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 005 2024

Effective Date 16 MAY 2024

RMK

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

1. Insert the following pages:

GEN 0.2 - 11/12	16 MAY 2024
GEN 0.4 - 1/2	16 MAY 2024
GEN 0.4 - 3/4	16 MAY 2024
GEN 0.4 - 5/6	16 MAY 2024
GEN 0.4 - 7/8	16 MAY 2024
GEN 1.7 - 7/8	16 MAY 2024
GEN 1.7 - 9/10	16 MAY 2024
GEN 1.7 - 23/24	16 MAY 2024
GEN 4.1 - 25/26	16 MAY 2024
GEN 4.1 - 85/86	16 MAY 2024
ENR 1.1 - 3/4	16 MAY 2024
ENR 5.1 - 9/10	16 MAY 2024
ENR 5.5 - 13/14	16 MAY 2024
LSGG AD 2 - 3/4	16 MAY 2024
LSGG AD 2 - 21/22	16 MAY 2024
LSGG AD 2 - 23/24	16 MAY 2024
LSZH AD 2 - 33/34	16 MAY 2024
LSZH AD 2 - 65/66	16 MAY 2024

Destroy the following pages:

GEN 0.2 - 11/12	18 APR 2024
GEN 0.4 - 1/2	AIRAC 16 MAY 2024
GEN 0.4 - 3/4	AIRAC 16 MAY 2024
GEN 0.4 - 5/6	AIRAC 16 MAY 2024
GEN 0.4 - 7/8	AIRAC 16 MAY 2024
GEN 1.7 - 7/8	26 JAN 2023
GEN 1.7 - 9/10	26 JAN 2023
GEN 1.7 - 23/24	26 JAN 2023
GEN 4.1 - 25/26	07 SEP 2023
GEN 4.1 - 85/86	07 SEP 2023
ENR 1.1 - 3/4	AIRAC 06 OCT 2022
ENR 5.1 - 9/10	AIRAC 21 MAR 2024
ENR 5.5 - 13/14	AIRAC 21 MAR 2024
LSGG AD 2 - 3/4	28 DEC 2023
LSGG AD 2 - 21/22	26 JAN 2023
LSGG AD 2 - 23/24	04 NOV 2021
LSZH AD 2 - 33/34	AIRAC 21 MAR 2024
LSZH AD 2 - 65/66	AIRAC 25 JAN 2024

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: New version available on eAIP

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

Checklist SUP: 001 2023, 002 2023, 001 2024

Checklist AIRAC SUP: NIL

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AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2021	17-Jun-2021	17-Jun-2021	
007/2021	15-Jul-2021	15-Jul-2021	
008/2021	12-Aug-2021	12-Aug-2021	
009/2021	09-Sep-2021	09-Sep-2021	
010/2021	07-Oct-2021	07-Oct-2021	
011/2021	04-Nov-2021	04-Nov-2021	
012/2021	02-Dec-2021	02-Dec-2021	
013/2021	30-Dec-2021	30-Dec-2021	
001/2022	27-Jan-2022	27-Jan-2022	
002/2022	24-Feb-2022	24-Feb-2022	
003/2022	24-Mar-2022	24-Mar-2022	
004/2022	21-Apr-2022	21-Apr-2022	
005/2022	19-May-2022	19-May-2022	
006/2022	16-Jun-2022	16-Jun-2022	
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008/2022	11-Aug-2022	11-Aug-2022	
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010/2022	06-Oct-2022	06-Oct-2022	
011/2022	03-Nov-2022	03-Nov-2022	
012/2022	01-Dec-2022	01-Dec-2022	
013/2022	29-Dec-2022	29-Dec-2022	
001/2023	26-Jan-2023	26-Jan-2023	
002/2023	23-Feb-2023	23-Feb-2023	
003/2023	23-Mar-2023	23-Mar-2023	
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005/2023	18-May-2023	18-May-2023	
006/2023	15-Jun-2023	15-Jun-2023	
007/2023	13-Jul-2023	13-Jul-2023	
008/2023	10-Aug-2023	10-Aug-2023	
009/2023	07-Sep-2023	07-Sep-2023	
010/2023	05-Oct-2023	05-Oct-2023	
011/2023	02-Nov-2023	02-Nov-2023	
012/2023	30-Nov-2023	30-Nov-2023	
013/2023	28-Dec-2023	28-Dec-2023	
001/2024	25-Jan-2024	25-Jan-2024	
002/2024	22-Feb-2024	22-Feb-2024	
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004/2024	18-Apr-2024	18-Apr-2024	
005/2024	16-May-2024	16-May-2024	

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GEN 0.4 CHECKLIST OF AIP PAGES

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GEN 0.1 - 2	10 AUG 2023
GEN 0.1 - 3	01 MAY 2014
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GEN 0.2 - 1	AIRAC 26 MAY 2016
GEN 0.2 - 2	AIRAC 26 MAY 2016
GEN 0.2 - 3	AIRAC 02 NOV 2023
GEN 0.2 - 4	AIRAC 02 NOV 2023
GEN 0.2 - 5	AIRAC 16 MAY 2024
GEN 0.2 - 6	AIRAC 16 MAY 2024
GEN 0.2 - 7	AIRAC 30 NOV 2023
GEN 0.2 - 8	AIRAC 30 NOV 2023
GEN 0.2 - 9	AIRAC 30 NOV 2023
GEN 0.2 - 10	AIRAC 30 NOV 2023
GEN 0.2 - 11	16 MAY 2024
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GEN 0.3 - 1	25 JAN 2024
GEN 0.3 - 2	25 JAN 2024
GEN 0.4 - 1	16 MAY 2024
GEN 0.4 - 2	16 MAY 2024
GEN 0.4 - 3	16 MAY 2024
GEN 0.4 - 4	16 MAY 2024
GEN 0.4 - 5	16 MAY 2024
GEN 0.4 - 6	16 MAY 2024
GEN 0.4 - 7	16 MAY 2024
GEN 0.4 - 8	16 MAY 2024
GEN 0.5 - 1	11 AUG 2022
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GEN 0.6 - 1	02 NOV 2023
GEN 0.6 - 2	02 NOV 2023
GEN 0.6 - 3	02 NOV 2023
GEN 0.6 - 4	02 NOV 2023
GEN 1.1 - 1	17 JUN 2021
GEN 1.1 - 2	17 JUN 2021
GEN 1.2 - 1	11 DEC 2014
GEN 1.2 - 2	11 DEC 2014
GEN 1.2 - 3	11 DEC 2014
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GEN 1.2 - 6	20 APR 2023
GEN 1.2 - 7	11 DEC 2014
GEN 1.2 - 8	11 DEC 2014
GEN 1.2 - 9	14 JUL 2022
GEN 1.2 - 10	14 JUL 2022
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GEN 1.3 - 2	11 DEC 2014
GEN 1.4 - 1	11 DEC 2014
GEN 1.4 - 2	11 DEC 2014
GEN 1.5 - 1	18 JUL 2019
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GEN 1.6 - 1	25 MAR 2021
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GEN 1.7 - 1	26 JAN 2023
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GEN 1.7 - 5	26 JAN 2023
GEN 1.7 - 6	26 JAN 2023
GEN 1.7 - 7	16 MAY 2024
GEN 1.7 - 8	16 MAY 2024
GEN 1.7 - 9	16 MAY 2024
GEN 1.7 - 10	16 MAY 2024
GEN 1.7 - 11	07 SEP 2023
GEN 1.7 - 12	07 SEP 2023
GEN 1.7 - 13	26 JAN 2023
GEN 1.7 - 14	26 JAN 2023
GEN 1.7 - 15	26 JAN 2023
GEN 1.7 - 16	26 JAN 2023
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GEN 2.1 - 1	10 AUG 2023
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GEN 2.2 - 5	AIRAC 01 DEC 2022
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GEN 2.2 - 7	AIRAC 01 DEC 2022
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GEN 2.4 - 2	AIRAC 25 JAN 2024
GEN 2.4 - 3	AIRAC 25 JAN 2024
GEN 2.4 - 4	AIRAC 25 JAN 2024
GEN 2.4 - 5	AIRAC 25 JAN 2024
GEN 2.4 - 6	AIRAC 25 JAN 2024
GEN 2.4 - 7	AIRAC 25 JAN 2024
GEN 2.4 - 8	AIRAC 25 JAN 2024
GEN 2.5 - 1	AIRAC 02 NOV 2023
GEN 2.5 - 2	AIRAC 02 NOV 2023
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GEN 2.6 - 2	10 AUG 2023
GEN 2.6 - 3	10 DEC 2015
GEN 2.6 - 4	10 DEC 2015
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GEN 2.7 - 3	05 OCT 2023
GEN 2.7 - 4	05 OCT 2023
GEN 2.7 - 5	05 OCT 2023
GEN 2.7 - 6	05 OCT 2023
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GEN 3.1 - 5	18 APR 2024
GEN 3.1 - 6	18 APR 2024
GEN 3.1 - 7	18 APR 2024
GEN 3.1 - 8	18 APR 2024
GEN 3.2 - 1	AIRAC 01 DEC 2022
GEN 3.2 - 2	AIRAC 01 DEC 2022
GEN 3.2 - 3	11 DEC 2014
GEN 3.2 - 4	11 DEC 2014
GEN 3.3 - 1	AIRAC 29 DEC 2022
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GEN 3.3 - 3	09 SEP 2021
GEN 3.3 - 4	09 SEP 2021
GEN 3.3 - 5	10 AUG 2023
GEN 3.3 - 6	10 AUG 2023
GEN 3.3 - 7	AIRAC 22 FEB 2024
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GEN 3.4 - 2	02 DEC 2021
GEN 3.4 - 3	21 MAR 2024
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GEN 3.4 - 6	AIRAC 20 MAY 2021
GEN 3.4 - 7	AIRAC 20 MAY 2021
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GEN 3.5 - 1	14 JUL 2022
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GEN 3.5 - 4	23 APR 2020
GEN 3.5 - 5	23 APR 2020
GEN 3.5 - 6	23 APR 2020
GEN 3.5 - 7	23 APR 2020
GEN 3.5 - 8	23 APR 2020
GEN 3.5 - 9	23 APR 2020
GEN 3.5 - 10	23 APR 2020
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GEN 3.5 - 12	23 APR 2020
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GEN 3.6 - 3	16 JUN 2022
GEN 3.6 - 4	16 JUN 2022
GEN 3.6 - 5	16 JUN 2022
GEN 3.6 - 6	16 JUN 2022
GEN 4.1 - 1	07 SEP 2023
GEN 4.1 - 2	07 SEP 2023
GEN 4.1 - 3	07 SEP 2023
GEN 4.1 - 4	07 SEP 2023
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GEN 4.1 - 18	07 SEP 2023
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GEN 4.1 - 20	07 SEP 2023
GEN 4.1 - 21	07 SEP 2023
GEN 4.1 - 22	07 SEP 2023
GEN 4.1 - 23	07 SEP 2023
GEN 4.1 - 24	07 SEP 2023
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GEN 4.1 - 34	07 SEP 2023
GEN 4.1 - 35	07 SEP 2023
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ENR 3.2 - 23	AIRAC 02 NOV 2023
ENR 3.2 - 24	AIRAC 02 NOV 2023
ENR 3.2 - 25	AIRAC 02 NOV 2023
ENR 3.2 - 26	AIRAC 02 NOV 2023
ENR 3.2 - 27	AIRAC 02 NOV 2023
ENR 3.2 - 28	AIRAC 02 NOV 2023
ENR 3.2 - 29	AIRAC 02 NOV 2023
ENR 3.2 - 30	AIRAC 02 NOV 2023
ENR 3.2 - 31	AIRAC 25 JAN 2024
ENR 3.2 - 32	AIRAC 25 JAN 2024
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ENR 3.2 - 35	AIRAC 02 NOV 2023
ENR 3.2 - 36	AIRAC 02 NOV 2023
ENR 3.2 - 37	AIRAC 02 NOV 2023
ENR 3.2 - 38	AIRAC 02 NOV 2023
ENR 3.2 - 39	AIRAC 02 NOV 2023
ENR 3.2 - 40	AIRAC 02 NOV 2023
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ENR 3.2 - 62	AIRAC 02 NOV 2023
ENR 3.2 - 63	AIRAC 02 NOV 2023
ENR 3.2 - 64	AIRAC 02 NOV 2023
ENR 3.2 - 65	AIRAC 02 NOV 2023
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ENR 3.3 - 2	AIRAC 22 FEB 2024
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ENR 4.3 - 2	15 JUL 2021
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ENR 4.4 - 2	AIRAC 22 FEB 2024
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ENR 4.4 - 4	AIRAC 22 FEB 2024
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ENR 5.1 - 8	AIRAC 21 MAR 2024
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ENR 5.1 - 10	16 MAY 2024
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ENR 5.1 - 12	AIRAC 21 MAR 2024
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ENR 5.1 - 14	AIRAC 21 MAR 2024
ENR 5.1 - 15	AIRAC 21 MAR 2024
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ENR 5.2 - 38	AIRAC 21 MAR 2024
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ENR 5.5 - 17	AIRAC 21 MAR 2024
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ENR 5.6 - 6	AIRAC 13 JUL 2023
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PART 3 - AERODROMES (AD)

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LSGS AD 2.24.7 - 3	AIRAC 26 MAR 2020
LSGS AD 2.24.7 - 4	AIRAC 26 MAR 2020
LSGS AD 2.24.7 - 5	AIRAC 26 MAR 2020
LSGS AD 2.24.7 - 6	AIRAC 26 MAR 2020
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LSGS AD 2.24.9 - 2	AIRAC 26 MAR 2020
LSGS AD 2.24.10 - 1	23 MAR 2023
LSGS AD 2.24.10 - 2	23 MAR 2023
LSGS AD 2.24.10 - 3	03 NOV 2022
LSGS AD 2.24.10 - 4	03 NOV 2022
LSGS AD 2.24.10 - 5	23 MAR 2023
LSGS AD 2.24.10 - 6	23 MAR 2023
LSGS AD 2.24.13 - 1	AIRAC 26 MAR 2020
LSGS AD 2.24.13 - 2	AIRAC 26 MAR 2020
LSGS AD 2.24.13 - 3	AIRAC 26 MAR 2020
LSGS AD 2.24.13 - 4	AIRAC 26 MAR 2020
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LSZH AD 2 - 2	28 DEC 2023
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LSZH AD 2 - 4	18 APR 2024
LSZH AD 2 - 5	18 APR 2024
LSZH AD 2 - 6	18 APR 2024
LSZH AD 2 - 7	15 JUN 2023
LSZH AD 2 - 8	15 JUN 2023
LSZH AD 2 - 9	07 SEP 2023
LSZH AD 2 - 10	07 SEP 2023
LSZH AD 2 - 11	07 SEP 2023
LSZH AD 2 - 12	07 SEP 2023
LSZH AD 2 - 13	28 DEC 2023
LSZH AD 2 - 14	28 DEC 2023
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LSZH AD 2 - 16	22 FEB 2024
LSZH AD 2 - 17	AIRAC 02 NOV 2023
LSZH AD 2 - 18	AIRAC 02 NOV 2023
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LSZH AD 2 - 20	22 FEB 2024
LSZH AD 2 - 21	14 JUL 2022
LSZH AD 2 - 22	14 JUL 2022
LSZH AD 2 - 23	AIRAC 21 MAR 2024
LSZH AD 2 - 24	AIRAC 21 MAR 2024
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LSZH AD 2 - 26	01 DEC 2022
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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 - 40	11 AUG 2022
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LSZH AD 2 - 42	14 JUL 2022
LSZH AD 2 - 43	14 JUL 2022
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LSZH AD 2 - 53	AIRAC 25 JAN 2024
LSZH AD 2 - 54	AIRAC 25 JAN 2024
LSZH AD 2 - 55	14 JUL 2022
LSZH AD 2 - 56	14 JUL 2022
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LSZH AD 2 - 68	AIRAC 16 MAY 2024
LSZH AD 2 - 69	AIRAC 25 JAN 2024
LSZH AD 2 - 70	AIRAC 25 JAN 2024
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LSZH AD 2 - 74	AIRAC 16 MAY 2024
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LSZH AD 2.24.1 - 2	18 APR 2024
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LSZH AD 2.24.3 - 2	18 APR 2024
LSZH AD 2.24.3 - 3	18 APR 2024
LSZH AD 2.24.3 - 4	18 APR 2024
LSZH AD 2.24.3 - 5	18 APR 2024
LSZH AD 2.24.3 - 6	18 APR 2024
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LSZH AD 2.24.4 - 2	15 JUN 2023
LSZH AD 2.24.4 - 3	15 JUN 2023
LSZH AD 2.24.4 - 4	15 JUN 2023
LSZH AD 2.24.4 - 5	15 JUN 2023
LSZH AD 2.24.4 - 6	15 JUN 2023
LSZH AD 2.24.4 - 7	15 JUN 2023
LSZH AD 2.24.4 - 8	15 JUN 2023
LSZH AD 2.24.4 - 9	AIRAC 30 NOV 2023
LSZH AD 2.24.4 - 10	AIRAC 30 NOV 2023
LSZH AD 2.24.4 - 11	15 JUN 2023
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LSZH AD 2.24.5 - 3	AIRAC 07 DEC 2017
LSZH AD 2.24.5 - 4	AIRAC 07 DEC 2017
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LSZH AD 2.24.6 - 2	AIRAC 24 MAR 2022
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LSZH AD 2.24.7.1 - 6	AIRAC 25 JAN 2024
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LSZH AD 2.24.7.2 - 2	07 OCT 2021
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LSZH AD 2.24.7.2 - 7	AIRAC 15 JUN 2023
LSZH AD 2.24.7.2 - 8	AIRAC 15 JUN 2023
LSZH AD 2.24.7.3 - 1	AIRAC 15 JUN 2023
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LSZH AD 2.24.7.3 - 6	07 OCT 2021
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LSZH AD 2.24.7.3 - 9	07 OCT 2021
LSZH AD 2.24.7.3 - 10	07 OCT 2021
LSZH AD 2.24.7.4 - 1	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 2	AIRAC 24 MAR 2022
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LSZH AD 2.24.7.4 - 7	AIRAC 24 MAR 2022
LSZH AD 2.24.7.4 - 8	AIRAC 24 MAR 2022
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LSZH AD 2.24.7.5 - 2	07 OCT 2021
LSZH AD 2.24.7.5 - 3	07 OCT 2021
LSZH AD 2.24.7.5 - 4	07 OCT 2021
LSZH AD 2.24.7.5 - 5	AIRAC 15 JUN 2023
LSZH AD 2.24.7.5 - 6	AIRAC 15 JUN 2023
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LSZH AD 2.24.7.5 - 10	07 OCT 2021				
LSZH AD 2.24.7.6 - 1	07 OCT 2021				
LSZH AD 2.24.7.6 - 2	07 OCT 2021				
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LSZH AD 2.24.9.2 - 2	AIRAC 15 JUN 2023				
LSZH AD 2.24.9.3 - 1	AIRAC 24 MAR 2022				
LSZH AD 2.24.9.3 - 2	AIRAC 24 MAR 2022				
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Title	Difference(s)
	CHAPTER 11 11.4 The charts are published on A4 for improved legibility. 11.10.2.8 Obstacles that penetrate the visual segment surface will not be identified on the chart but indicated by a note on the chart with reference to the most relevant obstacles, including relative position to the threshold and altitude. For example: "CTN: 0.7 NM BFR THR14 visual segment surface (VSS) penetrated by trees up to 1900 ft AMSL."
	CHAPTER 12 VAC are published in a separate VFR Flight Manual following FLT operations requirements.
	CHAPTER 13 13.5 MAG VAR are not shown. Provided through tabular data. 13.6.1 To improve readability, information which is provided through tabular data is not repeated on the chart. see 2.14.1
	CHAPTER 14 14.6 b), c), d), i), j), l) To improve the readability of the chart, some information which may be found in tabular data has been omitted.
	CHAPTER 15 15.6 b), d) To improve the readability of the chart some information which may be found in tabular data has been omitted. 15.6 c) Stand information is not provided on the chart but is provided as tabular data. 15.6 f) The geographical co-ordinates for taxiway centre line points are not shown. 15.6 h) Information relating to frequencies is not provided on the chart but is provided as tabular data. 15.6 k) The VOR checkpoints and radio frequencies are not shown.
	CHAPTER 16 16.1 The World Aeronautical Chart - ICAO 1:1'000'000 is not produced.
	CHAPTER 17 17.7.12.1, 17.7.12.2 Wooded areas are not shown.
	CHAPTER 18 18.1 The Aeronautical Navigation Chart - ICAO Small Scale is not produced.
	CHAPTER 19 19.1 The Plotting Chart - ICAO is not produced.
	CHAPTER 20 20.1 The Electronic Aeronautical Chart Display - ICAO is not produced.

Title	Difference(s)
	CHAPTER 21 21.2 This chart type is published for these aerodromes: LSZB, LSZR, LSZH, LSGS, LSGG. 21.6.2 Spot elevations and obstacles are not shown. 21.9.3.1 c) Routes used in the vectoring of aircraft to and from the significant points are not shown. 21.9.3.1 e2) Lateral limits of MNM vectoring ALTs SECT are not defined by either BRGs and RDL to/from radio navigation aids to the nearest degree or by geographical COORD in DEG, minutes and seconds on the chart. However, the COORD are AVBL O/R from the IFP office. 21.9.3.1 f) The call sign(s) of ATS units is not provided.

5 Units of Measurement to be used in Air and Ground Operations	NIL

Title	Difference(s)
6 Operation of Aircraft	NIL

Title	Difference(s)
7 Aircraft Nationality and Registration Marks	**CHAPTER 5** 5.1.1 According to ICAO Annex 7, the HGT of the marks on lighter-than-air ACFT, other than unmanned free balloons, shall be at least 50 cm. According to Swiss legislation, it is at least 15 or 20 cm.
	CHAPTER 7 7.0 Unmanned free balloons are not registered in Switzerland.
	CHAPTER 9 9.1 Swiss national law allows the IDENT plate made of fireproof metal to be secured to the ACFT at a prominent PSN near the main door entrance or at a prominent PSN at the rear/back of the ACFT fuselage. 9.2 Unmanned free balloons and remotely piloted ACFT are not registered in CH yet, therefore there's no obligation for an identification plate.

Title	Difference(s)
8 Airworthiness of Aircraft	NIL

Title	Difference(s)
9 Facilitation	**CHAPTER 3** 3.9 Switzerland does issue biometric passports. Furthermore, Switzerland has started to issue biometric visa by October 2011 in a step-by-step process which will be finished not earlier than by end of 2014. However, biometrics that are captured during the application process and verified during entry control are not stored in a chip in the visa itself but in a database accessible for all Schengen Member States. 3.67 / 3.67.1 The Swiss Government provides crew member certificate (CMC) facilities for arriving crew members presenting CMCs only if such documents are issued by the competent authority and in the format specified in ICAO Doc 9303, Part 3 - Size 1 and Size 2 Machine Readable Official Travel Documents. No facilities are provided to holders of crew identity cards issued by a private organisation (e.g. Company ID), even if their documents are issued in the format specified by ICAO Doc 9303.
	CHAPTER 4 4.15 Under the Swiss Customs Law, ACFT operator are party to the customs clearance. As such, they can be held responsible, fined or penalized for inaccuracies or omissions arisen during the customs clearance.
	CHAPTER 5 5.9.1 Switzerland holds ACFT operators responsible for the cost of custody and care where a person is denied entry. In practice, however, a cooperative agreement can be concluded between the responsible authorities and an ACFT operator, which allows a reduction in costs and fine depending on the degree of negligence. Exception: REF: LSZB AD 2.5 § 7
	CHAPTER 6 6.44 / 6.45 The upgrade would neither provide effective means against unruly passengers nor will it be possible from a legal point of view to implement such provisions in the national legislation or to enforce them.

Title	Difference(s)
10 Aeronautical Telecommunications	NIL
Volume I: Radio Navigation Aids	**Volume I** 3.1.3.3.1 Not all ILS localizers are compliant with the coverage requirements due to obstructions 3.1.5.3.1 Not all ILS glide paths are compliant with the coverage requirements due to obstructions

Title	Difference(s)
Volume II: Communication Procedures including those with PANS Status	**Volume II** 3.5.1.6 e) Signature of operator not required due to implementation of different means of compliance. (badge system with automatic registration). 5.2.1.4.1.1 a) Transmission of numbers (1) All numbers used in the transmission of aircraft call sign, headings, runway, wind direction and speed shall be transmitted by pronouncing each digit separately. i. Flight levels shall be transmitted by pronouncing each digit separately except for the case of flight levels in whole hundreds. ii. The altimeter setting shall be transmitted by pronouncing each digit separately except for the case of a setting of 1000 hPa which shall be transmitted as 'ONE THOUSAND'. iii. All numbers used in the transmission of transponder codes shall be transmitted by pronouncing each digit separately except that, when the transponder codes contain whole thousands only, the information shall be transmitted by pronouncing the digit in the number of thousands followed by the word 'THOUSAND'. (2) All numbers used in transmission of other information than those described in point (a)(1) shall be transmitted by pronouncing each digit separately, except that all numbers containing whole hundreds and whole thousands shall be transmitted by pronouncing each digit in the number of hundreds or thousands followed by the word 'HUNDRED' or 'THOUSAND', as appropriate. Combinations of thousands and whole hundreds shall be transmitted by pronouncing each digit in the number of thousands followed by the word 'THOUSAND', followed by the number of hundreds, followed by the word 'HUNDRED'. (3) In cases where there is a need to clarify the number transmitted as whole thousands and/or whole hundreds, the number shall be transmitted by pronouncing each digit separately. (4) When providing information regarding relative bearing to an object or to conflicting traffic in terms of the 12-hour clock, the information shall be given pronouncing the digits together such as 'TEN O'CLOCK' or 'ELEVEN O'CLOCK'. (5) Numbers containing a decimal point shall be transmitted as prescribed in point (a)(1) with the decimal point in appropriate sequence indicated by the word 'DECIMAL'. (6) All six digits of the numerical designator shall be used to identify the transmitting channel in Very High Frequency (VHF) radiotelephony communications except in the case of both the fifth and sixth digits being zeros, in which case only the first four digits shall be used. 5.2.7.1.2 Non-ATS aeronautical stations for aerodromes without ATS services are identified by the Call sign suffix AERODROME (AD).
Volume III: Part I: Digital Data Communication Systems Part II: Voice Communication Systems	**Volume III Part II** 2.3.3.1 Since 1 January 1998 compliance is required for all new airborne VHF communication receiving systems of aircraft registered in Switzerland (retrofit has been suspended). 2.3.3.2 Since 1996 new VHF COM receivers must comply with FM interference immunity requirements. Retrofit is not required.
Volume IV: Surveillance and Collision Avoidance Systems	NIL
Volume V: Aeronautical Radio Frequency Spectrum Utilization	NIL

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		CHAPTER 5 para 5.2.2.2 No such information is published by the respective authorities. 5.2.5.3.3 Data sets are not referred in the NOTAM checklist. 5.3.2.3 Switzerland does not publish Aerodrome mapping data sets. Electronic terrain data for Area 1, 2, 3 and Area 4 can be acquired through the sources mentioned in GEN 3.1.6. Nevertheless, not all requirements specified in ICAO PANS-AIM, Figures A8-1 and A8-3 are met. Electronic obstacle data for Area 1 is made available through the AIP and related charts. Nevertheless, the electronic obstacle data does not meet all requirements specified in ICAO PANS-AIM, Figures A8-2 and A8-4. Electronic obstacle data for Are 2, 3, 4 is not available. Switzerland is running a project in order to comply with all requirements and deadlines for the implementation of electronic terrain and obstacle data. Detailed differences, if any, would be notified at a later stage.	
		CHAPTER 6 para 6.1.4.3 Activations of established danger, restricted or prohibited areas and activities requiring temporary airspace restrictions are published at the latest one day in advance. Additionally to the NOTAM publication Switzerland is providing a visualisation called Daily Airspace Bulletin Switzerland DABS to ensure a very high dissemination level. REF: GEN 3.1, para 5.3 Daily Airspace Bulletin Switzerland (DABS).	
		APPENDIX 1 No evidence can be provided so far that aeronautical information/data meets the integrity levels as laid down by ICAO. The publication resolution of obstacle latitude and longitude in Area 2 and 3 does currently not comply with the ICAO PANS-AIM requirements. The publication resolution of obstacle elevations in Area 3 does currently not comply with the ICAO PANS-AIM requirements.	

Document NR	Title	Difference(s)	Applicable
B. - PROCEDURES FOR AIR NAVIGATION SERVICE			
		APPENDIX 2 AD 2.12.5 The precise geoid undulation for THR of non-precision and precision approaches are not available. AD 2.12.6 The accuracy requirement of one tenth of a metre for precision APCH RWYs is not available. AD 2.12.12 RESA is not or not completely published for LSMP, LSZC, LSZG and LSZS. ENR 5.4 Obstacle lighting type and color is not published, there is only an indication if an obstacle is marked or lighted. AD 2.10 The lists of aerodrome obstacles do not include all Area 2 and 3 obstacles. Lighting type and color are not published, there is only an indication if an obstacle is marked or lighted.	

Document NR	Title	Difference(s)	Applicable
C. - AIR NAVIGATION **AIS - Aeronautical information and charts**			
7101	Aeronautical chart catalogue	NIL	
7383	Aeronautical information services provided by states	NIL	
8126	Aeronautical information services manual	NIL	
8643	Aircraft type designators	NIL	
8697	Aeronautical chart manual	NIL	
COM - Communications			
7910	Location indicators	NIL	
8585	Designators for aircraft operating agencies, aeronautical authorities and services	NIL	
OPS/AIR - Operations/Airworthiness			
9284	Technical instructions for the safe transport of dangerous goods by air	NIL	
D. - MISCELLANEOUS PUBLICATIONS			
9294	ICAO Lexicon - Volume I - Vocabulary	NIL	
9569	Definitions contained in the convention on international civil aviation, the Annexes thereto and the procedures for air navigation services	NIL	

ICAO Standards, recommended practices and procedures listed above are applied.

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

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

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

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

Art. 15c Baggage sorting
The baggage sorting charges are meant to refinance the equipment and management of the baggage handling infrastructure. The charge is levied per departing passenger:

CHF 1.56 per departing passenger

Art. 15d Engine run-up infrastructure
A charge is levied for the use of the engine run-up infrastructure and is meant to finance such infrastructure. The charge is levied based on the aircraft category and the time the engine run-up infrastructure is used.

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

Art. 16 Methods of payment
In principle charges due by the ACFT operator shall be paid prior to TKOF.

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

Art. 17 Slot service fee
Geneva Airport is commissioned by Slot Coordination Switzerland to invoice the slot service fee. The fee due by the air carrier amounts to CHF 1.00 per movement.

Art. 18 PPR fee
For general aviation and business aviation (non-scheduled traffic), a fee for the management of the prior permission required (PPR) system infrastructure is levied per aircraft movement.

Charge per aircraft movement in CHF
3.00

Art. 19 Incentive Program
The following incentive program only applies to scheduled and charter air traffic.

Art. 19a Landing discount
This incentive recognises the operation of new generation aircraft on the **"best in class"** principle. Narrow body aircraft categorised in noise class 5 as well as wide-body aircraft categorised in noise class 4 according the Swiss AIP shall be entitled to a discount of 20% (twenty percent) on the applicable landing charges.

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

Art. 19c Incremental Bonus
In order to stimulate airlines in replacing aircraft currently operating to and from Geneva with new generation aircraft and consequently significantly contributing to the objectives set forth in the PSIA, the AP operator shall also grant an incremental bonus on the landing charges according to the following formula:

x*(p1-p2)*1.5

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

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

Any bonus is only applied once per the concerned year.

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

Art. 19d Load Factor
A reduction on the passenger service charge is set forth as per the table below:

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

Art. 19e Incentive implementation date
The implementation of the incentive programme is January 1st, 2021 and is valid until December 31st, 2024.

Art. 19f General Remark
Any benefit resulting from the application of the incentive scheme shall be provided to the eligible airline in the form of a credit note issued in January following the year under review. GA may refrain from issuing a credit note in the event of non-compliance with GA's aviation charges payment terms during the concerned year.

V. Access fees

Art. 19 **Debtor**

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

Art. 20 **Rates**

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

Art. 21 **Invoicing and payment**

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

Art. 22 **Individual access fees**

The following fees are levied:

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

The rates are as follows:

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

VI. Other fees not regulated by the OAC

Art. 23 **NIL**

NIL

Art. 24 **Approach charges**

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

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

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

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

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

Art. 25 **Slot service fee**

FZAG is commissioned by Slot Coordination Switzerland to invoice the slot service fee. The fee due by the air carrier amounts to 1.00 CHF per movement.

LSZH A1 Overview of MTOM classification

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

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

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

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

Detailed information is AVBL from:

Post: Federal Office for Civil Aviation
Type Certification Section
CH-3003 Berne

4.6 Limitations of the GNSS constellation and equipment

All existing ground-based NAV aids are FLT calibrated and can SGL an alarm if erroneous SGL are being radiated.
For GNSS, SGL integrity equivalent to that obtained from conventional NAV aids is provided by the airborne equipment only.

Without proper airborne integrity MNT implementations, potential for unannounced failures may exist.

4.7 GNSS for different phases of flight

For the use of GNSS during different phases of FLT, the following rules apply:

4.7.1 RNP Approaches

For Instrument Rated (IR) pilots conducting RNP approaches, the FOCA directive O-017 E is applicable.

4.7.2 Non-Precision Approach NPA (overlay)

A non-precision approach may be flown as an overlay approach using GNSS when each of the following conditions are met:

- Aircraft and Aircrew are authorized to perform RNP approaches.
- Procedures and restrictions of the AFM are adhered to at all times.
- The ground-based navigation aids required for the use of the respective conventional flight procedure and the associated aircraft equipment remain in operation during the execution of the entire procedure.
- The ground-based navigation aids and the associated aircraft equipment required for the published approach procedure are operational and remain the primary means of navigation during the execution of the entire procedure.
- The pilot ensures that the underlying conventional flight procedures are adhered to by monitoring the information of the ground-based navigation aids and taking appropriate corrective actions if the tolerances are exceeded.

4.7.3 Aircraft documents

The operator is responsible for the APV of his RNAV equipment. The capability of the appropriate equipment will be stated in the *"scope of utilisation"* within the operators ACFT documents.

4.7.4 GNSS Prediction Services

GNSS applications often require the use of a RAIM prediction program. In Switzerland, RAIM prediction information is provided for APCH operations through specific AD-related NOTAM for all ADs with a published RNP APCH.
Alternatively, a RAIM prediction-tool is provided by EUROCONTROL on the Internet under:

URL: https://augur.eurocontrol.int
EGNOS prediction information is also provided through specific AD-related NOTAM for all ADs with a published RNP APCH to Localiser Performance with Vertical Guidance (LPV) minima.
For the ATS routes of the Low-Flight Network (KY251, KY 252, KY 253, KY 256, KY 257), EGNOS prediction information is provided only. The EGNOS prediction information of the ATS routes includes the associated routes.
The information is based on the RNP0.3 navigation performance and calculated for the geometric centre of the individual ATS routes.

ATS route	Associated LNK routes
KY251	KQ811, 821, 831, 832, 833, 834, 861, 862, 868
KY252	-
KY253	-
KY256	-
KY257	-

4.8 Low Flight Network (LFN) for IFR helicopter operation - Restricted Use

Introduction and Certificate Verification

A national Low Flight Network for rotary wing aircraft is established for which an enroute navigational performance of RNP 0.3 (see ENR 1.3 §8.4) and a specific state authorization are required. Operations are limited to rotary wing aircraft equipped with GNSS avionic receivers using the European Geostationary Navigation Overlay Service (EGNOS) - the European SBAS. Request such authorization at Federal Office of Civil Aviation 3003 Bern Switzerland.
Description:
This network consists of low-level routes and associated routes to and from various landing sites or regions (see ENR 3.3 Helicopter Routes). All segments are within controlled airspace and ATC service is provided.
Access Procedures:
Flights operating on this network need to comply with an approval process by the Swiss state authority and an access process by the national ATS provider.
As the number of flights per time is limited the following access procedures are established:

- A time window shall be requested from Flight Management Position (FMP) CTA Zurich;
- The request may be handed in by mail (sua-preact@skyguide.ch) on the day before operation latest by 1200 or by telephone (+41 (0) 43 931 69 62) for same day operation; An approval must be received to conduct the requested flight;
- The reservation process is based on a "first come - first served" basis;
- An ICAO IFR flight plan must be submitted;
  Clearance for IFR operation on LFN is delivered upon initial contact with the first ATC unit corresponding to the point of departure;
- For Joining flights refer to procedures in ENR 1.3 §2.1
- Flights are to be conducted with the respective ATC unit QNH, received with the ATC clearance;
- The network is available during Zurich DELTA opening hours from 0700 - 1630

4.8.1 New LFN PinS Chart in the Skybriefing En-Route Charts

Apart from VFR traffic, there is also IFR traffic in airspace classes E and G. This includes the Low Flight Network (LFN) which, as the name implies, leads to a situation where IFR traffic may be encountered at a lower altitude. The use of the LFN is restricted to helicopters in possession of the relevant licence for LFN which, currently, involves the REGA and Swiss Air Force. The LFN comprises a route network and subsequent IFR approach and departure procedures (Point in Space, PinS) for helipads such as those found at hospitals and military infrastructures. The Skybriefing "LFN PinS Chart" (https://skybriefing.com/enroute-charts-ch) shows a representation of the LFN routes currently in existence as well as approaches and departures at so-called PinS for helipads at hospitals and military infrastructures.
For VFR airspace users, this means that IFR flights may also be encountered at lower altitudes on LFN routes. The rules in the corresponding airspace apply to all pilots, in other words, "see and avoid" also applies for IFR traffic. The difference is that helicopters in the Low Flight Network do not have to adhere to the visual meteorological conditions (VMC) and, for example, are therefore permitted to fly through clouds. Air traffic control is not responsible for ensuring separation between helicopters on the LFN and other traffic. Information about potential IFR traffic can be obtained from the flight information service (contact FIC). Maintenance of cloud separation, as well as operation of the transponder if one is available, is vital for the safety of all airspace users. Maintenance of the semi-circular rule for powered VFR traffic is a further important factor for flight safety.
When preparing for a flight, the LFN PinS chart should help to see how the routes are distributed and to plan accordingly. The charts are published in skybriefing.com and integrated in the aeronautical publications and thus updated at regular intervals. They are intended to raise the awareness of airspace users with regard to these IFR flights and contribute to general safety. The LFN PinS chart is not to be used for operational purposes. All LFN procedures may only be used by certified operators.
Information about using the chart: If the chart is opened using Adobe Reader, specific information can be selected or deselected to take account of the user's requirements. Moreover, the chart is vector-based meaning that the zoom function can be used to view a specific section without any loss in quality.

5. Maximum speed

a. In order to prevent hazards to the safety of air NAV, civil FLTs below FL 100 shall not exceed the MAX speed of 250 kt IAS.
b. ACFT that, according to PER specifications, must fly at a greater speed for safety reasons are exempt from this regulation. In such cases, the lowest possible speed according to FLT configuration shall be maintained. In the case of IFR FLTs the appropriate ATC unit shall be notified accordingly.
c. FOCA or the competent ATS unit can grant exceptions.
d. MIL ACFT FLTs below FL 100 are subject to special speed regulations.

6. Supersonic flights

Supersonic FLTs are prohibited within Swiss airspace.

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR15 **ENTLEBUCH** 47 02 03 N / 008 11 36 E - 46 59 27 N / 008 08 05 E - 46 56 52 N / 008 04 35 E - 46 53 30 N / 008 00 01 E - 46 57 53 N / 007 51 39 E - 47 02 29 N / 008 00 10 E - 47 04 58 N / 008 07 41 E - 47 02 17 N / 008 11 09 E - 47 02 03 N / 008 11 36 E	FL 100 / *5500 ft AMSL (1700 m)* or 1000 FT GND whichever is higher	MIL UAS ACT expect ADS 15 / ACFT activity	**Entry for VFR flights is subject to ATC clearance by EMMEN RADAR on 125.435 MHz** Status of the area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or EMMEN TWR 118.000 MHz or: Phone: +41 (0) 44 813 31 10
LSR16 **ISONE 1** 46 08 59 N / 009 00 34 E - 46 08 54 N / 009 01 57 E - 46 08 08 N / 009 04 07 E - 46 07 19 N / 009 04 50 E - ALONG SWISS-ITALIAN BORDER - 46 07 05 N / 009 04 21 E - 46 06 45 N / 009 03 10 E - 46 06 47 N / 009 01 35 E - 46 06 48 N / 009 00 22 E - 46 07 10 N / 008 59 12 E - 46 07 50 N / 008 59 14 E - 46 08 35 N / 008 59 30 E - 46 08 59 N / 009 00 34 E	by NOTAM (MAX *10500 ft AMSL)* / GND	MIL UAS and / or FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR17 **ISONE 2** 46 07 10 N / 008 59 12 E - 46 06 48 N / 009 00 22 E - 46 06 47 N / 009 01 35 E - 46 05 59 N / 009 00 47 E - 46 05 43 N / 008 59 26 E - 46 06 09 N / 008 57 45 E - 46 07 10 N / 008 59 12 E	by NOTAM (MAX *10500 ft AMSL)* / GND	MIL UAS and / or FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR18 **BURE** 47 27 29 N / 007 00 56 E - 47 27 24 N / 007 02 36 E - 47 27 02 N / 007 02 43 E - 47 25 52 N / 007 01 40 E - 47 24 51 N / 006 58 57 E - 47 24 59 N / 006 57 46 E - 47 26 02 N / 006 57 27 E - ALONG SWISS-FRENCH BORDER - 47 26 09 N / 006 57 50 E - 47 25 58 N / 007 00 00 E - 47 26 15 N / 007 00 53 E - 47 27 14 N / 007 00 32 E - 47 27 29 N / 007 00 56 E	by NOTAM (MAX *4500 ft AMSL)* / GND	MIL UAS ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	**Upper limit / Lower limit**	**Type of Activity**	**Restrictions Remarks**
1	**2**	**3**	**4**
LSR31 **GADMEN** 46 45 57 N / 008 24 58 E - 46 46 12 N / 008 26 31 E - 46 46 19 N / 008 26 16 E - 46 46 28 N / 008 26 54 E - 46 46 14 N / 008 27 21 E - 46 45 59 N / 008 27 25 E - 46 45 31 N / 008 27 32 E - 46 44 47 N / 008 27 02 E - 46 44 35 N / 008 26 25 E - 46 44 36 N / 008 24 39 E - 46 44 39 N / 008 24 22 E - 46 44 57 N / 008 24 14 E - 46 44 55 N / 008 23 55 E - 46 44 47 N / 008 23 26 E - 46 44 33 N / 008 22 51 E - 46 44 34 N / 008 22 43 E - 46 44 50 N / 008 22 40 E - 46 45 27 N / 008 22 09 E - 46 45 42 N / 008 22 49 E - 46 45 56 N / 008 23 47 E - 46 46 24 N / 008 24 45 E - 46 46 27 N / 008 24 52 E - 46 45 57 N /008 24 58 E	*16500 ft AMSL* *(5050 m)* / GND	FRNG ACT	**Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10
LSR37 **SUSTENPASS** 46 42 51 N / 008 26 52 E - 46 42 39 N / 008 27 15 E - 46 41 56 N / 008 27 19 E - 46 41 30 N / 008 27 17 E - 46 41 11 N / 008 27 17 E - 46 41 08 N / 008 26 27 E - 46 41 10 N / 008 25 41 E - 46 41 15 N / 008 24 53 E - 46 40 58 N / 008 24 39 E - 46 41 04 N / 008 23 51 E - 46 41 40 N / 008 22 38 E - 46 41 53 N / 008 22 32 E - 46 42 30 N / 008 22 29 E - 46 42 39 N / 008 22 36 E - 46 42 49 N / 008 22 49 E - 46 42 55 N / 008 23 03 E - 46 42 59 N / 008 23 17 E - 46 42 56 N / 008 24 09 E - 46 43 01 N / 008 24 34 E - 46 43 18 N / 008 24 29 E - 46 43 37 N / 008 24 36 E - 46 43 57 N / 008 24 49 E - 46 43 59 N / 008 25 46 E - 46 43 53 N / 008 26 13 E -	*16500 ft AMSL* *(5050 m)* / GND	FRNG ACT	ACT: 15 SEP - 01 JUL **Entry not permitted for VFR and IFR FLT** Status of area (ACT/not ACT) may be requested via ZURICH INFORMATION 124.700 MHz or: Phone: +41 (0) 44 813 31 10

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR78T **BACHTEL WEST**	47 20 51 N 008 48 55 E - 47 16 22 N 008 46 47 E - 47 16 35 N 008 44 29 E - 47 15 25 N 008 36 18 E - 47 19 53 N 008 33 14 E - 47 20 33 N 008 41 00 E - 47 20 51 N 008 48 55 E	*7500* *(2300)* or *6500* *(2000)* --------- *5500* *(1700)*		Activation only when Zurich TMA 14/15 is not active. Approval request by head of aerodrome Speck-Fehraltorf with TWR Zurich; Phone: +41 (0) 43 931 69 61 or exceptionally by pilot in flight with FIC Zurich **124.700** MHz. Activation times available on Glider-Info on **120.880** MHz. Keep a listening watch on glider FREQ **122.305** MHz.
LSR79T **BACHTEL EAST**	47 15 37 N 008 55 04 E - 47 16 22 N 008 46 47 E - 47 20 51 N 008 48 55 E - 47 21 08 N 008 56 38 E - 47 15 37 N 008 55 04 E	*7500* *(2300)* or *6500* *(2000)* --------- *5500* *(1700)*		
	47 20 49 N 009 04 52 E - 47 16 24 N 009 02 44 E - 47 15 19 N 008 58 21 E - 47 15 37 N 008 55 04 E - 47 21 08 N 008 56 38 E - 47 20 49 N 009 04 52 E	*7500* *(2300)* --------- *6500* *(2000)*		
LSR80T **VALLORBE**	46 38 23 N 006 12 37 E - 46 41 00 N 006 16 30 E - 46 46 04 N 006 26 24 E - 46 44 00 N 006 33 26 E - 46 34 23 N 006 19 35 E - 46 38 23 N 006 12 37 E	FL 95 *(2900)* ---------- FL 75 *(2300)*	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz and continuous listening watch on FREQ **125.030 MHz**.
		above FL 95 *(2900)*	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Clearance by ALPS RADAR **119.175** MHz required. If sector activated, continuous listening watch on FREQ **119.175** MHz.
LSR81T **LE BRASSUS**	46 34 34 N 006 06 39 E - 46 38 23 N 006 12 37 E - 46 34 23 N 006 19 35 E - 46 24 40 N 006 05 17 E - Swiss border - 46 34 34 N 006 06 39 E	FL 85 *(2600)* ---------- FL 75 *(2300)*	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Advise ALPS RADAR **119.175** MHz and continuous listening watch on FREQ **125.030 MHz**.
		above FL 85 *(2600)*	Phone: +41 (0) 22 747 13 91 GLD ATIS **124.755** MHz	Clearance by ALPS RADAR **119.175** MHz required. If sector activated, continuous listening watch on FREQ **119.175** MHz.

8.3 Restricted areas for gliders within CTR

LSR FOR GLIDERS WITHIN CTR

No airspace class.
MIN Visibility 5 km.

Following distances to clouds apply:
- vertically: 300 m
- horizontallly: 1500 m

NO IFR Traffic allowed in these LSR
NO VFR Traffic allowed, except airspace users that are part of the agreement (Segelflugvereinbarung) with ATC.

Designation and lateral limits COORD WGS84		Vertical limits ALT ft AMSL (m)	Operator/ User TEL NR	Remarks and time of ACT Conditions of use m AMSL (ft)
1		2	3	4
LSR82 LAENGENBERG	46 52 01 N 007 23 50 E - Arc of circle 5.02 NM centred on 46 55 09 N 007 29 32 E - anticlockwise - 46 50 08 N 007 29 20 E - 46 53 12 N 007 29 44 E - 46 54 37 N 007 28 14 E - 46 55 08 N 007 27 07 E - 46 55 13 N 007 26 43 E - 46 55 14 N 007 25 46 E - 46 54 08 N 007 21 20 E - 46 52 01 N 007 23 50 E	*5500 (1700)* --- GND	Authorisation for activation required (Bern ATC).	ACT: Broadcasted on ATIS Bern. Transponder Mode S required. FREQ for LSR82; **123.405** MHz listening watch required. HEMS Flights: blind calls on **123.405** MHz. (not via TWR) HEMS Flights in active Restricted Areas: REF ENR 5.1 §1.1
LSR83 GRENCHEN	47 10 47 N 007 26 38 E - 47 11 08 N 007 26 24 E - 47 11 00 N 007 25 34 E - 47 10 26 N 007 23 43 E - 47 09 49 N 007 24 08 E - 47 09 46 N 007 24 25 E - 47 09 46 N 007 24 30 E - 47 09 46 N 007 24 35 E - 47 09 47 N 007 24 39 E - 47 09 48 N 007 24 44 E - 47 09 50 N 007 24 48 E - 47 09 53 N 007 24 51 E - 47 09 55 N 007 24 54 E - 47 09 58 N 007 24 56 E - 47 10 02 N 007 24 57 E - 47 10 17 N 007 25 00 E - 47 10 47 N 007 26 38 E	*4500 (1350)* --- GND	Authorisation for activation required (Grenchen TWR).	ACT: Broadcasted on ATIS Grenchen FREQ for LSR83; **127.580** MHz listening watch required.

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

1	**Designation, surface and strength of Aprons**	South parking sectors (90, 95, D, A, Satellites 20, 30, 40, positions 1 to 11, positions 61 to 66, positions 73 to 76, positions 83, 84): CONC - PCN 60 R/B/W/T. Positions 85 to 89, positions 15 to 19, positions 69 to 72, positions 54 to 58, positions 48, 151, 152, 181, 182, 191, 192: CONC - PCN 90 R/B/W/T. TAG aviation, positions 67, 68: ASPH - PCN 50 F/B/W/T. North Apron: ASPH - PCN 40 F/C/W/T.
2	**Designation, width, surface and strength of Taxiways**	TWY A, B, C, D, E, G and Outer: WID 23 m. TWY Inner, Link 4 and Link 5 located within the overall paved apron area. CONC - PCN 90 R/B/W/T TWY F: WID: 20 m. ASPH - PCN 52 F/B/W/T TWY Y and Z: WID 10.5 m. CONC - PCN 60 R/B/W/T
3	**ACL location and elevation**	Beginning RWY 04: *1407.5 ft* Beginning RWY 22: *1363 ft* Parking sectors A, D and 70-88: *1393 ft* Parking sectors 2-61: *1377 ft*
4	**Location of VOR checkpoints**	NIL

5	**Location of INS checkpoints**					
	NR	**COORD WGS 84**	NR	**COORD WGS 84**	NR	**COORD WGS 84**
	1	46 13 44.92N 006 06 14.72E	16	46 14 01.17N 006 06 38.14E	27	46 13 51.44N 006 06 11.30E
	2	46 13 45.77N 006 06 16.70E	17	46 14 03.09N 006 06 40.87E	28	46 13 51.43N 006 06 12.81E
	3	46 13 46.93N 006 06 18.13E	18	46 14 04.66N 006 06 43.39E	31	46 13 54.96N 006 06 20.73E
	3A	46 13 46.97N 006 06 18.60E	181	46 14 04.19N 006 06 43.01E	32	46 13 52.59N 006 06 18.95E
	4	46 13 47.97N 006 06 19.46E	182	46 14 05.87N 006 06 43.32E	33	46 13 53.64N 006 06 15.65E
	5	46 13 48.92N 006 06 20.84E	19	46 14 06.56N 006 06 46.19E	34	46 13 56.08N 006 06 17.28E
	8	46 13 49.70N 006 06 22.47E	191	46 14 06.09N 006 06 45.81E	42	46 13 56.79N 006 06 25.20E
	9	46 13 51.36N 006 06 24.43E	192	46 14 07.69N 006 06 46.08E	43	46 13 57.86N 006 06 21.84E
	10	46 13 52.24N 006 06 25.83E	21	46 13 50.64N 006 06 13.73E	44	46 14 00.30N 006 06 23.49E
	11	46 13 53.18N 006 06 27.21E	22	46 13 49.67N 006 06 13.70E	48	46 14 42.28N 006 07 29.40E
			23	46 13 48.90N 006 06 12.55E	48A ARR	46 14 43.34N 006 07 29.47E
	15	46 13 59.24N 006 06 35.44E	24	46 13 48.83N 006 06 11.17E	48A DEP	46 14 44.25N 006 07 28.19E
	151	46 13 58.78N 006 06 35.08E	25	46 13 49.56N 006 06 09.95E	48B ARR	46 14 42.39N 006 07 28.08E
	152	46 14 00.45N 006 06 35.36E	26	46 13 50.61N 006 06 09.96E	48B DEP	46 14 43.29N 006 07 26.80E
	54	46 14 31.00N 006 07 10.66E				
	55	46 14 32.04N 006 07 12.19E	121	46 13 50.73N 006 06 14.54E	G1	46 14 14.22N 006 05 56.57E
	56	46 14 33.09N 006 07 13.73E	123	46 13 48.36N 006 06 12.88E	G2	46 14 13.75N 006 05 55.88E
	57	46 14 34.14N 006 07 15.26E	125	46 13 49.43N 006 06 09.46E	G3	46 14 13.28N 006 05 55.19E
	58	46 14 36.17N 006 07 18.14E	127	46 13 51.86N 006 06 11.11E	G4	46 14 12.82N 006 05 54.52E
	61	46 14 03.10N 006 06 29.50E	A1	46 13 33.18N 006 05 51.60E	H1	46 14 15.17N 006 06 07.56E
	62	46 14 04.10N 006 06 30.80E	A2	46 13 32.30N 006 05 50.60E	H2	46 14 15.54N 006 06 08.02E
	63	46 14 05.80N 006 06 33.40E	A3	46 13 31.23N 006 05 50.28E	H3	46 14 15.85N 006 06 08.56E
	64	46 14 06.64N 006 06 34.84E	A4	46 13 32.02N 006 05 49.11E	H4	46 14 16.54N 006 06 09.57E
	64A	46 14 05.81N 006 06 33.99E	A5	46 13 32.89N 006 05 47.93E	H5	46 14 17.23N 006 06 10.57E
	65	46 14 08.00N 006 06 36.60E	A6	46 13 33.72N 006 05 46.75E	H6	46 14 17.91N 006 06 11.57E
	66	46 14 08.90N 006 06 38.00E	A7	46 13 34.13N 006 05 46.12E	H8	46 14 01.03N 006 05 53.00E
	66A	46 14 08.60N 006 06 38.00E	A8	46 13 34.60N 006 05 46.82E	H REGA	46 14 01.19N 006 05 48.73E
	67	46 14 12.36N 006 06 42.58E	A9	46 13 35.40N 006 05 48.00E		
	68	46 14 13.54N 006 06 44.31E				
	69	46 14 14.27N 006 06 47.57E	D1	46 13 27.20N 006 05 45.75E	I1	46 14 05.08N 006 05 54.14E
	70	46 14 16.26N 006 06 48.65E	D2	46 13 27.88N 006 05 46.51E	I2	46 14 05.67N 006 05 53.29E
	71	46 14 17.10N 006 06 51.33E	D3	46 13 27.85N 006 05 44.54E		
	72	46 14 16.61N 006 06 50.62E	D4	46 13 28.48N 006 05 45.33E		
	73	46 14 18.25N 006 06 53.82E	D5	46 13 27.71N 006 05 45.81E		

5	Location of INS checkpoints					
	74	46 14 19.21N 006 06 55.23E			L0	46 14 06.89N 006 05 55.01E
	75	46 14 20.12N 006 06 56.70E	E1	46 14 13.37N 006 06 01.82E	L1	46 14 07.44N 006 05 55.82E
	76	46 14 21.08N 006 06 58.10E	E2	46 14 12.84N 006 06 01.16E	L2	46 14 08.00N 006 05 56.63E
			E3	46 14 12.38N 006 06 00.47E	L3	46 14 08.55N 006 05 57.44E
	83	46 13 44.25N 006 06 05.59E	E4	46 14.11.96N 006 05 59.76E	L4	46 14 09.10N 006 05 58.25E
	84	46 13 43.12N 006 06 04.01E	E5	46 14 11.49N 006 05 59.07E	L5	46 14 09.65N 006 05 59.06E
	85	46 13 41.65N 006 06 01.60E	E6	46 14 11.03N 006 05 58.38E	L6	46 14 10.20N 006 05 59.87E
	85A	46 13 41.09N 006 06 00.62E	E7	46 14 10.57N 006 05 57.71E	L7	46 14 10.75N 006 06 00.68E
	86	46 13 40.60N 006 05 59.30E			L8	46 14 11.30N 006 06 01.48E
	86A	46 13 40.70N 006 05 59.60E	F1	46 14 14.78N 006 05 59.82E	L9	46 14 11.85N 006 06 02.29E
	87	46 13 39.70N 006 05 56.80E	F2	46 14 14.31N 006 05 59.14E	L10	46 14 12.44N 006 06 03.15E
	87A	46 13 39.91N 006 05 57.00E	F3	46 14 13.84N 006 05 58.45E		
	88	46 13 39.20N 006 05 54.19E	F4	46 14 13.37N 006 05 57.76E	PC1	46 14 44.79N 006 07 31.97E
	89	46 13 38.29N 006 05 55.14E	F5	46 14 12.90N 006 05 57.07E	PC2	46 14 43.75N 006 07 32.31E
	89A	46 13 38.80N 006 05 52.79E	F6	46 14 12.43N 006 05 56.39E	PC3	46 14 42.50N 006 07 32.81E
	89B	46 13 38.33N 006 05 53.94E	F7	46 14 11.98N 006 05 55.71E	PC4	46 14 41.51N 006 07 33.10E
	89C	46 13 37.30N 006 05 55.19E			PC5	46 14 40.69N 006 07 32.53E
	90A	46 13 36.17N 006 05 48.86E			PC6	46 14 39.83N 006 07 31.14E
	90B	46 13 35.16N 006 05 50.28E			PC7	46 14 38.80N 006 07 30.17E
	90C	46 13 34.16N 006 05 51.70E			PC8	46 14 38.34N 006 07 28.59E
					PC9	46 14 40.10N 006 07 28.30E
	95A	46 13 30.93N 006 05 40.87E			PC10	46 14 41.09N 006 07 27.96E
	95B	46 13 31.57N 006 05 41.82E			PE1	46 14 45.31N 006 07 32.67E
	95C	46 13 32.21N 006 05 42.77E			PF1	46 14 40.59N 006 07 34.34E
	95D	46 13 31.19N 006 05 41.25E			PF2	46 14 37.17N 006 07 29.55E
	95E	46 13 31.94N 006 05 42.35E				

6	Remarks	The TWY system north of the RWY fulfils ACFT code letter B operations with MAX wingspan 21.5 m. The TWY system south of the RWY fulfils ACFT code letter E operations (MAX wingspan 65 m). Due to proximity of TWY and taxilane with terminal buildings and equipment areas use minimum power when taxiing IN/OUT ACFT stands to avoid jet blast. Exceptions and particularities are listed below: Link 0, Link 1, Link 2, Link 3 and TWY Inner (between Link 0 and Link 4): MAX wingspan 48.0 m. Link A and Link D: MAX wingspan 36.0 m. TWY C: The clearance distance between outer main gear and taxiway edge is at least 3.8 m for A346, when nose wheel is over taxiway centre line (EASA requirement: 4.5 m). TWY F: Usable in CAT I conditions only. Available to ACFT up to wake turbulence CAT MEDIUM, except B757 and TU154. Restrictions to vacate RWY04: TWY F is available for ACFT up to wake turbulence CAT MEDIUM, except B757 and TU154; TWY E is available for ACFT up to wake turbulence CAT MEDIUM. Restrictions to vacate RWY22: TWY B is available for ACFT up to wake turbulence CAT MEDIUM. TWY Outer and ACFT stands 87 to 89A, and 95A to 95E: Wing tip clearance for an ACFT with 65 m wingspan lies BTN 7.5 m and 10 m. TWY Outer and Inner west of Link 1: Wing tip to wing tip clearance may be reduced to at least 7.5 m depending on taxiing ACFT. A124, B748 and C5M may operate under special conditions (marshalling, dedicated ACFT stand).

8.3.4 Push-back and tow procedures

In all cases, the ACFT rotating beacon shall be operated during the push-back procedure.
If security requires, ”Follow me” vehicles will escort ACFT during the push-back procedure.
Request ATC clearance with ”Geneva Ground”, FREQ **121.680** MHz.
Start-up shall be initiated during push-back unless otherwise instructed by “Geneva Apron”, FREQ **121.855** MHz.
Request push-back and start-up clearance with ”Geneva Apron”, FREQ **121.855** MHz.
For the towing or push-back of an operating ACFT a general AUTH will only be given to the cockpit crew. Detailed instructions will be transmitted directly to the driver.
All instructions for the tow or push-back of ACFT with MAINT personnel in the cockpit will be transmitted directly by ”Geneva Apron” on the tow vehicle’s FREQ to the driver.

Notes:
- Clearances for push-back or TAX may only be requested if the ACFT is immediately ready to carry out the manoeuvre.
- Changes of FREQ must be carried out immediately, as instructed.

All ACFT operators and handling agents must ensure, H24 and within a MAX of one HR, that push-back equipment and personnel, as well as an authorised cockpit brake operator, are AVBL for their ACFT. Due to operational reasons, Genève AP Authorities may ask for the repositioning of an ACFT. Towing costs will be charged to the operator.
Parking PSNs GOLF for General Aviation FLTs:
Push-back into PSNs GOLF 1 - 4 is mandatory on ARR. Passengers must remain on board until the ACFT is in the final parking PSN and secured.

9. Run-up

Run-ups are subject to a prior AUTH of the Genève AP Authority (Operation Division), “Apron Control”,
Phone: 7141, 7140.

10. Fuelling with passengers on board

Reference: FOCA Directive 01 DEC, 2000 / EU-OPS-1 12 JAN, 2008

10.1 Conditions

Authorised only with JET A-1 fuel.
Not permitted on ACFT with MTOW less than 5700 kg and/or with a capacity of less than 20 seats.
Defuelling with passengers on board is strictly prohibited.

10.2 Procedure

The PIC must ensure that the Fire Brigade Service is duly informed that fuelling with passengers on board (also while embarking or disembarking) will be conducted.

At least two exits must be accessible by a jetty or mobile stairs. If not applicable, CLR EMERG slide deployment areas must be guaranteed.
The ACFT cockpit must be occupied by a pilot and communication with ground personnel must be established during the operation.

11. Code letter F aircraft

ACFT with wingspan code letter F operations are prohibited. Isolated operations of A124, B748 and C5M are subject to PPR.

LSGG AD 2.21 NOISE ABATEMENT PROCEDURES

1. General

The following procedures are defined to reduce noise around Genève AP. They also apply to training and check FLTs.

Pilots may deviate from Noise Abatement Procedures only upon instruction by ATC, previous AUTH of Genève AP Authority or FOCA, or for safety reasons.

The term “Night“ covers the period between 2100 and 0459 (2000 and 0359). The term “Day“ covers the period between 0500 and 2059 (0400 and 1959).

Training and check FLTs are prohibited at night.

The North Apron (GAC) is CLSD at night, except for ambulance FLTs and towed ground movements.

TKOFs of jet ACFT with a noise certificate in accordance with the standards of ICAO Annex 16, Volume I, Second Part, Chapter 2 are prohibited.

As of 30 MAR 2008, TKOFs and LDGs of ACFT complying with noise certification requirements of ICAO Annex 16, Volume I, Part 2, Chapter 3 by a margin equal to or lower than 5dbA are prohibited at night.

2. Arrival

2.1 ILS approach

ILS APCH shall be carried out at an angle equal to or above the GP angle established for each direction as defined by the ILS profile.

The descent shall be planned as to maintain a clean configuration as long as possible, considering safety and ATC requirements.

2.2 RWY 22: Arrival from the South

Pilots may be vectored to join the APCH axis at latest 11NM touchdown.

2.3 Visual approach

If cleared for visual APCH, pilots will be instructed to join or be established on the APCH axis as follows:

- for RWY 22: at latest 8.1NM touchdown (GG808), MNM *4000 ft QNH*, for arrivals from the north, or at latest 11 NM touchdown (GG811), MNM *4000 ft QNH*, for arrivals from the south.
- for RWY 04: at latest 5.6NM touchdown (PAS VOR).

2.4 Landing

More than idle reverse shall not be used except for safety reasons or if necessitated to comply with an ATC request.

3. Departure

Follow strictly published SIDs for RWY 04 and 22 (LSGG AD 2.24), in order to minimise noise around Genève AP.

The climb is carried out as follows for jet and propeller ACFT:

1. TKOF up to *2900 ft QNH* with:
   - (reduced) TKOF PWR;
   - V_2 + 10 to 20 kt speed or in accordance with climb gradient limitation
2. from *2900 ft QNH* to *4400 ft QNH*:
   - climb PWR
   - V_2 + 10 to 20 kt speed
3. from *4400 ft QNH*:
   - ACFT clean up and acceleration to climb speed

KONIL C/J SIDs will only be assigned to propeller ACFT and jet ACFT with noise classification IV and V in accordance with GEN 4.1.12.

Above 5000 ft/AGL, ATC may permit pilots to deviate from SIDs to shorten the path towards the DEST.
Adherence to Noise Abatement Procedures is automatically MNT by a noise MNT system.

4. Visual circuit

Visual circuit for jet and propeller ACFT shall be flown on the northern side of the AP, as follows:

- right (RWY 22) or left (RWY 04) turns for cross-wind at 4 DME ILS (04/22)
- CMB to 3500 ft, max IAS 180 kts,
- base-leg on ATC instruction.

5. Auxiliary Power Unit (APU) and Brake Fan

5.1 Stands

A. **Stands 1, 2, 3, 3A, 4, 5, 8, 9 to 11, 15 to 19, 31 to 34, 42 to 44, 151, 152, 181, 182, 191, 192**
These stands are equipped with fixed electrical PWR (400 Hz) and Pre-Conditioned Air (PCA) supplies. ACFT parked at these stands must use fixed electrical PWR and PCA supplies if required. The electrical PWR will be connected prior, or immediately after engine shutdown. PCA connection follows shortly after engine shutdown.

The use of the airborne Auxiliary PWR Unit (APU) is forbidden at these stands, except:

- before the ACFT is connected to the fixed electrical PWR
- five MIN prior to engine start- or push-back, or
- when fixed electrical PWR or PCA supplies system is U/S.

B. **Stands 54, 55, 56, 57, 58, 61, 62, 63, 64, 65, 66, 83, 84, 85, 86, 87, 89B, 89C**
These stands are equipped with fixed electrical PWR (400 Hz) supply. ACFT parked at these stands must use fixed electrical PWR supply if required. The electrical PWR will be connected prior, or immediately after engine shutdown.

The use of the airborne APU is forbidden at these stands, except:

- until the ACFT is connected to the fixed electrical PWR
- five MIN prior to engine start- or push-back
- when fixed electrical PWR supply system is U/S, or
- when climatic conditions require the use of the APU to cool/heat the ACFT.

5.2 All other stands

On all other stands, whether on south apron or on north apron GAC, airborne APU can only be kept in operation 10 MIN after ARR or started 30 MIN before DEP time.

5.3 Use of APU in particular cases

If the above mentioned restrictions cannot be fulfilled, prior AUTH of Genève AP Authority is required.

5.4 Use of Brake Fan

Use of brake fan shall be kept to the MNM.

LSGG AD 2.22 FLIGHT PROCEDURES

1. Special regulations for GENEVA TMA/CTR

Repetitive FLTs on the AD circuit are prohibited SAT TIL 0800 (0700), as well as SUN and Swiss, Geneva and French HOL for the whole day. IFR training FLTs are prohibited every SAT during winter charter season beginning 15th DEC until last SAT before Easter.

Public Holidays	2022	2023	2024	2025	2026
New Year's Day	JAN 01	JAN 01	JAN 01	JAN 01	JAN 01
Good Friday	APR 15	APR 07	MAR 29	APR 18	APR 03
Easter Monday	APR 18	APR 10	APR 01	APR 21	APR 06
Labour Day (France)	MAY 01	MAY 01	MAY 01	MAY 01	MAY 01
V-E Day (France)	MAY 08	MAY 08	MAY 08	MAY 08	MAY 08
Ascension Day	MAY 26	MAY 18	MAY 09	MAY 29	MAY 14
National Day (France)	JUL 14	JUL 14	JUL 14	JUL 14	JUL 14
National Day (Switzerland)	AUG 01	AUG 01	AUG 01	AUG 01	AUG 01
Assumption Day (France)	AUG 15	AUG 15	AUG 15	AUG 15	AUG 15
Geneva Prayday	SEP 08	SEP 07	SEP 05	SEP 11	SEP 10
All Saints' Day (France)	NOV 01	NOV 01	NOV 01	NOV 01	NOV 01
Armistice Day (France)	NOV 11	NOV 11	NOV 11	NOV 11	NOV 11
Christmas Day	DEC 25	DEC 25	DEC 25	DEC 25	DEC 25
Restoration Day (Geneva)	DEC 31	DEC 31	DEC 31	DEC 31	DEC 31

1.1 IFR procedures

Procedures to be followed by arriving and departing ACFT are contained on the charts: STAR/SID RWY 04/22 REF: LSGG AD 2.24.
Note: ATC may instruct DEV from standard ARR and DEP routes in accordance with noise abatement procedures.

In case of NON RNAV LSGG arrival, expect radar vectoring until interception of the instrument approach.

1.1.1 SID Descriptions

1.1.1.1 SID RWY 04 - RNAV (see chart LSGG AD 2.24.7 - 1)

RNAV Segment SID MOLUS 4N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	1900	-	044° (045.5°T)	-
CF (Navaid GVA)	PETAL	N	+5000	-	044° (045.5°T)	-
TF	MOLUS	N	+FL100	-	072° (073.7°T)	16.4

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.
- 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).
- 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 ADZ TWR 118.700 MHz on initial call if UNA to accept DEP from displaced THR (Declared distances, Ref LSGG AD 2.13).

3. Departures

3.1 Departure routes

DEV from the SID routes published in the AIP are only permitted at and above *5000 ft AMSL*. Between 2100 - 0500 (2000 - 0400), DEV from a SID is only permitted at and above FL080 with the permission of ATC.

3.2 Departure procedures

If possible, a rolling TKOF shall be executed. The engine PWR shall be increased only after entering the DEP RWY.
Climb with MAX climb gradient to *4500 ft AMSL:*
- use the high lift devices TKOF configuration
- TKOF PWR reduction to climb PWR at *2900 ft AMSL*

Automatic measuring equipment is used to MNT adherence.

3.3 Departure runways

Depending on the LDG RWY in use, expect DEP RWY to be assigned as follows:

0600-2000 (0500-1900)

LDG RWY	DEP RWY
RWY 14 / RWY 16	28 [1] / 16 [2] / 10 [3]
RWY 28	32 [4] / 34 [4] [5]
RWY 34	28 / 32 / 34 [5]

1) RWY 28 is used primarily

2)RWY 16 will only be assigned if requested for performance reasons (minimization of delays)
For propeller aircraft normally only SID WIL 3Q will be assigned" (Ref. LSZH AD 2.22, 1.2.3)

3) RWY 10 only, if RWY 28 cannot be used due to MET reasons

4) SID with left turn only; SID with right turn may be assigned by ATC

5) RWY 34 will only be assigned due to operational reasons or if requested for performance reasons.

2000-0600 (1900-0500)

Jet ACFT expect DEP on RWY 32 / 34*.

* Exception between 2000 and 2100 (1900-2000) when LDG RWY 14 or RWY 16 is in use, in which case, expect DEP on RWY 28 or RWY 16.

Other DEP RWYs may be assigned due to MET conditions or operational reasons.
ACFT exceeding noise index 96*:
are not admitted for DEP between 2100 and 2230 (2000 and 2130).

ACFT with a non-stop flight DIST of 5000 km and above and not exceeding noise index 98*:
are admitted for DEP between 2100 and 2230 (2000 and 2130).

* Authoritative noise index according to Swiss Law article 39c of the ordinance concerning the aviation infrastructure (OAI): The authoritative noise index is the arithmetic average of the two AUTH levels, lateral and flyover of an ACFT model, determined using the standard in ICAO Annex 16, Volume 1, Chapter 3.

4. Engine Tests

4.1 Idle Power

For safety reasons and noise MNT as well as to ensure proper operations, the running of engines (e.g. short and idle), not used for taxiing, is subject to prior permission.

Permission shall be requested from the Zurich Airport Authority,
Phone: +41 (0) 43 816 21 11

4.2 Run-ups

Run-ups shall only be performed when using silencers.
Exemptions may be granted by the Zurich Airport Authority:
- when the silencers cannot be used for unpredictable technical or MET reasons;
- if the silencers are not compatible with the TYP in question.

Both DUR and PWR setting for such run-ups shall be kept to a MNM.

LSZH AD 2.22 FLIGHT PROCEDURES

1. SID Description

Speed limitation:
If the SID stipulates a speed limit for a turn, this speed must be adhered to during the turn even after a “DIRECT TO” clearance.

1.1 SID RNAV

1.1.1 SID RWY 10 - RNP 1

(see chart LSZH AD 2.24.7.1 - 1)

DESIGNATOR	RWY 10 - RNP 1 ROUTE Lateral	Vertical	Contact	Remark
GERSA 1D PDG 6.3% to *2200 ft*	Climb straight ahead to ZH510. At ZH510 turn left to ZH505 (MAX IAS 210kt during turn). At ZH505 proceed via BREGO, ZH556, ZH561, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH505 at *5000ft* or above, ZH556 at FL090 or above, ZH561 at FL100 or above, GERSA at FL140 or above.	When instructed contact Zurich DEP 125.955.	RF required. At GERSA: - FLT to RESIA proceed on Z50. Cross KELIP at FL160 or above. - Other FLT proceed on N850.
VEBIT 1D PDG 6.3% to *2200 ft*	Climb straight ahead to ZH510. At ZH510 turn left to ZH505 (MAX IAS 210kt during turn). At ZH505 proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE *5000ft*. Cross ZH505 at *5000ft* or above, ZH554 at *6000ft* or above, ZH558 at *7000ft* or above.	When instructed contact Zurich DEP 125.955.	RF required.

Procedure Description of RNP 1 SID GERSA 1D						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RWY10	N	-	-	-	-
TF	ZH510	N	-	-	093° (096.0°T)	3.9
RF (Centre ZH509 r = 2.069NM)	ZH505	N	+5000	-210	-	8.0
TF	BREGO	N	-	-	232° (235.2°T)	13.1
TF	ZH556	N	+FL090	-	150° (153.0°T)	3.5
TF	ZH561	N	+FL100	-	150° (153.1°T)	5.3
TF	ARTAG	N	-	-	150° (153.1°T)	6.4
TF	GERSA	N	+FL140	-	171° (174.3°T)	7.6

Procedure Description of RNP 1 SID VEBIT 1D						
Path terminator	**Waypoint**	**Flyover**	**Altitude (ft)**	**Speed limit (kt)**	**Track**	**Distance (NM)**
IF	RW10	N	-	-	-	-
TF	ZH510	N	-	-	093° (096.0°T)	3.9
RF (Centre ZH509 r = 2.069NM)	ZH505	N	+5000	-210	-	8.0
TF	BREGO	N	-	-	232° (235.2°T)	13.1
TF	ZH554	N	+6000	-	239° (242.5°T)	4.5
TF	ZH558	N	+7000	-	239° (242.4°T)	4.8
TF	VEBIT	N	-	-	239° (242.4°T)	6.4

From GIPOL						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
TF	GIPOL	N	+7000	-	258° (260.7°T)	18.1

From RILAX						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	ZH474	N	+FL100	-	185° (187.5°T)	4.7
TF	ZH476	N	-	-	185° (187.5°T)	2.8
TF	ZH478	N	+FL080	-	152° (155.1°T)	6.2
TF	ZH480	N	+7000	-	152° (155.0°T)	6.0
TF	ZH482	N	-	-	152° (155.0°T)	6.0
TF	ZH484	N	-	-	152° (155.1°T)	6.0
TF	ZH486	N	-	-	152° (155.1°T)	6.0
TF	ZH488	N	-	-	152° (155.2°T)	6.0
TF	ZH490	N	+6000	-	242° (245.2°T)	7.0
TF	ZH492	N	-	-	332° (335.0°T)	2.9
TF	MILNI	N	+5000	-	332° (335.3°T)	2.0
TF	RW34	Y	-	-	332° (335.0°T)	10.1
TF	ZH495	N	-5000	-185	332° (334.6°T)	7.0
TF	GIPOL	N	+7000	-	258° (260.7°T)	18.1

From AMIKI						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AMIKI	N	-	-	-	-
TF	ZH382	N	-	-	312° (314.8°T)	17.4
TF	ZH478	N	+FL080	-	243° (246.1°T)	7.9
TF	ZH480	N	+7000	-	152° (155.0°T)	6.0
TF	ZH482	N	-	-	152° (155.0°T)	6.0
TF	ZH484	N	-	-	152° (155.1°T)	6.0
TF	ZH486	N	-	-	152° (155.1°T)	6.0
TF	ZH488	N	-	-	152° (155.2°T)	6.0
TF	ZH490	N	+6000	-	242° (245.2°T)	7.0
TF	ZH492	N	-	-	332° (335.0°T)	2.9
TF	MILNI	N	+5000	-	332° (335.3°T)	2.0
TF	RW34	Y	-	-	332° (335.0°T)	10.1
TF	ZH495	N	-5000	-185	332° (334.6°T)	7.0
TF	GIPOL	N	+7000	-	258° (260.7°T)	18.1

2.4.16 ILS category III

The CAT III ILS (RWY 14 and 16) and the associated equipment are in compliance with ICAO SARPS. Details are given in LSZH AD 2.19 and IAC.

2.4.17 Visual approach

Visual APCHs are AVBL at LSZH on the grounds of safety only (for example, to avoid adverse weather, such as TS/CB).

2.5 Land and Hold Short Operation RWY 28 (secondary intersecting RWY)

2.5.1 Introduction

The land and hold short operation allows VFR APCHs with admitted ACFT types and in compliance with defined conditions on RWY 28 (SRY intersecting RWY) with simultaneous IFR APCHs and DEPs on RWY 16/34 (PRI intersecting RWY).

2.5.2 Admitted ACFT

- All single-engine ACFT up to 5700 kg MTOM

2.6 ICAO Code Letter F Flight Operations

For ICAO Code letter F ground operations, refer to LSZH AD 2.20 § 3.4 and chart LSZH AD 2.24.3 - 5.

2.6.1 Arrival

APCH via ILS RWY 14 CAT I, II & III, GLS RWY 14, ILS RWY 16 CAT I, II & III, ILS RWY 34 CAT I or ILS RWY 28 UNCAT. Other RWYs are not AVBL for LDG.

2.6.2 Departure

DEP from RWY 16, RWY 32 or RWY 34. Other RWYs are not AVBL for DEP.

All published SID on the mentioned RWYs are applicable, refer to LSZH AD 2.22 § 1.

3. JAA minima for Zurich AP

TKOF **RWY 16, 28, 32, 34**

	Low Visibility Procedures must be in force				
	REDL, CL LGT and multiple RVR required	REDL and CL LGT	RCL markings (day only) or REDL	RCL markings (day only) or REDL	NIL (day only)
A	150 m [1) 3)]	200 m	250 m	400 m	500 m
B			300 m		600 m
C					
D	200 m [2) 3)]	250 m	400 m		800 m

1. 125 m provided the conditions under Appendix 1 to JAR-OPS 1.430 (a) (4) (i), (A) to (E) are met
2. 150 m provided the conditions under Appendix 1 to JAR-OPS 1.430 (a) (4) (i), (A) to (E) are met
3. 75 m provided the conditions under Appendix 1 to JAR-OPS 1.430 (a) (4) (i), (A) to (E) are met and the ACFT has an APV lateral guidance system for TKOF

Take-off **RWY 10**

	RCL markings (day only) or REDL	NIL (day only)
A	400 m	500 m
B		600 m
C		
D		800 m