SWITZERLAND

TEL: +41 (0) 43 931 61 68

Telegraphic address:
AFTN: LSSAYOYX
E-mail: aip@skyguide.ch

skyguide

AIP Services

CH-8602 WANGEN BEI DÜBENDORF

AIP

AMDT 008 2023

Effective Date 10 AUG 2023

RMK

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

1. Insert the following pages:

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LSZB AD 2.24.10 - 5/6	AIRAC 25 FEB 2021

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:	
LSZB AD 2.24.10 - 11/12	10 AUG 2023	LSZB AD 2.24.10 - 11/12	AIRAC 15 JUN 2023
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PART 1 - GENERAL (GEN)

GEN 0

GEN 0.1 PREFACE

1. Name of the publishing organisation

The AIP Switzerland is published by skyguide, swiss air navigation services ltd. under the responsibility of FOCA.
In accordance with article 87 of the Constitution of the Swiss Confederation, the aeronautical legislation lies exclusively within the jurisdiction of the Confederation. In accordance with article 3 of the Law on Air Navigation, the Federal Council regulates and oversees air navigation. It exercises it through the Federal Department of Environment, Transport, Energy and Communications (DETEC).
A special division, the **Federal Office for Civil Aviation (FOCA)** is in place to exercise the immediate responsibility for regulation and oversight of air navigation, with the exception of **Aircraft Accident Investigations.**

2. Applicable ICAO documents

The AIP is prepared in accordance with the SARPS of ICAO Annex 15 and the ICAO **Aeronautical Information Services Manual** (ICAO Doc 8126). Charts contained in the AIP are produced in accordance with ICAO Annex 4 and the ICAO **Aeronautical Chart Manual** (ICAO Doc 8697). Differences from ICAO Standards, Recommended Practices and Procedures are given in subsection GEN 1.7.

3. The AIP structure and established regular amendment interval

3.1 The AIP structure

The AIP forms part of the Integrated Aeronautical Information Package details of which are given in Section GEN 3.1. The principal AIP structure is shown in graphic form on page GEN 0.1 - 3.
The AIP is divided into three parts, General (GEN), En-route (ENR) and Aerodromes (AD), each divided into sections and subsections as applicable containing various types of information subjects.

3.1.1 Part 1 - General (GEN)

Part 1 consists of five sections containing information as briefly described hereafter.

GEN 0. - Preface; Record of AIP Amendments - Record of AIP Supplements; Checklist of AIP pages; List of hand amendments to the AIP; and the Table of Contents to Part 1.

GEN 1. National regulations and requirements - Designated authorities; Entry, transit and departure of aircraft; Entry, transit and departure of passengers and crew; Entry, transit and departure of cargo; Aircraft instruments, equipment and flight documents; Summary of national regulations and international agreements/conventions; and Differences from ICAO Standards, Recommended Practices and Procedures.

GEN 2. Tables and codes - Measuring system, aircraft markings, holidays; Abbreviations used in AIS publications; Chart symbols; Location indicators; List of radio navigation aids; Conversion tables and Sunrise/Sunset tables.

GEN 3. Services - Aeronautical information services; Aeronautical charts; Air traffic services; Communication services; Meteorological services; and Search and rescue.

GEN 4. Charges for aerodromes/heliports and air navigation services - Aerodrome/heliport charges; and Air navigation services charges.

3.1.2 Part 2 — En-Route (ENR)

Part 2 consists of seven sections containing information as briefly described hereafter.

ENR 0.6 - Table of contents to Part 2.

ENR 1. General rules and procedures - General rules; Visual flight rules; Instrument flight rules; ATS airspace classification; Holding, approach and departure procedures; Radar services and procedures; Altimeter setting procedures; Regional supplementary procedures; Air traffic flow management; Flight planning; Addressing of flight plan messages; Interception of civil aircraft; Unlawful interference; and Air traffic incidents.

ENR 2. Air traffic services airspace - FIR; UIR; TMA; and Other regulated airspace.

ENR 3. ATS routes - Lower ATS routes; Upper ATS routes; Area navigation routes; Helicopter routes; Other routes; and En-route holding.

ENR 4. Radio navigation aids/systems - Radio navigation aids - en-route; Special navigation systems; Name-code designators for significant points; and Aeronautical ground lights - en-route.

ENR 5. Navigation warnings - Prohibited, restricted and danger areas; Military exercise and training areas and ADIZ; Other activities of a dangerous nature and other potential hazards; Air navigation obstacles - en-route; Aerial sporting and recreational activities; and Bird migration and areas with sensitive fauna.

ENR 6. En-route charts - En-route Chart - ICAO and index charts.

3.1.3 Part 3 — Aerodromes (AD)

Part 3 consists of three sections containing information as briefly described hereafter.

AD 0.6 - Table of Contents to Part 3.

AD 1. Aerodromes/Heliports - Introduction - Aerodrome/heliport availability; Rescue and fire fighting services and Snow plan; Index to aerodromes and heliports; and Grouping of aerodromes/heliports.
AD 2. Aerodromes - Detailed information about aerodromes, including helicopter LDG areas, if located at the aerodromes listed under 24 subsections.

3.2 Regular amendment interval

Changes to the AIP are issued monthly by means of **AMDTs**. The AMDT is issued with a check list of the contents of the manual.

4. Service to contact in case of detected AIP errors or omissions and missing pages

In the compilation of the AIP, care has been taken to ensure that the information contained therein is accurate and CMPL. Any errors, omissions or missing pages or charts (please provide Chapter and page number details) which may nevertheless be detected, as well as any correspondence concerning the Integrated Aeronautical Information Package, should be referred to:

skyguide
swiss air navigation services ltd.
AIP Services
P.O. Box 23
CH-8602 Wangen bei Dübendorf
aip@skyguide.ch

AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2021	17-Jun-2021	17-Jun-2021	
007/2021	15-Jul-2021	15-Jul-2021	
008/2021	12-Aug-2021	12-Aug-2021	
009/2021	09-Sep-2021	09-Sep-2021	
010/2021	07-Oct-2021	07-Oct-2021	
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008/2023	10-Aug-2023	10-Aug-2023	

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GEN 0.3 RECORD OF SUPPLEMENTS

NIL

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GEN 0.4 CHECKLIST OF AIP PAGES

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LSZR AD 2.24.7 - 11	AIRAC 21 MAY 2020
LSZR AD 2.24.7 - 12	AIRAC 21 MAY 2020
LSZR AD 2.24.9 - 1	AIRAC 21 MAY 2020
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LSZR AD 2.24.9 - 3	AIRAC 21 MAY 2020
LSZR AD 2.24.9 - 4	AIRAC 21 MAY 2020
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LSZR AD 2.24.10 - 3	03 DEC 2020
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LSZR AD 2.24.10 - 6	03 NOV 2022
LSZR AD 2.24.13 - 1	23 MAR 2023
LSZR AD 2.24.13 - 2	23 MAR 2023
LSZS AD 2 - 1	13 JUL 2023

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LSZS AD 2 - 2	13 JUL 2023
LSZS AD 2 - 3	14 JUL 2022
LSZS AD 2 - 4	14 JUL 2022
LSZS AD 2 - 5	11 AUG 2022
LSZS AD 2 - 6	11 AUG 2022
LSZS AD 2 - 7	26 JAN 2023
LSZS AD 2 - 8	26 JAN 2023
LSZS AD 2 - 9	01 DEC 2022
LSZS AD 2 - 10	01 DEC 2022
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LSZS AD 2.24.7 - 1	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 2	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 3	AIRAC 05 DEC 2019
LSZS AD 2.24.7 - 4	AIRAC 05 DEC 2019
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LSZS AD 2.24.7 - 8	AIRAC 24 MAR 2022
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LSZS AD 2.24.12 - 2	20 APR 2023
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LSGS AD 2 - 4	14 JUL 2022
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LSGS AD 2 - 7	15 JUL 2021
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LSGS AD 2 - 16	17 JUN 2021
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LSGS AD 2.24.1 - 2	23 FEB 2023
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LSGS AD 2.24.9 - 2	AIRAC 26 MAR 2020
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LSGS AD 2.24.13 - 3	AIRAC 26 MAR 2020
LSGS AD 2.24.13 - 4	AIRAC 26 MAR 2020
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LSZH AD 2 - 4	20 APR 2023
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LSZH AD 2 - 13	14 JUL 2022
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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
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LSZH AD 2 - 34	14 JUL 2022
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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 - 67	20 APR 2023
LSZH AD 2 - 68	20 APR 2023
LSZH AD 2 - 69	AIRAC 23 MAR 2023
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LSZH AD 2.24.3 - 3	20 APR 2023
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LSZH AD 2.24.7.1 - 2	07 OCT 2021
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LSZH AD 2.24.7.1 - 5	AIRAC 18 MAY 2023
LSZH AD 2.24.7.1 - 6	AIRAC 18 MAY 2023
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LSZH AD 2.24.7.2 - 2	07 OCT 2021
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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 15 JUN 2023
LSZH AD 2.24.7.2 - 8	AIRAC 15 JUN 2023
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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
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LSZH AD 2.24.7.3 - 10	07 OCT 2021
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LSZH AD 2.24.7.4 - 3	AIRAC 15 JUN 2023
LSZH AD 2.24.7.4 - 4	AIRAC 15 JUN 2023
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
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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	AIRAC 15 JUN 2023				
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LSZH AD 2.24.7.6 - 2	07 OCT 2021				
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LSZH AD 2.24.10.3 - 2	AIRAC 15 JUN 2023				
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LSZH AD 2.24.10.3 - 7	AIRAC 02 DEC 2021				
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LSZH AD 2.24.10.3 - 9	AIRAC 15 JUN 2023				
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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 15 JUN 2023				
LSZH AD 2.24.10.4 - 8	AIRAC 15 JUN 2023				
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GEN 2 TABLES AND CODES

GEN 2.1 MEASURING SYSTEM, AIRCRAFT MARKINGS, HOLIDAYS

1. Units of measurement

The units of measurement of the international system of units (SI) are officially adopted in Switzerland.
Standard application of specific units of measurement (ICAO Annex 5)
The application of units of measurement for certain quantities commonly used in international civil aviation air and ground operations shall be in accordance with the following table.

	Unit	Non SI alternative unit
altitude (also elevation)	m	**ft**
distance (long)	km	**NM**
distance (short)	m	
height	m	**ft**
latitude	° ' ''	
longitude	° ' ''	
runway length	m	
runway visual range	m	
time	s min h d	
visibility	km	
wind direction (for landing and take-off in degrees magnetic, in other cases in degrees true)	°	
mass	kg; t	
altimeter setting, atmospheric pressure	hPa	
pressure	kPa; MPa	
airspeed, ground speed, wind speed	km/h	**kt**
vertical speed	m/s	**ft/min**
temperature	° C	

2. Temporal reference system

The co-ordinated universal time (UTC) is used in air traffic and communications services.
In some documents published by the AIM, local time (LT) is also used (e.g. AIC, SUP).
The Swiss time is the Central European Time (CET).
The central European time corresponds to universal time plus one hour (UTC+1).
The **Summer time** corresponds to universal time plus two hours (UTC+2).

During the **summer time** period in Switzerland the times given in brackets apply.
Example: 1130 - 1330 (1030 - 1230)

1130 - 1330 time period in UTC during winter period (outside Central Eurpean Summer Time)
(1030 - 1230) time period in UTC during summer period (during Central European Summer Time)

Summer time comes into force on the last Sunday of March at 0100 UTC.
It ends on the last Sunday of October at 0100 UTC.

3. Horizontal Reference System

3.1 Reference System:

All published geographical coordinates indicating latitude and longitude are expressed in terms of the World Geodetic System - 1984 (WGS-84) geodetic reference datum.

3.2 Area of application:

The area of application for the published geographical coordinates coincides with the area of responsibility of the Aeronautical Information Service, i.e. the entire territory of Switzerland.

3.3 Use of an asterisk to identify published geographical coordinates:

An asterisk (*) will be used to identify geographical coordinates which have been transformed into WGS-84 coordinates but whose accuracy does not meet the requirements in ICAO Annex 11, Chapter 2 and ICAO Annex 14, Volumes I and II, Chapter 2.

4. Vertical Reference System

4.1 Reference System

Ground elevations are expressed with reference to the Swiss height system (LN02). LN02 is an official vertical reference system used in Switzerland that is based on raw, leveled height differences. The maximum difference between elevations referenced to LN02 and EGM-96 is 3 m.

4.2 Geoid Undulation

The height difference between the ellipsoid (GNSS height reference) and the geoid (orthometric height reference) is called the geoid undulation. This value defines the distance of the geoid above (positive undulation of the geoid) or below (negative undulation of the geoid) the reference ellipsoid. The following relation applies: Geoid Undulation = Ellipsoidal Height - Orthometric Height (altitude).
The aeronautical information service publishes the value of the geoid undulation for each aerodrome. This value is expressed in feet. It shall be shown on the charts where GNSS height references are used.
NOTE: In Switzerland, the undulation is always positive (the geoid is above the WGS84 ellipsoid).
WARNING: The publication of geoid undulation does not modify any GPS restrictions for use. Particularly, the altitude information given by GPS shall NOT be used.

4.3 Use of an asterisk to identify published elevations

An asterisk (*) will be used to identify elevations which do not meet ICAO Annex 14 accuracy requirements.

5. Aircraft nationality and registration marks

The Swiss, as well as the Liechtenstein aircraft are registered on the Swiss Aircraft Register.

The nationality marks for **Swiss** aircraft consist of the letters HB and the national emblem of the Swiss Confederation.

The nationality marks for **Liechtenstein** aircraft consist of the letters HB and the national emblem of the Duchy of Liechtenstein.

The registration marks for **aeroplanes, helicopters, airships and balloons** consist of a group of three letters, located after a dash to the right of HB.

The registration marks for **motor gliders and gliders** consist of a group of up to four figures, located after a dash to the right of HB.

The Federal Office for Civil Aviation issues additional instructions regarding form and application of the nationality and registration marks (VKZ 748.216.1 GEN 1.6).

GEN 2.6 CONVERSION OF UNITS OF MEASUREMENT

NM to KM	
1 NM = 1.852 KM	
NM	KM
0.1	0.185
0.2	0.370
0.3	0.556
0.4	0.741
0.5	0.926
0.6	1.111
0.7	1.296
0.8	1.482
0.9	1.667
1.0	1.852
2.0	3.704
3.0	5.556
4.0	7.408
5.0	9.260
6.0	11.112
7.0	12.964
8.0	14.816
9.0	16.668
10.0	18.520
20.0	37.040
30.0	55.560
40.0	74.080
50.0	92.600
60.0	111.120
70.0	129.640
80.0	148.160
90.0	166.680
100.0	185.200
200.0	370.400
300.0	555.600
400.0	740.800
500.0	926.000

KM to NM	
1 KM = 0.54 NM	
KM	NM
0.1	0.05
0.2	0.11
0.3	0.16
0.4	0.22
0.5	0.27
0.6	0.32
0.7	0.38
0.8	0.43
0.9	0.49
1.0	0.54
2.0	1.08
3.0	1.62
4.0	2.16
5.0	2.70
6.0	3.24
7.0	3.78
8.0	4.32
9.0	4.86
10.0	5.40
20.0	10.80
30.0	16.20
40.0	21.60
50.0	27.00
60.0	32.40
70.0	37.80
80.0	43.20
90.0	48.60
100.0	54.00
200.0	107.99
300.0	161.99
400.0	215.98
500.0	269.98

FT to M	
1 FT = 0.3048 M	
FT	M
1	0.305
2	0.610
3	0.914
4	1.219
5	1.524
6	1.829
7	2.134
8	2.438
9	2.743
10	3.048
20	6.096
30	9.144
40	12.192
50	15.240
60	18.288
70	21.336
80	24.384
90	27.432
100	30.480
200	60.960
300	91.440
400	121.920
500	152.400
600	182.880
700	213.360
800	243.840
900	274.320
1 000	304.800
2 000	609.600
3 000	914.400
4 000	1 219.200
5 000	1 524.000
6 000	1 828.800
7 000	2 133.600
8 000	2 438.400
9 000	2 743.200
10 000	3 048.000

M to FT	
1 M = 3.281 FT	
M	FT
1	3.28
2	6.56
3	9.84
4	13.12
5	16.40
6	19.69
7	22.97
8	26.25
9	29.53
10	32.81
20	65.62
30	98.43
40	131.23
50	164.04
60	196.85
70	229.66
80	262.47
90	295.28
100	328.08
200	656.17
300	984.25
400	1 312.34
500	1 640.42
600	1 968.50
700	2 296.59
800	2 624.67
900	2 952.76
1 000	3 280.84
2 000	6 561.68
3 000	9 842.52
4 000	13 123.36
5 000	16 404.20

From decimal minutes of an arc to seconds of an arc.

MIN	SEC	MIN	SEC	MIN	SEC	MIN	SEC
0.01	0.6	0.26	15.6	0.51	30.6	0.76	45.6
0.02	1.2	0.27	16.2	0.52	31.2	0.77	46.2
0.03	1.8	0.28	16.8	0.53	31.8	0.78	46.8
0.04	2.4	0.29	17.4	0.54	32.4	0.79	47.4
0.05	3.0	0.30	18.0	0.55	33.0	0.80	48.0
0.06	3.6	0.31	18.6	0.56	33.6	0.81	48.6
0.07	4.2	0.32	19.2	0.57	34.2	0.82	49.2
0.08	4.8	0.33	19.8	0.58	34.8	0.83	49.8
0.09	5.4	0.34	20.4	0.59	35.4	0.84	50.4
0.10	6.0	0.35	21.0	0.60	36.0	0.85	51.0
0.11	6.6	0.36	21.6	0.61	36.6	0.86	51.6
0.12	7.2	0.37	22.2	0.62	37.2	0.87	52.2
0.13	7.8	0.38	22.8	0.63	37.8	0.88	52.8
0.14	8.4	0.39	23.4	0.64	38.4	0.89	53.4
0.15	9.0	0.40	24.0	0.65	39.0	0.90	54.0
0.16	9.6	0.41	24.6	0.66	39.6	0.91	54.6
0.17	10.2	0.42	25.2	0.67	40.2	0.92	55.2
0.18	10.8	0.43	25.8	0.68	40.8	0.93	55.8
0.19	11.4	0.44	26.4	0.69	41.4	0.94	56.4
0.20	12.0	0.45	27.0	0.70	42.0	0.95	57.0
0.21	12.6	0.46	27.6	0.71	42.6	0.96	57.6
0.22	13.2	0.47	28.2	0.72	43.2	0.97	58.2
0.23	13.8	0.48	28.8	0.73	43.8	0.98	58.8
0.24	14.4	0.49	29.4	0.74	44.4	0.99	59.4
0.25	15.0	0.50	30.0	0.75	45.0	-	-

From seconds of an arc to decimal minutes of an arc.

SEC	MIN	SEC	MIN	SEC	MIN	SEC	MIN
1	0.02	16	0.27	31	0.52	46	0.77
2	0.03	17	0.28	32	0.53	47	0.78
3	0.05	18	0.30	33	0.55	48	0.80
4	0.07	19	0.32	34	0.57	49	0.82
5	0.08	20	0.33	35	0.58	50	0.83
6	0.10	21	0.35	36	0.60	51	0.85
7	0.12	22	0.37	37	0.62	52	0.87
8	0.13	23	0.38	38	0.63	53	0.88
9	0.15	24	0.40	39	0.65	54	0.90
10	0.17	25	0.42	40	0.67	55	0.92
11	0.18	26	0.43	41	0.68	56	0.93
12	0.20	27	0.45	42	0.70	57	0.95
13	0.22	28	0.47	43	0.72	58	0.97
14	0.23	29	0.48	44	0.73	59	0.98
15	0.25	30	0.50	45	0.75	-	-

GEN 2.7 SUNRISE/SUNSET

General

Day and night limits

The stated times are expressed in LT and are applicable throughout the FIR Switzerland. The reference point for the time calculation is Berne observatory; 46°57' N / 007°26' E.

Morning civil twilight begins and evening civil twilight ends when the centre of the sun is 6° below the astronomical horizon.

Night, and night FLTs, respectively, apply to the period between the end of evening civil twilight and the beginning of morning civil twilight.

Summer time (ETE; UTC+2) **comes into force on the last SUN of MAR.**
Summer time **ends on the last SUN of OCT**.

The time indications in the columns signify:

Col 1: BCMT - time for the beginning of morning civil twilight (HRH*)
Col 2: time for sunrise (SR)
Col 3: time for sunset (SS)
Col 4: ECET - time for the end of evening civil twilight (HRH*)

in Central European time (CET; UTC+1)

The tables are calculated for 2022 / 2023.

2022	FIR SWITZERLAND (LT)											
Day	OCT				NOV				DEC			
	1	2	3	4	1	2	3	4	1	2	3	4
1	0658	0729	1910	1941	0641	0713	1714	1746	0720	0755	1643	1718
2	0700	0730	1908	1939	0642	0714	1713	1745	0721	0756	1643	1718
3	0701	0731	1906	1937	0644	0716	1711	1743	0722	0757	1643	1717
4	0702	0733	1904	1935	0645	0717	1710	1742	0723	0758	1642	1717
5	0704	0734	1902	1933	0646	0719	1709	1741	0725	0759	1642	1717
6	0705	0736	1900	1931	0648	0720	1707	1739	0726	0801	1642	1717
7	0706	0737	1859	1929	0649	0721	1706	1738	0727	0802	1641	1717
8	0708	0738	1857	1927	0650	0723	1704	1737	0728	0803	1641	1716
9	0709	0740	1855	1925	0652	0724	1703	1736	0728	0804	1641	1716
10	0711	0741	1853	1923	0653	0726	1702	1735	0729	0805	1641	1716
11	0712	0742	1851	1921	0655	0727	1701	1733	0730	0806	1641	1716
12	0713	0744	1849	1919	0656	0729	1659	1732	0731	0806	1641	1717
13	0715	0745	1847	1918	0657	0730	1658	1731	0732	0807	1641	1717
14	0716	0747	1845	1916	0659	0732	1657	1730	0733	0808	1641	1717
15	0717	0748	1843	1914	0700	0733	1656	1729	0734	0809	1642	1717
16	0719	0749	1841	1912	0701	0735	1655	1728	0734	0810	1642	1717
17	0720	0751	1840	1910	0703	0736	1654	1727	0735	0810	1642	1718
18	0721	0752	1838	1909	0704	0737	1653	1726	0736	0811	1642	1718
19	0723	0754	1836	1907	0705	0739	1652	1725	0736	0812	1643	1718
20	0724	0755	1834	1905	0707	0740	1651	1724	0737	0812	1643	1719
21	0726	0757	1833	1904	0708	0742	1650	1724	0737	0813	1644	1719
22	0727	0758	1831	1902	0709	0743	1649	1723	0738	0813	1644	1720
23	0728	0759	1829	1900	0711	0744	1648	1722	0738	0814	1645	1720
24	0730	0801	1827	1859	0712	0746	1648	1722	0739	0814	1645	1721
25	0731	0802	1826	1857	0713	0747	1647	1721	0739	0815	1646	1721
26	0732	0804	1824	1855	0714	0749	1646	1720	0739	0815	1647	1722
27	0734	0805	1822	1854	0716	0750	1646	1720	0740	0815	1647	1723
28	0735	0807	1821	1852	0717	0751	1645	1719	0740	0815	1648	1724
29	0737	0808	1819	1851	0718	0752	1644	1719	0740	0816	1649	1724
30	0638	0710	1718	1749	0719	0754	1644	1718	0740	0816	1650	1725
31	0639	0711	1716	1748					0741	0816	1651	1726

GEN 3 SERVICES

GEN 3.1 AERONAUTICAL INFORMATION SERVICES

1. Responsible service

The AIS, which forms part of skyguide, ensures the flow of information necessary for the safety, regularity and efficiency of international and national air navigation within the area of its responsibility as indicated under GEN 3.1.2. It consists of AIS headquarters and a NOF.

AIS Headquarters:
Post: skyguide
swiss air navigation services ltd
AIP Services
P.O.Box 23
CH-8602 Wangen bei Dübendorf
Phone: +41 (0) 43 931 61 68

Email: aip@skyguide.ch
AFS: LSSAYOYX
URL: http://www.skyguide.ch
OPR HR: office HR

International NOTAM Office:
Post: International NOTAM Office
skyguide AIS
P.O.Box 23
CH-8602 Wangen bei Dübendorf
Phone: +41 (0) 43 931 61 96

AFS: LSSNYNYX
Email: nof.ch@skyguide.ch

AIPs are issued by the **AIP Service** of skyguide on behalf of FOCA in compliance with the provisions set forth:

- in the ONA Ordinance article 138;
- in the Annexes 4 and 15 to the Convention on International Civil Aviation and related ICAO Documents. Differences to these Annexes and ICAO documents are listed in GEN 1.7

2. Area of responsibility

The AIS area of responsibility encompasses the Swiss territory and the Principality of Liechtenstein. The Swiss AIS functions in compliance with provisions of an Ordinance of the DETEC.

3. Aeronautical publications

3.1 AIP and related amendment service

The *Swiss Aeronautical Information Publication* - **AIP Switzerland** contains **information** of a lasting character essential to the safety of air navigation. Notably, regulatory material on air routes, airspace and APCH and DEP procedures is published in the AIP Switzerland. The pilot-in-command is responsible for the operation of ACFT in compliance with, among others, the **regulations** contained in the AIP and VFR Manual.

Changes to this manual are issued monthly by means of **AMDTs** and distributed electronically on "skybriefing". The AMDT is issued with a **check list** of the contents of the manual.

The information originates from official sources or from AD operators and is transcribed with utmost care; nevertheless the AIP Service cannot fully guarantee the absence of error.

3.2 AIP Supplements

TEMPO changes of long DUR (three months and longer) and information of short DUR which consists of extensive text and/or graphics, supplementing the PERM information contained in the AIP, are published as AIP SUPs (AIP SUP). Operationally significant TEMPO changes to the AIP are published in accordance with the AIRAC system and its established effective dates and are identified clearly by the acronym AIRAC AIP SUP.

3.3 AIC

For the following information national and international AIC are provided:
- Administrative information;
- Domains of information unsuitable for NOTAM or AIP SUP;
- Explanations of complex changes, e.g. WIP.

AIC will be published in three series:
- Series A: International series in En

URL: http://www.aviation.admin.ch
- Series B: National series

URL: http://www.aviation.admin.ch
- Series C: AIC of a technical nature for services

AIC is part of eAIP and will be distributed additionally via "skybriefing".

3.4 NOTAM and pre-flight information bulletins (PIB)

3.4.1 General

NOTAM contain information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential for personnel concerned with FLT operations.

Swiss NOTAM are divided into series A, B and W. They are published in En using ICAO abbreviations. A checklist of NOTAM is published **for all series** on the first **day** of each month.

3.4.2 NOTAM series

Series A
NOTAM affecting Zurich and Genève ADs. Exception: Information for HEL and VFR traffic is published in series B.
NOTAM affecting ENR FLTs concerning:
- organisation, structure and changes of airspace
- ENR radio navigation aids
- ENR communication and radar facilities
- regulations, procedures

Other information of general interest.
Distribution: International (worldwide).

Series B
NOTAM affecting all other CIV ADs not published in series A.
Information related to VFR traffic.
MIL ADs for information related to CTR/TMA and GNSS.
ENR obstacles.
DOM ATS routes.
Distribution: International (Europe).

Series W
Navigation WRNGs and airspace reservations.
Distribution: International (Europe).
The NOTAM are AVBL on the website http://www.skybriefing.com
Access is provided by way of a personal user account.

3.5 Checklists and summaries

NIL

3.6 Skybriefing

Skybriefing is the official FLT briefing solution and publication platform of the AIP Switzerland provided by skyguide on behalf of FOCA http://www.skybriefing.com

3.5.2 ATIS for arriving ACFT

ATIS messages containing only arrival information contain the following elements of information in the order listed:

a. name of aerodrome;
b. arrival indicator;
c. contract type, if communication is via D-ATIS;
d. designator;
e. time of observation, if appropriate;
f. type of approach(es) to be expected;
g. main landing runway(s); status of arresting system constituting a potential hazard, if any;
h. significant runway surface conditions and, if appropriate, braking action;
i. holding delay, if appropriate;
j. transition level, if applicable;
k. other essential operational information;
l. surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;
m. *visibility and, when applicable, RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
n. *present weather;
o. *cloud below 1500 m (5000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;
p. air temperature;
q. dew point temperature;
r. altimeter setting(s);
s. any available information on significant meteorological phenomena in the approach area including wind shear, and information on recent weather of operational significance;
t. trend forecast, when available; and
u. specific ATIS instructions.

*Elements m), n) and o) are replaced by the term "CAVOK" when appropriate.

3.5.3 ATIS for departing ACFT

ATIS messages containing only departure information contain the following elements of information in the order listed:

a. name of aerodrome;
b. departure indicator;
c. contract type, if communication is via D-ATIS;
d. designator;
e. time of observation, if appropriate;
f. runway(s) to be used for take-off; status of arresting system constituting a potential hazard, if any;
g. significant surface conditions of runway(s) to be used for take-off and, if appropriate, braking action;
h. departure delay, if appropriate;
i. transition level, if applicable;
j. other essential operational information;
k. surface wind direction and speed, including significant variations and, if surface wind sensors related specifically to the sections of runway(s) in use are available and the information is required by aircraft operators, the indication of the runway and the section of the runway to which the information refers;
l. *visibility and, when applicable, RVR and, if visibility/RVR sensors related specifically to the sections of runway(s) in use are available and the information is required by operators, the indication of the runway and the section of the runway to which the information refers;
m. *present weather;
n. *cloud below 1500 m (5000 ft) or below the highest minimum sector altitude, whichever is greater; cumulonimbus; if the sky is obscured, vertical visibility when available;
o. air temperature;
p. dew point temperature;
q. altimeter setting(s);
r. any available information on significant meteorological phenomena in the climb-out area including wind shear;
s. trend forecast, when available; and
t. specific ATIS instructions.

*Elements l), m) and n) are replaced by the term "CAVOK" when appropriate.

4. Coordination between the operator and ATS

NIL

5. Minimum flight altitude

NIL

6. ATS units address list

6.1 Control area Geneva

ACC Geneva, approach control and aerodrome control

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
ACC Geneva	skyguide CH-1215 Geneva 15	+41 (0) 22 417 41 11 +41 (0) 22 747 13 40	+41 (0) 22 417 45 10	415 707 com ch	LSAGZRZX	Bâtiment des services de la circulation aérienne and TWR H24 CENTRE COM

6.2 Control area Zurich

6.2.1 ACC Zurich, approach control and aerodrome control

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
ACC Zurich	skyguide CH-8602 Wangen bei Dübendorf	+41 (0) 43 931 69 60	+41 (0) 43 931 63 69	---	LSAZZRZX	Dübendorf aerodrome

6.2.2 Bern approach control and aerodrome control

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
Bern APP	skyguide CH-3123 Belp	+41 (0) 31 960 54 54	---	---	LSZBZTZX	Bern-Belp AP Terminal building

6.2.3 Lugano Airport Control [1]

Unit Name	Postal address	TEL	FAX	TELEX	AFS address	Remarks
1	2	3	4	5	6	
Lugano APP	skyguide CH-6982 Agno	+41 (0) 91 611 50 50	+41 (0) 91 611 50 62	---	LSZAZTZX	Lugano AP Terminal building

1. APP provided by Milano ACC

PART 2 - EN-ROUTE (ENR)

ENR 0

ENR 0.1

NIL

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ENR 1.7 ALTIMETER SETTING PROCEDURES

1. Introduction

1.1 Applicable Regulations

The following documents are applicable for altimeter setting in the Swiss FIR/UIR:

- **ICAO Annex 2, Rules of the Air:** no differences.
- **ICAO Doc 8168-OPS/611, Aircraft Operations:** no differences.
- **Implementing Regulation (EU) 923/2012** (Standardised European Rules of the Air): no differences.

1.2 Definitions (references relate to ICAO LEXICON DOC 9110 Vol. II definitions)

When the following terms are used in the text of this chapter they have the following meanings:

Term	Meaning	ICAO Lexicon
Altitude:	The vertical distance of a level, a point or an object considered as a point, measured from mean sea level.	A 96
Elevation:	The vertical distance of a level, a point or an object affixed to the surface of the earth, measured from sea level.	E 6
Flight level:	A surface of constant atmospheric pressure which is related to a specific pressure datum, 1013.2 mb, and is separated from other such surfaces by specific pressure intervals.	F 22
Height:	The vertical distance of a level, a point or an object considered as a point, measured from a specified datum.	H 6
Level:	A generic term relating to the VER PSN of an aircraft in FLT and meaning variously, HGT, ALT or FLT FL.	L 8
Transition altitude:	The altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.	T 26
Transition layer:	The airspace between the transition altitude and the transition level.	T 27
Transition level:	The lowest flight level available for use above the transition altitude.	T 28

1.3 Terrain clearance

The lowest usable FLs for operations in controlled airspace taking into account terrain clearance will be determined by the appropriate ATC units.

1.4 Transition altitude

The TA for the APs of Bern-Belp, Genève, Les Eplatures and Zurich are indicated in AD 2.17 and on the IACs.

1.5 Transition level

When the transition level cannot be transmitted on the ATIS, it will be provided to the pilots in the approach clearance.

2. Basic altimeter setting procedures

2.1 Altimeter setting procedure

The VER PSN of ACFT when **at or below** the TA shall be expressed in **terms of ALT**, whereas PSN **at or above** the TRL shall be expressed in terms of FLs.

While PSG through the transition layer, VER PSN shall be expressed in terms of FLs when ascending and in terms of ALT when descending.

2.2 QNH

The QNH will be transmitted unasked to arriving and departing ACFT.

2.3 En route

The VER PSN of ACFT during ENR FLT shall be expressed in terms of FLs compatible with the indications in ENR 3.1.3, ENR 3.2.1, ENR 3.3.1 and ENR 3.5.1.

2.4 QFE

A QFE setting will be transmitted O/R only. Reference points are as follows:

AP	Bern-Belp	AP ELEV:	LSZB AD 2.2
AP	Genève	THR 22:	LSGG AD 2.12
		THR 04:	LSGG AD 2.12
AP	Zurich	THR 14:	LSZH AD 2.12
		THR 16:	LSZH AD 2.12
		THR 10:	LSZH AD 2.12
		THR 28:	LSZH AD 2.12

2.5 Missed approach

The procedures in ENR 1.7.2.1 shall apply in the event of a missed APCH.

2.6 Flight planning

The true ALT of the lowest FL usable on AWYs A1 and A9 will be determined in time intervals of three HR by the MET service. It may be obtained from the competent ATC unit O/R.

The MET information required for FLT planning may be obtained from the MET office at Geneva for the Geneva area or at Zurich for the Zurich and Ticino area.

3. Description of altimeter setting region(s)

Switzerland is divided into three altimeter setting regions, which are:

a. Zurich altimeter setting region.
b. Geneva altimeter setting region.
c. Ticino altimeter setting region.

The atmospheric pressure for the Ticino region will be transmitted O/R by the FIC or MET centres at Geneva and Zurich. For flights conducted in accordance with VFR, the QNH values for the respective altimeter setting region shall be used.

QNH and QFE values will be transmitted in whole millibars only and rounded down to the nearest whole millibar.
FL zero is located at the standard atmospheric pressure level of 1013.2 millibar (29.92 in.) at MSL. Consecutive FLs are separated by a pressure interval corresponding to 500 ft (152.4 m) in the standard atmosphere.

4. Procedures applicable to operators (including pilots)

4.1 Altimeter test

According to the ICAO documents mentioned in ENR 1.7.1.1, the pilot-in-command or another crew member charged with the responsibility has the duty to carry out a test of the altimeter(s) prior to the commencement of a FLT, in order to ensure that its indications are correct.

4.2 QNH setting

When it is intended to use a QNH setting for the FLT, set the altimeter for the test to the QNH setting of the AD concerned. Then, particularly if the PWR plant is not running, the altimeter should be tapped lightly before reading. A SVCBL altimeter will indicate the real ELEV when so set.

4.3 QFE setting

When a QFE setting is used, the same procedure as in ENR 1.7.4.2 should be applied. When set, however, the altimeter will indicate the HGT in relation to the QFE reference point.

5. Cruising levels

5.1 IFR FLTs

a. outside of controlled airsace:
An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in the table of cruising levels in ENR 1.7 5.3 except when otherwise specified by the competent authority for flight at or below 900 m (3000 ft) above mean sea level.

ENR 1.8 ICAO REGIONAL SUPPLEMENTARY PROCEDURES

1. RVSM Airspace

The airspace within the UIR Switzerland between FL 290 and FL 410 inclusive, as described in ENR 2.1, is RVSM airspace.

Within this airspace, the VER separation MNM shall be:

a. 1000 ft between RVSM APV ACFT;
b. 2000 ft between:
   1. non-RVSM APV State ACFT and any other ACFT operating within the EUR RVSM airspace;
   2. formation FLTs of State ACFT and any other ACFT operating within the EUR RVSM airspace;
   3. an ACFT experiencing a communication failure in FLT and any other ACFT, when both ACFT are operating within the EUR RVSM airspace.

During operations in or VER transit through RVSM airspace with ACFT not APV for RVSM operations, pilots shall report non-APV status:

a. at initial call on any CH within RVSM airspace;
b. in all requests for level changes;
c. in all read-backs of level clearances.

2. Departure of Helicopters and Balloons in Case of Ground or High Fog/Low Stratus

If MET conditions for FLTs under VFR are not met due to ground or high FG/low ST, DEPs are permitted if:

a. the lower limit of FG does not exceed 200 m above the ELEV of the place of DEP and the VER layer of FG does not exceed 300 m
b. VMC conditions prevail above the layer of FG and
c. the DEP is carried out in accordance with a procedure defined by the FOCA.

For helicopters, such DEP are only permitted for special operations in accordance with article 4, paragraph 1 of Commission Implementing Regulation (EU) No. 923/2012 and other state flights. A special approval by FOCA is required. For balloons, such departures are only permitted in Class G airspace (Art. 24 VRV-L).

The buoyancy shall be measured so that a height of at least 300 m over the top of the fog layer is reached 5 min after take-off.

If such a DEP is carried out **outside a CTR and/or the FLT path will not lead into a TMA or CTR**, aircrews TRANS information about their DEP procedure in FG on FREQ **130.800 MHz,** as a **blind transmission**.

Example:
TRAFFIC LANGENTHAL AREA, [CALLSIGN], HELI DEPARTURE IN FOG FROM MADISWIL, HEADING 060 IN 1 MINUTE.

If such a call is not acknowledged by another ACFT, pilots are permitted to carry out their DEP in FG procedure.
CMPL of the procedure shall be reported on FREQ 130.800 MHz, as a blind transmission.

Example:
[CALLSIGN], FOG DEPARTURE COMPLETED, AREA MADISWIL, 3000 FEET.

If such a DEP is carried out **within a CTR and/or the FLT path will lead into a TMA or CTR**, aircrews request a clearance on the published FREQ of the **competent ATC unit** before DEP.

3. Non 8.33 kHz Capable State Aircraft

State aircraft which are permanently exempted from the requirement of having radio equipment with the 8.33 kHz channel spacing capability shall be able to communicate on the remaining VHF 25 kHz frequencies or on UHF, where available.

Aircrew of non 8.33 kHz equipped state aircraft shall declare non-compliance in item 18 on ICAO flight plan by entering the following remark: "COM/EXM833".

4. Non MODE S ELS/EHS Capable State Aircraft

Identification of State Aircraft which are not compliant with Mode S Elementary/Enhanced Surveillance (ELS/EHS) requirements will be established either by SSR Mode A or PSR method (Compliant with ICAO Doc 4444 (PANS ATM), Edition 16).

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ENR 1.14 AIR TRAFFIC INCIDENTS

1. Reporting of aircraft accidents and incidents

1.1 Legal basis

- Article 23 of the Federal Aviation Act (AA) (CC 748.0) of 21 December 1948 (status as at 1 September 2014);
- Regulation (EU) No. 996/2010 of the European Parliament and of the Council of 20 October 2010 on the investigation and prevention of accidents and incidents in civil aviation and repealing Directive 94/56/EC;
- Ordinance on the Safety Investigation of Transport Incidents (OSITI) (CC 742.161) of 17 December 2014, status as at 1 February 2015;
- Regulation (EU) No. 376/2014 of the European Parliament and of the Council of 3 April 2014 on the reporting, analysis and follow-up of occurrences in civil aviation, amending Regulation (EU) No. 996/2010 of the European Parliament and of the Council and repealing Directive 2003/42/EC of the European Parliament and of the Council and Commission Regulations (EC) No. 1321/2007 and (EC) No. 1330/2007.

1.2 Principles

There are two reporting channels:

1.2.1 To the Swiss Transportation Safety Investigation Board STSB: accidents and serious incidents:

According to Art. 23 AA in conjunction with Art.17 OSITI, accidents and serious incidents involving manned and unmanned aircraft on Swiss territory or involving aircraft registered in Switzerland abroad must be reported immediately to the reporting centre of the Swiss Transportation Safety Investigation Board (STSB). The STSB reporting centre is the alarm centre of Swiss Air Rescue and has the following telephone numbers: in Switzerland 1414, from abroad +41 333 333 333. Only incidents where it is not clear from the outset that they constitute serious incidents may be reported within 72 hours to info@sust.admin.ch

1.2.2 Reporting obligation

All persons involved in an accident or a serious incident, in particular crew members, operators and owners of an aircraft, maintenance personnel, air traffic control personnel, trainers of aviation personnel, employees of aerodromes and of the supervisory authority, as well as the police and customs authorities, shall notify without delay the Swiss Transportation Safety Investigation Board (STSB) (cf. Art. 9 and 2 Reg. (EU) 996/2010 in conjunction with Art. 23 AA and Art.17. OSITI). Violation of the reporting obligation is punishable in accordance with Art. 23 Reg. (EU) 996/2010 in conjunction with Art. 58 para. 2 OSITI.

1.2.3 Definitions

An **accident** is an occurrence in the operation of a manned or unmanned aircraft in which a person has been fatally or seriously injured, the aircraft has sustained substantial damage, has gone missing or is completely inaccessible. For the detailed definition of an accident and a serious incident see Art. 2 paras. 1, 5 and 17 Reg. (EU) 996/2010.
A **serious incident** is an incident the circumstances of which indicate that there was a high probability of an accident associated with the operation of a manned or unmanned aircraft. Typical examples of serious incidents are the following occurrences:

- Engine failures or engine fires;
- Forced landings;
- Unintentional convergences of two aircraft (airprox, near-collisions, runway incursion);
- Fires or smoke inside the aircraft, even if it was possible to extinguish the fire or suppress the smoke;
- VFR flights into IMC;
- Controlled flight into terrain only marginally avoided;
- Events requiring the emergency use of oxygen by the flight crew;
- Failure of multiple redundant systems on board or of air traffic control equipment;
- Fuel shortage;
- Flight crew incapacitation in flight;
- Overrunning the runway or lateral departure from the runway on take-off or landing.

For the detailed definition of a serious incident, see Art. 2 paras. 7 and 16 Reg. (EU) 996/2010 in conjunction with Art. 5 OSITI, as well as the Annex to Reg. (EU) 996/2010.

An **occurrence** means an occurrence other than an accident associated with the operation of an aircraft that affects or could affect the safety of operation; for the detailed definition of an occurrence see Art. 2 para. 7 Reg. (EU) 996/2010 in conjunction with Art. 5 OSITI.

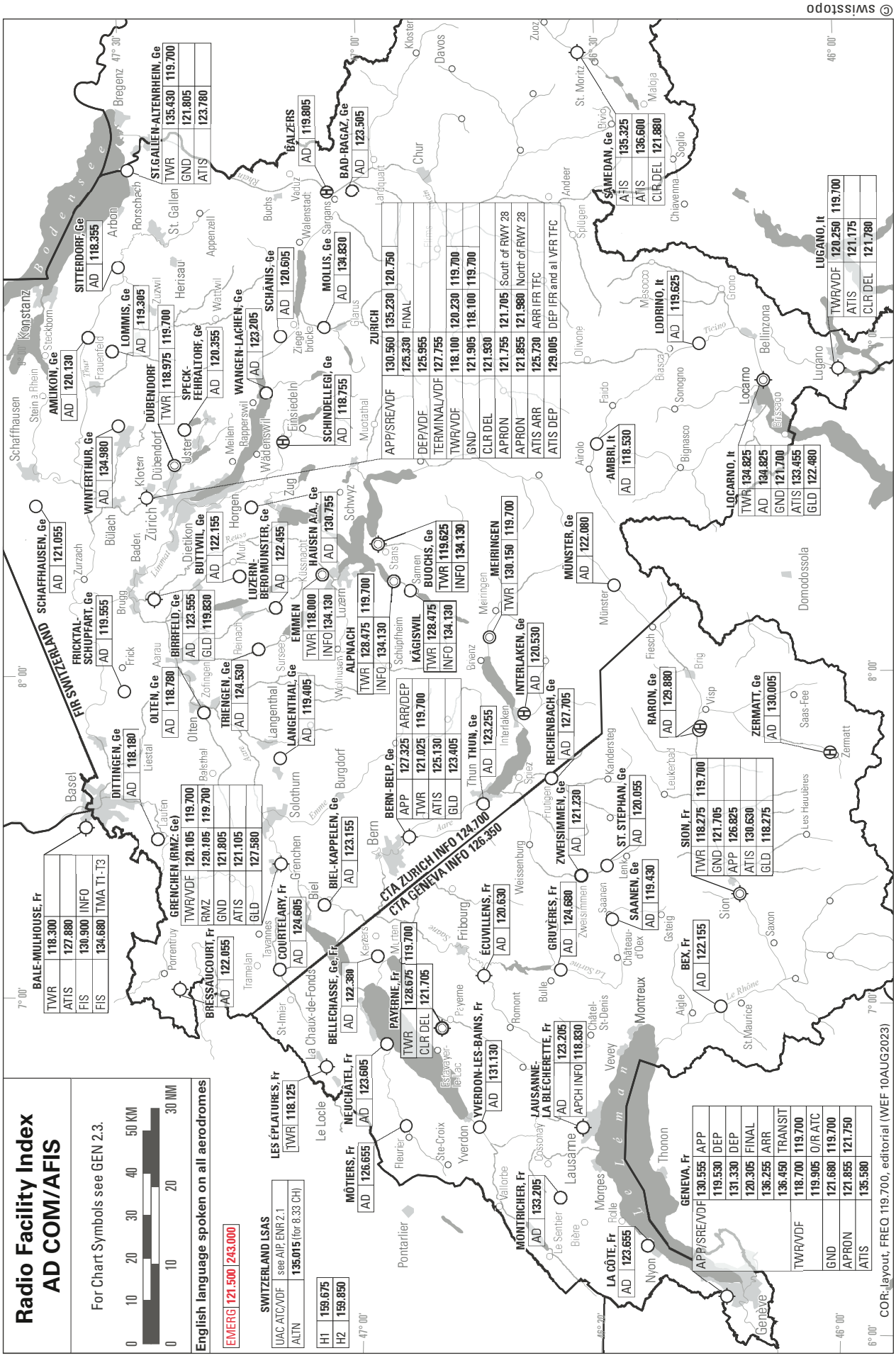
In case of doubt, the STSB is to be informed via the telephone reporting channel (in Switzerland 1414, from abroad +41 333 333 333). The duty investigator will immediately contact the enquirer and take a decision on subsequent action.

2. To the Federal Office of Civil Aviation FOCA: all occurrences, serious incidents and accidents

- All occurrences, serious incidents and accidents involving manned and unmanned aircraft which are covered by article 4 of Regulation (EU) No. 376/2014 must be reported within 72 hours by the persons involved (pilots, manufacturer's personnel , maintenance companies, air traffic control, airports and ground handling services) to the Federal Office of Civil Aviation (FOCA) or to the reporting system of the respective undertaking (www.aviationreporting.eu). Occurrences, serious incidents or accidents involving unmanned aircraft of the "open" category are exempted from the reporting obligation if no serious or fatal injury to persons is recorded and no manned aircraft are involved.

With regard to security, the standards from the NASP (National Civil Aviation Security Programme Switzerland, section 13) apply.

Post: Swiss Transportation Safety Investigation Board STSB
3003 Bern / Switzerland
Phone: +41 (0) 58 466 33 00
Fax: +41 (0) 58 466 33 01
Email: info@sust.admin.ch
URL: www.sust.admin.ch


Radio Facility Index
AD COM/AFIS
For Chart Symbols see GEN 2.3.
0 10 20 30 40 50 KM
0 10 20 30 NM
English language spoken on all aerodromes
EMERG 121.500 243.000
SWITZERLAND LSAS
UAC ATC/VDF see AIP, ENR 2.1
ALTN 135.015 (for 8.33 CH)
H1 159.675
H2 159.850
FIR SWITZERLAND
CTA ZURICH INFO 124.700
CTA GENEVA INFO 126.350
BALE-MULHOUSE, Fr
TWR 118.300
ATIS 127.880
FIS 130.900 INFO
FIS 134.680 TMA T1-T3
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SITTERDORF, Ge
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ZURICH
APP/SRE/VDF 130.560 135.230 120.750
DEP/VDF 125.330 FINAL
TERMINAL/VDF 125.955 127.755
TWR/VDF 118.100 120.230 119.700
GND 121.905 118.100 119.700
CLR DEL 121.930
APRON 121.755 121.705 South of RWY 28
APRON 121.855 121.980 North of RWY 28
ATIS ARR 125.730 ARR IFR TFC
ATIS DEP 129.005 DEP IFR and all VFR TFC
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FRICKTAL-SCHUPFART, Ge
AD 119.555
BIRRFELD, Ge
AD 123.555
GLD 119.830
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LUZERN-BEROMÜNSTER, Ge
AD 122.455
HAUSEN A.A., Ge
AD 130.755
EMMEN
TWR 118.000
INFO 134.130
ALPNACH
TWR 128.475 119.700
INFO 134.130
BUOCHS, Ge
TWR 119.625
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KÄGISWIL
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INFO 134.130
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TRIENGEN, Ge
AD 124.530
LANGENTHAL, Ge
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REICHENBACH, Ge
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RMZ 120.105 119.700
GND 121.805
ATIS 121.105
GLD 127.580
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AD 123.605
MÔTIERS, Fr
AD 126.655
LES ÉPLATURES, Fr
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MONTRICHER, Fr
AD 133.205
LA CÔTE, Fr
AD 123.655
GENEVA, Fr
APP/SRE/VDF 130.555 APP
119.530 DEP
131.330 DEP
120.305 FINAL
136.255 ARR
136.450 TRANSIT
TWR/VDF 118.700 119.700
119.905 O/R ATC
GND 121.680 119.700
APRON 121.855 121.750
ATIS 135.580
COR: layout, FREQ 119.700, editorial (WEF 10AUG2023)
skyguide, CH-8602 Wangen bei Dübendorf
© swisstopo

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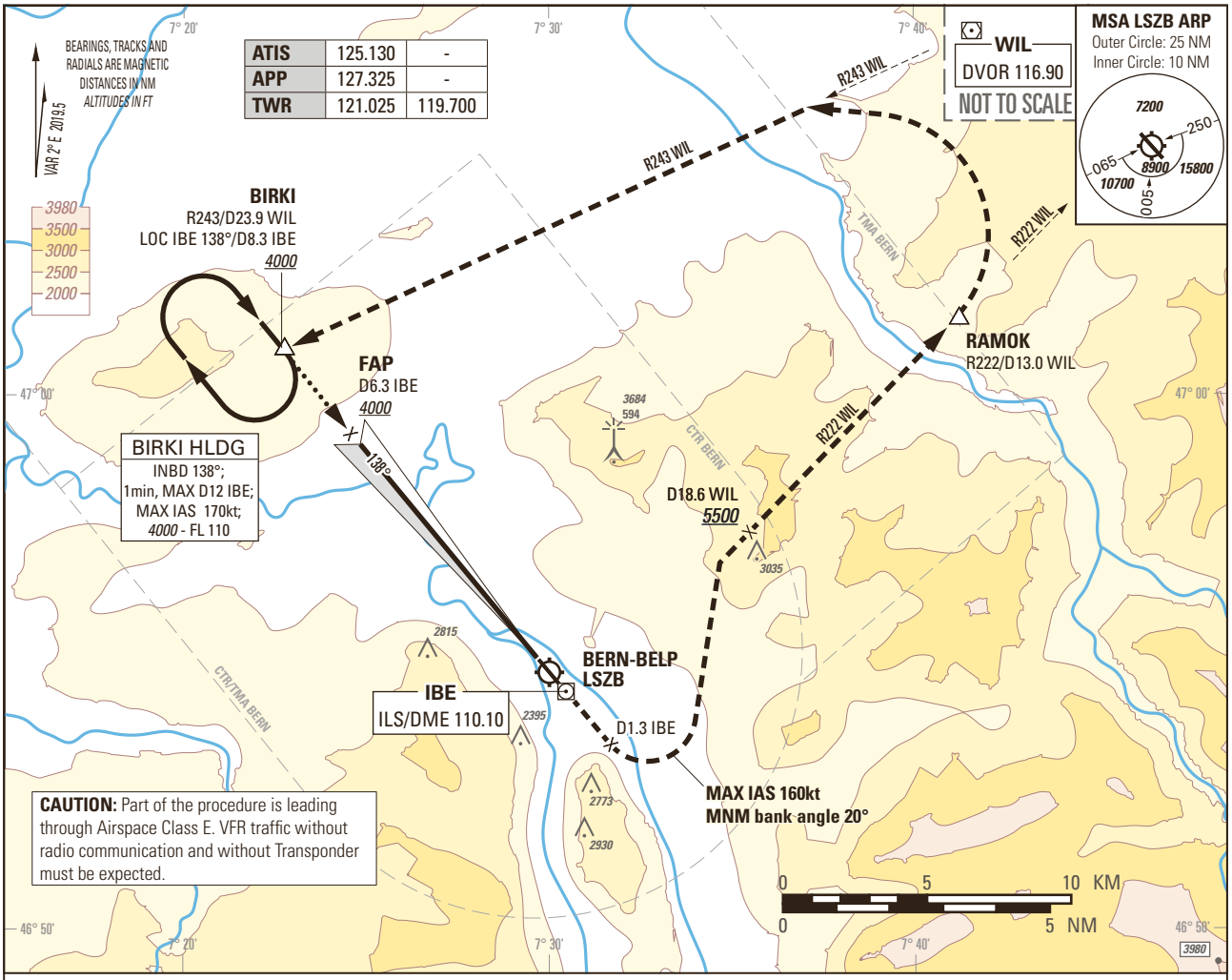
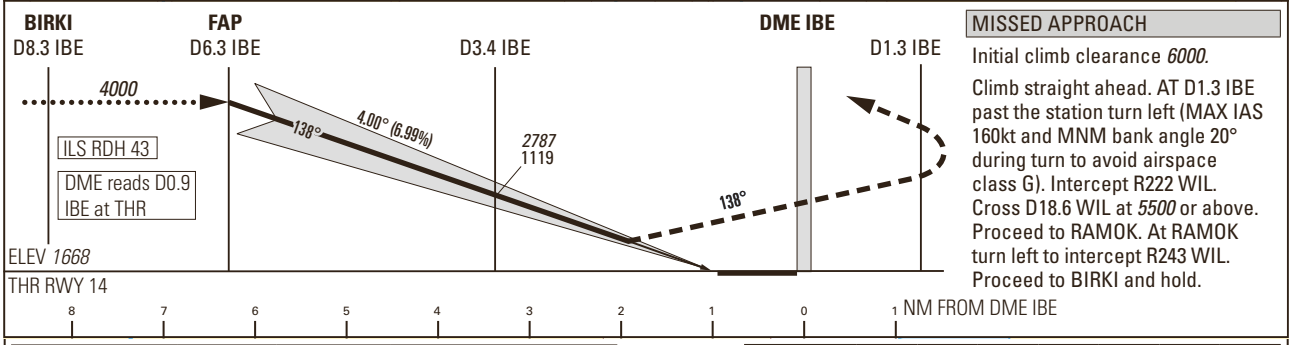
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP LSZB
ILS RWY 14
ACFT CAT A/B/C





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. AT D1.3 IBE past the station turn left (MAX IAS 160kt and MNM bank angle 20° during turn to avoid airspace class G). Intercept R222 WIL. Cross D18.6 WIL at *5500* or above. Proceed to RAMOK. At RAMOK turn left to intercept R243 WIL. Proceed to BIRKI and hold.

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH OBSTACLE CLEARANCE ALTITUTE (HEIGHT)		
		A	B	C
2.5%	pressure altimeter	*2636* (968)	*2653* (985)	*2666* (998)
5.0% up to *3100*		*2290* (623)	*2306* (639)	*2319* (652)
7.0% up to *3100*		*2113* (445)	*2130* (462)	*2143* (475)
		DECISION ALTITUDE (HEIGHT)		
2.5%	pressure altimeter	*2636* (968)	*2653* (985)	*2666* (998)
5.0% up to *3100*		*2290* (623)	*2306* (639)	*2319* (652)
7.0% up to *3100*		*2168* (500)		

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

DME IBE	6.3	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR	5.4	5.1	4.1	3.1	2.1	1.1	0.1
ALT FT	*4000*	*3877*	*3452*	*3028*	*2603*	-	

CAUTION

- MAX GS 140kt in final APCH to avoid ROD >1000ft/min.
- 0.7 NM BFR THR14 Visual Segment Surface (VSS) penetrated by trees up to *1890ft* AMSL.
- This is not a standard APCH angle.

REMARK

- Uncategorised ILS APCH RWY 14 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS14 signal fulfills ICAO Annex 10, CAT I specifications.
- Circling according to specific APCH charts.
- Training ILS APCH: DA (H) *3000ft* (1332ft)

COR: ALTN TWR FREQ added (WEF 10AUG2023)

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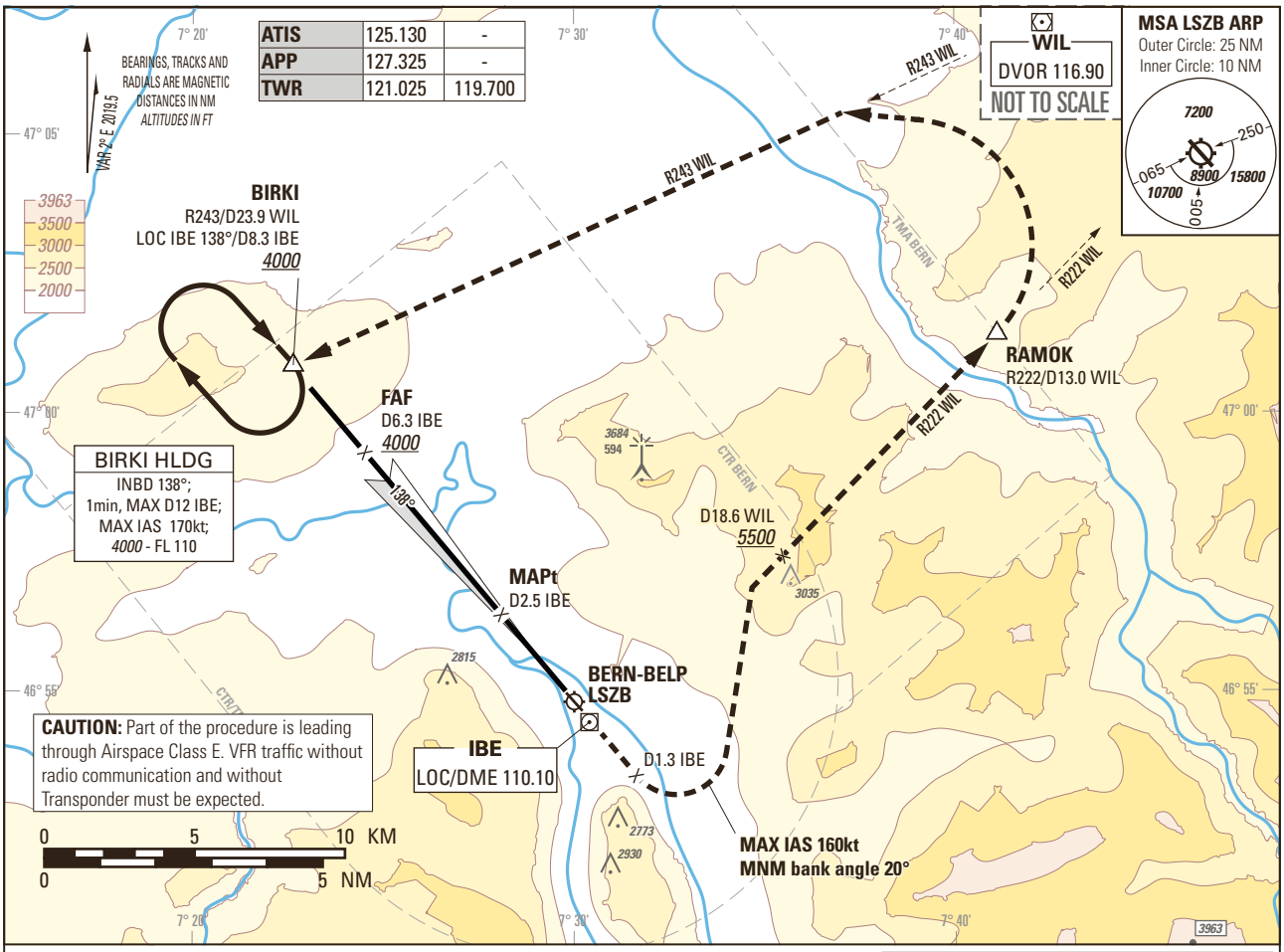
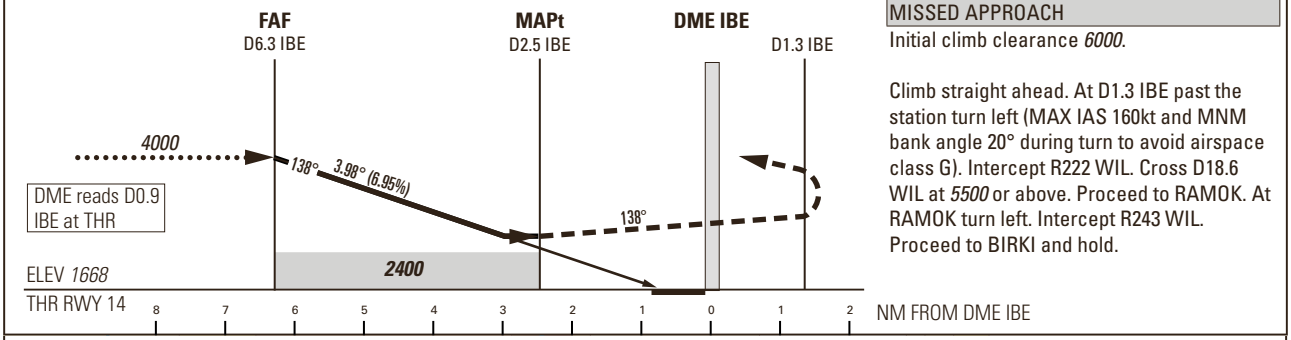
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP LSZB
LOC RWY 14
ACFT CAT A/B/C





MISSED APPROACH
Initial climb clearance *6000*.

Climb straight ahead. At D1.3 IBE past the station turn left (MAX IAS 160kt and MNM bank angle 20° during turn to avoid airspace class G). Intercept R222 WIL. Cross D18.6 WIL at *5500* or above. Proceed to RAMOK. At RAMOK turn left. Intercept R243 WIL. Proceed to BIRKI and hold.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	OCA(H)		
	A	B	C
2.5%	*2570* (902)		
5.0% up to *2900*	*2400* (732)		
	MDA(H)		
	A	B	C
2.5%	*2710* (1040)		
5.0% up to *2900*	*2460* (790)		

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

DME IBE	6.3	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR	5.4	5.1	4.1	3.1	2.1	1.1	0.1
ALT FT	*4000*	*3880*	*3460*	*3040*	*2610*	-	-

CAUTION
- 0.7 NM BFR THR14 Visual Segment Surface (VSS) penetrated by trees up to *1890ft* AMSL.
- This is not a standard APCH angle.

REMARK
- Circling according to specific APCH charts.
- OBST limitation and restriction according to non-instrument RWY criteria.
- Training LOC APCH: MDA/H *3000ft* / 1330ft.

COR: TWR ALTN FREQ added (WEF 10AUG2023)

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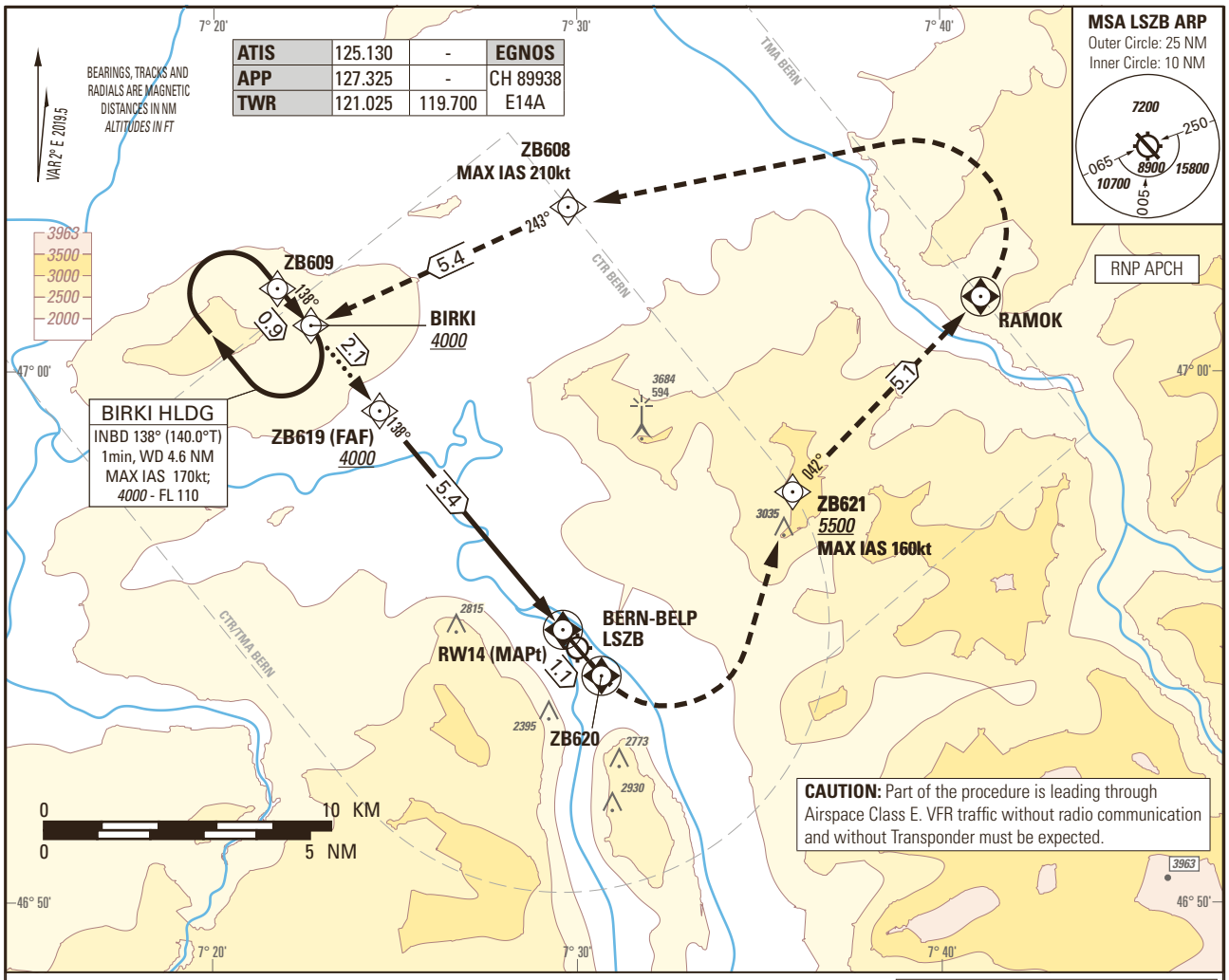
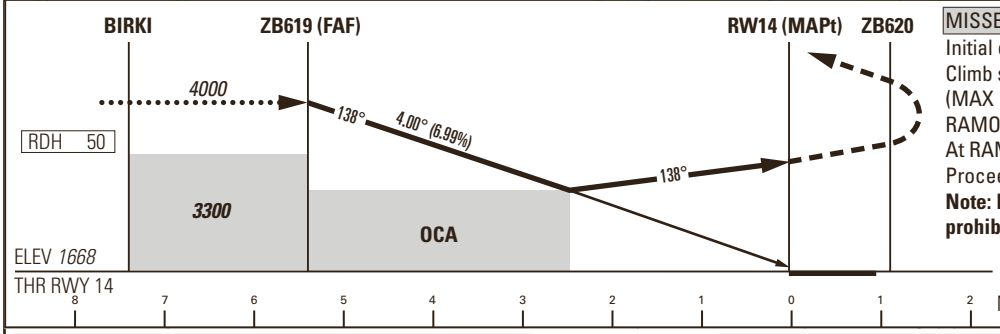
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP LSZB
RNP RWY 14
ACFT CAT A/B/C





MISSED APPROACH
Initial climb clearance *6000*.
Climb straight ahead. At ZB620 turn left (MAX IAS 160kt). Proceed via ZB621 to RAMOK. Cross ZB621 at *5500* or above. At RAMOK turn left (MAX IAS 210kt). Proceed via ZB608 to BIRKI and hold.
Note: Level flight to MAPt at OCA(H) prohibited.

Missed APCH climb gradient requirement	STRAIGHT-IN APPROACH		
	OCA(H) LPV CAT I		
	A	B	C
2.5%	*2610* (942)	*2626* (958)	*2639* (971)
5.0% up to *3100*	*2286* (618)	*2303* (635)	*2316* (648)
7.0% up to *3100*	*2113* (445)	*2130* (462)	*2143* (475)
	MDA(H) LPV		
6.7% up to *3100*	*2168* (500)		
	OCA(H) LNAV		
2.5%	*2840* (1172)		
3.9% up to *3400*	*2570* (902)		

DIST THR	5.4	5.0	4.0	3.0	2.0	1.0
ALT	*4000*	*3840*	*3420*	*3000*	*2570*	-

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

CAUTION
- Visual Segment Surface (VSS) penetrated by trees 0.8 NM before THR 14 on the left hand side up to *1910ft* AMSL.
- This is not a standard APCH angle.
- On 4° APCH angle and GS>140kt resulting ROD>1000ft/min.
- OBST limitation and restriction according to non-instrument RWY criteria.
- **When reaching the OCA(H) and no visual contact to the landing RWY is established and can be maintained, start the missed APCH climb without delay.**

REMARK
- Circling according to specific APCH charts.
- Training RNP APCH: OCA (H) *3000ft* (1330ft).

COR: TWR ALTN FREQ added (WEF 10AUG2023)

Input data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LSZB
Runway	14
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E14A
LTP/FTP Latitude	465504.5820N
LTP/FTP Longitude	0072932.9760E
LTP/FTP Ellipsoidal Height (metres)	557.3
FPAP Latitude	465422.4635N
Delta FPAP Latitude (seconds)	-42.1185
FPAP Longitude	0073024.3390E
Delta FPAP Longitude (seconds)	51.3630
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	4.00
Course Width (metres)	105.00
Length Offset (metres)	168
HAL (metres)	40.0
VAL (metres)	35.0

Output data

Data Block	10 02 1A 13 0C 0E 00 00 01 34 31 05 0C 8F 22 14 60 26 37 03 C5 29 F3 B6 FE 46 91 01 F4 01 90 01 64 15 C8 AF B1 6A 8D 9D
Calculated CRC Value	B16A8D9D

Required Additional Data

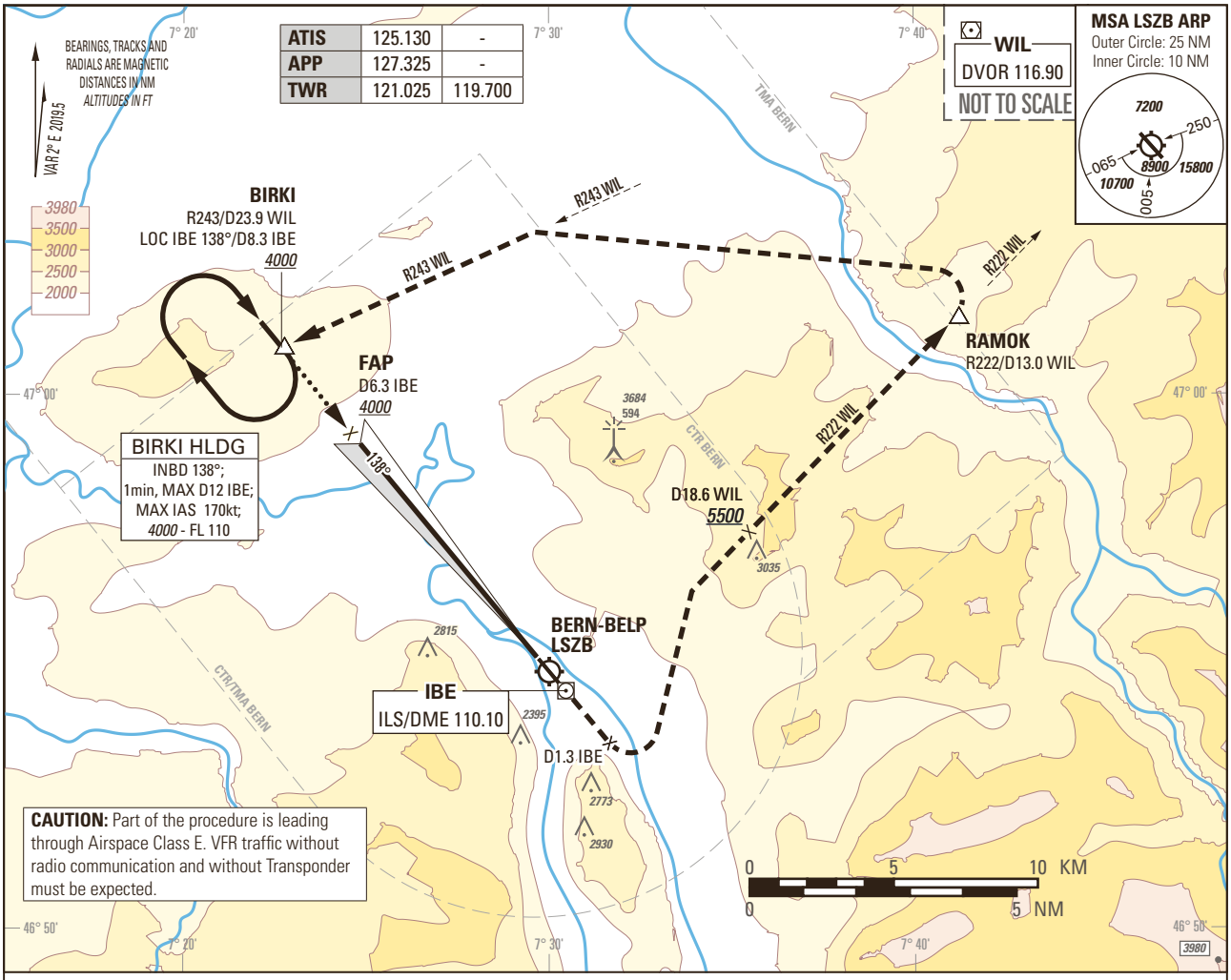
ICAO Code	LS
LTP/FTP Orthometric Height (metres)	508.28

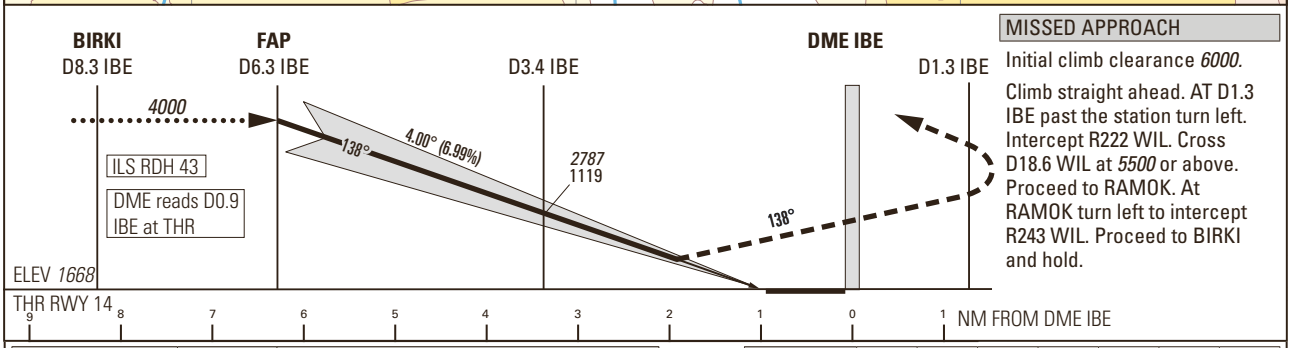
Instrument Approach Chart
(IAC) - ICAO

AD ELEV 1675ft

TRANSITION LEVEL	by ATC
TRANSITION ALTITUDE	*6000*

BERN-BELP LSZB
ILS RWY 14
HELICOPTER CAT H





MISSED APPROACH

Initial climb clearance *6000*.

Climb straight ahead. AT D1.3 IBE past the station turn left. Intercept R222 WIL. Cross D18.6 WIL at *5500* or above. Proceed to RAMOK. At RAMOK turn left to intercept R243 WIL. Proceed to BIRKI and hold.

Missed APCH climb gradient requirement		STRAIGHT-IN APPROACH
		OBSTACLE CLEARANCE ALTITUDE (HEIGHT)
		H
4.2%	pressure altimeter	*2334* (666)
5.0% up to *3100*		*2229* (561)
7.0% up to *3100*		*2075* (407)
		DECISION ALTITUDE (HEIGHT)
4.2%	pressure altimeter	*2334* (666)
5.0% up to *3100*		*2229* (561)
7.0% up to *3100*		*2117* (449)

ROD	GS kt	90	110	130	140
	FT/MIN	637	779	920	991

DME IBE	6.3	6.0	5.0	4.0	3.0	2.0	1.0
DIST THR	5.4	5.1	4.1	3.1	2.1	1.1	0.1
ALT FT	*4000*	*3877*	*3452*	*3028*	*2603*	-	

CAUTION

- MAX GS 140kt in final APCH to avoid ROD >1000ft/min.
- 0.7 NM BFR THR 14 Visual Segment Surface (VSS) penetrated by trees up to *1890ft* AMSL.
- This is not a standard APCH angle.

REMARK

- Uncategorised ILS APCH RWY 14 due to OBST limitation and restriction according to non-instrument RWY criteria.
- ILS14 signal fulfills ICAO Annex 10, CAT I specifications.
- Circling according to specific APCH charts.

COR: ALTN TWR FREQ added (WEF 10AUG2023)

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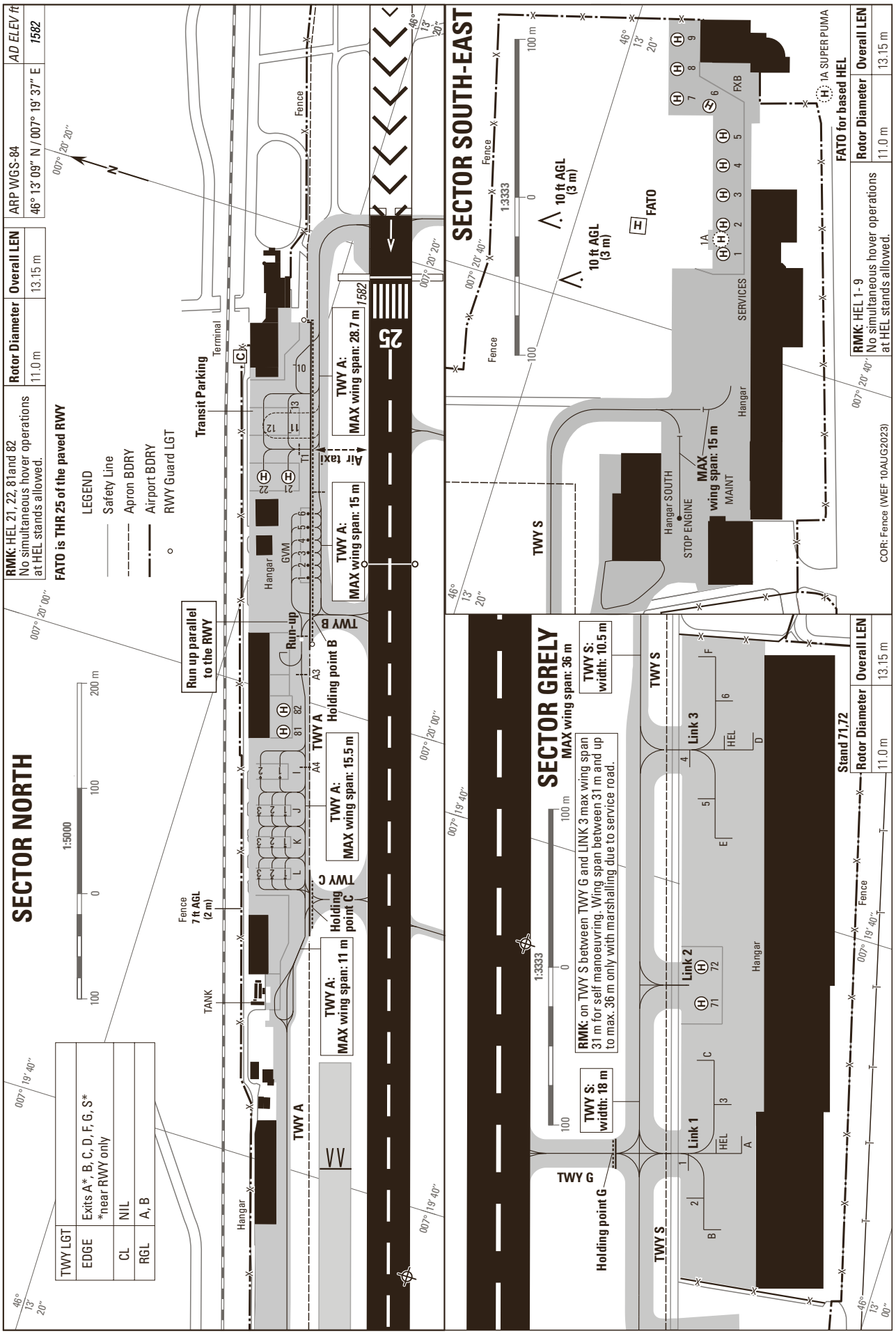
SECTOR NORTH
SECTOR GRELY
SECTOR SOUTH-EAST
AD ELEV ft 1582
ARP WGS-84 46° 13' 09" N / 007° 19' 37" E
Rotor Diameter 11.0 m
Overall LEN 13.15 m
RMK: HEL 21, 22, 81and 82 No simultaneous hover operations at HEL stands allowed.
FATO is THR 25 of the paved RWY
LEGEND
Safety Line
Apron BDRY
Airport BDRY
RWY Guard LGT
TWY LGT
EDGE Exits A*, B, C, D, F, G, S* *near RWY only
CL NIL
RGL A, B
Transit Parking
Terminal
Run up parallel to the RWY
Run-up
Holding point B
Holding point C
Holding point G
TWY A
TWY B
TWY C
TWY S
TWY G
TWY A: MAX wing span: 28.7 m
TWY A: MAX wing span: 15 m
TWY A: MAX wing span: 15.5 m
TWY A: MAX wing span: 11 m
TWY S: width: 18 m
TWY S: width: 10.5 m
RMK: on TWY S between TWY G and LINK 3 max wing span 31 m for self manoeuvring. Wing span between 31 m and up to max. 36 m only with marshalling due to service road.
SECTOR GRELY MAX wing span: 36 m
Link 1
Link 2
Link 3
Stand 71,72
Rotor Diameter 11.0 m
Overall LEN 13.15 m
FATO
10 ft AGL (3 m)
FATO for based HEL
RMK: HEL 1 - 9 No simultaneous hover operations at HEL stands allowed.
1A SUPER PUMA
SERVICES
Hangar SOUTH
STOP ENGINE
MAX wing span: 15 m
MAINT
Hangar
GVM
TANK
Fence
Fence 7 ft AGL (2 m)
COR: Fence (WEF 10AUG2023)
1:5000
1:3333
25
Air taxi

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