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AIRAC

AIP

AIRAC AMDT 005  
2023

Effective Date 13 JUL 2023

Publication Date 01 JUN 2023

RMK

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

**1. Insert the following pages:**

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**2. Record entry of amendment on page GEN 0.2**

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

NOTAM: NIL

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

**4. Following SUP and AIRAC SUP are still in force on effective date:**

Checklist SUP: NIL

Checklist AIRAC SUP: NIL

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006/2016	12-May-2016	23-Jun-2016	
007/2016	09-Jun-2016	21-Jul-2016	
008/2016	07-Jul-2016	18-Aug-2016	
009/2016	04-Aug-2016	15-Sep-2016	
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011/2018	25-Oct-2018	06-Dec-2018	
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001/2020	21-Nov-2019	02-Jan-2020	
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004/2020	09-Apr-2020	21-May-2020	
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		ENR 1.14 - 1	20 JUN 2019	ENR 3.3 - 24	AIRAC 15 JUN 2023
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LSZH AD 2.24.13 - 2	AIRAC 24 MAR 2022				

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## GEN 2.4 LOCATION INDICATORS

ENCODE	
Name	Identifier
Aarau Kantonsspital (HEL)	LSHA
Aeschhorn	LSVE
Alpe Foppa (HEL)	LSVJ
Alphubel	LSVF
Alp Trida (HEL)	LSYA
Ambri	LSPM
Amlikon	LSPA
Arolla (HEL)	LSVI
Arosa (HEL)	LSVA
Bad Ragaz	LSZE
Bâle-Mulhouse	LFSB
Balzers/FL (HEL)	LSXB
Bec de Nendaz (HEL)	LSYD
Bellechasse	LSTB
Bern-Belp	LSZB
Bern, Bundesamt für Zivilluftfahrt-BAZL	LSSO
Bern Inselspital (HEL)	LSHI
Bern-Sand (HEL)	LSNB
Berna Radio (HF Station)	LSSB
Bex	LSGB
Biel-Kappelen	LSZP
Bière (HEL)	LSNI
Birrfeld	LSZF
Blüemlisalp	LSYB
Blumental (Winter AD)	LSWB
Bressaucourt	LSZQ
Buochs	LSZC
Bure (HEL)	LSNU
Buttwil	LSZU
Clariden-Hüfifirn	LSVD
Col des Mosses (HEL)	LSVC
Collective Address for NOTAM and SNOWTAM	LSZZ
Collombey-Muraz (HEL)	LSEC
COM Centre Suisse (Genève)	LSSS
Courtelary	LSZJ
Crap Sogn Gion (HEL)	LSYC
Croix des Coeur	LSYQ
Dittingen	LSPD
Dübendorf	LSMD
Ebnefluh	LSYE
Ecuwillens	LSGE
Emmen	LSME
Erstfeld (HEL)	LSXE

<b>ENCODE</b>	
Name	Identifier
Frauenfeld (MIL)	LSNF
Fricktal-Schupfart	LSZI
Fuorcla Chamuotsch (HEL)	LSYF
Fuorcla Grischa (HEL)	LSVH
Gampel (HEL)	LSEG
Geneva Area	LSAG
Genève	LSGG
Glacier du Brenay	LSYY
Glacier du Trient	LSYX
Glacier de Tsanfleuron	LSYZ
Glärnischfirn	LSVK
Gossau SG (HEL)	LSXO
Gösgen (HEL)	LSNO
Grenchen	LSZG
Grimentz (HEL)	LSVG
Gruyères	LSGT
Gstaad-Inn Grund (HEL)	LSEA
Gsteigwiler (HEL)	LSXG
Gstellihorn (HEL)	LSYG
Haltikon (HEL)	LSXN
Hasenstrick	LSPK
Hausen am Albis	LSZN
Holziken (HEL)	LSXH
Interlaken (HEL)	LSXI
Interlaken Spital (HEL)	LSHK
Jungfrauoch	LSYJ
Kägiswil	LSPG
Kanderfirn	LSYK
Lachen (Water AD)	LSPW
La Côte	LSGP
Langenthal	LSPL
Langgletscher	LSYN
Lauberhorn (Winter AD)	LSWL
Lausanne-La Blécherette	LSGL
Lauterbrunnen (HEL)	LSXL
Les Eplatures	LSGC
Leysin (HEL)	LSEY
Limmerenfirn	LSYI
Locarno	LSZL
Locarno (MIL)	LSMO
Lodrino	LSPR
Lommis	LSZT
Lugano	LSZA
Luzern-Beromünster	LSZO
Luzern Kantonsspital (HEL)	LSHL

DECODE	
Identifier	Name
LFSB	Bâle-Mulhouse
LSAC	Special AFTN Address
LSAG	Geneva Area
LSAR	Rescue Coordination Centre Switzerland
LSAS	Switzerland FIR/UIR
LSAZ	Zurich Area
LSEA	Gstaad-Inn Grund (HEL)
LSEC	Collombey-Muraz (HEL)
LSEG	Gampel (HEL)
LSER	Raron (HEL)
LSEY	Leysin (HEL)
LSEZ	Zermatt (HEL)
LSGB	Bex
LSGC	Les Eplatures
LSGE	Ecuvillens
LSGG	Genève
LSGK	Saanen
LSGL	Lausanne-La Blécherette
LSGN	Neuchâtel
LSGP	La Côte
LSGR	Reichenbach
LSGS	Sion
LSGT	Gruyères
LSGY	Yverdon-les-Bains
LSHA	Aarau Kantonsspital (HEL)
LSHG	St. Gallen Kantonsspital (HEL)
LSHH	Nottwil SPZ Schweizer Paraplegiker-Zentrum (HEL)
LSHI	Bern Inselspital (HEL)
LSHK	Interlaken Spital (HEL)
LSHL	Luzern Kantonsspital (HEL)
LSHN	St. Gallen Ostschweizer Kinderspital (HEL)
LSHW	Winterthur Kantonsspital (HEL)
LSHZ	Zurich Universitätsspital (HEL)
LSMD	Dübendorf
LSME	Emmen
LSMO	Locarno (MIL)
LSMP	Payerne
LSNB	Bern-Sand (HEL)
LSNF	Frauenfeld (MIL)
LSNG	St. Gallen-Breitfeld (MIL)
LSNI	Bière (HEL)
LSNO	Gösgen (HEL)
LSNR	Rennaz (HEL)
LSNU	Bure (HEL)
LSPA	Amlikon

DECODE	
Identifier	Name
LSPD	Dittingen
LSPF	Schaffhausen
LSPG	Kägiswil
LSPH	Winterthur
LSPK	Hasenstrick
LSPL	Langenthal
LSPM	Ambri
LSPN	Triengen
LSPO	Olten
LSPR	Lodrino
LSPU	Münster
LSPV	Wangen-Lachen
LSPW	Lachen (Water AD)
LSSA	Switzerland AIP office
LSSB	Berna Radio (HF Station)
LSSN	NOF Switzerland
LSSO	Bern, Bundesamt für Zivilluftfahrt-BAZL
LSSR	skyguide, Direction Sécurité aérienne, Genève
LSSS	COM Centre Suisse (Genève)
LSTA	Raron
LSTB	Bellechasse
LSTO	Môtiers
LSTR	Montricher
LSTS	St. Stephan
LSTZ	Zweisimmen
LSVA	Arosa (HEL)
LSVC	Col des Mosses (HEL)
LSVD	Clariden-Hüfifirn
LSVE	Aeschhorn
LSVF	Alphubel
LSVG	Grimentz (HEL)
LSVH	Fuorcla Grischa (HEL)
LSVI	Arolla (HEL)
LSVJ	Alpe Foppa (HEL)
LSVK	Glärnischfirn
LSVN	Staldenhorn (HEL)
LSVO	Madrisahorn (HEL)
LSVP	Petersgrat
LSVQ	Monte Rosa
LSVR	Vadret Pers
LSVS	Sustenlimmi
LSVV	Vorabgletscher
LSVW	Vordere Walig (HEL)
LSWB	Blumental (Winter AD)
LSWL	Lauberhorn (Winter AD)

DECODE	
Identifizier	Name
LSWM	Männlichen (Winter AD)
LSWS	Schwarzsee (Winter AD)
LSXA	Tavanasa (HEL)
LSXB	Balzers/FL (HEL)
LSXC	Schattenhalb (HEL)
LSXE	Erstfeld (HEL)
LSXG	Gsteigwiler (HEL)
LSXH	Holziken (HEL)
LSXI	Interlaken (HEL)
LSXL	Lauterbrunnen (HEL)
LSXM	St. Moritz (HEL)
LSXN	Haltikon (HEL)
LSXO	Gossau SG (HEL)
LSXP	Pfaffnau (HEL)
LSXS	Schindellegi (HEL)
LSXT	Trogen (HEL)
LSXU	Untervaz (HEL)
LSXV	San Vittore (HEL)
LSXW	Würenlingen (HEL)
LSYA	Alp Trida (HEL)
LSYB	Blüemlisalp
LSYC	Crap Sogn Gion (HEL)
LSYD	Bec de Nendaz (HEL)
LSYE	Ebneflüh
LSYF	Fuorcla Chamuotsch (HEL)
LSYG	Gstellhorn (HEL)
LSYH	Susten Steingletscher (HEL)
LSYI	Limmerenfirn
LSYJ	Jungfrauoch
LSYK	Kanderfirn
LSYN	Langgletscher
LSYP	Petit Combin
LSYQ	Croix de Coeur
LSYR	Rosa Blanche
LSYT	Theodulgletscher
LSYU	Unterthorn (HEL)
LSYV	Vadret dal Corvatsch
LSYW	Wildhorn
LSYX	Glacier du Trient
LSYY	Glacier du Brenay
LSYZ	Glacier de Tsanfleuron
LSZA	Lugano
LSZB	Bern-Belp
LSZC	Buochs
LSZE	Bad Ragaz

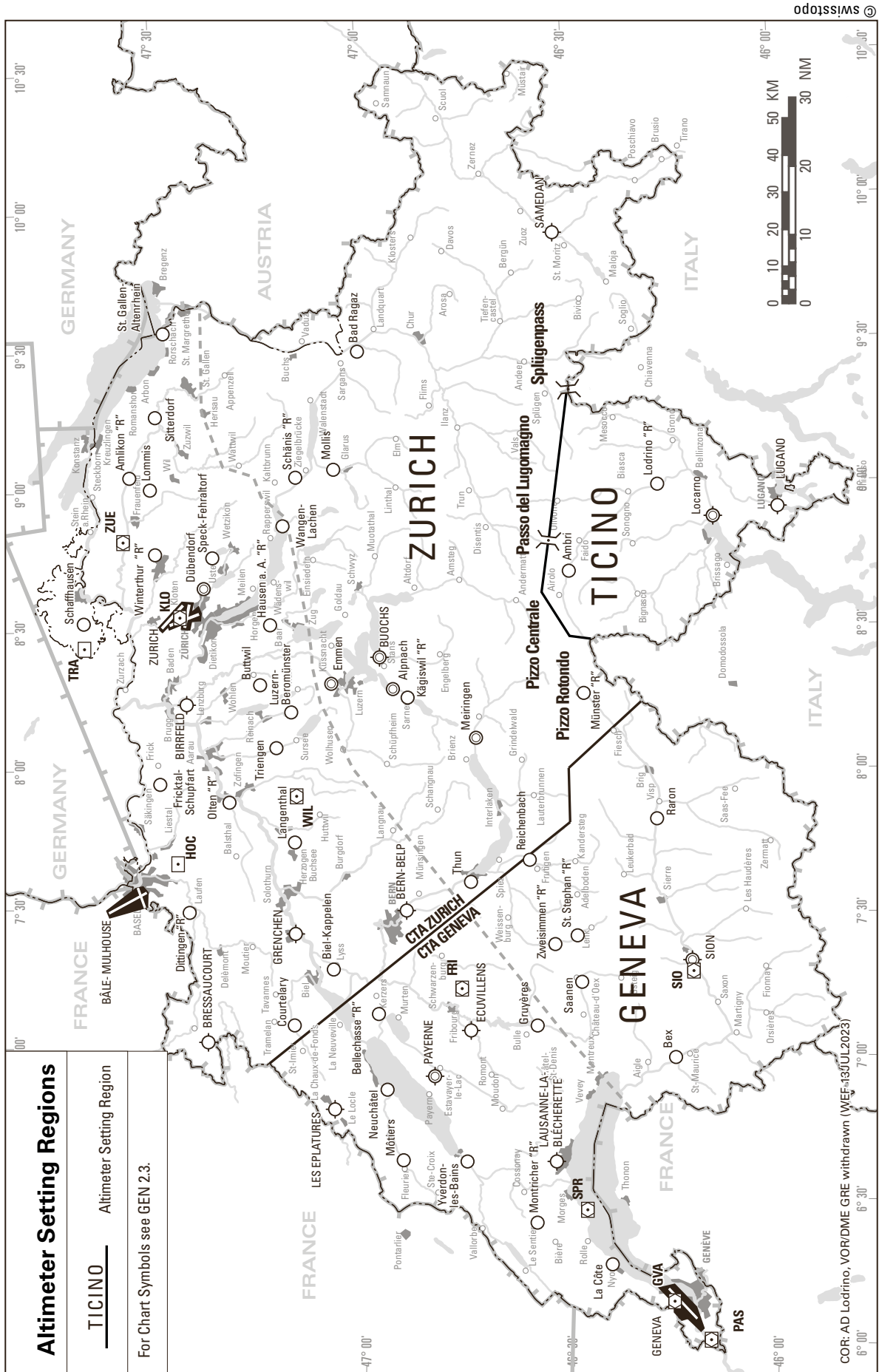
<b>DECODE</b>	
Identifier	Name
LSZF	Birrfeld
LSZG	Grenchen
LSZH	Zurich
LSZI	Fricktal-Schupfart
LSZJ	Courtelary
LSZK	Speck-Fehraltorf
LSZL	Locarno
LSZM	Mollis
LSZN	Hausen am Albis
LSZO	Luzern-Beromünster
LSZP	Biel-Kappelen
LSZQ	Bressaucourt
LSZR	St. Gallen-Altenrhein
LSZS	Samedan
LSZT	Lommis
LSZU	Buttwil
LSZV	Sitterdorf
LSZW	Thun
LSZX	Schänis
LSZZ	Collective Address for NOTAM and SNOWTAM

## GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Encode			
STATION NAME	FACILITY	ID	PURPOSE
BÄLE-MULHOUSE	DVOR/DME	BLM	AE
BERN-BELP	ILS/LOC/DME RWY 14	IBE	A
CORVATSCH	DME	CVA	E
FRIBOURG	VOR/DME	FRI	AE
GENEVA	DVOR/DME	GVA	AE
GENÈVE	ILS/LOC/DME RWY 04	INE	A
GENÈVE	ILS/LOC/DME RWY 22	ISW	A
GLAND	NDB	GLA	AE
HOCHWALD	DME	HOC	E
KLOTEN (ZURICH AIRPORT)	DVOR/DME	KLO	A
LA PRAZ	DME	LAP	E
LES EPLATURES	DME	ICF	A
LES EPLATURES	NDB	LPS	A
LUGANO	ILS/LOC/DME RWY 01	ILU	A
PASSEIRY	DVOR/DME	PAS	AE
PAYERNE	ILS/LOC/DME RWY 05	IPN	A
PAYERNE	ILS/LOC/DME RWY 23	IPY	A
SION	ILS/LOC/DME RWY 26	ISI	A
SION	DVOR/DME	SIO	A
ST. GALLEN-ALTENRHEIN	ILS/LOC/DME RWY 10	IAL	A
ST-PREX	VOR/DME	SPR	AE
TRASADINGEN	DME	TRA	E
WEISSFLUHGIPFEL	DME	WFJ	E
WILLISAU	DVOR/DME	WIL	AE
ZURICH	GBAS	GZH	A
ZURICH	ILS/LOC/DME RWY 14	IKL	A
ZURICH	ILS/LOC/DME RWY 16	IZH	A
ZURICH	ILS/LOC/DME RWY 28	IZW	A
ZURICH	ILS/LOC/DME RWY 34	IZS	A
ZURICH EAST	DVOR/DME	ZUE	AE

Decode			
ID	STATION NAME	FACILITY	PURPOSE
BLM	BÄLE-MULHOUSE	DVOR/DME	AE
CVA	CORVATSCH	DME	E
FRI	FRIBOURG	VOR/DME	AE
GLA	GLAND	NDB	AE
GVA	GENEVA	DVOR/DME	AE
GZH	ZURICH	GBAS	A
HOC	HOCHWALD	DME	E
IAL	ST. GALLEN-ALTENRHEIN	ILS/LOC/DME RWY 10	A
IBE	BERN-BELP	ILS/LOC/DME RWY 14	A
ICF	LES EPLATURES	DME	A
IKL	ZURICH	ILS/LOC/DME RWY 14	A
ILU	LUGANO	ILS/LOC/DME RWY 01	A
INE	GENÈVE	ILS/LOC/DME RWY 04	A
IPN	PAYERNE	ILS/LOC/DME RWY 05	A
IPY	PAYERNE	ILS/LOC/DME RWY 23	A
ISI	SION	ILS/LOC/DME RWY 26	A
ISW	GENÈVE	ILS/LOC/DME RWY 22	A
IZH	ZURICH	ILS/LOC/DME RWY 16	A
IZS	ZURICH	ILS/LOC/DME RWY 34	A
IZW	ZURICH	ILS/LOC/DME RWY 28	A
KLO	KLOTEN (ZURICH AIRPORT)	DVOR/DME	A
LAP	LA PRAZ	DME	E
LPS	LES EPLATURES	NDB	A
PAS	PASSEIRY	DVOR/DME	AE
SIO	SION	DVOR/DME	A
SPR	ST-PREX	VOR/DME	AE
TRA	TRASADINGEN	DME	E
WFJ	WEISSFLUHGIPFEL	DME	E
WIL	WILLISAU	DVOR/DME	AE
ZUE	ZURICH EAST	DVOR/DME	AE

Figure 1. Altimeter Setting Regions



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## ENR 4.4 NAME CODE DESIGNATORS FOR SIGNIFICANT POINTS

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
ABARI	47 24 59 N 006 56 33 E		
ABESI	46 09 35 N 009 02 34 E	N851	FRA (E): Even FL
ABNOR	46 59 24.4 N 007 15 06.7 E		IAC LSHI PinS
ABREG	46 18 25 N 009 33 05 E	Y170	FRA (E): Even FL Refer to AIP Italy
AGERI	47 07 01.7 N 008 36 18.1 E	M858	MIL PROC LSME, STAR LSZC
AKABI	47 43 01 N 009 14 00 E	L856	
AKASU	46 06 35 N 008 29 44 E	Z424	Refer to AIP Italy
ALAGO	47 47 59.0 N 009 27 46.0 E		SID LSZR Refer to AIP Germany
ALINE	47 55 28 N 007 56 47 E	T718	Refer to AIP Germany
ALOXO	47 46 01 N 009 58 13 E		Refer to AIP Germany
AMIKI	47 34 26.0 N 009 02 15.0 E		STAR LSZH, HLDG LSZH, RNAV Transition LSZH, SID LSZR
AMRID	46 56 05.4 N 007 19 32.8 E	Z60, Z144, KQ862	SID/STAR LSZB
AMRUP	47 46 45 N 008 04 37 E	N491, Z141	Refer to AIP Germany
AOSTA	45 47 47 N 007 20 45 E		FRA (E): Even FL Refer to AIP Italy
ARDED	46 44 07 N 010 07 40 E	Z119	
ARGAX	47 03 00 N 009 17 53 E	L613, Y170, Z170	FRA (I)
ARNOT	47 24 08.0 N 006 55 12.0 E	T14	STAR LSGC Refer to AIP France
ARSUT	48 10 00 N 009 19 43 E		Refer to AIP Germany
ARTAG	47 09 52.5 N 008 30 50.3 E	T53	SID LSZH
ARVAN	47 13 53.0 N 007 43 41.0 E	T901	SID, IAC, HLDG LSZG
ASBER	46 53 25.9 N 007 15 52.8 E	KQ861, KQ862, KQ864	
ASGED	47 14 08.8 N 008 34 13.8 E	M858	MIL PROC LSME, MIL PROC LSMD, STAR LSZC
ASSEQ	46 13 24 N 006 30 57 E	B46	Refer to AIP France

Name-code designator	Coordinates WGS84	ATS route or other route	Remarks
1	2	3	4
BADEP	47 01 38 N 007 25 28 E	Z669	FRA (I)
BALIR	47 18 29.9 N 007 16 53.5 E	T52, Y51, Z59, Z142	SID/STAR LSGC; HLDG LFSB
BANKO	45 49 12.0 N 007 03 17.0 E	L50	STAR LSGG Refer to AIP Italy
BARIG	47 16 07 N 008 33 40 E	M858, Y5	
BASGO	46 16 23 N 008 28 20 E	Z424	FRA (I)
BEGAR	47 54 30 N 007 35 00 E		FRA (E): Odd FL FRA (X): BTN 2300-0500 (2200-0400), Even FL Refer to AIP Germany/France
BENOT	47 03 27.7 N 007 10 22.1 E	N869	STAR LSGG FRA (A): LSGG FRA (I)
BERSU	47 08 07.9 N 007 56 28.7 E	N871, Z50, Z58, Z141, Z143	HLDG; STAR LSZH FRA (I)
BIBAN	45 55 32 N 007 27 03 E		FRA (X): Odd FL Refer to AIP Italy
BIBOT	46 45 05 N 006 24 37 E		
BIRKI	47 00 46.6 N 007 22 34.8 E	T627, KQ862	SID/STAR, IAC, HLDG LSZB; SID LSZG; MIL PROC LSMP
BIVLO	46 11 49.8 N 006 15 13.8 E	Y52	STAR LSGG Refer to AIP Italy
BODAN	47 35 15 N 009 27 05 E	Z1, Z163, Z601	Refer to AIP Germany
BUPIG	46 45 11.8 N 008 07 34.0 E		IAC LSMM PinS
CANNE	46 10 00.0 N 008 52 52.0 E	M858, Z651	SID LSZA FRA (E): Even FL
CERVI	45 58 12 N 007 32 43 E		FRA (E): Even FL Refer to AIP Italy
DANZE	47 19 16 N 007 50 17 E	T51	
DEGAD	46 26 10 N 008 37 06 E	N850, Z424	FRA (I)
DEGES	47 24 45.0 N 009 12 07.0 E	KQ831, KY251, N491, N871, Z1, Z2, Z6, Z138	SID LSZH FRA (I)
DEKAM	47 14 24.2 N 007 06 45.5 E	T625, Y51	SID/STAR LSGC
DEREM	46 21 23.9 N 006 10 34.5 E	Z62	SID LSGG
DETRI	46 36 22 N 008 48 54 E	Z83, Z119, Z651	

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## ENR 5.3 OTHER ACTIVITIES OF A DANGEROUS NATURE AND OTHER POTENTIAL HAZARDS

### 1. Other activities of a dangerous nature

#### 1.1 Firings

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

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

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

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

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

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

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

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

Postal address:

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

#### 1.2 Cloud flying procedure

REF: [ENR 5.5](#).

#### 1.3 LS-R for Gliders

Two types of restricted areas for gliders are defined:

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

#### 1.4 Glider sectors

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

REF: [ENR 5.5](#).

#### 1.5 Glider areas (over French delegated territory)

REF: [ENR 5.5](#) § 9

### 2. Other potential hazards

#### 2.1 Anti-hail rocket firings

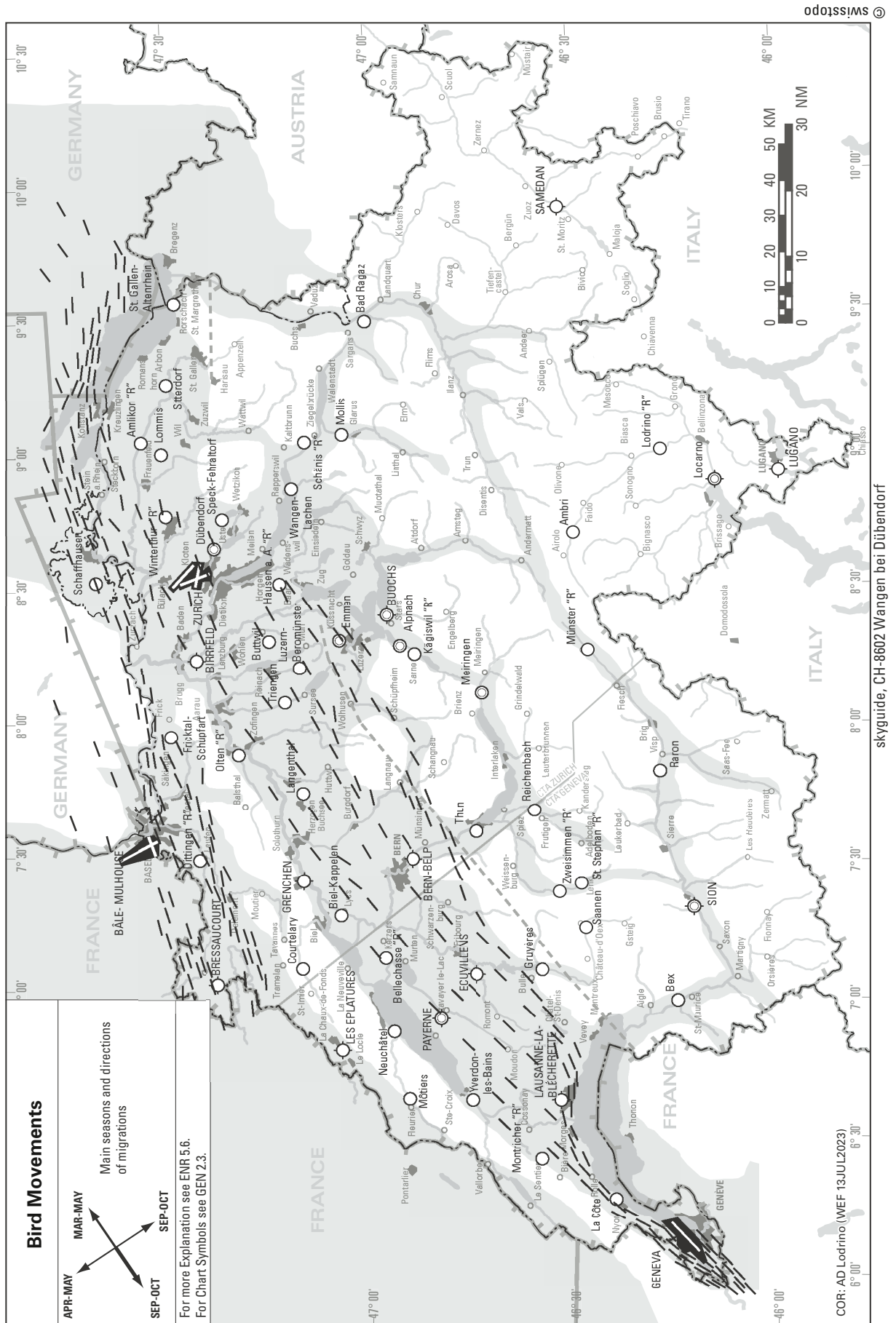
Anti-GR rocket FRNG may constitute a hazard to air navigation. Air traffic in controlled airspace will be informed about ACT anti-GR rocket FRNG areas.

See also [Figure 1](#).

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



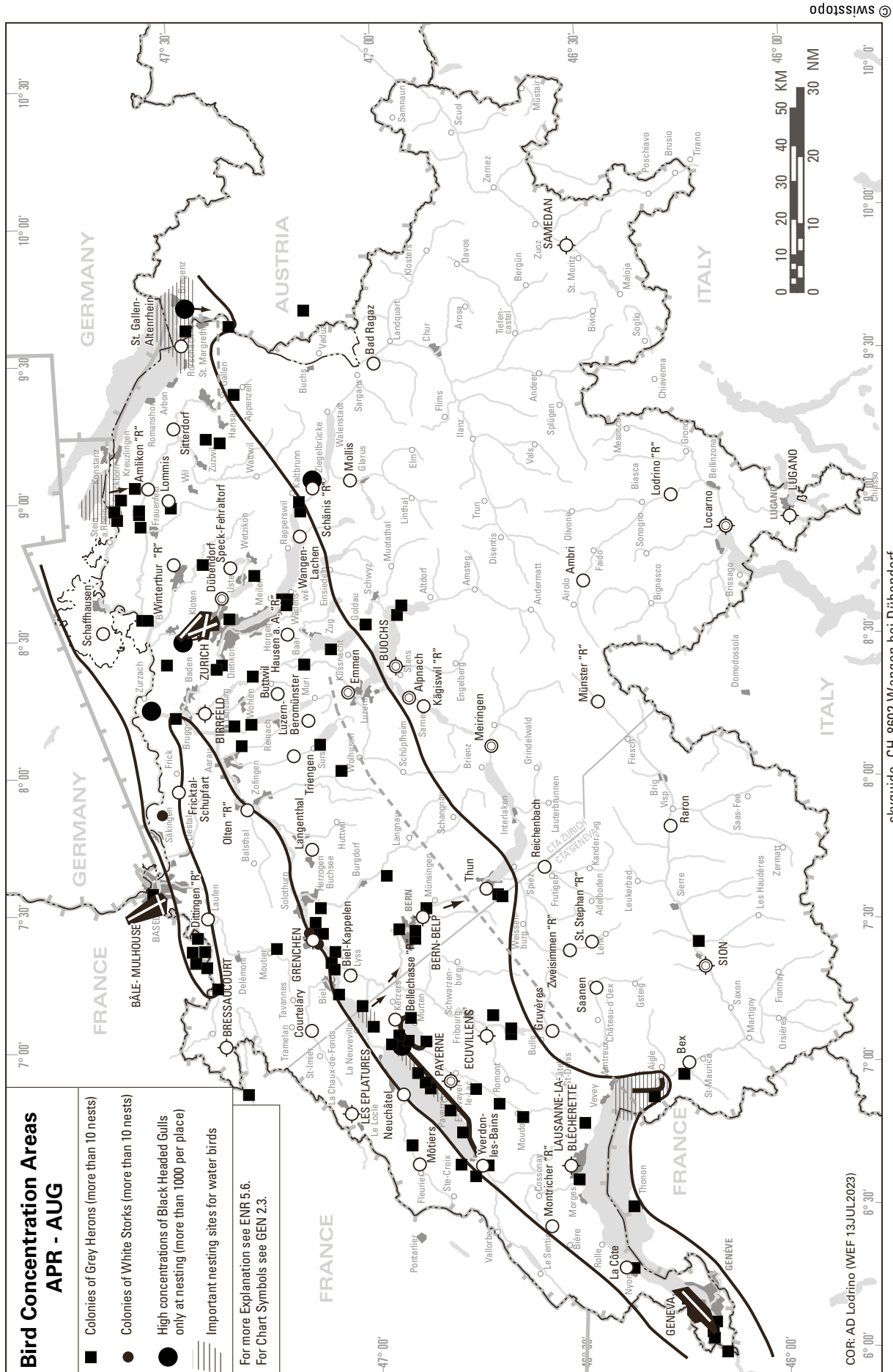
This applies to all ACFT.



**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 1. 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.

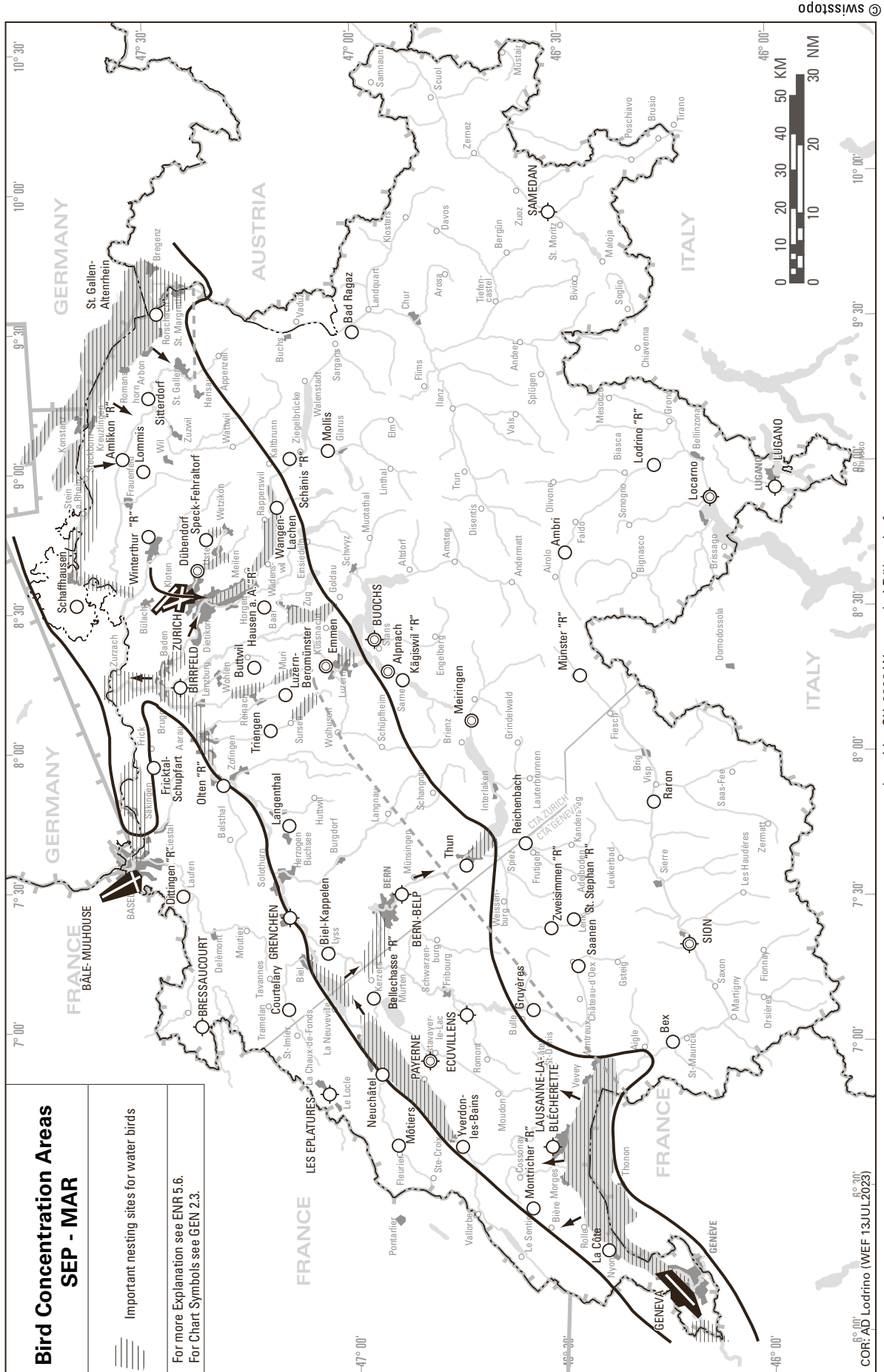
**2 Flight heights of birds**

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).

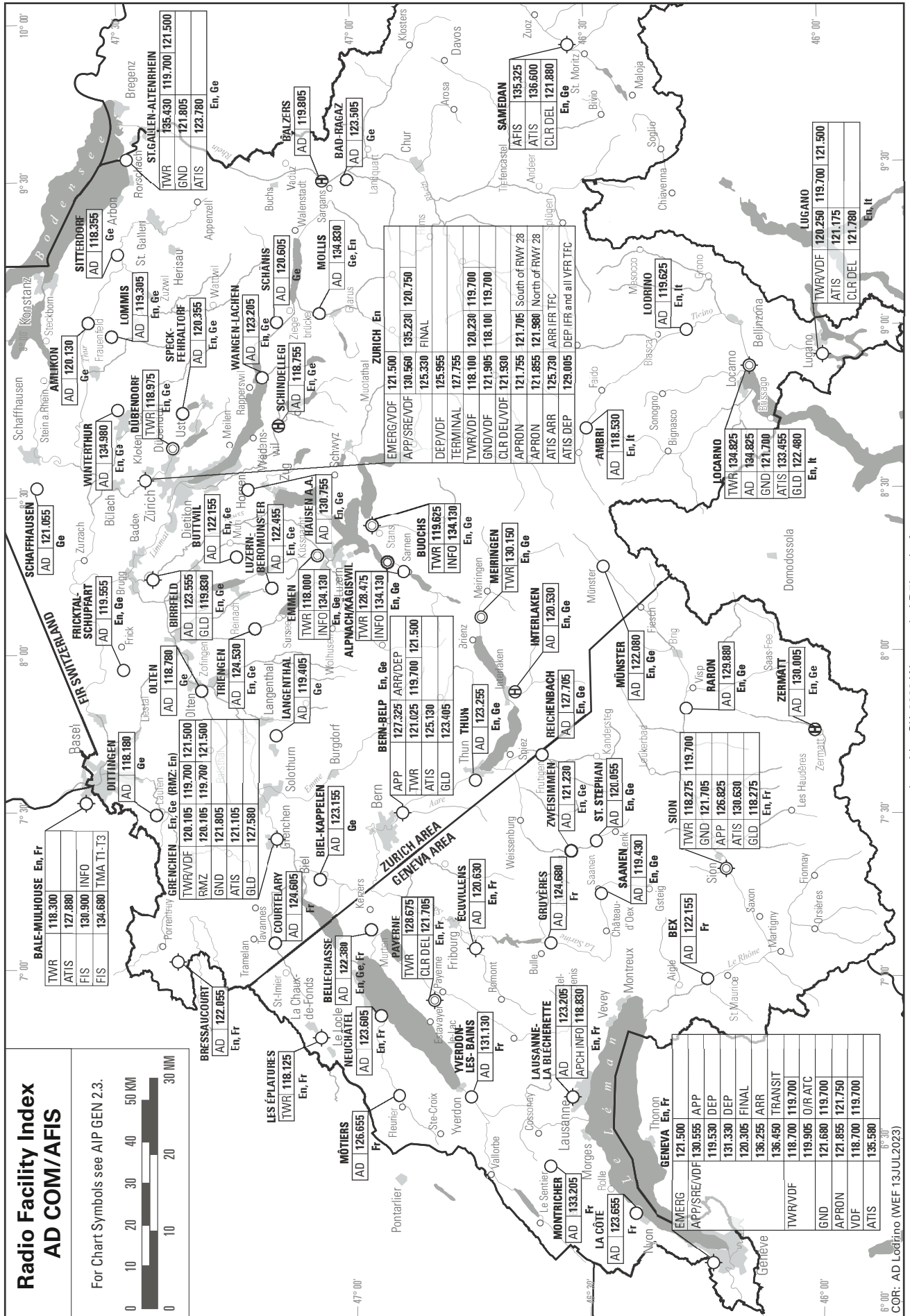
Figure 2. BIRD CONCENTRATION AREAS SEP-MAR



**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).

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skyguide, CH-8602 Wangen bei Dübendorf

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<b>AD 0.6</b>	<b>TABLE OF CONTENT</b>	AD 0.6 - 1

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<b>AD 1.4</b>	<b>GROUPING OF AERODROMES AND HELIPORTS</b>	AD 1.4 - 1
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**LSZH AD 2.24 CHARTS RELATED TO AN AERODROME**

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Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non- scheduled P = Private	
	1	2	3	
Lodrino (Restricted) LSPR	NTL	VFR	P	VFR Manual, AD INFO
Lommis LSZT	NTL	VFR	P	VFR Manual, AD INFO
Lugano LSZA	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZA VFR Manual, AD INFO
Luzern-Beromünster LSZO	NTL	VFR	P	VFR Manual, AD INFO
Luzern Kantonsspital (HEL) LSHL	NTL	NIL	P	NIL
Männlichen (Winter AD) LSWM	NTL	VFR	P	VFR Manual, VFR AGA
Meiringen (MIL) LSMM	MIL	NIL	NIL	NIL
Mollis LSZM	INTL - NTL	VFR	P	NIL
Montricher (Restricted) LSTR	NTL	VFR	P	VFR Manual, AD INFO
Môtiers LSTO	NTL	VFR	P	VFR Manual, AD INFO
Münster (Restricted) LSPU	NTL	VFR	P	VFR Manual, AD INFO
Neuchâtel LSGN	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Nottwil SPZ (HEL) LSHH	NTL	NIL	P	NIL
Olten (Restricted) LSPO	NTL	VFR	P	VFR Manual, AD INFO
Payerne (MIL/CIV) LSMP	INTL - NTL	IFR - VFR	NS - P	AD 2 LSMP VFR Manual, AD INFO
Pfaffnau (HEL) (Restricted) LSXP	NTL	VFR	P	VFR Manual, HEL AGA
Raron (HEL) LSER	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Raron (Restricted) LSTA	NTL	VFR	P	VFR Manual, AD INFO
Reichenbach LSGR	NTL	VFR	P	VFR Manual, AD INFO
Rennaz (HEL) LSNR	MIL	NIL	NIL	NIL
Saanen LSGK	INTL - NTL	VFR	NS - P	VFR Manual, AD INFO
Samedan LSZS	INTL - NTL	VFR	S - NS - P	AD 2 LSZS VFR Manual, AD INFO
San Vittore (HEL) LSXV	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Schaffhausen LSPF	NTL	VFR	P	VFR Manual, AD INFO
Schänis (Restricted) LSZX	NTL	VFR	P	VFR Manual, AD INFO
Schattenhalb (HEL) LSXC	NTL	VFR	P	VFR Manual, HEL AGA

Aerodrome/heliport name Location indicator	Type of traffic permitted to use the aerodrome/heliport			Reference to AD Section and remarks
	International - National (INTL - NTL)	IFR - VFR	S = Scheduled NS = Non- scheduled P = Private	
1	2	3	4	5
Schindellegi (HEL) (Restricted) LSXS	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Schwarzsee (Winter AD) LSWS	NTL	VFR	P	VFR Manual, VFR AGA
Sion (MIL/CIV) LSGS	INTL - NTL	IFR - VFR	NS - P	AD 2 LSGS VFR Manual, AD INFO
Sitterdorf LSZV	NTL	VFR	P	VFR Manual, AD INFO
Speck-Fehraltorf LSZK	NTL	VFR	P	VFR Manual, AD INFO
St. Gallen-Altenrhein LSZR	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZR VFR Manual, AD INFO
St. Gallen-Breitfeld (MIL) LSNG	MIL	NIL	NIL	NIL
St. Gallen Kantonsspital (HEL) LSHG	NTL	NIL	P	NIL
St. Gallen Ostschweizer Kinderspital (HEL) LSHN	NTL	NIL	P	NIL
St. Moritz (Winter HEL) (Restricted) LSXM	NTL	VFR	P	VFR Manual, HEL AGA
St. Stephan (Restricted) LSTS	NTL	VFR	P	NIL
Tavanasa (HEL) LSXA	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Thun LSZW	NTL	VFR	P	VFR Manual, AD INFO
Triengen LSPN	NTL	VFR	P	VFR Manual, AD INFO
Trogen (HEL) (Restricted) LSXT	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Untervaz (HEL) LSXU	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Wangen-Lachen LSPV	NTL	VFR	P	VFR Manual, AD INFO
Winterthur (Restricted) LSPH	NTL	VFR	P	VFR Manual, AD INFO
Winterthur Kantonsspital (HEL) LSHW	NTL	NIL	P	NIL
Würenlingen (HEL) (Restricted) LSXW	NTL	VFR	P	VFR Manual, HEL AGA
Yverdon-les-Bains LSGY	NTL	VFR	P	VFR Manual, AD INFO
Zermatt (HEL) LSEZ	NTL	VFR	P	VFR Manual, HEL AGA & AD INFO
Zurich LSZH	INTL - NTL	IFR - VFR	S - NS - P	AD 2 LSZH VFR Manual, AD INFO
Zurich Universitätsspital (HEL) LSHZ	NTL	NIL	P	NIL
Zweisimmen (Restricted) LSTZ	NTL	VFR	P	VFR Manual, AD INFO

## 1.1.1.1.1 STANDARD INSTRUMENT RNAV DEPARTURE ROUTES (see chart LSGG AD 2.24.7 - 1)

DESIGNATOR	RWY 04			
	ROUTE			Remark
	Lateral	Vertical	Contact	
<b>MOLUS 4N</b> PDG 5.4% to 1600ft	Climb straight ahead to PETAL then turn right to MOLUS.	INITIAL CLIMB CLEARANCE FL090. Cross PETAL at 5000ft or above, MOLUS at FL100 or above.	When instructed, contact GENEVA DEP 119.530.	<b>See note below</b>
Note 1: RNAV 1 (GNSS) required.				

## 1.1.1.2 SID RWY 22 - RNAV (see chart LSGG AD 2.24.7 - 3)

RNAV Segment SID KONIL 5J						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	GG603	N	-	190	-	-
TF	DEREM	N	-	-	041° (043.0°T)	7.2
TF	GLA	N	+4000	-	040° (042.1°T)	4.2
TF	(D18.0 GVA)	N	+7000	-	041° (042.7°T)	7.8
TF	KONIL	N	-	-	041° (042.7°T)	5.3

RNAV Segment SID MOLUS 4A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	GG602	N	-	-	-	-
TF	TINAM	N	+FL100	-	051° (052.7°T)	24.2
TF	MOLUS	N	-	-	049° (050.8°T)	8.0

## GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- Close-in obstacles: Trees and poles each side of RCL up to 170ft above DER ELEV.
- The SIDs are MNM noise routes.
- The MCAs specified in the SIDs are subject to airspace structure only. Published PDG do not guarantee maintaining of the MCAs.
- The SIDs are designed to meet GNSS criteria.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref [LSGG AD 2.13](#)).

1.1.1.2.1 STANDARD INSTRUMENT RNAV DEPARTURE ROUTES (see chart LSGG AD 2.24.7 - 3)

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>KONIL 5J</b> PDG 4.9% to 1900ft MNM climb gradient 11.5% to 4000ft to remain inside controlled airspace.	Climb on R224 GVA. When passing 1900ft but not before D3 GVA (D4.7 INBD PAS), turn right (MNM bank angle 25°, MAX IAS 190 kt until passing GG603). Proceed via GG603, DEREM, GLA to KONIL.	INITIAL CLIMB CLEARANCE FL090. Cross GLA at 4000ft or above, D18.0 GVA at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	Not AVBL to Jet ACFT with noise classification I, II and III, in accordance with AIP GEN 4.1 App A. <b>See notes below.</b>	

Note 1: Traffic planned on N871, proceed:

- Z63 (KONIL SOSAL, FL100 or above), or on ATC request
- ALTN RTE Z62 (DEREM NAMEL TINAM, cross DEREM at 7000ft or above, NAMEL at 9200ft or above)

Note 2: Traffic planned on G5 (MAX FL090), proceed on R247 FRI to FRI.

Note 3: Traffic destination LFSB:

- outside MIL OPERATING HOURS: after KONIL expect route Y51 to BALIR, cross LORBU at FL110 or above.

Note 4: Traffic destination LSGC:

- outside MIL OPERATING HOURS: after KONIL expect route Y51 to LPS, cross LORBU at FL110 or above.

Note 5: RNAV 1 (GNSS) applicable when passing GG603.

Note 6: Caution! High terrain North of AD. Do not fly North of track 041° to GG603.

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>MOLUS 4A</b> PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS VOR/DME), turn left (MNM bank angle 25°). Proceed via GG602, TINAM to MOLUS.	INITIAL CLIMB CLEARANCE FL090. Cross TINAM at FL100 or above.	When instructed, contact GENEVA DEP 119.530.	<b>See notes below.</b>	

Note 1: RNAV 1 (GNSS) applicable when passing GG602.

Note 2: MAX IAS 220kt when turn occurs between D8 and D10 from GVA.

1.1.1.3 SID RWY 04 - NON RNAV

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- If UNA to comply with the specified PDG in the respective SID, ADZ ATC.
- Close-in obstacles: Trees and poles each side of RCL up to 170ft above DER ELEV.
- The SIDs are MNM noise routes.
- The MCAs specified in the SIDs are subject to airspace structure only. Published PDG do not guarantee maintaining of the MCAs.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref [LSGG AD 2.13](#)).
- Due to wake turbulence, all ACFT except HVY jet, should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall ADZ TWR 118.700 MHz on initial call if UNA to accept DEP from displaced THR (Declared distances, Ref [LSGG AD 2.13](#)).

## 1.1.1.3.1 STANDARD INSTRUMENT NON RNAV DEPARTURE ROUTES (see chart LSGG AD 2.24.7 - 5)

DESIGNATOR	RWY 04			
	ROUTE			Remark
	Lateral	Vertical	Contact	
<b>ARBOS 8N</b> PDG 5.4% to 1600ft	Climb on R044 GVA. When passing 7000ft but not before D8 GVA, turn left. Establish TR014 to intercept R329 SPR. Proceed via LEGVO to ARBOS.	INITIAL CLIMB CLEARANCE FL090. Cross D9.5 GVA at 4000ft or above, D26 SPR at FL200 or above.	When instructed, contact GENEVA DEP 119.530.	
<b>BALSI 9N</b> PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. Proceed on R049 CBY to intercept R180 PAS. Proceed via RUMIL, LINNA, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross D10 PAS at FL100 or above, RUMIL at FL120 or above, LINNA at FL190 or above, BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530.	
<b>BELUS 6N</b> PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. Proceed to CBY. When passing CBY, continue on R208 CBY. Proceed to BELUS.	INITIAL CLIMB CLEARANCE FL090. If CLR FL100 or above, cross D2 INBD CBY at FL100 or above, D2 CBY past the station at FL120 or above.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST LFLB, LFLP, and by ATC.
<b>BELUS 6P</b> PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D2 GVA, turn left to PAS. When passing PAS, continue on R209 PAS. Proceed to CBY. When passing CBY, continue on R208 CBY. Proceed to BELUS.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at 7000ft or above. If CLR FL100 or above, cross D2 INBD CBY at FL100 or above, D2 CBY past the station at FL120 or above.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST LFLB, LFLP, and by ATC.
<b>DEPUL 4P</b> PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D2 GVA, turn left to PAS. When passing PAS, intercept R234 PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at 7000ft or above. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530.	
<b>DEPUL 4T</b> PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn left to PAS. When passing PAS, intercept R234 PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at 7000ft or above. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530.	
<b>MEDAM 5N/P/Q</b> PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. At GG604, turn left. Establish TR181 to intercept R141 PAS. Proceed via ESAPI, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	
<b>PASSEIRY 5P (PAS 5P)</b> PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D2 GVA, turn left to PAS.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	
<b>ROCCA 5N/P/Q</b> PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. At GG604, turn left. Establish TR181 to intercept R131 PAS. Proceed via GG605, ODIKI to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST or overflying Italy planned below FL200 (G32).
<b>SAINT-PREX 5N (SPR 5N)</b> PDG 5.4% to 1600ft	Climb on R044 GVA. Proceed to SPR.	INITIAL CLIMB CLEARANCE FL090. Cross SPR at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	<b>See notes below</b>

Note 1: Traffic planned on N871, proceed via SPR to SOSAL; cross SPR at FL100 or above.

Note 2: Traffic planned on G5 (MAX FL090), proceed via SPR to FRI.

Note 3: Traffic destination LFSB:

- outside MIL OPERATING HOURS: after SPR expect route Y51 to BALIR, cross LORBU at FL110 or above.

Note 4: Traffic destination LSGC:

- outside MIL OPERATING HOURS: After SPR expect route Y51 to LPS, cross LORBU at FL110 or above.

DESIGNATOR	RWY 04			
	ROUTE			Remark
	Lateral	Vertical	Contact	
SIROD 7N PDG 5.4% to 1600ft	Climb on R044 GVA. When passing 7000ft but not before D8 GVA, turn left. Establish TR356 to intercept R129 DJL. Proceed via KOVIM to SIROD.	INITIAL CLIMB CLEARANCE FL090. Cross D9.5 GVA at 4000ft or above.	When instructed, contact GENEVA DEP 119.530.	See notes below

FPL via DJL:

Proceed via A1/UH10 to DJL, if CLR FL200 or above, cross D30 at DJL FL200 or above.

FPL via OBURO:

Proceed via Z124/UZ124 to OBURO, cross IBABA at FL220 or above. (Not available during LF-TRA24 activity; expect routing via A1/UH10 to DJL).

#### 1.1.1.4 SID RWY 22 - NON RNAV

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

- Close-in obstacles: Trees and poles each side of RCL up to 170 ft above DER ELEV.

- The SIDs are MNM noise routes.

- The MCAs specified in the SIDs are subject to airspace structure only. Published PDG do not guarantee maintaining of the MCAs.

-To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref [LSGG AD 2.13](#)).

## 1.1.1.4.1 STANDARD INSTRUMENT NON RNAV DEPARTURE ROUTES (see chart LSGG AD 2.24.7 - 7)

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>BALSI 7A</b> PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn left to intercept R180 PAS. Proceed via RUMIL, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross D10 PAS at FL100 or above, RUMIL at FL120 or above, D22 PAS at FL150 or above, BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530.		
<b>BELUS 6A</b> PDG 4.9% to 3800ft	Climb on R224 GVA. At D8 GVA (PAS), turn left to intercept R209 PAS. Proceed to CBY. When passing CBY, continue on R208 CBY. Proceed to BELUS.	INITIAL CLIMB CLEARANCE FL090. If CLR FL100 or above, cross D2 INBD CBY at FL100 or above, D2 CBY past the station at FL120 or above.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST LFLB, LFLP, and by ATC.	
<b>DEPUL 4A</b> PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn right to intercept R234 PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530.		
<b>DIPIR 6A</b> PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn right to intercept R329 PAS (R149 DJL). Proceed via KELUK to DIPIR.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530.	<b>See notes below</b>	

FPL via DJL:

Proceed via B37 to DJL, if CLR FL200 or above, cross IBABA at FL200 or above.

FPL via ARBOS:

Proceed via V25 to ARBOS, cross LERDU at FL200 or above.

FPL via OBURO:

Proceed via B37 to IBABA, then UZ124 to OBURO, cross IBABA at FL220 or above. (Not available during LF-TRA24 activity; expect routing via B37 to DJL).

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>KONIL 6A</b> PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn right to intercept QDM 040 GLA. Proceed via DEREM to GLA. When passing GLA, continue on QDR 041 GLA. Proceed to KONIL.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530.	<b>See notes below</b>	

Note 1: Traffic planned on N871, proceed:

- Z63 (KONIL SOSAL, FL100 or above), or on ATC request
- ALTN RTE Z62 (DEREM NAMEL TINAM, cross NAMEL at 9200ft or above).

Note 2: Traffic planned on G5 (MAX FL090), proceed on R247 FRI to FRI.

Note 3: Traffic destination LFSB:

- outside MIL OPERATING HOURS: after KONIL expect route Y51 to BALIR, cross LORBU at FL110 or above.

Note 4: Traffic destination LSGC:

- outside MIL OPERATING HOURS: After KONIL expect route Y51 to LPS, cross LORBU at FL110 or above.

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>KONIL 6C</b> PDG 4.9% to 1900ft MNM climb gradient 11.5% to 4000ft to remain inside controlled airspace.	Climb on R224 GVA. When passing 1900ft but not before D3 GVA (D4.7 INBD PAS), turn right (MNM bank angle 25°, MAX IAS 190 kt until established on QDM 040 GLA), establish TR 030 to intercept QDM 040 GLA. Proceed via DEREM to GLA. When passing GLA, continue on QDR 041 GLA. Proceed to KONIL.	INITIAL CLIMB CLEARANCE FL090. Cross GLA at 4000ft or above, D18.0 GVA at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	Not AVBL to Jet ACFT with noise classification I, II and III, in accordance with AIP GEN 4.1 App A. <b>See notes below</b>

Note 1: Traffic planned on N871, proceed:

- Z63 (KONIL SOSAL, FL100 or above), or on ATC request
- ALTN RTE Z62 (DEREM NAMEL TINAM, cross DEREM at 7000ft or above, NAMEL at 9200ft or above).

Note 2: Traffic planned on G5 (MAX FL090), proceed on R247 FRI to FRI.

Note 3: Traffic destination LFSB:

- outside MIL OPERATING HOURS: after KONIL expect route Y51 to BALIR, cross LORBU at FL110 or above.

Note 4: Traffic destination LSGC:

- outside MIL OPERATING HOURS: after KONIL expect route Y51 to LPS, cross LORBU at FL110 or above.

Note 5: Caution! High terrain North of AD. Do not fly North of QDM 040 GLA.

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>KONIL 4D</b> PDG 4.9% to 1900ft MNM climb gradient 11.5% to 4000ft to remain inside controlled airspace.	Climb on R224 GVA. When passing 1900ft but not before D3 GVA (D4.7 INBD PAS), turn right (MNM bank angle 25°, MAX IAS 190 kt until established on QDM 040 GLA), establish TR 030 to intercept QDM 040 GLA. Proceed via DEREM to GLA. When passing GLA, continue on QDR 041 GLA. Proceed to KONIL.	INITIAL CLIMB CLEARANCE 7000ft. Cross GLA at 4000ft or above, D18.0 GVA at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	Not AVBL to Jet ACFT with noise classification I, II and III, in accordance with AIP GEN 4.1 App A. <b>See notes below</b>

Note 1: Traffic planned on N871, proceed:

- Z63 (KONIL SOSAL, FL100 or above), or on ATC request
- ALTN RTE Z62 (DEREM NAMEL TINAM, cross NAMEL at 9200ft or above).

Note 2: Traffic planned on G5 (MAX FL090), proceed on R247 FRI to FRI.

Note 3: Traffic destination LFSB:

- outside MIL OPERATING HOURS: after KONIL expect route Y51 to BALIR, cross LORBU at FL110 or above.

Note 4: Traffic destination LSGC:

- outside MIL OPERATING HOURS: after KONIL expect route Y51 to LPS, cross LORBU at FL110 or above.

Note 5: Caution! High terrain North of AD. Do not fly North of QDM 040 GLA.

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>MEDAM 5A/B/C</b> PDG 6.3% to 5400ft MNM climb gradient 8.0% to FL100 to remain inside controlled airspace.	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn left to intercept R141 PAS. Proceed via ESAPI, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	
<b>ROCCA 5A/B/C</b> PDG 6.3% to 5400ft MNM climb gradient 8.0% to FL100 to remain inside controlled airspace.	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn left to intercept R131 PAS. Proceed via ODIKI to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	Note: Only for TFC DEST or overflying Italy planned below FL200 (G32).

**1.1.2 OMNIDIRECTIONAL DEPARTURE PROCEDURES**

## GENERAL INFORMATION AND REQUIREMENTS FOR OMNIDIRECTIONAL DEPARTURE PROCEDURES

- Omnidirectional departures assigned by ATC only in case of unserviceable NAVAIDs.
- If unable to comply with the specified PDG advise ATC.
- Close-in obstacles: RWY04/22 Trees and poles each side of RCL up to 170ft above DER ELEV.
- RADAR required. Departing aircraft may be cleared to proceed direct to existing terminal points. Expected routing provided by ATC.
- Specified MCAs are subject to MVAs and airspace structure. Published PDGs do not guarantee MCAs.
- To expedite traffic, expect line-up clearances at INT unless operations require full RWY LEN (Declared distances, Ref LSGG AD 2.13).
- When RWY 04 is in use: due to wake turbulence, all ACFT except HVY jets should be prepared for both full LEN DEP and DEP from displaced THR. ATC will provide line-up instructions. Pilots shall advise TWR 118.700 MHz on initial call if unable to accept DEP from displaced THR (Declared distances, Ref LSGG AD 2.13).

**1.1.2.1 OMNIDIRECTIONAL DEPARTURE RWY 04 (see chart LSGG AD 2.24.7 - 9)**

DESIGNATOR	RWY 04				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>OMNID 1N</b> PDG 5.4% to 6100ft	Climb straight ahead on track 044° to FL090, continue to en-route as cleared by ATC.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530.	Expect radar vectoring after initial climb.	

Note: Strict adherence to initial climb nominal track required for noise abatement.

RADAR vectoring to En-route	
FPL route via	Expected ATC routing after initial climb
DIPIR or DJL	- KOVIM – SIROD – IBABA if outbound IBABA. - KOVIM – SIROD – DJL if outbound DJL.
ARBOS	LEGVO – ARBOS. Cross D10 to ARBOS at MNM FL200.
KONIL or GLA or PETAL	- MOLUS – SOSAL if outbound SOSAL. Cross MOLUS at MNM FL100. - KONIL – LORBU – FLORY if outbound via Y51.
MOLUS or DEREM or TINAM	MOLUS – SOSAL. Cross MOLUS at MNM FL100.
ROCCA	ODIKI – ROCCA. Cross ODIKI at MNM FL140, and D4 to ROCCA at MNM FL180.
MEDAM	ESAPI – VANAS – MEDAM. Cross ESAPI at MNM FL140, D26 to VANAS at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSI. Cross D8 to RUMIL at MNM FL100, RUMIL at MNM FL120, LINNA at MNM FL190, and BALSI at MNM FL200.
CBY or BELUS	CBY – BELUS. Cross CBY at MNM FL120.
ARGIS or DEPUL	ARGIS – DEPUL. Cross ARGIS at MNM FL130, DEPUL at MNM FL150.

1.1.2.2 OMNIDIRECTIONAL DEPARTURE RWY 22 (see chart LSGG AD 2.24.7 - 9)

DESIGNATOR	RWY 22			
	ROUTE			Remark
	Lateral	Vertical	Contact	
<b>OMNID 1A</b> PDG 7.6% to 6200ft	Climb straight ahead on track 224° to FL090, continue to en-route as cleared by ATC.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530.	Expect radar vectoring after initial climb.

Note: Strict adherence to initial climb nominal track required for noise abatement.

RADAR vectoring to En-route	
FPL route via	Expected ATC routing after initial climb
DIPIR or DJL	- KELUK – DIPIR – IBABA if outbound IBABA. - KELUK – DIPIR – DJL if outbound DJL.
ARBOS	KELUK – DIPIR – LERDU – ARBOS.
KONIL or GLA or PETAL	- KONIL – SOSAL if outbound SOSAL. - KONIL – LORBU – FLORY if outbound via Y51.
MOLUS or DEREM or TINAM	MOLUS – SOSAL. Cross MOLUS at MNM FL100.
ROCCA	ODIKI – ROCCA. Cross D11 to ODIKI at MNM FL090, D6 to ODIKI at MNM FL110, ODIKI at MNM FL140, and D4 to ROCCA at MNM FL180.
MEDAM	ESAPI – VANAS – MEDAM. Cross D12 to ESAPI at MNM FL100, D5 to ESAPI at MNM FL110, ESAPI at MNM FL140, D26 to VANAS at MNM FL180, and VANAS at MNM FL200.
BALSI	RUMIL – LINNA – BEVEN – BALSI. Cross D8 to RUMIL at MNM FL100, RUMIL at MNM FL120, LINNA at MNM FL150, and BALSI at MNM FL200.
CBY or BELUS	CBY – BELUS. Cross CBY at MNM FL120.
ARGIS or DEPUL	ARGIS – DEPUL. Cross ARGIS at MNM FL130, DEPUL at MNM FL150.

**1.2 Procedure for IFR approaches**

ACFT type must be reported at first radio contact with "Geneva Arrival".

**1.3 Approach procedures****1.3.1 Procedure description of RNP RWY 04 (LSGG AD 2.24.10 - 5)**

From INDIS						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	INDIS	N	+7000	220	-	-
TF	BELKA	N	6000	-	044° (045.4°T)	3.1
TF	RW04	Y	-	-	044° (045.3°T)	14.3
TF	GG852	N	+4000	-	044° (045.5°T)	11.7
TF	SPR	Y	+7000	-	044° (045.4°T)	8.9

**1.3.2 Procedure description of RNP RWY 22 (LSGG AD 2.24.10 - 15)**

From SPR						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	SPR	N	+7000	210	-	-
TF	GG811	N	-	-	224° (225.4°T)	7.7
TF	PETAL	N	-	-	224° (225.7°T)	0.9
TF	GG808	N	4000	-	224° (225.7°T)	2.0
TF	RW22	Y	-	-	224° (225.6°T)	8.1
TF	GG803	Y	-	-	224° (225.5°T)	9.2
DF	SPR	Y	+7000	185	-	-

**1.4 ILS category III**

The CAT III ILS (RWY 22) and the associated equipment are in compliance with ICAO SARPS.

**1.5 Visual approaches by night**

Due to high terrain, ATC will not initiate visual APCHs at night. Pilots familiar with the area may request visual APCHs at night. Requests will be APV subject to traffic conditions.

**1.6 Runway Occupancy Time****Departures:**

1. If not fully ready, TAX into the HLDG bay.
2. Pilots should be fully ready for a rapid line-up in sequence in accordance with ATC instructions.
3. Pilots should ensure that cockpit checks are CMPL and cabin secured prior to line-up and be able to initiate the TKOF roll immediately upon receiving TKOF clearance.

**Arrivals:**

1. Pilots are reminded that rapid RWY vacating enables ATC to apply closer spacing on final APCH, allowing MAX RWY utilisation and minimising the occurrence of go-arounds.

## 2. Runway 04:

Exit TWYs to be used whenever possible:

For parking stands on South apron:

- a. Heavy ACFT: TWY C (1650 m from displaced THR) or TWY B (2350 m from displaced THR);
- b. Medium/Light/Small ACFT: TWY D (1300 m from displaced THR) or TWY C (1650 m from displaced THR).

For parking stands on North apron:

- a. Medium/Small/Light ACFT: TWY Y (1600 m from displaced THR).

## 3. Runway 22:

Exit TWYs to be used whenever possible:

For parking stands on South apron:

- a. Heavy/Medium/Light/Small ACFT: TWY D (2000 m from THR) or TWY E (2600 m from THR).  
TWY C shall not be used, except on ATC instruction.

For parking stands on North apron:

- a. Medium/Light/Small ACFT: TWY Y (1800 m from THR).

1.7 STAR Descriptions

GENERAL INFORMATIONS AND REQUIREMENTS FOR RNAV STARs

- No turn onto base unless cleared by ATC.
- All STARs contain a HLDG pattern. HLDG procedures are only applied when requested by ATC. Expect radar vectors to final APCH RWY 04/22.
- ACFT cleared for an RNAV STAR may proceed beyond the IAF in accordance with the STAR.

1.7.1 STAR RWY 04 - RNAV (see chart AD 2.24.9 - 1 / - 3 / - 5)

RNAV STAR AKITO 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AKITO	N				
TF	GG518	N	-	-	220° (221.9°T)	24.6
TF	BOLGI	N	-	-	220° (221.8°T)	19.3
TF	LIRKO	N	+8000	250	220° (221.5°T)	7.7
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	-	143° (145.3°T)	11.5
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR DJL 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	DJL	N		-		-
TF	GG517	N	-	-	143° (144.7°T)	24.3
TF	LIRKO	N	+8000	-	143° (144.9°T)	27.0
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	250	143° (145.3°T)	11.5
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR LUSAR 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	LUSAR	N	+FL200	-	-	-
TF	SAUNI	N	+FL160	-	100° (102.3°T)	12.6
TF	LIRKO	N	+8000	-	101° (102.7°T)	14.3
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	250	143° (145.3°T)	11.5
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

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

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

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

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

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

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

## 3. Bird Hazard and Wildlife Management Services

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

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

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

**LSGG AD 2.24 CHARTS RELATED TO AN AERODROME**

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

AREA CHART - ICAO

ROUTING AFTER SID SIROD / DIPIR DEPARTURES

GENEVA - LSGG

**DEFINITION OF ROUTINGS**

Caution: RNAV EQPT compulsory for flights planned at or above FL100.

**After DIPIR DEP:**

FPL via DJL:

- proceed via B37 to DJL, if CLR FL200 or above, cross IBABA at FL200 or above.

FPL via ARBOS:

- proceed via V25 to ARBOS, cross LERDU at FL200 or above.

FPL via OBURO:

- proceed via B37 to IBABA then UZ124 to OBURO, cross IBABA at FL220 or above. (Not available during LF-TRA24 activity; expect routing via B37 to DJL).

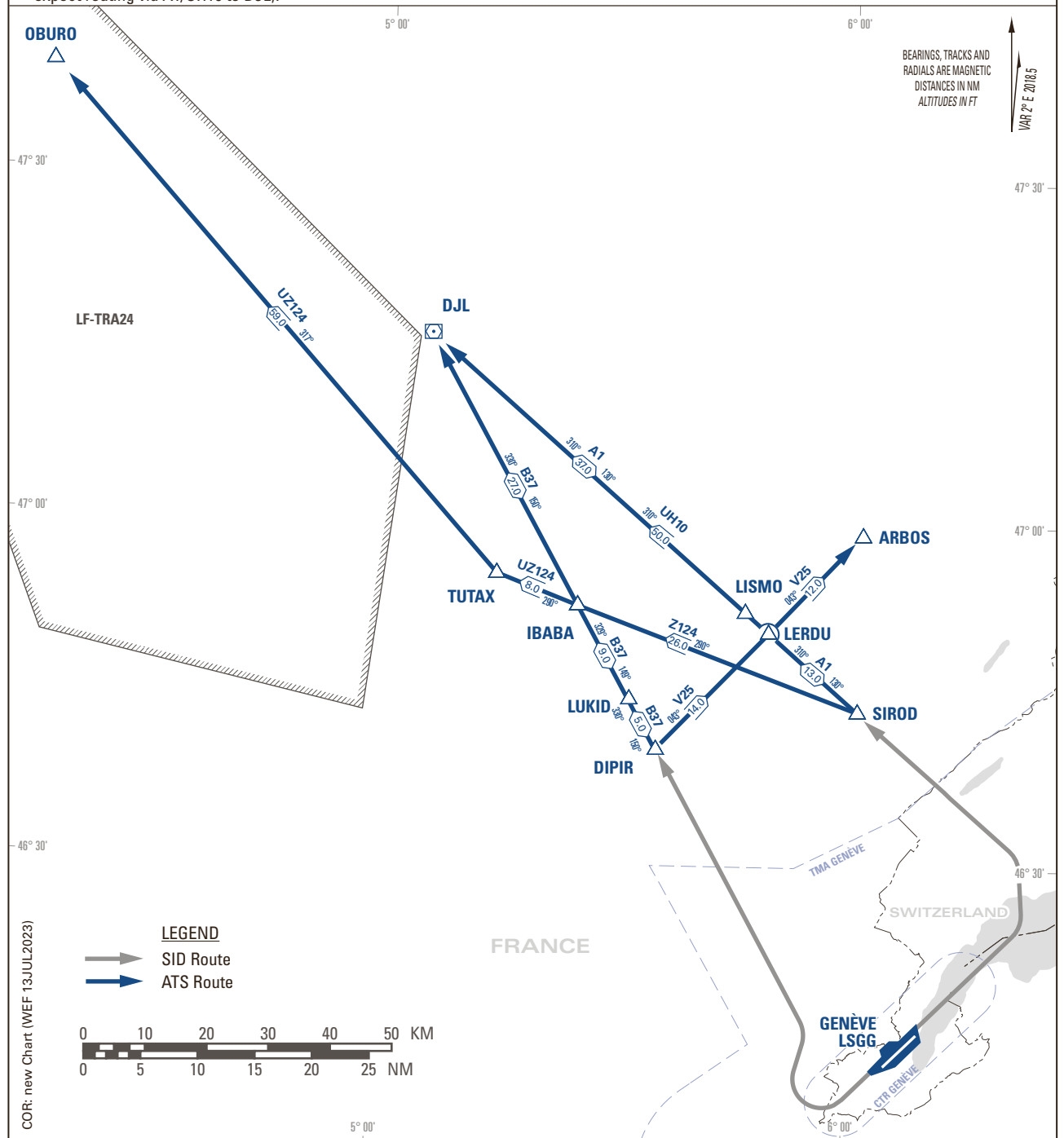
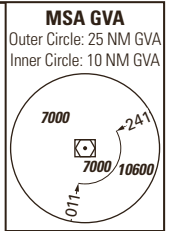
**After SIROD DEP:**

FPL via DJL:

- proceed via A1/UH10 to DJL, if CLR FL200 or above, cross D30 DJL at FL200 or above.

FPL via OBURO:

- proceed via Z124/UZ124 to OBURO, cross IBABA at FL220 or above. (Not available during LF-TRA24 activity; expect routing via A1/UH10 to DJL).



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**LSZG 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
NIL						

**LSZG AD 2.20 LOCAL TRAFFIC REGULATIONS****1. Local flying restrictions:**

Simultaneous movements between the grass runways 06L / 24R incl. or FATO or 06R / 24L and the concrete runway and also between RWY 06R / 24L and the glider RWY are not permitted.

No simultaneous helicopter operation on H1, H2 and H3.

Operation on grass runway 06L/24R requires prior familiarization provided by Grenchen Airport.

Night FLTs subject to PPR. Requests to AD operator not later than 1500 (1400).

For acrobatics, the following OPR HR are applicable:

MON-FRI	0700 - 1115, 1245 - HRH MAX 1800 (0600 - 1015, 1145 - HRH MAX 1700)
SAT:	0800 - 1115, 1400 - HRH MAX 1700 (0700 - 1015, 1300 - HRH MAX 1600)
SUN + HOL:	1400 - 1600 (1300 - 1500) (no training and school FLT allowed, EXC acrobatics with PAX)

For AD circuits, power idle approaches and glider-towing the following OPR HR are applicable:

MON-SAT	0700 - 1115, 1245 - HRH MAX 1900 (0600 - 1015, 1145 - HRH MAX 1800)
SUN + HOL:	0930 - 1115, 1245 - 1600 (0830 - 1015, 1145 - 1500). Returning GLD tow: -1700 (-1600).

FLTs for dropping parajumpers, the following OPR HR are applicable:

MON-SAT	0700 - 1100, 1245 - HRH MAX 1900 (0600 - 1000, 1145 - HRH MAX 1800)
SUN + HOL:	0930 - 1100, 1245 - HRH MAX 1800 (0830 - 1000, 1145 - HRH MAX 1700)

On the following HOL, the same restrictions as on SUN apply: Easter MON, Whit-MON, 1st AUG.

AD circuits and acrobatics are prohibited on Good FRI, Easter SUN, Easter MON, Ascension Day, Whitsunday, Corpus Christi, Assumption, Federal Prayday (3rd SUN in SEP) and All Saints' Day.

Glider-towing are prohibited on Good FRI, Easter SUN, Whitsunday and Federal Prayday (3rd SUN in SEP) Training for towing of gliders are prohibited on Easter MON Ascension Day, Whit-MON, Corpus Christi, Assumption and All Saints' Day.

FLTs for dropping parajumpers are prohibited on Good FRI, Easter SUN, Whitsunday and Federal Prayday (3rd SUN in SEP). A MAX of 6 FLTs daily are permitted on Ascension Day, Corpus Christi, Assumption and All Saints' Day.

## 2. Procedures applicable in the Control Zone

### Arrivals:

- For IFR training FLTs, 1 APCH is granted, succeeding APCH are subject to ATC.
- Arriving ACFT shall leave the RWY only via ASPH TWY A or D, unless otherwise instructed by the TWR and may taxi without clearance up to A1 or D1.
- When instructed to vacate via B, C or N cross RWY 06L/24R and hold at B1, C1 or N1.
- Each additional movement to the parking position requires a taxi clearance from TWR/GND.
- In certain cases, final guidance will be provided by an aircraft marshaller. (REF: [LSZG AD 2.24.1-1 / 2.24.2 -1](#)).

### Departures:

- For IFR FLT, the REQ for start-up clearance to Grenchen TWR, with an indication of ATIS designator, is compulsory.
- Departing ACFT shall taxi from the parking position as instructed by TWR/GND. (REF: [LSZG AD 2.24.1-1 / 2.24.2 -1](#)).
- Run-up at Holding Position.
- Single engine aircraft are considered to depart from the following intersections (TORA see [LSZG AD 2.13](#)):  
RWY 06: Intersections A and B  
RWY 24: Intersections D and C  
If a backtrack is needed (performance / noise abatement) PIC shall advise ATC at the holding point during his ready for departure message, i.e "ready for departure, request backtrack".
- ARVAN SID is not available.

## 3. Procedure applicable in the Radio Mandatory Zone

### General

#### All flights:

- Apply the principle "see and avoid" in accordance with the visibility distances and proximity to clouds specified for the airspace class concerned and apply MAX IAS 140 kt.
- Crew is responsible for own separation to other traffic and obstacles in the RMZ and on the movement area.
- Check ATIS Grenchen 121.105 MHz.
- Comply with dedicated RMZ run-up positions, if applicable (REF: [LSZG AD 2.24.1-3 / 2.24.2 -3](#)).
- Make blind calls to report intentions and changes in altitude and direction. Use ATIS identifier on initial radio transmission.
- Report "begin of Downwind" / "Base" and "Final" for RWY 06(06L/R) or RWY 24(24L/R).
- Simultaneous movements are not permitted between:
  - the grass runways 06L/24R incl. FATO or 06R/24L and the concrete runway.
  - 06R/24L and the glider strip.

#### All IFR operations (departures and arrivals)

- Are subject to PPR. The Airport slot shall be obtained from Grenchen Airport (+41 (0)32 396 96 96). The Airport slot number shall be entered in the ICAO flight plan field 18 REMARKS.
- PIC shall state his mobile phone number in the ICAO flight plan field 18 REMARKS.
- Bern APP applies the principle "one at a time".

#### IFR Approaches

- Bern APP will provide RWY in use and QNH. No other flight or airport information services are provided.
- Approach clearance is provided according RWY in use only.
- Bern APP will terminate Radar Service and instruct crew to make blind calls on FREQ 120,105 MHz when the crew reports established on the inbound track, latest at ARVAN.
- Cancelling IFR after leaving Bern APP frequency is not allowed.
- Report 5 NM final RWY 24 and/or breaking for circling RWY06.  
RTF example: "HBXXX, 5NM final RWY 24 for landing" or "HBXXX, 5NM final RWY 24 for circling RWY 06".
- Missed approach shall be reported on the RMZ frequency. When leaving the RMZ the missed approach shall be reported immediately to Bern APP frequency 127.325 MHz.  
Note: CLR for re-entry into controlled airspace is implied with the approach clearance.
- All IFR APCH must either land, circle to land and vacate the RWY or fly the IFR missed approach procedure, if required (no VFR circuits, no missed approach for training).
- Report "runway vacated" on the RMZ frequency.
- Crew shall close the flight plan by calling 0800 437 837 (0800 IFR VFR).

**IFR Departures**

- ARVAN DEP mandatory when RMZ active.
- For ATFM-Slot inquires (e.g. Ready Message) call ZRH FMP +41 (0)43 931 69 62
- Obtain ATC Clearance by telephone-call to Bern APP (+41 (0)32 396 96 32), when ready for Departure (all checks before departure, incl. run-up, completed).
- Unless otherwise stated by BERN APP, the ATC clearance is valid for 10min; hence the aircraft must be airborne within this period. If unable to comply, the crew shall inform Bern APP by phone immediately. And when ready, obtain a new ATC clearance from Bern APP (+41 (0)32 396 96 32)
- Crews must monitor RMZ FREQ 120.105 MHz
- Report "taxiing to holding point RWY 24 or RWY 06, for IFR Departure, ARVAN SID" on RMZ FREQ 120.105 MHz (blind transmission).
- Report "(backtrack) lining-up RWY 24 or RWY 06, for IFR Departure ARVAN SID" on RMZ FREQ 120.105 MHz (blind transmission).
- Report "leaving RMZ" on RMZ FREQ 120.105 MHz (blind transmission)
- Contact Bern APP on FREQ 127.325 MHz immediately, when leaving RMZ

**4. Runway lighting and visual approach slope indicator for ASPH RWY 06/24:**

PTT*	RTHL	RTIL	REDL & RENL	APAPI	Intensity %	Intensity
7 times	Yes	Yes	Yes	Yes	100	LIH
5 times	Yes	No	Yes	Yes	30	LIM
3 times	Yes	No	Yes	Yes	3	LIL

\*Push To Talk

**5. High-visibility jacket**

All persons walking in the movement area must wear a yellow high-visibility safety jacket, which complies with the EN 471 standard, EXC pilots and their passengers directly to and from the ACFT or AIS.

**LSZG AD 2.21 NOISE ABATEMENT PROCEDURES**

- avoid overflying villages
- Approach RWY 24: do not turn onto final before reaching 1.2NM to ZG100.

**LSZG AD 2.22 FLIGHT PROCEDURES**

**Special regulations for IFR approach and departure**

**1. SID Description**

**1.1 SID RNAV**

**1.1.1 SID RWY 06 (see chart LSZG AD 2.24.7 - 1/3)**

General:

RWY 06 - Close-In obstacles: Trees up to 1480 ft right side of the track after departure.

DESIGNATOR	RWY 06 - RNAV (GNSS)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>ARVAN 1K</b> PDG 4.4% to 1700ft  MNM Climb gradient 4.6% to reach 5000ft at ARVAN	Proceed on course 075° to ARVAN and hold as published.	INITIAL CLIMB CLEARANCE 5000ft	NIL	Available RMZ active only

RNAV (GNSS) SID ARVAN 1K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ARVAN	N	5000	-	075° (077.0°T)	-
HM	ARVAN	N	5000	- 180	255° (257.2°T)	-

DESIGNATOR	RWY 06 - RNAV (GNSS)			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>BIRKI 1K</b> PDG: 6.3% to 2200ft  MNM climb gradient 10.5% up to 3800ft to remain inside controlled airspace	Proceed via ZG601, ZG602, ZG603 to BIRKI.	INITIAL CLIMB CLEARANCE 5000ft. Cross BIRKI at MNM 4000 ft	NIL	NIL
<b>FRIBOURG 1K (FRI 1K)</b> PDG: 4.3% to 2100ft  MNM climb gradient 6.3% up to 5300ft to remain inside controlled airspace	Proceed via ZG604, ZG605, ZG606 to FRI.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG606 at FL080 or above	NIL	NIL
<b>WILLISAU 1K (WIL 1K)</b> PDG: 4.3% to 1900ft  MNM climb gradient 6.0% up to 3600ft to remain inside controlled airspace	Proceed via ZG604 to WIL.	INITIAL CLIMB CLEARANCE 5000ft.	NIL	NIL

RNAV (GNSS) SID BIRKI 1K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG601	Y	-	-165	077° (079.3°T)	-
DF	ZG602	N	-	-	-	-
TF	ZG603	N	-	-	201° (203.0°T)	5.1
TF	BIRKI	N	+4000	-	138° (140.0°T)	2.7

RNAV (GNSS) SID FRI 1K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG604	Y	-	-165	078° (079.8°T)	-
DF	ZG605	N	-	-	-	-
TF	ZG606	N	+FL080	-	209° (211.2°T)	12.5
TF	FRI	N	-	-	209° (211.1°T)	9.5

RNAV (GNSS) SID WIL 1K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG604	Y	-	-165	078° (079.8°T)	-
TF	WIL	N	-	-	091° (093.4°T)	16.0

### 1.1.2 SID RWY 24 (see chart LSZG AD 2.24.7 - 1/5)

General:

RWY 24 - Close-In obstacles: Pole up to 1440 ft right side of the track 250 m after THR 06.

DESIGNATOR	RWY 24 - RNAV (GNSS)					
	ROUTE				Contact	Remark
	Lateral		Vertical			
<b>ARVAN 1W</b> PDG 5.3% to 1900ft	Proceed on course 246° to ZG201. Turn left (MAX IAS 140kt during turn) to ARVAN and hold as published.		INITIAL CLIMB CLEARANCE 5000ft.		NIL	Available RMZ active only

RNAV (GNSS) SID ARVAN 1W						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-	246° (247.8°T)	-
DF	ARVAN	N	5000	- 140	-	-
HM	ARVAN	N	5000	- 180	255° (257.2°T)	-

DESIGNATOR	RWY 24 - RNAV (GNSS)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>BIRKI 1W</b> PDG: 5.3% to 2100ft  MNM climb gradient 7.7% up to 3500ft to remain inside controlled airspace	Proceed via ZG201, ZG603 to BIRKI.	INITIAL CLIMB CLEARANCE 5000ft. Cross BIRKI at MNM 4000ft	NIL	NIL	
<b>FRIBOURG 1W (FRI 1W)</b> PDG: 5.3% to 2100ft  MNM climb gradient 7.8% up to 3500ft to remain inside controlled airspace	Proceed via ZG201, ZG202 to FRI	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG202 at FL080 or above	NIL	NIL	
<b>WILLISAU 1W (WIL 1W)</b> PDG: 5.3% to 2100ft MNM climb gradient 7.7% up to 3500ft to remain inside controlled airspace	Proceed via ZG201 to WIL.	INITIAL CLIMB CLEARANCE 5000ft.	NIL	NIL	

(GNSS) SID BIRKI 1W

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-165	246° (247.8°T)	-
DF	ZG603	N	-	-	-	-
TF	BIRKI	N	+4000	-	138° (140.0°T)	2.7

RNAV (GNSS) SID FRI 1W

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-165	246° (247.8°T)	-
DF	ZG202	N	+FL080	-	-	-
TF	FRI	N	-	-	190° (192.0°T)	11.5

RNAV (GNSS) SID WIL 1W

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CF	ZG201	Y	-	-165	246° (247.8°T)	-
DF	WIL	N	-	-	-	-

**1.2 SID RNAV 1 RWY 06/24 - (see chart LSZG AD 2.24.7-7)**

General:

Minimum MET requirements: VIS 5000 m and Ceiling 3000 ft AGL

RWY 06 - Close-In obstacles: Trees up to 1480 ft right side of the track after departure.

RWY 24 - Close-In obstacles: Pole up to 1440 ft right side of the track 250 m after THR 06.

DESIGNATOR	RWY 06/24 - RNAV 1				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>WILLISAU 2V</b> (WIL 2V)	Maintain visual ground contact to ZG502 (north side of Catholic Church in Biberist.). From ZG502 proceed to WIL.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG502 at or above 4000ft. Cross WIL at or above 7000ft.		NIL	Do not enter glider sector when active.

RNAV 1 SID WIL 2V						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZG502	N	+4000	-	-	-
TF	WIL	N	+7000	-	088° (091.4°T)	14.3

**1.3 SID NON RNAV RWY 06/24 - (see chart LSZG AD 2.24.7 - 9)**

General:

Minimum MET requirements: VIS 5000 m and Ceiling 3000 ft AGL

RWY 06 - Close-In obstacles: Trees up to 1480 ft right side of the track after departure.

RWY 24 - Close-In obstacles: Pole up to 1440 ft right side of the track 250 m after THR 06.

DESIGNATOR	RWY 06/24				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>BIRKI 6V</b>	Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). Intercept R012 FRI inbound. Intercept LOC IBE and proceed to BIRKI.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG501 at MNM 4000ft.		NIL	Do not enter glider sector when active.
<b>FRIBOURG 9V</b> (FRI 9V)	Maintain visual ground contact to ZG501 (1km SW from village Büren an der Aare over the road connecting Dotzingen and Büren an der Aare villages). Intercept R012 FRI inbound and proceed to FRI.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZG501 at MNM 4000ft. Cross R012 / D11.2 FRI at MNM FL080		NIL	Do not enter glider sector when active.

1.4 Approach Procedures

1.4.1 Procedure description of RNP RWY 24 (see chart LSZG AD 2.24.10 - 1)

From WIL						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	WIL	N	+6000	-	-	-
TF	NEMAG	N	+6000	180	323° (325.3°T)	5.1
TF	ARVAN	N	+6000	-	255° (257.2°T)	4.5
TF	ZG503	Y	-	-	255° (257.3°T)	11.3
TF	ZG100	N	-	150	255° (257.1°T)	1.7
TF	ZG504	N	-	150	241° (242.5°T)	2.0
TF	ZG505	N	+4400	150	147° (148.8°T)	2.2
TF	WIL	N	+6000	-	081° (082.9°T)	20.8

1.5 VFR procedure

Refer to VFR Manual, LSZG AD INFO.

1.6 Supplementary provisions regarding VFR-flights

Refer to VFR Manual, LSZG AD INFO.

2. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	VIS (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
All	A	800/---	400/---	---	NIL
	B	800/---	400/---	---	NIL

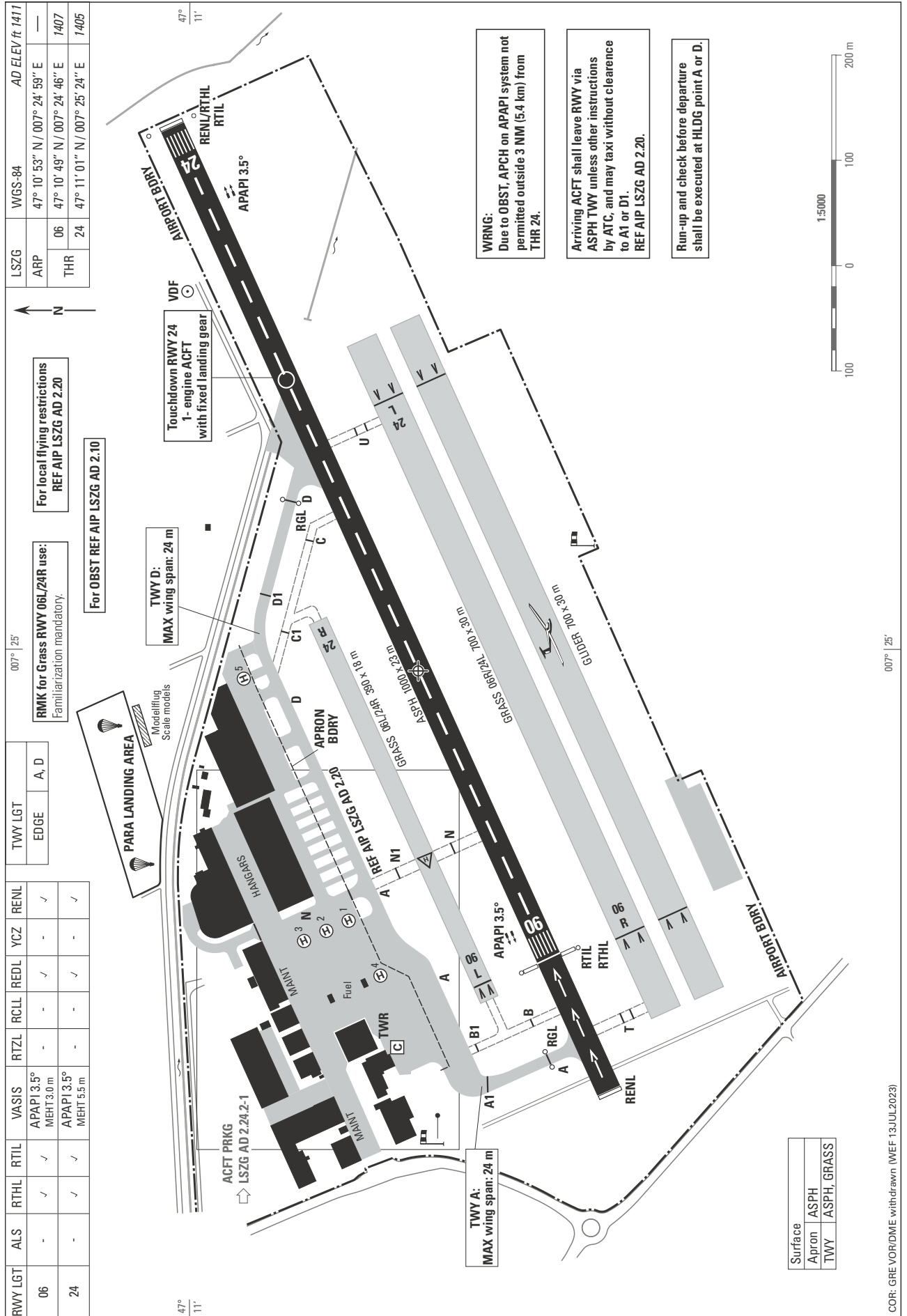
**LSZG AD 2.23 ADDITIONAL INFORMATION****1. List of significant points (Terminal)**

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZG100	N 47 10 59.4	E 007 25 05.5	SID/IAC LSZG
ZG201	N 47 09 58.3	E 007 21 44.6	SID LSZG
ZG202	N 46 57 54.5	E 007 16 53.3	SID LSZG
ZG501	N 47 07 58.2	E 007 21 14.8	SID LSZG
ZG502	N 47 11 05.0	E 007 33 26.8	SID LSZG
ZG503	N 47 11 22.2	E 007 27 31.2	IAC LSZG
ZG504	N 47 10 04.0	E 007 22 29.4	IAC LSZG
ZG505	N 47 08 12.8	E 007 24 08.2	IAC LSZG
ZG506	N 47 14 33.2	E 007 47 58.5	IAC LSZG
ZG601	N 47 11 14.9	E 007 27 15.4	SID LSZG
ZG602	N 47 07 32.4	E 007 22 56.7	SID LSZG
ZG603	N 47 02 50.9	E 007 20 02.2	SID LSZG
ZG604	N 47 11 40.9	E 007 30 52.1	SID LSZG
ZG605	N 47 05 29.3	E 007 29 59.8	SID LSZG
ZG606	N 46 54 48.0	E 007 20 33.3	SID LSZG

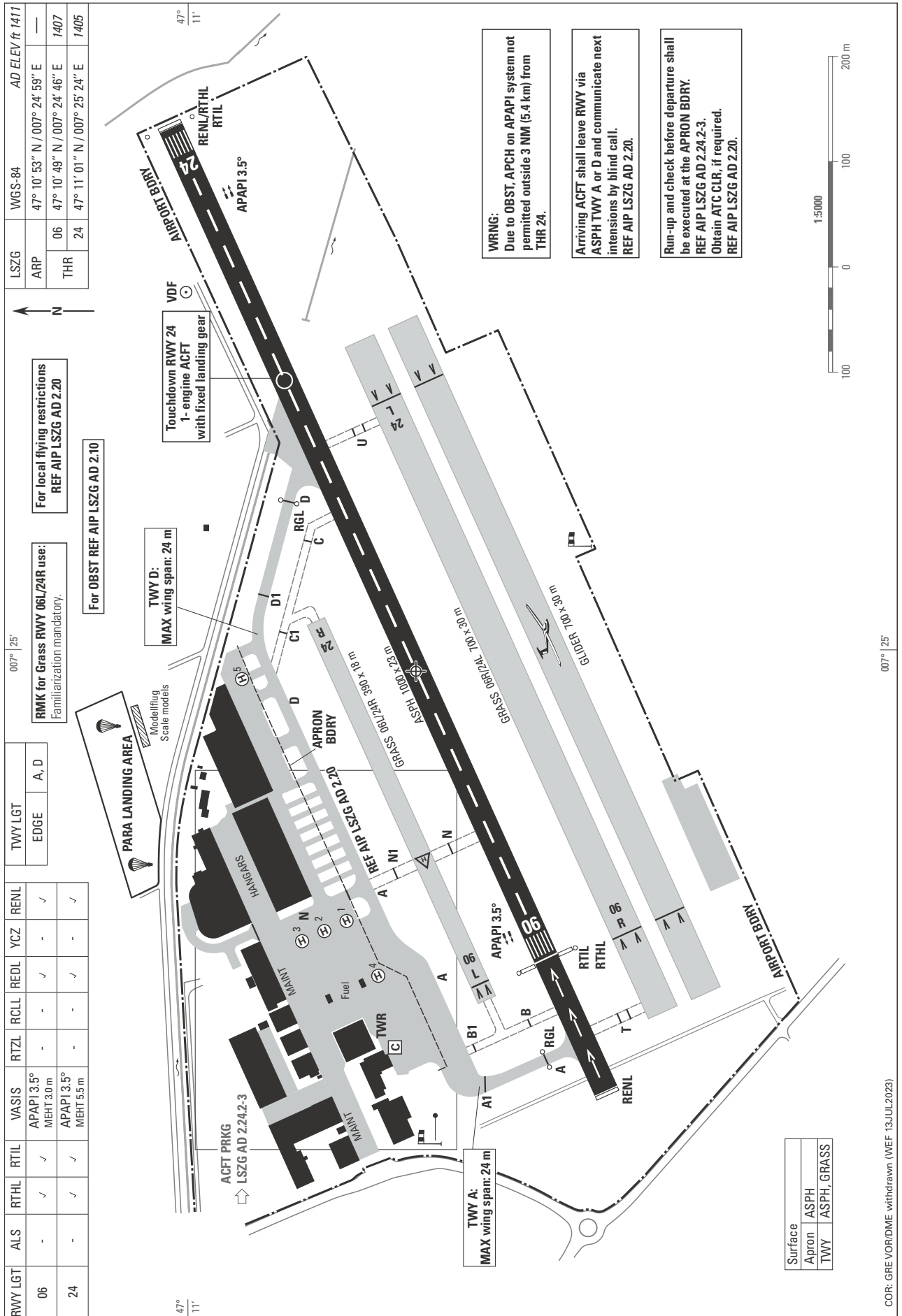
**LSZG AD 2.24 CHARTS RELATED TO AN AERODROME**

Name	Page
Aerodrome Chart CTR	LSZG AD 2.24.1 - 1
Aerodrome Chart RMZ	LSZG AD 2.24.1 - 3
Aircraft Parking Chart CTR	LSZG AD 2.24.2 - 1
Aircraft Parking Chart RMZ	LSZG AD 2.24.2 - 3
Aerodrome Obstacle Chart - Type A - RWY 06/24	LSZG AD 2.24.4 - 1
SID RWY 06/24 RNAV	LSZG AD 2.24.7 - 1
SID RWY 06 - RNAV (GNSS)	LSZG AD 2.24.7 - 3
SID RWY 24 - RNAV (GNSS)	LSZG AD 2.24.7 - 5
SID RWY 06/24 - RNAV 1	LSZG AD 2.24.7 - 7
SID RWY 06/24 - NON RNAV	LSZG AD 2.24.7 - 9
IAC RNP RWY 24 CAT A/B	LSZG AD 2.24.10 - 1

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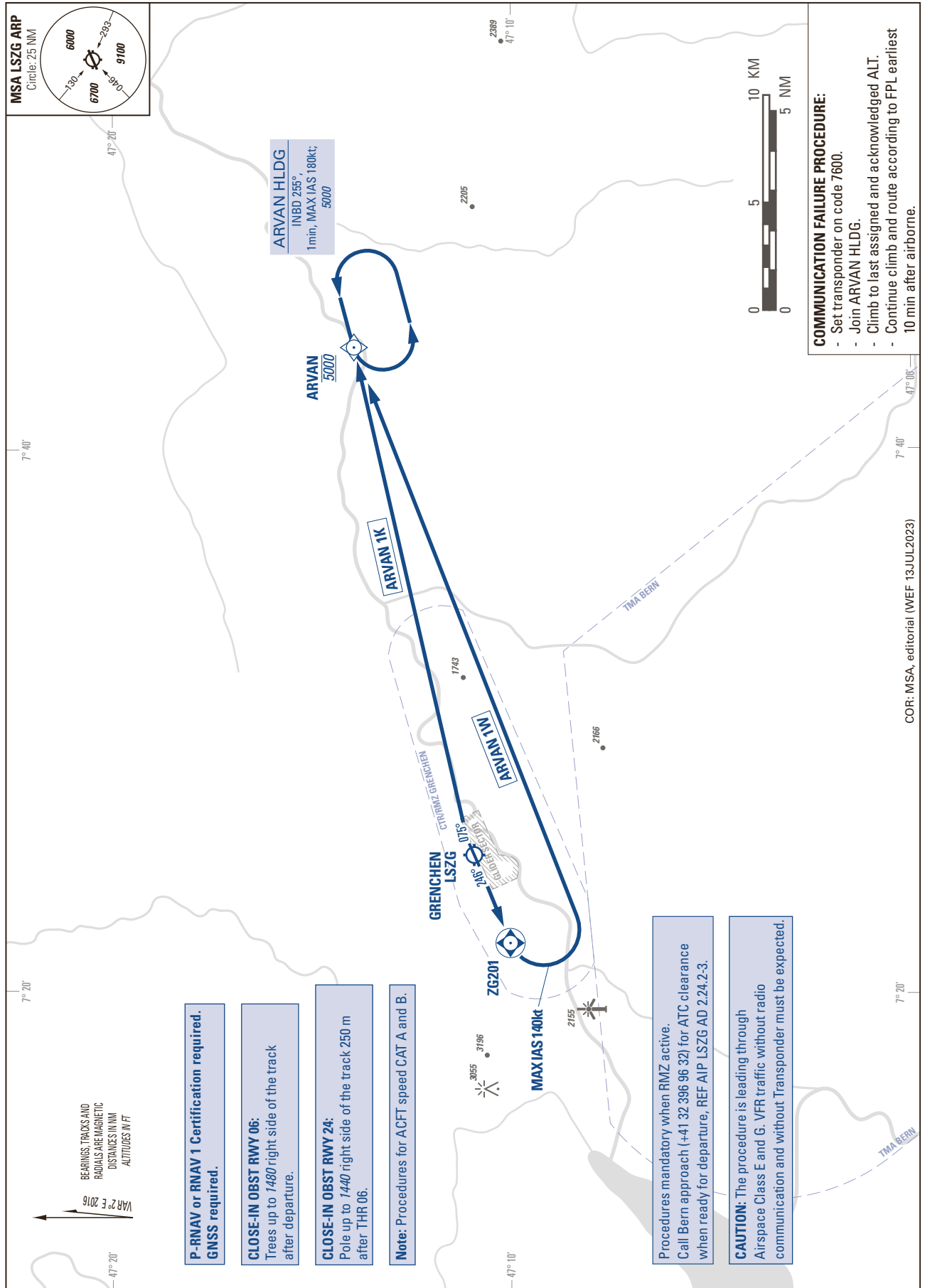


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STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEH LSZG  
SID RWY 06/24 - RNAV

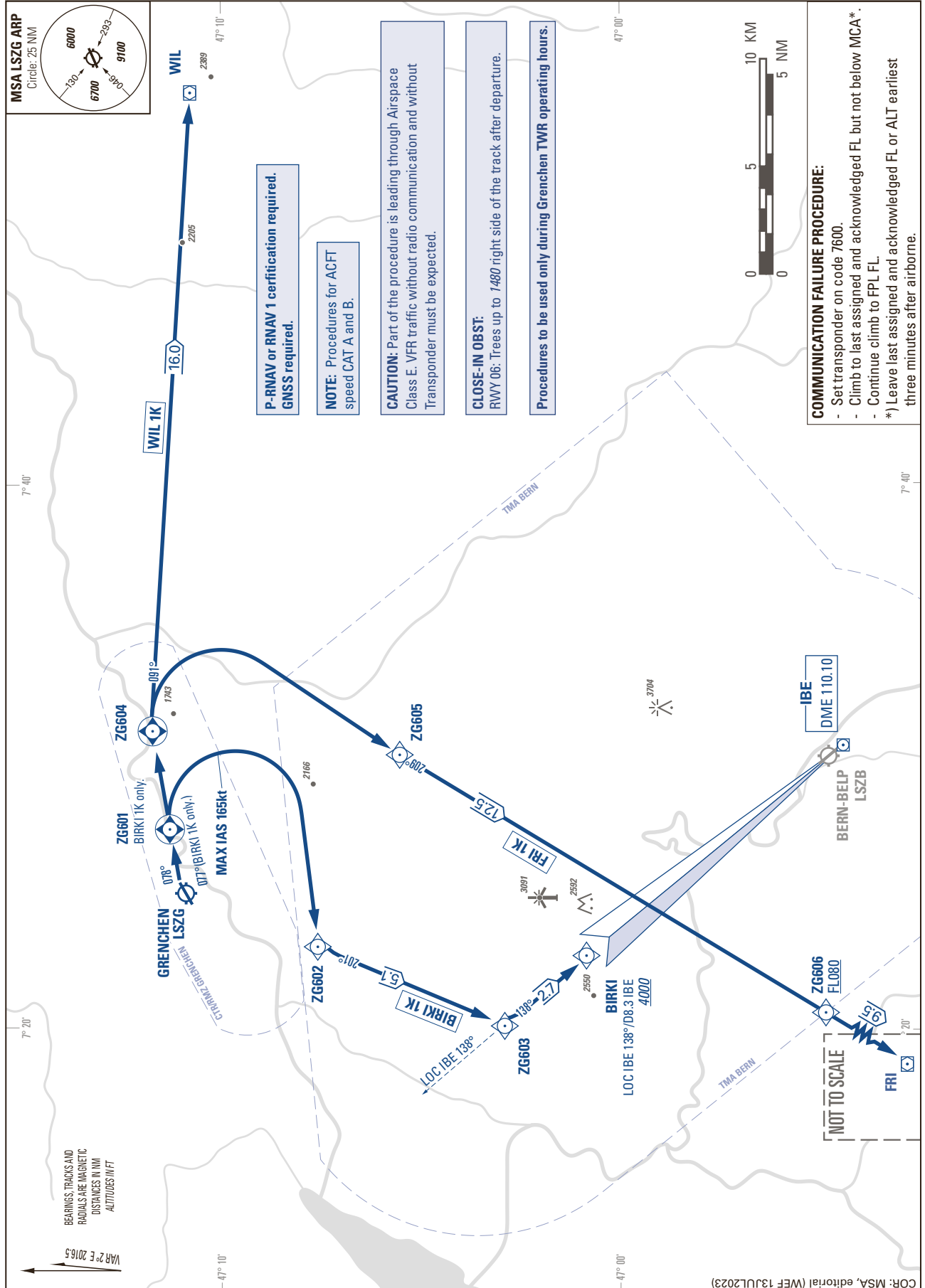


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STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN LSZG  
SID RWY 06 - RNAV (GNSS)

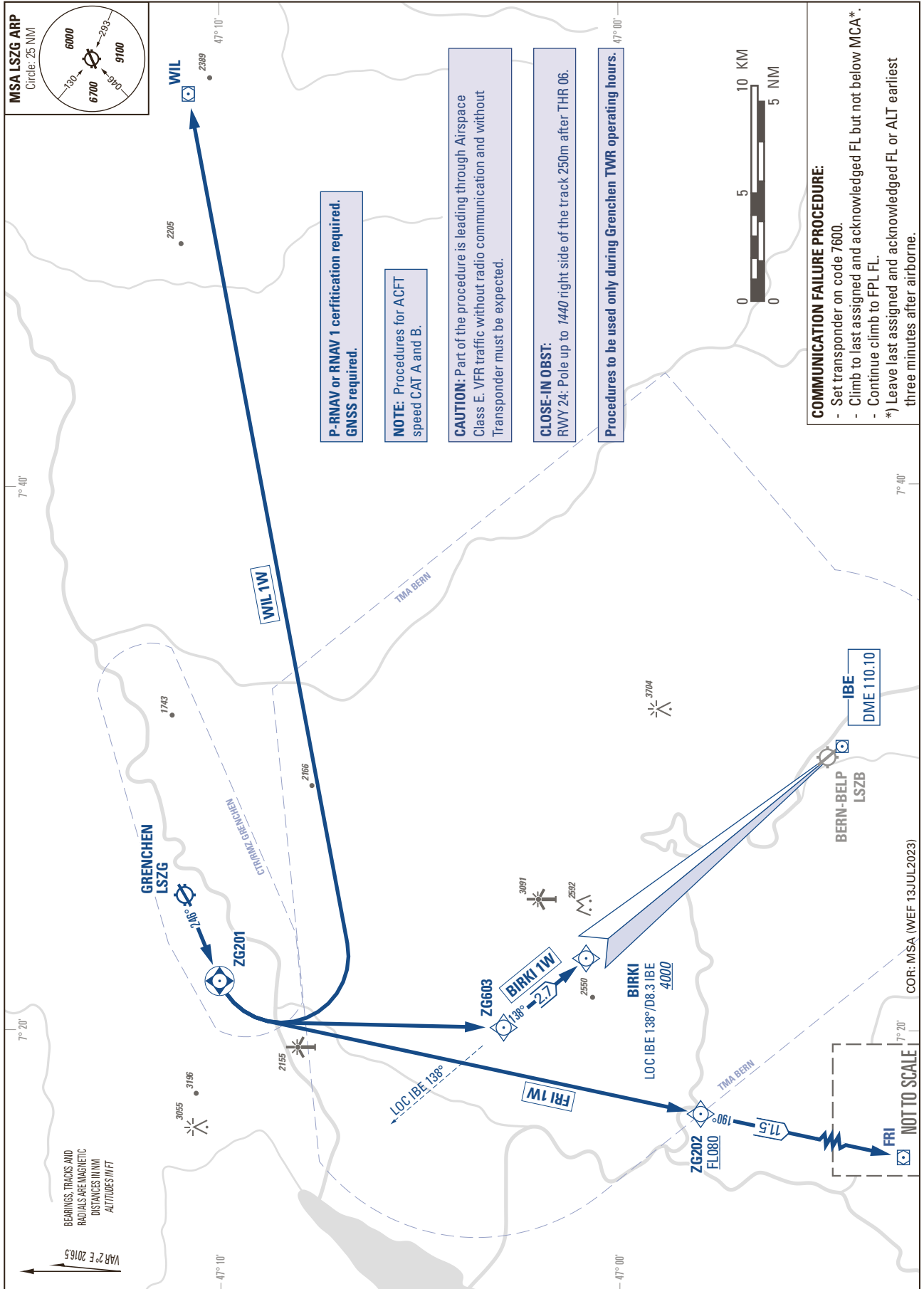


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STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN LSZG  
SID RWY 24 - RNAV (GNSS)

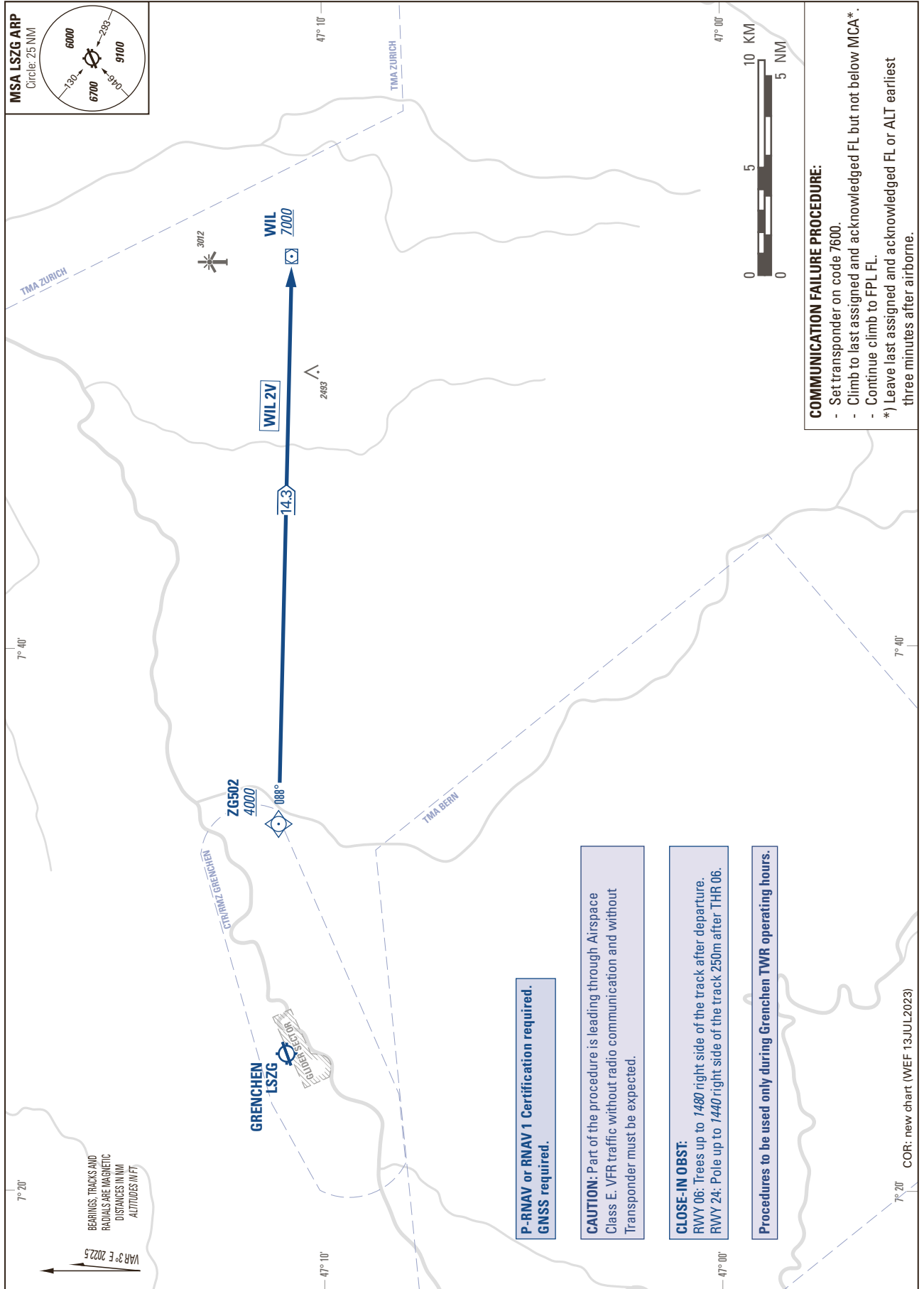


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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEM LSZG  
SID RWY 06/24 - RNAV1

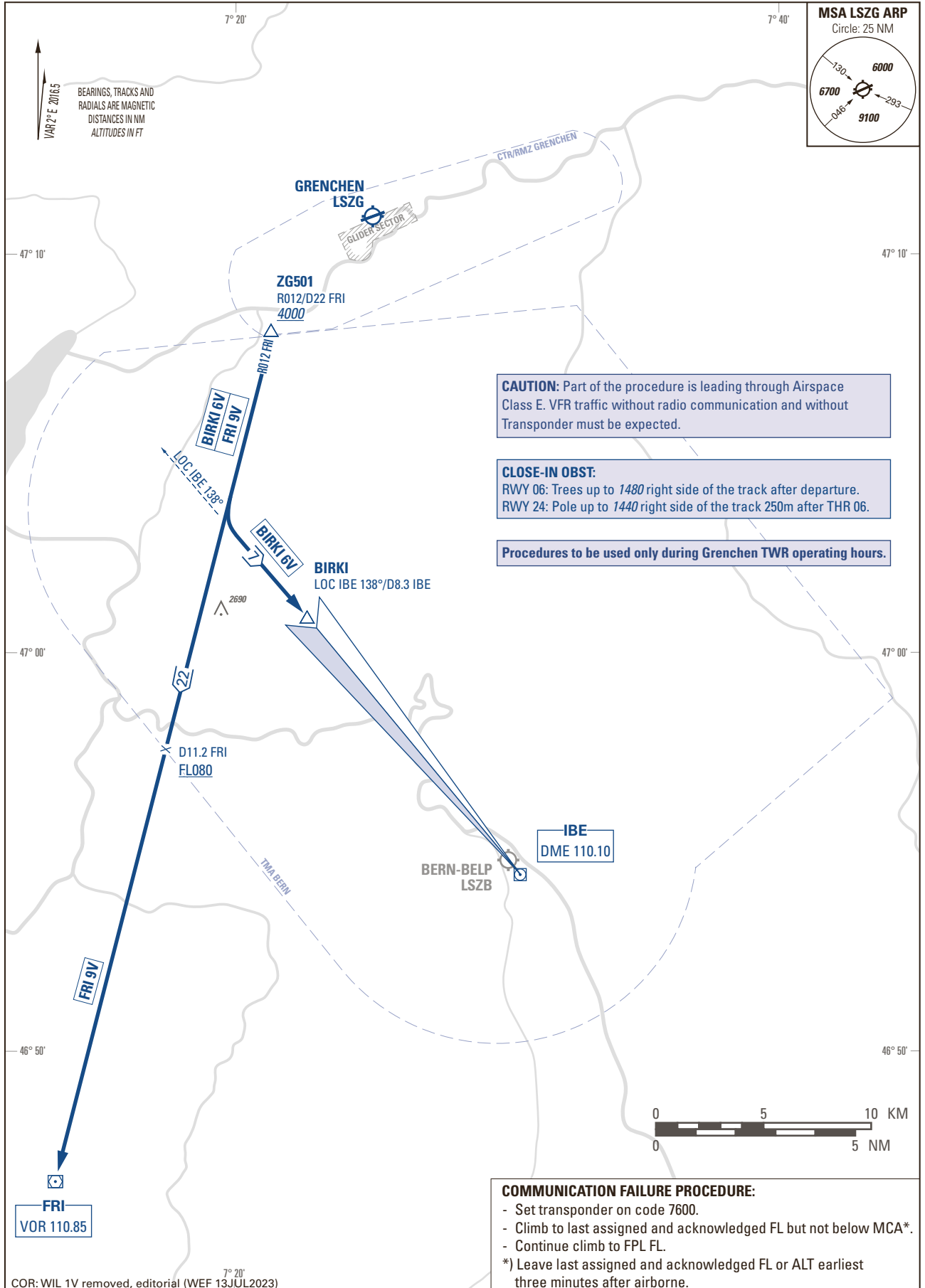


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STANDARD INSTRUMENT DEPARTURE CHART  
(SID) - ICAO

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN LSZG  
SID RWY 06/24 - NON RNAV



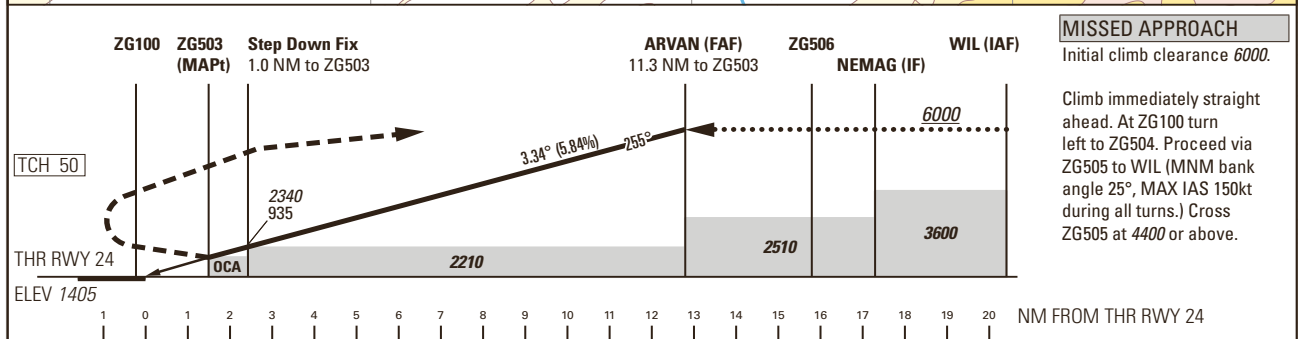
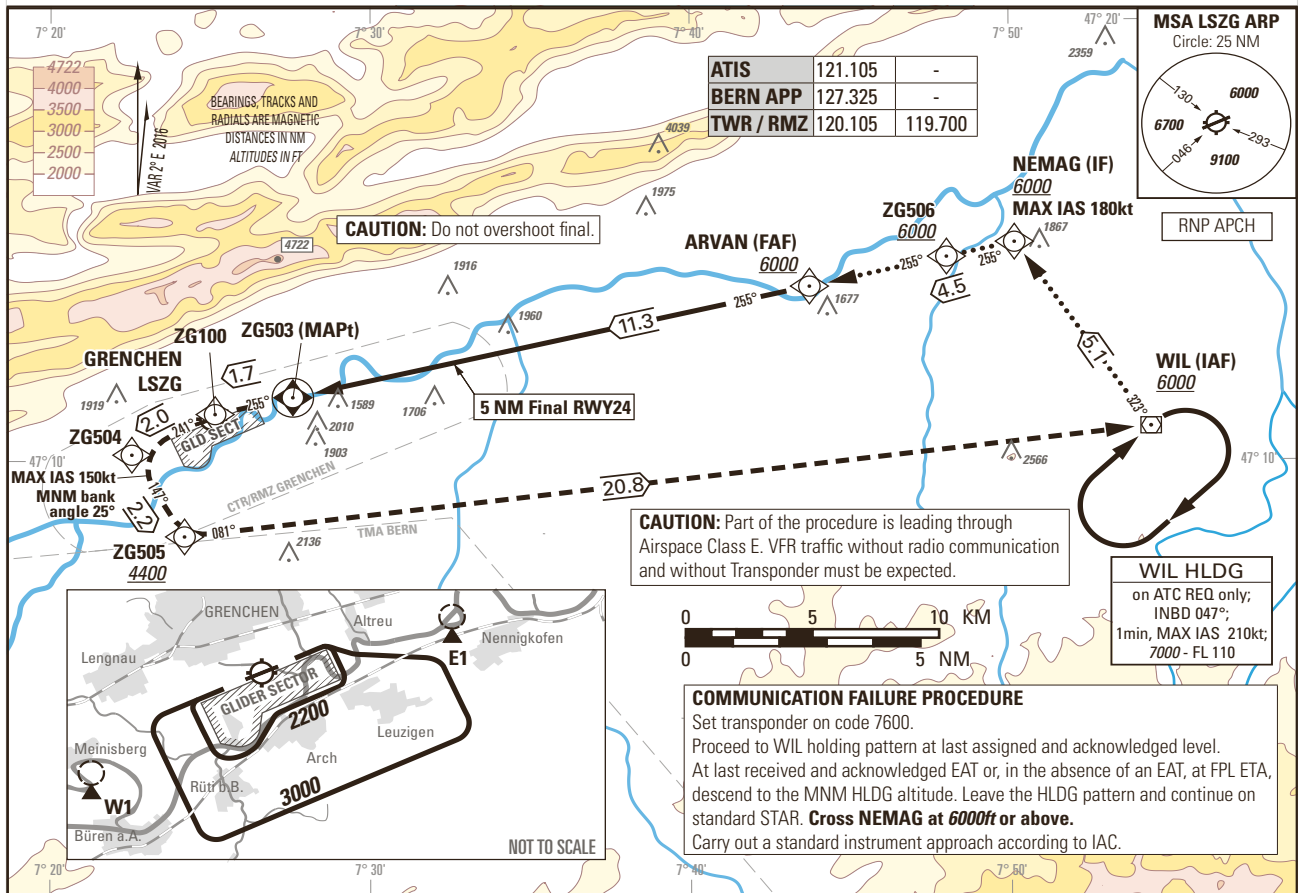
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Instrument Approach Chart  
(IAC) - ICAO

AD ELEV 1411ft

TRANSITION LEVEL by ATC  
TRANSITION ALTITUDE 6000

GRENCHEN LSZG  
RNP RWY 24  
11.5° OFFSET LEFT  
ACFT CAT A / B



Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH <sup>1)</sup>	
	A	B
	OCA(H) LNAV	
2.5%	2490 (1085)	
6.6%	2010 (605)	
	MDA(H) LNAV	
2.5%	2490 (1085)	
6.6%	2010 (605)	
CIRCLING <sup>2)3)</sup>	A	B
OCA	2270	2320
VIS	1900m	2800m

ROD	GS kt	90	110	130	150
	FT/MIN	533	651	769	888

DIST ZG503	1	2	3	4	5	6	7	8	9	10	11	11.3
DIST FTP	2.5	3.5	4.5	5.5	6.5	7.5	8.5	9.5	10.5	11.5	12.5	12.8
ALT FT	2350	2700	3060	3410	3760	4120	4470	4830	5180	5540	5890	6000

**NOTE**

- <sup>1)</sup> Noise abatement:  
- do not turn onto final before reaching 1.2 NM to ZG100.
- <sup>2)</sup> Circling:  
- No circlings north of RWY 06/24  
- avoid overflying villages  
- whenever possible, circling ALT 3000ft on outer downwind, circling shall remain inside CTR limits

**CAUTION**

- Visual Segment Surface (VSS) penetrated by terrain right of track up to 1560ft AMSL.
- Do not enter active GLD sector (ATIS).

COR: GRE VOR/DME withdrawn, MDA added , note and caution (WEF 13JUL2023)

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