47 27 12.40N 008 33 29.08E	E19	47 27 41.16N 008 33 30.08E	P33	47 27 48.55N 008 33 07.38E
A05	47 27 14.42N 008 33 38.15E	E20	47 27 38.04N 008 33 30.07E	P34	47 27 48.70N 008 33 05.31E
A07	47 27 14.56N 008 33 36.01E	E23	47 27 40.85N 008 33 27.92E	P35	47 27 49.10N 008 32 58.19E
A08	47 27 13.03N 008 33 25.29E			P36	47 27 50.38N 008 32 57.32E
A09	47 27 14.50N 008 33 33.99E	E26	47 27 38.05N 008 33 26.60E	P37	47 27 51.66N 008 32 56.44E
A10	47 27 12.97N 008 33 23.34E	E27	47 27 41.13N 008 33 24.48E		
A11	47 27 15.08N 008 33 28.87E			T41	47 26 38.04N 008 34 01.46E
A13	47 27 15.28N 008 33 26.86E	E32	47 27 38.18N 008 33 23.26E	T42	47 26 37.23N 008 34 00.20E
A15	47 27 15.29N 008 33 24.82E	E33	47 27 41.85N 008 33 21.81E	T43	47 26 36.40N 008 33 58.33E
A17	47 27 15.27N 008 33 22.78E	E34	47 27 38.33N 008 33 22.58E	T44	47 26 35.54N 008 33 56.25E
		E35	47 27 41.32N 008 33 21.03E	T45	47 26 46.45N 008 33 59.87E
A42	47 27 11.77N 008 33 36.63E	E36	47 27 38.07N 008 33 21.15E	T46	47 26 45.07N 008 34 00.23E
A44	47 27 12.13N 008 33 33.96E	E37	47 27 41.87N 008 33 19.72E	T52	47 26 46.63N 008 33 50.17E
A46	47 27 12.38N 008 33 30.37E	E42	47 27 38.61N 008 33 19.14E	T53	47 26 47.88N 008 33 52.73E
A48	47 27 12.64N 008 33 27.17E	E43	47 27 41.57N 008 33 17.59E	T54	47 26 47.04N 008 33 52.31E
A49	47 27 14.80N 008 33 31.35E	E44	47 27 38.20N 008 33 17.00E	T55	47 26 48.67N 008 33 57.09E
A57	47 27 15.58N 008 33 20.44E	E45	47 27 42.10N 008 33 15.58E	T56	47 26 48.34N 008 33 53.55E
		E46	47 27 38.87N 008 33 15.71E		
B31	47 27 05.67N 008 33 35.65E	E47	47 27 41.86N 008 33 14.15E	T60	47 26 38.88N 008 33 47.47E
B32	47 27 01.56N 008 33 35.01E	E48	47 27 38.33N 008 33 14.93E	T61	47 26 39.30N 008 33 46.41E
B33	47 27 05.87N 008 33 33.66E	E49	47 27 42.05N 008 33 13.48E	T62	47 26 38.43N 008 33 45.41E
B34	47 27 01.30N 008 33 34.32E	E50	47 27 38.92N 008 33 12.93E	T63	47 26 37.98N 008 33 43.35E
B35	47 27 05.81N 008 33 32.29E	E51	47 27 42.77N 008 33 10.93E	T64	47 26 36.91N 008 33 43.62E

5 INS checkpoints

NR	COORD WGS 84	NR	COORD WGS 84	NR	COORD WGS 84
B36	47 27 01.24N 008 33 32.90E	E52	47 27 39.06N 008 33 12.26E	W01	47 26 53.81N 008 32 56.31E
B37	47 27 05.55N 008 33 31.60E	E53	47 27 42.10N 008 33 10.13E	W02	47 26 54.43N 008 32 58.28E
B38	47 27 01.55N 008 33 30.88E	E54	47 27 38.82N 008 33 10.83E	W03	47 26 55.11N 008 33 00.42E
B39	47 27 06.05N 008 33 28.94E	E55	47 27 42.81N 008 33 08.85E	W04	47 26 55.58N 008 33 03.02E
B41	47 27 06.35N 008 33 26.97E	E56	47 27 39.34N 008 33 08.82E	W05	47 26 56.14N 008 33 04.79E
B43	47 27 06.48N 008 33 25.62E	E57	47 27 42.34N 008 33 06.69E	W21	47 26 54.19N 008 32 56.76E
B45	47 27 06.51N 008 33 24.98E	E58	47 27 38.72N 008 33 06.88E	W22	47 26 55.18N 008 32 59.90E
		E62	47 27 39.91N 008 33 05.72E	W23	47 26 56.29N 008 33 03.40E
C50	47 26 54.70N 008 33 41.76E	E64	47 27 41.12N 008 33 04.63E	W30	47 26 55.15N 008 32 59.23E
C51	47 26 53.41N 008 33 42.57E	E67	47 27 42.19N 008 33 04.18E	W41	47 27 15.49N 008 32 47.13E
C52	47 26 52.57N 008 33 43.22E			W42	47 27 08.31N 008 32 52.07E
C53	47 26 52.13N 008 33 43.45E	F72	47 27 19.68N 008 33 56.62E		
C54	47 26 50.34N 008 33 44.68E	F73	47 27 19.52N 008 33 58.80E		
C55	47 26 49.94N 008 33 45.04E	F74	47 27 19.37N 008 34 00.99E		
C56	47 26 49.06N 008 33 45.56E	F75	47 27 19.21N 008 34 03.17E		
C57	47 26 47.81N 008 33 46.50E				
C58	47 26 46.51N 008 33 47.32E	G01	47 26 33.89N 008 33 38.03E		
C59	47 26 45.72N 008 33 48.10E	G02	47 26 32.51N 008 33 38.97E		
C60	47 26 45.24N 008 33 48.20E	G03	47 26 31.13N 008 33 39.92E		
D01	47 26 55.25N 008 33 29.93E	G04	47 26 29.75N 008 33 40.87E		
D02	47 26 54.92N 008 33 30.01E	G05	47 26 28.37N 008 33 41.82E		
D03	47 26 53.90N 008 33 30.86E	G06	47 26 27.08N 008 33 43.05E		
D04	47 26 52.95N 008 33 31.26E				
D05	47 26 52.58N 008 33 32.00E	G11	47 26 32.90N 008 33 46.37E		
D06	47 26 49.00N 008 33 34.74E	G12	47 26 31.55N 008 33 47.13E		
D07	47 26 48.09N 008 33 34.47E	G13	47 26 30.28N 008 33 48.12E		
D08	47 26 47.70N 008 33 35.45E	G14	47 26 28.97N 008 33 49.02E		
D09	47 26 46.35N 008 33 36.38E				
D10	47 26 45.49N 008 33 36.25E	H11	47 27 20.38N 008 33 41.52E		
D11	47 26 45.11N 008 33 37.24E	H12	47 27 20.56N 008 33 38.07E		
D12	47 26 43.76N 008 33 38.17E	H13	47 27 20.70N 008 33 36.04E		
D13	47 26 42.90N 008 33 38.04E	H14	47 27 20.91N 008 33 34.04E		
D14	47 26 42.51N 008 33 39.03E				
D15	47 26 41.16N 008 33 39.96E	I01	47 27 21.39N 008 33 26.87E		
D16	47 26 40.30N 008 33 39.83E	I02	47 27 21.51N 008 33 24.72E		
D17	47 26 39.91N 008 33 40.81E	I03	47 27 21.74N 008 33 21.50E		
		I04	47 27 21.89N 008 33 19.36E		
		I05	47 27 22.04N 008 33 17.22E		

6	Remarks	Transverse slopes of following taxiway strips partially exceeding downward slope of 5 % beyond graded portion: - TWY BRAVO (western part) - TWY ECHO (between E3 and E1, between TWY DELTA and CHARLIE) - TWY FOXTROTT (between TWY DELTA and CHARLIE) - TWY GOLF (eastern part)

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 28 (1)	Tree/Trees	*1400*	47 27 37 N 008 32 03 E	Antenna LGTD	*2881*	47 28 54 N 008 24 10 E	A0492/06
AOC 28 (2)	Tree/Trees	*1420*	47 27 37 N 008 32 01 E	RVR Camera	*1402*	47 28 50 N 008 32 14 E	A0279/08
AOC 28 (3)	Large structure	*1434*	47 27 36 N 008 31 41 E	Pole	*1956*	47 27 01 N 008 40 02 E	A0413/06
AOC 28 (4)	Building	*1435*	47 27 36 N 008 31 41 E	Pole	*2002*	47 27 15 N 008 39 44 E	A0412/06
AOC 28 (5)	Building	*1436*	47 27 37 N 008 31 41 E	Pole	*1998*	47 27 23 N 008 39 36 E	A0411/06
AOC 28 (6)	Building	*1436*	47 27 38 N 008 31 40 E	Crane/Cranes marked/LGTD	*1582*	47 27 08 N 008 33 39 E	A0107/02
AOC 28 (7)	Large structure	*1438*	47 27 36 N 008 31 40 E	Pole LGTD	*1451*	47 27 38 N 008 33 38 E	A0289/02
AOC 28 (8)	Tree/Trees	*1443*	47 27 30 N 008 31 36 E	Tower marked/LGTD	*1684*	47 26 30 N 008 34 55 E	A0045/22
AOC 28 (9)	Tree/Trees	*1446*	47 27 30 N 008 31 36 E	Antenna marked/LGTD	*1542*	47 27 12 N 008 34 05 E	A0316/02
AOC 28 (10)	Transmission line	*1460*	47 27 29 N 008 31 25 E	Antenna LGTD	*1533*	47 26 12 N 008 34 17 E	A0041/03
AOC 28 (11)	Transmission line	*1465*	47 27 29 N 008 31 23 E	Antenna marked	*1533*	47 27 32 N 008 34 34 E	A0391/02
AOC 28 (12)	Tree/Trees	*1502*	47 27 33 N 008 31 08 E	Antenna marked	*1441*	47 29 03 N 008 32 12 E	A0385/02
AOC 28 (13)	Tree/Trees	*1519*	47 27 34 N 008 31 05 E	Pole	*2044*	47 27 32 N 008 39 27 E	A0410/06
AOC 28 (14)	Tree/Trees	*1549*	47 27 39 N 008 30 50 E	Building	*1605*	47 23 08 N 008 31 52 E	A0264/04
AOC 28 (15)	Tree/Trees	*1568*	47 27 40 N 008 30 47 E	Pole LGTD	*1444*	47 27 32 N 008 33 39 E	A0359/02
AOC 28 (16)	Tree/Trees	*1574*	47 27 31 N 008 30 44 E	Crane/Cranes marked/LGTD	*1598*	47 26 25 N 008 34 16 E	A0308/19
AOC 28 (17)	Tree/Trees	*1638*	47 27 28 N 008 30 38 E	Pole LGTD	*1500*	47 27 58 N 008 32 56 E	A0361/02
AOC 28 (18)	Tree/Trees	*1704*	47 27 26 N 008 29 29 E	Tree/Trees	*2054*	47 27 29 N 008 40 19 E	A0416/06
AOC 28 (19)	Tree/Trees	*1772*	47 27 25 N 008 29 20 E	Tree/Trees	*2012*	47 27 33 N 008 38 51 E	A0415/06
AOC 28 (20)	Tree/Trees	*1803*	47 27 21 N 008 28 46 E	Tree/Trees	*1943*	47 27 34 N 008 37 13 E	A0414/06
AOC 28 (21)	Tree/Trees	*1808*	47 27 20 N 008 28 46 E	Tower marked/LGTD	*1851*	47 27 29 N 008 36 38 E	A0043/22
AOC 28 (22)	Tree/Trees	*1877*	47 27 50 N 008 27 27 E	Tower marked/LGTD	*1669*	47 26 05 N 008 32 26 E	A0044/22
AOC 28 (23)	Tree/Trees	*1881*	47 27 48 N 008 27 23 E	RVR Camera	*1383*	47 28 15 N 008 32 13 E	A0277/08
AOC 28 (24)	Tree/Trees	*1915*	47 27 46 N 008 27 18 E	Pole marked/LGTD	*1772*	47 27 47 N 008 35 51 E	A0348/01
				Pole marked/LGTD	*1800*	47 27 47 N 008 35 51 E	A0042/22
				Antenna marked/LGTD	*1542*	47 27 12 N 008 34 05 E	A0316/02

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

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
28	2500	2560	2500	2500	Full length
	1900	1960	1900	Not usable	Intersection K
14	Not usable	Not usable	Not usable	3150	--
32	3300	3360	3300	3300	Full length
	2700	2760	2700	Not usable	Intersection H2
	2300	2360	2300	Not usable	Intersection H1
16	3700	3760	3700	3700	Full length
	3000	3060	3000	Not usable	Intersection E3
	1070	1130	1070	Not usable	Intersection E6 / E7 / R7 / LIMA
34	3700	3760	3700	3230	Full length
	3270	3330	3270	Not usable	Intersection E8 / R8
	2570	2630	2570	Not usable	Intersection E7 / R7

LSZH 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
10	NIL	RTHL G, LIL, -	NIL	NIL	1600 m, 15 m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH.	1900 m, 45 m, W, LIL; 600 m, 45 m, Y, LIL	R, LIH	NIL	NIL
28	Calvert, 630 m, LIH; SALS, 420 m, LIL	RTHL G, LIH, -; RTIL FLG W	PAPI 3.3°, L, 18.83 m	NIL		1900 m, 45 m, W, LIH; 600 m, 45 m, Y, LIH	R, LIH	NIL	Calvert 28 shorter than standard (900m).
14	Calvert Cat II/III, 900 m, LIH	RTHL G, LIH, WBAR; RTIL FLG W	PAPI 3.0°, L, 17.40 m	LIH 900 m	2400 m, 15 m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH	150 m, 30 m, R, LIH; 2550 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH	R, LIH	NIL	NIL
32	NIL	RTHL G, LIH, -; RTIL FLG W	NIL	NIL		2700 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH	R, LIH	NIL	NIL

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
16	Calvert Cat II/III, 900 m, LIH; SALS, 420 m, LIL	RTHL G, LIH, WBAR; RTIL FLG W	PAPI 3.0°, L, 20.57 m	LIH 900 m	2800 m, 15 m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH	3100 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH	R, LIH	NIL	NIL
34	Calvert Cat I, 795 m, LIH	RTHL G, LIH, WBAR; RTIL FLG W	PAPI 3.3°, L, 17.60 m	NIL		450 m, 30 m, R, LIH; 2650 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH	R, LIH	NIL	Calvert 34 shorter than standard (900m).

LSZH 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**	WDI LGTD
3	**TWY edge and centre line lighting**	EDGE: LIL, B7; Apron area, L, L7, G, R, S, T, RWY exits, TWY curves. CL: LIH, G; coded Y/G on ILS critical/sensitive areas; TWY A, A1, B, B1, B9, C, C1, C2, C3, D, E, E1, E2, E3, E5, E7, E8, E9, F, F1, F2, F3, H, H1, H2, H3, INNER, J, K, L9, Link 1, Link 2, Link 3, Link 4, Link 5, Link 6, Link 7, M, N, P and Z. RETIL: H1 RGL: A1, B, B1, B7, B9, E, E1, E2, E3, E5, E6, E7, E8, E9, F, G, H1, H2, H3, J, K, L, L7, L9, R7 and R8. Apron + Stop bars: Refer to LSZH AD 2.24.3 - 1 and LSZH AD 2.24.3 - 3.
4	**Secondary power supply/switch-over time**	CAT I, CAT II & CAT III MAX 1 s.
5	**Remarks**	Obstacles marked and LGTD

LSZH AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	THR 01: 47 26 57.90 N 008 32 51.89 E GUND 47.3m / *155.1 ft* THR 19: 47 27 06.77 N 008 32 56.13 E GUND 47.3 m / *155.1 ft*
2	**TLOF and/or FATO elevation M/FT**	FATO: *421 m / 1382 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	TLOF: 10 stands, diameter 9.5 m Distance between centre of stands: 28 m Surface: ASPH FATO: 25 x 290 m, grass
4	**True and MAG BRG of FATO**	FATO THR H01: GEO: 018° MAG: 015° FATO THR H19: GEO: 198° MAG: 195°
5	**Declared distance available**	Ref: VFRM Zürich HEL, LSZH AD INFO 3
6	**APP and FATO lighting**	FATO lighted

7	**Remarks**	The geographical coordinates of helicopter stands are not published in AIP. The stand protection area is 28 m in diameter instead of 34 m required. Simultaneous operations on Heliport West are not allowed due to overlapping of safety areas. It is the Pilot's responsibility to avoid simultaneous operation between: • Adjacent helicopter stand • Helicopter stands and FATO • FATO and the taxilane SIERRA HEL TKOF or LDG shall take place on FATO, RWY or designated helicopter landing area. Air taxi shall only take place on RWYs, TWYs and at Heliport West. HEL OPS at GA sectors 1-4 is prohibited, except HEMS. Detailed charts: VFR Manual

LSZH AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Zurich CTR 1** 47 24 38 N 008 45 30 E - 47 22 31 N 008 39 41 E - 47 21 06 N 008 20 25 E - 47 27 41 N 008 19 48 E - arc of circle with radius 9 NM centred on 47 27 36 N 008 33 02 E - 47 24 38 N 008 45 30 E **Zurich CTR 2** 47 23 04 N 008 41 11 E - 47 14 54 N 008 47 34 E - 47 13 28 N 008 39 59 E - 47 14 12 N 008 37 08 E - 47 21 57 N 008 31 49 E - 47 22 31 N 008 39 41 E - 47 23 04 N 008 41 11 E
2	**Vertical limits**	CTR 1: *4500 ft AMSL (1350 m)* CTR 2: *5500 ft AMSL (1700 m)*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	CTR 1: Zurich TWR, En CTR 2: Dubendorf TWR, En
5	**Transition altitude**	*7000 ft*
6	**Remarks**	NIL

LSZH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ZURICH AREA		121.500 MHz	H24	**Language: En** Emergency channel
ATIS ARR		125.730 MHz	H24	Phone: Service +41 (0) 43 931 60 72
ATIS DEP		129.005 MHz	H24	Phone: Service +41 (0) 43 931 60 73
APP/SR VDF[1)]	Zurich Arrival do.	130.560 MHz 135.230 MHz	H24 H24	ARR ACFT via GIPOL ARR ACFT via AMIKI and RILAX
	Zurich Departure	125.955 MHz	HX*	DEP ACFT
	Zurich Final	125.330 MHz	HX*	*only on ATC instruction
		120.750 MHz	HX*	ALTN FREQ for all APP services (Zurich Arrival, Departure and Final)
TWR VDF[1)]	Zurich Tower do. do.	118.100 MHz 120.230 MHz 119.700 MHz	H24 H24 H24	Primary APCH RWY 14 and TKOF RWY 32
Dubendorf TWR	Dubendorf Tower	118.975 MHz	HX	See: ENR 2.1 TMA Zurich 5: up to FL095 - if Dubendorf TWR inactive, contact Zurich Information 124.700 MHz
Terminal VDF[1)]	Zurich Terminal	127.755 MHz	H24	VFR FLT within LSZH TMA
CLR DEL	Zurich Delivery	121.930 MHz	H24	ATC clearance for IFR
GND VDF[1)]	Zurich Ground	121.905 MHz 118.100 MHz 119.700 MHz	H24 H24 H24	Primary

Service designation	Call sign	Frequency	Hours of Operation	Remarks
De-Icing	Pad Coordinator F	121.635 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	Pad Coordinator C	121.640 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	De-icing Coordination	121.810 MHz	H24	
APRON	Zurich Apron	121.755 MHz	0445-2230 (0345-2130)	South of RWY 28
	do.	121.705 MHz	0445-2230 (0345-2130)	ALTN FREQ
	do.	121.855 MHz	0445-2230 (0345-2130)	North of RWY 28
	do.	121.980 MHz	0445-2230 (0345-2130)	ALTN FREQ
FIC	Zurich Information	124.700 MHZ	H24	For VFR FLT within TMA
Fire Brigade	Florian 1	123.100 MHz	H24*	*Only when fire brigade present on site. REF: LSZH AD 2.6 §4

1. VDF REC antenna PSN: 47 27 01 N 008 34 37 E

LSZH AD 2.19 RADIO NAVIGATI ON 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
TRASA-DINGEN DME	TRA	CH 90X	H24	47 41 22.2N 008 26 13.1E	*1850 ft*	DOC 100 NM / *50'000 ft* Paired VOR FREQ 114.30 MHz
KLOTEN DVOR/DME (VAR 3° E)	KLO	114.85 MHz 95Y	H24	47 27 25.7N 008 32 44.1E	*1410 ft*	PSN: 234° MAG, 0.12 NM FM ARP. DOC 50 NM / *25'000 ft* VOR partially UNREL BTN R235 and R245 BLW *7400 ft AMSL* and BTN R040 and R080 BLW *5200 ft AMSL*.
ZURICH EAST DVOR/DME (VAR 3° E)	ZUE	110.05 MHz 37Y	H24	47 35 31.8N 008 49 03.6E	*1730 ft*	PSN: 051° MAG, 13.6 NM FM ARP. DOC 80 NM / *50'000 ft*
HOCHWALD DME	HOC	CH 79X	H24	47 27 59.6N 007 39 55.6E	*2425 ft*	DOC 60 NM / *50'000 ft*, DME range 85 NM in sector 30° - 120°. Paired VOR FREQ 113.20 MHz
WILLISAU VOR/DME (VAR 3° E)	WIL	116.90 MHz CH 116X	H24	47 10 41.9N 007 54 21.3E	*2417 ft*	DOC 50 NM / *25'000 ft*, range 80 NM in sector 0° - 105°.
GBAS	G14A (RWY 14)	114.05 MHz CH 20242	H24	47 28 46.9N 008 31 49.2E	ELEV of GBAS *1416 ft*	Restricted coverage (published procedures covered): at 15 NM -35°E to 20°S from CL above *3700 ft AMSL*. at 15 NM +/- 35° from CL above *4000 ft AMSL*. at 20 NM +/- 10° from CL above *4700 ft AMSL*. Ellipsoid height: 478.81 m
ILS 14-LOC CAT III	IKL	111.75 MHz	H24	47 27 35.5N 008 33 59.1E		LOC PSN: 216 m FM THR 32. **RWY 14:** LOC course 134° MAG. Front course sector width 3.57°. Restricted coverage: (published procedures covered): at 10 NM - +/- 35° from CL above *3800 ft AMSL*. at 17 NM - 24° E to 33° W from CL above *3800 ft AMSL*. at 25 NM - +/- 10° from CL above *4500 ft AMSL*.
GP 14		333.35 MHz	H24	47 28 50.0N 008 32 25.8E		GP Angle 3°. PSN: 350 m FM THR 14. GP HGT THR 14: 53 ft / 16.2 m.

LSZH AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Local flying restrictions

1.1 General

Active DEP RWY is published on ATIS. DEP on other RWYs, especially opposite to the landing RWY, are only granted in exceptional cases. FLT crews have to expect major delay.
Several missed APCH procedures conflict with SIDs in the immediate climb-out area. The following RWY configurations are therefore operated as dependent RWYs, where DEPs are timed by ATC in respect of arriving traffic:
DEP RWY 16 - LDG RWY 14
DEP RWY 10 - LDG RWY 14
DEP RWY 32 - LDG RWY 34
FLT crews have to expect delay at the HLDG PSN of the above mentioned RWYs.
LSZH may not be planned as ALTN between 2200-0500 (2100-0400).
Crossing Runway Operations:
Pilots to be aware of movements on the crossing runway. For situational awareness: listen out on the TWR-frequency also for calls affecting traffic on the other runways and visually scan the areas around the runways during take-off / landing and crossing.

1.2 Scheduled Air Traffic

DEPs and LDGs may be planned between 0500 and 2200 (0400 and 2100). DEPs and LDGs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.3 Non-scheduled flights

All non-scheduled flights with origin or destination outside of Schengen-area shall send general declaration to border control prior to ARR or DEP.

1.4 Charter Flights

DEPs may be planned between 0500 and 2100 (0400 and 2000). DEPs of delayed ACFT are allowed until 2130 (2030) without further permission.

LDGs may be planned between 0500 and 2200 (0400 and 2100). LDGs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.5 Non-scheduled commercial air traffic

DEPs and LDGs may be planned between 0500 and 2200 (0400 until 2100).

LDGs and DEPs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.6 Non-commercial air traffic

DEPs and LDGs may be planned between 0500 and 2100 (0400 until 2000).
A pilot-in-command may only expect a clearance for APCH if he is over or ABM (if radar vectored) reporting points GIPOL or AMIKI at 2030 (1930) at the latest.

1.7 Exemptions

1.7.1 Urgent flights

- FLTs with special AUTH from FOCA, namely State ACFT with diplomatic clearance;
- SAR FLTs;
- Police and supervision FLTs;
- FLTs carrying sick or injured persons;
- Disaster relief FLTs;
- Forced LDG due to technical or other safety reasons.

Note: For planned urgent flights prior notification to Airport Authority is required.
Please provide the following information in advance: Date and time of FLT (UTC); FLT number; Type of ACFT and registration; ARR from/DEP to; Number of passengers; Type or purpose of FLT, specific reason for urgency as well as needed services (fuel, customs, others).
Email: airportauthority@zurich-airport.com or phone +41 (0) 43 816 21 11

1.7.2 Permission requests

Other exemptions not stipulated in §1.7.1 may be authorised by Zurich Airport Authority only in unforeseen and exceptional cases, notably in severe weather conditions.
Zurich Airport Authority:
Phone: +41 (0) 43 816 21 11

1.8 Training missed approaches for IFR flights

Due to dependent RWY operations and difference in performance of arriving aircraft, planned missed approaches for training purpose are generally not allowed.

2. Airport slot permission request procedures

2.1 General

Air carriers may not expect an AP slot allocation systematically for night FLT movements for the period between 2045 - 0500 (1945 - 0400). All AP slot requests will be authorised by Slot Coordination Switzerland in order to meet the local noise restrictions.
Traffic flow restrictions for ICAO APCH category “A” ACFT apply in accordance with § 2.3.1.

2.2 Scheduled air traffic and charter flights

All scheduled and charter FLTs are subject to schedule coordination by Slot Coordination Switzerland. Permission requests for AP slots shall be submitted in the SCR-format specified in Chapter 6 of the IATA Standard Schedules Information Manual:
Slot Coordination Switzerland:
Email: slot@slotcoordination.ch

2.3 Non-commercial and non-scheduled commercial air traffic

All non-scheduled commercial and non-commercial IFR air traffic is subject to coordination by Slot Coordination Switzerland (SCS). Flights to and from LSZH are only permitted with a previously allocated airport slot and the corresponding airport Slot-ID. The airport Slot-ID shall be communicated to the operator by the respective and mandatory handling agent. Slot requests must contain accurate flight information and changes must be communicated to the handling agent. The airport slot-ID shall be entered in field “18 – Other Information” of the ATC flight plan. ATC flight plans not containing a valid airport Slot-ID may be rejected.
The filing format is as follows:
RMK/ASL<Slot-ID>
The Slot-ID is composed of 14 alphanumeric characters assigned by SCS when allocating the airport slot.
Example: RMK/ASLLSZHDNJE0137L0

Due to limited stands, the ACFT operator shall declare the ground elapse time in item 18 of flight plan (e.g. RMK/ground time 2 HR). If the parking sector is 1 to 9 and the planned ground time is more than 48 HR, the ground handling agent shall check stand availability with Apron Service on phone: +41 (0) 43 816 21 19 prior to departure at origin.
For all other stands with a ground time request of more than 48 HR the ground handling agent shall contact: dispo@zurich-airport.com or phone +41 (0) 43 816 77 55 for permission prior to DEP at origin.

AP slots will be organised by the respective handling agent.

IFR AP slots shall be requested by operators providing the following data:

- New request, modification or cancellation of AP slot;
- ACFT REG;
- Airline/Operator code (if applicable);
- FLT number (if applicable);
- Date;
- ACFT type (ICAO Code);
- Number of cabin seats;
- Commercial, non-commercial or training FLT;
- Origin and/or DEST of FLT (ICAO Code);
- Intended scheduled OFF-BLOCK time LSZH in UTC or
- Intended scheduled ON-BLOCK time LSZH in UTC.

AP slots shall be requested before filing any flight plan.
Filed flight plans shall include EOBT based on the allocated AP slot. The field flight plan has to match the airport slot +/- 0 minutes. No deviation is permitted.

Non-commercial and non-scheduled commercial traffic have to comply with the regulations stated in chapter 3 § 3.3.2.1 up to 3.3.2.5

Modifications and cancellations of the already permitted FLTs as well as all modifications of the flight plan times which necessitate a new AP slot, shall be notified immediately to the handling agent.

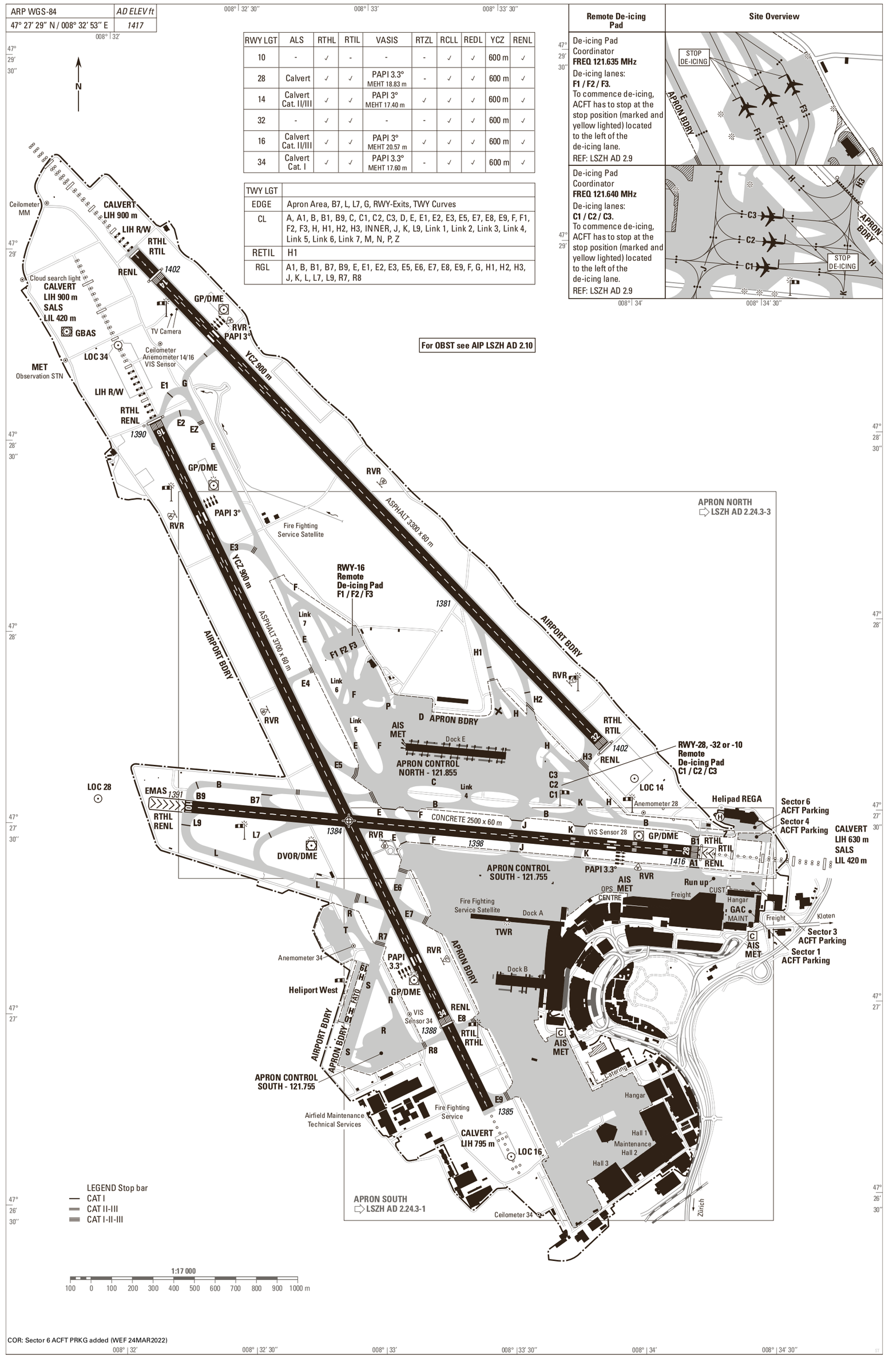
ARP WGS-84	AD ELEV ft
47° 27′ 29″ N / 008° 32′ 53″ E	1417

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
10	-	✓	-	-	-	✓	✓	600 m	✓
28	Calvert	✓	✓	PAPI 3.3° MEHT 18.83 m	-	✓	✓	600 m	✓
14	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 17.40 m	✓	✓	✓	600 m	✓
32	-	✓	✓	-	-	✓	✓	600 m	✓
16	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 20.57 m	✓	✓	✓	600 m	✓
34	Calvert Cat. I	✓	✓	PAPI 3.3° MEHT 17.60 m	-	✓	✓	600 m	✓

TWY LGT	
EDGE	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
CL	A, A1, B, B1, B9, C, C1, C2, C3, D, E, E1, E2, E3, E5, E7, E8, E9, F, F1, F2, F3, H, H1, H2, H3, INNER, J, K, L9, Link 1, Link 2, Link 3, Link 4, Link 5, Link 6, Link 7, M, N, P, Z
RETIL	H1
RGL	A1, B, B1, B7, B9, E, E1, E2, E3, E5, E6, E7, E8, E9, F, G, H1, H2, H3, J, K, L, L7, L9, R7, R8

Remote De-icing Pad	Site Overview
De-icing Pad Coordinator **FREQ 121.635 MHz** De-icing lanes: **F1 / F2 / F3.** To commence de-icing, ACFT has to stop at the stop position (marked and yellow lighted) located to the left of the de-icing lane. REF: LSZH AD 2.9	
De-icing Pad Coordinator **FREQ 121.640 MHz** De-icing lanes: **C1 / C2 / C3.** To commence de-icing, ACFT has to stop at the stop position (marked and yellow lighted) located to the left of the de-icing lane. REF: LSZH AD 2.9	

For OBST see AIP LSZH AD 2.10



COR: Sector 6 ACFT PRKG added (WEF 24MAR2022)

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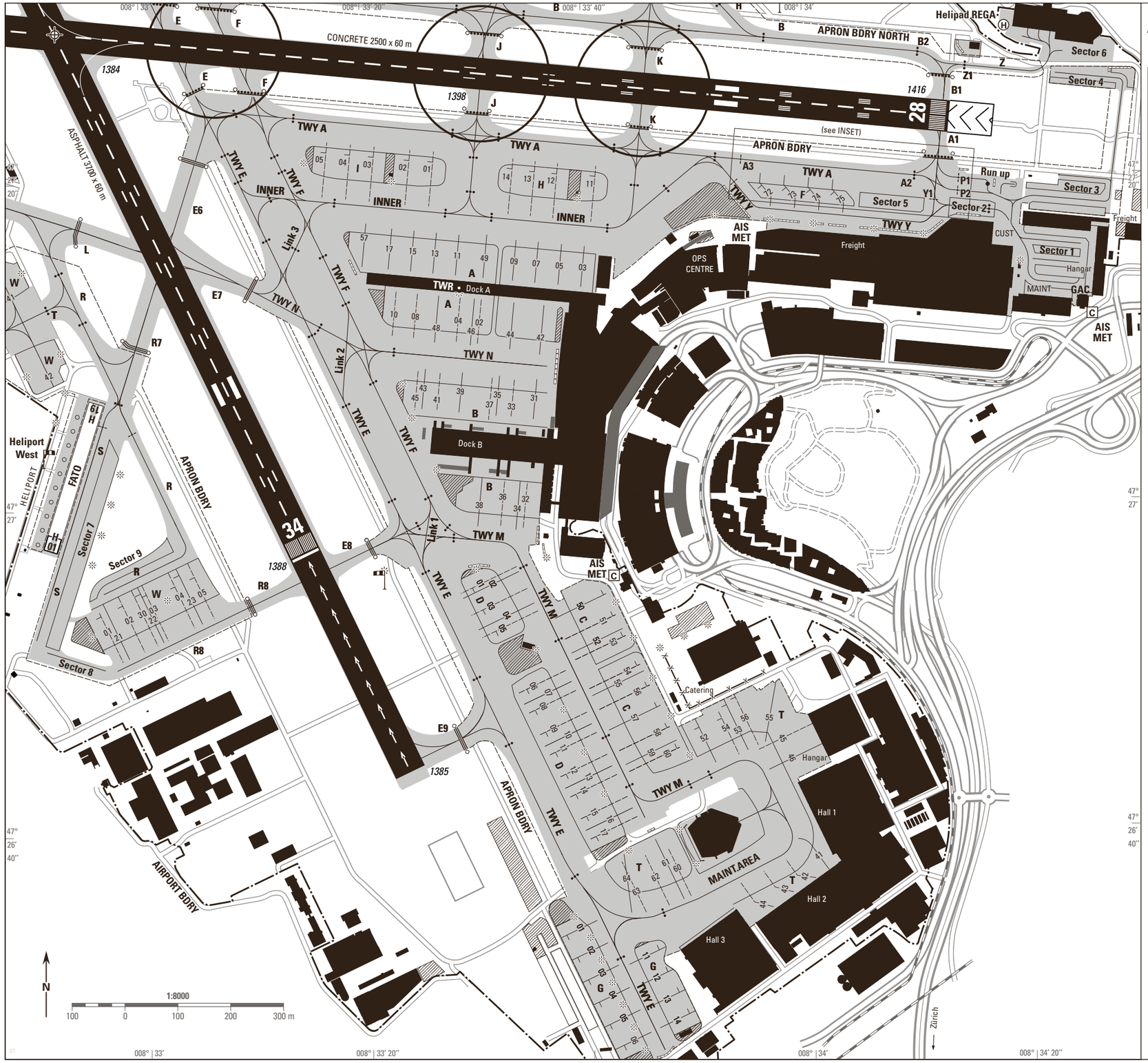
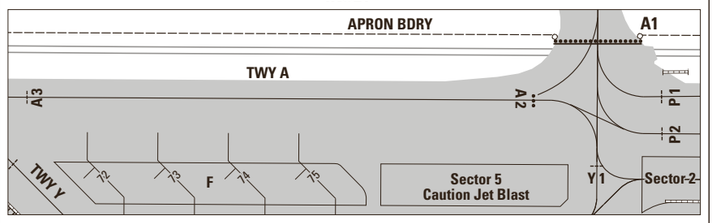


APRON SOUTH

INSET



ACFT out of the GAC region taxiing westbound on TWY-A may initially be cleared to intermediate HLDG PSN A3

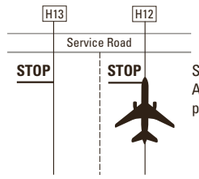
For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

LEGEND

- Guideline for taxiing
- Intermediate HLDG PSN
- Intermediate HLDG PSN with Stop bar
- RWY GUARD LGT
- Stop bar CAT I
- Stop bar LGT CAT I H24
- Stop bar LGT CAT II-III
- Stop bar LGT CAT I-II-III H24
- Blast fences
- Light pole

TWY LGT	
EDGE	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
CL	A, A1, B, B1, B9, C, C1, C2, C3, D, E, E1, E2, E3, E5, E7, E8, E9, F, F1, F2, F3, H, H1, H2, H3, INNER, J, K, L9, Link 1, Link 2, Link 3, Link 4, Link 5, Link 6, Link 7, M, N, P, Z
RETIL	H1
RGL	A1, B, B1,B7, B9, E, E1, E2, E3, E5, E6, E7,E8, E9, F, G, H1, H2, H3, J, K, L, L7, L9,R7, R8

ACFT PRKG:



STOP Marking:
ACFT has to be stopped with the pilot seat ABM the stop bar.

GENERAL REMARKS

On apron wing tip clearance is provided only if ACFT main gear centre remains over the guidelines.

TWY A and TWY B:
DRG ILS APCH RWY 28, TWY A and TWY B BTN TWY K and THR 28 CLSD to ACFT with wingspan equal or greater than 36 m.

TWY E BTN G01 and G06 : ICAO Code C ACFT only up to 36 m wingspan
TWY F from TWY-N to TWY-M: ICAO Code C ACFT only up to 36 m wingspan
TWY P: ICAO Code C ACFT only up to 36 m wingspan
TWY S: MAX 30 m wingspan, with marshaller MAX 31 m
TWY Y: MAX 28 m wingspan, with marshaller MAX 30 m
TWY Z: Outer main gear wheel span MAX 6 m. MAX 30 m wingspan

RWY Incursion HOTSPOT

ACFT taxiing on TWY E, F, J or K:
Be aware of RWY AHEAD
ACFT taxiing to RWY28:
Be aware of sharp turn from TWY E or F onto TWY A
For LDG RWY 34: TWY E6 only available as RWY exit with prior ATC clearance
For LDG RWY 28: TWY F to the south only available as RWY exit with prior ATC clearance

All Parking PSN W: Outbound with push-back only

COR: Sector 6 ACFT PRKG added (WEF 24MAR2022)

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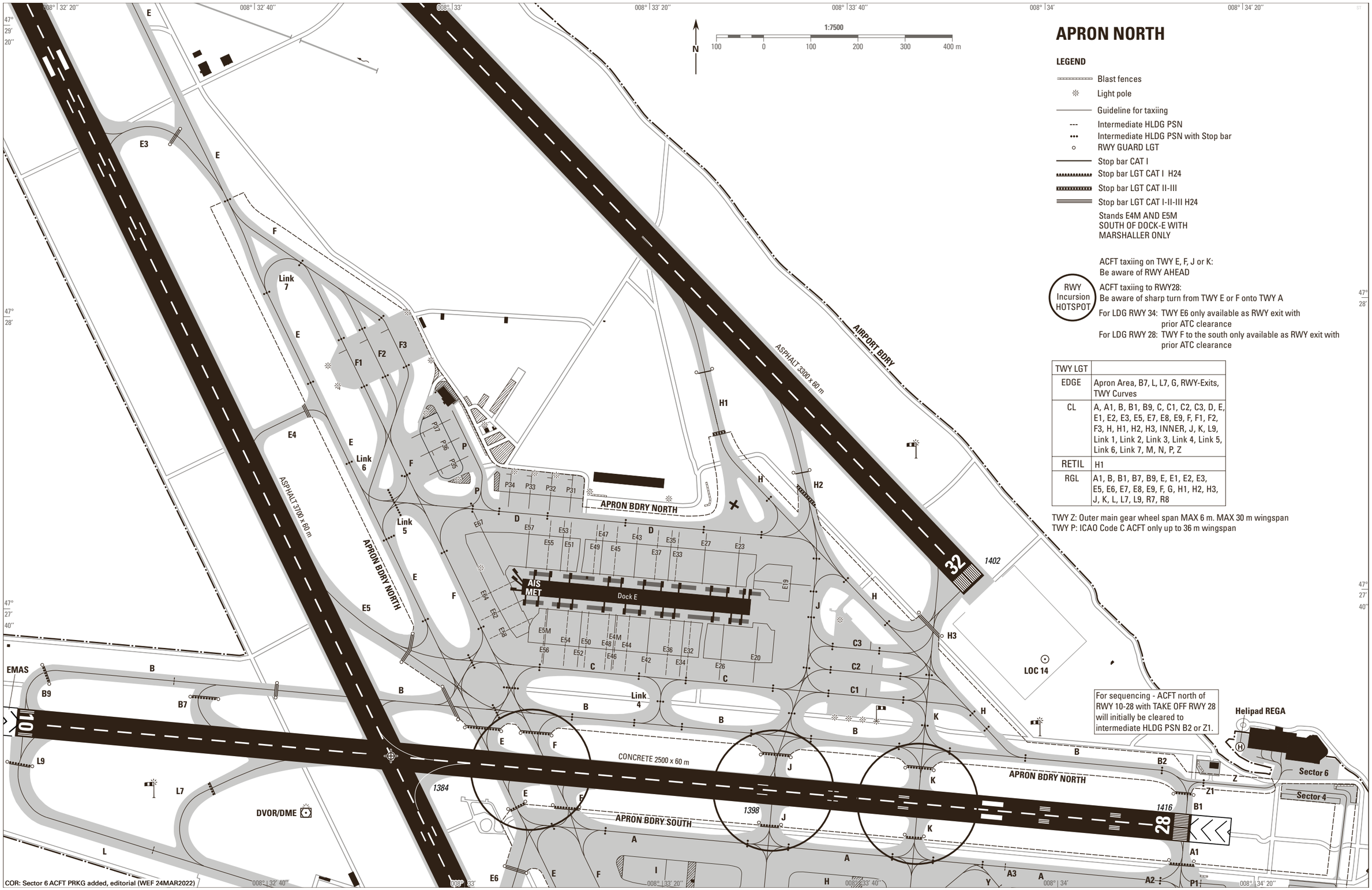

APRON NORTH

LEGEND

- Blast fences
- Light pole
- Guideline for taxiing
- Intermediate HLDG PSN
- Intermediate HLDG PSN with Stop bar
- RWY GUARD LGT
- Stop bar CAT I
- Stop bar LGT CAT I H24
- Stop bar LGT CAT II-III
- Stop bar LGT CAT I-II-III H24
- Stands E4M AND E5M SOUTH OF DOCK-E WITH MARSHALLER ONLY

RWY Incursion HOTSPOT

ACFT taxiing on TWY E, F, J or K:
Be aware of RWY AHEAD

ACFT taxiing to RWY28:
Be aware of sharp turn from TWY E or F onto TWY A

For LDG RWY 34: TWY E6 only available as RWY exit with prior ATC clearance

For LDG RWY 28: TWY F to the south only available as RWY exit with prior ATC clearance

TWY LGT	
EDGE	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
CL	A, A1, B, B1, B9, C, C1, C2, C3, D, E, E1, E2, E3, E5, E7, E8, E9, F, F1, F2, F3, H, H1, H2, H3, INNER, J, K, L9, Link 1, Link 2, Link 3, Link 4, Link 5, Link 6, Link 7, M, N, P, Z
RETIL	H1
RGL	A1, B, B1, B7, B9, E, E1, E2, E3, E5, E6, E7, E8, E9, F, G, H1, H2, H3, J, K, L, L7, L9, R7, R8

TWY Z: Outer main gear wheel span MAX 6 m. MAX 30 m wingspan
TWY P: ICAO Code C ACFT only up to 36 m wingspan

COR: Sector 6 ACFT PRKG added, editorial (WEF 24MAR2022)

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