

# SWITZERLAND

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AIRAC

AIP

AIRAC AMDT 007  
2024

Effective Date 08 AUG 2024

Publication Date 27 JUN 2024

RMK

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

**1. Insert the following pages:**

GEN 0.2 - 5/6	AIRAC 08 AUG 2024
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**2. Record entry of amendment on page GEN 0.2**

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

NOTAM: A 0178/24

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: 001 2023, 001 2024, 003 2024

Checklist AIRAC SUP: NIL

Insert the following pages:

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<b>AIRAC AIP Amendment</b>			
NR/Year	Publication date	Effective Date	Inserted by
009/2023	19-Oct-2023	30-Nov-2023	
010/2023	16-Nov-2023	28-Dec-2023	
001/2024	14-Dec-2023	25-Jan-2024	
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LSGG AD 2.24.7 - 6	AIRAC 02 NOV 2023	LSZA AD 2 - 1	28 DEC 2023	LSMP AD 2.24.9 - 2	AIRAC 21 MAR 2024
LSGG AD 2.24.7 - 7	AIRAC 02 NOV 2023	LSZA AD 2 - 2	28 DEC 2023	LSMP AD 2.24.10 - 1	AIRAC 18 APR 2024
LSGG AD 2.24.7 - 8	AIRAC 02 NOV 2023	LSZA AD 2 - 3	AIRAC 08 AUG 2024	LSMP AD 2.24.10 - 2	AIRAC 18 APR 2024
LSGG AD 2.24.7 - 9	AIRAC 02 NOV 2023	LSZA AD 2 - 4	AIRAC 08 AUG 2024	LSMP AD 2.24.10 - 3	AIRAC 18 APR 2024
LSGG AD 2.24.7 - 10	AIRAC 02 NOV 2023	LSZA AD 2 - 5	11 JUL 2024	LSMP AD 2.24.10 - 4	AIRAC 18 APR 2024
LSGG AD 2.24.9 - 1	AIRAC 02 NOV 2023	LSZA AD 2 - 6	11 JUL 2024	LSMP AD 2.24.10 - 5	AIRAC 18 APR 2024
LSGG AD 2.24.9 - 2	AIRAC 02 NOV 2023	LSZA AD 2 - 7	AIRAC 08 AUG 2024	LSMP AD 2.24.10 - 6	AIRAC 18 APR 2024
LSGG AD 2.24.9 - 3	AIRAC 02 NOV 2023	LSZA AD 2 - 8	AIRAC 08 AUG 2024	LSMP AD 2.24.10 - 7	AIRAC 18 APR 2024
LSGG AD 2.24.9 - 4	AIRAC 02 NOV 2023	LSZA AD 2 - 9	AIRAC 08 AUG 2024	LSMP AD 2.24.10 - 8	AIRAC 18 APR 2024
LSGG AD 2.24.9 - 5	AIRAC 02 NOV 2023	LSZA AD 2 - 10	AIRAC 08 AUG 2024	LSMP AD 2.24.10 - 9	AIRAC 18 APR 2024
LSGG AD 2.24.9 - 6	AIRAC 02 NOV 2023	LSZA AD 2 - 11	AIRAC 08 AUG 2024	LSMP AD 2.24.10 - 10	AIRAC 18 APR 2024
LSGG AD 2.24.9 - 7	AIRAC 02 NOV 2023	LSZA AD 2 - 12	AIRAC 08 AUG 2024	LSZR AD 2 - 1	28 DEC 2023
LSGG AD 2.24.9 - 8	AIRAC 02 NOV 2023	LSZA AD 2 - 13	AIRAC 08 AUG 2024	LSZR AD 2 - 2	28 DEC 2023
LSGG AD 2.24.9 - 9	AIRAC 02 NOV 2023	LSZA AD 2 - 14	AIRAC 08 AUG 2024	LSZR AD 2 - 3	AIRAC 08 AUG 2024
LSGG AD 2.24.9 - 10	AIRAC 02 NOV 2023	LSZA AD 2 - 15	AIRAC 08 AUG 2024	LSZR AD 2 - 4	AIRAC 08 AUG 2024
LSGG AD 2.24.9 - 11	AIRAC 02 NOV 2023	LSZA AD 2 - 16	AIRAC 08 AUG 2024	LSZR AD 2 - 5	18 APR 2024
LSGG AD 2.24.9 - 12	AIRAC 02 NOV 2023	LSZA AD 2 - 17	AIRAC 08 AUG 2024	LSZR AD 2 - 6	18 APR 2024
LSGG AD 2.24.10 - 1	02 NOV 2023	LSZA AD 2 - 18	AIRAC 08 AUG 2024	LSZR AD 2 - 7	AIRAC 08 AUG 2024
LSGG AD 2.24.10 - 2	02 NOV 2023	LSZA AD 2 - 19	AIRAC 08 AUG 2024	LSZR AD 2 - 8	AIRAC 08 AUG 2024
LSGG AD 2.24.10 - 3	02 NOV 2023	LSZA AD 2 - 20	AIRAC 08 AUG 2024	LSZR AD 2 - 9	AIRAC 08 AUG 2024
LSGG AD 2.24.10 - 4	02 NOV 2023	LSZA AD 2 - 21	AIRAC 08 AUG 2024	LSZR AD 2 - 10	AIRAC 08 AUG 2024
LSGG AD 2.24.10 - 5	02 NOV 2023	LSZA AD 2 - 22	AIRAC 08 AUG 2024	LSZR AD 2 - 11	20 MAY 2021
LSGG AD 2.24.10 - 6	02 NOV 2023	LSZA AD 2.24.1 - 1	AIRAC 08 DEC 2016	LSZR AD 2 - 12	20 MAY 2021
LSGG AD 2.24.10 - 7	02 NOV 2023	LSZA AD 2.24.1 - 2	AIRAC 08 DEC 2016	LSZR AD 2 - 13	20 MAY 2021
LSGG AD 2.24.10 - 8	02 NOV 2023	LSZA AD 2.24.2 - 1	04 NOV 2021	LSZR AD 2 - 14	20 MAY 2021
LSGG AD 2.24.10 - 9	02 NOV 2023	LSZA AD 2.24.2 - 2	04 NOV 2021	LSZR AD 2 - 15	20 MAY 2021
LSGG AD 2.24.10 - 10	02 NOV 2023	LSZA AD 2.24.4 - 1	11 JUL 2024	LSZR AD 2 - 16	20 MAY 2021
LSGG AD 2.24.10 - 11	02 NOV 2023	LSZA AD 2.24.4 - 2	11 JUL 2024	LSZR AD 2 - 17	AIRAC 05 OCT 2023
LSGG AD 2.24.10 - 12	02 NOV 2023	LSZA AD 2.24.4 - 3	11 JUL 2024	LSZR AD 2 - 18	AIRAC 05 OCT 2023
LSGG AD 2.24.13 - 1	03 NOV 2022	LSZA AD 2.24.4 - 4	11 JUL 2024	LSZR AD 2 - 19	AIRAC 08 AUG 2024
LSGG AD 2.24.13 - 2	03 NOV 2022	LSZA AD 2.24.7 - 1	AIRAC 15 JUL 2021	LSZR AD 2 - 20	AIRAC 08 AUG 2024
LSGG AD 2.24.13 - 3	03 NOV 2022	LSZA AD 2.24.7 - 2	AIRAC 15 JUL 2021	LSZR AD 2.24.1 - 1	11 JUL 2024
LSGG AD 2.24.13 - 4	03 NOV 2022	LSZA AD 2.24.7 - 3	30 DEC 2021	LSZR AD 2.24.1 - 2	11 JUL 2024
LSZG AD 2 - 1	13 JUN 2024	LSZA AD 2.24.7 - 4	30 DEC 2021	LSZR AD 2.24.4 - 1	18 APR 2024
LSZG AD 2 - 2	13 JUN 2024	LSZA AD 2.24.7 - 5	30 DEC 2021	LSZR AD 2.24.4 - 2	18 APR 2024
LSZG AD 2 - 3	18 APR 2024	LSZA AD 2.24.7 - 6	30 DEC 2021	LSZR AD 2.24.7 - 1	AIRAC 05 NOV 2020
LSZG AD 2 - 4	18 APR 2024	LSZA AD 2.24.9 - 1	30 DEC 2021	LSZR AD 2.24.7 - 2	AIRAC 05 NOV 2020
LSZG AD 2 - 5	13 JUN 2024	LSZA AD 2.24.9 - 2	30 DEC 2021	LSZR AD 2.24.7 - 3	AIRAC 05 NOV 2020
LSZG AD 2 - 6	13 JUN 2024	LSZA AD 2.24.10 - 1	30 JAN 2020	LSZR AD 2.24.7 - 4	AIRAC 05 NOV 2020
LSZG AD 2 - 7	25 JAN 2024	LSZA AD 2.24.10 - 2	30 JAN 2020	LSZR AD 2.24.7 - 5	AIRAC 21 MAY 2020
LSZG AD 2 - 8	25 JAN 2024	LSZA AD 2.24.10 - 3	30 JAN 2020	LSZR AD 2.24.7 - 6	AIRAC 21 MAY 2020
LSZG AD 2 - 9	AIRAC 21 MAR 2024	LSZA AD 2.24.10 - 4	30 JAN 2020	LSZR AD 2.24.7 - 7	AIRAC 05 NOV 2020
LSZG AD 2 - 10	AIRAC 21 MAR 2024	LSZA AD 2.24.10 - 5	18 APR 2024	LSZR AD 2.24.7 - 8	AIRAC 05 NOV 2020
LSZG AD 2 - 11	AIRAC 21 MAR 2024	LSZA AD 2.24.10 - 6	18 APR 2024	LSZR AD 2.24.7 - 9	AIRAC 05 NOV 2020
LSZG AD 2 - 12	AIRAC 21 MAR 2024	LSZA AD 2.24.10 - 7	18 APR 2024	LSZR AD 2.24.7 - 10	AIRAC 05 NOV 2020
LSZG AD 2 - 13	AIRAC 21 MAR 2024	LSZA AD 2.24.10 - 8	18 APR 2024	LSZR AD 2.24.7 - 11	AIRAC 21 MAY 2020
LSZG AD 2 - 14	AIRAC 21 MAR 2024	LSMP AD 2 - 1	28 DEC 2023	LSZR AD 2.24.7 - 12	AIRAC 21 MAY 2020
LSZG AD 2 - 15	21 MAR 2024	LSMP AD 2 - 2	28 DEC 2023	LSZR AD 2.24.9 - 1	AIRAC 05 OCT 2023
LSZG AD 2 - 16	21 MAR 2024	LSMP AD 2 - 3	18 APR 2024	LSZR AD 2.24.9 - 2	AIRAC 05 OCT 2023
LSZG AD 2.24.1 - 1	AIRAC 21 MAR 2024	LSMP AD 2 - 4	18 APR 2024	LSZR AD 2.24.9 - 3	AIRAC 05 OCT 2023
LSZG AD 2.24.1 - 2	AIRAC 21 MAR 2024	LSMP AD 2 - 5	14 JUL 2022	LSZR AD 2.24.9 - 4	AIRAC 05 OCT 2023
LSZG AD 2.24.1 - 3	05 OCT 2023	LSMP AD 2 - 6	14 JUL 2022	LSZR AD 2.24.9 - 5	AIRAC 05 OCT 2023
LSZG AD 2.24.1 - 4	05 OCT 2023	LSMP AD 2 - 7	18 APR 2024	LSZR AD 2.24.9 - 6	AIRAC 05 OCT 2023
LSZG AD 2.24.2 - 1	AIRAC 21 MAR 2024	LSMP AD 2 - 8	18 APR 2024	LSZR AD 2.24.10 - 1	03 DEC 2020
LSZG AD 2.24.2 - 2	AIRAC 21 MAR 2024	LSMP AD 2 - 9	AIRAC 21 MAR 2024	LSZR AD 2.24.10 - 2	03 DEC 2020
LSZG AD 2.24.2 - 3	25 FEB 2021	LSMP AD 2 - 10	AIRAC 21 MAR 2024	LSZR AD 2.24.10 - 3	03 DEC 2020
LSZG AD 2.24.2 - 4	25 FEB 2021	LSMP AD 2 - 11	AIRAC 05 OCT 2023	LSZR AD 2.24.10 - 4	03 DEC 2020
LSZG AD 2.24.4 - 1	26 APR 2018	LSMP AD 2 - 12	AIRAC 05 OCT 2023	LSZR AD 2.24.10 - 5	03 NOV 2022
LSZG AD 2.24.4 - 2	26 APR 2018	LSMP AD 2 - 13	21 MAR 2024	LSZR AD 2.24.10 - 6	03 NOV 2022
LSZG AD 2.24.7 - 1	AIRAC 21 MAR 2024	LSMP AD 2 - 14	21 MAR 2024	LSZR AD 2.24.13 - 1	23 MAR 2023
LSZG AD 2.24.7 - 2	AIRAC 21 MAR 2024	LSMP AD 2.24.1 - 1	26 JAN 2023	LSZR AD 2.24.13 - 2	23 MAR 2023
LSZG AD 2.24.7 - 3	AIRAC 13 JUL 2023	LSMP AD 2.24.1 - 2	26 JAN 2023	LSZS AD 2 - 1	28 DEC 2023
LSZG AD 2.24.7 - 4	AIRAC 13 JUL 2023	LSMP AD 2.24.4 - 1	16 JUN 2022	LSZS AD 2 - 2	28 DEC 2023
LSZG AD 2.24.7 - 5	AIRAC 13 JUL 2023	LSMP AD 2.24.4 - 2	16 JUN 2022	LSZS AD 2 - 3	28 DEC 2023
LSZG AD 2.24.7 - 6	AIRAC 13 JUL 2023	LSMP AD 2.24.4 - 3	16 JUN 2022	LSZS AD 2 - 4	28 DEC 2023
LSZG AD 2.24.7 - 7	AIRAC 21 MAR 2024	LSMP AD 2.24.4 - 4	16 JUN 2022	LSZS AD 2 - 5	28 DEC 2023
LSZG AD 2.24.7 - 8	AIRAC 21 MAR 2024	LSMP AD 2.24.7 - 1	AIRAC 21 MAR 2024	LSZS AD 2 - 6	28 DEC 2023
LSZG AD 2.24.7 - 9	AIRAC 21 MAR 2024	LSMP AD 2.24.7 - 2	AIRAC 21 MAR 2024	LSZS AD 2 - 7	28 DEC 2023



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LSZH AD 2.24.7.5 - 7	AIRAC 18 MAY 2023				
LSZH AD 2.24.7.5 - 8	AIRAC 18 MAY 2023				
LSZH AD 2.24.7.5 - 9	07 OCT 2021				
LSZH AD 2.24.7.5 - 10	07 OCT 2021				
LSZH AD 2.24.7.6 - 1	07 OCT 2021				
LSZH AD 2.24.7.6 - 2	07 OCT 2021				
LSZH AD 2.24.9.1 - 1	AIRAC 24 MAR 2022				
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LSZH AD 2.24.9.2 - 1	AIRAC 15 JUN 2023				
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LSZH AD 2.24.10.1 - 2	AIRAC 23 MAR 2023				
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LSZH AD 2.24.10.1 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 6	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.1 - 7	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 8	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 9	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.1 - 10	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 1	AIRAC 23 MAR 2023				
LSZH AD 2.24.10.2 - 2	AIRAC 23 MAR 2023				
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LSZH AD 2.24.10.2 - 5	AIRAC 15 JUN 2023				
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LSZH AD 2.24.10.3 - 1	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.3 - 2	AIRAC 15 JUN 2023				
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LSZH AD 2.24.10.3 - 7	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.3 - 8	AIRAC 02 DEC 2021				
LSZH AD 2.24.10.4 - 1	07 OCT 2021				
LSZH AD 2.24.10.4 - 2	07 OCT 2021				
LSZH AD 2.24.10.4 - 3	AIRAC 15 JUN 2023				
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LSZH AD 2.24.10.4 - 5	AIRAC 15 JUN 2023				
LSZH AD 2.24.10.4 - 6	AIRAC 15 JUN 2023				
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LSZH AD 2.24.13 - 2	AIRAC 24 MAR 2022				

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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"> <li>• with ACFT above 3.5 tonnes MTOM to and from Schengen destinations</li> <li>• for all ACFT to and from Non-Schengen destinations</li> </ul> <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><b>Inadmissible persons</b>  Due to limited infrastructure AVBL for the custody and care of inadmissible persons such passengers can stay at the facilities of the AP <b>for a period of no longer than 24 hrs.</b> 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"> <li>1. RWY ASPH</li> <li>2. TWY C</li> <li>3. TWY K &amp; F</li> <li>4. TWY A, B, D</li> <li>5. Apron</li> <li>6. Other</li> </ol>
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	<b>Designation, surface and strength of Aprons</b>	ASPH - PCN up to 46 F/C/X/T GRASS - 0.25 MPa
2	<b>Designation, width, surface and strength of Taxiways</b>	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	<b>ACL location and elevation</b>	At apron / 510 m / 1673 ft
4	<b>Location of VOR checkpoints</b>	NIL
5	<b>Location of INS checkpoints</b>	NIL
6	<b>Remarks</b>	Grass TWY A, C and G closed.

**LSZB AD 2.9 SURFACE MOVEMENT GUIDANCE, CONTROL SYSTEM AND MARKINGS**

1	<b>Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands</b>	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 sectors 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 <a href="#">LSZB AD 2.24.2 - 1</a>
2	<b>RWY/TWY markings and LGT</b>	Paved RWY markings: DTHR, THR, designation, aiming point and centre line. Grass RWY closed. Paved TWY markings: Centre line (including on turn pads) and intermediate holding position. Grass TWY markings / markers: Edge markers. Markings at paved intersections with RWY: RWY holding position, mandatory instruction and enhanced TWY centre line. Markings/markers at unpaved intersection with RWY: RWY holding position. RWY LGT: See <a href="#">LSZB AD 2.14</a> TWY LGT: See <a href="#">LSZB AD 2.15</a>
3	<b>Stop bars and RWY guard lights</b>	Stop bars: NIL RGL: TWY A, B, C, D, E and F. LIH, Y, no LED.
4	<b>Other RWY protection measures</b>	NIL
5	<b>Remarks</b>	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. Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.

**LSZB 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
7	Charts and other information available for briefing or consultation	All area FCST charts AVBL worldwide
8	Supplementary equipment available for providing information	Weather radar, InfoNet-Terminal
9	ATS units provided with information	Bern TWR / APP
10	Additional information (limitation of service, etc.)	TEL: Weather briefing: 0900 162 737 (Ge); accessible within Switzerland

**LSZB 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
14	140° GEO 138° MAG	1730 x 30	PCN 46/F/C/X/T ASPH	46 55 04.58N 007 29 32.98E	1668 ft	+0.15%
32	320° GEO 318° MAG			46 54 26.60N 007 30 19.30E	1675 ft	-0.15%
14R	140° GEO 138° MAG	650 x 30	0.25 MPa GRASS	NIL	NIL	NIL
32L	320° GEO 318° MAG					
16 GLD	161° GEO 159° MAG	520 x 30	0.25 MPa GRASS	NIL	NIL	NIL
34 GLD	341° GEO 339° MAG					

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
14	NIL	60 x 150	1850 x 150	NIL	RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
32		NIL			RWY Strip and RESA dimensions according to non-instrument RWY criteria. RESA: 90 m (both sides) Grooved 1730 m (full RWY length)
14R	NIL	NIL	710 x 60	Not applicable	GRASS RWY closed No RESA provided (both sides)
32L					
16 GLD	NIL	NIL	580 x 60	Not applicable	Glider Runway: PPR; for the opening, contact Airport Authority No RESA provided (both sides) Use only after prior instruction by the responsables of the "Segelflugguppe Bern"
34 GLD					

**LSZB AD 2.13 DECLARED DISTANCES**

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
14	1730	1790	1730	1530	Full length
	1090	1150	1090	Not applicable	Intersection ALPHA
	910	970	910		Intersection BRAVO
32	1730	1730	1730	1730	Full length
	1270	1270	1270	Not applicable	Intersection DELTA
	1490	1490	1490		Intersection ECHO (ACFT MTOM 5.7 t)
	1510	1510	1510		Intersection FOXTROTT
14R	650	650	650	650	GRASS RWY closed
32L	650	650	650	650	
16 GLD	Not applicable	Not applicable	Not applicable	Not applicable	Glider Runway
34 GLD					

**LSZB AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
14	Calvert 660 m, LIH, no LED (except 200 m before DTHR)	RTHL G, LIH, LED (except elevated); RTIL FLG W, LED	PAPI 4.0°, L, 13.07 m, no LED	Simple TZL* 621 m FM THR 14, W, LIH, LED	NIL	200 m, 60 m R, LIH; 954 m, 60 m, W, LIH; 576 m, 60 m, Y, LIH; no LED	R, LIH, LED	NIL	Turn pad LGT, B, LIL, LED
32	NIL	RTHL G, LIH, LED WBAR, no LED, RTIL FLG W, LED	PAPI 3.4°, L, 12.78 m, no LED	Simple TZL* 622 m FM THR 32, W, LIH, LED		1154 m, 60 m, W, LIH; 576 m, 60 m, Y, LIH; no LED	R, LIH, LED	NIL	Turn pad, LGT, B, LIL, LED

\*TZL: The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway.

**LSZB AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	No LDI Anemometer: RWY 14: 255 m SE of THR 14, LGTD. RWY 32: 100 m N of THR 32, LGTD.
3	TWY edge and centre line lighting	Edge TWY C (LED) and TWY F (no LED). Turn pads 14 and 32 (LED). LIL, B. CL: NIL
4	Secondary power supply/switch-over time	AVBL / 15 sec
5	Remarks	OBST: Marked and lighted (see <a href="#">LSZB AD 2.24.1 - 1</a> )

**LSZB AD 2.16 HELICOPTER LANDING AREA**

1	Coordinates TLOF landing area	Main Apron: TLOF stand 1: 46 54 39.15 N / 007 30 11.50 E TLOF stand 2: 46 54 38.33 N / 007 30 11.97 E TLOF stand 3: 46 54 38.72 N / 007 30 12.65 E TLOF stand 4: 46 54 39.10 N / 007 30 13.32 E Apron Swiss Helicopter: TLOF stand 1: 46 54 23.04 N / 007 29 52.08 E TLOF stand 2: 46 54 22.32 N / 007 29 52.44 E
	Geoid undulation	NIL
2	TLOF and/or FATO elevation	TLOFs on Main Apron and at Swiss Helicopter: 510 m / 1673 ft
3	TLOF and FATO area dimensions, surface, strength, marking	Main Apron: TLOF stand 1: ASPH, max. OAL / RD 16.0 m, PPR. TLOF stands 2 to 4: ASPH, max. OAL 13.0 m / RD 11.0 m, home based OPR only except with marshalling by airport authority, air taxi via TWY sector Blue. When TLOF stand 1 is occupied, TEMPO no OPS on TLOF stands 3 and 4. FATO: IFR HEL use paved RWY 14/32.
4	True BRG of FATO	RWY 14: 140° RWY 32: 320°
5	Declared distance available	See <a href="#">LSZB AD 2.13</a> for RWY 14-32
6	APP and FATO lighting	See <a href="#">LSZB AD 2.14</a> for RWY 14-32
7	Remarks	Swiss Helicopter located S-SW of AD site. Special procedures apply for REGA and Swiss Air Force.

**LSZB AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	<b>Bern CTR</b> 47 04 26N 007 28 03E - 46 58 18 N 007 35 15E - arc of circle 5.02 NM on 46 55 09N 007 29 32E - clockwise 46 52 00N 007 23 50E - 46 58 10N 007 16 35E - 47 04 26N 007 28 03E
2	Vertical limits	5000 ft AMSL (1500 m)
3	Airspace classification	D
4	ATS unit call sign Language(s)	En; En and Ge for Non-Commercial VFR traffic.
5	Transition altitude	6000 ft
6	Remarks	ACT: HX - ATIS (monitoring compulsory)

**LSZB AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
APP	Bern Arrival	127.325 MHz	HX	Language: En
APP	Bern Departure	127.325 MHz	HX	Language: En
ATIS		125.130 MHz	H24	Phone: Service: +41 (0) 22 417 40 76
TWR	Bern Tower	121.025 MHz 119.700 MHz* 121.500 MHz**	HX	*ALTN FREQ **EMERG Language: En; En and Ge for Non-Commercial VFR traffic.
CLD	Bern Delivery	121.690 MHz	HX	Check status on ATIS

LSZB AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 14 ILS CAT I, class I/C/2, VAR 2° E	IBE	110.10 MHz	H24	46 54 22.5N 007 30 24.3E	NIL	NIL	LOC PSN: 165 m FM THR 32. RWY 14: LOC course 138° MAG. Front course sector angle 5.0°. Restricted coverage (published procedures covered): at 25 NM -10° E to +10° W from CL above 6000 ft AMSL, at 17 NM -29° E to +26° W from CL above 4800 ft AMSL.
GP 14		334.40 MHz	H24	46 55 00.9N 007 29 40.4E	NIL	NIL	GP angle 4.0°. PSN: 187 m FM THR 14. GP HGT THR 14: 43 ft / 13.2 m
DME 14	IBE	38X	H24	46 54 22.0N 007 30 20.7E	1684 ft	NIL	DME PSN: 1656 m FM THR 14, 77 m W of CL. Zero range at DME station. Restricted coverage (published procedures covered): at 25 NM -10° E to NM +10° W from CL above 6000 ft AMSL, at 17 NM -18° E to +22° W from CL above 4800 ft AMSL.

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**LSZB AD 2.20 LOCAL AERODROME REGULATIONS****1. Local flying restrictions and remarks:****Special operations:**

Expect HEL IFR APCH and DEP outside ATC HR up to *6000 ft AMSL* and according to special authorisation.

**2. Procedure for non based HEL**

PPR for non based HEL on:

Phone: +41 (0) 31 960 21 11

Fax: +41 (0) 31 960 21 12

**3. Procedure for departure**

For IFR FLT start-up clearance is compulsory.

Upon start-up request, pilot shall indicate the current ATIS designator. Start-up shall be requested on *FREQ 121.690 MHz "Bern Delivery"*. If Delivery is not active start-up shall be requested on *FREQ 121.025 MHz "Bern TWR"*. Status of delivery position is available on ATIS.

**4. ACFT guidance on apron****4.1 General**

Taxiing on the APRON is at the PIC's discretion. No ATC service is provided. TWR will issue ADVS, as far as practicable.

**4.2 Area of responsibility**

The exact BDRY of responsibility is shown on the charts [LSZB AD 2.24](#)

**4.3 Operational hours**

HX; REF: [LSZB AD 2.3](#)

**4.4 Procedure for arriving/departing ACFT**

Arriving ACFT with MTOW > 3.5 tonnes will be guided by a marshaller to their parking PSN.

Arriving ACFT with MTOW < 3.5 tonnes shall TAX independently to the parking PSN or as instructed by TWR. In certain cases, the final guidance will be assured by marshaller.

Departing ACFT shall TAX from the parking PSN, as instructed by TWR.

School- and training FLTs may be restricted or refused by ATC in accordance with the AP authority traffic handling priority list.

**4.5 Maintenance**

Ground run-ups are subject to a prior AUTH by the AP authority (Ramp Control),

Phone: +41 (0) 31 960 21 11.

**5. High-visibility jacket**

All persons walking in the movement area must wear a high-visibility jacket which complies with the EN471 standard class 2 or 3.

Persons not wearing a high-visibility jacket must ask for the assistance of a handling agent (see list under LSZB AD 2.4) for the transportation of crew members and passengers.

**6. Fuelling****6.1 Self-service tank**

Taxi to self-service tank in clockwise direction. Use marked position "wait" if tank is already in use.

Leaflet available on:

URL: [www.bernairport.ch](http://www.bernairport.ch)

**7. De-icing****7.1 Clean Aircraft Concept (CAC)**

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

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## LSZB AD 2.21 NOISE ABATEMENT PROCEDURES

### 1. Measures for ACFT noise abatement

#### 1.1 IFR approaches for school and training flights

IFR APCHs for school and training FLTs are authorised only on working days between 0700 and 1830 (0600 and 1730). Successive APCHs (**MAX 2 per ACFT**) are only authorised between 0700 and 1115 (0600 and 1015) as well as between 1245 and 1830 (1145 and 1730).

Between two series of APCHs, at least one HR interruption shall be interposed.

For training IFR APCHs without a LDG at LSZB, an OCA/H of 3000/1327 shall be applied (irrespective of the type of APCH carried out).

On final APCH into LSZB, One Engine Inoperative (OEI) EXER are not permitted.

For ACFT noise abatement measures for VFR FLTs, refer to VFR-Manual, LSZB AD INFO.

For training FLTs, a MAX of 1 APCH allowed. O/R 2 succeeding APCHs, may be granted by ATC.

#### 1.2 Visual circling for RWY 32

CITY circling assigned for noise abatement.

#### 1.3 VFR flights

The climb shall be continuously CONT after TKOF, up to a MAX of 4500 ft AMSL.

#### 1.4 Holidays

On the following **HOL** the same restrictions as on SUN apply:

New Year's Day, 2 JAN, Good FRI, Easter MON, Whit MON, 1 AUG, Ascension Day, Federal Prayday (3rd SUN in SEP), Christmas Day and DEC 26.

On Good FRI, Whit SUN, Federal Prayday (3rd SUN in SEP) and Christmas Day, the following apply in addition to SUN restrictions:

- TIL 0930 (0830) TKOF for non-commercial FLT are only authorised if the ACFT's certified noise level is MAX 65 dB (A) according to Chapter 6 or 72 dB (A) according to Chapter 10 of ICAO Annex 16, Volume 1.

#### 1.5 Use of reverse thrust

For deceleration it is recommended to use the entire RWY LEN AVBL. More than idle reverse shall not be used.

Use of reverse thrust shall be limited unless particular safety or operational reasons require it.

#### 1.6 Auxiliary Power Units (APU)

Primarily, AP owned mobile ground PWR units (GPU) shall be used.

Alternatively, as well as for additional use, APU may be used.

The following regulations are applicable to the use of APU:

- 30 MIN before off-block time, at a MAX, and 20 MIN after on-block time, at a MAX.
- The use of APU for MAINT shall be restricted to a MNM DUR.

#### 1.7 Rolling take-off

If possible, a rolling take-off shall be executed.

### 2. Prescriptions and procedures

#### 2.1 General

##### 2.1.1 Approach and departure procedures in general

APCHs and DEPs are to be conducted in accordance with the procedures published in LSZB STAR/SID and IAC.

Other clearances and dispositions of APP or TWR for the purpose of safety, traffic flow or noise abatement are reserved.

##### 2.1.2 Intersection departures for single engine aircraft

Single engine aircraft are considered to depart from the following intersections (TORA see [LSZB AD 2.13](#)):

- RWY 14: Intersections A and B
- RWY 32: Intersections D, E and F

If a backtrack is needed (performance/noise abatement) PIC shall advise ATC at the holding point during his ready for departure message, i.e. "ready for departure, request backtrack".

**LSZB AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME**

Name	Page
Aerodrome Chart	LSZB AD 2.24.1 - 1
Aircraft Parking Chart	LSZB AD 2.24.2 - 1
Aerodrome Obstacle Chart - Type A - RWY 32	LSZB AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 14	LSZB AD 2.24.4 - 3
Area Chart - Transit Routes (RAMOK / MEBOX / AMRID)	LSZB AD 2.24.6 - 1
SID RWY 14 - RNAV	LSZB AD 2.24.7 - 1
SID RWY 32 - RNAV	LSZB AD 2.24.7 - 3
STAR TO BIRKI - RNAV	LSZB AD 2.24.9 - 1
IAC ILS RWY 14	LSZB AD 2.24.10 - 1
IAC LOC RWY 14	LSZB AD 2.24.10 - 3
IAC RNP RWY 14	LSZB AD 2.24.10 - 5
IAC CITY Circling RWY 32	LSZB AD 2.24.10 - 7
IAC ROMEO Circling RWY 32	LSZB AD 2.24.10 - 9
IAC ILS RWY 14 Helicopter	LSZB AD 2.24.10 - 11
Minimum VECTORING ALTITUDE CHART (AD temperatures - 20° to -5° C)	LSZB AD 2.24.13 - 1
Minimum VECTORING ALTITUDE CHART (AD temperatures - 4° C and above)	LSZB AD 2.24.13 - 3

**LSZB AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

The information on visual segment surface penetration is published on the respective instrument approach chart. See [LSZB AD 2.24](#) for details.

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**LSGG AD 2.9 SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM, MARKINGS**

1	Use of aircraft stand ID signs, TWY guide lines and visual docking/parking guidance system of aircraft stands	<p><b>ACFT PRKG PSN 1, 2, 3, 4, 5, 8, 9, 10, 11, 15, 151, 152, 16, 17, 18, 181, 182, 19, 191, 192, 83, 84, 85, 86:</b></p> <p>a. Alignment of ACFT: Align ACFT with the vertical chevrons which indicate if the ACFT is left, right or centred on the taxilane.</p> <p>b. Stopping of ACFT: Slow down and stop as indicated by the closing rate indicator.</p> <p><b>ACFT PRKG PSN 80s:</b> ACFT stand manoeuvring guidance lights AVBL. "Follow-me" cars (See <a href="#">LSGG AD 2.20</a>, § 8.3.4)</p>
2	RWY/TWY markings and LGT	<p>RWY markings: DTHR, THR, designation, aiming point, TDZ and centre line.</p> <p>TWY markings: Centre line and intermediate holding position.</p> <p>Markings at all intersections with RWY: RWY holding position, mandatory instruction and enhanced TWY centre line.</p> <p>RWY LGT: See <a href="#">LSGG AD 2.14</a></p> <p>TWY LGT: See <a href="#">LSGG AD 2.15</a></p>
3	Stop bars and RWY guard lights	<p>Stop bars: TWY A, B, C, D, E, F (uncontrolled, LVP only), G, Y and Z. LIH, R, LED.</p> <p>RGL: TWY A*, B, C, D, E, F, G*, Y and Z (*across TWY). LIH, Y, all LED.</p>
4	Other RWY protection measures	<p>RIMCAS: Runway Incursion Monitoring and Conflict Alerting System</p> <p>ARSI: Advanced Runway Safety Improvement</p>
5	Remarks	<p>Mandatory instruction signs at all RWY holding positions.</p> <p>Information signs on the movement area.</p> <p><b>Stop at ACFT PRKG PSN:</b></p> <ul style="list-style-type: none"> <li>The pilot has to stop by lining up his left shoulder with STOP line transmitted by "Geneva Apron".</li> <li>If the advanced docking guidance system is switched off, the stand is not cleared for entry. Request assistance from "Geneva Apron".</li> <li>Nose-in parked ACFT have to use push back when leaving the PSN.</li> </ul>

**LSGG AD 2.10 AERODROME OBSTACLES**

In approach/TKOF areas			In circling area and at aerodrome		3
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
		<i>ft</i>		<i>ft</i>	
AOC 04 (1)	Tree/Trees	1383 46 15 13 N 006 07 47 E	Crane/Cranes marked/LGTD	1734 46 16 30 N 006 05 40 E	A0653/18
AOC 04 (2)	Tree/Trees	1388 46 15 13 N 006 07 46 E	Crane/Cranes marked/LGTD	1463 46 15 36 N 006 08 37 E	A0248/08
AOC 04 (3)	Tree/Trees	1402 46 15 13 N 006 08 00 E	Antenna LGTD	1572 46 13 35 N 006 07 11 E	A0049/02
AOC 04 (4)	Tree/Trees	1415 46 15 12 N 006 08 03 E	Pole LGTD	1424 46 14 16 N 006 06 48 E	A0273/07
AOC 04 (5)	Tree/Trees	1423 46 15 21 N 006 07 54 E	Antenna marked/LGTD	1539 46 13 32 N 006 06 01 E	
AOC 04 (6)	Tree/Trees	1427 46 15 22 N 006 07 56 E	Antenna marked/LGTD	1535 46 13 07 N 006 08 31 E	
AOC 04 (7)	Tree/Trees	1430 46 15 21 N 006 07 59 E	Crane/cranes	1536 46 13 13 N 006 08 15 E	
AOC 04 (8)	Tree/Trees	1445 46 15 29 N 006 08 12 E	Tower/Mast LGTD	1522 46 13 48 N 006 06 29 E	

In approach/TKOF areas			In circling area and at aerodrome				
1			2			3	
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates	Obstacle type Elevation Markings/LGT	Co-ordinates		RMK	
a	b	c	a	b	c		
		ft		ft			
AOC 04 (9)	Tree/Trees	1496	46 15 35 N 006 08 11 E	Antenna marked/LGTD	1398	46 14 54 N 006 07 41 E	
				Antenna marked/LGTD	1529	46 13 30 N 006 05 58 E	
				Building marked/LGTD	1535	46 12 49 N 006 07 20 E	
				Antenna marked/LGTD	1522	46 14 02 N 006 07 11 E	
AOC 22 (1)	Localizer	1429	46 13 29 N 006 05 22 E	Building LGTD	1523	46 14 11 N 006 06 58 E	A0051/02
AOC 22 (2)	Building	1430	46 13 23 N 006 05 21 E	Antenna LGTD	1565	46 13 49 N 006 07 08 E	
AOC 22 (3)	Building	1430	46 13 24 N 006 05 18 E	Building marked/LGTD	1539	46 14 03 N 006 05 04 E	
AOC 22 (4)	Building	1435	46 13 28 N 006 05 12 E	Tree/trees	1493	46 15 36 N 006 08 22 E	
AOC 22 (5)	Building	1442	46 13 27 N 006 05 10 E	Antenna marked/LGTD	1453	46 13 33 N 006 05 14 E	A0438/13
AOC 22 (6)	Tree/Trees	1445	46 13 21 N 006 05 19 E	Antenna marked/LGTD	1575	46 13 19 N 006 07 19 E	
AOC 22 (7)	Tree/Trees	1450	46 13 22 N 006 05 14 E	Antenna marked/LGTD	1428	46 14 27 N 006 06 24 E	A0437/13
AOC 22 (8)	Tree/Trees	1454	46 13 24 N 006 05 09 E	Pole LGTD	1398	46 14 43 N 006 07 27 E	A0108/02
AOC 22 (9)	Tree/Trees	1466	46 13 20 N 006 05 13 E	Pole LGTD	1507	46 13 26 N 006 05 49 E	A0054/09
AOC 22 (10)	Tree/Trees	1470	46 13 22 N 006 05 07 E	Antenna LGTD	1490	46 14 15 N 006 06 59 E	A0124/12
AOC 22 (11)	Tree/Trees	1473	46 13 22 N 006 05 05 E	Crane/Cranes marked/LGTD	1586	46 12 58 N 006 07 14 E	B0431/08
AOC 22 (12)	Tree/Trees	1487	46 13 16 N 006 05 50 E	Crane/Cranes marked/LGTD	1497	46 13 49 N 006 06 26 E	A0210/08
AOC 22 (13)	Tree/Trees	1511	46 12 59 N 006 05 49 E	Pole marked	1369	46 15 02 N 006 07 36 E	A0364/09
AOC 22 (14)	Building	1523	46 12 59 N 006 04 47 E	Antenna marked/LGTD	1470	46 13 50 N 006 05 44 E	A0251/02
AOC 22 (15)	Tree/Trees	1533	46 12 56 N 006 04 43 E	Antenna marked/LGTD	1391	46 15 00 N 006 07 48 E	A0436/13
AOC 22 (16)	Tree/Trees	1547	46 12 48 N 006 04 33 E	Antenna LGTD	1523	46 14 00 N 006 07 09 E	A0329/02
				Anemometer marked/LGTD	1396	46 14 54 N 006 07 20 E	A0355/09
				Anemometer marked/LGTD	1396	46 14 55 N 006 07 20 E	A0353/09
				Antenna marked/LGTD	1383	46 15 07 N 006 07 35 E	A0435/13
				Antenna LGTD	1744	46 14 04 N 006 02 27 E	A0103/12
				Antenna marked/LGTD	1402	46 14 55 N 006 07 18 E	A0434/13
				Antenna	1594	46 13 52 N 006 07 19 E	A0154/12

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	
		<i>ft</i>		<i>ft</i>		
			Pole marked/LGTD	1436 46 14 07 N 006 06 36 E		A0320/12
			Pole marked/LGTD	1437 46 14 05 N 006 06 33 E		A0319/12
			Pole marked/LGTD	1441 46 14 11 N 006 06 44 E		A0411/12
			Pole marked/LGTD	1441 46 14 12 N 006 06 47 E		A0412/12
			Crane/Cranes marked/LGTD	1522 46 13 23 N 006 04 26 E		A0657/13
			Measuringmast marked/LGTD	1410 46 14 20 N 006 06 12 E		A0395/14
			Antenna LGTD	1523 46 14 04 N 006 07 15 E		A0143/03
			Tree/trees	1483 46 14 29 N 006 06 28 E		A0378/03
			Tree/trees	1447 46 14 35 N 006 06 47 E		A0379/03
			Tree/trees	1447 46 14 47 N 006 07 03 E		A0380/03
			Antenna marked/LGTD	1503 46 13 00 N 006 04 56 E		A0333/03
			Antenna marked/LGTD	1539 46 14 28 N 006 07 52 E		A0099/04
			Antenna LGTD	1460 46 14 12 N 006 05 53 E		A0206/04
			Antenna LGTD	1453 46 13 27 N 006 05 37 E		A0216/06
			Antenna marked/LGTD	46 14 55 N 006 07 19 E		A0334/07
			Measuringmast marked/LGTD	1440 46 13 50 N 006 05 46 E		A0394/14
			Pole marked/LGTD	1430 46 14 13 N 006 06 44 E		A0384/14
			Crane/Cranes marked/LGTD	1602 46 13 15 N 006 06 10 E		A0573/18
Refer also to LSGG AOC 04/22, <a href="#">LSGG AD 2.24.4 - 1</a>						

**LSGG 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, Geneva 30 hours
4	Type of landing forecast	Trend; issuance: HH+20, HH+50
5	Briefing/consultation provided	Self Briefing Service ( <a href="http://www.skybriefing.com">www.skybriefing.com</a> ), (TAMSI <sup>1</sup> ), Briefing officer
6	Flight documentation Language(s) used	Digital and hard copy En, Ge, Fr
7	Charts and other information available for briefing or consultation	All area forecast charts available worldwide
8	Supplementary equipment available for providing information	Weather radar, satellite pictures
9	ATS units provided with information	Geneva TWR / APP
10	Additional information (limitation of service, etc.)	Geneva Weather Centre AVBL H24 from dedicated TEL (internal number 8231). TEL: Weather briefing: 0900 162 767 (Fr), 0900 162 737 (Ge); accessible within Switzerland. Lightning alert: Siren followed by red FLG lights are ACT on apron areas in case of high risk of lightning within a 5 km range of the AP. End of alert: Red FLG lights are extinguished together with discontinued siren for five SEC.

1. TAMSI = TAF METAR SIGMET

## LSGG 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
04	046° GEO 044° MAG	3900 x 50	PCN 81 R/B/W/T CONC	46 13 40.23N 006 05 38.24E	1411 ft	Refer to: AOC RWY 04/22
22	226° GEO 224° MAG			46 15 01.30N 006 07 37.22E	1365 ft	

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
04	NIL	60 x 150	4020 x 300	YES	Precision approach RWY CAT I Grooved surface RESA: 100 x 100 m.
22		60 x 150		YES	Precision approach RWY CAT III Grooved surface RESA: 90 x 100 m.

## LSGG AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
04	3900	3960	3900	3570	Full length
	3570	3630	3570	3570	From DTHR 04
	3200	3260	3200	not applicable	Intersection FOXTROTT
	2600	2660	2600		Intersection ECHO
	2750	2810	2750		Intersection ZULU
	1850	1910	1850		Intersection CHARLIE
	1870	1930	1870		Intersection YANKEE
22	3900	3960	3900	3900	Full length
	2600	2660	2600	not applicable	Intersection BRAVO
	2000	2060	2000		Intersections YANKEE/CHARLIE
	1140	1200	1140		Intersection ZULU

Note: RWY 22, limited runway end safety area provided.

**LSGG AD 2.14 APPROACH AND RUNWAY LIGHTING**

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
04	Calvert CAT I, 720 m, LIH, LED	RTHL G, LIH, WBAR; RTIL FLG W, LED	PAPI 3.0°, L, 18.50 m, no LED	NIL	3000 m, 15m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH.	330 m, 30 m R, LIH; 2970 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. all LED	R, LIH, LED	NIL	NIL
22	Calvert CAT II/III, 900 m, LIH, LED	RTHL G, LIH, WBAR; RTIL FLG W, LED	PAPI 3.0°, L, 20.56 m, no LED	900 m, LIH, LED	All LED	3300 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. all LED	R, LIH, LED	NIL	See note below

Note: Supporting structures for RWY 22 elevated approach lights are non-frangible.

**LSGG AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	No LDI. Anemometer: RWY 04: 275 m N of THR 04, LGTD. RWY 22: 425 m SW of THR 22, LGTD.
3	TWY edge and centre line lighting	Edge: RWY exits, TWY curves and apron area. LIL, B, LED. CL: TWY A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4 and 5, holding bays A and G. LIH, G, LED; coded Y/G on ILS critical/sensitive areas, LIH, LED. RETIL: TWY B, D and E. LIH, Y, LED.
4	Secondary power supply/switch-over time	AVBL / MAX 1 sec
5	Remarks	OBST: Marked and lighted (see <a href="#">LSGG AD 2.24</a> .1 - 1)

**LSGG AD 2.16 HELICOPTER LANDING AREA**

1	Coordinates TLOF or THR of FATO	NIL
	Geoid undulation	NIL
2	TLOF and/or FATO elevation	TLOF: 421 m / 1382 ft
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF: 6 HEL stands, ASPH, yellow numbered circles. HEL stands 1 and 3 to 6: MAX overall dimension 17 m, MAX rotor diameter 14 m ALTN HEL stand 2: MAX overall dimension 19 m, MAX rotor diameter 16 m. FATO: not explicitly defined, use nearby TWY Y, CTN to the taxiing TFC.
4	True BRG of FATO	NIL
5	Declared distance available	NIL
6	APP and FATO lighting	NIL
7	Remarks	Simultaneous hover operations on HEL stands are not allowed.

**LSGG AD 2.17     ATS AIRSPACE**

1	Designation and lateral limits	<b>Geneva CTR</b> 2 arcs of circle as follows and tangents joining the arcs externally: a.     Radius 3.02 NM centred on: 46 19 53 N 006 14 55 E b.     Radius 3.02 NM centred on: 46 09 40 N 005 59 43 E
2	Vertical limits	4000 ft AMSL (1200 m)
3	Airspace classification	D
4	ATS unit call sign Language(s)	Geneva TWR: Fr, En
5	Transition altitude	7000 ft
6	Remarks	ACT: H24

**LSGG AD 2.18     ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
GENEVA AREA				
EMERG		121.500 MHz	H24	EMERG for all services
APP/SRE/VDF	Geneva Transit	136.450 MHz	H24	As instructed by ATC
	Geneva Arrival	136.255 MHz	H24	
	Geneva Departure	119.530 MHz	H24	
	Geneva Approach	130.555 MHz	H24	As instructed by ATC
	Geneva Final	120.305 MHz	H24	
	Geneva Departure	131.330 MHz	H24	As instructed by ATC
TWR/VDF	Geneva Tower	118.700 MHz	H24	Primary FREQ
		119.905 MHz	HJ	As instructed by ATC
		119.700 MHz	H24	ALTN FREQ
GND	Geneva Ground	121.680 MHz	H24	Primary FREQ
				Clearance Delivery for all IFR flights
				Start-up and taxi clearance for North Apron
		119.700 MHz	H24	Auxiliary frequency
TRAFFIC APRON	Geneva Apron	121.855 MHz	H24	Primary FREQ
				Start-up (push-back if needed) and taxi clearance for South Apron
		121.750 MHz	H24	ALTN FREQ
VDF	Geneva Homer	118.700 MHz	H24	Primary FREQ
		119.700 MHz	H24	ALTN FREQ
ATIS		135.580 MHz	H24	TEL: +41 (0) 22 417 40 81
		124.755 MHz	H24	GLD Information En, Fr TEL: +41 (0) 22 417 40 83
FIC	Geneva Information	126.350 MHz	H24	For VFR FLT within TMA

LSGG AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
GENEVA DVOR/DME (VAR 2° E)	GVA	115.75 MHz 104Y	H24	46 15 14.1N 006 07 56.0E	1377 ft	NIL	PSN: 044°MAG, 563 m FM THR 22. DOC 50 NM / 25'000 ft.
GLAND NDB	GLA	375 kHz	H24	46 24 31.3N 006 14 39.3E	NIL	NIL	PSN: 027°MAG, 11.6 NM FM ARP. EM: N0N / A2A. Service range 25 NM.
PASSEIRY DVOR/DME (VAR 2° E)	PAS	116.60 MHz 113X	H24	46 09 49.3N 005 59 59.7E	1415 ft	NIL	PSN: 224°MAG, 5.5 NM FM THR 04. DOC 80 NM / 50'000 ft.
ST-PREX VOR/DME (VAR 3° E)	SPR	113.90M Hz 86X	H24	46 28 07.3N 006 26 53.0E	1252 ft	NIL	PSN: 044°MAG, 18.7 NM FM THR 22. DOC 100 NM / 50'000 ft.
LOC 22, ILS CAT III, class III/E/4, VAR 2° E	ISW	108.70 MHz	H24	46 13 29.0N 006 05 21.7E	NIL	NIL	LOC PSN: 496 m FM THR 04. RWY 22: LOC course 224° MAG. Front course sector width 3.0°. Restricted coverage: at 17 NM; +/- 15° 3500 ft AMSL linearly raising to 17 NM +/- 35° 5800 ft AMSL. at 25 NM; +/- 10° 5000 ft AMSL.
GP 22		330.50 MHz	H24	46 14 56.5N 006 07 22.8E	NIL	NIL	GP angle 3°. PSN: 325 m FM THR 22. GP HGT THR 22: 58 ft (17.7 m). Restricted coverage: at 10 NM - 8° S to 4° N from CL above 2900 ft AMSL. at 20 NM - 8° S to 4° N from CL above 6000 ft AMSL.
DME 22	ISW	24X	H24	46 14 56.4N 006 07 22.9E	1378 ft	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage: at 17 NM; +/- 15° 3500 ft AMSL linearly raising to 17 NM +/- 35° 5800 ft AMSL. at 25 NM; +/- 10° 5000 ft AMSL.

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 04, ILS CAT I, class I/C/2, VAR 2° E	INE	110.90 MHz	H24	46 15 12.8N 006 07 54.1E	1374 ft	NIL	LOC PSN: 505 m FM THR 22. RWY 04: LOC course 044° MAG. Front course sector width 2.95°. Restricted coverage (published procedures covered): at 17 NM; +/- 30° from CL above 6300 ft AMSL. at 25 NM; +/- 10° from CL above 6300 ft AMSL. Maximum elevation 4.3° above horizontal. All LOC restrictions in reference to the LOC.
GP 04		330.80 MHz	H24	46 13 50.0N 006 05 43.6E	NIL	NIL	GP angle 3°. PSN: 324 m FM THR 04 GP HGT 50 ft / 15 m THR 04. Coverage (published procedures covered): at 10 NM; +/- 8° from CL above 2800 ft AMSL. at 20 NM; +/- 8° from CL above 5800 ft AMSL.
DME 04	INE	46X	H24	46 13 50.0N 006 05 43.8E	1460 ft	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 17 NM -10° N to +30° S from CL above 6300 ft AMSL. at 25 NM -8° N to +10° S from CL above 6300 ft AMSL.

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## LSGG AD 2.20 LOCAL AERODROME REGULATIONS

### 1. Local flying restrictions and remarks

#### 1.1 Scheduled air traffic and charter flights

Scheduled air traffic and charter FLTs are subject to schedule coordination performed by Slot Coordination Switzerland. Permission requests for slots shall be submitted to:

Slot Coordination Switzerland e-mail: [slot@slotcoordination.ch](mailto:slot@slotcoordination.ch)

ACFT stopovers of more than 3 hours (including night stops), as well as ACFT type changes are subject to parking stand availability.

#### 1.2 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.

#### 1.3 Other non-scheduled commercial air traffic as well as non-commercial air traffic

Non-scheduled commercial air traffic and non-commercial air traffic (airplanes and HEL) are subject to coordination requirement PPR.

Airplanes (IFR):

- PPR availability on <http://ppr.gva.ch>
- For non-scheduled commercial air traffic PPR slot shall be requested via handling agent (REF: LSGG AD 2.20, § 4).
- For non-commercial air traffic using north apron only, PPR slot can be requested via PPR Office.
- Reservation possible 5 days in advance (Day-5)

Airplanes (VFR)

- PPR for VFR airplanes traffic: refer to VFR Manual LSGG AD INFO.

Helicopters (IFR)

- PPR availability on <http://ppr.gva.ch>
- For non-scheduled commercial air traffic, PPR slot shall be requested via handling agent (REF: LSGG AD 2.20, § 4).
- Reservation possible 5 days in advance (Day-5)
- For non-commercial air traffic, PPR slot can be requested via PPR Office.
- Reservation possible on the day of operation (Same day).
- Reservation for parking on helipad mandatory through PPR office.

Helicopters (VFR)

- PPR for VFR helicopter traffic: refer to VFR Manual LSGG AD INFO.

PPR Office:

- PPR Office OPN HR: MON to SUN 0700 - 1700 (0600 - 1600).  
Phone number +41 (0) 22 717 71 26.

PPR slot:

- PPR slot has to be requested before filing any flight plan.
- Permission number must be indicated in item 18 of FPL.
- FPL has to include DEP or ARR time based on allocated PPR time frame.
- Any modifications and/or cancellations must be immediately notified to handling agent or to the PPR Office.

#### 1.4 Not subject to permission requirements are:

- a. SAR FLTs, medical FLTs, police FLTs, Swiss MIL FLTs and FLTs authorised or operated by FOCA;
- b. Air traffic which has to divert to Geneva due to safety, MET, technical or medical reasons, except during specific periods notified by NOTAM.

Despite the PPR exemption criteria, flights must be announced to Airport Operations (+41 (0) 22 717 71 26 or +41 (0) 22 717 71 27) except for emergency cases.

#### 1.5 Helicopters Operations

North Apron: Simultaneous hover operations on HEL stands are not allowed

South Apron: HEL FLTs are subject to special AUTH from Genève AP Authorities (except HUG SAR HEL).

For AUTH, contact [airport.manager@gva.ch](mailto:airport.manager@gva.ch) or the AP Duty Manager + 41 (0) 22 717 79 79.

Request for AUTH has to include:

- Date of FLT (ARR and DEP)
- ARR time (UTC)
- DEP time (UTC)
- Type of HEL
- Reason for operating on south apron

## 2. Night ban regulations

### 2.1 General

According to Chapter 4, Section 2 of the VIL (edict 748.131.1 concerning aeronautical infrastructure) on the rules governing night-time FLTs, LDGs and DEPs are banned for:

Commercial Air Transport see § 2.2;

Non-commercial Air Transport see § 2.3.

### 2.2 Commercial Air Transport

Definition of Commercial Air Transport: "S" or "N" as per ICAO flight plan see [ENR 1.10](#).

LDGs of Commercial Air Transport are banned from 2300 to 0359 (2200 to 0259) and restricted from 0400 to 0459 (0300 to 0359).

LDGs from 0400 to 0459 (0300 to 0359) are only permitted provided the carrier:

- a. has submitted and received prior APV from the Genève AP Authorities to publish an STA during this time frame, and
- b. holds a Genève AP slot during this time frame which has been issued by Slot Coordination Switzerland.

Delayed LDGs may be tolerated between 2300 and 2329 (2200 and 2229). Prior APV from the Genève AP Authorities must be obtained.

For LDGs of Chapter (Stage) two ACFT, see § 2.5

Ferry FLT ARR are:

- a. Banned from 2100 to 0459 (2000 to 0359).
- b. Derogations from 2100 to 2259 (2000 to 2159) may be given by the Genève AP Authorities.

LDGs of supplementary FLT during the night bans described in § 2.20.2.2 and carried out during the period from the second FRI before Christmas (25 DEC) to the second MON after the New Year (01 JAN) are only permitted provided the carrier:

- a. has submitted and received prior APV from the Genève AP Authorities to publish an STA during this time frame, and
- b. holds a Genève AP slot during this time frame issued by Slot Coordination Switzerland.

In the morning, LDGs can only expect to REC an APCH clearance if they are overhead SPR (RWY 22)

or INDIS (RWY 04) or 20 NM track miles to touchdown at the earliest 5 MIN before the respective night ban ends.

LDG clearance will be issued only if touchdown will occur after the end of the night ban.

In the evening, LDGs can only expect to REC an APCH clearance if they are overhead SPR (RWY 22)

or INDIS (RWY 04) or 20 NM track miles to touchdown no later than 10 MIN before the respective night ban comes into effect.

LDG clearance will be issued only if touchdown will occur before the night ban.

DEPs of Commercial Air Transport are:

- a. banned from 2300 to 0459 (2200 to 0359)
- b. restricted from 2100 to 2259 (2000 to 2159).
- c. ACFT shall be fully ready at the holding point at latest 10 minutes before the applicable night regulation comes into effect.
- d. Departure remains subject to traffic.

DEPs from 2100 to 2259 (2000 to 2159) are only permitted provided:

- a. ACFT with a noise index less than 98 EPNdb are used to DESTs (non-stop FLT only) of more than 5000 km (2700 NM), or
- b. ACFT with a noise index less than 96 EPNdb are used for all other DESTs.
- c. Non-Scheduled Commercial ACFT of noise category 4 or 5 holding a valid PPR and prior APV from the Genève AP Authorities.

Delayed DEPs may be tolerated between 2300 and 2329 (2200 and 2229). Prior APV from the Genève AP Authorities must be obtained.

For DEPs of Chapter (Stage) two ACFT see § 2.5.

Ferry FLT DEPs are:

- a. Banned from 2100 to 0459 (2000 to 0359).
- b. Derogations from 2100 to 2259 (2000 to 2159) may be given by the Genève AP Authorities.

DEPs of supplementary FLT during the night bans described in § 2.20.2.3 and carried out during the period from the second FRI before Christmas (25 DEC) to the second MON after the New Year (01 JAN) are only permitted provided the carrier:

- a. has submitted and received prior APV from the Genève AP Authorities to publish an STD during this time frame, and
- b. holds a Genève AP slot during this time frame issued by Slot Coordination Switzerland.

Prior permission is required from the Genève AP Authorities by all commercial air transport operations during the night bans described in § 2.2. Permission to operate during the night ban is only granted in exceptional circumstances.

### 2.3 Non-commercial Air Transport

Definition of non-commercial Air Transport: "G", "M" or "X" as per ICAO flight plan see [ENR 1.10](#).

LDGs of non-commercial Air Transport are banned from 2100 to 0459 (2000 to 0359).

For LDGs of Chapter (Stage) two ACFT, see § 2.5.

In the morning, LDGs can only expect to REC an APCH clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown at the earliest 5 MIN before the respective night ban ends.

LDG clearance will be issued only if touchdown will occur after the end of the night ban.

In the evening, LDGs can only expect to REC an APCH clearance if they are overhead SPR (RWY 22) or INDIS (RWY 04) or 20 NM track miles to touchdown no later than 10 MIN before the respective night ban comes into effect. LDG clearance will be issued only if touchdown will occur before the night ban.

VFR traffic must have planned their FLTs in order to RCH the AD circuit at least 30 MIN before the end of evening civil TWIL (REF: [GEN 2.7](#)). This is to ensure that LDGs can take place before the end of evening civil TWIL despite possible delays caused by ATC or other events.

DEPs of non-commercial Air Transport are:

- a. banned from 2100 to 0459 (2000 to 0359)
- b. ACFT shall be fully ready at the holding point at latest 10 minutes before the applicable night regulation comes into effect.
- c. Departure remains subject to traffic.

For DEPs of Chapter (Stage) two ACFT, see § 2.5.

Prior permission is required from the Genève AP Authorities by all non-commercial air transport operations during the night bans described in § 2. Permission to operate during the night ban is only granted in exceptional circumstances.

### 2.4 Exemptions

Urgent FLTs holding special AUTH and/or diplomatic clearances from FOCA to operate during the night ban:

State ACFT ("X" with STS/STATE or STS/HEAD as per ICAO flight plan see [ENR 1.1](#)), both Swiss and foreign (see [GEN 1.2.5](#), on entry, transit and DEP of foreign State ACFT through Swiss airspace or ADs);

MIL ACFT ("M" as per ICAO flight plan see [ENR 1.1](#)), both Swiss and foreign (see [ENR 1.1](#), on entry, transit and DEP of foreign MIL ACFT through Swiss airspace or ADs).

Urgent FLTs holding PERM special AUTH to operate during the night ban from the Genève AP Authorities:

- SAR FLTs (STS/SAR);
- Medevac FLTs (STS/HOSP);
- Law enforcement/supervision FLTs;
- Disaster relief FLTs (STS/HUM).

Forced LDGs due to MET, technical or serious medical reasons.

### 2.5 Chapter (Stage) two ACFT

Chapter two ACFT are no longer permitted to use Swiss ADs.

In exceptional circumstances (e.g. ACFT performing scheduled MAINT at an APV MAINT facility at Genève AP), FOCA, in conjunction with the Genève AP Authorities, can issue an exemption permit for chapter two ACFT to operate at Genève AP.

Application forms are obtained from the Genève AP Authorities. A CMPL form must be returned, by FAX, to the same authorities, at least three working days before the date of the planned FLT.

A copy of this form, with "permission granted" by FOCA, must travel and remain with the ACFT FLT documents for the DUR of the stay at Genève AP.

Chapter two ACFT, holding an exemption permit, are subject to the following restrictions:

LDGs and TKOFs from MON to FRI, 0800 to 1759 (0700 to 1659), except during locally recognised HOL.

Chapter two ACFT, holding an exemption permit, are still liable for all relevant AP and ATC charges as per [GEN 4.1.4](#), LSGG and [GEN 4.2.1](#).

The Genève AP Authorities reserve the right to impose a fine on the applicant if the above is not respected.

The procedures for all foreign government, and foreign MIL, chapter two ACFT are as per [GEN 1.2.5](#).

## 3. Reporting of parking position at departure

At DEP, all crews of ACFT parked on the main apron shall report the ACFT stand number when establishing the first RTF contact with "Geneva Ground".

These numbers, indicated in [LSGG AD 2.8](#), are conspicuously displayed on the front of the terminal BLDG and of the satellites.

#### 4. Ground handling agents

For commercial air transport, except taxi FLTs, the use of one of the ground handling agents mentioned below is required.

The name of the ground handling agent shall be specified:

- at least 10 days prior to the start of operation at Genève, or
- when there is a change of ground handling agent.

**For commercial air transport, except taxi FLTs, the handling agents are:**

Post: **Swissport International SA**  
Contracting Manager  
P.O. Box 776  
CH-1215 Geneva 15  
Phone: +41 (0) 22 799 32 30  
Fax: +41 (0) 22 799 32 66  
Email: gva.som@swissport.com  
SITA: GVAKSXH  
FREQ: 129.705 MHz (ground)

Post: **Dnata Switzerland AG**  
Station Control  
P.O. Box 196  
CH-1215 Geneva 15  
Phone: +41 (0) 22 555 94 82  
Fax: +41 (0) 22 555 94 85  
Email: gva.ops@dnata.ch  
SITA: GVAKO7X  
FREQ: 131.505 MHz  
(call sign: Dnata Handling Geneva)

Operators of non-scheduled commercial air traffic as well as non-commercial air traffic using the south apron are obliged to choose one of the ground handling agents listed below.

Self handling is not allowed.

Crew and passengers (non-commercial air traffic using the north apron) without a handling agent must use the non-Schengen channel and will be subject to document controls.

For general and business aviation FLTs, on ARR and DEP, the name of the handling agent must be entered in item 18 "Other information" of the ICAO FPL.

**For business and general aviation FLTs, the ground handling agents are:**

Post: **Jet Aviation AG**  
**Geneva Airport Branch**  
18, Chemin des Papillons  
P.O. Box 456  
CH-1215 Geneva 15  
Phone: +41 (0) 58 158 18 11  
Fax: +41 (0) 58 158 18 15  
Email: dopah@jetaviation.ch  
SITA: GVAPJPP, LSGGPJSX  
FREQ: 130.655 MHz

Post: **Dassault Aviation Business Services**  
6, Rue Robert Adrien Stierlin  
CH-1217 Meyrin  
Phone: +41 (0) 22 710 44 34  
Fax: +41 (0) 22 710 44 40  
Email: fbo@dassault-business.com  
SITA: GVATAXH  
FREQ: 131.430 MHz

Post: **Swissport Executive Aviation**  
18, Chemin des Papillons  
P.O. Box 632  
CH-1215 Geneva 15  
Phone: +41 (0) 22 306 12 60  
Fax: +41 (0) 22 306 12 66  
Email: gva.privatport@swissportexecutive.com  
SITA: GVASEXH  
FREQ: 131.680 MHz

Post: **Tag Aviation Handling**  
18, Chemin des Papillons  
P.O. Box 36  
CH-1215 Geneva 15  
Phone: +41 (0) 22 717 01 23  
Fax: +41 (0) 22 717 01 26  
Email: handling\_GVA@tagaviation.ch  
SITA: GVAKPPF  
FREQ: 131.955 MHz

## 5. Safety and Security

### 5.1 Safety

All persons walking on the movement area (incl. FLT crew during pre-flight check) must wear a high-visibility safety equipment (jacket or vest) which complies with the EN 471 standard class 2 or 3.

If unable to comply with the above rule, persons must ask for assistance of a handling agent.

South Apron: walking on tarmac is not permitted except for remote push operators or access to stands 1 to 11 from doors C1 or C4.

Smoking on airside is strictly forbidden except in specific designated areas.

Lightning alert: A siren, followed by flashing red lights, is activated on the movement areas if there is a risk of lightning within a radius of 5 km around the airport.

During the alert: - persons who are outside and not under a shelter are strongly advised to enter a building or to remain in the aircraft until the end of the alert.

- ground handling and refuelling operations are suspended.

End of the alert: The flashing red lights are switched off and the siren sounds intermittently for 5 seconds.

### 5.2 Security

Access to security restricted area is only permitted with a valid Airport Identification Card (CIA) or a valid Crew Member Certificate (CMC), both duly validated by Geneva Airport Security (Flight crew licence not accepted).

CIA or CMC must be clearly displayed at all time while in this area.

If unable to comply with the above rule, persons must ask for assistance of a handling agent.

## 6. Airport shuttle

Genève AP does not transport crew members or passengers of commercial air transporters. Such crew members or passengers must ask a handling agent for assistance. Home-based carriers can transport their own crew members.

## 7. Parking

All ACFT not coordinated by Slot Coordination Switzerland, and with a wing span exceeding 30 m: PPR via handling agent at Genève due to limited parking PSN. Authorised ground time at Genève may be limited.

- North zone is limited to ACFT with a wing span not exceeding 21.50 m.

- For ACFT with a wing span exceeding 21.50 m, special AUTH may be requested from Genève AP Authority for MAINT purposes only.

- P-48: Tow-in and tow-out mandatory. TAX not allowed inside the parking (beyond "stop engine" line).

- Arriving general and business aviation FLT's must notify the estimated parking period through a PPR request.

- All ACFT operator and handling agent must ensure that ACFT are properly parked with chocks in place.

Parking PSNs are always assigned by AP Authority.

Except for MAINT purposes, ACFT without valid certificates (Airworthiness certificate, Registration certificate or insurance certificate) are not allowed on parking PSNs. Parking permission can be revoked accordingly and the ACFT owner and/or operator required to remove said ACFT out of the AP boundaries without delay.

## 8. ACFT guidance on apron

### 8.1 General

The Genève AP Authority is operating "Geneva Apron" (way securing service) see LSGG AD 2.18.

### 8.2 Area of responsibility

The limits of the area of responsibility are shown on chart.

### 8.3 Procedures / Authorisations

Single engine TAX is not allowed for HEAVY ACFT (wake turbulence category).

#### 8.3.1 Arriving aircraft

North Apron:

ACFT PCD to the North Apron shall, until having passed the CAT I stop bar, expedite the vacation of the CONC RWY via TWY YANKEE or ZULU as instructed by "Geneva Tower". The ACFT will be instructed to contact "Geneva Ground" on FREQ 121.680 MHz for TAX.

South Apron:

All arriving ACFT shall expedite the vacation of the CONC RWY. When instructed by "Geneva Tower", contact "Geneva Apron" on FREQ 121.855 MHz.

Crews should aim to keep a reasonable speed until having passed the CAT I stop bar and to stop only at the CAT II/III stop bar if no clearance to enter the OUTER TWY has been received from APRON (121.855 MHz).

When RWY 22 is in use:

ACFT shall not use TWY CHARLIE unless otherwise instructed by TWR. If instructed to vacate via TWY CHARLIE, ACFT shall clear the RWY and hold on TWY CHARLIE, remaining Clear of the OUTER TWY.

#### 8.3.2 Departing aircraft

##### 8.3.2.1 Airport Collaborative Decision Making (A-CDM)

A-CDM is part of the European programme "Single European Sky" to optimise airspace and AP operations. A-CDM is a harmonised concept supported by EUROCONTROL where procedures and processes are aligned throughout Europe. The aim of the concept is to optimise the turn-around process in order to ensure the best possible co-ordination of resources. Providing all partners with accurate and timely information will allow decisions to be made to ensure that the turn-around of a FLT is efficient and everyone has a common awareness of the situation.

A-CDM is based on partnership at APs between AP Operations, ATC, ACFT Operators (AO), Ground Handlers (GH) and the Network Managers Operation Centre (NMOC). Emphasis is put on:

- Linking the INBD, turn-around and outbound processes of FLT's.
- Sharing of the right information at the right time to the right people best placed to act upon it.
- Improved FLT data exchange between APs and the ATFM network (NMOC).
- A-CDM is implemented in GVA airport environment through the introduction of the following operational procedures.
- TOBT improves predictability during the turn-around process of aircraft. The TOBT has to be set and updated by the handling agents.
- TOBT is key data for a proper processing for GVA A-CDM concept, as it permits to determine the TSAT and the TTOT.

##### 8.3.2.2 A-CDM Procedure

###### Flight Plan Check

The ATC FPL originator needs to check if the ATC flight plan is consistent with the AP slot. Filing and updating the flight plan is and remains the responsibility of the ACFT Operator (AO). He may delegate these tasks to his accredited Handling Agent.

###### Target Off Block Time (TOBT) management

TOBT is set and updated by the handling agents based upon the following status:

- Aircraft ready, doors closed.
- Fuelling completed.
- If required push-back truck connected.
- If required de-icing completed.

The TOBT must be updated by the handling agent as soon as he is aware of variation in readiness of a flight (delay or improvement) of 5 minutes or more.

Communication of the TOBT:

- The Handling Agents are responsible to transmit the TOBT to the flight crew.
- TOBT for all flights are also accessible on the Flight Information Display System (FIDS) monitors.

###### Estimated Off-Block Time (EOBT) management

The aircraft operator is still required to update flight plan by sending DLA to avoid Flight Suspension Message (FLS) due to Flight Activation Monitoring (FAM) process, when EOBT is modified by more than 15 minutes.

### Target Start-up Approval Time (TSAT)

The system calculates for every DEP the best possible start-up and/or off-block time to reduce queuing times at the RWY, while maintaining a high RWY capacity. The TSAT is calculated by taking into account TOBT, Calculated Take-Off Time (CTOT), Variable Taxi Times (VTT) from the parking PSN to the DEP RWY. Apron Control and ATC will CONT to optimise the DEP order sequence by ensuring the right mix of traffic.

The calculated TSAT will be displayed in the Airport Operational Database (AODB) to inform Ground Handling (GH).

### Coordination with the Network Manager Operations Centre (NMOC) / CTOT processing

A PERM and fully automatic data exchange with the NMOC is established. This data transfer enables accurate and early prediction of DEP times. Furthermore this allows a more accurate and efficient calculation of the CTOT due to the use of local Target Take-Off Time (TTOT). The following messages are used for each individual FLT:

- Early Departure Planning Information Message (E-DPI) based on current Flight Plan data.
- Target Departure Planning Information Message (T-DPI) based on TOBT and later on TSAT.
- ATC Departure Planning Information Message (A-DPI) based on actual off-block time.
- Cancel Departure Planning Information Message (C-DPI) when local CDM process is interrupted.

#### 8.3.2.3 ATC Clearance

ATC DEP clearance request is possible with GND (**121.680 MHz**) via voice or DCL at the earliest 15 minutes before the TOBT and latest at TOBT. The pilot shall indicate the parking position.

#### 8.3.2.4 Data Link ATC Clearance (DCL)

##### 8.3.2.4.1 Introduction

Skyguide DCL service at Geneva aerodrome provides additional data link means of requesting/issuing ATC clearance for departing aircraft without intention to replace, but rather to co-exist with the voice communications.

DCL is implemented in accordance with EUROCAE specification ED-85A; edition December 2003, and is available to all ACARS equipped aircraft on the ground.

DCL at Geneva Aerodrome is managed by Geneva TWR.

##### 8.3.2.4.2 Requirements

The message must be routed via either SITA or ARINC and comply with ARINC specification 623-2 and the EUROCAE specification ED-85A.

Aircraft operators intending to use data link for obtaining ATC clearance shall ensure that their flight crews are properly trained.

##### 8.3.2.4.3 Messages used in DCL

The following operational messages may be sent by pilot:

- RCD: Request Clearance Departure message
- CDA: Clearance Departure echoback message (equivalent to read-back)

The following operational messages may be sent by controller:

- CLD: Clearance Departure message

The following system message is sent automatically by ATC ground system:

- FSM: Flight System Message (logical response, may be positive or negative)

##### 8.3.2.4.4 Operational Procedure

The decision to use DCL or voice communication is entirely at the discretion of the pilot and/or controller involved.

Pilot may request DCL Clearance by sending RCD message from EOBT/TOBT -15 minutes (ti) until EOBT/TOBT +10 minutes or CTOT-5 minutes (tt) as applicable. RCD message sent outside of the EOBT/TOBT/CTOT tolerance window will be discarded and system will respond with the appropriate error message.

Free text contains in RCD will not be considered by ATC. Any specific request shall be transmitted by voice.

If the pilot finds the content of the ATC clearance delivered by data link unsatisfactory, he/she shall advise controller accordingly by voice communication.

If the pilot accepts the content of ATC clearance received, he/she should acknowledge the received clearance by sending CDA message. If receipt of the clearance has not been acknowledged within 10 minutes (t1), the system will consider an error has occurred.

Under these circumstances, or when any messaging error occurs, a message requiring the flight crew to 'revert to voice procedures' will be sent. When an error message is received, pilot shall consider the ATC clearance delivered via data link cancelled and not valid, and revert to voice.

Pilots shall consider the ATC clearance delivered and acknowledged only after the ground system responds with the clearance confirmation.

No further pilot or system generated DCL request should be made once a successful clearance has been received. The system cannot be used for re-clearance or checking for any update nor can ATC respond via data link to any additional information added in the remarks field.

**8.3.2.4.5 Problem reports**

Should problems be experienced with the use of DCL, contact should be made with the ATC at the aerodrome. Discussion on the RTF should be avoided. ATC may inquire about the following information required to assist in the investigation: Callsign, Aircraft type and Registration, Departure Airport, Destination, and Time (UTC).

**8.3.2.4.6 RCD processing in ground ATC system and content of the FSM messages sent to pilot**

RCD processing	Content of FSM message sent to pilot
RCD valid	RCD RECEIVED REQUEST BEING PROCESSED STANDBY
RCD cannot be associated with a FPL	RCD REJECTED FLIGHT PLAN NOT HELD REVERT TO VOICE PROCEDURE
RCD not related to a LSGG departure	<i>(No response, message discarded)</i>
Previous RCD was already received for the same FPL	RCD REJECTED REQUEST ALREADY RECEIVED STANDBY
Other RCD processing errors	RCD REJECTED REVERT TO VOICE PROCEDURE
RCD received before <b>ti</b>	RCD REJECTED REQUEST TOO EARLY SEND REQUEST 15 MIN BEFORE TOBT
RCD received after <b>tt</b>	RCD REJECTED REQUEST TOO LATE REVERT TO VOICE PROCEDURE

**8.3.2.4.7 CDA processing in ground ATC system and content of the FSM messages sent to pilot**

CDA processing	Content of FSM message sent to pilot
CDA valid	CDA RECEIVED CLEARANCE CONFIRMED
CDA cannot be associated with a previously sent CLD	CDA REJECTED REVERT TO VOICE PROCEDURE
CDA not consistent with previously sent CLD	CDA REJECTED ERROR IN MESSAGE REVERT TO VOICE PROCEDURE
One of the following conditions is true: -CDA received after <b>tt</b> -CDA has been updated or cancelled	CDA RECEIVED CLEARANCE CANCELLED REVERT TO VOICE PROCEDURE
CDA not received 10 MIN after CLD transmission or CDA not received before <b>tt</b>	CDA RECEIVED CLEARANCE CANCELLED REVERT TO VOICE PROCEDURE

**8.3.2.4.8 Contacts:**

Further information on DCL implementation in Switzerland can be obtain at the following address:

Post: SKYGUIDE  
Swiss Air Navigation Services Agency Ltd.  
P.O Box 796  
CH-1215 Geneva 15

Phone: +41 43 931 63 54  
Fax: +41 43 931 60 19  
Email: atm@skyguide.ch  
URL: <http://www.skyguide.ch>

**8.3.2.5 Start-up clearance and push-back (if required)****South Apron**

When **fully ready** (doors closed, fuelling completed, push-back truck connected when needed, and **if required de-icing completed**), the pilot **shall contact** GND (121.680 MHz) at latest at TOBT. APRON (121.855 MHz) will issue the start-up (and push-back if required) within TSAT -5/+5 minutes. Start-up shall be initiated during push-back unless otherwise instructed by APRON.

**North Apron:**

When **fully ready** (doors closed, fuelling completed, and **if required de-icing completed**), the pilot **shall request** start-up and taxi clearance from GND (121.680 MHz) at latest at TOBT. GND will issue the start-up clearance within TSAT -5/+5 minutes.

**8.3.2.6 Winter Operation**

It is the handling agent's responsibility to feed the A-CDM platform with the deicing information.

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

**8.3.3 Transmission of messages**

"Geneva Apron" will only TRANS messages within its competence.

As a rule, messages such as:

- Wind, VIS, RVR, temperature, QNH, QFE, RWY-report (EXC Apron) will not be transmitted by "Geneva Apron".

### 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.

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**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 FLT's.

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 FLT's are prohibited at night.

The North Apron (GAC) is CLSD at night, except for ambulance FLT's 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).

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

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

Note 1: RNAV 1 (GNSS) required.

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

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

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

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

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

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

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

Note 1: For Routing after KONIL refer to Area Chart AD 2.24.6 - 3

Note 2: RNAV 1 (GNSS) applicable when passing GG603.

Note 3: Caution! High terrain North of AD. Do not fly North of track 041° to GG603.

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

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

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

1.1.1.3 SID RWY 04 - NON RNAV

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

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

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

DESIGNATOR	RWY 04			
	ROUTE			Remark
	Lateral	Vertical	Contact	
<b>ARBOS 8N</b> PDG 5.4% to 1600ft	Climb on R044 GVA. When passing 7000ft but not before D8 GVA, turn left. Establish TR014 to intercept R329 SPR. Proceed via LEGVO to ARBOS.	INITIAL CLIMB CLEARANCE FL090. Cross D9.5 GVA at 4000ft or above, D26 SPR at FL200 or above.	When instructed, contact GENEVA DEP 119.530.	
<b>BALSI 9N</b> PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. Proceed on R049 CBY to intercept R180 PAS. Proceed via RUMIL, LINNA, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross D10 PAS at FL100 or above, RUMIL at FL120 or above, LINNA at FL190 or above, BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530.	
<b>CHAMBERY 1N (CBY 1N)</b> PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. Proceed to CBY.	INITIAL CLIMB CLEARANCE FL080.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST LFLB, LFLP, and by ATC.
<b>CHAMBERY 1P (CBY 1P)</b> PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D2 GVA, turn left to PAS. When passing PAS, continue on R209 PAS. Proceed to CBY.	INITIAL CLIMB CLEARANCE FL080. Cross PAS at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST LFLB, LFLP, and by ATC.
<b>DEPUL 4P</b> PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D2 GVA, turn left to PAS. When passing PAS, intercept R234 PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at 7000ft or above. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530.	
<b>DEPUL 4T</b> PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn left to PAS. When passing PAS, intercept R234 PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at 7000ft or above. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530.	
<b>MEDAM 5N/P/Q</b> PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. At GG604, turn left. Establish TR181 to intercept R141 PAS. Proceed via ESAPI, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	
<b>PASSEIRY 5P (PAS 5P)</b> PDG 5.4% to 5200ft	Climb on R044 GVA. When passing 5000ft but not before D2 GVA, turn left to PAS.	INITIAL CLIMB CLEARANCE FL090. Cross PAS at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	
<b>ROCCA 5N/P/Q</b> PDG 5.4% to 6100ft	Climb on R044 GVA. When passing 5000ft but not before D8 GVA, turn right. Establish TR184 to intercept R049 CBY. At GG604, turn left. Establish TR181 to intercept R131 PAS. Proceed via GG605, ODIKI to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST or overflying Italy planned below FL200 (T345).
<b>SAINT-PREX 5N (SPR 5N)</b> PDG 5.4% to 1600ft	Climb on R044 GVA. Proceed to SPR.	INITIAL CLIMB CLEARANCE FL090. Cross SPR at 7000ft or above.	When instructed, contact GENEVA DEP 119.530.	See notes below

Note: For Routing after SPR refer to Area Chart AD 2.24.6 - 3

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

Note: For Routing after SIROD refer to Area Chart AD 2.24.6 - 5

1.1.1.4 SID RWY 22 - NON RNAV

GENERAL INFORMATION AND REQUIREMENTS FOR ALL SIDs

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

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

DESIGNATOR	RWY 22				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>BALSI 7A</b> PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn left to intercept R180 PAS. Proceed via RUMIL, BEVEN to BALSI.	INITIAL CLIMB CLEARANCE FL090. Cross D10 PAS at FL100 or above, RUMIL at FL120 or above, D22 PAS at FL150 or above, BALSI at FL200 or above.	When instructed, contact GENEVA DEP 119.530.		
<b>CHAMBERY 1A (CBY 1A)</b> PDG 4.9% to 3800ft	Climb on R224 GVA. At D8 GVA (PAS), turn left to intercept R209 PAS. Proceed to CBY.	INITIAL CLIMB CLEARANCE FL080.	When instructed, contact GENEVA DEP 119.530.	Note: only for TFC DEST LFLB, LFLP, and by ATC.	
<b>DEPUL 4A</b> PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn right to intercept R234 PAS. Proceed via ARGIS to DEPUL.	INITIAL CLIMB CLEARANCE FL090. If CLR FL150 or above, cross ARGIS at FL130 or above, DEPUL at FL150 or above.	When instructed, contact GENEVA DEP 119.530.		
<b>DIPIR 6A</b> PDG 6.3% to 5400ft	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn right to intercept R329 PAS (R149 DJL). Proceed via KELUK to DIPIR.	INITIAL CLIMB CLEARANCE FL090.	When instructed, contact GENEVA DEP 119.530.	<b>See notes below</b>	

Note: For Routing after DIPIR refer to Area Chart AD 2.24.6 - 5

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

Note: For Routing after KONIL refer to Area Chart AD 2.24.6 - 3

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

Note 1: For Routing after KONIL refer to Area Chart AD 2.24.6 - 3

Note 2: Caution! High terrain North of AD. Do not fly North of QDM 040 GLA

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

Note 1: For Routing after KONIL refer to Area Chart AD 2.24.6 - 3

Note 2: Caution! High terrain North of AD. Do not fly North of QDM 040 GLA.

DESIGNATOR	RWY 22			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>MEDAM 5A/B/C</b> PDG 6.3% to 5400ft MNM climb gradient 8.0% to FL100 to remain inside controlled airspace.	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn left to intercept R141 PAS. Proceed via ESAPI, VANAS to MEDAM.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	
<b>ROCCA 5A/B/C</b> PDG 6.3% to 5400ft MNM climb gradient 8.0% to FL100 to remain inside controlled airspace.	Climb on R224 GVA. When passing 7000ft but not before D8 GVA (PAS), turn left to intercept R131 PAS. Proceed via ODIKI to ROCCA.	INITIAL CLIMB CLEARANCE FL090. Cross MNM FL according chart.	When instructed, contact GENEVA DEP 119.530.	Note: Only for TFC DEST or overflying Italy planned below FL200 (T345).

**1.1.2 OMNIDIRECTIONAL DEPARTURE PROCEDURES**

GENERAL INFORMATION AND REQUIREMENTS FOR OMNIDIRECTIONAL DEPARTURE PROCEDURES

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

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

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

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

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

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

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

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

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

**1.2 Procedure for IFR approaches**

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

**1.3 Approach procedures****1.3.1 Procedure description of RNP RWY 04 (LSGG AD 2.24.10 - 3)**

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

**1.3.2 Procedure description of RNP RWY 22 (LSGG AD 2.24.10 - 9)**

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

**1.4 ILS category III**

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

**1.5 Visual approaches by night**

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

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

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

**Arrivals:**

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

## 2. Runway 04:

Exit TWYs to be used whenever possible:

For parking stands on South apron:

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

For parking stands on North apron:

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

## 3. Runway 22:

Exit TWYs to be used whenever possible:

For parking stands on South apron:

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

For parking stands on North apron:

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

1.7 STAR Descriptions

GENERAL INFORMATIONS AND REQUIREMENTS FOR RNAV STARs

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

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

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

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

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

RNAV STAR BENOT 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	229° (231.4°T)	14.0
TF	GG514	N	-FL150	-	224° (226.2°T)	32.1
TF	SOVAD	N	-	-	224° (225.6°T)	17.4
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR BENOT 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	229° (231.4°T)	14.0
TF	VADAR	N	-	-	201° (202.5°T)	16.5
TF	GG512	N	-FL150	250	207° (208.6°T)	17.8
TF	BIVLO	N	-	-	224° (225.8°T)	17.2
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	220	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

RNAV STAR ULMES 1N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	229° (231.4°T)	14.7
TF	VADAR	N	-	-	229° (231.2°T)	13.8
TF	GG514	N	-FL150	-	246° (247.5°T)	18.2
TF	SOVAD	N	-	-	224° (225.6°T)	17.4
TF	KERAD	N	-	-	223° (225.4°T)	8.7
TF	GG503	N	-	220	223° (225.3°T)	11.9
FM	GG503	N	-	-	223° (225.3°T)	-

RNAV STAR ULMES 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	229° (231.4°T)	14.7
TF	VADAR	N	-	-	229° (231.2°T)	13.8
TF	GG512	N	-FL150	250	207° (208.6°T)	17.8
TF	BIVLO	N	-	-	224° (225.8°T)	17.2
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	220	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

RNAV STAR BANKO 3N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BANKO	N	-	-	-	-
TF	GG520	N	+FL180	-	302° (304.4°T)	14.5
TF	GOLEB	N	-	-	302° (303.7°T)	10.3
TF	VALBU	N	+FL140	-	302° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	302° (304.2°T)	7.0
TF	BIVLO	N	-	250	302° (304.1°T)	4.9
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	220	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

RNAV STAR BELUS 3N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BELUS	N	-FL160	250	-	-
TF	RILTI	N	-	-	027° (028.9°T)	5.7
TF	CBY	N	+FL100	-	027° (029.0°T)	8.5
TF	INDIS	N	+7000	-	009° (011.0°T)	8.7
TF	GVA	N	-	220	043° (045.3°T)	19.6
TF	BIVLO	N	-	-	122° (123.9°T)	6.1
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	-	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

RNAV STAR KINES 2N						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KINES	N	-	-	-	-
TF	GG519	N	-	-	347° (349.2°T)	12.0
TF	ROCCA	N	-	-	348° (349.7°T)	13.3
TF	GOLEB	N	-	-	347° (349.3°T)	18.7
TF	VALBU	N	+FL140	-	302° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	302° (304.2°T)	7.0
TF	BIVLO	N	-	250	302° (304.1°T)	4.9
TF	PITOM	N	-	-	224° (225.9°T)	8.8
TF	GG502	N	-	220	223° (225.2°T)	12.0
FM	GG502	N	-	-	223° (225.2°T)	-

## 1.7.1.1 STANDARD INSTRUMENT RNAV ARRIVAL ROUTES (see chart AD 2.24.9 - 1 / - 3 / - 5)

DESIGNATOR	RWY 04		
	ROUTE		Remark
	Lateral	Vertical	
<b>AKITO 2N</b>	From AKITO proceed via GG518, BOLGI, LIRKO (MAX IAS 250kt, MNM bank angle 25°), DINIG (IAF), SOVAD (MAX IAS 250kt), KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>BANKO 3N</b>	From BANKO proceed via GG520, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>BELUS 3N</b>	From BELUS (MAX IAS 250kt) proceed via RILTI, CBY (IAF), INDIS, GVA (MAX IAS 220kt), BIVLO (MAX IAS 220kt), PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>BENOT 1N</b>	From BENOT proceed via NEMOS (IAF), GG514, SOVAD, KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>BENOT 1P</b>	From BENOT proceed via NEMOS (IAF), VADAR, GG512 (MAX IAS 250kt), BIVLO, PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>DIJON 2N (DJL 2N)</b>	From DJL proceed via GG517, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>KINES 2N</b>	From KINES proceed via GG519, ROCCA, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>LUSAR 2N</b>	From LUSAR proceed via SAUNI, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>ULMES 1N</b>	From ULMES proceed via ESEVA, VADAR (IAF), GG514, SOVAD, KERAD, GG503 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL
<b>ULMES 1P</b>	From ULMES proceed via ESEVA, VADAR (IAF), GG512 (MAX IAS 250kt), BIVLO, PITOM, GG502 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to INDIS (IF). Intercept FINAL APCH 04.	Refer to chart	NIL

1.7.2 STAR RWY 22 - RNAV (see chart AD 2.24.9 - 7 / - 9 / - 11)

RNAV STAR AKITO 3R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AKITO	N	-	-	-	-
TF	GG518	N	-	-	220° (221.9°T)	24.6
TF	BOLGI	N	-	-	220° (221.8°T)	19.3
TF	LIRKO	N	+8000	250	220° (221.5°T)	7.7
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	-	143° (145.3°T)	11.5
TF	GG507	N	-	-	043° (045.3°T)	8.8
TF	GG514	N	-	220	044° (045.6°T)	8.5
FM	GG514	N	-	-	044° (045.6°T)	-

RNAV STAR DJL 2R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	DJL	N	-	-	-	-
TF	GG517	N	-	-	143° (144.7°T)	24.3
TF	LIRKO	N	+8000	-	143° (144.9°T)	27.0
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	250	143° (145.3°T)	11.5
TF	GG507	N	-	-	043° (045.3°T)	8.8
TF	GG514	N	-	220	044° (045.6°T)	8.5
FM	GG514	N	-	-	044° (045.6°T)	-

RNAV STAR LUSAR 2R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	LUSAR	N	+FL200	-	-	-
TF	SAUNI	N	+FL160	-	100° (102.3°T)	12.6
TF	LIRKO	N	+8000	-	101° (102.7°T)	14.3
TF	DINIG	N	-	-	143° (145.2°T)	5.5
TF	SOVAD	N	+8000	250	143° (145.3°T)	11.5
TF	GG507	N	-	-	043° (045.3°T)	8.8
TF	GG514	N	-	220	044° (045.6°T)	8.5
FM	GG514	N	-	-	044° (045.6°T)	-

RNAV STAR BENOT 1R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	229° (231.4°T)	14.0
TF	VADAR	N	-	-	201° (202.5°T)	16.5
TF	SPR	N	-	-	226° (228.3°T)	17.0

RNAV STAR BENOT 1T						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BENOT	N	-	-	-	-
TF	NEMOS	N	-	-	229° (231.4°T)	14.0
TF	VEROX	N	-	-	229° (231.2°T)	17.6
TF	SPR	N	-	-	197° (198.5°T)	16.4

RNAV STAR ULMES 1R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ULMES	N	-	-	-	-
TF	ESEVA	N	-	-	229° (231.4°T)	14.7
TF	VADAR	N	-	-	229° (231.2°T)	13.8
TF	SPR	N	-	-	226° (228.3°T)	17.0

RNAV STAR BANKO 3R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BANKO	N	-	-	-	-
TF	GG520	N	+FL180	-	302° (304.4°T)	14.5
TF	GOLEB	N	-	-	302° (303.7°T)	10.3
TF	VALBU	N	+FL140	-	302° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	302° (304.2°T)	7.0
TF	BIVLO	N	+7000	250	302° (304.1°T)	4.9
TF	GG525	N	-	-	044° (045.5°T)	8.7
TF	GG512	N	-	220	044° (045.7°T)	8.5
FM	GG512	N	-	-	044° (045.7°T)	-

RNAV STAR BELUS 3R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BELUS	N	-	-	-	-
TF	RILTI	N	-FL180	-	027° (028.9°T)	5.7
TF	CBY	N	-	-	027° (029.0°T)	8.5
TF	GG502	N	+FL100	-	052° (053.9°T)	7.3
TF	PITOM	N	MNM 7000 MAX FL150	-	043° (045.0°T)	12.0
TF	BIVLO	N	+7000	-	044° (045.8°T)	8.8
TF	GG525	N	-	-	044° (045.5°T)	8.7
TF	GG512	N	-	220	044° (045.7°T)	8.5
FM	GG512	N	-	-	044° (045.7°T)	-

RNAV STAR KINES 2R						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KINES	N	-	-	-	-
TF	GG519	N	-	-	347° (349.2°T)	12.0
TF	ROCCA	N	-	-	348° (349.7°T)	13.3
TF	GOLEB	N	-	-	347° (349.3°T)	18.7
TF	VALBU	N	+FL140	-	302° (304.2°T)	3.7
TF	SUVEL	N	+FL110	-	302° (304.2°T)	7.0
TF	BIVLO	N	+7000	250	302° (304.1°T)	4.9
TF	GG525	N	-	-	044° (045.5°T)	8.7
TF	GG512	N	-	220	044° (045.7°T)	8.5
FM	GG512	N	-	-	044° (045.7°T)	-

1.7.2.1 STANDARD INSTRUMENT RNAV ARRIVAL ROUTES (see chart AD 2.24.9 - 7 / - 9/ - 11)

DESIGNATOR	RWY 22		
	ROUTE		Remark
	Lateral	Vertical	
<b>AKITO 3R</b>	From AKITO proceed via GG518, BOLGI, LIRKO (MAX IAS 250kt, MNM bank angle 25°), DINIG (IAF), SOVAD (MAX IAS 250kt), GG507, GG514 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
<b>BANKO 3R</b>	From BANKO proceed via GG520, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), GG525, GG512 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
<b>BELUS 3R</b>	From BELUS proceed via RILTI, CBY (IAF), GG502, PITOM, BIVLO, GG525, GG512 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
<b>BENOT 1R</b>	From BENOT proceed via NEMOS (IAF), VADAR, SPR (IF) to FINAL APCH 22.	Refer to chart	
<b>BENOT 1T</b>	From BENOT proceed via NEMOS (IAF), VEROX, SPR (IF, MAX IAS 210kt) to FINAL APCH 22.	Refer to chart	
<b>DIJON 2R (DJL 2R)</b>	From DJL proceed via GG517, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), GG507, GG514 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
<b>KINES 2R</b>	From KINES proceed via GG519, ROCCA, GOLEB (IAF), VALBU, SUVEL, BIVLO (MAX IAS 250kt), GG525, GG512 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
<b>LUSAR 2R</b>	From LUSAR proceed via SAUNI, LIRKO, DINIG (IAF), SOVAD (MAX IAS 250kt), GG507, GG514 (MAX IAS 220kt). Continue on track. On ATC instruction, proceed to SPR (IF, MAX IAS 210kt). Intercept FINAL APCH 22.	Refer to chart	
<b>ULMES 1R</b>	From ULMES proceed via ESEVA, VADAR (IAF), SPR (IF) to FINAL APCH 22.	Refer to chart	

2. VFR procedures (Including non-radio ACFT)

Refer to VFR Manual, LSGG AD INFO.

3. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	VIS (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
All	A	500/---	250/---	150/---	NIL
	B	600/---	300/---	150/---	NIL
	C	600/---	300/---	150/---	NIL
	D	800/---	400/---	200/---	NIL

## LSGG AD 2.23 ADDITIONAL INFORMATION

## 1. List of significant points (Terminal)

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AKITO	N 47 12 48.0	E 006 38 55.5	RNAV STAR LSGG
ARBOS	N 46 59 03.0	E 006 01 35.0	NON RNAV SID LSGG/OMNI DEP LSGG
ARGIS	N 45 58 15.6	E 005 35 56.7	NON RNAV SID LSGG/OMNI DEP LSGG
BALSI	N 45 28 38.6	E 005 57 38.8	NON RNAV SID LSGG/OMNI DEP LSGG
BELKA	N 46 03 40.1	E 005 51 02.1	RNAV STAR LSGG
BELUS	N 45 40 30.7	E 005 35 37.7	RNAV STAR LSGG/OMNI DEP LSGG
BEVEN	N 45 41 18.5	E 005 58 21.8	NON RNAV SID LSGG/OMNI DEP LSGG
BOLGI	N 46 40 03.7	E 005 56 17.6	RNAV STAR LSGG
CBY	N 45 52 54.8	E 005 45 26.3	NON RNAV SID LSGG/RNAV STAR LSGG/OMNI DEP LSGG
DEPUL	N 45 55 30.0	E 005 29 40.0	NON RNAV SID LSGG/OMNI DEP LSGG
DIPIR	N 46 40 09.1	E 005 35 35.1	NON RNAV SID LSGG/OMNI DEP LSGG
DJL	N 47 16 14.8	E 005 05 50.4	NON RNAV SID LSGG/RNAV STAR LSGG/OMNI DEP LSGG
GG502*	N 45 57 13.8	E 005 53 56.6	RNAV STAR LSGG
GG503*	N 46 05 44.6	E 005 41 48.8	RNAV STAR LSGG
GG507*	N 46 26 27.1	E 006 11 59.6	RNAV STAR LSGG
GG510*	N 45 46 22.8	E 005 48 10.6	RNAV STAR LSGG
GG512*	N 46 23 49.8	E 006 32 56.5	RNAV STAR LSGG
GG514*	N 46 32 24.7	E 006 20 48.9	RNAV STAR LSGG
GG517*	N 46 56 22.8	E 005 26 22.1	RNAV STAR LSGG
GG518*	N 46 54 25.7	E 006 14 56.3	RNAV STAR LSGG
GG519*	N 45 31 38.5	E 006 42 07.3	RNAV STARS LSGG
GG520*	N 45 57 22.9	E 006 46 05.8	RNAV STAR LSGG
GG525*	N 46 17 53.5	E 006 24 08.0	RNAV STAR LSGG
GG602*	N 46 06 58.8	E 006 04 01.8	RNAV SID LSGG
GG603*	N 46 16 07.0	E 006 03 28.0	RNAV SID LSGG
GG604*	N 46 12 06.7	E 006 18 31.5	NON RNAV SID LSGG
GG605*	N 45 58 33.2	E 006 17 29.9	NON RNAV SID LSGG
GG803*	N 46 08 34.5	E 005 58 10.9	RNP IAC RWY22 LSGG
GG808*	N 46 20 41.0	E 006 15 57.4	RNP IAC RWY22 LSGG
GG811*	N 46 22 42.9	E 006 18 57.5	RNP IAC RWY22 LSGG
GG852*	N 46 21 52.8	E 006 17 43.5	RNP IAC RWY04 LSGG
IBABA	N 46 52 38.0	E 005 25 15.0	OMNI DEP LSGG
INDIS	N 46 01 28.0	E 005 47 49.2	RNAV STAR LSGG
KELUK	N 46 33 20.0	E 005 41 08.0	NON RNAV SID LSGG/OMNI DEP LSGG
KERAD	N 46 14 07.1	E 005 53 57.5	RNAV STAR LSGG
KOVIM	N 46 36 52.6	E 006 12 22.8	NON RNAV SID LSGG/OMNI DEP LSGG
LEGVO	N 46 40 04.5	E 006 17 08.0	NON RNAV SID LSGG/OMNI DEP LSGG
LINNA	N 45 49 01.7	E 005 58 48.1	NON RNAV SID LSGG/OMNI DEP LSGG
LTP	N 45 29 20.3	E 005 26 20.6	RNAV STAR LSGG
PINOT	N 45 59 07.6	E 005 55 33.5	IAC ILS RWY 04 LSGG
PITOM	N 46 05 41.0	E 006 06 07.0	RNAV STAR LSGG
RILTI	N 45 45 30.1	E 005 39 33.9	RNAV STAR LSGG
SAUNI	N 46 37 25.3	E 005 28 39.7	RNAV STAR LSGG

\* Clearance to one of these waypoints: „Cleared to waypoint 502”

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

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

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

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

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

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

## 3. Bird Hazard and Wildlife Management Services

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

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

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

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

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

**LSGG AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

The information on visual segment surface penetration is published on the respective instrument approach chart. See [LSGG AD 2.24](#) for details.

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RWY LGT	ALS	RTHL	RTIL	VASIS	RTZL	RCLL	REDL	YZC	RENL
04	Calvert Cat. I	✓	✓	PAPI 3° MEHT 18.50 m	-	✓	✓	600 m	✓
22	Calvert Cat. II/III	✓	✓	PAPI 3° MEHT 20.56 m	✓	✓	✓	600 m	✓

ATIS	135.580
DEL	121.680
GND NORTH	121.680
APRON SOUTH	121.855
TWR	118.700

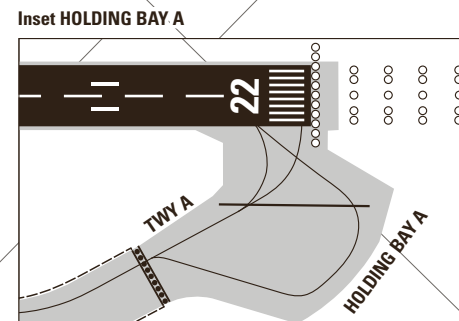
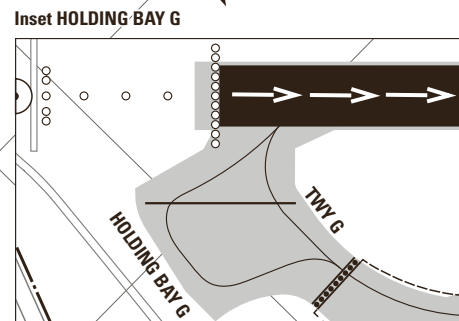
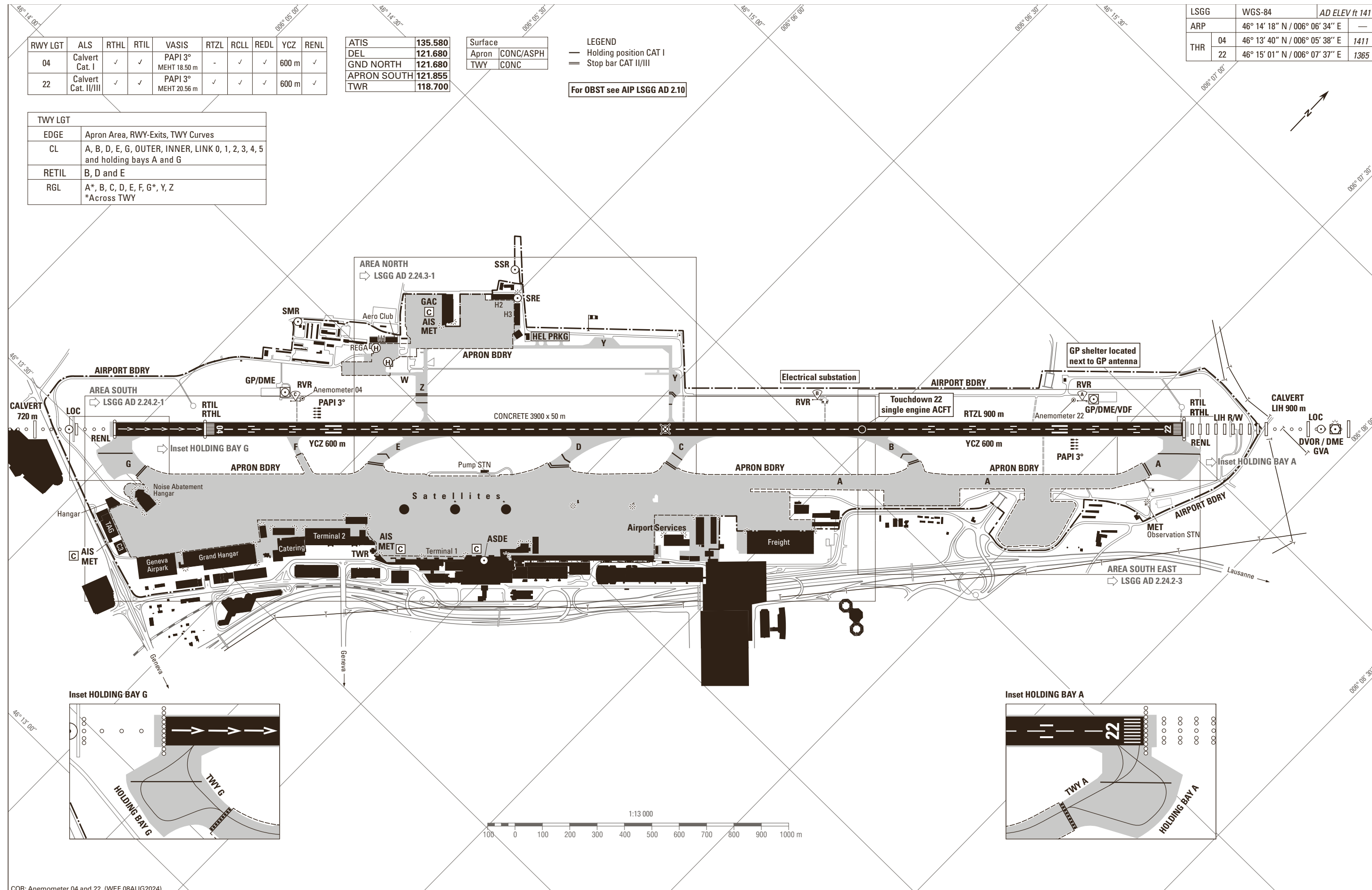
Surface
Apron CONC/ASPH
TWY CONC

LEGEND  
 — Holding position CAT I  
 — Stop bar CAT II/III

For OBST see AIP LSGG AD 2.10

TWY LGT	EDGE
Apron Area, RWY-Exits, TWY Curves	
CL	A, B, D, E, G, OUTER, INNER, LINK 0, 1, 2, 3, 4, 5 and holding bays A and G
RETIL	B, D and E
RGL	A*, B, C, D, E, F, G*, Y, Z *Across TWY

LSGG	WGS-84	AD ELEV ft 1411
ARP	46° 14' 18" N / 006° 06' 34" E	—
THR	04	46° 13' 40" N / 006° 05' 38" E 1411
	22	46° 15' 01" N / 006° 07' 37" E 1365



COR: Anemometer 04 and 22 (WEF 08AUG2024)

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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 as well as lead-in, stop and lead-out lines. Apron safety lines. Restrictions as well as taxiing and parking procedures: See ACFT PRKG Chart <a href="#">LSZA AD 2.24.2 - 1</a>
2	RWY/TWY markings and LGT	RWY markings: DTHR, designation, aiming point, touchdown zone and centre line. Paved TWY markings: Centre line (including on turn pads) and intermediate holding position. Grass TWY markings / markers: Edge markers and intermediate holding position. Markings at intersections with RWY: RWY holding position, mandatory instruction and enhanced TWY centre line. RWY LGT: See <a href="#">LSZA AD 2.14</a> TWY LGT: See <a href="#">LSZA AD 2.15</a>
3	Stop bars and RWY guard lights	Stop bars: NIL RGL: TWY M and N. LIH, Y, no LED.
4	Other RWY protection measures	NIL
5	Remarks	Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.

LSZA AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at aerodrome			
1			2			3
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates	Obstacle type Elevation Markings/LGT	Co-ordinates	RMK	
a	b	c	a	b	c	
	ft		ft			
AOC 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

## LSZA AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
01	NIL	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 4.17°, L, 6.27 m, no LED; PAPI 6.00°, L, 15.54 m, no LED	Simple TZL* 323 m FM THR 01, W, LIH, no LED	740 m, 30 m, W, LIH; 375 m, 30 m, W, LIH; 300 m, 30 m, R, LIH. All LED	110 m, 60 m, R, LIH; 830 m, 60 m, W, LIH; 475 m, 60 m, Y, LIH. All LED	R, LIH, LED	NIL	PAPI 6.00° only switched on for IGS RWY 01 approaches
19	RLLS Seq. FLG LGT W, LIH, no LED; SALS 360m, LIH, no LED	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 4.17°, L, 6.71 m, no LED	Simple TZL* 323 m FM THR 19, W, LIH, no LED	All LED	280 m, 60 m, R, LIH; 660 m, 60 m, W, LIH; 475 m, 60 m, Y, LIH. All LED	R, LIH, LED	NIL	RLLS follows circling Charlie track

\* TZL: The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway.

## LSZA AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	No LDI Anemometer: RWY 01/19: 180 m NE of THR 01 resp. 860 m S of THR 19, not LGTD.
3	TWY edge and centre line lighting	Edge: TWY L, M and N (no LED). Turn pads 01 and 19 (LED). LIL, B. CL: NIL
4	Secondary power supply/switch-over time	AVBL / < 1 sec
5	Remarks	OBST: Marked and lighted (see <a href="#">LSZA AD 2.24</a> , 1 - 1)

## LSZA AD 2.16 HELICOPTER LANDING AREA

1	Coordinates TLOF or THR of FATO	FATO: 46 00 12.87 N / 008 54 36.86 E
	Geoid undulation	NIL
2	TLOF and/or FATO elevation	276 m / 907 ft
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF HEL stands 1 and 2: MAX Overall LEN 17 m, Rotor Diameter 14 m, ASPH, marked and numbered circles with diameter 6.5 m. TLOF HEL stands 3 and 4: MAX Overall LEN 13 m, Rotor Diameter 11 m, ASPH, marked and numbered circles with diameter 6.5 m. FATO: paved RWY 01-19.
4	True BRG of FATO	RWY 01: 019° RWY 19: 199°
5	Declared distance available	See: <a href="#">LSZA AD 2.13</a> for RWY 01/19
6	APP and FATO lighting	RWY LGT
7	Remarks	Simultaneous hover operations on HEL stands are not allowed

**LSZA AD 2.17      ATS AIRSPACE**

1	Designation and lateral limits	<b>Lugano CTR</b> 45 55 51 N 008 46 22 E - 46 03 43 N 008 54 41 E Arc of circle centred on 46 02 26 N 008 57 10 E, Radius 2.16 NM, clockwise 46 01 21 N 008 59 51 E - 45 52 54 N 008 52 50 E Arc of circle centred on 45 54 15 N 008 49 29 E, Radius 2.70 NM, clockwise 45 55 51 N 008 46 22 E
2	Vertical limits	6500 ft AMSL (2000 m)
3	Airspace classification	D
4	ATS unit call sign Language(s)	Lugano TWR En; En and It for Non-Commercial VFR traffic.
5	Transition altitude	6000 ft AMSL (1800 m)
6	Remarks	ACT: HX

**LSZA AD 2.18      ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ATIS		121.175 MHz	H24	TEL Service +41 (0) 22 417 40 88
TWR VDF	Lugano Tower	120.250 MHz 119.700 MHz	HX do.	QDM AVBL O/R ALTN FREQ En; En and It for Non-Commercial VFR traffic.
CLR DEL	Lugano Delivery	121.780 MHz	HX	

## LSZA AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 01, IGS, class I/C/2, VAR 2° E	ILU	108.90 MHz	H24	46 00 42.15N 008 54 51.21E	NIL	NIL	LOC PSN: 409 m FM THR 19. RWY 01: LOC course 017° MAG. Front course sector width 5.0°. Restricted coverage: at 10 NM - 30° W to 30° E from CL above 5000 ft AMSL.
GP 01		329.30 MHz	H24	46 00 01.28N 008 54 34.40E	NIL	NIL	GP angle 6.65°. PSN: 123 m FM THR 01. GP HGT THR 01: 48 ft / 14.6 m. Restricted coverage: at 8 NM - 8° W to 8° E from CL above 5000 ft AMSL.
DME 01	ILU	26X	H24	46 00 41.27N 008 54 49.04E	942 ft	NIL	DME co-located with LOC, reads D0.8 at THR 01. Restricted coverage: at 10 NM - 6° W to 14° E from CL above 5000 ft AMSL. at 10 NM - 25° W to 25° E from CL above 5900 ft AMSL.

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## LSZA AD 2.20 LOCAL AERODROME REGULATIONS

### 1. Local flying restrictions and remarks

#### 1.1 Commercial and Private traffic

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

#### 1.2 AD circuits only

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

#### 1.3 Apron - Parking

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

#### 1.4 Exceptions to local flying restrictions

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

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

### 2. Procedure for departure

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

#### 2.1 Aircraft

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

### 3. De-icing

#### 3.1 Clean Aircraft Concept (CAC)

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

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**LSZA AD 2.21 NOISE ABATEMENT PROCEDURES****1. General**

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

**2. Aircraft not admitted unless a special authorisation**

The following ACFT types are not admitted to operate at Lugano AP unless a special AUTH has been issued by Lugano AP Authority.

The request for a special AUTH must be filed at least 24 HR before the intended ARR.

**2.1 Jet aeroplanes**

REF: [GEN 4.1.12.](#), class I, II, III, IV.

**2.2 Propeller aeroplanes**

REF: [GEN 4.1.13.](#), class A and following aeroplanes of class B:

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

**2.3 Helicopters**

- Bell 204
- Bell 214
- Kamow

**3. Circling procedure RWY 19**

The Circling Foxtrot procedure is the preferential manoeuvre for noise abatement purposes when LDG on RWY 19.

FLTs performing a visual APCH to RWY 19 from a PSN south or east of the AP are requested, if conditions permit, to join the circling Foxtrot pattern at the beginning of the base turn.

**4. Reverse thrust**

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

**5. Taxi and holding**

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

**6. Auxiliary Power Units (APU)**

The following regulations are applicable to the use of APU:

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

The use of APU shall be restricted to a MNM DUR.

For maintenance, only the GPU shall be used, except for technical reasons on Coordination with the Airport Authority.

**7. Instruction and qualification flights**

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

## LSZA AD 2.22 FLIGHT PROCEDURES

### 1. Special regulations for IFR approach and departure

#### 1.1 IFR procedures

The use of IFR APCH or DEP procedures in Lugano is limited to pilots, operators and ACFT fulfilling the AP Qualifications in accordance with § 1.2.

Helicopter flight crews are allowed to operate without Lugano Qualification.

##### 1.1.1 Procedure in case of SRN VOR unavailability

During SRN VOR unavailability all radial values referred to SRN VOR published for SID, STAR and IAC can be intended as bearings referred to SRN NDB (frequency 330.0 KHz) of the same value.

##### 1.1.2 IFR departure procedures

Any departing ACFT must comply with the requirements of Aircraft Certification § 1.2.1, as well as with the relevant procedures published on the SID charts.

**SID** (Standard Instrument Departures):

- a. Requirements:
  - Pilot Qualification type A.Conditions:
  - VIS 3000 m or more and ceiling *2100 ft AAL* or HYR.
- b. Requirements:
  - Pilot Qualification type D.Conditions:
  - for ME (A) VIS 400 m or more and less than 3000 m
  - for SE (A) VIS 800 m or more and less than 3000 m, ceiling *1200 ft AAL* or HYR

## 1.1.3 SID Descriptions

## 1.1.3.1 SID RNAV 1

## 1.1.3.1.1 SID RWY 01/19 (see chart LSZA AD 2.24.7 - 1)

DESIGNATOR	RWY 01/19 - RNAV (GNSS)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>INITIAL CLIMB RWY 01</b>	Climb straight ahead. At D2 ILU turn right (MAX IAS 150kt during turn. MNM bank angle 25°). Proceed to LUGAN.	Maintain visual ground contact up to LUGAN. Cross LUGAN (overhead RWY) at 5000ft or above.		Average climb gradient to reach LUGAN at 5000ft is 8.1%	
<b>INITIAL CLIMB RWY 19</b> PDG 10.2% to 4100ft	After departure climb on TR201 until receiving MMP. Establish and follow R017 MMP inbound.			HIGH PERFORMANCE SID	
<b>CANNE 1E</b>	Proceed to PINIK. Proceed via ZA557 and ZA559 to CANNE.	Cross PINIK at 6000ft or above, ZA557 at FL100 or above, ZA559 at FL120 or above, CANNE at FL140/FL150 or above (depending on QNH).		by ATC only RNAV applicable when passing PINIK.	
<b>OMETO 1E</b>	Proceed to PINIK. Proceed via ZA557, ZA558 and BAVMI to OMETO.	Cross PINIK at 6000ft or above, ZA557 at FL100 or above, ZA558 at FL130 or above, BAVMI at FL150 or above, OMETO at FL180/FL190 or above (depending on QNH).		RNAV applicable when passing PINIK.	

## RNAV (GNSS) SID CANNE 1E

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	PINIK	N	+ 6000	-	-	-
TF	ZA557	N	+ FL100	-	232° (234.4°T)	8.3
TF	ZA559	N	+ FL120	-	300° (302.1°T)	8.0
TF	CANNE	N	+ FL140/150	-	037° (039.1°T)	23.5

## RNAV (GNSS) SID OMETO 1E

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	PINIK	N	+ 6000	-	-	-
TF	ZA557	N	+ FL100	-	232° (234.4°T)	8.3
TF	ZA558	N	+ FL130	-	232° (234.2°T)	10.0
TF	BAVMI	N	+ FL150	-	275° (277.3°T)	3.7
TF	OMETO	N	+ FL180/190	-	275° (277.5°T)	15.5

- 1.1.3.2 SID NON RNAV  
1.1.3.2.1 SID RWY 01 (see chart LSZA AD 2.24.7 - 3)  
SID RWY 19 (see chart LSZA AD 2.24.7 - 5)

DESIGNATOR	RWY 01/19				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>INITIAL CLIMB RWY 01</b>	Climb straight ahead. At D2 ILU turn right (MAX IAS 150kt during turn. MNM bank angle 25°). Proceed to LUGAN.	Maintain visual ground contact up to LUGAN. Cross LUGAN (overhead RWY) at 5000ft or above.		Average climb gradient to reach LUGAN at 5000ft is 8.1%	
<b>INITIAL CLIMB RWY 19</b> PDG 10.2% to 4100ft	After departure climb on TR201 until receiving MMP. Establish and follow R017 MMP inbound.			HIGH PERFORMANCE SID	
<b>CANNE 2U</b>	At 5000ft turn left (MAX IAS 165kt, MNM bank angle 25°). Intercept R347 SRN to CANNE.	Cross ZA505 at FL090 or above, ZA506 at FL130 or above, CANNE at FL140/FL150 or above (depending on QNH).			
<b>CANNE 1Z</b>	Proceed to PINIK. At PINIK turn right, intercept R009 MMP to CANNE.	Cross PINIK at 6000ft or above, D20 MMP at FL090 or above, CANNE at FL140/FL150 or above (depending on QNH).			
<b>OMETO 1F</b>	Follow R017 MMP inbound MMP. At D4.3 MMP turn right, intercept R276 SRN to ZA558. Proceed via BAVMI to OMETO	Cross PINIK at 6000ft or above, D4.3 MMP at FL100 or above, ZA558 at FL130 or above, BAVMI at FL150 or above, OMETO at FL180/FL190 or above (depending on QNH).			
<b>ORIO 1U</b> (ORI 1U)	Proceed to PINIK. At PINIK intercept R330 SRN. inbound to SULUR. At SULUR intercept R277 BEG inbound to BEG. Proceed to ORI.	Cross PINIK at 6000ft or above, SULUR at FL080 or above, BEG at FL120 or above.			
<b>ORIO 1W</b> (ORI 1W)	Proceed to PINIK, At PINIK intercept R287 BEG inbound to BEG. Proceed to ORI.	Cross PINIK at 6000ft or above, ZA526 at FL080 or above (depending on TL), ZA527 at FL100 or above, BEG at FL120 or above.		by ATC only	
<b>PINIK 1A</b>	Proceed to PINIK. Enter PINIK HLDG.	Climb to and maintain 6000ft to reach 6000ft at PINIK or before.			
<b>SARONNO 1W</b> (SRN 1W)	Proceed to PINIK. At PINIK intercept R330 SRN inbound to SRN.	Cross PINIK at 6000ft or above, SRN MCA according to next AWY segment.			
<b>VOGHERA 1W</b> (VOG 1W)	Follow R017 MMP inbound to MMP. At MMP intercept R344 VOG inbound to VOG.	Cross PINIK at 6000ft or above, MMP at FL080 or above, VOG at FL110 or above.			

(Tracks and radials calculated with VAR 2° East)

### 1.1.4 IFR approach procedures

Any approaching ACFT must comply with the requirements of Aircraft Certification § 1.2.1, as well as with the relevant procedures published on the APCH charts.

The following instrument APCH procedures, with the corresponding requirements, are AVBL:

1. **LOC RWY 01 for CIRCLING FOXTROT RWY 19**
  - Requirements:  
Pilot Qualification type A.  
Approach can be flown during the day only.
2. **LOC RWY 01 for CIRCLING CHARLIE RWY 19**
  - Requirements:  
Pilot Qualification type B.  
An Approved contingency procedure RWY 19 may be required according to § 1.1.10
3. **IGS RWY 01 (steep APCH procedure)**
  - Requirements:  
Pilot Qualification type C.  
ACFT certification in accordance with § 1.2.1, for steep APCH of 6° or higher.

### 1.1.5 Approach to RWY 01

#### 1.1.5.1 IGS RWY 01 steep approach 6.65°

Instruction of crews using the IGS 01 APCH procedure must satisfy the rules of the "Training Requirements Application Manual" (TRAM) for Lugano AP.

The IGS APCH may only be used by qualified crew and certified ACFT for a "steep APCH" of 6° or HYR.

For ACFT certified for steep APCHs of 6.65° or more, the instrument APCH procedure IGS 01 may be used with an angle of 6.65° during the entire APCH until LDG.

For ACFT certified for steep APCHs with an angle between 6° and 6.64°, the use of the instrument APCH procedure IGS 01 is regulated as follows:

- The ACFT shall obtain a "Letter of non-objection" from the manufacturer to carry out APCHs with a MAX angle of 6.65°.
- The APCH takes place at an angle of 6.65° from the FAF to the DA. The next LDG phase starting from the DA is carried out with a MAX angle of 6° using the PAPI.
- The ACFT must be stabilized at the latest at a HGT of 500 ft AAL; otherwise the APCH procedure must be interrupted and a go-around procedure must be initiated.
- For ACFT with approved AFM supplement or annex for steep APCH, fulfilling the IGS angle of descend requirement, the tail wind component limitation must not exceed the AFM limitation value from the steep approach supplement or annex. For all other ACFTs the tail wind component must not exceed half of the value of the tail wind component according the AFM.
- The maximum discrepancy allowed along the trajectory corresponds to a half scale on the glideslope Indicator (usually 1 "dot"). If this limit is exceeded, a go-around procedure must be carried out without exception.

#### 1.1.5.2 PAPI RWY 01

For all APCHs, only one PAPI shall be illuminated and operative.

The use of the 6° PAPI on RWY 01 is limited to certified ACFT and to FLT crews qualified for steep APCHs and LDGs of 6° or HYR.

The 6° PAPI on RWY 01 will only be in use for IFR traffic performing an IGS APCH. For all other APCHs, the 4.17° PAPI on RWY 01 will be in use.

If on an IGS APCH, IFR is CNL, or if a visual APCH is requested after having passed CALDO (INBD), then the LDG procedure on RWY 01 must be complete following (and not undershooting) the 6° PAPI until LDG on RWY 01, or a circling procedure for LDG on RWY 19 is initiated. Under these circumstances, the ACFT may descend onto the 6.0° PAPI earlier than MDA or Visual Descent Point (VDP) but not before PSG 3.7 DME ILU.

### 1.1.6 Approach to RWY 19

#### 1.1.6.1 LOC approach for circling RWY 19

The LOC APCH shall be flown on a continuous descent angle or gradient.

The break-off points on the APCH will always remain at the same PSN, but it will be overflown at the applicable ALT.

1.1.6.2 Circling procedures RWY 19

There are two circling procedures AVBL:

1. **CIRCLING FOXTROT RWY 19** (see chart [LSZA AD 2.24.10 - 5](#))  
Requirements:
  - Pilot Qualification type A.
 Conditions:
  - VIS 5000 m or more, day only and ceiling 3100 ft AAL or HYR.
2. **CIRCLING CHARLIE RWY 19** (see chart [LSZA AD 2.24.10 - 7](#))
  - a. Requirements:
    - Pilot Qualification type A or B depending on weather minima's as required in § 1.1.10
 Conditions:
    - VIS 5000 m or more, day only and ceiling 3100 ft AAL or HYR.
  - b. Requirements:
    - Pilot Qualification type B.  
Contingency procedure APV by the respective National Aviation Authority (Including APCH LDG climb gross gradient table and 2.0 NM ARP TP definition).
    - Specific FLT training associated with the afore mentioned contingency procedure.
 Conditions:
    - VIS 3000 m or more during the day / VIS 5000 m or more at night, and ceiling 1700 ft AAL or HYR.

1.1.7 Missed approach

During all IFR APCHs the applicable MDA and the corresponding MNM visibility shall be predefined by the operator and the FLT crew reflecting the daily PER limits of the corresponding ACFT given by mass, temperature, density, and wind conditions (including, where applicable, the Company contingency procedures).

1.1.8 STAR Descriptions

1.1.8.1 STAR RWY 01/19 (see chart LSZA AD 2.24.9 - 1)

DESIGNATOR	RWY 01/19		
	ROUTE		Remark
	Lateral	Vertical	
<b>ORIO 7L</b> (ORI 7L)	At ORI intercept R103 BEG. Proceed to BEG. At BEG intercept R299 BEG. Proceed to LUGAN. At LUGAN intercept R017 MMP. Proceed to PINIK.	Cross BEG at FL120 or above, LUGAN at FL100/FL110 or above (depending on QNH).	Expect base turn over CALDO.
<b>LUSIL 7L</b>	At LUSIL intercept R035 BEG. Proceed to BEG. At BEG intercept R299 BEG. Proceed to LUGAN. At LUGAN intercept R017 MMP. Proceed to PINIK.	Cross LUSIL at FL140 or above, BEG at FL120 or above, LUGAN at FL100/FL110 or above (depending on QNH).	Expect base turn over CALDO.
<b>ORIO 7P</b> (ORI 7P)	At ORI intercept R103 BEG. Proceed to BEG. At BEG intercept R287 BEG. Proceed to PINIK.	Cross BEG at FL120 or above, ZA631 at FL100 or above, ZA632 at FL080/TL or above (depending on TL).	
<b>LUSIL 7P</b>	At LUSIL intercept R035 BEG. Proceed to BEG. At BEG intercept R287 BEG. Proceed to PINIK.	Cross LUSIL at FL140 or above, BEG at FL120 or above, ZA631 at FL100 or above, ZA632 at FL080/TL or above (depending on TL).	
<b>SARONNO 6L</b> (SRN 6L)	At SRN intercept R330 SRN. Proceed via SULUR to PINIK.	Cross SRN at 6000ft or above.	
<b>VOGHERA 6L</b> (VOG 6L)	At VOG intercept R344 VOG. Proceed to MMP. At MMP intercept R017 MMP. Proceed to PINIK.	Cross VOG at FL090 or above, MMP at 6000ft or above.	
<b>TORINO 6L</b> (TOP 6L)	At TOP intercept R085 TOP. Proceed to VOG. At VOG intercept R344 VOG. Proceed to MMP. At MMP intercept R017 MMP. Proceed to PINIK.	Cross TOP at FL090 or above, VOG at FL090 or above, MMP at 6000ft or above.	
<b>ODINA 7L</b>	At ODINA intercept R299 BEG. Proceed to LUGAN. At LUGAN intercept R017 MMP. Proceed to PINIK.	Cross ODINA at FL140/FL150 or above (depending on QNH), LUGAN at FL100/FL110 or above (depending on QNH).	Expect base turn over CALDO.

(Tracks and radials calculated with VAR 2° East)

**1.1.9 ATC****1.1.9.1 Communication with ATC**

FLT crews entering Lugano CTR under IFR shall make contact with ATC, requesting the type of APCH they intend to execute.

**1.1.9.2 ATC flight plan**

Operators holding an AP Qualification in accordance with § 1.2 shall insert "THE TYPE OF QUALIFICATION" in item 18 of ATC flight plan.

**1.1.10 Requirements overview**

Requirements overview							
Flight Procedure	Flight Operation			Pilot Qualification	Operator Qualification Procedures	Aircraft Performances	
Approach and landing (1)	- VFR commercial - IFR Visual APP			Type A	NIL	NIL	
	- LOC R01, Circling C R19 (VIS 5000 m or more and ceiling 3100 ft AAL or higher) -Day Only- - LOC R01, Circling F R19						
	- LOC R01 Circling C R19 (VIS 3000 m or more) -Day- (VIS 5000 m or more) -Night- (ceiling 1700 ft AAL or higher) -Day and Night-			Type B	Approved contingency procedure for circling missed approach required	NIL	
	- IGS			Type C	NIL	glide > 6° See Explanation §1.1.5.1	
Departure (1)	IFR departure			-	-	-	
	Take-off	SE/ME	VIS 3000 m or more and ceiling 2100 ft AAL or higher		Type A	NIL	NIL
		ME	VIS 400 m or more and less than 3000 m		Type D	Approved contingency procedure take-off RWY 19 and/or 01 required	NIL
		SE	VIS 800 m or more and less than 3000 m, ceiling 1200 ft AAL or higher				

(1) VFR according SERA and Swiss AIP.

Note: VIS = Visibility. Visibility is meant as reported Meteorological Visibility.

**1.2 Airport qualification**

To operate at Lugano under IFR, the following AP requirements must be fulfilled:

- The ACFT must meet the PER requirements in accordance with the ACFT certification, including (where necessary) a steep APCH and LDG certification.
- Operator's contingency procedures (if required by the type of FLT operation) must be calculated and AVBL.
- The FLT crew must hold a valid Pilot Qualification for the applicable type of operation and FLT procedures.

The application shall contain:

- A letter of Endorsement from the National Aviation Authority (NAA) approving Training Syllabus and the operation into Lugano and confirming conformity with the requirements of § 1.2.1 and 1.2.2
- The APV, given by the respective NAA, of the operator's contingency procedures.

**1.2.1 Aircraft certification**

Any ACFT to be operated under IFR at Lugano AP shall be able to comply with the published IFR procedures § 1.1 or with approved company contingency procedures.

The MAX IAS, as published on the relevant charts, shall not be exceeded during the corresponding FLT manoeuvres.

**For ACFT certified for steep APCHs with an angle of 6.65° or more**

The ACFT Certification of compliancy for the AP Qualification shall contain:

- Type, REG and Serial Number (S/N) of the ACFT;
- Mass, AP and Temperature (MAT) PER table calculated and published for the operation in Lugano and for the Individual Runway Tables including:
  - MTOM table for all applicable SID, covering One Engine Inoperative (OEI) conditions,
  - MAX Landing Mass (MLM) for the APCH covering the speed requirements,
  - table of the applicable minima covering the requirements for the APCH gross climb gradient,
  - if required, contingency procedures covering the entire MAT items above.
- If required for the operation, a copy of the "steep APCH" certificate, or equivalent steep APCH and LDG capabilities for the applicable S/N AFM.

### For ACFT certified for steep APCHs between 6° and 6.64°

A "Letter of non objection" is needed. The "Letter of non objection" proves, from a technical/operational point of view, that in the certification already obtained by an ACFT, it also includes an "INA" of 6.65° until the published Minimum Descent Altitude (MDA), and a further "steep APCH to LDG", starting at 500 ft AAL, at the latest, with an angle of 6°. The manufacturer shall prove that this special procedure is supported by tests and equipment used for the AVBL certification.

Furthermore, the manufacturer, in the "Letter of non objection", shall clearly state the PER requirements in a such manner that they shall be properly covered in case an ACFT is certified for 6° (tolerance of +/-2° included); for instance, the "handling qualities", the Flight Guidance Systems and Autopilot until the published Minimum Descent Altitude (MDA) and the PER.

#### 1.2.2 Pilot qualification

MNM training requirements for the AP Qualification are included in a so-called "Training Requirements Application Manual (TRAM)"

Pilots intending to operate under IFR conditions at Lugano AP shall hold a valid Pilot Qualification, in accordance with the requirements of IFR Procedures § 1.1.10

##### 1.2.2.1 Pilot qualification type A

The Pilot Qualification type A is directly controlled by the Lugano AP Authority and includes:

- a. A theoretical self-instruction on:
- Lugano general operational requirements (FOCA & Lugano AP Authority),
  - Local weather phenomena and dangers,
  - Lugano orographic and topographic situation, including all relevant obstacles,
  - APCH and DEP procedures (VFR and IFR),
  - Noise abatement and communication procedures,
  - ACFT PER (All Engines Operating (AEO) and OEI), including calculations of MTOM, MLM gradients and applicable minima,
  - EMERG procedures.

To apply for the Pilot Qualification type A, the pilot shall contact Lugano AP Authority or consult Lugano AP's website.

URL: <http://www.lugano-qualification.ch/>

##### 1.2.2.2 Pilot qualification type B, C and D

Initial and recurrence training for Pilot Qualification types B, C and D are to be conducted under the jurisdiction of the respective NAA.

##### 1.2.2.3 Procedures to obtain the qualification

Qualification A:

The pilot applies for the Pilot qualification type A to the Lugano Airport Authority on : [www.lugano-qualification.ch](http://www.lugano-qualification.ch). The qualification consists in a familiarization briefing and a test with multiple-choice questions. The Lugano Airport Authority verifies the validity of the application in the Lugano Qualification database where all relevant data are automatically collected.

Qualification B:

The operator submits its training syllabus with the related approved contingency procedure to the respective NAA for approval and transmits the approval confirmation to the Lugano Airport Authority.

The pilot in command performs the training according to the training syllabus approved by the respective NAA. Once done, the operator transmits an updated list of operator/pilots who obtained the Type B qualification to the Lugano Airport Authority which it will be classified as per operator name, in a dedicated binder.

Qualification C:

The operator submits its training syllabus to the respective NAA for approval and transmits the approval confirmation to the Lugano Airport Authority.

The operator presents the corresponding AFM supplements or a "Letter of non-objection" (described in chapter 1.2.1) to the Lugano Airport Authority.

The pilot in command performs the training according to the training syllabus approved by the respective NAA. Once done, the operator transmits an updated list of operator/pilots/ aircraft who obtained the Type C qualification to the Lugano Airport Authority which it will be classified as per operator name, in a dedicated binder.

Qualification D:

The operator submits its training syllabus with the related approved contingency procedure to the respective NAA for approval and transmits the approval confirmation to the Lugano Airport Authority.

The pilot in command performs the training according to the training syllabus approved by the respective NAA. Once done, the operator transmits an updated list of operator/pilots who obtained the qualification type D to the Lugano Airport Authority which it will be classified as per operator name, in a dedicated binder.

**1.2.2.4 Airport qualification validity**

Qualification Type A:

Airport qualification type A is valid for two years.

Qualification Type B, C and D:

Pilots must hold a valid qualification type A.

The pilot in command shall fly at least 1 IFR approach into and 1 IFR departure from LSZA within a 12 months period.

In case of an interruption of the recency of 12 months and more, the applicable minima for the first 3 APP shall be augmented by 500 feet for Ceiling and the applicable visibility by 1000 meters.

In case of an interruption of the recency of 24 months and more, a new qualification B, C or D is required.

FFS or FTD cannot be used as per Validity requirements.

**1.3 Charts**

1.3.1 Procedures to be followed by arriving and departing ACFT are contained on the charts STAR/SID and IAC.

1.3.2 The MNM vectoring levels chart for CTR/TMA Lugano is AVBL under AIP Italy, ENR 2.1.

**1.4 VFR procedure**

Private OPS refer to VFR Manual, LSZA AD INFO. Commercial OPS see also 1.1.10.

**1.5 Description of Instrument Guidance System (IGS)**

Non-precision APCH with ILS components.

DEV are: Angle HYR than standard (6.65°) and the definition of a MAPT.

**1.5.1 IGS components**

- ILS (LOC/GP/DME) for line-up and final APCH
- SRN VOR/DME

**1.5.2 Procedure**

The IGS procedure is a steep APCH of 6.65° GP reference.

IGS PROC may be flown as an ILS PROC.

The published ALT at D5.3 ILU and D3.7 ILU are to be strictly OBS without undershooting.

After MAPT, PCD to RWY maintaining visual ground contact and by following the PAPI of 6.0° reference angle. LOC track is aligned with RWY 01 axis.

**1.6 Minima for IFR departures (TKOF minima)**

RWY	ACFT CAT	Vis (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
01	A	1500/---	1500/---	1500/---	
	B	1500/---	1500/---	1500/---	
	C	1500/---	1500/---	1500/---	
19	A	800/---	400/---	400/---	
	B	800/---	400/---	400/---	
	C	800/---	400/---	400/---	

LSZA AD 2.23 ADDITIONAL INFORMATION

1. List of significant points

NAV point	COORD WGS84		Back-up Definition			Purpose
	N LAT	E LONG	Radial	DME	NAV	
1	2		3			4
BAVMI	45 42 13	008 24 28	276	26	SRN	SID LSZA
CALDO	45 54 33.2	008 51 50.9	017 ---	---	MMP ILU	STAR LSZA
LUSIL	46 02 35	010 07 00	035	28.2	BEG	STAR LSZA
OMETO	45 44 12.0	008 02 34.0	276	42	SRN	SID LSZA
PINIK	45 52 26.8	008 50 55.9	017 ---	14.8 8.7	MMP ILU	STAR/SID LSZA, HLDG
SULUR	45 44 57	008 56 36	330	7	SRN	SID LSZA
ZA505	46 00 16	008 55 29	347	22	SRN	SID LSZA
ZA506	46 05 14	008 54 09	347	27	SRN	SID LSZA
ZA526	45 50 31	008 59 11	287 351	32.1 ---	BEG SRN	SID LSZA
ZA527	45 48 18	009 08 41	287 026	25.1 ---	BEG SRN	SID LSZA
ZA552	45 46 17	008 47 49	017	8	MMP	SID LSZA
ZA557	45 47 35.8	008 41 16.7	300	16.6	SRN	SID LSZA
ZA558	45 41 45.0	008 29 42.8	276	22.4	SRN	SID LSZA
ZA559	45 51 50.0	008 31 35.6	300	24.6	SRN	SID LSZA
ZA631	45 48 18	009 08 41	287 026	25.1 ---	BEG SRN	STAR LSZA
ZA632	45 50 31	008 59 11	287 351	32.1 ---	BEG SRN	STAR LSZA

(Tracks and radials calculated with VAR 2° East)

**LSZA AD 2.24      AERONAUTICAL CHARTS RELATED TO AN AERODROME**

Name	Page
Aerodrome Chart	LSZA AD 2.24.1 - 1
ACFT Parking Chart	LSZA AD 2.24.2 - 1
Aerodrome Obstacle Chart - Type A - RWY 01	LSZA AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 19	LSZA AD 2.24.4 - 3
SID RWY 01/19 - RNAV 1	LSZA AD 2.24.7 - 1
SID RWY 01	LSZA AD 2.24.7 - 3
SID RWY 19 HIGH PERFORMANCE	LSZA AD 2.24.7 - 5
STAR RWY 01/19	LSZA AD 2.24.9 - 1
IAC IGS RWY 01 STEEP APPROACH 6.65°	LSZA AD 2.24.10 - 1
IAC LOC RWY 01 / CIRCLING RWY 19	LSZA AD 2.24.10 - 3
IAC DAY ONLY / CIRCLING FOXTROT RWY 19	LSZA AD 2.24.10 - 5
IAC CIRCLING CHARLIE RWY 19	LSZA AD 2.24.10 - 7

**LSZA AD 2.25      VISUAL SEGMENT SURFACE (VSS) PENETRATION**

The information on visual segment surface penetration is published on the respective instrument approach chart.  
See [LSZA AD 2.24](#) for details.

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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: <a href="http://www.st.gallen-bodensee.ch">http://www.st.gallen-bodensee.ch</a> St. Gallen: Phone: +41 (0) 71 227 37 37 Email: info@st.gallen-bodensee.ch URL: <a href="http://www.st.gallen-bodensee.ch">http://www.st.gallen-bodensee.ch</a>
7	Remarks	IATA travel agency at AD: High Life Reisen GmbH Phone: +41 (0) 71 886 60 88 Email: info@highlife.at URL: <a href="http://www.highlife.travel">http://www.highlife.travel</a>

**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
2	RWY/TWY markings and LGT	Paved RWY markings: DTHR, designation, aiming point, TDZ and centre line. Grass RWY markings: Beginning, end and edge. TWY markings: Centre line (including on turn pads) and intermediate holding position. Markings at paved intersections with paved RWY: RWY holding position, mandatory instruction and enhanced TWY centre line. Markings at unpaved intersection with grass RWY: RWY holding position. RWY LGT: See <a href="#">LSZR AD 2.14</a> TWY LGT: See <a href="#">LSZR AD 2.15</a>
3	Stop bars and RWY guard lights	Stop bars: NIL RGL: TWY A, N and S. LIH, Y, no LED.
4	Other RWY protection measures	NIL
5	Remarks	Mandatory instruction signs at all paved RWY holding positions. Information signs on the movement area.

## LSZR AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
10	1455	1515	1455	1380	Public roads behind RWY (outside airport area)
28	1455	1515	1455	1400	Public roads behind RWY (outside airport area)
10 GRASS	810	810	810	810	NIL
28 GRASS	810	810	810	810	NIL

## LSZR AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
10	RLLS Seq. FLG LGT, 300 m, W, LIH, no LED	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 4.0°, L+R, 7.0 m, no LED	Simple TZL*, 473 m FM THR 10, W, LIH, LED	NIL	75 m, 50 m, R, LIH; 930 m, 50 m, W, LIH; 450 m, 50 m, Y, LIH, no LED	R, LIH, no LED	NIL	First RLLS LGT is 530 m FM THR10
28	NIL	RTHL G, LIH, WBAR, no LED	PAPI 4.0°, L, 8.5 m, no LED	Simple TZL*, 473 m FM THR 28, W, LIH, LED	NIL	55 m, 50 m, R, LIH; 950 m, 50 m, W, LIH; 450 m, 50 m, Y, LIH, no LED	R, LIH, LED	NIL	NIL

**TZL\*:** The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway.

## LSZR AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	No LDI. Anemometer: RWY 10: 220 m E of THR 10, LGTD. RWY 28: 140 m W of THR 28, LGTD.
3	TWY edge and centre line lighting	Edge: TWY A and S partly. Turn pads 10 and 28. LIL, B, no LED. CL: NIL
4	Secondary power supply/switch-over time	AVBL / MAX 15 sec; DEP in VIS less than 800m < 1sec.
5	Remarks	OBST: Marked and lighted (see <a href="#">LSZR AD 2.24.1 - 1</a> )

**LSZR AD 2.16 HELICOPTER LANDING AREA**

1	Coordinates TLOF or THR of FATO	TLOF: Main Apron: 47 29 13.87N / 009 33 10.73E TLOF: Hangar B2: 47 29 13.74N / 009 33 44.68E
	Geoid undulation	NIL
2	TLOF and/or FATO elevation	TLOF: Main Apron: 398 m / 1306 ft TLOF: Hangar B2: 398 m / 1306 ft
3	TLOF and FATO area dimensions, surface, strength, marking	TLOF: Main Apron: TLOF stand MAX OAL or OAW 15.6 m, ASPH, marked TLOF: Hangar B2: TLOF stand MAX OAL or OAW 13.0 m, ASPH, marked
4	True BRG of FATO	RWY 10: GRASS; 099° RWY 28: GRASS; 279°
5	Declared distance available	See: <a href="#">LSZR AD 2.13</a> for RWY 10-28 GRASS
6	APP and FATO lighting	NIL
7	Remarks	NIL

**LSZR AD 2.17 ATS AIRSPACE**

1	Designation and lateral limits	<b>St. Gallen CTR</b> 47 33 08 N 009 31 28 E - FIR SWITZERLAND/FIR MUNICH - 47 32 31 N 009 33 16 E - German/Austrian border - 47 31 31 N 009 37 50 E - arc of circle radius 1.90 NM on 47 29 40 N 009 37 08 E - 47 27 46 N 009 37 13 E - 47 28 40 N 009 23 09 E - 47 31 13 N 009 23 36 E - 47 33 29 N 009 26 51 E - 47 33 08 N 009 31 28 E
2	Vertical limits	5500 ft AMSL (1700 m)
3	Airspace classification	D
4	ATS unit call sign Language(s)	En; En and Ge for Non-Commercial VFR traffic.
5	Transition altitude	5000 ft AMSL
6	Remarks	ACT: HX - ATIS (monitoring compulsory)

**LSZR AD 2.18 ATS COMMUNICATION FACILITIES**

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ATIS		123.780 MHz	H24	Phone Service: +41 (0) 71 858 51 66
APP	ALPS RADAR	119.925 MHz	H24	Language: En; Ge
TWR	St. Gallen Tower	135.430 MHz 119.700 MHz	HX	QDM AVBL O/R ALTN FREQ Language: En; En and Ge for Non-Commercial VFR traffic.
		121.500 MHz		EMERG
GND	St. Gallen Ground	121.805 MHz		According to ATIS INFO Language: En; En and Ge for Non-Commercial VFR traffic.

## LSZR AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ, CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
LOC 10, ILS CAT I, class I/C/2, VAR 2° E	IAL	108.75 MHz	H24	47 29 01.43N 009 34 14.96E	NIL	NIL	LOC PSN: 146 m FM THR 28. RWY 10: LOC course 097° MAG. LOC axis offset 0.78° N. Front course sector width 5.0°. Reduced ICAO coverage: at 10 NM; +/- 15° from CL above 3600 ft AMSL. Linearly raising to: at 10 NM; +/- 35° from CL above 4500 ft AMSL. at 18 NM; +/- 10° from CL above 3600 ft AMSL.
GP 10		330.35 MHz	H24	47 29 05.94N 009 33 15.53E	NIL	NIL	GP angle 4°. PSN: 220 m FM THR 10. GP HGT THR 10: 48 ft / 14.6 m.
DME 10	IAL	24Y	H24	47 29 06.07N 009 33 15.56E	1333 ft	NIL	DME co-located with GP. Zero range at DME station. Reduced coverage: at 10 NM; +/- 15° from CL above 3600 ft AMSL. Linearly raising to: at 10 NM; +/- 35° from CL above 4500 ft AMSL. at 18 NM; +/- 10° from CL above 3600 ft AMSL.

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## LSZR AD 2.20 LOCAL AERODROME REGULATIONS

### 1. Local flying restrictions and remarks

#### 1.1 APCH

NIL

#### 1.2 DEP

- Start-up CLR: IFR, SVFR and NVFR FLTs on FREQ provided by ATIS

**FLT of less than 20 MIN DUR** are only admitted at the following times:

MON-FRI: 0700 - 1100, 1230 - 1730 (0600 - 1000, 1130 - 1630)

SAT: 0700 - 1100 (0600 - 1000)

Additionally, the above mentioned FLTs are **prohibited** on the following Swiss and/or Austrian HOL: JAN 06, Good FRI, Easter MON, MAY 01, Ascension Day, Whit MON, Corpus Christi, National HOL (AUG 01), Assumption Day (AUG 15), Austrian National HOL (OCT 26), All Saint's Day (NOV 01), DEC 08 and DEC 26.

PPR for non-Turbofan equipped Jet ACFT (in accordance with ICAO Annex 16, Volume 1, Chapter 2)

#### 1.3 RMK

No simultaneous use of ASPH RWY and grass RWY.

#### 1.4 SAFETY RULES

Use of high-visibility jacket which complies with EN 471 standard class 2 or 3 is mandatory for Flight Crews and Aircraft Technicians on Apron West and Apron East. In all other areas of the aerodrome the use of high visibility jackets is recommended.

### 2. Transponder Mandatory Zone (TMZ NE)

For Airspace information see [ENR 2.2.5](#).

## LSZR AD 2.21 NOISE ABATEMENT PROCEDURES

### 1. Reverse thrust

For deceleration, it is recommended that the entire RWY LEN AVBL is used; Reverse thrust shall be used for safety or operational reasons only.

### 2. Taxi and holding

Aeroplanes shall be operated with MNM noise level on ground.

### 3. Meteo condition

If Meteo condition permits, due to noise restrictions expect RWY 10 for landing and RWY 28 for departure.

**LSZR AD 2.23      ADDITIONAL INFORMATION****1.      List of significant points**

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AMRIS	N 47 30 17.2	E 009 23 05.2	STAR LSZR
BEMKI	N 47 33 33.8	E 010 18 20.1	SID LSZR
ENIBI	N 47 40 52.4	E 009 32 16.0	SID/STAR LSZR
EVTAT	N 47 34 28.9	E 010 15 19.9	SID LSZR
LAGOS	N 47 32 28.1	E 009 31 53.4	STAR LSZR
OKPUS	N 47 40 03.4	E 009 56 58.6	SID LSZR
TUSRO	N 47 38 55.6	E 010 00 43.1	SID LSZR
XASIS	N 47 35 49.6	E 010 10 55.7	SID LSZR
ZR500	N 47 34 56.0	E 009 25 20.8	SID LSZR
ZR501	N 47 36 15.1	E 009 32 03.4	SID LSZR
ZR502	N 47 36 12.1	E 009 37 36.2	SID LSZR
ZR612	N 47 38 54.0	E 009 57 22.0	STAR LSZR
ZR675	N 47 26 02.0	E 009 10 51.0	STAR LSZR
ZR685	N 47 31 56.2	E 009 08 14.2	STAR LSZR
ZR695	N 47 31 05.9	E 009 15 48.5	IAC LSZR
ZR700	N 47 30 33.8	E 009 20 36.7	IAC LSZR
ZR701	N 47 29 12.4	E 009 32 38.2	IAC LSZR
ZR702	N 47 28 53.3	E 009 35 26.4	IAC LSZR
ZR703	N 47 31 09.4	E 009 23 35.7	IAC LSZR

**2.      Classification of the Instrument Landing System (ILS)**

The ILS on RWY 10 is classified as an ILS Category I with "NIL facilities", in accordance with JAR-OPS 1 Subpart E. Due to the following facts, a classification as ILS Category I with "full facilities" in accordance with JAR-OPS 1 Subpart E, is not possible:

- a.      No ALS is AVBL;
- b.      The APCH angle is steeper (4°) than the ICAO standard (MAX 3.5°);
- c.      The RWY THR crossing HGT is less than 50 ft.

**LSZR AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME**

Name	Page
Aerodrome Chart	LSZR AD 2.24.1 - 1
Aerodrome Obstacle Chart - Type A - ICAO RWY 10/28	LSZR AD 2.24.4 - 1
SID RWY 10 - RNAV 1	LSZR AD 2.24.7 - 1
SID RWY 10 - RNAV 5	LSZR AD 2.24.7 - 3
SID RWY 10 - NON RNAV	LSZR AD 2.24.7 - 5
SID RWY 28 - RNAV 1	LSZR AD 2.24.7 - 7
SID RWY 28 - RNAV 5	LSZR AD 2.24.7 - 9
SID RWY 28 - NON RNAV	LSZR AD 2.24.7 - 11
STAR to SITOR - RNAV 1	LSZR AD 2.24.9 - 1
STAR to SITOR - RNAV 5	LSZR AD 2.24.9 - 3
STAR to SITOR - NON RNAV	LSZR AD 2.24.9 - 5
IAC ILS RWY 10 CAT A/B/C	LSZR AD 2.24.10 - 1
IAC LOC RWY 10 CAT A/B/C	LSZR AD 2.24.10 - 3
IAC RNP RWY 10 CAT A/B/C	LSZR AD 2.24.10 - 5
ATC Surveillance Minimum Altitude Chart	LSZR AD 2.24.13 - 1

**LSZR AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

The Information on visual segment surface penetration is published on the respective instrument approach chart.  
See [LSZR AD 2.24](#) for details.

## LSZH - ZURICH

## LSZH AD 2.1 AERODROME LOCATION INDICATOR AND NAME

LSZH - ZURICH

## LSZH AD 2.2 AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA

1	ARP coordinates and site at Aerodrome	47 27 29N 008 32 53E INT RWY 16/34, 10/28
2	Direction and distance from the CITY	9 km N Zurich
3	Elevation/Reference temperature	1417 ft - 27.0°
4	Geoid undulation at AD ELEV PSN	47.3 m / 155.1 ft
5	MAG VAR/Annual change	3° E (2020.5) / 0°10' eastwards
6	AD Administration, address, telephone, telefax, telex, AFS	Post: Flughafen Zürich AG P.O. Box CH-8058 Zurich-Airport AFS: LSZHYDYX URL: <a href="http://www.zurich-airport.com/">http://www.zurich-airport.com/</a> <b>Airport Authority:</b> Phone: +41 (0) 43 816 21 11 Email: <a href="mailto:airportauthority@zurich-airport.com">airportauthority@zurich-airport.com</a>
7	Types of traffic permitted (IFR/VFR)	IFR/VFR
8	Remarks	NIL

## LSZH AD 2.3 OPERATIONAL HOURS

1	Aerodrome Operator	H24 refer to <a href="#">LSZH AD 2.20</a> for Local flying restrictions
2	Customs and immigration	H24
3	Health and sanitation	H24
4	AIS Briefing Office	H24
5	ATS Reporting Office (ARO)	H24
6	MET Briefing Office	H24
7	ATS	H24
8	Fuelling	H24 <sup>1)</sup>
9	Handling	H24 <sup>1)</sup>
10	Security	H24
11	De-icing	H24 <sup>1)</sup>
12	Remarks	NIL

1. reduced capacity during night ban

## LSZH AD 2.4 HANDLING SERVICES AND FACILITIES

1	Cargo-handling facilities	All modern facilities AVBL
2	Fuel/oil types	JET A1, AVGAS 100LL Turbo oil, Aviation oil
3	Fuelling facilities/capacity	No limitations

4	<b>De-icing facilities</b>	<p>OCT 01 - APR 30: De-icing assured  MAY 01 - SEP 30: De-icing on request, 60 min reaction time  De-icing fluids available: Type I: Kilfrost DF Plus,  Type IV: Kilfrost ABC S Plus</p> <ul style="list-style-type: none"> <li>• Remote de-icing: SWISSPORT</li> <li>• On-stand de-icing: SWISSPORT, AAS-NORDIC Aero, DNATA, Jet Aviation</li> <li>• LSZH AD 2.5</li> </ul> <p>Use of remote de-icing facilities:  ACFT stop PSN on de-icing lanes C1 / C2 / C3 / F1 / F2 / F3 marked and lighted. Stop PSN markings with yellow lights and the RMK "STOP DEICING" are located to the left with a 90-degree angle to the de-icing lane.  To commence de-icing, aircraft (all types) has to stop with the pilot seat abeam the stop PSN.  When entering the de-icing lane as instructed by "Zurich Apron", ACFT shall taxi independently with caution up to de-icing stop PSN and contact the respective Pad Coordinator (Charlie 121.640, Foxtrott 121.635).  (See: <a href="#">LSZH AD 2.24.1 - 1</a>)  Be aware of repositioning of de-icing trucks within the remote de-icing facilities.</p>
5	<b>Hangar space for visiting aircraft</b>	Restricted (only at short notice and O/R)
6	<b>Repair facilities for visiting aircraft</b>	<p>Major and minor aircraft and engine repairs:</p> <ul style="list-style-type: none"> <li>• 5-Star Aviation: Phone +41 (0) 79 465 68 99 Email: 5star@5staraviation.ch</li> <li>• Textron Aviation - Cessna Zürich Citation Service Center: Phone +41 (0) 79 597 43 45 Email: ipilipovic@txtav.com</li> <li>• Helvetic Maintenance: Phone +41 (0) 79 939 09 21 Email: mcc@helvetic.com</li> <li>• Jet Aviation AG: Phone +41 (0) 58 158 84 62 Email: zrhfbo@jetaviation.com</li> <li>• Motorfluggruppe Zürich: Phone +41 (0) 44 881 22 22 Email: flightmaintenance@mfgz.ch</li> <li>• Northern Aerotech ApS: Phone: +41 (0) 76 470 29 55 Email: zurich@northern-aerotech.com</li> <li>• SR-Technics Switzerland AG: Phone +41 (0) 79 320 26 25 Email: zrhline@srtechnics.ch</li> <li>• Swiss Line Maintenance: Phone +41 (0) 44 564 40 44 Email: mcc@swiss.com</li> </ul>
7	<b>Remarks</b>	Oxygen and related servicing AVBL.

**LSZH AD 2.5 PASSENGER FACILITIES**

1	<b>Hotels</b>	<p>Directly at the airport: Radisson Blu Hotel, Phone +41 (0) 44 800 40 40. Other hotels in vicinity and in town.  13 dayrooms at the airport; Crew restrooms at the OPS centre.</p>
2	<b>Restaurants</b>	Various restaurants for crews and passengers
3	<b>Transportation</b>	Public buses, trains, trams, taxis, car rental agencies
4	<b>Medical facilities</b>	<p>Designated airport according to International Health Regulations (2005).  Airport Medical Centre: Open from 0700-1930 (0600-1830)  Phone: +41 (0) 43 816 60 00  Airport Dental Services: Open from 0600-1800 (0500-1700)  Phone: +41 (0) 43 816 61 61  Airport Eye Clinic: Open from 0700-1600 (0600-1500)  Phone: +41 (0) 43 816 70 00  Quarantine station (100 persons sitting);  Doctor O/R; 3 ambulances; Hospitals in city.  Special vehicle with lifting device available at Goldair AAS Assistance AG.  Phone: +41 (0) 43 816 54 41</p>
5	<b>Bank and Post Office</b>	At AP and in city
6	<b>Tourist Office</b>	At AP and in city
7	<b>Remarks</b>	NIL

**LSZH AD 2.6 RESCUE AND FIRE FIGHTING SERVICES**

1	AD category for fire fighting	Category 10
2	Rescue equipment	Available
3	Capability for removal of disabled aircraft	Yes
4	Remarks	Fire Brigade available when ACFT on ground on 123.100 MHz in German and English. Ask ATC for frequency change on second set.

**LSZH AD 2.7 SEASONAL AVAILABILITY - CLEARING**

1	Type(s) of clearing equipment	8 snow blowers, 17 snow ploughs, 19 ACFT de-icers, 11 RWY and apron de-icers, 25 jet sweepers
2	Clearance priorities	Varies according to conditions at AD
3	Remarks	All Rwys / Twys / Aprons de-iced / anti-iced with KFOR (potassium formate fluids)

**LSZH AD 2.8 APRONS, TAXIWAYS AND CHECK LOCATIONS/POSITIONS DATA**

1	Designation, surface and strength of Aprons	CONC - PCN 60 R/B/W/T																																																																																																																						
2	Designation, width, surface and strength of Taxiways	WID: 27 m and 23 m CONC - PCN 60 R/B/W/T																																																																																																																						
3	ACL location and elevation	Beginning RWY 10: 1391 ft Beginning RWY 28: 1416 ft Beginning RWY 14: 1402 ft Beginning RWY 32: 1402 ft Beginning RWY 16: 1390 ft Beginning RWY 34: 1385 ft Parking sector A: 1400 ft Parking sector C, D: 1390 ft Parking sector B, I: 1397 ft Parking sector E: 1395 ft Parking sector F: 1407 ft Parking sector H: 1404 ft Parking sector P: 1385 ft Parking sector T: 1394 ft Parking sector W: 1382 ft																																																																																																																						
4	Location of VOR checkpoints	NIL																																																																																																																						
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5	Location of INS checkpoints					
	NR	COORD WGS 84	NR	COORD WGS 84	NR	COORD WGS 84
	A57	47 27 15.58N 008 33 20.44E	D11	47 26 45.11N 008 33 37.24E	G11	47 26 32.90N 008 33 46.37E
			D12	47 26 43.76N 008 33 38.17E	G12	47 26 31.55N 008 33 47.13E
	B31	47 27 05.67N 008 33 35.65E	D13	47 26 42.90N 008 33 38.04E	G13	47 26 30.28N 008 33 48.12E
	B32	47 27 01.56N 008 33 35.01E	D14	47 26 42.51N 008 33 39.03E	G14	47 26 28.97N 008 33 49.02E
	B33	47 27 05.87N 008 33 33.66E	D15	47 26 41.16N 008 33 39.96E		
	B34	47 27 01.30N 008 33 34.32E	D16	47 26 40.30N 008 33 39.83E	H11	47 27 20.38N 008 33 41.52E
	B35	47 27 05.81N 008 33 32.29E	D17	47 26 39.91N 008 33 40.81E	H12	47 27 20.66N 008 33 38.08E
	B36	47 27 01.24N 008 33 32.90E			H13	47 27 20.80N 008 33 36.06E
	B37	47 27 05.55N 008 33 31.60E	E45	47 27 42.10N 008 33 15.58E	H14	47 27 20.95N 008 33 34.05E
	B38	47 27 01.55N 008 33 30.88E	E46	47 27 38.87N 008 33 15.71E		
	B39	47 27 06.05N 008 33 28.94E	E47	47 27 41.86N 008 33 14.15E	I01	47 27 21.39N 008 33 26.87E
	B41	47 27 06.35N 008 33 26.97E	E48	47 27 38.33N 008 33 14.93E	I02	47 27 21.51N 008 33 24.72E
	B43	47 27 06.48N 008 33 25.62E	E49	47 27 42.05N 008 33 13.48E	I03	47 27 21.74N 008 33 21.50E
	B45	47 27 06.51N 008 33 24.98E	E50	47 27 38.92N 008 33 12.93E	I04	47 27 21.89N 008 33 19.36E
			E51	47 27 42.77N 008 33 10.93E	I05	47 27 22.04N 008 33 17.22E
	C50	47 26 54.70N 008 33 41.76E	E52	47 27 39.06N 008 33 12.26E		
	C51	47 26 53.41N 008 33 42.57E	E53	47 27 42.10N 008 33 10.13E	T60	47 26 39.19N 008 33 47.42E
	C52	47 26 52.57N 008 33 43.22E	E54	47 27 38.82N 008 33 10.83E	T61	47 26 39.22N 008 33 46.47E
	C53	47 26 52.13N 008 33 43.45E	E55	47 27 42.81N 008 33 08.85E	T62	47 26 38.57N 008 33 45.47E
	C54	47 26 50.34N 008 33 44.68E	E56	47 27 39.34N 008 33 08.82E	T63	47 26 37.95N 008 33 43.52E
	C55	47 26 49.94N 008 33 45.04E	E57	47 27 42.34N 008 33 06.69E		
	C56	47 26 49.06N 008 33 45.56E	E58	47 27 38.72N 008 33 06.88E	W01	47 26 53.81N 008 32 56.31E
	C57	47 26 47.81N 008 33 46.50E	E62	47 27 39.91N 008 33 05.72E	W02	47 26 53.98N 008 32 58.59E
	C58	47 26 46.51N 008 33 47.32E	E64	47 27 41.12N 008 33 04.63E	W03	47 26 55.11N 008 33 00.42E
	C59	47 26 45.72N 008 33 48.10E	E67	47 27 42.19N 008 33 04.18E	W04	47 26 55.58N 008 33 03.02E
	C60	47 26 45.24N 008 33 48.20E			W05	47 26 56.14N 008 33 04.79E
	D01	47 26 55.25N 008 33 29.93E	F70	47 27 17.95N 008 34 04.41E	W21	47 26 54.19N 008 32 56.76E
	D02	47 26 54.92N 008 33 30.01E	F71	47 27 18.23N 008 34 00.43E	W22	47 26 55.18N 008 32 59.90E
	D03	47 26 53.90N 008 33 30.86E	F72	47 27 18.51N 008 33 56.45E	W23	47 26 56.29N 008 33 03.40E
	D04	47 26 52.95N 008 33 31.26E			W30	47 26 55.15N 008 32 59.23E
	D05	47 26 52.58N 008 33 32.00E	G01	47 26 33.89N 008 33 38.03E		
	D06	47 26 49.00N 008 33 34.74E	G02	47 26 32.51N 008 33 38.97E	W42	47 27 08.31N 008 32 52.07E
	D07	47 26 48.09N 008 33 34.47E	G03	47 26 31.13N 008 33 39.92E		
	D08	47 26 47.70N 008 33 35.45E	G04	47 26 29.75N 008 33 40.87E		
	D09	47 26 46.35N 008 33 36.38E	G05	47 26 28.37N 008 33 41.82E		
	D10	47 26 45.49N 008 33 36.25E	G06	47 26 27.08N 008 33 43.05E		
6	Remarks		Transverse slopes of following taxiway strips partially exceeding downward slope of 5 % beyond graded portion: - TWY BRAVO (western part) - TWY ECHO (between E3 and E1, between TWY DELTA and CHARLIE) - TWY FOXTROTT (between TWY DELTA and CHARLIE) - TWY GOLF (eastern part)			

## LSZH 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	<p><b>ACFT PRKG PSNs at Dock A, B and E - Docking and stopping procedure</b> Due to ongoing system replacement, two different Docking Guidance Systems are in operation (only one per ACFT stand):</p> <ul style="list-style-type: none"> <li>• Safegate Aircraft Docking Guidance System "Safedock" (existing).</li> <li>• Safegate Aircraft Docking Guidance System "Safedock A-VDGS T1" (new)</li> </ul> <p>During the testing phase the new system will be initially installed at stands A17, B38 and E57.</p> <p><b>Routine docking manoeuvre:</b></p> <ul style="list-style-type: none"> <li>• Check for correct ACFT type displayed (ICAO type designator according to ICAO Doc 8643). On the new A-VDGS T1 system, the ATC call sign is displayed in addition. Note that on the old Safedock systems, the Airbus Neo series aircraft (A19N/A20N/A21N) are displayed as standard Airbus ICAO codes (A319/A320/A321). Same applies for Embraer 175 and Embraer 170-200 Aircraft, where short or long wing versions (E75S/E75L) are displayed as E175.</li> <li>• Do not proceed beyond the passenger bridge unless a positive tracking of the aircraft has been established. This is indicated by changed displayed information, where a yellow guidance center line bar becomes visible. The position in relation to CL is indicated by yellow arrows on both systems. Additionally, arrows show direction of turn if aircraft is not aligned with CL.</li> <li>• Display of digital countdown in meters starts at 20m (old Safedock) and 15m (new A-VDGS T1) before stop PSN.</li> <li>• At the stop PSN the display will show "STOP" followed by "OK" if parked correctly.</li> <li>• In case of overshooting the stop PSN, a "too far" indication is displayed. In any case where a safe docking process is not possible e.g., no guidance information displayed, error on display, obstacles in the path, wrong aircraft type, etc. stop the aircraft and request assistance from Apron Control.</li> <li>• The color scheme of an ACFT may have a negative impact on the identification process.</li> </ul> <p>Detailed system description of docking procedure, fault messages and safety procedures with corresponding graphics are AVBL under: URL: <a href="https://www.flughafen-zuerich.ch/en/business/airlines-and-handling/flight-operations/aircraft-docking-guidance-system">https://www.flughafen-zuerich.ch/en/business/airlines-and-handling/flight-operations/aircraft-docking-guidance-system</a></p> <p><b>ACFT PRKG PSNs C, D, F, G, H, I, P, T and W - Stopping procedure:</b> Stop markings are located to the left with a 90-degree angle to the guide lines and visible from the left-hand pilot seat only. ACFT has to be stopped with the pilot seat ABM the stop line. (See: <a href="#">LSZH AD 2.24.3 - 1</a>, inset)</p>
2	RWY/TWY markings and LGT	<p>RWY markings: DTHR, THR, designation, aiming point, TDZ and centre line. TWY markings: Centre line and intermediate holding position. (See: <a href="#">LSZH AD 2.24.1 - 1</a>)</p> <p>Where no taxiway centre line markings are applied at runway exits, taxiing clearance distances using "cockpit over TWY CL" not ensured. Markings at all intersections with RWY: RWY holding position, mandatory instruction and enhanced TWY centre line. RWY LGT: See <a href="#">LSZH AD 2.14</a> TWY LGT: See <a href="#">LSZH AD 2.15</a></p>
3	Stop bars and RWY guard lights	<p>Stop bars: TWY A1, B, B1, B7, B9, E, E1, E2, E3, E4, E5, E6, E7, E8, E9, F, G, H1, H2, H3, J, K, L, L7, L9, R7 and R8. LIH, R, no LED. On the apron, taxiway centre line light section after stop bars (intermediate holding positions) not switchable. RGL: TWY A1, B, B1, B7, B9, E, E1, E2, E3, E5, E6, E7, E8, E9, F, G, H1, H2, H3, J, K, L, L7, L9, R7 and R8. LIL, Y, no LED. (See: <a href="#">LSZH AD 2.24.3 - 1</a> and <a href="#">LSZH AD 2.24.3 - 3</a>)</p>
4	Other RWY protection measures	<p>RIMCAS: Runway Incursion Monitoring and Conflict Alerting System ARSI: Advanced Runway Safety Improvement</p>
5	Remarks	<p>Mandatory instruction signs at all RWY holding positions. Information signs on the movement area.</p> <ul style="list-style-type: none"> <li>• Backtrack RWY 16: Turn Pad AVBL at THR 16. Turns are executed from left to right only.</li> <li>• Backtrack RWY 34: Turns are executed at E9 from right to left only.</li> <li>• RWY 10/28: RWY HLDG PSNs are located 75 m from RCL. (See: <a href="#">LSZH AD 2.24.1 - 1</a>)</li> </ul>

LSZH AD 2.10 AERODROME OBSTACLES

In approach/TKOF areas			In circling area and at aerodrome				
1			2			3	
RWY/Area affected	Obstacle type Elevation Markings/LGT	Co-ordinates	Obstacle type Elevation Markings/LGT	Co-ordinates	RMK		
a	b	c	a	b	c		
		ft		ft			
AOC 10 (1)	Pole	1420	47 27 23 N 008 34 18 E	Church	1588	47 25 56 N 008 34 38 E	A0087/08
AOC 10 (2)	Pole	1420	47 27 21 N 008 34 18 E	Building LGTD	1483	47 27 27 N 008 34 25 E	A0096/01
AOC 10 (3)	Pole	1422	47 27 26 N 008 34 20 E	Antenna marked/LGTD	1705	47 24 52 N 008 33 56 E	A0164/12
AOC 10 (4)	Pole	1426	47 27 20 N 008 34 20 E	Building LGTD	1690	47 24 49 N 008 33 10 E	A0390/02
AOC 10 (5)	Pole	1428	47 27 23 N 008 34 25 E	Antenna marked/LGTD	1435	47 28 23 N 008 32 23 E	A0198/07
AOC 10 (6)	Enclosure	1433	47 27 27 N 008 34 30 E	Radar marked/LGTD	1526	47 27 52 N 008 33 03 E	A0393/02
AOC 10 (7)	Pole	1436	47 27 23 N 008 34 31 E	Crane/Cranes marked/LGTD	1754	47 24 39 N 008 32 35 E	A0285/20
AOC 10 (8)	Pole	1440	47 27 20 N 008 34 31 E	RVR Camera	1400	47 28 49 N 008 32 12 E	A0281/08
AOC 10 (9)	Pole	1442	47 27 22 N 008 34 34 E	Antenna marked/LGTD	1766	47 24 39 N 008 32 38 E	A0635/08
AOC 10 (10)	Pole	1445	47 27 23 N 008 34 35 E	Antenna LGTD	1591	47 26 56 N 008 34 33 E	A0285/00
AOC 10 (11)	Tree/Trees	1448	47 27 18 N 008 34 35 E	Antenna marked/LGTD	2148	47 25 17 N 008 27 48 E	A0262/07
AOC 10 (12)	Tree/Trees	1452	47 27 18 N 008 34 35 E	Antenna marked/LGTD	1591	47 26 59 N 008 34 26 E	
AOC 10 (13)	Tree/Trees	1461	47 27 24 N 008 34 38 E	Tower/Mast LGTD	1683	47 26 30 N 008 34 55 E	
AOC 10 (14)	Tree/Trees	1478	47 27 26 N 008 34 40 E	Crane/Cranes marked/LGTD	1516	47 23 35 N 008 30 29 E	
AOC 10 (15)	Building	1486	47 27 25 N 008 34 47 E	Tower LGTD	1550	47 27 14 N 008 33 28 E	
AOC 10 (16)	Tree/Trees	1496	47 27 27 N 008 34 58 E	Antenna LGTD	1473	47 28 43 N 008 31 47 E	
AOC 10 (17)	Tree/Trees	1511	47 27 25 N 008 35 15 E	Tower/Mast	2168	47 26 11 N 008 24 28 E	A0154/10
AOC 10 (18)	Tree/Trees	1515	47 27 27 N 008 35 20 E	Antenna marked/LGTD	1699	47 25 22 N 008 32 14 E	
AOC 10 (19)	Tree/Trees	1536	47 27 26 N 008 35 21 E	Building LGTD	1476	47 27 29 N 008 34 24 E	
AOC 10 (20)	Tree/Trees	1548	47 27 25 N 008 35 22 E	Antenna LGTD	1532	47 26 43 N 008 32 57 E	
AOC 10 (21)	Tree/Trees	1554	47 27 25 N 008 35 23 E	Tree/Trees	1611	47 26 31 N 008 34 20 E	
AOC 10 (22)	Antenna	1569	47 27 25 N 008 35 24 E	Building	1532	47 27 13 N 008 34 13 E	
AOC 10 (23)	Tree/Trees	1572	47 27 25 N 008 35 25 E	Antenna LGTD	1545	47 27 14 N 008 33 52 E	
AOC 10 (24)	Tree/Trees	1603	47 27 09 N 008 35 53 E	Antenna LGTD	1421	47 27 26 N 008 32 44 E	
AOC 10 (25)	Tree/Trees	1620	47 27 08 N 008 35 54 E				

Designations RWY NR	SWY dimensions (m)	CWY dimensions (m)	Strip dimensions (m)	OFZ	Remarks
1	8	9	10	11	12
10	NIL	60 x 150	2620 x 150	NIL	Non-instrument runway Grooved RESA: 240x150 m
28	NIL	60 x 150	2620 x 150	NIL	RWY strip dimensions according to non- instrument RWY criteria. Grooved RESA: 100x150 m Engineered Materials Arresting System (EMAS) with a length of 160 m and a width of 60 m at the end of RWY 28.
14	NIL	60 x 150	3420 x 300	YES	Precision approach runway CAT III Grooved RESA: 240x150 m Fully frangible LOC (75 m x 3 m) positioned within RESA at 216 m after RWY end. GP14 shelter located at 120 m from RCL within runway strip (marked and lighted).
32	NIL	60 x 150	3420 x 300	NIL	Non-instrument runway Grooved RESA: 240x150 m
16	NIL	60 x 150	3820 x 300	YES	Precision approach runway CAT III Grooved RESA: 240x150 m GP16 shelter located at 120 m from RCL within runway strip (marked and lighted).
34	NIL	60 x 150	3820 x 300	NIL	Precision approach runway CAT I Grooved RESA: 240x150 m

## LSZH AD 2.13 DECLARED DISTANCES

RWY Designator	TORA (m)	TODA (m)	ASDA (m)	LDA (m)	Remarks
1	2	3	4	5	6
10	2500	2560	2500	2500	Full length
	2000	2060	2000	Not usable	Intersection B7
	1900	1960	1900	Not usable	Intersection L7
	1480	1540	1480	Not usable	Intersection E
28	2500	2560	2500	2500	Full length
	1900	1960	1900	Not usable	Intersection K
14	Not usable	Not usable	Not usable	3150	--
32	3300	3360	3300	3300	Full length
	2700	2760	2700	Not usable	Intersection H2
	2300	2360	2300	Not usable	Intersection H1
16	3700	3760	3700	3700	Full length
	3000	3060	3000	Not usable	Intersection E3
	1070	1130	1070	Not usable	Intersection E6 / E7 / R7 / LIMA
34	3700	3760	3700	3240	Full length
	3270	3330	3270	Not usable	Intersection E8 / R8
	2570	2630	2570	Not usable	Intersection E7 / R7

LSZH AD 2.14 APPROACH AND RUNWAY LIGHTING

RWY Designator	ALS type, LEN, INTST	THR LGT colour, INTST, WBAR	VASIS type, PSN, MEHT	RTZL LEN, colour, INTST	RCLL LEN, spacing, colour, INTST	REDL LEN, spacing, colour, INTST	RENL colour, INTST	SWY LGT LEN, colour, INTST	RMK
1	2	3	4	5	6	7	8	9	10
10	NIL	RTHL G, LIL, LED	NIL	NIL	1600 m, 15 m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH. All LED	1900 m, 45 m, W, LIH; 600 m, 45 m, Y, LIH. All LED	R, LIH, LED	NIL	NIL
28	Calvert, 630 m, LIH, LED; SALS 420 m, LIL, LED	RTHL G, LIH, LED; RTIL FLG W, LED	PAPI 3.3°, L, 18.83 m, no LED	Simple TZL* 921 m FM THR 28, W, LIH, LED	R/W, LIH; 300 m, 15 m, R, LIH. All LED	1900 m, 45 m, W, LIH; 600 m, 45 m, Y, LIH. All LED	R, LIH, LED	NIL	Calvert 28 shorter than standard (900m).
14	Calvert CAT II/III, 900 m, LIH, no LED	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 3.0°, L, 17.40 m, no LED	LIH 900 m, no LED	2400 m, 15 m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH. All no LED	150 m, 30 m, R, LIH; 2550 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. All no LED	R, LIH, no LED	NIL	NIL
32	NIL	RTHL G, LIH, LED; RTIL FLG W, LED	NIL	NIL	2700 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. All no LED	2700 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. All no LED	R, LIH, no LED	NIL	NIL
16	Calvert CAT II/III, 900 m, LIH, no LED; SALS 420 m, LIL, no LED	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 3.0°, L, 20.57 m, no LED	LIH 900 m, no LED	2800 m, 15 m, W, LIH; 600 m, 15 m, R/W, LIH; 300 m, 15 m, R, LIH. All no LED	3100 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. All no LED	R, LIH, no LED	NIL	NIL
34	Calvert CAT I, 795 m, LIH, no LED	RTHL G, LIH, WBAR, no LED; RTIL FLG W, no LED	PAPI 3.3°, L, 17.60 m, no LED	NIL	450 m, 30 m, R, LIH; 2650 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. All no LED	450 m, 30 m, R, LIH; 2650 m, 30 m, W, LIH; 600 m, 30 m, Y, LIH. All no LED	R, LIH, no LED	NIL	Calvert 34 shorter than standard (900m).

\*TZL: The purpose of simple touchdown zone lights is to provide pilots with enhanced situational awareness in all visibility conditions and to help enable pilots to decide whether to commence a go-around if the aircraft has not landed by a certain point on the runway.

**LSZH AD 2.15 OTHER LIGHTING, SECONDARY POWER SUPPLY**

1	ABN/IBN location, characteristics and hours of operation	NIL
2	LDI location and LGT Anemometer location and LGT	No LDI. Anemometer: RWY 14: 325 m S of THR 14, LGTD. RWY 16: 385 m N of THR 16, LGTD. RWY 28: 330 m NW of THR 28, LGTD. RWY 34: 590 m NW of THR 34, LGTD.
3	TWY edge and centre line lighting	Edge: RWY exits, TWY curves, L, G, R, S, T and apron area. LIL, B, no LED CL: TWY A, A1, B, B1, B9, C, C1, C2, C3, D, E, E1, E2, E3, E5, E7, E8, E9, F, F1, F2, F3, H, H1, H2, H3, INNER, J, K, L9, Link 1, Link 2, Link 3, Link 4, Link 5, Link 6, Link 7, M, N, P and Z. LIH, G, no LED; coded Y/G on ILS critical/sensitive areas, LIH, no LED. RETIL: H1. LIH, Y, no LED.
4	Secondary power supply/switch-over time	AVBL / MAX 1 sec.
5	Remarks	OBST: Marked and lighted (see <a href="#">LSZH AD 2.24.1 - 1</a> )

**LSZH AD 2.16 HELICOPTER LANDING AREA**

1	Coordinates TLOF or THR of FATO Geoid undulation	THR 01: 47 26 57.90 N 008 32 51.89 E GUND 47.3m / 155.1 ft THR 19: 47 27 06.77 N 008 32 56.13 E GUND 47.3 m / 155.1 ft
2	TLOF and/or FATO elevation	FATO: 421 m / 1382 ft
3	TLOF and FATO area dimensions, surface, strength, marking	Reference HEL: Overall LEN 17 m, rotor diameter 14.0 m TLOF: 10 stands collocated with TLOF, inner diameter touchdown/positioning marking 8.5 m Distance between centre of stands 28 m, ASPH FATO: 25 x 290 m, grass Markings: FATO designation, heliport identification, touchdown/positioning and apron safety line.
4	True BRG of FATO	FATO THR 01: 018° FATO THR 19: 198°
5	Declared distance available	Ref: VFRM Zürich HEL, LSZH AD INFO 3
6	APP and FATO lighting	FATO lighted, no LED
7	Remarks	The geographical coordinates of helicopter stands are not published in AIP. The diameter of the stand protection area is 28 m instead of 34 m required. Therefore simultaneous operations on Heliport West are not allowed due to overlapping of the protection areas. It is the pilot's responsibility to avoid simultaneous operation between: <ul style="list-style-type: none"> <li>• Adjacent helicopter stand</li> <li>• Helicopter stands and FATO</li> <li>• FATO and the taxilane SIERRA</li> </ul> HEL TKOF or LDG shall take place on FATO, RWY or designated helicopter landing area. Air taxi shall only take place on RWYs, TWYs and at Heliport West. Air taxi and/or taxi are considered as ground movements. ATC does not apply wake turbulence separation to ground movements and it is the pilot in commands responsibility to be aware of and avoid as far as practicable, turbulent wake hazards. HEL OPS at GA sectors 1-4 is prohibited, except HEMS. Unless otherwise directed by air traffic control, the last assigned SSR code shall be retained. If no SSR code has been assigned, Mode A code 2000 (for repositioning) or 7000 (for VFR flights) shall be selected. Detailed charts: VFR Manual

LSZH AD 2.17 ATS AIRSPACE

1	Designation and lateral limits	<p><b>Zurich CTR 1</b> 47 24 38 N 008 45 30 E - 47 22 31 N 008 39 41 E - 47 21 06 N 008 20 25 E - 47 27 41 N 008 19 48 E - arc of circle with radius 9 NM centred on 47 27 36 N 008 33 02 E - 47 24 38 N 008 45 30 E</p> <p><b>Zurich CTR 2</b> 47 23 04 N 008 41 11 E - 47 14 54 N 008 47 34 E - 47 13 28 N 008 39 59 E - 47 14 12 N 008 37 08 E - 47 21 57 N 008 31 49 E - 47 22 31 N 008 39 41 E - 47 23 04 N 008 41 11 E</p>
2	Vertical limits	CTR 1: 4500 ft AMSL (1350 m) CTR 2: 5500 ft AMSL (1700 m)
3	Airspace classification	D
4	ATS unit call sign Language(s)	CTR 1: Zurich TWR, En CTR 2: Dubendorf TWR, En
5	Transition altitude	7000 ft
6	Remarks	NIL

LSZH AD 2.18 ATS COMMUNICATION FACILITIES

Service designation	Call sign	Frequency	Hours of Operation	Remarks
1	2	3	4	5
ZURICH AREA		121.500 MHz	H24	<b>Language: En</b> Emergency channel
ATIS ARR		125.730 MHz	H24	Phone: Service +41 (0) 43 931 60 72
ATIS DEP		129.005 MHz	H24	Phone: Service +41 (0) 43 931 60 73
APP/SR VDF <sup>1)</sup>	Zurich Arrival do. Zurich Departure Zurich Final	130.560 MHz 135.230 MHz 125.955 MHz 125.330 MHz 120.750 MHz	H24 H24 HX* HX* HX*	ARR ACFT via GIPOL ARR ACFT via AMIKI and RILAX DEP ACFT *only on ATC instruction ALTN FREQ for all APP services (Zurich Arrival, Departure and Final)
TWR VDF <sup>1)</sup>	Zurich Tower do. do.	118.100 MHz 120.230 MHz 119.700 MHz	H24 H24 H24	Primary APCH RWY 14 and TKOF RWY 32 ALTN FREQ
Dubendorf TWR	Dubendorf Tower	118.975 MHz	HX	See: ENR 2.1 TMA Zurich 5: up to FL095 - if Dubendorf TWR inactive, contact Zurich Information 124.700 MHz
Terminal VDF <sup>1)</sup>	Zurich Terminal	127.755 MHz	H24	VFR FLT within LSZH TMA
CLR DEL	Zurich Delivery	121.930 MHz	H24	ATC clearance for IFR
GND VDF <sup>1)</sup>	Zurich Ground	121.905 MHz 118.100 MHz 119.700 MHz	H24 H24 H24	Primary
De-icing	Pad Coordinator F	121.635 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	Pad Coordinator C	121.640 MHz	AVBL if MET COND requires	REF: LSZH AD 2.20, § 5
	De-icing Coordination	121.810 MHz	H24	
APRON	Zurich Apron do. do. do.	121.755 MHz 121.705 MHz 121.855 MHz 121.980 MHz	0445-2230 (0345-2130) 0445-2230 (0345-2130) 0445-2230 (0345-2130) 0445-2230 (0345-2130)	South of RWY 28 ALTN FREQ North of RWY 28 ALTN FREQ
FIC	Zurich Information	124.700 MHz	H24	For VFR FLT within TMA
Fire Brigade	Florian 1	123.100 MHz	H24*	*Only when fire brigade present on site. REF: LSZH AD 2.6 §4

1. VDF REC antenna PSN: 47 27 01 N 008 34 37 E

## LSZH AD 2.19 RADIO NAVIGATION AND LANDING AIDS

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
TRASADINGEN DME	TRA	CH 90X	H24	47 41 22.2N 008 26 13.1E	1850 ft	NIL	DOC 100 NM / 50'000 ft Paired VOR FREQ 114.30 MHz
KLOTEN DVOR/DME, VAR 3° E	KLO	114.85 MHz 95Y	H24	47 27 25.7N 008 32 44.1E	1410 ft	NIL	PSN: 234° MAG, 0.12 NM FM ARP. DOC 50 NM / 25'000 ft VOR partially UNREL BTN R235 and R245 BLW 7400 ft AMSL and BTN R040 and R080 BLW 5200 ft AMSL.
ZURICH EAST DVOR/DME, VAR 3° E	ZUE	110.05 MHz 37Y	H24	47 35 31.8N 008 49 03.6E	1730 ft	NIL	PSN: 051° MAG, 13.6 NM FM ARP. DOC 80 NM / 50'000 ft
HOCHWALD DME	HOC	CH 79X	H24	47 27 59.6N 007 39 55.6E	2425 ft	NIL	DOC 60 NM / 50'000 ft, DME range 85 NM in sector 30° - 120°. Paired VOR FREQ 113.20 MHz
WILLISAU DVOR/DME, VAR 3° E	WIL	116.90 MHz CH 116X	H24	47 10 42.1N 007 54 20.9E	2425 ft	NIL	DOC 50 NM / 25'000 ft, range 80 NM in sector 0° - 105°.
GBAS, class C/G1/0/H, APCH facility designation LSZH/G14A/2024/S/C	G14A (RWY 14)	114.05 MHz CH 20242	H24	47 28 46.9N 008 31 49.2E	ELEV of GBAS 1416 ft	NIL	Restricted coverage (published procedures covered): at 15 NM -35°E to 20°S from CL above 3700 ft AMSL. at 15 NM +/- 35° from CL above 4000 ft AMSL. at 20 NM +/- 10° from CL above 4700 ft AMSL. Ellipsoid height: 478.81 m
LOC 14; ILS CAT III, class III/E/4 VAR 3° E	IKL	111.75 MHz	H24	47 27 35.5N 008 33 59.1E	NIL	NIL	LOC PSN: 216 m FM THR 32. RWY 14: LOC course 134° MAG. Front course sector width 3.57°. Restricted coverage: (published procedures covered): at 10 NM - +/- 35° from CL above 3800 ft AMSL. at 17 NM - 24° E to 33° W from CL above 3800 ft AMSL. at 25 NM - +/- 10° from CL above 4500 ft AMSL.
GP 14		333.35 MHz	H24	47 28 50.0N 008 32 25.8E	NIL	NIL	GP angle 3°. PSN: 350 m FM THR 14. GP HGT THR 14: 53 ft / 16.2 m.

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
DME 14	IKL	54Y	H24	47 28 50.0N 008 32 25.6E	1415 ft	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 10 NM - +/- 35° from CL above 3800 ft AMSL. at 17 NM - +/- 35° from CL above 3800 ft AMSL. at 25 NM - 10° E to 0° W from CL above 4500 ft AMSL.
LOC 16, ILS CAT III, class III/E/4, VAR 3° E	IZH	110.50 MHz	H24	47 26 35.2N 008 33 30.2E	NIL	NIL	LOC PSN: 758 m FM THR 34. RWY 16: LOC course 152° MAG Front course sector width 3.0°. Restricted coverage: at 17 NM; +/- 15° from CL above 3800 ft AMSL. at 25 NM; +/- 10° from CL above 4600 ft AMSL. No low clearance and no receiver flag within the area 17 NM 3800 ft 25° E to 30° W from CL.
GP 16		329.60 MHz	H24	47 28 23.1N 008 32 22.6E	NIL	NIL	GP angle 3°. PSN: 384 m FM THR 16. GP HGT THR 16: 54 ft / 16.5 m.
DME 16	IZH	42X	H24	47 28 23.0N 008 32 22.9E	1400 ft	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage: at 17 NM; +/- 15° from CL above 3800 ft AMSL. at 25 NM; +/- 10° from CL above 4600 ft AMSL.
LOC 28, ILS UNCAT, class I/C/2, VAR 3° E	IZW	109.75 MHz	H24	47 27 33.6N 008 31 55.3E	NIL	NIL	LOC PSN: 413 m FM THR 10. RWY 28: LOC course 273° MAG. Front course sector width 4.13°. Uncategorised ILS APCH RWY 28 due to obstacle limitation and restriction according to non-instrument RWY criteria. Restricted coverage: at 17 NM; +/- 35° from CL above 4900 ft AMSL. at 25 NM; +/- 10° from CL above 4900 ft AMSL.

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
GP 28		333.050 MHz	H24	Radiating point: 47 27 26.5N 008 33 59.4E	NIL	NIL	GP angle 3.3°. PSN: 304 m FM THR 28. GP HGT THR 28: 51 ft / 15.5 m. Restricted coverage (published procedures covered): above 4900 ft AMSL at 12 NM; - 8° S to - 4° S from CL at 15 NM; - 4° S to 0° from CL at 13 NM; 0° to 3° N from CL at 12 NM; 3° N to 4° N from CL above 5900 ft AMSL at 13 NM; - 8° S to - 4° S from CL at 17 NM; - 4° S to 2° N from CL at 14 NM; 2° N to 4° N from CL
DME 28	IZW	34Y	H24	47 27 27.1N 008 33 59.8E	1423 ft	NIL	DME co-located with GP. Zero range at DME station. Restricted coverage (published procedures covered): at 16 NM - 8° S to 4° N from CL above 4700 ft AMSL. at 17 NM - +/- 15° from CL above 5700 ft AMSL. at 20 NM - 8° S to 4° N from CL above 5700 ft AMSL.
LOC 34, ILS CAT I, class I/C/2, VAR 3° E	IZS	110.75 MHz	H24	47 28 44.6N 008 32 01.1E	NIL	NIL	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.

Type of aid, supported OPS, classification, MAG VAR, (declination)	ID	FREQ CH NR, RPI	Hours of operation	Coordinates of transmitting antenna position	ELEV of DME antenna or GBAS; ELEV, ellipsoid HGT of reference point SBAS; ellipsoid HGT of LTP/FTP	SER volume radius from GBAS reference point	RMK
1	2	3	4	5	6	7	8
GP 34		330.05 MHz	H24	Radiating point: 47 27 04.6N 008 33 07.1E	NIL	NIL	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	IZS	44Y	H24	47 27 04.5N 008 33 06.6E	1410 ft	NIL	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.

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**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](mailto: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](mailto: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.

The filing format is as follows:

RMK/ASL<Slot-ID>

The Slot-ID is composed of 14 alphanumeric characters assigned by SCS when allocating the airport slot.

Example: RMK/ASLLSZHDNJE0137L0

Due to limited stands, the ACFT operator shall declare the ground elapse time in item 18 of flight plan (e.g. RMK/ground time 2 HR). If the parking sector is 1 to 9 and the planned ground time is more than 48 HR, the ground handling agent shall check stand availability with Apron Service on phone: +41 (0) 43 816 21 19 prior to departure at origin.

For all other stands with a ground time request of more than 48 HR the ground handling agent shall contact: [dispo@zurich-airport.com](mailto:dispo@zurich-airport.com) or phone +41 (0) 43 816 77 55 for permission prior to DEP at origin.

AP slots will be organised by the respective handling agent.

IFR AP slots shall be requested by operators providing the following data:

- New request, modification or cancellation of AP slot;
- ACFT REG;
- Airline/Operator code (if applicable);
- FLT number (if applicable);
- Date;
- ACFT type (ICAO Code);
- Number of cabin seats;
- Commercial, non-commercial or training FLT;
- Origin and/or DEST of FLT (ICAO Code);
- Intended scheduled OFF-BLOCK time LSZH in UTC or
- Intended scheduled ON-BLOCK time LSZH in UTC.

AP slots shall be requested before filing any flight plan.

Filed flight plans shall include EOBT based on the allocated AP slot. The field flight plan has to match the airport slot +/- 0 minutes. No deviation is permitted.

Non-commercial and non-scheduled commercial traffic have to comply with the regulations stated in chapter 3 § 3.3.2.1 up to 3.3.2.5

Modifications and cancellations of the already permitted FLTs as well as all modifications of the flight plan times which necessitate a new AP slot, shall be notified immediately to the handling agent.

Not subject to flight plan coordination and AP slot requirements are:

- Air traffic which conducts an APCH to Zurich AP due to MET or technical reasons;
- SAR, urgent medical and EMERG FLTs;
- State ACFT FLTs with diplomatic clearance issued by FOCA.

Technical check FLTs shall be coordinated with the TWR supervisor:

Phone: +41 (0) 43 931 69 61

at least one HR prior ETD. The following declarations should be stated:

- Requested FLT program;
- Routing;
- Requested FL;
- Special FLT program parts;
- DUR of special FLT program parts.

ATC may instruct other times and/or routings and may impose other restrictions. Subsequently a corresponding flight plan shall be filed.

### 2.3.1 Traffic flow restrictions for ICAO approach category “A” ACFT

Due to capacity and traffic flow reasons, the following restrictions apply for ICAO APCH category “A” ACFT:

- AP Slots may be requested at the earliest the day before the planned FLT\*.
- AP Slots may only be requested for off-peak HR in accordance with the table below.
- FLT will only be permitted by ATC during off-peak HR in accordance with the table below.
- All helicopter IFR-operations are equated with ICAO approach category “A” fixed-wing aircraft.
- Further restrictions may apply at short notice due to meteorological or operational reasons.

\*Except Federal Office for Civil Aviation (FOCA) check FLT.

MON-FRI		SAT, SUN and German public holidays <sup>1</sup>	
Outbound	Inbound	Outbound	Inbound
0715 - 0725 (0615 - 0625)	0750 - 0915 (0650 - 0815)	-	0815 - 0915 (0715 - 0815)
0930 - 1030 (0830 - 0930)	1130 - 1415 (1030 - 1315)	0930 - 1030 (0830 - 0930)	1130 - 1415 (1030 - 1315)
1315 - 1530 (1215 - 1430)	1600 - 1730 (1500 - 1630)	1315 - 1530 (1215 - 1430)	1600 - 1730 (1500 - 1630)
1740 - 1825 (1640 - 1725)	1915 - 1945 (1815 - 1845)	1740 - 1825 (1640 - 1725)	1915 - 1945 (1815 - 1845)
2015 - 2045 (1915 - 1945)	-	2015 - 2045 (1915 - 1945)	-
1. REF to <a href="#">LSZH AD 2.21</a> §2.3			

Off-peak HR at LSZH:

The AP slot for ICAO APCH category “A” ACFT refers:

- for a DEP to the OFF-BLOCK time
- for an ARR to the ON-BLOCK time

## 3. Aircraft guidance and procedures on Apron and TWYs

### 3.1 General

#### 3.1.1 Advanced Surface Movement Guidance and Control System (A-SMGCS)

Zurich AP is equipped with A-SMGCS, supported by SMR and Mode S MLAT, which provides ACFT PSN information and IDENT to Tower, Ground and Apron Control.

##### 3.1.1.1 General

Aircraft Operators intending to use Zurich Airport shall ensure that Mode S transponders are able to operate when the ACFT is on the ground, transmitting Mode S squitter and replying to Mode S addressed interrogations only.

##### 3.1.1.2 Mode A code

Flight crews shall ensure that the transponder is set to and transmitting the assigned Mode A code;

- for departure: latest when start-up and/or push-back clearance is received by Apron Control; and
- after landing: continuously until the ACFT has reached its final parking position

##### 3.1.1.3 Mode S Aircraft Identification

Flight crews of ACFT with Mode S transponder being able to manually set an aircraft identification shall set their aircraft identification as specified in item 7 of the filed ATC flight plan.

- For departure: latest when start-up and/or push-back clearance is received by Apron Control, the ACFT identification shall be set.

### 3.2 Apron Control

The AP operates a ground control radio station with the call sign “Zurich Apron”. **Language: En**

#### 3.2.1 Area of responsibility

The exact area of responsibility is shown on the chart [LSZH AD 2.24.1-1](#), [LSZH AD 2.24.3 - 1](#) and [LSZH AD 2.24.3 - 3](#).

#### 3.2.2 Clearance and Transmission of messages

Clearances will only be issued in for the area within their scope of responsibility. In particular, a clearance to TAX does not include a clearance to cross a RWY or to TAX onto a RWY. Handling requests will not be transmitted.

#### 3.2.3 Operational hours and Marshaller service

Operational HR are from 0445 until 2230 (0345 until 2130). In exceptional cases, radio contact will be AVBL after 2230 (2130). Outside the operating HR, ACFT on the apron and TWYs are guided by a marshaller. In exceptional operational conditions, marshallers are AVBL for ACFT guidance.

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### 3.3 Procedures

#### 3.3.1 Arriving aircraft

##### 3.3.1.1 Minimum RWY occupancy time

Rapid exit from the LDG RWY minimises the occurrence of go-arounds and allows ATC to apply MNM spacing. ACFT vacating the RWY in use should not stop on the exit TWY until the entire ACFT has passed the RWY stop bar.

##### 3.3.1.1.1 Landing RWY 14

To ensure MNM RWY occupancy time, pilots are reminded to vacate the RWY via TWY H1 whenever possible (except wake turbulence category HEAVY) or as instructed by ATC.

##### 3.3.1.1.2 Landing RWY 16

Vacating via TWY E4 or E6 only with ATC clearance.

##### 3.3.1.1.3 Landing RWY 28

Vacating into RWY 16 or RWY 34 only with ATC clearance. Vacating to the south via TWY F only with ATC clearance.

##### 3.3.1.1.4 Landing RWY 34

When landing on RWY 34 expedite to cross intersecting RWY 28 to enable departure. Preferred exit via TWY E4 or later. Vacating via TWY E6 only with ATC clearance.

##### 3.3.1.2 Taxi procedures

Arriving aircraft shall taxi independently to the parking position according to taxi instructions issued by Apron Control. All traffic shall stop at Intermediate HLDG PSN when Stop bars are activated.

If the docking guidance system, fails the FLT crew shall stop the ACFT immediately and notify Apron Control. The ACFT shall not TAX any further until a marshaller has taken over the guidance.

The final guidance for ACFT taxiing to the GA sectors will be provided by a marshaller. During taxiing in GA sectors use minimum thrust to avoid jet blast.

Placement of ground service equipment (baggage/post cars, dollies, trailer) between two aircraft stands is accepted in accordance with the ground handling regulation.

#### 3.3.2 Departing aircraft

##### 3.3.2.1 Optimization of RWY occupancy time and intersection/converging RWY operations

ATC will consider every ACFT at the HLDG point as able to commence line up and take off immediately after clearance issued. Pilots not ready when reaching the HLDG point (no ACFT in front on the same TWY) shall advise ATC as early as possible.

During certain periods, landings and/or departures on intersecting and/or converging RWYs are in effect. The RWY designator shall be read-back with every take-off or landing clearance received.

Pilots in receipt of a conditional line-up clearance on a preceding departing ACFT should remain behind the subject ACFT but may cross the RWY HLDG point (as long as there is no illuminated red stop bar) and enter the RWY upon receipt of the clearance. Pilots must be aware that there may be a blast hazard as the ACFT on the RWY applies PWR.

The ACFT has to be rolling within 10 seconds after reception of take-off clearance. Pilots unable to comply with this requirement shall notify ATC, preferably before entering the RWY.

Be aware of possible wake turbulence from departing/landing traffic on the intersecting RWY, especially in case of long landing or missed approach.

##### 3.3.2.2 Airport Collaborative Decision Making (A-CDM)

A-CDM focusses on the turn-round process in order to ensure common situational awareness followed by best possible allocation of resources. A PERM and fully automatic data exchange with the European Air Traffic Flow and Capacity Management (ATFCM) is established.

### 3.3.2.3 A-CDM Definition and Procedure

#### Target Off Block Time (TOBT)

- i. The TOBT reflects the time when all ground handling activities are completed, meaning
  - all doors are closed
  - boarding bridge removed
  - except on stand de-icing
- ii. TOBT must have an accuracy of +/- 5 minutes and shall be maintained by Aircraft Operator (AO) or Ground Handling (GH).
- iii. FLT crew shall ensure that the flight is ready at TOBT +/- 5 minutes. Otherwise, a TOBT update shall be initiated (see also §3.3.2.5).

#### EOBT

- i. Time when the ICAO FPL has estimated to leave the stand.
- ii. The Aircraft Operator (AO) is required to adjust FPL EOBT when the deviation to the latest TOBT is more than 15 minutes.

#### Target Start-up Approval Time (TSAT)

- i. Time provided by ATC that an ACFT can expect to receive start-up / pushback approval.
- ii. TSAT has a tolerance of +/- 5 minutes
- iii. Latest at TSAT -5 minutes pushback vehicle shall be connected with the ACFT and ready for immediate push.

### 3.3.2.4 Departure Clearance - General

Departure clearance may be obtained from "Zurich Delivery" through Skyguide Datalink Departure Clearance (DCL) service or by voice. Use of DCL should be preferred over voice whenever practicable. DCL service is operated by the same ATC controller as "Zurich Delivery".

Aircraft operators intending to use data link for obtaining ATC clearance shall ensure that their flight crews are adequately trained.

#### 3.3.2.4.1 Clearance Request (RCD)

Datalink RCD message is accepted from 30 minutes prior to TOBT (Ti) until TOBT +5 minutes (Tt).

An RCD reception will be acknowledged immediately by means of an automatic FSM.

Alternatively, the FLT crew may contact "Zurich Delivery" at the earliest 30 minutes prior to TOBT to request the departure clearance by voice.

When requesting departure clearance, the FLT crew shall report / RCD message shall contain:

- call sign as filed in the ATC FPL
- ACFT type
- IDENT letter of the received DEP ATIS information
- parking stand
- if unable for standard DEP RWY, refer to 3.3.2.4.3

*Note: Free text remarks are indicated to the ATC controller.*

After RCD is sent, FLT crew shall monitor "Zurich Delivery" frequency. When ACFT is ready according conditions §3.3.2.5, FLT Crew shall call "Zurich Delivery" to report ready.

#### 3.3.2.4.2 Unable for standard DEP RWY

Different DEP RWY, other than the standard as broadcast on the DEP ATIS are only accepted for performance reasons or when initiated by ATC for operational reasons. FLT crews which are UNA to accept the standard DEP RWY in accordance with DEP ATIS shall send a corresponding RCD message or report this to "Zurich Delivery" at the earliest 30 minutes prior TOBT, but not later than 15 minutes prior to TOBT.

RCD message shall contain the following information in the free text / remark field: "UNABLE[RWY]" or "UNA[RWY]" (RWY as number, without space).

#### 3.3.2.4.3 DCL Clearance Uplink Message (CLD)

"Zurich Delivery" may intentionally delay the issuance of the ATC clearance for operational reasons. In this case, CLD uplink message may not arrive immediately.

Airborne frequency received in datalink clearance shall only be contacted upon ATC instruction.

Current ATIS notification sent via CLD corresponds to the DEP ATIS valid at the time of the message. It is FLT crew's responsibility to check for any subsequent updates of the current DEP ATIS.

For regulated flights only, current CTOT is communicated once with CLD uplink message. No subsequent electronic updates are provided through DCL.

A received CLD message shall be acknowledged within 5 minutes (T1), otherwise the DCL process is automatically aborted with a negative FSM message.

#### 3.3.2.4.4 Revert to voice procedures

Upon receiving any message containing the line "REVERT TO VOICE PROCEDURES" or in the event of any inconsistency with the clearance received, the pilot shall contact "Zurich Delivery".

A clearance received by voice always supersedes any DCL datalink clearance.

Re-clearances and revisions by DCL are not permitted/possible under normal circumstances.

#### 3.3.2.4.5 Datalink Departure Clearance (DCL) Technical Information

DCL is available to all ACARS equipped aircraft on the ground. The messages must be routed via either SITA or ARINC and shall comply with ARINC specification 623-2 and the EUROCAE specification ED-85A.

- Ti set to TOBT -30 minutes
- Tt set to TOBT +5 minutes
- Timers T0 & T2 set to 1 minute
- Timer T1 set to 5 minutes

Reporting of problems: email to atm@skyguide.ch

#### 3.3.2.5 Aircraft Ready

- FLT crew shall report ready to "Zurich Delivery" at TOBT +/- 5 minutes tolerance irrespective of de-icing, pushback vehicle availability and TSAT.  
ACFT not ready within the specified time frame shall update their TOBT (via AO or GH) prior reporting ready to "Zurich Delivery".
- ACFT not ready at TOBT +5 minutes may lose their position in the departure sequence. TSAT will only be recalculated after TOBT has been updated.
- ACFT not ready at TOBT +5 minutes may not be accepted by "Zurich Delivery" and FLT crew will be advised to arrange a new TOBT.
- "Zurich Delivery" will transfer ACFT that are ready within the TOBT tolerance to "Zurich Apron" for start-up clearance.
- For flights with CTOT, the ACFT ready status will be transmitted automatically to NM. A Ready Message (REA) does not need to be requested.

#### 3.3.2.6 Start-up and pushback procedure

- Start-up clearance will be issued by "Zurich Apron" at TSAT +/- 5 minutes.
- If pilot is not ready to push and/or start the engine at TSAT +5 minutes TSAT will be cancelled and pilot might be advised to contact "Zurich Delivery" to restart the departure process according § 3.3.2.4
- For the towing or push-back of an ACFT a general AUTH will be given to the FLT crew. All detailed instructions for the tow or push-back of ACFT will be transmitted directly by Apron Control on the tow vehicle's FREQ to the driver.
- For any cross bleed / cross generator start-up the FLT crew shall inform Apron Control first.  
If necessary other procedures may be requested or authorized by Apron Control.

#### 3.3.2.7 Taxi procedures for departing aircraft

Departing aircraft shall taxi independently from the parking position according to taxi instructions issued by Apron Control.

#### 3.3.2.8 Winter Operation

Winter operation is ACT from 15 OCT to 30 APR. If de-icing of ACFT is heavily delayed due to high demand and prolonged processing time, due impact on operations with RWY closures for SN cleaning, resulting in increasing number of FLT's missing their slots, "General De-icing with Extended Slot Tolerance Window" might be applicable. This information will be BCST on DEP ATIS during activation. With handover to "Zurich Apron", ATC slot adherence will be assured by ATC.

### 3.4 ICAO Code Letter F Ground Operation

According to ICAO Annex 14 §1.7 table 1.1, Code letter F refers to a wingspan between 65 m and 80 m.

#### 3.4.1 Ground movement area

For Code letter F FLT operations, refer to [LSZH AD 2.22](#) § 2.8.

The Code letter F ground movement area is shown on the chart [LSZH AD 2.24.3 - 5](#). The movement area for this ACFT is divided into three zones: areas where a Code letter F ground movement is allowed (marked black), allowed with a marshaller only (marked dark-grey) and not allowed (marked light-grey).

### 3.4.2 Parking positions

For the different Code letter F ACFT following table shows the possible parking PSNs:

parking position	A380-800	AN-124	B747-8
E19	Yes	No	Yes
E42	No	No	Yes
E46	No	No	Yes
E52	Yes	No	Yes
E67	Yes	No	Yes
B38	Yes	No	Yes

The following remote stands are AVBL for Code letter F ACFT at the parking sector whiskey:

parking position	A380-800	AN-124	B747-8
W21	No	No	Yes
W22	No	No	Yes
W30	Yes	Yes	Yes

### 3.5 High-Visibility Jackets and FLT crew ID badge

All persons walking on the AP movement area (incl. FLT crew during outside check) shall wear a high-visibility jacket which complies with the EN 471 standard class 2 or 3.

FLT crew members wearing uniform shall display their FLT crew ID badge clearly visible above the waist and shall show their IDENT upon demand by the control agents of the AP (Flight Crew Member Certificate (or equivalent), licence and passport (or equivalent)).

FLT crew members without uniform shall be in possession of a Flight Crew Member Certificate, Cockpit Permit (or equivalent) and passport (or equivalent). Private pilots shall carry a licence, passport or equivalent, and their flight plan.

## 4. Ground handling

All ACFT must be able to pushback. It is compulsory to check with the ground handling if an adequate tow-bar is AVBL. Operators of scheduled air traffic and charter FLT's (including ferry-, technical-, trainings- and positioning FLT's) are obliged to choose one of the following ground handling agents mentioned in § 4.1.

Operators of scheduled- and charter FLT's are requested to announce ground handling agents for planning purpose 30 days prior to

- start of operation at Zurich or change of ground handling agents to:

Post: Flughafen Zürich AG:

Email: [handling.admin@zurich-airport.com](mailto:handling.admin@zurich-airport.com)

### 4.1 Ground handling agents:

Post: **Airline Assistance Switzerland**

Operations

P.O. Box 2119

CH-8058 Zurich-Airport

Phone: +41 (0) 43 816 54 23

Fax: +41 (0) 43 816 54 29

Email: [ops@aas-switzerland.ch](mailto:ops@aas-switzerland.ch)

SITA: ZRHKPCR

URL: <http://www.aas-switzerland.ch/>

FREQ: 131.485 MHz

Post: **Dnata Switzerland AG**

P.O. Box

CH-8302 Kloten

Phone: +41 (0) 43 815 83 83

Fax: +41 (0) 43 815 83 85

Email: [zrh.opsplanning@dnata.ch](mailto:zrh.opsplanning@dnata.ch)

SITA: ZRHSC7X

URL: <http://www.dnata.ch/>

FREQ: 130.455 MHz

Post: **Swissport International AG**  
Station Zurich  
Business Development & Sales Zürich  
P.O. Box  
CH-8058 Zurich-Airport  
Phone: +41 (0) 43 812 28 73  
Fax: +41 (0) 43 812 91 95  
Email: zrh.sales@swissport.com  
SITA: ZRHKWXH  
URL: <http://www.swissport.com/>  
FREQ: 131.655 MHz

#### 4.1.1 Non-commercial and non-scheduled commercial air traffic

A MAX of 24 passengers and / or 200 kg of cargo may be handled at the general and business aviation facilities GAC and Business Aviation Center (BAC).  
Operators of such FLT's are obliged to choose one of the ground handling agents listed below unless they hold a Self Handling AUTH issued by Flughafen Zürich AG.  
For such FLT's on ARR and DEP, the name of the handling agent (AUTH of either the handling agent with third party handling or an organisation with self handling) as well as the parking period of the arriving ACFT shall appear in item 18 of the ICAO flight plan.

##### 4.1.1.1 Ground Handling Agents:

Post: **Cat Air Service AG**  
P.O. Box 2221  
CH-8060 Zurich-Airport  
Phone: +41 (0) 43 816 08 08  
Fax: +41 (0) 43 816 08 09  
Email: [info@cat-airservice.com](mailto:info@cat-airservice.com)  
URL: <http://www.cat-airservice.com>  
FREQ: 131.905 MHz

Post: **BHS Aviation AG**  
Flughofstrasse 39a  
CH-8152 Glattbrugg  
Phone: +41 (0) 44 555 44 20  
Fax: +41 (0) 44 555 44 99  
Email: [sales@bhs-aviation.com](mailto:sales@bhs-aviation.com)  
URL: <https://bhs-aviation.com>  
FREQ: 131.555 MHz

Post: **Execujet Europe AG**  
FBO  
Business Aviation Center  
P.O. Box 1  
CH-8058 Zurich-Airport  
Phone: +41 (0) 44 876 56 56  
Fax: +41 (0) 44 876 56 57  
Email: [fbo.lszh@execujet.eu](mailto:fbo.lszh@execujet.eu)  
URL: <http://www.execujet.ch/>  
FREQ: 130.255 MHz

Post: **Jet Aviation AG**  
Private Aircraft Handling  
P.O. Box 1513  
CH-8058 Zurich-Airport  
Phone: +41 (0) 58 158 84 66  
Fax: +41 (0) 58 158 84 75  
Email: [vip.zrh@jetaviation.ch](mailto:vip.zrh@jetaviation.ch)  
SITA: ZRHPHPP  
URL: <http://www.jetaviation.com/>  
FREQ: 130.455 MHz

Post: **Lions Air AG**  
P.O. Box 233  
CH-8058 Zurich-Airport  
Phone: +41 (0) 44 828 88 88  
Fax: +41 (0) 44 828 88 99  
Email: [handling@lionsair.ch](mailto:handling@lionsair.ch)  
URL: <http://www.lionsair.ch>  
FREQ: 120.005 MHz

Post: **Motorfluggruppe Zürich**  
General Aviation Center  
P.O. Box  
CH-8058 Zurich-Airport  
Phone: +41 (0) 79 899 22 11 (Mobile)

Email: [handling@mfgz.ch](mailto:handling@mfgz.ch)  
URL: <http://www.mfgz.ch/handling>

Post: **Swiss Privilege Aviation Services**  
General Aviation Center  
P.O. Box  
CH-8058 Zurich-Airport  
Phone: +41 (0) 41 815 09 21  
Email: [ops@privilegeaviation.com](mailto:ops@privilegeaviation.com)  
FREQ: 131.575 MHz

## 4.2 Fuelling

### 4.2.1 Aircraft fuelling or defuelling when passengers are on board is permitted.

At any time, the fire fighting service is ready for operation in the VCY of the dock and OPN stands.

The aviation company concerned is obliged to ensure that the provisions stated in Appendix 1 of JAR-OPS 1.305 are fully complied with.

## 5. ACFT De-icing

### 5.1 Locations

- Depending on demand, de-icing provider, type of ACFT or special requirements / operational needs, the ACFT will be de-iced either at the parking position (on stand) or on one of the remote de-icing pad's.
- On T- / W- parking stands (except T52 and W01-W30) as well as on GA parking sectors (except GA1 and GA5) de-icing activities are not allowed and the ACFT is required to reposition first (when not foreseen for remote de-icing).

### 5.2 De-icing - Status

De-icing at Zurich AP has one of the following three status:

- De-icing O/R
- General De-icing
- General De-icing with extended Slot Tolerance Window

DEP ATIS BCST the de-icing status if "General de-icing" or "General De-icing with extended Slot Tolerance Window" is in use.

### 5.3 De-icing - Procedures

- If de-icing is required (irrespective of the de-icing status), the FLT crew shall contact "De-icing Coordination" on FREQ **121.810** MHz prior to obtaining departure clearance and 15 MIN before TOBT at the latest. The FLT crew will be informed about its de-icing location foreseen (on-stand or remote de-icing).
- TOBT shall not be adjusted to reflect the de-icing process (spraying time).

#### 5.3.1 ACFT de-icing on stand

- When all handling activities are completed, except de-icing, FLT Crew shall report ready to "Zurich Delivery" within TOBT +/- 5 minutes.
- The duration of the de-icing process is reflected in the TSAT.
- When de-icing activities are completed, standard start-up/push-back and TAX procedure shall be followed.

**5.3.2 ACFT repositioning for de-icing on stand**

- i. Upon requesting de-icing on the "De-icing Coordination" FREQ, the FLT crew is informed if a prior repositioning of the ACFT is required.
- ii. "De-icing Coordination" issues instructions about the repositioning procedure.
- iii. FLT crew shall request start-up and TAX clearance for repositioning from "Zurich APRON".
- iv. Departure clearance shall only be obtained, when the ACFT is on the parking stand where the de-icing takes place.
- v. On the de-icing parking position, the engines must be shut down for the de-icing treatment.
- vi. On the de-icing parking position, prior de-icing process starts, FLT crew shall report ready to "Zurich Delivery" within TOBT +/- 5 minutes.  
*Note: The TOBT in this case shall reflect the time when the ACFT is at the de-icing parking position with all handling activities completed, prior de-icing activities start.*
- vii. The duration of the de-icing process is reflected in the TSAT.
- viii. When de-icing activities are completed, standard start-up/push-back and TAX procedure shall be followed.

**5.3.3 ACFT, foreseen for remote de-icing: Map [LSZH AD 2.24.1 - 1](#)**

- Standard start-up/push-back procedure shall be followed
- TAX on to the de-icing lane only when instructed by "Zurich Apron" and stop at the marked and yellow lighted de-icing stop PSN ("STOP DE-ICING") located to the left of the de-icing lane.
- After reaching the de-icing stop PSN ("STOP DE-ICING") and when instructed by "Zurich Apron" contact the "Pad Coordinator".
  - Pad Charlie FREQ **121.640** MHz
  - Pad Foxtrott FREQ **121.635** MHz
- Pad coordinator may instruct to adjust aircraft position if required.
- After de-icing and only when released by the "Pad Coordinator", request further TAX clearance from "Zurich Apron".

**5.3.4 Between 1 NOV and 31 MAR it is prohibited to drain water onto the tarmac.****5.4 Clean Aircraft Concept (CAC)**

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

**6. IFR/VFR mixed operations**

FLT crews have to expect VFR DEPs and ARR on any RWY irrespective of the current RWY configuration BCST on ATIS. The following situations require special attention:

1. IFR traffic waiting for DEP from RWY 28 on TWY B or intermediate HLDG PSN A2, P1, P2 or Y1 and VFR ACFT LDG on RWY 28.
2. IFR traffic waiting for DEP from RWY 10 on TWY B or L and VFR ACFT LDG on RWY 10.
3. IFR traffic departing or LDG on RWY 28 or 10 and VFR ACFT departing from RWY 16 INT E6 south of RWY 28/10.

**7. iStream Procedure****7.1 Goal**

iStream is a process concerning all IFR inbound flights to LSZH between 0500 and 0600 (0400 and 0500). It aims at an early pre-planning of an optimized approach sequence in order to:

- Prevent holding delay due to night curfew regulations
- Reduce fuel consumption

**7.2 Participation**

The participation to the process is mandatory for flights expected to arrive between 0500 and 0600 (0400 and 0500) and having a flying time of 5 hours or more, and is recommended for all other flights arriving during this period.

**7.3 Process****7.3.1 Strategic Phase**

Skyguide will generate a strategic sequence for all flights with a scheduled time of arrival (STA) between 0500 and 0600 (0400 and 0500) and will provide a strategic planning time frame for each flight, within which the landing time can be expected. The Operational Flight Plan shall take into account this Strategic Landing Time.

### 7.3.2 Tactical Phase

Aircraft operators of flights expected to arrive between 0500 and 0600 (0400 and 0500) shall provide the estimated time over (ETO) of the last waypoint of the FPL before 0030 (2330). Skyguide will generate a provisional approach sequence and provide target times over (TTO) for all flights to the aircraft operators before 0100 (0000). The aircraft operators shall forward the information to the flight crews for the purpose of adapting their flight speed.

### 7.4 Further information

Aircraft operators planning flights with an arrival time during the above mentioned time frame shall contact [istream.support@skyguide.ch](mailto:istream.support@skyguide.ch) for information and guidance on the process.

## 8. Restrictions on VEBIT SIDs RWY 16

### 8.1 Suspension of VEBIT SIDs RWY 16 during main arrival peak hours

Due to capacity constraints, the following restrictions apply daily between 0930 and 1045 (0830 and 0945):

VEBIT SIDs RWY 16 are suspended. Aircraft requiring a VEBIT SID shall be ready and report to CLR DEL on 121.930 MHz before 0930 (0830) to depart from RWY 16 during the restricted time frame.

If ready later, earliest start-up will be issued at 1045 (0945). Tactical re-routings after departure will not be granted and non-standard flight plans are not accepted.

### 8.2 VEBIT 1T SID RWY 16 not available for Boeing 777 aircraft

SID VEBIT 1T RWY 16 is not available for Boeing 777 aircraft. In case of VEBIT 4S is also not available, Boeing 777 with DEP on RWY 16 shall refile the flight plan via exit fix DEGES.

**LSZH AD 2.21 NOISE ABATEMENT PROCEDURES****1. General****1.1 The following regulations are in force to avoid excessive aircraft noise in the populated areas in the vicinity of Zurich AP**

Departures of subsonic aircraft not certified according to the noise standards of ICAO Annex 16, Volume 1, Part 2, Chapter 3 and of supersonic aircraft are not permitted. Exceptions may be granted by the airport authority.

DEV from published routes and procedures are only permitted if the safety of the ACFT is affected; subject to Art. 27 of the ordinance concerning the aviation infrastructure (OAI).

ACFT operators that are unable to comply with these regulations and procedures shall submit alternative procedures to Zurich Airport Authority.

**1.2 Auxiliary Power Units (APU)****1.2.1 All stands**

Primarily, the stationary airport pneumatic and electrical service units shall be used. Alternatively, mobile units shall be used.

**1.2.2 The APU shall only be started:**

- to start engine, but no earlier than 10 MIN before the target off-block time (TOBT).
- if the stationary or mobile units are not available or unserviceable for specific aircraft types. In that case, the APU shall be started no earlier than:
  - 50 minutes before off-block time for aircraft Codes B and C
  - 70 minutes before off-block time for aircraft Codes D, E and F
  - 30 minutes before off-block time for GA sector 1
 and kept in operation no more than 20 minutes after the on-block time.
- if maintenance work on the ACFT makes it unavoidable; in that case the service period shall be kept as short as possible.  
Exceptions have to be permitted by the Airport Authority.

**2. Approaches****2.1 ILS/GLS approach:**

The descent shall be arranged so as to maintain ENR configuration for as long as possible taking safety and ATC requirements into consideration. Speed reduction and extension of LDG gear and high lift devices are to be planned in such a way that the LDG configuration is established and the correct APP speed is reached shortly prior to or at 4 miles final.

**2.2 Other approaches:**

Visual circuits shall be flown at 3000 ft AMSL or HYR whenever visibility and BASE permits. Overflying of densely populated areas shall be avoided as far as possible.

**2.3 German ordinance****2.3.1 Application:**

MON - FRI: 0000 - 0600 and 2000 - 2359 (2300 - 0500 and 1900 - 2259)

SAT, SUN and German public HOL: 0000 - 0800 and 1900 - 2359 (2300 - 0700 and 1800 - 2259)

Remark: LDGs before 0500 (0400) are not allowed.

German Public Holidays	2021	2022	2023	2024	2025
New Year	JAN 01	JAN 01	JAN 01	JAN 01	JAN 01
6th January	JAN 06	JAN 06	JAN 06	JAN 06	JAN 06
Good Friday	APR 02	APR 15	APR 07	MAR 29	APR 18
Easter Monday	APR 05	APR 18	APR 10	APR 01	APR 21
1st May	MAY 01	MAY 01	MAY 01	MAY 01	MAY 01
Ascension Day	MAY 13	MAY 26	MAY 18	MAY 09	MAY 29
Whit Monday	MAY 24	JUN 06	MAY 29	MAY 20	JUN 09
Corpus Christi Day	JUN 03	JUN 16	JUN 08	MAY 30	JUN 19
Day of German Unity	OCT 03	OCT 03	OCT 03	OCT 03	OCT 03
All Saints' Day	NOV 01	NOV 01	NOV 01	NOV 01	NOV 01
Christmas Day	DEC 25	DEC 25	DEC 25	DEC 25	DEC 25
Boxing Day	DEC 26	DEC 26	DEC 26	DEC 26	DEC 26

### 2.3.2 Lowest FL over German airspace

The lowest FL to be used in German airspace for arrivals at Zurich AP is FL 120 during the German ordinance period. Therefore all INBD FLTs to LSZH at cruising FL 110 or below which enter German airspace APSG IAF AMIKI or GIPOL, shall expect to CMB FL 120 in accordance with ATC instruction.

Exemptions are only AVBL for PER reasons and/or due to weather conditions.

### 2.3.3 RWY 14/16

As APCHs to both RWY 14 and RWY 16 require the use of German airspace below FL 120, these RWYs are not AVBL during the German ordinance period. Therefore, the LDG RWY will be in accordance with § 2.4, weather permitting.

### 2.3.4 RWY 28

For ATC operational reasons, LDGs on RWY 28 shall be conducted with MNM VIS 4300m.

## 2.4 Landing RWY

Expect the LDG RWY to be assigned as follows, weather permitting.

### 2.4.1 Weekdays

0500 - 0600 (0400-0500)	RWY 34
0600 - 2000 (0500 - 1900)	RWY 14
2000 - 0500 (1900 - 0400)	RWY 28*

\* RWY 34 may be requested for safety reasons, however, FLTs to RWY 28 have priority.

### 2.4.2 SAT and SUN and German Holidays

0500 - 0800 (0400-0700)	RWY 34
0800 - 1900 (0700 - 1800)	RWY 14
1900 - 0500 (1800 - 0400)	RWY 28*

\* RWY 34 may be requested for safety reasons , however, FLTs to RWY 28 have priority.

Other LDG RWYs may be assigned due to MET conditions or operational reasons. Outside the German ordinance period, RWY 34 is only AVBL in cases of EMERG LDG due to the FLT path leading into uncontrolled airspace.

## 2.5 Reverse thrust

More than idle reverse shall not be used except for safety reasons (e.g. tailwind, wet or contaminated runway and/or required landing distance close to runway length).

### 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 <sup>1)</sup> / 16 <sup>2)</sup> / 10 <sup>3)</sup>
RWY 28	32 <sup>4)</sup> / 34 <sup>4)5)</sup>
RWY 34	28 / 32 / 34 <sup>5)</sup>

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			Contact	Remark
	Lateral	Vertical			
<b>GERSA 1D</b> 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. TFC via GERSA file VEBIT T53 GERSA. EXP tactical assignment of GERSA SID by ATC when RWY 10 in use.	
<b>VEBIT 1D</b> 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. TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).	

**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

**SID RWY 10 - RNAV 1**

(see chart LSZH AD 2.24.7.1 - 3)

DESIGNATOR	RWY 10 - RNAV 1				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>DEGES 3E</b> PDG 7.0% to 2400ft	Climb straight ahead to ZH510. At ZH510 turn left to ZH502. At ZH502 turn right to KOLUL. At KOLUL proceed via ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH502 at 4000ft or above, ZH504 at 5000ft or above, ZH525 at 7000ft or above, DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	NIL	
<b>GERSA 3C</b> PDG 7.0% to 2400ft	Climb straight ahead to ZH510. At ZH510 turn left to ZH502. At ZH502 turn right to ZH524 (MAX IAS 210kt during turn). At ZH524 proceed via ZH527, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH502 at 4000ft or above, ZH524 at 6000ft or above, ZH527 at FL100 or above, GERSA at FL140 or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA. EXP tactical assignment of GERSA SID by ATC when RWY 10 in use.	
<b>GERSA 2E</b> PDG 7.1% to 2500ft	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.	TFC via GERSA file VEBIT T53 GERSA. EXP tactical assignment of GERSA SID by ATC when RWY 10 in use.	
<b>VEBIT 4E</b> PDG 7.1% to 2400ft	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.	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).	
<b>ZUE 1E</b> PDG 7.1% to 2400ft	Climb straight ahead to ZH510. At ZH510 turn left to ZH507. At ZH507 proceed via ZH508 to ZUE.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZUE at 6000ft or above.	When instructed contact Zurich DEP 125.955.	NIL	

**Procedure Description of RNAV 1 SID DEGES 3E**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY10	N	-	-	-	-
TF	ZH510	Y	-	-	093° (096.0°T)	3.9
TF	ZH502	Y	+4000	-	079° (081.6°T)	5.5
TF	KOLUL	N	-	-	084° (087.0°T)	2.3
TF	ZH504	N	+5000	-	099° (102.1°T)	3.1
TF	ZH525	N	+7000	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

**Procedure Description of RNAV 1 SID GERSA 3C**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY10	N	-	-	-	-
TF	ZH510	Y	-	-	093° (096.0°T)	3.9
TF	ZH502	Y	+4000	-	079° (081.6°T)	5.5
DF	ZH524	N	+6000	-210	-	-
TF	ZH527	N	+FL100	-	215° (217.9°T)	10.6
TF	ARTAG	N	-	-	215° (217.7°T)	8.9
TF	GERSA	N	+FL140	-	171° (174.3°T)	7.6

**Procedure Description of RNAV 1 SID GERSA 2E**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY10	N	-	-	-	-
TF	ZH510	Y	-	-	093° (096.0°T)	3.9
DF	ZH505	N	+5000	-210	-	-
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 RNAV 1 SID VEBIT 4E**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY10	N	-	-	-	-
TF	ZH510	Y	-	-	093° (096.0°T)	3.9
DF	ZH505	N	+5000	-210	-	-
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

**Procedure Description of RNAV 1 SID ZUE 1E**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY10	N	-	-	-	-
TF	ZH510	Y	-	-	093° (096.0°T)	3.9
DF	ZH507	N	-	-	-	-
TF	ZH508	N	-	-	013° (016.0°T)	5.3
TF	ZUE	N	+6000	-	051° (053.8°T)	5.1

1.1.2 SID RWY 16 - RNAV 1

(see chart LSZH AD 2.24.7.2 - 1)

DESIGNATOR	RWY 16 - RNAV 1			
	ROUTE			Remark
	Lateral	Vertical	Contact	
DEGES 3S PDG 5.3% to 2000ft	Climb straight ahead.  - Turn left at 2000ft but not before D1 KLO (MAX IAS 210kt during turn). Intercept R084 KLO. Proceed via ZH502, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH502 at 4000ft or above, ZH504 at 5000ft or above, ZH525 at 7000ft or above, DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	WIL DME required for DME/DME navigation. RNAV applicable when passing KOLUL.

Procedure Description of RNAV 1 SID DEGES 3S						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KOLUL	N	-	-	-	-
TF	ZH504	N	+5000	-	099° (102.1°T)	3.1
TF	ZH525	N	+7000	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

**SID RWY 16 - RNAV 5**  
(see chart LSZH AD 2.24.7.2 - 3)

DESIGNATOR	RWY 16 - RNAV 5			
	ROUTE		Contact	Remark
	Lateral	Vertical		
<b>DEGES 2R</b> (SUSPENDED) PDG 6.4% to 2000ft	Climb straight ahead.  - Turn left at 2000ft but not before D1 KLO (MAX IAS 210kt during turn). Intercept R085 KLO. Proceed via ZH502, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH502 at 4000ft or above, ZH504 at 5000ft or above, ZH525 at 7000ft or above, DEGES at 8000ft or above.	When instructed contact Zurich DEP 125.955.	As long as below 9200ft, monitoring of cross references at ZH504 and ZH525 compulsory. RNAV 5 applicable when passing 9200ft.
<b>GERSA 2S</b> (SUSPENDED) PDG 6.4% to 2000ft	Climb straight ahead.  - Turn left at 2000ft but not before D1 KLO (MAX IAS 210kt during turn). Intercept R053 WIL. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE 5000ft. Cross R180/R360 KLO at 4000ft or above, BREGO at 5000ft or above, ZH556 at 8000ft or above, ZH557 at 9000ft or above, AFOLT at 10000ft or above, GERSA at 14000ft or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA.
<b>VEBIT 4S</b> PDG 5.3% to 2000ft	Climb straight ahead.  - Turn left at 2000ft but not before D1 KLO (MAX IAS 210kt during turn). Intercept R052 WIL. Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE 5000ft. Cross R180/R360 KLO at 4000ft or above, BREGO at 5000ft or above, ZH554 at 6000ft or above, ZH558 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).

**Procedure Description of RNAV 5 SID DEGES 2R**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	ZH502	N	+4000	-	-	-
TF	KOLUL	N	-	-	085° (087.0°T)	2.3
TF	ZH504	N	+5000	-	100° (102.0°T)	3.1
TF	ZH525	N	+7000	-	100° (101.9°T)	4.7
TF	DEGES	Y	+8000	-	100° (102.0°T)	8.0

**Procedure Description of RNAV 5 SID GERSA 2S**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	BREGO	N	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

**Procedure Description of RNAV 5 SID VEBIT 4S**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BREGO	N	+5000	-	-	-
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

**SID RWY 16 - RNAV 1 (by ATC only)**  
(see chart LSZH AD 2.24.7.2 - 5)

DESIGNATOR	RWY 16 - RNAV 1 (by ATC only)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>DEGES 1T</b> PDG 5.3% to 2000ft	Climb straight ahead to ZH530. Turn left at 2000ft but not before ZH530 direct to ZH521 (MAX IAS 210kt during turn). At ZH521 proceed via ZH502, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH502 at 4000ft or above, ZH504 at 5000ft or above, ZH525 at 7000ft or above, DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	NIL	
<b>VEBIT 1T</b> PDG 5.3% to 2000ft	Climb straight ahead to ZH530. Turn left at 2000 ft but not before ZH530 direct to ZH531 (MAX IAS 210kt during turn). At ZH531 proceed via ZH533 (MAX IAS 210kt until ZH533), BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH533 at 4000ft or above, BREGO at 5000ft or above, ZH554 at 6000ft or above, ZH558 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	Restrictions B777 (see LSZH AD 2.20). TFC via GERSA file VEBIT T53 GERSA (see LSZH AD 2.24.6 - 1).	

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1T						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY16	-	-	-	-	-
TF	ZH530	Y	-	-	152° (155.0°T)	2.2
CA	-	-	+2000	-	152° (155.0°T)	-
DF	ZH521	N	-	-210	-	-
TF	ZH502	N	+4000	-	084° (086.9°T)	4.8
TF	KOLUL	N	-	-	084° (087.0°T)	2.3
TF	ZH504	N	+5000	-	099° (102.1°T)	3.1
TF	ZH525	N	+7000	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 1 (by ATC only) SID VEBIT 1T						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY16	-	-	-	-	-
TF	ZH530	Y	-	-	152° (155.0°T)	2.2
CA	-	-	+2000	-	152° (155.0°T)	-
DF	ZH531	N	-	-	-	-
TF	ZH533	N	+4000	-210	261° (264.1°T)	2.5
TF	BREGO	N	+5000	-	238° (240.5°T)	9.3
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

1.1.3 SID RWY 28 - RNAV 5

(see chart LSZH AD 2.24.7.3 - 1)

DESIGNATOR	RWY 28 - RNAV 5				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>DEGES 3W</b> PDG 6.6% to 2100ft MNM climb gradient 7.0% to 5000ft due to airspace restrictions.	Climb straight ahead. At D2.3 KLO turn left. Intercept R252 KLO. At ZH552/D6.5 KLO or when instructed by ATC, turn left (MAX IAS 210kt during turn). Intercept R231 KLO. Proceed via KLO, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing KLO.	
<b>GERSA 2W</b> (SUSPENDED) PDG 7.0% to 2500ft	Climb straight ahead. At D2.3 KLO turn left. Intercept R053 WIL. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE 5000ft. Cross BREGO at 5000ft or above, ZH556 at 8000ft or above, ZH557 at 9000ft or above, AFOLT at 10000ft or above, GERSA at 14000ft or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA.	
<b>VEBIT 4W</b> PDG 6.6% to 2100ft MNM climb gradient 6.6% to 5100ft due to airspace restrictions.	Climb straight ahead. At D2.3 KLO turn left. Intercept R052 WIL. Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE 5000ft. Cross BREGO at 5000ft or above, ZH554 at 6000ft or above, ZH558 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).	

Procedure Description of RNAV 5 SID DEGES 3W

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KLO	Y	-	-	-	-
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 2W

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
	BREGO	Y	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

Procedure Description of RNAV 5 SID VEBIT 4W

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BREGO	Y	+5000	-	-	-
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

**SID RWY 28 - RNP 1 (RF required) (by ATC only)**  
(see chart LSZH AD 2.24.7.3 - 3 / 5)

DESIGNATOR	RWY 28 - RNP 1 (RF required) (by ATC only)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>DEGES 1Y</b> PDG 7.7% to 2200ft MNM climb gradient 7.7% to 4800ft due to airspace restrictions.	Climb straight ahead to ZH540. At ZH540 turn left to ZH548. At ZH548 proceed via ZH541 to ZH552. At ZH552, turn left direct to ZH553 (MAX IAS 210kt during turn). At ZH553 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft.		When instructed contact Zurich DEP 125.955.	RF required.

Procedure Description of RNP 1 (RF required) (by ATC only) SID DEGES 1Y						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY28	-	-	-	-	-
TF	ZH540	N	-	-	273° (276.0°T)	3.3
RF (Centre ZH545 r = 1.215 NM)	ZH548	N	-	-	-	1.2
TF	ZH541	N	-	-	215° (217.6°T)	1.2
TF	ZH552	Y	-	-	252° (254.8°T)	2.2
DF	ZH553	N	-	-210	-	-
TF	ZH501	N	-	-	051° (053.9°T)	4.5
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

DESIGNATOR	RWY 28 - RNP 1 (RF required) (by ATC only)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>VEBIT 1Y</b> PDG 7.7% to 2400ft MNM climb gradient 7.7% to 4800ft due to airspace restrictions.	Climb straight ahead to ZH540. At ZH540 turn left to ZH544. At ZH544 turn right to ZH546 (MAX IAS 210kt during turn). At ZH546 proceed via BREGO, ZH554 and ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE 5000ft. Cross BREGO at 5000ft or above, ZH554 at 6000ft or above, ZH558 at 7000ft or above.		When instructed contact Zurich DEP 125.955.	RF required. TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).

Procedure Description of RNP 1 (RF required) (by ATC only) SID VEBIT 1Y						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY28	-	-	-	-	-
TF	ZH540	N	-	-	273° (276.0°T)	3.3
RF (Centre ZH545 r = 1.215 NM)	ZH544	N	-	-	-	1.5
RF (Centre ZH547 r = 2.936NM)	ZH546	N	-	-210	-	1.5
TF	BREGO	N	+5000	-	232° (235.0°T)	4.5
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

**SID RWY 28 - RNAV 1 (by ATC only)**  
(see chart LSZH AD 2.24.7.3 - 7)

DESIGNATOR	RWY 28 - RNAV 1 (by ATC only)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>DEGES 1X</b> PDG 7.7% to 2200ft MNM climb gradient 7.7% to 4800ft due to airspace restrictions.	Climb straight ahead to ZH540. At ZH540 turn left direct to ZH541 (MAX IAS 210kt during turn). At ZH541 proceed to ZH552. At ZH552 or when instructed by ATC, turn left direct to ZH553 (MAX IAS 210kt during turn). At ZH553 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft.	When instructed contact Zurich DEP 125.955.	NIL	
<b>VEBIT 1X</b> PDG 7.7% to 2400ft MNM climb gradient 7.7% to 4700ft due to airspace restrictions.	Climb straight ahead direct to ZH540. At ZH540 turn left direct to ZH542. At ZH542 proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE 5000ft. Cross BREGO at 5000ft or above, ZH554 at 6000ft or above, ZH558 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).	

**Procedure Description of RNAV 1 (by ATC only) SID DEGES 1X**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY28	-	-	-	-	-
TF	ZH540	Y	-	-	273° (276.0°T)	3.3
DF	ZH541	N	-	-	-	-
TF	ZH552	Y	-	-	252° (254.8°T)	2.2
DF	ZH553	N	-	-210	-	-
TF	ZH501	N	-	-	051° (053.9°T)	4.5
TF	MOMOL	N	-	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

**Procedure Description of RNAV 1 (by ATC only) SID VEBIT 1X**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY28	-	-	-	-	-
TF	ZH540	Y	-	-	273° (276.0°T)	3.3
DF	ZH542	N	-	-	-	-
TF	BREGO	N	+5000	-	232° (235.0°T)	5.8
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

**1.1.4 SID RWY 32 - RNAV 1**  
(see chart LSZH AD 2.24.7.4 - 1)

DESIGNATOR	RWY 32 - RNAV 1				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>DEGES 5L</b> PDG 5.6% to 3100ft	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH580 at 3500ft or above. (2) Cross ZH568 at 5000ft or above. 1 Cross MOMOL at FL080 or above. 1	When instructed contact Zurich DEP 125.955.	NIL	
<b>VEBIT 4N</b> PDG 5.6% to 2900ft	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH577 (MAX IAS 210kt during turn). Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH580 at 3500ft or above. 2 Cross BREGO at 5000ft or above, ZH554 at 6000ft or above, ZH558 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).	
<b>ZUE 5L</b> PDG 5.6% to 3100ft	Climb straight ahead. Intercept TR327 to ZH580. At ZH580 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501 to ZUE.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH580 at 3500ft or above. 2 Cross ZH568 at 5000ft or above. 1 Cross ZUE at 6000ft or above.	When instructed contact Zurich DEP 125.955.	NIL	

1. If unable to comply, advise ATC on CLR DEL.
2. Average climb gradient to reach ZH580 at 3500ft is 14.6%. Four-engined aircraft only: If unable to comply with 3500ft, turn may be initiated at MNM 2500ft at ZH580. Average climb gradient to reach ZH580 at 2500ft is 7.6%.

Procedure Description of RNAV 1 SID DEGES 5L						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	MOMOL	N	+FL080	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

(1) Four-engined aircraft only: If unable to comply with 3500ft, turn may be initiated at MNM 2500ft at ZH580.

**Procedure Description of RNAV 1 SID VEBIT 4N**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH577	N	-	-210	241° (244.2°T)	-
TF	BREGO	N	+5000	-	189° (192.5°T)	7.9
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

(1) Four-engined aircraft only: If unable to comply with 3500ft, turn may be initiated at MNM 2500ft at ZH580.

**Procedure Description of RNAV 1 SID ZUE 5L**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1810	-	314° (317.2°T)	-
CF (Navaid KLO)	ZH580	Y	+3500 (1)	-	327° (330.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	ZUE	N	+6000	-	051° (053.7°T)	13.7

(1) Four-engined aircraft only: If unable to comply with 3500ft, turn may be initiated at MNM 2500ft at ZH580.

**SID RWY 32 - RNAV 5**

(see chart LSZH AD 2.24.7.4 - 3)

DESIGNATOR	RWY 32 - RNAV 5				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>DEGES 4N</b> PDG 6.3% to 1800ft	Climb straight ahead. At D2 KLO turn right. Establish TR329. At D4 KLO turn right (MAX IAS 210kt during turn). Intercept R254 ZUE. Proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross D4 KLO at 3500ft or above. (2) Cross ZH503 at 6000ft or above. (1) Cross DEGES at FL080 or above. (1)	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing ZH503.	
<b>GERSA 1N</b> (SUSPENDED) PDG 5.3% to 3300ft	Climb straight ahead. At D2 KLO turn right. Establish TR330. At D4 KLO turn left (MAX IAS 210kt during turn). Establish TR244 to intercept R190 TRA. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE 5000ft. Cross D4 KLO at 3500ft or above. (2) Cross BREGO at 5000ft or above, ZH556 at 8000ft or above, ZH557 at 9000ft or above, AFOLT at 10000ft or above, GERSA at 14000ft or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA.	

(1) If unable to comply, advise ATC on CLR DEL.

DEGES 4N: ATC may approve MNM 5000ft at ZH503, if restricting airspace is not active.

(2) Average climb gradient to reach D4 KLO at 3500ft is 14.6%. Four-engined aircraft only: If unable to comply with 3500ft, turn may be initiated at MNM 2500ft at D4 KLO. Average climb gradient to reach D4 KLO at 2500ft is 7.6%.

**Procedure Description of RNAV 5 SID DEGES 4N**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZH503	N	+6000	-	-	-
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

**Procedure Description of RNAV 5 SID GERSA 1N**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	BREGO	N	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

**SID RWY 32 - RNAV 1 (by ATC only)**  
(see chart LSZH AD 2.24.7.4 - 5)

DESIGNATOR	RWY 32 - RNAV 1 (by ATC only)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>DEGES 1P</b> PDG 6.9% to 2000ft	Climb straight ahead to ZH579. At ZH579 turn right to ZH580. At ZH580 turn right direct to ZH571 (MAX IAS 210kt during turn). At ZH571 proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH580 at 3500ft or above. (2) Cross ZH503 at 6000ft or above. (1) Cross DEGES at FL080 or above. (1)	When instructed contact Zurich DEP 125.955.	NIL	

(1) If unable to comply, advise ATC on CLR DEL.

ATC may approve MNM 5000ft at ZH503, if restricting airspace is not active.

(2) Average climb gradient to reach ZH580 at 3500ft is 14.6%. Four-engined aircraft only: If unable to comply with 3500ft, turn may be initiated at MNM 2500ft at ZH580. Average climb gradient to reach ZH580 at 2500ft is 7.6%.

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1P						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY32	-	-	-	-	-
TF	ZH579	N	-	-	314° (317.2°T)	2.6
TF	ZH580	Y	+3500	-	327° (330.1°T)	1.6
DF	ZH571	N	-	-210	-	-
TF	ZH503	N	+6000	-	074° (076.6°T)	5.0
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

**1.1.5 SID RWY 34 - RNP 1 (RF required)**  
(see chart LSZH AD 2.24.7.5 - 1)

DESIGNATOR	RWY 34 - RNP 1 (RF required)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>VEBIT 2K</b> PDG 4.7% to 3400ft	Climb on course 331. Proceed via ZH570, ZH573, ZH559, BREGO, ZH554, ZH558 to VEBIT. (MAX IAS 210kt until ZH573).	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH570 at 3500ft or above, (1) BREGO at 5000ft or above, ZH554 at 6000ft or above, ZH558 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 -1).	

(1) Average climb gradient to reach ZH570 at 3500ft is 12.5%. Four-engined aircraft only: if unable to comply with 3500ft turn may be initiated at MNM 2500ft at ZH570. Average climb gradient to reach ZH570 at 2500ft is 6.6%.

Procedure Description of RNP 1 (RF required) SID VEBIT 2K						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	-	1900	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	N	+3500 (1)	-	331° (334.1°T)	-
RF (Centre ZH578, r = 2.100NM)	ZH573	N	-	-210	-	3.3
TF	ZH559	N	-	-	241° (244.1°T)	2.3
TF	BREGO	N	+5000	-	189° (191.6°T)	7.8
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

(1) Four-engined aircraft only: if unable to comply with 3500ft turn may be initiated at MNM 2500ft at ZH570.

**SID RWY 34 - RNAV 1**  
(see chart LSZH AD 2.24.7.5 - 3)

DESIGNATOR	RWY 34 - RNAV 1			
	ROUTE		Contact	Remark
	Lateral	Vertical		
<b>DEGES 5F</b> PDG 5.0% to 3200ft	Climb straight ahead. Establish TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501, MOMOL, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH570 at 3500ft or above. (1) Cross ZH568 at 5000ft or above. (2) Cross MOMOL at FL080 or above. (2)	When instructed contact Zurich DEP 125.955.	NIL
<b>VEBIT 4H</b> PDG 5.0% to 3200ft	Climb on TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH577 (MAX 210kt during turn). Proceed via BREGO, ZH554, ZH558 to VEBIT.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH570 at 3500ft or above. (1) BREGO at 5000ft or above, ZH554 at 6000ft or above, ZH558 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	TFC via GERSA file VEBIT T53 GERSA, (see LSZH AD 2.24.6 - 1).
<b>ZUE 5F</b> PDG 5.0% to 3200ft	Climb straight ahead. Establish TR331 to ZH570. At ZH570 turn left (MAX IAS 210kt). Intercept TR241 to ZH569. At ZH569 turn left direct to ZH568 (MAX IAS 210kt). At ZH568 proceed via ZH501 to ZUE.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH570 at 3500ft or above. (1) Cross ZH568 at 5000ft or above. (2) Cross ZUE at 6000ft or above.	When instructed contact Zurich DEP 125.955.	NIL

(1) Average climb gradient to reach ZH570 at 3500ft is 12.5%. Four-engined aircraft only: if unable to comply with 3500ft turn may be initiated at MNM 2500ft at ZH570. Average climb gradient to reach ZH570 at 2500ft is 6.6%.

(2) If unable to comply, advise ATC on CLR DEL.

**Procedure Description of RNAV 1 SID DEGES 5F**

Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	MOMOL	N	+FL080	-	084° (086.9°T)	5.1
TF	KOLUL	N	-	-	084° (086.9°T)	6.2
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	-	-	099° (102.0°T)	8.0

(1) Four-engined aircraft only: If unable to comply with 3500ft, turn may be initiated at MNM 2500ft at ZH570.

Procedure Description of RNAV 1 SID VEBIT 4H						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH577	N	-	-210	241° (244.2°T)	-
TF	BREGO	N	+5000	-	189° (192.5°T)	7.9
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

(1) Four-engined aircraft only: If unable to comply with 3500ft, turn may be initiated at MNM 2500ft at ZH570.

Procedure Description of RNAV 1 SID ZUE 5F						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
CA	-	N	+1790	-	332° (335.0°T)	-
CF (Navaid KLO)	ZH570	Y	+3500 (1)	-	331° (334.1°T)	-
CF (Navaid KLO)	ZH569	Y	-	-	241° (244.2°T)	-
DF	ZH568	N	+5000	-210	-	-
TF	ZH501	N	-	-	087° (090.1°T)	4.8
TF	ZUE	N	+6000	-	051° (053.7°T)	13.7

(1) Four-engined aircraft only: If unable to comply with 3500ft, turn may be initiated at MNM 2500ft at ZH570.

**SID RWY 34 - RNAV 5**  
(see chart LSZH AD 2.24.7.5 - 5)

DESIGNATOR	RWY 34 - RNAV 5			
	ROUTE		Contact	Remark
	Lateral	Vertical		
<b>DEGES 4H</b> PDG 4.6% to 1900ft	Climb on TR332. At D4 KLO turn right (MAX IAS 210kt during turn). Intercept R254 ZUE. Proceed via ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross D4 KLO at 3500ft or above. (1) Cross ZH503 at 6000ft or above. (2) Cross DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing ZH503.
<b>GERSA 1H</b> (SUSPENDED) PDG 5.2% to 3300ft	Climb on TR332. At D4 KLO turn left (MAX IAS 210kt during turn). Establish TR244 to intercept R190 TRA. Proceed via BREGO, ZH556, ZH557, AFOLT, ARTAG to GERSA.	INITIAL CLIMB CLEARANCE 5000ft. Cross D4 KLO at 3500ft or above. (1) Cross BREGO at 5000ft or above, ZH556 at 8000ft or above, ZH557 at 9000ft or above, AFOLT at 10000ft or above, GERSA at 14000ft or above.	When instructed contact Zurich DEP 125.955.	RNAV applicable when passing BREGO. TFC via GERSA file VEBIT T53 GERSA.

- (1) Average climb gradient to reach D4 KLO at 3500ft is 12.5%. Four-engined aircraft only: if unable to comply with 3500ft, turn may be initiated at MNM 2500ft at D4 KLO. Average climb gradient to reach D4 KLO at 2500ft is 6.6%.  
(2) If unable to comply, advise ATC on CLR DEL. ATC may approve MNM 5000ft at ZH503, if restricting airspace is not active.

Procedure Description of RNAV 5 SID DEGES 4H						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZH503	N	+6000	-	-	-
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

Procedure Description of RNAV 5 SID GERSA 1H						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
-	BREGO	N	+5000	-	-	-
TF	ZH556	N	+8000	-	151° (153.1°T)	3.5
TF	ZH557	N	+9000	-	151° (153.1°T)	1.7
TF	AFOLT	N	+10000	-	151° (153.1°T)	5.2
TF	ARTAG	N	-	-	151° (153.1°T)	4.8
TF	GERSA	N	+14000	-	173° (174.3°T)	7.6

**SID RWY 34 - RNAV 1 (by ATC only)**  
(see chart LSZH AD 2.24.7.5 - 7)

DESIGNATOR	RWY 34 - RNAV 1 (by ATC only)				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>DEGES 1J</b> PDG 4.7% to 2100ft	Climb straight ahead to ZH570. At ZH570 turn right direct to ZH571 (MAX IAS 210kt). Proceed via ZH571, ZH503, ZH506, KOLUL, ZH504, ZH525 to DEGES.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZH570 at 3500ft or above. (2) Cross ZH503 at 6000ft or above. (1) Cross DEGES at FL080 or above.	When instructed contact Zurich DEP 125.955.	NIL	

(1) If unable to comply, advise ATC on CLR DEL.  
 ATC may approve MNM 5000ft at ZH503, if restricting airspace is not active.  
 (2) Average climb gradient to reach ZH570 at 3500ft is 12.5%.  
 Four-engined aircraft only: If unable to comply with 3500ft, turn may be initiated at MNM 2500ft at ZH570.  
 Average climb gradient to reach ZH570 at 2500ft is 6.6%.

Procedure Description of RNAV 1 (by ATC only) SID DEGES 1J						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RWY34	-	-	-	-	-
TF	ZH570	Y	+3500	-	331° (334.1°T)	4.6
DF	ZH571	N	-	-210	-	-
TF	ZH503	N	+6000	-	074° (076.6°T)	5.0
TF	ZH506	N	-	-	142° (144.6°T)	5.0
TF	KOLUL	N	-	-	142° (144.6°T)	2.9
TF	ZH504	N	-	-	099° (102.1°T)	3.1
TF	ZH525	N	-	-	099° (101.8°T)	4.7
TF	DEGES	N	+FL080	-	099° (102.0°T)	8.0

1.2 SID NON RNAV

1.2.1 SID RWY 10 - NON RNAV

(see chart LSZH AD 2.24.7.1 - 5)

The following departure is allocated to propeller aircraft only and requires visual conditions as specified.

<b>Visual Conditions</b> for departure: SID is allocated only if the relevant hill tops for the visual part are clearly visible by TWR.
--

DESIGNATOR	RWY 10 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>WILLISAU 3C</b> (WIL 3C)	Climb straight ahead. Short visual right turn, but not before D2.1 KLO or when instructed by ATC. Turn within 2NM south of RWY 10. Establish TR268 to intercept R052 WIL. Proceed via BREGO, ZH555, ZH551 to WIL.	INITIAL CLIMB CLEARANCE 5000ft. Maintain visual ground contact to 4400ft. Cross BREGO at 5000ft or above, ZH555 at 6000ft or above, ZH551 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	NIL

1.2.2 SID RWY 16 - NON RNAV

(see chart LSZH AD 2.24.7.2 - 7)

The following departure is allocated to propeller aircraft only and requires visual conditions as specified.

<b>Visual Conditions</b> for departure: SID is allocated only if the relevant hill tops for the visual part are clearly visible by TWR.
--

DESIGNATOR	RWY 16 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>WILLISAU 3Q</b> (WIL 3Q)	Climb straight ahead. Short visual right turn, but not before D1 KLO or when instructed by ATC. Turn within 3NM south of KLO. Establish TR268 to intercept R052 WIL. Proceed via BREGO, ZH555, ZH551 to WIL.	INITIAL CLIMB CLEARANCE 5000ft. Maintain visual ground contact to 4400ft. Cross BREGO at 5000ft or above, ZH555 at 6000ft or above, ZH551 at 7000ft or above.	When instructed contact Zurich DEP 125.955.	NIL

1.2.3 SID RWY 28 - NON RNAV

(see chart LSZH AD 2.24.7.3 - 9)

DESIGNATOR	RWY 28 - NON RNAV			
	ROUTE			
	Lateral	Vertical	Contact	Remark
<b>ZURICH EAST 3V</b> (ZUE 3V) PDG 6.6% to 2100ft MNM climb gradient 7.0% up to 5000ft due to airspace restrictions	Climb straight ahead. At D2.3 KLO turn left. Intercept R252 KLO. At ZH552/D6.5 KLO or when instructed by ATC, turn left (MAX IAS 210kt during turn). Intercept R231 ZUE. Proceed to ZUE.	INITIAL CLIMB CLEARANCE 5000ft. Cross ZUE at 6000ft or above.	When instructed contact Zurich DEP 125.955.	NIL

**1.2.4 SID RWY 32 - NON RNAV**

(see chart LSZH AD 2.24.7.4 - 7)

DESIGNATOR	RWY 32 - NON RNAV				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>ZURICH EAST 2M (ZUE 2M)</b> PDG 6.9% to 1800ft	Climb straight ahead. At D2 KLO turn right. Establish TR329. At D4 KLO turn right (MAX IAS 210kt during turn). Proceed to ZUE.	INITIAL CLIMB CLEARANCE 5000ft. Cross D4 KLO at 3500ft or above. (1) Cross D5 ZUE before the station at 5000ft or above, ZUE at 6000ft or above.	When instructed contact Zurich DEP 125.955.	For routing after ZUE, see LSZH AD 2.24.6 - 1	

(1) Average climb gradient to reach D4 KLO at 3500ft is 14.6%. At turn at 3500ft continue to climb at MNM climb gradient 4.3% up to 5600ft due to airspace restrictions. Four-engined aircraft only: If unable to comply with 3500ft, turn may be initiated at MNM 2500ft at D4 KLO. Average climb gradient to reach D4 KLO at 2500ft is 7.6%. At turn at 2500ft continue to climb at MNM climb gradient 7.6% to 5000ft due to airspace restrictions.

**1.2.5 SID RWY 34 - NON RNAV**

(see chart LSZH AD 2.24.7.5 - 9)

DESIGNATOR	RWY 34 - NON RNAV				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>ZURICH EAST 2G (ZUE 2G)</b> PDG 4.7% to 1900ft	Climb on TR332. At D4 KLO turn right (MAX IAS 210kt during turn). Proceed to ZUE.	INITIAL CLIMB CLEARANCE 5000ft. Cross D4 KLO at 3500ft or above. (1) Cross D5 ZUE before the station at 5000ft or above, ZUE at 6000ft or above.	When instructed contact Zurich DEP 125.955.	NIL	

(1) Average climb gradient to reach D4 KLO at 3500ft is 12.5%. At turn at 3500ft continue to climb at MNM climb gradient 4.3% up to 5600ft due to airspace restrictions. Four-engined aircraft only: if unable to comply with 3500ft, turn may be initiated at MNM 2500ft at D4 KLO. Average climb gradient to reach D4 KLO at 2500ft is 6.6%. At turn at 2500ft continue to climb at MNM climb gradient 6.6% up to 5600ft due to airspace restrictions.

**1.2.6 SID Straight Ahead and Turn RWY 10, 16, 28, 34**

(see chart LSZH AD 2.24.7.6 - 1)

DESIGNATOR	Straight Ahead and Turn RWY 10, 16, 28, 34				
	ROUTE			Contact	Remark
	Lateral	Vertical			
<b>SAT 2E</b> (RWY 10) PDG 7.2% to 5000ft	Climb straight ahead. At 2500ft turn left on TR078. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact ZurichDEP 125.955.	No turn before DER	
<b>SAT 2S</b> (RWY 16) PDG 6.5% to 5000ft	Climb straight ahead. At 2000ft turn left on TR013. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact ZurichDEP 125.955.	No turn before DER	
<b>SAT 2W</b> (RWY 28) PDG 6.1% to 5000ft MNM climb gradient 6.6% to 5000ft due to airspace.	Climb straight ahead. At 2200ft turn left on TR225. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact ZurichDEP 125.955.	No turn before DER	
<b>SAT 2F</b> (RWY 34) PDG 5.8% to 5000ft MNM climb gradient 12.5% to 5000ft due to noise abatement.	Climb straight ahead. At 3500ft turn left on TR241. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact ZurichDEP 125.955.	No turn before DER	
<b>SAT 2H</b> (RWY 34) PDG 5.8% to 5000ft MNM climb gradient 12.5% to 5000ft due to noise abatement.	Climb straight ahead. At 3500ft turn right on TR104. MNM bank angle 20° and MAX IAS 210kt during turn.	INITIAL CLIMB CLEARANCE 5000ft. Further clearance by ATC.	When instructed contact ZurichDEP 125.955.	No turn before DER	

**1.3 Visual departures**

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

**2. STAR Description****IFR PROCEDURE**

Procedures to be followed by arriving aircraft are contained on the charts STANDARD INSTRUMENT ARRIVAL ROUTES (NON RNAV STAR / RNAV 5 STAR / RNAV 1 STAR).

SPEED LIMITATION: General: Below FL 100 MAX IAS 250kt.
---

**2.1 STAR TO GIPOL - RNAV 1**

(see chart LSZH AD 2.24.9.1 - 1)

DESIGNATOR	STAR TO GIPOL - RNAV 1		
	ROUTE		Remark
	Lateral	Vertical	
BERSU 2G	From BERSU proceed via TADOB, ERMUS to GIPOL.	Refer to chart	NIL
BÂLE-MULHOUSE 3G (BLM 3G)	From BLM proceed via ZH677 to GIPOL.	Refer to chart	NOTE: For descent planning, expect to cross 13NM to BLM above FL190, BLM between FL200 and FL150, ZH677 not below FL120.
DOFIL 2G	From DOFIL proceed via NOLKA, ERMUS to GIPOL.	Refer to chart	NIL
KELIP 3G	From KELIP proceed via MOSIT, ZH628, ZH627, ZH501 to GIPOL.	Refer to chart	NIL

Procedure Description of RNAV 1 STAR BERSU 2G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BERSU	N	-	-	-	-
TF	TADOB	N	-	-	062° (064.8°T)	6.7
TF	ERMUS	N	+8000	-	062° (065.0°T)	7
TF	GIPOL	N	+7000	-	330° (333.2°T)	18.4

Procedure Description of RNAV 1 STAR BLM 3G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	BLM	N	-FL 200	-	-	-
TF	ZH677	N	+FL 120	-	106° (109.0°T)	10.2
TF	GIPOL	N	+7000	-	106° (109.2°T)	13.1

Procedure Description of RNAV 1 STAR DOFIL 2G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	DOFIL	N	-	-	-	-
TF	NOLKA	N	-	-	041° (043.7°T)	6.5
TF	ERMUS	N	+8000	-	041° (043.8°T)	7
TF	GIPOL	N	+7000	-	330° (333.2°T)	18.4

Procedure Description of RNAV 1 STAR KELIP 3G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	KELIP	N	-	-	-	-
TF	MOSIT	N	+14000	-	351° (353.8°T)	6.8
TF	ZH628	N	+10000	-	347° (349.8°T)	12.2
TF	ZH627	N	-	-	332° (335.1°T)	6.8

Procedure Description of RNAV 1 STAR KELIP 3G						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
TF	ZH501	N	-	-	326° (329.1°T)	5.9
TF	GIPOL	N	+7000	-	275° (278.2°T)	20.7

**2.2 STAR TO GIPOL - NON RNAV**  
(see chart LSZH AD 2.24.9.2 - 1)

DESIGNATOR	STAR TO GIPOL - NON RNAV		
	ROUTE		
	Lateral	Vertical	Remark
WILLISAU 3Z (WIL 3Z)	At WIL intercept R013 WIL. Proceed to GIPOL.	Refer to chart	NIL

**2.3 STAR TO AMIKI - RNAV 1**  
(see chart LSZH AD 2.24.9.3 - 1)

DESIGNATOR	STAR TO AMIKI - RNAV 1		
	ROUTE		
	Lateral	Vertical	Remark
TRA 2A	From TRA proceed to AMIKI.	Refer to chart	NIL
NEGRA 2A	From NEGRA proceed via MATIV to AMIKI	Refer to chart	NIL
RILAX 2A	From RILAX proceed via LAMAX to AMIKI	Refer to chart	NIL

Procedure Description of RNAV 1 STAR TRA 2A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	TRA	N	-	-	-	-
TF	AMIKI	N	+7000	-	103° (105.7°T)	25.3

Procedure Description of RNAV 1 STAR NEGRA 2A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	NEGRA	N	-	-	-	-
TF	MATIV	N	-	-	228° (231.0°T)	12.3
TF	AMIKI	N	+7000	-	257° (259.7°T)	6.4

Procedure Description of RNAV 1 STAR RILAX 2A						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	LAMAX	N	-	-	138° (140.6°T)	25.0
TF	AMIKI	N	+7000	-	114° (117.7°T)	6.1

**2.4 Approach procedures:**REF: [ENR 1.5](#)**2.4.1 Initial call**

On initial call to "Zurich Arrival" the pilot shall report:

- Call sign and the word "HEAVY" or "SUPER", if applicable;
- Level, including passing and cleared level, if in climb/descent;
- Speed, if assigned by ATC;
- Aircraft type; and
- IDENT letter of the received ARR ATIS information.

**2.4.2 RNAV 1 Transitions to Final Approach**

The 'RNAV 1 ARRIVAL TRANSITIONS TO FINAL APPROACH' start at the end of the STARs and guide the aircraft to the relevant final approach track of the published instrument approach procedures for the runways 14, 16, 28 or 34.

By utilizing these procedures, reduction in radio telephony communication is possible. The turn to final approach is usually performed by radar vectors to expedite traffic and for separation reasons.

The utilization of the procedure requires a clearance by ATC.

The procedures are at or above ATC surveillance minimum altitude and will be radar monitored.

The flight crew unable to fly RNAV 1 TRANSITIONS shall advise ATC on initial contact with APP by using the phraseology: '**UNABLE RNAV TRANSITION**'. ATC will then issue radar vectors to the final approach track of the relevant instrument approach.

**2.4.3 Procedure description of RNAV 1 Transition to Final Approach RWY 14 (ILS-LOC, GLS, RNP)**

(see chart LSZH 2.24.10.1 - 1)

From GIPOL						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GIPOL	N	-	-	-	-
TF	ZH372	N	-	-240	106° (109.3°T)	6.7
TF	ZH404	N	-	-	058° (060.9°T)	4.8
TF	ZH406	N	-	-	314° (317.0°T)	4.2
TF	ZH408	N	-	-	314° (317.0°T)	5.0
TF	ZH410	N	+6000	-	044° (046.9°T)	6.0
TF	ZH414	N	+4300	-	134° (136.9°T)	4.9
TF	OSNEM	N	+4000	-	134° (137.1°T)	4.0

From RILAX						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	ZH371	N	+FL100	-	144° (147.0°T)	5.6
TF	ZH373	N	+FL080	-	144° (147.0°T)	2.9
TF	ZH375	N	-	-	144° (146.9°T)	13.4
TF	ZH403	N	-	-	244° (247.4°T)	9.0
TF	ZH405	N	+7000	-	314° (317.3°T)	4.5
TF	ZH407	N	-	-	314° (317.2°T)	5.0
TF	ZH409	N	-	-	314° (317.2°T)	5.0
TF	ZH410	N	+6000	-	224° (227.1°T)	6.0
TF	ZH414	N	+4300	-	134° (136.9°T)	4.9
TF	OSNEM	N	+4000	-	134° (137.1°T)	4.0

From AMIKI						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AMIKI	N	-	-	-	-
TF	ZH375	N	-	-	289° (292.0°T)	10.0
TF	ZH403	N	-	-	244° (247.4°T)	9.0
TF	ZH405	N	+7000	-	314° (317.3°T)	4.5
TF	ZH407	N	-	-	314° (317.2°T)	5.0
TF	ZH409	N	-	-	314° (317.2°T)	5.0
TF	ZH410	N	+6000	-	224° (227.1°T)	6.0
TF	ZH414	N	+4300	-	134° (136.9°T)	4.9
TF	OSNEM	N	+4000	-	134° (137.1°T)	4.0

#### 2.4.4 Procedure description of RNAV 1 Transition to Final Approach RWY 16 (ILS-LOC)

(see chart LSZH 2.24.10.2 - 1)

From GIPOL						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GIPOL	N	-	-	-	-
TF	ZH372	N	-	-	106° (109.3°T)	6.7
TF	ZH424	N	-	-	058° (060.9°T)	6.7
TF	ZH426	N	+6000	-	332° (334.9°T)	6.2
TF	ZH428	N	-	-	332° (334.8°T)	4.1
TF	ZH430	N	-	-	062° (064.7°T)	6.0
TF	ZH434	N	+5000	-	152° (154.9°T)	4.2
TF	ENUSO	N	+4000	-	152° (154.9°T)	4.0

From RILAX						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	ZH371	N	+FL100	-	144° (147.0°T)	5.6
TF	ZH373	N	+FL080	-	144° (147.0°T)	2.9
TF	ZH375	N	+7000	-	144° (146.9°T)	13.4
TF	ZH425	N	-	-	255° (257.6°T)	8.3
TF	ZH427	N	+6000	-	332° (335.0°T)	6.3
TF	ZH429	N	-	-	332° (335.0°T)	4.1
TF	ZH430	N	-	-	242° (244.9°T)	6.0
TF	ZH434	N	+5000	-	152° (154.9°T)	4.2
TF	ENUSO	N	+4000	-	152° (154.9°T)	4.0

From AMIKI						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AMIKI	N	-	-	-	-
TF	ZH375	N	+7000	-	289° (292.0°T)	10.0
TF	ZH425	N	-	-	255° (257.6°T)	8.3
TF	ZH427	N	+6000	-	332° (335.0°T)	6.3
TF	ZH429	N	-	-	332° (335.0°T)	4.1
TF	ZH430	N	-	-	242° (244.9°T)	6.0
TF	ZH434	N	+5000	-	152° (154.9°T)	4.2
TF	ENUSO	N	+4000	-	152° (154.9°T)	4.0

**2.4.5 Procedure description of RNAV 1 Transition to Final Approach RWY 28 (ILS-LOC, RNP)**

(see chart LSZH 2.24.10.3 - 1)

From GIPOL						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GIPOL	N	-	-	-	-
TF	ZH445	N	-	-	046° (049.4°T)	6.1
TF	ZH447	N	-	-	143° (146.0°T)	8.8
TF	ZH449	N	-	-	143° (146.1°T)	6.9
TF	ZH451	N	-	-	093° (095.8°T)	7.0
TF	ZH453	N	-	-	093° (096.0°T)	5.0
TF	ZH455	N	-	-	093° (096.1°T)	5.0
TF	ZH457	N	-	-	093° (096.1°T)	5.0
TF	ZH459	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	003° (006.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0

From RILAX						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	ZH446	N	+FL100	-	165° (168.1°T)	4.8
TF	ZH448	N	+FL080	-	165° (168.1°T)	3.6
TF	ZH450	N	-	-	165° (168.1°T)	3.9
TF	ZH452	N	-	-	165° (168.1°T)	3.9
TF	ZH454	N	-	-	126° (128.9°T)	11.7
TF	ZH456	N	-	-	093° (096.1°T)	5.0
TF	ZH458	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	183° (186.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0

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	ZH450	N	-	-	248° (251.1°T)	6.7
TF	ZH452	N	-	-	165° (168.1°T)	3.9
TF	ZH454	N	-	-	126° (128.9°T)	11.7
TF	ZH456	N	-	-	093° (096.1°T)	5.0
TF	ZH458	N	-	-	093° (096.2°T)	5.0
TF	ZH460	N	+7000	-	183° (186.3°T)	7.0
TF	ZH464	N	-	-	273° (276.4°T)	5.4
TF	RAMEM	N	+5000	-	273° (276.2°T)	4.0

2.4.6 Procedure description of RNP RWY 28

(see chart LSZH AD 2.24.10.3 - 7)

From RAMEM						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RAMEM	N	5000	-	-	-
TF	RW28	Y	-	-	273° (276.2°T)	10.1
TF(1)	ZH465	N	-4000	-	273° (276.0°T)	5.0
TF	ZH466	N	-	-210	193° (196.0°T)	7.9
TF	ZH467	N	-	-	241° (244.4°T)	12.2
TF	ZH468	N	-	-	295° (297.5°T)	7.6
TF	GIPOL	N	+7000	-230	013° (015.7°T)	12.2

(1) The first segment of the missed approach to ZH465 can be replaced by DF instead of TF in order to accommodate for coding issues with some FMS manufacturers.

2.4.7 Procedure description of RNAV 1 Transition to Final Approach RWY 34 (ILS-LOC)

(see chart LSZH AD 2.24.10.4 - 1)

From GIPOL						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GIPOL	N	-	-	-	-
TF	ZH479	N	+7000	-	046° (048.5°T)	10.9
TF	ZH481	N	-	-	152° (154.7°T)	6.0
TF	ZH483	N	-	-	152° (154.8°T)	6.0
TF	ZH485	N	-	-	152° (154.8°T)	6.0
TF	ZH487	N	-	-	152° (154.9°T)	6.0
TF	ZH489	N	-	-	152° (154.9°T)	6.0
TF	ZH490	N	-	-	062° (065.0°T)	7.0
TF	UTIXO	N	+6000	-	332° (335.0°T)	2.0
TF	MILNI	N	+5000	-	332° (335.3°T)	2.9

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)	6.3
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	-	-	242° (245.2°T)	7.0
TF	UTIXO	N	+6000	-	332° (335.0°T)	2.0
TF	MILNI	N	+5000	-	332° (335.3°T)	2.9

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	-	-	242° (245.2°T)	7.0
TF	UTIXO	N	+6000	-	332° (335.0°T)	2.0
TF	MILNI	N	+5000	-	332° (335.3°T)	2.9

#### 2.4.8 FREQ change

- When changing FREQ from Zurich Arrival to Zurich Final, initial contact shall be restricted to **Zurich Final & call sign**.
- When changing FREQ from Zurich Arrival or Zurich Final to Zurich TWR, initial contact shall be restricted to **Zurich TWR, call sign, type of APCH & RWY**.

#### 2.4.9 Speed restrictions

Speed restrictions are applied for ATC separation purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued (e.g. an instruction to descend on ILS/GLS), pilots shall CONT to maintain a previously allocated speed.

All speed restrictions are to be flown as accurately as possible. Pilots unable to comply with the given speeds shall inform ATC and state what speeds may be used.

#### 2.4.10 Procedure description of RNAV Standard Initial APCH Segment to Final Approach RWY 14 (ILS-LOC)

(see chart LSZH AD 2.24.10.1 - 3 and LSZH AD 2.24.10.1 - 5)

From RILAX						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	+5000	-	188° (191.5°T)	4.4
TF	ZH413	N	-	-210	224° (227.1°T)	5.5
TF	OSNEM	N	+4000	-	134° (137.2°T)	3.9

2.4.11 Procedure description of GLS RWY 14

(see chart LSZH AD 2.24.10.1 - 7)

From GIPOL						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GIPOL	N	+7000	-	-	-
TF	ZH412	N	+6000	-210	052° (055.3°T)	9.5
TF	ZH413	N	-	-	063° (065.6°T)	4.6
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9

From AMIKI						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AMIKI	N	-	-	-	-
TF	ZUE	N	-	-	274° (277.1°T)	9.0
TF	ZH411	N	+7000	-	288° (290.9°T)	6.5
TF	TRA	N	+5000	-210	288° (290.7°T)	10.0
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9

From RILAX						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	+5000	-210	188° (191.5°T)	4.4
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9

Missed approach after precision segment						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	ZH415	Y	-	-	-	-
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0

## 2.4.12 Procedure description of RNP RWY 14

From GIPOL						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GIPOL	N	+7000	-	-	-
TF	ZH412	N	+6000	-210	052° (055.3°T)	9.5
TF	ZH413	N	-	-	063° (065.6°T)	4.6
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9
TF	RW14	Y	-	-	134° (137.1°T)	8.0
DF	ZH415	Y	-	-	134° (137.1°T)	5.3
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0

(see chart LSZH AD 2.24.10.1 - 9)

From AMIKI						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	AMIKI	N	-	-	-	-
TF	ZUE	N	-	-	274° (277.1°T)	9.0
TF	ZH411	N	+7000	-	288° (290.9°T)	6.5
TF	TRA	N	+5000	-210	288° (290.7°T)	10.0
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9
TF	RW14	Y	-	-	134° (137.1°T)	8.0
DF	ZH415	Y	-	-	134° (137.1°T)	5.3
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0

From RILAX						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	+5000	-210	188° (191.5°T)	4.4
TF	ZH413	N	-	-	224° (227.1°T)	5.5
TF	OSNEM	N	4000	-	134° (137.2°T)	3.9
TF	RW14	Y	-	-	134° (137.1°T)	8.0
DF	ZH415	Y	-	-	134° (137.1°T)	5.3
DF	ZH416	N	-4000	-210	-	-
TF	ZH417	N	-	-	013° (015.7°T)	4.6
TF	ZUE	N	+6000	-	052° (054.9°T)	3.7
TF	AMIKI	N	-	-	094° (096.9°T)	9.0

CTN: Step down fix at 3.5 NM to RW14 not to be coded as WPT.

**2.4.13 Procedure description of RNAV 1 Standard Initial APCH Segment to Final Approach RWY 16 (ILS-LOC)**

(see chart LSZH AD 2.24.10.2 - 3 and LSZH AD 2.24.10.2 - 5)

From RILAX						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	+5000	-	188° (191.5°T)	4.4
TF	ZH706	N	-	-210	188° (191.5°T)	3.0
TF	ENUSO	N	+4000	-	152° (154.9°T)	2.9

**2.4.14 Procedure description of RNAV 1 Standard Initial APCH Segment to Final Approach RWY 28 (ILS-LOC)**

(see chart LSZH AD 2.24.10.3 - 3 and LSZH AD 2.24.10.3 - 5)

From RILAX						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	+7000	-	189° (191.5°T)	11.1
TF	TRA	N	-	-	188° (191.5°T)	4.4
TF	KLO	N	+6000	-	159° (162.4°T)	14.6

**2.4.15 Procedure description RWY 34**

**2.4.15.1 Procedure description of RNAV 1 Standard Initial APCH Segment to Final Approach RWY 34 (ILS-LOC)**

(see chart LSZH AD 2.24.10.4 - 3 and LSZH AD 2.24.10.4 - 5)

From RILAX						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	RILAX	N	-	-	-	-
TF	EDUMI	N	-	-	189° (191.5°T)	11.1
TF	TRA	N	-	-	188° (191.5°T)	4.4
TF	KLO	N	+7000	-	159° (162.4°T)	14.6

**2.4.15.2 Procedure description of RNP RWY 34 (by ATC only)**

(see chart LSZH AD 2.24.10.4 - 7)

From GIPOL						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
IF	GIPOL	N	-	-	-	-
TF	ZH479	N	+7000	-	046° (048.5°T)	10.9
TF	ZH481	N	-	-	152° (154.7°T)	6.0
TF	ZH483	N	-	-	152° (154.8°T)	6.0
TF	ZH485	N	-	-	152° (154.8°T)	6.0
TF	ZH487	N	-	-	152° (154.9°T)	6.0
TF	ZH489	N	-	-	152° (154.9°T)	6.0
TF	ZH490	N	+6000	-	062° (065.0°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

From GIPOLE						
Path terminator	Waypoint	Flyover	Altitude (ft)	Speed limit (kt)	Track	Distance (NM)
TF	GIPOLE	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	GIPOLE	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	GIPOLE	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 <sup>1) 3)</sup>	200 m	250 m	400 m	500 m
B			300 m		600 m
C			400 m		800 m
D	200 m <sup>2) 3)</sup>	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		800 m
D		800 m

## 4. Minima for IFR departures (TKOF minima)

RWY	ACFT CAT	Vis (m) / Ceiling (ft AGL)			RMK
		No LGT AVBL	REDL or RCLL AVBL	REDL and RCLL AVBL	
10	A	500/---	400/---	400/---	Due to LIL
	B	600/---	400/---	400/---	
	C	600/---	400/---	400/---	
	D	800/---	400/---	400/---	
All EXC 10	A	500/---	250/---	150/---	NIL
	B	600/---	300/---	150/---	
	C	600/---	300/---	150/---	
	D	800/---	400/---	200/---	

**LSZH AD 2.23 ADDITIONAL INFORMATION**

**1. List of significant points (Terminal)**

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
AFOLT	N 47 14 11.2	E 008 27 38.2	SID LSZH
BREGO	N 47 23 22.8	E 008 20 46.5	SID LSZH
ENUSO	N 47 35 47.1	E 008 27 09.2	IAC / RNAV Transition LSZH
ERMUS	N 47 13 56	E 008 14 41	STAR LSZH
KOLUL	N 47 28 02.0	E 008 49 22.0	SID LSZH
LAMAX	N 47 37 14	E 008 54 14	STAR LSZH
MILNI	N 47 17 47.0	E 008 39 33.0	IAC / RNAV Transition LSZH
MOMOL	N 47 27 42	E 008 40 16	SID LSZH
NOLKA	N 47 08 53	E 008 07 34	STAR LSZH
OSNEM	N 47 34 46.9	E 008 24 08.7	IAC / RNAV Transition LSZH
RAMEM	N 47 26 19.7	E 008 49 00.5	IAC / RNAV Transition LSZH
TADOB	N 47 10 59	E 008 05 23	STAR LSZH
UTIXO	N 47 15 09.0	E 008 41 20.0	IAC / RNAV Transition LSZH
ZH371	N 47 51 52.2	E 008 35 21.0	RNAV Transition
ZH372	N 47 28 05.8	E 008 11 46.4	RNAV Transition
ZH373	N 47 49 25.5	E 008 37 42.1	RNAV Transition
ZH375	N 47 38 10.1	E 008 48 32.5	RNAV Transition
ZH382	N 47 46 40.0	E 008 43 55.0	RNAV Transition
ZH403	N 47 34 43.1	E 008 36 18.7	RNAV Transition
ZH404	N 47 30 27.0	E 008 18 00.5	RNAV Transition
ZH405	N 47 38.01.3	E 008 31 47.9	RNAV Transition
ZH406	N 47 33 31.1	E 008 13.47.0	RNAV Transition
ZH407	N 47 41 41.2	E 008 26 46.3	RNAV Transition
ZH408	N 47 37 10.3	E 008 08 44.6	RNAV Transition
ZH409	N 47 45 20.9	E 008 21 44.0	RNAV Transition
ZH410	N 47 41 15.3	E 008 15 12.9	RNAV Transition
ZH411	N 47 37 51.0	E 008 40 04.0	IAC LSZH
ZH412	N 47 35 43.1	E 008 14 01.3	IAC LSZH
ZH413	N 47 37 37.5	E 008 20 15.1	IAC LSZH
ZH414	N 47 37 42.7	E 008 20 07.5	RNAV Transition
ZH415	N 47 25 02.9	E 008 37 28.1	IAC LSZH
ZH416	N 47 29 00.6	E 008 42 45.0	IAC LSZH
ZH417	N 47 33 23.7	E 008 44 34.4	IAC LSZH
ZH424	N 47 31 21.2	E 008 20 26.0	RNAV Transition
ZH425	N 47 36 22.8	E 008 36 32.1	RNAV Transition
ZH426	N 47 36 58.6	E 008 16 32.2	RNAV Transition

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZH427	N 47 42 04.2	E 008 32 36.4	RNAV Transition
ZH428	N 47 40 41.0	E 008 13 57.1	RNAV Transition
ZH429	N 47 45 46.9	E 008 30 02.2	RNAV Transition
ZH430	N 47 43 14.2	E 008 21 59.2	RNAV Transition
ZH434	N 47 39 24.3	E 008 24 38.8	RNAV Transition
ZH445	N 47 34 14.9	E 008 09 14.6	RNAV Transition
ZH446	N 47 51 52.0	E 008 32 17.6	RNAV Transition
ZH447	N 47 26 56.8	E 008 16 29.7	RNAV Transition
ZH448	N 47 48 18.2	E 008 33 24.5	RNAV Transition
ZH449	N 47 21 12.4	E 008 22 10.1	RNAV Transition
ZH450	N 47 44 30.5	E 008 34 35.6	RNAV Transition
ZH451	N 47 20 29.2	E 008 32 24.4	RNAV Transition
ZH452	N 47 40 41.7	E 008 35 46.9	RNAV Transition
ZH453	N 47 19 57.8	E 008 39 43.1	RNAV Transition
ZH454	N 47 33 20.3	E 008 49 14.2	RNAV Transition
ZH455	N 47 19 26.0	E 008 47 01.6	RNAV Transition
ZH456	N 47 32 48.0	E 008 56 34.5	RNAV Transition
ZH457	N 47 18 53.6	E 008 54 20.0	RNAV Transition
ZH458	N 47 32 15.3	E 009 03 54.7	RNAV Transition
ZH459	N 47 18 20.9	E 009 01 38.2	RNAV Transition
ZH460	N 47 25 18.2	E 009 02 46.3	RNAV Transition
ZH464	N 47 25 53.5	E 008 54 56.3	RNAV Transition
ZH465	N 47 27 55.1	E 008 26 50.2	IAC LSZH
ZH466	N 47 20 20.6	E 008 23 38.0	IAC LSZH
ZH467	N 47 15 04.1	E 008 07 33.2	IAC LSZH
ZH468	N 47 18 35.5	E 007 57 36.0	IAC LSZH
ZH474	N 47 51 55.2	E 008 29 54.1	RNAV Transition
ZH476	N 47 49 08.3	E 008 29 21.4	RNAV Transition
ZH478	N 47 43 28.5	E 008 33 15.6	RNAV Transition
ZH479	N 47 37 31.8	E 008 14 30.5	RNAV Transition
ZH480	N 47 38 02.4	E 008 37 00.8	RNAV Transition
ZH481	N 47 32 06.5	E 008 18 17.1	RNAV Transition
ZH482	N 47 32 36.2	E 008 40 45.2	RNAV Transition
ZH483	N 47 26 40.9	E 008 22 03.0	RNAV Transition
ZH484	N 47 27 09.9	E 008 44 28.8	RNAV Transition
ZH485	N 47 21 15.2	E 008 25 48.1	RNAV Transition
ZH486	N 47 21 43.5	E 008 48 11.7	RNAV Transition
ZH487	N 47 15 49.4	E 008 29 32.4	RNAV Transition

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZH488	N 47 16 17.1	E 008 51 53.7	RNAV Transition
ZH489	N 47 10 23.4	E 008 33 16.1	RNAV Transition
ZH490	N 47 13 20.6	E 008 42 34.4	RNAV Transition
ZH492	N 47 15 58.0	E 008 40 46.8	IAC LSZH
ZH495	N 47 33 17.2	E 008 28 53.5	IAC LSZH
ZH501	N 47 27 25.7	E 008 32 44.1	RNAV SID / RNAV STAR LSZH
ZH502	N 47 27 54.8	E 008 45 58.8	RNAV SID / NON RNAV SID LSZH
ZH503	N 47 34 30.0	E 008 42 35.0	RNAV SID LSZH
ZH504	N 47 27 23.0	E 008 53 49.0	RNAV SID LSZH
ZH505	N 47 30 52.8	E 008 36 36.0	RNAV SID LSZH
ZH506	N 47 30 26.0	E 008 46 51.0	RNAV SID LSZH
ZH507	N 47 27 29.6	E 008 40 53.1	RNAV SID LSZH
ZH508	N 47 32 32.6	E 008 43 01.4	RNAV SID LSZH
ZH509	N 47 29 10.9	E 008 38 20.6	RNAV SID LSZH (RF arc centre)
ZH510	N 47 27 07.5	E 008 38 01.4	RNAV SID LSZH
ZH521	N 47 27 39.6	E 008 38 58.9	SID LSZH
ZH524	N 47 25 14.6	E 008 48 19.1	RNAV SID LSZH
ZH525	N 47 26 24.4	E 009 00 39.9	RNAV SID LSZH
ZH527	N 47 16 53.5	E 008 38 46.7	RNAV SID LSZH
ZH530	N 47 26 34.7	E 008 33 30.6	SID / RNAV SID LSZH
ZH531	N 47 28 14.2	E 008 36 24.8	SID / RNAV SID LSZH
ZH533	N 47 27 58.8	E 008 32 43.8	SID / RNAV SID LSZH
ZH540	N 47 27 44.4	E 008 29 22.5	SID / RNAV SID LSZH
ZH541	N 47 26 19.3	E 008 26 41.6	SID / RNAV SID LSZH
ZH542	N 47 26 40.5	E 008 27 42.7	SID / RNAV SID LSZH
ZH544	N 47 27 03.8	E 008 27 34.9	SID / RNAV SID LSZH
ZH545	N 47 26 31.9	E 008 29 11.4	SID LSZH
ZH546	N 47 25 56.7	E 008 26 10.3	SID / RNAV SID LSZH
ZH547	N 47 28 21.0	E 008 23 41.5	SID LSZH
ZH548	N 47 27 16.3	E 008 27 46.3	SID / RNAV SID LSZH
ZH551	N 47 18 08.0	E 008 10 00.0	NON RNAV SID LSZH
ZH552	N 47 25 44.0	E 008 23 30.0	SID / RNAV SID LSZH
ZH553	N 47 24 46.4	E 008 27 21.4	SID LSZH
ZH554	N 47 21 18.3	E 008 14 55.5	RNAV SID LSZH
ZH555	N 47 20 48.8	E 008 15 40.6	NON RNAV SID LSZH
ZH556	N 47 20 18.0	E 008 23 05.0	RNAV SID LSZH
ZH557	N 47 18 47.0	E 008 24 13.0	RNAV SID LSZH
ZH558	N 47 19 05.0	E 008 08 41.0	RNAV SID LSZH

NAV point	COORD WGS84		Purpose
	LAT	LONG	
1	2		3
ZH559	N 47 31 01.5	E 008 23 04.8	RNAV SID LSZH
ZH561	N 47 15 34.3	E 008 26 36.4	RNAV SID LSZH
ZH568	N 47 27 26.6	E 008 25 37.6	RNAV SID LSZH
ZH569	N 47 31 14.0	E 008 23 40.2	RNAV SID LSZH
ZH570	N 47 31 04.8	E 008 30 20.1	RNAV SID LSZH
ZH571	N 47 33 20.6	E 008 35 21.8	SID / RNAV SID LSZH
ZH573	N 47 32 03.0	E 008 26 12.0	RNAV SID LSZH
ZH577	N 47 31 05.5	E 008 23 17.0	RNAV SID LSZH
ZH578	N 47 30 09.7	E 008 27 33.0	RNAV SID LSZH (RF arc centre)
ZH579	N 47 29 32.9	E 008 31 18.9	SID LSZH
ZH580	N 47 30 57.2	E 008 30 07.4	SID LSZH
ZH627	N 47 22 20.7	E 008 37 13.7	RNAV STAR LSZH
ZH628	N 47 16 09.1	E 008 41 28.0	RNAV STAR LSZH
ZH677	N 47 34 38.0	E 007 44 13.0	STAR / RNAV STAR LSZH
ZH703	N 47 29 06.4	E 008 56 11.4	IAC LSZH
ZH704	N 47 38 48.7	E 008 25 13.9	IAC LSZH
ZH706	N 47 38 24.8	E 008 25 19.8	IAC LSZH
ZH712	N 47 36 01.4	E 008 21 24.5	IAC LSZH
ZH726	N 47 14 50.4	E 008 47 14.9	ILS/DME APCH 34 LSZH

**LSZH AD 2.24 AERONAUTICAL CHARTS RELATED TO AN AERODROME**

Name	Page
Aerodrome Chart	LSZH AD 2.24.1 - 1
Aerodrome Ground Movement Chart - South	LSZH AD 2.24.3 - 1
Aerodrome Ground Movement Chart - North	LSZH AD 2.24.3 - 3
Aerodrome Ground Movement Chart - ICAO Code Letter F OPS	LSZH AD 2.24.3 - 5
Aerodrome Obstacle Chart - Type A - RWY 10	LSZH AD 2.24.4 - 1
Aerodrome Obstacle Chart - Type A - RWY 28	LSZH AD 2.24.4 - 3
Aerodrome Obstacle Chart - Type A - RWY 14	LSZH AD 2.24.4 - 5
Aerodrome Obstacle Chart - Type A - RWY 32	LSZH AD 2.24.4 - 7
Aerodrome Obstacle Chart - Type A - RWY 16	LSZH AD 2.24.4 - 9
Aerodrome Obstacle Chart - Type A - RWY 34	LSZH AD 2.24.4 - 11
Precision Approach Terrain Chart - RWY 16	LSZH AD 2.24.5 - 1
Precision Approach Terrain Chart - RWY 14	LSZH AD 2.24.5 - 3
Area Chart - Transition Routes (VEBIT)	LSZH AD 2.24.6 - 1
Area Chart - Transit Routes (TMA)	LSZH AD 2.24.6 - 3
SID RWY 10 - RNP 1	LSZH AD 2.24.7.1 - 1
SID RWY 10 - RNAV 1	LSZH AD 2.24.7.1 - 3
SID RWY 10 - NON RNAV	LSZH AD 2.24.7.1 - 5
SID RWY 16 - RNAV 1	LSZH AD 2.24.7.2 - 1
SID RWY 16 - RNAV 5	LSZH AD 2.24.7.2 - 3
SID RWY 16 - RNAV 1 (by ATC only)	LSZH AD 2.24.7.2 - 5
SID RWY 16 - NON RNAV	LSZH AD 2.24.7.2 - 7
SID RWY 28 - RNAV 5	LSZH AD 2.24.7.3 - 1
SID RWY 28 - RNP 1 (DEGES) (RF required) (by ATC only)	LSZH AD 2.24.7.3 - 3
SID RWY 28 - RNP 1 (VEBIT) (RF required) (by ATC only)	LSZH AD 2.24.7.3 - 5
SID RWY 28 - RNAV 1 (by ATC only)	LSZH AD 2.24.7.3 - 7
SID RWY 28 - NON RNAV	LSZH AD 2.24.7.3 - 9
SID RWY 32 - RNAV 1	LSZH AD 2.24.7.4 - 1
SID RWY 32 - RNAV 5	LSZH AD 2.24.7.4 - 3
SID RWY 32 - RNAV 1 (by ATC only)	LSZH AD 2.24.7.4 - 5
SID RWY 32 - NON RNAV	LSZH AD 2.24.7.4 - 7
SID RWY 34 - RNP 1	LSZH AD 2.24.7.5 - 1
SID RWY 34 - RNAV 1	LSZH AD 2.24.7.5 - 3
SID RWY 34 - RNAV 5	LSZH AD 2.24.7.5 - 5
SID RWY 34 - RNAV 1 (by ATC only)	LSZH AD 2.24.7.5 - 7
SID RWY 34 - NON RNAV	LSZH AD 2.24.7.5 - 9
SID Straight Ahead and Turn RWY 10, 16, 28, 34	LSZH AD 2.24.7.6 - 1
STAR TO GIPOL - RNAV 1	LSZH AD 2.24.9.1 - 1
STAR TO GIPOL - NON RNAV	LSZH AD 2.24.9.2 - 1
STAR TO AMIKI - RNAV 1	LSZH AD 2.24.9.3 - 1
RNAV Transition to Final Approach RWY 14	LSZH AD 2.24.10.1 - 1
IAC ILS RWY 14 CAT II & III	LSZH AD 2.24.10.1 - 3
IAC LOC RWY 14	LSZH AD 2.24.10.1 - 5
IAC GLS RWY 14	LSZH AD 2.24.10.1 - 7
IAC RNP RWY 14	LSZH AD 2.24.10.1 - 9
RNAV Transition to Final Approach RWY 16	LSZH AD 2.24.10.2 - 1
IAC ILS RWY 16 CAT II & III	LSZH AD 2.24.10.2 - 3
IAC LOC RWY 16	LSZH AD 2.24.10.2 - 5
RNAV Transition to Final Approach RWY 28	LSZH AD 2.24.10.3 - 1
IAC ILS RWY 28	LSZH AD 2.24.10.3 - 3
IAC LOC RWY 28	LSZH AD 2.24.10.3 - 5
IAC RNP RWY 28	LSZH AD 2.24.10.3 - 7
RNAV Transition to Final Approach RWY 34	LSZH AD 2.24.10.4 - 1
IAC ILS RWY 34	LSZH AD 2.24.10.4 - 3
IAC LOC RWY 34	LSZH AD 2.24.10.4 - 5

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Name	Page
IAC RNP RWY 34 (by ATC only)	LSZH AD 2.24.10.4 - 7
ATC Surveillance Minimum Altitude Chart	LSZH AD 2.24.13 - 1

**LSZH AD 2.25 VISUAL SEGMENT SURFACE (VSS) PENETRATION**

The information on visual segment surface penetration is published on the respective instrument approach chart.  
See [LSZH AD 2.24](#) for details.

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