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007/2021	15-Jul-2021	15-Jul-2021	
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GEN 2.2 ABBREVIATIONS USED IN AIS PUBLICATIONS

REF ICAO Doc 8400/4, PANS-ABC.

[] Within brackets: symbol of a unit of the international System of Units SI or a non-SI unit used in conjunction with the system

* not in PANS-ABC

† transmitted in RTF as a spoken word

A			
A	Amber	AIRAC	publication
A*	FRA arrival connecting point	AIREP†	Aeronautical information regulation and control
A1A*	A2A, A3E, etc. Designation of typical radio-communication emissions	AIS	Air-report
A/A	Air-to-air	ALA	Aeronautical information services
AAA	or AAB, AAC etc. in sequence, Amended meteorological message	ALERFA†	Lighting area
AAL	Above aerodrome level	ALR	Alert phase
AAU*	Airspace Allocation Unit	ALRS	Alerting (message type designator)
ABM	Abeam	ALS	Alerting service
ABN	Aerodrome beacon	ALT	Approach lighting system
ABV	Above	ALTN	Altitude
AC	Altocumulus	ALTN	Alternate or alternating (light alternates in colour)
ACAS†	Airborne collision avoidance system	AMA	Alternate (aerodrome)
ACC	Area control centre or area control	AMC*	Area minimum altitude
ACCID	Notification of an aircraft accident	AMD	Airspace management cell
ACFT	Aircraft	AMDT	Amend or amended
ACK	Acknowledge	AMS	Amendment (AIP amendment)
ACL	Altimeter check location	ANS	Aeronautical mobile service
ACN	Aircraft classification number	ANSL	Above mean sea level
ACT	Active or activated or activity	ANS	Answer
AD	Aerodrome	AOC	Aerodrome obstacle chart
ADA	Advisory area	AP	Airport
ADF	Automatic direction finding equipment	APAPI†	Abbreviated precision approach path indicator
ADIZ†	Air defence identification zone	APCH	Approach
ADJ	Adjacent	APN	Apron
ADR	Advisory route	APP	Approach control office or approach control or approach control service
ADS-B*	Automatic dependent surveillance-broadcast	APP*	Appendix
ADS-C*	Automatic dependent surveillance - contract	APR	April
ADVS	Advisory service	APRX	Approximate or approximately
ADZ	Advise	APSG	After passing
AES	Aircraft earth station	APV	Approve or approved or approval
AFIL	Flight plan filed in the air	APV*	Approach with vertical guidance
AFIS	Aerodrome flight information service	ARNG	Arrange
AFS	Aeronautical fixed service	ARO	Air traffic services reporting office
AFTN	Aeronautical fixed telecommunication network	ARP	Aerodrome reference point
A/G	Air-to-ground	ARR	Arrive or arrival
AGA	Aerodromes, air routes and ground aids	ARR	Arrival (message type designator)
AGL	Above ground level	AS	Altostratus
AGN	Again	ASDA	Accelerate-stop distance available
AIC	Aeronautical information circular	A-SMGCS*	Advanced surface movement guidance and control system
AIP	Aeronautical information	ASP*	Airspace
		ASPH	Asphalt
		ASTA*	Climatological station
		ATA	Actual time of arrival
		ATC	Air traffic control (in general)
		ATD	Actual time of departure
		ATFM	Air traffic flow management
		ATIS†	Automatic terminal information service
		ATM	Air traffic management

ATN	Aeronautical telecommunication network	CCA	or CCB, CCC, etc. in sequence, Corrected meteorological message
ATS	Air traffic services	CD	Candela
ATZ	Aerodrome traffic zone	CDR*	Conditional route
AUG	August	CF	Change frequency to
AUTH	Authorize or authorization	CGL	Circling guidance light(s)
AUW	All up weight	CH	Channel
AVBL	Available	CHEM*	Chemical
AVGAS†	Aviation gasoline	CHG	Modification (<i>message type designator</i>)
AWY	Airway		
AZM	Azimuth	CI	Cirrus
<hr/>			
B			
B	Blue	CIDIN†	Common ICAO data interchange network
BA	Braking action	CIV	Civil
BASE†	Cloud base	CK	Check
BARO-VNAV*†	Barometric vertical navigation (to be pronounced "BAA-RO-VEE-NAV")	CL	Centre line
BAZL*	Federal Office of Civil Aviation (FOCA, OFAC, UFAC)	CLD	Cloud
BCFG	Fog patches	CLG	Calling
BCN	Beacon (<i>aeronautical ground light</i>)	CLR	Clear or cleared to or clearance
BCST	Broadcast	CLSD	Close or closed or closing
BDRY	Boundary	CM [cm]	Centimetre
BFR	Before	CMB	Climb to or climbing to
BKN	Broken	CMPL	Completion or completed or complete
BL ...	Blowing (<i>follow by DU = dust, SA = sand or SN = snow</i>)	CNL	Cancel or cancelled
BLDG	Building	CNL	Flight plan cancellation (<i>message type designator</i>)
BLO	Below clouds	CNS	Communications, navigation and surveillance
BLW	Below...	COM	Communications
BOMB	Bombing	CONC	Concrete
BR	Mist	COND	Condition
BRG	Bearing	CONS	Continuous
BRKG	Braking	CONST	Construction or constructed
B-RNAV*†	Basic RNAV*†	CONT	Continue(s) or continued
BS	Commercial broadcasting station	COORD	Coordinates
BTN	Between	COP	Change-over point
BUFR*	Binary universal form for the representation of meteorological data	COR	Correct or corrected or correction
<hr/>			
C			
C [°C]	Degrees Celsius	COTSENA*	(= KOSIF)
C	Centre (<i>runway identification</i>)	COTSINA*	(= KOSIF)
CAG*	General Aviation Centre (GAC)	COV	Cover or covered or covering
CAT	Clear air turbulence	CPDLC	Controller-pilot data link communications
CAT	Category (<i>in CAT I, II, III operations</i>)	CPL	Current flight plan (<i>message type designator</i>)
CAVOK†	Visibility, cloud and present weather better than prescribed values or conditions (KAV-OH-KAY)	CRS*	Course
CB	(to be pronounced „CEE BEE”) Cumulonimbus	CRZ	Cruise
CBA*	Cross border area	CS	Call sign
CC	Cirrocumulus	CS	Cirrostratus
		CTA	Control area
		CTAM	Climb to and maintain
		CTC	Contact
		CTL	Control
		CTN	Caution
		CTR	Control zone
		CU	Cumulus
		CUST	Customs
		CWY	Clearway

D			
D...	Danger area (<i>followed by identification</i>)	EET	Estimated elapsed time
D	Downward (<i>tendency in RVR during previous 10 minutes</i>)	EFB*	Electronic flight bag
D*	FRA departure connecting point	EFC	Expect further clearance
DA	Decision altitude	EFVS*	Enhanced flight vision systems
DABS*	Daily Airspace Bulletin Switzerland	EFVS-A*	EFVS approach
DCT	Direct (<i>in relation to flight plan clearances and type of approach</i>)	EFVS-L*	EFVS landing
DEC	December	ELBA†	Emergency location beacon-aircraft
DEG [°]	Degrees	ELEV	Elevation
DEL*	Delivery, issuance (ATC clearance)	ELT	Emergency location transmitter
DEP	Depart or departure	EM	Emission
DEP	Departure (<i>message type designator</i>)	EMBD	Embedded in a layer (<i>to indicate cumulonimbus embedded in layers of other clouds</i>)
DEPO*	Deposition	EMERG	Emergency
DER	Departure end of the runway	En*	English
DES	Descend to or descending to	END	Stop-end (<i>related to RVR</i>)
DEST	Destination	ENE	East-north-east
DETRESFA†	Distress phase	ENG	Engine
DEV	Deviation or deviating	ENR	En route
DFTI	Distance from touchdown indicator	EOBT	Estimated off-block time
DH	Decision height	EQPT	Equipment
DIF	Diffuse	ENRC	Enroute chart
DIST	Distance	ENRC-FRA*	Enroute chart -Free Route Airspace
DIV	Divert or diverting	ESE	East-south-east
DLA	Delay or delayed	EST	Estimate or estimated or estimation (<i>message type designator</i>)
DME	Distance measuring equipment	ETA	Estimated time of arrival or estimating arrival
DNG	Danger or dangerous	ETD	Estimated time of departure or estimating departure
do/id.*	ditto/idem	ETE*	Summer (<i>summer time period</i>)
DOC*	Designated operational coverage (range and height)	ETO	Estimated time over significant point
DOM	Domestic	EUR RODEX*	European regional OPMET data exchange
DP	Dew point temperature	EV	Every
DPT	Depth	EVS*	Enhanced vision system
DR	Dead reckoning	EXC	Except
DR ...	Low drifting (<i>follow by DU = dust, SA = sand or SN = snow</i>)	EXER	Exercise(s) or exercising or to exercise
DRG	During	EXP	Expect or expected or expecting
DS	Duststorm	EXTD	Extend or extending
DTAM	Descend to and maintain	F	
DTG	Date-time group	F	Fixed
DTHR	Displaced runway threshold	FAC	Facilities
DTW	Dual tandem wheels	FAF	Final approach fix
DU	Dust	FAL	Facilitation of international air transport
DUC	Dense upper cloud	FAP	Final approach point
DUR	Duration	FATO	Final approach and take-off area
DVOR	Doppler VOR	FAX	Facsimile transmission
DW	Dual wheels	FCST	Forecast
DZ	Drizzle	FCT	Friction coefficient
E		FEB	February
E	East or eastern longitude	FG	Fog
E*	FRA horizontal entry point	FIC	Flight information centre
EAT	Expected approach time	FIR	Flight information region
EB	Eastbound		

ILS	Instrument landing system	LIM	Light intensity medium
IM	Inner marker	LM	Locator, middle
IMC	Instrument meteorological conditions	LMT	Local mean time
IMG	Immigration	LNAV	Lateral navigation
INA	Initial approach	LO	Locator, outer
INBD	Inbound	LOC	Localizer
INCERFA†	Uncertainty phase	LONG [°]	Longitude
INFO†	Information	LOSS	Airspeed or headwind loss
INOP	Inoperative	LPV	Localizer performance with vertical guidance
INS	Inertial navigation system	LT*	Swiss time/local time
INT	Intersection	LTD	Limited
INTL	International	LTP	Landing threshold point
INTST	Intensity	LTT	Landline teletypewriter
IR	Ice on runway	LV	Light and variable (<i>relating to wind</i>)
ISA	International standard atmosphere	LVE	Leave or leaving
It*	Italian	LVL	Level
J		LVO*	Low visibility operations
JAA*	Joint Aviation Authorities	LVP	Low visibility procedures
JAN	January	M	
JTST	Jet stream	M [m]	Metres (<i>preceded by figures</i>)
JUL	July	M	Mach number (<i>followed by figures</i>)
JUN	June	MA*	Chart of air masses
K		MAA	Maximum authorized altitude
KG [kg]	Kilograms	MAG	Magnetic
KHZ [kHz]	Kilohertz	MAINT	Maintenance
KM [km]	Kilometres	MAP	Aeronautical maps and charts
KMH [km/h]	Kilometres per hour	MAPT	Missed approach point
KOSIF*	Coordination office for firings and safety of air navigation	MAR	March
KPA [kPa]	Kilopascal	MAX	Maximum
KT [kt]	Knots	MAY	May
KW [kw]	Kilowatts	MCA	Minimum crossing altitude
L		MDA	Minimum descent altitude
L	Left (<i>runway identification</i>)	MDH	Minimum descent height
L	Litre	MEA	Minimum en-route altitude
L	Locator (LO)	MEHT	Minimum eye height over threshold (<i>for VASIS</i>)
LAT [°]	Latitude	MET†	Meteorological or meteorology
LC*	Landing chart	METAR†	Aerodrome routine meteorological report (<i>in aeronautical meteorological code</i>)
LCA	Locally or local or location or located	MF	Medium frequency (300 to 3'000 kHz)
LDA	Landing distance available	MHZ [MHz]	Megahertz
LDAH	Landing distance available, helicopter	MID	Mid-point (<i>related to RVR</i>)
LDG	Landing	MIL	Military
LDI	Landing direction indicator	MIN [min]	Minutes
LED*	Light-emitting diode	MKR	Marker radio beacon
LEN	Length	MLAT*	Multilateration
LF	Low frequency (30 to 300 kHz)	MLS	Microwave landing system
LFHK*	Chart of Air Navigation Obstacles (ONAV)	MM	Middle marker
LFN*	Low Flight Network	MNM	Minimum
LGT	Light or lighting	MNT	Monitor or monitoring or monitored
LGTD	Lighted	MOA	Military operating area
LIH	Light intensity high	MOC	Minimum obstacle clearance (<i>required</i>)
LIL	Light intensity low	MOCA	Minimum obstacle clearance altitude

MON	Monday	OAS	Obstacle assessment surface
MPS [m/s]	Metres per second	OBS	Observe <i>or</i> observed <i>or</i> observation
MRA	Minimum reception altitude	OBST	Obstacle
MRP	ATS/MET reporting point	OCA	Obstacle clearance altitude
MS	Minus	OCC	Occulting (<i>light</i>)
MSA	Minimum sector altitude	OCH	Obstacle clearance height
MSG	Message	OCNL	Occasional <i>or</i> occasionally
MSL	Mean sea level	OCS	Obstacle clearance surface
MT	Mountain	OCT	October
MTOM*	Maximum take-off mass		
MWO	Meteorological watch office	OFAC*	Federal Office of Civil Aviation (BAZL, FOCA, UFAC)
N			
N	North <i>or</i> northern latitude	OHD	Overhead
N	No distinct tendency (<i>in RVR during previous 10 minutes</i>)	OM	Outer marker
NAT	North Atlantic	ONAV*	Air Navigation Obstacle Chart including Glider Flying Information (LFHK)
NAV	Navigation	OPMET†	Operational meteorological (<i>information</i>)
NB	Northbound	OPN	Open <i>or</i> opening <i>or</i> opened
NBFR	Not before	OPR	Operator <i>or</i> operate <i>or</i> operative <i>or</i> operating <i>or</i> operational
NC	No change	OPS†	Operations
NDB	Non-directional radio beacon	O/R	On request
NE	North-east	OTS	Organized track system
NEB	North-eastbound	OUBD	Outbound
NEG	No <i>or</i> negative <i>or</i> permission not granted <i>or</i> that is not correct		
NGT	Night	P	
NIL†	None <i>or</i> I have nothing to send to you	P ...	Prohibited area (<i>followed by identification</i>)
NM [M]	Nautical miles	PALS	Precision approach lighting system (<i>specify CAT</i>)
NML	Normal	PANS	Procedures for air navigation services
NN	No name, unnamed	PAPI†	Precision approach path indicator
NNE	North-north-east	PAR	Precision approach radar
NNW	North-north-west	PARL	Parallel
NOF	International NOTAM office	PAX	Passengers
NOSIG†	No significant change (<i>used in trend-type landing forecasts</i>)	PBN	Performance-based navigation
NOTAM†	A notice containing information concerning the establishment, condition <i>or</i> change in any aeronautical facility, service, procedure <i>or</i> hazard, the timely knowledge of which is essential to personnel concerned with flight operations	PCD	Proceed <i>or</i> proceeding
NOV	November	PCN	Pavement classification number
NR	Number	PDG	Procedure design gradient
NRH	No reply heard	PER	Performance
NS	Nimbostratus	PERM	Permanent
NSC	Nil significant cloud	PJE	Parachute jumping exercise
NSW	Nil significant weather	PLN	Flight plan
NVFR*	VFR by night	PLVL	Present level
NW	North-west	PN	Prior notice required
NWB	North-westbound	POB	Persons on board
O			
OACI*	ICAO	POSS	Possible
		PPI	Plan position indicator
		PPR	Prior permission required
		PPSN	Present position
		PRI	Primary
		PRKG	Parking
		P-RNAV*†	Precision RNAV
		PROB†	Probability

PROC	Procedure	ERTE	Re-route
PROV	Provisional	RESA	Runway end safety area
PS	Plus	RETIL*	Rapid Exit Taxiway Indicator Lights
PSG	Passing	RF	Constant radius arc to a fix
PSN	Position	RFP*	Replacement or replaced flight plan
PSP	Pierced steel plank	RG	Range (lights)
PTN	Procedure turn	RGL*	Runway Guard Light
PTS	Polar track structure	RIF	Reclearance in flight
PWR	Power	RL	Report leaving
		RLA	Relay to...
		RLLS	Runway lead-in lighting system
		RMK	Remark
		RMZ	Radio Mandatory Zone
		RNAV†	Area navigation (to be pronounced AR NAV)
		RNG	Radio range
		RNP	Required navigation performance
		ROBEX†	Regional OPMET bulletin exchange (scheme)
		ROC	Rate of climb
		ROD	Rate of descent
		RON	Receiving only
		RPI	Reference path identifier
		RPL	Repetitive flight plan
		RPLC	Replace or replaced
		RPS	Radar position symbol
		RR	Report reaching
		RRA	(or RRB, RRC, etc. in sequence) Delayed meteorological message (message type designator)
		RSC	Rescue sub-centre
		RSCD	Runway surface condition
		RSP	Responder beacon
		RTD	Delayed (used to indicate delayed meteorological message; message type designator)
		RTE	Route
		RTF	Radiotelephone
		RTG	Radiotelegraph
		RTHL	Runway threshold light(s)
		RTIL*	Runway threshold identification light(s)
		RTS	Return to service
		RTT	Radioteletypewriter
		RTZL	Runway touchdown zone light(s)
		RUT	Standard regional route transmitting frequencies
		RV	Rescue vessel
		RVR	Runway visual range
		RVSM	Reduced vertical separation minimum
		RWY	Runway
			S
		S	South or southern latitude
		S1 - S5*	Ground service
		SA CAT I*	Special authorisation category I
		SA CAT II*	Special authorisation category II
		SALS	Simple approach lighting system
	Q		
QDM	Magnetic heading (zero wind)		
QDR	Magnetic bearing		
QFE	Atmospheric pressure at aerodrome elevation (or at runway threshold)		
QFU	Magnetic orientation of runway		
QNH	Altimeter sub-scale setting to obtain elevation when on the ground		
QTE	True bearing		
	R		
R	Red		
R	Right (Runway identification)		
R ...	Restricted area (followed by identification)		
R ...*	VOR Radial (followed by number of degrees)		
RA	Rain		
RAC	Rules of the air and air traffic services		
RAD*	Route Availability Document		
RAFC*	Regional area forecast centre		
RB	Rescue boat		
RCC	Rescue coordination centre		
RCF	Radiocommunication failure (message type designator)		
RCH	Reach or reaching		
RCL	Runway centre line		
RCLL	Runway centre line light(s)		
RCLR	Recleared		
RCP	Required communication performance		
RDH	Reference datum height		
RDL	Radial		
RDO	Radio		
RE ...	Recent (used to qualify weather phenomena, e.g. RERA = recent rain)		
REC	Receive or receiver		
REDL	Runway edge light(s)		
REF	Reference to... or refer to...		
REG	Registration		
RENL	Runway end light(s)		
REP	Report or reporting or reporting point		
REQ	Request or requested		

	by name/title)
WAFC	World area forecast centre
WB	Westbound
WBAR	Wing bar lights
WDI	Wind direction indicator
WDSPR	Widespread
WED	Wednesday
WEF	With effect from <i>or</i> effective from
WGS-84	World Geodetic System-1984
WID	Width
WIE	With immediate effect <i>or</i> effective immediately
WILCO†	Will comply
WIP	Work in progress
WKN	Weaken <i>or</i> weakening
WNW	West-north-west
WO	Without
WPT	Way-point
WRNG	Warning
WS	Wind shear
WSW	west-south-west
WT	Weight
WX	Weather

X

X	Cross
X*	FRA horizontal exit point
XBAR	Crossbar (of approach lighting system)
XNG	Crossing

Y

Y	Yellow
YCZ	Yellow caution zone (runway lighting)
YR	Your

Z

Z	Coordinated universal time (<i>in meteorological messages</i>)
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GEN 2.5 LIST OF RADIO NAVIGATION AIDS

Except the DVOR/DME BLM, all radio navigation aids listed below and landing aids published in the tables AD 2.19 "Radio navigation and landing aids" of the corresponding aerodrome have Skyguide (Swiss Air Navigation Services Ltd) as their service provider.

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

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

1.4 Class D - Controlled airspace

The provisions of class D airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR	Not provided
Service provided	ATC including traffic information about VFR flights (and traffic avoidance advice on request)	Traffic information between IFR/VFR and VFR/VFR (and traffic avoidance advice on request)
VMC minima	Not applicable	At and above FL 100: 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft Below FL 100: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Continuous two-way
ATC clearance	Required	Required

Class D airspace comprises:

- CTR Alpnach (MIL)
- CTR Bâle
- CTR Bern
- CTR Buochs (MIL/CIV)
- CTR Dübendorf (MIL)
- CTR Emmen (MIL)
- CTR Friedrichshafen
- CTR Genève
- CTR Grenchen
- CTR Les Eplatures
- CTR Locarno (MIL/CIV)
- CTR Lugano
- CTR Meiringen (MIL)
- CTR Payerne (MIL/CIV)
- CTR St. Gallen
- CTR Sion (CIV)
- CTR Zürich
- TMA Alpnach/Buochs (MIL)
- TMA Bern
- TMA Dübendorf (MIL)
- TMA Emmen (MIL)
- TMA Friedrichshafen
- TMA Meiringen (MIL)
- TMA Locarno (MIL)
- TMA Payerne (MIL/CIV)
- TMA St. Gallen
- TMA Sion (MIL)

1.5 Class E - Controlled airspace

The provisions of class E airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR	Not provided
Service provided	ATC and traffic information about VFR flights as far as practical	Traffic information as far as practical
VMC minima	Not applicable	At and above FL 100: 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft Below FL 100: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Not required ¹
ATC clearance	Required	Not required

1. Pilots shall establish two-way communication on the appropriate channel in FIZ and make blind calls on the appropriate channel to report intentions and changes in altitude and direction in RMZ.

Class E airspace comprises:

- Airspace "Mittelland/Jura" from 2000 ft/600 m AGL up to FL 100
- Airspace "Alpen" from 2000 ft/600 m AGL up to FL 130 (MIL ON)
- Airspace "Alpen" from 2000 ft/600 m AGL up to FL 150 (MIL OFF)
- TMA Milano at FL 125/105 and below
- Airspace detailed in [ENR-2.1](#)

See also [ENR 2.2](#)

1.6 Class F - Advisory airspace

The provisions of class F airspace are shown below:

	IFR	VFR
Separation provided	IFR from IFR as far as possible	Not provided
Service provided	Air traffic advisory service FIS	FIS
VMC minima	Not applicable	At and above FL 100: 8 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft Below FL 100 to 3000 ft AMSL: 5 km visibility Distance from cloud: Horizontal 1500 m Vertical 1000 ft At or below 3000 ft AMSL or 1000 ft AGL whichever is higher: 5 km ¹ visibility Clear of cloud in sight of surface
Speed limitation	250 kt IAS below FL 100	250 kt IAS below FL 100
Radio communication	Continuous two-way	Not required
ATC clearance	Not required	Not required

1. Lower flight visibility may be permitted by the appropriate ATS authority.

No Swiss airspace is designated as class F.

RESTRICTED AREAS			
ID NR and name Lateral limits COORD WGS84	Upper limit / Lower limit	Type of Activity	Restrictions Remarks
1	2	3	4
47 35 10 N / 008 55 59 E - 47 35 09 N / 008 55 44 E - 47 35 04 N / 008 55 43 E - 47 35 00 N / 008 55 45 E - 47 34 59 N / 008 55 39 E - 47 34 54 N / 008 55 43 E - 47 34 36 N / 008 55 11 E - 47 34 40 N / 008 55 09 E - 47 34 28 N / 008 54 48 E - 47 34 34 N / 008 54 45 E - 47 34 26 N / 008 54 29 E - 47 34 07 N / 008 54 06 E - 47 34 00 N / 008 53 54 E - 47 33 58 N / 008 53 45 E - 47 33 56 N / 008 53 13 E - 47 33 58 N / 008 53 04 E - 47 34 08 N / 008 52 59 E - 47 34 12 N / 008 53 05 E			
LSR59 WICHLEN 46 53 53 N / 009 04 48 E - 46 54 02 N / 009 05 41 E - 46 53 59 N / 009 06 37 E - 46 53 48 N / 009 06 38 E - 46 53 36 N / 009 06 53 E - 46 53 35 N / 009 07 44 E - 46 53 18 N / 009 07 40 E - 46 53 02 N / 009 07 20 E - 46 52 51 N / 009 06 43 E - 46 52 44 N / 009 06 26 E - 46 52 31 N / 009 06 07 E - 46 52 13 N / 009 06 17 E - 46 52 15 N / 009 05 35 E - 46 52 20 N / 009 05 05 E - 46 52 27 N / 009 04 34 E - 46 52 27 N / 009 03 56 E - 46 52 32 N / 009 03 42 E - 46 53 04 N / 009 03 53 E - 46 53 16 N / 009 03 41 E - 46 53 22 N / 009 04 05 E - 46 53 28 N / 009 04 07 E - 46 53 53 N / 009 04 03 E - 46 53 53 N / 009 04 48 E	15500 ft AMSL (4700 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

1.1 Procedure for Helicopter Emergency Medical Service (HEMS) Flights in active Restricted Areas

Only FLT's by a HEL operating under a HEMS APV issued by FOCA, the purpose of which is to facilitate EMERG medical assistance where immediate transportation is essential, shall qualify as HEMS FLT's.

Access to, or TKOF inside, ACT Restricted Areas, as listed below, is granted for HEMS FLT's according to the following procedure:

HEMS FLT's shall contact the designated unit in accordance with the table below 5 MIN or as soon as possible before entering a Restricted Area via radio using the following phraseology:

Example:

"(CS): REQUEST PRIORITY FOR HEMS-MISSION IN RESTRICTED AREA AXALP"

In case of no radio contact, the corresponding Range Control Officer (RCO) must be contacted via TEL before entering.

Subsequently, activities in the Restricted Area causing a threat to the HEMS mission will be suspended until termination of the HEMS mission inside the Restricted Area concerned.

Termination of the HEMS FLT inside the ACT Restricted Area is reported using the following phraseology:

Example:

"(CS): HEMS OPERATION COMPLETED, LEAVING RESTRICTED AREA AXALP"

Area	Coordinating Unit	Frequency	Telephone NR*
LSR4 (LSR4A) LAC DE NEUCHÂTEL	PAYERNE TWR Range Control Officer (RCO)	128.675 MHz N/A	+41 (0) 26 662 20 88 +41 (0) 26 662 21 64/65
LSR6 AXALP	MEIRINGEN TWR Range Control Officer (RCO)	130.150 MHz	N/A +41 (0) 41 679 72 55
LSR8 (LSR8A) DAMMASTOCK	Range Control Officer (RCO) Callsign: ROMEO 8	128.375 MHz	+41 (0) 41 888 63 00
LSR11 ZUOZ / S-CHANF	Range Control Officer (RCO) Callsign: ROMEO 11	135.475 MHz	+41 (0) 81 854 05 53
LSR13 AXALP	MEIRINGEN TWR Range Control Officer (RCO)	130.150 MHz	N/A +41 (0) 41 679 72 55
TEMPO LSR FOR PATROUILLE SUISSE DISPLAYS	Display Director Callsign: TIGER	130.800 MHz	N/A
TEMPO LSR FOR PC-7 TEAM DISPLAYS	Display Director Callsign: TURBO	130.800 MHz	N/A
* No advices. Information on activations notified by NOTAM and DABS.			

9. List of glider areas (over French delegated territory)

TMA Lyon part 6.1 (Oyonnax North)	46 21 48 N 005 24 28 E - 46 28 38 N 005 36 22 E - 46 18 44 N 005 44 36 E - 46 14 14 N 005 34 35 E - 46 21 48 N 005 24 28 E	2600 (FL 85) / 2300 (FL 75)	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Advise ALPS RADAR 119.175 MHz . Deactivated as written in the protocol. Info available on GLD ATIS 124.755 MHz . When deactivated, mandatory monitoring on 121.130 MHz .
LF R 135 (Oyonnax South)	46 18 44 N 005 44 36 E - 46 16 10 N 005 46 43 E - 46 08 54 N 005 36 03 E - 46 09 13 N 005 34 25 E - 46 14 14 N 005 34 35 E - 46 18 44 N 005 44 36 E	2600 (FL 85) / 2300 (FL 75)		Clearance by ALPS RADAR 119.175 MHz required. For transit flights only.
TMA Geneva part 4.1 (St-Claude North)	46 28 38 N 005 36 22 E - 46 30 00 N 005 35 10 E - 46 30 00 N 005 53 26 E - 46 34 34 N 006 06 39 E - follow border to next point 46 27 05 N 006 04 42 E - 46 22 22 N 005 57 47 E - 46 18 44 N 005 44 36 E - 46 28 38 N 005 36 22 E	2600 (FL 85) / 2300 (FL 75)	Phone: +41 (0) 22 747 13 91 GLD ATIS 124.755 MHz	Advise ALPS RADAR 119.175 MHz . Deactivated as written in the protocol. Info available on GLD ATIS 124.755 MHz . When deactivated, mandatory monitoring on 121.130 MHz .
LF R 219 (St-Claude South)	46 15 16 N 005 47 28 E - 46 18 44 N 005 44 36 E - 46 22 22 N 005 57 47 E - 46 15 16 N 005 47 28 E	2600 (FL 85) / 2300 (FL 75)		Clearance by ALPS RADAR 119.175 MHz required. For transit flights only.

10. Special rules for free balloon flights**10.1 General**

For free balloon flights

- the Ordinance on the Rules of the AIR (SR 748.121.11), as well as
- the special rules set out hereafter (notably, SR 748.941) are applicable.

10.2 Radio communication

5 minutes before entering classes C and D airspace, radio contact with the competent ATC unit shall be established and maintained during the flight.

In case of interruption of the radio communication during flight in **classes C and D airspace**, the following procedure shall be applied:

- set code 7600 on the SSR transponder; and when continuing the flight maintain the last reported altitude or a lower altitude; or
- leave the controlled airspace by the shortest route (laterally or vertically).

10.3 Frequencies

The frequencies **122.255 MHz** and **122.130 MHz** are available for radio communications between balloons and between balloons and retrieving vehicles. See §15: [FREQUENCIES FOR SPECIAL USE](#).

10.4 ATC instructions

The competent ATC unit can impose certain conditions for a flight if the traffic situation requires it.
The instructions of ATC are mandatory.

10.5 SSR-transponder

For flights in classes C and D airspace, the carriage of an operational SSR transponder (Mode A/C or Mode S) is required, except in CTR's.
It shall be switched on upon instruction by ATC.

10.6 Ascents in ground fog conditions

See [ENR-1.8](#), § 2.

10.7 Flights by night

3 HR prior to the planned take-off, at the latest, a flight plan shall be filed with the competent ATS unit.

Ascents and flights in classes C and D airspace are only permitted with a clearance from the competent ATC unit.

Ascents and flights in the whole airspace during military night flights are only permitted with a clearance from the competent ATC unit.

In case of radio failure during a flight by night within classes C and D airspace, the procedure detailed in [12.2](#) applies.

If the airspace in question can only be left by executing a landing, such a landing may be delayed until morning civil twilight, provided the radio failure occurred less than 30 MIN before the beginning of morning civil twilight.

10.8 Flights crossing the national border

For flights to Germany, Austria and France, consult the instructions of FOCA of 10 MAY 1978 (on reverse of "Laissez-passer" form), with respect to customs clearance.

For flights to Germany and Italy, a flight plan must be filed 60 MIN prior to ascent with the appropriate Air Traffic Control unit.

For flights to France, a flight plan must be filed with the appropriate Air Traffic Control unit, as a rule by radio, shortly before crossing the border.

Ascents by night in France are basically prohibited. Requests for exemption permission have to be addressed to:

Post: Direction de la Navigation Aérienne,
48, rue Camille Desmoulins,
F-92452 Issy-les-Moulineaux.

11. Mountain flying

The terrain configuration of mountainous areas and the particular weather conditions prevailing in them require the following recommendations to be considered when planning VFR-flights over the Alps:

The crossing of the Alps in a north-south direction and vice-versa shall be planned in a way to take the shortest possible flight routes over inhospitable regions.

The following main routes are recommended for overflight in good weather conditions:

- a. Zurich - Vierwaldstättersee - Reusstal - Andermatt - **Gotthardpass** - Val Leventina - Locarno;
- b. Berne - Spiez - Kandersteg - **Gemmipass** - Visp - Brig - **Simplonpass** - Domodossola;
- c. Altenrhein - Sargans - Chur - Lenzerheide - **Julierpass** - Samedan.

The 3 routes above, as well as several more that are recommended for VFR crossing of the Alps, are shown on the ICAO aeronautical chart 1:500'000 (2253-B), Switzerland.

VFR flight route	
Mountain pass with spot elevation in ft	
Recommended minimum altitude in ft	

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7	Remarks	<p>Ground handling agent and parking permission: compulsory for scheduled and charter FLT's and all taxi FLT's and non commercial air transport</p> <ul style="list-style-type: none"> • with ACFT above 3.5 tonnes MTOM to and from Schengen destinations • for all ACFT to and from Non-Schengen destinations <p>Ground Services Bern Phone: +41 (0) 31 960 21 31 Fax: +41 (0) 31 960 21 41 SITA: BRNKKXH FREQ: 131.410 MHz (Ground Services Bern) RTF: GROUND SERVICES BERN Email: groundservices@bernairport.ch</p>
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LSZB AD 2.5 PASSENGER FACILITIES

1	Hotels	At AD and in the city
2	Restaurants	At AD and in the city
3	Transportation	Buses, taxis and car rental from AD
4	Medical facilities	Ambulance O/R; hospital at Belp and in the city O/R
5	Bank and Post Office	Cash dispenser at AD, post office in the city
6	Tourist Office	<p>Tourist Office and Convention Bureau of Berne Post: main railway station P.O. Box 3001 Berne CH-3008 Berne Phone: +41 (0) 31 328 12 12 Fax: +41 (0) 31 328 12 77</p>
7	Remarks	<p>Inadmissible persons Due to limited infrastructure AVBL for the custody and care of inadmissible persons such passengers can stay at the facilities of the AP for a period of no longer than 24 hrs. In all circumstances, persons found inadmissible have to be removed by the operator the day after the ARR of such passengers using its own services or by alternate removal arrangements, at the latest. The operator will have to bear all costs in relation to such removal as apportioned to operators in accordance with applicable rules of public international and national law.</p>

LSZB AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	<p>Category 3 0700 - 1800 (0600 - 1700) Category 2 1800 - 2000 (1700 - 1900) Higher category O/R MNM 3 HR before ETA/ETD, by phone +41 (0) 31 960 21 31 for scheduled traffic category 4 or higher according to aircraft type</p>
2	Rescue equipment	4 fire engines, 1 ramp-control vehicle
3	Capability for removal of disabled aircraft	Lifting bags and electrical jacks available
4	Remarks	NIL

LSZB AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	2 snow ploughs / jet sweeper, 1 RWY de-icer, 2 ACFT de-icers
2	Clearance priorities	<ol style="list-style-type: none"> 1. RWY ASPH 2. TWY C 3. TWY K & F 4. TWY A, B, D 5. Apron 6. Other
3	Remarks	<p>RDF: Basic Solutions Runway De-icing Fluid GEN3 6-4 RWY 14/32 de-icing with GAC (glycerol/acetatbasic fluids)</p>

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

1	Designation, surface and strength of Aprons	ASPH - PCN up to 46 F/C/X/T GRASS - 0.25 MPa
2	Designation, width, surface and strength of Taxiways	Widths: TWY A: 7.5 m; TWY B: 15.5 m; TWY C: 18.0 m; TWY D: 10.0 m TWY E: 9.0 m; TWY F: 20.5 m; TWY G: 7.5 m TWY K: BTN TWY B and TWY C: 14.0 m; BTN TWY C and Stand Y7: 16.0 m BTN Stand Y7 and TWY E: 10.0 m; BTN TWY E and TWY F: 18.0 m. Surface: TWY A, B, C, D, F and K: ASPH, PCN 46 F/C/X/T. TWY E: GRASS, max. 5.7 t MTOM. TWY G: GRASS, 0.25 MPa MAX wingspan: TWY A: 13.0 m; TWY B, D: 21.5 m; TWY C, F: 36.0 m; TWY E, G: 15.0 m TWY K: 21.5 m except 34.3 m BTN stand Y3 and stand Y7. RMK: 36.0 m on stand Y3A as access/egress directly via TWY C. MAX outer main gear wheel span: TWY A, E, G: 4.5 m; TWY B: 9.0 m; TWY C: 10.0 m; TWY D: 5.5 m; TWY F: 12.5 m TWY K: BTN TWY B and TWY C: 8.0 m; BTN TWY C and Stand Y7: 9.3 m. BTN stand Y7 and TWY E: 5.5 m; BTN TWY E and TWY F: 10.0 m.
3	ACL location and elevation	At apron / 510 m / 1673 ft
4	Location of VOR checkpoints	NIL
5	Location of INS checkpoints	NIL
6	Remarks	Grass TWY A, C and G closed.

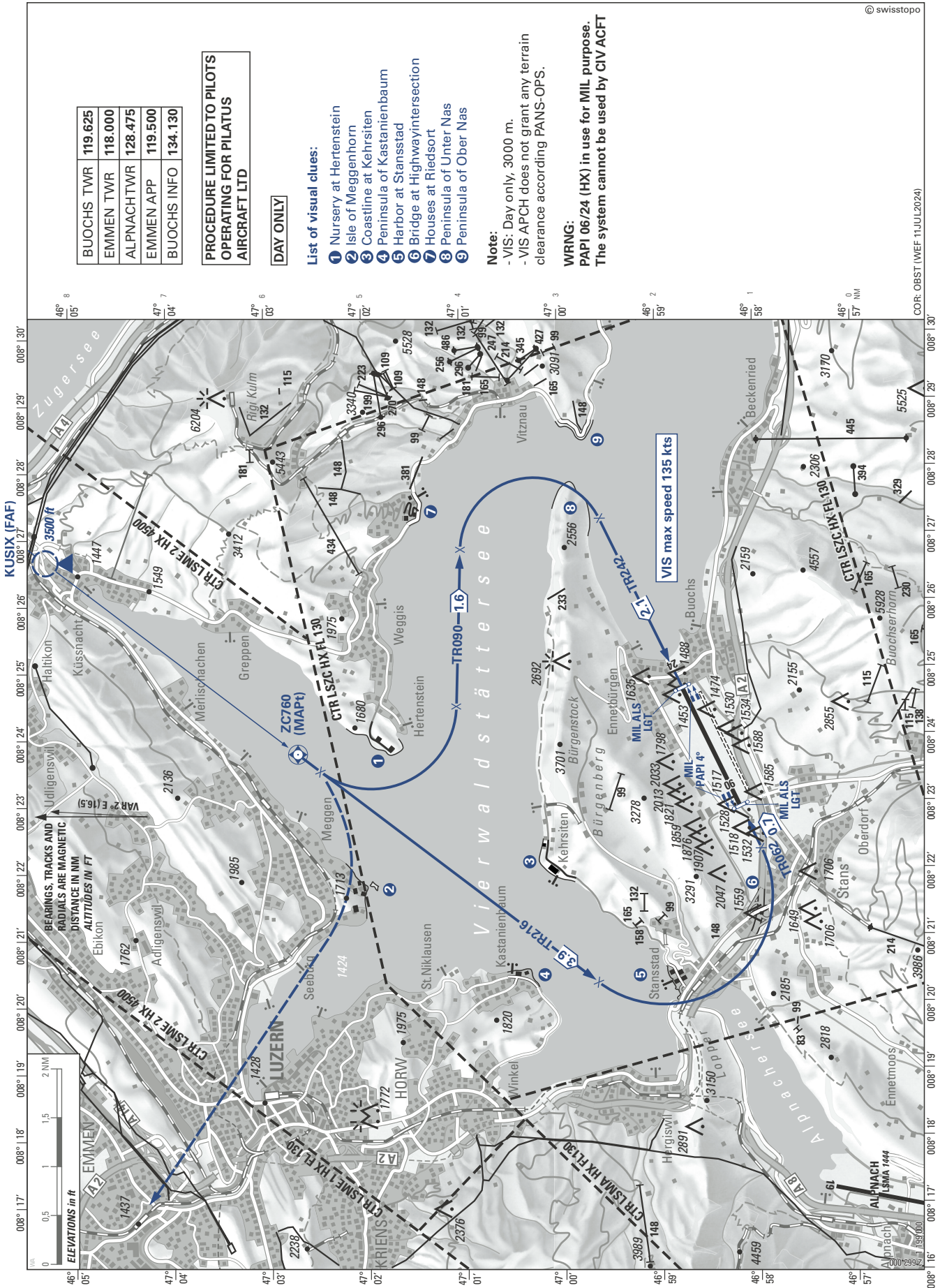
LSZB AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Sectors Yellow and GREEN: ACFT stand identification markings as well as lead-in, stop and lead-out lines. Sector BLUE: Safety line only (box). Apron safety lines east of TWY A resp. TWY K. Marshalling available for sector YELLOW, GREEN and BLUE. On the apron, wing tip clearance is guaranteed if the cockpit of the ACFT follows the CL markings. Restrictions: See ACFT PRKG Chart LSZB AD 2.24.2.
2	RWY/TWY markings and LGT	Paved RWY markings: D-THR, THR, designation, aiming point and centre line. GRASS RWY markings / markers: Designation, width and edge / width and edge (white flags). RWY LGT: See LSZB AD 2.14 Paved TWY markings: Centre line (including on turn pads) and intermediate holding position. Enhanced TWY centre line, RWY holding position and mandatory instruction at all intersections with RWY 14/32. Unpaved TWY markings / markers: RWY holding position at all intersections with the RWYs / TWY edge (blue flags). TWY LGT: Edge lights on TWY C and F. RWY guard lights on TWY A, B, C, D, E and F. Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.
3	Stop bars and RWY guard lights	NIL
4	Other RWY protection measures	NIL
5	Remarks	RWY holding positions at TWY B, C, D and E are located 65 m from RWY 14/32 centre line (EASA 75 m). Special operational procedures are in force to ensure RWY strip clearance.

ELEV 1475 ft (450 m)

BUOCHS

© swisstopo



BUOCHS TWR	119.625
EMMEN TWR	118.000
ALPNACH TWR	128.475
EMMEN APP	119.500
BUOCHS INFO	134.130

PROCEDURE LIMITED TO PILOTS OPERATING FOR PILATUS AIRCRAFT LTD

DAY ONLY

List of visual clues:

- 1 Nursery at Hertenstein
- 2 Isle of Meggenhorn
- 3 Coastline at Kehrsiten
- 4 Peninsula of Kastanienbaum
- 5 Harbor at Stansstad
- 6 Bridge at Highway intersection
- 7 Houses at Riedsort
- 8 Peninsula of Unter Nas
- 9 Peninsula of Ober Nas

Note:

- VIS: Day only, 3000 m.
- VIS APCH does not grant any terrain clearance according PANS-OPS.

WRNG:

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

COR: OBST (WEF 11 JUL 2024)

KUSIX (FAF)

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC DISTANCE IN NM ALTITUDES IN FT

ELEVATIONS in ft

0 0.5 1 1.5 2 NM

VAR 2° E (16.9)

46° 05'

47° 04'

47° 03'

47° 02'

47° 01'

47° 00'

46° 59'

46° 58'

46° 57'

46° 56'

46° 55'

46° 54'

46° 53'

46° 52'

46° 51'

46° 50'

46° 49'

46° 48'

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LSGC - LES ÉPLATURES

LSGC AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSGC - LES ÉPLATURES

LSGC AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	47 05 03 N 006 47 36 E - 234°/441 m from THR 23
2	Direction and distance from the CITY	2 km SW La Chaux-de-Fonds
3	Elevation/Reference temperature	3368 ft - 20.0°C
4	Geoid undulation at AD ELEV PSN	163.6 ft
5	MAG VAR/Annual change	2°.17' E (2019.5) / 0°09' eastwards
6	AD Administration, address, telephone, telefax, telex, AFS	Post: ARESA Aéroport Régional Les Eplatures SA Boulevard des Eplatures 56 CH-2300 La Chaux-de-Fonds Phone: +41 (0) 32 925 97 97 AFS: LSGCYDYX Email: info@leseplaturesairport.ch
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

LSGC AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	1. 0700 (0600) - SS / MAX 1900 (1800) 2. AD CLSD: DEC 25, DEC 26, JAN 01
2	Customs and immigration	As AD Administration; Customs procedure and documents see: URL: http://www.leseplaturesairport.ch
3	Health and sanitation	NIL
4	AIS Briefing Office	As AD Administration
5	ATS Reporting Office (ARO)	As AD Administration
6	MET Briefing Office	NIL
7	ATS	As AD Administration
8	Fuelling	As AD Administration
9	Handling	As AD Administration / services O/R
10	Security	NIL
11	De-icing	NIL
12	Remarks	Other hours O/R by phone to AD Administration

LSGC AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	NIL
2	Fuel/oil types	JET A1, AVGAS 100LL 80, 100, W80, W100, W15W50, EXXON 23-80
3	Fuelling facilities/capacity	JET A1: dock with 20 m pipe / 110 L/MIN and 30 m pipe 40 L/MIN AVGAS 100LL: dock with 20 m pipe / 40 L/MIN
4	De-icing facilities	NIL
5	Hangar space for visiting aircraft	Limited - O/R to AD Administration
6	Repair facilities for visiting aircraft	Hangarage, major aircraft repairs and minor engine repairs for ACFT up to 5700kg
7	Remarks	Oxygen available in limited quantities

LSGC AD 2.5 PASSENGER FACILITIES

1	Hotels	Near AD and in city
2	Restaurants	2 restaurants at AD
3	Transportation	Buses, Taxis, Car rental O/R
4	Medical facilities	Hospital in city
5	Bank and Post Office	Near AD and in city
6	Tourist Office	In city Phone: +41 (0)32 889 68 95
7	Remarks	NIL

LSGC AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 1 Category 2 - 4: O/R 24 HR before ETA/ETD
2	Rescue equipment	O/R
3	Capability for removal of disabled aircraft	NIL
4	Remarks	NIL

LSGC AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	2 Snow blower, 2 Snow ploughs, 2 Sweepers
2	Clearance priorities	1. RWY 2. TWY 3. Apron 4. Other areas
3	Remarks	NOV 01 - MAR 31 It is essential to check RWY conditions by TEL

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

1	Designation, surface and strength of Aprons	ASPH: - PCN 20 F/C/Y/T
2	Designation, width, surface and strength of Taxiways	TWY West and East: 9 m; intersection A: 20 m; intersection B: 16.5 m; intersection C: 12.5 m; All TWY ASPH: PCN 20 F/C/Y/T
3	ACL location and elevation	Holding point 05: 3363 ft - Holding point 23: 3343 ft
4	Location of VOR checkpoints	NIL
5	Location of INS checkpoints	NIL
6	Remarks	NIL

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	
	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
		E4	46 14 11.96N 006 05 59.76E	L4	46 14 09.10N 006 05 58.25E
83	46 13 44.25N 006 06 05.59E	E5	46 14 11.49N 006 05 59.07E	L5	46 14 09.65N 006 05 59.06E
84	46 13 43.12N 006 06 04.01E	E6	46 14 11.03N 006 05 58.38E	L6	46 14 10.20N 006 05 59.87E
85	46 13 41.65N 006 06 01.60E	E7	46 14 10.57N 006 05 57.71E	L7	46 14 10.75N 006 06 00.68E
85A	46 13 41.09N 006 06 00.62E			L8	46 14 11.30N 006 06 01.48E
86	46 13 40.60N 006 05 59.30E			L9	46 14 11.85N 006 06 02.29E
86A	46 13 40.70N 006 05 59.60E	F1	46 14 14.78N 006 05 59.82E	L10	46 14 12.44N 006 06 03.15E
87	46 13 39.70N 006 05 56.80E	F2	46 14 14.31N 006 05 59.14E		
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 30.55N 006 05 40.90E			PC10	46 14 41.09N 006 07 27.96E
95B	46 13 31.33N 006 05 42.06E			PE1	46 14 45.31N 006 07 32.67E
95C	46 13 32.12N 006 05 43.21E			PF1	46 14 40.59N 006 07 34.34E
95D	46 13 31.02N 006 05 41.37E			PF2	46 14 37.17N 006 07 29.55E
95E	46 13 31.83N 006 05 42.52E				

6		Remarks
		<p>The TWY system north of the RWY fulfils ACFT code letter B operations with MAX wingspan 21.5 m.</p> <p>The TWY system south of the RWY fulfils ACFT code letter E operations (MAX wingspan 65 m). Due to proximity of TWY and taxiway with terminal buildings and equipment areas use minimum power when taxiing IN/OUT ACFT stands to avoid jet blast.</p> <p>Exceptions and particularities are listed below:</p> <p>Link 0, Link 1, Link 2, Link 3 and TWY Inner (between Link 0 and Link 4): MAX wingspan 48.0 m.</p> <p>Link A and Link D: MAX wingspan 36.0 m.</p> <p>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).</p> <p>TWY F: Usable in CAT I conditions only. Available to ACFT up to wake turbulence CAT MEDIUM, except B757 and TU154.</p> <p>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.</p> <p>Restrictions to vacate RWY22: TWY B is available for ACFT up to wake turbulence CAT MEDIUM.</p> <p>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.</p> <p>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.</p> <p>A124, B748 and C5M may operate under special conditions (marshalling, dedicated ACFT stand).</p>

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LSZA AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	1 snow blower, 4 snow ploughs, 2 jet sweepers, 1 RWY and Apron de-icer, 1 ACFT de-icer
2	Clearance priorities	RWY, TWY, then apron
3	Remarks	All seasons: RWY / TWY / apron: De-iced / Anti-iced with KFOR (potassium formate fluids)

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

1	Designation, surface and strength of Aprons	ASPH - PCN 30/F/B/W/T
2	Designation, width, surface and strength of Taxiways	TWY M and N: MNM 18.6 m (DH8D OPS); TWY L: 15 m ASPH - PCN 30/F/B/W/T
3	ACL location and elevation	Apron 902 ft (275 m)
4	Location of VOR checkpoints	NIL
5	Location of INS checkpoints	NIL
6	Remarks	Slopes on Apron partially exceeding 1%

LSZA AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	ACFT stand identification markings: Lead-in, stop and lead-out lines. Apron safety lines. Taxiing and parking procedures: see LSZA AD 2.24.2 - 1
2	RWY/TWY markings and LGT	RWY markings: D-THR, designation, aiming point, touchdown zone and centre line. RWY LGT: see LSZA AD 2.14 TWY markings: Centre line and intermediate holding positions; RWY holding position, enhanced TWY centre line and mandatory instruction at all intersections with RWY. TWY LGT: Edge lights on TWY L, M and N. Runway guard lights on TWY M and N. Mandatory instruction signs at all RWY holding positions. Information signs on the movement area. No RWY turn pad centre line lights provided.
3	Stop bars and RWY guard lights	NIL
4	Other RWY protection measures	NIL
5	Remarks	NIL

LSZA AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas				In circling area and at aerodrome			
1				2			
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates		Obstacle type Elevation Markings/LGT	Co-ordinates	RMK	
a	b	c		a	b	c	
		ft			ft		
AOC 01 (1)	Building	950	46 00 37 N 008 54 45 E	Antenna LGTD	1020	46 00 09 N 008 54 23 E	
AOC 01 (2)	Pole	951	46 00 38 N 008 54 45 E	Crane/Cranes marked/LGTD	989	46 00 18 N 008 54 48 E	B1216/21
AOC 01 (3)	Tree/Trees	965	46 00 38 N 008 54 54 E	Tower/Mast LGTD	945	46 00 03 N 008 54 36 E	
AOC 01 (4)	Tree/Trees	977	46 00 39 N 008 54 54 E	Antenna LGTD	1529	46 02 15 N 008 56 20 E	
AOC 01 (5)	Building	981	46 00 44 N 008 54 47 E	Antenna LGTD	1526	46 00 39 N 008 55 32 E	B0555/01
AOC 01 (6)	Pole	985	46 00 47 N 008 54 49 E	Telephone line	45 m AGL	45 59 36 N 008 50 13 E - 45 59 36 N 008 50 06 E	B0016/02
AOC 01 (7)	Building	986	46 00 48 N 008 54 48 E	Tower marked/LGTD	998	46 00 16 N 008 54 31 E	B0121/02
AOC 01 (8)	Building	996	46 00 49 N 008 54 49 E	Tower LGTD	974	46 00 43 N 008 54 54 E	B0043/04
AOC 01 (9)	Building	1040	46 01 19 N 008 55 12 E	Silo	965	46 00 53 N 008 54 59 E	B0480/05
AOC 01 (10)	Tree/Trees	1061	46 01 27 N 008 55 00 E	Power line	72 m AGL	45 59 18 N 008 52 23 E - 45 59 18 N 008 52 38 E	B0617/05
AOC 01 (11)	Tree/Trees	1081	46 01 38 N 008 55 03 E	Pole LGTD	2366	46 02 43 N 008 57 44 E	B0471/07
AOC 01 (12)	Power line	1100	46 01 37 N 008 55 22 E	Pole LGTD	1752	45 57 49 N 008 52 56 E	B0470/07
AOC 01 (13)	Power line	1113	46 01 40 N 008 55 16 E	Pole LGTD	1886	46 02 58 N 008 55 54 E	B0469/07
AOC 01 (14)	Power line	1137	46 01 45 N 008 55 12 E				
AOC 01 (15)	Power line	1155	46 01 42 N 008 55 24 E	Pole marked/LGTD	989	46 00 13 N 008 54 28 E	B0099/09
AOC 01 (16)	Tree/Trees	1209	46 01 55 N 008 56 12 E	Pole LGTD	1825	46 01 28 N 008 56 46 E	B1145/09
AOC 01 (17)	Tree/Trees	1215	46 01 56 N 008 56 13 E	Pole LGTD	1914	45 58 27 N 008 54 48 E	B1144/09
AOC 01 (18)	Tree/Trees	1246	46 02 05 N 008 56 11 E	Power line marked	90 m AGL	46 05 32 N 009 03 11 E - 46 05 33 N 009 02 51 E	C0366/05
AOC 01 (19)	Tree/Trees	1256	46 02 05 N 008 56 11 E	Cable CW	80 m AGL	46 03 52 N 008 55 12 E - 46 03 43 N 008 54 43 E	B0054/06
AOC 01 (20)	Tree/Trees	1259	46 02 06 N 008 56 12 E	Building	3m AGL	46 00 41 N 008 54 49 E	B0131/07
AOC 01 (21)	Tree/Trees	1277	46 01 56 N 008 56 16 E	Chimney LGTD	25 m AGL	46 01 15 N 008 55 00 E	B0130/07
AOC 01 (22)	Tree/Trees	1281	46 02 20 N 008 56 11 E	Antenna marked, LGTD	5414	45 55 35 N 009 00 54 E	B0733/08

In approach/TKOF areas				In circling area and at aerodrome			
1				2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates		Obstacle type Elevation Markings/LGT	Co-ordinates	RMK	
a	b	c		a	b	c	
		ft			ft		
AOC 01 (23)	Tree/Trees	1507	46 02 17 N 008 56 19 E	Pole LGTD	1931	46 01 52 N 008 54 48 E	B1143/09
AOC 01 (24)	Antenna	1520	46 02 15 N 008 56 20 E	Pole LGTD	1518	46 01 13 N 008 57 03 E	B1331/11
AOC 01 (25)	Tree/Trees	1555	46 02 24 N 008 56 52 E				
AOC 01 (26)	Tree/Trees	1631	46 02 24 N 008 56 58 E				
AOC 01 (27)	Tree/Trees	1637	46 02 20 N 008 56 57 E				
AOC 01 (28)	Tree/Trees	1660	46 02 21 N 008 56 58 E				
AOC 01 (29)	Building	1672	46 02 21 N 008 57 05 E				
AOC 01 (30)	Building	1705	46 02 19 N 008 57 04 E				
AOC 01 (31)	Tree/Trees	1723	46 02 21 N 008 57 07 E				
AOC 01 (32)	Tree/Trees	1815	46 02 19 N 008 57 11 E				
AOC 01 (33)	Tree/Trees	1828	46 02 15 N 008 57 29 E				
AOC 19 (1)	Pole	913	45 59 54 N 008 54 24 E				
AOC 19 (2)	Pole	943	45 59 52 N 008 54 30 E				
AOC 19 (3)	Tree/Trees	953	45 59 48 N 008 54 29 E				
AOC 19 (4)	Tree/Trees	955	45 59 43 N 008 54 17 E				
AOC 19 (5)	Tree/Trees	979	45 59 40 N 008 54 16 E				
AOC 19 (6)	Tree/Trees	1079	45 58 23 N 008 54 04 E				
AOC 19 (7)	Tree/Trees	1164	45 58 15 N 008 54 02 E				
AOC 19 (8)	Tree/Trees	1234	45 57 47 N 008 53 12 E				
AOC 19 (9)	Tree/Trees	1289	45 57 47 N 008 53 11 E				
AOC 19 (10)	Tree/Trees	1353	45 57 12 N 008 53 06 E				
AOC 19 (11)	Tree/Trees	1573	45 57 09 N 008 53 05 E				
AOC 19 (12)	Tree/Trees	1628	45 56 32 N 008 54 22 E				
AOC 19 (13)	Tree/Trees	2121	45 56 21 N 008 54 23 E				
AOC 19 (14)	Tree/Trees	2130	45 56 17 N 008 54 23 E				
AOC 19 (15)	Tree/Trees	2161	45 56 17 N 008 54 23 E				
Refer also to LSZA AOC 01/19, LSZA AD 2.24.4							

LSZA AD 2.11 METEOROLOGICAL INFORMATION PROVIDED

1	Associated MET Office	MeteoSwiss
2	Hours of service	H24
3	Office responsible for TAF preparation Periods of validity	MeteoSwiss, Zurich 9 hours
4	Type of landing forecast	NIL
5	Briefing/consultation provided	Self Briefing Service (www.skybriefing.com)
6	Flight documentation Language(s) used	Digital and hard copy En, Ge, Fr, It
7	Charts and other information available for briefing or consultation	All area forecast charts available worldwide
8	Supplementary equipment available for providing information	Internet connection in the briefing room
9	ATS units provided with information	Lugano TWR
10	Additional information (limitation of service, etc.)	TEL: Weather briefing: 0900 162 737 (Ge), 0900 162 767 (Fr); accessible within Switzerland

LSZA AD 2.12 RUNWAY PHYSICAL CHARACTERISTICS

Designations RWY NR	TRUE & MAG BRG	Dimensions of RWY (m)	Strength (PCN) and surface of RWY and SWY	THR COORD	THR elevation and highest elevation of TDZ of precision APP RWY	Slope of RWY-SWY
1	2	3	4	5	6	7
01 ¹⁾	019° 017°	1415 x 30	PCN 40/F/B/W/T ASPH	45 59 58.17N 008 54 29.68E	900 ft	Refer to: LSZA AOC 01/19
19 ¹⁾	199° 197°			46 00 29.60N 008 54 45.07E	915 ft	

¹⁾ Designation changed to avoid mix-up.

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
01 ¹⁾	NIL	NIL	1535 x 80	NIL	Runway strip and RESA dimensions according to non-instrument runway criteria Grooved 1415 m RESA: 30 m
19 ¹⁾		60			Runway strip and RESA dimensions according to non-instrument runway criteria Grooved 1415 m RESA: 30 m

¹⁾ Designation changed to avoid mix-up.

LSZA AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
01	1345	1345	1415	1305	No turn pad at the beginning of RWY
	1025	1025	1095	Not applicable	Intersection MIKE
19	1415	1475	1415	1135	Turn pad at the beginning of RWY
	940	1000	940	Not applicable	Intersection ZULU
	695	755	695	Not applicable	Intersection NOVEMBER

DER RWY 01 is located 70 m before runway end respective RENL 01 due to obstacles in the immediate departure area.

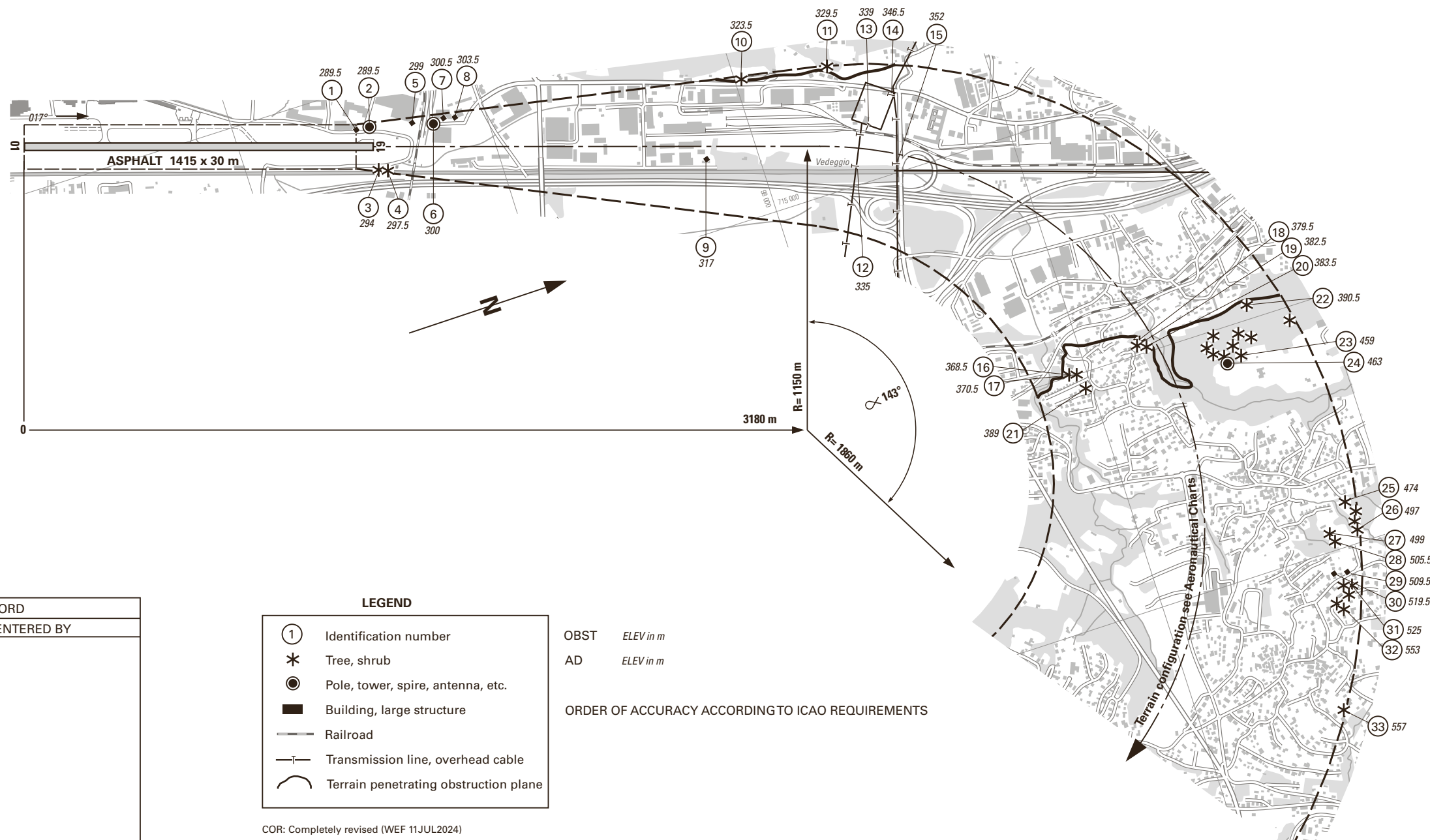
VAR 2° E (2016.5)

RWY: 01 1)

Profile see LSZA AD 2.24.4-2

RWY 01	DECLARED DISTANCES in m	RWY 19
2) 1345	TAKE-OFF RUN AVAILABLE	—
2) 1345	TAKE-OFF DISTANCE AVAILABLE	—
1415	ACCELERATE-STOP DISTANCE AVAILABLE	—
—	LANDING DISTANCE AVAILABLE	1135

- 1) Designator changed to avoid mix-up.
2) DER RWY 01 is located 70 m before runway end respective RENL due to OBST in the immediate departure area.



AMDT RECORD		
No.	DATE	ENTERED BY

LEGEND

- ① Identification number
- * Tree, shrub
- Pole, tower, spire, antenna, etc.
- Building, large structure
- Railroad
- Transmission line, overhead cable
- ⤴ Terrain penetrating obstruction plane

OBST ELEV in m
AD ELEV in m

ORDER OF ACCURACY ACCORDING TO ICAO REQUIREMENTS

COR: Completely revised (WEF 11JUL2024)

© swisstopo

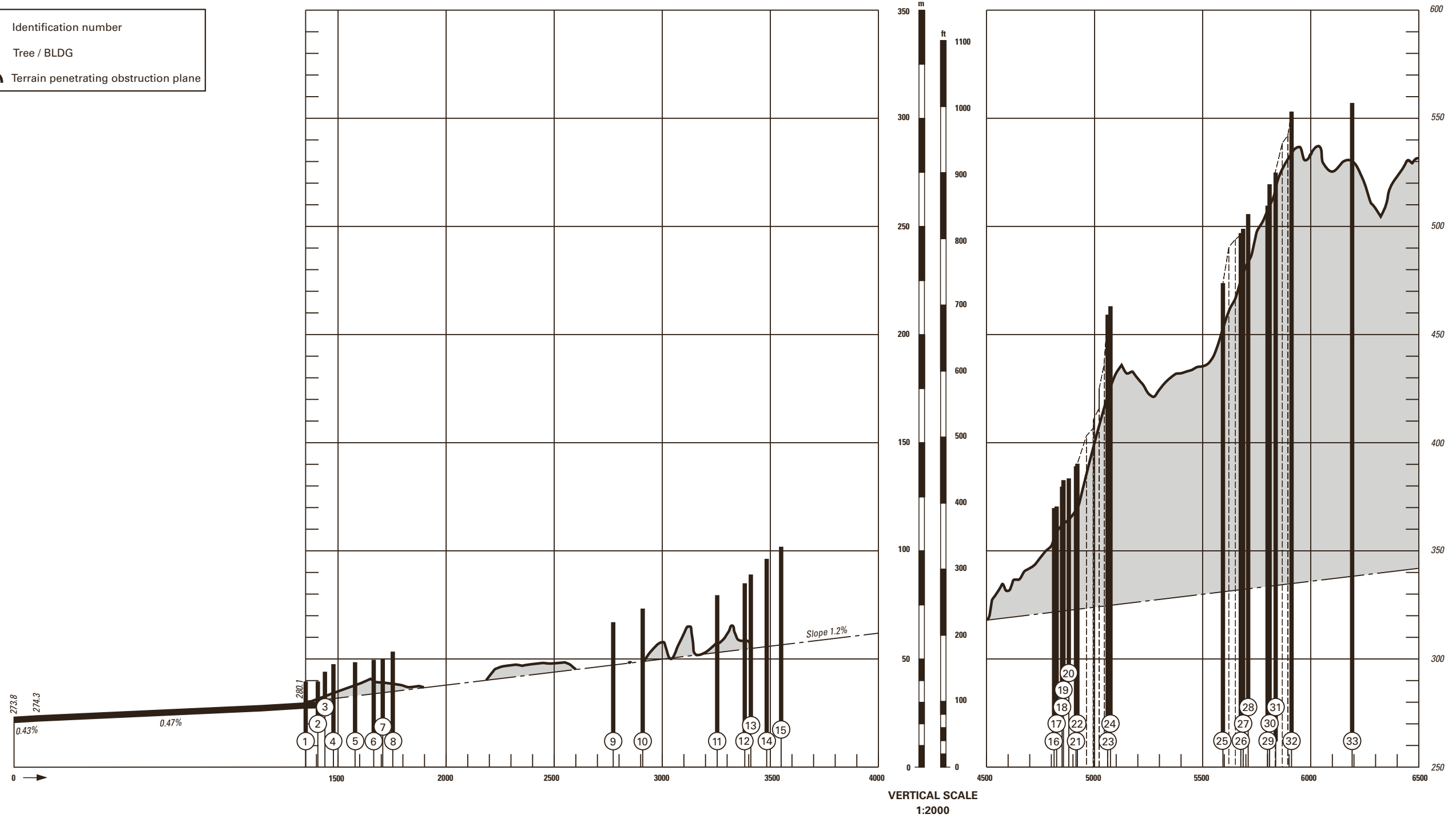
VAR 2° E (2016.5)

PROFILE RWY: 01

Plan view see LSZA AD 2.24.4-1

LEGEND

- 1 Identification number
- Tree / BLDG
- Terrain penetrating obstruction plane



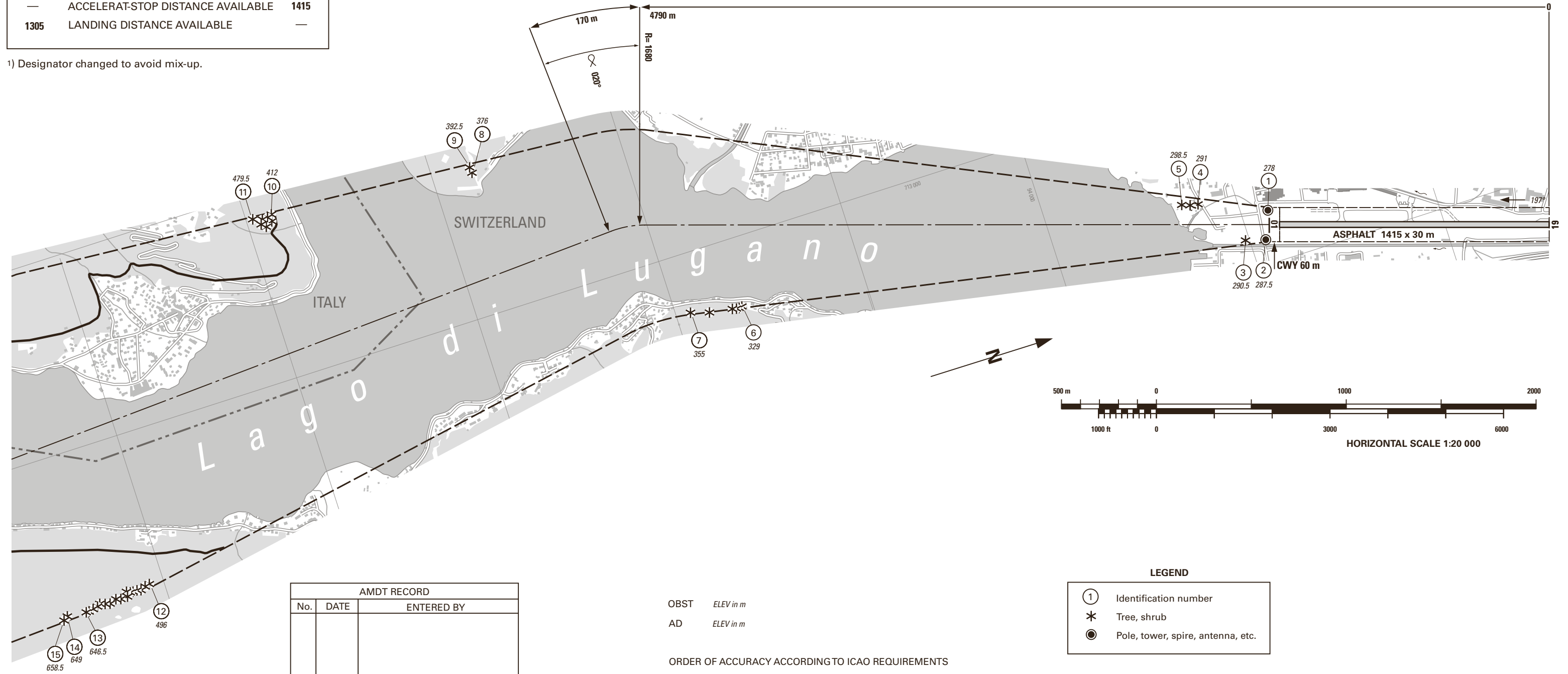
VAR 2° E (2016.5)

Profile see LSZA AD 2.24.4-4

RWY: 19 1)

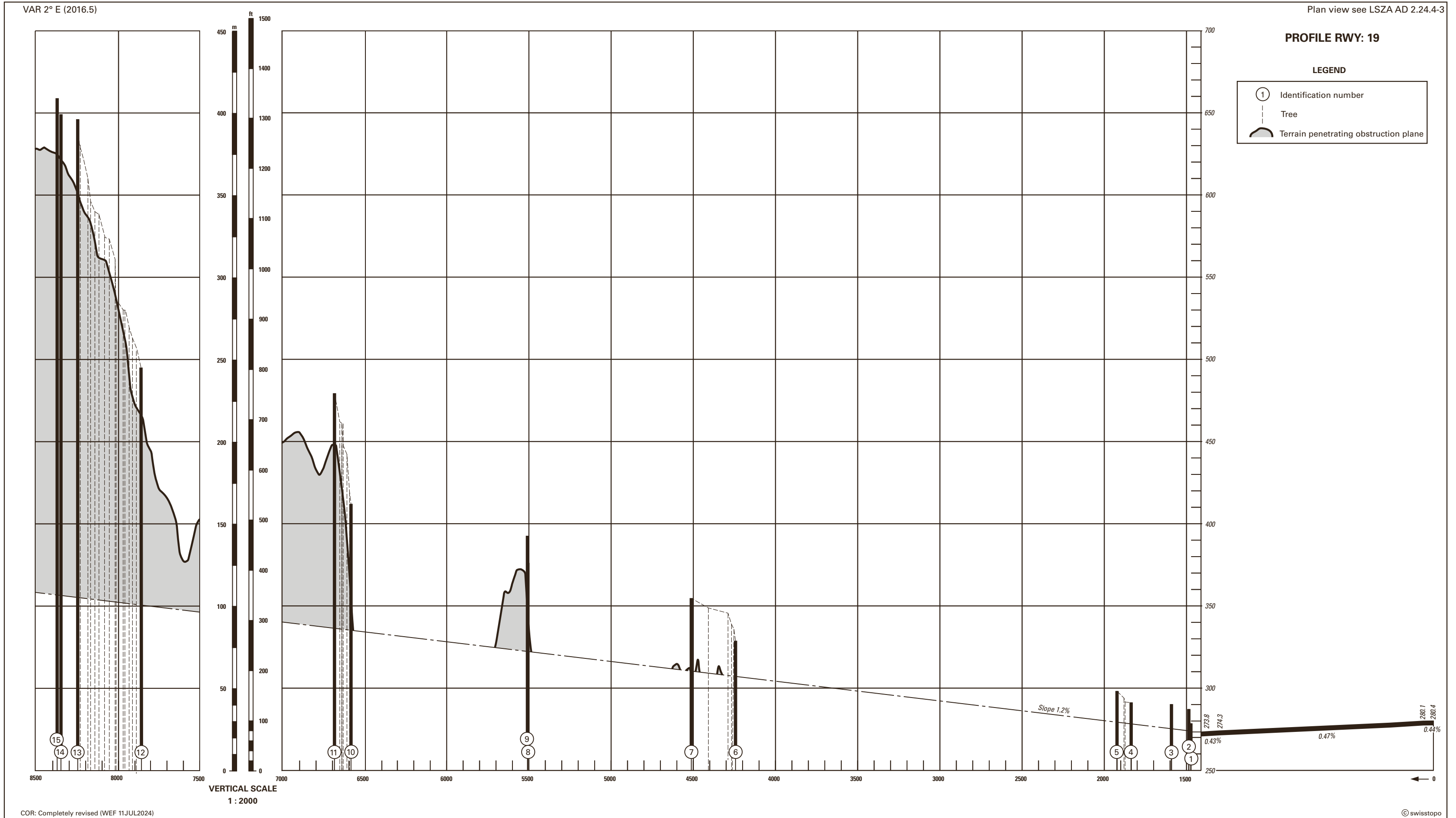
RWY 01	DECLARED DISTANCES in m	RWY 19
—	TAKE-OFF RUN AVAILABLE	1415
—	TAKE-OFF DISTANCE AVAILABLE	1475
—	ACCELERAT-STOP DISTANCE AVAILABLE	1415
1305	LANDING DISTANCE AVAILABLE	—

1) Designator changed to avoid mix-up.



COR: Completely revised (WEF 11JUL2024)

© swisstopo



7	Remarks	Ground handling agent: Airport Altenrhein AG Phone: +41 (0) 71 858 51 65 AFS: LSZRYDYX Email: groundservices@peoples.ch FREQ: 131.505 MHz (St.Gallen Handling)
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LSZR AD 2.5 PASSENGER FACILITIES

1	Hotels	Near the AD, Rorschach, St. Gallen
2	Restaurants	At AD, Altenrhein and vicinity
3	Transportation	Public buses, taxis and car rental agencies at AD
4	Medical facilities	Ambulance O/R Hospital: St.Gallen
5	Bank and Post Office	Cash machine: Airport Terminal Bank: Rorschach Post Office: Altenrhein, Rorschach
6	Tourist Office	Rorschach: Phone: +41 (0) 71 841 61 41 Email: touristinfo@rorschach.ch URL: http://www.st.gallen-bodensee.ch St. Gallen: Phone: +41 (0) 71 227 37 37 Email: info@st.gallen-bodensee.ch URL: http://www.st.gallen-bodensee.ch
7	Remarks	IATA travel agency at AD: High Life Reisen GmbH Phone: +41 (0) 71 886 60 88 Email: info@highlife.at URL: http://www.highlife.travel

LSZR AD 2.6 RESCUE AND FIRE FIGHTING SERVICES

1	AD category for fire fighting	Category 2 Category 3 - 6: O/R 3 HR before ETA/ETD for scheduled traffic according to aircraft type
2	Rescue equipment	2 RFF vehicles and 1 RIV (Rapid Intervention Vehicle)
3	Capability for removal of disabled aircraft	Crane, lifting bags and hydraulic jacks available
4	Remarks	NIL

LSZR AD 2.7 SEASONAL AVAILABILITY - CLEARING

1	Type(s) of clearing equipment	3 snow ploughs, 3 jet sweepers, 1 RWY and Apron de-icer, 1 ACFT de-icer
2	Clearance priorities	RWY, TWY A/S/N, Apron
3	Remarks	RWY 10/28 de-iced / anti-iced with KFOR (potassium formate fluids) or with NAFO (sodium formate solids)

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

1	Designation, surface and strength of Aprons	Concrete, ASPH: - PCN 30/F/C/Y/T GRASS: 0.25 MPa
2	Designation, width, surface and strength of Taxiways	Widths: TWY A: 15.0 m TWY B: 7.5 m TWY M: 10.5 m to Hangar W1 TWY N: 15.0 m on section parallel to APRON EAST, 10.5 m east of APRON EAST to Hangar M1, 7.5 m east of Hangar M1. TWY S: 15.0 m MAX wingspan: TWY B: 12.0 m TWY M: 24.0 m to Hangar W1, 15.0 m from Hangar W1 to Museum TWY N: 24.0 m on section parallel to APRON EAST, 18.0 m east of TWY M to Hangar M1, 15.0 m east of Hangar M1. ASPH - PCN 30/F/C/Y/T
3	ACL location and elevation	not designated
4	Location of VOR checkpoints	NIL
5	Location of INS checkpoints	NIL
6	Remarks	NIL

LSZR AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	Taxi guide lines for parking stands on apron. Apron Safety Lines ACFT Stand identification markings Centre lines on TWY
2	RWY/TWY markings and LGT	RWY designation, DTHR, aiming point, touchdown zone and centre line, TWY centre lines, RWY holding and intermediate holding position markings, enhanced TWY centre line markings and mandatory instruction signs at all intersections with RWY. Information signs on the movement area LGT: THR, simple touchdown zone, RGL, RWY edges, RWY end, TWY edges A+S (partly)
3	Stop bars and RWY guard lights	NIL
4	Other RWY protection measures	NIL
5	Remarks	NIL

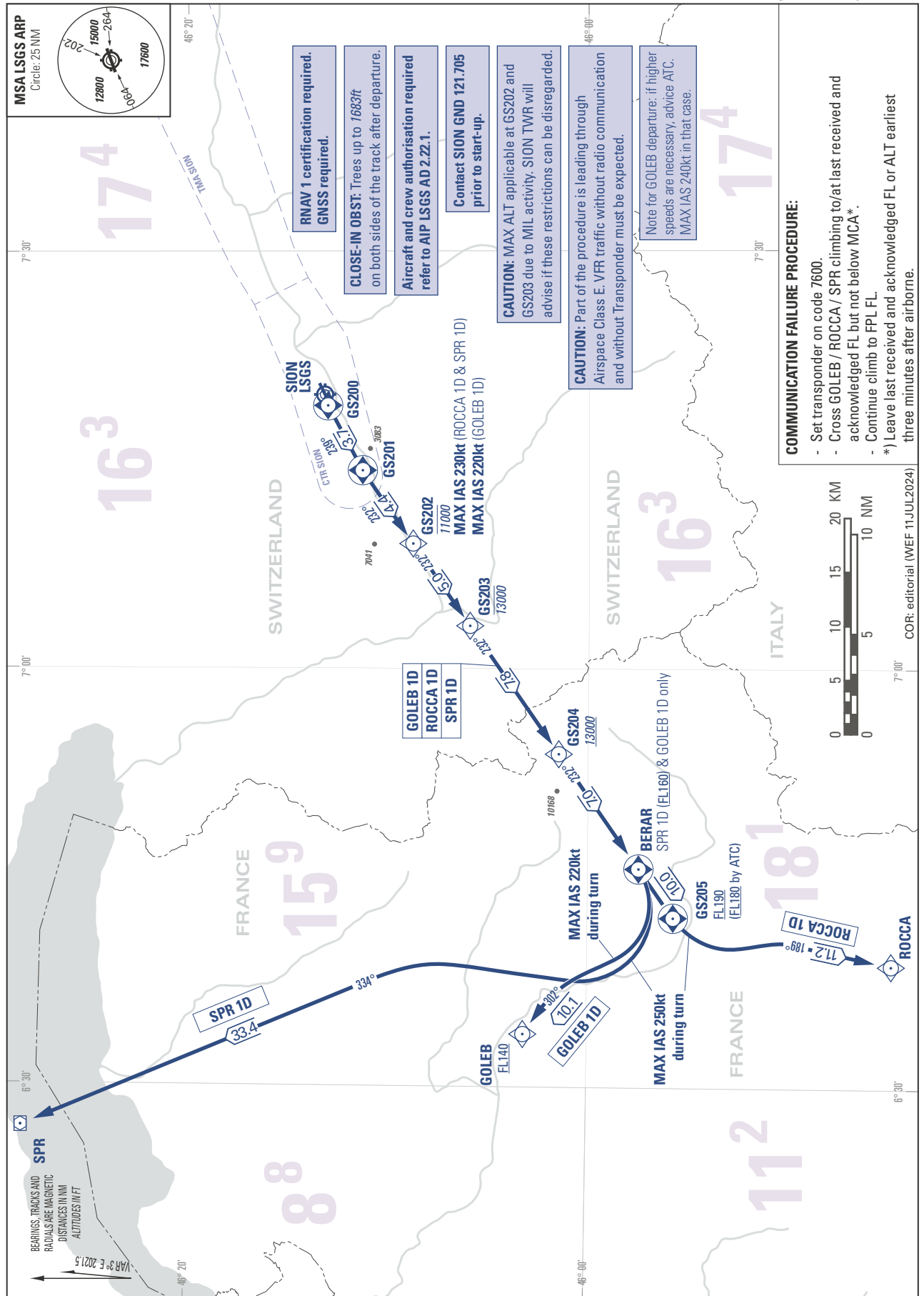


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STANDARD INSTRUMENT DEPARTURE CHART (SID) - ICAO

TRANSITION LEVEL by ATC
TRANSITION ALTITUDE 13000

SION LSGS
HIGH PERFORMANCE
SID RWY 25 - RNAV



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Type Category (Variation)	ID	Frequency	Hours of operation	Site of transmitting antenna coordinates	Elevation of DME transmitting antenna	Remarks
1	2	3	4	5	6	7
ILS 34-LOC CAT I	IZS	110.75 MHz	H24	47 28 44.6N 008 32 01.1E		LOC PSN: 409 m FM THR 16. RWY 34: LOC course 332° MAG. Front course sector width 3.32°. Restricted coverage: at 17 NM; +/- 35° from CL above 4200 ft AMSL. at 21 NM; +/- 10° from CL above 5000 ft AMSL. at 25 NM; +/- 10° from CL above 6000 ft AMSL.
GP 34		330.05 MHz	H24	Radiating point: 47 27 04.6N 008 33 07.1E		GP Angle 3.3°. PSN: 272 m FM THR 34. GP HGT THR 34: 51 ft / 15.5 m. Restricted coverage (published procedures covered): at 10 NM; - 2° W to + 6° E from CL above 3200 ft AMSL. at 10 NM; - 4° W to + 8° E from CL above 3600 ft AMSL. at 13 NM; - 4° W to +8° E from CL above 4900 ft AMSL. at 17 NM; - 2° W to +6° E from CL above 5900 ft AMSL.
DME 34		44Y	H24	47 27 04.5N 008 33 06.6E	1410 ft	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 17 NM; - +/- 35° from CL above 5000 ft AMSL. at 25 NM; - +/- 10° from CL above 6000 ft AMSL.

LSZH AD 2.20 LOCAL AERODROME REGULATIONS

1. Local flying restrictions

1.1 General

Active DEP RWY is published on ATIS. DEP on other RWYs, especially opposite to the landing RWY, are only granted in exceptional cases. FLT crews have to expect major delay.

Several missed APCH procedures conflict with SIDs in the immediate climb-out area. The following RWY configurations are therefore operated as dependent RWYs, where DEPs are timed by ATC in respect of arriving traffic:

DEP RWY 16 - LDG RWY 14

DEP RWY 10 - LDG RWY 14

DEP RWY 32 - LDG RWY 34

FLT crews have to expect delay at the HLDG PSN of the above mentioned RWYs.

LSZH may not be planned as ALTN between 2200-0500 (2100-0400).

Crossing Runway Operations:

Pilots to be aware of movements on the crossing runway. For situational awareness: listen out on the TWR-frequency also for calls affecting traffic on the other runways and visually scan the areas around the runways during take-off / landing and crossing.

1.2 Scheduled Air Traffic

DEPs and LDGs may be planned between 0500 and 2200 (0400 and 2100). DEPs and LDGs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.3 Non-scheduled flights

All non-scheduled flights with origin or destination outside of Schengen-area shall send general declaration to border control prior to ARR or DEP.

1.4 Charter Flights

DEPs may be planned between 0500 and 2100 (0400 and 2000). DEPs of delayed ACFT are allowed until 2130 (2030) without further permission.

LDGs may be planned between 0500 and 2200 (0400 and 2100). LDGs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.5 Non-scheduled commercial air traffic (Business Flights)

DEPs and LDGs may be planned between 0500 and 2200 (0400 until 2100).

LDGs and DEPs of delayed ACFT are allowed until 2230 (2130) without further permission.

1.6 Non-commercial air traffic

DEPs and LDGs may be planned between 0500 and 2100 (0400 until 2000).

A pilot-in-command may only expect a clearance for APCH if he is over or ABM (if radar vectored) reporting points GIPOL or AMIKI at 2030 (1930) at the latest.

1.7 Exemptions

1.7.1 Urgent flights

- FLTs with special AUTH from FOCA, namely State ACFT with diplomatic clearance;
- SAR FLTs;
- Police and supervision FLTs;
- FLTs carrying sick or injured persons;
- Disaster relief FLTs;
- Forced LDG due to technical or other safety reasons.

Note: For planned urgent flights prior notification to Airport Authority is required.

Please provide the following information in advance: Date and time of FLT (UTC); FLT number; Type of ACFT and registration; ARR from/DEP to; Number of passengers; Type or purpose of FLT, specific reason for urgency as well as needed services (fuel, customs, others).

Email: airportauthority@zurich-airport.com or phone +41 (0) 43 816 21 11

1.7.2 Permission requests

Other exemptions not stipulated in §1.7.1 may be authorised by Zurich Airport Authority only in unforeseen and exceptional cases, notably in severe weather conditions.

Zurich Airport Authority:

Phone: +41 (0) 43 816 21 11

1.8 Training missed approaches for IFR flights

Due to dependent RWY operations and difference in performance of arriving aircraft, planned missed approaches for training purpose are generally not allowed.

2. Airport slot permission request procedures

2.1 General

Air carriers may not expect an AP slot allocation systematically for night FLT movements for the period between 2045 - 0500 (1945 - 0400). All AP slot requests will be authorised by Slot Coordination Switzerland in order to meet the local noise restrictions.

Traffic flow restrictions for ICAO APCH category "A" ACFT apply in accordance with § 2.3.1.

2.2 Scheduled air traffic and charter flights

All scheduled and charter FLTs are subject to schedule coordination by Slot Coordination Switzerland. Permission requests for AP slots shall be submitted in the SCR-format specified in Chapter 6 of the IATA Standard Schedules Information Manual: Slot Coordination Switzerland:

Email: slot@slotcoordination.ch

2.3 Non-commercial and non-scheduled commercial air traffic

All non-scheduled commercial and non-commercial IFR air traffic is subject to coordination by Slot Coordination Switzerland (SCS). Flights to and from LSZH are only permitted with a previously allocated airport slot and the corresponding airport Slot-ID. The airport Slot-ID shall be communicated to the operator by the respective and mandatory handling agent. Slot requests must contain accurate flight information and changes must be communicated to the handling agent. The airport slot-ID shall be entered in field "18 – Other Information" of the ATC flight plan. ATC flight plans not containing a valid airport Slot-ID may be rejected.