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AIP

AMDT 004 2023

Effective Date 20 APR 2023

RMK

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

1. Insert the following pages:

GEN 0.2 - 9/10
GEN 0.4 - 1/2
GEN 0.4 - 3/4
GEN 0.4 - 5/6
GEN 0.4 - 7/8
GEN 1.2 - 5/6
GEN 1.7 - 17/18
GEN 1.7 - 19/20
GEN 1.7 - 25/26
GEN 2.3 - 3/4
GEN 2.3 - 5/6
LSZB AD 2.24.10 - 7/8
LSZB AD 2.24.10 - 9/10
LSZC AD 2.24.10 - 3/4
LSGC AD 2.24.7 - 1/2
LSGC AD 2.24.7 - 3/4
LSGC AD 2.24.9.2 - 1/2
LSGG AD 2 - 1/2
LSZA AD 2.24.10 - 5/6
LSZA AD 2.24.10 - 7/8

Destroy the following pages:

20 APR 2023	GEN 0.2 - 9/10	23 MAR 2023
20 APR 2023	GEN 0.4 - 1/2	23 MAR 2023
20 APR 2023	GEN 0.4 - 3/4	23 MAR 2023
20 APR 2023	GEN 0.4 - 5/6	23 MAR 2023
20 APR 2023	GEN 0.4 - 7/8	23 MAR 2023
20 APR 2023	GEN 1.2 - 5/6	01 FEB 2018
20 APR 2023	GEN 1.7 - 17/18	26 JAN 2023
20 APR 2023	GEN 1.7 - 19/20	26 JAN 2023
20 APR 2023	GEN 1.7 - 25/26	26 JAN 2023
20 APR 2023	GEN 2.3 - 3/4	16 JUL 2020
20 APR 2023	GEN 2.3 - 5/6	24 MAY 2018
20 APR 2023	LSZB AD 2.24.10 - 7/8	12 AUG 2021
20 APR 2023	LSZB AD 2.24.10 - 9/10	AIRAC 03 DEC 2020
20 APR 2023	LSZC AD 2.24.10 - 3/4	23 MAR 2023
20 APR 2023	LSGC AD 2.24.7 - 1/2	AIRAC 25 FEB 2021
20 APR 2023	LSGC AD 2.24.7 - 3/4	22 APR 2021
20 APR 2023	LSGC AD 2.24.9.2 - 1/2	AIRAC 25 FEB 2021
20 APR 2023	LSGG AD 2 - 1/2	26 JAN 2023
20 APR 2023	LSZA AD 2.24.10 - 5/6	30 JAN 2020
20 APR 2023	LSZA AD 2.24.10 - 7/8	30 JAN 2020

2. Record entry of amendment on page GEN 0.2

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

NOTAM: A0077/23

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: NIL

Checklist AIRAC SUP: NIL

Insert the following pages:

LSZS AD 2.24.12 - 1/2
LSZH AD 2 - 3/4
LSZH AD 2 - 15/16
LSZH AD 2 - 67/68
LSZH AD 2.24.1 - 1/2
LSZH AD 2.24.3 - 1/2
LSZH AD 2.24.3 - 3/4
LSZH AD 2.24.3 - 5/6

20 APR 2023
20 APR 2023
20 APR 2023
20 APR 2023
20 APR 2023
20 APR 2023
20 APR 2023
20 APR 2023

Destroy the following pages:

LSZS AD 2.24.12 - 1/2
LSZH AD 2 - 3/4
LSZH AD 2 - 15/16
LSZH AD 2 - 67/68
LSZH AD 2.24.1 - 1/2
LSZH AD 2.24.3 - 1/2
LSZH AD 2.24.3 - 3/4
LSZH AD 2.24.3 - 5/6

22 APR 2021
14 JUL 2022
14 JUL 2022
AIRAC 23 MAR 2023
14 JUL 2022
23 MAR 2023
03 NOV 2022
14 JUL 2022

AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2021	17-Jun-2021	17-Jun-2021	
007/2021	15-Jul-2021	15-Jul-2021	
008/2021	12-Aug-2021	12-Aug-2021	
009/2021	09-Sep-2021	09-Sep-2021	
010/2021	07-Oct-2021	07-Oct-2021	
011/2021	04-Nov-2021	04-Nov-2021	
012/2021	02-Dec-2021	02-Dec-2021	
013/2021	30-Dec-2021	30-Dec-2021	
001/2022	27-Jan-2022	27-Jan-2022	
002/2022	24-Feb-2022	24-Feb-2022	
003/2022	24-Mar-2022	24-Mar-2022	
004/2022	21-Apr-2022	21-Apr-2022	
005/2022	19-May-2022	19-May-2022	
006/2022	16-Jun-2022	16-Jun-2022	
007/2022	14-Jul-2022	14-Jul-2022	
008/2022	11-Aug-2022	11-Aug-2022	
009/2022	08-Sep-2022	08-Sep-2022	
010/2022	06-Oct-2022	06-Oct-2022	
011/2022	03-Nov-2022	03-Nov-2022	
012/2022	01-Dec-2022	01-Dec-2022	
013/2022	29-Dec-2022	29-Dec-2022	
001/2023	26-Jan-2023	26-Jan-2023	
002/2023	23-Feb-2023	23-Feb-2023	
003/2023	23-Mar-2023	23-Mar-2023	
004/2023	20-Apr-2023	20-Apr-2023	

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GEN 0.4 CHECKLIST OF AIP PAGES

Page	Date	Page	Date	Page	Date
PART 1 - GENERAL (GEN)					
		GEN 1.7 - 18	20 APR 2023	GEN 3.3 - 7	26 JAN 2023
		GEN 1.7 - 19	20 APR 2023	GEN 3.3 - 8	26 JAN 2023
		GEN 1.7 - 20	20 APR 2023	GEN 3.4 - 1	02 DEC 2021
GEN 0.1 - 1	11 DEC 2014	GEN 1.7 - 21	26 JAN 2023	GEN 3.4 - 2	02 DEC 2021
GEN 0.1 - 2	11 DEC 2014	GEN 1.7 - 22	26 JAN 2023	GEN 3.4 - 3	AIRAC 20 MAY 2021
GEN 0.1 - 3	01 MAY 2014	GEN 1.7 - 23	26 JAN 2023	GEN 3.4 - 4	AIRAC 20 MAY 2021
GEN 0.1 - 4	01 MAY 2014	GEN 1.7 - 24	26 JAN 2023	GEN 3.4 - 5	AIRAC 20 MAY 2021
GEN 0.2 - 1	AIRAC 26 MAY 2016	GEN 1.7 - 25	20 APR 2023	GEN 3.4 - 6	AIRAC 20 MAY 2021
GEN 0.2 - 2	AIRAC 26 MAY 2016	GEN 1.7 - 26	20 APR 2023	GEN 3.4 - 7	AIRAC 20 MAY 2021
GEN 0.2 - 3	AIRAC 23 MAR 2023	GEN 2.1 - 1	13 NOV 2014	GEN 3.4 - 8	AIRAC 20 MAY 2021
GEN 0.2 - 4	AIRAC 23 MAR 2023	GEN 2.1 - 2	13 NOV 2014	GEN 3.5 - 1	14 JUL 2022
GEN 0.2 - 5	AIRAC 23 JUN 2016	GEN 2.1 - 3	21 JUL 2016	GEN 3.5 - 2	14 JUL 2022
GEN 0.2 - 6	AIRAC 23 JUN 2016	GEN 2.1 - 4	21 JUL 2016	GEN 3.5 - 3	23 APR 2020
GEN 0.2 - 7	20 MAY 2021	GEN 2.2 - 1	AIRAC 01 DEC 2022	GEN 3.5 - 4	23 APR 2020
GEN 0.2 - 8	20 MAY 2021	GEN 2.2 - 2	AIRAC 01 DEC 2022	GEN 3.5 - 5	23 APR 2020
GEN 0.2 - 9	20 APR 2023	GEN 2.2 - 3	AIRAC 01 DEC 2022	GEN 3.5 - 6	23 APR 2020
GEN 0.2 - 10	20 APR 2023	GEN 2.2 - 4	AIRAC 01 DEC 2022	GEN 3.5 - 7	23 APR 2020
GEN 0.3 - 1	08 SEP 2022	GEN 2.2 - 5	AIRAC 01 DEC 2022	GEN 3.5 - 8	23 APR 2020
GEN 0.3 - 2	08 SEP 2022	GEN 2.2 - 6	AIRAC 01 DEC 2022	GEN 3.5 - 9	23 APR 2020
GEN 0.4 - 1	20 APR 2023	GEN 2.2 - 7	AIRAC 01 DEC 2022	GEN 3.5 - 10	23 APR 2020
GEN 0.4 - 2	20 APR 2023	GEN 2.2 - 8	AIRAC 01 DEC 2022	GEN 3.5 - 11	23 APR 2020
GEN 0.4 - 3	20 APR 2023	GEN 2.2 - 9	AIRAC 01 DEC 2022	GEN 3.5 - 12	23 APR 2020
GEN 0.4 - 4	20 APR 2023	GEN 2.2 - 10	AIRAC 01 DEC 2022	GEN 3.6 - 1	16 JUN 2022
GEN 0.4 - 5	20 APR 2023	GEN 2.3 - 1	25 MAR 2021	GEN 3.6 - 2	16 JUN 2022
GEN 0.4 - 6	20 APR 2023	GEN 2.3 - 2	25 MAR 2021	GEN 3.6 - 3	16 JUN 2022
GEN 0.4 - 7	20 APR 2023	GEN 2.3 - 3	20 APR 2023	GEN 3.6 - 4	16 JUN 2022
GEN 0.4 - 8	20 APR 2023	GEN 2.3 - 4	20 APR 2023	GEN 3.6 - 5	16 JUN 2022
GEN 0.5 - 1	11 AUG 2022	GEN 2.3 - 5	20 APR 2023	GEN 3.6 - 6	16 JUN 2022
GEN 0.5 - 2	11 AUG 2022	GEN 2.3 - 6	20 APR 2023	GEN 4.1 - 1	18 AUG 2016
GEN 0.6 - 1	14 JUL 2022	GEN 2.3 - 7	24 MAY 2018	GEN 4.1 - 2	18 AUG 2016
GEN 0.6 - 2	14 JUL 2022	GEN 2.3 - 8	24 MAY 2018	GEN 4.1 - 3	25 FEB 2021
GEN 0.6 - 3	14 JUL 2022	GEN 2.4 - 1	11 AUG 2022	GEN 4.1 - 4	25 FEB 2021
GEN 0.6 - 4	14 JUL 2022	GEN 2.4 - 2	11 AUG 2022	GEN 4.1 - 5	25 APR 2019
GEN 1.1 - 1	17 JUN 2021	GEN 2.4 - 3	11 AUG 2022	GEN 4.1 - 6	25 APR 2019
GEN 1.1 - 2	17 JUN 2021	GEN 2.4 - 4	11 AUG 2022	GEN 4.1 - 7	25 APR 2019
GEN 1.2 - 1	11 DEC 2014	GEN 2.4 - 5	11 AUG 2022	GEN 4.1 - 8	25 APR 2019
GEN 1.2 - 2	11 DEC 2014	GEN 2.4 - 6	11 AUG 2022	GEN 4.1 - 9	25 FEB 2021
GEN 1.2 - 3	11 DEC 2014	GEN 2.4 - 7	11 AUG 2022	GEN 4.1 - 10	25 FEB 2021
GEN 1.2 - 4	11 DEC 2014	GEN 2.4 - 8	11 AUG 2022	GEN 4.1 - 11	19 JUL 2018
GEN 1.2 - 5	20 APR 2023	GEN 2.5 - 1	11 AUG 2022	GEN 4.1 - 12	19 JUL 2018
GEN 1.2 - 6	20 APR 2023	GEN 2.5 - 2	11 AUG 2022	GEN 4.1 - 13	19 JUL 2018
GEN 1.2 - 7	11 DEC 2014	GEN 2.6 - 1	10 DEC 2015	GEN 4.1 - 14	19 JUL 2018
GEN 1.2 - 8	11 DEC 2014	GEN 2.6 - 2	10 DEC 2015	GEN 4.1 - 15	20 AUG 2015
GEN 1.2 - 9	14 JUL 2022	GEN 2.6 - 3	10 DEC 2015	GEN 4.1 - 16	20 AUG 2015
GEN 1.2 - 10	14 JUL 2022	GEN 2.6 - 4	10 DEC 2015	GEN 4.1 - 17	20 AUG 2015
GEN 1.3 - 1	11 DEC 2014	GEN 2.7 - 1	06 OCT 2022	GEN 4.1 - 18	20 AUG 2015
GEN 1.3 - 2	11 DEC 2014	GEN 2.7 - 2	06 OCT 2022	GEN 4.1 - 19	17 JUN 2021
GEN 1.4 - 1	11 DEC 2014	GEN 2.7 - 3	06 OCT 2022	GEN 4.1 - 20	17 JUN 2021
GEN 1.4 - 2	11 DEC 2014	GEN 2.7 - 4	06 OCT 2022	GEN 4.1 - 21	17 JUN 2021
GEN 1.5 - 1	18 JUL 2019	GEN 2.7 - 5	06 OCT 2022	GEN 4.1 - 22	17 JUN 2021
GEN 1.5 - 2	18 JUL 2019	GEN 2.7 - 6	06 OCT 2022	GEN 4.1 - 23	17 JUN 2021
GEN 1.6 - 1	25 MAR 2021	GEN 3.1 - 1	04 NOV 2021	GEN 4.1 - 24	17 JUN 2021
GEN 1.6 - 2	25 MAR 2021	GEN 3.1 - 2	04 NOV 2021	GEN 4.1 - 25	19 MAY 2022
GEN 1.7 - 1	26 JAN 2023	GEN 3.1 - 3	23 MAR 2023	GEN 4.1 - 26	19 MAY 2022
GEN 1.7 - 2	26 JAN 2023	GEN 3.1 - 4	23 MAR 2023	GEN 4.1 - 27	20 AUG 2015
GEN 1.7 - 3	26 JAN 2023	GEN 3.1 - 5	17 JUN 2021	GEN 4.1 - 28	20 AUG 2015
GEN 1.7 - 4	26 JAN 2023	GEN 3.1 - 6	17 JUN 2021	GEN 4.1 - 29	20 AUG 2015
GEN 1.7 - 5	26 JAN 2023	GEN 3.1 - 7	25 FEB 2021	GEN 4.1 - 30	20 AUG 2015
GEN 1.7 - 6	26 JAN 2023	GEN 3.1 - 8	25 FEB 2021	GEN 4.1 - 31	20 AUG 2015
GEN 1.7 - 7	26 JAN 2023	GEN 3.2 - 1	AIRAC 01 DEC 2022	GEN 4.1 - 32	20 AUG 2015
GEN 1.7 - 8	26 JAN 2023	GEN 3.2 - 2	AIRAC 01 DEC 2022	GEN 4.1 - 33	20 AUG 2015
GEN 1.7 - 9	26 JAN 2023	GEN 3.2 - 3	11 DEC 2014	GEN 4.1 - 34	20 AUG 2015
GEN 1.7 - 10	26 JAN 2023	GEN 3.2 - 4	11 DEC 2014	GEN 4.1 - 35	26 JAN 2023
GEN 1.7 - 11	26 JAN 2023	GEN 3.3 - 1	AIRAC 29 DEC 2022	GEN 4.1 - 36	26 JAN 2023
GEN 1.7 - 12	26 JAN 2023	GEN 3.3 - 2	AIRAC 29 DEC 2022	GEN 4.1 - 37	26 JAN 2023
GEN 1.7 - 13	26 JAN 2023	GEN 3.3 - 3	09 SEP 2021	GEN 4.1 - 38	26 JAN 2023
GEN 1.7 - 14	26 JAN 2023	GEN 3.3 - 4	09 SEP 2021	GEN 4.1 - 39	31 JAN 2019
GEN 1.7 - 15	26 JAN 2023	GEN 3.3 - 5	06 OCT 2022	GEN 4.1 - 40	31 JAN 2019
GEN 1.7 - 16	26 JAN 2023	GEN 3.3 - 6	06 OCT 2022	GEN 4.1 - 41	25 APR 2019
GEN 1.7 - 17	20 APR 2023				

Page	Date	Page	Date	Page	Date
ENR 3.3 - 27	AIRAC 23 FEB 2023	ENR 3.4 - 20	AIRAC 03 NOV 2022	ENR 5.2 - 23	AIRAC 05 NOV 2020
ENR 3.3 - 28	AIRAC 23 FEB 2023	ENR 3.5 - 1	AIRAC 16 JUN 2022	ENR 5.2 - 24	AIRAC 05 NOV 2020
ENR 3.3 - 29	AIRAC 01 DEC 2022	ENR 3.5 - 2	AIRAC 16 JUN 2022	ENR 5.2 - 25	AIRAC 05 NOV 2020
ENR 3.3 - 30	AIRAC 01 DEC 2022	ENR 3.5 - 3	AIRAC 16 JUN 2022	ENR 5.2 - 26	AIRAC 05 NOV 2020
ENR 3.3 - 31	AIRAC 01 DEC 2022	ENR 3.5 - 4	AIRAC 16 JUN 2022	ENR 5.2 - 27	AIRAC 28 FEB 2019
ENR 3.3 - 32	AIRAC 01 DEC 2022	ENR 3.6 - 1	AIRAC 03 NOV 2022	ENR 5.2 - 28	AIRAC 28 FEB 2019
ENR 3.3 - 33	AIRAC 01 DEC 2022	ENR 3.6 - 2	AIRAC 03 NOV 2022	ENR 5.2 - 29	AIRAC 05 NOV 2020
ENR 3.3 - 34	AIRAC 01 DEC 2022	ENR 4.1 - 1	23 MAR 2023	ENR 5.2 - 30	AIRAC 05 NOV 2020
ENR 3.3 - 35	AIRAC 01 DEC 2022	ENR 4.1 - 2	23 MAR 2023	ENR 5.2 - 31	AIRAC 16 JUN 2022
ENR 3.3 - 36	AIRAC 01 DEC 2022	ENR 4.2 - 1	26 JAN 2023	ENR 5.2 - 32	AIRAC 16 JUN 2022
ENR 3.3 - 37	AIRAC 23 FEB 2023	ENR 4.2 - 2	26 JAN 2023	ENR 5.2 - 33	AIRAC 23 MAR 2023
ENR 3.3 - 38	AIRAC 23 FEB 2023	ENR 4.3 - 1	15 JUL 2021	ENR 5.2 - 34	AIRAC 23 MAR 2023
ENR 3.3 - 39	AIRAC 01 DEC 2022	ENR 4.3 - 2	15 JUL 2021	ENR 5.2 - 35	AIRAC 23 MAR 2023
ENR 3.3 - 40	AIRAC 01 DEC 2022	ENR 4.4 - 1	AIRAC 29 DEC 2022	ENR 5.2 - 36	AIRAC 23 MAR 2023
ENR 3.3 - 41	AIRAC 01 DEC 2022	ENR 4.4 - 2	AIRAC 29 DEC 2022	ENR 5.2 - 37	AIRAC 23 MAR 2023
ENR 3.3 - 42	AIRAC 01 DEC 2022	ENR 4.4 - 3	29 DEC 2022	ENR 5.2 - 38	AIRAC 23 MAR 2023
ENR 3.3 - 43	AIRAC 01 DEC 2022	ENR 4.4 - 4	29 DEC 2022	ENR 5.2 - 39	AIRAC 23 MAR 2023
ENR 3.3 - 44	AIRAC 01 DEC 2022	ENR 4.4 - 5	AIRAC 23 MAR 2023	ENR 5.2 - 40	AIRAC 23 MAR 2023
ENR 3.3 - 45	AIRAC 01 DEC 2022	ENR 4.4 - 6	AIRAC 23 MAR 2023	ENR 5.2 - 41	AIRAC 23 MAR 2023
ENR 3.3 - 46	AIRAC 01 DEC 2022	ENR 4.4 - 7	AIRAC 23 MAR 2023	ENR 5.2 - 42	AIRAC 23 MAR 2023
ENR 3.3 - 47	AIRAC 01 DEC 2022	ENR 4.4 - 8	AIRAC 23 MAR 2023	ENR 5.3 - 1	03 NOV 2022
ENR 3.3 - 48	AIRAC 01 DEC 2022	ENR 4.4 - 9	AIRAC 29 DEC 2022	ENR 5.3 - 2	03 NOV 2022
ENR 3.3 - 49	AIRAC 01 DEC 2022	ENR 4.4 - 10	AIRAC 29 DEC 2022	ENR 5.4 - 1	03 NOV 2022
ENR 3.3 - 50	AIRAC 01 DEC 2022	ENR 4.4 - 11	AIRAC 23 MAR 2023	ENR 5.4 - 2	03 NOV 2022
ENR 3.3 - 51	AIRAC 01 DEC 2022	ENR 4.4 - 12	AIRAC 23 MAR 2023	ENR 5.5 - 1	AIRAC 24 MAR 2022
ENR 3.3 - 52	AIRAC 01 DEC 2022	ENR 4.4 - 13	AIRAC 23 MAR 2023	ENR 5.5 - 2	AIRAC 24 MAR 2022
ENR 3.3 - 53	AIRAC 01 DEC 2022	ENR 4.4 - 14	AIRAC 23 MAR 2023	ENR 5.5 - 3	09 SEP 2021
ENR 3.3 - 54	AIRAC 01 DEC 2022	ENR 4.5 - 1	26 JAN 2023	ENR 5.5 - 4	09 SEP 2021
ENR 3.3 - 55	AIRAC 01 DEC 2022	ENR 4.5 - 2	26 JAN 2023	ENR 5.5 - 5	AIRAC 24 MAR 2022
ENR 3.3 - 56	AIRAC 01 DEC 2022	ENR 5.1 - 1	AIRAC 23 MAR 2023	ENR 5.5 - 6	AIRAC 24 MAR 2022
ENR 3.3 - 57	AIRAC 29 DEC 2022	ENR 5.1 - 2	AIRAC 23 MAR 2023	ENR 5.5 - 7	AIRAC 24 MAR 2022
ENR 3.3 - 58	AIRAC 29 DEC 2022	ENR 5.1 - 3	AIRAC 23 MAR 2023	ENR 5.5 - 8	AIRAC 24 MAR 2022
ENR 3.3 - 59	AIRAC 01 DEC 2022	ENR 5.1 - 4	AIRAC 23 MAR 2023	ENR 5.5 - 9	AIRAC 24 MAR 2022
ENR 3.3 - 60	AIRAC 01 DEC 2022	ENR 5.1 - 5	AIRAC 23 MAR 2023	ENR 5.5 - 10	AIRAC 24 MAR 2022
ENR 3.3 - 61	AIRAC 01 DEC 2022	ENR 5.1 - 6	AIRAC 23 MAR 2023	ENR 5.5 - 11	26 JAN 2023
ENR 3.3 - 62	AIRAC 01 DEC 2022	ENR 5.1 - 7	AIRAC 23 MAR 2023	ENR 5.5 - 12	26 JAN 2023
ENR 3.3 - 63	AIRAC 01 DEC 2022	ENR 5.1 - 8	AIRAC 23 MAR 2023	ENR 5.5 - 13	AIRAC 24 MAR 2022
ENR 3.3 - 64	AIRAC 01 DEC 2022	ENR 5.1 - 9	AIRAC 23 MAR 2023	ENR 5.5 - 14	AIRAC 24 MAR 2022
ENR 3.3 - 65	AIRAC 01 DEC 2022	ENR 5.1 - 10	AIRAC 23 MAR 2023	ENR 5.5 - 15	24 MAR 2022
ENR 3.3 - 66	AIRAC 01 DEC 2022	ENR 5.1 - 11	AIRAC 23 MAR 2023	ENR 5.5 - 16	24 MAR 2022
ENR 3.3 - 67	AIRAC 01 DEC 2022	ENR 5.1 - 12	AIRAC 23 MAR 2023	ENR 5.5 - 17	19 MAY 2022
ENR 3.3 - 68	AIRAC 01 DEC 2022	ENR 5.1 - 13	AIRAC 23 MAR 2023	ENR 5.5 - 18	19 MAY 2022
ENR 3.3 - 69	AIRAC 01 DEC 2022	ENR 5.1 - 14	AIRAC 23 MAR 2023	ENR 5.5 - 19	AIRAC 26 MAR 2020
ENR 3.3 - 70	AIRAC 01 DEC 2022	ENR 5.1 - 15	AIRAC 23 MAR 2023	ENR 5.5 - 20	AIRAC 26 MAR 2020
ENR 3.3 - 71	AIRAC 01 DEC 2022	ENR 5.1 - 16	AIRAC 23 MAR 2023	ENR 5.6 - 1	15 OCT 2015
ENR 3.3 - 72	AIRAC 01 DEC 2022	ENR 5.1 - 17	AIRAC 23 MAR 2023	ENR 5.6 - 2	15 OCT 2015
ENR 3.3 - 73	AIRAC 01 DEC 2022	ENR 5.1 - 18	AIRAC 23 MAR 2023	ENR 5.6 - 3	18 JUN 2020
ENR 3.3 - 74	AIRAC 01 DEC 2022	ENR 5.1 - 19	AIRAC 23 MAR 2023	ENR 5.6 - 4	18 JUN 2020
ENR 3.3 - 75	AIRAC 01 DEC 2022	ENR 5.1 - 20	AIRAC 23 MAR 2023	ENR 5.6 - 5	18 JUN 2020
ENR 3.3 - 76	AIRAC 01 DEC 2022	ENR 5.2 - 1	AIRAC 01 DEC 2022	ENR 5.6 - 6	18 JUN 2020
ENR 3.3 - 77	AIRAC 23 MAR 2023	ENR 5.2 - 2	AIRAC 01 DEC 2022	ENR 5.6 - 7	18 JUN 2020
ENR 3.3 - 78	AIRAC 23 MAR 2023	ENR 5.2 - 3	AIRAC 28 FEB 2019	ENR 5.6 - 8	18 JUN 2020
ENR 3.4 - 1	AIRAC 03 NOV 2022	ENR 5.2 - 4	AIRAC 28 FEB 2019	ENR 6 - 1	AIRAC 01 DEC 2022
ENR 3.4 - 2	AIRAC 03 NOV 2022	ENR 5.2 - 5	AIRAC 28 FEB 2019	ENR 6 - 2	AIRAC 01 DEC 2022
ENR 3.4 - 3	18 JUL 2019	ENR 5.2 - 6	AIRAC 28 FEB 2019	ENR 6.1 - 1	23 MAR 2023
ENR 3.4 - 4	18 JUL 2019	ENR 5.2 - 7	AIRAC 05 NOV 2020	ENR 6.1 - 2	23 MAR 2023
ENR 3.4 - 5	AIRAC 29 MAR 2018	ENR 5.2 - 8	AIRAC 05 NOV 2020	ENR 6.3 - 1	16 JUN 2022
ENR 3.4 - 6	AIRAC 29 MAR 2018	ENR 5.2 - 9	AIRAC 05 NOV 2020	ENR 6.3 - 2	16 JUN 2022
ENR 3.4 - 7	AIRAC 29 MAR 2018	ENR 5.2 - 10	AIRAC 05 NOV 2020	ENR 6.4 - 1	AIRAC 03 NOV 2022
ENR 3.4 - 8	AIRAC 29 MAR 2018	ENR 5.2 - 11	AIRAC 28 FEB 2019	ENR 6.4 - 2	AIRAC 03 NOV 2022
ENR 3.4 - 9	AIRAC 06 OCT 2022	ENR 5.2 - 12	AIRAC 28 FEB 2019	ENR 6.5 - 1	AIRAC 01 DEC 2022
ENR 3.4 - 10	AIRAC 06 OCT 2022	ENR 5.2 - 13	AIRAC 28 FEB 2019	ENR 6.5 - 2	AIRAC 01 DEC 2022
ENR 3.4 - 11	AIRAC 03 NOV 2022	ENR 5.2 - 14	AIRAC 28 FEB 2019	ENR 6.7 - 1	AIRAC 01 DEC 2022
ENR 3.4 - 12	AIRAC 03 NOV 2022	ENR 5.2 - 15	AIRAC 16 JUN 2022	ENR 6.7 - 2	AIRAC 01 DEC 2022
ENR 3.4 - 13	AIRAC 03 NOV 2022	ENR 5.2 - 16	AIRAC 16 JUN 2022		
ENR 3.4 - 14	AIRAC 03 NOV 2022	ENR 5.2 - 17	AIRAC 16 JUN 2022		
ENR 3.4 - 15	AIRAC 03 NOV 2022	ENR 5.2 - 18	AIRAC 16 JUN 2022		
ENR 3.4 - 16	AIRAC 03 NOV 2022	ENR 5.2 - 19	AIRAC 16 JUN 2022		
ENR 3.4 - 17	AIRAC 03 NOV 2022	ENR 5.2 - 20	AIRAC 16 JUN 2022		
ENR 3.4 - 18	AIRAC 03 NOV 2022	ENR 5.2 - 21	AIRAC 16 JUN 2022		
ENR 3.4 - 19	AIRAC 03 NOV 2022	ENR 5.2 - 22	AIRAC 16 JUN 2022		

PART 3 - AERODROMES (AD)

AD 0.1 - 1	26 JAN 2023
AD 0.1 - 2	26 JAN 2023
AD 0.2 - 1	26 JAN 2023

Page	Date	Page	Date	Page	Date
AD 0.2 - 2	26 JAN 2023	LSZB AD 2.24.7 - 3	AIRAC 18 JUN 2020	LSGC AD 2.24.10 - 2	AIRAC 19 MAY 2022
AD 0.3 - 1	26 JAN 2023	LSZB AD 2.24.7 - 4	AIRAC 18 JUN 2020	LSGC AD 2.24.10 - 3	AIRAC 19 MAY 2022
AD 0.3 - 2	26 JAN 2023	LSZB AD 2.24.9 - 1	10 SEP 2020	LSGC AD 2.24.10 - 4	AIRAC 19 MAY 2022
AD 0.4 - 1	26 JAN 2023	LSZB AD 2.24.9 - 2	10 SEP 2020	LSGG AD 2 - 1	20 APR 2023
AD 0.4 - 2	26 JAN 2023	LSZB AD 2.24.10 - 1	AIRAC 25 FEB 2021	LSGG AD 2 - 2	20 APR 2023
AD 0.5 - 1	26 JAN 2023	LSZB AD 2.24.10 - 2	AIRAC 25 FEB 2021	LSGG AD 2 - 3	04 NOV 2021
AD 0.5 - 2	26 JAN 2023	LSZB AD 2.24.10 - 3	AIRAC 25 FEB 2021	LSGG AD 2 - 4	04 NOV 2021
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Page	Date	Page	Date	Page	Date
LSGG AD 2.24.7 - 7	AIRAC 25 FEB 2021	LSZG AD 2.24.7 - 4	AIRAC 20 MAY 2021	LSMP AD 2.24.4 - 3	16 JUN 2022
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Page	Date	Page	Date	Page	Date
LSZS AD 2 - 6	11 AUG 2022	LSGS AD 2.24.13 - 3	AIRAC 26 MAR 2020	LSZH AD 2 - 70	AIRAC 23 MAR 2023
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LSGS AD 2 - 12	16 JUN 2022	LSZH AD 2 - 39	11 AUG 2022	LSZH AD 2.24.7.2 - 2	07 OCT 2021
LSGS AD 2 - 13	16 JUN 2022	LSZH AD 2 - 40	11 AUG 2022	LSZH AD 2.24.7.2 - 3	07 OCT 2021
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LSGS AD 2.24.10 - 3	03 NOV 2022	LSZH AD 2 - 64	AIRAC 23 MAR 2023	LSZH AD 2.24.7.5 - 1	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 - 2	07 OCT 2021
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LSGS AD 2.24.10 - 6	23 MAR 2023	LSZH AD 2 - 67	20 APR 2023	LSZH AD 2.24.7.5 - 4	07 OCT 2021
LSGS AD 2.24.13 - 1	AIRAC 26 MAR 2020	LSZH AD 2 - 68	20 APR 2023	LSZH AD 2.24.7.5 - 5	07 OCT 2021
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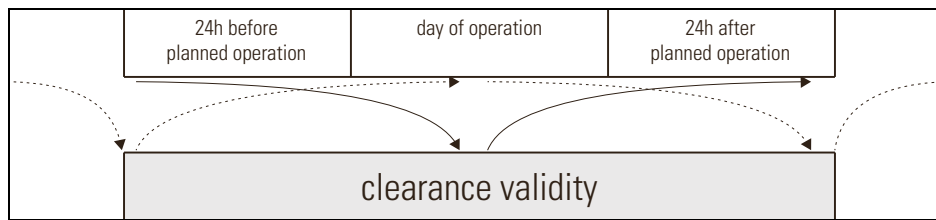
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LSZH AD 2.24.7.6 - 2	07 OCT 2021				
LSZH AD 2.24.9.1 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.1 - 2	AIRAC 24 MAR 2022				
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LSZH AD 2.24.9.2 - 2	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.3 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.3 - 2	AIRAC 24 MAR 2022				
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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				
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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				
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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				
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LSZH AD 2.24.10.3 - 2	AIRAC 24 MAR 2022				
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LSZH AD 2.24.10.4 - 7	AIRAC 02 DEC 2021				
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LSZH AD 2.24.13 - 1	AIRAC 24 MAR 2022				
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5.4.1.2 Validity

Single AUTHs are valid for the specific FLT in each case, and lapse once the authorised term has expired.

Unless stipulated otherwise by FOCA at the time of granting the AUTH, single AUTHs are valid on the day preceding and the day following the day specified for the State FLT to take place.



State FLTs are permitted at Swiss APs only during the OPN HR for private traffic; these are published in the Swiss AIP.

Applications for FLTs taking place outside these OPN times must provide details of appropriate reasons for this. In these cases, the compulsory latest LDG or DEP time is specified in the AUTH.

Where there is good reason to do so, FOCA will also grant AUTHs with a longer period of validity, upon application.

5.4.2 Long-term authorisation

Long-term AUTHs are valid only for overflights within Swiss territory and the territory of the Principality of Liechtenstein, and for FLTs to which the restrictions under Section 5.4.2.1 do not apply.

Applications for a long-term AUTH must be submitted to FOCA by the end of OCT of the preceding year, and contain an ACFT list¹ containing all ACFT intending to be used for State FLTs under the AUTH. In the list, the exact ACFT model name including the ICAO type ID, special equipment, REG marks and associated radio call signs must be specified.

Switzerland normally grants such long-term AUTHs through FOCA in accordance with the principle of reciprocity.

5.4.2.1 Restrictions

The following FLTs may not be carried out under the AUTH. A request for a separate, single AUTH must be submitted ('DC application form'):

- FLTs operating below FL 100 (FL100/10000ft/AMSL)
- FLTs from or to an AP on Swiss territory
- FLTs not on published ATS routes
- FLTs operating in part or entirely under VFR
- FLTs transporting dangerous goods²
- FLTs with ACFT equipped with reconnaissance devices
- Reconnaissance FLTs
- FLTs with combat FLTs
- FLTs to perform MIL EXER and FLT displays
- FLTs with armed ACFT
- FLTs transporting armed troops, munitions and MIL equipment in terms of the Federal Law on Military Equipment of 13 DEC 1996 (SR 514.51) and the corresponding Ordinance of 25 FEB 1998 (SR 514.511).

5.4.2.2 Flight Notification

Overflights in accordance with long-term AUTHs by the organisations: OSCE, OPCW and UN shall submit a FLT notification to FOCA no later than one day in advance of the FLT and include the following information:

- Responsible organisation
- Mission (if known)
- TYP (incl. ICAO Code)
- REG number
- AP of DEP and DEST

1. Relevant forms can be obtained from FOCA

2. Dangerous goods in terms of the ICAO standards (International Civil Aviation Organisation, ICAO Annex 18, Technical Instructions), as well as the Dangerous Goods Regulations (<http://www.iata.org/ps/publications/9065.htm>) of the International Air Transport Association (IATA)

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.</p>
	<p>CHAPTER 3 3.2.1 Aeronautical information/data partially meets the quality levels. 3.2.2 Aeronautical information/data partially meets the data resolution requirements. 3.2.3.1 Aeronautical information/data partially meets the data integrity requirements. 3.2.3.2 Data integrity procedures are partially implemented. 3.4.1, 3.4.2 Digital data error detection techniques are being implemented. 3.5.1, 3.5.2 Use of automation is not fully implemented today.</p>
	<p>CHAPTER 4 4.1.2 Procedures and procedures to ensure accuracy and integrity requirements are not yet fully implemented. 4.2.1, 4.2.2 Metadata process not yet fully implemented.</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. 5.2.5.3 The World Aeronautical Chart - ICAO 1:1'000'000 is not produced. The Aeronautical Navigation Chart - ICAO Small Scale is not produced. The Plotting Chart - ICAO is not produced. 5.3.1.1 - 3, 5.3.2.1 - 3 At the time, no digital datasets are made available. 5.3.3.1, 5.3.3.3.1 - 5.3.3.3.9, 5.3.3.4.1 - 5.3.3.4.11 Electronic terrain data for Area 1 and Area 4 can be acquired through the sources mentioned in GEN 3.1.6. Nevertheless, not all requirements specified in ICAO Annex 15, Appendix 8, Tables 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 Annex 15, Appendix 8, Tables A8-2 and A8-4. Electronic obstacle data for Area 4 is not available. 5.3.4.1 - 5.3.4.2 No aerodrome mapping data sets are made available. 5.3.5.1 - 5.3.5.2 No instrument flight procedure data sets are made available.</p>

Title	Difference(s)
	<p>CHAPTER 6</p> <p>6.2.7 Double AIRAC cycle not applicable due to technical and operational restrictions.</p> <p>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)
16 Environmental Protection	NIL
Volume I Aircraft Noise	NIL
Volume II Aircraft Engine Emissions	NIL
Volume III Aeroplane CO2 Emissions	NIL
Volume IV Carbon Offsetting and Reduction Scheme for International Aviation (CORSA)	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

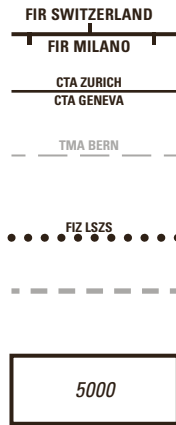
Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
4444	Air Traffic Management (PANS-ATM)	Minimum communication and navigation equipment for IFR flights GEN 1.5.2. Wake turbulences, separation prescriptions ENR 1.5.4. Visual departure ENR 1.5.3.2 Instructions for 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		

2. Data not compliant with data quality requirements

Several Data are not compliant with EU Commission Regulation 2017/373 (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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2.3.5 Air Traffic Services



Flight Information Region (FIR)

Control Area (CTA)

Terminal Control Area (TMA) or Control Zone (CTR) or Radio Mandatory Zone (RMZ), generalised

Flight Information Zone (FIZ)

Index Chart: Separation Line "Mittelland/ Jura-Alpen"

ATC SMA Chart: Minimum Vectoring Altitude Sector with Minimum Altitude

2.3.6 Procedure Altitudes and Flight Levels

<u>17000</u>	<u>FL220</u>
<u>10000</u>	<u>10000</u>
<u>7000</u>	<u>FL70</u>
<u>5000</u>	<u>FL50</u>
<u>3000</u>	<u>FL30</u>
5000	FL50

Altitude/ Flight Level Vertical Limits

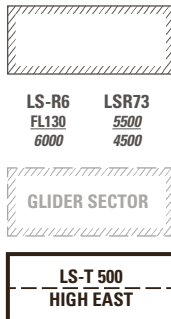
"At or above" Altitude/ Flight Level

"At or below" Altitude/ Flight Level

"At" Altitude/ Flight Level

"Recommended" Procedure Altitude/ Flight Level

2.3.7 Airspace Restrictions




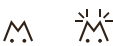





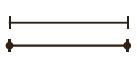


Prohibited (P), Restricted (R) or Danger Area (D)

Example for Restricted Area Tag: *Designator and Restrictions*


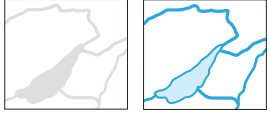

Glider Sector

Temporary Reserved Area (LS-T...) with Designator and Name

2.3.8 Obstacles

	Single Obstacle and Single Obstacle lighted
	Group of Obstacles and Group of Obstacles lighted
	Exceptionally high Obstacle (500 ft AGL or more)
	Wind Turbine and Wind Turbine, lighted
	Elevation of top in <i>ft AMSL</i>
	Spot Elevation and Highest Elevation on Chart in <i>ft AMSL</i>
	Transmission lines, unmarked and marked
	Line obstruction (cable, cableway, etc.), unmarked and marked
	Altitudes shown for transmission lines and cables in <i>ft AGL</i>
	Mountain Pass with Spot Elevation in <i>ft AMSL</i>


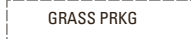

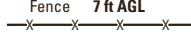






















2.3.9 Topography

	Country Border
	SID, STAR, Area: Lake and River IAC: Lake and River
	IAC: Hypsometry, Tinted Layers

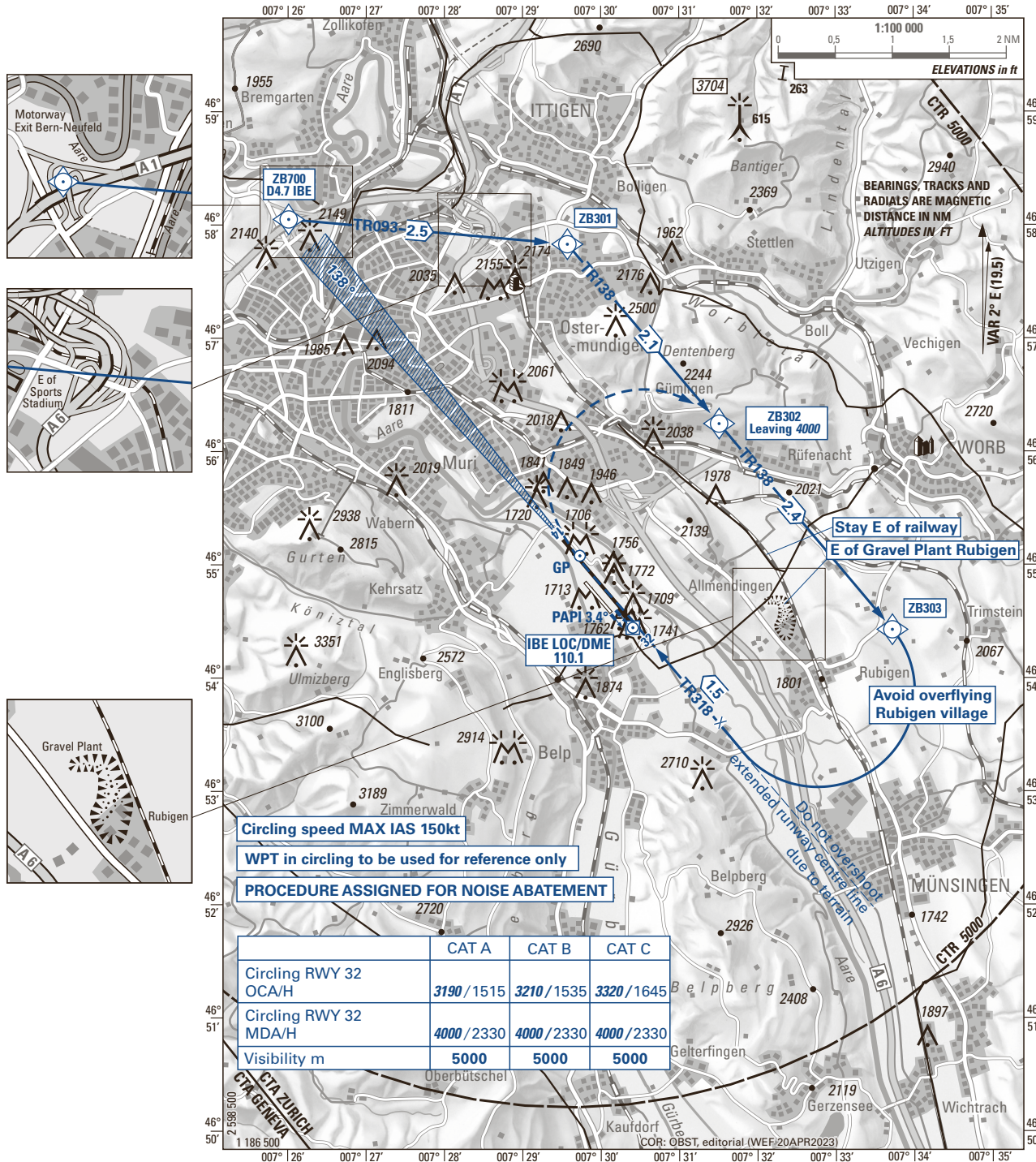
2.3.10 Aerodrome and Landing Charts

	Runway Threshold and Ident, ASPH or CONC,
	Displaced Runway Threshold and Ident, ASPH or CONC,
	Temporary Displaced Threshold, Ident, Unpaved
	Runway Centreline
	Runway Crossline, Dimension in Meter
	Grass Runway, Dimension
	Glider Grass Runway
	Closed Runway
	Aiming Point on Runway
	Touchdown Zone on Runway
	Aerodrome Reference Point
	Touchdown
	Chevron Marking: Unsuitable Pre-Threshold Area
	Stopway
	Clearway
	Net Barrier, Arresting Cable
	Runway Turn Pad, Arrow Turn Pad
	Acceleration Strip
	Taxiway with Ident
	Run-up/ Holding Point
	Barrier
	Stop Bar
	Apron Guidance Line
	Apron Parking Positions
	Safety Line
	Material Area
	Apron/ ATS Boundary
	Construction Area
	Caution Zone with Reference to AIP Chapter

Continuing Aerodrome and Landing Charts (I)

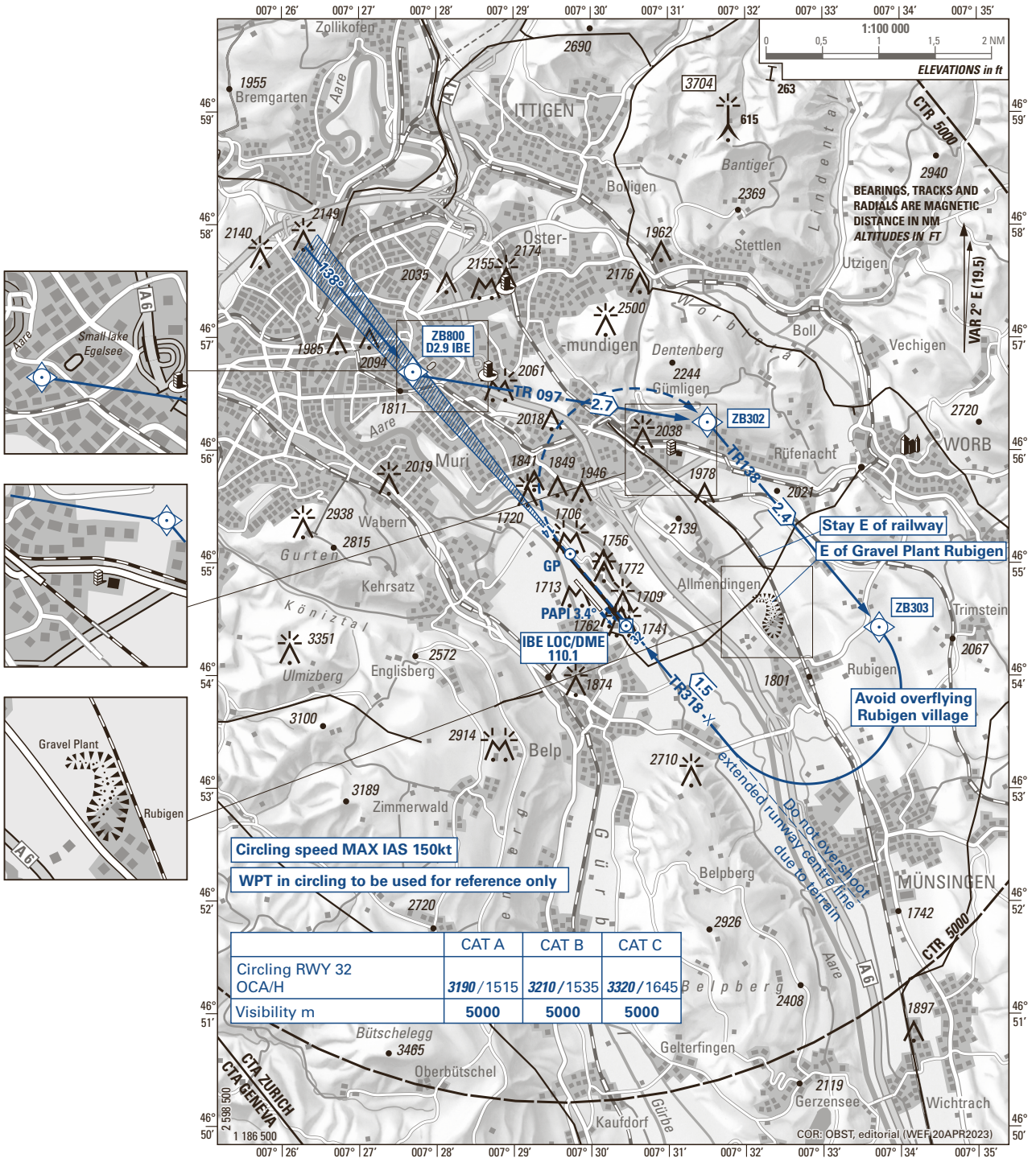
	Grass Taxiway
	Grass Parking
	Grass Parking Positions
	Fence
	Fence, lighted
	Airport Boundary
	Air Taxi
	Guideline for Taxiing
	Gate Position
	Intermediate Holding Position
	Intermediate Holding Position
	Runway Guard Light
	Stop Bars CAT I, LGT CAT I H24, LGT CAT II-III, LGT CAT II-III H24, and LGT CAT I-II-III H24
	Air Traffic Service
	Runway Visual Range Measuring System
	Model Flight Box
	Visual Approach Slope Indicator Systems (VASIS): Precision Approach Path Indicator (PAPI), Abbreviated Precision Approach Path Indicator (APAPI), and MIL PAPI
	
	
	Wind Direction Indicator (WDI), unlighted and lighted
	Wind Direction Indicator, Military, unlighted and lighted
	Landing Direction Indicator (LDI), unlighted and lighted
	Obstacle Light
	Blast Fence, Noise Fence
	Parachute Jumping Exercise (PJE)
	Hospital

CITY CIRCLING RWY 32

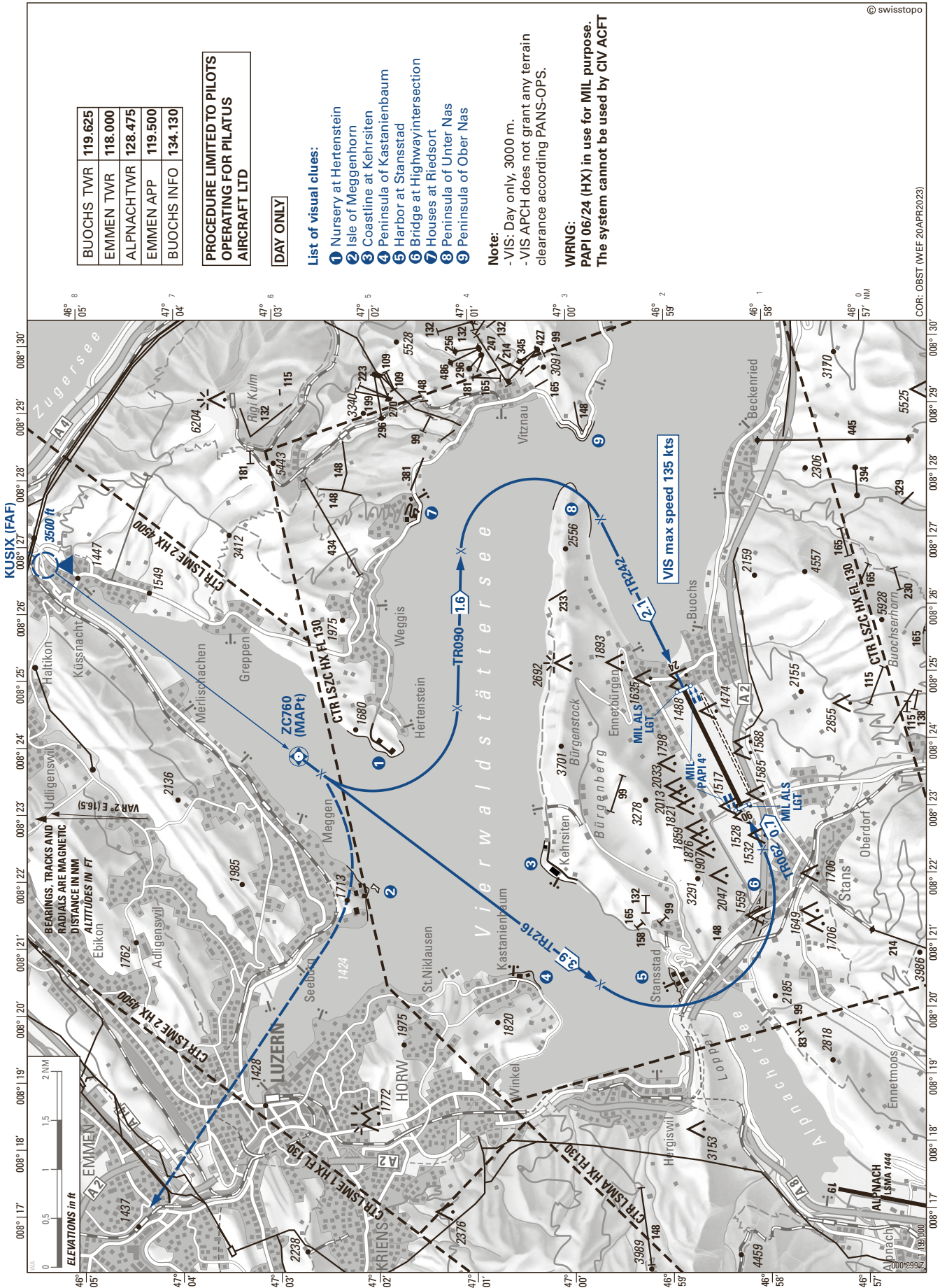


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ROMEO CIRCLING RWY 32



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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:

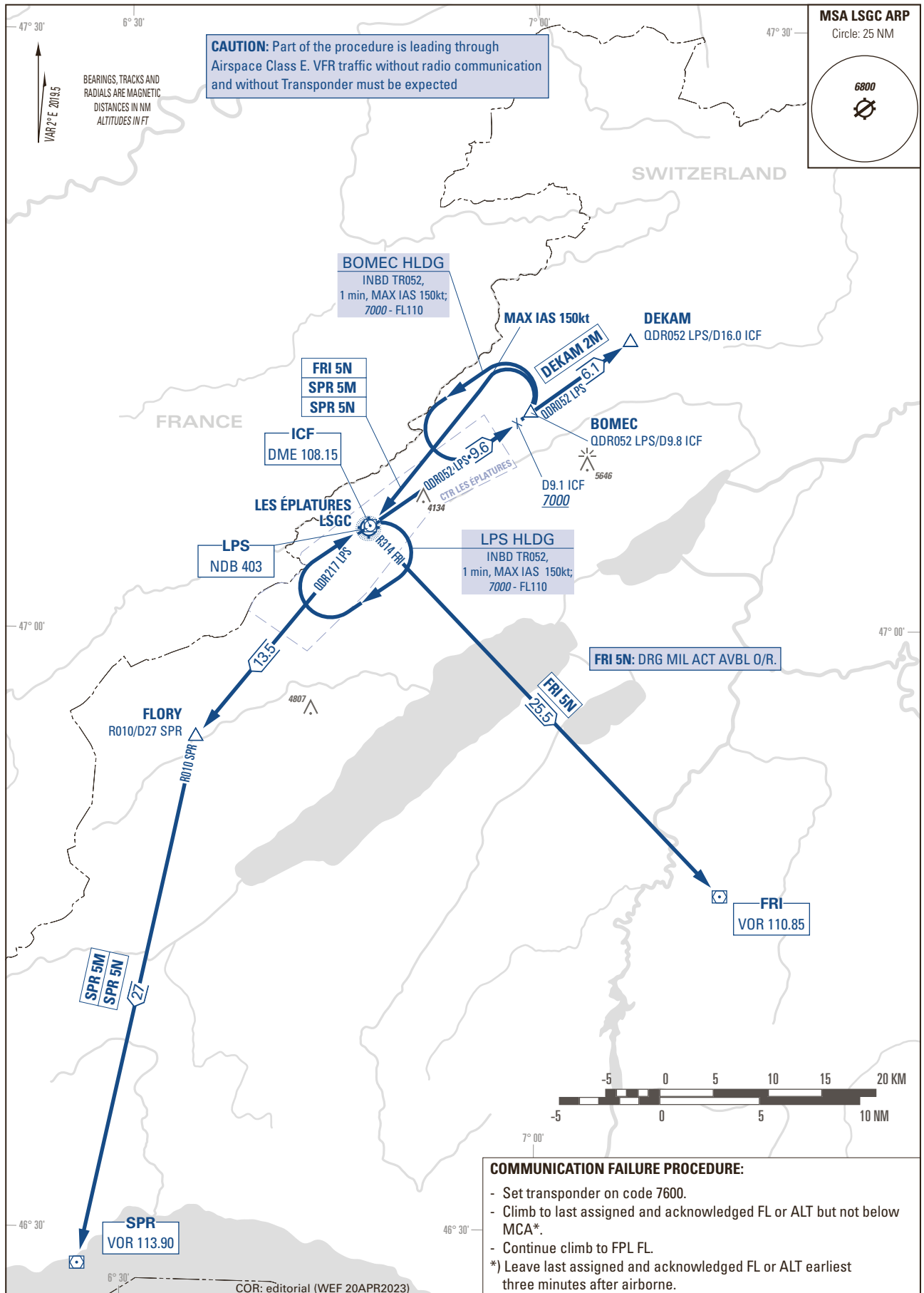
PAPI 06/24 (HX) in use for MIL purpose.
 The system cannot be used by CIV ACFT

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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

LES ÉPLATURES LSGC
SID RWY 06 - NON RNAV

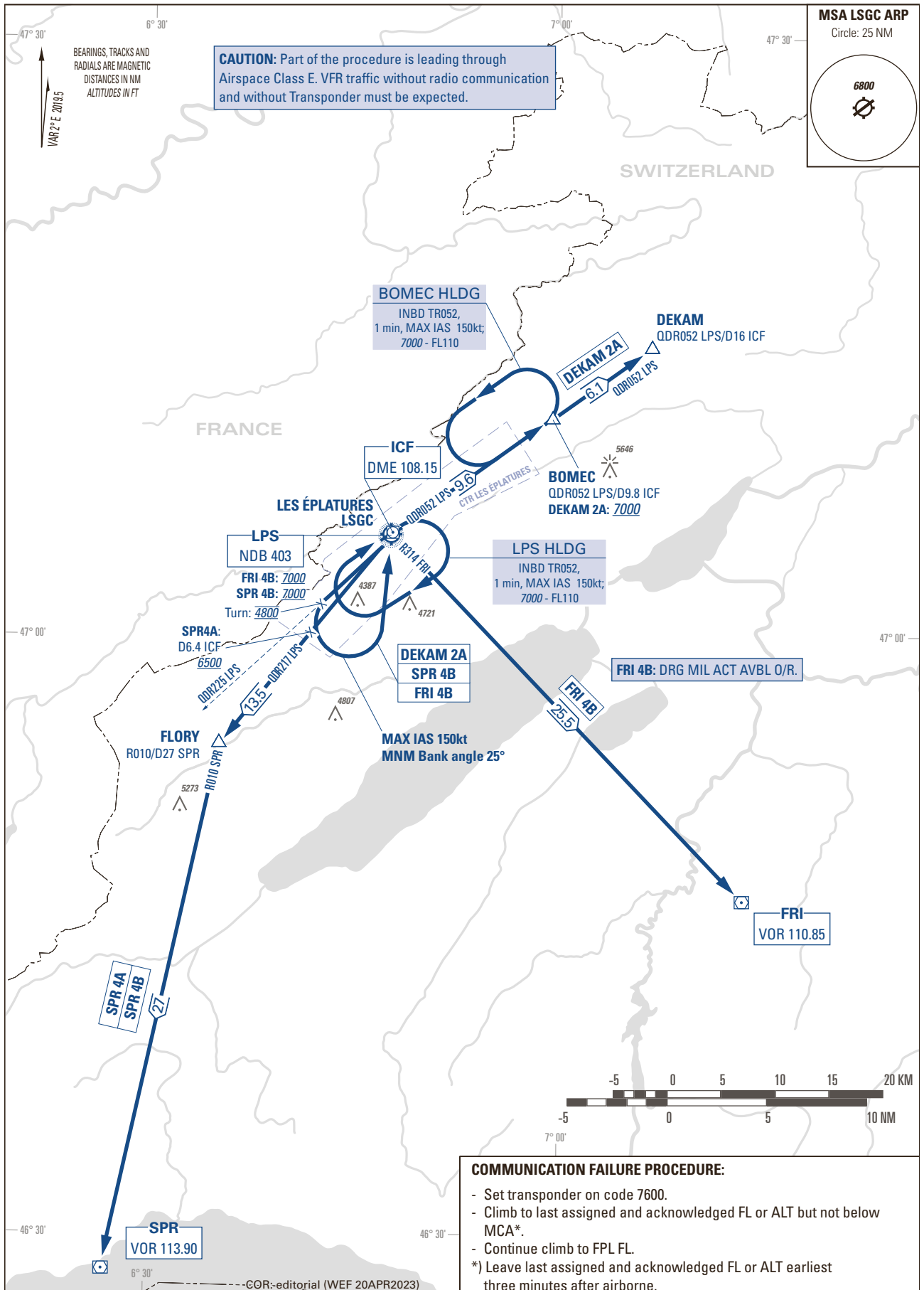


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STANDARD INSTRUMENT DEPARTURE CHART
(SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

LES ÉPLATURES LSGC
SID RWY 24 - NON RNAV

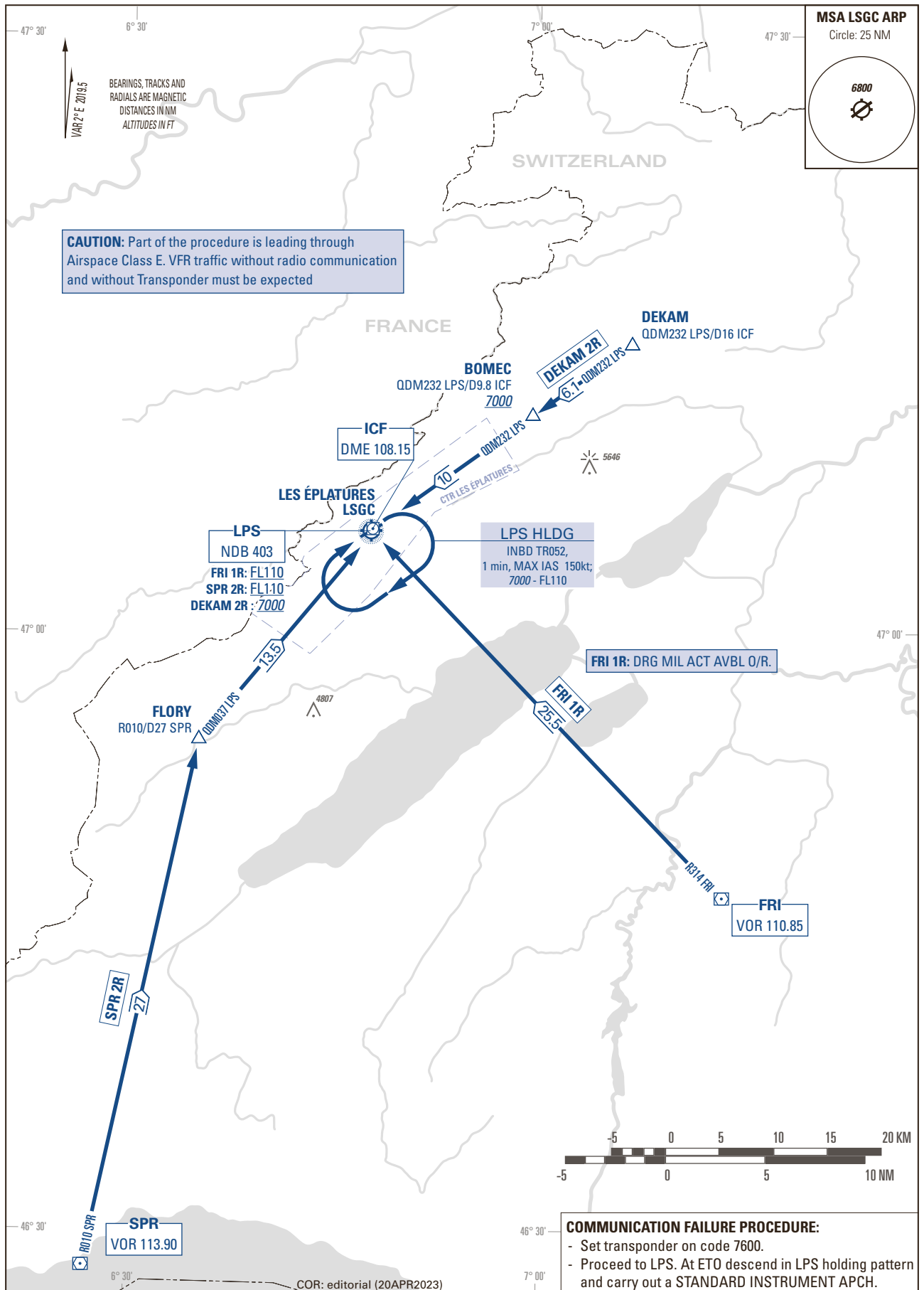


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STANDARD INSTRUMENT ARRIVAL CHART
(STAR) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 7000

LES ÉPLATURES LSGC
STAR TO LPS - NON RNAV



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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

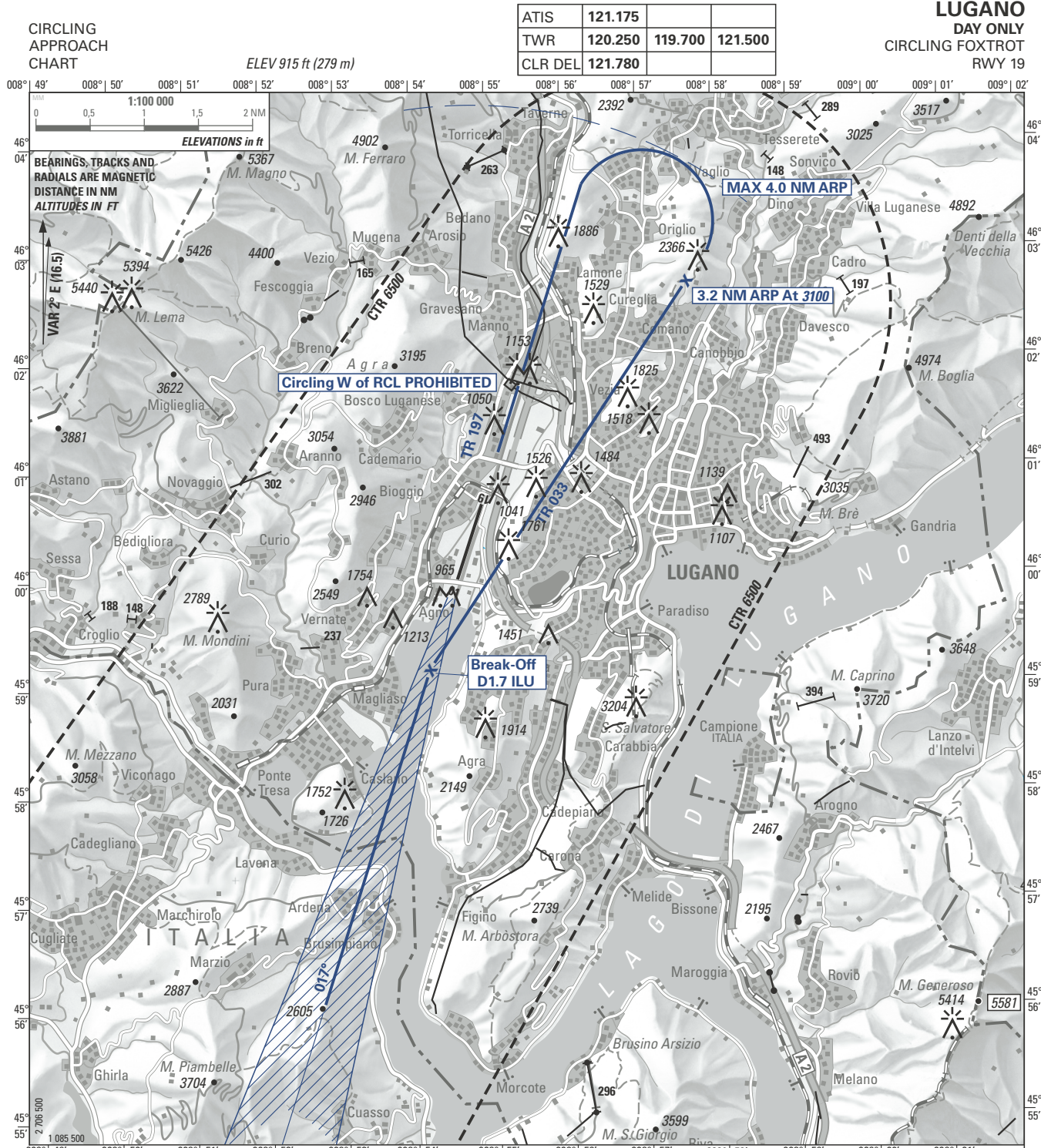
1	Hotels	In city and around the AP
2	Restaurants	Swiss and French restaurants, fast food, bar at the AP
3	Transportation	Buses, taxis, trains, car rental
4	Medical facilities	First aid at AP, hospitals in the city, 2 ambulances
5	Bank and Post Office	At AP and in city
6	Tourist Office	At AP and in city
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, 6 inflatable rafts for 37 passengers each, 2 inflatable raft for 65 passengers each.
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)



ATIS	121.175		
TWR	120.250	119.700	121.500
CLR DEL	121.780		

LUGANO
DAY ONLY
CIRCLING FOXTROT
RWY 19

WARNING: Disregard PAPI RWY 01 information.
Use PAPI RWY 19 information only within 2 NM from THR

Descent to be arranged to maintain clean configuration as long as possible, safety and ATC requirement considered.

OBST ELEV: ft / HGT: ft

OCA/H CIRCLING	CEILING REQUIRED	
	A & B	VIS m
3100 (2185) 3500 (2585) if ceiling and VIS permit	Day only 5000	3100 ft AAL or higher

CIRCLING PROCEDURE

If visual contact is established at D2.2 ILU, continue straight ahead. At D1.7 ILU turn right on track 033°, if ceiling and visibility permit maintain 3500 ft for noise abatement purposes (3100 ft procedure MNM) until 3.2 NM ARP.

At 3.2 NM ARP start left turn onto base.

COR: OBST, editorial (WEF 20APR2023)

© swisstopo

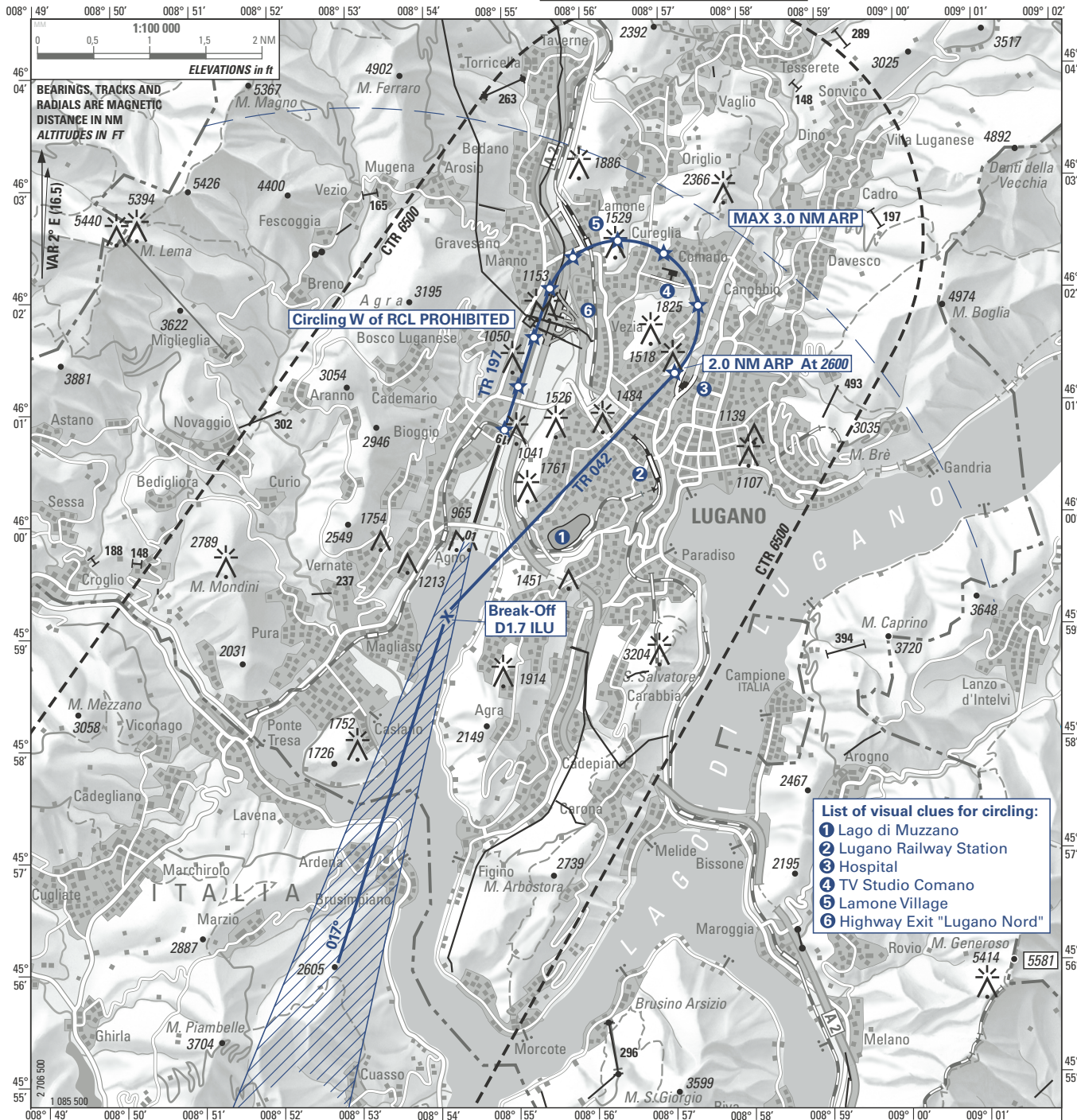
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CIRCLING
APPROACH
CHART

ELEV 915 ft (279 m)

ATIS	121.175		
TWR	120.250	119.700	121.500
CLR DEL	121.780		

LUGANO
CIRCLING CHARLIE
RWY 19



WARNING: Disregard PAPI RWY 01 information.

Use PAPI RWY 19 information only within 2 NM from THR

Descent to be arranged to maintain clean configuration as long as possible, safety and ATC requirement considered.

RLLS RWY 19:

- In case of failure of the RLLS 19, each concerned mast will be numbered on the published NOTAM. Numbering starts with (L1) at the end of the downwind leg and runs until (L9) for last pole before THR 19.
- HN: If RLLS RWY 19 u/s, then no clouds below 3000 ft QNH.

OBST ELEV: ft / HGT: ft

COR: OBST, editorial (WEF 20APR2023)

CIRCLING PROCEDURE

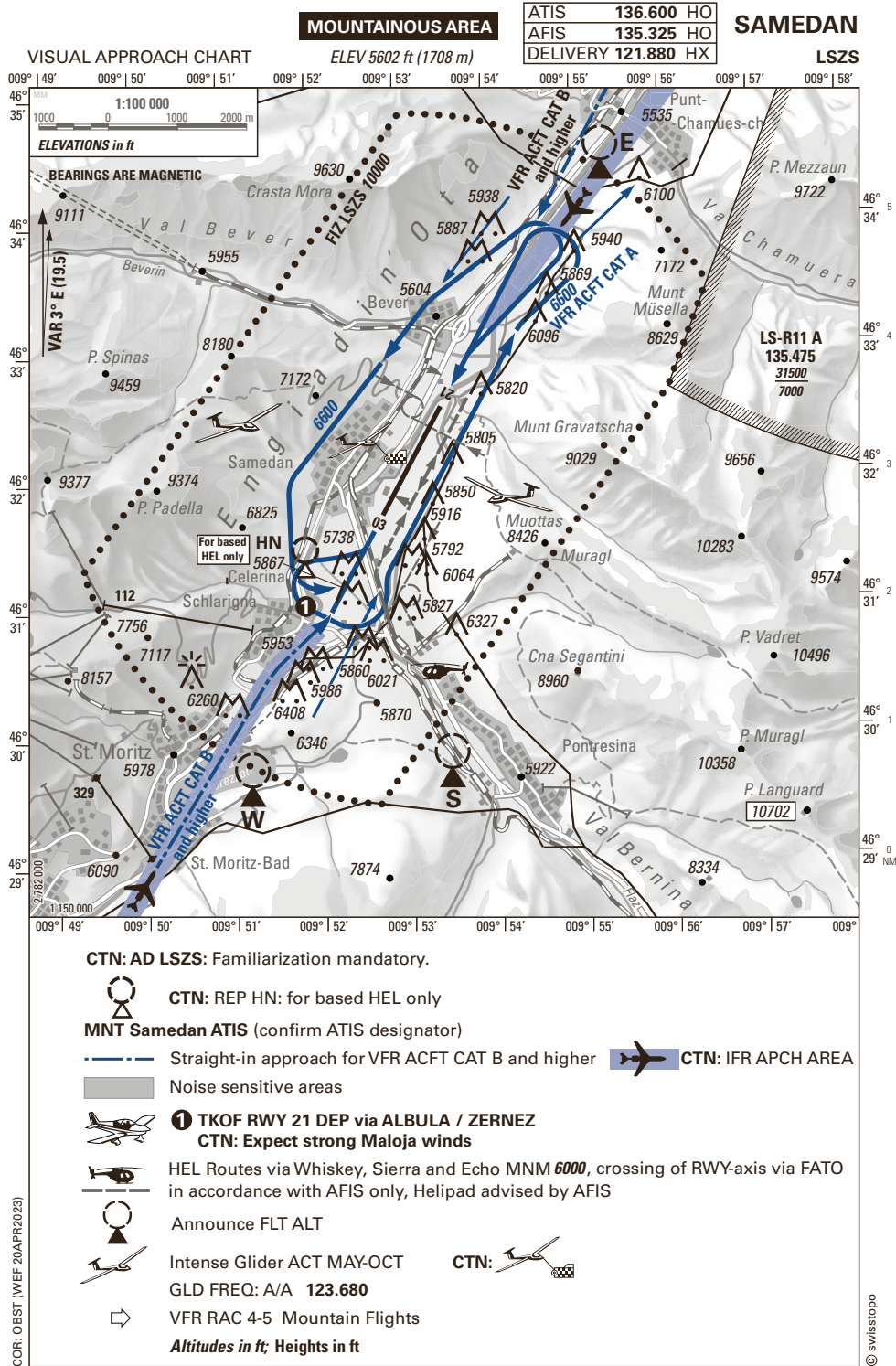
If visual contact is established at D2.2 ILU, continue straight ahead. At D1.7 ILU turn right on track 042° and continue descent visually to 2600 ft.

At 2 NM ARP start left turn onto base.

OCA/H	
CIRCLING	1)
A & B	VIS m
1)	Day 3000
2600 (1685)	Night 5000

1) Only applicable by operators complying with the requirements of § 2.22.1.1.4.2 § 2b), otherwise the following minimum conditions must be observed:
VIS 5000 m and ceiling 3100 ft AAL, day only.

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LSZH AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	8 snow blowers, 17 snow ploughs, 18 ACFT de-icers, 9 RWY and apron de-icers, 23 jet sweepers
2	Clearance priorities	Varies according to conditions at AD
3	Remarks	All Rways / Twys / Aprons de-iced / anti-iced with KFOR (potassium formate fluids)

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

1	Apron surface and strength	CONC - PCN 60 R/B/W/T																																																																																																																																																																
2	Taxiway width, surface and strength	WID: 27 m and 23 m CONC - PCN 60 R/B/W/T																																																																																																																																																																
3	ACL location and elevation	Beginning RWY 10: 1391 ft Beginning RWY 28: 1416 ft Beginning RWY 14: 1402 ft Beginning RWY 32: 1402 ft Beginning RWY 16: 1390 ft Beginning RWY 34: 1385 ft Parking sector A: 1400 ft Parking sector C, D: 1390 ft Parking sector B, I: 1397 ft Parking sector E: 1395 ft Parking sector F: 1407 ft Parking sector H: 1404 ft Parking sector P: 1385 ft Parking sector T: 1394 ft Parking sector W: 1382 ft																																																																																																																																																																
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41.87N 008 33 19.72E	T52	47 26 46.63N 008 33 50.17E	A46	47 27 12.38N 008 33 30.37E	E42	47 27 38.61N 008 33 19.14E	T53	47 26 47.88N 008 33 52.73E	A48	47 27 12.64N 008 33 27.17E	E43	47 27 41.57N 008 33 17.59E	T54	47 26 47.04N 008 33 52.31E	A49	47 27 14.80N 008 33 31.35E	E44	47 27 38.20N 008 33 17.00E	T55	47 26 48.67N 008 33 57.09E	A57	47 27 15.58N 008 33 20.44E	E45	47 27 42.10N 008 33 15.58E	T56	47 26 48.34N 008 33 53.55E			E46	47 27 38.87N 008 33 15.71E			B31	47 27 05.67N 008 33 35.65E	E47	47 27 41.86N 008 33 14.15E			B32	47 27 01.56N 008 33 35.01E	E48	47 27 38.33N 008 33 14.93E			B33	47 27 05.87N 008 33 33.66E	E49	47 27 42.05N 008 33 13.48E			B34	47 27 01.30N 008 33 34.32E	E50	47 27 38.92N 008 33 12.93E			B35	47 27 05.81N 008 33 32.29E	E51	47 27 42.77N 008 33 10.93E		
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A48	47 27 12.64N 008 33 27.17E	E43	47 27 41.57N 008 33 17.59E	T54	47 26 47.04N 008 33 52.31E																																																																																																																																																													
A49	47 27 14.80N 008 33 31.35E	E44	47 27 38.20N 008 33 17.00E	T55	47 26 48.67N 008 33 57.09E																																																																																																																																																													
A57	47 27 15.58N 008 33 20.44E	E45	47 27 42.10N 008 33 15.58E	T56	47 26 48.34N 008 33 53.55E																																																																																																																																																													
		E46	47 27 38.87N 008 33 15.71E																																																																																																																																																															
B31	47 27 05.67N 008 33 35.65E	E47	47 27 41.86N 008 33 14.15E																																																																																																																																																															
B32	47 27 01.56N 008 33 35.01E	E48	47 27 38.33N 008 33 14.93E																																																																																																																																																															
B33	47 27 05.87N 008 33 33.66E	E49	47 27 42.05N 008 33 13.48E																																																																																																																																																															
B34	47 27 01.30N 008 33 34.32E	E50	47 27 38.92N 008 33 12.93E																																																																																																																																																															
B35	47 27 05.81N 008 33 32.29E	E51	47 27 42.77N 008 33 10.93E																																																																																																																																																															

5	INS checkpoints					
	NR	COORD WGS 84	NR	COORD WGS 84	NR	COORD WGS 84
	B36	47 27 01.24N 008 33 32.90E	E52	47 27 39.06N 008 33 12.26E	W01	47 26 53.81N 008 32 56.31E
	B37	47 27 05.55N 008 33 31.60E	E53	47 27 42.10N 008 33 10.13E	W02	47 26 54.43N 008 32 58.28E
	B38	47 27 01.55N 008 33 30.88E	E54	47 27 38.82N 008 33 10.83E	W03	47 26 55.11N 008 33 00.42E
	B39	47 27 06.05N 008 33 28.94E	E55	47 27 42.81N 008 33 08.85E	W04	47 26 55.58N 008 33 03.02E
	B41	47 27 06.35N 008 33 26.97E	E56	47 27 39.34N 008 33 08.82E	W05	47 26 56.14N 008 33 04.79E
	B43	47 27 06.48N 008 33 25.62E	E57	47 27 42.34N 008 33 06.69E	W21	47 26 54.19N 008 32 56.76E
	B45	47 27 06.51N 008 33 24.98E	E58	47 27 38.72N 008 33 06.88E	W22	47 26 55.18N 008 32 59.90E
			E62	47 27 39.91N 008 33 05.72E	W23	47 26 56.29N 008 33 03.40E
	C50	47 26 54.70N 008 33 41.76E	E64	47 27 41.12N 008 33 04.63E	W30	47 26 55.15N 008 32 59.23E
	C51	47 26 53.41N 008 33 42.57E	E67	47 27 42.19N 008 33 04.18E	W41	47 27 15.49N 008 32 47.13E
	C52	47 26 52.57N 008 33 43.22E			W42	47 27 08.31N 008 32 52.07E
	C53	47 26 52.13N 008 33 43.45E	F72	47 27 19.68N 008 33 56.62E		
	C54	47 26 50.34N 008 33 44.68E	F73	47 27 19.52N 008 33 58.80E		
	C55	47 26 49.94N 008 33 45.04E	F74	47 27 19.37N 008 34 00.99E		
	C56	47 26 49.06N 008 33 45.56E	F75	47 27 19.21N 008 34 03.17E		
	C57	47 26 47.81N 008 33 46.50E				
	C58	47 26 46.51N 008 33 47.32E	G01	47 26 33.89N 008 33 38.03E		
	C59	47 26 45.72N 008 33 48.10E	G02	47 26 32.51N 008 33 38.97E		
	C60	47 26 45.24N 008 33 48.20E	G03	47 26 31.13N 008 33 39.92E		
	D01	47 26 55.25N 008 33 29.93E	G04	47 26 29.75N 008 33 40.87E		
	D02	47 26 54.92N 008 33 30.01E	G05	47 26 28.37N 008 33 41.82E		
	D03	47 26 53.90N 008 33 30.86E	G06	47 26 27.08N 008 33 43.05E		
	D04	47 26 52.95N 008 33 31.26E				
	D05	47 26 52.58N 008 33 32.00E	G11	47 26 32.90N 008 33 46.37E		
	D06	47 26 49.00N 008 33 34.74E	G12	47 26 31.55N 008 33 47.13E		
	D07	47 26 48.09N 008 33 34.47E	G13	47 26 30.28N 008 33 48.12E		
	D08	47 26 47.70N 008 33 35.45E	G14	47 26 28.97N 008 33 49.02E		
	D09	47 26 46.35N 008 33 36.38E				
	D10	47 26 45.49N 008 33 36.25E	H11	47 27 20.38N 008 33 41.52E		
	D11	47 26 45.11N 008 33 37.24E	H12	47 27 20.56N 008 33 38.07E		
	D12	47 26 43.76N 008 33 38.17E	H13	47 27 20.70N 008 33 36.04E		
	D13	47 26 42.90N 008 33 38.04E	H14	47 27 20.91N 008 33 34.04E		
	D14	47 26 42.51N 008 33 39.03E				
	D15	47 26 41.16N 008 33 39.96E	I01	47 27 21.39N 008 33 26.87E		
	D16	47 26 40.30N 008 33 39.83E	I02	47 27 21.51N 008 33 24.72E		
	D17	47 26 39.91N 008 33 40.81E	I03	47 27 21.74N 008 33 21.50E		
			I04	47 27 21.89N 008 33 19.36E		
			I05	47 27 22.04N 008 33 17.22E		
6	Remarks	Transverse slopes of following taxiway strips partially exceeding downward slope of 5 % beyond graded portion: - TWY BRAVO (western part) - TWY ECHO (between E3 and E1, between TWY DELTA and CHARLIE) - TWY FOXTROTT (between TWY DELTA and CHARLIE) - TWY GOLF (eastern part)				

LSZH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	WDI LGTD
3	TWY edge and centre line lighting	EDGE: LIL, B7; Apron area, L, L7, G, R, S, T, RWY exits, TWY curves. CL: LIH, G; coded Y/G on ILS critical/sensitive areas; TWY 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 and 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 and R8. Apron + Stop bars: Refer to LSZH AD 2.24.3 - 1 and LSZH AD 2.24.3 - 3.
4	Secondary power supply/switch-over time	CAT I, CAT II & CAT III MAX 1 s.
5	Remarks	Obstacles marked and LGTD

LSZH AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	THR 01: 47 26 57.90 N 008 32 51.89 E GUND 47.3m / 155.1 ft THR 19: 47 27 06.77 N 008 32 56.13 E GUND 47.3 m / 155.1 ft
2	TLOF and/or FATO elevation M/FT	FATO: 421 m / 1382 ft
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF: 10 stands, diameter 9.5 m Distance between centre of stands: 28 m Surface: ASPH FATO: 25 x 290 m, grass
4	True and MAG BRG of FATO	FATO THR H01: GEO: 018° MAG: 015° FATO THR H19: GEO: 198° MAG: 195°
5	Declared distance available	Ref: VFRM Zürich HEL, LSZH AD INFO 3
6	APP and FATO lighting	FATO lighted
7	Remarks	The geographical coordinates of helicopter stands are not published in AIP. The stand protection area is 28 m in diameter instead of 34 m required. Simultaneous operations on Heliport West are not allowed due to overlapping of safety areas. It is the Pilot's responsibility to avoid simultaneous operation between: <ul style="list-style-type: none"> • Adjacent helicopter stand • Helicopter stands and FATO • FATO and the taxilane SIERRA HEL TKOF or LDG shall take place on FATO, RWY or designated helicopter landing area. Air taxi shall only take place on RWYs, TWYs and at Heliport West. Air taxi and/or taxi are considered as ground movements. ATC does not apply wake turbulence separation to ground movements and it is the pilot in commands responsibility to be aware of and avoid as far as practicable, turbulent wake hazards. HEL OPS at GA sectors 1-4 is prohibited, except HEMS. Unless otherwise directed by air traffic control, the last assigned SSR code shall be retained. If no SSR code has been assigned, Mode A code 2000 (for repositioning) or 7000 (for VFR flights) shall be selected. Detailed charts: VFR Manual

LSZH AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	<p>Zurich CTR 1 47 24 38 N 008 45 30 E - 47 22 31 N 008 39 41 E - 47 21 06 N 008 20 25 E - 47 27 41 N 008 19 48 E - arc of circle with radius 9 NM centred on 47 27 36 N 008 33 02 E - 47 24 38 N 008 45 30 E</p> <p>Zurich CTR 2 47 23 04 N 008 41 11 E - 47 14 54 N 008 47 34 E - 47 13 28 N 008 39 59 E - 47 14 12 N 008 37 08 E - 47 21 57 N 008 31 49 E - 47 22 31 N 008 39 41 E - 47 23 04 N 008 41 11 E</p>
2	Vertical limits	CTR 1: 4500 ft AMSL (1350 m) CTR 2: 5500 ft AMSL (1700 m)
3	Airspace classification	D
4	ATS unit call sign Language(s)	CTR 1: Zurich TWR, En CTR 2: Dubendorf TWR, En
5	Transition altitude	7000 ft
6	Remarks	NIL

LSZH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ZURICH AREA		121.500 MHz	H24	Language: En Emergency channel
ATIS ARR		125.730 MHz	H24	Phone: Service +41 (0) 43 931 60 72
ATIS DEP		129.005 MHz	H24	Phone: Service +41 (0) 43 931 60 73
APP/SR VDF ¹⁾	Zurich Arrival do. Zurich Departure Zurich Final	130.560 MHz 135.230 MHz 125.955 MHz 125.330 MHz 120.750 MHz	H24 H24 HX* HX* HX*	ARR ACFT via GIPOL ARR ACFT via AMIKI and RILAX DEP ACFT *only on ATC instruction ALTN FREQ for all APP services (Zurich Arrival, Departure and Final)
TWR VDF ¹⁾	Zurich Tower do. do.	118.100 MHz 120.230 MHz 119.700 MHz	H24 H24 H24	Primary APCH RWY 14 and TKOF RWY 32
Dubendorf TWR	Dubendorf Tower	118.975 MHz	HX	See: ENR 2.1 TMA Zurich 5: up to FL095 - if Dubendorf TWR inactive, contact Zurich Information 124.700 MHz
Terminal VDF ¹⁾	Zurich Terminal	127.755 MHz	H24	VFR FLT within LSZH TMA
CLR DEL	Zurich Delivery	121.930 MHz	H24	ATC clearance for IFR
GND VDF ¹⁾	Zurich Ground	121.905 MHz 118.100 MHz 119.700 MHz	H24 H24 H24	Primary
De-icing	Pad Coordinator F	121.635 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	Pad Coordinator C	121.640 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	De-icing Coordination	121.810 MHz	H24	
APRON	Zurich Apron do. do. do.	121.755 MHz 121.705 MHz 121.855 MHz 121.980 MHz	0445-2230 (0345-2130) 0445-2230 (0345-2130) 0445-2230 (0345-2130) 0445-2230 (0345-2130)	South of RWY 28 ALTN FREQ North of RWY 28 ALTN FREQ
FIC	Zurich Information	124.700 MHz	H24	For VFR FLT within TMA
Fire Brigade	Florian 1	123.100 MHz	H24*	*Only when fire brigade present on site. REF: LSZH AD 2.6 §4

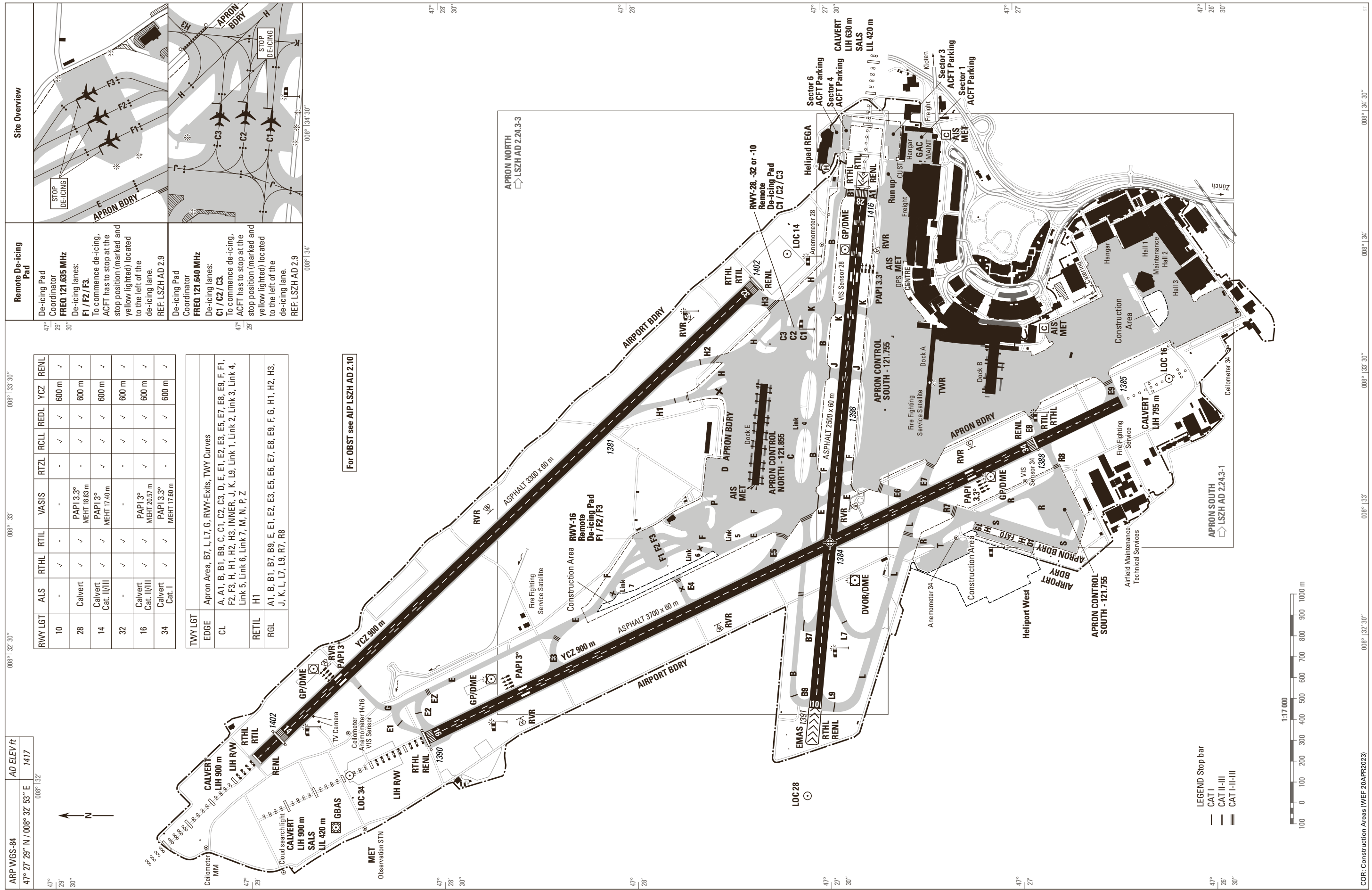
1. VDF REC antenna PSN: 47 27 01 N 008 34 37 E

LSZH AD 2.23 ADDITIONAL INFORMATION

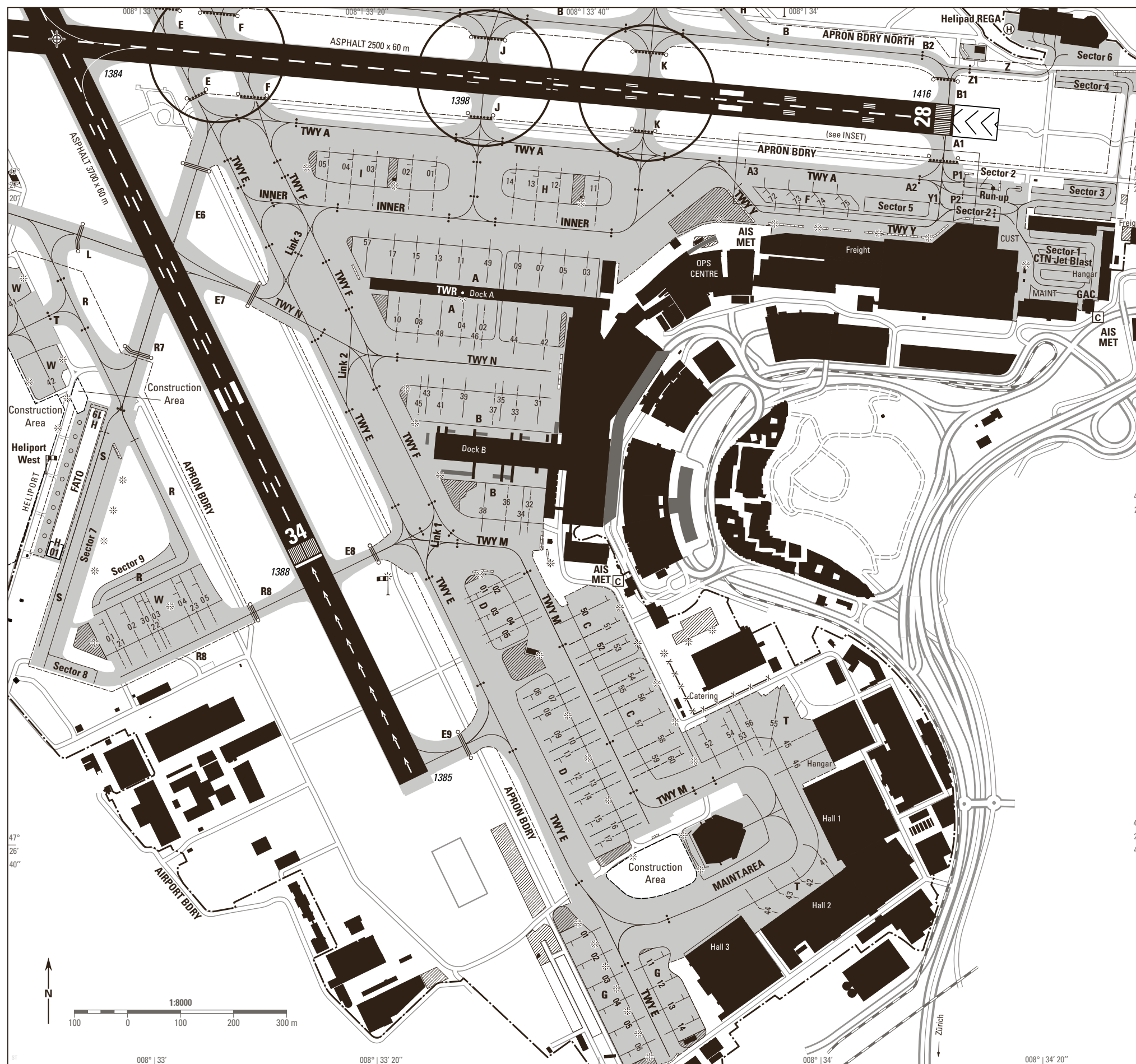
1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AFOLT	N 47 14 11.2	E 008 27 38.2	SID LSZH
BREGO	N 47 23 22.8	E 008 20 46.5	SID LSZH
EGABI	N 47 18 26	E 008 39 49	IAC LSZH
ENUSO	N 47 35 47.1	E 008 27 09.2	IAC / RNAV Transition LSZH
ERMUS	N 47 13 56	E 008 14 41	STAR LSZH
KOLUL	N 47 28 02	E 008 49 22	SID LSZH
LAMAX	N 47 37 14	E 008 54 14	STAR LSZH
MANID	N 47 16 03	E 008 41 41	IAC LSZH
MILNI	N 47 17 47.0	E 008 39 33.0	IAC / RNAV Transition LSZH
MOMOL	N 47 27 42	E 008 40 16	SID LSZH
NOLKA	N 47 08 53	E 008 07 34	STAR LSZH
OSNEM	N 47 34 46.9	E 008 24 08.7	IAC / RNAV Transition LSZH
RAMEM	N 47 26 19.7	E 008 49 00.5	IAC / RNAV Transition LSZH
TADOB	N 47 10 59	E 008 05 23	STAR LSZH
UTIXO	N 47 15 09.0	E 008 41 20.0	IAC / RNAV Transition LSZH
ZH371	N 47 51 52.2	E 008 35 21.0	RNAV Transition
ZH372	N 47 28 05.8	E 008 11 46.4	RNAV Transition
ZH373	N 47 49 25.5	E 008 37 42.1	RNAV Transition
ZH375	N 47 38 10.1	E 008 48 32.5	RNAV Transition
ZH382	N 47 46 40.0	E 008 43 55.0	RNAV Transition
ZH403	N 47 34 43.1	E 008 36 18.7	RNAV Transition
ZH404	N 47 30 27.0	E 008 18 00.5	RNAV Transition
ZH405	N 47 38.01.3	E 008 31 47.9	RNAV Transition
ZH406	N 47 33 31.1	E 008 13.47.0	RNAV Transition
ZH407	N 47 41 41.2	E 008 26 46.3	RNAV Transition
ZH408	N 47 37 10.3	E 008 08 44.6	RNAV Transition
ZH409	N 47 45 20.9	E 008 21 44.0	RNAV Transition
ZH410	N 47 41 15.3	E 008 15 12.9	RNAV Transition
ZH411	N 47 37 51.0	E 008 40 04.0	IAC LSZH
ZH412	N 47 35 43.1	E 008 14 01.3	IAC LSZH
ZH413	N 47 37 37.5	E 008 20 15.1	IAC LSZH
ZH414	N 47 37 42.7	E 008 20 07.5	RNAV Transition
ZH415	N 47 25 02.9	E 008 37 28.1	IAC LSZH
ZH416	N 47 29 00.6	E 008 42 45.0	IAC LSZH
ZH417	N 47 33 23.7	E 008 44 34.4	IAC LSZH
ZH424	N 47 31 21.2	E 008 20 26.0	RNAV Transition

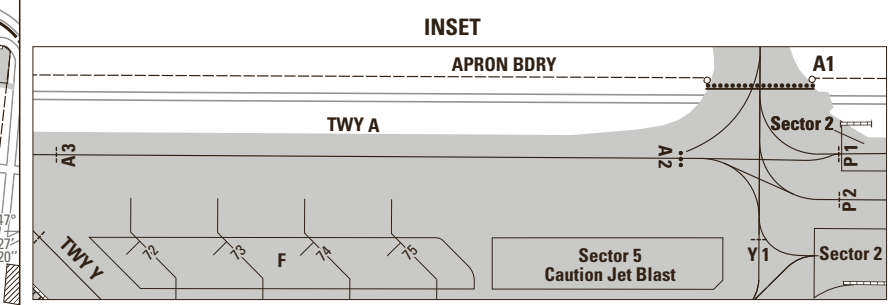
NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZH425	N 47 36 22.8	E 008 36 32.1	RNAV Transition
ZH426	N 47 36 58.6	E 008 16 32.2	RNAV Transition
ZH427	N 47 42 04.2	E 008 32 36.4	RNAV Transition
ZH428	N 47 40 41.0	E 008 13 57.1	RNAV Transition
ZH429	N 47 45 46.9	E 008 30 02.2	RNAV Transition
ZH430	N 47 43 14.2	E 008 21 59.2	RNAV Transition
ZH434	N 47 39 24.3	E 008 24 38.8	RNAV Transition
ZH445	N 47 34 14.9	E 008 09 14.6	RNAV Transition
ZH446	N 47 51 52.0	E 008 32 17.6	RNAV Transition
ZH447	N 47 26 56.8	E 008 16 29.7	RNAV Transition
ZH448	N 47 48 18.2	E 008 33 24.5	RNAV Transition
ZH449	N 47 21 12.4	E 008 22 10.1	RNAV Transition
ZH450	N 47 44 30.5	E 008 34 35.6	RNAV Transition
ZH451	N 47 20 29.2	E 008 32 24.4	RNAV Transition
ZH452	N 47 40 41.7	E 008 35 46.9	RNAV Transition
ZH453	N 47 19 57.8	E 008 39 43.1	RNAV Transition
ZH454	N 47 33 20.3	E 008 49 14.2	RNAV Transition
ZH455	N 47 19 26.0	E 008 47 01.6	RNAV Transition
ZH456	N 47 32 48.0	E 008 56 34.5	RNAV Transition
ZH457	N 47 18 53.6	E 008 54 20.0	RNAV Transition
ZH458	N 47 32 15.3	E 009 03 54.7	RNAV Transition
ZH459	N 47 18 20.9	E 009 01 38.2	RNAV Transition
ZH460	N 47 25 18.2	E 009 02 46.3	RNAV Transition
ZH464	N 47 25 53.5	E 008 54 56.3	RNAV Transition
ZH465	N 47 27 55.1	E 008 26 50.2	IAC LSZH
ZH466	N 47 20 20.6	E 008 23 38.0	IAC LSZH
ZH467	N 47 15 04.1	E 008 07 33.2	IAC LSZH
ZH468	N 47 18 35.5	E 007 57 36.0	IAC LSZH
ZH474	N 47 51 55.2	E 008 29 54.1	RNAV Transition
ZH476	N 47 49 08.3	E 008 29 21.4	RNAV Transition
ZH478	N 47 43 28.5	E 008 33 15.6	RNAV Transition
ZH479	N 47 37 31.8	E 008 14 30.5	RNAV Transition
ZH480	N 47 38 02.4	E 008 37 00.8	RNAV Transition
ZH481	N 47 32 06.5	E 008 18 17.1	RNAV Transition
ZH482	N 47 32 36.2	E 008 40 45.2	RNAV Transition
ZH483	N 47 26 40.9	E 008 22 03.0	RNAV Transition
ZH484	N 47 27 09.9	E 008 44 28.8	RNAV Transition
ZH485	N 47 21 15.2	E 008 25 48.1	RNAV Transition



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APRON SOUTH



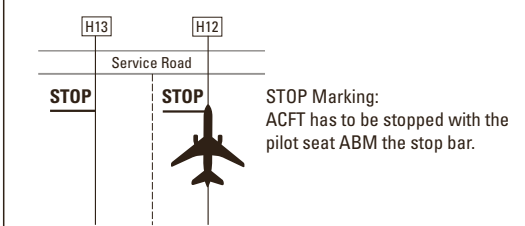
ACFT out of the GAC region taxiing westbound on TWY-A may initially be cleared to intermediate HLDG PSN A3
For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

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:



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

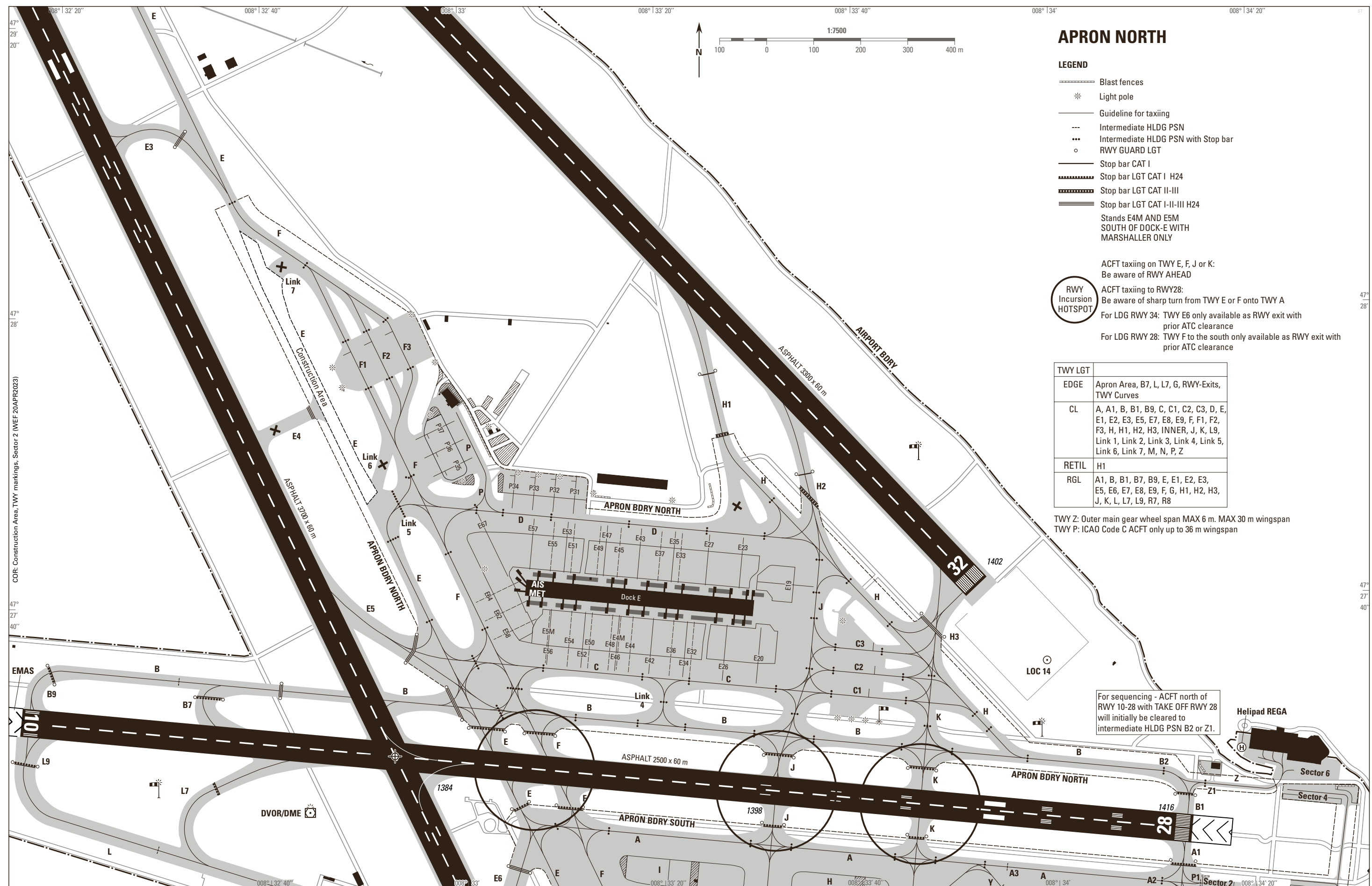
ACFT taxiing on TWY E, F, J or K:
Be aware of RWY AHEAD
ACFT taxiing to RWY28:
Be aware of sharp turn from TWY E or F onto TWY A
For LDG RWY 34: TWY E6 only available as RWY exit with prior ATC clearance
For LDG RWY 28: TWY F to the south only available as RWY exit with prior ATC clearance

All Parking PSN W: Outbound with push-back only



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APRON NORTH

LEGEND

- Blast fences
- Light pole
- 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

Stands E4M AND E5M
SOUTH OF DOCK-E WITH
MARSHALLER ONLY

ACFT taxiing on TWY E, F, J or K:

Be aware of RWY AHEAD



ACFT taxiing to RWY28:

Be aware of sharp turn from TWY E or F onto TWY A

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

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

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

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

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

COR: Construction Area, TWY markings, Sector 2 (WEP 20APR2023)

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