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AIP Services

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AIP

AMDT 005 2023

Effective Date 18 MAY 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	18 MAY 2023
GEN 0.4 - 1/2	18 MAY 2023
GEN 0.4 - 3/4	18 MAY 2023
GEN 0.4 - 5/6	18 MAY 2023
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GEN 4.1 - 21/22	18 MAY 2023
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GEN 4.1 - 79/80	18 MAY 2023
ENR 1.3 - 1/2	18 MAY 2023
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ENR 6.7 - 1/2	18 MAY 2023
LSZC AD 2.24.1 - 1/2	18 MAY 2023
LSZC AD 2.24.10 - 3/4	18 MAY 2023

Destroy the following pages:

GEN 0.2 - 9/10	20 APR 2023
GEN 0.4 - 1/2	AIRAC 18 MAY 2023
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GEN 3.1 - 3/4	23 MAR 2023
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ENR 6 - 1/2	AIRAC 01 DEC 2022
ENR 6.5 - 1/2	AIRAC 01 DEC 2022
ENR 6.7 - 1/2	AIRAC 01 DEC 2022
LSZC AD 2.24.1 - 1/2	11 AUG 2022
LSZC AD 2.24.10 - 3/4	20 APR 2023

2. Record entry of amendment on page GEN 0.2

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

NOTAM: NIL

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:		Destroy the following pages:	
LSGG AD 2 - 5/6	18 MAY 2023	LSGG AD 2 - 5/6	16 JUN 2022
LSGG AD 2.24.4 - 3/4	18 MAY 2023	LSGG AD 2.24.4 - 3/4	24 MAR 2022
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LSMP AD 2.24.10.9 - 9/10	18 MAY 2023	LSMP AD 2.24.10.9 - 9/10	23 APR 2020

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	
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001/2023	26-Jan-2023	26-Jan-2023	
002/2023	23-Feb-2023	23-Feb-2023	
003/2023	23-Mar-2023	23-Mar-2023	
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005/2023	18-May-2023	18-May-2023	

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GEN 0.4 CHECKLIST OF AIP PAGES

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ENR 5.2 - 37	AIRAC 23 MAR 2023
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LSGS AD 2.24.10 - 3	03 NOV 2022
LSGS AD 2.24.10 - 4	03 NOV 2022
LSGS AD 2.24.10 - 5	23 MAR 2023
LSGS AD 2.24.10 - 6	23 MAR 2023
LSGS AD 2.24.13 - 1	AIRAC 26 MAR 2020
LSGS AD 2.24.13 - 2	AIRAC 26 MAR 2020
LSGS AD 2.24.13 - 3	AIRAC 26 MAR 2020
LSGS AD 2.24.13 - 4	AIRAC 26 MAR 2020
LSZH AD 2 - 1	14 JUL 2022
LSZH AD 2 - 2	14 JUL 2022
LSZH AD 2 - 3	20 APR 2023
LSZH AD 2 - 4	20 APR 2023
LSZH AD 2 - 5	14 JUL 2022
LSZH AD 2 - 6	14 JUL 2022
LSZH AD 2 - 7	14 JUL 2022
LSZH AD 2 - 8	14 JUL 2022
LSZH AD 2 - 9	14 JUL 2022
LSZH AD 2 - 10	14 JUL 2022
LSZH AD 2 - 11	14 JUL 2022
LSZH AD 2 - 12	14 JUL 2022
LSZH AD 2 - 13	14 JUL 2022
LSZH AD 2 - 14	14 JUL 2022
LSZH AD 2 - 15	20 APR 2023
LSZH AD 2 - 16	20 APR 2023
LSZH AD 2 - 17	14 JUL 2022
LSZH AD 2 - 18	14 JUL 2022
LSZH AD 2 - 19	14 JUL 2022
LSZH AD 2 - 20	14 JUL 2022
LSZH AD 2 - 21	14 JUL 2022
LSZH AD 2 - 22	14 JUL 2022
LSZH AD 2 - 23	23 MAR 2023
LSZH AD 2 - 24	23 MAR 2023
LSZH AD 2 - 25	01 DEC 2022
LSZH AD 2 - 26	01 DEC 2022
LSZH AD 2 - 27	14 JUL 2022
LSZH AD 2 - 28	14 JUL 2022
LSZH AD 2 - 29	01 DEC 2022
LSZH AD 2 - 30	01 DEC 2022
LSZH AD 2 - 31	14 JUL 2022
LSZH AD 2 - 32	14 JUL 2022
LSZH AD 2 - 33	14 JUL 2022
LSZH AD 2 - 34	14 JUL 2022
LSZH AD 2 - 35	14 JUL 2022
LSZH AD 2 - 36	14 JUL 2022
LSZH AD 2 - 37	14 JUL 2022
LSZH AD 2 - 38	14 JUL 2022
LSZH AD 2 - 39	11 AUG 2022
LSZH AD 2 - 40	11 AUG 2022
LSZH AD 2 - 41	14 JUL 2022
LSZH AD 2 - 42	14 JUL 2022
LSZH AD 2 - 43	14 JUL 2022
LSZH AD 2 - 44	14 JUL 2022
LSZH AD 2 - 45	14 JUL 2022
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LSZH AD 2 - 48	14 JUL 2022
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LSZH AD 2 - 54	14 JUL 2022
LSZH AD 2 - 55	14 JUL 2022
LSZH AD 2 - 56	14 JUL 2022
LSZH AD 2 - 57	AIRAC 23 MAR 2023
LSZH AD 2 - 58	AIRAC 23 MAR 2023
LSZH AD 2 - 59	AIRAC 23 MAR 2023
LSZH AD 2 - 60	AIRAC 23 MAR 2023
LSZH AD 2 - 61	AIRAC 23 MAR 2023
LSZH AD 2 - 62	AIRAC 23 MAR 2023
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LSZH AD 2 - 64	AIRAC 23 MAR 2023
LSZH AD 2 - 65	AIRAC 23 MAR 2023
LSZH AD 2 - 66	AIRAC 23 MAR 2023
LSZH AD 2 - 67	20 APR 2023
LSZH AD 2 - 68	20 APR 2023
LSZH AD 2 - 69	AIRAC 23 MAR 2023
LSZH AD 2 - 70	AIRAC 23 MAR 2023
LSZH AD 2 - 71	AIRAC 23 MAR 2023
LSZH AD 2 - 72	AIRAC 23 MAR 2023
LSZH AD 2.24.1 - 1	20 APR 2023
LSZH AD 2.24.1 - 2	20 APR 2023
LSZH AD 2.24.3 - 1	20 APR 2023
LSZH AD 2.24.3 - 2	20 APR 2023
LSZH AD 2.24.3 - 3	20 APR 2023
LSZH AD 2.24.3 - 4	20 APR 2023
LSZH AD 2.24.3 - 5	20 APR 2023
LSZH AD 2.24.3 - 6	20 APR 2023
LSZH AD 2.24.4 - 1	14 JUL 2022
LSZH AD 2.24.4 - 2	14 JUL 2022
LSZH AD 2.24.4 - 3	14 JUL 2022
LSZH AD 2.24.4 - 4	14 JUL 2022
LSZH AD 2.24.4 - 5	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 6	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 7	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 8	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 9	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 10	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 11	AIRAC 02 DEC 2021
LSZH AD 2.24.4 - 12	AIRAC 02 DEC 2021
LSZH AD 2.24.5 - 1	AIRAC 07 DEC 2017
LSZH AD 2.24.5 - 2	AIRAC 07 DEC 2017
LSZH AD 2.24.5 - 3	AIRAC 07 DEC 2017
LSZH AD 2.24.5 - 4	AIRAC 07 DEC 2017
LSZH AD 2.24.6 - 1	AIRAC 24 MAR 2022
LSZH AD 2.24.6 - 2	AIRAC 24 MAR 2022
LSZH AD 2.24.6 - 3	06 OCT 2022
LSZH AD 2.24.6 - 4	06 OCT 2022
LSZH AD 2.24.7.1 - 1	07 OCT 2021
LSZH AD 2.24.7.1 - 2	07 OCT 2021
LSZH AD 2.24.7.1 - 3	AIRAC 24 MAR 2022
LSZH AD 2.24.7.1 - 4	AIRAC 24 MAR 2022
LSZH AD 2.24.7.1 - 5	AIRAC 18 MAY 2023
LSZH AD 2.24.7.1 - 6	AIRAC 18 MAY 2023
LSZH AD 2.24.7.1 - 7	AIRAC 24 MAR 2022
LSZH AD 2.24.7.1 - 8	AIRAC 24 MAR 2022
LSZH AD 2.24.7.2 - 1	07 OCT 2021
LSZH AD 2.24.7.2 - 2	07 OCT 2021
LSZH AD 2.24.7.2 - 3	07 OCT 2021
LSZH AD 2.24.7.2 - 4	07 OCT 2021
LSZH AD 2.24.7.2 - 5	AIRAC 18 MAY 2023
LSZH AD 2.24.7.2 - 6	AIRAC 18 MAY 2023
LSZH AD 2.24.7.2 - 7	AIRAC 24 MAR 2022
LSZH AD 2.24.7.2 - 8	AIRAC 24 MAR 2022
LSZH AD 2.24.7.3 - 1	07 OCT 2021
LSZH AD 2.24.7.3 - 2	07 OCT 2021
LSZH AD 2.24.7.3 - 3	07 OCT 2021
LSZH AD 2.24.7.3 - 4	07 OCT 2021
LSZH AD 2.24.7.3 - 5	07 OCT 2021
LSZH AD 2.24.7.3 - 6	07 OCT 2021
LSZH AD 2.24.7.3 - 7	AIRAC 18 MAY 2023
LSZH AD 2.24.7.3 - 8	AIRAC 18 MAY 2023
LSZH AD 2.24.7.3 - 9	07 OCT 2021
LSZH AD 2.24.7.3 - 10	07 OCT 2021
LSZH AD 2.24.7.4 - 1	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 2	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 3	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 4	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 5	AIRAC 18 MAY 2023
LSZH AD 2.24.7.4 - 6	AIRAC 18 MAY 2023
LSZH AD 2.24.7.4 - 7	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 8	AIRAC 24 MAR 2022
LSZH AD 2.24.7.5 - 1	07 OCT 2021
LSZH AD 2.24.7.5 - 2	07 OCT 2021
LSZH AD 2.24.7.5 - 3	07 OCT 2021
LSZH AD 2.24.7.5 - 4	07 OCT 2021
LSZH AD 2.24.7.5 - 5	07 OCT 2021
LSZH AD 2.24.7.5 - 6	07 OCT 2021

Page	Date	Page	Date	Page	Date
LSZH AD 2.24.7.5 - 7	AIRAC 18 MAY 2023				
LSZH AD 2.24.7.5 - 8	AIRAC 18 MAY 2023				
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				
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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				
LSZH AD 2.24.10.2 - 5	AIRAC 23 MAR 2023				
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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				
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LSZH AD 2.24.10.4 - 2	07 OCT 2021				
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LSZH AD 2.24.10.4 - 7	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 8	AIRAC 02 DEC 2021				
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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 at CHF 300.00. Manual complete including a one-yearsubscription. 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: Fax: Email:	+41 (0) 31 910 32 56 0630 - 1100 (0530 - 1000) +41 (0) 31 910 33 35 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	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**

4. LSGG - GENÈVE AIRPORT - Aerodrome charges

4.1 TARIFF REGULATIONS AT GENÈVE AIRPORT

(Of 01 JUL 2021)

4.2 General provisions

Art. 1 The present regulations are valid for Genève International AP.
Art. 2 The AP operator may charge for special services independently from the charges mentioned hereafter.
Art. 3 Landing charges
For the APCH and the subsequent LDG of an ACFT, a LDG charge is levied; the provisions of articles 5 to 8 are reserved. The LDG charge is due by the ACFT operator.
The LDG charges are computed on the MTOM of the ACFT, as stated in the Airworthiness Certificate or Aircraft Flight Manual or in any other equivalent official document provided by the operator.

	Maximum Take-Off Mass (MTOM)		Charge: Scheduled & charter traffic[1] (excl. VAT)	Maximum Take-Off Mass (MTOM)		General aviation traffic (commercial & non-commercial)[1] (excl. VAT)	Training with aircraft with MTOM of up to 2000 kg
a.	up to	1000 kg	CHF 12.25	up to	1000 kg	CHF 17.50	CHF 5.50
	from	1001 kg		from	1001 kg		
	to	2000 kg	CHF 23.10	to	2000 kg	CHF 33.00	CHF 11.00
	from	2001 kg		from	2001 kg		
	to	3000 kg	CHF 32.35	to	6000 kg	CHF 60.50	
	from	3001 kg		from	6001 kg		
	to	4000 kg	CHF 38.60	to	12000 kg	CHF 132.00	
	from	4001 kg		from	12001 kg		
	to	5000 kg	CHF 44.05	to	20000 kg	CHF 203.50	
	from	5001 kg					
	to	6000 kg	CHF 48.45				
b.	from	6001 kg		from	20001 kg		
	to	26000 kg	CHF 9.15	to	26000 kg	CHF 10.20	
	per tonne or part thereof			per tonne or part thereof			
c.	from	26001 kg		from	26001 kg		
	to	30000 kg	CHF 240.30	to	30000 kg	CHF 269.00	
d.	from	30001 kg		from	30001 kg		
	to	50000 kg	CHF 7.85	to	50000 kg	CHF 8.80	
	per tonne or part thereof			per tonne or part thereof			
e.	over	50000 kg		over	50000 kg		
	for the first	50000 kg	CHF 397.00	for the first	50000 kg	CHF 444.35	
	for each additional tonne or part thereof		CHF 9.15	for each additional tonne or part thereof		CHF 10.20	

HEL are charged the same rates.

1. The LDG charge for commercial air transport, computed in accordance with article 3, is reduced by 50% when the preceding TKOF takes place at a Swiss AD (incl. Bâle-Mulhouse), and the same ACFT CONTs within two HR on the same day to a DEST outside Switzerland (excl. Bâle-Mulhouse), and the same FLT number is used on ARR as on DEP.

Art. 3a Noise charges for jet-engine aircraft

At Genève AP, a noise charge is added to the LDG charge. The noise charge is based on a classification of jet-engine ACFT established on the basis of the noise level (mean energetic value) of each ACFT type measured in the VCY of Swiss APs. Each ACFT is then classified in a Noise Class (REF: GEN 4.1 - Appendix A[1])

The noise charge rate is as follows (CHF, excl. VAT):

Noise class	Noise charge in CHF (excl. VAT)
I	4400.--
II	880.--
III	220.--
IV	40.--
V	10.--

The expenditures on the fund financing the soundproofing obligations are, at present, lower than the revenues and its balance already shows a substantial surplus.

Therefore, as an exceptional measure and given the unprecedented current circumstances, the invoicing of the fee shown in the table above is suspended between January 1st, 2021 and December 31st, 2023. An eventual extension of the invoicing suspension is subject to an assessment of the environmental fund balance by Genève Aéroport during the course of 2023.

For TKOF between 2100 (2000) and 0459 (0359), an additional noise charge is applied to jet-engine ACFT. The additional noise charge is based on noise class and TKOF time.

The additional noise charge rate is as follows (CHF, excl. VAT):

Noise class	ATD				
	2100-2129 (2000-2029)	2130-2159 (2030-2059)	2200-2229 (2100-2129)	2230-2259 (2130-2159)	2300-0459 (2200-0359)
	Noise charge in CHF (excl. VAT)				
I	1500.--	2000.--	3000.--	6000.--	18000.--
II	500.--	1000.--	1500.--	3000.--	9000.--
III	200.--	400.--	800.--	1500.--	4500.--
IV	100.--	200.--	400.--	800.--	2500.--
V	50.--	100.--	200.--	400.--	1500.--

New ACFT or ACFT subsequently re-engined, as well as ACFT types not included in GEN 4.1 - Appendix A1, are placed in class V until confirmed measurable data are AVBL.

Hushkitted ACFT are placed one class beyond the original type until confirmed measurable data are AVBL. The operators are requested to make AVBL to the AP operator all documents certifying the modifications that have been carried out. There will be no retroactive reimbursement.

Objections to the classification of the ACFT have to be notified within 60 days of receipt of the invoice. Late requests are time-barred.

The noise charge is not applicable to ACFT exempt from LDG charges in accordance with article 8 below.

Art. 3b Noise charges for propeller-driven aircraft

A noise charge is applied to propeller-driven ACFT with MTOM of less than or equal to 8618 kg (MTOW ≤ 8618 kg). The noise charge is based on a classification of propeller-driven ACFT established by FOCA on the basis of the difference between the noise level limits according to ICAO Annex 16 Chapter 10 and the noise level measured and corrected for the ACFT PER factor or for the corresponding ACFT type (GEN 4.1 - Appendix B[2]).

1. Appendix A - Noise classification for jet aircraft (www.bazl.admin.ch > For specialists > Airworthiness and Technology > Design and Production > Environment > French > Classes de tarifs en fonction du bruit > Classification des avions à réaction)
2. Appendix B - Noise classification for propeller-driven aircraft without special sound-proofing (www.bazl.admin.ch > For specialists > Airworthiness and Technology > Design and Production > Environment > French > Classes de tarifs en fonction du bruit > Classement pour les types de référence)

The classification of ACFT registered abroad is established in conformity with the corresponding ACFT type. The operator is allowed to propose a more advantageous classification for his ACFT within 60 days of the implementation of the charge. As long as the evidence necessary to support a new classification are presented within the required time, the excess charges will be reimbursed.

Noise class	Difference
A	noise level HYR than the limit value;
B	0 to 1.9 dB less than the limit value;
C	2 to 4.9 dB less than the limit value;
D	5 dB and HYR less than the limit value.

Noise class	Noise charge
A	15.40 per tonne;
B	8.80 per tonne;
C	4.40 per tonne;
D	1.50 per tonne;
Helicopter	2.50 per tonne

The expenditures on the fund financing the soundproofing obligations are, at present, lower than the revenues and its balance already shows a substantial surplus.

Therefore, as an exceptional measure and given the unprecedented current circumstances, the invoicing of the fee shown in the two (2) above tables is suspended between January 1st, 2021 and December 31st, 2023. An eventual extension of the invoicing suspension is subject to an assessment of the environmental fund balance by Genève Aéroport during the course of 2023.

For TKOFs between 2100 (2000) and 0459 (0359), an additional noise charge is applied for propeller-driven ACFT with a MTOM HYR than 8618 kg (MTOW > 8618 kg). The additional noise charge rate is equal to the additional noise charge applicable to jet-engine ACFT classified in noise class V (see article 3a above).

The noise charge rate is as follows (CHF, excl. VAT):

Noise class	ATD				
	2100-2129 (2000-2029)	2130-2159 (2030-2059)	2200-2229 (2100-2129)	2230-2259 (2130-2159)	2300-0459 (2200-0359)
V	50.--	100.--	200.--	400.--	1500.--

The noise charge is not applicable to ACFT exempt from LDG charges in accordance with article 8 below.

Art. 4 Emission-related landing charges (WEF 01 MAY 2010)

Art. 4a Principle

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

Art. 4b Aircraft with turbofan, turbojet or turboprop engines with emission data available to FOCA

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

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

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

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

where:

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

LTO-Modes:	ICAO Certification LTO Modes:	
	Mode / Time (in minutes)	
	Take-off 0.7	
	Climbout 2.2	
	Approach 4.0	
	Taxi/Idle 26.0	
# Engines:	number of engines fitted to the aircraft	
Time:	time in mode (see above)	(in minutes)
Fuelflow:	fuel flow per mode	(in kg/sec)
$NOx_{Emissionfactor}$	Measured NOx-Emission factor per mode	(in g/kg fuel)

EM factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). EM data for unregulated engines are taken from the FOCA and FOI EM database. The FOCA website provides additional information: www.bazl.admin.ch -> For Specialists -> Environment

Art. 4c Aircraft with piston engines, helicopter and aircraft with engines without emission data available to FOCA

ACFT equipped with

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

are also subject to an EM charge. Specifically, they are assigned an EM value derived from the type, PER and number of engines fitted to the ACFT, as detailed in Table 1.

Table 1: FOCA Aircraft Emission Value Matrix

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

Art. 4d Emission tariff

The applicable tariff is CHF 1.40 per Emission $Value_{Aircraft}$

Art. 5 A reduction of $66^{2/3}$% on the rates of article 3 is granted for ACFT with a MTOM over 8618 kg when used for:

a. instruction-, training- or check FLTs of pilots accompanied by or under the surveillance of a FLT instructor or inspector of an airline;

b. technical check FLTs and transfer FLTs without payload.

Art. 6 Local air crew training schools and other operators of ACFT based permanently at the AP may be granted more favorable rates than those of article 3 when the MTOM of the ACFT does not exceed 8618 kg.

Art. 7 The LDG charge is also due when for instruction-, training- or check purposes of pilots, the APCH is not followed by a LDG.

Art.8 The following are exempt from the LDG charge when using an AP:

A. FLTs made exclusively to transport the following persons on official mission, provided that the corresponding status is indicated in the flight plan:

   1. the ruling monarchs and the members of their close family,

   2. the Heads of State, heads of government and government ministers;

B. the SAR FLTs referred to in ORSA (RS 748.126.1).

Art. 9 The AP operator is authorised to claim special compensation to cover the extra costs when an ACFT takes off or lands outside the OPN HR laid down in the operational licence of the AP.

After the first hour, the use of the infrastructure is charged based on the effective hour fractions:

CAAV	TE in CHF	TC in CHF
C	20.00	10.00
D	30.00	10.00
E	40.00	15.00
T = Tax; E = Electricity; C = Air Conditioning		

Rate of electricity calculation: 20.00/60 (TE) * length in minutes for CAAV = C.
If length < or = to 60 min. = 1 hour minimum = 20.00

Rate of electricity + air cond.: 20.00/60 (TE) * length in minutes + 10.00/60 (TC) * length in minutes for CAAV = C. (rule of the minimum fixed time for every energy category).

Art. 15c Baggage sorting

The baggage sorting charges are meant to refinance the equipment and management of the baggage handling infrastructure. The charge is levied per departing passenger:

CHF 1.56 per departing passenger

Art. 15d Engine run-up infrastructure

A charge is levied for the use of the engine run-up infrastructure and is meant to finance such infrastructure. The charge is levied based on the aircraft category and the time the engine run-up infrastructure is used.

Aircraft Category	Flat charge for the first 60 min in CHF	Thereafter Charge per period of 15 min in CHF
A	360.00	180.00
B	450.00	225.00
C	540.00	270.00

Art. 16 Methods of payment

In principle charges due by the ACFT operator shall be paid prior to TKOF.

The Airport Authority may propose payment terms at 30 days, subject to the establishment of corresponding guarantees (bank guarantee, deposit on the customer account or prepayment). In the absence of such guarantees, or in case of outstanding amounts on the customer's account, the payment before departure principle applies.

Art. 17 Slot service fee

Geneva Airport is commissioned by Slot Coordination Switzerland to invoice the slot service fee. The fee due by the air carrier amounts to CHF 1.15 per movement.

Art. 18 PPR fee

For general aviation and business aviation (non-scheduled traffic), a fee for the management of the prior permission required (PPR) system infrastructure is levied per aircraft movement.

Charge per aircraft movement in CHF
3.00

Art. 19 Incentive Program

The following incentive program only applies to scheduled and charter air traffic.

Art. 19a Landing discount

This incentive recognises the operation of new generation aircraft on the **"best in class"** principle. Narrow body aircraft categorised in noise class 5 as well as wide-body aircraft categorised in noise class 4 according the Swiss AIP shall be entitled to a discount of 20% (twenty percent) on the applicable landing charges.

Art. 19b Passenger Service Charge discount

In addition to the reduction on landing fees, a further recognition is granted on the passenger service charge only for passengers transported on board eligible aircraft categorise as set forth under article 19a herein. The reduction on the PSC is of **CHF 0.40** per departing passenger.

Art. 19c Incremental Bonus

In order to stimulate airlines in replacing aircraft currently operating to and from Geneva with new generation aircraft and consequently significantly contributing to the objectives set forth in the PSIA, the AP operator shall also grant an incremental bonus on the landing charges according to the following formula:

x*(p1-p2)*1.5

Where: x = amount of landing charges applicable to eligible NG aircraft in year n
p1 = percentage of movements operated by eligible NG aircraft in year n
p2* = percentage of movements operated by eligible NG aircraft in year n-1
1.5 = multiplying factor

**Note:*
The year of reference for the calculation of the incentives in 2021 (year n) will be the traffic figures of 2019 (year n-1). As from year 2022, year n-1 will be the previous year.

Any bonus is only applied once per the concerned year.

The incremental bonus shall not be granted in the event the percentage of NG aircraft is lower than that of the previous year. Following a reduction in the percentage of eligible NG aircraft, the incremental bonus shall only be granted once again if the percentage of eligible NG aircraft has equalled or exceeded the previous highest percentage of eligible NG aircraft achieved by the concerned air carrier over the tariff period.

Art. 19d Load Factor

A reduction on the passenger service charge is set forth as per the table below:

Load Factor Reward		
If the load factor is for a given year is:		**Discount on PSC per departing PAX in CHF**
Greater or equal to	95%	0.15
Greater or equal to	90%	0.125
Greater or equal to	85%	0.1
Greater or equal to	80%	0.05

Art. 19e Incentive implementation date

The implementation of the incentive programme is January 1st, 2021 and is valid until December 31st, 2024.

Art. 19f General Remark

Any benefit resulting from the application of the incentive scheme shall be provided to the eligible airline in the form of a credit note issued in January following the year under review. GA may refrain from issuing a credit note in the event of non-compliance with GA's aviation charges payment terms during the concerned year.

V. Access fees

Art. 19 **Debtor**

The debtor of the access fees is the legal entity or natural person that applies for the respective access.

Art. 20 **Rates**

The rates for access fees are shown in CHF, including VAT.

Art. 21 **Invoicing and payment**

Access fees are invoiced in CHF.
Access fees become payable when the relevant ID is ordered. The customer is not entitled to any reimbursement of access fees. This also applies if an ordered ID is not issued or claimed.
For legal entities and natural persons who regularly work at Zurich Airport, FZAG may permit a later payment of invoices. An invoice of this kind is payable within 30 days of invoice issuance.
FZAG reserves right to charge default interest on arrears at the rate of 5%.
Furthermore, FZAG has the right to revoke the relevant ID/access authorisations and order the debtor to pay the resulting costs, if a debtor has defaulted on their payment.

Art. 22 **Individual access fees**

The following fees are levied:

- The airport ID badge fee is levied for all airport ID badges, including winter service ID badges.
- The tour authorisation fee is levied for all one-day and multiple-day tour authorisations, with and without visitor's ID.
- The driving permit fee is levied for all airside driving permits.
- The vehicle registration fee is levied for all airside vehicle registrations.

The rates are as follows:

Fee per airport ID badge	70.00
Fee for tour authorization	40.00
Fee for driving permit	50.00
Fee for vehicle registration	40.00

VI. Other fees not regulated by the OAC

Art. 23 **NIL**

NIL

Art. 24 **Approach charges**

Flughafen Zürich AG is commissioned by Skyguide Ltd. to invoice the approach charges.
The approach charges are published in the AIP Switzerland, GEN 4.2.
Art. 1 to 10 apply analogously.

Specifically, airlines are required to provide proper documentation in accordance with Art. 10

In case no data is received by Flughafen Zürich AG, no reminder will be sent to the airline / aircraft operator and the highest MTOM known of the corresponding aircraft type at Zurich Airport is applied.

In case wrong documentation is received by Flughafen Zürich AG, one request will be sent to the airline / aircraft operator to provide the correct data. Until the reception of correct data, the highest MTOM known of the corresponding aircraft type at Zurich Airport is applied.

In case an airline / aircraft operator provides the MTOM data after the deadline, the highest MTOM known of the corresponding aircraft type at Zurich Airport will be applied until the correct MTOM has been provided by the airline / aircraft operator.
Airlines / aircraft operators shall report changes during the year to FZAG and provide documentation in accordance. If reported at least five working days in advance, such changes come into effect on the first day of the following month. Otherwise the changes come into effect on the first day of the subsequent month.
In all cases, MTOM will not be adjusted retrospectively and no credit notes will be granted for a time period for that FZAG has received the correct MTOM data.

Art. 25 **Slot service fee**

FZAG is commissioned by Slot Coordination Switzerland to invoice the slot service fee. The fee due by the air carrier amounts to 1.15 CHF per movement.

LSZH A1 Overview of MTOM classification

New aircraft that land at Zurich Airport and that are not yet classified, will be classified based on their MTOM given in the Aircraft Manual until a reasonable MTOM average of all operations at Zurich Airport is available for a definitive classification.

MTOM class 1 will be eliminated as of 1 January 2024 and incorporated into MTOM class 2.
MTOM class 2 will be eliminated as of 1 January 2025 and incorporated into MTOM class 3.

MTOM class	Weight
1	> 0 t and < 2 t
2	> 2 t and < 5 t
3	> 5 t and < 15 t
4	> 15 t and < 25 t
5	> 25 t and < 50 t
6	> 50 t and < 100 t
7	> 100 t and < 200 t
8	> 200 t and < 400 t
9	> 400 t

MTOM class																	
1					2			3		4		5	6	7	8	9	
A210	CH60	GA8	P32R	TAMP	A109	C525	TEX2	A139	JU52	A140	HA4T	A148	A19N	A306	A124	A225	
AA5	CH7A	GAZL	P68	TB20	A119	DA62	TRIS	AN2	L410	A748	IL14	AN72	A20N	A30B	A332	A388	
AAT3	CH7B	GC1	P68T	TB21	A169	DH3T	UH1	AN28	LJ25	AN24	J328	B461	A21N	A310	A333	B748	
AC11	COL3	GLAS	PA11	TBEE	AC68	DHC2	VTOR	AN38	LJ31	AN26	L29B	B462	A318	A3ST	A339		
AC4	COL4	GX	PA18	TFUN	AC90	DHC6	YAK3	AS32	LJ35	AN30	SB20	B463	A319	B703	A342		
AR15	CP10	GY80	PA22	TOBA	AC95	DO28		ASTR	LJ40	AN32	VF14	BA11	A320	B720	A343		
AS02	CP23	H269	PA24	TRIN	AEST	DOVE		B190	LJ45	AT43		C160	A321	B752	A345		
AS16	CRUZ	H500	PA25	TWEN	ALO2	E50P		B350	LJ55	AT44		C27J	AN12	B753	A346		
AS2T	D11	HMNY	PA28	ULAC	ALO3	EA50		B412	LJ60	AT45		CONI	B37M	B762	A358		
ATL	D140	HR10	PA30	VELO	AS50	EC30		BE20	LJ75	AT72		CRJ7	B38M	B763	A359		
B06	D250	HR20	PA32	VEZE	AS55	EC35		BE30	MI8	AT73		CRJ9	B39M	C141	A35K		
B209	D253	HUSK	PA34	VM1	AS65	EC45		BE40	MU30	AT75		CRJX	B712	DC85	AN22		
B47G	DA20	J3	PA38	WA40	B105	EC55		BE99	N260	AT76		CVLT	B721	DC86	B741		
BE23	DA40	JB15	PA44	WT9	B212	EPIC		C25A	P180	ATP		DC4	B722	DC87	B742		
BE24	DA42	JUNR	PA46	XA42	B222	EXPL		C25B	P51	B25		DC6	B731	IL62	B743		
BE33	DA50	KL07	PTS2	Y18T	B230	F406		C25C	PAY4	C295		DC91	B732	IL76	B744		
BE35	DAL4	L200	PUP	YK18	B407	FA24		C500	PC24	C750		DC92	B733	K35R	B74R		
BE36	DIMO	L8	PZ04	YK52	B427	G44		C501	PRM1	CL30		DC93	B734	T154	B74S		
BE76	DO27	LA25	R100	Z43	B429	HDJT		C550	PUMA	CL35		DH8D	B735	T204	B764		
BE77	DR10	LAMA	R200	Z50	B430	KMAX		C551	S601	CL60		E170	B736		B772		
BE95	DR30	LGEZ	R22		BE10	KODI		C55B	S92	CN35		E190	B737		B773		
BL8	DR40	LNC2	R300		BE18	L39		C560	SBR1	CRJ1		E275	B738		B779		
BREZ	DV20	LNC4	R44		BE55	MU2		C56X	SC7	CRJ2		E75L	B739		B77L		
BU31	E230	M20J	R66		BE58	NOMA		C650	SF34	DH8A		E75S	BCS1		B77W		
BX2	E300	M20P	R90R		BE60	P46T		C680	SH33	DH8B		F100	BCS3		B788		
C10T	E400	M20T	RALL		BE65	P750		C68A	SH36	DH8C		F28	C130		B789		
C140	EAGL	M4	RANG		BE9L	PA23		D228	SJ30	DHC7		F70	C30J		B78X		
C150	EC12	M6	RF6		BE9T	PA27		D328	STAR	E135		FA7X	DC94		C17		
C152	EC20	M7	RV4		BK17	PA31		DC3	SW2	E145		FA8X	DC95		C5		
C170	ECHO	M7T	RV6		BN2P	PAY1		E110	SW3	E35L		GA5C	E195		DC10		
C172	EDGE	MCR1	RV7		C208	PAY2		E120	SW4	E45X		GA6C	E290		IL86		
C175	EN28	MCR4	RV8		C25M	PAY3		E121	TBM	E545		GL5T	E295		IL96		
C177	EN48	MD50	S05F		C303	PC12		E55P	WW24	E550		GLEX	GL7T		L101		
C180	ERCO	MD52	S05R		C310	PC21		FA10		F18		GLF2	IL18		MD11		
C182	EV97	MD60	S10		C320	PC6T		FA20		F27		GLF3	L188				
C185	EVOT	MOR2	S208		C335	PC7		G150		F2TH		GLF4	MD81				
C195	F156	O1	S22T		C337	PC9		GAA		F50		GLF5	MD82				
C206	F260	P06T	S330		C340	S76		H25A		F60		GLF6	MD83				
C210	F8L	P149	SC01		C402	SF50		H25B		F900		RJ1H	MD87				
C240	FDCT	P208	SF25		C404	SPIT		H25C		FA50		RJ70	MD88				
C42	FOX	P210	SIRA		C411	SYCA		H60		G159		RJ85	MD90				
C700	G109	P28A	SLG2		C414	T28		HUCO		G250		SU95	R721				
C72R	G115	P28B	SR20		C421	T6		HUNT		G280		T134	S210				
C77R	G120	P28R	SR22		C425	TBM7		JS31		GALX		YK40	T334				
C82R	G2CA	P28T	ST75		C441	TBM8		JS32		H47			YK42				
CE43	GA7	P28U	SUBA		C510	TBM9		JS41		H53							

ENR 1.3 INSTRUMENT FLIGHT RULES

1. Procedures for RVSM flights

Where an ACFT's **altitude reporting system displayed level (Transponder mode C/S ADS_B)** differs from the reported FL by 200 ft or more, the controller shall inform the pilot accordingly and the pilot shall be requested to check the pressure setting and confirm the ACFT's level.

2. Special procedures for IFR flights (Z and Y) within FIR Switzerland (LSAS)

2.1 Departures

Flight plans are to be submitted in accordance to FPL REF: ENR 1.10.1.3.2

When a Z FLT commences from a Swiss AD with a joining point within FIR Switzerland, this FLT shall be notified immediately before TKOF by TEL to:

- ACC Zurich (for FLTs joining within the CTA Zurich),
  TEL +41 (0) 43 931 69 65, or to
- ACC Geneva (for FLTs joining within the CTA Geneva),
  TEL +41 (0) 22 747 13 91.

The above mentioned services transmit a transponder code which shall be operated at TKOF, as well as the FREQ to call for ATC clearance.

Due to regulation measures, a TKOF slot allocation for Z-flights is possible. The adherence to a received TKOF slot (CTOT) is compulsory. The responsibility lays with the Pilot in command.
Additionally, Pilot in command shall request the activation of the flight plan by transmitting the time of departure upon initial contact with the appropriate ATS unit.

Joining-clearance may be denied or delayed by ATC for flights which are not pre-announced by TEL or not respecting their TKOF slot (CTOT). Ref to: ENR 1.9.4. (AIR TRAFFIC FLOW MANAGEMENT AND AIRSPACE MANAGEMENT Chapter 4)

ATC clearances will be given by TEL only in exceptional cases.

For local procedures, contact the relevant AD authority.

2.2 General procedures for Z/Y FLTs from and to LSZL

FPL concerning Z/Y flights from and/or to LSZL shall additionally be addressed to LSZAZTZX.

Whenever active, LSZL ATC will carry out the coordination for Z flights described in ENR 1.3.2.1, providing the flight crew with a transponder code and the frequency for the IFR joining, in addition to other relevant information.

2.2.1 Southbound Z FLTs departing from LSZL

Southbound FLTs may join IFR either over LUGAN or a WPT within the AoR (Area of Responsibility) of MILANO.

Departures intending to join a LSZA SID are coordinated either by Locarno TWR or by Locarno AD authority (outside ATS service hours) with Lugano TWR/APP, when active. After departure, flights shall proceed under VFR towards LUGAN and hold outside CTR, until contact with Lugano TWR/APP is established.

Departures intending to join IFR within MILANO AoR (not LUGAN), or if Lugano TWR/APP is not active, are coordinated by Locarno TWR or by Locarno AD authority (outside ATS service hours) with MILANO FIC.

2.2.2 Northbound Z FLTs departing from LSZL

Northbound FLTs should climb under VFR towards the north, to join IFR within the airway system. Coordination procedures with ACC Zurich according to ENR 1.3.2.1 apply.

If the meteorological conditions do not permit the above-mentioned procedure, the FLT may join a LSZA SID towards the north, according to the procedure described in ENR 1.3.2.2.1.

2.2.3 Y FLTs to LSZL

Such FLTs should preferably file "PINIK" or any other WPT within TMA Milano or CTA Zurich, as the WPT at which the change from IFR flight to VFR flight may be executed.

After their change from IFR to VFR, such FLTs may expect to cross CTR Lugano either via MEZZO or via W-Luino.

If continuation of the FLT under VFR is not possible, Lugano TWR/APP may issue an IFR APCH CLR to land at LSZA.

3. Clearance to fly maintaining own separation in VMC (VMC climb/descent)

When so requested by an ACFT, a controlled FLT operating in VMC may be cleared to climb or descend, subject to maintaining its own separation from other ACFT and remaining in VMC, provided the following conditions are fulfilled:

a. the VMC climb/descent clearance may be delivered O/R only if the FLT crew of the other ACFT agrees to the use of the procedure;
b. the VMC climb/descent clearance may be delivered during the HR of daylight only;
c. essential traffic information will be given by ATC to the ACFT concerned.

4. Expected Approach Time (EAT)

An EAT is transmitted to an ACFT only O/R of the pilot, or if it is likely that the delay will be 10 MIN or more. The EAT will only be revised if the transmitted time is likely to change by more than 5 MIN.

5. Radio communication failure during IFR flights

Arriving ACFT whose DEST point is located in Switzerland shall PCD in accordance with the instructions contained in the STAR charts, in the AD 2.24 section.
Departing ACFT under pilot's NAV shall PCD in accordance with the instructions contained in the SID charts, in the AD 2.24 section.
Departing ACFT being vectored by radar away from the route specified in its current FLT plan shall PCD in the most direct manner to the route specified in the current FLT plan.

6. Reduced reporting procedures

Radiotelephony procedures employed by pilots of IFR FLTs within Swiss area of jurisdiction:

a. The initial call after a change of radio FREQ will only contain ACFT IDENT and actual FL, indicating the cleared FL for ACFT in climb or descent;
b. Any PSN report, if required subsequently, will only contain ACFT IDENT, PSN and time over;
c. If assigned a speed requirement, the FLT crew shall report this in the initial call.

7. Rate of climb/descent

Should a pilot for any reason not be able to comply with the ROC/ROD cleared by ATC, he shall inform the controller immediately.
Depending on the phase of FLT, the procedures specified below are applicable to all ACFT whose PER data allows these procedures to be met:

- level changes ENR:
  during descent, a rate of between 1000-2500 ft/min is expected and should be complied with (except within the last 1000 ft to the cleared FL, the rate should not exceed 1000 ft /min) and similarly, ACFT CMB the cleared FL, the ROC within the last 1000 ft should not exceed 1000 ft/min either;
- level changes in HLDG patterns:
  a ROD of 1000 ft/min or less is expected and should be complied with;
- descent on STAR's:
  a rate of between 1500-2500 ft/min is expected and should be complied with;
- LVE IAF under radar vectors:
  unless otherwise specified by ATC, the ROD is at pilot's discretion.
- any DEV from the above mentioned rates, if deemed necessary by the pilot, shall be communicated to ATC immediately.

Figure 1. Altimeter Setting Regions

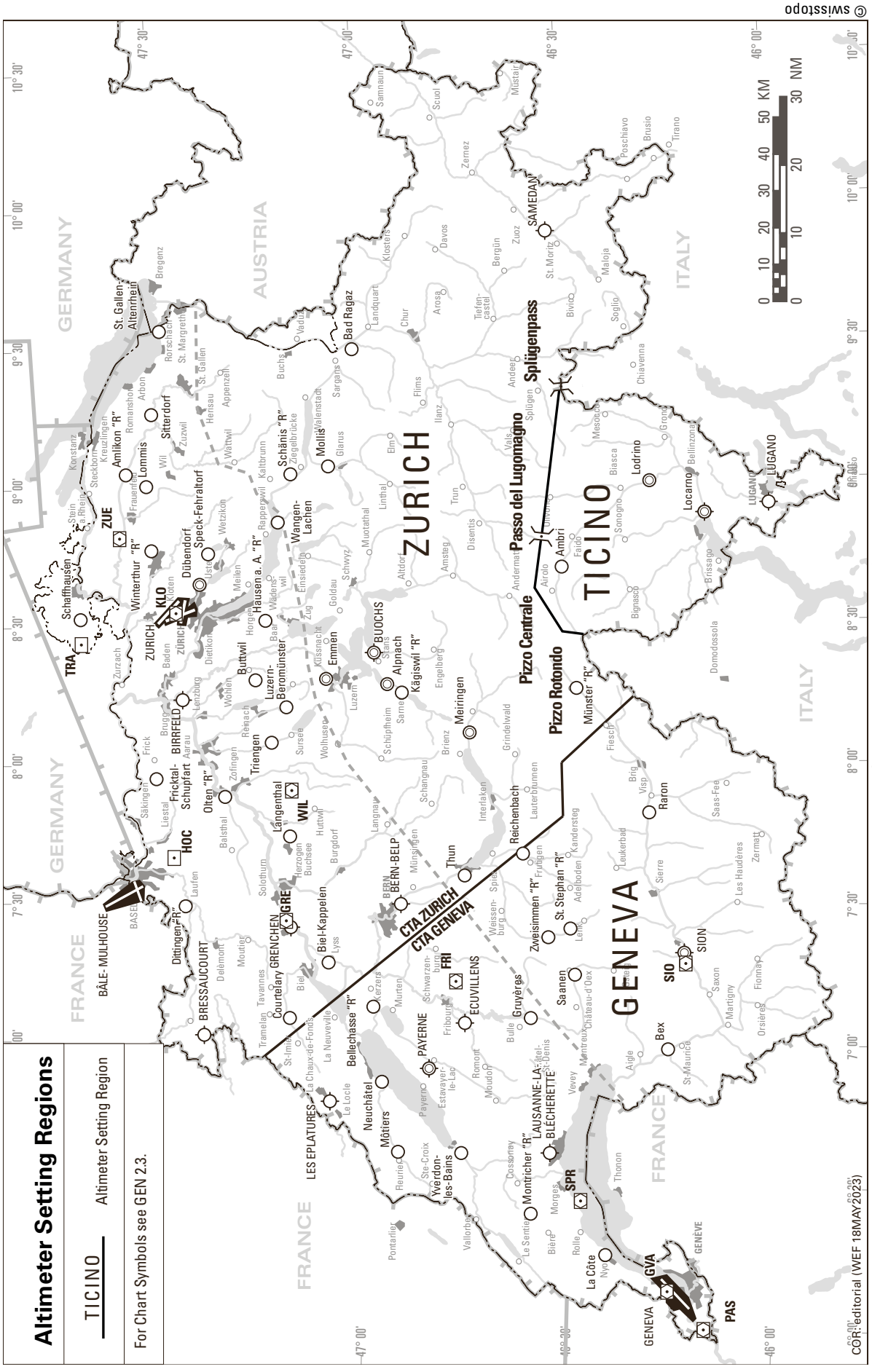

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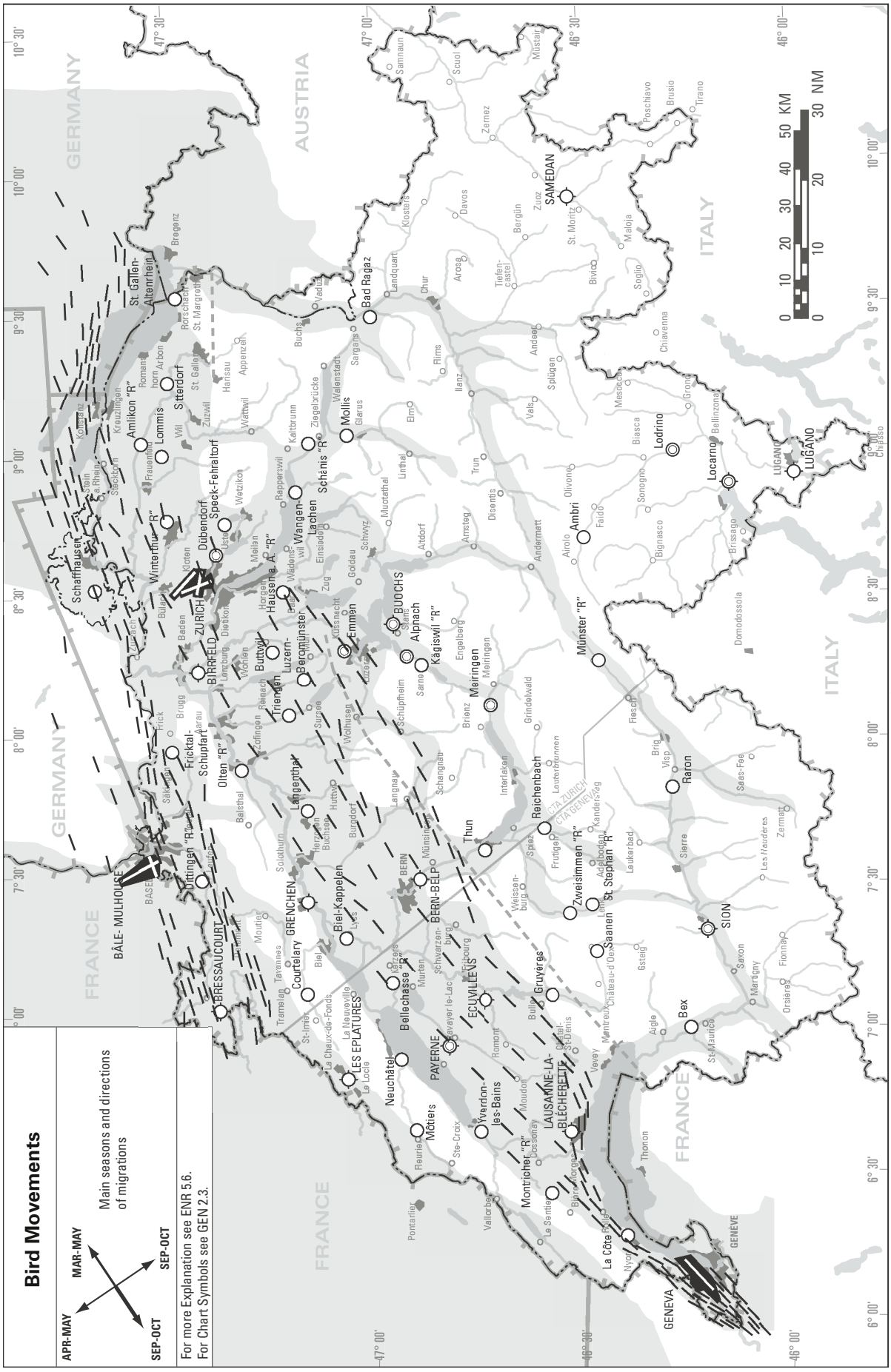
Figure 1. BIRD MOVEMENTS



Bird Movements

1 Broad front migration all over the country; and in fine weather also above the highest mountains. 90% small birds. Birds flying singly at night and flocked during daytime; often concentrated when flying towards mountain ridges or large lakes, especially in bad weather and head winds.

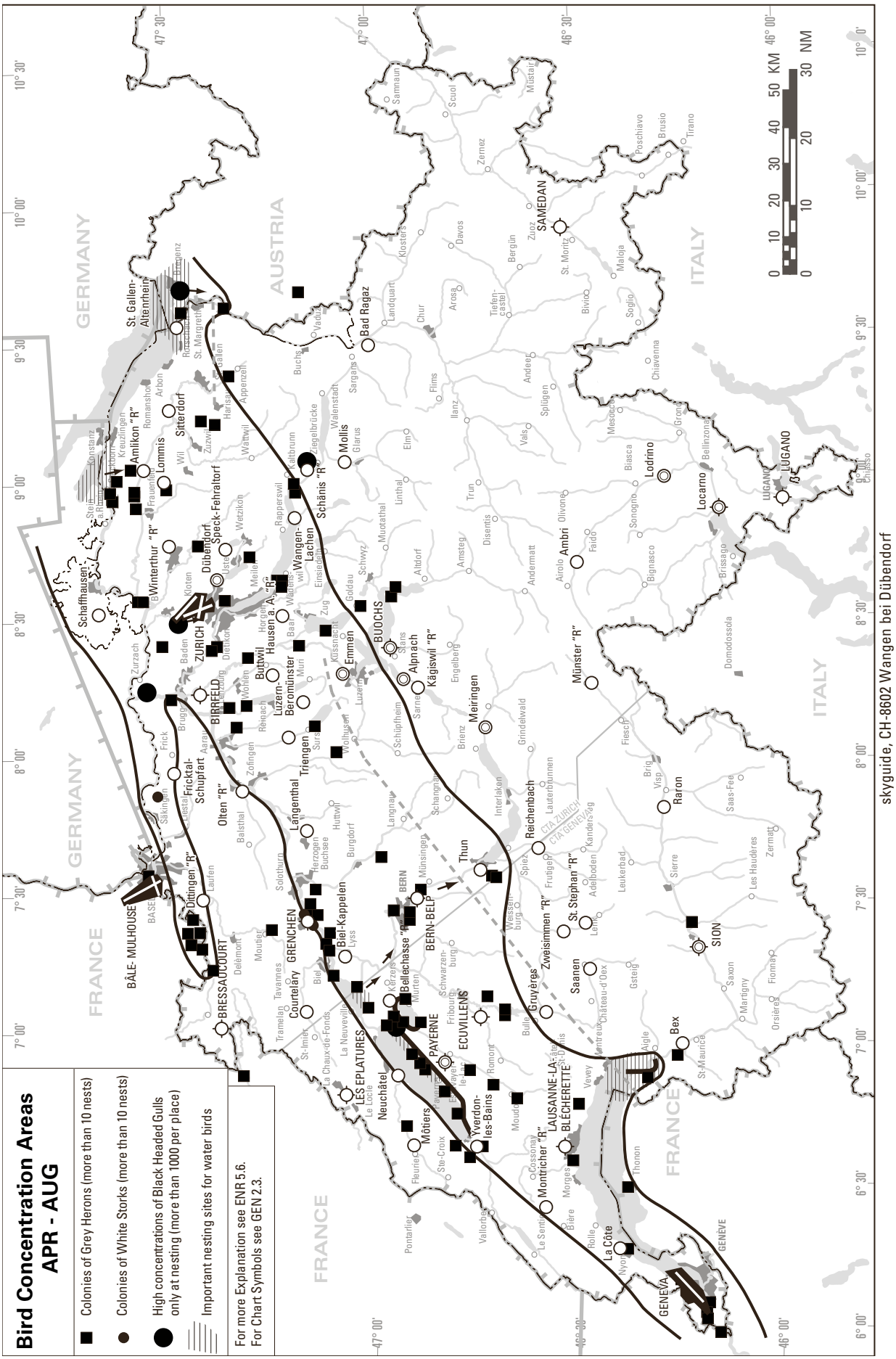
1.1 Concentrations of large, flocked rooks in late autumn (similar pigeons and buzzards) and also in fine weather along "leading lines".

2 **Flight heights**

2.1 **50% below 1500 ft AGL (460 m), 90% below 6000 ft AGL (1830 m)**

2.2 **Greater heights under anticyclonic, lower heights under cyclonic conditions**

Figure 2. BIRD CONCENTRATION AREAS APR-AUG



Bird concentration areas April-August

1 **Concentrations**

1.1 High concentrations of water birds (more than 1000 per place) only at nesting sites of Black headed Gulls.

1.2 Raptors (mainly Buzzards) spread all over the lower parts of the country. Black Kites concentrated along large rivers and lakes especially:

1.3 Colonies of Grey Herons and White Storks more than 10 nests.

1.4 Main concentrations confined to the “Mittelland” between the Jura and the Alps.

1.5 Important nesting sites for water birds.

2 **Flight heights of birds**
Feeding flights of water birds usually below **700 ft AGL** (215 m), displaying raptors up to **2000 ft AGL** (610 m), herons on feeding flights up to **1000 ft AGL** (300 m).

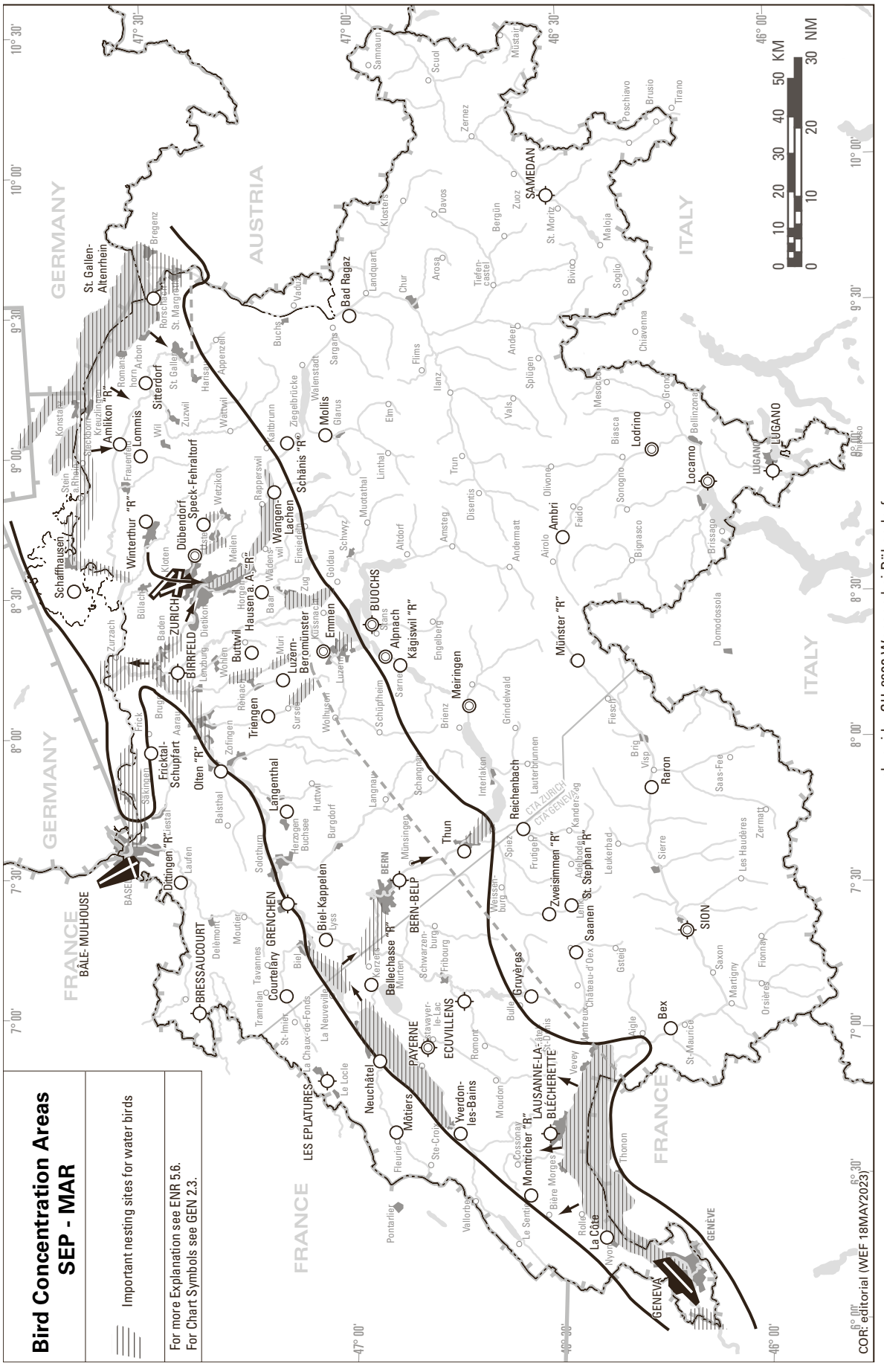
3 **Flights activity**

3.1 Low flight activity of breeding water birds until end of JUN. Noticeable feeding flights off the concentration areas starting in JUL (mainly dusk and dawn).

3.2 Feeding flights of Grey Herons at any time of day and period.

3.3 Displaying raptors only on warm days (whole period).

Figure 3. BIRD CONCENTRATION AREAS SEP-MAR



Bird concentration areas, September-March

1 **Wintering water birds**
Highest numbers of wintering water birds (350000-400000) from NOV to JAN on the lakes and larger rivers between the Alps and the Jura (“Mittelland”).

2 **Flight heights of birds**
Wintering birds usually below 700 ft AGL (215 m). Migrating birds to 90% below 6000 ft AGL (1830 m) (immigration and emigration can take place during the whole period, but is confined mainly to night and to the “Mittelland”).

3 **Flight activity**

3.1 Regular feeding and roosting flights mainly during dusk and dawn.

3.2 Gulls dispersing up to 25 km from their roosting places (flights also during daytime).

3.3 Other water birds, few flights during day-time (only when disturbed or in very wet weather conditions).

ENR 6 EN-ROUTE CHARTS

ENR 6 LIST OF CHARTS

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Enroute Chart - ICAO, available under
https://www.skybriefing.com/enroute-charts-ch

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Enroute Chart - FRA, available under
https://www.skybriefing.com/free-route-airspace

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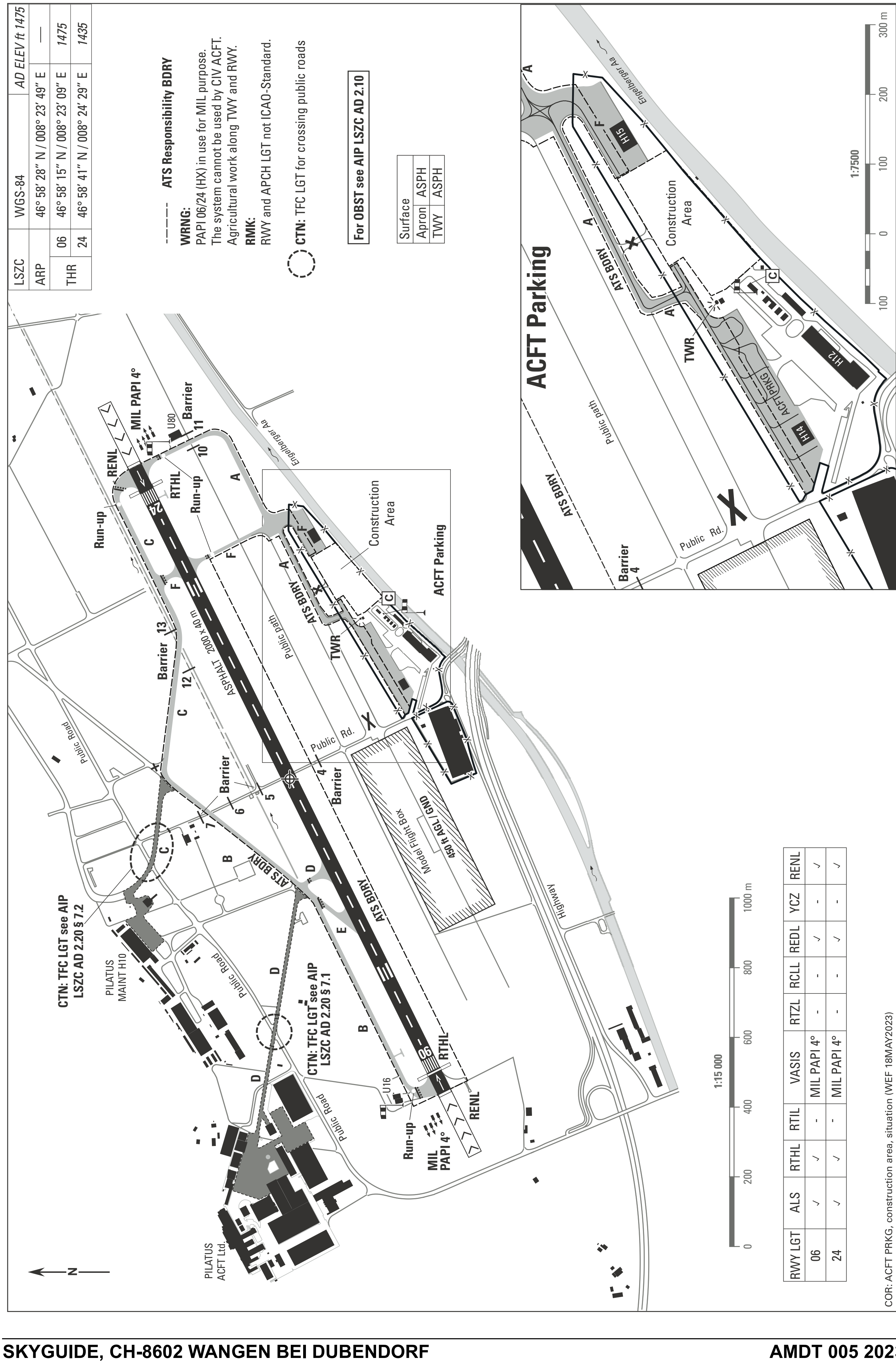

LSZC		WGS-84	AD ELEV ft 1475
ARP		46° 58′ 28″ N / 008° 23′ 49″ E	—
THR	06	46° 58′ 15″ N / 008° 23′ 09″ E	1475
	24	46° 58′ 41″ N / 008° 24′ 29″ E	1435

Surface	
Apron	ASPH
TWY	ASPH

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

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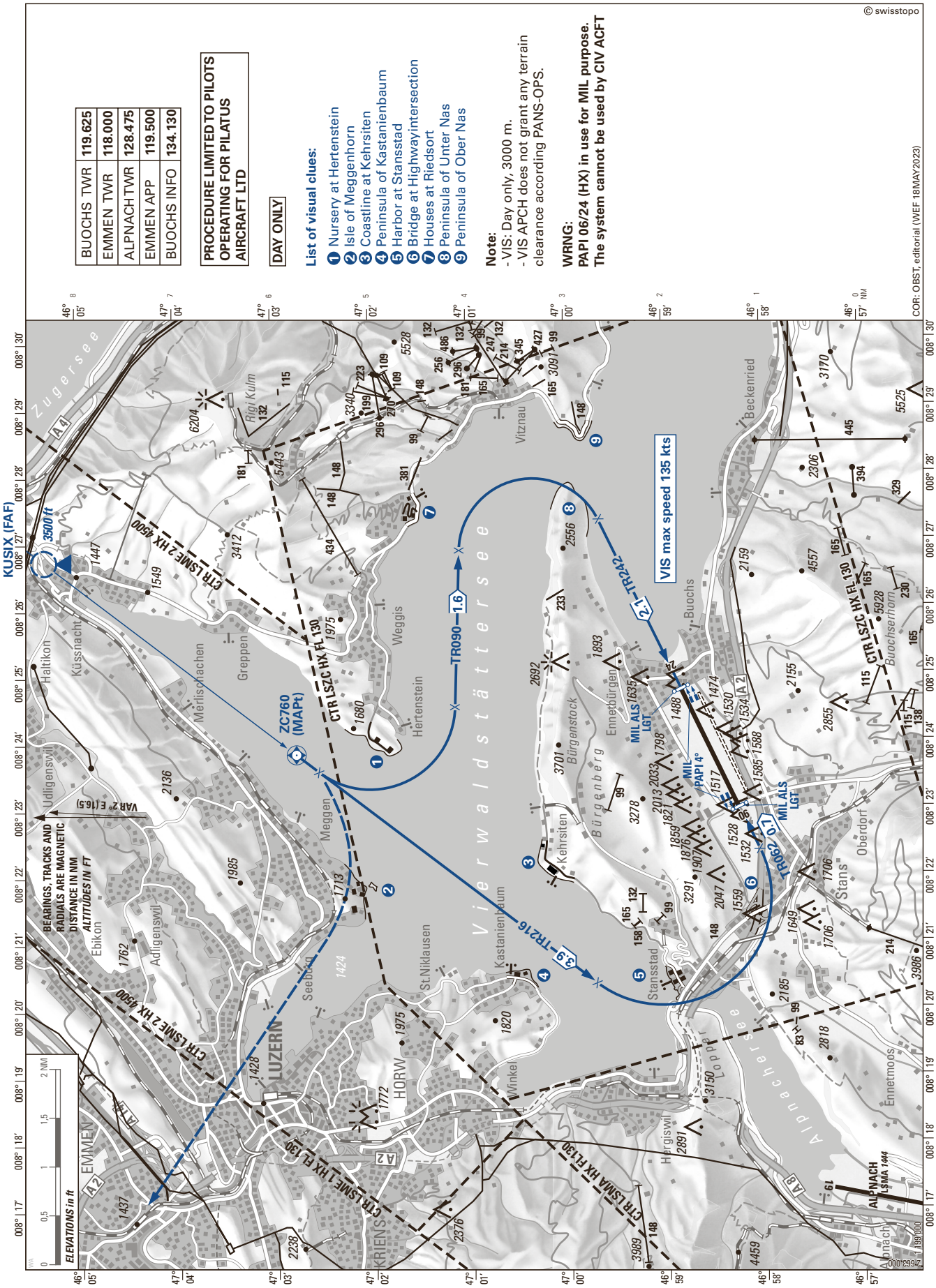
BUOCHS

ELEV 1475 ft (450 m)



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LSGG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

1	**Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands**	"Follow-me" cars (Ref to § 8.3.4) **ACFT stand 80s:** ACFT stand manoeuvring guidance lights AVBL. **Parking PSNs NR** **1, 2, 3, 4, 5, 8, 9, 10, 11, 15, 151, 152, 16, 17, 18, 181, 182, 19, 191, 192, 83, 84, 85, 86:** Alignment of ACFT: Align ACFT with the VER chevrons which indicate if the ACFT is left, right or centred on the taxilane. Stopping of ACFT: Slow down and stop as indicated by the closing rate indicator.
2	**RWY/TWY markings and LGT**	TWY: centre line, holding positions (REF: LSGG AD 2.24) North Apron: no TWY center lights
3	**Stop bars**	LIH, R A,B,C,D,E, F (uncontrolled, LVP only), G,Y,Z
4	**Remarks**	**Stop at parking PSNs:** The pilot has to stop by lining up his left shoulder with the STOP line transmitted by "Geneva Apron". If the Aircraft Positioning and Information System (APIS) is switched off, the stand is not cleared for entry. Request assistance from "Geneva Apron". Nose-in parking ACFT have to use push back when LVE the parking PSN. RWY 04/22 marking aids: Refer to Aerodrome chart 1:13'000 REF: LSGG AD 2.24.1 - 1

LSGG AD 2.10 AERODROME OBSTACLES

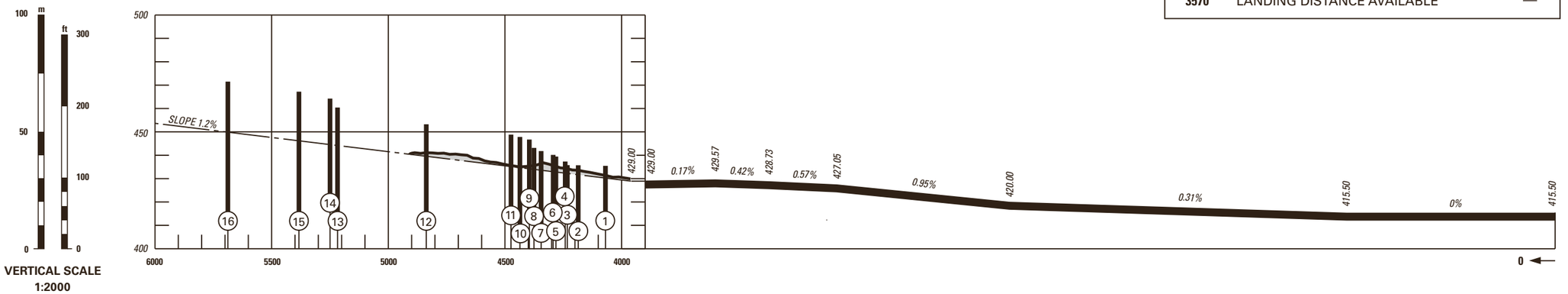
In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**Obstacle type Elevation Markings/LGT**		**Co-ordinates**	**RMK**
a	**b**		**c**	**a**		**b**	**c**
		ft			***ft***		
AOC 04 (1)	Tree/Trees	*1383*	46 15 13 N 006 07 47 E	Crane/Cranes marked/LGTD	*1734*	46 16 30 N 006 05 40 E	A0653/18
AOC 04 (2)	Tree/Trees	*1388*	46 15 13 N 006 07 46 E	Crane/Cranes marked/LGTD	*1463*	46 15 36 N 006 08 37 E	A0248/08
AOC 04 (3)	Tree/Trees	*1402*	46 15 13 N 006 08 00 E	Antenna LGTD	*1572*	46 13 35 N 006 07 11 E	A0049/02
AOC 04 (4)	Tree/Trees	*1415*	46 15 12 N 006 08 03 E	Pole LGTD	*1424*	46 14 16 N 006 06 48 E	A0273/07
AOC 04 (5)	Tree/Trees	*1423*	46 15 21 N 006 07 54 E	Antenna marked/LGTD	*1539*	46 13 32 N 006 06 01 E	
AOC 04 (6)	Tree/Trees	*1427*	46 15 22 N 006 07 56 E	Antenna marked/LGTD	*1535*	46 13 07 N 006 08 31 E	
AOC 04 (7)	Tree/Trees	*1430*	46 15 21 N 006 07 59 E	Crane/cranes	*1536*	46 13 13 N 006 08 15 E	
AOC 04 (8)	Tree/Trees	*1445*	46 15 29 N 006 08 12 E	Tower/Mast LGTD	*1522*	46 13 48 N 006 06 29 E	
AOC 04 (9)	Tree/Trees	*1496*	46 15 35 N 006 08 11 E	Antenna marked/LGTD	*1398*	46 14 54 N 006 07 41 E	
				Antenna marked/LGTD	*1529*	46 13 30 N 006 05 58 E	
				Building marked/LGTD	*1535*	46 12 49 N 006 07 20 E	
				Antenna marked/LGTD	*1522*	46 14 02 N 006 07 11 E	

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT		Co-ordinates	Obstacle type Elevation Markings/LGT		Co-ordinates	RMK
a	b		c	a		b	c
		ft			*ft*		
AOC 22 (1)	Localizer	*1429*	46 13 29 N 006 05 22 E	Building LGTD	*1523*	46 14 11 N 006 06 58 E	A0051/02
AOC 22 (2)	Building	*1430*	46 13 23 N 006 05 21 E	Antenna LGTD	*1565*	46 13 49 N 006 07 08 E	
AOC 22 (3)	Building	*1430*	46 13 24 N 006 05 18 E	Building marked/LGTD	*1539*	46 14 03 N 006 05 04 E	
AOC 22 (4)	Building	*1435*	46 13 28 N 006 05 12 E	Tree/trees	*1493*	46 15 36 N 006 08 22 E	
AOC 22 (5)	Building	*1442*	46 13 27 N 006 05 10 E	Antenna marked/LGTD	*1453*	46 13 33 N 006 05 14 E	A0438/13
AOC 22 (6)	Tree/Trees	*1445*	46 13 21 N 006 05 19 E	Antenna marked/LGTD	*1575*	46 13 19 N 006 07 19 E	
AOC 22 (7)	Tree/Trees	*1450*	46 13 22 N 006 05 14 E	Antenna marked/LGTD	*1428*	46 14 27 N 006 06 24 E	A0437/13
AOC 22 (8)	Tree/Trees	*1454*	46 13 24 N 006 05 09 E	Pole LGTD	*1398*	46 14 43 N 006 07 27 E	A0108/02
AOC 22 (9)	Tree/Trees	*1466*	46 13 20 N 006 05 13 E	Pole LGTD	*1507*	46 13 26 N 006 05 49 E	A0054/09
AOC 22 (10)	Tree/Trees	*1470*	46 13 22 N 006 05 07 E	Antenna LGTD	*1490*	46 14 15 N 006 06 59 E	A0124/12
AOC 22 (11)	Tree/Trees	*1473*	46 13 22 N 006 05 05 E	Crane/Cranes marked/LGTD	*1586*	46 12 58 N 006 07 14 E	B0431/08
AOC 22 (12)	Tree/Trees	*1487*	46 13 16 N 006 05 50 E	Crane/Cranes marked/LGTD	*1497*	46 13 49 N 006 06 26 E	A0210/08
AOC 22 (13)	Tree/Trees	*1511*	46 12 59 N 006 05 49 E	Pole marked	*1369*	46 15 02 N 006 07 36 E	A0364/09
AOC 22 (14)	Building	*1523*	46 12 59 N 006 04 47 E	Antenna marked/LGTD	*1470*	46 13 50 N 006 05 44 E	A0251/02
AOC 22 (15)	Tree/Trees	*1533*	46 12 56 N 006 04 43 E	Antenna marked/LGTD	*1391*	46 15 00 N 006 07 48 E	A0436/13
AOC 22 (16)	Tree/Trees	*1547*	46 12 48 N 006 04 33 E	Antenna LGTD	*1523*	46 14 00 N 006 07 09 E	A0329/02
				Anemometer marked/LGTD	*1396*	46 14 54 N 006 07 20 E	A0355/09
				Anemometer marked/LGTD	*1396*	46 14 55 N 006 07 20 E	A0353/09
				Antenna marked/LGTD	*1383*	46 15 07 N 006 07 35 E	A0435/13
				Antenna LGTD	*1744*	46 14 04 N 006 02 27 E	A0103/12
				Antenna marked/LGTD	*1402*	46 14 55 N 006 07 18 E	A0434/13
				Antenna	*1594*	46 13 52 N 006 07 19 E	A0154/12
				Pole marked/LGTD	*1436*	46 14 07 N 006 06 36 E	A0320/12
				Pole marked/LGTD	*1437*	46 14 05 N 006 06 33 E	A0319/12
				Pole marked/LGTD	*1441*	46 14 11 N 006 06 44 E	A0411/12

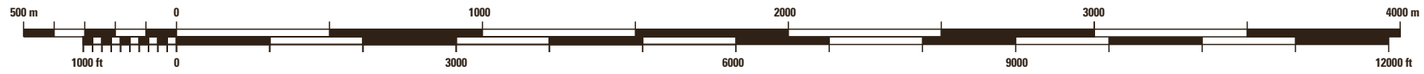
VAR 2° E (2018.5)

RWY: 22

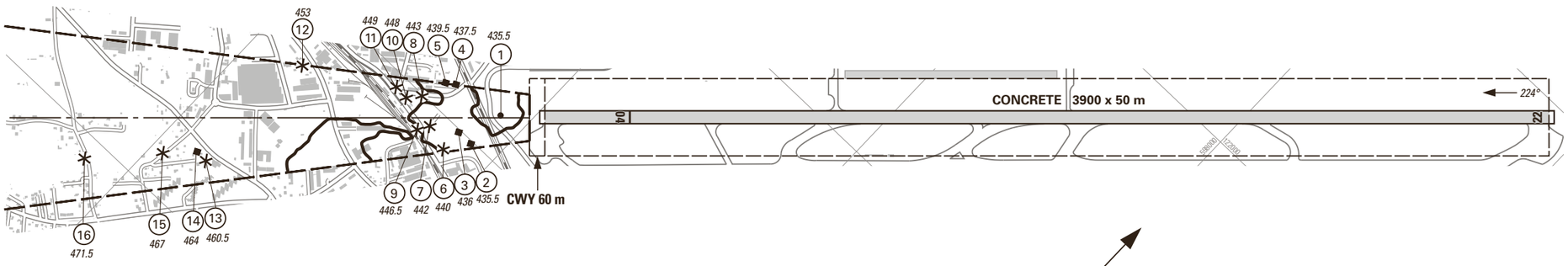
RWY 04	DECLARED DISTANCES in m	RWY 22
—	TAKE-OFF RUN AVAILABLE	**3900**
—	TAKE-OFF DISTANCE AVAILABLE	**3960**
—	ACCELERATE STOP DISTANCE AVAILABLE	**3900**
3570	LANDING DISTANCE AVAILABLE	—



VERTICAL SCALE 1:2000



HORIZONTAL SCALE 1:20 000



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

(1)	Identification number
✳	Tree, shrub
◉	Pole, tower, spire, antenna, etc.
■	Building, large structure
⌒	Terrain penetrating obstacle plane

OBST *ELEV in m*

AD *ELEV in m*

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

19th Edition

COR: completely revised (WEF 18MAY2023)

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LSZA AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Local flying restrictions and remarks

1.1 Commercial and Private traffic

- DEPs and LDGs may be planned according AD OPR HR.
- If out of NML OPS HR, PPR according to Remarks in LSZA AD 2.3

1.2 AD circuits only

- AD circuits can be allowed between 0700-1100 (0600-1000) and 1300- SS [MAX -1700] (1200-SS [MAX -1600]) from Monday to Friday and between 0800-1100 (0700-1000) and 1400-1600 (1300-1500) on Saturday.
- Night VFR flights (circuits) under instruction are allowed from SS to 1900 (1800) from Monday to Friday.
- If out of NML OPS HR, PPR according to Remarks in LSZA AD 2.3

1.3 Apron - Parking

- Taxing on the APRON is at the PIC's discretion. No ATC service is provided. TWR will issue ADVS as far as practicable.
- HEL OPS during the night, air taxi via N.
- Embarking and disembarking crew members, passengers, luggage and catering with the engine running is prohibited.
- Refuelling with the engine running is prohibited. Exceptions can be granted by Lugano AP Authority for EMERG reasons.
- For general aviation ACFT, the parking period for arriving ACFT shall be indicated in item 18 of the flight plan.
- "Follow me" SER on request.
- For handling and fuelling, SER priority is given to SKED FLT.
- Refueling on the grass is forbidden. For any fuel request contact TWR for coordination.
- **Safety Rules for Crews and Passengers**
  All persons on the Airside must wear a high-visibility jacket which complies with EN 471 standard class 2 or 3. With the exception of passengers of scheduled and general aviation FLTs accompanied by the handling agent or crew members wearing high-visibility clothing or vests.
  Crew members arriving without high-visibility clothing or vests must be transported by car by the handling agent.
- **Security Rules for Crew Members**
  Crew members holding an Airport ID Card or crew member certificate must ensure it is visible. Departing crew members accessing the movement area must already have filed a FPL or flight notification.

1.4 Exceptions to local flying restrictions

Outside of operating HR, special AUTHs can be issued for the Federal Department of Transport, Communications and Energy and for the Swiss Federal Department of Defence, in particular, for State ACFT, and:

- SAR FLTs,
- police and supervision FLTs,
- FLTs carrying sick and injured persons,
- transport of transplant organs,
- relief FLTs in disaster cases.

2. Procedure for departure

Do not start engines before ACFT is ready to LVE parking PSN in order to minimise ground noise.

2.1 Aircraft

For IFR or SVFR FLT, a **start-up clearance** shall be requested on the Lugano CLR DEL FREQ.

3. De-icing

3.1 Clean Aircraft Concept (CAC)

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

LSZA AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

- The following regulations are defined to avoid excessive noise at and in the VCY of Lugano AP.
- Operators UNA to comply with these rules and procedures shall submit for APV to Lugano AP Authority those procedures they intend to apply.
- All ACFT types to be used for regular services at Lugano AP will be subject to an individual noise qualification prior to receiving operational rights.
- In particular cases, Lugano AP Authority can issue differing procedures and rules for noise abatement.

2. Aircraft not admitted unless a special authorisation

The following ACFT types are not admitted to operate at Lugano AP unless a special AUTH has been issued by Lugano AP Authority.
The request for a special AUTH must be filed at least 24 HR before the intended ARR.

2.1 Jet aeroplanes

REF: GEN 4.1.12., class I, II, III, IV.

2.2 Propeller aeroplanes

REF: GEN 4.1.13., class A and following aeroplanes of class B:

- BE-55 Beech Baron 55
- C 210 Cessna
- C 336/337 Cessna; 336 Skymaster/337 Super Skymaster

2.3 Helicopters

- Bell 204
- Bell 214
- Kamow

3. Circling procedure RWY 19

The Circling Foxtrot procedure is the preferential manoeuvre for noise abatement purposes when LDG on RWY 19.
FLTs performing a visual APCH to RWY 19 from a PSN south or east of the AP are requested, if conditions permit, to join the circling Foxtrot pattern at the beginning of the base turn.

4. Reverse thrust

For deceleration it is recommended to use the entire RWY LEN AVBL; use of reverse thrust shall be limited to only when safety or particular operational reasons require it.

5. Taxi and holding

Aeroplanes shall be operated so as to reduce noise to a MNM during TAX and HLDG operations.

6. Auxiliary Power Units (APU)

The following regulations are applicable to the use of APU:

- a MAX of 20 MIN prior to the ACFT DEP,
- a MAX of 20 MIN after the ACFT ARR.

The use of APU shall be restricted to a MNM DUR.
For maintenance, only the GPU shall be used, except for technical reasons on Coordination with the Airport Authority.

7. Instruction and qualification flights

Operators are requested to plan introduction flights well in advance. Airport authority should be contacted whenever possible latest 5 days in advance of the planned training.

LSMP - PAYERNE

LSMP AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSMP - PAYERNE

LSMP AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	**ARP coordinates and site at Aerodrome**	46 50 33 N / 006 54 49 E
2	**Direction and distance from the CITY**	3 km NW Payerne
3	**Elevation/Reference temperature**	*1465 ft AMSL* - 25.5°C
4	**MAG VAR/Annual change**	2° E (2017.5) / 0° 10' eastwards
5	**AD Administration, address, telephone, telefax, telex, AFS**	Post: swiss aeropole SA Aéropôle 132 CH-1530 Payerne Phone: +41 (0) 26 662 66 66 AFS: LSMPZTZX Email: airport@swissaeropole.com URL: www.swissaeropole.com Chief of civil aerodrome (CAC) Phone: +41 (0) 26 662 66 69
6	**Types of traffic permitted (IFR/VFR)**	IFR / VFR
7	**Remarks**	Geodetic undulation reference for ARP: 162.2 ft

LSMP AD 2.3 OPERATIONAL HOURS

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

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

LSMP AD 2.4 HANDLING SERVICES AND FACILITIES

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

LSMP AD 2.5 PASSENGER FACILITIES

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

LSMP AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
05	049/047	2791 x 40	PCN 34/F/C/X/T	46 50 07.74 N 006 54 07.75 E	*1465 ft*	*-0.09%*
23	229/227			46 51 03.11 N 006 55 39.01 E	*1455 ft*	*+0.09%*

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
05	NIL	60	2911 x 150	NIL	RWY Strip and RESA dimensions according to non-instrument RWY criteria. CTN: MIL net barrier at end of runway strip
23	NIL	60			CWY only if MIL net barrier lowered RESA available after MIL net barrier

LSMP AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (M)	TODA (M)	ASDA (M)	LDA (M)	Remarks
1	2	3	4	5	6
05	2433	2433	2433	2708	Max lengths with MIL net barrier raised
	2665	2725	2665	2708	Max lengths with MIL net barrier lowered
	2297	2297	2297	N/A	From turn pad intersection TWY S with MIL net barrier raised.
23	2364	2364	2364	2665	Max lengths with MIL net barrier raised
	2708	2768	2708	2665	Max lengths with MIL net barrier lowered
	2087	2087	2087	N/A	Intersection T/O KILO with net barrier raised

LSMP AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS Type, LEN, INTST	THR LGT colour INTST WBAR	VASIS Type, PSN, MEHT	TDZ LEN, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour	RMK
1	2	3	4	5	6	7	8	9	10
05	Calvert CAT I, 770 m LIH	RTHL, G LIH, WBAR, RTIL FLG W	PAPI 4,7°, L (MIL use)	NIL	NIL	120 m, 60 m R, LIH; 1986 m, 60 m, W, LIH; 685 m, 60 m Y, LIH	R, LIH CIV RWY end 99 m before RENL	NIL	RWY LGT refer to MIL RWY dimensions
23	Calvert CAT I, 900 m LIH		PAPI 3,7°, L (MIL use)	NIL	NIL	190 m, 60 m R, LIH; 1933 m, 60 m, W, LIH; 668 m, 60 m Y, LIH	R, LIH CIV RWY end 69 m before RENL		

LSMP AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	**ABN/IBN location, characteristics and hours of operation**	NIL
2	**LDI location and LGT** **Anemometer location and LGT**	NIL
3	**TWY edge and centre line lighting**	All TWY exits with edge lighting
4	**Secondary power supply/switch-over time**	AVBL / < 15 s
5	**Remarks**	MIL rotating beacon 0.5 NM final centre line on both sides

LSMP AD 2.16 HELICOPTER LANDING AREA

1	**Coordinates TLOF or THR of FATO**	NIL
2	**TLOF and/or FATO elevation M/FT**	1460 ft
3	**TLOF and FATO area dimensions, surface, strength, marking**	FATO on main RWY: 05/23; 500 x 40 m, ASPH: PCN 34 F/C/X/T No specific marking
4	**True and MAG BRG of FATO**	049° / 229° - 047° / 227°
5	**Declared distance available**	See FATO dimensions
6	**APP and FATO lighting**	RWY LGT
7	**Remarks**	FATO on RWY between TWY M and P

LSMP AD 2.17 ATS AIRSPACE

1	**Designation and lateral limits**	**Payerne CTR** 46 56 22 N 006 59 31 E - 46 52 33 N 007 04 35 E - 46 44 08 N 006 51 13 E - 46 47 56 N 006 46 09 E - 46 56 22 N 006 59 31 E
2	**Vertical limits**	FL 100
3	**Airspace classification**	D
4	**ATS unit call sign Language(s)**	Language: En; En and Fr for Non-Commercial VFR traffic.
5	**Transition altitude**	*6000 ft AMSL*
6	**Remarks**	NIL

LSMP AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	Payerne Approach	136.350	HX	Language: En
TWR	Payerne Tower	128.675 119.700	HX	Language: En; En and Fr for Non-Commercial VFR traffic ALTN FREQ
CLR DEL	Payerne Delivery	121.705	HX	

LSMP AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 05-LOC CAT I	IPN	109.95 MHz	H24	46 51 16.8N 006 56 01.6E	*1451 ft*	LOC PSN: 640 m FM THR 23. RWY 05: LOC course 046° MAG. Front course sector width 3.74°. Restricted coverage: at 17 NM -/+ 15° from CL above *3700 ft AMSL* linearly raising to at 17 NM -/+ 35° from CL above *5500 ft AMSL* at 25 NM -/+ 10° from CL above *5500 ft AMSL*.
GP 05	--	333.65 MHz	H24	46 50 10.4N 006 54 17.4E	*1464 ft*	GP angle 4.7°. PSN: 207 m FM THR 05. GP HGT THR 05: 53 ft / 16.1 m.
DME 05	IPN	36Y	H24	46 51 18.1N 006 55 59.9E	*1452 ft*	DME co-located with LOC, reads D1.7 at THR 05 Restricted coverage: at 17 NM -/+ 35° from CL above *5500 ft AMSL* at 25 NM -/+ 10° from CL above *6500 ft AMSL*.
ILS 23-LOC CAT I	IPY	109.30 MHz	H24	46 50 00.1N 006 53 55.2E	*1471 ft*	LOC PSN: 355 m FM THR 05. RWY 23: LOC course 227° MAG. Front course sector width 4.1°. Restricted coverage: at 10 NM -/+ 35° from CL above *3400 ft AMSL* at 18 NM -/+ 10° from CL above *3400 ft AMSL*.
GP 23	--	332.00 MHz	H24	46 50 55.8N 006 55 32.3E	*1454 ft*	GP angle 3.7°. PSN: 257 m FM THR 23. GP HGT THR 23: 54 ft / 16.5 m.
DME 23	IPY	30X	H24	46 49 59.1N 006 53 56.4E	*1469 ft*	DME co-located with LOC, reads D1.6 at THR 23 Restricted coverage: at 10 NM -/+ 35° from CL above *3400 ft AMSL* at 18 NM -/+ 10° from CL above *3400 ft AMSL*.

LSMP AD 2.20 LOCAL TRAFFIC REGULATIONS

1. Local flying and operational restrictions

1. PPR is mandatory for all CIV traffic.
   Procedures are published on the internet site of the civil operator www.swissaeropole.com.
2. Any flight to / from Payerne requires the filing of an ICAO flight plan. The PPR authorisation number must be shown in box 18 "other information".
3. SUN: AD CLSD
4. Special authorisation required:
   MON - FRI 1900 - 2100 (1800 - 2000)
   SAT 1600 - 2100 (1500 - 2000)
   HOL 0900 - 1100 (0800 - 1000), 1230 - 1900 (1130 - 1800)
   Following days are considered as holidays:
   - New Year‘s Day
   - 02 JAN
   - Good Friday
   - Easter Monday
   - Ascension
   - Whit Monday
   - 01 AUG
   - Monday after Federal Day of Prayer
   - Christmas Day
5. Following operations are prohibited unless duly justified:
   - Training flights
   - Aerodrome circuits (except unplanned go-around)
   - Non-commercial tourist and pure leisure flights.
6. AD closures for construction work and summer closures, are published by NOTAM.
7. GAT IFR Departure contact Payerne Delivery on 121.705 Mhz for IFR clearance and start-up.

2. Mixed CIV-MIL enviroment

1. The aerodrome is a military installation with civil co-use. Infrastructure, equipment and procedures may differ from the ICAO regulation.
2. Except in emergencies, operational priority will be given to military flights and flights considered as essential by the Confederation.

3. MIL equipment and restricted area

1. The runway is equipped with 2 retractable MIL arresting cables, located between the thresholds. The distance between the cables is 1450 m. If those are not retracted, CIV aircraft are prohibited from rolling over them.
2. During MIL AD OPS HR, the military net barrier located at the end of the runway in use will be in the raised position. The net barrier can hold an aircraft with MTOM < = 25 t. It will be lowered for movements of aircraft with MTOM > 25 t. Aircraft with MTOM > 25 t: crew must inform ATC at first contact. It is prohibited to roll over the net barriers when lowered, except in case of EMERG.
3. CTN: During military activities, a runway car is parked 50 m away from the runway centre line.
4. Restricted Area LS-R4 / R4A:
   Activation according publication.
   LS-R4 / R4A, ACFT Target Range on Lake of Neuchâtel.
   (GND to *8900 ft* AMSL / 2700 m/M, in NW area of lake, *5000 ft* AMSL / 1500 m/M to *8900 ft* AMSL / 2700 m/M).

4. Other characteristics and requirements

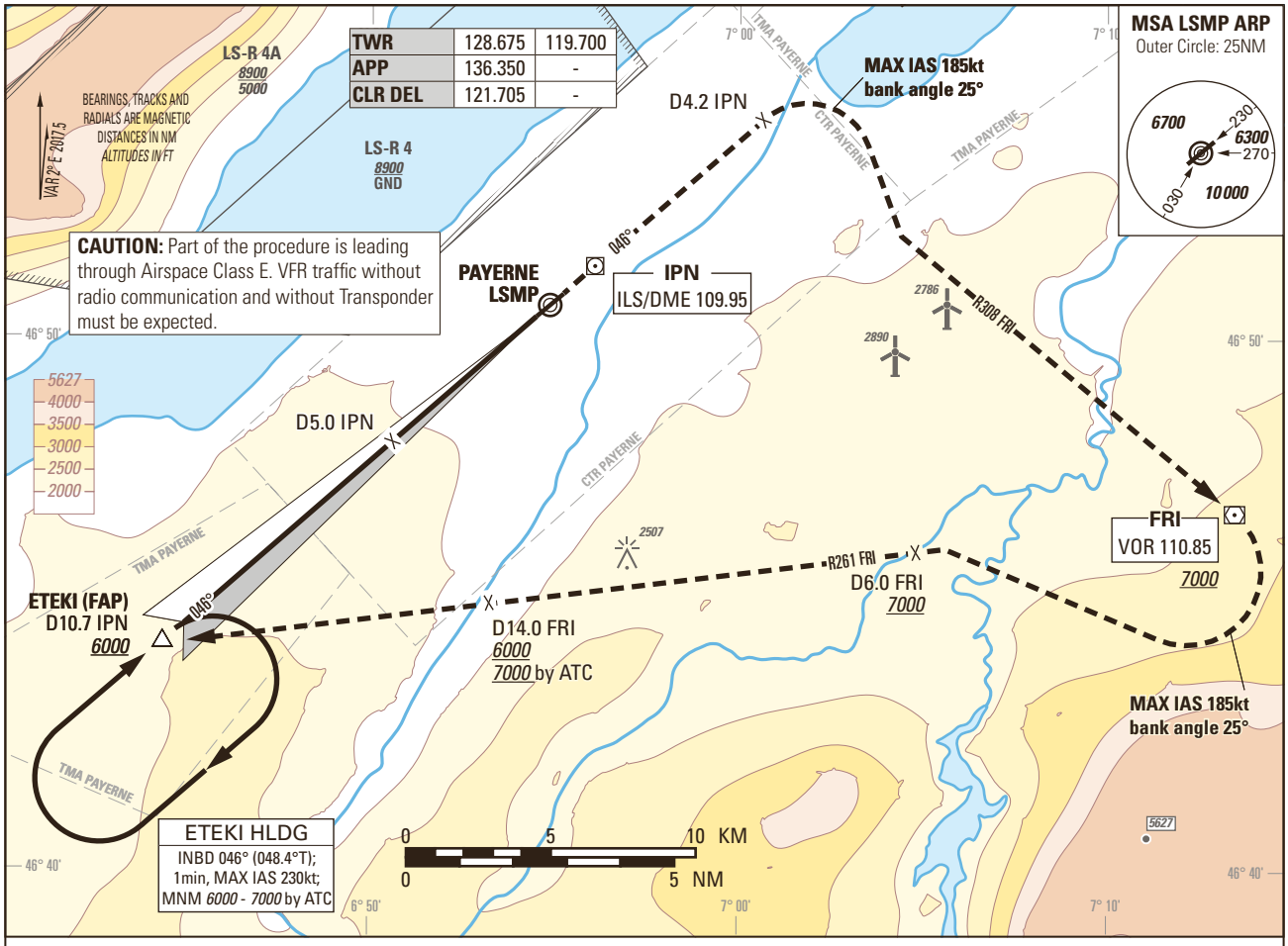
1. ACFT landings and take-offs (EXC HEL) are forbidden without closure of public road barriers.
2. RWY turn pads:
   RWY 05: the max. available width for 180° turn is located abeam TWY S (55 m). See AD 2.13 for DECL DIST.
   RWY 23: the max. available width for 180° turn is located abeam TWY A (55 m). See AD 2.13 for DECL DIST.
   Both areas are marked with guidance lines.
3. High visibility safety jacket, which complies with the EN 471 standard class 2 or 3, must be worn on the movement area.

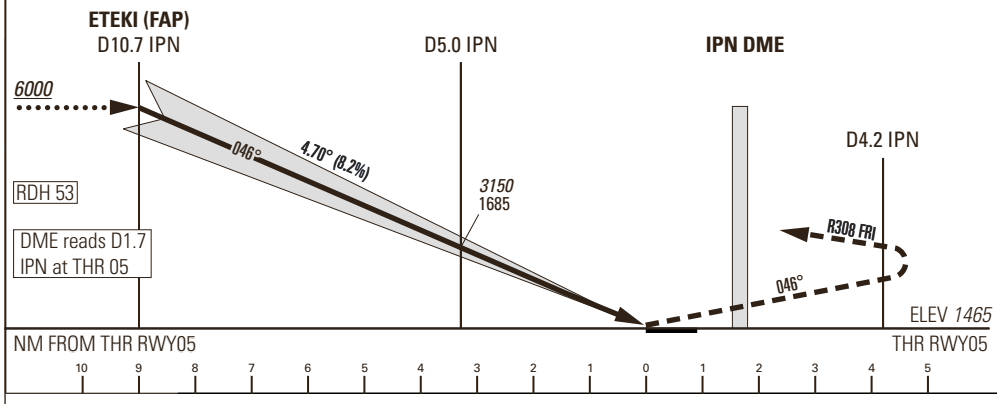
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

PAYERNE LSMP
ILS 4.7° RWY 05
ACFT CAT A/B/C/D





MISSED APPROACH

Climb straight ahead. At D4.2 IPN turn right (MAX IAS 185kt, bank angle 25°), intercept R308 FRI inbound. Proceed to FRI. Leave FRI on R261 outbound (MAX IAS 185kt, bank angle 25°), proceed to ETEKI.

Cross FRI at *7000* or above.
Cross D6.0 FRI outbound at *7000* or above.
Cross D14.0 FRI outbound at *6000* or above (*7000* or above by ATC).

MNM climb gradient 5.5% to *5000* to remain inside controlled airspace.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	*2483* (1018)	*2505* (1040)	*2525* (1060)	*2545* (1080)
3.4% to *5400*	*1760* (295)	*1781* (316)	*1802* (337)	*1821* (356)
	DECISION ALTITUDE (HEIGHT)			
3.4% to *5000*	*1965* (500)			
CIRCLING [1]	A	B	C	D
OCA(H)	*2110* (645)	*2450* (985)	*2790* (1325)	*2830* (1365)

ROD	GS kt	90	110	130	150
	FT/MIN	749	915	1082	1248

IPN DME	10.7	10	8	6	4
recommended CROSSING ALT	*6000*	*5650*	*4650*	*3650*	*2650*

NOTE

[1] Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchatel. MAX distance parallel of RWY for all ACFT Cat: 2NM.

CAUTION

- MAX GS 120kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK

- Uncategorized ILS APCH RWY 05 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS05 signal fulfills ICAO Annex 10, CAT I specifications.

COR: RMK, TWR ALTN FREQ, editorial (WEF 18MAY2023)

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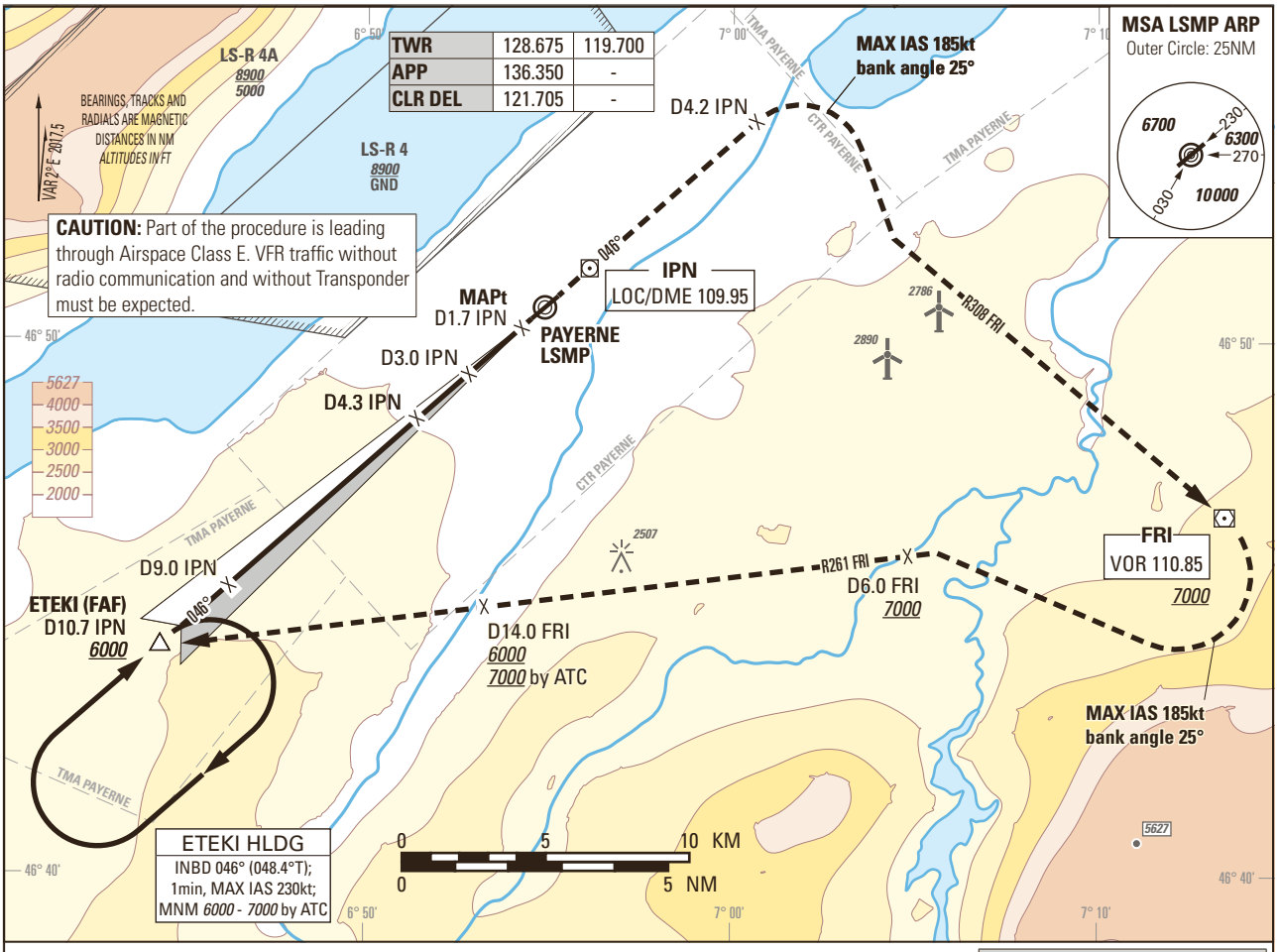
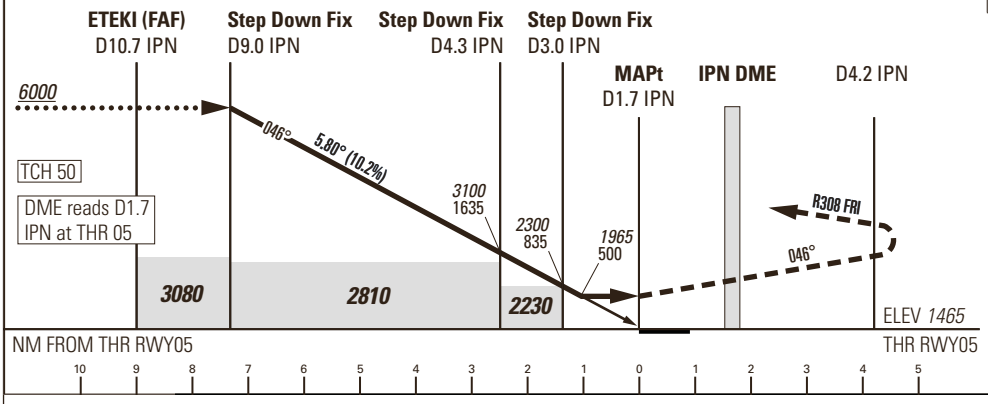
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

PAYERNE LSMP
LOC RWY 05 (STEEP APCH 5.80°)
ACFT CAT A/B/C/D





MISSED APPROACH

Climb straight ahead. At D4.2 IPN turn right (MAX IAS 185kt, bank angle 25°), intercept R308 FRI inbound. Proceed to FRI. Leave FRI R261 outbound (MAX IAS 185kt, bank angle 25°), proceed to ETEKI.

Cross FRI at *7000* or above.
Cross D6.0 FRI outbound at *7000* or above.
Cross D14.0 FRI outbound at *6000* or above (*7000* or above by ATC).

MNM climb gradient 5.5% to *5000* to remain inside controlled airspace.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	*2650* (1185)			
3.2% to *5200*	*1940* (475)			
	MINIMUM DESCENT ALTITUDE (HEIGHT)			
3.2% to *5200*	*1965* (500)			
CIRCLING [1]	A	B	C	D
OCA(H)	*2110* (645)	*2450* (985)	*2790* (1325)	*2830* (1365)

IPN DME	9	7	5	3
recommended CROSSING ALT	*6000*	*4770*	*3530*	*2300*

ROD	GS kt	90	110	130	150
	FT/MIN	926	1132	1337	1543

NOTE

[1] Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchatel. MAX distance parallel of RWY for all ACFT Cat: 2NM.

CAUTION

- MAX GS 115kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK

- OBST limitation and restriction according to non-instrument RWY criteria.

COR: RMK,TWR ALTN FREQ, editorial (WEF 18MAY2023)

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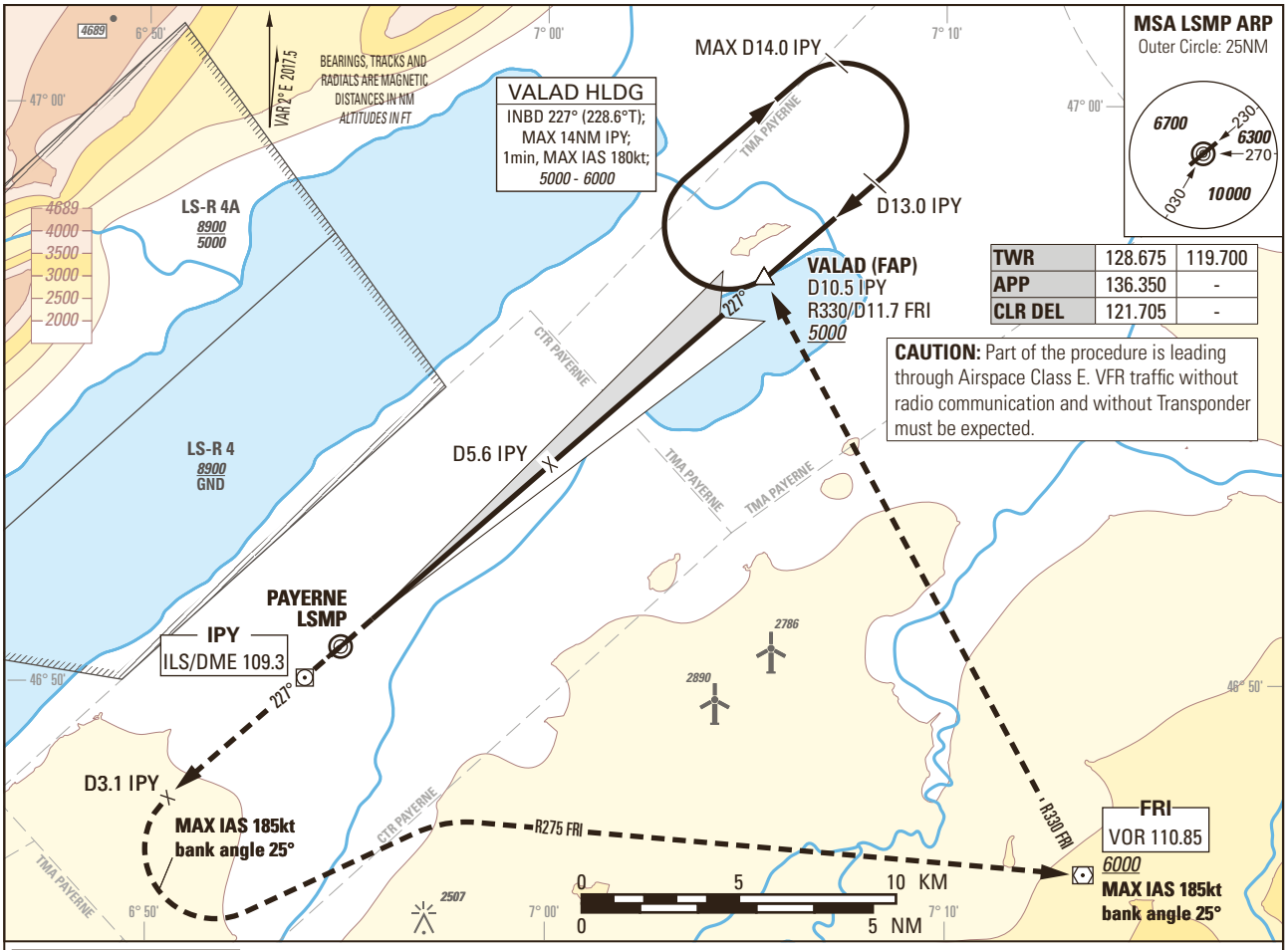
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

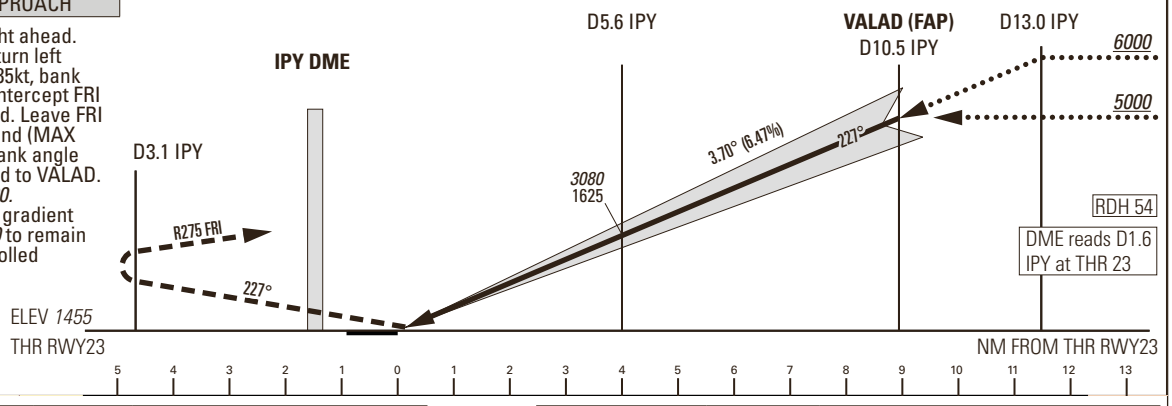
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

PAYERNE LSMP
ILS 3.7° RWY 23
ACFT CAT A/B/C/D



MISSED APPROACH

Climb straight ahead.
At D3.1 IPY turn left (MAX IAS 185kt, bank angle 25°), intercept FRI R275 inbound. Leave FRI R330 outbound (MAX IAS 185kt, bank angle 25°), proceed to VALAD.
Climb to *6000*.
MNM climb gradient 5.2% to *5000* to remain inside controlled airspace.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	*2060* (605)	*2074* (619)	*2086* (631)	*2100* (645)
4.0% to *2600*	*1771* (316)	*1784* (329)	*1797* (342)	*1810* (355)
	DECISION ALTITUDE (HEIGHT)			
4.0% to *2600*	*1955* (500)			
CIRCLING [1]	A	B	C	D
OCA(H)	*2110* (645)	*2450* (985)	*2790* (1325)	*2830* (1365)

ROD	GS kt	90	110	130	150
	FT/MIN	589	720	851	982

IPY DME	3	4	5	6	8	10	10.5	13
recommended CROSSING ALT	*2060*	*2450*	*2850*	*3240*	*4020*	*4810*	*5000*	*6000*

NOTE

[1] Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchatel. MAX distance parallel of RWY for all ACFT Cat: 2NM.

CAUTION

- MAX GS 150kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK

- Uncategorized ILS APCH RWY 23 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS23 signal fulfills ICAO Annex 10, CAT I specifications.

COR: RMK, TWR ALTN FREQ (WEF 18MAY2023)

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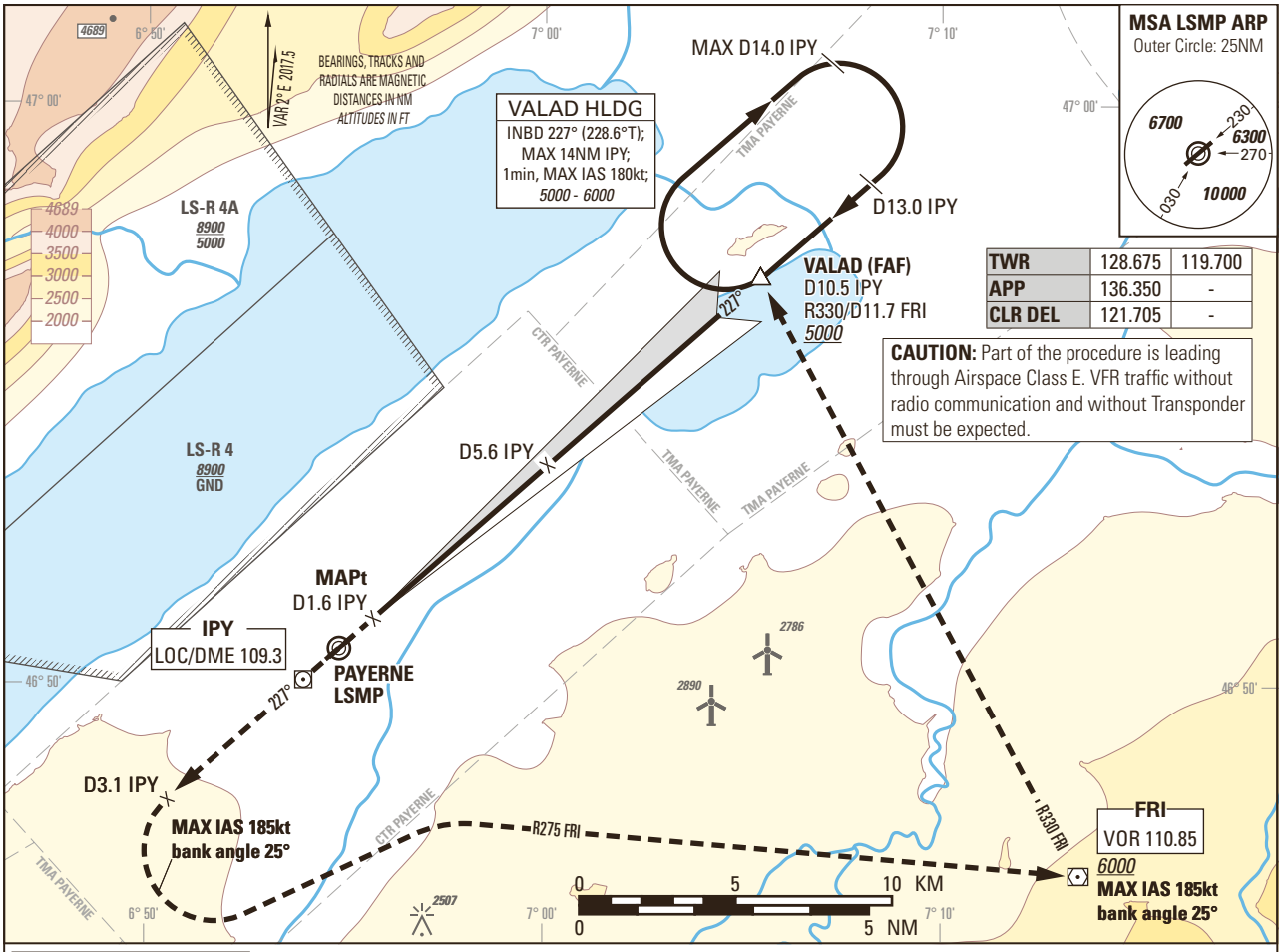
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

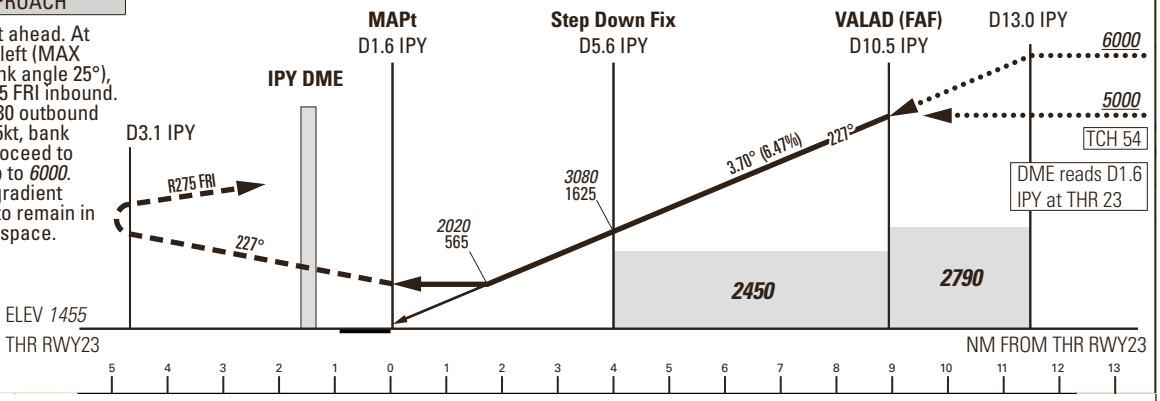
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

PAYERNE LSMP
LOC 3.7° RWY 23
ACFT CAT A/B/C/D



MISSED APPROACH

Climb straight ahead. At D3.1 IPY turn left (MAX IAS 185kt, bank angle 25°), intercept R275 FRI inbound. Leave FRI R330 outbound (MAX IAS 185kt, bank angle 25°), proceed to VALAD. Climb to *6000*. MNM climb gradient 5.1% to *5000* to remain in controlled airspace.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE (HEIGHT)			
2.5%	*2200* (745)			
3.4% to *2600*	*2020* (565)			
	MINIMUM DESCENT ALTITUDE (HEIGHT)			
3.4% to *2600*	*2020* (565)			
CIRCLING [1]	A	B	C	D
OCA(H)	*2110* (645)	*2450* (985)	*2790* (1325)	*2830* (1365)

IPY DME	3	4	5	6	8	10	10.5	13
recommended CROSSING ALT	*2060*	*2450*	*2850*	*3240*	*4020*	*4810*	*5000*	*6000*

ROD	GS kt	90	110	130	150
	FT/MIN	589	720	851	982

NOTE

[1] Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchatel. MAX distance parallel of RWY for all ACFT Cat: 2NM.

CAUTION

- MAX GS 150kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK

- OBST limitation and restriction according to non-instrument RWY criteria.

COR: RMK,TWR ALTN FREQ (WEF 18MAY2023)

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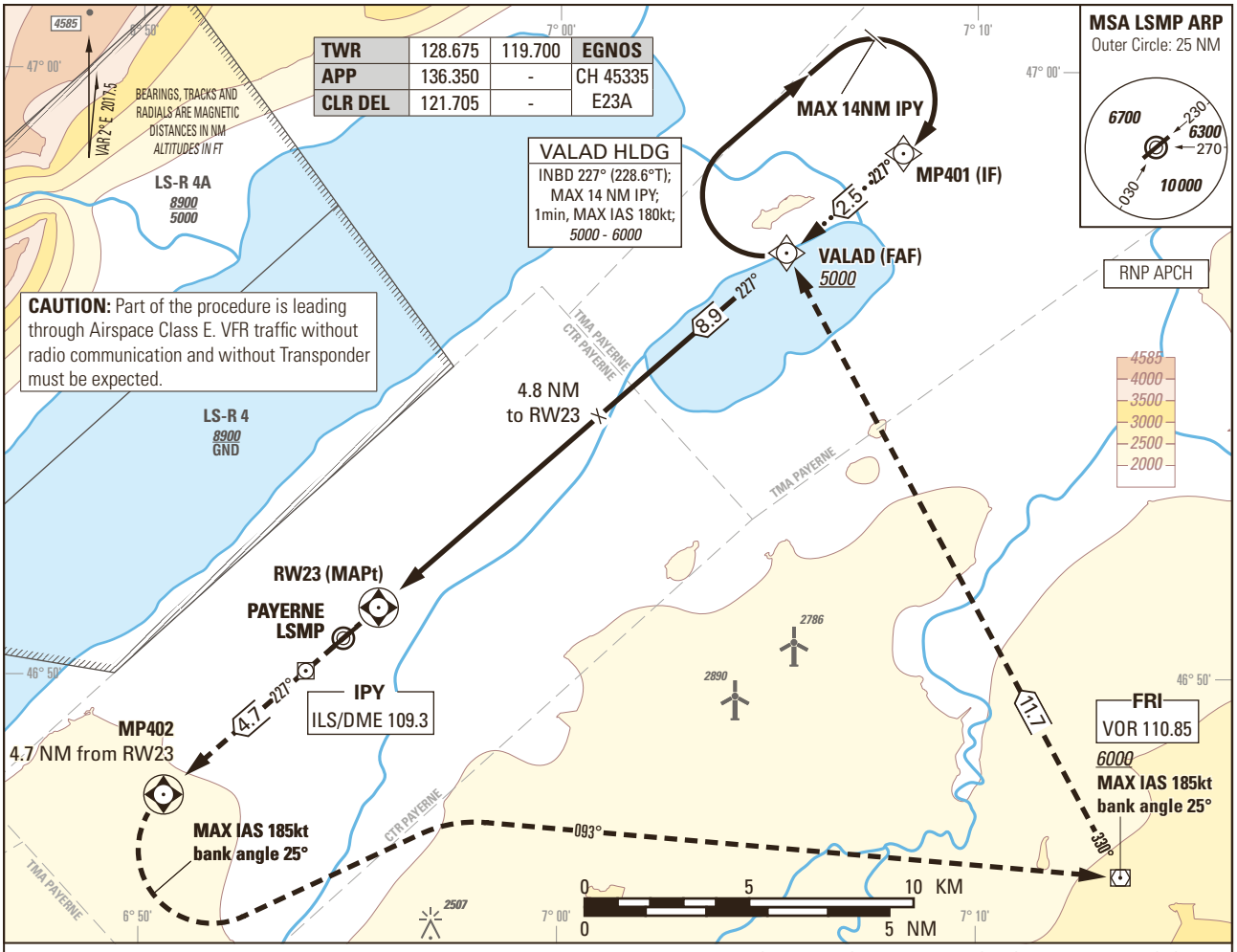
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1465ft

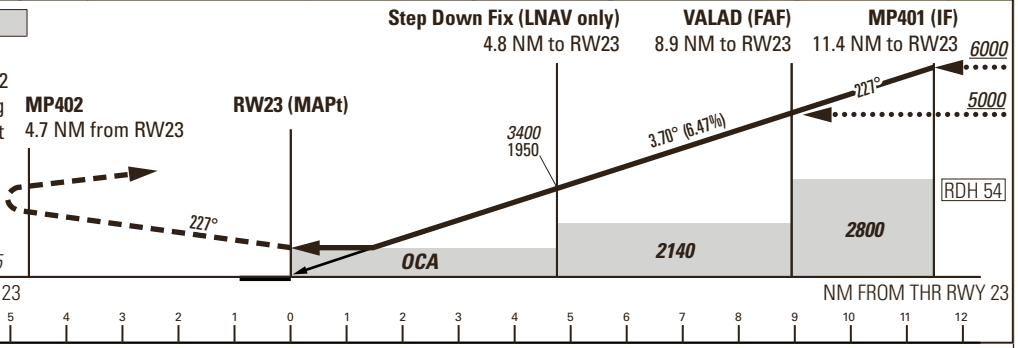
TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

PAYERNE LSMP
RNP Z RWY 23
ACFT CAT A/B/C/D



MISSED APPROACH

Initial climb clearance *6000*. Climb straight ahead. At MP402 turn left (MAX IAS 185kt during turn, bank angle 25°), intercept course 093° to FRI. At FRI turn left to intercept course 330° to VALAD.
MNM climb gradient 5.2% to *5000* to remain inside controlled airspace.



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH			
	A	B	C	D
	OBSTACLE CLEARANCE ALTITUDE(HEIGHT) LNAV			
2.5%	*2190* (735)			
3.4% to *2700*	*2020* (565)			
	OBSTACLE CLEARANCE ALTITUDE(HEIGHT) LPV(CAT-I)			
2.5%	*2051* (596)	*2064* (609)	*2077* (622)	*2090* (635)
5.0%	*1727* (272)	*1740* (285)	*1753* (298)	*1767* (312)
	DECISION ALTITUDE(HEIGHT) LPV			
5.0%	*1955* (500)			
CIRCLING [1]	A	B	C	D
OCA(H)	*2110* (645)	*2450* (985)	*2790* (1325)	*2830* (1365)

RW23 DIST	1	2	3	4	5	6	7	8	8.9	11.4
recommended CROSSING ALT	*1900*	*2300*	*2690*	*3080*	*3470*	*3870*	*4260*	*4650*	*5000*	*6000*
recommended CROSSING HGT	445	845	1235	1625	2025	2415	2805	3205	3545	4545

ROD	GS kt	90	110	130	150
	FT/MIN	590	720	850	980

NOTE

[1] Circling north of RWY only. Circling must remain inside CTR at all time. Remain SE of Lake Neuchatel. MAX distance parallel of RWY for all ACFT Cat: 2 NM.

CAUTION

- MAX GS 150kt in final approach to avoid ROD > 1000ft/min.
- Non-standard approach angle.

REMARK

- OBST limitation and restriction according to non-instrument RWY criteria.

COR: RMK, TWR ALTN FREQ (WEF 18MAY2023)

Input data

Operation Type	0
SBAS Provider	1
Airport Identifier	LSMP
Runway	23
Runway Direction	0
Approach Performance Designator	0
Route Indicator	Z
Reference Path Data Selector	0
Reference Path Identifier	E23A
LTP/FTP Latitude	465103.1090N
LTP/FTP Longitude	0065539.0095E
LTP/FTP Ellipsoidal Height (metres)	492.8
FPAP Latitude	465006.4530N
Delta FPAP Latitude (seconds)	-56.6560
FPAP Longitude	0065405.6285E
Delta FPAP Longitude (seconds)	-93.3810
Threshold Crossing Height	16.45
TCH Units Selector	1
Glidepath Angle (degrees)	3.70
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 10 0D 13 0C 17 D0 00 01 33 32 05 8A 30 1B 14 03 14 F9 02 40 27 60 45 FE 76 26 FD 49 81 72 01 64 00 C8 AF 1D D9 4E 69
Calculated CRC Value	1DD94E69

Required Additional Data

ICAO Code	LS
LTP/FTP Orthometric Height (metres)	443.5
FPAP Orthometric Height (metres)	446.6