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AIP

AMDT 005 2022

Effective Date 19 MAY 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	19 MAY 2022
GEN 0.3 - 1/2	19 MAY 2022
GEN 0.4 - 1/2	19 MAY 2022
GEN 0.4 - 3/4	19 MAY 2022
GEN 0.4 - 5/6	19 MAY 2022
GEN 0.4 - 7/8	19 MAY 2022
GEN 0.5 - 1/2	19 MAY 2022
GEN 3.1 - 3/4	19 MAY 2022
GEN 4.1 - 25/26	19 MAY 2022
GEN 4.1 - 79/80	19 MAY 2022
ENR 1.8 - 1/2	19 MAY 2022
ENR 5.5 - 17/18	19 MAY 2022
AD 1.1 - 1/2	19 MAY 2022
AD 1.1 - 3/4	19 MAY 2022
AD 1.1 - 5/6	19 MAY 2022
AD 1.2 - 1/2	19 MAY 2022
AD 1.2 - 3/4	19 MAY 2022

Destroy the following pages:

GEN 0.2 - 9/10	21 APR 2022
GEN 0.3 - 1/2	27 JAN 2022
GEN 0.4 - 1/2	AIRAC 19 MAY 2022
GEN 0.4 - 3/4	AIRAC 19 MAY 2022
GEN 0.4 - 5/6	AIRAC 19 MAY 2022
GEN 0.4 - 7/8	AIRAC 19 MAY 2022
GEN 0.5 - 1/2	AIRAC 02 DEC 2021
GEN 3.1 - 3/4	07 OCT 2021
GEN 4.1 - 25/26	17 JUN 2021
GEN 4.1 - 79/80	21 APR 2022
ENR 1.8 - 1/2	31 DEC 2020
ENR 5.5 - 17/18	AIRAC 24 MAR 2022
AD 1.1 - 1/2	AIRAC 05 NOV 2020
AD 1.1 - 3/4	AIRAC 13 SEP 2018
AD 1.1 - 5/6	10 SEP 2020
AD 1.1 - 7/8	12 OCT 2017
AD 1.1 - 9/10	12 OCT 2017
AD 1.1 - 11/12	17 SEP 2015
AD 1.2 - 1/2	12 AUG 2021
AD 1.2 - 3/4	12 AUG 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: B0322/22, B0326/22

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: 002 2022

Checklist AIRAC SUP: 001 2022

Insert the following pages:		Destroy the following pages:	
AD 1.4 - 1/2	19 MAY 2022	AD 1.4 - 1/2	16 JUL 2009
AD 1.5 - 1/2	19 MAY 2022	AD 1.5 - 1/2	20 MAY 2021
LSZB AD 2 - 1/2	19 MAY 2022	LSZB AD 2 - 1/2	02 DEC 2021
LSZB AD 2 - 3/4	19 MAY 2022	LSZB AD 2 - 3/4	24 MAR 2022
LSZB AD 2 - 5/6	19 MAY 2022	LSZB AD 2 - 5/6	21 APR 2022
LSGG AD 2 - 7/8	19 MAY 2022	LSGG AD 2 - 7/8	21 APR 2022
LSGS AD 2 - 3/4	19 MAY 2022	LSGS AD 2 - 3/4	22 APR 2021
LSGS AD 2 - 5/6	19 MAY 2022	LSGS AD 2 - 5/6	21 APR 2022

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	
004/2022	21-Apr-2022	21-Apr-2022	
005/2022	19-May-2022	19-May-2022	

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GEN 0.3 RECORD OF SUPPLEMENTS AND AIRAC SUPPLEMENTS

NR/Year	Subject	AIP section(s) affected	Period of validity	Cancellation record
001/2022	World Economic Forum in Davos 2022	NIL	19-May-2022	19-Jun-2022
002/2022	Maintenance Check Flights and Test Flights within LSAG CTA	NIL	19-May-2022	UFN

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GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 0.2 - 4	AIRAC 19 MAY 2022
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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
LSZH AD 2 - 52	AIRAC 24 MAR 2022
LSZH AD 2 - 53	07 OCT 2021
LSZH AD 2 - 54	07 OCT 2021
LSZH AD 2 - 55	AIRAC 02 DEC 2021
LSZH AD 2 - 56	AIRAC 02 DEC 2021
LSZH AD 2 - 57	AIRAC 02 DEC 2021
LSZH AD 2 - 58	AIRAC 02 DEC 2021
LSZH AD 2 - 59	AIRAC 02 DEC 2021
LSZH AD 2 - 60	AIRAC 02 DEC 2021
LSZH AD 2 - 61	AIRAC 02 DEC 2021
LSZH AD 2 - 62	AIRAC 02 DEC 2021
LSZH AD 2 - 63	30 DEC 2021
LSZH AD 2 - 64	30 DEC 2021
LSZH AD 2 - 65	30 DEC 2021
LSZH AD 2 - 66	30 DEC 2021
LSZH AD 2 - 67	02 DEC 2021
LSZH AD 2 - 68	02 DEC 2021
LSZH AD 2.24.1 - 1	24 MAR 2022
LSZH AD 2.24.1 - 2	24 MAR 2022
LSZH AD 2.24.3 - 1	24 MAR 2022
LSZH AD 2.24.3 - 2	24 MAR 2022
LSZH AD 2.24.3 - 3	24 MAR 2022
LSZH AD 2.24.3 - 4	24 MAR 2022
LSZH AD 2.24.3 - 5	17 JUN 2021
LSZH AD 2.24.3 - 6	17 JUN 2021
LSZH AD 2.24.4 - 1	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 2	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 3	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 4	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 5	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 6	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 7	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 8	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 9	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 10	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 11	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 12	AIRAC 02 DEC 2021
LSZH AD 2.24.5 - 1	AIRAC 07 DEC 2017
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
LSZH AD 2.24.6 - 1	AIRAC 24 MAR 2022
LSZH AD 2.24.6 - 2	AIRAC 24 MAR 2022
LSZH AD 2.24.6 - 3	AIRAC 02 DEC 2021
LSZH AD 2.24.6 - 4	AIRAC 02 DEC 2021
LSZH AD 2.24.7.1 - 1	07 OCT 2021
LSZH AD 2.24.7.1 - 2	07 OCT 2021
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
LSZH AD 2.24.7.3 - 1	07 OCT 2021
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
LSZH AD 2.24.7.4 - 1	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 2	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 3	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 4	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 5	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 6	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 7	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 8	AIRAC 24 MAR 2022
LSZH AD 2.24.7.5 - 1	07 OCT 2021
LSZH AD 2.24.7.5 - 2	07 OCT 2021
LSZH AD 2.24.7.5 - 3	07 OCT 2021
LSZH AD 2.24.7.5 - 4	07 OCT 2021
LSZH AD 2.24.7.5 - 5	07 OCT 2021
LSZH AD 2.24.7.5 - 6	07 OCT 2021

Page	Date	Page	Date	Page	Date
LSZH AD 2.24.7.5 - 7	07 OCT 2021				
LSZH AD 2.24.7.5 - 8	07 OCT 2021				
LSZH AD 2.24.7.5 - 9	07 OCT 2021				
LSZH AD 2.24.7.5 - 10	07 OCT 2021				
LSZH AD 2.24.7.6 - 1	07 OCT 2021				
LSZH AD 2.24.7.6 - 2	07 OCT 2021				
LSZH AD 2.24.9.1 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.1 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.2 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.2 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.3 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.3 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.10.1 - 1	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.1 - 2	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.1 - 3	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.1 - 4	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.1 - 5	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.1 - 6	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.1 - 7	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.1 - 8	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.2 - 1	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.2 - 2	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.2 - 3	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.2 - 4	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.2 - 5	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.2 - 6	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.10.3 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.10.3 - 3	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 4	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 5	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 6	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 7	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 8	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 9	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 10	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 1	07 OCT 2021				
LSZH AD 2.24.10.4 - 2	07 OCT 2021				
LSZH AD 2.24.10.4 - 3	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 4	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 5	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 6	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 7	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 8	AIRAC 02 DEC 2021				
LSZH AD 2.24.13 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.13 - 2	AIRAC 24 MAR 2022				

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GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

AIP page(s) affected	Amendment text	Introduced by AIP Amendment NR
Genève AP:		
LSGG AD 2.24.4 - 3	- New OBST Number 1a pole (435.5 m), 46 13 29 N 006 05 22 E	AIRAC AMDT 008 2018
LSGG AD 2.24.4 - 3	- Delete OBST Number 1 Localizer (435 m), 46 13 29 N 006 05 22 E	AMDT 006 2021
Sion AP:		
LSGS AD 2.24.4 - 1/2	AOC 07 - OBST NR 3 RPLC as FLW, tree (491.0 m), 46 13 24 N 007 20 31 E AOC 07 - New OBST NR 3a, tree (496.2 m), 46 13 22 N 007 20 43 E AOC 07 - New OBST NR 3b, tree (501.4 m), 46 13 32 N 007 20 56 E AOC 07 - OBST NR 7 RPLC as FLW, Tempo crane (534.5 m), 46 13 42 N 007 21 39 E	AMDT 004 2021

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3.7 Sale of Publications

The annual invoice will be sent out six weeks before the subscription renewal date. If it is not paid, a reminder will be issued after two months. Delivery of AMDTs will be stopped automatically after three months. The subscription will be terminated and the customer blocked after four months.
Late payment will be accepted up to six months after the date of the invoice. Re-activation after that can only be effected by taking out a new subscription at CHF 151.00: Manual CMPL including a one-year subscription. Pro-rata invoices are not issued nor are repayments made if the subscription is terminated before it expires.

Post:	AIP-Versand P.O.Box CH-3052 Zollikofen	Phone: Fax: Email:	+41 (0) 31 910 32 56 0630 - 1100 (0530 - 1000) +41 (0) 31 910 33 35 aipversand@skyguide.ch

	Designation and reference	Type	Code	Rate CHF incl. VAT
1	**Subscription for one year**			
1.1	Paper initial purchase VFR Manual	VFR (148 x 210)	KVE	220.00
2	**Yearly subscription**			
2.1	VFR Manual Paper CH	VFR	KV0	175.00
	VFR Manual Paper abroad	VFR	KVa	195.00
2.2	electronic AIP on skybriefing	IFR	eaip	92.15
2.3	electronic VFR Manual on skybriefing	VFR	evfr	53.10
2.4	AIC series A (distribution abroad)		K03	66.00
	AIC series B		K05	66.00
3	**Material**			
3.1	binder and contents	VFR Manual	EV	156.00
3.2	contents only	VFR Manual	IV	98.00
3.3	binder with indices	VFR Manual	OVR	22.00
3.4	binder	VFR Manual	OVO	15.00
3.5	indices	VFR Manual	RV	8.50
3.6	chart pocket	VFR Manual	HU	5.50
4	**charts**			
	REF GEN-3.2, REF VFR Manual, VFR MAP 2, § 1			

6	**Subscription**: AIP / VFR Manual / AIC								
	Code	**AIP**			**VFR Manual**		**AIC**		
		AMDT	**AIRAC**	**SUP**	**AMDT**	**SUP**	**A**	**B**	**C**
	GB1	x	x	x	x	x	x	x	x
	GI3	x	x	x			x		
	KVE				x	x			
	GV5				x	x		x	
	K03						x		
	K05							x	

4. AIRAC system

4.1 AIRAC predetermined dates

In order to control and regulate the operationally significant changes requiring amendments to charts, route manuals etc., such changes, whenever possible, will be issued on predetermined dates according to the AIRAC System. This type of information will be published as an AIRAC AIP AMDT or an AIRAC AIP SUP. If an AIRAC AMDT or SUP cannot be produced due to lack of time, NOTAM clearly marked AIRAC will be issued. Such NOTAM will immediately be followed by an AMDT or SUP. The table below indicates AIRAC effective dates for the coming years.

(Ensuing dates listed in AIS Manual, ICAO Doc 8126, Chapter 2.6.4, Table 2-1). Where no information has been submitted to AIS for publication on the selected date, a NIL notification will be originated.

Schedule of AIRAC effective dates 2021		Schedule of AIRAC effective dates 2022	
Publication dates	**Effective dates**	**Publication dates**	**Effective dates**
17 DEC 2020	**28 JAN 2021**	16 DEC 2021	**27 JAN 2022**
14 JAN 2021	**25 FEB 2021**	13 JAN 2022	**24 FEB 2022**
11 FEB 2021	**25 MAR 2021**	10 FEB 2022	**24 MAR 2022**
11 MAR 2021	**22 APR 2021**	10 MAR 2022	**21 APR 2022**
08 APR 2021	**20 MAY 2021**	07 APR 2022	**19 MAY 2022**
06 MAY 2021	**17 JUN 2021**	05 MAY 2022	**16 JUN 2022**
03 JUN 2021	**15 JUL 2021**	02 JUN 2022	**14 JUL 2022**
01 JUL 2021	**12 AUG 2021**	30 JUN 2022	**11 AUG 2022**
29 JUL 2021	**09 SEP 2021**	28 JUL 2022	**08 SEP 2022**
26 AUG 2021	**07 OCT 2021**	25 AUG 2022	**06 OCT 2022**
23 SEP 2021	**04 NOV 2021**	22 SEP 2022	**03 NOV 2022**
21 OCT 2021	**02 DEC 2021**	20 OCT 2022	**01 DEC 2022**
18 NOV 2021	**30 DEC 2021**	17 NOV 2022	**29 DEC 2022**

Schedule of AIRAC effective dates 2023		Schedule of AIRAC effective dates 2024	
Publication dates	**Effective dates**	**Publication dates**	**Effective dates**
15 DEC 2022	**26 JAN 2023**	14 DEC 2023	**25 JAN 2024**
12 JAN 2023	**23 FEB 2023**	11 JAN 2024	**22 FEB 2024**
09 FEB 2023	**23 MAR 2023**	08 FEB 2024	**21 MAR 2024**
09 MAR 2023	**20 APR 2023**	07 MAR 2024	**18 APR 2024**
06 APR 2023	**18 MAY 2023**	04 APR 2024	**16 MAY 2024**
04 MAY 2023	**15 JUN 2023**	02 MAY 2024	**13 JUN 2024**
01 JUN 2023	**13 JUL 2023**	30 MAY 2024	**11 JUL 2024**
29 JUN 2023	**10 AUG 2023**	27 JUN 2024	**08 AUG 2024**
27 JUL 2023	**07 SEP 2023**	25 JUL 2024	**05 SEP 2024**
24 AUG 2023	**05 OCT 2023**	22 AUG 2024	**03 OCT 2024**
21 SEP 2023	**02 NOV 2023**	19 SEP 2024	**31 OCT 2024**
19 OCT 2023	**30 NOV 2023**	17 OCT 2024	**28 NOV 2024**
16 NOV 2023	**28 DEC 2023**	14 NOV 2024	**26 DEC 2024**

After the first hour, the use of the infrastructure is charged based on the effective hour fractions:

CAAV	TE in CHF	TC in CHF
C	20.00	10.00
D	30.00	10.00
E	40.00	15.00
T = Tax; E = Electricity; C = Air Conditioning		

Rate of electricity calculation: 20.00/60 (TE) * length in minutes for CAAV = C.
If length < or = to 60 min. = 1 hour minimum = 20.00

Rate of electricity + air cond.: 20.00/60 (TE) * length in minutes + 10.00/60 (TC) * length in minutes for CAAV = C. (rule of the minimum fixed time for every energy category).

Art. 15c Baggage sorting

The baggage sorting charges are meant to refinance the equipment and management of the baggage handling infrastructure. The charge is levied per departing passenger:

CHF 1.56 per departing passenger

Art. 15d Engine run-up infrastructure

A charge is levied for the use of the engine run-up infrastructure and is meant to finance such infrastructure. The charge is levied based on the aircraft category and the time the engine run-up infrastructure is used.

Aircraft Category	Flat charge for the first 60 min in CHF	Thereafter Charge per period of 15 min in CHF
A	360.00	180.00
B	450.00	225.00
C	540.00	270.00

Art. 16 Methods of payment

In principle charges due by the ACFT operator shall be paid prior to TKOF.

The Airport Authority may propose payment terms at 30 days, subject to the establishment of corresponding guarantees (bank guarantee, deposit on the customer account or prepayment). In the absence of such guarantees, or in case of outstanding amounts on the customer's account, the payment before departure principle applies.

Art. 17 Slot service fee

Geneva Airport is commissioned by Slot Coordination Switzerland to invoice the slot service fee. The fee due by the air carrier amounts to CHF 1.25 per movement.

Art. 18 PPR fee

For general aviation and business aviation (non-scheduled traffic), a fee for the management of the prior permission required (PPR) system infrastructure is levied per aircraft movement.

Charge per aircraft movement in CHF
3.00

Art. 19 Incentive Program

The following incentive program only applies to scheduled and charter air traffic.

Art. 19a Landing discount

This incentive recognises the operation of new generation aircraft on the **"best in class"** principle. Narrow body aircraft categorised in noise class 5 as well as wide-body aircraft categorised in noise class 4 according the Swiss AIP shall be entitled to a discount of 20% (twenty percent) on the applicable landing charges.

Art. 19b Passenger Service Charge discount

In addition to the reduction on landing fees, a further recognition is granted on the passenger service charge only for passengers transported on board eligible aircraft categorise as set forth under article 19a herein. The reduction on the PSC is of **CHF 0.40** per departing passenger.

Art. 19c Incremental Bonus
In order to stimulate airlines in replacing aircraft currently operating to and from Geneva with new generation aircraft and consequently significantly contributing to the objectives set forth in the PSIA, the AP operator shall also grant an incremental bonus on the landing charges according to the following formula:

x*(p1-p2)*1.5

Where: x = amount of landing charges applicable to eligible NG aircraft in year n
p1 = percentage of movements operated by eligible NG aircraft in year n
p2* = percentage of movements operated by eligible NG aircraft in year n-1
1.5 = multiplying factor

**Note:*
The year of reference for the calculation of the incentives in 2021 (year n) will be the traffic figures of 2019 (year n-1). As from year 2022, year n-1 will be the previous year.

Any bonus is only applied once per the concerned year.

The incremental bonus shall not be granted in the event the percentage of NG aircraft is lower than that of the previous year. Following a reduction in the percentage of eligible NG aircraft, the incremental bonus shall only be granted once again if the percentage of eligible NG aircraft has equalled or exceeded the previous highest percentage of eligible NG aircraft achieved by the concerned air carrier over the tariff period.

Art. 19d Load Factor
A reduction on the passenger service charge is set forth as per the table below:

Load Factor Reward		
If the load factor is for a given year is:		**Discount on PSC per departing PAX in CHF**
Greater or equal to	95%	0.15
Greater or equal to	90%	0.125
Greater or equal to	85%	0.1
Greater or equal to	80%	0.05

Art. 19e Incentive implementation date
The implementation of the incentive programme is January 1st, 2021 and is valid until December 31st, 2023.

Art. 19f General Remark
Any benefit resulting from the application of the incentive scheme shall be provided to the eligible airline in the form of a credit note issued in January following the year under review. GA may refrain from issuing a credit note in the event of non-compliance with GA's aviation charges payment terms during the concerned year.

V. Access fees

Art. 19 **Debtor**

The debtor of the access fees is the legal entity or natural person that applies for the respective access.

Art. 20 **Rates**

The rates for access fees are shown in CHF, including VAT.

Art. 21 **Invoicing and payment**

Access fees are invoiced in CHF.
Access fees become payable when the relevant ID is ordered. The customer is not entitled to any reimbursement of access fees. This also applies if an ordered ID is not issued or claimed.
For legal entities and natural persons who regularly work at Zurich Airport, FZAG may permit a later payment of invoices. An invoice of this kind is payable within 30 days of invoice issuance.
FZAG reserves right to charge default interest on arrears at the rate of 5%.
Furthermore, FZAG has the right to revoke the relevant ID/access authorisations and order the debtor to pay the resulting costs, if a debtor has defaulted on their payment.

Art. 22 **Individual access fees**

The following fees are levied:

- The airport ID badge fee is levied for all airport ID badges, including winter service ID badges.
- The tour authorisation fee is levied for all one-day and multiple-day tour authorisations, with and without visitor's ID.
- The driving permit fee is levied for all airside driving permits.
- The vehicle registration fee is levied for all airside vehicle registrations.

The rates are as follows:

Fee per airport ID badge	70.00
Fee for tour authorization	40.00
Fee for driving permit	50.00
Fee for vehicle registration	40.00

VI. Other fees not regulated by the OAC

Art. 23 **NIL**

NIL

Art. 24 **Approach charges**

Flughafen Zürich AG is commissioned by Skyguide Ltd. to invoice the approach charges.
The approach charges are published in the AIP Switzerland, GEN 4.2.
Art. 1 to 10 apply analogously.

Specifically, airlines are required to provide proper documentation in accordance with Art. 10

In case no data is received by Flughafen Zürich AG, no reminder will be sent to the airline / aircraft operator and the highest MTOM known of the corresponding aircraft type at Zurich Airport is applied.

In case wrong documentation is received by Flughafen Zürich AG, one request will be sent to the airline / aircraft operator to provide the correct data. Until the reception of correct data, the highest MTOM known of the corresponding aircraft type at Zurich Airport is applied.

In case an airline / aircraft operator provides the MTOM data after the deadline, the highest MTOM known of the corresponding aircraft type at Zurich Airport will be applied until the correct MTOM has been provided by the airline / aircraft operator.
Airlines / aircraft operators shall report changes during the year to FZAG and provide documentation in accordance. If reported at least five working days in advance, such changes come into effect on the first day of the following month. Otherwise the changes come into effect on the first day of the subsequent month.
In all cases, MTOM will not be adjusted retrospectively and no credit notes will be granted for a time period for that FZAG has received the correct MTOM data.

Art. 25 **Slot service fee**

FZAG is commissioned by Slot Coordination Switzerland to invoice the slot service fee. The fee due by the air carrier amounts to 1.25 CHF per movement.

LSZH A1 Overview of MTOM classification

New aircraft that land at Zurich Airport and that are not yet classified, will be classified based on their MTOM given in the Aircraft Manual until a reasonable MTOM average of all operations at Zurich Airport is available for a definitive classification.

MTOM class 1 will be eliminated as of 1 January 2024 and incorporated into MTOM class 2.
MTOM class 2 will be eliminated as of 1 January 2025 and incorporated into MTOM class 3.

MTOM class	Weight
1	> 0 t and < 2 t
2	> 2 t and < 5 t
3	> 5 t and < 15 t
4	> 15 t and < 25 t
5	> 25 t and < 50 t
6	> 50 t and < 100 t
7	> 100 t and < 200 t
8	> 200 t and < 400 t
9	> 400 t

MTOM class																	
1					2			3		4		5	6	7	8	9
A210	CH60	GA8	P32R	TAMP	A109	C525	TEX2	A139	JU52	A140	HA4T	A148	A19N	A306	A124	A225
AA5	CH7A	GAZL	P68	TB20	A119	DA62	TRIS	AN2	L410	A748	IL14	AN72	A20N	A30B	A332	A388
AAT3	CH7B	GC1	P68T	TB21	A169	DH3T	UH1	AN28	LJ25	AN24	J328	B461	A21N	A310	A333	B748
AC11	COL3	GLAS	PA11	TBEE	AC68	DHC2	VTOR	AN38	LJ31	AN26	L29B	B462	A318	A3ST	A339	
AC4	COL4	GX	PA18	TFUN	AC90	DHC6	YAK3	AS32	LJ35	AN30	SB20	B463	A319	B703	A342	
AR15	CP10	GY80	PA22	TOBA	AC95	DO28		ASTR	LJ40	AN32	VF14	BA11	A320	B720	A343	
AS02	CP23	H269	PA24	TRIN	AEST	DOVE		B190	LJ45	AT43		C160	A321	B752	A345	
AS16	CRUZ	H500	PA25	TWEN	ALO2	E50P		B350	LJ55	AT44		C27J	AN12	B753	A346	
AS2T	D11	HMNY	PA28	ULAC	ALO3	EA50		B412	LJ60	AT45		CONI	B37M	B762	A358	
ATL	D140	HR10	PA30	VELO	AS50	EC30		BE20	LJ75	AT72		CRJ7	B38M	B763	A359	
B06	D250	HR20	PA32	VEZE	AS55	EC35		BE30	MI8	AT73		CRJ9	B39M	C141	A35K	
B209	D253	HUSK	PA34	VM1	AS65	EC45		BE40	MU30	AT75		CRJX	B712	DC85	AN22	
B47G	DA20	J3	PA38	WA40	B105	EC55		BE99	N260	AT76		CVLT	B721	DC86	B741	
BE23	DA40	JB15	PA44	WT9	B212	EPIC		C25A	P180	ATP		DC4	B722	DC87	B742	
BE24	DA42	JUNR	PA46	XA42	B222	EXPL		C25B	P51	B25		DC6	B731	IL62	B743	
BE33	DA50	KL07	PTS2	Y18T	B230	F406		C25C	PAY4	C295		DC91	B732	IL76	B744	
BE35	DAL4	L200	PUP	YK18	B407	FA24		C500	PC24	C750		DC92	B733	K35R	B74R	
BE36	DIMO	L8	PZ04	YK52	B427	G44		C501	PRM1	CL30		DC93	B734	T154	B74S	
BE76	DO27	LA25	R100	Z43	B429	HDJT		C550	PUMA	CL35		DH8D	B735	T204	B764	
BE77	DR10	LAMA	R200	Z50	B430	KMAX		C551	S601	CL60		E170	B736		B772	
BE95	DR30	LGEZ	R22		BE10	KODI		C55B	S92	CN35		E190	B737		B773	
BL8	DR40	LNC2	R300		BE18	L39		C560	SBR1	CRJ1		E275	B738		B779	
BREZ	DV20	LNC4	R44		BE55	MU2		C56X	SC7	CRJ2		E75L	B739		B77L	
BU31	E230	M20J	R66		BE58	NOMA		C650	SF34	DH8A		E75S	BCS1		B77W	
BX2	E300	M20P	R90R		BE60	P46T		C680	SH33	DH8B		F100	BCS3		B788	
C10T	E400	M20T	RALL		BE65	P750		C68A	SH36	DH8C		F28	C130		B789	
C140	EAGL	M4	RANG		BE9L	PA23		D228	SJ30	DHC7		F70	C30J		B78X	
C150	EC12	M6	RF6		BE9T	PA27		D328	STAR	E135		FA7X	DC94		C17	
C152	EC20	M7	RV4		BK17	PA31		DC3	SW2	E145		FA8X	DC95		C5	
C170	ECHO	M7T	RV6		BN2P	PAY1		E110	SW3	E35L		GA5C	E195		DC10	
C172	EDGE	MCR1	RV7		C208	PAY2		E120	SW4	E45X		GA6C	E290		IL86	
C175	EN28	MCR4	RV8		C25M	PAY3		E121	TBM	E545		GL5T	E295		IL96	
C177	EN48	MD50	S05F		C303	PC12		E55P	WW24	E550		GLEX	GL7T		L101	
C180	ERCO	MD52	S05R		C310	PC21		FA10		F18		GLF2	IL18		MD11	
C182	EV97	MD60	S10		C320	PC6T		FA20		F27		GLF3	L188			
C185	EVOT	MOR2	S208		C335	PC7		G150		F2TH		GLF4	MD81			
C195	F156	O1	S22T		C337	PC9		GAA		F50		GLF5	MD82			
C206	F260	P06T	S330		C340	S76		H25A		F60		GLF6	MD83			
C210	F8L	P149	SC01		C402	SF50		H25B		F900		RJ1H	MD87			
C240	FDCT	P208	SF25		C404	SPIT		H25C		FA50		RJ70	MD88			
C42	FOX	P210	SIRA		C411	SYCA		H60		G159		RJ85	MD90			
C700	G109	P28A	SLG2		C414	T28		HUCO		G250		SU95	R721			
C72R	G115	P28B	SR20		C421	T6		HUNT		G280		T134	S210			
C77R	G120	P28R	SR22		C425	TBM7		JS31		GALX		YK40	T334			
C82R	G2CA	P28T	ST75		C441	TBM8		JS32		H47			YK42			
CE43	GA7	P28U	SUBA		C510	TBM9		JS41		H53						

ENR 1.8 REGIONAL SUPPLEMENTARY PROCEDURES

1. RVSM Airspace

The airspace within the UIR Switzerland between FL 290 and FL 410 inclusive, as described in ENR 2.1, is RVSM airspace.

Within this airspace, the VER separation MNM shall be:

a. 1000 ft between RVSM APV ACFT;
b. 2000 ft between:
   1. non-RVSM APV State ACFT and any other ACFT operating within the EUR RVSM airspace;
   2. formation FLTs of State ACFT and any other ACFT operating within the EUR RVSM airspace;
   3. an ACFT experiencing a communication failure in FLT and any other ACFT, when both ACFT are operating within the EUR RVSM airspace.

During operations in or VER transit through RVSM airspace with ACFT not APV for RVSM operations, pilots shall report non-APV status:

a. at initial call on any CH within RVSM airspace;
b. in all requests for level changes;
c. in all read-backs of level clearances.

2. Departure of Helicopters and Balloons in Case of Ground or High Fog/Low Stratus

If MET conditions for FLTs under VFR are not met due to ground or high FG/low ST, DEPs are permitted if:

a. the lower limit of FG does not exceed 200 m above the ELEV of the place of DEP and the VER layer of FG does not exceed 300 m
b. VMC conditions prevail above the layer of FG and
c. the DEP is carried out in accordance with a procedure defined by the FOCA.

For helicopters, such DEP are only permitted for special operations in accordance with article 4, paragraph 1 of Commission Implementing Regulation (EU) No. 923/2012 and other state flights. A special approval by FOCA is required. For balloons, such departures are only permitted in Class G airspace (Art. 24 VRV-L).

The buoyancy shall be measured so that a height of at least 300 m over the top of the fog layer is reached 5 min after take-off.

If such a DEP is carried out **outside a CTR and/or the FLT path will not lead into a TMA or CTR**, aircrews TRANS information about their DEP procedure in FG on FREQ **130.800 MHz,** as a **blind transmission**.

Example:
TRAFFIC LANGENTHAL AREA, [CALLSIGN], HELI DEPARTURE IN FOG FROM MADISWIL, HEADING 060 IN 1 MINUTE.

If such a call is not acknowledged by another ACFT, pilots are permitted to carry out their DEP in FG procedure.
CMPL of the procedure shall be reported on FREQ 130.800 MHz, as a blind transmission.

Example:
[CALLSIGN], FOG DEPARTURE COMPLETED, AREA MADISWIL, 3000 FEET.

If such a DEP is carried out **within a CTR and/or the FLT path will lead into a TMA or CTR**, aircrews request a clearance on the published FREQ of the **competent ATC unit** before DEP.

3. Non 8.33 kHz Capable State Aircraft

State aircraft which are permanently exempted from the requirement of having radio equipment with the 8.33 kHz channel spacing capability shall be able to communicate on the remaining VHF 25 kHz frequencies or on UHF, where available.

Aircrew of non 8.33 kHz equipped state aircraft shall declare non-compliance in item 18 on ICAO flight plan by entering the following remark: "COM/EXM833".

4. Non MODE S ELS/EHS Capable State Aircraft

Identification of State Aircraft which are not compliant with Mode S Elementary/Enhanced Surveillance (ELS/EHS) requirements will be established either by SSR Mode A or PSR method (Compliant with ICAO Doc 4444 (PANS ATM), Edition 16).

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9. List of glider areas (over French delegated territory)

Oyonnax North (TMA Lyon part 8.1.)	46 21 48 N 005 24 28 E - 46 28 38 N 005 36 22 E - 46 18 44 N 005 44 36 E - 46 14 14 N 005 34 35 E - 46 21 48 N 005 24 28 E	*2600* (FL 85) / *2300* (FL 75)	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz . Downgraded in airspace Golf as written in the protocol. Info available on GLD ATIS **124.755** MHz.
Oyonnax South (LF-R 135)	46 18 44 N 005 44 36 E - 46 16 10 N 005 46 43 E - 46 08 54 N 005 36 03 E - 46 09 13 N 005 34 25 E - 46 14 14 N 005 34 35 E - 46 18 44 N 005 44 36 E	*2600* (FL 85) / *2300* (FL 75)		Clearance by ALPS RADAR **119.175** MHz required. For transit flights only.
St-Claude North (TMA Geneva part 4.1)	46 28 38 N 005 36 22 E - 46 30 00 N 005 35 10 E - 46 30 00 N 005 53 26 E - 46 34 34 N 006 06 39 E - follow border to next point 46 27 05 N 006 04 42 E - 46 22 22 N 005 57 47 E - 46 18 44 N 005 44 36 E - 46 28 38 N 005 36 22 E	*2600* (FL 85) / *2300* (FL 75)	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz. Downgraded in airspace Golf as written in the protocol. Info available on GLD ATIS **124.755** MHz.
St-Claude South (LF-R 219)	46 15 16 N 005 47 28 E - 46 18 44 N 005 44 36 E - 46 22 22 N 005 57 47 E - 46 15 16 N 005 47 28 E	*2600* (FL 85) / *2300* (FL 75)		Clearance by ALPS RADAR **119.175** MHz required. For transit flights only.

10. Special rules for free balloon flights

10.1 General

For free balloon flights
- the Ordinance on the Rules of the AIR (SR 748.121.11), as well as
- the special rules set out hereafter (notably, SR 748.941) are applicable.

10.2 Radio communication

5 minutes before entering classes C and D airspace, radio contact with the competent ATC unit shall be established and maintained during the flight.
In case of interruption of the radio communication during flight in **classes C and D airspace,** the following procedure shall be applied:

a. set code 7600 on the SSR transponder; and when continuing the flight maintain the last reported altitude or a lower altitude; or
b. leave the controlled airspace by the shortest route (laterally or vertically).

10.3 Frequencies

The frequencies **122.255** MHz and **122.130** MHz are available for radio communications between balloons and between balloons and retrieving vehicles. See §15: FREQUENCIES FOR SPECIAL USE.

10.4 ATC instructions

The competent ATC unit can impose certain conditions for a flight if the traffic situation requires it.
The instructions of ATC are mandatory.

10.5 SSR-transponder

For flights in classes C and D airspace, the carriage of an operational SSR transponder (Mode A/C or Mode S) is required, except in CTR's.
It shall be switched on upon instruction by ATC.

10.6 Ascents in ground fog conditions

See ENR-1.8, § 2.

10.7 Flights by night

3 HR prior to the planned take-off, at the latest, a flight plan shall be filed with the competent ATS unit.

Ascents and flights in classes C and D airspace are only permitted with a clearance from the competent ATC unit.

Ascents and flights in the whole airspace during military night flights are only permitted with a clearance from the competent ATC unit.

In case of radio failure during a flight by night within classes C and D airspace, the procedure detailed in 12.2 applies.

If the airspace in question can only be left by executing a landing, such a landing may be delayed until morning civil twilight, provided the radio failure occurred less than 30 MIN before the beginning of morning civil twilight.

10.8 Flights crossing the national border

For flights to Germany, Austria and France, consult the instructions of FOCA of 10 MAY 1978 (on reverse of ”Laissez-passer“ form), with respect to customs clearance.

For flights to Germany and Italy, a flight plan must be filed 60 MIN prior to ascent with the appropriate Air Traffic Control unit.

For flights to France, a flight plan must be filed with the appropriate Air Traffic Control unit, as a rule by radio, shortly before crossing the border.

Ascents by night in France are basically prohibited. Requests for exemption permission have to be addressed to:

Post: Direction de la Navigation Aérienne,
48, rue Camille Desmoulins,
F-92452 Issy-les-Moulineaux.

11. Mountain flying

The terrain configuration of mountainous areas and the particular weather conditions prevailing in them require the following recommendations to be considered when planning VFR-flights over the Alps:

The crossing of the Alps in a north-south direction and vice-versa shall be planned in a way to take the shortest possible flight routes over inhospitable regions.

The following main routes are recommended for overflight in good weather conditions:

a. Zurich - Vierwaldstättersee - Reusstal - Andermatt - **Gotthardpass** - Val Leventina - Locarno;
b. Berne - Spiez - Kandersteg - **Gemmipass** - Visp - Brig - **Simplonpass** - Domodossola;
c. Altenrhein - Sargans - Chur - Lenzerheide - **Julierpass** - Samedan.

The 3 routes above, as well as several more that are recommended for VFR crossing of the Alps, are shown on the ICAO aeronautical chart 1:500’000 (2253-B), Switzerland.

VFR flight route	
Mountain pass with spot elevation in ft	
Recommended minimum altitude in ft	

AD 1 AERODROMES/HELIPORTS - INTRODUCTION

AD 1.1 AERODROME/HELIPORT AVAILABILITY AND CONDITIONS OF USE

1. General conditions

The Federal Office of Civil Aviation (FOCA) is responsible for monitoring civil aviation in Switzerland and aviation development. It is responsible for ensuring that civil aviation in Switzerland has a high safety standard and one that it is in keeping with sustainable development. As an independent regulator, the FOCA is responsible for ensuring the highest safety and security standards in Swiss civil aviation. The FOCA aims to ensure the safe and best possible and environmentally friendly use of the infrastructure, which includes airspace with air traffic control and aerodromes.

The FOCA neither manages nor operates any aerodrome. FOCA is the agency of supervision, which ensures that ICAO and/ or EU/EASA standards are complied with.

Swiss aerodromes available for public use are designated as airports, REF: AD 2. All others are private airfields. REF: VFR Manual, AD INFO.

Civil aircraft are not permitted to land at any aerodromes not listed in the AIP except in cases of genuine emergency. Restrictions of use can be ordered temporarily for aerodromes where certain conditions are not fulfilled, e.g. reduced rescue and fire fighting services, restricted radio communications. Consult NOTAM. Every visiting aircraft from abroad or aircraft flying abroad shall use an aerodrome available for international air traffic. REF: INTL attribute on AD 1.3.
Landings outside of destination airport or intended alternate aerodrome: If the pilot lands at an aerodrome other than the one specified in the submitted flight plan, the competent services at the departure aerodrome and at the aerodrome of first destination shall be notified without delay.

Customs Aerodromes:
Swiss aerodromes available for public use are designated as custom aerodromes and benefit from customs competences CAT A, B or C according to Swiss law. REF: AD 1.3 and AD 2

Aerodromes with restricted customs competences:
These are national AD providing customs category D according to Swiss law. Although using private airfields and national AD for trans-frontier flights is generally not allowed, at those mentioned ADs the competent customs office can authorize trans-frontier flights to and from another Schengen area State under special conditions.
REF: AD list AD 1.3 VFR Manuel Switzerland, VFR AGA 0, §2 URL: Crossborder flights (admin.ch)

Aerodromes without any customs competence:
Using non-customs private airfields (AD not mentioned under 1.3 and 1.4 above) in trans-frontier traffic is not allowed.
In exceptional cases the AD can request an authorization from the competent Customs District Directorate (individual authorization) or from the Directorate General of Customs (general authorization).
REF: VFR Manuel Switzerland, VFR AGA 0, §2 URL: Crossborder flights (admin.ch)

The differences from ICAO are listed in GEN 1.7

2. Use of military air bases

Civil flights onto military airbases are subject to prior approval of the air base Commander.

3. Low visibility procedures (LVP)

3.1 Introduction

The procedures and items listed below are basic information for operators and pilots concerning specific rules and regulations for All Weather Operations (AWO) in Switzerland.

ATC applies special safeguards and procedures for low visibility operations that will become effective for specified weather conditions. These procedures are intended to provide protection for aircraft operating in low visibility and to avoid disturbances to the ILS signals.

3.2 Classifications of instrument approach operations

Category I (CAT I) ILS operation: A precision instrument approach with a decision height (DH) not lower than 60 m (200 ft) and either a visibility not less than 800 m or an RVR not less than 550 m (according to ICAO Annexes 10 and 14).

Category II (CAT II) ILS operation: A precision instrument approach with a DH lower than 60 m (200 ft) but not lower than 30 m (100 ft) and an RVR not less than 300 m (according to ICAO Annexes 10 and 14).

Category III (CAT III) ILS operation: A precision instrument approach with a DH lower than 30 m (100 ft), or with no DH and an RVR less than 300 m or no runway visual range limitations.

3.3 Requirements for aircraft and flight crew

Basic requirements for an aircraft and its equipment for CAT II and III operations are described in the "ICAO Manual of All Weather Operations", chapter 4.2. The airworthiness approval for AWO has to be stated in the aircraft document.

Training and experience requirements for flight crews to operate in low visibility are described in the "ICAO Manual of All Weather Operations", chapter 4.3.
For CAT II/III operations, relevant procedures must be documented and the crew must have relevant and current training.

Flights simulating low visibility approaches have to be announced on initial call with approach control using the phrase "REQUEST PRACTICE CAT II/III APPROACH". Permission will be granted depending on the traffic situation. Departing or preceding landing traffic may disturb the ILS signals. For practice approaches, LVP will not be applied.

Foreign operators may execute CAT II/III operations if they are authorized by their State of registration/operator to do so.

3.4 Operational procedures

Definitions:
Low Visibility Operations (LVO) means approach (CATII/III) or take-off operations on a RWY with any RVR less than 550 m or taxiing at an aerodrome at which any RVR is less than 550 m.
Low Visibility Procedures (LVP) are specific procedures applied at an aerodrome for the purpose of ensuring safe operations during CAT II/III approaches and low visibility departures.
Low Visibility Departures (LVD) are take-offs on a RWY where the RVR is less than 550 m at any position on the departure RWY. RVR shall be the only triggering value for LVD.

Preparation phase:
The preparation phase for the applicability of ATC procedures for LVP starts when the RVR for the TDZ deteriorates to less than 800 m and/or the vertical visibility or ceiling drops to less than 300 ft. Pilots will not be informed about this phase.

Operations phase:
The application of ATC procedures for LVP becomes effective when the RVR for the TDZ is lower than 550 m and/or the vertical visibility or ceiling is less than 200 ft. Pilots will be informed either via ATIS or RTF of the instruction:
"LOW VISIBILITY PROCEDURES IN OPERATION".

Termination phase:
ATC procedures for LVO are terminated when weather conditions indicate sustained improvement to an RVR of 550 m or greater, and vertical visibility and ceiling to 200 ft or greater. Flight crews are informed accordingly via RTF: "LOW VISIBILITY PROCEDURES CANCELLED AT TIME…". The ATIS is updated, removing any reference to LVPs. The preparation phase remains in force until the RVR improves to 800 m or more, and vertical visibility and ceiling are 300 ft or greater.

Application of LVP:

ACTIVATION	Via RTF or ATIS: **"Low Visibility Procedures in operation"**
OPERATIONS PHASE	CAT II: RVR for TDZ less than 550 m. CAT III: RVR for TDZ less than 300 m. Low Visibility Departures (LVD).
PROTECTION OF OFZ and LOC-SENSITIVE AREA	During CAT II or CAT III operations, the OFZ is kept clear of all obstacles, such as vehicles, persons and aircraft for the duration that an aircraft making an approach is below 200 ft AGL.
RADAR VECTORING	Arriving aircraft are vectored so as to ensure an intercept of the LOC at least 8 NM (in Genève) / 9 NM (in Zurich) from THR.
CLEARANCE FOR APPROACH	ATC issues a clearance for an ILS approach regardless of the ILS category applied and the weather conditions.
METEOROLOGICAL INFORMATION	Prior to commencing final approach the RVR values will be transmitted. Additionally, latest RVR values will be transmitted by TWR.
CLEARANCE TO LAND	Normally prior to an arriving aircraft reaches 2 NM from THR the clearance to land will be transmitted. In exceptional cases, transmission may be delayed. In such cases, pilots will be informed accordingly.
DEACTIVATION OF LVP (TERMINATION PHASE)	ATC procedures for LVO are terminated when weather conditions indicate sustained improvement to an RVR of 550 m or greater, and vertical visibility and ceiling to 200 ft or greater.

Downgrading of approach facilities:
Downgradings of approach facilities due to malfunctioning / deficiency are communicated to landing aircraft immediately after the occurrence of the malfunction. The following information is relayed, if necessary, together with the downgrading of the approach category:

	Downgrading to
Failure of **RVR assessment system** or failure of display / transmissometer of both TOUCHDOWN and MIDPOINT	CAT I
Failure of **secondary power supply** for the aerodrome lighting system	CAT I
LOC out of CAT II / III **tolerance**	CAT I
LOC sensitive area not vacated	CAT I
Failure of **ATC-ILS monitoring device**	CAT I
Wind informationindicator not available	CAT I
Failure of **farfield monitor**	CAT I
Failure of **GP/LOC standby transmitter**	CAT II
More than 30% of the **approach lighting system** malfunctioning	CAT I
Failure of **stopbar lights**	CAT I
Failure of **ILS DME standby transmitter**	CAT II

Shorter-term deficiencies will be announced to the pilots by ATC (ATIS and/or RTF).

4. Aerodrome operating minima

All operators shall establish aerodrome operating minima for each aerodrome planned to be used. These minima shall not be lower than those established for such aerodromes by the State in which the aerodrome is located, except when specifically approved by that State. Any increment specified by the competent authority of the operator shall be added to the minima.

5. Other information

5.1 Noise abatement operating procedures

Night flights 2100 - 0500 (2000 - 0400), see ordinance on aeronautical infrastructure SR748.131.1, art. 39, 39a, 39b, 39c. Authorisation of night flights for scheduled air traffic and non-scheduled commercial air traffic: Applications for authorization shall be addressed to the airport authority concerned which will, if necessary, pass them to FOCA.

LSZB	LSZB AD 2.21 NOISE ABATEMENT PROCEDURES
LSZC	LSZC AD 2.21 NOISE ABATEMENT PROCEDURES
LSGC	LSGC AD 2.21 NOISE ABATEMENT PROCEDURES
LSGG	LSGG AD 2.21 NOISE ABATEMENT PROCEDURES
LSZA	LSZA AD 2.21 NOISE ABATEMENT PROCEDURES
LSMP	LSMP AD 2.21 NOISE ABATEMENT PROCEDURES
LSZR	LSZR AD 2.21 NOISE ABATEMENT PROCEDURES
LSZS	LSZS AD 2.21 NOISE ABATEMENT PROCEDURES
LSGS	LSGS AD 2.21 NOISE ABATEMENT PROCEDURES
LSZH	LSZH AD 2.21 NOISE ABATEMENT PROCEDURES

5.2 Minimum friction level for runway maintenance purpose

Runway surface friction coefficients are measured periodically for maintenance purpose. The Minimum Friction Levels (MFL) are:

Measuring speed	65 km/h	*95 km/h*
Skiddometer	0.50	*0.34*
Surface Friction Tester	0.50	*0.34*
Mu-Meter	0.42	*0.26*

The declaration of a runway as "slippery wet" is based on an overall assessment, including, but not limited to the measurement of the friction coefficient (FCT).

5.3 Pavement Strength

Aerodromes with movements of aircrafts with a maximum take-off mass (MTOM) of more than 5,700 kg apply the method ACN-PCN (Aircraft Classification Number - Pavement Classification Number), as described in ICAO Annex 14, § 2.6, Pavement Strength.

	Example:	PCN	24	F /	B /	Y /	T /
			1	*2*	*3*	*4*	*5*

1 =	Pavement classification number	
2 =	Pavement type:	
	Rigid pavement	= R
	Flexible pavement	= F
3 =	Subgrade strength category:	
	High strength	= A
	Medium strength	= B
	Low strength	= C
	Ultra low strength	= D
4 =	Maximum tire pressure allowable:	
	Unlimited: no pressure limit	= W
	High: pressure limited to 1.75 MPa	= X
	Medium: pressure limited to 1.25 MPa	= Y
	Low: pressure limited to 0.50 MPa	= Z
5 =	Evaluation method:	
	Technical evaluation	= T
	Using aircraft experience	= U

For all other aerodromes, the Maximum Permissible Weight (MPW) of aircraft in kg or the tire pressure in MPa (1 MPa = 10.19 kg/cm2) in case of grass runways.
Taking into account the actual ground conditions, the airport authorities may permit higher tire pressures.

5.4 Wildlife hazard management

An exchange on wildlife hazard management takes place periodically with various stakeholders including aerodromes, air navigation service providers, airlines, etc. under the leadership of FOCA. In addition, occurrences in relation to wildlife hazard management are reported via the EU reporting platform. Information on bird migration is published in ENR 5.6.

5.5 Start-up procedure for turbo-jet and turbo-prop aircraft

Flight crews of departing turbo-jet and turbo-prop aircraft shall request start-up clearance when the doors of the aircraft are closed and as soon as they are ready to immediately start the engines.
If the expected delay for take-off is less than 15 minutes, ATC will immediately clear pilots to start the engines. If the expected delay for departure is 15 minutes or more, ATC will inform about the duration of the delay.
The start-up clearance will be given in time to adhere to the earliest possible departure slot.

5.6 Reduced separation between aircraft on the same runway

Aircraft classification

For the purpose of reduced runway separation, aircraft shall be classified as follows:

a. **Category 1 aircraft:** Single-engine propeller aircraft with a maximum certificated take-off mass of 2000 kg or less;
b. **Category 2 aircraft:** single-engine propeller aircraft with a maximum certificated take-off mass of more than 2000 kg but less than 7000 kg; and twin-engine propeller aircraft with a maximum certificated take-off mass of less than 7000 kg;
c. **Category 3 aircraft:** all other aircraft.

Applicability

With respect to the aircraft categories in § 1.1.6.8 above, reduced runway separation may be applied under the following conditions:

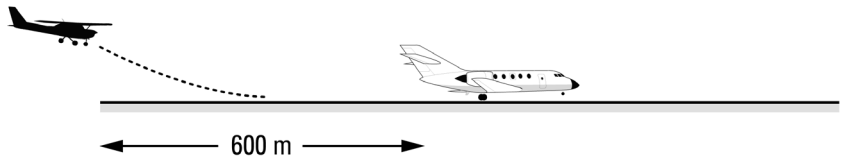
a. Reduced RWY separation minima shall only be applied during hours of daylight from 1 hour after the beginning of the morning local civil twilight to 1 hour before the end of the evening local civil twilight;
b. appropriate wake turbulence minima is applied;
c. visibility is at least 5 km and the ceiling not less than 1000 ft;
d. the tailwind component does not exceed 5 kt;
e. suitable landmarks exist to assist controllers in assessing the distances between aircraft;
f. minimum separation continues to exist between two departing aircraft immediately after take-off of the second aircraft;
g. traffic information is issued to the flight crew of the succeeding aircraft; and
h. the braking action is not adversely affected by runway contaminants such as ice, slush, snow, water, etc.

Reduced runway separation minima shall not apply between a departing aircraft and a preceding landing aircraft.

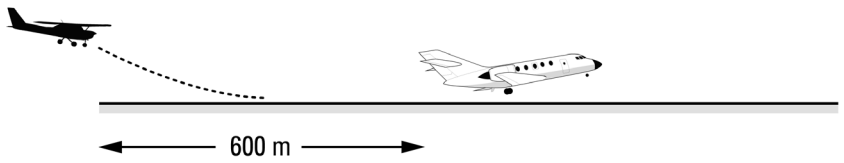
Landing aircraft

To separate a succeeding landing:

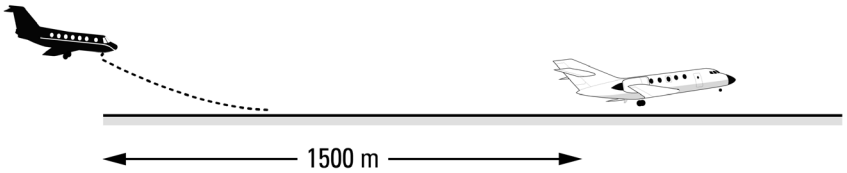
a. Category 1 aircraft from a preceding Category 1 or 2 aircraft by ensuring that the succeeding aircraft does not cross the landing threshold until one of the following conditions exists:
    1. the preceding aircraft has landed and passed a point at least 600 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or



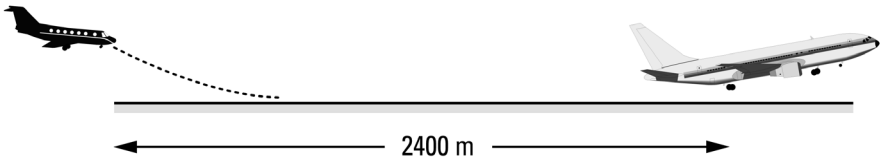
    2. the preceding aircraft is airborne and has passed a point at least 600 m from the threshold of the runway;



b. Category 2 aircraft from a preceding Category 1 or 2 aircraft by ensuring that the succeeding aircraft does not cross the landing threshold until one of the following conditions exists:
    1. the preceding aircraft has landed and passed a point at least 1500 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or
    2. the preceding aircraft is airborne and has passed a point at least 1500 m from the threshold of the runway;



c. aircraft from a preceding Category 3 aircraft by ensuring that the succeeding aircraft does not cross the landing threshold until one of the following conditions exists:
   1. the preceding aircraft has landed and has passed a point 2400 m from the threshold of the runway, is in motion and will vacate the runway without backtracking; or
   2. the preceding aircraft is airborne and has passed a point at least 2400 m from the threshold of the runway.

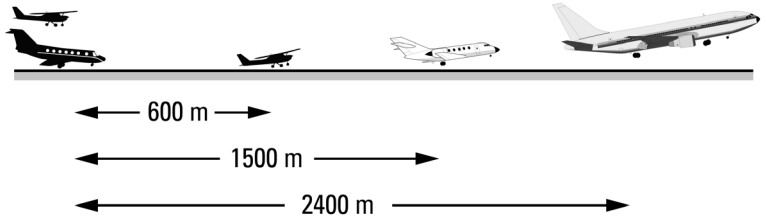


Phraseology:
- (traffic information) RUNWAY (number) CLEARED TO LAND

LAND Example:
- TRAFFIC, BOEING 767 DEPARTING, RUNWAY 23 CLEARED TO LAND
- TRAFFIC, LEARJET LANDING ROLL, RUNWAY 23 CLEARED TO LAND

Departing aircraft

You may clear:
a. a Category 1 aircraft for take-off when the preceding departing aircraft is a Category 1 or 2 aircraft which is airborne and has passed a point at least 600 m from the position of the succeeding aircraft;
b. a Category 2 aircraft for take-off when the preceding departing aircraft is a Category 1 or 2 aircraft which is airborne and has passed a point at least 1500 m from the position of the succeeding aircraft; and
c. an aircraft for take-off when a preceding departing Category 3 aircraft is airborne and has passed a point at least 2400 m from the position of the succeeding aircraft.



Phraseology example:
- (traffic information) RUNWAY (number) CLEARED FOR TAKE-OFF

Example:
- TRAFFIC, DEPARTING AIRBUS 320, RUNWAY 23 CLEARED FOR TAKE-OFF

AD 1.2 RESCUE AND FIRE FIGHTING SERVICES AND SNOW PLAN

1. Rescue and fire fighting services

According to ICAO and EASA, the MNM level of protection provided at an AD for rescue and firefighting depends on the dimensions of aeroplanes using the AD, with the following aerodrome category being applicable:

Category	Aeroplane overall length (m)	MAX fuselage width (m)
1	- 9	2
2	9-12	2
3	12-18	3
4	18-24	4
5	24-28	4
6	28-39	5
7	39-49	5
8	49-61	7
9	61-76	7
10	76-90	8

For the largest aerodromes, AD 2.6 and VFR Manual, AD INFO, § 8 provide information on the AVBL fire protection. The indication includes the aerodrome category always available and, if necessary, the higher categories available under condition.

At some AD, fire protection is only AVBL O/R with sufficient prior notice (PPR), due to personnel reasons.

Where no indication of fire protection is given, which is the case for most of the small aerodromes, at the most hand-held and small fire extinguishers are provided at the AD.

Aircraft Removal:
A disabled ACFT hindering or blocking the AD operation can only be removed after release by the Swiss Accident Investigation Board. Since the aircraft operator is responsible for his aircraft, he also has the responsibility for the removal. However, aerodromes may provide a removal service to prevent a runway from being blocked for too long.
For the largest aerodromes, AD 2.6 provides information on the maximal aircraft removal capacity available on site. For complex case and/or for larger aircraft, removal equipment is shared between airports.

2. Snow plan

Certified aerodromes as well as non-certified aerodromes (airfields) with a paved runway and movements of aircraft with a maximum take-off mass (MTOM) of more than 5,700 kg are required to establish a snow plan, which includes snow clearance as well as the assessment and publication of the runway surface conditions by means of SNOWTAM.

2.1 Organization of winter service

Aerodrome operators shall, in cooperation with the local air traffic control service provider (if any) and other relevant partners, define procedures for winter operations in a snow plan. The snow plan shall describe how snow, slush, ice, frost, standing water and other contaminants shall be removed as quickly and completely as possible from the surface of a paved runway or FATO and how the condition of contaminated movement areas is assessed and reported.

2.2 Surveillance of movement areas

The snow plan specifies the tasks and competences of the organisational decision-makers (snow-committee).

2.3 Measuring methods and measurements taken

The assessment of the runway surface condition is primarily carried out by means of a visual assessment of the coverage, type and depth of contamination. A measurement with an authorised, calibrated friction measuring device serves as an additional source of information only.

2.4 Actions taken to maintain the usability of movement area

The following friction measuring devices are used to support the assessment of runway surface friction:

LSZB	Mu-Meter
LSGG	Surface Friction Tester
LSZA	Skiddometer
LSZR	Skiddometer
LSGK	Decelerometer
LSZS	Decelerometer
LSGS	Skiddometer
LSZH	Skiddometer
Other aerodromes	NIL

2.5 System and means of reporting

The runway surface condition is assessed with the help of the Runway Condition Assessment Matrix (RCAM) and recorded via Runway Condition Report (RCR) and transmitted by SNOWTAM, ATIS (if any) and radio communication channels. The main components of the RCR are the coverage, type and depth of contamination as well as the Runway Condition Code (RWYCC). Additional information is also provided as required. This includes for example reduced runway length, reduced runway width, conditions of TWYs or chemically treated RWYs.
Upgrading and Downgrading of the RWYCC is allowed under special circumstances described in the FOCA directive AD I-008.

2.6 Cases of runway closure

Temporary closures of the movement area due to contamination or snow clearance will be communicated via ATC/AFIS or aeronautical radio. Closures of the movement area for longer periods of time will be published via NOTAM.

2.7 Distribution of information about snow conditions

Information on Runway Surface Condition, TWYs and aprons are disseminated as follows:

Aerodrome	**Publication channel**
LSGC, LSGE, LSGG, LSGK, LSGL, LSGS, LSZM, LSMP, LSTS, LSZA, LSZB, LSZC, LSZF, LSZG, LSZL, LSZQ, LSZR, LSZS, LSZH	SNOWTAM (when appropriate)
LSGG, LSGS, LSZA, LSZB, LSZG, LSZL, LSZR, LSZS, LSZH	ATIS
LSGC, LSGG, LSGS, LSMP, LSZA, LSZB, LSZC, LSZG, LSZL, LSZR, LSZS, LSZH	ATC/AFIS - During operations on contaminated RWYs ATC/AFIS may transmit information on runway surface condition, including information from pilot reports.

All other aerodromes provide information on the runway surface condition either via telephone, answering machine or via the aerodrome's website. Corresponding information regarding the information channel is contained in the VFRM, AD INFO of the particular aerodrome. These publications do not comply with the Global Reporting Format for Runway Surface Conditions (GRF).

At aerodromes without ATC/AFIS and/or without ATIS, pilots may request information on runway surface conditions via radio on the frequency of the particular aerodrome.

Estimated Surface Friction	**Code**
Good	5
Good to Medium	4
Medium	3
Medium to Poor	2
Poor	1

The following items are components of the SNOWTAM. In Switzerland, the SNOWTAM format prescribed by the EU is applied:

Item	Information
Aeroplane performance calculation section	
A	Aerodrome location indicator (four-letter location indicator).
B	Date and time of assessment
C	Lower runway designation number
D	Runway Condition Code (RWYCC) on each runway third
E	Per cent coverage contaminant for each runway third
F	Depth of loose contaminant for each runway third (in mm)
G	Condition description (contaminant type) for each runway third
H	Width of runway to which the RWYCCs apply if less than published width (in meter)
Situational awareness section	
I	Reduced runway length if less than published length
J	Drifting snow on the runway
K	Loose sand on the runway
L	Chemical treatment on the runway
M	Snowbanks on the runway
N	Snowbanks on taxiway
O	Snowbanks adjacent to the runway
P	Taxiway conditions
R	Apron conditions
S	State-approved and published use of measured friction coefficient
T	Plain language remarks using only allowable characteristics in capital letters

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AD 1.4 GROUPING OF AERODROMES AND HELIPORTS

National airport	Airport of national significance offering scheduled continental and intercontinental services, sometimes as transport hub (transfer connections), usually with a helicopter base
Regional airport	Airport of regional significance offering aviation services such as business connections or flight training; usually with a helicopter base, sometimes with scheduled services
Airfield	Private aerodrome for fixed-wing aircraft, sometimes with a helicopter base. This also includes airfields used for gliding
Winter airfield	Private aerodrome for fixed-wing aircraft without permanent infrastructure, flight operations in winter months only with snow or ice cover
Water aerodrome	Private aerodrome on water for seaplanes
Heliport	Private aerodrome for helicopters
Winter heliport	Private aerodrome for helicopters without permanent infrastructure, flight operations in winter months only
Mountain landing strip	Landing strip located at over 1100 metres above sea level outside aerodromes, without infrastructure, for take-offs and landings of fixed-wing aircraft and/or helicopters
Former military aerodrome	Aerodrome formerly used by the air force and now used only for civil aviation
Military aerodrome	Active air force base, sometimes with minor civil aviation use

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AD 1.5 STATUS OF CERTIFICATION OF AERODROMES

Aerodrome Name ICAO Location Indicator	Date of Certification	Validity of Certification	Remarks
1	2		3
Bern-Belp LSZB	05 DEC 2017	unlimited	EASA certified
Birrfeld LSZF	27 JAN 2014	unlimited	ICAO certified
Bressaucourt LSZQ	20 APR 2015	unlimited	ICAO certified
Ecuvillens LSGE	04 FEB 2014	unlimited	ICAO certified
Genève LSGG	20 DEC 2016	unlimited	EASA certified
Grenchen LSZG	15 MAY 2014	unlimited	ICAO certified
Lausanne LSGL	18 DEC 2015	unlimited	ICAO certified
Les Eplatures LSGC	20 NOV 2012	unlimited	ICAO certified
Lugano-Agno LSZA	21 DEC 2016	unlimited	EASA certified
St. Gallen-Altenrhein LSZR	05 MAY 2017	unlimited	EASA certified
Samedan LSZS	20 NOV 2012	unlimited	ICAO certified
Sion LSGS	20 AUG 2010	unlimited	ICAO certified
Zurich LSZH	15 SEP 2017	unlimited	EASA certified

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LSZB - BERN - BELP

LSZB AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZB - BERN - BELP

LSZB AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 54 44N 007 29 58E - Intersection RWY and TWY C
2	**Direction and distance from the CITY**	6 km SE Bern
3	**Elevation/Reference temperature**	*1675 ft* - 23.5°C
4	**MAG VAR/Annual change**	2° E (2019.5) / 0°11' eastwards
5	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Flughafen Bern AG Flugplatzstrasse 31 CH-3123 Belp Phone: +41 (0) 31 960 21 11 (Authority) +41 (0) 31 960 21 31 (Ground Services, REQ processed daily 0700 - 1800 (0600 - 1700) Fax: +41 (0) 31 960 21 12 (Authority) AFS: LSZBYDYX LSZBZPZX (ARO) Email: info@bernairport.ch URL: https://www.bernairport.ch
6	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
7	**Remarks**	Geodetic undulation reference for ARP: 163.4 ft

LSZB AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	**Times:** For ACFT up to 3.5 tonnes MTOM MON - SUN 0700 - 2000 (0600 - 1900)(TKOF only until 1900 (1800)) For ACFT above 3.5 tonnes MTOM MON - SUN 0700 - 1800 (0600 - 1700) **Extension:** Extension O/R MNM 3 HR before ETD/ETA by phone +41 (0) 31 960 21 31 Refer to LSZB AD 2.20.1
2	**Customs and immigration**	AD OPR HR
3	**Health and sanitation**	AD OPR HR
4	**AIS Briefing Office**	AD OPR HR
5	**ATS Reporting Office (ARO)**	CTC ARO Zurich; TEL +41 (0) 43 931 61 61
6	**MET Briefing Office**	AD OPR HR
7	**ATS**	HX
8	**Fuelling**	Self-service station: (MAX wingspan 12M) AVGAS 100LL / UL91 0700 - 2000 (0600 - 1900) Fuel trucks: AVGAS 100LL 0700 - 1800 (0600 - 1700) JET A1 0700 - 2000 (0600 - 1900) (after 1800 (1700) only available O/R MNM 3 HR before ETD/ETA by phone +41 (0) 31 960 21 31) Charging station for electric plane (EASA certified): SKYCHARGE Mobile 0700 - 2000 (0600-1900) only available O/R MNM 3 HR before ETA by phone +41 (0) 31 960 21 11
9	**Handling**	AD OPR HR
10	**Security**	Security screening / critical part O/R
11	**De-icing**	AD OPR HR
12	**Remarks**	NIL

LSZB AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	Forklift (2000 kg). Nearest railway siding: Kehrsatz 1.8 km Cargo handling including DG (Dangerous Goods) only on request and prior to approval by airport authorities.
2	**Fuel/oil types**	Jet A1, AVGAS 100 LL, AVGAS UL91 15 W-50
3	**Fuelling facilities/capacity**	AVGAS 100 LL: 1 Mercedes Benz “A380”- 9000 litres 1 self-service tank - 20000 litres (see LSZB AD 2.20) AVGAS UL91: 1 self-service tank - 9500 litres (see LSZB AD 2.20) Jet A1: 1 Mercedes Benz “070” - 19000 litres 1 Mercedes Benz “071” - 19000 litres No defuelling for regular operations Charging station for electric plane (SKYCHARGE Mobile/EASA certified)
4	**De-icing facilities**	OCT 01 - APR 30: available Operator: Flughafen Bern AG De-icing fluids available: Type I = Clariant Safewing MP I 1938 ECO (80) Type II = Clariant Safewing MP II Flight De-icing trucks: 1 JBT Tempest II 1 JBT Tempest AirFirst On stand de-icing: Y3-Y4 CAC: REF LSZB AD 2.20
5	**Hangar space available for visiting aircraft**	O/R Operator: Flughafen Bern AG Phone: +41 (0) 31 960 21 11 Email: info@bernairport.ch
6	**Repair facilities for visiting aircraft**	For ACFT up to 5700 kg (major ACFT repairs and major engine repairs): Airmatec Flugplatzstrasse 19 3123 Belp Phone: +41 (0) 31 961 07 07 Email: info@airmatec.ch For HEL (according capability list): Swiss Helicopter Maintenance AG Muristrasse 114a 3123 Belp Phone: +41 (0) 31 818 88 22 Email: info.belp@shm-ag.ch
7	**Remarks**	Ground handling agent and parking permission: compulsory for scheduled and charter FLTs and all taxi FLTs and non commercial air transport • with ACFT above 3.5 tonnes MTOM to and from Schengen destinations • for all ACFT to and from Non-Schengen destinations Ground Services Bern Phone: +41 (0) 31 960 21 31 Fax: +41 (0) 31 960 21 41 SITA: BRNKKXH FREQ: 131.410 MHz (Ground Services Bern) RTF: GROUND SERVICES BERN Email: groundservices@bernairport.ch

LSZB AD 2.5 PASSENGER FACILITIES

1	**Hotels**	In the city
2	**Restaurants**	At AD and in the city
3	**Transportation**	Buses, taxis and car rental from AD
4	**Medical facilities**	Ambulance O/R; hospital at Belp and in the city O/R
5	**Bank and Post Office**	Cash dispenser, stamps available at AD within AD OPS HRS

6	**Tourist Office**	Tourist Office and Convention Bureau of Berne Post: main railway station P.O. Box 3001 Berne CH-3008 Berne Phone: +41 (0) 31 328 12 12 Fax: +41 (0) 31 328 12 77
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

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 14 (13)	Tree/Trees	*1971*	46 52 56 N 007 31 40 E	Wind cone LGTD	*1726*	46 54 48 N 007 30 01 E	B0538/03
AOC 14 (14)	Tree/Trees	*1989*	46 52 55 N 007 31 41 E	Building	*1994*	46 56 39 N 007 28 25 E	B0493/10
AOC 14 (15)	Tree/Trees	*2125*	46 52 08 N 007 32 25 E	Antenna marked/LGTD	*1703*	46 55 02 N 007 29 39 E	B0232/11
AOC 14 (16)	Tree/Trees	*2151*	46 52 07 N 007 32 26 E	Antenna marked/LGTD	*1772*	46 54 45 N 007 30 07 E	B0820/05
AOC 14 (17)	Tree/Trees	*2163*	46 52 02 N 007 32 31 E	Antenna marked/LGTD	*2710*	46 52 56 N 007 31 14 E	B0468/06
AOC 14 (18)	Tree/Trees	*2357*	46 50 47 N 007 35 42 E	Antenna marked/LGTD	*2937*	46 55 09 N 007 26 13 E	B0506/06
AOC 14 (19)	Tree/Trees	*2379*	46 50 49 N 007 35 48 E				
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	Crane/Cranes marked/LGTD	*1944*	46 56 01 N 007 28 26 E	B0326/22
AOC 32 (17)	Tree/Trees	*1920*	46 56 03 N 007 28 39 E				

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 32 (18)	Tree/Trees	*1923*	46 56 03 N 007 28 35 E				
AOC 32 (19)	Tree/Trees	*1925*	46 56 04 N 007 28 37 E	Crane/Cranes marked/LGTD	*1977*	46 56 28 N 007 27 53 E	B1577/20
AOC 32 (20)	Tree/Trees	*1936*	46 56 04 N 007 28 36 E	Crane/Cranes marked/LGTD	*1911*	46 55 47 N 007 28 29 E	B1492/20
AOC 32 (21)	Building	*2084*	46 56 50 N 007 27 04 E	Crane/Cranes marked/LGTD	*1918*	46 56 00 N 007 28 23 E	B0206/22
				Crane/Cranes marked/LGTD	*1796*	46 54 44 N 007 30 10 E	B0142/22
Refer also to LSZB AOC charts LSZB AD 2.24.4 Number in brackets is equivalent to identification number on AOC							

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
				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
				Measuringmast marked/LGTD	*1410*	46 14 20 N 006 06 12 E	A0395/14
				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

LSGS AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	4 snow blowers, 4 snow ploughs, 4 jet sweepers, 3 RWY de-icer, 1 aircraft de-icer
2	**Clearance priorities**	1. RWY and associated TWY to apron 2. Other TWY and ACFT stands
3	**Remarks**	Information on snow clearance published from NOV 01 - APR 30 in NOTAM (SNOWTAM) RWY 07/25 de-iced / anti-iced with betaine: BETAFROST (liquid) / NUTRISTIM (solid).

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

1	**Apron surface and strength**	CONC / ASPH PCN 40 F/B/X/T
2	**Taxiway width, surface and strength**	15/20 m CONC / ASPH PCN 40 F/B/X/T Details: Ref to LSGS AD 2.24.1/2
3	**ACL location and elevation**	No ACL markings
4	**VOR/INS checkpoints**	NIL
5	**Remarks**	NIL

LSGS 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 identification markings. Lead-in, stop and lead-out lines. Apron safety lines. Marshalling available on sectors North, Grély and South-East.
2	**RWY/TWY markings and LGT**	RWY markings: D-THR, designation, centre line and pre-THR area, side stripe. RWY LGT: see LSGS AD 2.14 TWY markings: Centre line, intermediate holding positions, runway holding position and mandatory instruction at all intersections with RWY. TWY LGT: Edge lights on TWY A*, B, C, D, F, G and S* (*: near runway only). Runway guard lights on TWY A and B. Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.
3	**Stop bars**	NIL
4	**Remarks**	The portion of TWY A east of TWY B is located within the runway strip. No use without ATC instructions.

LSGS 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 07 (1)	Enclosure	*1591*	46 13 22 N 007 20 23 E	Power line	85m AGL	46 15 47 N 007 14 30 E 46 15 27 N 007 14 14 E	B0060/02
AOC 07 (2)	Pole	*1592*	46 13 23 N 007 20 24 E	Building	*1677*	46 13 31 N 007 21 26 E	
AOC 07 (3)	Tree/Trees	*1611*	46 13 24 N 007 20 31E	Antenna marked	*4216*	46 11 30 N 007 20 04 E	
AOC 07 (3a)	Tree/Trees	*1628*	46 13 22 N 007 20 43 E	Building LGTD	*1624*	46 13 29 N 007 20 53 E	
AOC 07 (3b)	Tree/Trees	*1645*	46 13 32 N 007 20 56 E	Tree/trees	*1804*	46 13 04 N 007 18 26 E	
AOC 07 (4)	Tree/Trees	*1681*	46 13 33 N 007 20 59 E	Tree/trees	*1844*	46 13 11 N 007 18 44 E	
AOC 07 (5)	Tree/Trees	*1689*	46 13 33 N 007 20 59 E	Crane/cranes	1686	46 12 55 N 007 17 53 E	B0032/04
AOC 07 (6)	Tree/Trees	*1711*	46 13 37 N 007 21 14 E	Tower/Mast marked	*1693*	46 12 51 N 007 18 41 E	
AOC 07 (7)	Tempo crane	*1754*	46 13 42 N 007 21 39 E	Building	*1614*	46 13 20 N 007 20 08 E	
AOC 07 (8)	Power line	*1920*	46 14 03 N 007 24 46 E	Building	*1670*	46 13 29 N 007 20 36 E	
AOC 07 (9)	Tree/Trees	*1940*	46 14 05 N 007 24 52 E	Building	*1690*	46 13 21 N 007 19 54 E	
AOC 07 (10)	Tree/Trees	*2081*	46 14 05 N 007 24 57 E	Tree/trees	*1634*	46 13 15 N 007 19 43 E	
AOC 07 (11)	Tree/Trees	*2200*	46 14 07 N 007 25 04 E	Power line	90 m AGL	46 13 13 N 007 14 50 E 46 13 20 N 007 14 43 E 46 13 28 N 007 14 43 E	B0059/02
AOC 07 (12)	Tree/Trees	*2337*	46 14 09 N 007 25 09 E	Building LGTD	*1611*	46 13 19 N 007 20 01 E	B0391/14
AOC 07 (13)	Tree/Trees	*2501*	46 14 10 N 007 25 15 E	Crane/cranes marked/LGTD	*1670*	46 13 12 N 007 20 19 E	B0411/05
AOC 07 (14)	Tree/Trees	*2590*	46 14 12 N 007 25 24 E	Crane/cranes marked	*1690*	46 13 28 N 007 20 19 E	B0322/22
AOC 07 (15)	Tree/Trees	*2735*	46 14 14 N 007 25 30 E	Aerial railway marked	3649	46 10 16 N 007 13 17 E 46 09 52 N 007 14 39 E	B0360/09
AOC 07 (16)	Tree/Trees	*2865*	46 14 21 N 007 25 50 E				
AOC 25 (1)	Enclosure	*1585*	46 13 01 N 007 18 49 E	Antenna	*1697*	46 13 40 N 007 21 32 E	B0512/06
AOC 25 (2)	Tree/Trees	*1590*	46 13 01 N 007 18 49 E	Crane marked/LGTD	*1664*	46 12 52 N 007 17 43 E	B1102/07
AOC 25 (3)	Tree/Trees	*1591*	46 13 01 N 007 18 44 E	Antenna LGTD	*1631*	46 13 11 N 007 19 12 E	B0488/08

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 (4)	Pole	*1592*	46 12 56 N 007 18 45 E	Chimney LGTD	*1629*	46 13 30 N 007 20 55 E	B1240/13
AOC 25 (5)	Pole	*1596*	46 12 56 N 007 18 41 E	Tower/Mast LGTD	*1613*	46 13 07 N 007 19 49 E	B0629/05
AOC 25 (6)	Building	*1600*	46 12 59 N 007 18 39 E	Crane/Cranes marked/LGTD	*1761*	46 13 43 N 007 21 46 E	B0064/22
AOC 25 (7)	Building	*1602*	46 13 00 N 007 18 36 E	Crane/Cranes marked/LGTD	*1663*	46 13 22 N 007 20 01 E	B0882/14
AOC 25 (8)	Building	*1608*	46 13 00 N 007 18 35 E	Crane/Cranes marked/LGTD	*1657*	46 12 51 N 007 17 55 E	B0105/15
AOC 25 (9)	Pole	*1628*	46 13 00 N 007 18 30 E	Crane/Cranes marked/LGTD	*1739*	46 13 21 N 007 21 57 E	B0653/19
AOC 25 (10)	Pole	*1631*	46 12 59 N 007 18 27 E	Crane/Cranes marked/LGTD	*1750*	46 13 44 N 007 21 36 E	B0641/21
AOC 25 (11)	Tree/Trees	*1641*	46 12 59 N 007 18 24 E	Crane/Cranes marked/LGTD	*1704*	46 13 40 N 007 21 36 E	B1593/21
AOC 25 (12)	Tree/Trees	*1669*	46 12 52 N 007 18 27 E	Crane/Cranes marked/LGTD	*1729*	46 13 41 N 007 21 35 E	B1744/21
AOC 25 (13)	Power line	*1696*	46 12 46 N 007 18 10 E	Crane/Cranes marked/LGTD	*1754*	46 13 42 N 007 21 39 E	B0185/22
				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	