SWITZERLAND

TEL: +41 (0) 43 931 61 68

Telegraphic address:
AFTN: LSSAYOYX
E-mail: aip@skyguide.ch

skyguide

AIP Services

CH-8602 WANGEN BEI DÜBENDORF

AIP

AMDT 008 2022

Effective Date 11 AUG 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	11 AUG 2022
GEN 0.4 - 1/2	11 AUG 2022
GEN 0.4 - 3/4	11 AUG 2022
GEN 0.4 - 5/6	11 AUG 2022
GEN 0.4 - 7/8	11 AUG 2022
GEN 0.5 - 1/2	11 AUG 2022
GEN 1.7 - 3/4	11 AUG 2022
GEN 1.7 - 13/14	11 AUG 2022
GEN 2.4 - 1/2	11 AUG 2022
GEN 2.4 - 3/4	11 AUG 2022
GEN 2.4 - 5/6	11 AUG 2022
GEN 2.4 - 7/8	11 AUG 2022
GEN 2.5 - 1/2	11 AUG 2022
ENR 2.2 -1/2	11 AUG 2022
ENR 6.1 - 1/2	11 AUG 2022
AD 1.1 - 3/4	11 AUG 2022
AD 1.3 - 1/2	11 AUG 2022
AD 1.3 - 3/4	11 AUG 2022
LSZB AD 2 - 9/10	11 AUG 2022
LSZB AD 2 - 11/12	11 AUG 2022

Destroy the following pages:

GEN 0.2 - 9/10	14 JUL 2022
GEN 0.4 - 1/2	14 JUL 2022
GEN 0.4 - 3/4	14 JUL 2022
GEN 0.4 - 5/6	14 JUL 2022
GEN 0.4 - 7/8	14 JUL 2022
GEN 0.5 - 1/2	19 MAY 2022
GEN 1.7 - 3/4	04 NOV 2021
GEN 1.7 - 13/14	12 AUG 2021
GEN 2.4 - 1/2	AIRAC 22 APR 2021
GEN 2.4 - 3/4	AIRAC 22 APR 2021
GEN 2.4 - 5/6	AIRAC 22 APR 2021
GEN 2.4 - 7/8	AIRAC 22 APR 2022
GEN 2.5 - 1/2	AIRAC 25 MAR 2021
ENR 2.2 - 1/2	AIRAC 24 MAR 2022
ENR 6.1 - 1/2	16 JUN 2022
AD 1.1 - 3/4	19 MAY 2022
AD 1.3 - 1/2	24 FEB 2022
AD 1.3 - 3/4	24 FEB 2022
LSZB AD 2 - 9/10	16 JUN 2022
LSZB AD 2 - 11/12	15 JUL 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: A0368/22

AIP SUP: NIL

AIC: NIL

Enroute chart: New version available on eAIP

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

Checklist SUP: 002 2022

Checklist AIRAC SUP: NIL

Insert the following pages:		Destroy the following pages:	
LSZC AD 2 - 1/2	11 AUG 2022	LSZC AD 2 - 1/2	AIRAC 26 MAY 2016
LSZC AD 2 - 5/6	11 AUG 2022	LSZC AD 2 - 5/6	16 JUN 2022
LSZC AD 2 - 7/8	11 AUG 2022	LSZC AD 2 - 7/8	AIRAC 02 DEC 2021
LSZC AD 2.24.1 - 1/2	11 AUG 2022	LSZC AD 2.24.1 - 1/2	03 DEC 2020
LSZS AD 2- 5/6	11 AUG 2022	LSZS AD 2 - 5/6	02 DEC 2021
LSZH AD 2 - 29/30	11 AUG 2022	LSZH AD 2 - 29/30	14 JUL 2022
LSZH AD 2 - 39/40	11 AUG 2022	LSZH AD 2 - 39/40	14 JUL 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	
006/2022	16-Jun-2022	16-Jun-2022	
007/2022	14-Jul-2022	14-Jul-2022	
008/2022	11-Aug-2022	11-Aug-2022	

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

Page	Date
GEN 0.1 - 1	11 DEC 2014
GEN 0.1 - 2	11 DEC 2014
GEN 0.1 - 3	01 MAY 2014
GEN 0.1 - 4	01 MAY 2014
GEN 0.2 - 1	AIRAC 26 MAY 2016
GEN 0.2 - 2	AIRAC 26 MAY 2016
GEN 0.2 - 3	AIRAC 14 JUL 2022
GEN 0.2 - 4	AIRAC 14 JUL 2022
GEN 0.2 - 5	AIRAC 23 JUN 2016
GEN 0.2 - 6	AIRAC 23 JUN 2016
GEN 0.2 - 7	20 MAY 2021
GEN 0.2 - 8	20 MAY 2021
GEN 0.2 - 9	11 AUG 2022
GEN 0.2 - 10	11 AUG 2022
GEN 0.3 - 1	16 JUN 2022
GEN 0.3 - 2	16 JUN 2022
GEN 0.4 - 1	11 AUG 2022
GEN 0.4 - 2	11 AUG 2022
GEN 0.4 - 3	11 AUG 2022
GEN 0.4 - 4	11 AUG 2022
GEN 0.4 - 5	11 AUG 2022
GEN 0.4 - 6	11 AUG 2022
GEN 0.4 - 7	11 AUG 2022
GEN 0.4 - 8	11 AUG 2022
GEN 0.5 - 1	11 AUG 2022
GEN 0.5 - 2	11 AUG 2022
GEN 0.6 - 1	14 JUL 2022
GEN 0.6 - 2	14 JUL 2022
GEN 0.6 - 3	14 JUL 2022
GEN 0.6 - 4	14 JUL 2022
GEN 1.1 - 1	17 JUN 2021
GEN 1.1 - 2	17 JUN 2021
GEN 1.2 - 1	11 DEC 2014
GEN 1.2 - 2	11 DEC 2014
GEN 1.2 - 3	11 DEC 2014
GEN 1.2 - 4	11 DEC 2014
GEN 1.2 - 5	01 FEB 2018
GEN 1.2 - 6	01 FEB 2018
GEN 1.2 - 7	11 DEC 2014
GEN 1.2 - 8	11 DEC 2014
GEN 1.2 - 9	14 JUL 2022
GEN 1.2 - 10	14 JUL 2022
GEN 1.3 - 1	11 DEC 2014
GEN 1.3 - 2	11 DEC 2014
GEN 1.4 - 1	11 DEC 2014
GEN 1.4 - 2	11 DEC 2014
GEN 1.5 - 1	18 JUL 2019
GEN 1.5 - 2	18 JUL 2019
GEN 1.6 - 1	25 MAR 2021
GEN 1.6 - 2	25 MAR 2021
GEN 1.7 - 1	31 DEC 2020
GEN 1.7 - 2	31 DEC 2020
GEN 1.7 - 3	11 AUG 2022
GEN 1.7 - 4	11 AUG 2022
GEN 1.7 - 5	31 DEC 2020
GEN 1.7 - 6	31 DEC 2020
GEN 1.7 - 7	31 DEC 2020
GEN 1.7 - 8	31 DEC 2020
GEN 1.7 - 9	02 DEC 2021
GEN 1.7 - 10	02 DEC 2021
GEN 1.7 - 11	09 SEP 2021
GEN 1.7 - 12	09 SEP 2021
GEN 1.7 - 13	11 AUG 2022
GEN 1.7 - 14	11 AUG 2022
GEN 1.7 - 15	31 DEC 2020
GEN 1.7 - 16	31 DEC 2020
GEN 1.7 - 17	12 AUG 2021
GEN 1.7 - 18	12 AUG 2021
GEN 1.7 - 19	20 MAY 2021
GEN 1.7 - 20	20 MAY 2021
GEN 1.7 - 21	20 MAY 2021
GEN 1.7 - 22	20 MAY 2021
GEN 1.7 - 23	28 JAN 2021
GEN 1.7 - 24	28 JAN 2021
GEN 1.7 - 25	16 JUN 2022
GEN 1.7 - 26	16 JUN 2022
GEN 2.1 - 1	13 NOV 2014
GEN 2.1 - 2	13 NOV 2014
GEN 2.1 - 3	21 JUL 2016
GEN 2.1 - 4	21 JUL 2016
GEN 2.2 - 1	AIRAC 02 DEC 2021
GEN 2.2 - 2	AIRAC 02 DEC 2021
GEN 2.2 - 3	19 JUL 2018
GEN 2.2 - 4	19 JUL 2018
GEN 2.2 - 5	19 JUL 2018
GEN 2.2 - 6	19 JUL 2018
GEN 2.2 - 7	AIRAC 24 MAR 2022
GEN 2.2 - 8	AIRAC 24 MAR 2022
GEN 2.2 - 9	AIRAC 24 MAR 2022
GEN 2.2 - 10	AIRAC 24 MAR 2022
GEN 2.3 - 1	25 MAR 2021
GEN 2.3 - 2	25 MAR 2021
GEN 2.3 - 3	16 JUL 2020
GEN 2.3 - 4	16 JUL 2020
GEN 2.3 - 5	24 MAY 2018
GEN 2.3 - 6	24 MAY 2018
GEN 2.3 - 7	24 MAY 2018
GEN 2.3 - 8	24 MAY 2018
GEN 2.4 - 1	11 AUG 2022
GEN 2.4 - 2	11 AUG 2022
GEN 2.4 - 3	11 AUG 2022
GEN 2.4 - 4	11 AUG 2022
GEN 2.4 - 5	11 AUG 2022
GEN 2.4 - 6	11 AUG 2022
GEN 2.4 - 7	11 AUG 2022
GEN 2.4 - 8	11 AUG 2022
GEN 2.5 - 1	11 AUG 2022
GEN 2.5 - 2	11 AUG 2022
GEN 2.6 - 1	10 DEC 2015
GEN 2.6 - 2	10 DEC 2015
GEN 2.6 - 3	10 DEC 2015
GEN 2.6 - 4	10 DEC 2015
GEN 2.7 - 1	07 OCT 2021
GEN 2.7 - 2	07 OCT 2021
GEN 2.7 - 3	07 OCT 2021
GEN 2.7 - 4	07 OCT 2021
GEN 2.7 - 5	07 OCT 2021
GEN 2.7 - 6	07 OCT 2021
GEN 3.1 - 1	04 NOV 2021
GEN 3.1 - 2	04 NOV 2021
GEN 3.1 - 3	19 MAY 2022
GEN 3.1 - 4	19 MAY 2022
GEN 3.1 - 5	17 JUN 2021
GEN 3.1 - 6	17 JUN 2021
GEN 3.1 - 7	25 FEB 2021
GEN 3.1 - 8	25 FEB 2021
GEN 3.2 - 1	25 FEB 2021
GEN 3.2 - 2	25 FEB 2021
GEN 3.2 - 3	11 DEC 2014
GEN 3.2 - 4	11 DEC 2014
GEN 3.3 - 1	02 DEC 2021
GEN 3.3 - 2	02 DEC 2021
GEN 3.3 - 3	09 SEP 2021
GEN 3.3 - 4	09 SEP 2021
GEN 3.3 - 5	24 MAY 2018
GEN 3.3 - 6	24 MAY 2018
GEN 3.3 - 7	16 JUL 2020
GEN 3.3 - 8	16 JUL 2020
GEN 3.4 - 1	02 DEC 2021
GEN 3.4 - 2	02 DEC 2021
GEN 3.4 - 3	AIRAC 20 MAY 2021
GEN 3.4 - 4	AIRAC 20 MAY 2021
GEN 3.4 - 5	AIRAC 20 MAY 2021
GEN 3.4 - 6	AIRAC 20 MAY 2021
GEN 3.4 - 7	AIRAC 20 MAY 2021
GEN 3.4 - 8	AIRAC 20 MAY 2021
GEN 3.5 - 1	14 JUL 2022
GEN 3.5 - 2	14 JUL 2022
GEN 3.5 - 3	23 APR 2020
GEN 3.5 - 4	23 APR 2020
GEN 3.5 - 5	23 APR 2020
GEN 3.5 - 6	23 APR 2020
GEN 3.5 - 7	23 APR 2020
GEN 3.5 - 8	23 APR 2020
GEN 3.5 - 9	23 APR 2020
GEN 3.5 - 10	23 APR 2020
GEN 3.5 - 11	23 APR 2020
GEN 3.5 - 12	23 APR 2020
GEN 3.6 - 1	16 JUN 2022
GEN 3.6 - 2	16 JUN 2022
GEN 3.6 - 3	16 JUN 2022
GEN 3.6 - 4	16 JUN 2022
GEN 3.6 - 5	16 JUN 2022
GEN 3.6 - 6	16 JUN 2022
GEN 4.1 - 1	18 AUG 2016
GEN 4.1 - 2	18 AUG 2016
GEN 4.1 - 3	25 FEB 2021
GEN 4.1 - 4	25 FEB 2021
GEN 4.1 - 5	25 APR 2019
GEN 4.1 - 6	25 APR 2019
GEN 4.1 - 7	25 APR 2019
GEN 4.1 - 8	25 APR 2019
GEN 4.1 - 9	25 FEB 2021
GEN 4.1 - 10	25 FEB 2021
GEN 4.1 - 11	19 JUL 2018
GEN 4.1 - 12	19 JUL 2018
GEN 4.1 - 13	19 JUL 2018
GEN 4.1 - 14	19 JUL 2018
GEN 4.1 - 15	20 AUG 2015
GEN 4.1 - 16	20 AUG 2015
GEN 4.1 - 17	20 AUG 2015
GEN 4.1 - 18	20 AUG 2015
GEN 4.1 - 19	17 JUN 2021
GEN 4.1 - 20	17 JUN 2021
GEN 4.1 - 21	17 JUN 2021
GEN 4.1 - 22	17 JUN 2021
GEN 4.1 - 23	17 JUN 2021
GEN 4.1 - 24	17 JUN 2021
GEN 4.1 - 25	19 MAY 2022
GEN 4.1 - 26	19 MAY 2022
GEN 4.1 - 27	20 AUG 2015
GEN 4.1 - 28	20 AUG 2015
GEN 4.1 - 29	20 AUG 2015
GEN 4.1 - 30	20 AUG 2015
GEN 4.1 - 31	20 AUG 2015
GEN 4.1 - 32	20 AUG 2015
GEN 4.1 - 33	20 AUG 2015
GEN 4.1 - 34	20 AUG 2015
GEN 4.1 - 35	10 OCT 2019
GEN 4.1 - 36	10 OCT 2019
GEN 4.1 - 37	25 APR 2019
GEN 4.1 - 38	25 APR 2019
GEN 4.1 - 39	31 JAN 2019
GEN 4.1 - 40	31 JAN 2019
GEN 4.1 - 41	25 APR 2019

Page	Date
GEN 4.1 - 42	25 APR 2019
GEN 4.1 - 43	25 APR 2019
GEN 4.1 - 44	25 APR 2019
GEN 4.1 - 45	20 AUG 2015
GEN 4.1 - 46	20 AUG 2015
GEN 4.1 - 47	20 AUG 2015
GEN 4.1 - 48	20 AUG 2015
GEN 4.1 - 49	20 AUG 2015
GEN 4.1 - 50	20 AUG 2015
GEN 4.1 - 51	20 AUG 2015
GEN 4.1 - 52	20 AUG 2015
GEN 4.1 - 53	20 AUG 2015
GEN 4.1 - 54	20 AUG 2015
GEN 4.1 - 55	20 AUG 2015
GEN 4.1 - 56	20 AUG 2015
GEN 4.1 - 57	20 AUG 2015
GEN 4.1 - 58	20 AUG 2015
GEN 4.1 - 59	20 AUG 2015
GEN 4.1 - 60	20 AUG 2015
GEN 4.1 - 61	20 AUG 2015
GEN 4.1 - 62	20 AUG 2015
GEN 4.1 - 63	13 SEP 2018
GEN 4.1 - 64	13 SEP 2018
GEN 4.1 - 65	21 JUL 2016
GEN 4.1 - 66	21 JUL 2016
GEN 4.1 - 67	AIRAC 24 MAR 2022
GEN 4.1 - 68	AIRAC 24 MAR 2022
GEN 4.1 - 69	25 MAR 2021
GEN 4.1 - 70	25 MAR 2021
GEN 4.1 - 71	25 MAR 2021
GEN 4.1 - 72	25 MAR 2021
GEN 4.1 - 73	25 MAR 2021
GEN 4.1 - 74	25 MAR 2021
GEN 4.1 - 75	12 AUG 2021
GEN 4.1 - 76	12 AUG 2021
GEN 4.1 - 77	21 APR 2022
GEN 4.1 - 78	21 APR 2022
GEN 4.1 - 79	19 MAY 2022
GEN 4.1 - 80	19 MAY 2022
GEN 4.1 - 81	09 SEP 2021
GEN 4.1 - 82	09 SEP 2021
GEN 4.1 - 83	25 MAR 2021
GEN 4.1 - 84	25 MAR 2021
GEN 4.2 - 1	24 FEB 2022
GEN 4.2 - 2	24 FEB 2022
GEN 4.2 - 3	30 MAR 2017
GEN 4.2 - 4	30 MAR 2017
GEN 4.2 - 5	30 MAR 2017
GEN 4.2 - 6	30 MAR 2017
GEN 4.2 - 7	30 MAR 2017
GEN 4.2 - 8	30 MAR 2017
GEN 4.2 - 9	30 MAR 2017
GEN 4.2 - 10	30 MAR 2017
GEN 4.2 - 11	24 FEB 2022
GEN 4.2 - 12	24 FEB 2022
GEN 4.2 - 13	24 FEB 2022
GEN 4.2 - 14	24 FEB 2022
GEN 4.2 - 15	24 FEB 2022
GEN 4.2 - 16	24 FEB 2022
GEN 4.2 - 17	24 FEB 2022
GEN 4.2 - 18	24 FEB 2022
GEN 4.2 - 19	30 MAR 2017
GEN 4.2 - 20	30 MAR 2017
GEN 4.2 - 21	30 MAR 2017
GEN 4.2 - 22	30 MAR 2017

PART 2 - EN-ROUTE (ENR)

Page	Date
ENR 0.1 - 1	16 JUL 2009
ENR 0.1 - 2	16 JUL 2009
ENR 0.2 - 1	16 JUL 2009
ENR 0.2 - 2	16 JUL 2009
ENR 0.3 - 1	16 JUL 2009
ENR 0.3 - 2	16 JUL 2009
ENR 0.4 - 1	16 JUL 2009
ENR 0.4 - 2	16 JUL 2009
ENR 0.5 - 1	16 JUL 2009
ENR 0.5 - 2	16 JUL 2009
ENR 0.6 - 1	14 JUL 2022
ENR 0.6 - 2	14 JUL 2022
ENR 0.6 - 3	14 JUL 2022
ENR 0.6 - 4	14 JUL 2022
ENR 1.1 - 1	AIRAC 26 MAR 2020
ENR 1.1 - 2	AIRAC 26 MAR 2020
ENR 1.1 - 3	24 FEB 2022
ENR 1.1 - 4	24 FEB 2022
ENR 1.1 - 5	24 FEB 2022
ENR 1.1 - 6	24 FEB 2022
ENR 1.2 - 1	20 AUG 2015
ENR 1.2 - 2	20 AUG 2015
ENR 1.3 - 1	24 MAR 2022
ENR 1.3 - 2	24 MAR 2022
ENR 1.3 - 3	15 JUL 2021
ENR 1.3 - 4	15 JUL 2021
ENR 1.4 - 1	07 OCT 2021
ENR 1.4 - 2	07 OCT 2021
ENR 1.4 - 3	07 OCT 2021
ENR 1.4 - 4	07 OCT 2021
ENR 1.4 - 5	07 OCT 2021
ENR 1.4 - 6	07 OCT 2021
ENR 1.5 - 1	08 JAN 2015
ENR 1.5 - 2	08 JAN 2015
ENR 1.5 - 3	23 APR 2020
ENR 1.5 - 4	23 APR 2020
ENR 1.6 - 1	27JAN 2022
ENR 1.6 - 2	27JAN 2022
ENR 1.6 - 3	29 MAR 2018
ENR 1.6 - 4	29 MAR 2018
ENR 1.7 - 1	AIRAC 13 SEP 2018
ENR 1.7 - 2	AIRAC 13 SEP 2018
ENR 1.7 - 3	AIRAC 22 APR 2021
ENR 1.7 - 4	AIRAC 22 APR 2021
ENR 1.7 - 5	AIRAC 05 NOV 2020
ENR 1.7 - 6	AIRAC 05 NOV 2020
ENR 1.8 - 1	19 MAY 2022
ENR 1.8 - 2	19 MAY 2022
ENR 1.9 - 1	25 FEB 2021
ENR 1.9 - 2	25 FEB 2021
ENR 1.9 - 3	23 APR 2020
ENR 1.9 - 4	23 APR 2020
ENR 1.10 - 1	24 MAR 2022
ENR 1.10 - 2	24 MAR 2022
ENR 1.10 - 3	21 APR 2022
ENR 1.10 - 4	21 APR 2022
ENR 1.10 - 5	26 MAR 2020
ENR 1.10 - 6	26 MAR 2020
ENR 1.11 - 1	23 APR 2020
ENR 1.11 - 2	23 APR 2020
ENR 1.11 - 3	28 MAY 2015
ENR 1.11 - 4	28 MAY 2015
ENR 1.12 - 1	28 MAY 2015
ENR 1.12 - 2	28 MAY 2015
ENR 1.12 - 3	28 MAY 2015
ENR 1.12 - 4	28 MAY 2015
ENR 1.13 - 1	28 MAY 2015
ENR 1.13 - 2	28 MAY 2015
ENR 1.14 - 1	20 JUN 2019
ENR 1.14 - 2	20 JUN 2019
ENR 2.1 - 1	AIRAC 24 MAR 2022
ENR 2.1 - 2	AIRAC 24 MAR 2022
ENR 2.1 - 3	16 JUN 2022
ENR 2.1 - 4	16 JUN 2022
ENR 2.1 - 5	16 JUN 2022
ENR 2.1 - 6	16 JUN 2022
ENR 2.1 - 7	AIRAC 26 MAR 2020
ENR 2.1 - 8	AIRAC 26 MAR 2020
ENR 2.1 - 9	16 JUN 2022
ENR 2.1 - 10	16 JUN 2022
ENR 2.1 - 11	AIRAC 24 MAR 2022
ENR 2.1 - 12	AIRAC 24 MAR 2022
ENR 2.1 - 13	AIRAC 25 MAR 2021
ENR 2.1 - 14	AIRAC 25 MAR 2021
ENR 2.1 - 15	AIRAC 25 MAR 2021
ENR 2.1 - 16	AIRAC 25 MAR 2021
ENR 2.1 - 17	AIRAC 25 MAR 2021
ENR 2.1 - 18	AIRAC 25 MAR 2021
ENR 2.1 - 19	16 JUN 2022
ENR 2.1 - 20	16 JUN 2022
ENR 2.1 - 21	16 JUN 2022
ENR 2.1 - 22	16 JUN 2022
ENR 2.1 - 23	16 JUN 2022
ENR 2.1 - 24	16 JUN 2022
ENR 2.1 - 25	AIRAC 25 MAR 2021
ENR 2.1 - 26	AIRAC 25 MAR 2021
ENR 2.2 - 1	11 AUG 2022
ENR 2.2 - 2	11 AUG 2022
ENR 3.1 - 1	AIRAC 16 JUN 2022
ENR 3.1 - 2	AIRAC 16 JUN 2022
ENR 3.1 - 3	AIRAC 04 NOV 2021
ENR 3.1 - 4	AIRAC 04 NOV 2021
ENR 3.1 - 5	AIRAC 24 FEB 2022
ENR 3.1 - 6	AIRAC 24 FEB 2022
ENR 3.1 - 7	AIRAC 16 JUN 2022
ENR 3.1 - 8	AIRAC 16 JUN 2022
ENR 3.1 - 9	AIRAC 04 NOV 2021
ENR 3.1 - 10	AIRAC 04 NOV 2021
ENR 3.1 - 11	AIRAC 16 JUN 2022
ENR 3.1 - 12	AIRAC 16 JUN 2022
ENR 3.1 - 13	AIRAC 16 JUN 2022
ENR 3.1 - 14	AIRAC 16 JUN 2022
ENR 3.2 - 1	AIRAC 04 NOV 2021
ENR 3.2 - 2	AIRAC 04 NOV 2021
ENR 3.3 - 1	AIRAC 16 JUN 2022
ENR 3.3 - 2	AIRAC 16 JUN 2022
ENR 3.3 - 3	AIRAC 16 JUN 2022
ENR 3.3 - 4	AIRAC 16 JUN 2022
ENR 3.3 - 5	AIRAC 16 JUN 2022
ENR 3.3 - 6	AIRAC 16 JUN 2022
ENR 3.3 - 7	AIRAC 16 JUN 2022
ENR 3.3 - 8	AIRAC 16 JUN 2022
ENR 3.3 - 9	AIRAC 16 JUN 2022
ENR 3.3 - 10	AIRAC 16 JUN 2022
ENR 3.3 - 11	AIRAC 16 JUN 2022
ENR 3.3 - 12	AIRAC 16 JUN 2022
ENR 3.3 - 13	AIRAC 16 JUN 2022
ENR 3.3 - 14	AIRAC 16 JUN 2022
ENR 3.3 - 15	AIRAC 16 JUN 2022
ENR 3.3 - 16	AIRAC 16 JUN 2022
ENR 3.3 - 17	AIRAC 16 JUN 2022
ENR 3.3 - 18	AIRAC 16 JUN 2022
ENR 3.3 - 19	AIRAC 16 JUN 2022
ENR 3.3 - 20	AIRAC 16 JUN 2022
ENR 3.3 - 21	AIRAC 16 JUN 2022
ENR 3.3 - 22	AIRAC 16 JUN 2022
ENR 3.3 - 23	AIRAC 16 JUN 2022
ENR 3.3 - 24	AIRAC 16 JUN 2022
ENR 3.3 - 25	AIRAC 16 JUN 2022
ENR 3.3 - 26	AIRAC 16 JUN 2022
ENR 3.3 - 27	AIRAC 16 JUN 2022
ENR 3.3 - 28	AIRAC 16 JUN 2022
ENR 3.3 - 29	AIRAC 16 JUN 2022
ENR 3.3 - 30	AIRAC 16 JUN 2022

Page	Date	Page	Date	Page	Date
ENR 3.3 - 31	AIRAC 16 JUN 2022	ENR 3.4 - 8	AIRAC 29 MAR 2018	ENR 5.2 - 19	AIRAC 16 JUN 2022
ENR 3.3 - 32	AIRAC 16 JUN 2022	ENR 3.4 - 9	AIRAC 29 MAR 2018	ENR 5.2 - 20	AIRAC 16 JUN 2022
ENR 3.3 - 33	AIRAC 16 JUN 2022	ENR 3.4 - 10	AIRAC 29 MAR 2018	ENR 5.2 - 21	AIRAC 16 JUN 2022
ENR 3.3 - 34	AIRAC 16 JUN 2022	ENR 3.4 - 11	AIRAC 29 MAR 2018	ENR 5.2 - 22	AIRAC 16 JUN 2022
ENR 3.3 - 35	AIRAC 16 JUN 2022	ENR 3.4 - 12	AIRAC 29 MAR 2018	ENR 5.2 - 23	AIRAC 05 NOV 2020
ENR 3.3 - 36	AIRAC 16 JUN 2022	ENR 3.4 - 13	AIRAC 29 MAR 2018	ENR 5.2 - 24	AIRAC 05 NOV 2020
ENR 3.3 - 37	AIRAC 16 JUN 2022	ENR 3.4 - 14	AIRAC 29 MAR 2018	ENR 5.2 - 25	AIRAC 05 NOV 2020
ENR 3.3 - 38	AIRAC 16 JUN 2022	ENR 3.4 - 15	AIRAC 03 DEC 2020	ENR 5.2 - 26	AIRAC 05 NOV 2020
ENR 3.3 - 39	AIRAC 16 JUN 2022	ENR 3.4 - 16	AIRAC 03 DEC 2020	ENR 5.2 - 27	AIRAC 28 FEB 2019
ENR 3.3 - 40	AIRAC 16 JUN 2022	ENR 3.4 - 17	AIRAC 03 DEC 2020	ENR 5.2 - 28	AIRAC 28 FEB 2019
ENR 3.3 - 41	AIRAC 16 JUN 2022	ENR 3.4 - 18	AIRAC 03 DEC 2020	ENR 5.2 - 29	AIRAC 05 NOV 2020
ENR 3.3 - 42	AIRAC 16 JUN 2022	ENR 3.4 - 19	AIRAC 25 APR 2019	ENR 5.2 - 30	AIRAC 05 NOV 2020
ENR 3.3 - 43	AIRAC 16 JUN 2022	ENR 3.4 - 20	AIRAC 25 APR 2019	ENR 5.2 - 31	AIRAC 16 JUN 2022
ENR 3.3 - 44	AIRAC 16 JUN 2022	ENR 3.4 - 21	AIRAC 28 MAR 2019	ENR 5.2 - 32	AIRAC 16 JUN 2022
ENR 3.3 - 45	AIRAC 16 JUN 2022	ENR 3.4 - 22	AIRAC 28 MAR 2019	ENR 5.2 - 33	AIRAC 16 JUN 2022
ENR 3.3 - 46	AIRAC 16 JUN 2022	ENR 3.5 - 1	AIRAC 16 JUN 2022	ENR 5.2 - 34	AIRAC 16 JUN 2022
ENR 3.3 - 47	AIRAC 16 JUN 2022	ENR 3.5 - 2	AIRAC 16 JUN 2022	ENR 5.2 - 35	AIRAC 16 JUN 2022
ENR 3.3 - 48	AIRAC 16 JUN 2022	ENR 3.5 - 3	AIRAC 16 JUN 2022	ENR 5.2 - 36	AIRAC 16 JUN 2022
ENR 3.3 - 49	AIRAC 16 JUN 2022	ENR 3.5 - 4	AIRAC 16 JUN 2022	ENR 5.2 - 37	AIRAC 16 JUN 2022
ENR 3.3 - 50	AIRAC 16 JUN 2022	ENR 3.6 - 1	AIRAC 24 MAR 2022	ENR 5.2 - 38	AIRAC 16 JUN 2022
ENR 3.3 - 51	AIRAC 16 JUN 2022	ENR 3.6 - 2	AIRAC 24 MAR 2022	ENR 5.2 - 39	AIRAC 16 JUN 2022
ENR 3.3 - 52	AIRAC 16 JUN 2022	ENR 4.1 - 1	22 APR 2021	ENR 5.2 - 40	AIRAC 16 JUN 2022
ENR 3.3 - 53	AIRAC 16 JUN 2022	ENR 4.1 - 2	22 APR 2021	ENR 5.2 - 41	AIRAC 16 JUN 2022
ENR 3.3 - 54	AIRAC 16 JUN 2022	ENR 4.2 - 1	16 JUL 2009	ENR 5.2 - 42	AIRAC 16 JUN 2022
ENR 3.3 - 55	AIRAC 16 JUN 2022	ENR 4.2 - 2	16 JUL 2009	ENR 5.2 - 43	AIRAC 16 JUN 2022
ENR 3.3 - 56	AIRAC 16 JUN 2022	ENR 4.3 - 1	15 JUL 2021	ENR 5.2 - 44	AIRAC 16 JUN 2022
ENR 3.3 - 57	AIRAC 16 JUN 2022	ENR 4.3 - 2	15 JUL 2021	ENR 5.3 - 1	14 JUL 2022
ENR 3.3 - 58	AIRAC 16 JUN 2022	ENR 4.4 - 1	AIRAC 16 JUN 2022	ENR 5.3 - 2	14 JUL 2022
ENR 3.3 - 59	AIRAC 16 JUN 2022	ENR 4.4 - 2	AIRAC 16 JUN 2022	ENR 5.4 - 1	27JAN 2022
ENR 3.3 - 60	AIRAC 16 JUN 2022	ENR 4.4 - 3	AIRAC 16 JUN 2022	ENR 5.4 - 2	27JAN 2022
ENR 3.3 - 61	AIRAC 16 JUN 2022	ENR 4.4 - 4	AIRAC 16 JUN 2022	ENR 5.5 - 1	AIRAC 24 MAR 2022
ENR 3.3 - 62	AIRAC 16 JUN 2022	ENR 4.4 - 5	AIRAC 16 JUN 2022	ENR 5.5 - 2	AIRAC 24 MAR 2022
ENR 3.3 - 63	AIRAC 16 JUN 2022	ENR 4.4 - 6	AIRAC 16 JUN 2022	ENR 5.5 - 3	09 SEP 2021
ENR 3.3 - 64	AIRAC 16 JUN 2022	ENR 4.4 - 7	AIRAC 19 MAY 2022	ENR 5.5 - 4	09 SEP 2021
ENR 3.3 - 65	AIRAC 16 JUN 2022	ENR 4.4 - 8	AIRAC 19 MAY 2022	ENR 5.5 - 5	AIRAC 24 MAR 2022
ENR 3.3 - 66	AIRAC 16 JUN 2022	ENR 4.4 - 9	AIRAC 16 JUN 2022	ENR 5.5 - 6	AIRAC 24 MAR 2022
ENR 3.3 - 67	AIRAC 16 JUN 2022	ENR 4.4 - 10	AIRAC 16 JUN 2022	ENR 5.5 - 7	AIRAC 24 MAR 2022
ENR 3.3 - 68	AIRAC 16 JUN 2022	ENR 4.4 - 11	AIRAC 19 MAY 2022	ENR 5.5 - 8	AIRAC 24 MAR 2022
ENR 3.3 - 69	AIRAC 16 JUN 2022	ENR 4.4 - 12	AIRAC 19 MAY 2022	ENR 5.5 - 9	AIRAC 24 MAR 2022
ENR 3.3 - 70	AIRAC 16 JUN 2022	ENR 4.5 - 1	30 JUL 2009	ENR 5.5 - 10	AIRAC 24 MAR 2022
ENR 3.3 - 71	AIRAC 16 JUN 2022	ENR 4.5 - 2	30 JUL 2009	ENR 5.5 - 11	09 SEP 2021
ENR 3.3 - 72	AIRAC 16 JUN 2022	ENR 5.1 - 1	AIRAC 24 MAR 2022	ENR 5.5 - 12	09 SEP 2021
ENR 3.3 - 73	AIRAC 16 JUN 2022	ENR 5.1 - 2	AIRAC 24 MAR 2022	ENR 5.5 - 13	AIRAC 24 MAR 2022
ENR 3.3 - 74	AIRAC 16 JUN 2022	ENR 5.1 - 3	16 JUN 2022	ENR 5.5 - 14	AIRAC 24 MAR 2022
ENR 3.3 - 75	AIRAC 16 JUN 2022	ENR 5.1 - 4	16 JUN 2022	ENR 5.5 - 15	24 MAR 2022
ENR 3.3 - 76	AIRAC 16 JUN 2022	ENR 5.1 - 5	AIRAC 24 MAR 2022	ENR 5.5 - 16	24 MAR 2022
ENR 3.3 - 77	AIRAC 16 JUN 2022	ENR 5.1 - 6	AIRAC 24 MAR 2022	ENR 5.5 - 17	19 MAY 2022
ENR 3.3 - 78	AIRAC 16 JUN 2022	ENR 5.1 - 7	AIRAC 14 JUL 2022	ENR 5.5 - 18	19 MAY 2022
ENR 3.3 - 79	AIRAC 16 JUN 2022	ENR 5.1 - 8	AIRAC 14 JUL 2022	ENR 5.5 - 19	AIRAC 26 MAR 2020
ENR 3.3 - 80	AIRAC 16 JUN 2022	ENR 5.1 - 9	AIRAC 14 JUL 2022	ENR 5.5 - 20	AIRAC 26 MAR 2020
ENR 3.3 - 81	AIRAC 16 JUN 2022	ENR 5.1 - 10	AIRAC 14 JUL 2022	ENR 5.6 - 1	15 OCT 2015
ENR 3.3 - 82	AIRAC 16 JUN 2022	ENR 5.1 - 11	AIRAC 24 MAR 2022	ENR 5.6 - 2	15 OCT 2015
ENR 3.3 - 83	AIRAC 16 JUN 2022	ENR 5.1 - 12	AIRAC 24 MAR 2022	ENR 5.6 - 3	18 JUN 2020
ENR 3.3 - 84	AIRAC 16 JUN 2022	ENR 5.2 - 1	AIRAC 16 JUN 2022	ENR 5.6 - 4	18 JUN 2020
ENR 3.3 - 85	AIRAC 16 JUN 2022	ENR 5.2 - 2	AIRAC 16 JUN 2022	ENR 5.6 - 5	18 JUN 2020
ENR 3.3 - 86	AIRAC 16 JUN 2022	ENR 5.2 - 3	AIRAC 28 FEB 2019	ENR 5.6 - 6	18 JUN 2020
ENR 3.3 - 87	AIRAC 16 JUN 2022	ENR 5.2 - 4	AIRAC 28 FEB 2019	ENR 5.6 - 7	18 JUN 2020
ENR 3.3 - 88	AIRAC 16 JUN 2022	ENR 5.2 - 5	AIRAC 28 FEB 2019	ENR 5.6 - 8	18 JUN 2020
ENR 3.3 - 89	AIRAC 16 JUN 2022	ENR 5.2 - 6	AIRAC 28 FEB 2019	ENR 6 - 1	AIRAC 17 AUG 2017
ENR 3.3 - 90	AIRAC 16 JUN 2022	ENR 5.2 - 7	AIRAC 05 NOV 2020	ENR 6 - 2	AIRAC 17 AUG 2017
ENR 3.3 - 91	AIRAC 16 JUN 2022	ENR 5.2 - 8	AIRAC 05 NOV 2020	ENR 6.1 - 1	11 AUG 2022
ENR 3.3 - 92	AIRAC 16 JUN 2022	ENR 5.2 - 9	AIRAC 05 NOV 2020	ENR 6.1 - 2	11 AUG 2022
ENR 3.3 - 93	AIRAC 16 JUN 2022	ENR 5.2 - 10	AIRAC 05 NOV 2020	ENR 6.3 - 1	16 JUN 2022
ENR 3.3 - 94	AIRAC 16 JUN 2022	ENR 5.2 - 11	AIRAC 28 FEB 2019	ENR 6.3 - 2	16 JUN 2022
ENR 3.4 - 1	AIRAC 29 MAR 2018	ENR 5.2 - 12	AIRAC 28 FEB 2019	ENR 6.4 - 1	AIRAC 03 DEC 2020
ENR 3.4 - 2	AIRAC 29 MAR 2018	ENR 5.2 - 13	AIRAC 28 FEB 2019	ENR 6.4 - 2	AIRAC 03 DEC 2020
ENR 3.4 - 3	18 JUL 2019	ENR 5.2 - 14	AIRAC 28 FEB 2019	ENR 6.5 - 1	08 DEC 2016
ENR 3.4 - 4	18 JUL 2019	ENR 5.2 - 15	AIRAC 16 JUN 2022	ENR 6.5 - 2	08 DEC 2016
ENR 3.4 - 5	AIRAC 29 MAR 2018	ENR 5.2 - 16	AIRAC 16 JUN 2022	ENR 6.7 - 1	08 DEC 2016
ENR 3.4 - 6	AIRAC 29 MAR 2018	ENR 5.2 - 17	AIRAC 16 JUN 2022	ENR 6.7 - 2	08 DEC 2016
ENR 3.4 - 7	AIRAC 29 MAR 2018	ENR 5.2 - 18	AIRAC 16 JUN 2022		

PART 3 - AERODROMES (AD)

Page	Date
LSGG AD 2.24.7 - 1	AIRAC 28 MAR 2019
LSGG AD 2.24.7 - 2	AIRAC 28 MAR 2019
LSGG AD 2.24.7 - 3	AIRAC 25 FEB 2021
LSGG AD 2.24.7 - 4	AIRAC 25 FEB 2021
LSGG AD 2.24.7 - 5	AIRAC 28 MAR 2019
LSGG AD 2.24.7 - 6	AIRAC 28 MAR 2019
LSGG AD 2.24.7 - 7	AIRAC 25 FEB 2021
LSGG AD 2.24.7 - 8	AIRAC 25 FEB 2021
LSGG AD 2.24.7 - 9	17 JUN 2021
LSGG AD 2.24.7 - 10	17 JUN 2021
LSGG AD 2.24.9 - 1	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 2	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 3	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 4	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 5	AIRAC 15 AUG 2019
LSGG AD 2.24.9 - 6	AIRAC 15 AUG 2019
LSGG AD 2.24.9 - 7	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 8	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 9	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 10	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 11	AIRAC 15 AUG 2019
LSGG AD 2.24.9 - 12	AIRAC 15 AUG 2019
LSGG AD 2.24.9 - 13	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 14	AIRAC 28 MAR 2019
LSGG AD 2.24.9 - 15	AIRAC 15 AUG 2019
LSGG AD 2.24.9 - 16	AIRAC 15 AUG 2019
LSGG AD 2.24.10 - 1	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 2	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 3	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 4	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 5	AIRAC 26 MAR 2020
LSGG AD 2.24.10 - 6	AIRAC 26 MAR 2020
LSGG AD 2.24.10 - 7	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 8	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 9	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 10	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 11	AIRAC 13 AUG 2020
LSGG AD 2.24.10 - 12	AIRAC 13 AUG 2020
LSGG AD 2.24.10 - 13	AIRAC 13 AUG 2020
LSGG AD 2.24.10 - 14	AIRAC 13 AUG 2020
LSGG AD 2.24.10 - 15	AIRAC 26 MAR 2020
LSGG AD 2.24.10 - 16	AIRAC 26 MAR 2020
LSGG AD 2.24.10 - 17	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 18	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 19	AIRAC 28 MAR 2019
LSGG AD 2.24.10 - 20	AIRAC 28 MAR 2019
LSGG AD 2.24.13 - 1	16 JUL 2009
LSGG AD 2.24.13 - 2	16 JUL 2009
LSZG AD 2 - 1	12 AUG 2021
LSZG AD 2 - 2	12 AUG 2021
LSZG AD 2 - 3	14 JUL 2022
LSZG AD 2 - 4	14 JUL 2022
LSZG AD 2 - 5	16 JUN 2022
LSZG AD 2 - 6	16 JUN 2022
LSZG AD 2 - 7	04 NOV 2021
LSZG AD 2 - 8	04 NOV 2021
LSZG AD 2 - 9	30 DEC 2021
LSZG AD 2 - 10	30 DEC 2021
LSZG AD 2 - 11	17 JUN 2021
LSZG AD 2 - 12	17 JUN 2021
LSZG AD 2 - 13	17 JUN 2021
LSZG AD 2 - 14	17 JUN 2021
LSZG AD 2.24.1 - 1	AIRAC 23 APR 2020
LSZG AD 2.24.1 - 2	AIRAC 23 APR 2020
LSZG AD 2.24.1 - 3	AIRAC 23 APR 2020
LSZG AD 2.24.1 - 4	AIRAC 23 APR 2020
LSZG AD 2.24.2 - 1	25 FEB 2021
LSZG AD 2.24.2 - 2	25 FEB 2021
LSZG AD 2.24.2 - 3	25 FEB 2021
LSZG AD 2.24.2 - 4	25 FEB 2021
LSZG AD 2.24.4 - 1	26 APR 2018
LSZG AD 2.24.4 - 2	26 APR 2018
LSZG AD 2.24.7 - 1	30 DEC 2021
LSZG AD 2.24.7 - 2	30 DEC 2021
LSZG AD 2.24.7 - 3	AIRAC 20 MAY 2021
LSZG AD 2.24.7 - 4	AIRAC 20 MAY 2021
LSZG AD 2.24.7 - 5	AIRAC 20 MAY 2021
LSZG AD 2.24.7 - 6	AIRAC 20 MAY 2021
LSZG AD 2.24.7 - 7	AIRAC 20 MAY 2021
LSZG AD 2.24.7 - 8	AIRAC 20 MAY 2021
LSZG AD 2.24.10 - 1	AIRAC 19 MAY 2022
LSZG AD 2.24.10 - 2	AIRAC 19 MAY 2022
LSZG AD 2.24.10 - 3	02 JAN 2020
LSZG AD 2.24.10 - 4	02 JAN 2020
LSZA AD 2 - 1	09 SEP 2021
LSZA AD 2 - 2	09 SEP 2021
LSZA AD 2 - 3	02 DEC 2021
LSZA AD 2 - 4	02 DEC 2021
LSZA AD 2 - 5	14 JUL 2022
LSZA AD 2 - 6	14 JUL 2022
LSZA AD 2 - 7	30 JAN 2020
LSZA AD 2 - 8	30 JAN 2020
LSZA AD 2 - 9	09 SEP 2021
LSZA AD 2 - 10	09 SEP 2021
LSZA AD 2 - 11	AIRAC 15 JUL 2021
LSZA AD 2 - 12	AIRAC 15 JUL 2021
LSZA AD 2 - 13	09 SEP 2021
LSZA AD 2 - 14	09 SEP 2021
LSZA AD 2 - 15	09 SEP 2021
LSZA AD 2 - 16	09 SEP 2021
LSZA AD 2 - 17	12 AUG 2021
LSZA AD 2 - 18	12 AUG 2021
LSZA AD 2 - 19	AIRAC 04 NOV 2021
LSZA AD 2 - 20	AIRAC 04 NOV 2021
LSZA AD 2.24.1 - 1	AIRAC 08 DEC 2016
LSZA AD 2.24.1 - 2	AIRAC 08 DEC 2016
LSZA AD 2.24.2 - 1	04 NOV 2021
LSZA AD 2.24.2 - 2	04 NOV 2021
LSZA AD 2.24.4 - 1	20 JUL 2017
LSZA AD 2.24.4 - 2	20 JUL 2017
LSZA AD 2.24.4 - 3	20 JUL 2017
LSZA AD 2.24.4 - 4	20 JUL 2017
LSZA AD 2.24.7 - 1	AIRAC 15 JUL 2021
LSZA AD 2.24.7 - 2	AIRAC 15 JUL 2021
LSZA AD 2.24.7 - 3	30 DEC 2021
LSZA AD 2.24.7 - 4	30 DEC 2021
LSZA AD 2.24.7 - 5	30 DEC 2021
LSZA AD 2.24.7 - 6	30 DEC 2021
LSZA AD 2.24.9 - 1	30 DEC 2021
LSZA AD 2.24.9 - 2	30 DEC 2021
LSZA AD 2.24.10 - 1	30 JAN 2020
LSZA AD 2.24.10 - 2	30 JAN 2020
LSZA AD 2.24.10 - 3	30 JAN 2020
LSZA AD 2.24.10 - 4	30 JAN 2020
LSZA AD 2.24.10 - 5	30 JAN 2020
LSZA AD 2.24.10 - 6	30 JAN 2020
LSZA AD 2.24.10 - 7	30 JAN 2020
LSZA AD 2.24.10 - 8	30 JAN 2020
LSMP AD 2 - 1	24 FEB 2022
LSMP AD 2 - 2	24 FEB 2022
LSMP AD 2 - 3	16 JUN 2022
LSMP AD 2 - 4	16 JUN 2022
LSMP AD 2 - 5	14 JUL 2022
LSMP AD 2 - 6	14 JUL 2022
LSMP AD 2 - 7	16 JUN 2022
LSMP AD 2 - 8	16 JUN 2022
LSMP AD 2 - 9	16 JUN 2022
LSMP AD 2 - 10	16 JUN 2022
LSMP AD 2 - 11	16 JUN 2022
LSMP AD 2 - 12	16 JUN 2022
LSMP AD 2 - 13	16 JUN 2022
LSMP AD 2 - 14	16 JUN 2022
LSMP AD 2.24.1 - 1	21 APR 2022
LSMP AD 2.24.1 - 2	21 APR 2022
LSMP AD 2.24.4 - 1	16 JUN 2022
LSMP AD 2.24.4 - 2	16 JUN 2022
LSMP AD 2.24.4 - 3	16 JUN 2022
LSMP AD 2.24.4 - 4	16 JUN 2022
LSMP AD 2.24.7 - 1	AIRAC 07 NOV 2019
LSMP AD 2.24.7 - 2	AIRAC 07 NOV 2019
LSMP AD 2.24.7 - 3	AIRAC 07 NOV 2019
LSMP AD 2.24.7 - 4	AIRAC 07 NOV 2019
LSMP AD 2.24.9 - 1	AIRAC 07 NOV 2019
LSMP AD 2.24.9 - 2	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 1	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 2	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 3	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 4	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 5	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 6	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 7	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 8	AIRAC 07 NOV 2019
LSMP AD 2.24.10 - 9	23 APR 2020
LSMP AD 2.24.10 - 10	23 APR 2020
LSZR AD 2 - 1	12 AUG 2021
LSZR AD 2 - 2	12 AUG 2021
LSZR AD 2 - 3	12 AUG 2021
LSZR AD 2 - 4	12 AUG 2021
LSZR AD 2 - 5	14 JUL 2022
LSZR AD 2 - 6	14 JUL 2022
LSZR AD 2 - 7	16 JUN 2022
LSZR AD 2 - 8	16 JUN 2022
LSZR AD 2 - 9	AIRAC 24 MAR 2022
LSZR AD 2 - 10	AIRAC 24 MAR 2022
LSZR AD 2 - 11	20 MAY 2021
LSZR AD 2 - 12	20 MAY 2021
LSZR AD 2 - 13	20 MAY 2021
LSZR AD 2 - 14	20 MAY 2021
LSZR AD 2 - 15	20 MAY 2021
LSZR AD 2 - 16	20 MAY 2021
LSZR AD 2 - 17	AIRAC 02 DEC 2021
LSZR AD 2 - 18	AIRAC 02 DEC 2021
LSZR AD 2 - 19	28 JAN 2021
LSZR AD 2 - 20	28 JAN 2021
LSZR AD 2.24.1 - 1	05 NOV 2020
LSZR AD 2.24.1 - 2	05 NOV 2020
LSZR AD 2.24.4 - 1	15 JUL 2021
LSZR AD 2.24.4 - 2	15 JUL 2021
LSZR AD 2.24.7 - 1	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 2	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 3	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 4	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 5	AIRAC 21 MAY 2020
LSZR AD 2.24.7 - 6	AIRAC 21 MAY 2020
LSZR AD 2.24.7 - 7	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 8	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 9	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 10	AIRAC 05 NOV 2020
LSZR AD 2.24.7 - 11	AIRAC 21 MAY 2020
LSZR AD 2.24.7 - 12	AIRAC 21 MAY 2020
LSZR AD 2.24.9 - 1	AIRAC 21 MAY 2020
LSZR AD 2.24.9 - 2	AIRAC 21 MAY 2020
LSZR AD 2.24.9 - 3	AIRAC 21 MAY 2020
LSZR AD 2.24.9 - 4	AIRAC 21 MAY 2020
LSZR AD 2.24.10 - 1	03 DEC 2020
LSZR AD 2.24.10 - 2	03 DEC 2020
LSZR AD 2.24.10 - 3	03 DEC 2020
LSZR AD 2.24.10 - 4	03 DEC 2020
LSZR AD 2.24.10 - 5	AIRAC 21 MAY 2020
LSZR AD 2.24.10 - 6	AIRAC 21 MAY 2020
LSZR AD 2.24.13 - 1	AIRAC 21 MAY 2020
LSZR AD 2.24.13 - 2	AIRAC 21 MAY 2020
LSZS AD 2 - 1	03 DEC 2020

Page	Date
LSZS AD 2 - 2	03 DEC 2020
LSZS AD 2 - 3	14 JUL 2022
LSZS AD 2 - 4	14 JUL 2022
LSZS AD 2 - 5	11 AUG 2022
LSZS AD 2 - 6	11 AUG 2022
LSZS AD 2 - 7	27JAN 2022
LSZS AD 2 - 8	27JAN 2022
LSZS AD 2 - 9	AIRAC 24 MAR 2022
LSZS AD 2 - 10	AIRAC 24 MAR 2022
LSZS AD 2 - 11	20 MAY 2021
LSZS AD 2 - 12	20 MAY 2021
LSZS AD 2.24.1 - 1	AIRAC 05 DEC 2019
LSZS AD 2.24.1 - 2	AIRAC 05 DEC 2019
LSZS AD 2.24.4 - 1	AIRAC 05 DEC 2019
LSZS AD 2.24.4 - 2	AIRAC 05 DEC 2019
LSZS AD 2.24.4 - 3	AIRAC 05 DEC2019
LSZS AD 2.24.4 - 4	AIRAC 05 DEC2019
LSZS AD 2.24.7 - 1	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 2	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 3	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 4	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 5	AIRAC 24 MAR 2022
LSZS AD 2.24.7 - 6	AIRAC 24 MAR 2022
LSZS AD 2.24.7 - 7	AIRAC 24 MAR 2022
LSZS AD 2.24.7 - 8	AIRAC 24 MAR 2022
LSZS AD 2.24.10 - 1	AIRAC 24 MAR 2022
LSZS AD 2.24.10 - 2	AIRAC 24 MAR 2022
LSZS AD 2.24.10 - 3	AIRAC 24 MAR 2022
LSZS AD 2.24.10 - 4	AIRAC 24 MAR 2022
LSZS AD 2.24.11 - 1	AIRAC 24 MAR 2022
LSZS AD 2.24.11 - 2	AIRAC 24 MAR 2022
LSZS AD 2.24.12 - 1	22 APR 2021
LSZS AD 2.24.12 - 2	22 APR 2021
LSGS AD 2 - 1	16 JUN 2022
LSGS AD 2 - 2	16 JUN 2022
LSGS AD 2 - 3	14 JUL 2022
LSGS AD 2 - 4	14 JUL 2022
LSGS AD 2 - 5	14 JUL 2022
LSGS AD 2 - 6	14 JUL 2022
LSGS AD 2 - 7	15 JUL 2021
LSGS AD 2 - 8	15 JUL 2021
LSGS AD 2 - 9	16 JUN 2022
LSGS AD 2 - 10	16 JUN 2022
LSGS AD 2 - 11	16 JUN 2022
LSGS AD 2 - 12	16 JUN 2022
LSGS AD 2 - 13	16 JUN 2022
LSGS AD 2 - 14	16 JUN 2022
LSGS AD 2 - 15	17 JUN 2021
LSGS AD 2 - 16	17 JUN 2021
LSGS AD 2 - 17	AIRAC 26 MAR 2020
LSGS AD 2 - 18	AIRAC 26 MAR 2020
LSGS AD 2 - 19	31 DEC 2020
LSGS AD 2 - 20	31 DEC 2020
LSGS AD 2.24.1 - 1	16 JUN 2022
LSGS AD 2.24.1 - 2	16 JUN 2022
LSGS AD 2.24.2 - 1	16 JUN 2022
LSGS AD 2.24.2 - 2	16 JUN 2022
LSGS AD 2.24.4 - 1	22 APR 2021
LSGS AD 2.24.4 - 2	22 APR 2021
LSGS AD 2.24.7 - 1	AIRAC 26 MAR 2020
LSGS AD 2.24.7 - 2	AIRAC 26 MAR 2020
LSGS AD 2.24.7 - 3	AIRAC 26 MAR 2020
LSGS AD 2.24.7 - 4	AIRAC 26 MAR 2020
LSGS AD 2.24.7 - 5	AIRAC 26 MAR 2020
LSGS AD 2.24.7 - 6	AIRAC 26 MAR 2020
LSGS AD 2.24.9 - 1	AIRAC 26 MAR 2020
LSGS AD 2.24.9 - 2	AIRAC 26 MAR 2020
LSGS AD 2.24.10 - 1	AIRAC 26 MAR 2020
LSGS AD 2.24.10 - 2	AIRAC 26 MAR 2020
LSGS AD 2.24.10 - 3	AIRAC 26 MAR 2020
LSGS AD 2.24.10 - 4	AIRAC 26 MAR 2020
LSGS AD 2.24.10 - 5	16 JUL 2020
LSGS AD 2.24.10 - 6	16 JUL 2020
LSGS AD 2.24.13 - 1	AIRAC 26 MAR 2020
LSGS AD 2.24.13 - 2	AIRAC 26 MAR 2020
LSGS AD 2.24.13 - 3	AIRAC 26 MAR 2020
LSGS AD 2.24.13 - 4	AIRAC 26 MAR 2020
LSZH AD 2 - 1	14 JUL 2022
LSZH AD 2 - 2	14 JUL 2022
LSZH AD 2 - 3	14 JUL 2022
LSZH AD 2 - 4	14 JUL 2022
LSZH AD 2 - 5	14 JUL 2022
LSZH AD 2 - 6	14 JUL 2022
LSZH AD 2 - 7	14 JUL 2022
LSZH AD 2 - 8	14 JUL 2022
LSZH AD 2 - 9	14 JUL 2022
LSZH AD 2 - 10	14 JUL 2022
LSZH AD 2 - 11	14 JUL 2022
LSZH AD 2 - 12	14 JUL 2022
LSZH AD 2 - 13	14 JUL 2022
LSZH AD 2 - 14	14 JUL 2022
LSZH AD 2 - 15	14 JUL 2022
LSZH AD 2 - 16	14 JUL 2022
LSZH AD 2 - 17	14 JUL 2022
LSZH AD 2 - 18	14 JUL 2022
LSZH AD 2 - 19	14 JUL 2022
LSZH AD 2 - 20	14 JUL 2022
LSZH AD 2 - 21	14 JUL 2022
LSZH AD 2 - 22	14 JUL 2022
LSZH AD 2 - 23	14 JUL 2022
LSZH AD 2 - 24	14 JUL 2022
LSZH AD 2 - 25	14 JUL 2022
LSZH AD 2 - 26	14 JUL 2022
LSZH AD 2 - 27	14 JUL 2022
LSZH AD 2 - 28	14 JUL 2022
LSZH AD 2 - 29	11 AUG 2022
LSZH AD 2 - 30	11 AUG 2022
LSZH AD 2 - 31	14 JUL 2022
LSZH AD 2 - 32	14 JUL 2022
LSZH AD 2 - 33	14 JUL 2022
LSZH AD 2 - 34	14 JUL 2022
LSZH AD 2 - 35	14 JUL 2022
LSZH AD 2 - 36	14 JUL 2022
LSZH AD 2 - 37	14 JUL 2022
LSZH AD 2 - 38	14 JUL 2022
LSZH AD 2 - 39	11 AUG 2022
LSZH AD 2 - 40	11 AUG 2022
LSZH AD 2 - 41	14 JUL 2022
LSZH AD 2 - 42	14 JUL 2022
LSZH AD 2 - 43	14 JUL 2022
LSZH AD 2 - 44	14 JUL 2022
LSZH AD 2 - 45	14 JUL 2022
LSZH AD 2 - 46	14 JUL 2022
LSZH AD 2 - 47	14 JUL 2022
LSZH AD 2 - 48	14 JUL 2022
LSZH AD 2 - 49	14 JUL 2022
LSZH AD 2 - 50	14 JUL 2022
LSZH AD 2 - 51	14 JUL 2022
LSZH AD 2 - 52	14 JUL 2022
LSZH AD 2 - 53	14 JUL 2022
LSZH AD 2 - 54	14 JUL 2022
LSZH AD 2 - 55	14 JUL 2022
LSZH AD 2 - 56	14 JUL 2022
LSZH AD 2 - 57	14 JUL 2022
LSZH AD 2 - 58	14 JUL 2022
LSZH AD 2 - 59	14 JUL 2022
LSZH AD 2 - 60	14 JUL 2022
LSZH AD 2 - 61	14 JUL 2022
LSZH AD 2 - 62	14 JUL 2022
LSZH AD 2 - 63	14 JUL 2022
LSZH AD 2 - 64	14 JUL 2022
LSZH AD 2 - 65	14 JUL 2022
LSZH AD 2 - 66	14 JUL 2022
LSZH AD 2 - 67	14 JUL 2022
LSZH AD 2 - 68	14 JUL 2022
LSZH AD 2 - 70	14 JUL 2022
LSZH AD 2.24.1 - 1	14 JUL 2022
LSZH AD 2.24.1 - 2	14 JUL 2022
LSZH AD 2.24.3 - 1	14 JUL 2022
LSZH AD 2.24.3 - 2	14 JUL 2022
LSZH AD 2.24.3 - 3	14 JUL 2022
LSZH AD 2.24.3 - 4	14 JUL 2022
LSZH AD 2.24.3 - 5	14 JUL 2022
LSZH AD 2.24.3 - 6	14 JUL 2022
LSZH AD 2.24.4 - 1	14 JUL 2022
LSZH AD 2.24.4 - 2	14 JUL 2022
LSZH AD 2.24.4 - 3	14 JUL 2022
LSZH AD 2.24.4 - 4	14 JUL 2022
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

Page	Date	Page	Date	Page	Date
LSZH AD 2.24.7.5 - 6	07 OCT 2021				
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				

THIS PAGE INTENTIONALLY LEFT BLANK

GEN 0.5 LIST OF HAND AMENDMENTS TO THE AIP

AIP page(s) affected	Amendment text	Introduced by AIP Amendment NR
Genève AP:		
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

THIS PAGE INTENTIONALLY LEFT BLANK

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

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

Title	Difference(s)
14 Aerodromes Volume I: Aerodrome Design and Operations (8th Edition, July 2018, Amendment 15)	**Volume I** **CHAPTER 1** 1.1 On runways designed and equipped according to the criteria of non-instrument runways, which are intended for the operation of aircraft using visual approach procedures or an instrument approach procedure to a point beyond which the approach may continue in visual meteorological conditions, national regulations apply for defining the (M)DA/H and the safety margin above the OCA/H. 1.2.1 Deviation from any standard is possible if the result of an aeronautical study demonstrates that appropriate measures cause no degradation to safety and do not significantly affect uniformity. 1.4.1 Not all aerodromes used for international operations are certified. Aerodromes holding a concession are certified according to ICAO requirements, except LSGG, LSZA, LSZB, LSZH and LSZR, which are certified according to EASA requirements. 1.6.3 The code number for element 1 is determined from Table 1-1 selecting the code number for the highest available runway length (TORA) by applying corrector factors according to Chapter 3.5 of ICAO Doc 9157, Part 1.
	CHAPTER 2 2.9.5 The runway surface condition descriptor SLIPPERY WET is used in Switzerland in addition to the runway surface condition descriptors listed. *SLIPPERY WET - a wet runway whose surface friction characteristics for a significant portion of it have been determined to be degraded* 2.9.3 to 2.9.10 At certified aerodromes or at aerodromes serving aeroplanes with an MTOM more than 5700 kg, assessment and reporting of runway surface condition according to ICAO provided. For non-certified aerodromes only serving aeroplanes with an MTOM less than 5700 kg national regulations apply.
	CHAPTER 3 3.4.2 In case of a displaced threshold, the runway strip will extend before the beginning of the runway for the corresponding distance of at least: • 60 m where the code number is 2, 3 or 4; • 60 m where the code number is 1 and the runway is an instrument one; and • 30 m where the code number is 1 and the runway is a non-instrument one. 3.5.2 Implemented in case of a new runway or runway extension and to be considered when a change impacts the runway operation. 3.5.5 The width of a runway safety area shall be at least twice that of the associated runway or that of the runway strip, whichever is smaller. 3.9.4 The taxiway width may be designed for a specific aircraft type, while applying the required distance between the respective outer main gear and the edge of the taxiway. 3.9.7 The separation distance between the centre line of a taxiway and a runway, the centre line of a parallel taxiway or an object may be linearly interpolated considering the wingspan and according to the code letter of a specific aircraft. For computing the separation distances in Table 3-1, the following differences are applied: • On taxiways where the code letter is A or B, the increment Z is 5.0 m. • On aircraft stand taxilanes where the code letter is A or B, the increment Z is 2.0 m. • On aircraft stand taxilanes, where the code letter is A or B, the gear deviation is 1.0 m. Affected articles and figures: 3.11.2, 3.15.9, 3.15.10, Figure 3-4, 5.2.11.4, Figure 5-28, 6.1.1.3, 9.9.1, 9.9.2.

Title	Difference(s)
	CHAPTER 5 5.1.1.4 Circular band marking does not have to be provided. 5.2.8.9 When mandatory instruction marking is provided on taxiways of code letters A, B, C or D, the enhanced taxiway marking will be shortened accordingly. In case of a taxiway crossing or junction, the distance between the taxiway centre line which does not enter or cross a runway and the enhanced taxiway centre line marking shall be at least 5 m but not more than 10 m. 5.2.16.3 Mandatory instruction markings at the beginning resp. end of the runway will consist of a single runway designation number in accordance with the design of the signs placed across the runway holding position. 5.3.14.1 Only applicable to paved, lighted runways. Only implemented in case of a new runway or modification to the runway lighting system and to be considered when a change impacts the runway or flight operation. 5.3.19.2 Not to be provided on a runway turn pad intended for use at night where the traffic density is light and taxiway edge lights and centre line marking provide adequate guidance. 5.3.5.46 As a supplementary measure where an aeronautical study indicates that an existing object extending above an obstacle protection surface (OPS) could adversely affect the safety of operations of aeroplanes, the threshold may suitably be displaced from the beginning of the runway. 5.5.6 Taxiway centre line markers do not have to be provided.
	CHAPTER 6 6.1.1.1 Vehicles and other mobile objects are not consequently marked according to Art. 6.2.2.2 6.2.1.1 Obstacle night lighting has to combine emissions in red and infrared spectra. 6.2.1.2 Instead of medium-intensity lights Type B, red 100 to 300 cd flashing lights were used. 6.2.3.3 Normally only the top 30 to 50% of an air navigation obstacle will be marked with a red-white pattern. 6.2.3.19 Obstacles exceeding the obstacle limitation surface (OLS) should be lit at night, except in the following situations: • if it does not present a danger for air navigation; • if it is shielded by another existing irremovable obstacle; • the concerned airfield has no night operations.

GEN 2.4 LOCATION INDICATORS

ENCODE	
Name	Identifier
Aarau Kantonsspital (HEL)	LSHA
Aeschhorn	LSVE
Alpe Foppa (HEL)	LSVJ
Alphubel	LSVF
Alp Trida (HEL)	LSYA
Ambri	LSPM
Amlikon	LSPA
Arolla (HEL)	LSVI
Arosa (HEL)	LSVA
Bad Ragaz	LSZE
Bâle-Mulhouse	LFSB
Balzers/FL (HEL)	LSXB
Bec de Nendaz (HEL)	LSYD
Bellechasse	LSTB
Bern-Belp	LSZB
Bern, Bundesamt für Zivilluftfahrt-BAZL	LSSO
Bern Inselspital (HEL)	LSHI
Bern-Sand (HEL)	LSNB
Berna Radio (HF Station)	LSSB
Bex	LSGB
Biel-Kappelen	LSZP
Bière (HEL)	LSNI
Birrfeld	LSZF
Blüemlisalp	LSYB
Blumental (Winter AD)	LSWB
Bressaucourt	LSZQ
Buochs	LSZC
Bure (HEL)	LSNU
Buttwil	LSZU
Clariden-Hüfifirn	LSVD
Col des Mosses (HEL)	LSVC
Collective Address for NOTAM and SNOWTAM	LSZZ
Collombey-Muraz (HEL)	LSEC
COM Centre Suisse (Genève)	LSSS
Courtelary	LSZJ
Crap Sogn Gion (HEL)	LSYC
Croix des Coeur	LSYQ
Dittingen	LSPD
Dübendorf	LSMD
Ebnefluh	LSYE
Ecuvillens	LSGE
Emmen	LSME
Erstfeld (HEL)	LSXE

ENCODE	
Name	Identifier
Frauenfeld (MIL)	LSNF
Fricktal-Schupfart	LSZI
Fuorcla Chamuotsch (HEL)	LSYF
Fuorcla Grischa (HEL)	LSVH
Gampel (HEL)	LSEG
Geneva Area	LSAG
Genève	LSGG
Glacier du Brenay	LSYY
Glacier du Trient	LSYX
Glacier de Tsanfleuron	LSYZ
Glärnischfirn	LSVK
Gossau SG (HEL)	LSXO
Gösgen (HEL)	LSNO
Grenchen	LSZG
Grimentz (HEL)	LSVG
Gruyères	LSGT
Gstaad-Inn Grund (HEL)	LSEA
Gsteigwiler (HEL)	LSXG
Gstellihorn (HEL)	LSYG
Haltikon (HEL)	LSXN
Hasenstrick	LSPK
Hausen am Albis	LSZN
Holziken (HEL)	LSXH
Interlaken (HEL)	LSXI
Interlaken Spital (HEL)	LSHK
Jungfraujoch	LSYJ
Kägiswil	LSPG
Kanderfirn	LSYK
Lachen (Water AD)	LSPW
La Côte	LSGP
Langenthal	LSPL
Langgletscher	LSYN
Lauberhorn (Winter AD)	LSWL
Lausanne-La Blécherette	LSGL
Lauterbrunnen (HEL)	LSXL
Les Eplatures	LSGC
Leysin (HEL)	LSEY
Limmerenfirn	LSYI
Locarno	LSZL
Locarno (MIL)	LSMO
Lodrino (HEL)	LSXR
Lommis	LSZT
Lugano	LSZA
Luzern-Beromünster	LSZO
Luzern Kantonsspital (HEL)	LSHL

ENCODE	
Name	Identifier
Madrisahorn (HEL)	LSVO
Männlichen (Winter AD)	LSWM
Mollis	LSZM
Monte Rosa	LSVQ
Montricher	LSTR
Môtiers	LSTO
Münster	LSPU
Neuchâtel	LSGN
NOF Switzerland	LSSN
Nottwil SPZ Schweizer Paraplegiker-Zentrum (HEL)	LSHH
Olten	LSPO
Payerne	LSMP
Petersgrat	LSVP
Petit Combin	LSYP
Pfaffnau (HEL)	LSXP
Raron	LSTA
Raron (HEL)	LSER
Reichenbach	LSGR
Rennaz (HEL)	LSNR
Rescue Coordination Centre Switzerland	LSAR
Rosa Blanche	LSYR
Saanen	LSGK
Samedan	LSZS
San Vittore (HEL)	LSXV
Schaffhausen	LSPF
Schänis	LSZX
Schattenhalb (HEL)	LSXC
Schindellegi (HEL)	LSXS
Schwarzsee (Winter AD)	LSWS
Sion	LSGS
Sitterdorf	LSZV
skyguide, Direction Sécurité aérienne, Genève	LSSR
Speck-Fehraltorf	LSZK
Staldenhorn (HEL)	LSVN
St. Gallen-Altenrhein	LSZR
St. Gallen-Breitfeld (MIL)	LSNG
St. Gallen Kantonsspital (HEL)	LSHG
St. Gallen Ostschweizer Kinderspital (HEL)	LSHN
St. Moritz (HEL)	LSXM
St. Stephan	LSTS
Sustenlimmi	LSVS
Susten Steingletscher (HEL)	LSYH
Switzerland FIR/UIR	LSAS
Special AFTN Address	LSAC
Switzerland AIP office	LSSA

ENCODE	
Name	Identifier
Tavanasa (HEL)	LSXA
Theodulgletscher	LSYT
Thun	LSZW
Triengen	LSPN
Trogen (HEL)	LSXT
Unterrothorn (HEL)	LSYU
Untervaz (HEL)	LSXU
Vadret dal Corvatsch	LSYV
Vadret Pers	LSVR
Vorabgletscher	LSVV
Vordere Walig (HEL)	LSVW
Wangen-Lachen	LSPV
Winterthur	LSPH
Winterthur Kantonsspital (HEL)	LSHW
Wildhorn	LSYW
Würenlingen (HEL)	LSXW
Yverdon-les-Bains	LSGY
Zermatt (HEL)	LSEZ
Zurich	LSZH
Zurich Area	LSAZ
Zurich Universtätsspital (HEL)	LSHZ
Zweisimmen	LSTZ

DECODE	
Identifier	Name
LFSB	Bâle-Mulhouse
LSAC	Special AFTN Address
LSAG	Geneva Area
LSAR	Rescue Coordination Centre Switzerland
LSAS	Switzerland FIR/UIR
LSAZ	Zurich Area
LSEA	Gstaad-Inn Grund (HEL)
LSEC	Collombey-Muraz (HEL)
LSEG	Gampel (HEL)
LSER	Raron (HEL)
LSEY	Leysin (HEL)
LSEZ	Zermatt (HEL)
LSGB	Bex
LSGC	Les Eplatures
LSGE	Ecuvillens
LSGG	Genève
LSGK	Saanen
LSGL	Lausanne-La Blécherette
LSGN	Neuchâtel
LSGP	La Côte
LSGR	Reichenbach
LSGS	Sion
LSGT	Gruyères
LSGY	Yverdon-les-Bains
LSHA	Aarau Kantonsspital (HEL)
LSHG	St. Gallen Kantonsspital (HEL)
LSHH	Nottwil SPZ Schweizer Paraplegiker-Zentrum (HEL)
LSHI	Bern Inselspital (HEL)
LSHK	Interlaken Spital (HEL)
LSHL	Luzern Kantonsspital (HEL)
LSHN	St. Gallen Ostschweizer Kinderspital (HEL)
LSHW	Winterthur Kantonsspital (HEL)
LSHZ	Zurich Universitätsspital (HEL)
LSMD	Dübendorf
LSME	Emmen
LSMO	Locarno (MIL)
LSMP	Payerne
LSNB	Bern-Sand (HEL)
LSNF	Frauenfeld (MIL)
LSNG	St. Gallen-Breitfeld (MIL)
LSNI	Bière (HEL)
LSNO	Gösgen (HEL)
LSNR	Rennaz (HEL)
LSNU	Bure (HEL)
LSPA	Amlikon

DECODE	
Identifier	Name
LSPD	Dittingen
LSPF	Schaffhausen
LSPG	Kägiswil
LSPH	Winterthur
LSPK	Hasenstrick
LSPL	Langenthal
LSPM	Ambri
LSPN	Triengen
LSPO	Olten
LSPU	Münster
LSPV	Wangen-Lachen
LSPW	Lachen (Water AD)
LSSA	Switzerland AIP office
LSSB	Berna Radio (HF Station)
LSSN	NOF Switzerland
LSSO	Bern, Bundesamt für Zivilluftfahrt-BAZL
LSSR	skyguide, Direction Sécurité aérienne, Genève
LSSS	COM Centre Suisse (Genève)
LSTA	Raron
LSTB	Bellechasse
LSTO	Môtiers
LSTR	Montricher
LSTS	St. Stephan
LSTZ	Zweisimmen
LSVA	Arosa (HEL)
LSVC	Col des Mosses (HEL)
LSVD	Clariden-Hüfifirn
LSVE	Aeschhorn
LSVF	Alphubel
LSVG	Grimentz (HEL)
LSVH	Fuorcla Grischa (HEL)
LSVI	Arolla (HEL)
LSVJ	Alpe Foppa (HEL)
LSVK	Glärnischfirn
LSVN	Staldenhorn (HEL)
LSVO	Madrisahorn (HEL)
LSVP	Petersgrat
LSVQ	Monte Rosa
LSVR	Vadret Pers
LSVS	Sustenlimmi
LSVV	Vorabgletscher
LSVW	Vordere Walig (HEL)
LSWB	Blumental (Winter AD)
LSWL	Lauberhorn (Winter AD)
LSWM	Männlichen (Winter AD)

DECODE	
Identifier	Name
LSWS	Schwarzsee (Winter AD)
LSXA	Tavanasa (HEL)
LSXB	Balzers/FL (HEL)
LSXC	Schattenhalb (HEL)
LSXE	Erstfeld (HEL)
LSXG	Gsteigwiler (HEL)
LSXH	Holziken (HEL)
LSXI	Interlaken (HEL)
LSXL	Lauterbrunnen (HEL)
LSXM	St. Moritz (HEL)
LSXN	Haltikon (HEL)
LSXO	Gossau SG (HEL)
LSXP	Pfaffnau (HEL)
LSXR	Lodrino (HEL)
LSXS	Schindellegi (HEL)
LSXT	Trogen (HEL)
LSXU	Untervaz (HEL)
LSXV	San Vittore (HEL)
LSXW	Würenlingen (HEL)
LSYA	Alp Trida (HEL)
LSYB	Blüemlisalp
LSYC	Crap Sogn Gion (HEL)
LSYD	Bec de Nendaz (HEL)
LSYE	Ebnefluh
LSYF	Fuorcla Chamuotsch (HEL)
LSYG	Gstellihorn (HEL)
LSYH	Susten Steingletscher (HEL)
LSYI	Limmerenfirn
LSYJ	Jungfraujoch
LSYK	Kanderfirn
LSYN	Langgletscher
LSYP	Petit Combin
LSYQ	Croix de Coeur
LSYR	Rosa Blanche
LSYT	Theodulgletscher
LSYU	Unterrothorn (HEL)
LSYV	Vadret dal Corvatsch
LSYW	Wildhorn
LSYX	Glacier du Trient
LSYY	Glacier du Brenay
LSYZ	Glacier de Tsanfleuron
LSZA	Lugano
LSZB	Bern-Belp
LSZC	Buochs
LSZE	Bad Ragaz

DECODE	
Identifier	Name
LSZF	Birrfeld
LSZG	Grenchen
LSZH	Zurich
LSZI	Fricktal-Schupfart
LSZJ	Courtelary
LSZK	Speck-Fehraltorf
LSZL	Locarno
LSZM	Mollis
LSZN	Hausen am Albis
LSZO	Luzern-Beromünster
LSZP	Biel-Kappelen
LSZQ	Bressaucourt
LSZR	St. Gallen-Altenrhein
LSZS	Samedan
LSZT	Lommis
LSZU	Buttwil
LSZV	Sitterdorf
LSZW	Thun
LSZX	Schänis
LSZZ	Collective Address for NOTAM and SNOWTAM

GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Encode			
STATION NAME	**FACILITY**	**ID**	**PURPOSE**
BÂLE-MULHOUSE	DVOR/DME	BLM	AE
BERN-BELP	ILS/LOC/DME RWY 14	IBE	A
CORVATSCH	DME	CVA	E
FRIBOURG	VOR/DME	FRI	AE
GENEVA	DVOR/DME	GVA	AE
GENÈVE	ILS/LOC/DME RWY 04	INE	A
GENÈVE	ILS/LOC/DME RWY 22	ISW	A
GLAND	NDB	GLA	AE
GRENCHEN	DVOR/DME	GRE	A
HOCHWALD	DME	HOC	E
KLOTEN (ZURICH AIRPORT)	DVOR/DME	KLO	A
LA PRAZ	DME	LAP	E
LES EPLATURES	DME	ICF	A
LES EPLATURES	NDB	LPS	A
LUGANO	ILS/LOC/DME RWY 01	ILU	A
PASSEIRY	DVOR/DME	PAS	AE
PAYERNE	ILS/LOC/DME RWY 05	IPN	A
PAYERNE	ILS/LOC/DME RWY 23	IPY	A
SION	ILS/LOC/DME RWY 26	ISI	A
SION	DVOR/DME	SIO	A
ST. GALLEN-ALTENRHEIN	ILS/LOC/DME RWY 10	IAL	A
ST-PREX	VOR/DME	SPR	AE
TRASADINGEN	DME	TRA	E
WEISSFLUHGIPFEL	DME	WFJ	E
WILLISAU	VOR/DME	WIL	AE
ZURICH	GBAS	GZH	A
ZURICH	ILS/LOC/DME RWY 14	IKL	A
ZURICH	ILS/LOC/DME RWY 16	IZH	A
ZURICH	ILS/LOC/DME RWY 28	IZW	A
ZURICH	ILS/LOC/DME RWY 34	IZS	A
ZURICH EAST	DVOR/DME	ZUE	AE

Decode			
ID	**STATION NAME**	**FACILITY**	**PURPOSE**
BLM	BÂLE-MULHOUSE	DVOR/DME	AE
CVA	CORVATSCH	DME	E
FRI	FRIBOURG	VOR/DME	AE
GLA	GLAND	NDB	AE
GRE	GRENCHEN	DVOR/DME	A
GVA	GENEVA	DVOR/DME	AE
GZH	ZURICH	GBAS	A
HOC	HOCHWALD	DME	E
IAL	ST. GALLEN-ALTENRHEIN	ILS/LOC/DME RWY 10	A
IBE	BERN-BELP	ILS/LOC/DME RWY 14	A
ICF	LES EPLATURES	DME	A
IKL	ZURICH	ILS/LOC/DME RWY 14	A
ILU	LUGANO	ILS/LOC/DME RWY 01	A
INE	GENÈVE	ILS/LOC/DME RWY 04	A
IPN	PAYERNE	ILS/LOC/DME RWY 05	A
IPY	PAYERNE	ILS/LOC/DME RWY 23	A
ISI	SION	ILS/LOC/DME RWY 26	A
ISW	GENÈVE	ILS/LOC/DME RWY 22	A
IZH	ZURICH	ILS/LOC/DME RWY 16	A
IZS	ZURICH	ILS/LOC/DME RWY 34	A
IZW	ZURICH	ILS/LOC/DME RWY 28	A
KLO	KLOTEN (ZURICH AIRPORT)	DVOR/DME	A
LAP	LA PRAZ	DME	E
LPS	LES EPLATURES	NDB	A
PAS	PASSEIRY	DVOR/DME	AE
SIO	SION	DVOR/DME	A
SPR	ST-PREX	VOR/DME	AE
TRA	TRASADINGEN	DME	E
WFJ	WEISSFLUHGIPFEL	DME	E
WIL	WILLISAU	VOR/DME	AE
ZUE	ZURICH EAST	DVOR/DME	AE

ENR 2.2 OTHER REGULATED AIRSPACE

1. RVSM AIRSPACE

Within Switzerland UIR, RVSM applies between FL 290 and FL 410 inclusive. ACFT flying within this levelband must meet the RVSM requirements. Flight plans must be filed accordingly (REF: ENR 1.10).

2. Variations of the classification

NIL

3. Flight Information Zone

A FIZ is an airspace of defined dimensions, normally established around an AD, within which a FIS and ALRS is provided by an AFIS.
With the **exception of compulsory two-way radio communication**, the rules of the surrounding airspace class apply.

Aerodrome Flight Information Service AFIS

The purpose of AFIS is to provide information necessary for the safe and efficient conduct of FLT operations in the VCY of the AD and on the manoeuvring area. It shall be noted, that the pilot-in-command is - on the basis of the Rules of the Air, the information received and the use of his or her own judgment - responsible for maintaining a safe DIST to other traffic, as well as for reporting his/her own intentions.

Service provided:

a. MET information about the AD or other ADs, if AVBL;
b. Information about LDG and DEP RWY in use;
c. Traffic information;
d. Information about the serviceability of the AP, its RWYs, TWYs and other facilities and/or installations;
e. Information to student pilots;
f. Information about MET hazards for the safe and efficient conduct of FLT (TS, WS, ice, SN, standing water on the RWY etc.);
g. Operational information for the safe and efficient conduct of commercial FLTs;
h. Altimeter Setting (QNH);
i. FLT visibility;
j. Co-ordination with ADJ FLT Information or ATC units;
k. Assistance for SAR operations;
l. Activation and closure of Flight Plans;
m. …

Name **Lateral limits (WGS 84)** **Vertical limits** **Class of airspace**	**Unit providing service**	**Call sign** **Languages** **Area and conditions of use** **Hours of service**	**FREQ CH/ purpose**	**Remarks**
1	**2**	**3**	**4**	**5**
FIZ SAMEDAN				
Classification **G/E** *10'000 ft AMSL (3050 m)* / GND 46 34 46 N / 009 53 01 E - Arc of circle centred on 46 32 04 N 009 53 02 E, Radius 2.70 NM, clockwise 46 33 23 N / 009 56 27 E - 46 32 35 N / 009 55 59 E - 46 29 23 N / 009 52 36 E - Arc of circle centred on 46 32 04 N 009 53 02 E, Radius 2.70 NM, clockwise 46 31 15 N / 009 49 18 E - 46 34 46 N / 009 53 01 E	INFO Samedan	Samedan Information En; En and Ge for Non-Commercial VFR traffic. HO		

4. Radio Mandatory Zone

Ref to SERA: 6005 (A)

Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
RMZ Grenchen				
Classification **G** 2'000 ft AGL (600 m) / GND 47 13 05 N 007 32 31 E - Arc of circle centered on 47 11 32 N 007 31 52 E, Radius 1.60 NM, clockwise 47 11 13 N 007 34 10 E - 47 08 02 N 007 23 23 E - 47 07 52 N 007 21 00 E Arc of circle centered on 47 09 18 N 007 22 02 E, Radius 1.61 NM, clockwise 47 10 03 N 007 19 58 E - 47 11 15 N 007 23 08 E - 47 13 05 N 007 32 31 E		Grenchen Aerodrome En HX		

5. Transponder Mandatory Zone

Within the airspaces mentioned below, all aircraft conducting VFR flights must carry a Mode S transponder of at least Level 2 with SI code and elementary surveillance functionality and operate with the transponder code 7000 or another code as assigned or designated by ATC or FIC.

Hang gliders, parachutes and model aircraft (excluding drones) are generally not required to carry and operate a transponder. Exemptions to carry and operate a transponder for other VFR flights, drones, kites, parasail wings and tethered balloons may be granted.

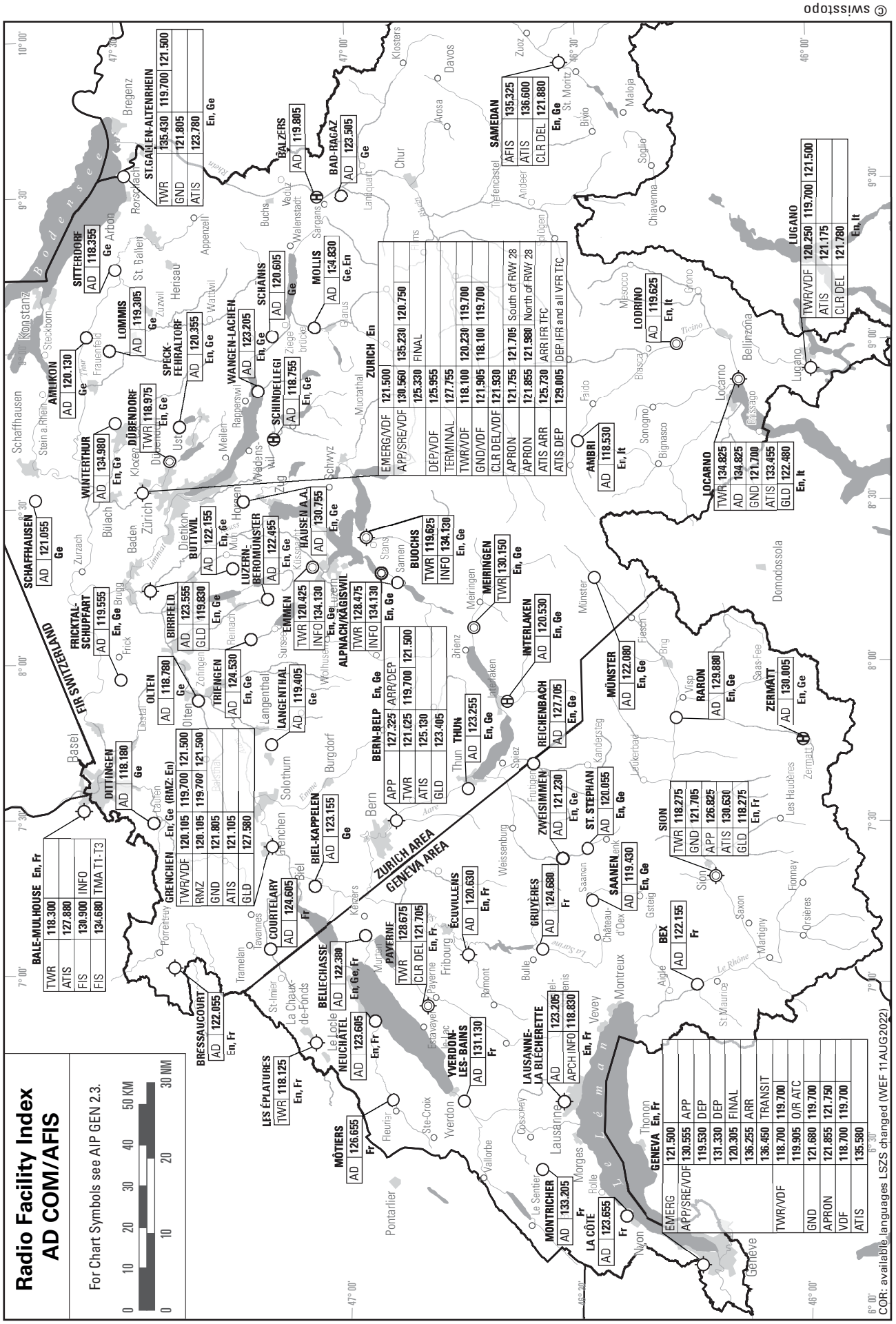
Name Lateral limits (WGS 84) Vertical limits Class of airspace	Unit providing service	Call sign Languages Area and conditions of use Hours of service	FREQ CH/ purpose	Remarks
1	2	3	4	5
TMZ Northeast (TMZ NE)				
Classification **E** FL100 / 2000 ft AGL Outside Class C/D airspace 47 39 25 N 009 10 05 E - ALONG SWISS-GERMAN BORDER - 47 32 21 N 009 33 49 E - ALONG SWISS-AUSTRIAN BORDER - 47 27 52 N 009 35 39 E - 47 28 28 N 009 26 20 E - 47 25 15 N 009 17 26 E - 47 28 06 N 009 07 29 E - 47 39 25 N 009 10 05 E	Zurich ACC	Alps Radar En, Ge H24	119.925	

6. Compulsory radio contact for all NVFR flights

Between 2100 (2000) or HRH (whichever is later) and 0500 (0400) or HRH (whichever is earlier), radio contact is compulsory for all NVFR FLTs in airspace class G and E with FIC or with a designated ATC Centre for coordination of FLTs with unmanned MIL ACFT (drone).

7. Free Route Airspace Italy

Italian Free Route Airspace volume "FRAIT" as described in AIP Italy ENR 2.2 extends over Swiss territory.


Radio Facility Index
AD COM/AFIS
For Chart Symbols see AIP GEN 2.3.
0 10 20 30 40 50 KM
0 10 20 30 40 30 NM
© swisstopo
skyguide, CH-8602 Wangen bei Dübendorf
COR: available languages LSZS changed (WEF 11AUG2022)
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
GRENCHEN En, Ge (RMZ: En)
TWR/VDF 120.105 119.700 121.500
RMZ 120.105 119.700 121.500
GND 121.805
ATIS 121.105
GLD 127.580
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 RWY 28
APRON 121.855 121.980 North of RWY 28
ATIS ARR 125.730 ARR IFR TFC
ATIS DEP 129.005 DEP IFR and all VFR TFC
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
GND 121.680 119.700
APRON 121.855 121.750
VDF 118.700 119.700
ATIS 135.580
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
SAMEDAN
AFIS 135.325
ATIS 136.600
CLR DEL 121.880
En, Ge
ST.GALLEN-ALTENRHEIN
TWR 135.430 119.700 121.500
GND 121.805
ATIS 123.780
En, Ge
SION
TWR 118.275
GND 121.705
APP 126.825
ATIS 130.630
GLD 118.275
En, Fr
SCHAFFHAUSEN AD 121.055 Ge
DITTINGEN AD 118.180 Ge
FRICKTAL-SCHUPFART AD 119.555 En, Ge
OLTEN AD 118.780 Ge
BIRRFELD AD 123.555 GLD 119.830 En, Ge
BUTTWIL AD 122.155 En, Ge
LUZERN-BEROMÜNSTER AD 122.495 En, Ge
EMMEN TWR 120.425 INFO 134.130 En, Ge
HÄUSEN AA AD 130.755 En, Ge
BUOCHS TWR 119.625 INFO 134.130 En, Ge
ALPNACH/KÄGISWIL TWR 128.475 INFO 134.130 En, Ge
MEIRINGEN TWR 130.150 En, Ge
INTERLAKEN AD 120.530 En, Ge
TRIENGEN AD 124.530 En, Ge
LANGENTHAL AD 119.405 Ge
BERN-BELP APP 127.225 ARR/DEP
TWR 121.025 119.700 121.500
ATIS 125.130
GLD 123.405 En, Ge
THUN AD 123.255 En, Ge
REICHENBACH AD 127.705 En, Ge
MÜNSTER AD 122.080 En, Ge
RARON AD 129.880 En, Ge
ZERMATT AD 130.005 En, Ge
ZWEISIMMEN AD 121.230 En, Ge
ST. STEPHAN AD 120.055 En, Ge
SAANEN Tenk AD 119.430 En, Ge
COURTELARY AD 124.605 Fr
BIEL-KAPPELEN AD 123.155 Ge
BELLECHASSE AD 122.380 En, Ge, Fr
PAYERNE TWR 128.675 CLR DEL 121.705 En, Fr
ÉCUVILLENS AD 120.630 En, Fr
GRUYÈRES AD 124.680 Fr
BEX AD 122.155 Fr
BRESSAUCOURT AD 122.055 En, 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
AMLIKON AD 120.130 Ge
WINTERTHUR AD 134.980 En, Ge
DÜBENDORF TWR 118.975 En, Ge
LOMMIS AD 119.305 Ge
SPECK-FEHRALTORF AD 120.355 En, Ge
WANGEN-LACHEN AD 123.205 En, Ge
SCHÄNIS AD 120.605 Ge
SCHMERLIKON AD 118.755 En, Ge
MOLLIS AD 134.830 Ge, En
SITTERDORF AD 118.355 Ge
BALZERS AD 119.805
BAD-RAGAZ AD 123.505 Ge
AMBRI AD 118.530 En, It
LODRINO AD 119.625 En, It

THIS PAGE INTENTIONALLY LEFT BLANK

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 pilots by ATC (ATIS and/or RTF), longer-term by NOTAM.

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.

AD 1.3 INDEX TO AERODROMES AND HELIPORTS

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

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

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

	Type of traffic permitted to use the aerodrome/heliport			
Aerodrome/heliport name Location indicator	**International - National (INTL - NTL)**	**IFR - VFR**	**S = Scheduled NS = Non-scheduled P = Private**	**Reference to AD Section and remarks**
1	**2**	**3**	**4**	**5**
Schindellegi (HEL) (Restricted) LSXS	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Schwarzsee (Winter AD) LSWS	NTL	VFR	P	VFR Manual, VFR AGA
Sion (MIL/CIV) LSGS	INTL - NTL	IFR - VFR	NS - P	AD 2 LSGS VFR Manual, AD INFO
Sitterdorf LSZV	NTL	VFR	P	VFR Manual, AD INFO
Speck-Fehraltorf LSZK	NTL	VFR	P	VFR Manual, AD INFO
St. Gallen-Altenrhein LSZR	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZR VFR Manual, AD INFO
St. Gallen-Breitfeld (MIL) LSNG	MIL	NIL	NIL	NIL
St. Gallen Kantonsspital (HEL) LSHG	NTL	NIL	P	NIL
St. Gallen Ostschweizer Kinderspital (HEL) LSHN	NTL	NIL	P	NIL
St. Moritz (Winter HEL) (Restricted) LSXM	NTL	VFR	P	VFR Manual, HEL AGA
St. Stephan (Restricted) LSTS	NTL	VFR	P	NIL
Tavanasa (HEL) LSXA	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Thun LSZW	NTL	VFR	P	VFR Manual, AD INFO
Triengen LSPN	NTL	VFR	P	VFR Manual, AD INFO
Trogen (HEL) (Restricted) LSXT	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Untervaz (HEL) LSXU	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Wangen-Lachen LSPV	NTL	VFR	P	VFR Manual, AD INFO
Winterthur (Restricted) LSPH	NTL	VFR	P	VFR Manual, AD INFO
Winterthur Kantonsspital (HEL) LSHW	NTL	NIL	P	NIL
Würenlingen (HEL) (Restricted) LSXW	NTL	VFR	P	VFR Manual, HEL AGA
Yverdon-les-Bains LSGY	NTL	VFR	P	VFR Manual, AD INFO
Zermatt (HEL) LSEZ	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Zurich LSZH	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZH VFR Manual, AD INFO
Zurich Universitätsspital (HEL) LSHZ	NTL	NIL	P	NIL
Zweisimmen (Restricted) LSTZ	NTL	VFR	P	VFR Manual, AD INFO

LSZB AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF landing area**	Main Apron: TLOF stand 1: 46 54 39.15 N / 007 30 11.50 E TLOF stand 2: 46 54 38.33 N / 007 30 11.97 E TLOF stand 3: 46 54 38.72 N / 007 30 12.65 E TLOF stand 4: 46 54 39.10 N / 007 30 13.32 E Apron Swiss Helicopter: TLOF stand 1: 46 54 23.04 N / 007 29 52.08 E TLOF stand 2: 46 54 22.32 N / 007 29 52.44 E
2	**TLOF and/or FATO elevation M/FT**	TLOFs on Main Apron and at Swiss Helicopter: *510 m / 1673 ft*
3	**TLOF and FATO area dimensions, surface, strength, marking**	Main Apron: TLOF stand 1: ASPH, max. OAL / RD 16.0 m, PPR. TLOF stands 2 to 4: ASPH, max. OAL 13.0 m / RD 11.0 m, home based OPR only except with marshalling by airport authority, air taxi via TWY sector Blue. When TLOF stand 1 is occupied, TEMPO no OPS on TLOF stands 3 and 4. FATO: IFR HEL use paved RWY 14/32.
4	**True and MAG BRG of FATO**	RWY 14: 140° GEO / 138° MAG RWY 32: 320° GEO / 318° MAG
5	**Declared distance available**	See LSZB AD 2.13 for RWY 14-32
6	**APP and FATO lighting**	See LSZB AD 2.14 for RWY 14-32
7	**Remarks**	Swiss Helicopter located S-SW of AD site. Special procedures apply for REGA and Swiss Air Force.

LSZB AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Bern CTR** 47 04 26N 007 28 03E - 46 58 18 N 007 35 15E - arc of circle 5.02 NM on 46 55 09N 007 29 32E - clockwise 46 52 00N 007 23 50E - 46 58 10N 007 16 35E - 47 04 26N 007 28 03E
2	**Vertical limits**	*5000 ft AMSL (1500 m)*
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En; En and Ge for Non-Commercial VFR traffic.
5	**Transition altitude**	*6000 ft*
6	**Remarks**	ACT: HX - ATIS (monitoring compulsory)

LSZB AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	Bern Arrival	127.325 MHz	HX	Language: En
APP	Bern Departure	127.325 MHz	HX	Language: En
ATIS		125.130 MHz	H24	Phone: Service: +41 (0) 22 417 40 76
TWR	Bern Tower	121.025 MHz 119.700 MHz* 121.500 MHz**	HX	*Alternate FREQ **EMERG Language: En; En and Ge for Non-Commercial VFR traffic.
CLD	Bern Delivery	121.960 MHz	HX	Check status on ATIS

LSZB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 14-LOC CAT I	IBE	110.10 MHz	H24	46 54 22.5N 007 30 24.3E		LOC PSN 165 m FM THR 32 RWY 14: LOC course 138° MAG. Front course sector angle 5.0°. Restricted coverage (published procedures covered): at 25 NM -10° E to +10° W from CL above *6000 ft AMSL* at 17 NM -29° E to +26° W from CL above *4800 ft AMSL*.
GP 14		334.40 MHz	H24	46 55 00.9N 007 29 40.4E		GP Angle 4.0°. PSN: 187 m FM THR 14. GP HGT THR 14: 43 ft / 13.2 m
DME 14	IBE	38X	H24	46 54 22.0N 007 30 20.7E	*1684 ft*	DME PSN: 1656 m FM THR 14, 77 m W of CL. Zero range at DME station. Restricted coverage (published procedures covered): at 25 NM -10° E to NM +10° W from CL above *6000 ft AMSL*. at 17 NM -18° E to +22° W from CL above *4800 ft AMSL*.

LSZB AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Local flying restrictions and remarks:

AP operating HR **Scheduled FLT**:

Summer:

MON - SUN 0400 – 2030 for TKOF
0400 – 2100 for LDG
No APCH clearance will be issued to ACFT which have not reached the DIST of 8 NM from the AP (DME IBE) at 2045.
For DEP, the ACFT needs to be ready for TAX at 2015, at the latest.

Winter:

MON - SUN 0500 – 2130 for TKOF
0500 – 2200 for LDG
No APCH clearance will be issued to ACFT which have not reached the DIST of 8 NM from the AP (DME IBE) at 2145.
For DEP, the ACFT needs to be ready for TAX at 2115, at the latest.

Other FLT:

Summer:

MON - FRI 0500 – 1800 for TKOF
0500 – 2000 for LDG

SAT 0500 – 1800 for TKOF
0500 – 1900 for LDG

SUN 0600 – 1800 for TKOF
0600 – 2000 for LDG

Winter:

MON - FRI 0600 – 1900 for TKOF
0600 – 2100 for LDG

SAT 0600 – HRH (min 1700) for TKOF/LDG

SUN 0700 – 1900 for TKOF
0700 – 2100 for LDG

See also NOTAM for changes to operating HR.

Special operations:
Expect HEL IFR APCH and DEP outside ATC HR up to *6000 ft AMSL* and according to special authorisation.

2. Procedure for non based HEL

PPR for non based HEL on:
Phone: +41 (0) 31 960 21 11
Fax: +41 (0) 31 960 21 12

3. Procedure for departure

For IFR FLT start-up clearance is compulsory.
Upon start-up request, pilot shall indicate the current ATIS designator. Start-up shall be requested on FREQ 121.960 MHz "Bern Delivery". If Delivery is not active start-up shall be requested on FREQ 121.025 MHz “Bern TWR”. Status of delivery position is available on ATIS.

4. ACFT guidance on apron

4.1 General

Taxiing on the APRON is at the PIC’s discretion. No ATC service is provided. TWR will issue ADVS, as far as practicable.

4.2 Area of responsibility

The exact BDRY of responsibility is shown on the charts LSZB AD 2.24

4.3 Operational hours

HX; REF: LSZB AD 2.3

4.4 Procedure for arriving/departing ACFT

Arriving ACFT with MTOW > 3.5 tonnes will be guided by a marshaller to their parking PSN.
Arriving ACFT with MTOW < 3.5 tonnes shall TAX independently to the parking PSN or as instructed by TWR. In certain cases, the final guidance will be assured by marshaller.
Departing ACFT shall TAX from the parking PSN, as instructed by TWR.
School- and training FLTs may be restricted or refused by ATC in accordance with the AP authority traffic handling priority list.

4.5 Maintenance

Ground run-ups are subject to a prior AUTH by the AP authority (Ramp Control),
Phone: +41 (0) 31 960 21 11.

5. High-visibility jacket

All persons walking in the movement area must wear a high-visibility jacket which complies with the EN471 standard class 2 or 3.
Persons not wearing a high-visibility jacket must ask for the assistance of a handling agent (see list under LSZB AD 2.4) for the transportation of crew members and passengers.

6. Fuelling

6.1 Self-service tank

Taxi to self-service tank in clockwise direction. Use marked position "wait" if tank is already in use.
Leaflet available on:
URL: www.bernairport.ch

7. De-icing

7.1 Clean Aircraft Concept (CAC)

Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.

LSZB AD 2.21 NOISE ABATEMENT PROCEDURES

1. Measures for ACFT noise abatement

1.1 IFR approaches for school and training flights

IFR APCHs for school and training FLTs are authorised only on working days between 0700 and 1830 (0600 and 1730).
Successive APCHs **(MAX 2 per ACFT)** are only authorised between 0700 and 1115 (0600 and 1015) as well as between 1245 and 1830 (1145 and 1730).
Between two series of APCHs, at least one HR interruption shall be interposed.
For training IFR APCHs without a LDG at LSZB, an OCA/H of *3000*/1327 shall be applied (irrespective of the type of APCH carried out).
On final APCH into LSZB, One Engine Inoperative (OEI) EXER are not permitted.
For ACFT noise abatement measures for VFR FLTs, refer to VFR-Manual, LSZB AD INFO.
For training FLTs, a MAX of 1 APCH allowed. O/R 2 succeeding APCHs, may be granted by ATC.

1.2 Visual circling for RWY 32

CITY circling assigned for noise abatement.

1.3 VFR flights

The climb shall be continuously CONT after TKOF, up to a MAX of *4500 ft AMSL*.

1.4 Holidays

On the following **HOL** the same restrictions as on SUN apply:
New Year's Day, 2 JAN, Good FRI, Easter MON, Whit MON, 1 AUG, Ascension Day, Federal Prayday (3rd SUN in SEP), Christmas Day and DEC 26.
On Good FRI, Whit SUN, Federal Prayday (3rd SUN in SEP) and Christmas Day, the following apply in addition to SUN restrictions:

- TIL 0930 (0830) TKOF for non-commercial FLT are only authorised if the ACFT's certified noise level is MAX 65 dB (A) according to Chapter 6 or 72 dB (A) according to Chapter 10 of ICAO Annex 16, Volume 1.

1.5 Use of reverse thrust

For deceleration it is recommended to use the entire RWY LEN AVBL. More than idle reverse shall not be used.
Use of reverse thrust shall be limited unless particular safety or operational reasons require it.

1.6 Auxiliary Power Units (APU)

Primarily, AP owned mobile ground PWR units (GPU) shall be used.
Alternatively, as well as for additional use, APU may be used.
The following regulations are applicable to the use of APU:
- 30 MIN before off-block time, at a MAX, and 20 MIN after on-block time, at a MAX.
- The use of APU for MAINT shall be restricted to a MNM DUR.

1.7 Rolling take-off

If possible, a rolling take-off shall be executed.

2. Prescriptions and procedures

2.1 General

2.1.1 Approach and departure procedures in general

APCHs and DEPs are to be conducted in accordance with the procedures published in LSZB STAR/SID and IAC.
Other clearances and dispositions of APP or TWR for the purpose of safety, traffic flow or noise abatement are reserved.

2.1.2 Intersection departures for single engine aircraft

Single engine aircraft are considered to depart from the following intersections (TORA see LSZB AD 2.13):

- RWY 14: Intersections A and B
- RWY 32: Intersections D, E and F

If a backtrack is needed (performance/noise abatement) PIC shall advise ATC at the holding point during his ready for departure message, i.e. "ready for departure, request backtrack".

LSZC - BUOCHS

LSZC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZC - BUOCHS

LSZC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 58 28 N 008 23 49 E RWY midpoint
2	**Direction and distance from the CITY**	2 km W Buochs
3	**Elevation/Reference temperature**	*1475 ft AMSL* - 24.7°C
4	**MAG VAR/Annual change**	2° E (2016.5) / 0° 9.7' eastwards
5	**AD Administration, address, telephone, telefax, telex, AFS**	Post: Airport-Buochs AG Fadenbrücke 20 CH-6374 **Buochs** Phone: +41 (0) 41 622 06 11 Fax: +41 (0) 41 622 06 10 TWR: +41 (0) 41 624 59 01 AFS: LSZCZTZX Email: info@airportbuochs.ch URL: http://www.airportbuochs.ch/
6	**Types of traffic permitted (IFR/VFR)**	IFR/VFR
7	**Remarks**	Geodetic undulation reference for ARP: 158.8 ft

LSZC AD 2.3 OPERATIONAL HOURS

1	**AD Administration**	MON - FRI: 0700 - 1105 (0600 - 1005) / 1215 (1115) - SS MAX 1900 (1800) SAT: 0700 - 1100 (0600 - 1000) / 1300 (1200) - SS MAX 1900 (1800) SUN/HOL: 0900 - 1100 (0800 - 1000) / 1300 (1200) - SS MAX 1700 (1600) HOL: REF AIP GEN 2.1.6., Local HOL REF LSZC AD 2.2.2
2	**Customs and immigration**	REF LSZC AD 2.20
3	**Health and sanitation**	NIL
4	**AIS Briefing Office**	AD OPR HR
5	**ATS Reporting Office (ARO)**	NIL
6	**MET Briefing Office**	NIL; REF LSZC AD 2.11
7	**ATS**	MON-FRI 0630 - 1105 (0530 - 1005) / 1215 - 1605 (1115 - 1505) Other times and SAT/SUN: O/R. MNM 24 HR before DEP, MNM 3 days before ARR due to local traffic regulations, see LSZC AD 2.20
8	**Fuelling**	O/R during AD OPR HR
9	**Handling**	Limited service O/R during AD OPR HR
10	**Security**	NIL
11	**De-icing**	NIL
12	**Remarks**	**AD: PPR**

LSZC AD 2.4 HANDLING SERVICES AND FACILITIES

1	**Cargo handling facilities:**	NIL
2	**Fuel/oil types**	Jet A1 / MOBIL JET OIL II / Eastman (BP) 2380 Turbine Oil
3	**Fuelling facilities/capacity**	By fuel truck
4	**De-icing facilities**	NIL
5	**Hangar space available for visiting aircraft**	O/R
6	**Repair facilities for visiting aircraft**	By Pilatus Ltd. maint O/R, limited to Pilatus ACFT only
7	**Remarks**	NIL

LSZC AD 2.5 PASSENGER FACILITIES

1	**Hotels**	Close to AD and surrounding cities
2	**Restaurants**	Close to AD and surrounding cities
3	**Transportation**	Taxis
4	**Medical facilities**	Hospital in the city (Stans)
5	**Bank and Post Office**	In the city
6	**Tourist Office**	NIL
7	**Remarks**	NIL

LSZC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	**AD category for fire fighting**	O/R during ATS HR Category 3 - 5, 24 HR before ETD / ETA
2	**Rescue equipment**	2 fire trucks
3	**Capability for removal of disabled aircraft**	Up to 5.7 tonnes immediately, others O/R
4	**Remarks**	NIL

LSZC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	**Type(s) of clearing equipment**	Snow removal available O/R
2	**Clearance priorities**	RWY, TWY, Apron
3	**Remarks**	All seasons

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

1	**Apron surface and strength**	ASPH: PCN 45/F/BX/U
2	**Taxiway width, surface and strength**	Width: TWY A: 12.0 m TWY B, C: 12.0 m TWY D: min 10.1 m, BTN TWY B - Pilatus factory 9.4 m, TWY E: 12.0 m; TWY F: 9.8 m. Surface: ASPH: PCN 45/F/BX/U
3	**ACL location and elevation**	NIL
4	**VOR/INS checkpoints**	NIL
5	**Remarks**	NIL

LSZC AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ Length	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
06 24	ALS LIH	RTHL G LIH WBAR	MIL PAPI: 4°	NIL	NIL	REDL 60m W LIH	RENL R WBAR	NIL	RWY and APCH LGT not ICAO Standard

LSZC AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	NIL
4	**Secondary power supply/switch-over time**	NIL
5	**Remarks**	NIL

LSZC AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	NIL
2	**TLOF and/or FATO elevation M/FT**	NIL
3	**TLOF and FATO area dimensions, surface, strength, marking**	NIL
4	**True and MAG BRG of FATO**	NIL
5	**Declared distance available**	NIL
6	**APP and FATO lighting**	NIL
7	**Remarks**	TLOF and Stand PSN as indicated by the marshaller

LSZC AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Buochs CTR O/R** 47 03 00 N 008 28 20 E - 46 58 56 N 008 30 22 E - 46 57 46 N 008 30 42 E - 46 55 47 N 008 20 27 E - 47 00 37 N 008 18 33 E - 47 01 50 N 008 20 18 E - 47 03 00 N 008 28 20 E
2	**Vertical limits**	FL 130
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	En; En and Ge for Non-Commercial VFR traffic.
5	**Transition altitude**	*7000 ft AMSL*
6	**Remarks**	HX

LSZC AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
TWR	Buochs Tower	119.625	HX	HX Language: En; En and Ge for Non-Commercial VFR traffic.
AD - Information	NIL	134.130	H24	HX Status Information Buochs, Emmen and Alpnach (automatic tape)

LSZC AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NIL	NIL	NIL	NIL	NIL	NIL	NIL

LSZC AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Customs:

Customs will be informed by AD Operator after receipt of FLT announcement and customs declaration form on http://www.airportbuochs.ch. Lead time:
Flights to Schengen area: 2 HR before ETD, 3 HR before ETA
Flights to third countries (Non-Schengen): 24 HR before ETD and ETA
- no commercial goods
- no tax-free fuel

2. Local flying restrictions:

2.1 The Airport is CLSD on the following days:

Good FRI, Federal Prayday (3rd SUN in SEP), Christmas Day (25 DEC)

2.2 Local HOL:

Joseph's Day (19 MAR), Corpus Christi, Assumption Day, All Saints' Day (01 NOV), Immaculate Conception (08 DEC)

2.3 Other than normal OPS:

AD circuits, aerobatics, PJE and HEL OPS are restricted in accordance with the AD operating regulations. Appropriate information will be given by the AD authority.

2.4 Flight operations outside TWR OPR HR:

- NO IFR traffic allowed.
- ARR and DEP ACFT have to make blind transmissions on FREQ 119.625 MHz.
- TKOF must be performed from the beginning of RWY. INT TKOF are prohibited.
- The AP manager must always be mobilized for non home-based pilots.
- If ATS has to be provided outside TWR OPR HR, a charge for each operation will be levied. Consult http://www.airportbuochs.ch (section Operation then Tariffs and Charges).

Special procedure for IFR-joinings (Z PLN) departing from LSZC. Before start-up, contact mandatory with:
- ACC Zurich (for FLT joining within the CTA Zurich), TEL +41 (0) 43 931 69 65
- ACC Geneva (for FLT joining within the CTA Geneva), TEL +41 (0) 22 747 13 91

3. ACFT guidance on apron

ACFT movement (TAX) during TWR OPR HR and with marshaller only.

4. Departure

At start-up, ACFT PSN must be reported.

5. High-visibility jacket

It is mandatory for all personnel remaining in the movement areas (ACFT, PRKG, TWY, RWY) to wear safety jackets. A yellow high-visibility safety jacket which complies with the EN471 standard must be worn.

6. Pilatus Aircraft Ltd. operations

ONLY FOR PILOTS OPERATING FOR PILATUS AIRCRAFT LTD

6.1 Traffic light to Pilatus Aircraft Ltd:

A traffic light regulates traffic between the public road and TWY D to Pilatus Aircraft Ltd. The system shall be ACT by the pilot himself. TWR FREQ may therefore be left for short moments. Aeroplanes on then Pilatus area shall request TAX clearance from the TWR before entering TWY D.

User instruction:
- Activation with three short radio SGL on 121.905 MHz, before crossing the inductive loop on TWY D. A sharp whistle follows as confirmation. Only then CONT slowly towards the crossing and cross over when the light turns green.
- The traffic light remains green for 2 MIN.
- If the traffic light cannot be ACT, contact TWR (OPR HR see AD 2.18). Otherwise give way to road traffic and cross the road at own risk.
- TWR cannot activate the traffic light once the aeroplane has crossed the inductive loop.

6.2 Traffic light to H10:

A traffic light regulates traffic between the public roads and TWY C to H10. The system shall be ACT by the pilot himself. TWR FREQ may therefore be left for short moments.
Aeroplanes on area in front of H10 shall request TAX clearance from the TWR before entering TWY C.

User instruction:
- Activation with three short radio SGL on 121.705 MHz in an interval of half a second. A sharp whistle follows as confirmation. Only then, CONT slowly towards the crossing and cross over when the light turns green.
- The traffic light remains green for 2 MIN.
- If the traffic light cannot be ACT, give way to road traffic and cross the road at own risk or request a “follow-me” car from TWR.

6.3 Barrier remote control RWY 06/24 (middle of the RWY) outside TWR OPR HR:

- Instruction mandatory
- To activate the system, TRANS four short radio SGL on FREQ 119.625 MHz (at intervals of half a second).
- The barriers will be lowered within 30 sec and will remain CLSD for 4 MIN.
- After TKOF or LDG, the system shall be deactivated by transmitting six short radio SGL.
- The system will confirm by an automatic voice message the closure of the barriers as soon as they are lowered and the RWY lighting is on.
- No TKOF and LDG with OPN barrier. Without acoustic confirmation no TKOF or LDG permitted.
- Barriers must also be CLSD for backtracking.

LSZC AD 2.21 NOISE ABATEMENT PROCEDURES

1. Auxiliary Power Unit (APU)

APU shall be started no earlier than 30 MIN before off-block time and kept in operation no longer than 30 MIN after the on-block time.

LSZC AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 IFR procedure

1.1.1 SID Descriptions

Procedure limited to pilots operating for Pilatus Aircraft Ltd.

1.1.1.1 SID RWY 24 (see chart LSZC AD 2.24.7 - 1)

DESIGNATOR	RWY 24 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
WILLISAU 3A (WIL 3A) PDG 13.3% to *7100ft* MNM Climb gradient 13.3% to *7600ft* to remain inside controlled Airspace.	Climb on CRS244. When crossing R158 (ZC601) turn right (MAX IAS 230kt during turn) and intercept R158 WIL inbound WIL. Proceed to WIL VOR/DME.	Cross R158 WIL (ZC601) at FL100 or above. INITIAL CLIMB CLEARANCE FL100	NIL	Day only

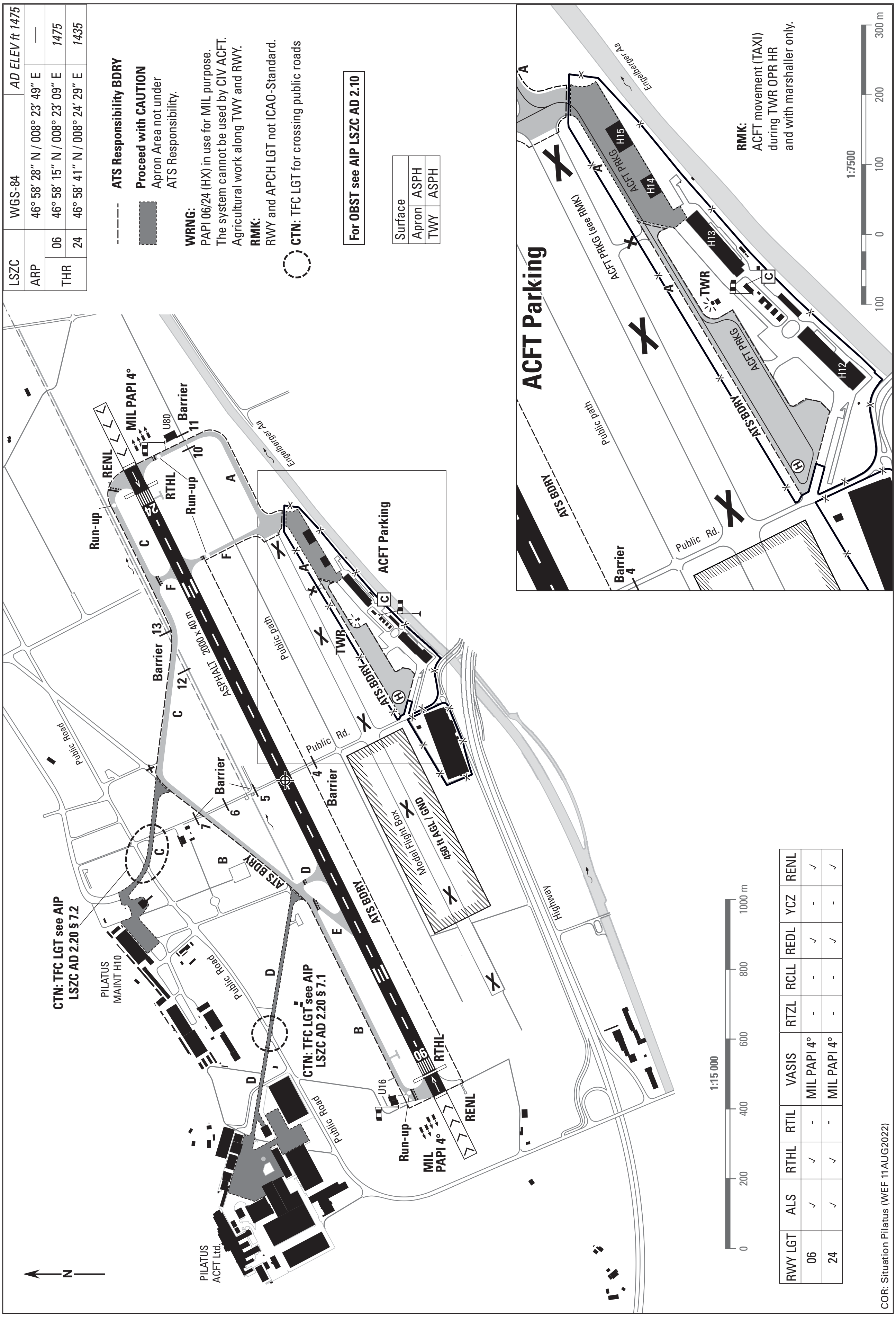
1.1.2 STAR Descriptions (see chart LSZC AD 2.24.9 - 1)

SPEED LIMITATION:
General: Below FL 100 MAX IAS 250kt.

DESIGNATOR	STAR TO RONIX - RNAV 1		
	ROUTE		
	Lateral	Vertical	Remark
ASGED 1F	From ASGED proceed to RONIX.	Refer to chart	MAX IAS 200 kt at ASGED MAX IAS 180 kt at RONIX
WILLISAU 2F (WIL 2F)	From WIL proceed to RONIX	Refer to chart	MAX IAS 180 kt at RONIX

RNAV STAR ASGED 1F						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
						-
-	ASGED	N	-	200	-	-
TF	RONIX	N	+6000	180	261° (263.0°T)	4.7

RNAV STAR WIL 2F						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	WIL	N	-	-	-	-
TF	RONIX	N	+6000	180	081° (082.5°T)	22.7



LSZC		WGS-84	*AD ELEV ft 1475*
ARP		46° 58′ 28″ N / 008° 23′ 49″ E	—
THR	06	46° 58′ 15″ N / 008° 23′ 09″ E	*1475*
	24	46° 58′ 41″ N / 008° 24′ 29″ E	*1435*

- - - - ATS Responsibility BDRY

Proceed with CAUTION Apron Area not under ATS Responsibility.

WRNG:
PAPI 06/24 (HX) in use for MIL purpose. The system cannot be used by CIV ACFT. Agricultural work along TWY and RWY.

RMK:
RWY and APCH LGT not ICAO-Standard.

CTN: TFC LGT for crossing public roads

For OBST see AIP LSZC AD 2.10

Surface	
Apron	ASPH
TWY	ASPH

RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YCZ	RENL
06	✓	✓	-	MIL PAPI 4°	-	-	✓	-	✓
24	✓	✓	-	MIL PAPI 4°	-	-	✓	-	✓

THIS PAGE INTENTIONALLY LEFT BLANK

LSZS 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
03	029° GEO 026° MAG	1840 x 40	PCN 30 F/C/X/U	46 31 37.28N 009 52 41.13E	*5602 ft*	refer to: LSZS AOC RWY 03/21
21	209° GEO 206° MAG			46 32 26.27N 009 53 20.85E	*5573 ft*	

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
03	NIL	NIL	1960 x 80	NIL	Non-instrument RWY
21					Non-instrument RWY

LSZS AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
03	1840 m	1840 m	1840 m	1840 m	NIL
21	1840 m	1840 m	1840 m	1730 m	NIL

LSZS AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	APCH LGT type LEN INTST	THR LGT colour WBAR	VASIS (MEHT) PAPI	TDZ LGT LEN	RWY Centre Line LGT Length, spacing, colour, INTST	RWY edge LGT LEN, spacing, colour, INTST	RWY End LGT colour WBAR	SWY LGT LEN (m) colour	Remarks
1	2	3	4	5	6	7	8	9	10
03	NIL	NIL	PAPI 4.49°, R, (13.67 m)	NIL	NIL	NIL	NIL	NIL	1)
21	NIL	NIL	PAPI 4.4°, L, (8.27 m)	NIL	NIL	NIL	NIL	NIL	2)

1) PAPI 03 light beam offset 5° west from runway axis. ICAO obstacle protection surface penetrated by a hill between ZS705 and THR 03.
2) PAPI 21 light beam offset 5° east from runway axis.

LSZS AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	NIL
4	**Secondary power supply/switch-over time**	AVBL / < 1sec
5	**Remarks**	NIL

LSZS AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	FATO (aiming point): 46 31 52.98 N 009 52 53.88 E
2	**TLOF and/or FATO elevation M/FT**	*5600 ft / 1707 m*
3	**TLOF and FATO area dimensions, surface, strength, marking**	**HEL with overall LEN <13 m or an overall WID <11 m** TLOF: Whole year 5 HEL CONC/ASPH, 5000 kg, white marked circles with a diameter of 6.5 m; Winter only: 7 additional HEL stands, SNOW, 5000 kg, blue marked circles with a diameter of 6.5 m. FATO: 40 x 40 m, ASPH, 5000 kg, aiming point marked on RWY 03/21. **HEL with overall LEN >13 m or an overall WID >11 m** TLOF: Parking on main apron with marshaller FATO: 1840 x 40 m, ASPH, 5000 kg, aiming point marked on RWY 03/21.
4	**True and MAG BRG of FATO**	029°/026° - 209°/206°
5	**Declared distance available**	REF: VFR Manual Samedan HEL AD INFO, § 10
6	**APP and FATO lighting**	NIL
7	**Remarks**	REF: VFR Manual Samedan HEL AD INFO 7 HEL with overall LEN >13 m or an overall WID >11 m use VAC ARRIVAL and VAC DEPARTURE for operations on paved RWY. PPR TEL +41 (0) 81 851 08 51 PPR FAX +41 (0) 81 851 08 59 Email: handling@engadin-airport.ch - contact AFISO (AD Flight Information Service Officer) for start-up - report crossing of IFR APCH and DEP route to AFIS

LSZS AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**FIZ SAMEDAN** 46 34 46 N / 009 53 01 E - Arc of circle clockwise with radius 2.70 NM, centred on 46 32 04 N / 009 53 02 E - 46 33 23 N / 009 56 27 E - 46 32 35 N / 009 55 59 E - 46 29 23 N / 009 52 36 E - Arc of circle clockwise with radius 2.70 NM, centred on 46 32 04 N / 009 53 02 E - 46 31 15 N / 009 49 18 E - 46 34 46 N / 009 53 01 E
2	**Vertical limits**	*10'000 ft AMSL (3050 m)*
3	**Airspace classification**	G (at and below 2000 ft AGL); E (above 2000 ft AGL)
4	**ATS unit call sign Language(s)**	AFIS: En; En and Ge for Non-Commercial VFR traffic.
5	**Transition altitude**	*16'000 ft AMSL*
6	**Remarks**	NIL

LSZS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
AFIS	Samedan Info	135.325 MHz	HO	Language: En; En and Ge for Non-Commercial VFR traffic.
ATIS		136.600 MHz	HO	Phone Service +41 (0) 81 834 93 24
CLR DEL	Samedan Delivery	121.880 MHz	HX	Start-up clearance. Check status on ATIS

LSZS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
NIL						

5. ACFT De-icing

5.1 Locations

- Depending on demand, de-icing provider, type of ACFT or special requirements / operational needs, the ACFT will be de-iced either at the parking position (on stand) or on one of the remote de-icing pad's.
- On T- / W- parking stands (except T52 and W01-W30) as well as on GA parking sectors (except GA1 and GA5) de-icing activities are not allowed and the ACFT is required to reposition first (when not foreseen for remote de-icing).

5.2 De-icing - Status

De-icing at Zurich AP has one of the following three status:

- De-icing O/R
- General De-icing
- General De-icing with extended Slot Tolerance Window

DEP ATIS BCST the de-icing status if “General de-icing” or "General De-icing with extended Slot Tolerance Window" is in use.

5.3 De-icing - Procedures

i. If de-icing is required (irrespective of the de-icing status), the FLT crew shall contact "De-icing Coordination" on FREQ **121.810** MHz prior to obtaining departure clearance and 15 MIN before TOBT at the latest. The FLT crew will be informed about its de-icing location foreseen (on-stand or remote de-icing).

ii. TOBT shall not be adjusted to reflect the de-icing process (spraying time).

5.3.1 ACFT de-icing on stand

i. When all handling activities are completed, except de-icing, FLT Crew shall report ready to "Zurich Delivery" within TOBT +/- 5 minutes.

ii. The duration of the de-icing process is reflected in the TSAT.

iii. When de-icing activities are completed, standard start-up/push-back and TAX procedure shall be followed.

5.3.2 ACFT repositioning for de-icing on stand

i. Upon requesting de-icing on the "De-icing Coordination" FREQ, the FLT crew is informed if a prior repositioning of the ACFT is required.

ii. "De-icing Coordination" issues instructions about the repositioning procedure.

iii. FLT crew shall request start-up and TAX clearance for repositioning from "Zurich APRON".

iv. Departure clearance shall only be obtained, when the ACFT is on the parking stand where the de-icing takes place.

v. On the de-icing parking position, prior de-icing process starts, FLT crew shall report ready to "Zurich Delivery" within TOBT +/- 5 minutes.
Note: The TOBT in this case shall reflect the time when the ACFT is at the de-icing parking position with all handling activities completed, prior de-icing activities start.

vi. The duration of the de-icing process is reflected in the TSAT.

vii. When de-icing activities are completed, standard start-up/push-back and TAX procedure shall be followed.

5.3.3 ACFT, foreseen for remote de-icing: Map LSZH AD 2.24.1 - 1

- Standard start-up/push-back procedure shall be followed
- TAX on to the de-icing lane only when instructed by "Zurich Apron" and stop at the marked and yellow lighted de-icing stop PSN ("STOP DE-ICING") located to the left of the de-icing lane.
- After reaching the de-icing stop PSN ("STOP DE-ICING") and when instructed by "Zurich Apron" contact the "Pad Coordinator".
  - Pad Charlie FREQ **121.640** MHz
  - Pad Foxtrott FREQ **121.635** MHz
- Pad coordinator may instruct to adjust aircraft position if required.
- After de-icing and only when released by the "Pad Coordinator", request further TAX clearance from "Zurich Apron".

5.3.4 Between 1 NOV and 31 MAR it is prohibited to drain water onto the tarmac.

5.4 Clean Aircraft Concept (CAC)

Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.

6. IFR/VFR mixed operations

FLT crews have to expect VFR DEPs and ARRs on any RWY irrespective of the current RWY configuration BCST on ATIS. The following situations require special attention:

1. IFR traffic waiting for DEP from RWY 28 on TWY B or intermediate HLDG PSN A2, P1, P2 or Y1 and VFR ACFT LDG on RWY 28.
2. IFR traffic waiting for DEP from RWY 10 on TWY B or L and VFR ACFT LDG on RWY 10.
3. IFR traffic departing or LDG on RWY 28 or 10 and VFR ACFT departing from RWY 16 INT E6 south of RWY 28/10.

7. iStream Procedure

7.1 Goal

iStream is a process concerning all IFR inbound flights to LSZH between 0500 and 0600 (0400 and 0500). It aims at an early pre-planning of an optimized approach sequence in order to:
- Prevent holding delay due to night curfew regulations
- Reduce fuel consumption

7.2 Participation

The participation to the process is mandatory for flights expected to arrive between 0500 and 0600 (0400 and 0500) and having a flying time of 5 hours or more, and is recommended for all other flights arriving during this period.

7.3 Process

7.3.1 Strategic Phase

Skyguide will generate a strategic sequence for all flights with a scheduled time of arrival (STA) between 0500 and 0600 (0400 and 0500) and will provide a strategic planning time frame for each flight, within which the landing time can be expected. The Operational Flight Plan shall take into account this Strategic Landing Time.

7.3.2 Tactical Phase

Aircraft operators of flights expected to arrive between 0500 and 0600 (0400 and 0500) shall provide the estimated time over (ETO) of the last waypoint of the FPL before 0030 (2330). Skyguide will generate a provisional approach sequence and provide target times over (TTO) for all flights to the aircraft operators before 0100 (0000). The aircraft operators shall forward the information to the flight crews for the purpose of adapting their flight speed.

7.4 Further information

Aircraft operators planning flights with an arrival time during the above mentioned time frame shall contact istream.support@skyguide.ch for information and guidance on the process.

8. Restrictions on VEBIT SIDs RWY 16

8.1 Suspension of VEBIT SIDs RWY 16 during main arrival peak hours

Due to capacity constraints, the following restrictions apply daily between 0930 and 1045 (0830 and 0945):
VEBIT SIDs RWY 16 are suspended. Aircraft requiring a VEBIT SID shall be ready and report to CLR DEL on 121.930 MHz before 0930 (0830) to depart from RWY 16 during the restricted time frame.
If ready later, earliest start-up will be issued at 1045 (0945). Tactical re-routings after departure will not be granted and non-standard flight plans are not accepted.

8.2 VEBIT 1T SID RWY 16 not available for Boeing 777 aircraft

SID VEBIT 1T RWY 16 is not available for Boeing 777 aircraft. In case of VEBIT 4S is also not available, Boeing 777 with DEP on RWY 16 shall refile the flight plan via exit fix DEGES.

SID RWY 16 - RNAV 1 (by ATC only)
(see chart LSZH AD 2.24.7.2 - 5)

DESIGNATOR	RWY 16 - RNAV 1 (by ATC only)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 1T PDG 5.3% to *2000ft*	Climb straight ahead to ZH530. Turn left at *2000ft* but not before ZH530 direct to ZH521 (MAX IAS 210kt during turn). At ZH521 proceed via ZH502, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH502 at *4000ft* or above, ZH504 at *5000ft* or above, ZH525 at *7000ft* or above, DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	
VEBIT 1T PDG 5.3% to *2000ft*	Climb straight ahead to ZH530. Turn left at *2000 ft* but not before ZH530 direct to ZH531 (MAX IAS 210kt during turn). At ZH531 proceed via ZH533 (MAX IAS 210kt until ZH533), BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH533 at *4000ft* or above, BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1 Restrictions B777 Ref. AD 2.20

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1T						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY16	-	-	-	-	-
TF	ZH530	Y	-	-	152° (155.0°T)	2.2
CA	-	-	+2000	-	152° (155.0°T)	-
DF	ZH521	N	-	-210	-	-
TF	ZH502	N	+4000	-	084° (086.9°T)	4.8
TF	KOLUL	N	-	-	084° (087.0°T)	2.3
TF	ZH504	N	+5000	-	099° (102.1°T)	3.1
TF	ZH525	N	+7000	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 1 (by ATC only) SID VEBIT 1T						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY16	-	-	-	-	-
TF	ZH530	Y	-	-	152° (155.0°T)	2.2
CA	-	-	+2000	-	152° (155.0°T)	-
DF	ZH531	N	-	-	-	-
TF	ZH533	N	+4000	-210	261° (264.1°T)	2.5
TF	BREGO	N	+5000	-	238° (240.5°T)	9.3
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

1.1.3 SID RWY 28 - RNAV 5

(see chart LSZH AD 2.24.7.3 - 1)

DESIGNATOR	RWY 28 - RNAV 5			
	ROUTE			
	Lateral	Vertical	Contact	Remark
DEGES 3W PDG 6.6% to *2100ft* MNM climb gradient 7.0% to *5000ft* due to airspace restrictions.	Climb straight ahead. At D2.3 KLO turn left. Intercept R252 KLO. At ZH552/D6.5 KLO or when instructed by ATC, turn left (MAX IAS 210kt during turn). Intercept R231 KLO. Proceed via KLO, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE *5000ft*.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing KLO.
GERSA 2W (SUSPENDED) PDG 7.0% to *2500ft*	Climb straight ahead. At D2.3 KLO turn left. Intercept R053 WIL. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BREGO at *5000ft* or above, ZH556 at *8000ft* or above, ZH557 at *9000ft* or above, AFOLT at *10000ft or* above, GERSA at *14000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO.
VEBIT 4W PDG 6.6% to *2100ft* MNM climb gradient 6.6% to *5100ft* due to airspace restrictions.	Climb straight ahead. At D2.3 KLO turn left. Intercept R052 WIL. Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross BREGO at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. For routing after VEBIT to GERSA, see LSZH AD 2.24.6 - 1

Procedure Description of RNAV 5 SID DEGES 3W						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	KLO	Y	-	-	-	-
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 2W						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
	BREGO	Y	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

Procedure Description of RNAV 5 SID VEBIT 4W						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	BREGO	Y	+5000	-	-	-
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4