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AIP

AMDT 001 2023

Effective Date 26 JAN 2023

RMK

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

1. Insert the following pages:

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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: B1649/22

AIP SUP: NIL

AIC: 006 2022 A

Enroute chart:

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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GEN 1.7 DIFFERENCES FROM ICAO STANDARDS, RECOMMENDED PRACTICES AND PROCEDURES**1. ICAO standards, recommended practices and procedures**

List of **ICAO publications** which are quoted in the AIP and used editing AIS publications.

Copies can be ordered from:

Post: International Civil Aviation Organization
Attention: Document Sales Unit
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Title	Difference(s)
A. - ANNEXES TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION	
<p>1 Personnel licensing</p>	<p>CHAPTER 1</p> <p>1.2.5.2 b) Pilots of gliders and free balloons have to pass an initial Class 2 medical assessment as students only. After the initial assessment, they are not subject to further medical assessments (except when a serious decrease in medical fitness is reported to the Authority). c) The validity of a medical assessment is one year. As from mid 2007, the following validity periods will apply in accordance with EU legislation: - below age 40: 24 months - above age 40: 12 months</p> <p>1.2.9.4 Language proficiency (ICAO Annex 1, Tenth Edition of JUL 2006) In accordance with paragraph 5 of ICAO Assembly Resolution A36-11, Switzerland allows the use of airspace under its jurisdiction for pilots who do not yet meet the ICAO Language Proficiency Requirements, for a period not exceeding three years after the applicability date of 5 MAR 2008, provided that the State who issued or rendered valid the licence has made its implementation plans AVBL to all other Contracting States in accordance with paragraph 3 of Resolution A36-11.</p> <p>CHAPTER 2</p> <p>2.1.9.2 The holder of a licence is entitled to be credited with all the co-pilot flight time required for a higher grade of pilot licence.</p> <p>2.1.10 a) Age 60 - 64 The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aircraft engaged in commercial air transport operations except: (1) as a member of a multi-pilot crew and provided that (2) such holder is the only pilot in the crew who has attained age 60. b) Age 65 The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aircraft engaged in commercial air transport operations. The five HR of night FLT time are performed under dual instruction (no pilot-in-command time required).</p> <p>2.10.1.1 The required theoretical knowledge for IR(H) is the same as for IR(A).</p> <p>2.10.1.2.2 a) There is no MNM cross-country FLT time as pilot-in-command required for applicants for IR(H).</p> <p>2.10.1.4 No synthetic FLT trainers are accepted for the IR(H) skill test. A simulator certified to at least level D is accepted for the renewal of an IR(H).</p> <p>2.10.3 Separate ratings are issued for pilots holding an IR(H) or an IR(A). Credit for instruction and renewal will be given for IR-experience in the other category.</p>

Title	Difference(s)
A. - ANNEXES TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION	
	<p>CHAPTER 4</p> <p>4.2 Aircraft maintenance General remarks: In Switzerland - being a full member of the JAA - JAR-66 applies for certifying staff who issue Certificates of Release to service for ACFT with a MTOM of 5700 kg and above. For all other categories (ACFT with a MTOM below 5700 kg), including components and special MAINT procedures, the national legislation applies. Consequently, differences may arise to ICAO SARPS as a result of compliance with the applicable law (JAR-66 or national law).</p> <p>4.2.1.1 The applicant shall not be less than 21 years of age.</p> <p>4.2.3.1 a) 1) Certifying staff licensed in accordance with national law: Experience of three years required. Certifying staff licensed in accordance with JAR-66: - Certificate Category A: Experience of three years required - Certificate Category B1 or B2: Experience of five years required</p> <p>4.2.2.2 c) Certifying staff licensed in accordance with national law: At least six month of experience must be accumulated in the preceding 24 months.</p> <p>4.3.1.4 Air traffic controllers must hold a current Class 1 medical assessment. Air traffic controller assistants must undergo an initial Class 1 medical assessment.</p> <p>4.5 FLT operations officer / FLT dispatcher licences are not issued.</p> <p>4.6 Aeronautical station operator licences are not issued.</p>
	<p>CHAPTER 6</p> <p>6.1.1 c) Class 3 medical assessment has not been established. Class 1 medical assessment also applies to air traffic controllers. [Remark: Applicants for all categories of licences are medically assessed in accordance with JAR-FCL 3.]</p>

Title	Difference(s)
2 Rules of the Air	<p>CHAPTER 3</p> <p>Table 3-1: Reduced visibility and DIST to CLDs in airspace class G 2000 ft (600 m) AGL. IFR permitted in airspace class G only when operated on a published instrument flight procedure.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
	<p>CHAPTER 4</p> <p>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 (1000 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.</p>
	<p>APPENDIX 4</p> <p>1.5 Switzerland does not maintain a registry for RPAS yet.</p>

Title	Difference(s)
<p>3 Meteorological Service for International Air Navigation</p>	<p>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.</p>
	<p>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.</p>
	<p>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.</p>
	<p>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.</p>
	<p>APPENDIX 8 4.2.3 b) For Zurich airport low level wind shears (below 1500 ft 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 1500 ft and 5000 ft AGL and inversions are reported in relation to QNH (e.g. WS 3000FT QNH - WIND 360/10KT 5000FT QNH - WIND 180/12KT).</p>

Title	Difference(s)
<p>4 Aeronautical Charts</p>	<p>CHAPTER 2 2.3.3 Legends are part of the AIP and VFR Manual (clutter/resource). The VFR chart (ICAO 1:500'000) which is also sold separately contains a complete legend. 2.14.1, 2.17, 2.18.1.2, 2.18.2.2 A quality management system for all data and publication procedures is established and certified. No evidence can be provided so far that aeronautical information/data meets the integrity levels as laid down by ICAO. Therefore no evidence can be provided for AIP and charts based on this data. Charts published in AIP Switzerland are not intended for the usage in a cockpit for flight operations. They cannot fulfill all requirements for flight crews and do not replace flight manuals or EFB's generally used for flight planning and -operations. All charts are produced according to ICAO Annex 4 requirements. To avoid clutters and for better readability and best usage as stated in Annex 4, para 2.1.3, some data and information, (e.g. coordinates, frequencies) which are available in data or tabular form on AIP pages are not reproduced on charts. This fulfills also the requirement to omit duplication of information within an AIP as stated in Annex 15, para 4.2.1.1. 2.18.2.3 The resolution of information published in chart form does currently not comply with the requirements of ICAO. Charts published in AIP Switzerland are not intended for the usage in a cockpit for flight operations. They cannot fulfill all requirements for flight crews and do not replace flight manuals or EFB's generally used for flight planning and -operations. All charts are produced according to ICAO Annex 4 requirements. To avoid clutters and for better readability and best usage as stated in Annex 4, para 2.1.3, some data and information, (e.g. coordinates, frequencies) which are available in data or tabular form on AIP pages are not reproduced on charts. This fulfills also the requirement to omit duplication of information within an AIP as stated in PANS-AIM, para 5.2.1.2.4</p>
	<p>CHAPTER 3 3.4.2, 3.4.3 Scale is mostly 1:20'000 to comply with ICAO Annex 4 paragraph 3.4.1. 3.4.5 Linear scales are only provided in metres to match the displayed units of the chart provided. 3.8.4.1.3 A quality management system for all data and publication procedures is established and certified. No evidence can be provided so far that aeronautical information/data meets the integrity levels as laid down by ICAO. Therefore no evidence can be provided for AIP and charts based on this data.</p>
	<p>CHAPTER 4 No Aerodrome Obstacle Chart - ICAO Type B is produced.</p>
	<p>CHAPTER 5 No Aerodrome Terrain and Obstacle Chart ICAO (Electronic) is produced.</p>
	<p>CHAPTER 6 6.3.1, 6.3.2 The horizontal scale is 1:7500 and the vertical scale is 1:750 due to ICAO Annex 4 Paragraph 6.5.2. 6.5.1 Plans show contours at 2 m due to the scale which is in accordance with 6.3.1.</p>

Title	Difference(s)
	<p>CHAPTER 7 7.6.2 The area minimum altitude is not shown within each quadrilateral formed by the parallels and meridians. 7.9.1, 7.9.2 To avoid clusters, Aerodromes and P-, R-, D-Area are not shown. 7.9.3.1.1 a) b) c) d) e) f) k) l) To improve readability, information which is provided through tabular data is not repeated on the chart.</p>
	<p>CHAPTER 8 8.9.3 Not added to avoid cluster information. 8.9.4.1.1 To improve readability, information which is provided through tabular data is not repeated on the chart.</p>
	<p>CHAPTER 9 9.9.4.1.1 a 4) Distances between significant points are shown to one tenth of a NM. 9.9.4.1.1 a 5) MNM FLT ALTs are only shown for WPT and INT if required. 9.9.4.1.1 a 6) To ease readability by reducing clutter, radar MNM ALTs are shown on a separate chart. 9.9.4.1.1 b 10) Geographical co-ordinates are provided through tabular data and are not repeated on the chart. 9.9.4.1.1 b 11) DME channel data are provided through tabular data and are not repeated on the chart. 9.9.4.1.1 c) Geographical co-ordinates are provided through tabular data and are not repeated on the chart. 9.9.4.1.1 j 13), j 14) The call sign(s) of ATS unit(s) and frequency data are provided through tabular data and are not repeated on the chart.</p>
	<p>CHAPTER 10 10.9.4.1.1 a 4) Distances between significant points are shown to one tenth of a NM. 10.9.4.1.1 a 5) MNM FLT ALTs are only shown for WPT and INT if required. 10.9.4.1.1 a 6) To ease readability by reducing clutter, radar MNM ALTs are shown on a separate chart. 10.9.4.1.1 b 10) Geographical co-ordinates are provided through tabular data and are not repeated on the chart. 10.9.4.1.1 b 11) DME channel and elevation data are provided through tabular data and are not repeated on the chart. 10.9.4.1.1 c) Geographical co-ordinates are provided through tabular data and are not repeated on the chart. 10.9.4.1.1 i 12), i 13) The call sign(s) of ATS unit(s) and frequency data are provided through tabular data and are not repeated on the chart.</p>

Title	Difference(s)
	<p>CHAPTER 11</p> <p>11.4 The charts are published on A4 for improved legibility.</p> <p>11.10.2.8 Obstacles that penetrate the visual segment surface will not be identified on the chart but indicated by a note on the chart with reference to the most relevant obstacles, including relative position to the threshold and altitude. For example: "CTN: 0.7 NM BFR THR14 visual segment surface (VSS) penetrated by trees up to 1900 ft AMSL."</p>
	<p>CHAPTER 12</p> <p>VAC are published in a separate VFR Flight Manual following FLT operations requirements.</p>
	<p>CHAPTER 13</p> <p>13.5 MAG VAR are not shown. Provided through tabular data.</p> <p>13.6.1 To improve readability, information which is provided through tabular data is not repeated on the chart. see 2.14.1</p>
	<p>CHAPTER 14</p> <p>14.6 b), c), d), i), j), l) To improve the readability of the chart, some information which may be found in tabular data has been omitted.</p>
	<p>CHAPTER 15</p> <p>15.6 b), d) To improve the readability of the chart some information which may be found in tabular data has been omitted.</p> <p>15.6 c) Stand information is not provided on the chart but is provided as tabular data.</p> <p>15.6 f) The geographical co-ordinates for taxiway centre line points are not shown.</p> <p>15.6 h) Information relating to frequencies is not provided on the chart but is provided as tabular data.</p> <p>15.6 k) The VOR checkpoints and radio frequencies are not shown.</p>
	<p>CHAPTER 16</p> <p>16.1 The World Aeronautical Chart - ICAO 1:1'000'000 is not produced.</p>
	<p>CHAPTER 17</p> <p>17.7.12.1, 17.7.12.2 Wooded areas are not shown.</p>
	<p>CHAPTER 18</p> <p>18.1 The Aeronautical Navigation Chart - ICAO Small Scale is not produced.</p>
	<p>CHAPTER 19</p> <p>19.1 The Plotting Chart - ICAO is not produced.</p>
	<p>CHAPTER 20</p> <p>20.1 The Electronic Aeronautical Chart Display - ICAO is not produced.</p>

Title	Difference(s)
	<p>CHAPTER 21</p> <p>21.2 This chart type is published for these aerodromes: LSZB, LSZR, LSZH, LSGS, LSGG.</p> <p>21.6.2 Spot elevations and obstacles are not shown.</p> <p>21.9.3.1 c) Routes used in the vectoring of aircraft to and from the significant points are not shown.</p> <p>21.9.3.1 e2) Lateral limits of MNM vectoring ALTs SECT are not defined by either BRGs and RDL to/from radio navigation aids to the nearest degree or by geographical COORD in DEG, minutes and seconds on the chart. However, the COORD are AVBL O/R from the IFP office.</p> <p>21.9.3.1 f) The call sign(s) of ATS units is not provided.</p>

5 Units of Measurement to be used in Air and Ground Operations	NIL
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Title	Difference(s)
6 Operation of Aircraft	
Part I: International Commercial Air Transport - Aeroplanes	Implemented by application of JAR-OPS 1 Exception: Duty Time Regulation not available in JAR-OPS 1 (missing Subpart Q). Duty Time Regulation contained in VBR 1.
Part II: International General Aviation - Aeroplanes	Most SARPs of Annex 6 Part II have been detailed in various decrees of Swiss legislation. A full review of the implementation of Annex 6 Part II will be done on the basis of the regulations currently under development in the EU / EASA.
Part III: International Operations - Helicopters	Implementation widespread in current national legislation; however, lacking or less restrictive regulation in current legislation on several issues.

Title	Difference(s)
7 Aircraft Nationality and Registration Marks	<p>CHAPTER 5</p> <p>5.1.1 According to ICAO Annex 7, the HGT of the marks on lighter-than-air ACFT, other than unmanned free balloons, shall be at least 50 cm. According to Swiss legislation, it is at least 15 or 20 cm.</p>
	<p>CHAPTER 7</p> <p>7.0 Unmanned free balloons are not registered in Switzerland.</p>
	<p>CHAPTER 9</p> <p>9.1 Swiss national law allows the IDENT plate made of fireproof metal to be secured to the ACFT at a prominent PSN near the main door entrance or at a prominent PSN at the rear/back of the ACFT fuselage.</p> <p>9.2 Unmanned free balloons and remotely piloted ACFT are not registered in CH yet, therefore there's no obligation for an identification plate.</p>

Title	Difference(s)
8 Airworthiness of Aircraft	NIL

Title	Difference(s)
9 Facilitation	<p>CHAPTER 3 3.9 Switzerland does issue biometric passports. Furthermore, Switzerland has started to issue biometric visa by October 2011 in a step-by-step process which will be finished not earlier than by end of 2014. However, biometrics that are captured during the application process and verified during entry control are not stored in a chip in the visa itself but in a database accessible for all Schengen Member States. 3.67 / 3.67.1 The Swiss Government provides crew member certificate (CMC) facilities for arriving crew members presenting CMCs only if such documents are issued by the competent authority and in the format specified in ICAO Doc 9303, Part 3 - Size 1 and Size 2 Machine Readable Official Travel Documents. No facilities are provided to holders of crew identity cards issued by a private organisation (e.g. Company ID), even if their documents are issued in the format specified by ICAO Doc 9303.</p>
	<p>CHAPTER 4 4.15 Under the Swiss Customs Law, ACFT operator are party to the customs clearance. As such, they can be held responsible, fined or penalized for inaccuracies or omissions arisen during the customs clearance.</p>
	<p>CHAPTER 5 5.9.1 Switzerland holds ACFT operators responsible for the cost of custody and care where a person is denied entry. In practice, however, a cooperative agreement can be concluded between the responsible authorities and an ACFT operator, which allows a reduction in costs and fine depending on the degree of negligence. Exception: REF: LSZB AD 2.5 § 7</p>
	<p>CHAPTER 6 6.44 / 6.45 The upgrade would neither provide effective means against unruly passengers nor will it be possible from a legal point of view to implement such provisions in the national legislation or to enforce them.</p>

Title	Difference(s)
10 Aeronautical Telecommunications	NIL
Volume I: Radio Navigation Aids	<p>Volume I 3.1.3.3.1 Not all ILS localizers are compliant with the coverage requirements due to obstructions 3.1.5.3.1 Not all ILS glide paths are compliant with the coverage requirements due to obstructions</p>

Title	Difference(s)
<p>Volume II: Communication Procedures including those with PANS Status</p>	<p>Volume II 3.5.1.6 e) Signature of operator not required due to implementation of different means of compliance. (badge system with automatic registration). 5.2.1.4.1.1 a) Transmission of numbers (1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. i. Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds. ii. The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1000 hPa which shall be transmitted as 'ONE THOUSAND'. iii. All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word 'THOUSAND'. (2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word 'HUNDRED' or 'THOUSAND', as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word 'THOUSAND', followed by the number of hundreds, followed by the word 'HUNDRED'. (3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately. (4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as 'TEN O'CLOCK' or 'ELEVEN O'CLOCK'. (5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word 'DECIMAL'. (6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used. 5.2.7.1.2 Non-ATS aeronautical stations for aerodromes without ATS services are identified by the Call sign suffix AERODROME (AD).</p>
<p>Volume III: Part I: Digital Data Communication Systems Part II: Voice Communication Systems</p>	<p>Volume III Part II 2.3.3.1 Since 1 January 1998 compliance is required for all new airborne VHF communication receiving systems of aircraft registered in Switzerland (retrofit has been suspended). 2.3.3.2 Since 1996 new VHF COM receivers must comply with FM interference immunity requirements. Retrofit is not required.</p>
<p>Volume IV: Surveillance and Collision Avoidance Systems</p>	<p>NIL</p>
<p>Volume V: Aeronautical Radio Frequency Spectrum Utilization</p>	<p>NIL</p>

Title	Difference(s)
11 Air Traffic Services	<p>CHAPTER 2</p> <p>2.6.1 IFR permitted in airspace class G only when operated on a published instrument flight procedure. Implementing Regulation (EU) No 923/2012 paragraph SERA.6001 allows aircraft to exceed the 250 knot speed limit where approved by the competent authority for aircraft types, which for technical or safety reasons, cannot maintain this speed.</p> <p>2.6.3 Reduced visibility and distance to clouds in airspace class G 2000 ft (600 m) AGL. IFR permitted in airspace class G only when operated on a published instrument flight procedure.</p> <p>2.10.3.3 Exceptions: LSGS, LSZC, LSME, LSMM, LSMA</p> <p>2.25.5 According to 2.26.5, Implementing Regulation (EU) No 923/2012 SERA.3401(d)(1), time checks shall be given at least to the nearest minute.</p> <p>2.29.1 LPR for local languages (G, F, I) - work is ongoing.</p> <p>CHAPTER 3</p> <p>Complementary to the ICAO provisions, Implementing Regulation (EU) No 923/2012, paragraph SERA.5010, specifies:</p> <p>Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not limited to, medical flights, search and rescue operations and fire-fighting, the following additional conditions shall be applied:</p> <p>(a) such flights may be conducted during day only, unless otherwise permitted by the competent authority;</p> <p>(b) by the pilot:</p> <p>(1) clear of cloud and with the surface in sight;</p> <p>(2) the flight visibility is not less than 1500 m or, for helicopters, not less than 800 m;</p> <p>(3) fly at a speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid a collision; and</p> <p>(c) an air traffic control unit shall not issue a Special VFR clearance to aircraft to take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or aerodrome traffic circuit when the reported meteorological conditions at that aerodrome are below the following minima:</p> <p>(1) the ground visibility is less than 1500 m or, for helicopters, less than 800 m;</p> <p>(2) the ceiling is less than 180 m (600 ft).</p> <p>3.3.4: Implementing Regulation (EU) No 923/2012, paragraph SERA.8005(b), specifies:</p> <p>(b) Clearances issued by air traffic control units shall provide separation:</p> <p>(1) between all flights in airspace Classes A and B;</p> <p>(2) between IFR flights in airspace Classes C, D and E;</p> <p>(3) between IFR flights and VFR flights in airspace Class C;</p> <p>(4) between IFR flights and special VFR flights;</p> <p>(5) between special VFR flights unless otherwise prescribed by the competent authority;</p> <p>except that, when requested by the pilot of an aircraft and agreed by the pilot of the other aircraft and if so prescribed by the competent authority for the cases listed under (b) above in airspace Classes D and E, a flight may be cleared subject to maintaining own separation in respect of a specific portion of the flight below 3050 m (10000 ft) during climb or descent, during day in visual meteorological conditions.</p>

Title	Difference(s)
	<p>3.7.3.1: Implementing Regulation (EU) No 923/2012, paragraph SERA.8015, specifies: (e) Read-back of clearances and safety-related information (1) The flight crew shall read back to the air traffic controller safety-related parts of ATC clearances and instructions which are transmitted by voice. The following items shall always be read back: i. ATC route clearances; ii. clearances and instructions to enter, land on, take off from, hold short of, cross, taxi and backtrack on any runway; and iii. runway-in-use, altimeter settings, SSR codes, newly assigned communication channels, level instructions, heading and speed instructions; and iv. transition levels, whether issued by the controller or contained in ATIS broadcasts. 3.7.3.1.1: (2) Other clearances or instructions, including conditional clearances and taxi instructions, shall be read back or acknowledged in a manner to clearly indicate that they have been understood and will be complied with. 3.8.1 At LSGG and LSZH, the traffic on the manoeuvring area in front of the apron is provided by a specialised AD unit and not by ATS.</p>
	<p>CHAPTER 4 4.3.7 l) 4.3.8 l) 4.3.9 k) The ATIS information is extracted from the local met routine/special report which, in accordance with ICAO Annex 3, is in DEG true north.</p>
	<p>APPENDIX 2 For national helicopter Low Flight Network routes five-alphanumeric name-codes as described in Doc 8168 §1.6 are used to designate significant points.</p>
	<p>APPENDIX 4 Continuous two-way radio communication required in Airspace G and E: 1. Inside Flight Information Zone (FIZ) LSZS</p>

Title	Difference(s)
12 Search and Rescue	<p>CHAPTER 2 2.2.1.1 SAR regions are coincident with State territory of Switzerland and Liechtenstein.</p>

Title	Difference(s)
13 Aircraft Accident and Incident Investigation	<p>CHAPTER 5 5.12 Swiss legislation requires that all documents be made available to judicial authorities and aviation authorities.</p>

Title	Difference(s)
14 Aerodromes Volume I: Aerodrome Design and Operations (9th Edition, July 2022, Amendment 17)	<p>Volume I CHAPTER 1</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
	<p>CHAPTER 2</p> <p>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.</p> <p>2.9.5 The runway surface condition descriptor SLIPPERY WET is used in Switzerland in addition to the runway surface condition descriptors listed. <i>SLIPPERY WET - a wet runway whose surface friction characteristics for a significant portion of it have been determined to be degraded</i></p>
	<p>CHAPTER 3</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>3.5.2 Implemented in case of a new runway or runway extension and to be considered when a change impacts the runway operation.</p> <p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> • 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. <p>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.</p>

Title	Difference(s)
	<p>CHAPTER 5</p> <p>5.1.1.4 Circular band marking does not have to be provided.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>5.5.6 Taxiway centre line markers do not have to be provided.</p>
	<p>CHAPTER 6</p> <p>6.1.1.1 Vehicles and other mobile objects are not consequently marked according to Art. 6.2.2.2</p> <p>6.2.1.1 Obstacle night lighting has to combine emissions in red and infrared spectra.</p> <p>6.2.1.2 Instead of medium-intensity lights Type B, red 100 to 300 cd flashing lights were used.</p> <p>6.2.3.3 Normally only the top 30 to 50% of an air navigation obstacle will be marked with a red-white pattern.</p> <p>6.2.3.19 Obstacles exceeding the obstacle limitation surface (OLS) should be lit at night, except in the following situations:</p> <ul style="list-style-type: none"> • 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.

Title	Difference(s)
	<p>6.2.3.23</p> <ul style="list-style-type: none"> • 60 m to less than 100 m: A red low-intensity 10 to 50 cd fixed light or a red medium-intensity 100 to 300 cd flashing light placed on the top of the object (between 1.5 m and 3.0 m below the top or a chimney). Depending on the risk, additional red low-intensity fixed lights may be imposed at a lower level (maximum 45 m distance from the top). • 100 m to less than 150 m: A red medium-intensity 100 to 300 cd flashing light placed on the top of the object (between 1.5 m and 3.0 m below the top for a chimney), plus additional levels of red low-intensity 10 to 50 cd fixed lights, with maximum spacing of 45 m between the levels. • Obstacles like cable-cranes, construction posts and highlines may be lighted with special low-intensity 8 cd or more flashing lights. • In case of LED technology, special low-intensity lights have to flash and emit with min. 50 mW/sr in the infrared spectrum. • In case of LED technology, low-intensity lights have to flash and emit between 150 and 1200 mW/sr in the infrared spectrum. • In case of LED technology, medium-intensity lights have to flash and emit between 600 and 1200 mW/sr in the infrared spectrum. • In case of LED technology, low, special low and medium-intensity lights have to emit in the infrared spectrum with a wave length of 850 nm. <p>6.2.3.28</p> <p>A high-intensity obstacle light and red medium-intensity 100 to 300 cd flashing lights placed on top of the object (between 1.5 m and 3 m below the top for a chimney), plus additional levels of red low-intensity 10 to 50 cd fixed lights, with maximum spacing of 45 m between the levels.</p> <p>6.2.4.2</p> <p>The rotor blade extremities of wind turbines will additionally be marked with a red stripe (5 to 7 m long, depending on rotor length).</p> <p>6.2.4.3</p> <ul style="list-style-type: none"> • 60 m to less than 100 m: Instead of medium-intensity lights Type B, red medium-intensity 100 to 300 cd flashing lights have to be placed on the nacelle. • 100 m to less than 150 m : Instead of medium-intensity lights Type B, red medium-intensity 100 to 300 cd flashing lights have to be placed on the nacelle, plus additional levels of red low-intensity 10 to 50 cd fixed lights, with maximum spacing of 45 m between the levels. • 150 m or higher: A high-intensity obstacle light and red medium-intensity 100 to 300 cd flashing lights have to be placed on the nacelle, plus additional levels of red low-intensity 10 to 50 cd fixed lights, with maximum spacing of 45 m between the levels. • In case of LED technology, low-intensity lights have to flash and to emit between 150 and 1200 mW/sr in the infrared spectrum. • In case of LED technology, medium-intensity lights have to flash and emit between 600 and 1200 mW/sr in the infrared spectrum. • In case of LED-technology, low and medium-intensity lights have to emit in the infrared spectrum with a wave length of 850 nm. <p>6.2.5.1</p> <p>Normally supporting towers will not be colored.</p> <p>6.2.5.4</p> <p>Vertical double spherical caps may replace spherical markings.</p> <p>6.2.5.5</p> <p>The space between two markers may be increased up to a maximum of 50 m if the diameter of the marker is 60 cm.</p>

Title	Difference(s)
	<p>CHAPTER 9</p> <p>9.1.13 At certified aerodromes, the aerodrome emergency plan shall be tested by conducting a full-scale aerodrome emergency exercise at intervals not exceeding three years and partial emergency exercises in the intervening years. Non-certified aerodromes are not required to perform emergency exercises.</p> <p>9.2.1 Rescue and firefighting equipment and services shall be provided at an aerodrome when serving commercial air transport operations except at a non-certified aerodrome when serving aeroplanes with an MTOM less than 2250 kg. National regulations apply at an aerodrome when serving non commercial air transport operations.</p> <p>9.6.1 Fire extinguishing equipment needs not to be available during the ground servicing of an aircraft if there are means of quickly summoning the rescue and firefighting service in the event of a fire or major fuel spill.</p>
<p>14 Aerodromes Volume II: Heliports (5th Edition, July 2020, Amendment 9)</p>	<p>Volume II</p> <p>CHAPTER 1</p> <p>1.2 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. For hospital landing sites and landing sites used for rescue and support purposes, national regulations apply.</p> <p>CHAPTER 3</p> <p>3.1.1 and 3.1.2 A FATO needs to provide a solid surface and ground effect. On elevated heliports, it is presumed that the FATO and one TLOF will be coincidental and that the FATO will be dynamic load bearing.</p> <p>3.1.3 For FATO intended to be used by helicopters operated in performance class 1, in case of the absence of specifications in the HFM, a 1.5 Design D value will be used. For FATO intended to be used by helicopters operated in performance classes 2 or 3 and when there is a limitation on the direction of approach and touchdown, an area not less than a circle with a diameter of 1.0 Design D will be used. For all FATO, it will be ensured that the distance between the edge of the FATO and the edge of the safety area is sufficient and will not lead to a helicopter positioned within the FATO but with parts of its main rotor located outside the safety area.</p> <p>3.1.9 The external side or outer diameter as appropriate of the safety area shall be at least 2 Design D.</p> <p>3.1.15 The protected side slope(s) will cover the whole areas between the obstacle limitation surfaces. Only on one of the areas, obstacles may be tolerated.</p> <p>3.1.34 In any case, the width of a helicopter taxiway will ensure a minimum distance of 1.5 m between the outer edge of any wheel of the undercarriage and the edge of the taxiway.</p> <p>3.1.52 Helicopter stand clearance reduction to a minimum of 0.4 D or 0.5 RD (whichever is higher) is possible, but only permitted for qualified, home-based operators and if helicopters are parked in same direction.</p>

Title	Difference(s)
	<p>CHAPTER 4</p> <p>4.1.6 and 4.1.19 More than one turn possible, if an appropriate straight section is provided between two turns.</p> <p>4.1.7 and 4.1.20 Alternatively, a first straight section of 150 m minimum followed by a turn with a minimum radius of 270 m may be tolerated if an aeronautical study, approved by the competent authority, has reviewed the associated risks.</p> <p>4.2.7 and 4.2.10 When only a single approach and take-off climb surface is provided, an aeronautical study has to be provided by the heliport operator and approved by the competent authority.</p> <p>4.2.8 and 4.2.11 The two approach and take-off surfaces should be separated by not less than 135 degrees.</p> <hr/> <p>CHAPTER 5</p> <p>5.2.3.8 The height of the numbers and the letter of the maximum allowable mass marking are linked to the size of the FATO not to the D-value, as the markings are not specifically large.</p> <p>5.2.4 D-value markings do not have to be provided.</p> <p>5.2.7.3 The base of the triangle is increased to 10 m to allow the proper positioning of the heliport identification marking "H".</p> <p>5.2.8 A TLOF perimeter marking should be provided on a TLOF collocated with a helicopter stand.</p> <p>5.2.11 Helicopter stand perimeter markings do not have to be provided.</p> <hr/> <p>CHAPTER 6</p> <p>6.1.8 Heliports are not required to perform emergency exercises.</p> <p>6.2.1.3 A safety risk assessment should be performed to determine the need for RFF equipment and services at surface-level heliports, aerodromes and elevated heliports located above unoccupied structures only when serving more than 10 movements per year of helicopters with an MTOM more than 3175 kg. At aerodromes and heliports only serving helicopters with an MTOM less than 3175 kg national regulations apply.</p>
Doc 9981 Procedure for Air Navigation Services (PANS) Aerodromes (3rd Edition, May 2020, Amendment 3)	<p>PART I CHAPTER 2</p> <p>2.1 Doc 9981 applicable for certified aerodromes and considered as guidance material for non-certified aerodromes.</p> <hr/> <p>PART II CHAPTER 2</p> <p>2.1 Runway Condition Type Descriptors according to EASA Regulation.</p> <hr/> <p>PART II CHAPTER 5</p> <p>5.3 At certified aerodromes only serving traffic with a MTOM less than 5700 kg, no FOD control program established. FOD detection measures according requirements in ICAO Annex 14, Vol. I, Chapter 2.9.3 applies.</p> <hr/> <p>PART II CHAPTER 6</p> <p>6.3 Wildlife Safety Risk Assessment is integrated in the Aerodrome Safety Hazard Library, if hazards identified.</p>

Title	Difference(s)
<p>15 Aeronautical Information Services</p>	<p>CHAPTER 1 1.2.2.2, 1.2.2.3 The geoid model for all coordinates published within the Swiss national AIP cannot be confirmed as being EGM-96 at this time.</p>
	<p>CHAPTER 2 2.2.5 Publication of aeronautical information/data obtained under 2.2.4.a) does not reflect the authority of the State of Origin. 2.2.6 Publication of aeronautical information/data obtained under 2.2.4 b) does not reflect status of verification.</p>
	<p>CHAPTER 3 3.6.5, 3.2.1, 3.2.2, 3.2.3.1, 3.2.3.2, 3.2.6 No evidence can be provided so far that aeronautical information/data meets the quality levels as laid down by ICAO. 3.3.1 No evidence can be provided so far that all necessary information is checked before submitted to the AIS.</p>
	<p>CHAPTER 5 5.2.5.1 No specific AD charts for heliports are produced. HEL procedures are integrated on AD charts. The ATC Surveillance-Minimum Altitude Chart - ICAO is produced for LSZB, LSZR, LSZH, LSGS and LSGG. The Aerodrome Terrain and Obstacle Chart is not yet available in electronic form. 5.3.1.1 b) c) Terrain data sets for Area 1, 2, 3 and Area 4 can be acquired through the sources mentioned in GEN 3.1.6. However, not all requirements specified in ICAO PANS-AIM, Appendix 8, Tables A8-1 and A8-3 are met. Obstacle data sets are not made available, but electronic obstacle data for Area 1 is made available through the AIP and related charts. However, these electronic obstacle data do not meet all requirements specified in ICAO PANS-AIM, Appendix 8, Tables A8-2 and A8-4. Electronic obstacle data for Area 2, 3, 4 are not available. Switzerland is running a project in order to comply with all requirements and deadlines for the implementation of terrain and obstacle data sets. Detailed differences, if any, would be notified at a later stage. 5.6.1, 5.6.2, 5.6.3, 5.6.4 Not available</p>
	<p>CHAPTER 6 6.2.7 Double AIRAC cycle not applicable due to technical and operational restrictions. 6.3.2.3, t) Swiss airfields without jet traffic may choose to publish information on the presence or removal of, or significant changes in, hazardous conditions due to snow, slush, ice by means of telephone or over their official web-site. Means of publication (if other than SNOWTAM) is published in the AIP.</p>

Title	Difference(s)
<p>16 Environmental Protection</p>	<p>NIL</p>
<p>Volume I Aircraft Noise</p>	<p>NIL</p>
<p>Volume II Aircraft Engine Emissions</p>	<p>NIL</p>

Title	Difference(s)
Volume III Aeroplane CO2 Emissions	NIL
Volume IV Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA)	NIL

Title	Difference(s)
17 Security: Safeguarding International Civil Aviation Against Acts of Unlawful Interference	Differences filed to this Annex are restricted.

Title	Difference(s)
18 The Safe Transport of Dangerous Goods by Air	NIL

Title	Difference(s)
19 Safety Management	NIL

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
4444	Air Traffic Management (PANS-ATM)	Minimum communication and navigation equipment for IFR flights GEN 1.5.2. Wake turbulences, separation prescriptions ENR 1.5.4. Visual departure ENR 1.5.3.2 Instructions for the completion of the flight plan form ENR 1.10.	
8168	Aircraft Operations (PANS-OPS) Volume II Construction of visual and instrument flight procedures	Part I Section 2 Chapter 2.7.3.2 Only OCA/H with SDF published. MNM of each segment on the profile view of the IAC.	LSAS
		Part I Section 2 Chapter 2.7.4 Use of earliest fix line for the start of the 15% surface.	LSAS
		Part I Section 3 Chapter 3 SID starting by a visual part.	LSAS
		Part I Section 3 Chapter 3 SID climb pattern.	LSGG
		Part I Section 3 Chapter 3 and Part III Section 3 Chapter 1 For departure routes turning at an altitude, early limit of the turn based on a 15% climb.	LSAS
		Part I Section 3 Chapter 3.1.2 Track guidance acquired from DER is not assured within 10.8NM for straight DEPs and 5.4 NM after turn CMPL.	LSGG LSGS LSZH LSZR
		Part I Section 3 Chapter 3.2.4.2.1 Departure with 2 track adjustments which equal more than 15°.	LSGS
		Part I Section 3 Chapter 3.3.4 Speed reduction below recommended MNM.	LSZR
		Part I Section 3 Chapter 3.3.4 Bank angle greater than 15° for some departures.	LSGS
		Part I Section 4 Chapter 3 Use of LOC guidance on a departure procedure.	LSZA LSZR
		Part I Section 4 Chapter 3.3.1 INT angle between initial approach track and intermediate track more than 120°.	LSGS
		Part I Section 4 Chapter 3 Appendix C §3.3 HLDG based on Radial and DME with omnidirectional entries.	LSAS
Part I Section 4 Chapter 4.3.1.1 Intermediate segment area LEN less than 5 NM.	LSZB		
Part I Section 4 Chapter 5.2.1 Straight-in approach offset by more than 5°.	LSGS LSZG		

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		Part I Section 4 Chapter 5.2.2 Distance between RWY THR and point at which final approach track intersects the RWY CL less than 1400 m.	LSZB LSZG
		Part I Section 4 Chapter 5.3 Descent gradient above ICAO MAX for several airports.	LSAS
		Part I Section 4 Chapter 5.4.6.4 and 5.4.6.5 VSS penetration is accepted according special note on the IAC.	LSAS
		Part I Section 4 Chapter 6.1.5.1 / 9.4.4.1 No specific annotation on the procedure for MAPt not defined by timing.	LSAS
		Part I Section 4 Chapter 6.1.5.2 MAPt not located at the optimum position on RWY THR for several approaches.	LSAS
		Part I Section 4 Chapter 6.1.6.2.2 Missed approach transitional distance based on TAS calculated at OCA (not AD elevation).	LSGS
		Part I Section 4 Chapter 6.2.2.2 MAPCH climb gradient higher than 5% published on several airports.	LSAS
		Part I Section 4 Chapter 7.2.2 / Chapter 7 Appendix §2.6 Speed reduction below recommended MNM.	LSAS
		Part I Section 4 Chapter 7.2.3 TAS calculated on MNM circling altitude not on AD elevation + 1000ft.	LSGS
		Part I Section 4 Chapter 7 Appendix §2.7 10% final descent gradient not assured.	LSZB
		Part I Section 4 Chapter 7 Appendix Table I-4-7-APP-2 MNM visibility higher than prescribed.	LSZB
		Part I Section 4 Chapter 8.1.3 Radius of more than 25 NM from homing station used for calculations.	LSGS
		Part I Section 4 Chapter 8.5 DME arc radius not between 10 NM and 15 NM.	LSZH
		Part I Section 4 Chapter 9.5.4.1 No specific note on chart for DME equipment requirement as a general statement for Switzerland regarding this is included in AIP GEN 1.5.	LSAS
		Part II Section 1 Chapter 1.2.3 Distance of LOC antenna to IF is greater than 25 NM.	LSGG
		Part II Section 1 Appendix C to Chapter 1 Influence of the curvature of the earth's surface not considered to calculate FAP.	LSAS

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		<p>Part II Section 3 Chapter 1.3.2 Increased MOC applied only South of the published Mittelland-Jura/Alpen separation line and by extension along LSGG TMA6. MOC increased depending on terrain altitude: Below 1500 m = Standard MOC 1500 m to 3050 m = MOC *1.5 3050 m and above = MOC * 2</p>	LSAS
		<p>Part II Section 4 Chapter 1.4.2 b1) The cone of ambiguity of the VOR is inside HLDG area.</p>	LSGS
		<p>Part III Section 1 Chapter 1.1.4 RNAV5 criteria to support SID/STAR inside 30NM radius of ARP, not RNAV1 or RNAV2.</p>	LSAS
		<p>Part III Section 2 Chapter 1 Table III-2-1-1 to III-2-1-20 MSD not assured for some RNAV turns.</p>	LSGG
		<p>Part III Section 2 Chapter 1.5 MNM length of RNAV segment smaller than criteria.</p>	LSZR
		<p>Part III Section 3 Chapter 8 The WID of some routes is based on EUROCONTROL guidance material.</p>	LSAS
		<p>Part III Section 5 Chapter 1.6.2 c) No convention or rules of application for alphanumeric name-codes are published.</p>	LSAS
7030/4	Regional supplementary procedures	<p>Visual flight rules ENR 1.2. Instrument flight rules ENR 1.3.</p>	
8400	ICAO abbreviations and codes (PANS-ABC)	NIL	
10066	Aeronautical Information Management (PANS-AIM)	<p>CHAPTER 2 para 2.1.2.1 Collected data are not verified and validated for compliance with data quality requirements according to Appendix 1 of PANS-AIM.</p>	
		<p>CHAPTER 4 para 4.1.1 Collected and transmitted data from originators to the AIS are not in accordance with the accuracy requirements and integrity classification specified in Appendix 1 of the PANS-AIM. 4.2.1 Metadata not yet collected and available.</p>	

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		<p>CHAPTER 5 para 5.2.2.2 No such information is published by the respective authorities.</p> <p>5.2.5.3.3 Data sets are not referred in the NOTAM checklist.</p> <p>5.3.2.3 Switzerland does not publish Aerodrome mapping data sets. Electronic terrain data for Area 1, 2, 3 and Area 4 can be acquired through the sources mentioned in GEN 3.1.6. Nevertheless, not all requirements specified in ICAO PANS-AIM, Figures A8-1 and A8-3 are met. Electronic obstacle data for Area 1 is made available through the AIP and related charts. Nevertheless, the electronic obstacle data does not meet all requirements specified in ICAO PANS-AIM, Figures A8-2 and A8-4. Electronic obstacle data for Area 2, 3, 4 is not available. Switzerland is running a project in order to comply with all requirements and deadlines for the implementation of electronic terrain and obstacle data. Detailed differences, if any, would be notified at a later stage.</p> <p>CHAPTER 6 para 6.1.4.3 Activations of established danger, restricted or prohibited areas and activities requiring temporary airspace restrictions are published at the latest one day in advance. Additionally to the NOTAM publication Switzerland is providing a visualisation called Daily Airspace Bulletin Switzerland DABS to ensure a very high dissemination level. REF: GEN 3.1, para 5.3 Daily Airspace Bulletin Switzerland (DABS).</p> <p>APPENDIX 1 No evidence can be provided so far that aeronautical information/data meets the integrity levels as laid down by ICAO. The publication resolution of obstacle latitude and longitude in Area 2 and 3 does currently not comply with the ICAO PANS-AIM requirements. The publication resolution of obstacle elevations in Area 3 does currently not comply with the ICAO PANS-AIM requirements.</p>	

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		<p>APPENDIX 2</p> <p>AD 2.12.5 The precise geoid undulation for THR of non-precision and precision approaches are not available.</p> <p>AD 2.12.6 The accuracy requirement of one tenth of a metre for precision APCH RWYs is not available.</p> <p>AD 2.12.12 RESA is not or not completely published for LSMP, LSZC, LSZG, LSZH and LSZS.</p> <p>ENR 5.4 Obstacle lighting type and color is not published, there is only an indication if an obstacle is marked or lighted.</p> <p>AD 2.10 The lists of aerodrome obstacles do not include all Area 2 and 3 obstacles. Lighting type and color are not published, there is only an indication if an obstacle is marked or lighted.</p>	

Document NR	Title	Difference(s)	Applicable
C. - AIR NAVIGATION			
AIS - Aeronautical information and charts			
7101	Aeronautical chart catalogue	NIL	
7383	Aeronautical information services provided by states	NIL	
8126	Aeronautical information services manual	NIL	
8643	Aircraft type designators	NIL	
8697	Aeronautical chart manual	NIL	

COM - Communications			
7910	Location indicators	NIL	
8585	Designators for aircraft operating agencies, aeronautical authorities and services	NIL	

OPS/AIR - Operations/Airworthiness			
9284	Technical instructions for the safe transport of dangerous goods by air	NIL	

D. - MISCELLANEOUS PUBLICATIONS			
9294	ICAO Lexicon - Volume I - Vocabulary	NIL	
9569	Definitions contained in the convention on international civil aviation, the Annexes thereto and the procedures for air navigation services	NIL	

ICAO Standards, recommended practices and procedures listed above are applied.

2. Data not compliant with data quality requirements

Several Data are not compliant with EU Commission Regulation 73/100 (ADQ). Details can be found online via:
URL: <https://api.skyguide.ch/wp-content/uploads/2022/04/Skyguide-ADQ-Declaration-1.pdf>

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6.3 Airspace Management Cell (AMC)

Unit Name	Postal address	TEL E-MAIL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
Airspace Management Office Switzerland (ASMO)	skyguide Flugsicherungsstr.1-5 CH-8602 Wangen bei Dübendorf	+41 (0) 43 931 62 33 amc@skyguide.ch	---	---	---	Office HR MON-FRI 0630-1100 (0530-1000) 1200-1600 (1100-1500) EXC Public HOL
Special Flight Office (SFO) Tool Support Office	---	+41 (0) 43 931 62 36 specialflight@skyguide.ch	---	---	---	MON-FRI 0700-1100 (0600-1000) EXC Public HOL

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7. LSZA - LUGANO AIRPORT - Aerodrome charges

7.1 TARIFF REGULATIONS AT LUGANO AIRPORT

(Of 19 SEP 2013)

I. General terms and conditions

Art.1 Legal basis

For the ordinary use of the AP by ACFT, Lugano AP Authority shall levy charges in accordance with section II. For use of the AP that exceeds the ordinary, Lugano AP Authority shall levy special charges, in accordance with section III.

Art.2 Charges

The AP charges include:

- a. mass-related LDG charge
- b. mass-related noise surcharge on LDG charge
- c. approach charge (Skyguide) see [ANNEX 2: Approach charges for Category II airports](#)
- d. EM charge
- e. passenger charge
- f. parking charge
- g. cargo charge
- h. operating time surcharge
- i. fuel and lubricant prices
- j. ground handling charge - basic handling
 - scheduled and charter FLTs
 - general aviation FLTs

Art. 3 Special services

Lugano AP Authority is entitled to levy extra charges for special services not specifically mentioned in these regulations.

Art. 4 Services by third parties

Lugano AP Authority reserves the right to ask for contributions from firms and companies operating at the AP or offering services to its users.

Art. 5 Special conditions

Lugano AP Authority reserves the right to apply special rates to ACFT operators working for aviation or regional area development purposes, and to operators whose ACFT are mainly stationed on the AP area.

Art.6 Liability for payment of charges

Unless provided otherwise, the charges shall be paid as follows:

- a. in the case of scheduled or non-scheduled commercial FLTs, by the company that actually carries out the FLT ("actual carrier")
- b. in the case of non-commercial FLTs, by the operator of the ACFT

An ACFT operator is defined as the party who has the actual and PERM power of control over the ACFT and who uses it or permits it to be used at its expense.

Several operators of the same ACFT shall be jointly and severally liable for the charges; in the case of the operator not also being the owner of the ACFT, both the operator and the owner shall be jointly and severally liable for the charges.

Art. 7 Exemptions

The following cases are exempted from LDG, noise, approach, passenger and parking charges:

- operators of Swiss and foreign State ACFT provided that the ACFT is carrying the Head of State's government officials on a State visit
- search and police FLTs
- rescue and humanitarian FLTs

- ACFT participating in special demonstrations which are allowed by Lugano AP Authority

Art. 8 Obligation of data delivery

When claiming a reason for exemption in accordance with Art. 7, all the necessary evidence for the claim has to be submitted to Lugano AP Authority.

Art. 9 Terms of payment of the charges

The AP charges must be paid prior to TKOF, at the latest; Lugano AP Authority is, however, entitled to demand payment at any time after the ACFT has landed.

Lugano AP Authority may invoice the charges to regular AP users monthly, provided they have their domicile or head office in Switzerland and can furnish valid financial guarantees.

The payment shall be settled within 30 days of the date of the invoice, unless other agreements have been made.

Art. 10 Currency

The charges are payable in Swiss Francs (CHF).

Art. 11 Value added tax

The charge rates do not include VAT.

Art. 12 Collection

Lugano AP Authority may delegate an authorised dispatch office to levy the charges.

II. Individual charges

Landing charges (based on MTOM)

Art. 13 Obligation

For each LDG, there shall be a charge payable in accordance with the MTOM of the ACFT.

Missed APCHs, during which the ACFT may or may not touch the ground, shall also be considered as LDG with the exception of go-arounds not planned by the crew.

Art. 14 Basis of calculation

The MTOM shall correspond to the information contained in the ACFT's Airworthiness Certificate.

Art. 15 Charge rates

The rates are listed in [GEN 4.1 - Annex 1](#).

Art. 16 NIL

Noise surcharge on landing charge

Art. 17 Obligation

For each LDG, there shall be a surcharge calculated on the LDG charge due, payable in accordance with the noise level of the ACFT.

Noise classes

Art. 18 a) Jet-engine aircraft

Jet-propelled ACFT shall be assigned to one of the noise classes I to V. The class assignment is published in [GEN 4.1 - Appendix A](#)

Art. 19 Noise surcharge rates

The amount of the noise surcharge is:

Noise class	Noise charge CHF (excl. VAT)
I	1000.--
II	600.--
III	400.--
IV	200.--
V	80.--

Art. 20 b) Propeller-driven aircraft not exceeding 8618 kg MTOM

The assignment of propeller-driven ACFT with a MTOM not exceeding 8618 kg into one of the noise classes A to D corresponds to the classification established by FOCA. The decisive factor in this regard is the difference between the mandatory noise level limits in accordance with ICAO Annex 16 and the measured noise level of the ACFT type corrected using the PER correction factor.

Art. 21 Assignments to the noise classes

ACFT registered in Switzerland are assigned to the classes mentioned below in accordance with the Swiss Aircraft Register. ACFT registered abroad are classified in accordance with Appendix B to the tariff regulations for public APs in Switzerland (Noise classification for propeller-driven ACFT without special sound-proofing, ref. [GEN 4.1 - Appendix B](#)).

Art. 22 Noise surcharge rates

The amount of the noise surcharge per tonne or part thereof is:

Noise class	Noise charge CHF (excl. VAT)
A	20.--
B	15.--
C	10.--
D	no surcharge

Art. 23 Surcharge on Saturday, Sundays and local holidays

For LDGs on SAT, SUN and local HOL, the noise surcharge is increased by 50% for:

- all ACFT
- in addition from 0600-0700 (0500-0600) / 1100-1230 (1000-1130) / 1900-2100 (1800-2000)

Between 2101-0559 (2001-0459), the noise charge is increased by 100% for all ACFT.

Art. 24 New and modified aircraft

In the event that a party liable to pay the charges submits a claim for a more advantageous classification, it shall provide evidence to Lugano AP Authority by submitting appropriate documentation within 60 days of the date on which the claim is made.

Art. 25 Refund

If the evidence required is provided on time, Lugano AP Authority shall refund the excess surcharge paid during the 60-day period.

Emission-related landing charges (WEF 01 APR 2010)**Art. 26 Principle**

An EM-related LDG surcharge is applied to all ACFT equipped with a combustion engine and that are subject to a WT-based LDG charge. The EM charge is based on the absolute EM characteristic of the engine, as described in the FOCA Directive "Aircraft Engine Emission Charges in Switzerland" (Reference 33-05-27).

Art. 27 Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

ACFT equipped with turbofan, turbojet or turboprop engines that are:

- regulated under the ICAO Annex 16, Volume II, or
- not regulated, but have detailed EM data for the LDG-TKOF (LTO) cycle AVBL to FOCA,

are subject to the EM calculation, as specified in ECAC Recommendation 27/4. Specifically, the following EM calculation formula applies:

$$\text{EmissionValueAircraft} = a * \#Engines * \sum_{LTO - modes} (60 * time * fuelflow * NOx_{Emissionfactor} \div 1000)$$

where:

- a = 1 if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.
- a > 1 if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard.
- a = HC Dp/Foo / 19.6, with a maximum value for 'a' of 4.0

LTO-Modes:	ICAO Certification LTO Modes:	
	Mode	Time (in minutes)
	Take-off	0.7
	Climbout	2.2
	Approach	4.0
	Taxi/Idle	26.0
# Engines:	number of engines fitted to the aircraft	
Time:	time in mode (see above)	(in minutes)
Fuelflow:	fuel flow per mode	(in kg/sec)
NO _x Emissionfactor	Measured NO _x -Emission factor per mode	(in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information:

www.bazl.admin.ch -> For Specialists -> Environment

Art. 28 Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with:

- piston engines
- rotary wing engines
- any other engine without EM data AVBL to FOCA

are also subject to an EM charge. Specifically, they are assigned an EM value derived from the type, PER and number of engines fitted to the ACFT, as detailed in Table1.

Table 1: FOCA Aircraft Emission Value Matrix

# Eng.	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional	Piston: Conventional	Piston: Conventional	Helicopter	Helicopter	Business- Jets	Business- Jets	Turbo- props
		up to 200 hp	200-400 hp	>400 hp	<1000 shp	>1000 shp	(<16 kN)	(>16 but <26.7 kN)	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

Art. 29 Emission tariff

The applicable tariff is CHF 3.40 per Emission Value_{Aircraft}

Passenger charge

Art.30 Obligation

Subject to Art. 31, a charge shall be payable for each passenger who is transported by an ACFT that takes off from the AP.

Art. 31 Passenger charge rates

	Charges	Passenger	Security	Noise	PRM	Total Charge
a.	for general aviation traffic per passenger	CHF 19.00	-	CHF 1.00	-	CHF 20.00
b.	for scheduled and charter traffic per passenger	CHF 24.00	CHF 16.50	CHF 1.00	CHF 1.00	CHF 42.50
c.	for transit scheduled and charter traffic per passenger	CHF 9.50	CHF 5.50	CHF 1.00	-	CHF 16.00

PART 2 - EN-ROUTE (ENR)

ENR 0

ENR 0.1

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ENR 0.2

NIL

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ENR 0.3

NIL

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ENR 0.4

NIL

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ENR 0.5

NIL

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ENR 4.2 SPECIAL NAVIGATION SYSTEMS

NIL

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ENR 4.5 AERONAUTICAL GROUND LIGHTS - EN-ROUTE

NIL

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8.2 Restricted areas for gliders within TMA

LS-R FOR GLIDERS WITHIN TMA

Airspace class within these LS-R for gliders within TMA changes to E when active.

Standard distances to clouds apply:

- vertically: 300 m
- horizontally: 1500 m

NO IFR Traffic allowed in these LS-R for gliders

Other VFR TFC into this type of LS-R for gliders is allowed with approval from the designated ATS unit

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR69 T SCHAFFHAUSEN EAST	47 46 55 N 008 52 12 E - 47 43 59 N 008 52 49 E - 47 44 17 N 008 47 06 E - 47 42 33 N 008 37 55 E - 47 46 25 N 008 35 29 E - 47 46 55 N 008 52 12 E	6500 (2000) ----- 5500 (1700)	Phone: +41 (0) 43 931 69 61	Approval request by head of aerodrome Schaffhausen with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich 124.700 MHz. Activation times available on Glider-Info on 120.880 MHz. Keep a listening watch on glider FREQ 122.305 MHz.
LSR70 T SCHAFFHAUSEN WEST	47 46 25 N 008 35 29 E - 47 42 33 N 008 37 55 E - 47 42 04 N 008 34 05 E - 47 41 57 N 008 31 01 E - 47 46 11 N 008 28 21 E - 47 46 25 N 008 35 29 E	6500 (2000) or 5500 (1700) ----- 4500 (1350)	Phone: +41 (0) 43 931 69 61	
LSR71 T SCHAFFHAUSEN SOUTH	47 42 33 N 008 37 55 E - 47 41 35 N 008 38 31 E - 47 40 39 N 008 32 09 E - 47 40 44 N 008 31 48 E - 47 41 57 N 008 31 01 E - 47 42 04 N 008 34 05 E - 47 42 33 N 008 37 55 E 47 40 39 N 008 32 09 E - 47 41 35 N 008 38 31 E - 47 40 31 N 008 34 56 E - 47 40 18 N 008 32 04 E - 47 40 44 N 008 31 48 E - 47 40 39 N 008 32 09 E	5500 (1700) ----- 4500 (1350) 5500 (1700) ----- 3000 (900)	Phone: + 41 (0) 43 931 69 61	
LSR72 T BOHLHOF	47 39 01 N 008 20 13 E - 47 40 45 N 008 20 15 E - 47 41 20 N 008 25 51 E - 47 39 03 N 008 25 49 E - Arc of circle centred on - 47 39 02 N 008 23 01 E - Radius 1.89 NM, clockwise 47 39 01 N 008 20 13 E	3500 (1050) ----- 3000 (900)		

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR73 T WINTERTHUR WEST	47 32 38 N 008 55 12 E - 47 30 21 N 008 54 35 E - 47 31 01 N 008 49 52 E - 47 30 58 N 008 48 29 E - 47 32 19 N 008 47 50 E - 47 34 20 N 008 51 35 E - 47 32 38 N 008 55 12 E	5500 (1700) ----- 4500 (1350)		Approval request by head of aerodrome Winterthur with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich 124.700 MHz. Activation times available on Glider-Info on 120.880 MHz. Keep a listening watch on glider FREQ 122.305 MHz.
LSR74 T WINTERTHUR EAST	47 32 17 N 009 00 00 E - 47 29 32 N 009 00 19 E - 47 30 21 N 008 54 35 E - 47 32 38 N 008 55 12 E - 47 32 17 N 009 00 00 E 47 31 55 N 009 04 54 E - 47 28 56 N 009 04 24 E - 47 29 32 N 009 00 19 E - 47 32 17 N 009 00 00 E - 47 31 55 N 009 04 54 E	6500 (2000) or 5500 (1700) ----- 4500 (1350) 6500 (2000) ----- 5500 (1700)		
LSR75 T DITTINGEN WEST	47 25 56 N 007 23 04 E - 47 24 45 N 007 22 49 E - 47 25 27 N 007 15 16 E - Swiss border line - 47 25 56 N 007 23 04 E 47 27 30 N 007 25 41 E - 47 27 39 N 007 29 21 E - Arc of circle 1.35 NM radius clockwise centred on 47 26 18 N 007 29 28 E - 47 26 48 N 007 31 19 E - 47 26 06 N 007 31 44 E - 47 23 43 N 007 32 32 E - 47 24 45 N 007 22 49 E - 47 25 56 N 007 23 04 E - Swiss border line - 47 27 30 N 007 25 41 E	5000 (1525) ----- 3000 (900) 5000 (1525) ----- 1000 AGL (300)		Exclusive usage from aerodrome Dittingen.
LSR76 T DITTINGEN EAST	47 26 06 N 007 31 44 E - 47 27 00 N 007 39 00 E - 47 28 58 N 007 44 25 E - 47 25 52 N 007 46 41 E - 47 23 00 N 007 39 30 E - 47 23 43 N 007 32 32 E - 47 26 06 N 007 31 44 E	5000 (1525) ----- 1000 AGL (300)		
LSR77 T ALBIS	47 19 53 N 008 33 14 E - 47 15 25 N 008 36 18 E - 47 13 56 N 008 25 55 E - 47 18 11 N 008 22 40 E - 47 19 53 N 008 33 14 E	7500 (2300) or 6500 (2000) ----- 5500 (1700)		Activation only when Zurich TMA 14/15 is not active. Approval request by head of aerodrome Hausen with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich 124.700 MHz. Activation times available on Glider-Info on 120.880 MHz. Keep a listening watch on glider FREQ 122.305 MHz.

PART 3 - Aerodromes (AD)

AD 0

AD 0.1 PREFACE

NIL

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AD 0.2 RECORD OF AIP AMENDMENTS

NIL

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AD 0.3 RECORD OF AIP SUPPLEMENTS

NIL

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AD 0.4 CHECKLIST OF AIP PAGES

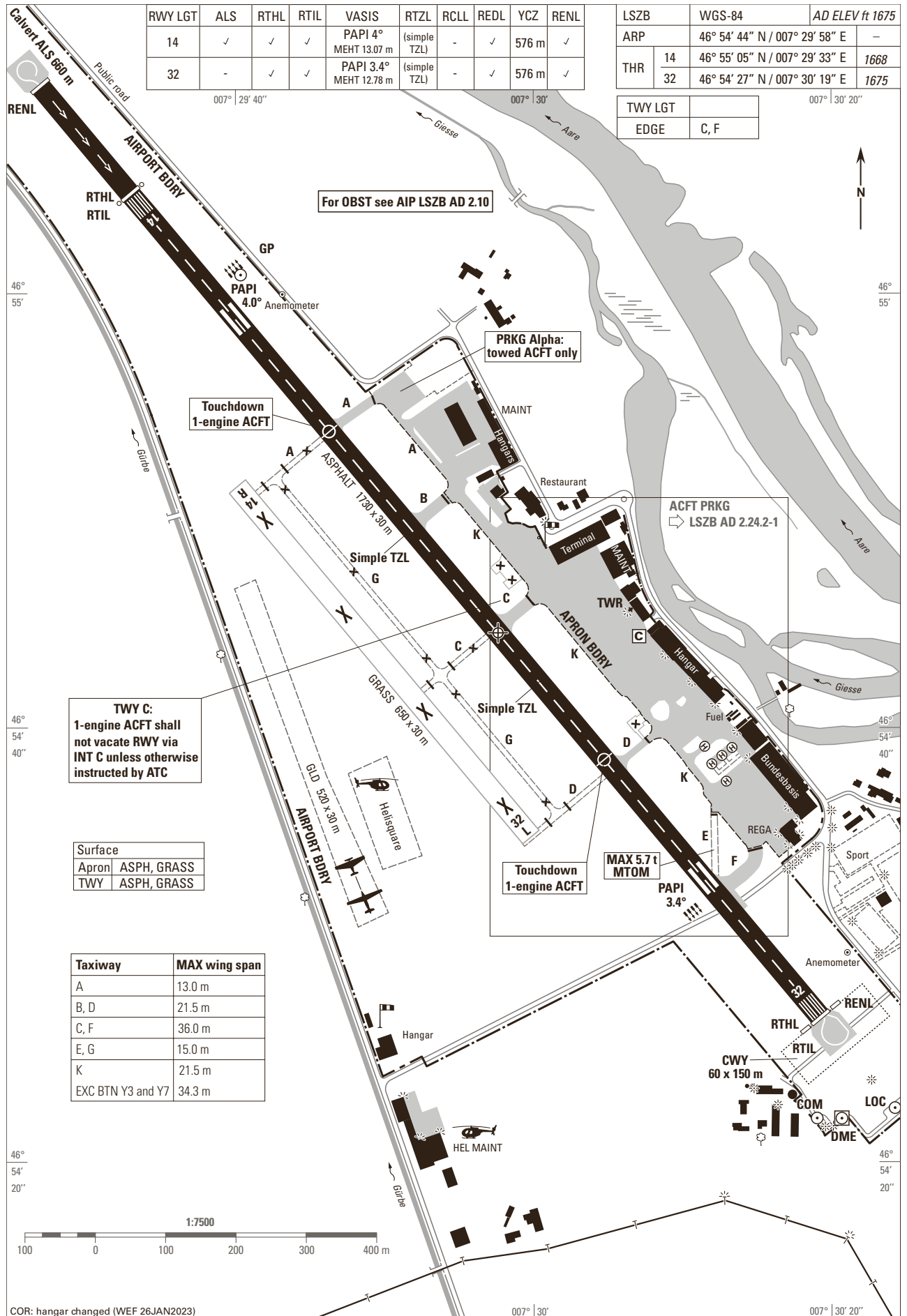
NIL

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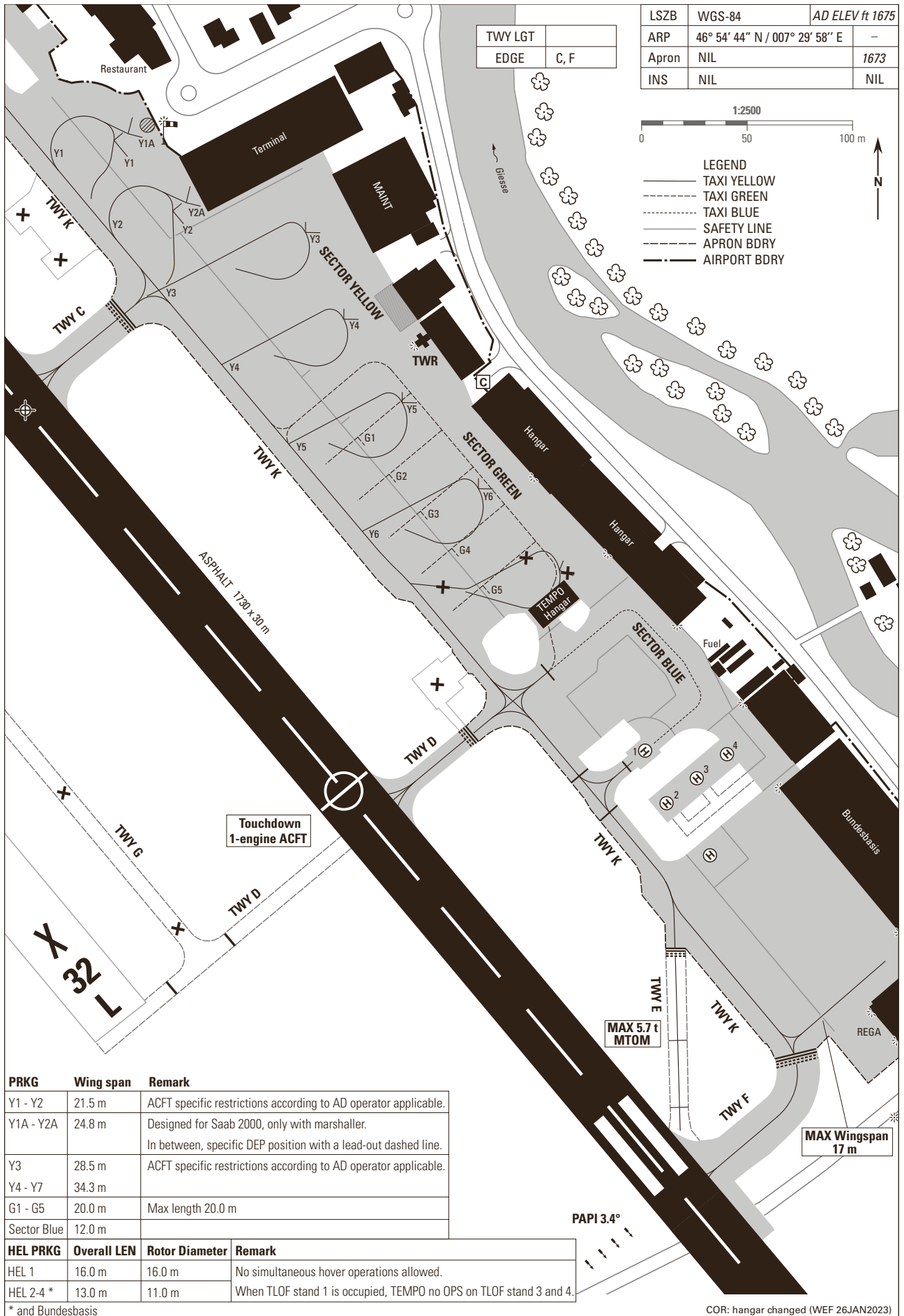
AD 0.5 LIST OF HAND AMENDMENTS TO THE AIP

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LSGG - GENÈVE

LSGG AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGG - GENÈVE

LSGG AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	46 14 18N 006 06 34E RWY, 2000 m from RWY end 04
2	Direction and distance from the CITY	322°, 4 km from Genève
3	Elevation/Reference temperature	1411 ft 24.8°C
4	MAG VAR/Annual change	2° E (2018.5) 0°10' eastwards
5	AD Administration, address, telephone, telefax, telex, AFS	Administration: Post: Aéroport International de Genève Case postale 100 CH-1215 Genève 15 AFS: LSGGYDYX URL: http://www.gva.ch/ Phone: +41 (0) 22 717 71 11 Fax: +41 (0) 22 798 43 77 Email: info.aig@gva.ch Airport Duty Manager: Phone: +41 (0) 22 717 79 79 Email: airport.manager@gva.ch Aviation Authority: Police aérienne Phone: +41 (0) 22 717 71 28 Email: pa@gva.ch Airport Operations: Phone: +41 (0) 22 717 71 27 Phone: +41 (0) 22 717 71 26 (PPR) Fax: +41 (0) 22 717 71 31 Email: ops@gva.ch
6	Types of traffic permitted (IFR/VFR)	IFR / VFR
7	Remarks	Geodetic undulation reference for ARP: 172.3 ft

LSGG AD 2.3 OPERATIONAL HOURS

1	AD Administration	Airport Duty Manager: H24
2	Custom and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	0500 - 2300 (0400 - 2200)
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	0400 - 2200 (0300 - 2100), O/R 2201 - 0359 (2101 - 0259)
9	Handling	0400 - 2300 (0300 - 2200), O/R 2301 - 0359 (2201 - 0259)
10	Security	H24
11	De-icing	0400 - 2300 (0300 - 2200), O/R 2301 - 0359 (2201 - 0259)
12	Remarks	Swiss and French customs. BTN 2331 - 0459 (2231 - 0359), expect the operational availability of the RWY within 40 min and only for MEDEVAC, HEMS, SAR, EMERG and flights holding a prior approval from the Airport Duty Manager, due to regular maintenance works.

LSGG AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	All modern facilities
2	Fuel/oil types	JET A1, AVGAS 100LL 65, 80, 100/120, E80, E100, W100, W120+Turbine
3	Fuelling facilities/capacity	No limitations
4	De-icing facilities	<ul style="list-style-type: none"> Scheduled traffic: SWISSPORT, Dnata Non-scheduled traffic and General Aviation: JET AVIATION, TAG AVIATION, DASSAULT AVIATION
5	Hangar space available for visiting aircraft	LGT ACFT: 1 Hangar 101 x 20x 4,10 m 1 Hangar 80 x 20 x 5,10 m 1 Hangar 80 x 20 x 5,50 m Commercial and general aviation: 1 Hangar 170 x 62,5 x 15 m Workshop 80 x 42,5 x 4,15 m
6	Repair facilities for visiting aircraft	Hangarage, major aircraft repairs and major engine repairs up to 5700 kg A 300, 310, 319, 320, 330, 340, B 727, 737, 747, 757, 767, BAC 111, BAE 125, Beech 90, 100, 200, 300, 400, Canadair 600, 601, 604, CASA 212, Cessna 500, 550, 560, Convair 580, Falcon 10, 20, 50, 900, 2000, G-II59, G-I59, G-4, G-5, Lear 20, 23, 24, 25, 31, 35, 36, 55, 60, Lockheed 731, 1011, MD80, Mitsubishi 300, PC12, Piper 31, 42, Rockwell 690.
7	Remarks	Oxygen and related servicing

LSGG AD 2.5 PASSENGER FACILITIES

1	Hotels	In city and around the AP
2	Restaurants	Swiss and French restaurants, fast food, bar at the AP
3	Transportation	Buses, taxis, trains, car rental
4	Medical facilities	First aid at AP, hospitals in the city, 2 ambulances
5	Bank and Post Office	At AP and in city
6	Tourist Office	At AP and in city
7	Remarks	NIL

LSGG AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	0500 - 2330 (0400 - 2230): Category 9 and O/R category 10 2331 - 0459 (2231 - 0359): Category 7 and O/R category 9
2	Rescue equipment	Available, 1 rescue boat, 4 inflatable rafts for 37 passengers each, 1 inflatable raft for 65 passengers.
3	Capability for removal of disabled aircraft	B-747
4	Remarks	Ambulances available H24

LSGG AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	13 Jetbroom, 8 blades, 30 trucks, 3 de-icers, 5 milling machines
2	Clearance priorities	Runway, taxiways, then Apron
3	Remarks	Snow removal assured RWY 04/22 de-iced / anti-iced with KFOR (potassium formate fluids) or with NAFO (sodium formate solids)

LSGG AD 2.20 LOCAL TRAFFIC REGULATIONS**1. Local flying restrictions and remarks****1.1 Scheduled air traffic and charter flights**

Scheduled air traffic and charter FLT's are subject to schedule coordination performed by Slot Coordination Switzerland. Permission requests for slots shall be submitted to:

Slot Coordination Switzerland e-mail: slot@slotcoordination.ch

ACFT stopovers of more than 3 hours (including night stops), as well as ACFT type changes are subject to parking stand availability.

1.2 Non-scheduled flights

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

1.3 Other non-scheduled commercial air traffic as well as non-commercial air traffic

Non-scheduled commercial air traffic and non-commercial air traffic (airplanes and HEL) are subject to coordination requirement PPR.

Airplanes (IFR):

- PPR availability on <http://ppr.gva.ch>
- For non-scheduled commercial air traffic PPR slot shall be requested via handling agent (REF: LSGG AD 2.20, § 4).
- For non-commercial air traffic using north apron only, PPR slot can be requested via PPR Office.
- Reservation possible 5 days in advance (Day-5)

Airplanes (VFR)

- PPR for VFR airplanes traffic: refer to VFR Manual LSGG AD INFO.

Helicopters (IFR)

- PPR availability on <http://ppr.gva.ch>
- For non-scheduled commercial air traffic, PPR slot shall be requested via handling agent (REF: LSGG AD 2.20, § 4).
- Reservation possible 5 days in advance (Day-5)
- For non-commercial air traffic, PPR slot can be requested via PPR Office.
- Reservation possible on the day of operation (Same day).
- Reservation for parking on helipad mandatory through PPR office.

Helicopters (VFR)

- PPR for VFR helicopter traffic: refer to VFR Manual LSGG AD INFO.

PPR Office:

- PPR Office OPN HR: MON to SUN 0700 - 1700 (0600 - 1600).
Phone number +41 (0) 22 717 71 26.

PPR slot:

- PPR slot has to be requested before filing any flight plan.
- Permission number must be indicated in item 18 of FPL.
- FPL has to include DEP or ARR time based on allocated PPR time frame.
- Any modifications and/or cancellations must be immediately notified to handling agent or to the PPR Office.

1.4 Not subject to permission requirements are:

- a. SAR FLT's, medical FLT's, police FLT's, Swiss MIL FLT's and FLT's authorised or operated by FOCA;
- b. Air traffic which has to divert to Geneva due to safety, MET, technical or medical reasons, except during specific periods notified by NOTAM.

Despite the PPR exemption criteria, flights must be announced to Airport Operations (+41 (0) 22 717 71 26 or +41 (0) 22 717 71 27) except for emergency cases.

1.5 Helicopters Operations

North Apron: Simultaneous hover operations on HEL stands are not allowed

South Apron: HEL FLT's are subject to special AUTH from Genève AP Authorities (except HUG SAR HEL).

For AUTH, contact airport.manager@gva.ch or the AP Duty Manager + 41 (0) 22 717 79 79.

Request for AUTH has to include:

- Date of FLT (ARR and DEP)
- ARR time (UTC)
- DEP time (UTC)
- Type of HEL
- Reason for operating on south apron

2. Night ban regulations

2.1 General

According to Chapter 4, Section 2 of the VIL (edict 748.131.1 concerning aeronautical infrastructure) on the rules governing night-time FLT, LDGs and DEPs are banned for:

Commercial Air Transport see § 2.2;

Non-commercial Air Transport see § 2.3.

2.2 Commercial Air Transport

Definition of Commercial Air Transport: "S" or "N" as per ICAO flight plan see [ENR 1.10](#).

LDGs of Commercial Air Transport are banned from 2300 to 0359 (2200 to 0259) and restricted from 0400 to 0459 (0300 to 0359).

LDGs from 0400 to 0459 (0300 to 0359) are only permitted provided the carrier:

- a. has submitted and received prior APV from the Genève AP Authorities to publish an STA during this time frame, and
- b. holds a Genève AP slot during this time frame which has been issued by Slot Coordination Switzerland.

Delayed LDGs may be tolerated between 2300 and 2329 (2200 and 2229). Prior APV from the Genève AP Authorities must be obtained.

For LDGs of Chapter (Stage) two ACFT, see § 2.5

Ferry FLT ARR are:

- a. Banned from 2100 to 0459 (2000 to 0359).
- b. Derogations from 2100 to 2259 (2000 to 2159) may be given by the Genève AP Authorities.

LDGs of supplementary FLT during the night bans described in § 2.20.2.2 and carried out during the period from the second FRI before Christmas (25 DEC) to the second MON after the New Year (01 JAN) are only permitted provided the carrier:

- a. has submitted and received prior APV from the Genève AP Authorities to publish an STA during this time frame, and
- b. holds a Genève AP slot during this time frame issued by Slot Coordination Switzerland.

In the morning, LDGs can only expect to REC an APCH clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown at the earliest 5 MIN before the respective night ban ends. LDG clearance will be issued only if touchdown will occur after the end of the night ban.

In the evening, LDGs can only expect to REC an APCH clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown no later than 10 MIN before the respective night ban comes into effect. LDG clearance will be issued only if touchdown will occur before the night ban.

DEPs of Commercial Air Transport are:

- a. banned from 2300 to 0459 (2200 to 0359)
- b. restricted from 2100 to 2259 (2000 to 2159).
- c. ACFT shall be fully ready at the holding point at latest 10 minutes before the applicable night regulation comes into effect.
- d. Departure remains subject to traffic.

DEPs from 2100 to 2259 (2000 to 2159) are only permitted provided:

- a. ACFT with a noise index less than 98 EPNdb are used to DESTs (non-stop FLT only) of more than 5000 km (2700 NM), or
- b. ACFT with a noise index less than 96 EPNdb are used for all other DESTs.
- c. Non-Scheduled Commercial ACFT of noise category 4 or 5 holding a valid PPR and prior APV from the Genève AP Authorities.

Delayed DEPs may be tolerated between 2300 and 2329 (2200 and 2229). Prior APV from the Genève AP Authorities must be obtained.

For DEPs of Chapter (Stage) two ACFT see § 2.5.

Ferry FLT DEPs are:

- a. Banned from 2100 to 0459 (2000 to 0359).
- b. Derogations from 2100 to 2259 (2000 to 2159) may be given by the Genève AP Authorities.

DEPs of supplementary FLT during the night bans described in § 2.20.2.3 and carried out during the period from the second FRI before Christmas (25 DEC) to the second MON after the New Year (01 JAN) are only permitted provided the carrier:

- a. has submitted and received prior APV from the Genève AP Authorities to publish an STD during this time frame, and
- b. holds a Genève AP slot during this time frame issued by Slot Coordination Switzerland.

Prior permission is required from the Genève AP Authorities by all commercial air transport operations during the night bans described in § 2.2. Permission to operate during the night ban is only granted in exceptional circumstances.

2.3 Non-commercial Air Transport

Definition of non-commercial Air Transport: "G", "M" or "X" as per ICAO flight plan see [ENR 1.10](#).

LDGs of non-commercial Air Transport are banned from 2100 to 0459 (2000 to 0359).

For LDGs of Chapter (Stage) two ACFT, see § 2.5.

In the morning, LDGs can only expect to REC an APCH clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown at the earliest 5 MIN before the respective night ban ends.

LDG clearance will be issued only if touchdown will occur after the end of the night ban.

In the evening, LDGs can only expect to REC an APCH clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown no later than 10 MIN before the respective night ban comes into effect. LDG clearance will be issued only if touchdown will occur before the night ban.

VFR traffic must have planned their FLTs in order to RCH the AD circuit at least 30 MIN before the end of evening civil TWIL (REF: [GEN 2.7](#)). This is to ensure that LDGs can take place before the end of evening civil TWIL despite possible delays caused by ATC or other events.

DEPs of non-commercial Air Transport are:

- a. banned from 2100 to 0459 (2000 to 0359)
- b. ACFT shall be fully ready at the holding point at latest 10 minutes before the applicable night regulation comes into effect.
- c. Departure remains subject to traffic.

For DEPs of Chapter (Stage) two ACFT, see § 2.5.

Prior permission is required from the Genève AP Authorities by all non-commercial air transport operations during the night bans described in § 2. Permission to operate during the night ban is only granted in exceptional circumstances.

2.4 Exemptions

Urgent FLTs holding special AUTH and/or diplomatic clearances from FOCA to operate during the night ban:

State ACFT ("X" with STS/STATE or STS/HEAD as per ICAO flight plan see [ENR 1.1](#)) both Swiss and foreign (see [GEN 1.2.5](#), on entry, transit and DEP of foreign State ACFT through Swiss airspace or ADs);

MIL ACFT ("M" as per ICAO flight plan see [ENR 1.1](#)) both Swiss and foreign (see [ENR 1.1](#), on entry, transit and DEP of foreign MIL ACFT through Swiss airspace or ADs).

Urgent FLTs holding PERM special AUTH to operate during the night ban from the Genève AP Authorities:

- SAR FLTs (STS/SAR);
- Medevac FLTs (STS/HOSP);
- Law enforcement/supervision FLTs;
- Disaster relief FLTs (STS/HUM).

Forced LDGs due to MET, technical or serious medical reasons.

2.5 Chapter (Stage) two ACFT

Chapter two ACFT are no longer permitted to use Swiss ADs.

In exceptional circumstances (e.g. ACFT performing scheduled MAINT at an APV MAINT facility at Genève AP), FOCA, in conjunction with the Genève AP Authorities, can issue an exemption permit for chapter two ACFT to operate at Genève AP.

Application forms are obtained from the Genève AP Authorities. A CMPL form must be returned, by FAX, to the same authorities, at least three working days before the date of the planned FLT.

A copy of this form, with "permission granted" by FOCA, must travel and remain with the ACFT FLT documents for the DUR of the stay at Genève AP.

Chapter two ACFT, holding an exemption permit, are subject to the following restrictions:

LDGs and TKOFs from MON to FRI, 0800 to 1759 (0700 to 1659), except during locally recognised HOL.

Chapter two ACFT, holding an exemption permit, are still liable for all relevant AP and ATC charges as per [GEN 4.1.4](#), LSGG and [GEN 4.2.1](#).

The Genève AP Authorities reserve the right to impose a fine on the applicant if the above is not respected.

The procedures for all foreign government, and foreign MIL, chapter two ACFT are as per [GEN 1.2.5](#).

3. Reporting of parking position at departure

At DEP, all crews of ACFT parked on the main apron shall report the ACFT stand number when establishing the first RTF contact with "Geneva Ground".

These numbers, indicated in [LSGG AD 2.8](#), are conspicuously displayed on the front of the terminal BLDG and of the satellites.

4. Ground handling agents

For commercial air transport, except taxi FLTs, the use of one of the ground handling agents mentioned below is required.

The name of the ground handling agent shall be specified:

- at least 10 days prior to the start of operation at Genève, or
- when there is a change of ground handling agent.

For commercial air transport, except taxi FLTs, the handling agents are:

Post: **Swissport International SA**
Contracting Manager
P.O. Box 776
CH-1215 Geneva 15
Phone: +41 (0) 22 799 32 30
Fax: +41 (0) 22 799 32 66
Email: gva.som@swissport.com
SITA: GVAKSXH
FREQ: 129.705 MHz (ground)

Post: **Dnata Switzerland AG**
Station Control
P.O. Box 196
CH-1215 Geneva 15
Phone: +41 (0) 22 555 94 82
Fax: +41 (0) 22 555 94 85
Email: gva.ops@dnata.ch
SITA: GVAKO7X
FREQ: 131.505 MHz
(call sign: Dnata Handling Geneva)

Operators of non-scheduled commercial air traffic as well as non-commercial air traffic using the south apron are obliged to choose one of the ground handling agents listed below.

Self handling is not allowed.

Crew and passengers (non-commercial air traffic using the north apron) without a handling agent must use the non-Schengen channel and will be subject to document controls.

For general and business aviation FLTs, on ARR and DEP, the name of the handling agent must be entered in item 18 "Other information" of the ICAO FPL.

For business and general aviation FLTs, the ground handling agents are:

Post: **Jet Aviation AG**
Geneva Airport Branch
18, Chemin des Papillons
P.O. Box 456
CH-1215 Geneva 15
Phone: +41 (0) 58 158 18 11
Fax: +41 (0) 58 158 18 15
Email: dopah@jetaviation.ch
SITA: GVAPJPP, LSGGPJSX
FREQ: 130.655 MHz

Post: **Dassault Aviation Business Services**
6, Rue Robert Adrien Stierlin
CH-1217 Meyrin
Phone: +41 (0) 22 710 44 34
Fax: +41 (0) 22 710 44 40
Email: fbo@dassault-business.com
SITA: GVATAXH
FREQ: 131.430 MHz

8.3.4 Push-back and tow procedures

In all cases, the ACFT rotating beacon shall be operated during the push-back procedure.

If security requires, "Follow me" vehicles will escort ACFT during the push-back procedure.

Request ATC clearance with "Geneva Ground", FREQ **121.680** MHz.

Start-up shall be initiated during push-back unless otherwise instructed by "Geneva Apron", FREQ **121.855** MHz.

Request push-back and start-up clearance with "Geneva Apron", FREQ **121.855** MHz.

For the towing or push-back of an operating ACFT a general AUTH will only be given to the cockpit crew. Detailed instructions will be transmitted directly to the driver.

All instructions for the tow or push-back of ACFT with MAINT personnel in the cockpit will be transmitted directly by "Geneva Apron" on the tow vehicle's FREQ to the driver.

Notes:

- Clearances for push-back or TAX may only be requested if the ACFT is immediately ready to carry out the manoeuvre.
- Changes of FREQ must be carried out immediately, as instructed.

All ACFT operators and handling agents must ensure, H24 and within a MAX of one HR, that push-back equipment and personnel, as well as an authorised cockpit brake operator, are AVBL for their ACFT. Due to operational reasons, Genève AP Authorities may ask for the repositioning of an ACFT. Towing costs will be charged to the operator.

Parking PSNs GOLF for General Aviation FLTs:

Push-back into PSNs GOLF 1 - 4 is mandatory on ARR. Passengers must remain on board until the ACFT is in the final parking PSN and secured.

9. Run-up

Run-ups are subject to a prior AUTH of the Genève AP Authority (Operation Division), "Apron Control",

Phone: 7141, 7140.

10. Fuelling with passengers on board

Reference: FOCA Directive 01 DEC, 2000 / EU-OPS-1 12 JAN, 2008

10.1 Conditions

Authorised only with JET A-1 fuel.

Not permitted on ACFT with MTOW less than 5700 kg and/or with a capacity of less than 20 seats.

Defuelling with passengers on board is strictly prohibited.

10.2 Procedure

The PIC must ensure that the Fire Brigade Service is duly informed that fuelling with passengers on board (also while embarking or disembarking) will be conducted.

At least two exits must be accessible by a jetty or mobile stairs. If not applicable, CLR EMERG slide deployment areas must be guaranteed.

The ACFT cockpit must be occupied by a pilot and communication with ground personnel must be established during the operation.

11. AIRBUS A380

Genève AP may neither be planned as a DEST nor as an ALTN for A380 due to insufficient space on the apron.

LSGG AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

The following procedures are defined to reduce noise around Genève AP. They also apply to training and check FLT's.

Pilots may deviate from Noise Abatement Procedures only upon instruction by ATC, previous AUTH of Genève AP Authority or FOCA, or for safety reasons.

The term "Night" covers the period between 2100 and 0459 (2000 and 0359). The term "Day" covers the period between 0500 and 2059 (0400 and 1959).

Training and check FLT's are prohibited at night.

The North Apron (GAC) is CLSD at night, except for ambulance FLT's and towed ground movements.

TKOFs of jet ACFT with a noise certificate in accordance with the standards of ICAO Annex 16, Volume I, Second Part, Chapter 2 are prohibited.

As of 30 MAR 2008, TKOFs and LDGs of ACFT complying with noise certification requirements of ICAO Annex 16, Volume I, Part 2, Chapter 3 by a margin equal to or lower than 5dbA are prohibited at night.

2. Arrival

2.1 ILS approach

ILS APCH shall be carried out at an angle equal to or above the GP angle established for each direction as defined by the ILS profile.

The descent shall be planned as to maintain a clean configuration as long as possible, considering safety and ATC requirements.

2.2 RWY 22: Arrival from the South

Pilots may be vectored to join the APCH axis at latest 11NM touchdown.

2.3 Visual approach

If cleared for visual APCH, pilots will be instructed to join or be established on the APCH axis as follows:

- for RWY 22: at latest 8.1NM touchdown (GG808), MNM 4000 ft QNH, for arrivals from the north, or at latest 11 NM touchdown (GG811), MNM 4000 ft QNH, for arrivals from the south.
- for RWY 04: at latest 5.6NM touchdown (PAS VOR).

2.4 Landing

More than idle reverse shall not be used except for safety reasons or if necessitated to comply with an ATC request.

3. Departure

Follow strictly published SIDs for RWY 04 and 22 (LSGG AD 2.24), in order to minimise noise around Genève AP.

The climb is carried out as follows for jet and propeller ACFT:

1. TKOF up to 2900 ft QNH with:
 - (reduced) TKOF PWR;
 - $V_2 + 10$ to 20 kt speed or in accordance with climb gradient limitation
2. from 2900 ft QNH to 4400 ft QNH:
 - climb PWR
 - $V_2 + 10$ to 20 kt speed
3. from 4400 ft QNH:
 - ACFT clean up and acceleration to climb speed

KONIL C/J SIDs will only be assigned to propeller ACFT and jet ACFT with noise classification IV and V in accordance with [GEN 4.1.12](#).

Above 5000 ft/AGL, ATC may permit pilots to deviate from SIDs to shorten the path towards the DEST.

Adherence to Noise Abatement Procedures is automatically MNT by a noise MNT system.

LSMP - PAYERNE

LSMP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSMP - PAYERNE

LSMP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

LSMP AD 2.3 OPERATIONAL HOURS

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

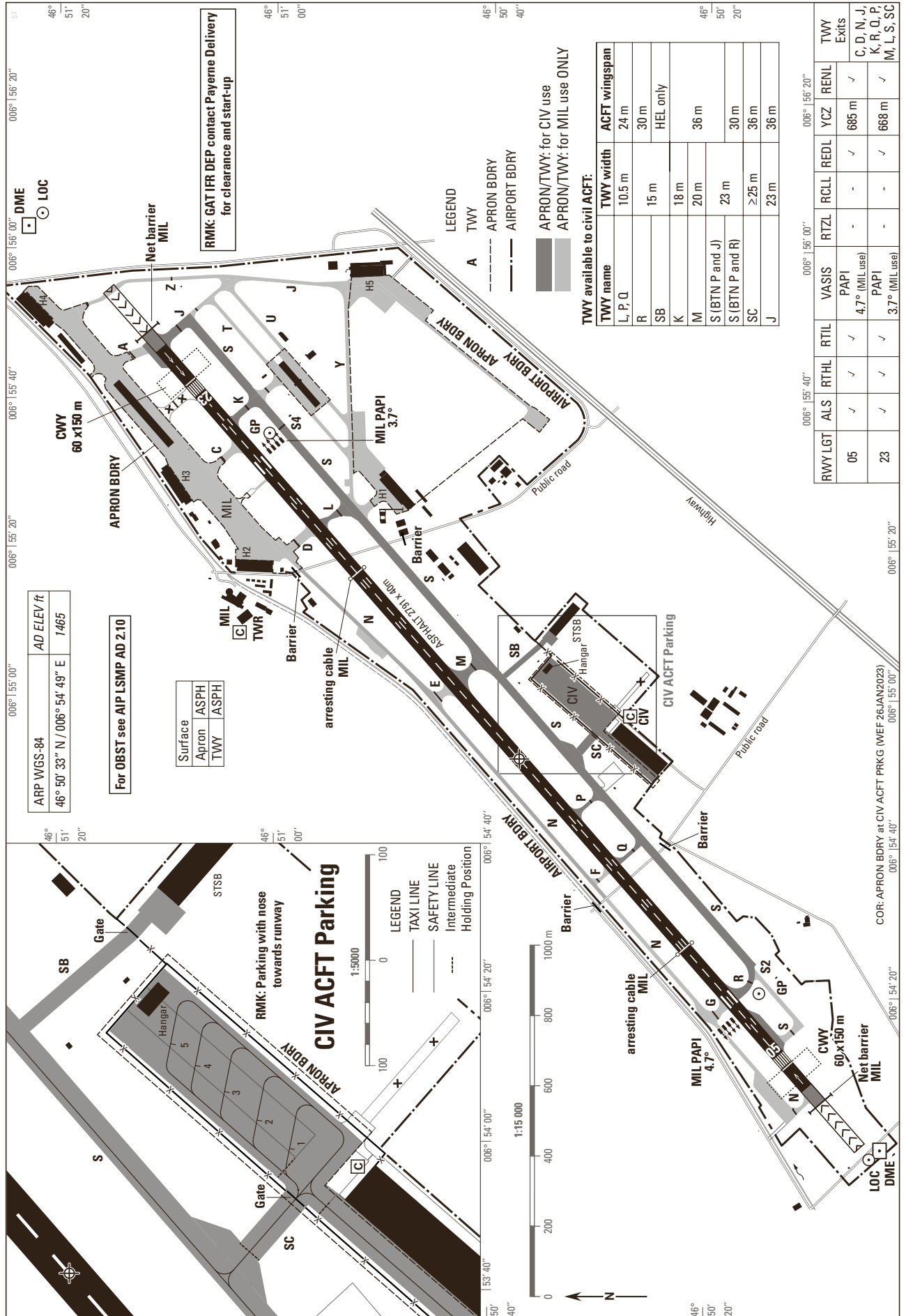
6	MET Briefing Office	NIL
7	ATS	HX
8	Fuelling	CIV AD OPR HR
9	Handling	Speedwings Handling Services: Phone: +41 (0) 26 662 66 60 Email: handling@speedwings-payerne.ch
10	Security	H24
11	De-icing	CIV AD OPR HR
12	Remarks	MIL AD with civil co-use Airfield, PPR

LSMP AD 2.4 HANDLING SERVICES AND FACILITIES

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

LSMP AD 2.5 PASSENGER FACILITIES

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



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LSZS AD 2.20 LOCAL TRAFFIC REGULATIONS**1. Local flying restrictions and remarks**

Aerodrome in mountainous area: familiarisation mandatory. Pilots must be qualified to operate at LSZS and fulfill the requirements mentioned in "Betriebsreglement" Annex 5 (See <http://www.engadin-airport.ch/Betriebsreglement.70.0.html>)

| RWY CLSD for fixed wing ACFT with APCH Category A on VFR procedures if VIS BLW 2000 m and/or ceiling below 1000 ft AGL.

| RWY CLSD for fixed wing ACFT with APCH Category B and higher on VFR procedures if VIS BLW 5 km and/or ceiling BLW 2200 ft AGL.

| RWY CLSD for arriving fixed wing ACFT on IFR procedures if VIS BLW 5 km and/or ceiling BLW 2200 ft AGL.

| RWY CLSD for departing fixed wing ACFT on IFR procedures according AD 2.22 § 1.5 (TKOF Minima).

15 OCT - 15 APR It is essential to enquire about RWY conditions (SNOWTAM, ATIS or TEL).

Limited aprons

08 DEC - 14 APR

Limited aprons during winter period for general aviation ACFT up to 4 tonnes MTOM:

Apron is mostly reserved for ACFT of commercial air TFC, as well as for general aviation ACFT over 4 tonnes MTOM. ACFT up to 4 tonnes MTOM will be placed on the limited AVBL frozen SN PRKG. Ground time more than a quick turnaround cannot be guaranteed. For longer ground time, it is urgently recommended to enquire about expected PRKG possibilities with Samedan AP Authority one day before planned FLT.

Corresponding enquiries have to contain:

- Applicant
- Date of ARR and DEP
- Call sign
- ACFT type
- ETA LSZS UTC
- EOBT LSZS UTC

and shall be addressed to:

Email: handling@engadin-airport.ch

Phone: +41 (0) 81 851 08 51

Modifications and cancellations of already coordinated FLT shall be immediately notified.

CTN GLD ACT: **MAY - OCT**

CTN: Cars moving W of RWY 03/21.

Circuit and local flights of less than 20 MIN duration, ground running of engines, helicopter test and training flights daily between **1100 - 1300 (1000 - 1200)** and on SUN/HOL are prohibited.

2. Procedure for taxiing ACFT

Taxi with minimum possible engine power due to jet blast on tarmac.

LSZS AD 2.21 NOISE ABATEMENT PROCEDURES

1. Jet and turbo-prop ACFT

For deceleration, it is recommended that the entire RWY LEN AVBL is used. Reverse thrust shall be used for safety or operational reasons only.

APU shall be started 30 MIN before EOBT, at the earliest, and shall be shut off 15 MIN after the RCH parking PSN at the latest.

2. Propeller aeroplanes

Aircraft of the noise category A (FAL 3-1 APP B1-B7) are generally not allowed. Exceptions are subject to authorization.

LSZS AD 2.22 FLIGHT PROCEDURES

1. Special regulations for IFR approach and departure

1.1 IFR Procedures General

The use of IFR APCH or DEP procedures in LSZS is limited to pilots, operators and ACFT fulfilling the AP Qualifications in accordance with § 1.4. and the specific requirements below.

Availability of the IFR Procedures depending on the military activity in the temporary reserved areas (TRA) REF: ENR 5.2

The non-availability of the ATS Route can be checked under "European AUP/UUP" on

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

The availability of the IFR Procedures can also be suspended by good weather conditions due to high traffic density.

Check NOTAM about IFR-status and for further information the pilot briefing on

URL: <http://www.engadin-airport.ch/Briefings.417.0.html>

The published altitudes of the IFR procedures are not corrected for any pressure and temperature errors.

The flight crew is responsible for these corrections. The altimeter error may be significant in extremely cold temperatures and at high altitudes.

The following table indicates the minimum correction value to be applied to the flight altitude in relation to the aerodrome temperature.

Aerodrome Temperature LSZS							
Altitude ft	0° C	-5° C	-10° C	-15° C	-20° C	-25° C	-30° C
16000	+153 ft	+348 ft	+543 ft	+738 ft	+933 ft	+1128 ft	+1323 ft
14000	+122 ft	+279 ft	+435 ft	+591 ft	+748 ft	+904 ft	+1060 ft
13000	+107 ft	+245 ft	+382 ft	+519 ft	+656 ft	+793 ft	+931 ft
12700	+103 ft	+234 ft	+366 ft	+497 ft	+629 ft	+760 ft	+892 ft
12400	+99 ft	+224 ft	+350 ft	+476 ft	+602 ft	+727 ft	+853 ft
11800	+90 ft	+204 ft	+319 ft	+433 ft	+547 ft	+662 ft	+776 ft
11400	+84 ft	+191 ft	+298 ft	+404 ft	+511 ft	+618 ft	+725 ft
10600	+72 ft	+164 ft	+256 ft	+348 ft	+440 ft	+531 ft	+623 ft
9500	+56 ft	+127 ft	+199 ft	+270 ft	+342 ft	+413 ft	+484 ft
8680	+44 ft	+100 ft	+157 ft	+213 ft	+269 ft	+325 ft	+381 ft

The IFR procedures are partly within airspace class E and G. Watch out for VFR traffic.

LSGS - SION

LSGS AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGS - SION

LSGS AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	46 13 09 N 007 19 37 E - RWY midpoint
2	Direction and distance from the CITY	2.5 km SW Sion
3	Elevation/Reference temperature	1582 ft AMSL - 25.5° C
4	MAG VAR/Annual change	2° E (2016.5) / 0°10' eastwards
5	AD Administration, address, telephone, telefax, telex, AFS	Post: Aéroport de Sion Route de l'aéroport CH-1950 Sion Phone: +41 (0) 27 329 06 00 Fax: +41 (0) 27 329 06 16 AFS: LSGSZPZX - LSGSYDYX SITA: SIRAPXH Email: aeroport@sion.ch URL: http://www.sionairport.ch/
6	Types of traffic permitted (IFR/VFR)	IFR/VFR
7	Remarks	Geodetic undulation reference for ARP: 169.9 ft

LSGS AD 2.3 OPERATIONAL HOURS

1	AD Administration	APR-SEP: 0500 - HRH, MAX 1800 OCT-MAR: 0700 - HRH, MAX 1900 HRH = Day and night limits. REF: GEN 2.7 .
2	Customs and immigration	AD OPR HR
3	Health and sanitation	AD OPR HR
4	AIS Briefing Office	AD OPR HR
5	ATS Reporting Office (ARO)	AD OPR HR
6	MET Briefing Office	AD OPR HR
7	ATS	HX
8	Fuelling	AD OPR HR
9	Handling	AD OPR HR
10	Security	AD OPR HR
11	De-icing	AD OPR HR
12	Remarks	Outside AD administration hours - OPS and services O/R. Special permission is required for flights outside of the opening hours. APR-SEP: 1800 - 1900, PPR until 1000 OCT-MAR: 0600 - 0700, PPR until 1600 the preceding day, HRH - 2000, PPR until 1100 Special Flights inside CTR and TMA Special FLTs are subject to coordination requirements. Refer to VFR Manual, VFR RAC 4-0-7 Or via URL: http://www.skyguide.ch/en/services/aim-services/special-flights-activities/

LSGS AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities	Handling possible O/R
2	Fuel/oil types	JET A1, AVGAS 100LL, AVGAS UL91 MOBIL 2, W80, W100, 15W50
3	Fuelling facilities/capacity	JET A1: 2 trucks 20000 litres AVGAS 100LL: 2 trucks 2500 litres / 1 Self service tank - 20000 litres AVGAS UL91: 1 trailer 2000 litres / 1 Self service tank - 10000 litres
4	De-icing facilities	NOV 01 - APR 30: De-icing assured De-icing fluids available: Type I Kilfrost DF-Plus; Type II Kilfrost ABC K-Plus On-stand de-icing: Sion Airport Clean Aircraft Concept as defined in ICAO Doc 9640 is applied; aircraft are de-iced according to the requirements of SAE AS6285. Airport Authority can intervene in case of non-adherence.
5	Hangar space available for visiting aircraft	For ACFT up to 77'000 kg, type A320
6	Repair facilities for visiting aircraft	Major and minor aircraft and engine repairs: <ul style="list-style-type: none"> • FARNER (ACFT up to 5700 kg): +41 (0) 27 322 97 31 • Dassault Aviation Business Services: +351 210 322 824
7	Remarks	For non-based aircraft with MTOM > 3 tons, a handling agent is mandatory. Self-handling is not allowed. The handling agents are: Aéroport de Sion Phone: +41 (0)27 329 06 00 Fax: +41 (0)27 329 06 16 Email: aeroport@sion.ch Signature Flight Support Phone: +41 (0)27 305 24 24 Fax: +41 (0)27 322 14 16 Email: sir@signatureflight.ch Alpine Jet Services Phone: +41 (0)27 327 30 50 Fax: +41 (0)27 327 30 51 Email: handling@alpinejet.ch For such FLT's the name of the handling agent shall be entered in item 18 "other information" of the ICAO flight plan.

LSGS AD 2.5 PASSENGER FACILITIES

1	Hotels	In the city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis and car rental from the AD. Trains in city
4	Medical facilities	First aid at AD, Ambulance O/R, Hospitals in the city
5	Bank and Post Office	In the city, Cash dispenser and Letterbox at AD within AD OPS HRS
6	Tourist Office	Office in the city: Phone: +41 (0) 27 327 77 27 Fax: +41 (0) 27 322 77 28 Email: info@siontourisme.ch
7	Remarks	NIL

LSGS AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 5 for charter traffic Category 3 for other traffic HYR than Category 3 (max category 7): O/R 3 HR before ETA/ETD
2	Rescue equipment	4 fire engines, 1 ramp control vehicle
3	Capability for removal of disabled aircraft	Crane, lifting bags and hydraulic jacks up to 20 t.
4	Remarks	RFF not available during snow clearing