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AMDT 011 2022

Effective Date 03 NOV 2022

RMK

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

1. Insert the following pages:

GEN 0.2 - 9/10
GEN 0.4 - 1/2
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ENR 5.3 - 1/2
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2. Record entry of amendment on page GEN 0.2

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

NOTAM: A0527/22, B0929/22, B1166/22

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: NIL

Checklist AIRAC SUP: NIL

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AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2021	17-Jun-2021	17-Jun-2021	
007/2021	15-Jul-2021	15-Jul-2021	
008/2021	12-Aug-2021	12-Aug-2021	
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011/2022	03-Nov-2022	03-Nov-2022	

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GEN 0.4 CHECKLIST OF AIP PAGES

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LSZG AD 2 - 7	04 NOV 2021	LSZA AD 2.24.10 - 6	30 JAN 2020	LSZR AD 2.24.7 - 9	AIRAC 05 NOV 2020
LSZG AD 2 - 8	04 NOV 2021	LSZA AD 2.24.10 - 7	30 JAN 2020	LSZR AD 2.24.7 - 10	AIRAC 05 NOV 2020
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LSZG AD 2 - 10	30 DEC 2021	LSMP AD 2 - 1	24 FEB 2022	LSZR AD 2.24.7 - 12	AIRAC 21 MAY 2020
LSZG AD 2 - 11	17 JUN 2021	LSMP AD 2 - 2	24 FEB 2022	LSZR AD 2.24.9 - 1	AIRAC 21 MAY 2020
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LSZG AD 2 - 13	17 JUN 2021	LSMP AD 2 - 4	16 JUN 2022	LSZR AD 2.24.9 - 3	AIRAC 21 MAY 2020
LSZG AD 2 - 14	17 JUN 2021	LSMP AD 2 - 5	14 JUL 2022	LSZR AD 2.24.9 - 4	AIRAC 21 MAY 2020
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LSZG AD 2.24.1 - 2	AIRAC 23 APR 2020	LSMP AD 2 - 7	16 JUN 2022	LSZR AD 2.24.10 - 2	03 DEC 2020
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LSZG AD 2.24.1 - 4	AIRAC 23 APR 2020	LSMP AD 2 - 9	16 JUN 2022	LSZR AD 2.24.10 - 4	03 DEC 2020
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LSZG AD 2.24.2 - 2	25 FEB 2021	LSMP AD 2 - 11	16 JUN 2022	LSZR AD 2.24.10 - 6	03 NOV 2022
LSZG AD 2.24.2 - 3	25 FEB 2021	LSMP AD 2 - 12	16 JUN 2022	LSZR AD 2.24.13 - 1	AIRAC 21 MAY 2020
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LSZG AD 2.24.4 - 1	26 APR 2018	LSMP AD 2 - 14	16 JUN 2022	LSZS AD 2 - 1	03 DEC 2020
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LSZS AD 2 - 12	AIRAC 03 NOV 2022	LSZH AD 2 - 5	14 JUL 2022	LSZH AD 2.24.3 - 5	14 JUL 2022
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LSZS AD 2.24.1 - 2	AIRAC 05 DEC 2019	LSZH AD 2 - 7	14 JUL 2022	LSZH AD 2.24.4 - 1	14 JUL 2022
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LSGS AD 2.24.10 - 2	AIRAC 26 MAR 2020	LSZH AD 2 - 63	14 JUL 2022	LSZH AD 2.24.7.5 - 3	07 OCT 2021
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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				
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ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

1. Other activities of a dangerous nature

1.1 Firings

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

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

IFR FLT's within class D airspace must expect diversions.

VFR FLT's are not co-ordinated with FRNG EXER.

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

Exception: REF: [ENR 3.5 2.4.3](#)

Enquiries can be made at the FIC Geneva and Zurich, at the co-ordination office for FRNG and safety of air navigation (KOSIF), as well as at the AIS.

Co-ordination office for FRNG and safety of air navigation:

Postal address:

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

1.2 Cloud flying procedure

REF: [ENR 5.5](#).

1.3 LS-R for Gliders

Two types of restricted areas for gliders are defined:

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

1.4 Glider sectors

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

REF: [ENR 5.5](#).

1.5 Glider areas (over French delegated territory)

REF: [ENR 5.5](#) § 9

2. Other potential hazards

2.1 Anti-hail rocket firings

Anti-GR rocket FRNG may constitute a hazard to air navigation. Air traffic in controlled airspace will be informed about ACT anti-GR rocket FRNG areas.

See also [Figure 1](#).

- Anti-GR rocket FRNG can be ACT at short notice.
- No information about anti-GR rocket FRNG is published by DABS.
- Information about ACT anti-GR rocket FRNG areas can be obtained from FIC GENEVA on 126.350 MHz (for shootings within CTA GENEVA) or FIC ZURICH on 124.700 MHz (for shootings within CTA ZURICH).

ENR 5.4 AIR NAVIGATION OBSTACLES**1. LIST OF PERM OBST**

The list of obstacles is available in electronic form (see [GEN 3.1.6.](#))

Obstacles Area 1:

The obstacle data set can be downloaded from the following Website:

URL: <http://www.bazl.admin.ch/wegom>

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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	121.690 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 121.690 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".

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
SAUNI	N 46 37 25.3	E 005 28 39.7	RNAV STAR LSGG
VANAS	N 45 27 25.8	E 006 44 48.8	NON RNAV SID LSGG/OMNI DEP LSGG
* Clearance to one of these waypoints: „Cleared to waypoint 502”			

2. Advanced Surface Movement Guidance and Control System A-SMGCS

The A-SMGCS at Genève AP is supported by SMR and Mode S multilateration, which provides ACFT PSN information and IDENT to “TWR”, “Ground” and “Apron Control”. These units will pass information and instructions on the appropriate frequencies REF: LSGG AD 2.18.

ACFT operators intending to use Genève AP shall ensure that Mode S transponders are able to operate when an ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addressed interrogations only.

When an ACFT is on the ground, the transponder shall be inhibited to reply to Mode S all-call interrogations and replies to Mode A/C interrogations shall also be suppressed.

FLT crew shall select the assigned Mode A (squawk) code and activate the Mode S transponder on request for push-back or TAXI, whichever is first, and after LDG until RCH the ACFT stand. The transponder shall be switched off immediately after parking.

Activation of a Mode S transponder normally means selecting the AUTO or XPDR PSN and transponders provided with on-the-ground sensors are automatically switched to this function before TKOF and after LDG. If using a transponder not fitted with an on-the-ground-sensor then refer to the operator's guide. Selection of STAND-BY mode will not activate the Mode S transponder and selecting ON could override the required suppression of SSR Mode A replies and Mode S all-call replies when an ACFT is on the ground.

3. Bird Hazard and Wildlife Management Services

Bird hazard and wildlife management services operate within the AP BDRY and up to 500ft AGL.

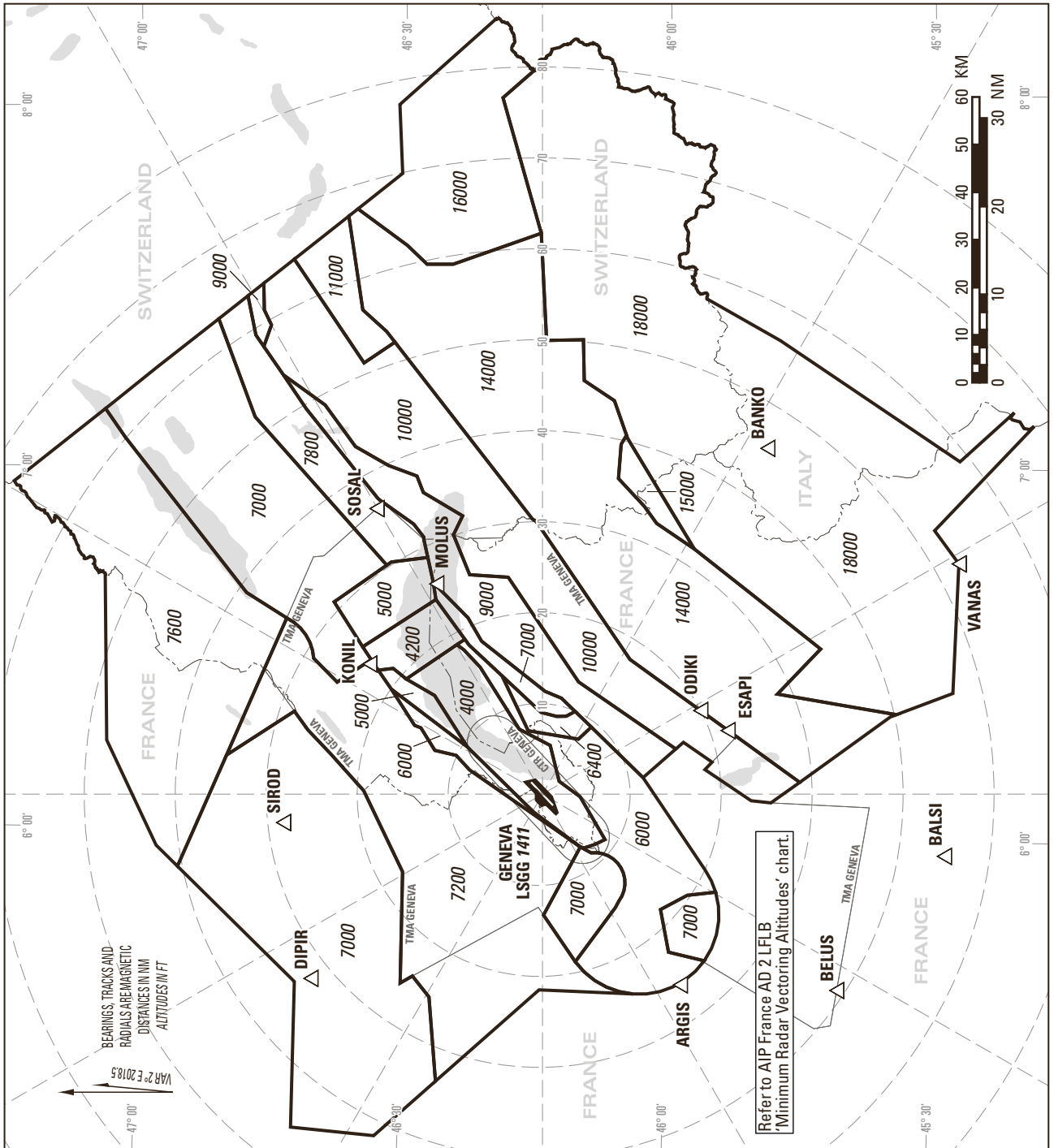
A system is installed to prevent bird-strikes. It comprises 40 remote-controlled multiple detonation cannons on both side of the CONC RWY. Crews may request its activation by contacting ATC.

In accordance with ICAO, following any collision with an animal, a "Bird Strike Report" shall be CMPL by the crew involved.

LSGG AD 2.24 CHARTS RELATED TO AN AERODROME

Name	Page
Aerodrome Chart	LSGG AD 2.24.1 - 1
Aircraft Parking/Docking Chart - Area South	LSGG AD 2.24.2 - 1
Aerodrome Ground Movement Chart - Area South East	LSGG AD 2.24.3 - 1
Aerodrome Ground Movement Chart - Area North	LSGG AD 2.24.3 - 3
Aerodrome Obstacle Chart - Type A - RWY 04	LSGG AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 22	LSGG AD 2.24.4 - 3
Precision Approach Terrain Chart - RWY 22	LSGG AD 2.24.5 - 1
Area Chart - Transit Routes (through Geneva TMA to LFLB / LFLP)	LSGG AD 2.24.6 - 1
Area Chart - Transit Routes (after KONIL / SPR / MOLUS departures)	LSGG AD 2.24.6 - 3
SID RWY 04 - RNAV	LSGG AD 2.24.7 - 1
SID RWY 22 - RNAV	LSGG AD 2.24.7 - 3
SID RWY 04 - NON RNAV	LSGG AD 2.24.7 - 5
SID RWY 22 - NON RNAV	LSGG AD 2.24.7 - 7
OMNIDIRECTIONAL DEPARTURES RWY 04/22	LSGG AD 2.24.7 - 9
STAR RWY 04 - RNAV - (LUSAR - DJL - AKITO)	LSGG AD 2.24.9 - 1
STAR RWY 04 - RNAV - (BENOT - ULMES)	LSGG AD 2.24.9 - 3
STAR RWY 04 - RNAV - (BELUS - KINES - BANKO)	LSGG AD 2.24.9 - 5
STAR RWY 22 - RNAV - (LUSAR - DJL - AKITO)	LSGG AD 2.24.9 - 7
STAR RWY 22 - RNAV - (BENOT - ULMES)	LSGG AD 2.24.9 - 9
STAR RWY 22 - RNAV - (BELUS - KINES - BANKO)	LSGG AD 2.24.9 - 11
STAR RWY 04/22 - NON RNAV - (DJL - FRI)	LSGG AD 2.24.9 - 13
STAR RWY 04/22 - NON RNAV - (BELUS - BANKO)	LSGG AD 2.24.9 - 15
IAC ILS RWY 04	LSGG AD 2.24.10 - 1
IAC LOC RWY 04	LSGG AD 2.24.10 - 3
IAC RNP RWY 04	LSGG AD 2.24.10 - 5
IAC VOR RWY 04	LSGG AD 2.24.10 - 7
IAC SRA RWY 04	LSGG AD 2.24.10 - 9
IAC ILS RWY 22 CAT II/III	LSGG AD 2.24.10 - 11
IAC LOC RWY 22	LSGG AD 2.24.10 - 13
IAC RNP RWY 22	LSGG AD 2.24.10 - 15
IAC VOR RWY 22	LSGG AD 2.24.10 - 17
IAC SRA RWY 22	LSGG AD 2.24.10 - 19
ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD temperatures - 8° to 1° C)	LSGG AD 2.24.13 - 1
ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD temperatures 2° C and above)	LSGG AD 2.24.13 - 3

ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD TEMPERATURES FROM -8° TO 1°C)



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the approach / departure sectors of LSGG and provides for terrain / obstacle clearance as well as radio and radar coverage.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSGG QNH.
Altitudes do NOT consider airspace classification.
Transition ALT: 7000

Minimum altitudes are calculated in accordance with ICAO SARPS (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes up to Transition ALT 7000 are protected for low temperatures from minus 8 to 1 degrees celsius (LSGG temperature).

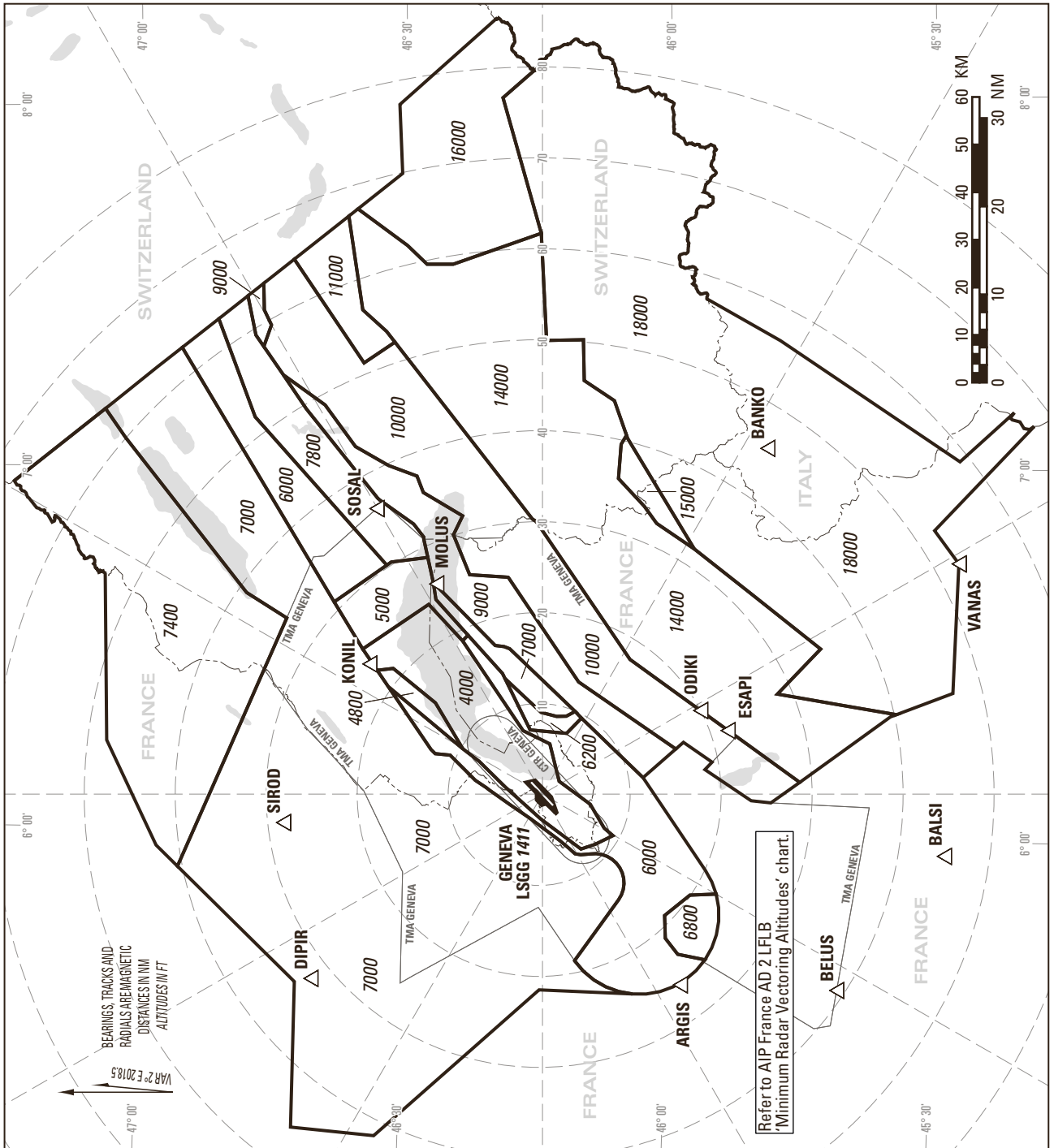
Assigned altitudes above 7000 under radar vectoring are protected for low temperatures by ATC.

Sectors indicated all 30°, distances indicated all 10 NM, based on LSGG ARP.

COR: new chart (WEF 03NOV2022)

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART (AD TEMPERATURES FROM 2°C AND ABOVE)



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the approach / departure sectors of LSGG and provides for terrain / obstacle clearance as well as radio and radar coverage.

The chart may only be used for cross-checking of altitudes assigned while under radar vectoring.

Altitudes: LSGG QNH.
Altitudes do NOT consider airspace classification.

Transition ALT: 7000

Minimum altitudes are calculated in accordance with ICAO SARPS (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes up to Transition ALT 7000 are protected for low temperatures to 2 degrees Celsius (LSGG temperature).

Assigned altitudes above 7000 under radar vectoring are protected for low temperatures by ATC.

Sectors indicated all 30°, distances indicated all 10 NM, based on LSGG ARP.

COR: new chart (WEEF 03NOV2022)

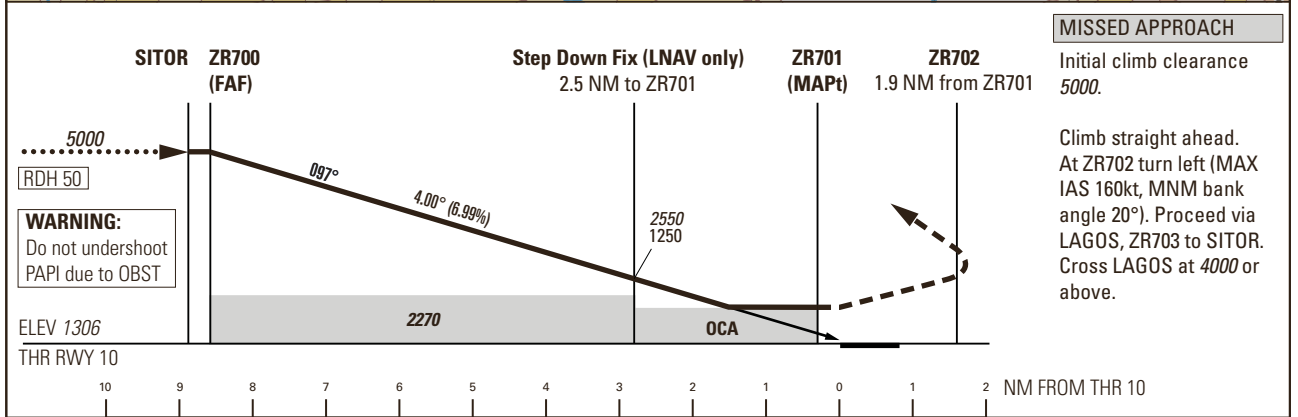
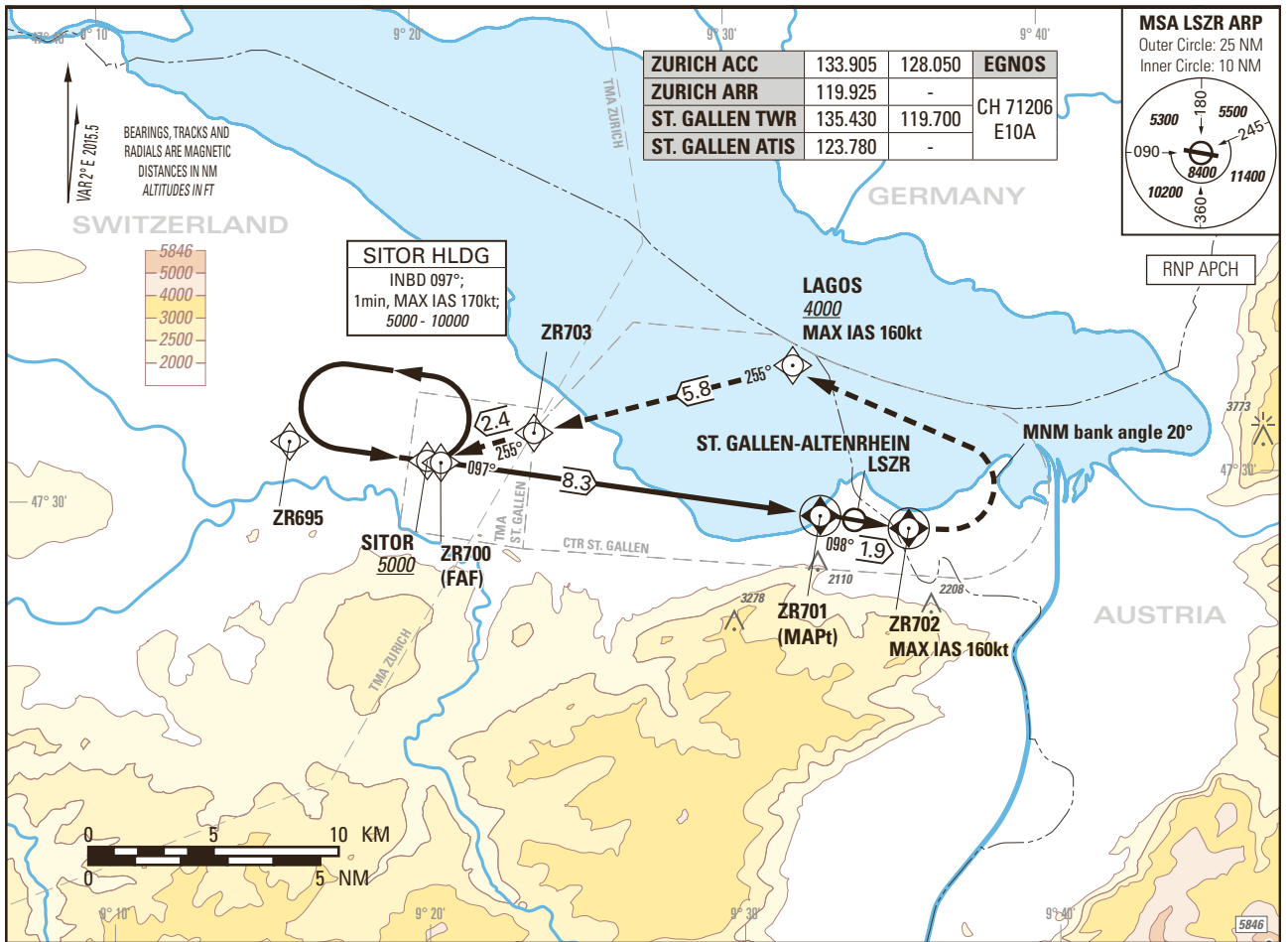
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1306ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 5000

ST. GALLEN-ALTENRHEIN LSZR
RNP RWY 10
0.8° OFFSET LEFT
ACFT CAT A/B/C



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	A	B	C
OCA(H) LPV			
2.5%	1890 (590)	1910 (610)	1920 (620)
4.0%	1750 (450)	1760 (460)	1780 (480)
DA(H) LPV			
4.0%	1810 (500)		
OCA(H) LNAV			
2.5%	2180 (880)		
3.3%	2130 (830)		
CIRCLING ^{1) 3)}			
	A	B	C
	2170 (870)		2270 (970) ²⁾

ROD	GS kt				
	80	100	120	140	
	FT/MIN				
	567	708	849	991	

DIST ZR701	8.3	8	7	6	5	4	3	2	1
DIST THR	8.6	8.3	7.3	6.3	5.3	4.3	3.3	2.3	1.3
ALT FT	5000	4890	4460	4040	3610	3190	2760	2340	1910

NOTE

- Circling north of AP only.
- MAX IAS 160kt due to airspace.
- Remain within CTR.

CAUTION

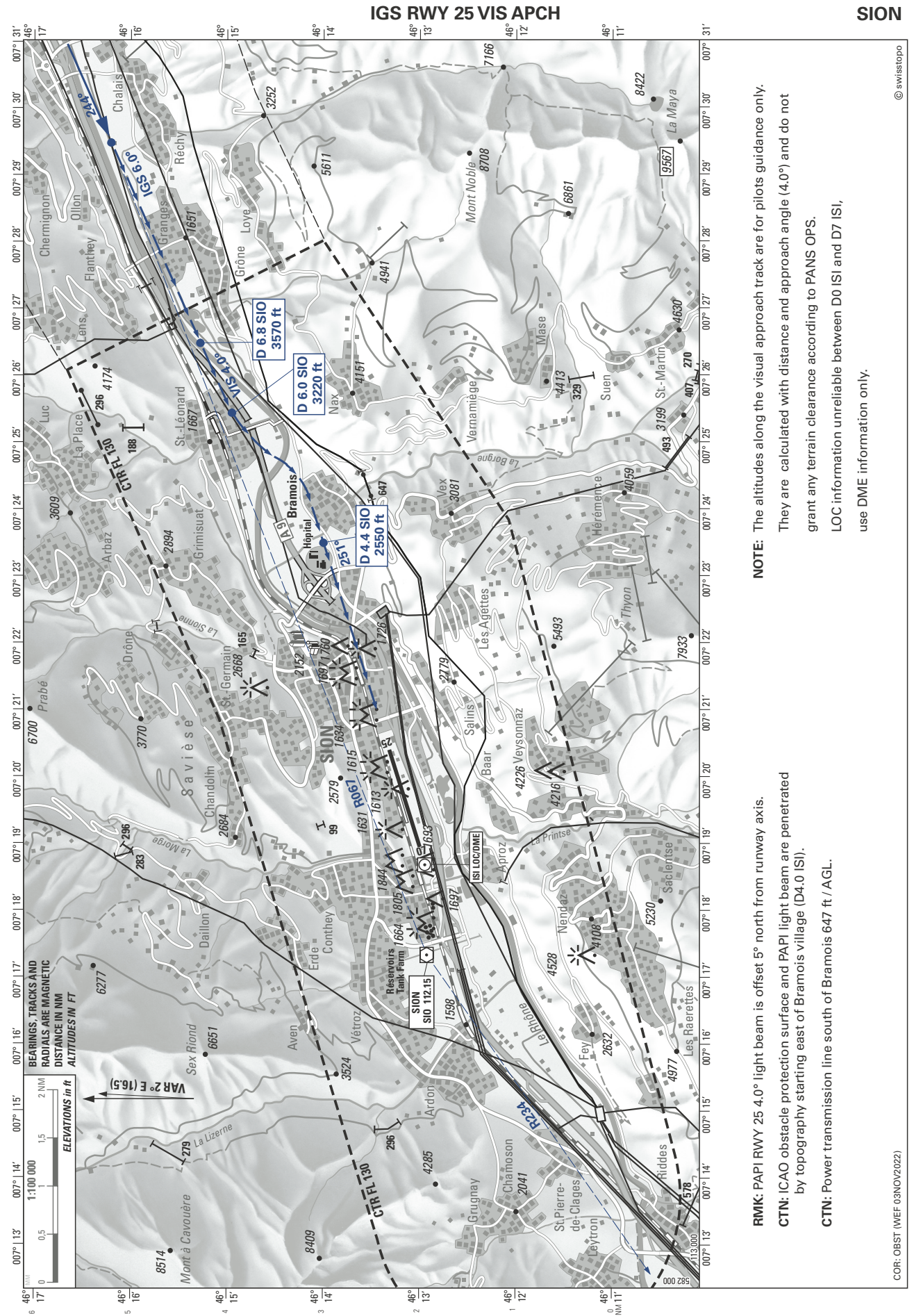
- 0.2 NM before THR 10 Visual Segment Surface (VSS) penetrated by trees up to 1380ft AMSL.
- This is not a standard approach angle.
- On 4° APCH angle and GS > 140kt resulting ROD will be > 1000ft/min.

COR: SDF crossing ALT (WEF 03NOV2022)

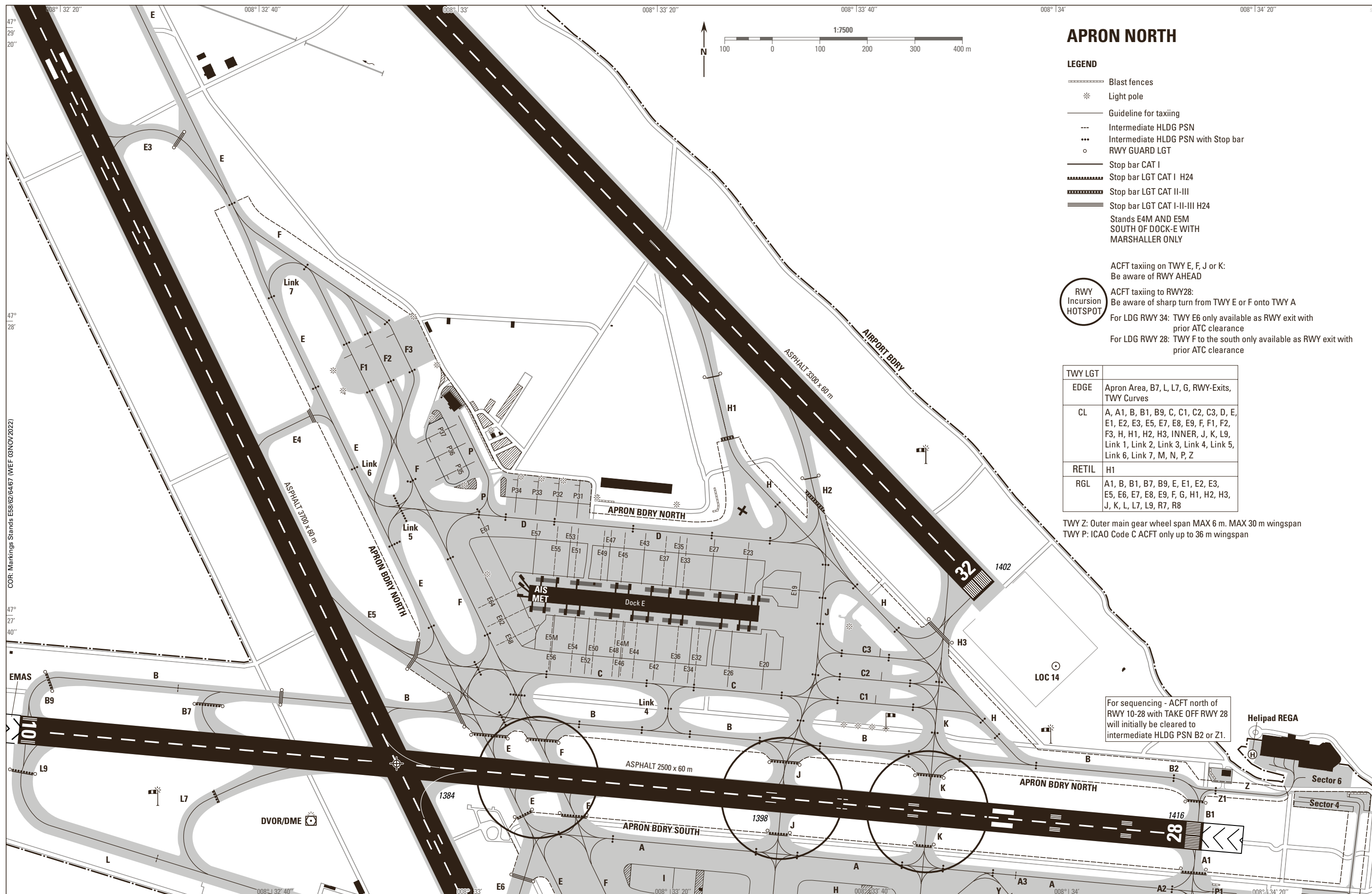
Input Data	
Parameters	Values
Operation Type	0
SBAS Provider	1
Airport Identifier	LSZR
Runway	10
Runway Direction	0
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E10A
LTP/FTP Latitude	472909.3060N
LTP/FTP Longitude	0093305.6730E
LTP/FTP Ellipsoidal Height (metres)	444.4
FPAP Latitude	472900.2150N
Delta FPAP Latitude (seconds)	-9.0910
FPAP Longitude	0093425.5200E
Delta FPAP Longitude (seconds)	79.8470
Threshold Crossing Height	15.0
TCH Units Selector	1
Glidepath Angle (degrees)	4
Course Width (metres)	105
Length Offset (metres)	0
HAL	40
VAL	50

Output Data	
Data Block	10 12 1A 13 0C 0A 00 00 01 30 31 05 74 F5 60 14 12 5E 19 04 5C 25 FA B8 FF CE 6F 02 2C 81 90 01 64 00 C8 FA B9 21 23 29
Calculated CRC Value	B9212329
Supplied CRC Value	B9212329
Comparison Result	OK

FTP Orthometric Height 398.1m



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APRON NORTH

LEGEND

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

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

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

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

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

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

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

For sequencing - ACFT north of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to intermediate HLDG PSN B2 or Z1.

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