
Insert the following pages:

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01 DEC 2022
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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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LSGS AD 2.24.7 - 1	AIRAC 26 MAR 2020	LSZH AD 2 - 54	14 JUL 2022	LSZH AD 2.24.7.3 - 10	07 OCT 2021
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LSGS AD 2.24.7 - 3	AIRAC 26 MAR 2020	LSZH AD 2 - 56	14 JUL 2022	LSZH AD 2.24.7.4 - 2	AIRAC 24 MAR 2022
LSGS AD 2.24.7 - 4	AIRAC 26 MAR 2020	LSZH AD 2 - 57	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 3	AIRAC 24 MAR 2022
LSGS AD 2.24.7 - 5	AIRAC 26 MAR 2020	LSZH AD 2 - 58	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 4	AIRAC 24 MAR 2022
LSGS AD 2.24.7 - 6	AIRAC 26 MAR 2020	LSZH AD 2 - 59	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 5	AIRAC 24 MAR 2022
LSGS AD 2.24.9 - 1	AIRAC 26 MAR 2020	LSZH AD 2 - 60	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 6	AIRAC 24 MAR 2022
LSGS AD 2.24.9 - 2	AIRAC 26 MAR 2020	LSZH AD 2 - 61	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 7	AIRAC 24 MAR 2022
LSGS AD 2.24.10 - 1	23 MAR 2023	LSZH AD 2 - 62	AIRAC 23 MAR 2023	LSZH AD 2.24.7.4 - 8	AIRAC 24 MAR 2022
LSGS AD 2.24.10 - 2	23 MAR 2023	LSZH AD 2 - 63	AIRAC 23 MAR 2023	LSZH AD 2.24.7.5 - 1	07 OCT 2021
LSGS AD 2.24.10 - 3	03 NOV 2022	LSZH AD 2 - 64	AIRAC 23 MAR 2023	LSZH AD 2.24.7.5 - 2	07 OCT 2021
LSGS AD 2.24.10 - 4	03 NOV 2022	LSZH AD 2 - 65	AIRAC 23 MAR 2023	LSZH AD 2.24.7.5 - 3	07 OCT 2021
LSGS AD 2.24.10 - 5	23 MAR 2023	LSZH AD 2 - 66	AIRAC 23 MAR 2023	LSZH AD 2.24.7.5 - 4	07 OCT 2021
LSGS AD 2.24.10 - 6	23 MAR 2023	LSZH AD 2 - 67	AIRAC 23 MAR 2023	LSZH AD 2.24.7.5 - 5	07 OCT 2021
LSGS AD 2.24.13 - 1	AIRAC 26 MAR 2020	LSZH AD 2 - 68	AIRAC 23 MAR 2023	LSZH AD 2.24.7.5 - 6	07 OCT 2021
LSGS AD 2.24.13 - 2	AIRAC 26 MAR 2020	LSZH AD 2 - 70	AIRAC 23 MAR 2023	LSZH AD 2.24.7.5 - 7	07 OCT 2021

Page	Date	Page	Date	Page	Date
LSZH AD 2.24.7.5 - 8	07 OCT 2021				
LSZH AD 2.24.7.5 - 9	07 OCT 2021				
LSZH AD 2.24.7.5 - 10	07 OCT 2021				
LSZH AD 2.24.7.6 - 1	07 OCT 2021				
LSZH AD 2.24.7.6 - 2	07 OCT 2021				
LSZH AD 2.24.9.1 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.1 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.2 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.2 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.3 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.3 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.10.1 - 1	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 2	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 3	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 4	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 5	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 6	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 7	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 8	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 9	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 10	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 1	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 2	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 3	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 4	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 5	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 6	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 7	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 8	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.3 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.10.3 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.10.3 - 3	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 4	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 5	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 6	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 7	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 8	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 9	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 10	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 1	07 OCT 2021				
LSZH AD 2.24.10.4 - 2	07 OCT 2021				
LSZH AD 2.24.10.4 - 3	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 4	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 5	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 6	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 7	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 8	AIRAC 02 DEC 2021				
LSZH AD 2.24.13 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.13 - 2	AIRAC 24 MAR 2022				

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3.7 Sale of Publications

The annual invoice will be sent out six weeks before the subscription renewal date. If it is not paid, a reminder will be issued after two months. Delivery of AMDTs will be stopped automatically after three months. The subscription will be terminated and the customer blocked after four months.

Late payment will be accepted up to six months after the date of the invoice. Re-activation after that can only be effected by taking out a new subscription for existing customers at CH 255.00 / new subscribers at CHF 300.00. Manual complete including a one-year subscription. Pro-rata invoices are not issued nor are repayments made if the subscription is terminated before it expires.

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

Designation and reference		Type	Code	Rate CHF incl. VAT
1	Subscription for one year			
1.1	Paper initial purchase VFR Manual	VFR (148 x 210)	KVE	300.00
2	Yearly subscription			
2.1	VFR Manual Paper CH	VFR	KV0	255.00
	VFR Manual Paper abroad	VFR	KVa	275.00
2.2	electronic AIP on skybriefing	IFR	eaip	92.15
2.3	electronic VFR Manual on skybriefing	VFR	evfr	53.10
2.4	AIC series A (distribution abroad)		K03	72.00
	AIC series B		K05	72.00
3	Material			
3.1	binder and contents	VFR Manual	EV	219.00
3.2	contents only	VFR Manual	IV	138.00
3.3	binder with indices	VFR Manual	OVR	24.50
3.4	binder	VFR Manual	OVO	17.00
3.5	indices	VFR Manual	RV	9.00
3.6	chart pocket	VFR Manual	HU	5.70
4	charts			
	REF GEN-3.2 , REF VFR Manual, VFR MAP 2, § 1			

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

4. AIRAC system

4.1 AIRAC predetermined dates

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

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

Schedule of AIRAC effective dates 2022		Schedule of AIRAC effective dates 2023	
Publication dates	Effective dates	Publication dates	Effective dates
16 DEC 2021	27 JAN 2022	15 DEC 2022	26 JAN 2023
13 JAN 2022	24 FEB 2022	12 JAN 2023	23 FEB 2023
10 FEB 2022	24 MAR 2022	09 FEB 2023	23 MAR 2023
10 MAR 2022	21 APR 2022	09 MAR 2023	20 APR 2023
07 APR 2022	19 MAY 2022	06 APR 2023	18 MAY 2023
05 MAY 2022	16 JUN 2022	04 MAY 2023	15 JUN 2023
02 JUN 2022	14 JUL 2022	01 JUN 2023	13 JUL 2023
30 JUN 2022	11 AUG 2022	29 JUN 2023	10 AUG 2023
28 JUL 2022	08 SEP 2022	27 JUL 2023	07 SEP 2023
25 AUG 2022	06 OCT 2022	24 AUG 2023	05 OCT 2023
22 SEP 2022	03 NOV 2022	21 SEP 2023	02 NOV 2023
20 OCT 2022	01 DEC 2022	19 OCT 2023	30 NOV 2023
17 NOV 2022	29 DEC 2022	16 NOV 2023	28 DEC 2023

Schedule of AIRAC effective dates 2024		Schedule of AIRAC effective dates 2025	
Publication dates	Effective dates	Publication dates	Effective dates
14 DEC 2023	25 JAN 2024	12 DEC 2024	23 JAN 2025
11 JAN 2024	22 FEB 2024	09 JAN 2025	20 FEB 2025
08 FEB 2024	21 MAR 2024	06 FEB 2025	20 MAR 2025
07 MAR 2024	18 APR 2024	06 MAR 2025	17 APR 2025
04 APR 2024	16 MAY 2024	03 APR 2025	15 MAY 2025
02 MAY 2024	13 JUN 2024	01 MAY 2025	12 JUN 2025
30 MAY 2024	11 JUL 2024	29 MAY 2025	10 JUL 2025
27 JUN 2024	08 AUG 2024	26 JUN 2025	07 AUG 2025
25 JUL 2024	05 SEP 2024	24 JUL 2025	04 SEP 2025
22 AUG 2024	03 OCT 2024	21 AUG 2025	02 OCT 2025
19 SEP 2024	31 OCT 2024	18 SEP 2025	30 OCT 2025
17 OCT 2024	28 NOV 2024	16 OCT 2025	27 NOV 2025
14 NOV 2024	26 DEC 2024	13 NOV 2025	25 DEC 2025

GEN 4.2 AIR NAVIGATION SERVICES CHARGES

1. EN ROUTE AIR NAVIGATION SERVICES

1.1 Principles

The main following principles apply:

- The Swiss FIR constitutes a single charging zone
- A single unit rate is set per charging zone
- Charges take the DIST flown and the MTOM of the ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

As signatory of the Multilateral Agreement of 12 FEB 1981 relating to air navigation route charges, Switzerland is a member of the EUROCONTROL Organization and thus applies all related rules. Of particular interest for the user are the Conditions of application of the route charges system and conditions of payment which are AVBL on the following web site:

URL: <http://www.eurocontrol.int/articles/reference-documents>

The detailed principles applied also are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: <http://www.admin.ch/ch/f/rs/rs.html>

1.2 En route charges

The Swiss unit rate is set up in Swiss francs and is recalculated monthly in Euros by applying the average monthly exchange rate between the Euros and the national currency for the month preceding the month during which the FLT takes place.

The Swiss tariff is AVBL on following web site:

URL: <http://www.eurocontrol.int/services/monthly-adjusted-unit-rates>

It is composed of a national unit rate to finance national air navigation services and of a regional administrative unit rate to finance the central billing and collection of charges at the EUROCONTROL level.

The exchange rate applied shall be that published in the Official Journal of the European Communities (Information and Notices). Where not indicated in the Official Journal, the exchange rate shall be calculated by reference on the one hand to the rate of exchange between the Euro and the dollar of the United States of America and, on the other hand, to the rate of exchange between the national currency concerned and the dollar of the United States of America as published by the International Monetary Fund in its "International Financial Statistics".

The data for the calculation of the charges are derived from the flight plan. Flight plans should therefore be CMPL in strict accordance with ICAO instructions.

With regard to the conditions of payment of route charges the interest rate on late payment of route charges is published on Eurocontrol circulars:

URL: <http://www.eurocontrol.int/articles/information-circulars>

Exempt flights

The following FLTs are exempt from ENR charges:

- FLTs performed by ACFT of which the MTOM authorised is less than two metric tonnes
- Mixed VFR/IFR FLTs in the charging zones where they are performed exclusively under VFR and where a charge is not levied for VFR FLTs
- FLTs performed exclusively for the transport, on official mission, of the reigning Monarch and his immediate family, Heads of State, Heads of Government, and Government Ministers; in all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan
- SAR FLTs authorised in accordance with the related Federal Ordinance
- FLTs performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLTs by the ACFT concerned
- VFR FLTs
- With the agreement of the Federal Department of Foreign Affairs and of the Swiss Air Force, FOCA exempts foreign MIL FLTs from route charges, on request of the concerned State and under the conditions of reciprocity
- Humanitarian FLTs

1.3 Billing and collection of route charges

FOCA has entrusted the EUROCONTROL Organisation with the billing and collection of the charges.

Post: EUROCONTROL
Central route charges office
Rue de la Fusée 96
B-1130 Brussels
Phone: +32 (0) 2 729 38 13
Fax: +32 (0) 2 729 90 93
Email: r3.crc@eurocontrol.int

Information concerning the billing and collection of ENR charges may be obtained from the above mentioned office.

2. CATEGORY I APPROACH AIR NAVIGATION SERVICES

2.1 Principles

The main following principles apply:

- A single unit rate is set per charging zone
- One charge is billed for each APCH
- Charges take the MTOM of ACFT into account
- Charges have to be paid by the ACFT operator. If the ACFT operator is unknown, the ACFT owner is the debtor of the charge
- In case of non payment of the charges by the debtor, air navigation services may be denied

One charging zone is defined:

- Category I encompasses the ADs of Geneva and Zurich

The detailed principles applied are set by the Federal Ordinance on air navigation services which is AVBL in the Swiss official languages on the following web site:

URL: <http://www.admin.ch/ch/fr/rs/rs.html>

2.2 Category I charges (Zurich and Geneva)

Valid charges per APCH (VAT excl.) are AVBL in [ANNEX 1: Approach charges for aerodromes of category I](#).

For information, they are calculated using following formula:

Unit rate x $((\text{MTOM}/50)^{0.7})$ and following unit rate: CHF 449.37

A set charge per MTOM in tonnes is applied to ACFT under 4.999 tonnes. The formula mentioned above is thus not applied for these FLT's.

VFR training flights

A set charge per MTOM is applied for VFR training FLT's under 29.999 tonnes LDG in Geneva. Beyond this MTOM, in Geneva, normal charges apply. In Zurich, normal charges apply for all training FLT's.

For the purpose of fees and charges only, a reduced fee is granted to VFR training FLT's that meet the following conditions:

- the FLT must be performed within a course, the aim of which it is to obtain a pilot's or an instructor's rating;
- it must be a VFR FLT;
- it must be attended or supervised by a FLT instructor or an inspector certified by FOCA and a student;
- training FLT's within the AD circuit are treated as such provided that the AP offers reduced LDG charges for these FLT's;
- training FLT's are not commercial FLT's as defined by aviation law, and are not to be used for the purpose of the carriage of passengers or goods.

VFR FLT's to obtain a certification on specific APCH procedures are considered as VFR training FLT's.

Within a FLT school organisation or a FLT club, only the FLT's matching the above mentioned criteria are entitled to a reduced fee.

The following FLT's are not considered to be training FLT's:

- FLT's to retain a pilot's or an instructor's rating;
- familiarisation FLT's;
- check FLT's;
- positioning FLT's to deliver training at another AP;
- FLT's to maintain a certification on specific APCH procedures.

Gliders

Towing ACFT are exempt from APCH charges for APCH on the grass RWY for gliders:

For powered gliders, the ordinary APCH charges are levied.

For instruction and training FLT's with towing ACFT and powered gliders, the rate and the definition of "VFR training flights" are applicable.

Exempt flights

The following FLT's are exempt from APCH charges on:

- a. FLT's operated exclusively for the transport, on official mission, of the following passengers:
 - Reigning monarch and his immediate family
 - Heads of State, heads of Government and Government Ministers

In all cases, the exemption must be substantiated by the appropriate status indicator or remark on the flight plan.

- b. SAR FLT's, as defined in the corresponding Federal Ordinance.
- c. FLT's performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning FLT's by the ACFT concerned.

9.3 Billing and collection of charges

The AD is responsible for the billing and collection of the charges. Information concerning the billing and collection of APCH charges may be obtained from the local AP authorities.

10. ANNEX 1: Approach charges for aerodromes of category I

The tariffs are exclusive of VAT.

(1) Zurich excluded

Maximum take-off mass (MTOM in kg)		Charges CHF	VFR training flights CHF ⁽¹⁾	Maximum take-off mass (MTOM in kg)		Charges CHF	VFR training flights CHF ⁽¹⁾
1	- 1 000	7.30	3.85	40 001	- 41 000	391.10	
1 001	- 2 000	15.00	7.70	41 001	- 42 000	397.70	
2 001	- 3 000	21.30	11.25	42 001	- 43 000	404.30	
3 001	- 4 000	76.70	15.00	43 001	- 44 000	410.90	
4 001	- 5 000	89.70	18.75	44 001	- 45 000	417.40	
5 001	- 6 000	101.90	22.20	45 001	- 46 000	423.90	
6 001	- 7 000	113.50	25.90	46 001	- 47 000	430.30	
7 001	- 8 000	124.60	29.60	47 001	- 48 000	436.70	
8 001	- 9 000	135.30	33.30	48 001	- 49 000	443.10	
9 001	- 10 000	145.70	37.00	49 001	- 50 000	449.40	
10 001	- 11 000	155.70	40.70	50 001	- 51 000	455.60	
11 001	- 12 000	165.50	44.40	51 001	- 52 000	461.90	
12 001	- 13 000	175.00	48.10	52 001	- 53 000	468.10	
13 001	- 14 000	184.30	51.80	53 001	- 54 000	474.20	
14 001	- 15 000	193.50	55.50	54 001	- 55 000	480.40	
15 001	- 16 000	202.40	59.20	55 001	- 56 000	486.50	
16 001	- 17 000	211.20	62.90	56 001	- 57 000	492.50	
17 001	- 18 000	219.80	66.60	57 001	- 58 000	498.60	
18 001	- 19 000	228.30	70.30	58 001	- 59 000	504.60	
19 001	- 20 000	236.60	74.00	59 001	- 60 000	510.50	
20 001	- 21 000	244.80	76.65	60 001	- 61 000	516.50	
21 001	- 22 000	252.90	80.30	61 001	- 62 000	522.40	
22 001	- 23 000	260.90	83.95	62 001	- 63 000	528.30	
23 001	- 24 000	268.80	87.60	63 001	- 64 000	534.10	
24 001	- 25 000	276.60	91.25	64 001	- 65 000	540.00	
25 001	- 26 000	284.30	94.90	65 001	- 66 000	545.80	
26 001	- 27 000	291.90	98.55	66 001	- 67 000	551.50	
27 001	- 28 000	299.50	102.20	67 001	- 68 000	557.30	
28 001	- 29 000	306.90	105.85	68 001	- 69 000	563.00	
29 001	- 30 000	314.30	109.50	69 001	- 70 000	568.70	
30 001	- 31 000	321.60		70 001	- 71 000	574.40	
31 001	- 32 000	328.80		71 001	- 72 000	580.00	
32 001	- 33 000	336.00		72 001	- 73 000	585.70	
33 001	- 34 000	343.10		73 001	- 74 000	591.30	
34 001	- 35 000	350.10		74 001	- 75 000	596.90	
35 001	- 36 000	357.10		75 001	- 76 000	602.40	
36 001	- 37 000	364.00		76 001	- 77 000	608.00	
37 001	- 38 000	370.80		77 001	- 78 000	613.50	
38 001	- 39 000	377.60		78 001	- 79 000	619.00	
39 001	- 40 000	384.40		79 001	- 80 000	624.40	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ₍₁₎	Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ₍₁₎
80 001	-	81 000	629.90		125 001	-	126 000	858.20	
81 001	-	82 000	635.30		126 001	-	127 000	863.00	
82 001	-	83 000	640.70		127 001	-	128 000	867.70	
83 001	-	84 000	646.10		128 001	-	129 000	872.40	
84 001	-	85 000	651.50		129 001	-	130 000	877.20	
85 001	-	86 000	656.90		130 001	-	131 000	881.90	
86 001	-	87 000	662.20		131 001	-	132 000	886.60	
87 001	-	88 000	667.50		132 001	-	133 000	891.30	
88 001	-	89 000	672.80		133 001	-	134 000	896.00	
89 001	-	90 000	678.10		134 001	-	135 000	900.70	
90 001	-	91 000	683.40		135 001	-	136 000	905.30	
91 001	-	92 000	688.60		136 001	-	137 000	910.00	
92 001	-	93 000	693.80		137 001	-	138 000	914.60	
93 001	-	94 000	699.10		138 001	-	139 000	919.30	
94 001	-	95 000	704.30		139 001	-	140 000	923.90	
95 001	-	96 000	709.40		140 001	-	141 000	928.50	
96 001	-	97 000	714.60		141 001	-	142 000	933.10	
97 001	-	98 000	719.80		142 001	-	143 000	937.70	
98 001	-	99 000	724.90		143 001	-	144 000	942.30	
99 001	-	100 000	730.00		144 001	-	145 000	946.90	
100 001	-	101 000	735.10		145 001	-	146 000	951.40	
101 001	-	102 000	740.20		146 001	-	147 000	956.00	
102 001	-	103 000	745.30		147 001	-	148 000	960.50	
103 001	-	104 000	750.30		148 001	-	149 000	965.10	
104 001	-	105 000	755.40		149 001	-	150 000	969.60	
105 001	-	106 000	760.40		150 001	-	151 000	974.10	
106 001	-	107 000	765.40		151 001	-	152 000	978.60	
107 001	-	108 000	770.40		152 001	-	153 000	983.10	
108 001	-	109 000	775.40		153 001	-	154 000	987.60	
109 001	-	110 000	780.40		154 001	-	155 000	992.10	
110 001	-	111 000	785.30		155 001	-	156 000	996.60	
111 001	-	112 000	790.30		156 001	-	157 000	1001.00	
112 001	-	113 000	795.20		157 001	-	158 000	1005.50	
113 001	-	114 000	800.10		158 001	-	159 000	1010.00	
114 001	-	115 000	805.00		159 001	-	160 000	1014.40	
115 001	-	116 000	809.90		160 001	-	161 000	1018.80	
116 001	-	117 000	814.80		161 001	-	162 000	1023.30	
117 001	-	118 000	819.70		162 001	-	163 000	1027.70	
118 001	-	119 000	824.50		163 001	-	164 000	1032.10	
119 001	-	120 000	829.40		164 001	-	165 000	1036.50	
120 001	-	121 000	834.20		165 001	-	166 000	1040.90	
121 001	-	122 000	839.00		166 001	-	167 000	1045.30	
122 001	-	123 000	843.80		167 001	-	168 000	1049.60	
123 001	-	124 000	848.60		168 001	-	169 000	1054.00	
124 001	-	125 000	853.40		169 001	-	170 000	1058.40	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ⁽¹⁾
170 001	-	171 000	1062.70	
171 001	-	172 000	1067.10	
172 001	-	173 000	1071.40	
173 001	-	174 000	1075.70	
174 001	-	175 000	1080.10	
175 001	-	176 000	1084.40	
176 001	-	177 000	1088.70	
177 001	-	178 000	1093.00	
178 001	-	179 000	1097.30	
179 001	-	180 000	1101.60	
180 001	-	181 000	1105.90	
181 001	-	182 000	1110.10	
182 001	-	183 000	1114.40	
183 001	-	184 000	1118.70	
184 001		185 000	1122.90	
185 001	-	186 000	1127.20	
186 001	-	187 000	1131.40	
187 001	-	188 000	1135.60	
188 001	-	189 000	1139.90	
189 001	-	190 000	1144.10	
190 001	-	191 000	1148.30	
191 001	-	192 000	1152.50	
192 001	-	193 000	1156.70	
193 001	-	194 000	1160.90	
194 001	-	195 000	1165.10	
195 001	-	196 000	1169.20	
196 001	-	197 000	1173.40	
197 001	-	198 000	1177.60	
198 001	-	199 000	1181.70	
199 001	-	200 000	1185.90	
200 001	-	201 000	1190.00	
201 001	-	202 000	1194.20	
202 001	-	203 000	1198.30	
203 001	-	204 000	1202.40	
204 001	-	205 000	1206.60	
205 001	-	206 000	1210.70	
206 001	-	207 000	1214.80	
207 001	-	208 000	1218.90	
208 001	-	209 000	1223.00	
209 001	-	210 000	1227.10	
210 001	-	211 000	1231.20	
211 001	-	212 000	1235.30	
212 001	-	213 000	1239.30	
213 001	-	214 000	1243.40	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ⁽¹⁾
214 001	-	215 000	1247.50	
215 001	-	216 000	1251.50	
216 001	-	217 000	1255.60	
217 001	-	218 000	1259.60	
218 001	-	219 000	1263.70	
219 001	-	220 000	1267.70	
220 001	-	221 000	1271.70	
221 001	-	222 000	1275.80	
222 001	-	223 000	1279.80	
223 001	-	224 000	1283.80	
224 001	-	225 000	1287.80	
225 001	-	226 000	1291.80	
226 001	-	227 000	1295.80	
227 001	-	228 000	1299.80	
228 001	-	229 000	1303.80	
229 001	-	230 000	1307.80	
230 001	-	231 000	1311.80	
231 001	-	232 000	1315.70	
232 001	-	233 000	1319.70	
233 001	-	234 000	1323.70	
234 001	-	235 000	1327.60	
235 001	-	236 000	1331.60	
236 001	-	237 000	1335.50	
237 001	-	238 000	1339.50	
238 001	-	239 000	1343.40	
239 001	-	240 000	1347.30	
240 001	-	241 000	1351.30	
241 001	-	242 000	1355.20	
242 001	-	243 000	1359.10	
243 001	-	244 000	1363.00	
244 001	-	245 000	1366.90	
245 001	-	246 000	1370.80	
246 001	-	247 000	1374.70	
247 001	-	248 000	1378.60	
248 001	-	249 000	1382.50	
249 001	-	250 000	1386.40	
250 001	-	251 000	1390.30	
251 001	-	252 000	1394.10	
252 001	-	253 000	1398.00	
253 001	-	254 000	1401.90	
254 001	-	255 000	1405.70	
255 001	-	256 000	1409.60	
256 001	-	257 000	1413.40	
257 001	-	258 000	1417.30	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ₍₁₎	Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ₍₁₎
258 001	-	259 000	1421.10		299 001	-	300 000	1575.10	
259 001	-	260 000	1425.00		300 001	-	301 000	1578.80	
260 001	-	261 000	1428.80		301 001	-	302 000	1582.40	
261 001	-	262 000	1432.60		302 001	-	303 000	1586.10	
262 001	-	263 000	1436.50		303 001	-	304 000	1589.80	
263 001	-	264 000	1440.30		304 001	-	305 000	1593.40	
264 001	-	265 000	1444.10		305 001	-	306 000	1597.10	
265 001	-	266 000	1447.90		306 001	-	307 000	1600.70	
266 001	-	267 000	1451.70		307 001	-	308 000	1604.40	
267 001	-	268 000	1455.50		308 001	-	309 000	1608.00	
268 001	-	269 000	1459.30		309 001	-	310 000	1611.70	
269 001	-	270 000	1463.10		310 001	-	311 000	1615.30	
270 001	-	271 000	1466.90		311 001	-	312 000	1618.90	
271 001	-	272 000	1470.70		312 001	-	313 000	1622.60	
272 001	-	273 000	1474.50		313 001	-	314 000	1626.20	
273 001	-	274 000	1478.30		314 001	-	315 000	1629.80	
274 001	-	275 000	1482.00		315 001	-	316 000	1633.50	
275 001	-	276 000	1485.80		316 001	-	317 000	1637.10	
276 001	-	277 000	1489.60		317 001	-	318 000	1640.70	
277 001	-	278 000	1493.30		318 001	-	319 000	1644.30	
278 001	-	279 000	1497.10		319 001	-	320 000	1647.90	
279 001	-	280 000	1500.80		320 001	-	321 000	1651.50	
280 001	-	281 000	1504.60		321 001	-	322 000	1655.10	
281 001	-	282 000	1508.30		322 001	-	323 000	1658.70	
282 001	-	283 000	1512.10		323 001	-	324 000	1662.30	
283 001	-	284 000	1515.80		324 001	-	325 000	1665.90	
284 001	-	285 000	1519.60		325 001	-	326 000	1669.50	
285 001	-	286 000	1523.30		326 001	-	327 000	1673.00	
286 001	-	287 000	1527.00		327 001	-	328 000	1676.60	
287 001	-	288 000	1530.70		328 001	-	329 000	1680.20	
288 001	-	289 000	1534.50		329 001	-	330 000	1683.80	
289 001	-	290 000	1538.20		330 001	-	331 000	1687.30	
290 001	-	291 000	1541.90		331 001	-	332 000	1690.90	
291 001	-	292 000	1545.60		332 001	-	333 000	1694.50	
292 001	-	293 000	1549.30		333 001	-	334 000	1698.00	
293 001	-	294 000	1553.00		334 001	-	335 000	1701.60	
294 001	-	295 000	1556.70		335 001	-	336 000	1705.10	
295 001	-	296 000	1560.40		336 001	-	337 000	1708.70	
296 001	-	297 000	1564.10		337 001	-	338 000	1712.20	
297 001	-	298 000	1567.70		338 001	-	339 000	1715.80	
298 001	-	299 000	1571.40		339 001	-	340 000	1719.30	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ⁽¹⁾
340 001	-	341 000	1722.90	
341 001	-	342 000	1726.40	
342 001	-	343 000	1729.90	
343 001	-	344 000	1733.50	
344 001	-	345 000	1737.00	
345 001	-	346 000	1740.50	
346 001	-	347 000	1744.00	
347 001	-	348 000	1747.60	
348 001	-	349 000	1751.10	
349 001	-	350 000	1754.60	
350 001	-	351 000	1758.10	
351 001	-	352 000	1761.60	
352 001	-	353 000	1765.10	
353 001	-	354 000	1768.60	
354 001	-	355 000	1772.10	
355 001	-	356 000	1775.60	
356 001	-	357 000	1779.10	
357 001	-	358 000	1782.60	
358 001	-	359 000	1786.00	
359 001	-	360 000	1789.50	
360 001	-	361 000	1793.00	
361 001	-	362 000	1796.50	
362 001	-	363 000	1799.90	
363 001	-	364 000	1803.40	
364 001	-	365 000	1806.90	
365 001	-	366 000	1810.30	
366 001	-	367 000	1813.80	
367 001	-	368 000	1817.30	
368 001	-	369 000	1820.70	
369 001	-	370 000	1824.20	
370 001	-	371 000	1827.60	
371 001	-	372 000	1831.10	
372 001	-	373 000	1834.50	
373 001	-	374 000	1838.00	
374 001	-	375 000	1841.40	
375 001	-	376 000	1844.80	
376 001	-	377 000	1848.30	
377 001	-	378 000	1851.70	
378 001	-	379 000	1855.10	
379 001	-	380 000	1858.50	
380 001	-	381 000	1862.00	
381 001	-	382 000	1865.40	
382 001	-	383 000	1868.80	
383 001	-	384 000	1872.20	
384 001	-	385 000	1875.60	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ⁽¹⁾
385 001	-	386 000	1879.00	
386 001	-	387 000	1882.40	
387 001	-	388 000	1885.90	
388 001	-	389 000	1889.30	
389 001	-	390 000	1892.60	
390 001	-	391 000	1896.00	
391 001	-	392 000	1899.40	
392 001	-	393 000	1902.80	
393 001	-	394 000	1906.20	
394 001	-	395 000	1909.60	
395 001	-	396 000	1913.00	
396 001	-	397 000	1916.40	
397 001	-	398 000	1919.70	
398 001	-	399 000	1923.10	
399 001	-	400 000	1926.50	
400 001	-	401 000	1929.90	
401 001	-	402 000	1933.20	
402 001	-	403 000	1936.60	
403 001	-	404 000	1940.00	
404 001	-	405 000	1943.30	
405 001	-	406 000	1946.70	
406 001	-	407 000	1950.00	
407 001	-	408 000	1953.40	
408 001	-	409 000	1956.70	
409 001	-	410 000	1960.10	
410 001	-	411 000	1963.40	
411 001	-	412 000	1966.80	
412 001	-	413 000	1970.10	
413 001	-	414 000	1973.40	
414 001	-	415 000	1976.80	
415 001	-	416 000	1980.10	
416 001	-	417 000	1983.40	
417 001	-	418 000	1986.80	
418 001	-	419 000	1990.10	
419 001	-	420 000	1993.40	
420 001	-	421 000	1996.70	
421 001	-	422 000	2000.10	
422 001	-	423 000	2003.40	
423 001	-	424 000	2006.70	
424 001	-	425 000	2010.00	
425 001	-	426 000	2013.30	
426 001	-	427 000	2016.60	
427 001	-	428 000	2019.90	
428 001	-	429 000	2023.20	
429 001	-	430 000	2026.50	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ₍₁₎	Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ₍₁₎
430 001	-	431 000	2029.80		475 001	-	476 000	2176.00	
431 001	-	432 000	2033.10		476 001	-	477 000	2179.20	
432 001	-	433 000	2036.40		477 001	-	478 000	2182.40	
433 001	-	434 000	2039.70		478 001	-	479 000	2185.50	
434 001	-	435 000	2043.00		479 001	-	480 000	2188.70	
435 001	-	436 000	2046.30		480 001	-	481 000	2191.90	
436 001	-	437 000	2049.60		481 001	-	482 000	2195.10	
437 001	-	438 000	2052.80		482 001	-	483 000	2198.30	
438 001	-	439 000	2056.10		483 001	-	484 000	2201.50	
439 001	-	440 000	2059.40		484 001	-	485 000	2204.70	
440 001	-	441 000	2062.70		485 001	-	486 000	2207.90	
441 001	-	442 000	2066.00		486 001	-	487 000	2211.00	
442 001	-	443 000	2069.20		487 001	-	488 000	2214.20	
443 001	-	444 000	2072.50		488 001	-	489 000	2217.40	
444 001	-	445 000	2075.80		489 001	-	490 000	2220.60	
445 001	-	446 000	2079.00		490 001	-	491 000	2223.70	
446 001	-	447 000	2082.30		491 001	-	492 000	2226.90	
447 001	-	448 000	2085.50		492 001	-	493 000	2230.10	
448 001	-	449 000	2088.80		493 001	-	494 000	2233.20	
449 001	-	450 000	2092.10		494 001	-	495 000	2236.40	
450 001	-	451 000	2095.30		495 001	-	496 000	2239.60	
451 001	-	452 000	2098.60		496 001	-	497 000	2242.70	
452 001	-	453 000	2101.80		497 001	-	498 000	2245.90	
453 001	-	454 000	2105.10		498 001	-	499 000	2249.00	
454 001	-	455 000	2108.30		499 001	-	500 000	2252.20	
455 001	-	456 000	2111.50		500 001	-	501 000	2255.30	
456 001	-	457 000	2114.80		501 001	-	502 000	2258.50	
457 001	-	458 000	2118.00		502 001	-	503 000	2261.60	
458 001	-	459 000	2121.30		503 001	-	504 000	2264.80	
459 001	-	460 000	2124.50		504 001	-	505 000	2267.90	
460 001	-	461 000	2127.70		505 001	-	506 000	2271.10	
461 001	-	462 000	2131.00		506 001	-	507 000	2274.20	
462 001	-	463 000	2134.20		507 001	-	508 000	2277.30	
463 001	-	464 000	2137.40		508 001	-	509 000	2280.50	
464 001	-	465 000	2140.60		509 001	-	510 000	2283.60	
465 001	-	466 000	2143.90		510 001	-	511 000	2286.80	
466 001	-	467 000	2147.10		511 001	-	512 000	2289.90	
467 001	-	468 000	2150.30		512 001	-	513 000	2293.00	
468 001	-	469 000	2153.50		513 001	-	514 000	2296.10	
469 001	-	470 000	2156.70		514 001	-	515 000	2299.30	
470 001	-	471 000	2159.90		515 001	-	516 000	2302.40	
471 001	-	472 000	2163.10		516 001	-	517 000	2305.50	
472 001	-	473 000	2166.30		517 001	-	518 000	2308.60	
473 001	-	474 000	2169.60		518 001	-	519 000	2311.80	
474 001	-	475 000	2172.80		519 001	-	520 000	2314.90	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ⁽¹⁾
520 001	-	521 000	2318.00	
521 001	-	522 000	2321.10	
522 001	-	523 000	2324.20	
523 001	-	524 000	2327.30	
524 001	-	525 000	2330.40	
525 001	-	526 000	2333.50	
526 001	-	527 000	2336.60	
527 001	-	528 000	2339.70	
528 001	-	529 000	2342.80	
529 001	-	530 000	2345.90	
530 001	-	531 000	2349.00	
531 001	-	532 000	2352.10	
532 001	-	533 000	2355.20	
533 001	-	534 000	2358.30	
534 001	-	535 000	2361.40	
535 001	-	536 000	2364.50	
536 001	-	537 000	2367.60	
537 001	-	538 000	2370.70	
538 001	-	539 000	2373.80	
539 001	-	540 000	2376.80	
540 001	-	541 000	2379.90	
541 001	-	542 000	2383.00	
542 001	-	543 000	2386.10	
543 001	-	544 000	2389.20	
544 001	-	545 000	2392.20	
545 001	-	546 000	2395.30	
546 001	-	547 000	2398.40	
547 001	-	548 000	2401.40	
548 001	-	549 000	2404.50	
549 001	-	550 000	2407.60	
550 001	-	551 000	2410.60	
551 001	-	552 000	2413.70	
552 001	-	553 000	2416.80	
553 001	-	554 000	2419.80	
554 001	-	555 000	2422.90	
555 001	-	556 000	2425.90	
556 001	-	557 000	2429.00	
557 001	-	558 000	2432.00	
558 001	-	559 000	2435.10	
559 001	-	560 000	2438.10	
560 001	-	561 000	2441.20	
561 001	-	562 000	2444.20	
562 001	-	563 000	2447.30	
563 001	-	564 000	2450.30	
564 001	-	565 000	2453.30	

Maximum take-off mass (MTOM in kg)			Charges CHF	VFR training flights CHF ⁽¹⁾
565 001	-	566 000	2456.40	
566 001	-	567 000	2459.40	
567 001	-	568 000	2462.50	
568 001	-	569 000	2465.50	
569 001	-	570 000	2468.50	
570 001	-	571 000	2471.60	
571 001	-	572 000	2474.60	
572 001	-	573 000	2477.60	
573 001	-	574 000	2480.60	
574 001	-	575 000	2483.70	
575 001	-	576 000	2486.70	
576 001	-	577 000	2489.70	
577 001	-	578 000	2492.70	
578 001	-	579 000	2495.70	
579 001	-	580 000	2498.80	
580 001	-	581 000	2501.80	
581 001	-	582 000	2504.80	
582 001	-	583 000	2507.80	
583 001	-	584 000	2510.80	
584 001	-	585 000	2513.80	
585 001	-	586 000	2516.80	
586 001	-	587 000	2519.80	
587 001	-	588 000	2522.80	
588 001	-	589 000	2525.80	
589 001	-	590 000	2528.80	
590 001	-	591 000	2531.80	
591 001	-	592 000	2534.80	
592 001	-	593 000	2537.80	
593 001	-	594 000	2540.80	
594 001	-	595 000	2543.80	
595 001	-	596 000	2546.80	
596 001	-	597 000	2549.80	
597 001	-	598 000	2552.80	
598 001	-	599 000	2555.80	
599 001	-	600 000	2558.80	

ENR 4 RADIO NAVIGATION AIDS/SYSTEMS

ENR 4.1 RADIO NAVIGATION AIDS - EN-ROUTE

Name of station (VOR: VAR)	ID	Frequency (CH)	Hours of operation	Coordinates	ELEV DME antenna	Remarks
1	2	3	4	5	6	7
BÂLE-MULHOUSE DVOR/DME	-	-	-	-	-	REF: AIP France
CORVATSCH DME	CVA	(CH 57Y)	H24	46 25 05N 009 49 18E	10987 ft	DOC 80 NM / 50'000 ft. Paired VOR FREQ 112.05 MHz.
FRIBOURG VOR/DME (VAR 3° E)	FRI	110.85 MHz (CH 45Y)	H24	46 46 39.3N 007 13 24.6E	2659 ft	DOC 40 NM / 50'000 ft, range 100 NM in sector 195° - 255°. VOR FRI not usable between FRI and SPR (DME FRI is usable).
GENEVA DVOR/DME (VAR 2° E)	GVA	115.75 MHz (CH 104Y)	H24	46 15 14.1N 006 07 56.0E	1377 ft	PSN: 044°MAG, 563 m FM Genève THR 22. DOC 50 NM / 25'000 ft. FRA (I)
GLAND NDB	GLA	375 kHz	H24	46 24 31.3N 006 14 39.3E	-	PSN: 031°MAG, 11.6 NM FM Genève ARP. EM: NON / A2A. Service range 25 NM.
HOCHWALD DME	HOC	(CH 79X)	H24	47 27 59.6N 007 39 55.6E	2425 ft	DOC 60 NM / 50'000 ft, range 85 NM in sector 30° - 120°. Paired VOR FREQ 113.20 MHz. FRA (X): Even FL
LA PRAZ DME	LAP	(CH 43Y)	H24	46 40 34N 006 24 48E	4244 ft	DOC 80 NM / 50'000 ft, range 70 NM in sector 195° - 255°. Paired VOR FREQ 110.65 MHz.
LES EPLATURES NDB	LPS	403 kHz	H24	47 05 00.4N 006 47 35.7E	-	EM: NON / A2A Service range 15 NM
PASSEIRY DVOR/DME (VAR 2° E)	PAS	116.60 MHz (CH 113X)	H24	46 09 49.3N 005 59 59.7E	1415 ft	PSN: 224°MAG, 5.5 NM FM Genève THR 04. DOC 80 NM / 50'000 ft.
ST-PREX VOR/DME (VAR 3° E)	SPR	113.90 MHz (CH 86X)	H24	46 28 07.3N 006 26 53.0E	1252 ft	PSN: 046°MAG, 18.7 NM FM Genève THR 22. DOC 100 NM / 50'000 ft.
TRASADINGEN DME	TRA	(CH 90X)	H24	47 41 22.2 N 008 26 13.1E	1850 ft	PSN: 343°MAG, 13.5 NM FM Zurich THR 16. DOC 100 NM / 50'000 ft. Paired VOR FREQ 114.30 MHz. FRA (I)
WEISSFLUHGIPFEL DME	WFJ	(CH 84Y)	H24	46 50 04.5N 009 47 42.5E	9478 ft	DOC 80 NM / 50'000 ft. Paired VOR FREQ 113.75 MHz.
WILLISAU VOR/DME (VAR 3° E)	WIL	116.90 MHz (CH 116X)	H24	47 10 41.9N 007 54 21.3E	2417 ft	DOC 50 NM / 25'000 ft, range 80 NM in sector 0° - 105°.
ZURICH EAST DVOR/DME (VAR 3° E)	ZUE	110.05 MHz (CH 37Y)	H24	47 35 31.8N 008 49 03.6E	1730 ft	PSN: 054°MAG, 13.6 NM FM Zurich ARP. DOC 80 NM / 50'000 ft.

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LSZC - BUOCHS

LSZC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZC - BUOCHS

LSZC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

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

LSZC AD 2.3 OPERATIONAL HOURS

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

LSZC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo handling facilities:	NIL
2	Fuel/oil types	Jet A1 / MOBIL JET OIL II / Eastman (BP) 2380 Turbine Oil
3	Fuelling facilities/capacity	By fuel truck
4	De-icing facilities	NIL

5	Hangar space available for visiting aircraft	O/R
6	Repair facilities for visiting aircraft	By Pilatus Ltd. maint O/R, limited to Pilatus ACFT only
7	Remarks	NIL

LSZC AD 2.5 PASSENGER FACILITIES

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

LSZC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Rescue and Firefighting Service (RFFS): <ul style="list-style-type: none"> Allowed operations are: <ul style="list-style-type: none"> - non-CAT operation - CAT operations with aeroplanes with MTOM ≤ 2250 kg - HEL with MTOM ≤ 3175 kg Personnel not necessarily on site 1 fire extinguisher available east side of grey tent (H15) 10 fire extinguisher available on the fence north side of tarmac For CAT operations with aeroplanes with MTOM > 2250 kg: <ul style="list-style-type: none"> - O/R during ATS HR Category 3 - 5, 24 HR before ETD / ETA
2	Rescue equipment	2 fire trucks
3	Capability for removal of disabled aircraft	Up to 5.7 tonnes immediately, others O/R
4	Remarks	NIL

LSZC AD 2.7 SEASONAL AVAILABILITY - CLEARING

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

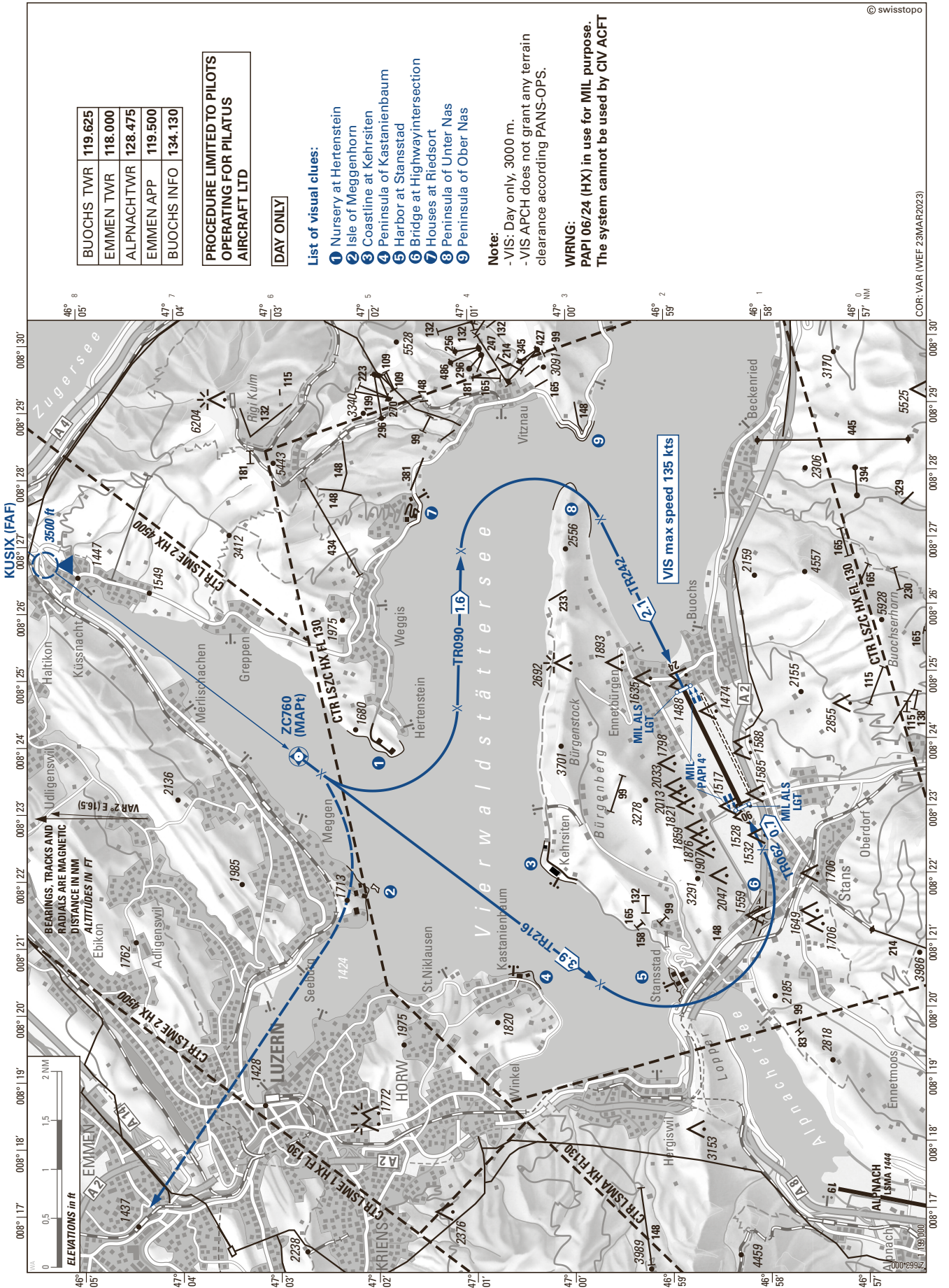
LSZC AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA

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

ELEV 1475 ft (450 m)

BUOCHS

© swisstopo



BUOCHS TWR	119.625
EMMEN TWR	118.000
ALPNACHTWR	128.475
EMMEN APP	119.500
BUOCHS INFO	134.130

PROCEDURE LIMITED TO PILOTS OPERATING FOR PILATUS AIRCRAFT LTD

DAY ONLY

List of visual clues:

- 1 Nursery at Hertenstein
- 2 Isle of Meggenhorn
- 3 Coastline at Kehrsiten
- 4 Peninsula of Kastanienbaum
- 5 Harbor at Stansstad
- 6 Bridge at Highway/intersection
- 7 Houses at Riedsort
- 8 Peninsula of Unter Nas
- 9 Peninsula of Ober Nas

Note:

- VIS: Day only, 3000 m.
 - VIS APCH does not grant any terrain clearance according PANS-OPS.

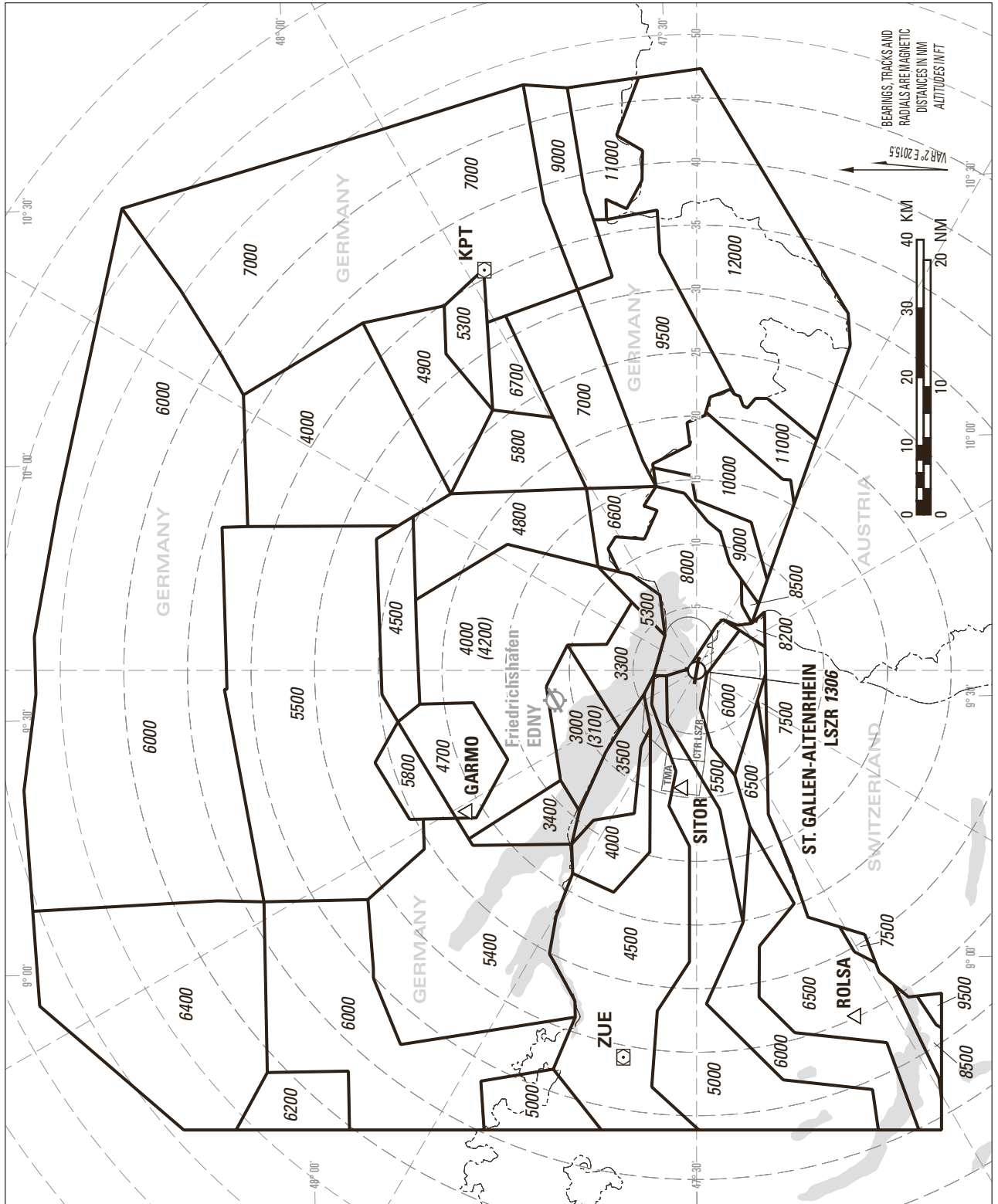
WRNG:

PAPI 06/24 (HX) in use for MIL purpose.
 The system cannot be used by CIV ACFT

COR:VAR (WTF 23MAR2023)

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ATC SURVEILLANCE MINIMUM ALTITUDE CHART



NOTES:

The ATC surveillance minimum altitude chart shows the lowest altitude for the APPROACH / DEPARTURE sectors of LSZR which may be assigned to an IFR flight under radar vectoring.

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

Altitudes: LSZR QNH.
Transition ALT: 5000

Minimum altitudes over Swiss territory are calculated according ICAO norms (PANS-ATM Doc 4444 & PANS-OPS Doc 8168).

Minimum altitudes over Swiss territory are protected for low temperatures to minus 19 degrees celsius (LSZR temperature).

The raised minimum altitudes (values in brackets) are generally valid for the time period between AIRAC date NOVEMBER to AIRAC date MARCH.

Sectors indicated all 30°, distances indicated all 5 NM, based on LSZR ARP.

COR: sectors (WEF 23MAR2023)

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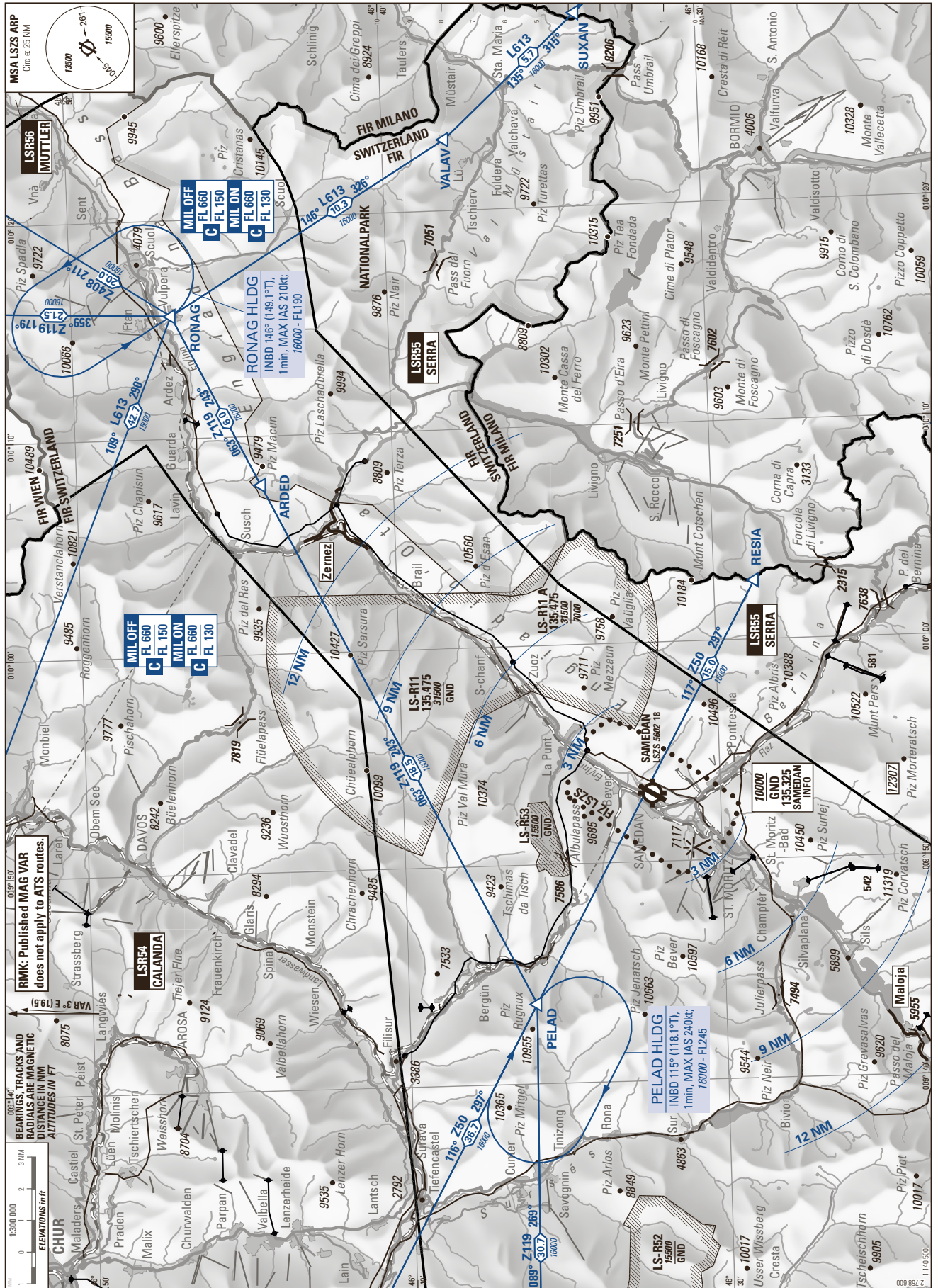
MOUNTAINOUS AREA

ELEV 5602 ft (1708 m)

ATIS	136.600 HO
AFIS	135.325 HO
DELIVERY	121.880 HX

SAMEDAN
LSZS

VFR Area Chart for Y and Z ATC FPL



COR: LS-R52 & LS-R53 added, routes, OBST (WEF 23MAR2023)

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LSGS AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	SION CTR 46 16 41N 007 26 05E - 46 14 00N 007 28 02E - 46 12 04N 007 23 51E - 46 10 20N 007 14 21E - arc of circle 1.62 NM on - 46 11 54N 007 13 45E - clockwise 46 13 27N 007 13 04E - 46 15 06N 007 20 51E - 46 16 41N 007 26 05E
2	Vertical limits	FL 130
3	Airspace classification	D
4	ATS unit call sign Language(s)	En; En and Fr for Non-Commercial VFR traffic.
5	Transition altitude	17000 ft AMSL except 13000 ft AMSL for SIDs GOLEB
6	Remarks	ACT: HX - ATIS (monitoring compulsory)

LSGS AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ATIS	NIL	130.630 MHz	HX	Phone: Service: +41 (0) 22 417 40 80
APP	SION RADAR	126.825 MHz	HO	Language: En
TWR	Sion Tower	118.275 MHz 119.700 MHz	HX	ALTN FREQ Language: En; En and Ge for Non-Commercial VFR traffic.
FIC	Geneva Information	126.350 MHz	H24	NIL
GND	Sion Ground	121.705 MHz	HX	Language: En; En and Fr for Non-Commercial VFR traffic.

LSGS AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
SION DVOR/DME (VAR 3° E)	SIO	112.15 MHz 58Y	H24	46 12 55.8N 007 17 19.6E	1594 ft	PSN: 260° MAG, 2.2 NM FM THR 25. DOC 40 NM / 25'000 ft. Service range outside published IAC and SID PROC unreliable.
LOC 25	ISI	110.70 MHz	H24	46 12 57.1N 007 18 40.4E		LOC PSN: 252° MAG, 2214 m FM THR 25. LOC course 244° MAG. Front course sector width 2°. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.
GP 25		330.20 MHz	H24	46 13 54.7N 007 23 07.2E		GP Angle 6°. PSN: 072° MAG 3774 m before THR 25. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.
DME 25	ISI	44X	H24	46 12 54.7N 007 18 46.2E	1609 ft	DME Co-located with LOC. 1.2 NM DME THR 25. Restricted coverage: 6 to 30 NM - +/- 8° from CL above 5° elevation from LOC.

LSGS AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Local flying restrictions and remarks

AD is for joint use: CIV and MIL.

Use is only by ACFT carrying SVCBL RTF equipment. Exemption from this restriction is granted in exceptional cases. Special permission to be requested by TEL prior to TKOF.

Use of paved RWY is compulsory for all aeroplanes during GLD ACT.

Reserved GLD SECT:

PJE: Refer to VFR Manual, LSGS VAC.

Use of reverse thrust:

For deceleration, it is recommended that the entire RWY LEN AVBL is used; use of reverse thrust shall be limited unless particular safety or operational reasons require it.

MON-SAT: 0600 - 0700 (0500 - 0600), 1100 - 1200 (1000 - 1100), 1700 - 1900 (1600 - 1800) and SUN-HOL, following operations are prohibited:

- AD circuits for
 - non based ACFT
 - noise Category A and B ACFT
 - multi engine ACFT
- aerobatics FLT in the CTR (except gliders) and in the TMA
- engine and reactors control
- technical FLT
- LDG, APCH with go-around, TKOF of ACFT noise Category I/II/III and civil registered fighters are subject to special AUTH.

2. MIL Equipment

- The runway is equipped with 2 retractable MIL arresting cables, located between the thresholds. Cables are retracted when CIV ACFT use RWY. The distance between the cables is 1250 m. If those are not retracted, CIV aircraft are prohibited from rolling over them.

3. Airport regulation

At Sion AP, a number of local regulations apply. The regulations are included in a manual which is AVBL at the AIS briefing office. This manual includes, among other subjects, the following:

- a. the meaning of markings and signs;
- b. information about ACFT parking;
- c. HEL operations;
- d. GLD ACT;
- e. PJE;
- f. aerobatics;
- g. marshaller assistance and towing;
- h. engine start-up and use of APU.

Departing IFR FLT's shall always contact Sion Ground 121.705 MHz to obtain start-up and ATC clearance.

Marshaller assistance or "Follow me" vehicles can be requested and further information about the regulation can be obtained from Sion Ground or the AIS.

When a local regulation is of importance for the safe operation of ACFT on the apron, the information will be given to each ACFT by Sion Ground or the AIS.

"Local regulations" may be requested, in writing, from:

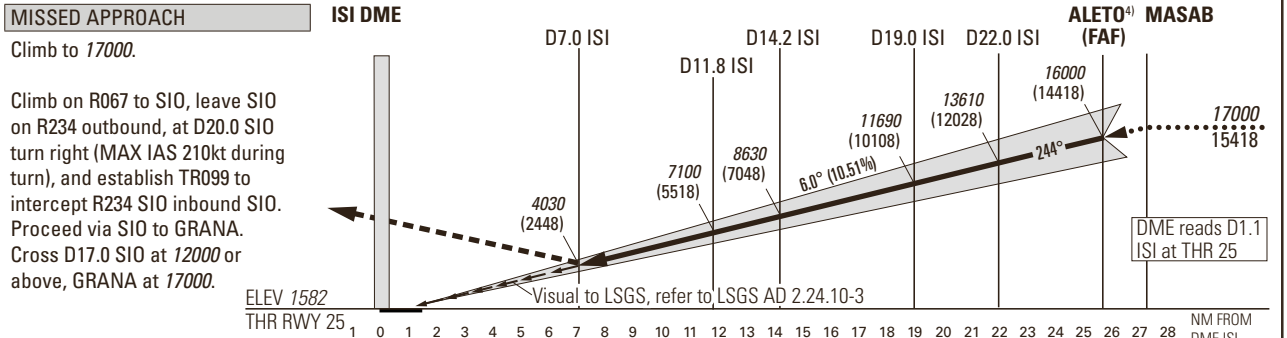
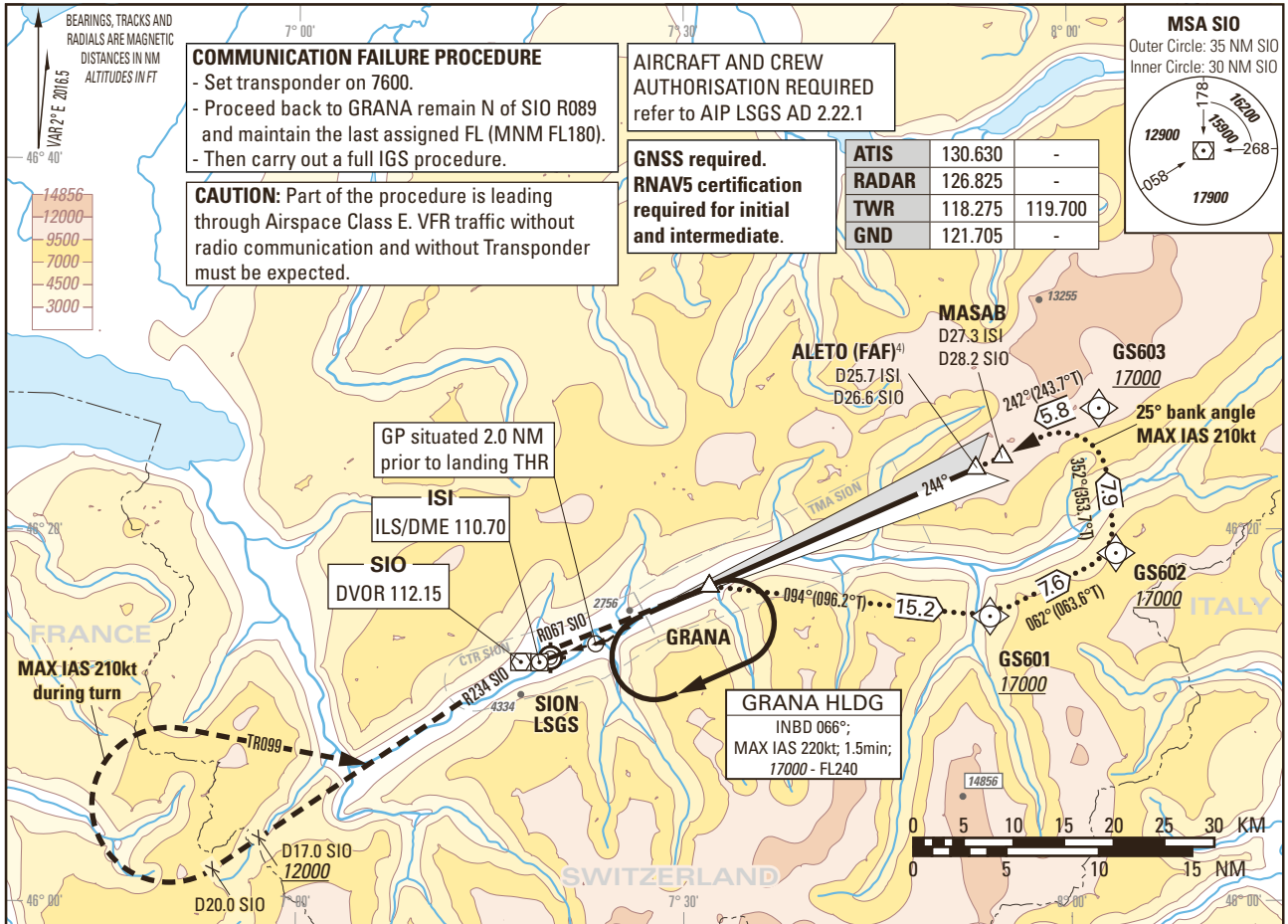
Post: Aéroport de Sion
Route de l'aéroport
CH-1950 Sion

Instrument Approach Chart
(IAC) - ICAO
(IGS instruction: see LSGS AD 2.22)

AD ELEV 1582ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION LSGS
IGS RWY 25 (ACFT CAT A/B/C)
OFFSET 6.5° RIGHT
GLIDE PATH 6.0°, VISUAL PART 4.0°



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH				VIS m
	A	B	C		
2.5%		6520 (4940) ¹⁾			5000
3.0%		6080 (4500) ¹⁾			
3.5%		5650 (4070) ¹⁾			
4.0%		5220 (3640) ¹⁾			
4.5%		4780 (3200) ¹⁾			
4.9%		4490 (2910) ¹⁾			
Circling north of AD only ^{1) 2) 3)}	3400 (1820)	5040 (3460)	6060 (4480)		5000
ROD	GS kt	90	110	130	150
	FT/MIN	958	1171	1384	1597

	7	8	9	10	12	14	16
DIST ISI	7	8	9	10	12	14	16
DIST THR	5.9	6.9	7.9	8.9	10.9	12.9	14.9
ALT FT	4030	4670	5310	5950	7220	8500	9780
DIST ISI	18	20	22	24	25	25.7	27.3
DIST THR	16.9	18.9	20.9	22.9	23.9	24.6	26.2
ALT FT	11050	12330	13610	14890	15530	16000	17000

REMARK
- APCH PROHIBITED IF GP U/S.
- Table for temperature deviation from ISA. See LSGS AD 2.23.2.
- Final APCH offset 6.5° from RCL.
- If unable to comply with MAX HLDG speed, inform ATC.

CAUTION
- This is not a standard APCH angle.
- 3.8 NM BFR THR 25 Visual Segment Surface (VSS) penetrated by OBST up to 4370ft AMSL.

NOTE
¹⁾ Special training required. ²⁾ Night circling prohibited. ⁴⁾ At ALETO, GP 15970.
³⁾ ACFT categories A, B with speed limit of 125kt and C with speed limit of 135kt.

COR: TWR ALTN FREQ added (WEF 23MAR2023)

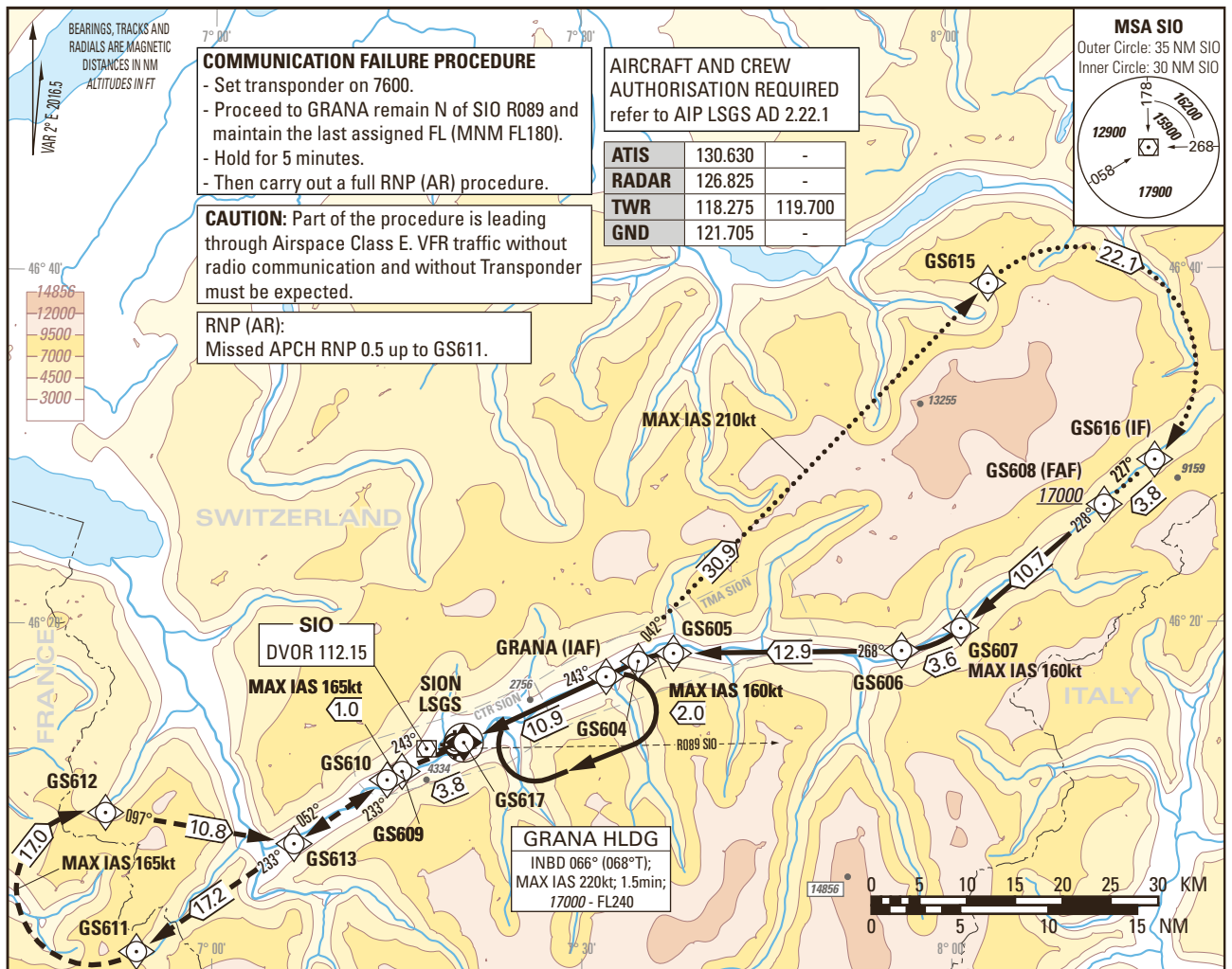
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Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1582ft

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 17000

SION LSGS
RNP RWY 25 (AR)
OFFSET 8° RIGHT
ACFT CAT A/B/C



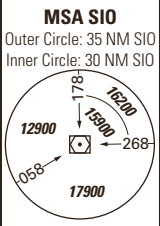
COMMUNICATION FAILURE PROCEDURE
- Set transponder on 7600.
- Proceed to GRANA remain N of SIO R089 and maintain the last assigned FL (MNM FL180).
- Hold for 5 minutes.
- Then carry out a full RNP (AR) procedure.

CAUTION: Part of the procedure is leading through Airspace Class E. VFR traffic without radio communication and without Transponder must be expected.

RNP (AR):
Missed APCH RNP 0.5 up to GS611.

AIRCRAFT AND CREW AUTHORIZATION REQUIRED
refer to AIP LSGS AD 2.22.1

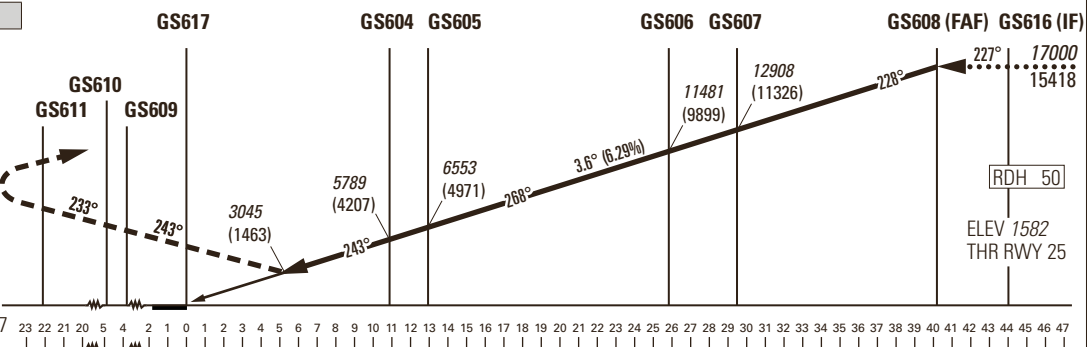
ATIS	130.630	-
RADAR	126.825	-
TWR	118.275	119.700
GND	121.705	-



MISSED APPROACH

Climb to 17000.

Proceed via GS617 to GS609 to GS610 to GS611 to GS612 to GS613 to SIO to GRANA.
All turns MAX IAS 165kt.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)		
	A	B	C
5.0%	RNP (AR) 3071 (1489)	3084 (1502)	3098 (1516)
DECISION ALTITUDE (HEIGHT)			
5.0%	RNP (AR) 3071 (1489)	3084 (1502)	3098 (1516)

Missed APCH WPT	GS617	GS609	GS610	GS611	GS612	GS613	SIO	GRANA
recommended CROSSING ALTITUDE (HEIGHT) for Missed APCH climb gradient 5.0%	3699 (2117)	4866 (3284)	5158 (3576)	10375 (8793)	15546 (13964)		17000 (15418)	

ROD	GS kt	80	100	120	140	160
	FT/MIN	510	640	760	890	1020

REMARK
- APCH not authorized when airport temperature below -20°C or above +47°C.
- RNP (AR) RDH = 50 (PAPI MEHT = 40ft).
- PAPI 4.0° not coincident with VPA.
- 0.1 NM BFR THR 25 Visual Segment Surface (VSS) penetrated by trees up to 1670ft AMSL.

CAUTION
- On 3.6° APCH angle and GS > 150kt resulting ROD will be > 1000ft/min.
- Final APCH track offset by 8° right from RCL intercepting the RCL 480m BFR the THR.

COR: TWR ALTN FREQ added (WEF 23MAR2023)

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3. Aircraft guidance and procedures on Apron and TWYs

3.1 General

3.1.1 Advanced Surface Movement Guidance and Control System (A-SMGCS)

Zurich AP is equipped with A-SMGCS, supported by SMR and Mode S MLAT, which provides ACFT PSN information and IDENT to Tower, Ground and Apron Control.

3.1.1.1 General

Aircraft Operators intending to use Zurich Airport shall ensure that Mode S transponders are able to operate when the ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addressed interrogations only.

3.1.1.2 Mode A code

Flight crews shall ensure that the transponder is set to and transmitting the assigned Mode A code;

- for departure: latest when start-up and/or push-back clearance is received by Apron Control; and
- after landing: continuously until the ACFT has reached its final parking position

3.1.1.3 Mode S Aircraft Identification

Flight crews of ACFT with Mode S transponder being able to manually set an aircraft identification shall set their aircraft identification as specified in item 7 of the filed ATC flight plan.

- For departure: latest when start-up and/or push-back clearance is received by Apron Control, the ACFT identification shall be set.

3.2 Apron Control

The AP operates a ground control radio station with the call sign "Zurich Apron". **Language: En**

3.2.1 Area of responsibility

The exact area of responsibility is shown on the chart [LSZH AD 2.24.1-1](#), [LSZH AD 2.24.3 - 1](#) and [LSZH AD 2.24.3 - 3](#).

3.2.2 Clearance and Transmission of messages

Clearances will only be issued in for the area within their scope of responsibility. In particular, a clearance to TAX does not include a clearance to cross a RWY or to TAX onto a RWY. Handling requests will not be transmitted.

3.2.3 Operational hours and Marshaller service

Operational HR are from 0445 until 2230 (0345 until 2130). In exceptional cases, radio contact will be AVBL after 2230 (2130). Outside the operating HR, ACFT on the apron and TWYs are guided by a marshaller. In exceptional operational conditions, marshallers are AVBL for ACFT guidance.

3.3 Procedures

3.3.1 Arriving aircraft

3.3.1.1 Departure Priority Window (PRIDEP)

In order to enable a higher departure capacity, a specific time frame is reserved for only departures from RWY 28 and 32. The PRIDEP window is normally active on SAT, SUN and German Public Holidays between 0600 and 0635 (0500 and 0535). During the PRIDEP window, the aerodrome is not available for arrivals, with the exception of emergencies.

3.3.1.2 Minimum RWY occupancy time

Rapid exit from the LDG RWY minimises the occurrence of go-arounds and allows ATC to apply MNM spacing. ACFT vacating the RWY in use should not stop on the exit TWY until the entire ACFT has passed the RWY stop bar.

3.3.1.2.1 Landing RWY 14

To ensure MNM RWY occupancy time, pilots are reminded to vacate the RWY via TWY H1 whenever possible (except wake turbulence category HEAVY) or as instructed by ATC.

3.3.1.2.2 Landing RWY 16

Vacating via TWY E4 or E6 only with ATC clearance.

3.3.1.2.3 Landing RWY 28

Vacating into RWY 16 or RWY 34 only with ATC clearance. Vacating to the south via TWY F only with ATC clearance.

3.3.1.2.4 Landing RWY 34

When landing on RWY 34 expedite to cross intersecting RWY 28 to enable departure. Preferred exit via TWY E4 or later. Vacating via TWY E6 only with ATC clearance.

3.3.1.3 Taxi procedures

Arriving aircraft shall taxi independently to the parking position according to taxi instructions issued by Apron Control.

All traffic shall stop at Intermediate HLDG PSN when Stop bars are activated.

If the docking guidance system, fails the FLT crew shall stop the ACFT immediately and notify Apron Control. The ACFT shall not TAX any further until a marshaller has taken over the guidance.

The final guidance for ACFT taxiing to the GA sectors will be provided by a marshaller. During taxiing in GA sectors use minimum thrust to avoid jet blast.

Placement of ground service equipment (baggage/post cars, dollies, trailer) between two aircraft stands is accepted in accordance with the ground handling regulation.

3.3.2 Departing aircraft

3.3.2.1 Optimization of RWY occupancy time and intersection/converging RWY operations

ATC will consider every ACFT at the HLDG point as able to commence line up and take off immediately after clearance issued. Pilots not ready when reaching the HLDG point (no ACFT in front on the same TWY) shall advise ATC as early as possible.

During certain periods, landings and/or departures on intersecting and/or converging RWYs are in effect. The RWY designator shall be read-back with every take-off or landing clearance received.

Pilots in receipt of a conditional line-up clearance on a preceding departing ACFT should remain behind the subject ACFT but may cross the RWY HLDG point (as long as there is no illuminated red stop bar) and enter the RWY upon receipt of the clearance. Pilots must be aware that there may be a blast hazard as the ACFT on the RWY applies PWR.

The ACFT has to be rolling within 10 seconds after reception of take-off clearance. Pilots unable to comply with this requirement shall notify ATC, preferably before entering the RWY.

Be aware of possible wake turbulence from departing/landing traffic on the intersecting RWY, especially in case of long landing or missed approach.

3.3.2.2 Airport Collaborative Decision Making (A-CDM)

A-CDM focusses on the turn-round process in order to ensure common situational awareness followed by best possible allocation of resources. A PERM and fully automatic data exchange with the European Air Traffic Flow and Capacity Management (ATFCM) is established.

3.3.2.3 A-CDM Definition and Procedure

Target Off Block Time (TOBT)

- i. The TOBT reflects the time when all ground handling activities are completed, meaning
 - all doors are closed
 - boarding bridge removed
 - except on stand de-icing
- ii. TOBT must have an accuracy of +/- 5 minutes and shall be maintained by Aircraft Operator (AO) or Ground Handling (GH).
- iii. FLT crew shall ensure that the flight is ready at TOBT +/- 5 minutes. Otherwise, a TOBT update shall be initiated (see also §3.3.2.5).

EOBT

- i. Time when the ICAO FPL has estimated to leave the stand.
- ii. The Aircraft Operator (AO) is required to adjust FPL EOBT when the deviation to the latest TOBT is more than 15 minutes.

Target Start-up Approval Time (TSAT)

- i. Time provided by ATC that an ACFT can expect to receive start-up / pushback approval.
- ii. TSAT has a tolerance of +/- 5 minutes
- iii. Latest at TSAT -5 minutes pushback vehicle shall be connected with the ACFT and ready for immediate push.

3.3.2.4 Departure Clearance - General

Departure clearance may be obtained from "Zurich Delivery" through Skyguide Datalink Departure Clearance (DCL) service or by voice. Use of DCL should be preferred over voice whenever practicable. DCL service is operated by the same ATC controller as "Zurich Delivery".

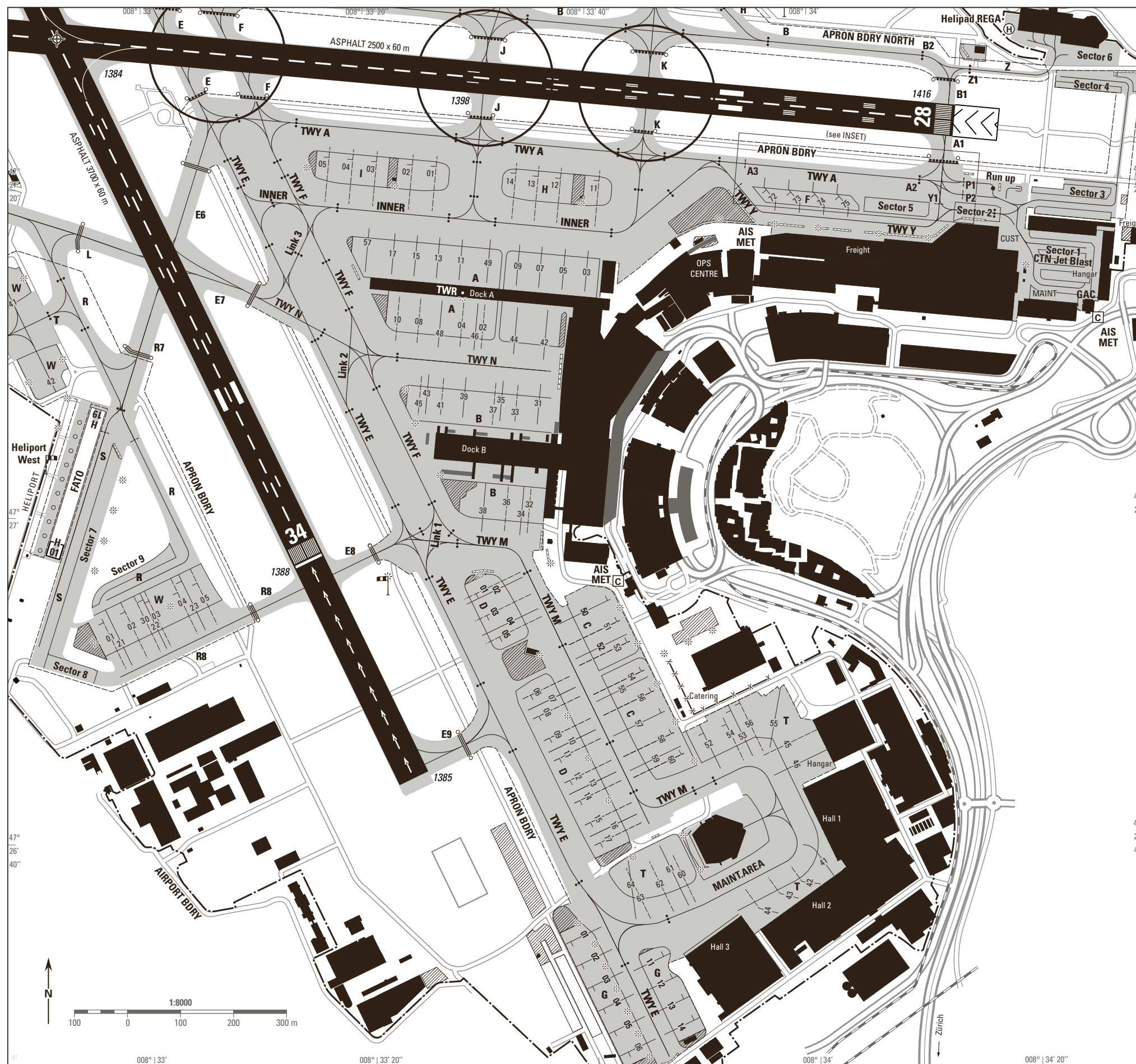
Aircraft operators intending to use data link for obtaining ATC clearance shall ensure that their flight crews are adequately trained.

3.3.2.4.1 Clearance Request (RCD)

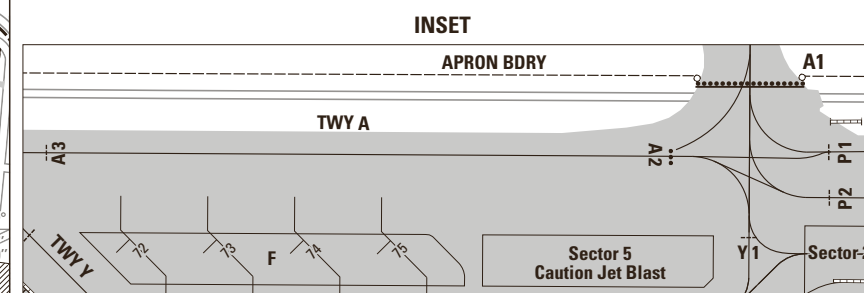
Datalink RCD message is accepted from 30 minutes prior to TOBT (Ti) until TOBT +5 minutes (Tt).

An RCD reception will be acknowledged immediately by means of an automatic FSM.

Alternatively, the FLT crew may contact "Zurich Delivery" at the earliest 30 minutes prior to TOBT to request the departure clearance by voice.



APRON SOUTH



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

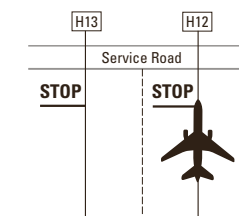
For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

LEGEND

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

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

ACFT PRKG:



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

GENERAL REMARKS

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

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

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

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

All Parking PSN W: Outbound with push-back only



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