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AIP Services

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AIP

AMDT 008 2024

Effective Date 08 AUG 2024

RMK

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

1. Insert the following pages:

GEN 0.2 - 11/12	08 AUG 2024
GEN 0.3 - 1/2	08 AUG 2024
GEN 0.4 - 1/2	08 AUG 2024
GEN 0.4 - 3/4	08 AUG 2024
GEN 0.4 - 5/6	08 AUG 2024
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ENR 1.8 - 1/2	08 AUG 2024
ENR 1.10 - 1/2	08 AUG 2024
LSGS AD 2.24.2 - 1/2	08 AUG 2024
LSZH AD 2.24.3.1 - 1/2	08 AUG 2024
LSZH AD 2.24.3.3 - 3/4	08 AUG 2024
LSZH AD 2.24.3.5 - 5/6	08 AUG 2024

Destroy the following pages:

GEN 0.2 - 11/12	11 JUL 2024
GEN 0.3 - 1/2	13 JUN 2024
GEN 0.4 - 1/2	AIRAC 08 AUG 2024
GEN 0.4 - 3/4	AIRAC 08 AUG 2024
GEN 0.4 - 5/6	AIRAC 08 AUG 2024
GEN 0.4 - 7/8	AIRAC 08 AUG 2024
GEN 1.5 - 1/2	18 JUL 2019
ENR 1.1 - 1/2	AIRAC 26 MAR 2020
ENR 1.1 - 3/4	16 MAY 2024
ENR 1.1 - 5/6	05 OCT 2023
ENR 1.3 - 3/4	AIRAC 22 FEB 2024
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ENR 1.8 - 1/2	10 AUG 2023
ENR 1.10 - 1/2	AIRAC 01 DEC 2022
LSGS AD 2.24.2 - 1/2	13 JUN 2024
LSZH AD 2.24.3.1 - 1/2	13 JUN 2024
LSZH AD 2.24.3.3 - 3/4	13 JUN 2024
LSZH AD 2.24.3.5 - 5/6	13 JUN 2024

2. Record entry of amendment on page GEN 0.2

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

NOTAM: NIL

AIP SUP: NIL

AIC: NIL

Enroute chart: NIL

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

Checklist SUP: 001 2024, 003 2024, 04 2024, 05 2024

Checklist AIRAC SUP: NIL

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AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2021	17-Jun-2021	17-Jun-2021	
007/2021	15-Jul-2021	15-Jul-2021	
008/2021	12-Aug-2021	12-Aug-2021	
009/2021	09-Sep-2021	09-Sep-2021	
010/2021	07-Oct-2021	07-Oct-2021	
011/2021	04-Nov-2021	04-Nov-2021	
012/2021	02-Dec-2021	02-Dec-2021	
013/2021	30-Dec-2021	30-Dec-2021	
001/2022	27-Jan-2022	27-Jan-2022	
002/2022	24-Feb-2022	24-Feb-2022	
003/2022	24-Mar-2022	24-Mar-2022	
004/2022	21-Apr-2022	21-Apr-2022	
005/2022	19-May-2022	19-May-2022	
006/2022	16-Jun-2022	16-Jun-2022	
007/2022	14-Jul-2022	14-Jul-2022	
008/2022	11-Aug-2022	11-Aug-2022	
009/2022	08-Sep-2022	08-Sep-2022	
010/2022	06-Oct-2022	06-Oct-2022	
011/2022	03-Nov-2022	03-Nov-2022	
012/2022	01-Dec-2022	01-Dec-2022	
013/2022	29-Dec-2022	29-Dec-2022	
001/2023	26-Jan-2023	26-Jan-2023	
002/2023	23-Feb-2023	23-Feb-2023	
003/2023	23-Mar-2023	23-Mar-2023	
004/2023	20-Apr-2023	20-Apr-2023	
005/2023	18-May-2023	18-May-2023	
006/2023	15-Jun-2023	15-Jun-2023	
007/2023	13-Jul-2023	13-Jul-2023	
008/2023	10-Aug-2023	10-Aug-2023	
009/2023	07-Sep-2023	07-Sep-2023	
010/2023	05-Oct-2023	05-Oct-2023	
011/2023	02-Nov-2023	02-Nov-2023	
012/2023	30-Nov-2023	30-Nov-2023	
013/2023	28-Dec-2023	28-Dec-2023	
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005/2024	16-May-2024	16-May-2024	

AIP Amendment			
NR/Year	Effective date	Date inserted	Inserted by
006/2024	13-Jun-2024	13-Jun-2024	
007/2024	11-Jul-2024	11-Jul-2024	
008/2024	08-Aug-2024	08-Aug-2024	

GEN 0.3 RECORD OF SUPPLEMENTS

NR/Year	Subject	AIP Section(s) Affected	Period of Validity	Cancellation Record
001/2024	Zurich Airport (LSZH) - Replacement of ILS GP/LOC/DME RWY 34	LSZH	18-APR-2024	UFN
003/2024	Zurich Airport (LSZH) - Project Reconstruction Apron South - Phase B1 - INNER	LSZH	13-JUN-2024	22-DEC-2025
004/2024	Geneva Airport LSGG - Construction of FATO	LSGG	08-AUG-2024	03-OCT-2024
005/2024	Geneva Airport LSGG - Temporary crane in AOC Chart - Type A - RWY 22	LSGG	08-AUG-2024	UFN

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GEN 0.4 CHECKLIST OF AIP PAGES

PART 1 - GENERAL (GEN)

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GEN 0.1 - 1	10 AUG 2023
GEN 0.1 - 2	10 AUG 2023
GEN 0.1 - 3	01 MAY 2014
GEN 0.1 - 4	01 MAY 2014
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GEN 0.2 - 2	AIRAC 26 MAY 2016
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GEN 0.2 - 5	AIRAC 08 AUG 2024
GEN 0.2 - 6	AIRAC 08 AUG 2024
GEN 0.2 - 7	AIRAC 30 NOV 2023
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GEN 0.2 - 10	AIRAC 30 NOV 2023
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GEN 0.2 - 12	08 AUG 2024
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GEN 0.3 - 2	08 AUG 2024
GEN 0.4 - 1	08 AUG 2024
GEN 0.4 - 2	08 AUG 2024
GEN 0.4 - 3	08 AUG 2024
GEN 0.4 - 4	08 AUG 2024
GEN 0.4 - 5	08 AUG 2024
GEN 0.4 - 6	08 AUG 2024
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GEN 0.5 - 1	11 AUG 2022
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GEN 1.2 - 1	11 DEC 2014
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GEN 1.2 - 3	11 DEC 2014
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GEN 1.2 - 6	20 APR 2023
GEN 1.2 - 7	11 DEC 2014
GEN 1.2 - 8	11 DEC 2014
GEN 1.2 - 9	14 JUL 2022
GEN 1.2 - 10	14 JUL 2022
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GEN 1.3 - 2	11 DEC 2014
GEN 1.4 - 1	11 DEC 2014
GEN 1.4 - 2	11 DEC 2014
GEN 1.5 - 1	08 AUG 2024
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GEN 1.6 - 1	25 MAR 2021
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GEN 1.7 - 5	26 JAN 2023
GEN 1.7 - 6	26 JAN 2023
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GEN 1.7 - 9	16 MAY 2024
GEN 1.7 - 10	16 MAY 2024
GEN 1.7 - 11	07 SEP 2023
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GEN 1.7 - 15	26 JAN 2023
GEN 1.7 - 16	26 JAN 2023
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GEN 2.1 - 2	10 AUG 2023
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GEN 2.2 - 10	11 JUL 2024
GEN 2.3 - 1	AIRAC 02 NOV 2023
GEN 2.3 - 2	AIRAC 02 NOV 2023
GEN 2.3 - 3	AIRAC 21 MAR 2024
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GEN 2.3 - 6	20 APR 2023
GEN 2.3 - 7	24 MAY 2018
GEN 2.3 - 8	24 MAY 2018
GEN 2.4 - 1	AIRAC 25 JAN 2024
GEN 2.4 - 2	AIRAC 25 JAN 2024
GEN 2.4 - 3	AIRAC 25 JAN 2024
GEN 2.4 - 4	AIRAC 25 JAN 2024
GEN 2.4 - 5	AIRAC 25 JAN 2024
GEN 2.4 - 6	AIRAC 25 JAN 2024
GEN 2.4 - 7	AIRAC 25 JAN 2024
GEN 2.4 - 8	AIRAC 25 JAN 2024
GEN 2.5 - 1	11 JUL 2024
GEN 2.5 - 2	11 JUL 2024
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GEN 2.6 - 2	10 AUG 2023
GEN 2.6 - 3	10 DEC 2015
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GEN 2.7 - 1	05 OCT 2023
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GEN 2.7 - 3	05 OCT 2023
GEN 2.7 - 4	05 OCT 2023
GEN 2.7 - 5	05 OCT 2023
GEN 2.7 - 6	05 OCT 2023
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GEN 3.1 - 7	18 APR 2024
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GEN 3.2 - 2	AIRAC 01 DEC 2022
GEN 3.2 - 3	11 DEC 2014
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GEN 3.6 - 6	16 JUN 2022
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GEN 4.1 - 21	07 SEP 2023
GEN 4.1 - 22	07 SEP 2023
GEN 4.1 - 23	07 SEP 2023
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GEN 4.1 - 34	07 SEP 2023
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PART 3 - AERODROMES (AD)

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GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

1. General

Commercial air transport ACFT operating in Switzerland must adhere to the provisions of the ICAO Annex 6 ”Operation of Aircraft“, Part I - International Commercial Air Transport - Aeroplanes, Chapter 6 (Aeroplane instruments, equipment and flight documents) and Chapter 7 (Aeroplane communication and navigation equipment).

See Titles of the Swiss Legislation in this matter (Fr, Ge, It). REF: GEN-1.6

2. Minimum required communications, navigation and surveillance equipment for IFR flights

For IFR FLTs within Swiss airspace, ACFT shall be equipped with at least the following systems:

COM:
- 2 VHF TRANS/receivers

Requirements for 2 VHF TRANS/receivers:	
FREQ range:	118.000 - 136.975 MHz
CH spacing:	8.33 kHz
Non-8.33 kHz equipped ACFT will not be allowed to operate within controlled airspace in Switzerland. Flight plans will be rejected if not 8.33 kHz compliant.	

Exemptions from mandatory carriage of VHF 8.33/25 kHz aircraft radio equipment are described in ENR-1.8.

The European regional supplementary procedures are applied in accordance with ICAO SUPPS Doc 7030/5-EUR.

NAV:
- 2 VOR receivers;
- 1 ILS LOC receiver;
- 1 ILS GP receiver;
- 1 DME interrogator;
- 1 ADF - Mandatory carriage of an ADF is limited to ACFT not equipped with a certified RNAV EQPT with a current database and to ACFT which are used for ADF-based FLT procedures. Special operational regulations (e.g. JAR-OPS 1 Subpart L) remain valid;
- 1 Marker receiver (75 MHz) - Mandatory carriage of a Marker receiver is limited to ACFT flying APCH procedures which require the carriage of a Marker receiver;
- 1 RNAV EQPT certified for B-RNAV or RNAV 5 Operations where applicable; REF: ENR-3.3
- 1 RNAV EQPT certified for P-RNAV or RNAV 1 Operations where applicable;
- 1 RNAV EQPT certified for RNP APCH Operations where applicable.

Aircraft, other than State aircraft, operating en-route under Instrument Flight Rules (IFR) within the FIR/UIR Switzerland shall be equipped with, as a minimum, RNAV equipment compliant to the RNAV 5 navigation specification (EASA CS-ACNS / ICAO DOC 9613).
Aircraft, other than State aircraft, operating on certain SIDs and STARs within the FIR Switzerland shall be equipped with RNAV equipment compliant to the RNAV 1 or RNP 1 navigation specification. This requirement is indicated on the charts in the relevant AD sections.
Aircraft operators shall ensure that the navigation equipment fulfils the requirements of the flight-planned routing.

Note: for RNAV EQPT and Operations refer to ENR-1.1, ENR-1.3 and ENR-1.8.

Appropriate FREQs and CHs must be AVBL.
All installed ILS LOC and VOR receivers must comply with FM immunity PER SARPS (ICAO Annex 10, Volume I).

Surveillance:
- 1 SSR Mode S Transponder, level 2 with Surveillance Identifier (SI) Code and Elementary Surveillance (ELS) functionality as a MNM. Compliant with ICAO Annex 10 AMDT 85.

ACAS:

a. ACAS II with collision avoidance logic version 7.1 is required to be carried and operated by all
   i. fixed-wing turbine powered ACFT having a Maximum certified Take off Mass (MCTOM) exceeding 5700 kg or
   ii. aeroplanes authorised to carry more than 19 passengers.

b. All aircraft not referred under point a), but which are equipped with ACAS II on a voluntary basis shall have collision avoidance logic version 7.1.

c. From the requirement above excluded are unmanned aircraft systems.

For Swiss registered ACFT the detailed requirements are set out in an instruction (CT-I No. F 02.050-10) which can be obtained from the:

Post: Federal Office of Civil Aviation,
Section Standardisation, Enforcement and Registry (STSS)
CH-3003 Berne,
Switzerland

3. Reduced Vertical Separation Minimum (RVSM)

Only RVSM APV ACFT and non-RVSM APV State ACFT shall be permitted to operate within the Swiss RVSM airspace.

RVSM APV ACFT are those ACFT for which the operator has obtained an RVSM APV, either from the State in which the operator is based, or from the State in which the ACFT is registered.

Guidance material on the airworthiness, CONT airworthiness and the operational practices and procedures for the EUR RVSM airspace is provided in the JAA TGL No. 6, Revision 1 and the ICAO Regional Supplementary Procedures (Doc 7030/4 - EUR).

Except for State ACFT, RVSM APV is required for ACFT to operate in the RVSM airspace within the FIR/UIR Switzerland, as described in ENR-2.2.

ENR 1 GENERAL RULES AND PROCEDURES

ENR 1.1 GENERAL RULES

1. Taking of aerial photographs

The taking of aerial photographs and the dissemination of them are authorised, subject to the legislation on the protection of MIL installations.

2. Glider flights, balloon ascents and parachute jumps in the Federal Republic of Germany and Austria

Since no medical assessment is required for the renewal of a Swiss licence for glider pilots, free balloon pilots or parachutists, the following dispositions have been agreed upon between the German and Austrian aeronautical authorities:

When operating Austrian or German registered ACFT over the respective territories, holders of Swiss glider pilot or free balloon pilot licences, provided that they are not holders of a valid licence for powered FLT at the same time, must carry on them a medical assessment report issued by an aeronautical medical expert or institute not longer than two years ago.

Additionally, for the operation of Swiss registered gliders and free balloons over the territories of the Federal Republic of Germany and Austria, the following has been fixed in accordance with article 40 of the ICAO Convention: Holders of Swiss glider pilot or free balloon pilot licences may OCNL carry out FLTs such as DIST FLTs, competition FLTs, training FLTs and similar with Swiss registered gliders or balloons without medical assessment, in accordance with ICAO Annex 1.

For holders of a Swiss parachutist licence, the dispositions fixed in and apply accordingly.

3. Fuel dumping regulations

3.1 Conception

Fuel dumping is defined as the jettisoning of unburned fuel from an ACFT during FLT.

3.2 Guide lines

3.2.1 Guide lines for aircrews

- Fuel dumping may only be carried out in an EMERG, and if the safe continuation of FLT may be endangered without the procedure being performed.
- The dumping of fuel has to be accomplished in airspace assigned by the ATC services.
  FLT ALT has to be 6000 ft AGL MNM.
- DEV from these guide lines, e.g. jettisoning of fuel below 6000 ft AGL is permitted only if the FLT is directly endangered.
- Detailed regulations of the Operations Manual remain reserved.

FLT crews shall report all fuel dumping to:

Post: Federal Office for Civil Aviation
CH-3003 Berne

3.2.2 Guide lines for air traffic services

If aircrews announce the need to dump fuel, ATS shall provide

- the necessary information and support to the aircrew;
- a protected and appropriate airspace;
- the possibility to accomplish the fuel dumping at 6000 ft AGL MNM.

ATS shall report the incident to:

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

3.3 Validity

These guide lines are valid in all airspace managed by Swiss ATS with the reservation of foreign law over foreign territory.

4. Conditions for installation and use of RNAV equipment

4.1 Introduction

This section provides the procedures to be applied for the APV of RNAV operations, including the use of GNSS as an IFR NAV aid in Swiss airspace.

4.2 Equivalence to ICAO Doc 9613 PBN Manual requirements

With the publication of ICAO Doc 9613 Volume I & II, Performance-based Navigation (PBN) Manual, it is recognised within Swiss Airspace that RNAV 1 is equivalent to P-RNAV, if the latter approval is not solely relying on VOR/DME for determination of position, and, RNAV 5 is equivalent to B-RNAV with regard to the NAV EQPT and certification requirements.

4.3 Applicable documents

Guidance material on the installation and airworthiness APV for RNAV operations and equipment, as well as appropriate guidelines for operators on the use of RNAV, can be found in the following documents:

- EASA CS-ACNS Airborne Communications, Navigation and Surveillance
- FAA AC 20-138D, Airworthiness Approval of Positioning and Navigation Systems

Detailed information is AVBL from:

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

4.4 Limitations of the GNSS constellation and equipment

All existing ground-based NAV aids are FLT calibrated and can SGL an alarm if erroneous SGL are being radiated.
For GNSS, SGL integrity equivalent to that obtained from conventional NAV aids is provided by the airborne equipment only. Without proper airborne integrity MNT implementations, potential for unannounced failures may exist.

4.5 GNSS Prediction Services

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

URL: https://augur.eurocontrol.int

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

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

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

Introduction and Certificate Verification

A national Low Flight Network for rotary wing aircraft is established for which an enroute navigational performance of RNP 0.3 (see ENR 1.3 §8.1.2) and a specific state authorization are required. Operations are limited to rotary wing aircraft equipped with GNSS avionic receivers using the European Geostationary Navigation Overlay Service (EGNOS) - the European SBAS.
Request such authorization at Federal Office of Civil Aviation 3003 Bern Switzerland.

Description:
This network consists of low-level routes and associated routes to and from various landing sites or regions (see ENR 3.3 Helicopter Routes). All segments are within controlled airspace and ATC service is provided.

Access Procedures:
Flights operating on this network need to comply with an approval process by the Swiss state authority.

As the number of flights per time is limited the following access procedures are established:

- A time window shall be requested from Flight Management Position (FMP) CTA Zurich;
- The request may be handed in by mail (sua-preact@skyguide.ch) on the day before operation latest by 1200 UTC or by telephone (+41 (0) 43 931 69 62) for same day operation; An approval must be received to conduct the requested flight;
- The reservation process is based on a "first come - first served" basis;
- An ICAO IFR flight plan must be submitted;
  Clearance for IFR operation on LFN is delivered upon initial contact with the first ATC unit corresponding to the point of departure;
- For Joining flights refer to procedures in ENR 1.3 §2.1
- Flights are to be conducted with the respective ATC unit QNH, received with the ATC clearance;
- The network is available H24/7.

4.6.1 LFN PinS Chart in Skybriefing (En-Route)

The Low Flight Network (LFN) is an IFR route network for helicopter in controlled airspace (airspace classes C, D and E). PinS may be partially in uncontrolled airspace (airspace class G) if approved i.a.w. Art. 20 Abs. 4 VRV-L.

The use of the LFN is restricted to approved operators. The Skybriefing "LFN PinS Chart" (https://skybriefing.com/enroute-charts-ch) shows the LFN routes as well as the related PinS (Point in Space) approaches and departures for helipads at hospitals, HEMS bases and/or military infrastructures.

In airspace classes E and G the rules of the corresponding airspace apply to VFR as well as LFN IFR flights, so "see and avoid" is also valid for IFR traffic. Special attention of VFR and IFR pilots is required when flying nearby or within clouds during weather conditions which allow both types of flight operation. VFR pilots might keep bigger distances to clouds within the vicinity of the LFN/PinS procedures shown on the LFN PinS Chart, since IFR traffic might be expected anytime. Air traffic control is not responsible for ensuring separation between LFN (IFR) flights and VFR traffic. VFR pilots can receive information about relevant IFR traffic from the Flight Information Service (FIC). Maintaining the cloud distance, applying the Semi-circular Rule, as well as transponder usage (if available), are vital for the safety of all airspace users.

The LFN PinS chart shows where the LFN routes and PinS are located therefore VFR pilots might consider them during their planning. The charts are published in skybriefing.com and integrated in the aeronautical publications and thus updated at regular intervals. They are intended to raise the awareness of airspace users regarding LFN IFR flights and contribute to general safety. The LFN PinS chart is not to be used for operational purposes. All LFN procedures shall only be used by approved operators.

Information about using the chart: If the chart is opened using Adobe Reader, specific information can be selected or deselected to take account of the user's requirements. Moreover, the chart is vector-based meaning that the zoom function can be used to view a specific section without any loss in quality.

5. Maximum speed

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

6. Supersonic flights

Supersonic FLTs are prohibited within Swiss airspace.

7. Special air report

Special air reports shall be made by all ACFT whenever the following conditions are encountered or OBS:
a. moderate or severe TURB; or
b. moderate or severe icing; or
c. severe MT wave; or
d. TS, with or without GR that are obscured, embedded, WDSPR or in SQ lines; or
e. volcanic ACT.
When other meteorological conditions not listed above are encountered and which, in the opinion of the pilot-in-command, may affect the safety or markedly affect the efficiency of other ACFT operations, the pilot-in-command shall advise the appropriate ATS unit as soon as practicable.

When voice communications are used, special air reports shall contain the following detailed elements. These elements, including the format of the messages and phraseology, shall be used by FLT crews when transmitting special air reports:
a. special air report;
b. ACFT IDENT (for ACFT reporting to ATS units) or ACFT type (for ATS units retransmitting to other airborne ACFT likely to be affected);
c. PSN;
d. time;
e. FL or ALT; and
f. condition prompting the issuance of the special air report, to be selected from the list of conditions encountered above.

7.1 Reporting of wind shear

When reporting ACFT observations of wind shear encountered during the climb-out and approach phases of FLT, the ACFT type shall be included.

Where wind shear conditions in the climb-out or approach phases of FLT were reported or forecast but not encountered, the pilot-in-command shall advise the appropriate ATS unit as soon as practicable unless the pilot-in-command is aware that the appropriate ATS unit has already been so advised by a preceding ACFT.

8. Test-Flight Pattern EAST A9

Prior to the use of the test FLT pattern EAST A9, a request has to be filed in accordance with the procedure described on:

URL: https://www.skyguide.ch/services/special-flights

9. Transmission of Coordinated Universal Time (UTC) at controlled aerodromes

Before taxiing for take-off, the pilot in command shall ensure that the time in the aircraft is set and checked by synchronising it with the GPS time (corrected to UTC). This synchronisation shall be carried out with an aviation-approved GPS device located in the aircraft.
When unable to comply with this requirement, the pilot in command shall request the correct time from the aerodrome control tower.

8. RNAV applications

8.1 Fixed RNAV routes

These are permanently published ATS routes which shall be flight-planned. They are identified by route designators in accordance with ICAO Annex 11.

8.1.1 RNAV 5 routes

RNAV 5 routes are designed within Swiss Airspace in accordance with ICAO Doc 8168 Vol II Procedures for Air Navigation Services - Aircraft Operations.

8.1.2 RNP 0.3 routes for helicopter

RNP 0.3 routes (KYxyz) and associated routes (KQxyz) are designed for helicopter operation within Swiss Airspace in accordance with ICAO Doc 8168 Vol II Procedures for Air Navigation Services - Aircraft Operations.

8.2 Free Route Airspace – General procedures

8.2.1 Definitions

8.2.1.1 FRA

A specified airspace within which users may freely plan a route between a defined entry point and a defined exit point, with the possibility to route via intermediate (published or unpublished) waypoints, without reference to the ATS route network, subject to airspace availability. Within this airspace, flights remain subject to air traffic control.

8.2.1.2 FRA significant points

FRA horizontal entry point (E)
A published significant point on the horizontal boundary of the Free Route Airspace from which FRA operations are allowed. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (E).

FRA horizontal exit point (X)
A published significant point on the horizontal boundary of the Free Route Airspace to which FRA operations are allowed. The FRA relevance of such points is included in ENR 4.1/4.4 columns as (X).

FRA horizontal intermediate point (I)
A published significant point or unpublished point, defined by geographical coordinates or by bearing and distance via which FRA operations are allowed. Intermediate points may be used to connect FRA operations to ATS route network. If published, the FRA relevance of such points is included in ENR 4.1/4.4 columns as (I).

FRA arrival connecting point (A)
A published significant point to which FRA operations are allowed for arriving traffic to specific aerodromes.
The FRA relevance of such points is included in ENR 4.1/4.4 columns as (A).

FRA departure connecting point (D)
A published significant point from which FRA operations are allowed for departing traffic from specific aerodromes.
The FRA relevance of such points is included in ENR 4.1/4.4 columns as (D).

8.2.2 Area of application

Skyguide provides ATS in areas above Switzerland and in delegated areas above Austria, Germany, Italy and France. These combined areas comprise Skyguide's Area of Responsibility (AoR).
LSASFRA is a Free Route Airspace area created within the entire lateral limits of Skyguide's AoR. FRA procedures are available H24 above FL195 up to FL660 within LSASFRA Part 1 and up to FL245 within LSASFRA Part 2 as detailed in ENR 2.2 and ENR Charts.

Italian Free Route Airspace volume "FRAIT" as described in AIP Italy ENR 2.2 extends over Swiss territory. Flights within FRAIT shall comply with the flight planning requirements defined in AIP Italy ENR 1.10.

French Free Route Airspace volume "LFFRAE" as described in AIP France ENR 2.2 extends over Swiss territory.
Flights within LFFRAE shall comply with the flight planning requirements defined in AIP France ENR 1.10.

8.2.3 FRA procedures

8.2.3.1 General

Within FRA flights may be planned DCT between significant points and/or radio navigation aids published in ENR 4.1/4.4. There is no restriction on the maximum DCT distance.
The use of unpublished points defined by geographical coordinates or by bearing and distance is not allowed.

8.2.3.2 Overflying traffic

Within LSASFRA aircraft operators can freely plan a route between a defined FRA Horizontal Entry Point (E) and a defined FRA Horizontal Exit Point (X), with the possibility to route via FRA Intermediate Points (I), without a reference to the ATS route network, subject to airspace availability.

8.2.3.3 Access to/from terminal airspace

Vertical entry and exit to/from the LSASFRA is made possible via the connection of ATS route segments connected to FRA significant points mentioned above. These ATS route segments are in turn connected to the SIDs or STARs of the various aerodromes. The available FRA connections between significant points and/or radio navigation aids to the ATS route network are published in the Route Availability Document (RAD).

8.2.3.4 Cross-border application

8.2.3.4.1 FRA Germany

Cross border FRA application is available between LSASFRA and DFS FRA Cells EDUU East, EDUU West and EDMM South. Flights between these areas are not required to file a FRA horizontal entry or exit point (E, X), rather the use of a FRA intermediate point (I), that is situated near the boundary and published in ENR 4.1 or ENR 4.4 is possible. It is not allowed to plan from a FRA significant point inside LSASFRA to a location described by geographical coordinates inside DFS FRA and vice versa. Only significant points as published in AIP ENR 4.1 or ENR 4.4 are permitted. Specific restrictions on the use of the FRA intermediate points (I) between the FRA areas are defined in the RAD if necessary.

8.2.3.4.2 FRA France

Cross border FRA application is available between LSASFRA and French FRA Cell LFFRAE. Flights between these areas are not required to file a FRA horizontal entry or exit point (E, X), rather the use of a FRA intermediate point (I), that is situated near the boundary and published in ENR 4.1 or ENR 4.4 is possible. It is not allowed to plan from a FRA significant point inside LSASFRA to a location described by geographical coordinates inside LFFRAE and vice versa. Only significant points as published in AIP ENR 4.1 or ENR 4.4 are permitted. Specific restrictions on the use of the FRA intermediate points (I) between the FRA areas are defined in the RAD if necessary.

8.2.3.5 Airspace reservation – special areas

In general, aircraft operators will plan their trajectory around reserved or segregated airspace, when not available for civil operations, by using the relevant FRA intermediate points (I) published for this purpose in ENR 4.4.
Flights may be planned through AMC-manageable restricted airspaces (RSAs) according to the European Airspace Use Plan/ European Updated Airspace Use Plan (EAUP/EUUP); subject to the rules that are specified in RAD Annex 2C.

8.3 RNAV Instrument departure, arrival, approach and holding procedures

RNAV procedures for departure (SID), arrival (STAR), holding pattern and instrument approach (initial, intermediate, final approach and missed approach segments) are designed in accordance with the ICAO Doc 8168 PANS-OPS criteria, or the ICAO Doc 9905 RNP AR Procedure Design Manual for procedures based on the RNP AR navigation specification. To navigate these procedures all aircraft and aircrew shall comply with the requirements of the prescribed navigation specification notified to users by the way of the aeronautical information publication indicated on the charts in the relevant AD sections. The published RNAV procedure can require that the performance of the RNAV system is realized by means of specific sensors (e.g.: GNSS or DME/DME).

8.4 Other applications of RNAV

There are specific direct routings assigned by ATC at tactical level or on pilots' requests.

ENR 1.8 ICAO REGIONAL SUPPLEMENTARY PROCEDURES

1. RVSM Airspace

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

Within this airspace, the VER separation MNM shall be:

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

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

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

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

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

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

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

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

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

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

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

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

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

3. Non 8.33 kHz Capable State Aircraft

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

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

4. Non MODE S ELS/EHS Capable State Aircraft

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

5. Area Navigation Routes

RNAV equipment may use the input from one or a combination of the following types of position sensors: VOR/DME, DME/DME, INS/IRS and GNSS. However, the availability of VOR/DME is not assured in Swiss airspace and therefore, alternative types of position sensors shall be available. Request radar vectoring in case of RNAV position unavailability.

ENR 1.10 FLIGHT PLANNING

1. Procedures for the submission of a flight plan (SERA.4001)

1.1 The Swiss flight planning policy

1.1.1 General

Information relative to an intended flight or portion of a flight to be provided to air traffic services units shall be in the form of an ICAO flight plan.

1.1.2 Completion of a flight plan (SERA.4010)

The purpose of a flight plan is to inform the competent ATS units enabling them to supervise the flight within the scope of air traffic control as well as the flight information service and alerting service.

1.1.3 Flight plan message flow

In order to comply with the procedures and rules of the EUROCONTROL Network Manager (NM), which require that flight plan messages for flights conducted fully or partially under IFR within its area of responsibility are to be made known to the Network Manager Operations Center (NMOC), the following policy is applied. Flight plan messages related to flights under IFR/General Air Traffic (GAT), mixed IFR/VFR or GAT/Operational Air Traffic (OAT) are forwarded by the most direct way to the Integrated initial Flight plan Processing System (IFPS) only.

1.1.4 Flight plan filling

Flight plans and associated messages (DLA, CHG, CNL and ARR) for flights departing from Swiss aerodromes should be filed with a personal user account on website http://www.skybriefing.com. Flight plans for consecutive legs may also be filed. Flight plan messages filed on skybriefing are transmitted automatically to AIM Operations Switzerland for further distribution.

In case of skybriefing unserviceability, AIM Operations Switzerland provides a contingency service for the filing of flight plans by telephone.
Associated messages (DLA, CHG, CNL and ARR) can always be transmitted via telephone.

The flight plan filing service in contingency situations:

Contingency service	Language	Flight plan transmission by phone
AIM Operations Switzerland	German/English	Phone: +41 (0) 43 931 61 61
	French/English	Phone: +41 (0) 43 931 62 03

1.1.5 Direct filing with Integrated initial Flight plan Processing System (IFPS)

The recommended practice of EUROCONTROL to file IFR flight plan messages directly with IFPS is generally permitted.

ACFT Operators (AO) wishing to do so may use their direct connection to the AFTN if AVBL or the SITA type B network (either purely or its SITA/AFTN gateway), provided the necessary arrangements are made beforehand with EUROCONTROL / Network Operations and skyguide, COM Centre Switzerland:
Phone: +41 (0) 22 747 13 73,

More Information available in the: IFPS User Manual.

URL: https://www.eurocontrol.int/publication/ifps-users-manual

1.1.6 NOP - Network Operations Portal

The NOP (Network Operations Portal) aims at facilitating the NM users' access to all kinds of dynamic data and operational information in a consolidated way.
Amongst other things, information on the RAD and the European airspace use plan (EAUP) and their updates are published here.

URL: https://www.public.nm.eurocontrol.int/PUBPORTAL/

1.1.7 Adherence to Airspace Utilisation Rules and Availability

No flight plans shall be filed via the airspace of Switzerland FIR/UIR deviating from the State restrictions defined within the Route Availability Document (RAD). This common European reference document contains all airspace utilisation rules and availability for Switzerland FIR/UIR and any reference to them shall be made via

URL: https://www.nm.eurocontrol.int/RAD/index.html

1.1.8 Free Route Airspace Switzerland (LSASFRA)

Flights in LSASFRA shall flight plan as per the procedures defined in ENR 1.3.
Direct trajectories shall be planned using the acronym "DCT" between each FRA significant point.
The use of LAT/LONG coordinates is not allowed.

Flights within LSASFRA shall plan a flight level in accordance with the table of cruising level stated in ENR 1.7 section 5.3.
Additional specific flight level orientation scheme (FLOS) information relevant to FRA significant points can be found in ENR 4.1 and ENR 4.4.

1.2 IFPS - The Integrated initial Flight plan Processing System

1.2.1 General

A centralised flight plan processing and distribution service is established under the authority of the EUROCONTROL Network Manager (NM).
The service is provided by the Integrated Initial Flight Plan Processing System (IFPS) and covers that part of the ICAO EUR Region known as the IFPS Zone (IFPZ).
The IFPS Users Manual provides all users of the IFPS with an easy to access reference manual.
The manual is intended to contain all the necessary procedures and information in order for users to be able to construct, transmit or when necessary to correct, flight plan and associated update messages.
Procedures for the distribution of such messages after processing by the IFPS are also described.
Correct and accurate application of the procedures contained in the document is essential for the achievement of consistent flight plan data among all relevant actors in the flight planning process.
URL: https://www.eurocontrol.int/publication/ifps-users-manual

2. Contents of a flight plan (SERA.4005)

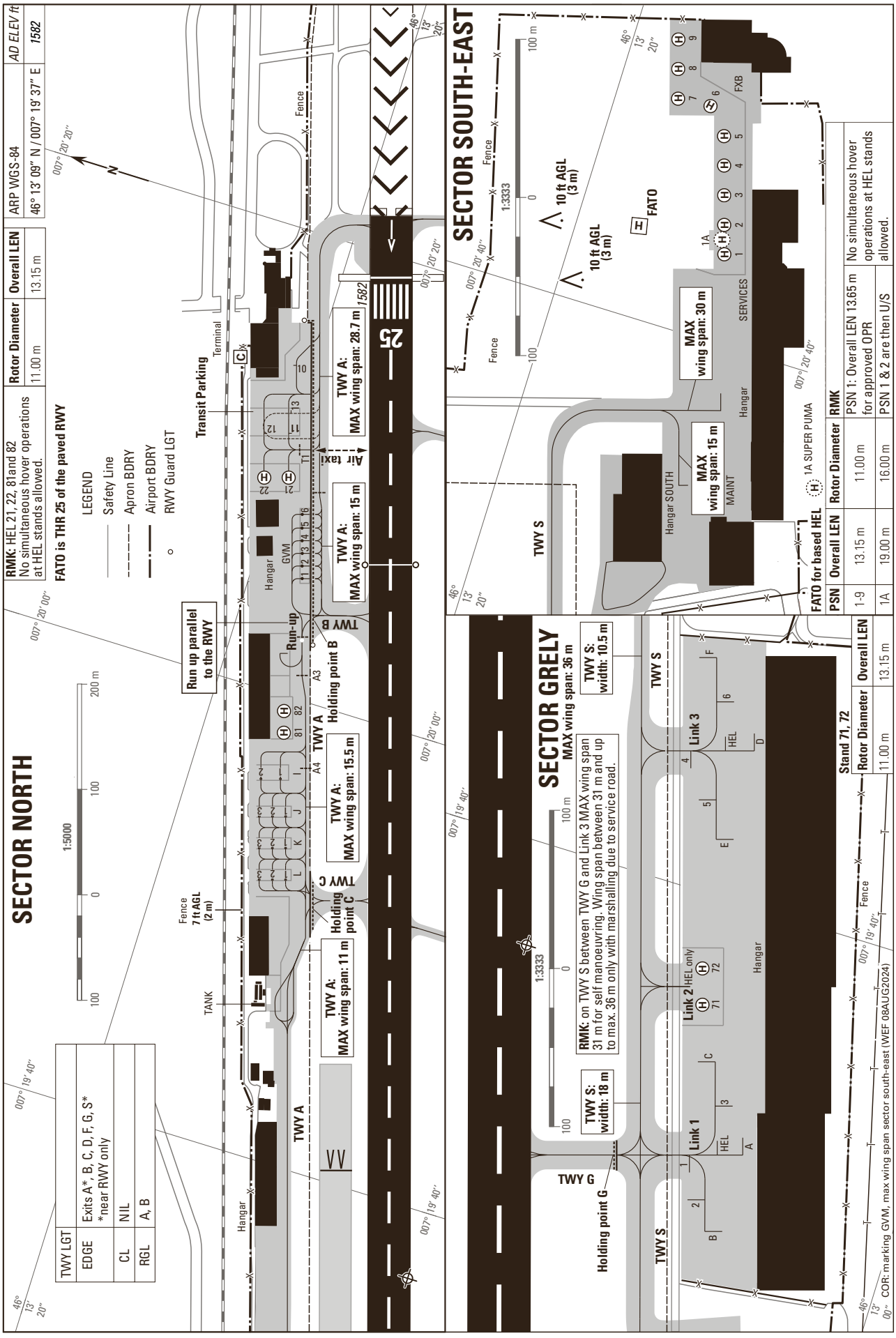
Unless a valid flight plan is acknowledged by IFPS (ACK), the requirement to file a FPL for an IFR flight intending to operate within the IFPS zone is not fulfilled.

2.1 Filing and submission of flight plans

Aircraft operators departing within Switzerland shall assume their flight is subject to ATFCM measures. Therefore, flight plans shall be submitted at least 180 minutes before EOBT. An IFR flight plan shall be submitted not more than 120 hours/5 Days in advance of the EOBT.
Unless a valid flight plan is acknowledged by IFPS (ACK), the requirement to file a FPL for an IFR flight intending to operate within the IFPS zone is not fulfilled.

A separate flight plan is required for each flight to an aerodrome where one or more approaches is intended to be made, even when no landing is intended.

Flight plans submitted for flights not operated must be cancelled (CNL).


SECTOR NORTH
SECTOR GRELY
SECTOR SOUTH-EAST
RMK: HEL 21, 22, 81and 82 No simultaneous hover operations at HEL stands allowed.
FATO is THR 25 of the paved RWY
Rotor Diameter 11.00 m
Overall LEN 13.15 m
ARP WGS-84 46° 13' 09" N / 007° 19' 37" E
AD ELEV ft 1582
LEGEND
Safety Line
Apron BDRY
Airport BDRY
RWY Guard LGT
Transit Parking
Terminal
Run up parallel to the RWY
Run-up
Holding point B
Holding point C
Holding point G
TWY A
TWY B
TWY C
TWY S
TWY G
TWY A: MAX wing span: 28.7 m
TWY A: MAX wing span: 15 m
TWY A: MAX wing span: 15.5 m
TWY A: MAX wing span: 11 m
TWY S: width: 18 m
TWY S: width: 10.5 m
MAX wing span: 36 m
RMK: on TWY S between TWY G and Link 3 MAX wing span 31 m for self manoeuvring. Wing span between 31 m and up to max. 36 m only with marshalling due to service road.
Link 1
Link 2 HEL only
Link 3
Stand 71, 72
Rotor Diameter 11.00 m
Overall LEN 13.15 m
FATO
10 ft AGL (3 m)
MAX wing span: 30 m
MAX wing span: 15 m
Hangar SOUTH
MAINT
SERVICES
Hangar
FXB
1A SUPER PUMA
FATO for based HEL
PSN 1-9 Overall LEN 13.15 m Rotor Diameter 11.00 m RMK PSN 1: Overall LEN 13.65 m for approved OPR
PSN 1A Overall LEN 19.00 m Rotor Diameter 16.00 m RMK No simultaneous hover operations at HEL stands allowed. PSN 1 & 2 are then U/S
TWY LGT
EDGE Exits A*, B, C, D, F, G, S* *near RWY only
CL NIL
RGL A, B
Fence
7 ft AGL (2 m)
TANK
Hangar
GVM
Air taxi
1:5000
1:3333
COR: marking GVM, max wing span sector south-east (WEF 08AUG2024)

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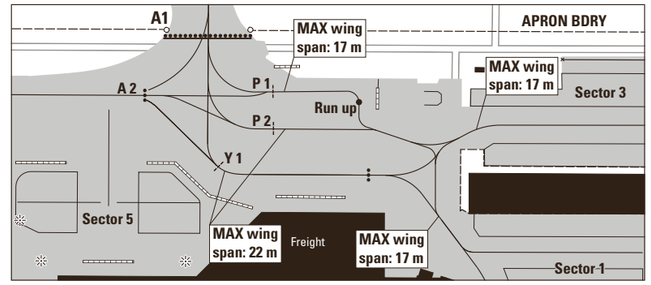
APRON SOUTH

INSET



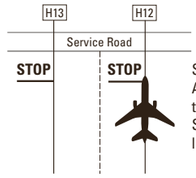
For sequencing - ACFT South of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to the intermediate HLDG PSN A2, P1, P2 or Y1

LEGEND

- Guideline for taxiing
- Intermediate HLDG PSN
- Intermediate HLDG PSN with Stop bar
- RWY GUARD LGT
- Stop bar CAT I
- Stop bar LGT CAT I H24
- Stop bar LGT CAT II-III
- Stop bar LGT CAT I-II-III H24
- Blast fences
- Light pole

TWY LGT	
EDGE	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
CL	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, Z
RETIL	H1
RGL	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, R8

ACFT PRKG:



STOP Marking:
ACFT has to be stopped with the pilot seat ABM the stop line.
Stop line is visible from the left-hand pilot seat only.

GENERAL REMARKS

On apron wing tip clearance is provided only if ACFT main gear centre remains over the guidelines.

TWY A and TWY B:
DRG ILS APCH RWY 28, TWY A and TWY B BTN TWY K and THR 28 CLSD to ACFT with wingspan equal or greater than 36 m.

TWY E BTN G01 and G06 : ICAO Code C ACFT only up to 36 m wingspan
TWY F from TWY-N to TWY-M: ICAO Code C ACFT only up to 36 m wingspan
TWY P: ICAO Code C ACFT only up to 36 m wingspan
TWY S: MAX 30 m wingspan, with marshaller MAX 31 m
TWY Z: Outer main gear wheel span MAX 6 m. MAX 30 m wingspan

RWY Incursion HOTSPOT

ACFT taxiing on TWY E, F, J or K:
Be aware of RWY AHEAD

ACFT taxiing to RWY28:
Be aware of sharp turn from TWY E or F onto TWY A

For LDG RWY 34: TWY E6 only available as RWY exit with prior ATC clearance
For LDG RWY 28: TWY F to the south only available as RWY exit with prior ATC clearance

All Parking PSN W: Outbound with push-back only

COR:TWY E6-E stop bar and HLDG PSN (WEF 08AUG2024)

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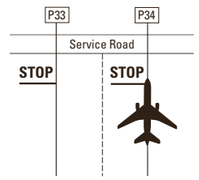
COR: TWY E-E6 stop bar and HLDG PSN (WEF 08AUG2024)

APRON NORTH

LEGEND

- Blast fences
- Light pole
- Guideline for taxiing
- Intermediate HLDG PSN
- Intermediate HLDG PSN with Stop bar
- RWY GUARD LGT
- Stop bar CAT I
- Stop bar LGT CAT I H24
- Stop bar LGT CAT II-III
- Stop bar LGT CAT I-II-III H24
- Stands E4M AND E5M SOUTH OF DOCK-E WITH MARSHALLER ONLY

ACFT PRKG:



STOP Marking:
ACFT has to be stopped with the pilot seat ABM the stop line. Stop line is visible from the left-hand pilot seat only.

RWY Incursion HOTSPOT

ACFT taxiing on TWY E, F, J or K:
Be aware of RWY AHEAD

ACFT taxiing to RWY28:
Be aware of sharp turn from TWY E or F onto TWY A

For LDG RWY 34: TWY E6 only available as RWY exit with prior ATC clearance

For LDG RWY 28: TWY F to the south only available as RWY exit with prior ATC clearance

TWY LGT	
EDGE	Apron Area, B7, L, L7, G, RWY-Exits, TWY Curves
CL	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, Z
RETIL	H1
RGL	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, R8

TWY Z: Outer main gear wheel span MAX 6 m. MAX 30 m wingspan
TWY P: ICAO Code C ACFT only up to 36 m wingspan

For sequencing - ACFT north of RWY 10-28 with TAKE OFF RWY 28 will initially be cleared to intermediate HLDG PSN B2 or Z1.

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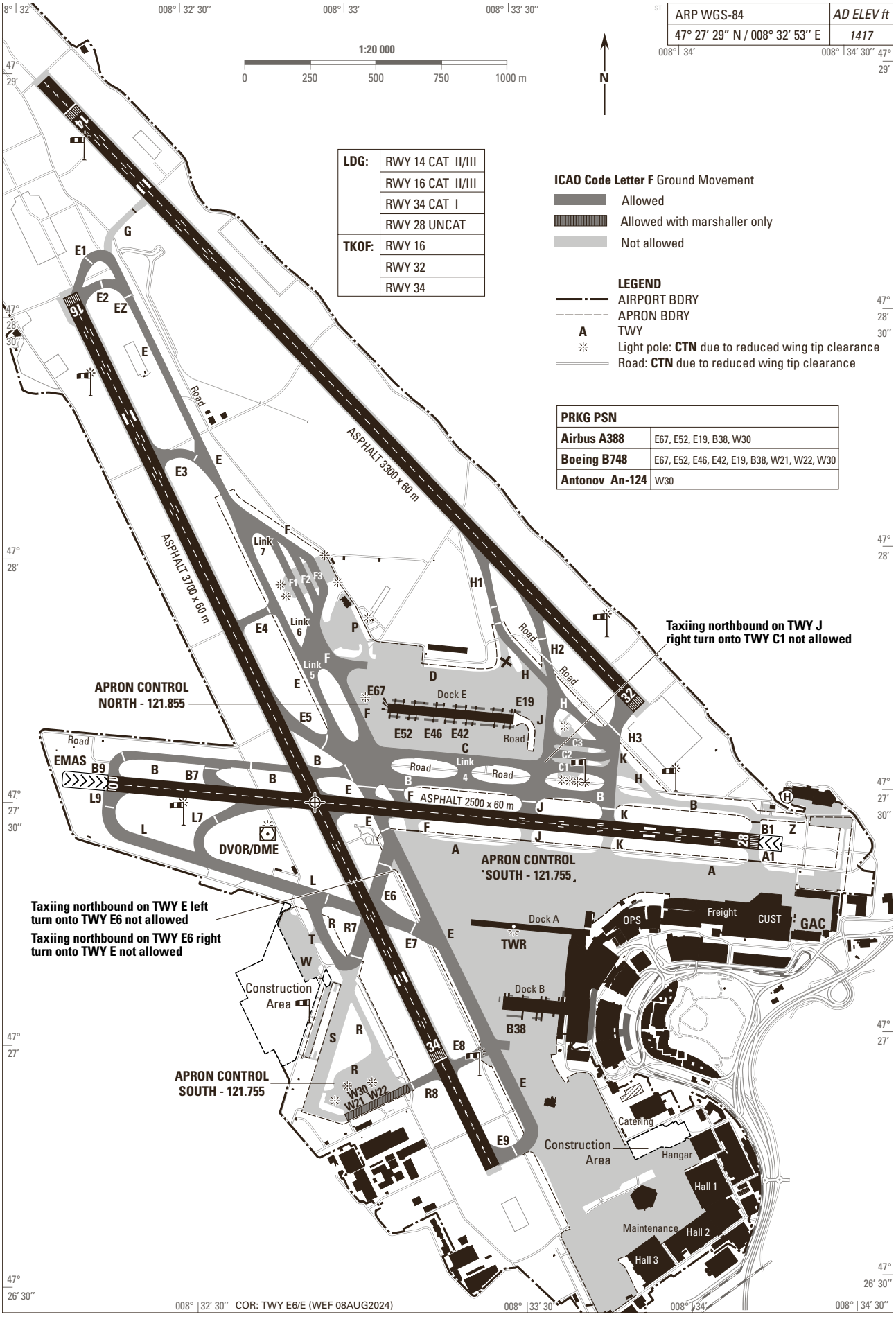
ARP WGS-84 | AD ELEV ft
47° 27′ 29″ N / 008° 32′ 53″ E | 1417
1:20 000
0 250 500 750 1000 m
N
LDG: RWY 14 CAT II/III
RWY 16 CAT II/III
RWY 34 CAT I
RWY 28 UNCAT
TKOF: RWY 16
RWY 32
RWY 34
ICAO Code Letter F Ground Movement
Allowed
Allowed with marshaller only
Not allowed
LEGEND
AIRPORT BDRY
APRON BDRY
A TWY
Light pole: CTN due to reduced wing tip clearance
Road: CTN due to reduced wing tip clearance
PRKG PSN
Airbus A388 E67, E52, E19, B38, W30
Boeing B748 E67, E52, E46, E42, E19, B38, W21, W22, W30
Antonov An-124 W30
ASPHALT 3300 x 60 m
ASPHALT 3700 x 60 m
ASPHALT 2500 x 60 m
Taxiing northbound on TWY J right turn onto TWY C1 not allowed
APRON CONTROL NORTH - 121.855
APRON CONTROL SOUTH - 121.755
APRON CONTROL SOUTH - 121.755
Taxiing northbound on TWY E left turn onto TWY E6 not allowed
Taxiing northbound on TWY E6 right turn onto TWY E not allowed
EMAS
DVOR/DME
TWR
Dock A
Dock B
Dock E
OPS
Freight
CUST
GAC
Construction Area
Construction Area
Catering
Hangar
Hall 1
Hall 2
Hall 3
Maintenance
Road
Link 4
Link 5
Link 6
Link 7
16
34
32
28
008° 32′ 30″ COR: TWY E6/E (WEF 08AUG2024)

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